



2008 Honda Suspension Specs

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Model	Fork Size	Manufacturer	Fork Rate	Oil Level	Rear Spring	Race Sag	Weight	Suggestions
CRF150R	37mm	Showa	0.36	141mm	5.1kg	100mm	125lbs ±10	Forks are soft compared to the rear. TC suggests proper springs and valving for racers weight and ability.
CRF150R Expert	37mm	Showa	0.36	141mm	5.1kg	100mm	135lbs ±10	Forks are soft compared to the rear. Suggest a .36kg fork spring for better balance.
CRF250R	47mm	Showa Chamber Twin	0.46	370cc	5.3kg	100mm	165lbs ±10	Forks have been upgraded for '08. Fork spring rate has been increased with a larger cartridge valve and revised valving. Larger shock piston (50mm). TC suggests stiffer fork springs for ~165lb expert rider. Novice intermediate will need softer springs and revalving. Very aggressive setup for model year 2008.
CRF250X	47mm	Showa Chamber Twin	0.43	370cc	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	KYB Chamber Twin	0.48	380cc	5.5kg	100mm	180lbs ±10	For 2008, Honda went to .47kg fork springs which will help balance suspension. Suspension is setup for expert rider.
CRF450X	47mm	Showa Chamber Twin	0.47	330cc	5.5kg	100mm	185lbs ±10	Fork springs are the same as the ones found on the CRF450R, but has different internals. Forks feel plusher due to lower oil height. Shock valving is harsh for most trail and enduro riders. Tech-Care recommends valving and springs for rider's weight and ability.

2008 Honda Suspension Tips

Model	Tips
CRF 450	New and improved model, One of the biggest improvements is the steering damper, the first production bike to come with one. Increased fork spring rate, revised cartridge internals, 22mm fork offset from 24mm which cured problem complained since 2002, 2mm shorter fork tubes, 500rpm rev increase, increased rear rotor to 240mm which is same as front. Smaller exhaust valves for improved durability and and power control. New improved clutch basket and hub. Two pounds lighter. Most likely the bike of the year.
CRF 250	New camshaft, higher comp piston, revised cartridges internal parts, increased fork spring rates to balance suspension better, lighter counter balance weight, improved jetting, fastest 250F in class, with 5hp over competitors, with extra power and improved cornering definatley bike of year
CRF 150R	minor changes for 08, new cam better durability, revised carb jetting, with new needle, better throttle response, hoping for 2009 aluminum and more competition