



ADVENTURE

2019



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.

CONTENTS

AFRICA TWIN	04
ADVENTURE SPORTS	
CRF1000L AFRICA TWIN	06
VFR1200X CROSSTOURER	08
VFR800X CROSSRUNNER	10
X-ADV	12
NC750X	14
CB500X (NEW)	16
CRF450L	18
CRF250 RALLY	20
CRF250 L	22
SPECIFICATIONS	24
HONDA TECHNOLOGY	28
HONDA EXPERIENCES	30
THE POWER OF DREAMS	31



EXPAND YOUR ADVENTURE

With a larger 24L fuel tank offering an impressive 500km range, the Honda CRF1000L Africa Twin Adventure Sports is here to take your adventures further than ever before. The Throttle By Wire (TBW) system provides a choice of three different, preset riding modes, TOUR, URBAN and GRAVEL, plus USER mode that allows you to adjust engine character and make the adventure your own. And Honda Selectable Torque Control (HSTC) also offers seven levels to perfectly manage rear wheel traction for road and off-road riding.

There's also a Dual Clutch Transmission (DCT) version available with Honda's innovative G mode, allowing you to switch to off-road riding at the touch of a button. Greater range calls for greater comfort, so the Africa Twin Adventure Sports features a flatter seat and more upright riding position, helping to keep you going for longer. Add a higher screen, more protective fairing, heated grips and extra suspension travel front and rear and you have a ride that's been upgraded to take your adventure sports experience to the next level.



MAX POWER
OUTPUT

70 kW (93.9 bhp)
@ 7,500 rpm

MAX TORQUE

99 Nm
@ 4,750 rpm

GROUND
CLEARANCE

270 mm

KEY FEATURES



PGM FI
PROGRAMMED
FUEL
INJECTION



HEC33
HONDA
EVOLUTIONAL
CATALYSING
SYSTEM



G-MODE
TRACTION
AND MACHINE
CONTROL



HISS
HONDA
IGNITION
SECURITY SYSTEM



DCT
DUAL
CLUTCH
TRANSMISSION



LED
LIGHTS
LIGHT EMITTING
DIODE



PLRS
PRO-LINK
REAR
SUSPENSION



HSTC
HONDA
SELECTABLE
TORQUE CONTROL



Discover more at honda.co.uk



TRUE ADVENTURE

With the Africa Twin's 1000cc parallel twin-cylinder engine and addictive torque delivery, escaping the city has never felt so satisfying. Equipped with a Throttle By Wire (TBW) system, it has three different preset riding modes – TOUR, URBAN and GRAVEL – to adjust the engine character to suit riding conditions. USER mode allows you to tailor output the way you want it.

Honda Selectable Torque Control (HSTC) offers seven options to manage rear wheel traction. Roll on and off the throttle and revel in the linear response provided by the lightweight camshaft and 270° phased crankshaft. Then embrace the soundtrack as that unmistakable 4-stroke growls, making even the longest journeys a joy.

With a more compact and lightweight design than ever before, the Africa Twin gives you absolute freedom and control wherever the adventure leads. There's a choice of manual 6-speed transmission or Dual Clutch Transmission (DCT), allowing you to tackle twisting roads and steep mountain passes with absolute confidence. And all the information you need is displayed on an easy-to-read reverse LCD display.



ENGINE

70 kW (93.9 bhp)
@ 7,500 rpm



MAX TORQUE

98 Nm
@ 6,000 rpm

GROUND CLEARANCE

250 mm

KEY FEATURES

-  **PGM FI** PROGRAMMED FUEL INJECTION
-  **HECS3** HONDA EVOLUTIONAL CATALYSING SYSTEM
-  **HISS** HONDA IGNITION SECURITY SYSTEM
-  **HSTC** HONDA SELECTABLE TORQUE CONTROL
-  **DCT** DUAL CLUTCH TRANSMISSION
-  **LED LIGHTS** LIGHT EMITTING DIODE
-  **PLRS** PRO-LINK REAR SUSPENSION
-  **G-MODE** TRACTION AND MACHINE CONTROL



Discover more at [honda.co.uk](https://www.honda.co.uk)



PUTS THE ADVENTURE INTO SPORTS TOURING

There's a whole world out there. And with the Honda VFR1200X Crosstourer you can explore it in comfort and style. It's a machine that gets the details just right; spoked wheels add style, but also absorb shocks from rough road surfaces and the advanced suspension system – with rigid 43mm USD forks – offers control, precise steering and stability.

Power is provided by the 1,237cc V4 engine, which has been optimised for strong torque from low and medium rpm; it's also equipped with Honda Selectable Torque Control (HSTC). The optional Dual Clutch Transmission (DCT) offers a choice of two automatic modes as well as manual shifting. The 'S' mode features three levels for sportier riding.

The body is designed for long journeys. Headlights and adjustable windscreen are positioned further towards the middle of the machine to help centralise mass and offer greater wind protection. There's a 12v socket under the seat and self-cancelling indicators. The narrow profile seat makes it easier to plant feet on the ground and, if needs be a low seat accessory takes an extra 20 mm off the seat height.



MAX POWER OUTPUT

95 kW (127.4 bhp)
@ 7,750 rpm

DCT SPORT MODE WITH

3 LEVELS

SEAT HEIGHT

850 mm

KEY FEATURES



PGM FI PROGRAMMED FUEL INJECTION



HECS3 HONDA EVOLUTIONAL CATALYSING SYSTEM



ABS ANTI-LOCK BRAKING SYSTEM



HISS HONDA IGNITION SECURITY SYSTEM



HMAS HONDA MULTI-ACTION SYSTEM



PLRS PRO-LINK REAR SUSPENSION



HSTC HONDA SELECTABLE TORQUE CONTROL



DCT DUAL CLUTCH TRANSMISSION



Discover more at honda.co.uk

Crossrunner

FIND YOUR ESCAPE

The VFR800X Crossrunner sets you free from the daily grind of city life. Sharing the same chassis as the VFR800F, its pumped-up adventure-sport styling makes every ride an escape, delivering boosted torque and power from the 782 cc 16-Valve 90° V4-VTEC engine. It's also equipped with Honda Selectable Torque Control (HSTC), featuring two levels of traction control and two-channel ABS for added security.

The VFR800X Crossrunner saves weight thanks to its aluminium Pro-Arm swingarm. The minimal front fairing and fixed beak-like cowl efficiently channel air while showing off the muscular V4-VTEC engine. It's comfortable too, with long travel front and rear suspension, 675 mm wide handlebars, an upright riding position, and a seat height that adjusts from 815mm up to 835 mm. Powerful front radial-mount three-piston calipers grip twin 296 mm floating discs, with Hollow Fine Die-Cast 17-inch wheels completing the purposeful look. It also features full LED lighting, self-cancelling indicators, 5-stage heated grips and an LCD dash.



MAX POWER
OUTPUT

78 kW (104.6 bhp)
@ 10,250 rpm

ADJUSTABLE
SEAT

815 mm - 835 mm

FUEL TANK

20.8 Litres

KEY FEATURES

- PGM FI** PROGRAMMED FUEL INJECTION
- HECS3** HONDA EVOLUTIONAL CATALYSING SYSTEM
- ABS** ANTI-LOCK BRAKING SYSTEM
- HSS** HONDA IGNITION SECURITY SYSTEM
- HMAS** HONDA MULTI-ACTION SYSTEM
- PLRS** PRO-LINK REAR SUSPENSION
- HSTC** HONDA SELECTABLE TORQUE CONTROL
- LED** FULL LED LIGHT EMITTING DIODE



Discover more at honda.co.uk



YOUR HORIZONS ARE GOING TO CHANGE FOREVER

The X-ADV is an innovative crossover that blends city convenience with rugged adventure capabilities to offer a totally new breed of machine. Equipped with a 745 cc twin-cylinder engine, it delivers lowdown punch right up through the mid-range, with smart and instant acceleration provided by the Dual Clutch Transmission (DCT). There's also a 35 kW version available for A2 Licence holders. Day-to-day riding is made easy thanks to the large 21L under-seat storage compartment, five-way adjustable screen and Smart Key system.

When you break out of the city and hit the open road, the tough chassis, long-travel suspension and four-piston radial-mount front brakes really come into their own. Add in Honda Selectable Torque Control (HSTC) to manage rear wheel grip – plus pioneering G-Mode for riding over loose terrain – and you have a machine designed to roam way beyond the city limits.



MAX POWER
OUTPUT

40.3 kW (54 bhp)
@ 6,250 rpm









MAX TORQUE

68 Nm
@ 4,750 rpm

MODE

G

KEY FEATURES

- | | |
|--|---|
| 
PGM FI PROGRAMMED FUEL INJECTION | 
HECS3 HONDA EVOLUTIONAL CATALYSING SYSTEM |
| 
HSTC HONDA SELECTABLE TORQUE CONTROL | 
G MODE TRACTION AND MACHINE CONTROL |
| 
LED LIGHT EMITTING DIODE | 
DCT DUAL CLUTCH TRANSMISSION |
| 
PLRS PRO-LINK REAR SUSPENSION | 
SMK SMART KEY |

Discover more at honda.co.uk





THE POWER TO BE FREE

The Honda NC750X, with its unique built-in storage compartment that will hold a full-face helmet, strikes the optimal balance between day-to-day riding and weekend adventures. Whether you're looking for business or pleasure, its 745cc parallel twin-cylinder engine and 270° crank are guaranteed to deliver smooth, linear torque with a soundtrack that satisfies. Plus, the engine is equipped with Honda Selectable Torque Control (HSTC) and there's also a 35kW option for A2 Licence holders looking for that big-bike feeling.

At Honda, we know that no two riders are the same. That's why the NC750X allows you to customise the ride to suit your preferences. The optional Dual Clutch Transmission (DCT) has a choice of Drive and Sport modes. Or if you prefer to change gear manually, you can use the up/down switches on the left handlebar. The transmission isn't the only thing you can adjust to your liking, there's also an amazing selection of colours available to give you standout style.



ENGINE

745
cc Parallel Twin

FUEL
CONSUMPTION

3.5 l/100km
(17.6 m/l)

HELMET
STORAGE

1

KEY FEATURES



Discover more at honda.co.uk

500X

THE ROAD TO DISCOVERY

Rough city streets, open highways or country tracks – the new 2019 CB500X is ready to go. Inspired by Africa Twin style it blends sharp lines with a rugged, aggressive stance, and comfort from the taller screen. Its revised, 8-valve, liquid-cooled parallel twin-cylinder engine produces 35 kW @ 8,600rpm – so is A2 licence compliant – with peak torque of 43 Nm @ 6,500 rpm. There's more low and mid-range torque, for stronger acceleration and the engine also now has an assist/slipper clutch that eases upshifts and manages rear wheel lock-up on hard down changes.

The seat profile has been adjusted for easy ground reach and the riding position is upright and relaxed. A new 19-inch front wheel, longer travel 41mm front forks and single-tube rear shock absorber, plus block-pattern tyres, smooth the ride. A single front 310 mm wavy disc and powerful two-piston brake caliper are matched to a 240 mm rear disc and single-piston caliper; 2-channel ABS is fitted as standard.

New LCD instruments feature a Gear Position and Shift Up indicator, tapered handlebars offer feel and leverage while the 17.5L fuel tank provides up to a 300 mile range. No matter where your road leads – and whether new rider or experienced traveller – the CB500X is the perfect companion for the journey.



ENGINE

471 cc Parallel Twin

SEAT HEIGHT

810 mm

FUEL TANK

17.5 Litres

KEY FEATURES



PGM FI PROGRAMMED FUEL INJECTION



HEC3 HONDA EVOLUTIONARY CATALYSING SYSTEM



ABS ANTI-LOCK BRAKING SYSTEM



HISS HONDA IGNITION SECURITY SYSTEM



PLRS PRO-LINK REAR SUSPENSION



EURO 4 EURO 4 EMISSIONS REGULATIONS



FULL LED LIGHT EMITTING DIODE



Discover more at honda.co.uk



DUAL-PURPOSE DREAM MACHINE

Finally, the wait is over. There is now a fully road legal dual-purpose motorcycle that mixes cutting-edge off-road technology with high build quality and reliability. The CRF450L is here.

The new CRF450L features a punchy 449cc Unicam® engine, twin-spar aluminium frame, six-speed gearbox, 7.6L titanium fuel tank, 18-inch rear wheel and premium Showa suspension. It also has electric start and full LED lighting package.

A true trail-to-trail machine, the CRF450L will take you wherever you want to go and bring you back again. It's perfectly balanced off-road, with the engine's smooth torque driving the agile chassis fluidity – and equally at home on-road, linking up the trails or slicing through heavy city traffic.

And while its competition DNA is obvious the CRF450L also hides another important feature; with an oil and filter change every 600 miles it doesn't require a major overhaul until 19,000 miles. Now that is a dual-purpose rider's dream.



PERFORMANCE

449 cc
Unicam
Engine

ENGINEERING

6 Speed
Transmission

START

**ELECTRIC
START** With lithium battery

KEY FEATURES



PGM FI
PROGRAMMED
FUEL
INJECTION



SUSDF
SHOWA
USD FORK



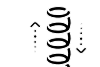
ALM-F
ALUMINIUM
FRAME



EGM
ENGINE
MODE SELECT
BUTTON



WVD
WAVY
DISCS



PLRS
PRO-LINK
REAR
SUSPENSION



ELS
ELECTRIC
START



Discover more at honda.co.uk



ADVENTURE EVERYWHERE

The CRF250 Rally is ready for weekend adventure, long distance touring or the daily commute with long travel suspension, large-diameter ABS-controlled disc brakes, excellent weather protection from the CRF450 Rally-inspired bodywork and an impressive cruising range. Its single-cylinder engine's performance combines solid bottom-end torque with substantial top-end power while the frame is constructed from steel, with twin oval-section main spars and a semi-double cradle.

A wheelbase of 1,455 mm is matched to a 28.1° rake with 114 mm trail and ground clearance of 270 mm. The 250cc dual-purpose motorcycle covers many bases: it slips easily through congested city traffic thanks to lightweight and slim proportions, while its suspension, ground reach and seat height deliver a fun and comfortable ride on rough tarmac and trails. With styling DNA drawn directly from the HRC CRF450 Rally Dakar racer, the CRF250 Rally defines something new. It not only looks ready to compete in a desert stage, but also delivers a real taste of adventure to riders who want a light, easy-to-manage machine.



ENGINE

250 cc Single
Cylinder DOHC

GROUND CLEARANCE

270 mm

FUEL TANK

10.1 Litres

* 18YM information and photos.

KEY FEATURES



Discover more at honda.co.uk

CRF
250L

READY FOR ANYTHING

Wearing sharp CRF250R-derived bodywork, the dual-purpose, ready-for-anything CRF250L's 250cc single-cylinder engine makes strong power and torque, for fast response plus there's the reassurance of ABS braking and clear information from the digital dash, which includes a tachometer and fuel gauge. The rear light, indicators and number plate bracket tuck neatly out of harm's way, too.

The CRF250L is a true all-rounder. Its slim width not only helps it in traffic, but also off-road where the smooth seat/tank interface allows the rider to transfer weight freely. With styling cues taken directly from Honda's CRF250R MX machine, the CRF250L is ready for anything a rider can throw at it: it's tough, practical and equally at home around a city block or out on the trail.



ENGINE

250 cc Single
Cylinder DOHC

SEAT HEIGHT

875 mm

KERB WEIGHT

146 kg

* 18YM information and photos.



KEY FEATURES


PGM FI PROGRAMMED
FUEL
INJECTION


HECS3 HONDA
EVOLUTIONAL
CATALYSING
SYSTEM


ABS ANTI-LOCK
BRAKING
SYSTEM


PLRS PRO-LINK
REAR
SUSPENSION

4
EURO 4
EURO 4
EMISSIONS
REGULATIONS

Discover more at honda.co.uk



SPECIFICATIONS

ENGINE

Engine Type	Liquid-cooled 4-stroke 8-valve parallel twin with 270° crank and Unicam®
Engine Displacement	998 cc
Max. Power Output	70 kW (93.9 bhp) @ 7,500 rpm (95/1/EC)
Max. Torque	99 Nm @ 6,000 rpm (95/1/EC)
Fuel Consumption / CO ₂ emissions	4.7 l/100 km (13.2 m/l) / 109 g/km

CHASSIS, DIMENSIONS AND WEIGHT

Lenght × Width × Height (mm)	2,340 × 930 × 1,570
Seat Height (mm)	900/920 (STD position/Low position)
Wheelbase (mm)	1,580
Kerb Weight (kg)	243 (MT) / 253 (DCT)

WHEELS, SUSPENSION AND BRAKES

Brakes (Front/Rear)	310 mm dual wavy floating hydraulic disc / 256 mm wave hydraulic disc with 1-piston caliper
Tyres (Front/Rear)	90/90-21 tube type / 150/70-R18 tube type
Suspension Front	Showa 45 mm cartridge-type inverted telescopic fork with hydraulic dial-style preload and damping (compression & rebound) adjuster, 252 mm stroke, 224 mm axle travel
Suspension Rear	Monoblock cast aluminium swing arm with Pro-Link® with gas-charged damper, hydraulic dial-style preload adjuster and rebound damping adjustment, 240 mm rear wheel travel, 101 mm stroke.



Pearl Glare White Tricolor



Digital Silver Metallic



Glint Wave Blue Metallic



Victory Red (CRF Rally Red)



Matt Ballistic Black Metallic

CRF1000L AFRICA TWIN

Liquid-cooled 4-stroke 8-valve Parallel Twin with 270° crank and Unicam®
998 cc
70 kW (93.9 bhp) @ 7,500 rpm (95/1/EC)
99 Nm @ 6,000 rpm (95/1/EC)
4.7 l/100 km (13.2 m/l) / 109 g/km

2,330 × 930 × 1,475 (ABS/DCT)
870/850 (STD position/Low position)
1,575
230 (MT) / 240 (DCT)

310 mm dual wavy floating hydraulic disc / 256 mm wave hydraulic disc with 1-piston caliper
21M/C × MT2.15 / 18M/C × MT4.00

Show 45 mm cartridge-type inverted telescopic fork with dial-style preload adjuster and DF adjustment, 230 mm stroke

Monoblock cast aluminium swing arm with Pro-Link® with gas-charged damper, hydraulic dial-style preload adjuster and rebound damping adjustment, 220 mm rear wheel travel.

VFR1200X CROSSTOURER

Liquid-cooled 4-stroke Unicam® 16-valve 76° V4
1,237 cc
95 kW (127.4 bhp) @ 7,750 rpm (95/1/EC)
126 Nm @ 6,500 rpm (95/1/EC)
6.2 l/100 km (10.0 m/l) / 146 g/km DCT: 6.0 l/100 km (10.3 m/l) / 140 g/km

2,285 × 915 × 1,460
850
1,595
277 (MT) / 287 (DCT)

Dual 310 mm discs / Single 276 mm disc
110/80-R19 / 150/70-R17

43 mm inverted telescopic forks with hydraulic damping, preload and rebound damping adjustment

Pro-Link® with gas-charged damper, preload and stepless rebound damping adjustment



Pearl Glare White



Candy Prominence Red



Candy Prominence Red
Graphite Black

VFR800X CROSSRUNNER

Liquid-cooled 4-stroke 16-valve DOHC 90° V4
782 cc
78 kW (104.6 bhp) @ 10,250rpm (95/1/EC)
75 Nm @ 8,500 rpm (95/1/EC)
5.2 l/100 km (11.9 m/l) / 121 g/km

2,190 × 870 × 1,360
835/815 (STD position/Low position)
1,475
242

ABS (2-Channel) 310 mm × 4.5 mm dual floating hydraulic disc / 256 mm × 6 mm hydraulic disc with 2-piston caliper
17M/C × MT3.5 / 17M/C × MT5.5

43 mm HMAS cartridge-type telescopic fork with stepless preload and ten DF adjustment, 131 mm axle travel, 145 mm stroke

Pro-Link® with gas-charged HMAS damper, 35-step (remote-controlled hydraulic) preload and stepless rebound damping adjustment, 148 mm axle travel



Matt Ballistic Black Metallic



Pearl Glare White



Candy Prominence Red

X-ADV

Liquid-cooled, L2, SOHC
745 cc
40.3kW (54.0 bhp) @ 6,250 rpm (95/1/EC) (A2 Licence: 35kW (47 bhp) @ 5,750 rpm) (95/1/EC)
68 Nm @ 4,750 rpm (65 Nm @ 3,750 rpm) (95/1/EC)
3.7 l/100 km (16.8 m/l) / 85 g/km

2,245 × 910 × 1,375
820
1,590
238

ABS System Type 2 Channel
120/70 R17 / 160/60 R15

41 mm Upside down Preload, Dumping force adjustment

Pro-Link® with Rear Shock Preload adjustment



Matt Bullet Silver



Matt Moonstone Silver Metallic



Matt Pearl Glare White



Grand Prix Red



Matt Armored Green Metallic

SPECIFICATIONS

NC750X

ENGINE	
Engine Type	Liquid-cooled 4-stroke 8-valve, SOHC parallel 2-cylinder
Engine Displacement	745 cc
Max. Power Output	40.3kW (54.0 bhp) @ 6,250 rpm (95/1/EC) (35 kW @ 5,750 rpm) (95/1/EC)
Max. Torque	68 Nm @ 4,750 rpm (65 Nm @ 3,750 rpm) (95/1/EC)
Fuel Consumption / CO ₂ emissions	3.5 l/100 km (17.6 m/l) / 81 g/km

CHASSIS, DIMENSIONS AND WEIGHT

Lenght × Width × Height (mm)	2,335 × 875 × 1,475 (STD) 2,335 × 930 × 1,475 (ABS/DCT)
Seat Height (mm)	870/850 (STD position / Low position)
Wheelbase (mm)	1,535
Kerb Weight (kg)	220 / 230 (DCT)

WHEELS, SUSPENSION AND BRAKES

Brakes (Front/Rear)	320 mm single wavy hydraulic disc / 240 mm single wavy hydraulic disc
Tyres (Front/Rear)	120/70ZR-17M/C / 160/60ZR-17M/C
Suspension Front	41 mm telescopic fork
Suspension Rear	Monoshock damper, Pro-Link® swingarm, 150 mm travel



Glint Wave Blue Metallic



Matt Gunpowder Black Metallic



Matt Pearl Glare White



Candy Chromosphere Red

CB500X

Liquid-cooled 4-stroke DOHC parallel twin
471 cc
35 kW (46.9 bhp) @ 8,600 rpm (95/1/EC)
43 Nm @ 6,500 rpm (95/1/EC)
3.6 l/100 km (17.3 m/l) / 82 g/km

2,156 × 831 × 1,412
830
1,445
178

2 Channel ABS, 310 mm disc with two piston caliper, 240 mm with single disc caliper
110/80 R19 M/C / 160/60 ZR-17 M/C
Conventional Telescopic, 41 mm, pre-load adjustable
Pro-Link® mono with 5 stage Preload adjuster, steel square pipe swingarm



Grand Prix Red



Matt Gunpowder Black Metallic



Pearl Metalloid White

CRF450L

Liquid-cooled 4-stroke single cylinder Unicam®
449 cc
18.4 kW (24.7 bhp) @ 7,500 rpm (95/1/EC)
32 Nm @ 3,500 rpm (95/1/EC)
4.2 l/100 km (14.8 m/l) / 96 g/km

2,280 × 825 × 1,260
940
1,500
131

260 mm hydraulic wavy disc / 240 mm hydraulic wavy disc
80/100-21 Dunlop MX3S / 120/80-18 Dunlop MX3S
Showa 49 mm USD fork
Showa monoshock using Pro-Link®



Extreme Red

CRF250RALLY

Liquid-cooled, Single, DOHC
250 cc
18.2 kW (24.4 bhp) @ 8,500 rpm (95/1/EC)
22.6 Nm @ 6,750 rpm (95/1/EC)
3.0 l/100 km (20.7 m/l) / 70 g/km

2,210 × 900 × 1,425
895
1,455
157

ABS System Type 2 Channel
3.00-21 51P / 120/80-18M/C 62P
43 mm Telescopic Upsidedown
Pro-Link®

* 18YM information and photos.



Extreme Red



Black



Extreme Red

CRF250L









Liquid-cooled, Single, DOHC
250 cc
18.2 kW (24.4 bhp) @ 8,500 rpm (95/1/EC)
22.6 Nm @ 6,750 rpm (95/1/EC)
3.0 l/100 km (20.7 m/l) / 70 g/km

2,195 × 815 × 1,195
875
1,445
146







ABS System Type 2 Channel
3.00-21 51P / 120/80-18M/C 62P
43 mm Telescopic Upsidedown
Pro-Link®

* 18YM information and photos.


HONDA TECHNOLOGY

- **ANTI-LOCK BRAKING SYSTEM**
Reduces braking pressure by monitoring the wheel speed, preventing the wheels from locking up.
- **EURO 4**
Complies with EURO 4 emissions regulations.
- **G MODE**
Triggered by a switch on the instrument panel, G Mode improves traction and machine control by reducing clutch slip during gear changes.
- **HELMET STORAGE**
Large storage space for a full-face helmet.
- **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 MULTI-ACTION SYSTEM**
Cartridge-type front fork and rear damper design ensures a confident balance of compliant damping and precise handling.
- **ELECTRIC START**
Instead of kickstarting the bike electric start offers a simple more convenient way to start the engine.

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.

- **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.
- **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.
- **PRO-LINK REAR SUSPENSION**
Monoshock rear suspension utilises a triangular linkage system to progressively increase damping force through range of rear swingarm movement.
- **ALUMINIUM FRAME**
One-third the weight of steel, the aluminium frame is stiffer and lighter to make sure every second counts.
- **TWS RIDING MODE SELECT SYSTEM**
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.

HONDA DCT DUAL CLUTCH TRANSMISSION

 DCT is an autoMatted clutch and shift operation system that retains the direct acceleration feel of a manual transmission with the ease of use of an autoMatic. DCT allows the rider to focus on accelerating, turning and braking, rather than gear shifting. This increases confidence and control for the rider. DCT technology takes the joy of riding and controlling your machine to the next level.



FREEDOM

Ride without concerning yourself with the clutch lever and shift pedal, for smooth and seamless gear changes.

CONTROL

- 2 AUTOMATTIC MODES**
S -Sport- For a more relaxed driving style.
D -Drive- For relaxed city and highway driving.
- 1 MANUAL SELECT MODE**
MT, with change of gear via left command.
- G SWITCH**
Improves rear wheel traction when off-road.
Only for Africa Twin & X-ADV

DCT RANGE



ADRENALINE TEST RIDE

Leave behind the daily grind and experience more from your riding.

Our range of Riding Centres offer expert tuition from experienced Honda instructors on Super Sport, Adventure, Trials and Off Road bikes as well as the chance to test ride bikes from across the Honda range.

For more info go to:

honda.co.uk/motorcycles/ride-with-us



DREAMS REALLY DO COME TRUE

Soichiro Honda said,

'We only have one future, and it will be made of our dreams, if we have the courage to challenge convention.'

Honda's philosophy in dreaming of a better world for people catalysed the invention of the ASIMO, HondaJet, NSX and the legendary Africa Twin. Dreams can be powerful, they push you to achieve more, to explore new ideas, new technologies and uncover new ways of solving problems. It takes independent thinking and audacity to pursue dreams. It also takes passion and innovation to never allow the dream to die and to shape them into a reality for the modern-day world.



The specific details of this brochure do not apply to any particular product supplied or offered for sale. Manufacturers reserve the right to vary specifications, including colours, with or without notice at such times in such manner as deemed appropriate. Major as well as minor changes may be involved. Every effort, however, is made to ensure the accuracy of the particulars contained in this brochure. Consult your Dealer for details regarding the specifications of any featured product. This publication shall not constitute - under any circumstances whatsoever - an offer by the Company to any individual. All sales are made by the Distributor or Dealer subject to and with the benefit of the standard Conditions of Sale and Warranty provided by the Distributor or Dealer, copies of which may be obtained upon request. While efforts are made to ensure specification accuracy, brochures are prepared and printed several months in advance of distribution and consequently cannot always immediately reflect either changes in specification or in some isolated cases the provision of a particular feature. Customers are always advised to discuss specific details with the supplying Dealer, especially if a selection is dependent upon one of the features advertised. Please contact your local dealer for information and specifications. Please note that the fuel consumption figures provided are results obtained by Honda under standardised testing conditions prescribed by WMTC. Tests are conducted on a rolling road using a standard version of the vehicle with only one rider and no additional optional equipment. Actual fuel consumption may vary depending on how you ride, how you maintain your vehicle, weather, road conditions, tyre pressure, installation of accessories, cargo, rider and passenger weight, and other factors. You accept that if you do go ahead and make a purchase or enter into any kind of transaction, whether for payment or not, you did so entirely in reliance on your own skill and judgement and not on that of anyone else.

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
honda.co.uk



Please don't bin me.
Pass me on to a
friend or recycle me.

Honda Motor Europe sources
paper responsibly from
manufacturers within the EU.



**BLUE SKIES FOR
OUR CHILDREN**