



2004 Honda Suspension Specs

| [1997](#) | [1998](#) | [1999](#) | [2000](#) | [2001](#) | [2002](#) | [2003](#) | **2004** | [2005](#) | [2006](#) | [2007](#) | [2008](#) | [2009](#) | [2010](#) | [2011](#) | [2012](#) | [2013](#)
| [2014](#) | [2015](#) |

Model	Fork Size	Manufacturer	Fork Rate	Oil Level	Rear Spring	Race Sag	Weight	Suggestions
CR85	37mm	Showa	0.26	105mm	4.8kg	85mm	115lbs ±10	Racers around 100 lbs suggest 4.6 spring with revalve. Racers 120 lbs+ suggest .28 fork spring.
CR125	46mm	KYB	0.44	65mm	4.8kg	100mm	170lbs ±10	Bike is stiff for most 125 racers. Suggest proper spring rates and valving for lighter riders.
CR250	47mm	Showa Twin Chamber	0.44	387cc	5.1kg	100mm	170lbs ±10	revalve forks for plusher action, rear shock needs a Tech-Care compression and rebound valving mod. Rear shock is springy.
CRF250R	47mm	Showa Twin Chambers	0.45	379cc	5.3kg	100mm	165lbs ±10	bike stock spring rates are well balanced. If you are 145, 150 lbs you will need softer springs, front and rear, and valving mods
CRF250X	47mm	Showa Twin Chambers	0.43	369cc	5.1kg	100mm	155lbs ±10	Suspension is softer on the CRF250X than the CRF250R, most enduro riders are heavier than 165 lbs, they will need to increase spring rates.
CRF450R	47mm	Showa Twin Chamber	0.47	409cc	5.5kg	100mm	185lbs ±10	'04 forks are plusher. Rear shock needs a Tech-Care compression and rebound valving mod. Int. and expert racers over 185 lbs we suggest .49kg fork springs.

2004 Honda Suspension Tips

Model	Tips
CR 85	Very similar to the '03, larger gas tank (2 gallon), bike is very dependable and much improved over the '02 models. Very fast 85, with a good mid to upper end power. Not the greatest entry level 85.
CR 125	New and improved motor, more low end, V-Force reeds, Carb. throttle-position sensor, new ignition. A great CR125, in the 125 class... but it still wont compete with the CRF250
CR 250R	This is one of the best CR250 two strokes Honda has produced with throttle position sensor for the carburetor, new exhaust port to match the intake. This bike has been refined over the '03 CR 250R. Was very impressed with testing on this bike in late January of '04, how good the mid range and top end was. Some magazines didn't rate this bike very high. I was impressed with mid-range and top end. Suspension very well balanced, more so than the CRF450. New and improved re-bound on rear shock over the '02 and '03 model.
CRF 250	The long awaited new CRF250R arrived the 1st of November. Tech-Care was excited to test, and the bike was better than we thought. This bike will eliminate the CR125 before its time. This bike weighs in at 208, the 125 weighs 197. The bike's SHOWA suspension is well balanced and has SHOWA Twin chamber forks. Has dual oil baths to separate crank case and transmission oil, with separate oil baths, transmission/clutch contamination will not contaminate the crank case oil and cause upper end failures. Honda has separate oil baths on both CRF 250/450. The CRF250 will run right with the Yamaha YZF250 that was introduced in '01. Three years later, Honda is running right with the YZ250, the YZ better watch out in '05!
CRF 250Z	

	<p>The long awaited CRF250X is a great enduro bike. This is not just a CRF250R with a headlight and electric start. Nearly everything on the bike has been modified. The aluminum frame has been redesigned for more flex. Suspension has been revalved and equipped with lighter springs than the CRF250R to provide a much more plush ride. Rear linkage has less rising rate than the CRF 250R. 18" rear wheel. Increased low end with a heavier fly wheel. Exhaust has a built in spark arrester.</p>
CRF 450	<p>After three years of the CRF450R, the bike has been refined from valve train to the suspension. Has precision hone fork tubes like the works bikes. After break in, bike is a little soft compared to the rear. Heavier racers (185 lbs) will want to go up to .49 fork springs for better balance. Light racers will want to go to a softer spring in rear to balance with forks. All in all this bike is a great package.</p>

