

CRF150R / CRF150R2

HONDA
The Power of Dreams



All-new handlebar bend for optimum comfort and control.

Adjustable front brake lever.

Slim, lightweight plastic body parts for aggressive style and easier manoeuvrability.

Wide-section cast aluminium top and bottom triple-clamps.

Contoured seat with non-slip cover.

Smooth-performing 32mm Keihin flat-slide carburettor.

Compact dual radiators mounted on frame down-tube.

Compact rear brake master cylinder features integrated reservoir.

37mm inverted leading-axle fully adjustable cartridge-type front fork.

Lightweight box-section aluminium swingarm supported by adjustable Pro-Link rear suspension.

Strong, lightweight wheels minimise unsprung weight.

- CRF150R: F) 17", R) 14"
- CRF150R2: F) 19", R) 16"

Durable 5-speed close-ratio transmission.

Newly developed 149cm³ 4-stroke 4-valve Unicam engine delivers big power from a small size.

Lightweight, high-performance front and rear disc brakes.

Twin-sump lubrication system separates engine oil from transmission for cooler, cleaner oil supply.

■ All specifications are provisional and subject to change without notice.



2007

CRF150R / CRF150R2

PRESS INFORMATION

The 4-stroke motocross revolution continues with the introduction of the totally new CRF150R. This highly charged dirt track racing machine is destined to transform motocross racing's smallest-displacement class with all the exciting performance and handling attributes that have proven so effective in Honda's big-bike ranks. Following the trend begun by the CRF450R and continued with the CRF250R, Honda's new CRF150R and big-wheeled CRF150R2 are set to shake up the small-displacement classes of 2-stroke MX machines.

Powered by a scaled-down and updated version of Honda's race-proven CRF Unicam 4-valve engines, the new CRF150R is staged to grab the holeshot in its class and power its way to the winners' podium throughout the racing season. With its compactly proportioned steel tube frame, inverted cartridge-type front fork and aluminium Pro-Link swingarm, and aggressively designed bodywork, the newest little CRF gives aspiring young riders everything they need to grow into racing experts, battle the competition and go for the gold.

Colours

- **Extreme Red (with White number plate and sidecovers)**

Features and Benefits

In keeping with the groundwork established by the revolutionary CRF450R and CRF250R, Honda's new CRF150R and CRF150R2 four-stroke motocross racers are destined to redefine the small-displacement motocross category.

Engine/Drivetrain

- Powerful new 149cm³ liquid-cooled 4-stroke 4-valve Unicam engine produces impressive power across a wide rev range for easy-to-control operation.
- Compact, lightweight engine assembly weighs only 19.8 kilograms.
- Unicam valve train provides the light weight of a compact single-cam drive and an optimum combustion chamber shape for maximum power at all engine speeds.
- Unicam valve train features a carburized single camshaft directly actuating two 26mm steel intake valves. The two 22.5mm steel exhaust valves are actuated by twin, low-friction rocker arms.
- Crankshaft made of high-strength, low-carbon steel with carburized main journals for maximum durability at sustained high-rev operation.
- Forged slipper piston and rings are lighter than conventional designs, feature high 11.7:1 compression, and rev quickly while maintaining excellent cylinder sealing and high-rpm power.
- Double-carburized connecting rod utilises big-end needle bearing for maximum high-rpm performance and durability.
- Lightweight NiCaSil cylinder lining ensures cooler operation for extended engine life.
- Press-fitted aluminium spark plug pipe fits between the two exhaust rocker arms, further contributing to compact cylinder-head design.
- Gear-driven balancer reduces vibration and drives the water pump.
- Lightweight, compact, internal auto decompression and handlebar-mounted hot-start system ensure easy starting, hot or cold.
- 32mm Keihin FCR flat-slide carburettor features four rollers on the slide for light throttle effort, smooth operation, crisp throttle response and excellent rideability.

- Carburettor features throttle position sensor (TPS) that helps maintain linear response throughout the rev range.
- Vertically split crankcase features a built-in oil pump, reducing weight compared to conventional designs.
- Twin-sump lubrication system separates the oil supply for the crankshaft, piston and valve train from the clutch and transmission. This ensures a cool supply of oil to the clutch, eliminates potential clutch and transmission material contamination of the engine oil, reduces the amount of circulating oil and permits the use of a smaller oil pump.
- Rugged six-plate clutch has ample surface area to handle the engine's impressive torque, while carefully matched clutch springs provide a light feel at the lever.
- Durable five-speed close-ratio transmission.
- Exhaust system uses lightweight stainless exhaust header and repackable aluminium muffler.
- Dual radiators feature a refined core area for improved heat dissipation compared to conventional dual-radiator designs.

Chassis/Suspension

- Lightweight, high-tensile steel frame with large-diameter frame tubing and cross-member provides excellent turning performance and straight-line tracking.
- Removable sub-frame is strong and durable.
- Wide-section aluminium top and bottom triple-clamps position fork tubes far apart for excellent turning and control.
- Tapered-roller steering-head bearings enhance durability.
- 37mm inverted leading-axle Showa cartridge-type front fork features friction-reducing design to improve compression and rebound control.
- Front fork offers adjustable compression and rebound settings.
- Lightweight and rigid box-section aluminium swingarm.
- Pro-Link rear suspension system features fully adjustable Showa damper for superb compliance and wheel control.

- Unique CRF150R front and rear suspension settings deliver ideal bump absorption characteristics.
- Strong, lightweight wheels are durable and minimise unsprung weight.
- Lightweight front and rear disc brakes with high-performance pads offer powerful, precise braking control.
- Stout 15mm front and 17mm rear axles incorporate a surface treatment for added strength and durability.

Additional Features

- Lightweight plastic body components (radiator shrouds, sidecovers, rear fender, seat base, fuel tank, front fender and front number plate) feature a slim, aggressive style.
- Seat cushion foam follows the shape of the fuel tank, providing a smooth transition to increase rider mobility and comfort.
- Non-slip seat cover for increased rider control.
- Large-capacity airbox and reusable two-stage foam air filter.
- High-quality Dunlop tyres.
- All-new handlebar bend optimises rider position and comfort.
- Adjustable front brake lever and master-cylinder assembly are the same as CR125R/CR250R components.
- HRC works-type rear brake system integrates the rear master cylinder and fluid reservoir, eliminating the separate rear master-cylinder reservoir and hose.
- Works-type handlebar grips add to rider comfort.
- Stainless steel clutch cable for long life and improved feel and action.

Specifications CRF150R ED-type

Engine

Type	Liquid-cooled 4-stroke 4-valve SOHC single
Displacement	149cm ³
Bore x Stroke	66 x 43.7mm
Compression Ratio	11.7 : 1
Max. Power Output	16.6kW / 12,500min ⁻¹ (95/1/EC)
Max. Torque	13.6Nm / 10,000min ⁻¹ (95/1/EC)

Fuel System

Carburation	32mm Keihin FCR flat slide carburettor with throttle position sensor (TPS)
Fuel Tank Capacity	4.3 litres

Electrical System

Ignition System	Solid-state Capacitor Discharge (CDI) with electronic advance
Starter	Primary kick

Drivetrain

Transmission	5-speed
Primary Reduction	4.117 (70/17)
Gear Ratio	1 2.214 (31/14)
	2 1.647 (28/17)
	3 1.318 (29/22)
	4 1.105 (21/19)
	5 0.956 (22/23)
Final Reduction	3.333 (50/15)
Final Drive	#420 roller chain

Frame

Type	Semi-double cradle; steel tube
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Chassis

Dimensions	(LxWxH)	1,882 x 770 x 1,133mm
Wheelbase		1,260mm
Caster Angle		27° 2'
Trail		78mm
Seat Height		832mm
Ground Clearance		301mm
Dry Weight		75kg
Kerb Weight		80.3kg

Suspension

Type	Front	37mm inverted Showa leading-axle telescopic fork with adjustable compression and rebound damping; 275mm axle travel
	Rear	Pro-Link with single Showa damper, adjustable compression and rebound damping; 273mm axle travel

Wheels

Type	Front	Aluminium rim/wire spoke
	Rear	Aluminium rim/wire spoke
Rim Size	Front	17 x 1.40
	Rear	14 x 1.60
Tyre Size	Front	70/100 17 (40M)
	Rear	90/100 14 (49M)

Brakes

Type	Front	220 x 3mm hydraulic disc with single-piston calliper and sintered metal pads
	Rear	190 x 3.5mm hydraulic disc with single-piston calliper and sintered metal pads

All specifications are provisional and subject to change without notice.

Specifications CRF150R2 ED-type

Engine

Type	Liquid-cooled 4-stroke 4-valve SOHC single
Displacement	149cm ³
Bore x Stroke	66 x 43.7mm
Compression Ratio	11.7 : 1
Max. Power Output	16.6kW / 12,500min ⁻¹ (95/1/EC)
Max. Torque	13.6Nm / 10,000min ⁻¹ (95/1/EC)

Fuel System

Carburation	32mm Keihin FCR flat slide carburettor with throttle position sensor (TPS)
Fuel Tank Capacity	4.3 litres

Electrical System

Ignition System	Solid-state Capacitor Discharge (CDI) with electronic advance
Starter	Primary kick

Drivetrain

Transmission	5-speed
Primary Reduction	4.117 (70/17)
Gear Ratio	1 2.214 (31/14)
	2 1.647 (28/17)
	3 1.318 (29/22)
	4 1.105 (21/19)
	5 0.956 (22/23)
Final Reduction	3.733 (56/15)
Final Drive	#420 roller chain

Frame

Type	Semi-double cradle; steel tube
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Chassis

Dimensions	(LxWxH)	1,900 x 770 x 1,171mm
Wheelbase		1,285mm
Caster Angle		27° 48'
Trail		96mm
Seat Height		866mm
Ground Clearance		336mm
Dry Weight		77kg
Kerb Weight		82.3kg

Suspension

Type	Front	37mm inverted Showa leading-axle telescopic fork with adjustable compression and rebound damping; 241.3mm axle travel
	Rear	Pro-Link with single Showa damper, adjustable compression and rebound damping; 290.5mm axle travel

Wheels

Type	Front	Aluminium rim/wire spoke
	Rear	Aluminium rim/wire spoke
Rim Size	Front	19 x 1.40
	Rear	16 x 1.85
Tyre Size	Front	70/100 19 (42M)
	Rear	90/100 16 (52M)

Brakes

Type	Front	220 x 3mm hydraulic disc with single-piston calliper and sintered metal pads
	Rear	190 x 3.5mm hydraulic disc with single-piston calliper and sintered metal pads

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