



2016 HONDA CRF250R

Not satisfied with taking five of the top ten places in the AMA Supercross 250SX East final points standings, Honda has made a significant number of changes to the 2016 CRF250R, with the primary objectives being to increase horsepower and torque across the range while also making improvements to handling.



IMPORTANT UPDATES

ENGINE

To increase power for 2016, Honda made a number of changes to the CRF250R engine, including lightening the piston and connecting rod, boosting compression, switching to titanium exhaust valves, revising the intake and exhaust ports, adding an exhaust resonator to the header pipe and increasing the diameter of the inner muffler pipe. Corresponding with the increased power, capacity of the left radiator was enlarged to aid cooling.

FORK

For 2016, the CRF250R retains Showa’s Separate Function Fork Triple Air Chamber (SFF TAC), but with a number of updates. As before, the air chambers are incorporated in the left leg, while the right leg is devoted to damping. (This comes from feedback through the racing program with the works Showa SFF TAC.) Also, Honda houses all three air chambers (Inner Chamber, Outer Chamber, Balance Chamber) inside the fork, which is consistent with the factory Showa fork and helps reduce the chance of impact damage to the Balance Chamber.

Compared to the 2015 CRF250R, pressure in the Inner Chamber (i.e. primary spring) has been reduced to provide more suppleness in initial travel. Correspondingly, a redesigned seal decreases friction, and a third adjustment valve has been added so that Outer Chamber pressure can be increased to resist bottoming. (Previously, only the Inner Chamber and Balance Chamber could be adjusted.)

As with coil-spring forks, Honda recommends that most tuning be done through valving; air-chamber pressure should be adjusted only to alter spring rate. The Showa SFF-Air Support smart-phone app can be helpful for determining proper air-pressure settings.

CHANGE

DETAIL

BENEFIT

ENGINE

New piston & connecting rod	Lighter	Enables higher revs
Revised compression ratio	13.8 (was 13.5)	Increased power
New titanium exhaust valve	Lighter	Enables higher revs
Improved intake/exhaust ports	Different shape	Increased flow
Modified camshaft, valve lifter	Increased valve lift	Increased engine power
Different shift-drum stopper	Bearing added to roller	Improved shifting feel under high load
Added exhaust resonator	Situated inboard exhaust header	Increased bottom-end power
Revised muffler end & inner pipe	Larger diameter	Increased performance
Revised airbox boot	Different inner duct length	Improved flow
Larger left radiator	Corresponds with increased power	Increased cooling capacity

CHASSIS/SUSPENSION

New footpeg bracket design	Fewer protrusions to retain mud	Less likely for peg to become stuck in folded position
Longer fork	Outer tube 5mm longer above top triple clamp (no change to travel)	Increased adjustment range
Improved inner fork seal	Revised construction, shape; 3 seals instead of 2	~25% less friction to correspond with decreased pressure in inner chamber
Added 3rd air-pressure adjustment valve in fork	Adjusts air pressure in Outer Chamber	Enables increasing pressure to resist bottoming
Revised fork damping adjusters	8 clicks per rotation (was 4)	Increased tuning adjustment
Revised fork/shock damping settings	More progressive	Corresponds with internal fork updates
Reduced chain-roller diameter	38mm → 34mm	Swingarm travels further before chain/roller interface restricts movement; improves traction

