



ADVENTURE 2022

Wherever life takes you

Dusty trails. Climbing twisty mountain passes. Long and distant carriageways. Or maybe just a short commute across town. Renowned for their spirit of adventure, versatility and durability, no matter how you like to spend your time, you'll find a Honda Adventure motorcycle to be the perfect partner.



Performed on closed roads by a professional rider under controlled conditions.

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PEAK POWER

75 kW

PEAK TORQUE

105 Nm

OPTIONAL

DCT Dual Clutch Transmission

Key Features

- PARALLEL TWIN-CYLINDER ENGINE
- 7-LEVEL HONDA SELECTABLE TORQUE CONTROL (HSTC)
- 6-AXIS INERTIAL MEASUREMENT UNIT (IMU)
- WHEELIE CONTROL
- CORNERING ABS
- 6.5-INCH TFT TOUCH SCREEN
- DAYTIME RUNNING LIGHTS (DRL)
- APPLE CARPLAY® AND ANDROID AUTO® CONNECTIVITY

Find out more at [\[insert local URL\]](#)



Forged through toughness

The greater the challenge, the greater the reward. We say bring it on. Built without compromise and on experience of decades, the CRF1100L Africa Twin draws on Dakar inspiration with hard-hitting performance, newly blacked-out detailing and new graphics straight from a rally racing stage.

1100, 75kW peak power and 105Nm peak torque punching hard from a free-revving twin-cylinder engine. Sound good? Of course it does. And it's not just powerful, it's smart, too. At the Africa Twin's core a six-axis Inertial Measurement Unit (IMU) constantly monitors real time, 3D dynamic movement for precise management of 7-level Honda Selectable Torque Control (HSTC), 3-level Wheelie Control and Engine Power and Engine Brake through four default riding modes and two customisable user modes. Cornering ABS provides increased security on-road and features off-road settings including rear ABS switch-off. Newly optimised between first and second gears, for improved low-speed running, the optional Dual Clutch Transmission (DCT) option offers razor-sharp manual and smooth automatic shifting. Cruise control is standard.

For sharp handling the steel main frame and aluminium CRF450R-style swingarm are both lightweight and rigid. And, for precise suspension reaction, the 45mm Showa inverted front forks adjust for rebound and compression damping. Operating through Pro-Link, the Showa rear shock adjusts for compression and rebound damping, and also spring preload via a dial on the shock body. Taut, rally-style bodywork is slim. The riding position, too is tailored for sitting and standing with high-set handlebars and contoured seat profile. A sleek black rack is also now standard, for simple attachment of luggage.

A full colour 6.5-inch TFT touchscreen display features Apple CarPlay®, Android Auto® and Bluetooth® connectivity to allow use of smartphone navigation apps, calls and music. Dual headlights are full LED and have automatic DRL technology for consistent, piercing daytime visibility. And stunning new 'Big Logo' graphics and paint stand way out from the crowd.

Plus, make the Africa Twin truly yours with a selection of accessory packs ready to go: COMFORT, DESIGN and LUGGAGE.



PEAK POWER

75 kW

PEAK TORQUE

105 Nm

OPTIONAL

DCT Dual Clutch Transmission

Key Features

- PARALLEL TWIN-CYLINDER ENGINE
- 7-LEVEL HONDA SELECTABLE TORQUE CONTROL (HSTC)
- 6-AXIS INERTIAL MEASUREMENT UNIT (IMU)
- 24.8L FUEL TANK
- 6.5-INCH TFT TOUCH SCREEN
- HEATED GRIPS AND CRUISE CONTROL
- CORNERING LIGHTS WITH DRL
- APPLE CARPLAY® AND ANDROID AUTO® CONNECTIVITY
- OPTIONAL SHOWA EERA™ SUSPENSION

Find out more at [\[insert local URL\]](#)



True adventure never ends

Travel moves you. Changes you. New places. People. Experiences. A lifetime of memories. With its long-range ability and all-round capability, the Africa Twin Adventure Sports opens up a whole world to ride. And will move you like nothing else.

It starts with the amazing performance and technology of the Africa Twin. Add a long-range fuel tank and the comfort to go with it, the choice of six-speed DCT plus new, improved, shorter screen and vibrant Cracked Terrain paint options – inspired by the original Africa Twin – and you have the Africa Twin Adventure Sports. The ultimate bike for the long haul.

And, alongside the standard Showa suspension, there's the option of Showa Electronically Equipped Ride Adjustment (SHOWA EERA™) for optimum damping settings all the time. Four pre-set modes cover all scenarios between touring, city and off-road riding. Rear spring preload can also be adjusted electronically while stationary to suit load, whether riding solo or with pillion and luggage.

We haven't forgotten long-range motorcycling practicalities, either. The front fairing offers extended wind protection for the upper body while a redesigned, 5-stage height-adjustable screen is shorter, for improved visibility with no loss of wind protection. The dual LED headlights feature DRL, for consistent daytime visibility and Cornering Lights which – dependent on speed and lean angle – automatically illuminate the blind spot on the inside of a corner. Heated grips deal with cold, early morning starts while cruise control eases never-ending highways. There are also ACC/USB charging sockets, while tubeless tyres mean easy roadside repairs.

To really customise your Africa Twin Adventure Sports to suit your needs, configure your bike with one of the ready-to-go accessory packs: COMFORT, DESIGN and LUGGAGE.

X-ADV



ENGINE

745 cc TWIN-CYLINDER

PEAK TORQUE

68 Nm

TECHNOLOGY

**HONDA SMARTPHONE
VOICE CONTROL SYSTEM**

Key Features

- 4 DEFAULT RIDING MODES AND USER CUSTOMISATION
- 3-LEVEL HONDA SELECTABLE TORQUE CONTROL (HSTC)
- SIX-SPEED DUAL CLUTCH TRANSMISSION (DCT)
- 41MM CARTRIDGE-STYLE UPSIDE DOWN (USD) FORKS
- DUAL, RADIAL-MOUNT FOUR-PISTON BRAKE CALIPERS
- LED HEADLIGHTS WITH DRL TECHNOLOGY
- SMART KEY OPERATION
- 35KW A2 LICENCE OPTION

Find out more at [\[insert local URL\]](#)

*Honda Smartphone Voice Control system is compatible with Android™ smartphones only.



Infinite adventure around every corner

Our X-ADV made the first move. Broke the ground. Led the way. Combining the capabilities and performance of an adventure motorcycle, with the comfort, convenience and commuting ability of a large-capacity scooter, it's a two-wheeled SUV that defies convention. And, as a premium urban explorer, capable of going from city block to off-road trail (and back) in a heartbeat, the X-ADV turns the daily commute, and every single ride, into a unique experience.

A lightweight mainframe provides core strength with steering geometry that delivers handling confidence, wherever you ride. Sharp, dual LED headlights feature highly-visible Daytime Running Light (DRL) technology that's highly visible to other road users while tough bodywork heightens a rugged style the X-ADV has made its own. It also hides plenty of storage space and a USB Type-C charger. The seat is also contoured to generate easy ground reach. A full-colour TFT screen offers intuitive control. You can link to many smartphone functions, such as navigation, calls, messages and music, via the Honda Smartphone Voice Control System. So whatever the adventure you're never out of touch.

It's really fun to ride, too. There's a thrilling charge around the rev-counter from the 745cc, parallel twin-cylinder engine to peak power of 43.1kW, matched by muscular 69Nm mid-range torque. Throttle By Wire (TBW) control and four default riding modes optimise performance to suit conditions and terrain. And the X-ADV is flexible – you have the option to fully customise engine output and character, as well as the Dual Clutch Transmission (DCT) shifting schedule, Honda Selectable Torque Control (HSTC) and ABS level.

We've made it easy to prepare the X-ADV for whatever you have in store, with tailored accessory packs: ADVENTURE, TRAVEL and STYLE good to go.



NC750X



ENGINE

745 cc TWIN-CYLINDER

PEAK TORQUE

68 Nm

OPTIONAL

DCT Dual Clutch Transmission

Key Features

- 42.1KW PEAK POWER
- 35KW A2 LICENCE OPTION
- THREE DEFAULT RIDING MODES AND USER CUSTOMISATION
- 3-LEVEL HONDA SELECTABLE TORQUE CONTROL (HSTC)
- 23L INTERNAL STORAGE
- LCD DASH
- TWO-CHANNEL ABS
- EMERGENCY STOP SIGNAL (ESS)

Find out more at [\[insert local URL\]](#)



Every day is fun day

Sharp, compact bodywork marks out the individuality of the NC750X. But it's also a very comfortable motorcycle, thanks to a natural riding position, low seat height and protective screen. And there's extra storage space, where the fuel tank would be (more than enough for a full-face helmet) which is one of the features that really separates the NC750X from a standard motorcycle. All lighting is premium LED.

There's a full 43kW peak power to enjoy, with 69Nm peak torque punching hard in the mid-range. For peace of mind Honda Selectable Torque Control (HSTC) delivers refined, 3-level management of rear tyre grip. Three pre-set riding modes – STANDARD, SPORT and RAIN – alter engine power and engine braking character (and HSTC intervention level) to suit conditions. Additionally, USER mode allows full customisation. There's a Dual Clutch Transmission (DCT) option while the manual six-speed gearbox is managed via a slipper clutch, which makes for a light lever action and manages the rear wheel under rapid downshifting and hard braking.

A low centre of gravity from the forward-inclined engine and lightweight frame design make for easy handling and precise steering. The 41mm Showa Dual Bending Valve (SDBV) front forks provide supple bump absorption, large or small and the rear Pro-Link rear monoshock features spring preload adjustment. Powerful, smooth braking performance is delivered by a twin-piston caliper and 320mm wavy disc up front, matched to a rear single-piston caliper, 240mm disc and two-channel ABS.



PEAK POWER

35 kW

PEAK TORQUE

43 Nm

LICENCE COMPATIBLE

A2

Key Features

- ASSIST AND SLIPPER CLUTCH
- SIX-SPEED GEARBOX
- 17.5L FUEL TANK
- LONG-TRAVEL SUSPENSION
- LCD DASH
- FULL LED LIGHTING
- HONDA IGNITION SECURITY SYSTEM (HISS)

Find out more at [\[insert local URL\]](#)

The road to discovery

Rough city streets, open highways or country tracks, the CB500X is ready to go. It blends sharp lines with a rugged, aggressive stance, and comfort from a tall screen. Its 8-valve, liquid-cooled parallel twin-cylinder engine produces 35kW @ 8,600rpm – so is A2 licence compliant – with peak torque of 43Nm @ 6,500. That equals real low and mid-range punch for strong acceleration. An assist slipper and clutch also eases upshifts and manages rear wheel lock-up on hard down changes for extra control.

New, long-travel Showa 41mm Separate Function Fork-Big Piston (SFF-BP) USD forks separate damping and spring, and offer precise suspension control – no matter the terrain – so you can ride with confidence. The CB500X also now has the braking power of dual, ABS-controlled 296mm discs and two-piston calipers, without any extra steering inertia, while a 19-inch front wheel offers sure-footed stability.

The seat profile offers easy ground reach and the riding position is upright and relaxed. LCD instruments feature Gear Position and Shift Up indicators, tapered handlebars offer feel and leverage while the 17.5L fuel tank provides up to 450km range. And stunning new paint and graphics are hard to ignore. No matter where your road leads and whether a new or experienced rider, the CB500X is the perfect companion for the journey.



PEAK POWER

20.1 kW

PEAK TORQUE

26.6 Nm

GROUND CLEARANCE

285 mm

Key Features

- ASSIST AND SLIPPER CLUTCH
- 880MM SEAT HEIGHT
- 142KG WET WEIGHT
- SHOWA 43MM USD FORKS/260MM TRAVEL
- SHOWA REAR MONOSHOCK/260MM TRAVEL
- TAPERED ALUMINIUM SWINGARM
- TWO-CHANNEL ABS
- LCD INSTRUMENT DISPLAY

Find out more at [\[insert local URL\]](#)

Ready for road and trail

The dual purpose CRF300L, with its lightweight chassis and strong power and torque from its engine, is a brilliant off-road bike. And the qualities that make it so good off-road – slim proportions, peppy throttle response, agile steering and supple suspension – also make it brilliant around town. It draws DNA from the mighty CRF450R and CRF450RX competition bikes, so starts in a great place and, thanks to HRC and their racing programme, every aspect of its dual-sport performance is improved.

There's 20.1kW peak power and 26.6Nm torque available from the liquid-cooled, DOHC 4V single-cylinder engine. Short gear ratios through to 5th give sharp acceleration while a tall 6th makes for easy cruising. For extra control an assist and slipper clutch eases upshifts and manages rear wheel 'hop' under rapid downshifts. Wet weight is just 142kg thanks a lightweight frame and tapered aluminium swingarm. Ground clearance of 285mm makes bumping off kerbs (or over logs) so much easier.

To soak up hits the suspension is long travel. Up front the Showa 43mm USD forks feature 260mm travel, with spring rate and damping calibrated for both road and off-road riding, matched by 260mm travel for the Pro-Link Showa monoshock. Easy control off-road needs free movement; the 7.8L fuel tank is deliberately slim; alongside the carefully contoured seat it allows smooth weight transfer forward to elevate front tyre grip. Crisp, positive LCD instruments are easy to read. So, whether navigating rough city streets, or conquering new trails (or both in a day) the CRF300L is a motorcycle built to explore.

CRF
300 RALLY



PEAK POWER

20.1 kW

PEAK TORQUE

26.8 Nm

FUEL TANK

12.8 L

Key Features

- 286CC DOHC 4V SINGLE-CYLINDER ENGINE
- 885MM SEAT HEIGHT
- ASSYMMETRIC DUAL LED HEADLIGHTS
- ASSIST/SLIPPER CLUTCH
- 285MM GROUND CLEARANCE
- SHOWA 43MM USD FORKS/260MM TRAVEL
- SHOWA REAR MONOSHOCK/260MM TRAVEL
- LCD INSTRUMENT DISPLAY

Find out more at [\[insert local URL\]](#)



Adventure, everywhere

Made for the adventurous dual-sport rider, the CRF300 RALLY is a small capacity machine packing heavyweight credentials. With styling drawn directly from the competition-specification HRC CRF450 RALLY, it adds long-range ability and comfort to its off-road performance. The fuel tank holds 12.8L, with a 1.6L reserve. And, unlike most dirt bikes, the flat filler cap is hinged for clean, easy-fill convenience. Ensuring relaxed, natural control the handlebar position is pulled back and the footpegs set low and back, making room for gear changing in off-road boots. They also feature rubber inserts. Seat height is 885mm. Piercing, asymmetric dual LED headlights provide excellent forward visibility, while flexibly-mounted indicators are also bright LED. For instant readability the LCD instruments use large black digits on a crisp white display.

Like the trail-ready CRF300L the CRF300 RALLY packs a healthy and responsive 26.6Nm peak torque and 20.1kW peak power from its single-cylinder engine, with the control of an assist/slipper clutch. The Showa 43mm USD forks and rear shock provide excellent suspension reaction and for powerful braking on any surface, the two-piston front caliper works a floating, 296mm wavy disc. Off-road, there's an option to switch off ABS control of the rear brake.

The CRF300 RALLY is about the freedom delivered by a lightweight chassis, long-travel suspension and responsive engine. But it's also about independence; the long-range autonomy that a big fuel tank allows, added to the sense of go-anywhere potential stored away in this motorcycle's comprehensive abilities. It is engineered to serve up a real taste of adventure to riders that want an easy to manage machine, whether for the daily commute, weekend tour or global journeys.

Specifications

Engine

Engine Type	Liquid-cooled 4-stroke 8-valve parallel twin	Liquid-cooled 4-stroke 8-valve parallel twin with 270° crank and uni-cam
Engine Displacement	1,084 cc	1,084 cc
Max. Power Output	75 kW @ 7,500 rpm	75 kW @ 7,500 rpm
Max. Torque	105 Nm @ 6,250 rpm	105 Nm @ 6,250 rpm
Fuel Consumption / CO ₂ emissions	4.9 L/100km (20.4 km/l), (DCT 4.8 L/100km, 20.8 km/l) / 112 g/km (DCT 110 g/km)	4.8 L/100 km (20.4 km/l), (DCT 4.8, 20.8 km/l) / 112 g/km (DCT 110 g/km)

Chassis, Dimensions and Weight

Lenght x Width x Height (mm)	2,330 x 960 x 1,395	2,330 x 960 x 1,490
Seat Height (mm)	850 to 870 (Standard) / 825 to 845 (low seat) / 875 to 895 (high seat)	850 to 870 (Standard) / 825 to 845 (low seat) / 875 to 895 (high seat)
Wheelbase (mm)	1,575	1,575
Kerb Weight (kg)	229 kg (DCT 240 kg)	238 kg (DCT: 248 kg) With EERA 240 kg (DCT: 250 kg)

Wheels, Suspension and Brakes

Brakes (Front/Rear)	310 mm dual wave floating hydraulic disc with aluminium hub and radial fit 4-piston calipers and sintered metal pads / 256 mm wave hydraulic disc with 2-piston caliper and sintered metal pads 2 channel ABS System with IMU	310 mm dual wave floating hydraulic disc with aluminium hub and radial fit 4-piston calipers and sintered metal pads / 256 mm wave hydraulic disc with 2-piston caliper and sintered metal pads 2 channel ABS System with IMU
Tyres (Front/Rear)	90/90-21M/C 54H / 150/70R18M/C 70H	90/90-21M/C 54H / 150/70R18M/C 70H
Suspension Front	Showa 45 mm cartridge-type inverted telescopic fork with dial-style preload adjuster and DF adjustments, 230 mm stroke	Showa 45 mm cartridge-type inverted telescopic fork with dial-style preload adjuster and DF adjustments, 230 mm stroke. Optional electronic controlled unit (SHOWA EERA™)
Suspension Rear	Monoblock aluminium swing arm with Pro-Link with SHOWA gas-charged damper, hydraulic dial-style preload adjuster and rebound damping adjustments, 220 mm rear wheel travel	Monoblock aluminium swing arm with Pro-Link with SHOWA gas-charged damper, hydraulic dial-style preload adjuster and rebound damping. Optional electronic controlled unit (SHOWA EERA™)



Tricolour



Grand Prix Red



Pearl Glare White



Darkness Black Matte



Mat Ballistic Black Metallic



Pearl Glare White



Darkness Black Matte

X-ADV

Liquid-cooled 4-stroke 8-valve, SOHC parallel 2-cylinder
745 cc
43.1 kW @ 6,750 rpm (35 kW / 6,000 rpm)
69 Nm @ 4,750 rpm (65 Nm @ 4,000 rpm)
3.6 l/100 km / 85 g/km

2,215 x 940 x 1,370
820
1,590
236

296 mm double hydraulic disc with radial 4 piston caliper / 240 mm single hydraulic disc with 1 piston caliper (2 Channel ABS System Type)

120/70 R17 / 160/60 R15

41 mm Upside Down Fork

Monoshock damper, Pro-Link swingarm



Ballistic Black



New 2022 Colour
Harvest Beige



Grand Prix Red



Mat Balistic Black Metallic



Mat Gunpowder Black



Pearl Organic Green



Iridium Gray



Pearl Deep Mud Grey



Pearl Glare White



Glint Wave Blue Metallic



Grand Prix Red



Grand Prix Red

NC750X

Liquid-cooled 4-stroke 8-valve, SOHC parallel 2-cylinder
745 cc
43.1 kW @ 6,750 rpm (35 kW @ 6,000 rpm)
69 Nm @ 4,750 rpm (65Nm @ 4,000 rpm)
3.5 l/100 km / 82 g/km

2,210 x 846 x 1,330
800
1,525 (DCT 1,535)
214 (DCT 224)

320 mm single wavy hydraulic disc with 2-piston caliper / 240 mm single wavy hydraulic disc with single-piston caliper (2 channel ABS System Type)

120/70R-17 / 160/60R-17

41 mm telescopic fork

Monoshock damper, Pro-Link® swingarm



Grand Prix Red



Mat Balistic Black Metallic



Mat Gunpowder Black



Pearl Organic Green



Pearl Glare White



Glint Wave Blue Metallic



Grand Prix Red

CB500X

Liquid-cooled 4-stroke DOHC parallel twin
471 cc
35 kw @ 8,600 rpm
43 Nm @ 6,500 rpm
3.6 l/100 km / 82 g/km

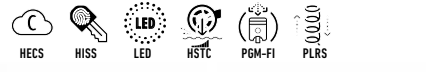
2,155 x 830 x 1,410
830
1,445
199

296 mm dual disc with Nissin axial-mount two piston calipers / 240 mm single disc with single piston caliper

110/80R-19M/C / 160/60R-17M/C

41 mm Showa SFF-BP USD forks

Prolink mono with 5 stage pre-load adjuster, steel hollow cross swingarm



Mat Gunpowder Black



Pearl Organic Green



Grand Prix Red

Specifications

Engine

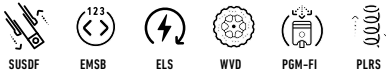
Engine Type	Liquid-cooled, Single, DOHC	Liquid-cooled, Single, DOHC
Engine Displacement (cm³)	286	286
Compression Ratio	10.7:1	10.7:1
Bore x Stroke (mm)	76 x 63	76 x 63
Starter	Electric	Electric

Chassis, Dimensions and Weight

Caster Angle	27.5°	27.5°
Dimensions (LxWxH) (mm)	2,230 x 820 x 1,200	2,230 x 920 x 1,415
Frame type	Steel Semi-Double Cradle	Steel Semi-Double Cradle
Fuel Tank Capacity (Litres)	7.8	12.8
Ground Clearance (mm)	285	275
Kerb Weight (kg)	142	153
Seat Height (mm)	880	885

Wheels, Suspension and Brakes

Brakes Front	256mm disc with two piston caliper	296mm disc with two piston caliper
Brakes Rear	220mm disc with single piston caliper	220mm disc with single piston caliper
Suspension Front	43mm Telescopic Upside Down	43mm Telescopic Upside Down
Suspension Rear	Pro-Link®	Pro-Link®
Tyres Front	80/100-21M/C 51P	80/100-21M/C 51P
Tyres Rear	120/80-18M/C 62P	120/80-18M/C 62P



Extreme Red




Extreme Red




Honda Technology


Honda has developed and applied many innovative technologies for its motorcycle range, designed to have the greatest possible benefit for you and the world around you.

**SHOWA ELECTRONICALLY EQUIPPED RIDE ADJUSTMENT**


Optional SHOWA EERA™ manages damping force relative to mode selection; rear spring preload can also be electronically adjusted.

**TFT DISPLAY**


Full colour TFT screen to control riding modes, along with other bike parameters. Displays key information such as Gear Position indicator and rev counter.

**TFT TOUCH SCREEN DISPLAY**


6.5-inch full colour touch-screen for control of riding modes, navigation, Bluetooth smartphone/audio connectivity and Apple CarPlay®.

**CORNERING ABS**


For increased confidence on the way into a turn the IMU-controlled ABS manages braking force relative to lean angle, speed of deceleration and front and rear wheel slip ratio maintaining traction to the limit. The amount of ABS intervention is also dependant on the riding mode selected; lift of the rear wheel is also controlled under hard-stop situations.

**ANTI-LOCK BRAKING SYSTEM**


Reduces braking pressure by monitoring the wheel speed, preventing the wheels from locking up.

**G SWITCH**


Triggered by a switch on the instrument panel, G Mode improves traction and machine control by reducing clutch slip during gear changes.

**HONDA EVOLUTIONAL CATALYSING SYSTEM**


Oxygen-sensing system maintains an optimal air/fuel mixture for the most effective catalytic reduction of exhaust emissions.

**HONDA IGNITION SECURITY SYSTEM**


Only allows the bike to be started by its original encoded keys to effectively protect against theft.

**HONDA SELECTABLE TORQUE CONTROL**


If the Honda Selectable Torque Control (HSTC) system senses an imminent loss of rear wheel traction it reduces torque to allow the tyre to grip.

**WHEELIE CONTROL**


The IMU measures the pitch angle and, combined with front and rear wheel speed, manages the amount of height the front wheel gathers relative to the level of intervention selected. Level 1 is minimum Wheelie Control, level 2 medium and level 3 maximum. Wheelie Control can also be switched off completely.

**CRUISE CONTROL**


Activated and controlled from the right-hand switchgear to ease long range highway travel.

**CORNERING LIGHTS**


Additional LED lights activated according to speed and lean angle to illuminate blind spots when cornering.

**LED LIGHTS**


Brighter and more energy efficient than traditional bulbs, with no time delay and a longer life.

**SMART KEY**


This innovative technology improves both convenience and security. As long as your key is in your pocket or bag, you can release the seat and start the engine with the press of a button.

**PROGRAMMED FUEL INJECTION**


Map-type computerised system maintains strong power and responsive performance in all conditions.

**SHOWA DUAL BENDING VALVE**


Showa Dual Bending Valve forks improve ride comfort and handling by delivering proportional rebound damping with firmer compression damping.

**SHOWA USD FORK**


Larger diameter tubes above and smaller tubes at the bottom increase surface area providing more rigidity to deal with off road terrain.

**PRO-LINK® REAR SUSPENSION**


Monoshock rear suspension utilises a triangular linkage system to progressively increase damping force through range of rear swingarm movement.

**SIX RIDING MODES**


There are four default riding modes to choose from, designed for ultimate performance in most situations: TOUR, URBAN, GRAVEL and OFF-ROAD. Each modifies engine response and engine braking, DCT G switch and Cornering ABS to suit conditions. Two user modes also allow you to arrive at the perfect set-up to suit your own personal preferences. Selection of the riding modes is simple – via the top left of the touch screen.

**ENGINE MODE SELECT BUTTON**

Giving a choice of 3 riding modes; Mode 1 delivers standard ECU maps, Mode 2 provides smoother throttle control and Mode 3 returns a more aggressive power delivery.

**ELECTRIC START**

Instead of kickstarting the bike, electric start offers a simple more convenient way to start the engine.

**WAVY DISCS**



Providing better heat dissipation and improved braking performance.





HONDA MOTORCYCLES EUROPE

Play around with various configuration options of your 3D bike in 360 view and transform it into your own environment with the Augmented Reality mode. Make sure to take a photo and share with your friends on Social Media. Take the first picture with your bike before you even order it. You can even locate your nearest Honda dealer and book a test ride to try out your dream bike.

Find out more by visiting our website or downloading the Honda Motorcycles Experience app.





The Power of Dreams



Enthusiast. Rider. Dreamer.

At Honda, we don't believe in taking the easy way out. Never settle. Never rest. That's what we believe in.

It's a philosophy that means we never feel like we are done. It's why we never stop questioning the limits of every Motorcycle. Why we never stop striving for success, pushing innovation, engineering and development to the very limit. And then doing it again. And again.

It's why we're constantly pioneering engineering firsts – like the inline 4 stroke engine, dual clutch transmission, or the motorcycle airbag. It's why we go beyond the existing, unafraid to challenge the status quo of the motorcycle market.

That's the restless spirit that drives us forwards and is passed on to every Honda rider, pushing them on to their next adventure. On to the joy of true freedom. On to the next big dream.

Because, after all, it's our dreams that move us.







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RIDE WITH STYLE Read the owner's manual thoroughly. Get to know your machine and its capabilities. Concentration assists anticipation. Observe other road users' movements. Brake in plenty of time. Always wear a helmet and quality kit, ride fit and NEVER after drinking alcohol. Good roadcraft and courtesy identify the skilled and stylish rider. Honda endorse the law that all helmet visors must comply with BS 4110. Visors that transmit less than 50% of visible light cannot legally be used on the road.

Honda Motor Europe - Motorcycles
Cain Road, Bracknell, Berkshire, RG12 1HL England
[insert local URL here](#)



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**BLUE SKIES FOR
OUR CHILDREN**