EAST OR WEST, IT'S THE BEST

There's never been any doubt about the best bike in the 250 class, but if you need more proof, just check out the results from this year's Supercross. Jett and Hunter Lawrence can ride anything they want, but they both choose the Honda CRF®250R, and rode away with both the 250 East and 250 AMA West Supercross championships—and with a huge points margin to boot! And it's easy to see why: CRF250R stacks the deck when it comes to torque and midrange power—where you really need it for critical track sections like whoops, managing jumps, or blasting out of deep loam and berms. Plus, we've gone to extra lengths to keep the bike light, narrow, and responsive. For 2024, the choice is clear: You need to be on a Honda CRF250R … unless you're happy racing for second place.

CRF250R IS INTENDED FOR CLOSED-COURSE OPERATION ONLY. PROFESSIONAL RIDERS SHOWN. ALWAYS WEAR A HELMET, EYE PROTECTIONAND PROTECTIVE CLOTHING, AND PLEASE RESPECT THE ENVIRONMENT. OBEY THE LAW AND READ THE OWNER'S MANUAL THOROUGHLY. SHOWA® IS A REGISTERED TRADEMARK OF SHOWA MFG., INC. CRF®, Unicam® and Pro-Link® are registered trademarks of Honda Motor Co., Ltd. ©2023 American Honda Motor Co., Inc.

2024 CRF250R

Professional Rider Shown on closed course

CRF250R

RED

SPECIFICATIONS

ENGINE TYPE	—	249cc liquid-cooled single-cylinder four-stroke
BORE AND STROKE	—	79.0mm x 50.9mm
COMPRESSION RATIO	—	13.9:1
VALVE TRAIN	—	DOHC; four valves per cylinder
INDUCTION	—	Programmed Fuel Injection (PGM-FI); 44mm throttle bore
TRANSMISSION	—	Five-speed
FINAL DRIVE	—	#520 Chain; 13T/50T
FRONT SUSPENSION	—	49mm leading-axle inverted Showa® SPG coil-spring fork with rebound- and compression-damping adjustability; 12.2-inch travel
REAR SUSPENSION	—	Pro-Link® Showa single shock with spring preload, rebound- and compression-damping adjustability; 12.3-inch travel
FRONT BRAKE	—	Single 260mm disc
REAR BRAKE	—	Single 240mm disc
FRONT TIRE	—	Pirelli Scorpion MX32; 80/100-21
REAR TIRE	—	Pirelli Scorpion MX32; 100/90-19
WHEELBASE	—	58.1 inches
RAKE	—	27.3°
TRAIL	—	4.6 inches
SEAT HEIGHT	—	37.8 inches
GROUND CLEARANCE	—	13.1 inches
FUEL CAPACITY	—	1.7 gallons
CURB WEIGHT	—	229 pounds (Includes all standard equipment, required fluids and a full tank of fuel)

FEATURES & BENEFITS

NINE-PLATE CLUTCH ASSEMBLY

Say good-bye to clutch fade—the bike uses a nine-plate design to improve durability and hookup. That means less slip at peak horsepower, better torque transmission through the clutch pack and greater durability. Plus, the clutch pull is lighter, and you get improved engagement feel.

HRC LAUNCH CONTROL

We're talking about a special ECU program here: push the button to select the mode, hold the throttle open, release the clutch, and the CRF250R will do the rest, launching you into the first turn with a big advantage. It turns your bike into a holeshot-seeking machine!

FUEL INJECTION

By installing the CRF250R's fuel injector at a 60-degree angle, the injector sprays fuel all the way back to the throttle butterfly. The engine gets a cooler, denser fuel charge for more power and better torque. It's little details like this that put the CRF250R up front.

SUPERIOR FRAME RIGIDTY

Great handling starts with a superior frame, and that's one place where the CRF250R's chassis puts you out front. First, it's light. By making the frame's main spars narrow, we save weight, but more importantl we make the chassis more responsive by fine-tuning the lateral rigidity. The result is a bike that gets into, around, and out of corners faster.

HONDA