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## 2022 CRF450R-S

### HOLESHOT PERFORMANCE. CHAMPIONSHIP VALUE

This year, we're happy to announce an extraordinary opportunity for motocross riders: The 2022 Honda CRF450R-S, a new machine built to the proven 2020 CRF450R specs. But here's the best part: We're also offering it at a greatly reduced price that's going to make it one of the best dirtbike deals ever.

The CRF450R-S offers a spectacular list of features, like our balanced twin exhaust for riders who prefer that system. And the Unicam® engine, selectable engine modes, Honda Selectable Torque Control and HRC Launch Control all put this bike right at the front. And if you do your part, it'll put you there, too.

CRF450R-S 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® 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.







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## 2022 CRF450R-S



RED

## SPECIFICATIONS

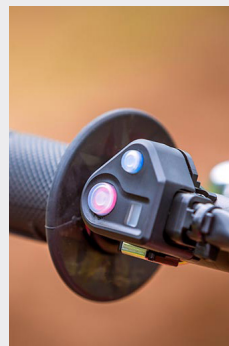
ENGINE TYPE	— 449cc liquid-cooled single-cylinder four-stroke
BORE AND STROKE	— 96mm x 62.1mm
COMPRESSION RATIO	— 13.5:1
VALVE TRAIN	— Unicam four-valve; 38mm intake; 31mm exhaust
INDUCTION	— Programmed Fuel Injection (PGM-FI), 46mm downdraft throttle body
IGNITION	— DC-CDI
TRANSMISSION	— Close-ratio five-speed
FINAL DRIVE	— #520 Chain 13T/49T
FRONT SUSPENSION	— 49mm inverted Showa®-fork with rebound and compression damping adjustability; 12.0 inches of travel
REAR SUSPENSION	— Pro-Link® Showa single shock with adjustable spring preload, rebound and compression damping adjustability; 12.3 inches of travel
FRONT BRAKE	— Single 260mm disc with twin-piston caliper
REAR BRAKE	— Single 240mm disc
FRONT TIRE	— Dunlop MX3S 80/100-21
REAR TIRE	— Dunlop MX3S 120/80-19
WHEELBASE	— 58.3 inches
RAKE	— 27° 22'
TRAIL	— 4.6 inches
SEAT HEIGHT	— 37.8 inches
GROUND CLEARANCE	— 129 inches
FUEL CAPACITY	— 1.66 gallons
CURB WEIGHT	— 247 pounds (Includes all standard equipment, required fluids and full tank of fuel—ready to ride.)

## FEATURES & BENEFITS



### NEXT-GENERATION ALUMINUM FRAME

The CRF450R-S's Next-Gen twin spar aluminum frame positions the rear shock's mounting point lower, opening up the airbox area and contributing to a lower center of gravity for more holeshots. The frame geometry also helps improve traction, feeling and steering precision.



### 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 CRF450R-S will do the rest, launching you into the first turn with a big advantage. It turns your bike into a holeshot-seeking machine!



### ELECTRIC STARTER

Kickstarting? Maybe if you're riding in the vintage class, but not here. By ditching the kickstarter entirely, our engineers can make the CRF450R-Slighter. Electric starters and lithium-ion batteries are so light now and so good that putting them on a bike like this is a win/win combination. And winning is what a CRF450R-S is all about.



### 449cc UNICAM ENGINE

Honda's Unicam cylinder heads combine the best of single- and double-overhead-cam designs. The configuration permits a narrow included valve angle. This allows a high compression ratio. Since less space is taken up in the cylinder head, the camshaft sits lower in the head for a more compact engine and a lower center of gravity.