HONDA CRF300RX 2026

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New 2026 Model: *the new CRF300RX 2026 takes another step forward thanks to a series of targeted updates, most notably the adoption of a new piston that increases both performance and durability. Other new features include a redesigned left side panel, allowing direct access to the air filter without the need for tools, while the new graphics enhance an even more aggressive look, inspired by the official Enduro Team colors. The development work has maintained benchmark stability without sacrificing cornering agility.*

Completing the technical package are Showa suspensions, specially tuned for enduro use, and a front braking system with a Nissin twin-piston caliper derived from HRC. State-of-the-art electronics are also included, with Honda Selectable Torque Control (HSTC) adjustable over three levels, Launch Control, and the Engine Mode Select Button (EMSB). Finally, the plastics feature enduro-specific shrouds enriched with the signature honeycomb-shaped slot, ensuring maximum freedom of movement in the saddle.

The **"Special" version** is also 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 CRF300RX, based on the CRF250RX and equipped with enduro-specific features including a larger fuel tank, an 18" rear wheel, a dedicated ECU, and suspension specially tuned for the discipline.

On the 2020 model, the frame and swingarm of the CRF450RX were adopted to improve handling and stability, along with a further increase in mid-range power. For the 2022 model, the CRF300RX was completely redesigned with radical frame updates inherited from the CRF250RX, enhancing both stability and agility. The increase in low-end torque made it possible to take full advantage of the new frame.

The 2026 model carries over the same configuration and updates introduced in 2025, the year in which the CRF300RX debuted on the market more advanced than ever, featuring a completely new frame, an even more powerful and extreme engine, and new bodywork.

2. Model Overview

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

Also in 2025, the Showa suspension system was completely reworked (testing over 250 settings) 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 a new front brake caliper, manufactured with a different body machining process. Together with new pistons and seals, it delivers greater precision throughout the race, further eliminating the "spongy" effect.

Throttle response, traction, and maximum engine power of the DOHC 4-valve engine were also improved through the use of new intake ducts and an exhaust header that channel the flows more directly. Consequently, the PGM-FI fuel injection mappings were completely revised. The muffler complies with the new FIM noise regulations.

The radiator shrouds and new graphics perfectly match the redesigned 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***

- ***Front brake caliper developed by HRC for greater precision and consistency***
- ***Direct access to the air filter without tools***
- ***7.7-liter fuel tank, aluminum side stand, and handguards with new shrouds specifically developed for enduro use***

The CRF300RX YM26 – famous for its extreme lightness and agility – once again shares exactly the same frame as its two sisters, the CRF450RX and 250RX YM26, raising the bar even higher in terms of handling, while providing greater straight-line and cornering stability, improved bump absorption, and immediate front and rear grip feedback.

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

Vertical torsional rigidity eliminates deformation effects and improves stability at high speeds; the rear subframe is mounted on offset plates in order to reduce the transfer of kinetic energy (and the resulting movement) to the rear structure of the motorcycle, particularly in the subframe tube section.

Great attention has been paid to the construction of the (upper and lower) triple clamps and the steering stem, in order to achieve an even more linear and precise suspension stroke. The fork sliders and the front axle provide optimal stability while reducing stiffness variation by 6% during compression. The swingarm is 585.2 mm and made of aluminum.

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

The development of the suspension department aimed at achieving more progressive fork hydraulics, smoother operation (reducing friction by 200% along the entire stroke), in order to ensure improved riding feel.

The 49 mm inverted Showa spring fork has 310 mm of travel and offers 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 stroke, with reduced friction at the end of the travel. It provides 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 time.

Inspired by parts used on official HRC race bikes, the dual-piston front brake caliper reduces lever play by 57% when the 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 controls and the rider, 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 specifically for enduro use, along with the updated YM26 side panels, which allow air filter access 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 plastic fuel tank, designed by RedMoto, 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

- ***New piston with redesigned profile and reduced compression ratio***
- ***Direct airflow improving throttle response and torque***
- ***Straight exhaust manifold that increases mid- and high-range power***
- ***Benchmark performance beyond peak power RPM***
- ***High-efficiency radiators equipped with cooling fan***

The 295.5 cc DOHC 4V engine of the CRF300RX has long been a benchmark for specific power, while also delivering torque from low revs. The goal of the YM25 model was to improve power delivery beyond peak RPM while generating more torque in the mid-to-high range, ensuring smoother throttle connection.

The crankshaft has rigidity characteristics that improve inertia, allowing it to spin faster and higher. The direct airflow path – through the air intakes, airbox, intake funnel, and throttle body – ensures the best throttle response.

The exhaust system also uses a straight, smooth flow path for gas expulsion, thereby optimizing acceleration in the mid-to-high RPM range. The silencer is made of heat-treated aluminum to better resist impacts from the rider's boot 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 accuracy. The intake valves are controlled by dual springs, ensuring perfect control at high RPM. The lubrication system for the camshaft journals, camshaft holder, and cylinder head ensures a significant reduction in friction.

Precise alignment of the rocker arm shaft position contributes to increased high-RPM performance.

The piston has been completely redesigned and now features a new profile that improves cylinder pairing. Thanks to the reduced compression ratio, throttle response is smoother even in the most challenging riding conditions.

Bore and stroke remain at 86 x 50.9 mm, while the compression ratio drops from 13.9:1 on the 2025 model to 12.9:1, maintaining a 4.5 mm cylinder offset to reduce friction. The 33 mm intake valves and 26 mm exhaust valves are titanium. The CRF300RX is also equipped with a cooling fan to maintain a constant temperature even on the slower trails typical of enduro riding.

High levels of engine reliability remain assured. The design of the water pump gear efficiently manages high-temperature oil, while cylinder head pressure ensures better lubrication. Lubrication and cooling of the piston base are handled by a 5-hole jet. The oil pump is located on the left side of the engine, while the filter is on the right. The oil circuit around the engine 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 engine mapping selection***
- ***HRC settings system to customize Aggressive and Smooth modes***

The HSTC traction control works to minimize rear wheel slip during acceleration (which causes a loss of drive) and therefore maximize the bike's traction capabilities. It does not rely on wheel speed sensors and maintains an excellent sense of throttle control. It operates by retarding ignition and optimizing fuel injection when excessively abrupt changes in engine speed are detected, incompatible with the possibility of actual forward drive.

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

In Mode 1, the system intervenes little and only after persistent slip, a situation typical when exiting slow corners, when the rear wheel struggles to contain the explosive power delivery of the engine in lower gears.

In Mode 3, the system intervenes more frequently and decisively, a situation that occurs on more slippery surfaces such as loose terrain or mud.

In Mode 2, intervention is intermediate between the two extremes of a dry track with good grip and a wet track with mud.

By pressing the HSTC button for half a second, the system cycles from Level 1 to 2 and then to 3, with a flashing green LED serving 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 each engine restart, the rider finds the last selected setting.

The launch control indicator, EFI warning light, EMSB mode button, and LED indicator are grouped into a single block on the left side of the handlebar, which now also integrates the HSTC button.

By holding the HSTC button for 0.5 seconds, the system switches to the next mode, signaled 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 disabled. When the engine is started, the system uses the last selected setting.

The HRC Launch Control offers the rider the best option for instant starts from standstill. It allows three mode selections:

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 HRC Launch Control is simple: with the engine running, press the starter button; the LED flashes once to indicate Level 1 selection; pressing the starter button again for at least half a second makes the LED flash twice to indicate Level 2; repeating the procedure makes the LED flash three times to indicate Level 3.

The Honda EMSB (Engine Mode Select Button) mapping system is also confirmed, allowing the rider to instantly adapt the engine's delivery characteristics to track conditions. With the bike stationary, at idle, a simple press of the button for just under one second selects the engine map in ascending sequence. By pressing the button quickly, the integrated LED indicates the current map in use with a corresponding number of flashes (1 flash for Mode 1, etc.). Each new map selection is always confirmed to the rider with the corresponding number of flashes.

Map 1 STANDARD uses the standard combination of ignition and injection intervals to offer a balanced delivery of power and torque.

Map 2 SMOOTH is milder in nature, providing an easy-to-manage throttle response, suitable for low-grip surfaces.

Map 3 AGGRESSIVE is the sportiest, with a combination of power and torque that is always responsive and aggressive.

The engine map indicator LED is blue.

The HRC setting tool is capable of offering very different riding modes: from a gentler throttle response for novice riders, to an aggressive mode with hypersensitive throttle reaction and engine response for professional riders.

CRF300RX 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 CRF300RX 2026 (special)

ENGINE	
Type	Liquid-cooled 4-stroke single cylinder DOHC
Displacement	295.5cc
Bore & Stroke	86 mm 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.