



Life is better  
on a Honda



## 2021 CRF450R

### LIGHTER. FASTER. AND RAZOR SHARP.

#### THE REDESIGNED 2021 CRF450R & CRF450RWE

How many corners are there on your favorite motocross or Supercross track? Because each one of those leads directly from the starting gate to the winner's circle—at least when you're riding a redesigned 2021 Honda CRF450R or CRF450RWE. New chassis. Major engine overhaul. New suspension. New bodywork. All with the goal of letting you rail through the corners with the most precision and power you've ever experienced. The engine's power delivery starts off deep down for corner drive, and just keeps building until it's at maximum roost. Forget about clutch fade, adjustment, or hand fatigue with the new hydraulic system. And lighter than ever, the CRF450R and CRF450RWE explode out of corners when it's time to increase your lead.

And make no mistake: the CRF450RWE (WE for Works Edition) is more than just a standard bike with some special graphics. We've fine-tuned it with special touches like an exclusive Yoshimura exhaust, Twin Air filter, Throttle Jockey seat cover, Hinson clutch basket and cover, premium DID DirtStar LT-X rims, a red cylinder head cover, and hands-on touches like special cylinder-head porting. The second the start gate drops, you'll know it was worth every penny.

CRF450R 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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2021  
CRF450R



RED

2021  
CRF450R Works Edition



RED

## FEATURES & BENEFITS



### LIGHTER, NARROWER FRAME

Great handling starts with a superior frame, and we've made some big changes to our 2021 CRF450R'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 CRF450R. 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 you get a clutch-lever pull that's ten percent lighter at its peak, even though it's paired with a new, stronger 8-plate clutch. 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.



### EXCLUSIVE WORKS EDITION

Homologated for racing and available in limited numbers, the CRF450RWE Works Edition includes a special hand-ported cylinder head; Hinson clutch basket and clutch cover; Twin Air filter, Throttle Jockey graphics and seat cover; upgraded DID rims; an exclusive Yoshimura exhaust system; titanium nitride-coated lower fork legs and shock shaft; special ECU settings; and more.



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# 2021 CRF450R



**CRF450R**  
MSRP: \$9,599



**CRF450R Works Edition**  
MSRP \$12,380

<b>ENGINE TYPE</b>	449cc liquid-cooled single-cylinder four-stroke	449cc liquid-cooled single-cylinder four-stroke
<b>BORE AND STROKE</b>	96mm x 62.1mm	96mm x 62.1mm
<b>COMPRESSION RATIO</b>	13.5:1	13.5:1
<b>INDUCTION</b>	Programmed Fuel Injection (PGM-FI), 46mm downdraft throttle body	Programmed Fuel Injection (PGM-FI), 46mm downdraft throttle body
<b>IGNITION</b>	DC-CDI	DC-CDI
<b>VALVE TRAIN</b>	Unicam® four-valve; 38mm intake; 31mm exhaust	Unicam four-valve; 38mm intake; 31mm exhaust
<b>TRANSMISSION</b>	Close-ratio five-speed	Close-ratio five-speed
<b>FINAL DRIVE</b>	#520 Chain; 13T/49T	#520 Chain; 13T/49T
<b>FRONT SUSPENSION</b>	49mm inverted Showa fork with rebound and compression damping adjustability; 12.2 inches of travel	49mm inverted Showa fork with rebound and compression damping adjustability; 12.2 inches of travel (Titanium Nitride-coated lower fork legs)
<b>REAR SUSPENSION</b>	Pro-Link® Showa® single shock with adjustable spring preload, rebound and compression damping adjustability; 12.4 inches of travel	Pro-Link Showa single shock with adjustable spring preload, rebound and compression damping adjustability; 12.4 inches of travel
<b>FRONT BRAKE</b>	Single 260mm disc with twin-piston caliper	Single 260mm disc with twin-piston caliper
<b>REAR BRAKE</b>	Single 240mm disc	Single 240mm disc
<b>FRONT TIRE</b>	Dunlop MX33 80/100-21	Dunlop MX33 80/100-21
<b>REAR TIRE</b>	Dunlop MX33 120/80-19	Dunlop MX33 120/80-19
<b>RAKE (CASTER ANGLE)</b>	27° 7"	27° 7"
<b>TRAIL</b>	4.5 inches	4.5 inches
<b>WHEELBASE</b>	58.3 inches	58.3 inches
<b>GROUND CLEARANCE</b>	13.2 inches	13.2 inches
<b>SEAT HEIGHT</b>	38 inches	38 inches
<b>FUEL CAPACITY</b>	1.7 gallons	1.7 gallons
<b>CURB WEIGHT</b>	244 pounds (Includes all standard equipment, required fluids and full tank of fuel—ready to ride.)	244 pounds (Includes all standard equipment, required fluids and full tank of fuel—ready to ride.)