



# HIGH-PERFORMANCE DEAL

Is this the best idea yet, or what? If you're looking for an awesome open-class motocross bike that comes with an even more awesome price, then here's your choice: the 2023 Honda CRF<sup>®</sup>450R-S. It's a brand-new bike, but built to our 2022 CRF450R specifications. You'll be getting front-line features like our Unicam<sup>®</sup> engine, selectable engine modes, Honda Selectable Torque Control and balanced twin exhaust for riders who prefer that system. An added plus at no extra charge: When you're riding with your pals on their more expensive new bikes and you whoop them riding a CRF450R-S, the victory is gonna taste sweeter than ever.



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<sup>®</sup> IS A REGISTERED TRADEMARK OF SHOWA MFG., INC. CRF<sup>®</sup>, Unicam<sup>®</sup> and Pro-Link<sup>®</sup> are registered trademarks of Honda Motor Co., Ltd. ©2022 American Honda Motor Co., Inc.

# 2023 CRF450R-S



## CRF450R-S



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### SPECIFICATIONS

<b>ENGINE TYPE</b>	—	450cc liquid-cooled single cylinder
<b>BORE AND STROKE</b>	—	96.0mm x 62.1mm
<b>COMPRESSION RATIO</b>	—	13.5:1
<b>VALVE TRAIN</b>	—	Unicam SOHC; four valves per cylinder
<b>INDUCTION</b>	—	Programmed Fuel Injection (PGM-FI), 46mm downdraft throttle body
<b>TRANSMISSION</b>	—	Close-ratio five-speed
<b>FINAL DRIVE</b>	—	#520 Chain; 13T/49T
<b>FRONT SUSPENSION</b>	—	49mm inverted Showa fork with rebound- and compression-damping adjustability; 12.0-inch travel
<b>REAR SUSPENSION</b>	—	Pro-Link Showa single shock with spring-preload, rebound- and compression-damping adjustability; 12.4-inch travel
<b>FRONT BRAKE</b>	—	Single 260mm disc with twin-piston caliper
<b>REAR BRAKE</b>	—	Single 240mm disc
<b>FRONT TIRE</b>	—	Dunlop MX33; 80/100-21
<b>REAR TIRE</b>	—	Dunlop MX33; 120/80-19
<b>WHEELBASE</b>	—	58.4 inches
<b>RAKE</b>	—	27.4°
<b>TRAIL</b>	—	4.6 inches
<b>SEAT HEIGHT</b>	—	37.8 inches
<b>GROUND CLEARANCE</b>	—	12.9 inches
<b>FUEL CAPACITY</b>	—	1.7 gallons
<b>CURB WEIGHT</b>	—	247 pounds (Includes all standard equipment, required fluids and full tank of fuel)

### FEATURES & BENEFITS

#### NEXT-GENERATION ALUMINIUM 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-S lighter. 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.

#### 450cc UNICAM ENGINE

Honda's Unicam cylinder head combines 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.

