



MOTOCROSS POWER, OFF-ROAD PERFORMANCE

The Honda CRF®450X may look like our CRF450R motocrosser (especially since we've updated the graphics this year), but look a little closer and you'll see it's really a totally different machine built especially for off-road, cross-country competition — think Baja 1000, or WORCs racing. It's true that the CRF450X and our "R" model motocrossers share the same Unicam® engine architecture, but the CRF450X gets a wide-ratio six-speed transmission and a chassis featuring steering geometry more suited for off-road riding. Plus, there are plenty of other specialized touches too, like an 18-inch rear wheel for better off-road tire choice, a standard sidestand and hand guards, different ECU and fuel-injection settings, larger fuel tank, skid plate and more. East coast, west coast, and everywhere in between, the CRF450X rules the roost!



2023 CRF450X

CRF450X IS INTENDED FOR OFF-ROAD 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. ALWAYS STAY ON ESTABLISHED TRAILS IN APPROVED RIDING AREAS. Showa® is a registered trademark of Showa Mfg., Inc. CRF®, Unicam® and Pro-Link® are registered trademarks of Honda Motor Co., Ltd. ©2022 American Honda Motor Co., Inc.



CRF450X



SPECIFICATIONS

ENGINE TYPE	— 449cc liquid-cooled single-cylinder
BORE AND STROKE	— 96.0mm x 62.1mm
COMPRESSION RATIO	— 12.0:1
VALVE TRAIN	— Unicam SOHC; four valves per cylinder
INDUCTION	— Programmed Fuel Injection (PGM-FI), 46mm downdraft throttle body
TRANSMISSION	— Wide-ratio six-speed
FINAL DRIVE	— #520 Chain; 13T/51T
FRONT SUSPENSION	— 49mm leading-axle inverted telescopic Showa coil-spring fork with rebound- and compression-damping adjustability; 10.55-inch travel
REAR SUSPENSION	— Pro-Link Showa single shock with spring-preload, rebound- and compression-damping adjustability; 11.8-inch travel
FRONT BRAKE	— Single 260mm disc with twin-piston caliper
REAR BRAKE	— Single 240mm disc
FRONT TIRE	— Dunlop MX52; 80/100-21
REAR TIRE	— Dunlop MX52; 110/100-18
RAKE	— 27.6°
TRAIL	— 5.6 inches
WHEELBASE	— 58.7 inches
SEAT HEIGHT	— 37.9 inches
GROUND CLEARANCE	— 13.1 inches
FUEL CAPACITY	— 2.0 gallons
CURB WEIGHT	— 275 pounds (Includes all standard equipment, required fluids and full tank of fuel)

FEATURES & BENEFITS

WIDE-RATIO SIX-SPEED TRANSMISSION

Having six speeds in the CRF450X's transmission compared to an MX bike's typical five gives you more choice, and makes this versatile bike even more versatile. You have a gear for everything from east-coast rock crawling to wide-open Baja blasts.

ELECTRIC START

An electric start system ensures trouble-free starting in all conditions. The electric starter also drives the clutch side of the crankshaft, which provides superior lubrication to starter gears while allowing a narrow engine with a short, strong crank.

450cc UNICAM® ENGINE

Honda's Unicam® cylinder heads combine the best of single- and double-overhead-cam designs. The configuration contributes to a compact engine that saves weight over a comparable dual-overhead-camshaft motor and also permits a narrow included valve angle. This flattens the combustion chamber to facilitate ignition flame propagation, allowing 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.

TWIN-SPAR CHASSIS

The CRF450X uses a twin-spar aluminum chassis that takes advantage of all the lessons we've learned on the MX track and from winning countless Bajas. The frame is both light and stiff, and provides the basis for the CRF450X's excellent handling. The chassis is also wider than the standard MX frame to accommodate the six-speed transmission.

