



For Immediate Release

Honda to Release 2017 HONDA CRF250L

MARKHAM, ON (November 8th, 2016) – Wearing sharp new CRF450R-derived bodywork, the dual-purpose ready-for-everything CRF250L has more power and torque from a revised intake and exhaust system, and a new digital dash with tachometer and fuel gauge.

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1. Introduction

A 250cc dual-purpose motorcycle covers many bases: it slips easily through



congested urban streets, thanks to lightweight and slim proportions matched with superb maneuverability. While its suspension, ground clearance and seat height deliver a fun and comfortable ride on rough pavement and trails. It opens up a whole new range of two-wheeled opportunities, whether a new or experienced rider.

The Honda CRF250L, launched worldwide in 2012, is just such a machine. It's popularity with

experienced riders – who often keep it as a second bike – it also connects the younger demographic to Honda, many of whom use it as a cool, stylish commuter. However, for every owner, it offers the chance to head off the pavement onto an out of the way dirt trail. For 2017 the CRF250L has been revised, and a newly introduced model, the *CRF250 RALLY, adds a new dynamic to the mix, adding a little more sport to your adventure. *See separate 2017 CRF250 RALLY release.

With styling cues are taken directly from Honda's CRF250R and CRF450R MX machines, the improved CRF250L is ready for just about anything a rider can throw at it: it's tough, practical and equally at home around a city block or out on the trail.

Mr. Eiji Sugiyama, Large Project Leader (LPL) 17YM CRF250

“We really wanted to build on the success of the current CRF250L with performance upgrades that open up even more new opportunities for riders new and experienced riders, for just about any type of journey they want to tackle. We have improved the power, appearance and usefulness of the 2017 CRF250L. We’ve also made sure it remains accessible to a wide variety of riders, as we know that for many the CRF250L will be the start of their motorcycling adventure.”

Honda CRF250L – Ready for Road and Trail

2. Model Overview

Well proven, the CRF250L’s tough steel frame and long travel Showa suspension remain unchanged, but new bodywork draws its influence from the minimalism for the CRF450R MX for a sharper, slimmed-down look. A digital dash adds a tachometer and fuel gauge and ABS is fitted as standard, with the option of disengaging it for the rear brake.



The 249cc engine boasts more bottom-end torque and peak power from revised PGM-FI and throttle body plus a new airbox, connector tube and lightweight exhaust.

3. Key Features

3.1 Styling & Equipment



The CRF250L is a true small capacity all-rounder, and as such is built so form and function seamlessly intertwine. Its slim width not only helps it in traffic, but also off-road where the smooth seat/tank interface also allows the rider to transfer their weight freely.

Cohesively laid out, the new digital dash features a speedometer, tachometer plus fuel gauge and clock. Much more compact than the previous design, the rear light, indicators and number plate bracket tuck neatly out of harm’s way.

The 7.8L (including 1.5L reserve) fuel tank delivers class-leading range: with fuel consumption from the engine of 33.3km/l (WMTC mode), over 250km is possible. The flat filler cap is hinged for convenience.

The CRF250L comes finished in Honda’s Extreme Red racing colour as a base, with black and white accents drawn directly from HRC’s factory machines.

3.2 Chassis

The CRF250L's frame is constructed from steel, with twin oval-section main spars and a semi-double cradle. A wheelbase of 1,445mm is matched to a 27.6° rake with 113mm trail and ground clearance of 255mm. Seat height is 875mm with wet weight of 146kg.

A 43mm Showa inverted fork has 250mm of stroke: light weight and rigid, one side houses the spring while the other provides damping control. A 17mm front wheel spindle (2mm larger in diameter) improves rigidity and handling feel. Pro-Link rear suspension features a 240mm axle stroke; the Showa shock absorber is a single tube design with 40mm diameter cylinder.

The tapered aluminum swingarm incorporates a monoblock casting that provides the correct rigidity balance and reduces un-sprung mass. Extruded aluminum is used for the chain adjustment collar.

Up front, a 256mm floating wave-style disc is worked by a two-piston caliper. Aluminum rims (21-inch front/18 rear) wear block pattern tires (front: 3.00-21 51P, rear: 120/80-18M/C 62P). A small detail – but a useful one off-road – is that the gear lever now features a folding tip.

3.3 Engine

The CRF250L's 249cc liquid-cooled single-cylinder DOHC engine has more bottom-end torque and high rpm power, with a linear delivery. Peak power of 18.2kW is delivered @ 8,500rpm with peak torque of 22.6Nm arriving @ 6,750rpm.

Revised PGM-FI feeds fuel/air mixture through a 38mm throttle body (up from 36mm) and draws air from the airbox via a direct connecting tube. The exhaust muffler has a diameter of 115mm, houses the catalyzer and uses two chambers: it's 450g lighter than the previous design and a larger bore downpipe helps the engine breathe and make more power.

The engine uses a compact roller/rocker arm valve train and cylinder head, with bore and stroke of 76 x 55mm. An offset cylinder reduces frictional losses while the piston itself incorporates a special surface material, plus a molybdenum coating. The oil pump features an internal relief structure that prevents aeration of relieved oil.

The crank journal employs a half-split, press-fit metal bearing while the crank bearing uses a cast-iron bush, reducing weight, smoothing the engine and strengthening the rigidity of the case housing, minimizing the internal diameter change due to thermal expansion.

A primary balance shaft further reduces vibration and the six-speed gearbox and clutch are manufactured to cope with the extra stress of riding off-road. The 10.7 kW heat-release radiator features a thin guide-ring cooling fan to maintain even temperatures at low speeds.

4. Technical Specifications

ENGINE	
Type	Liquid-cooled, Single, DOHC
Engine Displacement (cm ³)	250cc
No. of Valves per Cylinder	4
Bore × Stroke (mm)	76.0 x 55.0
Compression Ratio	10.7
Max. Power Output	18.2kW/8500rpm
Max. Torque	22.6Nm/6750rpm
Oil Capacity	1.8L
FUEL SYSTEM	
Carburation	PGM-FI
Fuel Tank Capacity	10.1L
Fuel Consumption	33.3km/litre
ELECTRICAL SYSTEM	
Starter	Electric
Battery Capacity	12V-7AH
Alternator Output	324W / 5000rpm
DRIVETRAIN	
Clutch Type	Wet multiplate hydraulic
Transmission Type	6-speed
Final Drive	Chain
FRAME	
Type	Steel Twin Tube
CHASSIS	
Dimensions (LxWxH)	2195 x 815 x 1195mm
Wheelbase	1445mm
Caster Angle	27.6°
Trail	113mm
Seat Height	875mm
Ground Clearance	255mm
Kerb Weight	146kg
Turning radius	2.3m
SUSPENSION	
Type Front	43mm Telescopic Upsidedown
Type Rear	Prolink
WHEELS	

Rim Size Front	21 inch
Rim Size Rear	18 inch
Tires Front	3.00-21 51P
Tires Rear	120/80-18M/C 62P
BRAKES	
Disc	Front 256mm, rear 220mm
INSTRUMENTS & ELECTRICS	
Instruments	Digital
Headlight	Bulb
Taillight	Bulb

All specifications are provisional and subject to change without notice.

ABOUT HONDA CANADA

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