

HONDA

Press Information

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2017 HONDA CRF250 RALLY



Model updates: The CRF250 RALLY is ready for weekend adventure, long distance tour or the daily commute, with long travel suspension, large-disk ABS brakes, excellent weather protection from the CRF450 RALLY-inspired bodywork and an impressive cruising range. Engine performance combines solid bottom-end torque with substantial top-end power



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1. Introduction

A 250cc dual purpose motorcycle covers many bases: it slips easily through congested city traffic thanks to lightweight and slim proportions matched with superb maneuverability, while its suspension, ground reach and seat height deliver a fun and comfortable ride on rough tarmac and trails. It opens up a whole new range of two-wheeled opportunities, whatever the rider's experience level.

RALLY brings something new to the market. It not only looks ready to compete in a desert stage, but also delivers a real taste of adventure to riders who prefer a light, easy-to-manage machine. Around the world or around the block, the CRF250 RALLY is good to go.

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

“The rally racer replica segment is an exciting one for us, with the global, human appeal of everything that Team HRC is fighting to achieve in the Dakar Rally. We really wanted to build on the capabilities of the CRF250L and open up new opportunities for riders young and old. So, with the CRF250 RALLY we set out to make a motorcycle that looks like HRC’s CRF450 RALLY factory machine, is fun to ride both on and off-road for weekend adventures, comfortable to tour with and useful and practical for daily life. It brings the spirit of Rally-raid racing to every ride.”

Honda CRF250 RALLY – Weekend Adventure!

2. Model Overview

The CRF250 RALLY uses the CRF250L as its base, and adds a wide range of changes that make it a unique proposition in the market. Styling inspiration draws fully on the HRC CRF450 RALLY race machine. At the front, the ‘floating’ screen, fairing and radiator shrouds provide wind protection, with the rest of the machine showing off minimal MX style. The asymmetric headlights are LED, as are the indicators.

A large fuel tank allows extensive range, and the new digital dash includes a fuel gauge and tachometer. Long travel suspension and high ground clearance enhance its long-distance off-road ability and a larger floating front disc – plus ABS that can be switched off for the rear brake – delivers the stopping power. The EURO4-compliant engine boasts solid bottom-end torque coupled with substantial top end power thanks to changes compared to the original CRF250L, which include revised PGM-FI and throttle body, a new air box connector tube and lightweight exhaust.

3. Key Features

3.1 Styling & Equipment

The CRF250 RALLY is designed to cover distance and its styling reflects this. Derived from the parts used by the CRF450 RALLY, the ‘floating’ screen, upper/lower fairing and

Hand guards offer further protection, both for the hands and the brake and clutch levers.

From the machine's mid-section back, the style is MX-sharp, with side panels and a seat/tank interface that help the rider move freely. A skid plate protects the machine's underside and the gear lever features a folding tip. Seat height is 895mm, 20mm taller than the CRF250L.

The headlight is a compact, asymmetric dual LED unit while the rear light, LED indicators and number plate bracket tuck discreetly away. Cohesively laid-out, the digital dash features a speedometer, tachometer plus fuel gauge and clock.

The 10.1L (including 1.6L reserve) fuel tank delivers a range of over 320km thanks to fuel consumption of 33.3km/l (WMTC mode). The flat filler cap is hinged for convenience.

The CRF250 RALLY comes finished in Honda's Extreme Red racing colour as a base, with black and white accents inspired by the HRC factory machines.

3.2 Chassis

The CRF250 RALLY's frame is constructed from steel, with twin oval-section main spars and a semi-double cradle. A wheelbase of 1,455mm is matched to a 28.1° rake with 114mm trail and ground clearance of 270mm (15mm more than the CRF250L). Wet weight is 157kg.

A new 43mm Showa inverted fork shares the same 250mm stroke as its sibling, but with 50mm extra overall length. Light weight and rigid, one side houses the spring while the other provides damping control. Both spring rate and damping have been optimised to suit the CRF250 RALLY's adventurous long-distance aspirations. A 17mm front wheel spindle (2mm larger in diameter) improves strength and handling feel.

Pro-Link rear suspension features a 265mm axle stroke, 25mm more than the CRF250L plus a leverage ratio revised for ride comfort. The Showa shock absorber is a single tube design with 40mm diameter cylinder.

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

caliper. Two-channel ABS is fitted as standard and gives the rider the option to switch it off for the rear caliper.

Stylish black Alumite aluminium rims (21-inch front/18 rear) mark the CRF250 RALLY out and wear block pattern enduro-style tyres (front: 3.00-21 51P, rear: 120/80-18M/C 62P).

3.2 Engine

The CRF250 RALLY's 250cc liquid-cooled single-cylinder DOHC engine's performance is focused on bottom-end torque and high rpm power, plus a linear delivery. Peak power of 18.2kW is delivered @ 8,500rpm with peak torque of 22.6Nm arriving @ 6,750rpm.

The PGM-FI feeds the fuel/air mixture through a 38mm throttle body 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. A large-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 76x55mm. 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.

The CRF250 RALLY engine is EURO4 compliant.

4. Technical Specifications

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	10.7:1
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	33.3L/100km
ELECTRICAL SYSTEM	
Starter	Electric
Battery Capacity	12V-7AH
ACG Output	324W / 5000rpm
DRIVETRAIN	
Clutch Type	Wet multiplate hydraulic
Transmission Type	6-speed
Final Drive	Chain
FRAME	
Type	Steel Twin Tube
CHASSIS	
Dimensions (LxWxH)	2210 x 900 x 1425mm
Wheelbase	1455mm

Trail	114mm
Seat Height	895mm
Ground Clearance	270mm
Kerb Weight	157kg
Turning radius	2.3m
SUSPENSION	
Type Front	43mm Telescopic Upsidedown
Type Rear	Prolink
WHEELS	
Rim Size Front	21 inch
Rim Size Rear	18 inch
Tyres Front	3.00-21 51P
Tyres Rear	120/80-18M/C 62P
BRAKES	
ABS System Type	2 channel
INSTRUMENTS & ELECTRICS	
Instruments	Digital
Headlight	LED
Taillight	Bulb

All specifications are provisional and subject to change without notice.