

CRF150R

Item	English	Metric
Dimension		
Overall length	72.1 in	1,832 mm
Overall width	30.3 in	770 mm
Overall height	44.6 in	1,133 mm
Wheelbase	49.6 in	1,260 mm
Seat height	32.8 in	832 mm
Footpeg height	14.9 in	379 mm
Ground clearance	11.9 in	301 mm
Frame		
Type	Semi double cradle	
F. suspension	Telescopic fork travel 9.5 in (241 mm) stroke 10.8 in (275 mm)	
R. suspension	Pro-link, travel 10.7 in (272 mm)	
Front tire	AC	70/100 – 17 40M
		DUNLOP MX71F
	CM	70/100 – 17 40M
		BRIDGESTONE M23
Rear tire	AC	90/100 – 14 49M
		DUNLOP MX71
	CM	90/100 – 14 49M
		BRIDGESTONE M22
Tire type	bias-ply, tube	
Tire pressure, front (cold)	15 psi (100 kPa, 1.0 kgf/cm ²)	
Tire pressure, rear (cold)	15 psi (100 kPa, 1.0 kgf/cm ²)	
F. brake, swept area	Single disc brake 55.5 in ² (358.1 cm ²)	
R. brake, swept area	Single disc brake 46.6 in ² (300.7 cm ²)	
Fuel recommendation	unleaded gasoline, pump octane number of 91 or higher	
Fuel capacity	1.14 US gal	4.3 ℓ
Caster angle	27°2'	
Trail length	3.1 in	78 mm
Fork oil capacity	12.04 US oz	356 cm ³

Item	English	Metric
Engine		
Type	Liquid cooled, 4-stroke	
Cylinder arrangement	Single 19° inclined from vertical	
Bore and stroke	2.60 x 1.72 in	66.0 x 43.7 mm
Displacement	9.13 cu-in	149.7 cm ³
Compression ratio	11.7 : 1	
Valve clearance	Intake: 0.006 ± 0.001 in (0.16 ± 0.03 mm) Exhaust: 0.010 ± 0.001 in (0.26 ± 0.03 mm)	
Engine oil capacity		
After draining	0.59 US qt	0.56 ℓ
After draining and oil filter change	0.62 US qt	0.59 ℓ
After disassembly	0.74 US qt	0.70 ℓ
Transmission oil capacity		
After draining	0.60 US qt	0.57 ℓ
After disassembly	0.69 US qt	0.65 ℓ
Carburetor		
Type	Piston valve	
Identification number	FCR08D	
Main jet (standard)	# 140	
Jet needle (standard)	NMQT	
Needle clip position (standard)	3rd groove	
Slow jet (standard)	# 38	
Pilot screw opening	2 1/8 turns out	
Float level	0.28 in	7.0 mm
Idle speed	2,100 ± 100 rpm	
Cooling system		
Cooling capacity		
After disassembly	0.80 US qt	0.76 ℓ

Item	English	Metric
Drive train		
Clutch type	Wet, multi-plate type	
Transmission	5-speed, constant mesh	
Primary reduction	4.117	
Gear ratio I	2.214	
Gear ratio II	1.647	
Gear ratio III	1.318	
Gear ratio IV	1.105	
Gear ratio V	0.956	
Final reduction	3.333	
Gear shift pattern	Left foot-operated return system 1-N-2-3-4-5	
Electrical		
Ignition	ICM	
Starting system	Kickstarter	
Spark plug :		
Standard	NGK CR8EH-9 DENSO U24FER9	
Optional	NGK CR9EH-9 DENSO U27FER9	
Spark plug gap	0.031 – 0.035 in (0.8 – 0.9 mm)	