



Life is better  
on a Honda



## 2022 CRF250R

### FIND YOUR EDGE.

Horsepower is horsepower, right? Anybody who's ever raced knows it's a lot more complicated. Where your bike makes its power is at least as important as how much power it puts out. And that's where our 2022 Honda CRF<sup>®</sup>250R is a real game changer. Because we've made some big improvements to this bike's engine, giving it way more power and torque at lower revs and in the midrange. And that means it's easier to ride fast, because the low-to midrange is key in critical track sections like whoops, managing jumps, or blasting out of deep loam and berms. And to handle all that extra torque, we've also given it a new nine-plate clutch. Finally, there's the new single-pipe exhaust, designed to make moving on the bike easier, and a big contributor to the new bike's lower overall weight. Ready to ride; ready to win. The new 2022 CRF250R is our strongest CRF250R ever.

CRF250R IS INTENDED FOR CLOSED-COURSE OPERATION ONLY. PROFESSIONAL RIDERS SHOWN. ALWAYS WEAR A HELMET, EYE PROTECTION AND PROTECTIVE CLOTHING, AND PLEASE RESPECT THE ENVIRONMENT. OBEY THE LAW AND READ THE OWNER'S MANUAL THOROUGHLY. Showa<sup>®</sup> is a registered trademark of Showa Mfg., Inc. CRF<sup>®</sup>, Unicam<sup>®</sup> and Pro-Link are registered trademarks of Honda Motor Co., Ltd. ©2021 American Honda Motor Co., Inc.



Professional rider on closed course





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### SPECIFICATIONS

ENGINE TYPE	— 249cc liquid-cooled single-cylinder four-stroke
BORE AND STROKE	— 79.0mm x 50.9mm
INDUCTION	— Programmed Fuel-Injection system (PGM-FI); 44mm throttle bore
IGNITION	— DC-CDI
COMPRESSION RATIO	— 13.9:1
STARTER	— Electric with lithium-ion battery
VALVE TRAIN	— DOHC, four valves per cylinder
TRANSMISSION	— 5-speed
FINAL DRIVE	— #520 chain; 13T/50T
FRONT SUSPENSION	— 49mm fully adjustable leading-axle inverted telescopic Showa® SPG coil-spring fork; 12.2 inches of travel
REAR SUSPENSION	— Pro-Link® system; fully adjustable Showa single shock; 12.3 inches of travel
FRONT BRAKE	— Single 260mm hydraulic disc
REAR BRAKE	— Single 240mm hydraulic disc
FRONT TIRE	— Pirelli Scorpion MX32 80/100-21 with tube
REAR TIRE	— Pirelli Scorpion MX32 100/90-19 with tube
RAKE	— 27° 19'
TRAIL	— 115mm
WHEELBASE	— 58.1 inches
SEAT HEIGHT	— 37.8 inches
CURB WEIGHT	— 229 pounds (Includes all standard equipment, required fluids and a full tank of fuel-ready to ride)
FUEL CAPACITY	— 1.7 gallons
GROUND CLEARANCE	— 13.1 inches
LENGTH	— 85.7 inches
WIDTH	— 32.6 inches
HEIGHT	— 49.8 inches

### FEATURES & BENEFITS



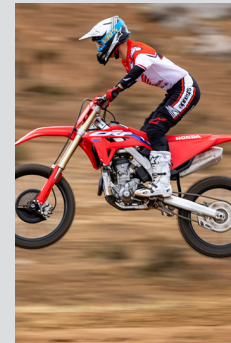
#### NINE-PLATE CLUTCH ASSEMBLY

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.



#### REVISED FRAME RIGIDITY

We've made some big changes to the 2022 CRF250R's chassis: First, it's light—over a pound and a half lighter than the previous generation's. Narrowing the main spars helps save weight, but more important it makes the chassis more responsive by fine-tuning the lateral rigidity for a bike that gets into, around, and out of corners faster.



#### MORE MIDRANGE TORQUE AND POWER

The key to riding a 250 fast is to keep it in the powerband. The 2022 CRF250R features a new cam, new valve timing, and a new press-fit cam sprocket along with new ignition timing. Together they boost the critical midrange torque and power significantly, giving you the advantage you need.



#### SINGLE-MUFFLER EXHAUST SYSTEM

Using a pressed-alloy design lets us shape the muffler for better rider ergonomics and lighter weight. Along with the single muffler, the CRF250R naturally uses a single-pipe header. It routes close to the center of the bike, and its light overall construction helps improve weight distribution. It also lets you move more freely on the bike.