HONDA CRF250RX 2026

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New 2026 Model: Completely renewed in 2025, the new CRF 250RX 2026 takes another step forward thanks to a series of targeted updates. Among the most significant changes is the redesigned left side panel, which allows direct access to the air filter without the need for tools, while the new graphics enhance an even more aggressive design, inspired by the official colors of the Enduro Team. Development work has improved stability without sacrificing cornering agility — the result of an evolution inspired by the CRF 250RX featured at the ISDE with Samuele Bernardini.
Completing the technical package are Showa suspension, specially tuned for enduro, and the front braking system with a Nissin dual-piston caliper. It also features the latest electronics, including Honda Selectable Torque Control (HSTC) adjustable on three levels, Launch Control, and the Engine Mode Select Button (EMSB). Finally, the plastics with dedicated enduro air ducts, enriched by the signature honeycomb-shaped vent, ensure the rider maximum freedom of movement in the saddle.

The "Special" version is available, equipped with components that further enhance performance and desirability.

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1. Introduction

In model year 2019, Honda's lineup expanded with the introduction of the new **CRF250RX**, based on the CRF250R and equipped with enduro-specific features, including a larger fuel tank, an 18" rear wheel, a dedicated ECU, and suspension tuned specifically for the discipline.

For the **2020 model**, the frame and swingarm from the CRF450RX were adopted to improve handling and stability, along with a further increase in mid-range power. For the **2022 model**, the CRF250RX was completely revamped with radical changes to the frame—derived from the CRF450RX—that improved both stability and agility. The increased low-end torque allowed riders to fully exploit the new chassis.

The **2026 model** adopts the same configuration and updates introduced in 2025, the year the CRF250RX hit the market more advanced than ever, with an all-new frame, an even more powerful and extreme engine, and new bodywork.

2. Model Overview

The twin-spar aluminum frame was redesigned in 2025, with 70% of its structure renewed and a completely revised stiffness balance. In addition, new attachment points for the rear subframe were introduced, along with new upper and lower triple clamps including the steering stem. The front axle and fork ends are also new, as well as a different progression of the Pro-Link linkage.

Also in 2025, the Showa suspension was completely revised in operation to ensure linear performance in both compression and rebound throughout the entire stroke. For easier maintenance, the rear shock absorber is now simpler to remove. HRC also developed the design of the new front brake caliper, produced through a different machining process of the body. Together with new pistons and seals, it provides greater precision throughout the race, further eliminating the "spongy" effect.

Throttle response, traction, and maximum power of the DOHC 4V engine have also been improved through the use of new intake ducts and exhaust manifold, which direct the airflow more efficiently. Consequently, the PGM-FI injection mappings have been completely revised as well. The muffler complies with the new FIM noise regulations.
The radiator shrouds and new graphics perfectly match the new left side panel, which provides direct access to the air filter without the use of tools.

3. Main Features

3.1 Frame

- ***Twin-spar aluminum frame***
- ***Showa suspension front and rear for linear performance throughout the entire stroke***
- ***Pro-Link linkage***
- ***HRC-developed front brake caliper for greater precision and consistency***
- ***Direct access to the air filter without the use of tools***
- ***7.7-liter fuel tank, aluminum side stand, and handguards with new shrouds specifically developed for enduro***

The CRF250RX YM26 – renowned for its extreme lightness and agility – once again shares the exact same frame as the CRF450RX YM26 this year, raising the bar even higher in terms of handling. It offers greater straight-line and cornering stability, improved bump absorption, and more immediate feedback of grip from both the front and rear.

The twin-spar aluminum frame was redesigned by 70% in 2025 with the goal of improving overall chassis stability on the toughest tracks. The semi-double cradle front section, side spars, and cross-members combine with the upper shock mount and chain tensioner arm to generate optimal torsional rigidity, enhancing stability and cornering performance.

Vertical torsional rigidity eliminates deformation effects and improves high-speed stability; the rear subframe is mounted on offset plates to reduce the transmission of kinetic energy (and consequent movement) to the rear structure of the bike, particularly to the subframe tube section.

Special attention was given to the upper and lower triple clamps and steering stem, achieving even more linear and precise suspension travel. The fork legs and front axle provide optimal stability while reducing stiffness variation under compression by 6%. The swingarm is a 585.2 mm aluminum unit.

Steering head angle and trail: 27°26’/116 mm. Wheelbase: 1,478 mm. Ground clearance: 331 mm. Dry weight: 104 kg with weight distribution of 49.1% front and 50.9% rear (with full tank).

Suspension development focused on achieving a more progressive fork damping, smoother action (reducing friction by 200% across the entire stroke), and better rider feedback.

The 49 mm inverted Showa spring fork offers 310 mm of travel and provides 16 clicks of rebound adjustment and 16 clicks of compression adjustment.

The Showa rear shock maintains the same type of linear and consistent damping throughout its travel, with reduced friction at the end of the stroke. It features 17 clicks of rebound adjustment, 3.5 turns for high-speed adjustment, and 13 clicks for low-speed compression. The Pro-Link linkage has an optimized ratio for more effective impact control.

Only four components need to be removed to take out the rear shock, halving removal and replacement times.

Inspired by parts used on official HRC race bikes, the dual-piston front brake caliper reduces lever play by 57% when caliper temperature is high, lowers lever effort by 25% under thermal stress, and therefore decreases rider fatigue. The front disc is a 260 mm wave rotor; the rear single-piston caliper is paired with a 240 mm wave rotor.

Handguards effectively protect both the rider and controls, while the forged aluminum side stand does not interfere with riding. Lightweight DID aluminum rims, with spokes directly laced to the hub, feature a black finish. Front: 21 x 1.6 inches; rear: 18 x 2.15 inches. Standard tires are Metzeler Six Days Extreme.

The bodywork profile allows maximum rider freedom of movement. In particular, the radiator shrouds with honeycomb vents are designed for enduro use, while the side panels – updated for YM26 – allow access to the air filter simply by pressing with one hand, without tools.

The current CRF design philosophy is retained, focusing on lightness, mass centralization, and rider-oriented ergonomics. Easy leg movement back and forth along the bike's sides remains a key strength.

A new YM26 graphic design highlights the model changes, with the Honda Wing logo prominently displayed on the front fender. The RedMoto-designed plastic fuel tank has a capacity of 7.7 liters.

The headlight mask with LED unit integrates perfectly with the CRF's design. The sturdy racing-style rear fender with integrated license plate holder increases resistance to impacts typical of extreme off-road use.

Standard equipment includes the lightweight, ergonomic, and adjustable Renthal Fatbar handlebar. The upper triple clamp features two mounting positions that allow the handlebar to be moved forward or backward by 26 mm. By rotating the mounts 180 degrees, the handlebar can be moved an additional 10 mm from the base position, offering a total of four riding positions.

3.2 Engine

- ***Direct airflow that improves throttle response and torque***
- ***Straight exhaust manifold that increases mid- and high-range power delivery***
- ***Benchmark performance beyond peak power RPM***
- ***High-efficiency radiators equipped with a cooling fan***

The 249.4 cc DOHC 4V engine of the CRF250RX has long been a benchmark for specific power, while also delivering torque even at low revs. The goal of the YM25 model was to improve power output beyond peak RPM while at the same time generating more torque in the mid-to-high range, ensuring smoother throttle connection.

The crankshaft features rigidity characteristics that improve the moment of inertia, allowing it to rev faster and higher. The direct airflow path – through the intake ducts, airbox, intake funnel, and throttle body – ensures the best throttle response.

The exhaust system also uses a straight and smooth path for gas expulsion, further optimizing acceleration at mid-to-high revs. The silencer is made of heat-treated aluminum to better withstand boot impacts and complies with the new FIM noise regulation of 109 dB.

The intake camshaft pulley is press-fitted, saving weight, increasing rigidity, and improving timing precision. Intake valves use dual springs, providing perfect control at high revs. The lubrication system for the camshaft journals, retainer bridge, and cylinder head significantly reduces friction.

Precise alignment of the rocker arm shaft position contributes to increased high-RPM performance, while piston and connecting rod design maximize efficiency. Bore and stroke remain 79 x 50.9 mm, with a compression ratio of 13.9:1 and a 4.5 mm cylinder offset to reduce friction. The 33 mm intake valves and 26 mm exhaust valves are titanium. The

CRF250RX also features a cooling fan to maintain consistent temperature even on slow, technical enduro trails.

High levels of engine reliability are ensured. The water pump gear design efficiently manages hot oil, while cylinder head pressure ensures better lubrication. Lubrication and cooling of the piston base are handled by a five-hole jet. The oil pump is located on the left side of the engine and the filter on the right. The oil circulation path is short and direct, and the oil also lubricates the clutch and transmission, with a total capacity of 1.25 liters.

3.3 Electronics

- ***Honda Selectable Torque Control (HSTC) with 3 Riding Modes (plus OFF)***
- ***HRC Launch Control system with 3 start options***
- ***Engine Mode Select Button (EMSB) for map selection***
- ***HRC setting system to customize Aggressive and Smooth modes***

The HSTC traction control system works to minimize rear wheel slip under acceleration (which results in a loss of drive) and thus maximize the bike's traction performance. It does not use wheel speed sensors and maintains excellent throttle feel. It operates by retarding ignition and optimizing fuel injection when excessively sudden changes in engine speed are detected, which are incompatible with effective forward drive.

Three levels, or modes, can be selected by the rider depending on track conditions:

Mode 1: minimal intervention, only after persistent slip – typical when exiting slow corners, where the rear wheel struggles to manage the explosive power delivery in lower gears.

Mode 3: frequent and strong intervention – suitable for slippery surfaces such as loose terrain or mud.

Mode 2: intermediate intervention – between the extremes of dry, grippy surfaces and wet, muddy tracks.

By pressing the HSTC button for half a second, the system cycles from Level 1 to 2 and then 3, with a flashing green LED as confirmation: one flash for Mode 1, two flashes for Mode 2, three flashes for Mode 3. The system can also be switched off. At every engine restart, the last selected setting is retained.

The launch control indicator, EFI warning light, EMSB button, and LED indicator are all grouped into a single unit on the left side of the handlebar, now also incorporating the HSTC button.

Holding the HSTC button for 0.5 seconds switches to the next mode, confirmed by the green LED flashing once in Mode 1, twice in Mode 2, and three times in Mode 3.

The HSTC system can also be completely deactivated. When the engine is started, the system resumes the last selected setting.

HRC Launch Control offers the rider the best option for instant starts from a standstill, with three selectable modes:

Level 3: 10,500 rpm – muddy surface / beginner

Level 2: 12,000 rpm – dry surface / amateur

Level 1: 13,000 rpm – dry surface / expert rider

Activating the HRC Launch Control is simple: with the engine running, press the starter button; the LED flashes once to indicate Level 1. Pressing the starter button again for at least half a second makes the LED flash twice for Level 2. Repeating the procedure, the LED flashes three times to confirm Level 3 has been selected.

The **Honda EMSB (Engine Mode Select Button)** system is also confirmed, allowing the rider to instantly adapt engine delivery characteristics to track conditions. With the bike stationary at idle, a brief press of the button (less than one second) scrolls through engine maps in ascending order. A quick press displays the currently selected map via the LED, which flashes a corresponding number of times (1 flash for Mode 1, etc.). Each new selection is confirmed by the corresponding number of flashes.

Map 1 STANDARD: standard ignition and injection settings for balanced power and torque delivery.

Map 2 SMOOTH: softer nature, offering easier throttle response – ideal for low-grip surfaces.

Map 3 AGGRESSIVE: the sportiest setting, with a sharp and aggressive combination of power and torque.

The engine map LED indicator is blue.

The **HRC setting tool** provides a wide range of riding modes: from softer throttle response for less experienced riders, to aggressive setups with hypersensitive throttle and engine response for professional riders.

CRF250RX SPECIAL 2026

For the 2026 model as well, Honda RedMoto is offering a **special version** enriched with highly appealing racing parts, including:

- Kite front wheel with billet aluminum hub, red anodized, and black anodized Excel rim
- Kite rear wheel with billet aluminum hub, red anodized, and black anodized Excel rim
- AXP skid plate including linkage protection, made of high-density polyethylene
- Bi-metal sprocket, red aluminum hub, and steel teeth
- X-Trig Rocs triple clamps, billet aluminum, red anodized
- X-Trig handlebar mount risers in aluminum
- Blackbird seat cover in HRC style
- Blue silicone radiator hoses
- Billet aluminum axle pullers, red anodized
- Billet aluminum rear brake master cylinder cap, red anodized
- Enlarged rear brake master cylinder reservoir in billet aluminum
- Billet aluminum rear brake rod
- Safety cable bracket for rear brake lever
- Simplified electrical system
- Red anodized aluminum engine cap kit
- Rekluse clutch cover
- Magura hydraulic clutch master cylinder
- Vibram frame protectors with super grip effect

As optional equipment on request, the bike can be further fitted with:

- Reinforced Rekluse Core Manual Clutch
- Rekluse Radius CX Automatic Clutch
- Full Akrapovič exhaust system
- Termignoni exhaust system

- CMT carbon fiber tank
- “Honda World Enduro Team” hydraulic clutch system with billet case

4. Technical Specifications CRF250RX 2026 (special)

ENGINE	
Type	Liquid-cooled 4-stroke single cylinder DOHC
Displacement	249.4cc
Bore & Stroke	79mm x 50.9mm
Compression Ratio	13.9:1
Oil Capacity	1.25L
FUEL SYSTEM	
Carburation	Fuel injection
Fuel Tank Capacity	7,7L
ELECTRICAL SYSTEM	
Starter	Electric
DRIVETRAIN	
Clutch Type	Wet multiplate
Transmission Type	Constant mesh
Final Drive	Chain
FRAME	
Type	Aluminium twin tube
CHASSIS	
Dimensions (L´W´H)	2,178 x 839 x 1,278mm
Wheelbase	1,478mm

Caster Angle	27°26’
Trail	116mm
Seat Height	958mm
Ground Clearance	331mm
Kerb Weight	104kg
SUSPENSION	
Type Front	49mm Showa (Hitachi Astemo, Ltd) coil-spring USD fork. 310mm stroke
Type Rear	Showa (Hitachi Astemo, Ltd.) Mono shock with Honda Pro-Link 308mm axle travel
WHEELS	
Type Front	21 x 1.6in Aluminium spoke nipple
Type Rear	18 x 2.15in Aluminium spoke nipple
Tyres Front	90/90-21 Metzeler Six Days Extreme (Michelin Enduro II)
Tyres Rear	140/80-18 Metzeler Six Days Extreme (Michelin Enduro II)
BRAKES	
Front	260mm hydraulic wave disc
Rear	240mm hydraulic wave disc

* All technical specifications are provisional and subject to change without notice.