



Life is better
on a Honda



2022 CRF250RX

OWN THE TRAIL

Are you a serious cross-country racer? Then this is your bike. Because our new 2022 Honda CRF[®]250RX gets all the updates and performance enhancing features of our latest CRF250R, but wraps them in a chassis and suspension package that's specially tuned for the kind of riding you do. Those changes include big improvements to the engine, giving it way more power and torque at lower revs and in the midrange. 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 bike's lower overall weight. Plus the RX gets new handguards this year, a tucked-in sidestand, and features like bigger fuel tank and an 18-inch rear wheel better suited for enduro-spec tires. Nimble and light, the CRF250RX is a joy to ride in the tight stuff, and is ready to rip when the course opens up.

CRF250RX IS INTENDED FOR CLOSED-COURSE OPERATION ONLY. 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[®] is a registered trademark of Showa Mfg., Inc. CRF[®], Unicam[®] 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

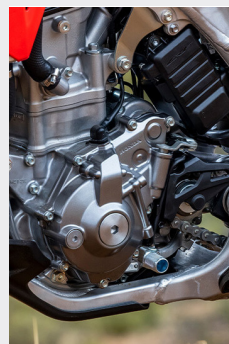
ENGINE TYPE	— 249cc liquid-cooled single-cylinder four-stroke
BORE AND STROKE	— 79.0mm x 50.9mm
INDUCTION	— Programmed Fuel-Injection system (PGM-FI); 44mm throttle bore
IGNITION	— DC-CDI
COMPRESSION RATIO	— 13.9:1
STARTER	— Electric with lithium-ion-phosphate battery
VALVE TRAIN	— DOHC, four valves per cylinder
TRANSMISSION	— 5-speed
FINAL DRIVE	— #520 chain; 13T/50T
CLUTCH	— Multiplate (5 springs)
FRONT SUSPENSION	— 49mm fully adjustable leading-axle inverted telescopic Showa® 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	— Dunlop Geomax AT81 90/90-21
REAR TIRE	— Dunlop Geomax AT81 110/100-18
RAKE	— (Caster Angle) 27° 9'
TRAIL	— 114mm (4.5 inches)
WHEELBASE	— 58.1 inches
SEAT HEIGHT	— 38 inches
CURB WEIGHT	— 238 pounds (Includes all standard equipment, required fluids and a full tank of fuel—ready to ride)
FUEL CAPACITY	— 2.1 gallons
GROUND CLEARANCE	— 13.2 inches
LENGTH	— 85.7 inches
WIDTH	— 33 inches
HEIGHT	— 50.4 inches

FEATURES & BENEFITS



MORE MIDRANGE TORQUE AND POWER

The key to getting the most out of a 250 is to keep it in the powerband. The 2022 CRF250RX 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 a broad powerband and the advantage you need.



NINE-PLATE CLUTCH ASSEMBLY

Say good-bye to clutch fade—the 2022 CRF250RX 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.



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 CRF250RX 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.



NEW HAND GUARDS

On a bike like the CRF250RX, handguards are a real necessity. That's why our 2022 bike is now equipped with them right from the factory.