

STREET & TOURING



RIDE FREE

Take to the streets with attitude, presence and all-round versatility, free to explore the city and everything it has to offer. Or, if the open road is your thing, embark on a long, unforgettable journey across towns, countries and continents. The only limit is your imagination.

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CB1100RS

ALWAYS THE ONE

Stripped back and lean, the CB1100RS has the look of a 1970's race bike, with more than a hint of café racer. The curvaceous fuel tank - made without seam-welded lips - evokes hand-made craftsmanship, while the single round headlight and twin instrument dials outline a timeless silhouette. Adding crisp-edged modernity, all lighting is LED.

At the heart of the CB1100RS is its muscular 1,140 cc DOHC four-cylinder engine. Linear, instantly accessible drive is what this bike is all about, and there is plenty of it, anywhere in the rev range. The CB1100RS features tighter steering geometry than the CB1100EX, with rake and trail of 26°/99 mm and wheelbase of 1,485 mm to give faster steering and more responsive handling. A lower, more compact riding position moves the rider's weight forward, complementing the chassis changes.

The CB1100RS is also equipped with 43 mm Showa Dual Bending Valve (SDBV) two-piece front forks, remote reservoir rear shocks, plus 17-inch cast aluminium wheels and dual radial-mount four-piston brake calipers, all helping to provide excellent ride quality and precise road holding.



MAX POWER OUTPUT

04

66 kW (88.5 bhp) @ 7,500 rpm

MAX TORQUE

* 18YM information and photos.

KEY FEATURES



(ABS)

: LED :

LED LIGHT EMITTING LIGHTS DIODE





EURO 4 EURO

Discover more at honda.co.uk



















CB1100EX

SPIRIT, SOUL AND INNOVATION

With its exquisitely detailed lines the Honda CB1100EX exudes classic style, looking like a true 1970's superbike. A silky-smooth 1,140 cc DOHC engine provides instantly accessible power and torque, anywhere in the rev range. Air and oil-cooled, the engine revs to 8,500 rpm and its four-cylinders breathe freely through the evocative 4-2 exhaust. An assist/slipper clutch makes for easier lever engagement and rear wheel stability on downshifts.

The CB1100EX features relaxed steering geometry, with rake and trail of 27°/114 mm and wheelbase of 1,490 mm, delivering sure-footed stability with neutral handling characteristics. The 'rider triangle' is also relaxed and upright; seat height is 790 mm and the handlebar shape has been revised to maintain a neutral position. To give excellent control the CB1100EX is equipped with 41 mm Showa Dual Bending Valve (SDBV) front forks, which uses two valves to generate both compression and rebound damping force for a linear suspension feel. Adding modernity, the front and rear lights are LED and 18-inch wheels run stainless steel spokes.



MAX POWER OUTPUT

66 kW (88.5 bhp) @ 7,500 rpm

MAX TORQUE

18"

* 18YM information and photos.

KEY FEATURES





HECS3 HONDA EVOLUTIONAL CATALYSING SYSTEM



ABS ANTI-LOCK BRAKING SYSTEM



LED LIGHT EMITTING DIODE

















REDISCOVER YOUR FREEDOM

The NC750S is one of a kind. Part of the NC750 series, it's a motorcycle that suits every day riding - with a low seat height, comfortable riding position and low centre of gravity. The 745 cc parallel twin-cylinder engine delivers 35 kW power output. With a choice of a 6-speed manual gearbox or Honda's unique 6-speed Dual Clutch Transmission (DCT) available as an option, city riding is fun either way. With the DCT in automatic mode, there's no clutch lever to constantly operate. And at the touch of a button, you can be in DCT Sport mode where there's a choice of three levels for twisting roads!







MAX POWER OUTPUT

80

28.6 km/l (17.7 m/l)























THE STREET **FIGHTER**

The new 2019 CB500F is motorcycling pleasure in its purest form. Tightly-wrapped, aggressive new street fighter style shows off the easy-toride machine's engineering and wide, tapered handlebars add a streetfighter's signature. Full LED lighting is matched by a new LCD dash that includes a Gear Position and Shift Up indicator.

Its 8-valve, liquid-cooled parallel twin-cylinder engine produces 35kW @ 8,500rpm - so is A2 licence compliant - with peak torque of 43 Nm @ 7,000 rpm. The redesigned intake and exhaust, plus revised camshafts and valve lift equal increased low and mid-range torque for stronger acceleration. An assist/slipper clutch eases upshifts of the six-speed gearbox and manages rear wheel lock-up on hard down changes.

41 mm telescopic forks deliver a smooth ride; spring preload is adjustable. A high-quality single-tube rear monoshock features 9-stage spring preload adjustment and works through a rigid box-section swingarm. The front tyre is a 120/70-ZR17 and the rear a 160/60-ZR17; a single front 320 mm wavy disc and powerful two-piston brake caliper is matched to a 240 mm rear disc and single-piston caliper; 2-channel ABS is standard. Maximum style, performance and riding enjoyment, minimal fuss and expense. What more do you need?





MAX POWER OUTPUT

35 kW (46.9 bhp) @ 8,500 rpm

MAX TORQUE

43 Nm @ 7,000 rpm

785 mm

KEY FEATURES









EURO 4 EURO 4 EMISSIONS





















ZBIZSF

INSTANT FUN

The Honda CB125F sets you free, putting the power of independence in your hands. As a member of the legendary Honda CB family it features razor-cut lines that are styled to take on the street, with side shrouds that extend sharply to inject attitude to the broad-shouldered fuel tank. Up front is the aggressive nose cowl surrounding the multi-reflector headlight and compact dash display - which includes rev counter and gearshift indicator.

Its tough OHC 2-valve, PGM-FI fuel-injected, single-cylinder engine is super-efficient, delivering 33 miles per litre (WMTC mode) and crisp acceleration from a standing start. All of this comes together to deliver an impressive range from the 13L tank, keeping you out of the filling stations and ahead of the traffic.

The integrated steel frame, 18-inch six-spoke aluminium wheels, telescopic front forks and twin rear shocks provide a perfect balance between straight stability and cornering feedback. When things get really tight, the slim body, feather light 128 kg kerb weight and wide handlebars – with 45° lock left and right – allow swift manoeuvring in and out of tight spaces.







EURO 4 EURO 4 EMISSIONS REGULATIONS



MAX TORQUE

7.8 kW (10.5 bhp) **10.2** Nm @ 6,250 rpm

128 kg



reset

EXPRESS YOURSELF

A custom motorcycle that showcases a classic, timeless look but is also imbued with a forwardlooking, contemporary style all of its own. Accessible, easy to ride and easy to live with, the Rebel goes its own way but is also a blank canvas, ready for whatever its owner's imagination has in store for it. Powered by a 471 cc parallel twincylinder engine, with strong bottom end torque and a smooth, linear power delivery, the Rebel is A2 Licence friendly. The muffler outlines a 120 mm diameter 'shotgun' style, and the sound produced has a heavy-duty pulsing feel that fits the peak torque delivery of 43.2 Nm / 6,000 rpm.

The Rebel is slim, with a low seat height and therefore easy to manage at low speeds. The riding position is relaxed and neutral, with gently outstretched arms matched to mid-mounted footpegs. The tubular steel frame draws fresh, contemporary lines into a stripped-back, fat-tyred 'bobber' style. Blacked out to the maximum, with the minimum of paint, it also switches from soloonly to pillion-possible via two bolts.





PARALLEL TWIN

43.2 Nm @ 6,000

SEAT HEIGHT 690 mm

KEY FEATURES

















EURO 4 EURO 4 EMISSIONS REGULATION





POCKET PERFORMER

Unique, unconventional, with an attitude all of its own, the MSX125 may be compact and incredibly nimble, but it rides and feels like a much bigger machine. Clutch, gear change and throttle control are all operated in the same way you would on a full-sized bike, while underneath its bold muscular body are a whole host of features that create a balanced, agile and comfortable ride. These include a monobackbone steel frame, 31 mm inverted front forks and 120 front/130 rear tyres on 12-inch wheels with 'Y' shaped spokes.

The PGM-FI engine ensures a responsive, economic and efficient ride and the MSX125 punches above its weight with ABS-controlled hydraulic single disc brakes providing assured stopping in all conditions. A powerful projector headlight and LED taillight gives you added road presence. If you're looking for serious fun, look no further than the MSX125.



MAX POWER OUTPUT

7.2 kW (9.7 bhp) @ 7,000 rpm

SEAT HEIGHT **765** mm **101.7** kg

KEY FEATURES







LED FULL LIGHT EMITTING LED DIODE



EURO 4 EURO 4 EMISSIONS

Discover more at honda.co.uk

Super Cub

EASY. SIMPLE. STYLE.

The Super Cub's simple appeals - ease of use, reliability and frugality - have never gone out of fashion. It's why over 100 million have been made over the last 60 years. And also why, for 2019 it's been reborn.

The new Super Cub C125 is a stylish evolution of a revolutionary machine that's worked so hard for so many over the last six decades. The riding position is straight-backed and gives excellent visibility, the seat uses high-density urethane foam for comfort and the handlebars are rubbermounted. Full LED lighting is a premium addition, as is the Honda Smart Key which controls the ignition and immobiliser from the rider's pocket.

The tubular steel frame, telescopic forks, twin rear shocks and cast aluminium 17-inch wheels rolling tubeless tyres, ensure confident handling. And its robust 125cc air-cooled, fuel-injected engine generates a smooth and linear power delivery. It's also fuel efficient, returning 41.4 miles per litre (WMTC mode). And just like the original, an automatic centrifugal clutch makes operating the four-speed gearbox twist-and-go simple.





125 ...

10.4 Nm @ 5,000 rpm

109 kg

KEY FEATURES













EURO 4 EURO 4
EMISSIONS
REGILIATIONS



THE SMILE MACHINE

The new Monkey has style all if its own. And character like nothing else. An icon of the '70s re-imagined for now, complete with funky high-rise handlebars. But, really, really what the Monkey's about is the sheer, basic fun of riding. It's built to make you smile. And we think there's nothing wrong with that. Its air-cooled, fuel-injected horizontal 125 cc SOHC power unit is tuned to deliver enjoyable around-town performance and makes 6.9 kW @ 7,000 rpm and 11 Nm @ 5,250 rpm. The four-speed gearbox is managed by clutch, just like a big bike. The plush, high-density urethane seat is set just 775 mm from the ground and the 107 kg kerb weight is easy to manage. Up Side Down (USD) front forks are matched by dual rear shocks and fat, 12-inch block pattern tyres. And the single-channel ABS is controlled by an Inertial Measurement Unit (IMU) so the rear of the bike won't lift under heavy braking; a single 220 mm front disc and 190 mm rear provide the stopping power. So much more than a toy. No less of a motorcycle. It's a Monkey.





LED

FULL LIGHT EMITTING LED DIODE



EURO 4 EURO 4 EMISSIONS

125 ...

MAX TORQUE Nm @ 5,2500 rpm $107_{\rm kg}$

Discover more at honda.co.uk







A DIFFERENT BEAST

The Honda CB1000R is head of the Neo Sports Café pack. Inspired by a fusion of Sport Naked streetfighters and retro café racers, it's a Honda legend that's been reimagined and reborn for the modern age. Powered by a 998 cc DOHC four-cylinder engine, the new CB1000R has been tuned to deliver an extra rush of peak power at just over 10,000 rpm and 5% more torque right through the mid-range. This is controlled by a new Throttle By Wire (TBW) system with three preset riding modes, RAIN, STANDARD and SPORT, plus a USER mode allowing you to tailor your ride to suit the road conditions and your own riding style.

There are Showa SFF-BP USD forks and radial brakes up front, and a signature single-sided swingarm and Showa monoshock suspension at the rear. This is all rounded off by a full set of premium LED lighting.

And the CB1000R+ model has even greater aspirational appeal with a quickshifter, heated grips and a host of additional contrasting accessories fitted as standard



MAX POWER OUTPUT

107 kW (143.5 bhp) @ 10,500 rpm

MAX TORQUE

104 Nm **212** kg

KEY FEATURES





















PURE MACHINE

Ultra-compact, the new 2019 CB650R's powerful stance channels CB1000R Neo Sports Café retrominimalism; the motorcycle as pure machine. Its inline four-cylinder DOHC 16-valve engine is built to be used, hard and features peak power boosted to 93.9 bhp / 70 kW (plus an easy 35 kW conversion for A2 licence holders) with torque of 63.4 Nm and a 12,000rpm redline.

Close, short gearing and a smooth rush of mid-range delivers smart acceleration away from the lights and through the gears — and then there's the evocative howl from the exhaust as rpm climbs high. An assist/slipper clutch eases upshifts and manages hard down changes, while Honda Selectable Torque Control (HSTC) maintains rear wheel traction.

Adjustable 41mm Showa Separate Fork Function (SFF) USD forks offer supple response and feel for front tyre grip. 120/70-17 and 180/55-17 front and rear tyres deliver superbike-sized grip levels, dual radial-mount four-piston calipers work 310mm floating discs and 2-channel ABS maintains smooth control, wet or dry. Tapered handlebars offer feel and leverage. Full LED lighting adds a crisp, contemporary edge and the distinctive circular headlight throws out a penetrating blue-tinted beam. The digital TFT dash includes a Gear Position and Shift Up indicator. The CB650R. Thrill at first sight.





MAX POWER OUTPUT

70 kW (93.9 bhp) @ 12,000 rpm MAX TORQUE

64 Nm
@ 8,000 rpm

SIDE SWEPT

4-1 Exhaust

KEY FEATURES



GM FI PROGRAMED
FUEL
INJECTION



HECS3 HONDA EVOLUTIONA CATALYSING

EURO 4 EURO 4 EMISSIONS PEGILI ATIONS











ISTC HONDA SELECTABLE TORQUE CONTROL







BARE-BONED ATTITUDE

They say less is more. Nowhere is this truer than with the Honda CB300R - part of the Neo Sports Café range. Tipping the scales at just 143kg wet, its free-revving 286 cc liquidcooled single-cylinder engine punches well above its weight on the city streets. The 41 mm upside-down forks and radial front brakes and tyres exude Sport Naked style, whilst the LCD instrument panel and full LED lighting ensure full visibility on the go. It's light on the wallet, too; with a 10L fuel cell hidden underneath its angular cover, the CB300R can cover over 185 miles between fuel stiops.





MAX POWER OUTPUT

MAX TORQUE

* 18YM information and photos.

KEY FEATURES











EURO 4 EURO 4 EMISSIONS REGULATIONS



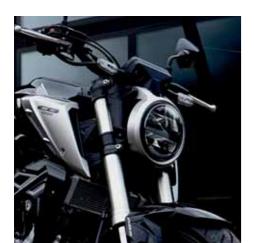
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FREEDOM AWAITS

Lightweight. Compact. Agile. The Honda CB125R is the perfect bike for first-timers with an urge to let loose in the city. Sharing its design ethos with the Neo Sports Café range, it's packed with hard-edged Sport Naked style. And weighing in at just 125.8 kg wet, the CB125R is an extremely easy machine to handle. It features 41 mm upside-down forks, an underbelly muffler and a radial-mount front brake. There's also a modern LCD display to keep you informed on the move and full LED lighting. And when you want to hit the open road, the 10.1L fuel tank can cover over 295 miles between fuel stops.





KEY FEATURES













EURO 4 EURO 4
EMISSIONS
REGULATIONS

MAX POWER OUTPUT

9.8 kW (13.1 bhp) @ 10,000 rpm

SEAT HEIGHT 816 mm KERB WEIGHT

126 kg

* 18YM information and photos.





THE GOLD STANDARD

Lighter and more compact than ever before, the GL1800 Gold Wing makes touring easier than ever. The 1,833 cc six-cylinder engine is equipped with six-speed manual transmission and a new Throttle By Wire (TBW) system with four rider modes to choose from. When it comes to touring, convenience and comfort are vital. This has been considered at every stage of the Gold Wing's design, from the double wishbone front suspension and single-sided Pro-Arm to the new Apple CarPlay® system with iPhone connectivity. Add in Hill Start Assist as standard and you have a ride that's optimised to offer more comfort and control on the open road.







MAX POWER OUTPUT

93 kW (124.7 bhp) @ 5,500 rpm

MAX TORQUE

170 Nm @ 4,500 rpm **745** mm

SEAT HEIGHT











KEY FEATURES























THE ART OF LUXURY TOURING

The Gold Wing Tour is the ultimate two-wheeled touring machine. Like the Gold Wing, its 1,833 cc six-cylinder engine is equipped with a Throttle By Wire (TBW) system with four rider modes to choose from; TOUR, SPORT, ECON and RAIN plus Honda Selectable Torque Control (HSTC). There's also the same double wishbone front suspension, single-sided Pro-Arm and Apple CarPlay® connectivity as the base model. But that's where the similarities end...

The Gold Wing Tour comes with full luggage provisions for those weekends away, as well as rear audio speakers, heated grips and a centre stand. While the standard Tour model comes with six-speed manual transmission, there's also a Deluxe model with 3rd generation sevenspeed Dual Clutch Transmission (DCT), an airbag and Idle Stop for enhanced luxury on those long journeys across country - or countries.





MAX POWER OUTPUT

93 kW (127.4 bhp) @ 5,500 rpm

MAX TORQUE 170 Nm @ 4,500 rpm

SEAT HEIGHT **745** mm

KEY FEATURES



PGM FI PROGRAMED













AIRBAG SUPLEMENTAL
RESTRAIN
SYSTEM













CHASE YOUR DREAM

With the VFR800F, the moments you live for become even easier to reach, thanks to a range of innovative features and a 10kg weight reduction over the previous model. To begin with, its legendary 782 cc, liquid-cooled V4-VTEC engine has plenty of low-down torque, with a pumped up mid-range and smooth, seamless transition towards peak power.

The aluminium twin-spar frame is the perfect match for the Pro-arm swingarm and Pro-Link® rear suspension, balanced at the front with 43mm telescopic forks, powerful radial-mount four-piston front brake calipers and twin 310 mm floating discs, plus 256 mm rear disc.

The VFR800F is also loaded with hard working technology that makes riding easy. Honda Selectable Torque Control (HSTC) ensures consistent rear wheel drive while ABS ensures safe and secure stopping no matter the weather. 5-stage heated grips (with dash indicator) are fitted as standard and the indicators self-cancel when they should thanks to lean and wheel speed sensors - plus computer control. Finally, its sleek, sporty styling is matched by effortless comfort thanks to a seat height that can be adjusted from 789 mm up to 809 mm, and fairing that provides ample protection from the elements.





MAX POWER 77.9 kW (104.5 bhp) @ 10,250 rpm

242 kg

KEY FEATURES





HECS3 HONDA EVOLUTIONAL CATALYSING SYSTEM



: LED :

HISS HONDA IGNITION SECURITY SYSTEM



SDBV SHOWADUAL BENDING



EURO 4 EURO 4



CB1100RS

CB1100EX

1,140 cc

NC750S

745 cc

CB500F

Liquid-cooled 4-stroke DOHC parallel twin

CB125F

1125 cc

with balancer shaft

7.8 kW (10.5 bhp) @ 8,000 rpm (95/1/EC)

Air-cooled 4-stroke 2-valve OHC single

10.2 Nm @ 6.000 rpm (95/1/EC)

2.0 l/100 km (31.1 m/l) / 46 g/km

ENGINE

Engine Type Engine Displacement

Max. Power Output

Max. Torque

Fuel Consumption / CO₂ Emissions

Inline four-cylinder, air and oil-cooled, DOHC

1,140 cc

66 kW (88.5 bhp) @ 7,500 rpm (95/1/EC)

91 Nm @ 5,500 rpm (95/1/EC)

5.3 l/100 km (11.7 m/l) / 123 g/km

2,200 × 830 × 1,130

Inline four-cylinder, air and oil-cooled, DOHC

Hydraulic dual floating 296 mm discs / Hydraulic disc

41 mm conventional fork (SDBV) with adjustable spring

Twin shocks with adjustable spring preload

66 kW (88.5 bhp) @ 7,500 rpm (95/1/EC)

91 Nm @ 5.500 rpm (95/1/EC)

5.3 l/100 km (11.7 m/l) / 123 g/km

110/80 R18 / 140/70 R18

790

1,490

255

preload

CHASSIS, DIMENSIONS AND WEIGHT

Length x Width x Height (mm) Seat Height (mm)

Wheelbase (mm)

Kerb Weight (kg)

WHEELS, SUSPENSION AND BRAKES

Brakes (Front/Rear)

Tyres (Front/Rear)

Suspension Front

Suspension Rear

2,180 × 800 × 1100

795 1,485 252

Hydraulic dual floating 310 mm discs / Hydraulic disc

120/70 R17 / 180/55 R17

43 mm conventional fork (SDBV) with adjustable spring preload

Twin shocks with adjustable spring preload

* 18YM information and photos.









Digital Silver Metallic



* 18YM information and photos.

Candy Chromosphere Red



Pearl Hawkseye Blue

2,215 × 775 × 1,130

Liquid-cooled 4-stroke 8-valve.

40.3 kW (54 bhp) @ 6,250 rpm

(35kW @ 5,750 rpm) (95/1/EC)

3.5 I/100 km (17.8 m/l) / 81 g/km

68 Nm @ 4,750 rpm (65Nm @ 3,750 rpm) (95/1/EC)

320 mm single wavy hydraulic disc / 240 mm single

120/70-ZR17M/C (58W) / 160/60-ZR17M/C (69W)

Monoshock damper, Pro-Link® swingarm, 120 mm

SOHC parallel 2-cylinder

790

1,520

travel

MT 217 / DCT 227

wavy hydraulic disc

2,080 × 790 × 1,060 789

1,410

471 cc

189

2 Channel ABS, 320mm disc with two piston caliper, 240 disc with single piston caliper

120/70ZR-17M/C / 160/60ZR-17M/C

Conventional Telescopic, 41mm, pre-load adjustable

Pro-Link® mono with 5 stage Preload adjuster, steel square pipe swingarm

35 kW (46.9 bhp) @ 8,600 rpm (95/1/EC)

43Nm @ 6.500rpm (95/1/EC)

3.5 l/100km (17.8 m/l) / 80 g/km

2,035 × 765 × 1,080

775 1,295

128

240 mm disc with double piston calliper / 130 mm drum

80/100 - 18M/C 47P / 90/90 - 18M/C 51P

120 mm Telescopic (31 mm diameter)

Dual rear shocks with 5-step spring preload adjustment



41 mm Telescopic, 120 mm stroke

Graphite Black / Blue Metallic



Graphite Black / Pearl Brown



Candy Chromosphere Red



Grand Prix Red





Pearl Metalloid White



Candy Energy Orange



Candy Blazing Red



Onyx Blue Metallic



Pearl Twinkle Yellow

Pearl Sunbeam White

REBEL

Liquid-cooled, DOHC

471 cc

ENGINE Engine Type

Engine Displacement Max. Power Output Max. Torque

Fuel Consumption / CO₂ Emissions

CHASSIS, DIMENSIONS AND WEIGHT

Length x Width x Height (mm) Seat Height (mm) Wheelbase (mm) Kerb Weight (kg)

2,190 x 820 x 1,090 690 1,490 190

34 kW (45.6 bhp) @ 8,500 rpm (95/1/EC)

43.2 Nm @ 6.500 rpm (95/1/EC)

3.7 l/100 km (16.8 m/l) / 86 g/km

MSX125

2-valve air-cooled single cylinder

125 cc

7.2 kW (9.7 bhp) @ 7,000 rpm (95/1/EC)

10.9 Nm @ 5,500 rpm (95/1/EC)

1.5 l/100 km (41.4 m/l) / 34 g/km

1,760 x 755 x 1,010

765

1,200

101.7

WHEELS, SUSPENSION AND BRAKES

Brakes (Front/Rear)

Tyres (Front/Rear) Suspension Front

Suspension Rear

ABS Two Channel

130/90 - 16 M/C 67H / 150/80 - 16 M/C 71H

41 mm Telescopic fork

Showa

Single 220 mm disc with hydraulic dual-piston caliper / Single 190 mm disc with hydraulic single-piston caliper

120/70-12 / 130/70-12

USD Front Forks, 31 mm

Mono shock, steel square pipe swingarm



Graphite Black



Pearl Cadet Gray



Matt Axis Gray Metallic



Millenium Red



Matt Axis Gray Metallic





CUB125

Air-cooled SOHC 4-stroke 2-valve

125cc

7.1 kW (9.5 bhp) @ 7,500 rpm (95/1/EC)

10.4 Nm @ 5,000 rpm (95/1/EC)

1.5 l/100 km (41.4 m/l) / 34 g/km

MONKEY 125

Air-cooled SOHC 4-stroke 2-valve

125 cc

776

6.9 kW (9.3 bhp) @ 7,000 rpm (95/1/EC)

11 Nm @ 5,250 rpm (95/1/EC)

1,710 x 755 x 1,030

1,5 I/100 km (41.4 m/l) / 34 g/km

1,915 x 720 x 1,000

780

1,245

109

1,155 107

Single 220 mm hydraulic disc with ABS, 130 mm drum

70/90-17M/C 38P, 80/90-17M/C 50P

Telescopic fork

Twin shock



Pearl Niltava Blue



Pearl Nebula Red

Single 220 mm hydraulic disc with IMU-based ABS, Rear Single 190 mm hydraulic disc

120/80-12 65J / 130/80-12 69J

USD fork, 100 mm axle travel

Twin shock, 104 mm axle travel



Banana Yellow



Pearl Shining Black



Pearl Nebula Red



CB1000R

ENGINE Engine Type

Engine Displacement

Max. Power Output

Max. Torque

Fuel Consumption / CO₂ Emissions

Liquid-cooled DOHC In-line 4 cylinder

998 cc

107 kW (143.5 bhp) @ 10,500 rpm (95/1/EC)

104 Nm @ 8,250 rpm (95/1/EC) 6.0 l/100 km (10.4 m/l) / 140 g/km

4.9 I/100 km (12.7 m/l) / 112 g/km

2,130 × 780 × 1,075

649 cc

CB650R

In Line 4 Cylinder, Liquid-cooled 4-stroke, 16-valve DOHC

64 Nm @ 8,500 rpm (49 Nm @ 4,500 rpm) (95/1/EC)

70 kW (93.9 bhp) @ 12,000 rpm (95/1/EC)

(35 kW (46.9 bhp) @ 10,500 rpm) (95/1/EC)

CHASSIS, DIMENSIONS AND WEIGHT

Length x Width x Height (mm) Seat Height (mm) Wheelbase (mm)

2,120 × 789 × 1,090 830

1,455

212

WHEELS, SUSPENSION AND BRAKES

Brakes (Front/Rear)

Tyres (Front/Rear)

Kerb Weight (kg)

Suspension Front

Suspension Rear

310 mm double disc / 256 mm single disc

120/70 ZR17 / 190/55 ZR17

Showa SFF-BP USD fork

Pressurised Separation Type

2ch ABS, 310 mm × 4.5 mm disc with four piston caliper 240 mm × 5 mm disc with single piston caliper 120/70 ZR17 M/C / 180/55 ZR17 M/C

810

1,450

202

Up side down Telescopic, 41 mm

Mono with 10 stage Preload adjuster, Aluminium Cast swingarm



Graphite Black



Candy Chromosphere Red



Sword Silver Metallic



Candy Chromosphere Red







Graphite Black

Matt Jeans Blue Metallic Mat Crypton Silver Metallic

CB300R

Liquid-cooled single cylinder

286 cc

22.8 kW (30.6 bhp) @ 8,500 rpm (95/1/EC)

27.5 Nm @ 6,500 rpm (95/1/EC)

3.1 l/100 km (20.0 m/l) / 72 g/km

2,020 × 805 × 1,050

799

1355

145

296 mm hubless floating disc / 220 mm disc with single piston caliper

110/70 R17 M/C 54H / 150/60 R17 M/C 66H

41 mm Telescopic, 130 mm stroke

Monoshock damper, Pro-Link® swingarm, 107 mm travel * 18YM information and photos.





Mat Crypton Silver Metallic Mat Axis Grey Metallic



Candy Chromosphere Red

CB125R

Liquid-cooled 4-stroke 2-valve SOHC single cylinder

125 cc

9.8 kW (13.1 bhp) @ 10,000 rpm (95/1/EC)

10 Nm @ 8,000 rpm (95/1/EC)

2.06 l/100 km (30.2 m/l) (WMTC Mode) / 48 g/km

2,015 × 820 × 1,055

1345

126

Front & rear independent ABS with IMU

110/70 R17 M/C 54H / 150/60 R17 M/C 66H

41 mm Telescopic inverted

Single-damper

* 18YM information and photos.





Pearl Metalloid White



Candy Chromosphere Red



Matt Axis Grey Metallic



Fuel Consumption/Emissions

GOLD WING

ENGINE Engine Type

	Engine Displacement
	Max. Power Output
	Max. Torque

Liquid-cooled 4-stroke 24 valve SOHC flat-6

1,833 cc

93 kW (124.7 bhp) @ 5,500 rpm (95/1/EC)

170 Nm @ 4,500 rpm (95/1/EC)

5.5 l/100 km (11.3 m/l) / 128 g/km

CHASSIS, DIMENSIONS AND WEIGHT

Length x Width x Height (mm)	
Seat Height (mm)	
Wheelbase (mm)	
Kerb Weight (kg)	
Kerb Weight (kg)	

2,475 × 905 × 1,340

745

1,695

365

WHEELS, SUSPENSION AND BRAKES

Brakes (Front/Rear)

Tyres (Front/Rear)

Suspension Front

Suspension Rear

320 mm dual hydraulic disc 316 mm single hydraulic disc

130/70R 18 / 200/55R 16

Double Wishbone

Pro-Link®

Double Wishbone

Pro-Link®



Matt Bullet Silver



Darkness Black Metallic



GOLD WING

Liquid-cooled 4-stroke 24 valve SOHC flat-6

 320×4.5 mm dual hydraulic disc / 316×11 mm

93 kW (124.7 bhp) @ 5,500 rpm (95/1/EC)

170 Nm @ 4,500 rpm (95/1/EC)

5.6 l/100 km (11.3 m/l) / 131 g/km

2,575 × 925 × 1,430

MT 379 / DCT 383

ventilated disc

130/70R 18 / 200/55R 16

TOUR

1,833 cc

745

1,695

Pearl Hawkseye Blue



Candy Ardent Red

Darkness Black Metallic

Candy Ardent Red/ Darkness Black

VFR800F

Liquid-cooled 4-stroke 16-valve DOHC 90° V4

782 cc

77.9 kW (104.5 bhp) @ 10,250 rpm (95/1/EC)

75.1 Nm @ 8,500 rpm (95/1/EC)

5.2 I/100 km (11.9 m/l) / 121 g/km

2,134 × 748 × 1,203

789 / 809

1.460

242

 310×4.5 mm dual floating hydraulic disc / 256×6 mm hydraulic disc

120/70 - ZR17 M/C (58 W) / 180/55 - ZR17 M/C (73 W)

43 mm HMAS cartridge-type telescopic fork with stepless preload and ten DF adjustment, 108 mm axle travel

Pro-Link® with gas-charged HMAS damper, 7-step (stepless remote-controlled hydraulic) preload and stepless rebound damping adjustment, 120 mm axle travel

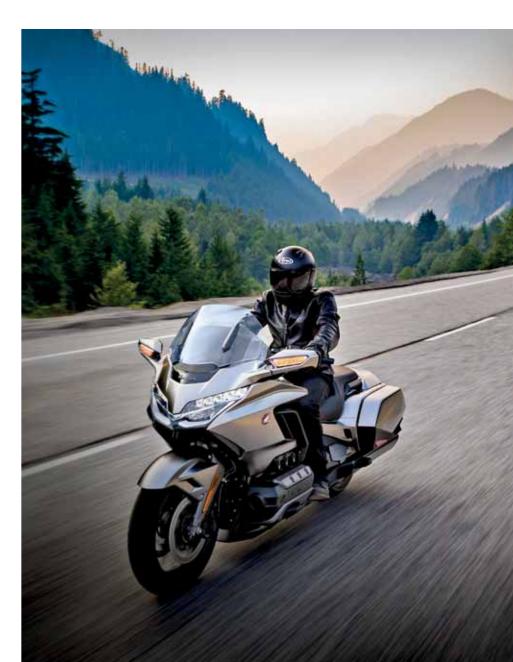
Victory Red



Digital Silver Metallic



Darkness Black Metallic



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.



ANTI-LOCK BRAKING SYSTEM

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



COMBINED BRAKE SYSTEM

Actuates both front and rear brakes when the rear brake pedal (or lever) is engaged, for a smooth and confident balance of braking



DUAL CLUTCH TRANSMISSION

Combines the riding enjoyment of a manual transmission with the convenience of an automatic, delivering enhanced comfort and sporty performance.



EURO 4

Complies with EURO 4 emissions regulations.



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.



A tank-mounted air bag – unique in motorcycling – is designed to deliver an extra level of safety, and peace of mind to the rider.



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.



IDLE STOP SYSTEM

Automatically stops the engine running after three seconds at idle and restarts it instantly with a twist of the throttle, helping to reduce emissions and fuel consumption.



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



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



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



HILL START ASSIST

After stopping on an incline an extra squeeze of brake maintains hydraulic pressure to the rear caliper – when it's time to move simply open the throttle.



REVERSE GEAR

Getting the Gold Wing into – or out of – wherever you want it is made effortless by the addition of an easy-to-use reverse gear.



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.



Large diameter front wheel give extra stability over rough or cobbled

HONDA DCT **DUAL CLUTCH TRANSMISSION**



DCT is an automated 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

2 AUTOMATIC 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.

NEW G SWITCH

Improves rear wheel traction when off-road. Only for Africa Twin & X-ADV

CONTROL

Switch between auto and manual mode to suit any riding environment. Eliminate shift shocks like an expert biker.

DCT RANGE



VFR1200X



NC750X



NC750S



AFRICA TWIN

ADVENTURE

SPORTS









GL1800 GOLDWING

(3RD GEN.

7 SPEED DCT)

city streets and therefore confident, reassuring handling.

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.



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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.

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