



Life is better
on a Honda



2021 CRF450RX

EMBRACE WINNING, ON OUR BEST ENDURO EVER

THE REDESIGNED 2021 CRF450RX

Enduro racing is an ever-changing challenge—the terrain, the competition, the weather, the course. And you can't be static in a changing environment if you want to prevail. That's why we've given the class-leading Honda CRF450RX so many big changes this year. Basically, it gets all the same awesome upgrades as our CRF450R: new frame, cylinder head, hydraulic clutch, clutch internals, fuel injection, single-muffler exhaust, and more. Plus we've fine-tuned the suspension specifically for enduro riders, shaved approximately four pounds off last year's bike, and even hooked you up with factory handguards. All in all, it's the highest performing bike we've ever offered in the class. Embrace the changes—then embrace victory.

CRF450RX 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. CRF® is a registered trademark of Honda Motor Co., Ltd. ©2020 American Honda Motor Co., Inc.



PRE-PRODUCTION MODEL SHOWN



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RED

SPECIFICATIONS

ENGINE TYPE	— 449cc liquid-cooled single-cylinder four-stroke
BORE AND STROKE	— 96mm x 62.1mm
COMPRESSION RATIO	— 13.5:1
INDUCTION	— Programmed Fuel Injection (PGM-FI), 46mm downdraft throttle body
IGNITION	— DC-CDI
VALVE TRAIN	— Unicam four-valve; 38mm intake, titanium; 31mm exhaust, Steel
TRANSMISSION	— Close-ratio five-speed
FINAL DRIVE	— #520 Chain; 13T/50T
FRONT SUSPENSION	— 49mm leading-axis inverted telescopic Showa coil-spring fork with rebound and compression damping adjustability; 12.2 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 Geomax AT81 90/90-21
REAR TIRE	— Dunlop Geomax AT81 120/90-18
RAKE (CASTER ANGLE)	— 27° 7'
TRAIL	— 4.5 inches
WHEELBASE	— 58.3 inches
GROUND CLEARANCE	— 13.2 inches
SEAT HEIGHT	— 38 inches
FUEL CAPACITY	— 2.1 gallons
CURB WEIGHT	— 251 pounds (Includes all standard equipment, required fluids and full tank of fuel—ready to ride.)

FEATURES & BENEFITS



LIGHTER, NARROWER FRAME

Great handling starts with a superior frame, and we've made some big changes to our 2021 CRF450RX's chassis. First, it's lighter—over a pound and a half lighter. By making the frame's main spars narrower, we saved weight, but more important we made the chassis more responsive by reducing lateral rigidity 20 percent. The result is a bike that gets into, around, and out of corners faster.



NEW HYDRAULIC CLUTCH

This is huge news for the 2021 CRF450RX. Made by Nissin, the hydraulic clutch performs better than third-party conversions. You get a clutch-lever pull that's ten percent lighter at its peak, even though it's paired with a clutch that's much stronger. Plus, you'll never have to worry about making a clutch-cable adjustment, even during the longest events.



NEW AIRBOX AND FILTER

Along with the new air filter, the airbox shape helps deliver more torque. You can access the airbox through the left number plate. And because the new filter has no rubber gasket where it interfaces with the intake boot, cleaning and servicing the filter is faster and less messy than ever.



DUNLOP GEOMAX AT81 TIRES

The CRF450RX's Dunlop Geomax tires are specially designed for enduro use. The AT81 tires are spec'd at 90/90-21 for the front and 120/90-18 for the rear. You read that right: the CRF450RX rolls on an 18-inch rear wheel.