



STREET & TOURING 2021

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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ALL DAY REBEL

Ready to upgrade your current ride? Then it's time. Time for something completely new. Step up to the new CMX1100 Rebel. A bare-boned motorcycle that pays homage to the fat-tyred 'bobber' silhouette of days gone by, but lays down contemporary design details everywhere. Sure, it's one great looking bike, and will casually cruise an open boulevard. But, by design, it's so much more than that.

The torquey, characterful parallel twin-cylinder engine features Throttle By Wire management, Honda Selectable Torque Control (HSTC) and Wheelie Control plus 4 default riding modes: STANDARD, at low speed is relaxed but as rpm rises it unleashes much more potential. RAIN transmits low engine power and engine braking, matched to high Wheelie Control and HSTC for extra reassurance, or a relaxed ride. SPORT gives aggressive power delivery, with low Wheelie Control and HSTC intervention. Cruise control is standard and our unique, six-speed Dual Clutch Transmission an option. You can ride solo or carry a passenger, as the rear seat pad quickly and easily unbolts. Under the seat there's a useful 3L storage compartment, which features a USB Type-C charging point.

And this cool cruiser is also made for corners. The cartridge-style front forks feature blacked-out 2-piece lowers (manufactured from both extruded and die-cast aluminium) mated to 43mm stanchions, finished in a dark navy oxide titanium coating. Twin, spring preload-adjustable rear shocks feature pressurised piggyback reservoirs for consistent damping. Braking power is served up by a front radial-mount mono-block four-piston caliper biting a 330mm floating disc and rear, single-piston caliper and 256mm disc. Both are managed by ABS. Cast aluminium wheels feature sporty Y-shaped spokes and wear fat tyres; a 180/65B-16 rear and 130/70B-18 front.

KEY FEATURES

- THREE DEFAULT RIDING MODES + USER CUSTOMISATION
- SIX SPEED MANUAL TRANSMISSION (*DCT OPTION)
- WHEELIE CONTROL
- CRUISE CONTROL
- HONDA SELECTABLE TORQUE CONTROL
- 43 MM CARTRIDGE-STYLE FRONT FORKS
- PIGGYBACK RESERVOIR REAR SHOCKS
- MONO-BLOCK FOUR-PISTON FRONT CALIPER
- SOLO AND PILLION FLEXIBILITY

Find out more at honda.co.uk



rebel 1100

MAX POWER
85.8 bhp (64 kW)

MAX TORQUE
98 Nm

TRANSMISSION
DCT Dual Clutch Transmission*



Bike shown is non-EU model with accessories

EXPRESS YOURSELF

The Rebel is a custom motorcycle that showcases a timeless ‘bobber’ look but one also imbued with a forward looking, contemporary style all of its own. Accessible and easy to manage it has a low seat height (just 690 mm) and relaxed riding position, with gently outstretched arms matched to mid-mounted foot pegs and comfortable seat. And, while the Rebel can’t help but look cool as it rolls out of the Honda dealer, the potential for customisation is huge. Let your imagination go to work...

Powered by a 471cc, 8V parallel twin-cylinder engine with smooth, linear power, at 35kW peak the Rebel is A2 licence compliant – which is great news for any new rider. And, what really stands out as the throttle is rolled on from low rpm, is the strong torque delivery – peaking at a very healthy 43.3Nm. The blacked-out, 2-1 shotgun-style muffler delivers a soulful backbeat while an assist and slipper clutch makes gear changes easier, with lighter lever action. It also manages the rear wheel under rapid down changes, improving control.

The rigid, low-slung tubular steel frame is central to Rebel style and hugely complemented by 16-inch diameter cast aluminium wheels with fat, 130/9-16 and 150/80-16 front and rear tyres. For a stripped-down look the pillion footpegs and rear seat pad quickly unbolt. 41mm telescopic front forks are matched to spring preload-adjustable, nitrogen-charged shock absorbers, for a compliant and supple ride; both front and rear discs are controlled by two-channel ABS, for confident braking in all conditions. All lighting is premium LED and there’s a digital Gear Position indicator in the circular, 100mm, negative LCD display. There’s also the option of the Rebel S – finished in Matt Axis Grey Metallic and loaded with a factory-fitted headlight cowl and smoked screen, retro fork gaiters and a special diamond-stitch seat.

KEY FEATURES

- ANTI-LOCK BRAKING SYSTEM
- PROGRAMMED FUEL INJECTION
- HONDA EVOLUTIONAL CATALYSING SYSTEM
- EURO 5
- LCD DISPLAY
- LEFT SIDED IGNITION SWITCH
- 41MM TELESCOPIC FRONT FORKS

Find out more at
honda.co.uk



rebel

MAX POWER
46.9 bhp (35 kW)

MAX TORQUE
43.3 Nm

TECHNOLOGY
LED LIGHTING



The 500cc model is available in Europe with black seat, passenger seat as standard and without licence plate reflectors. All legally required safety features included.

TAKE IT TO THE NEXT LEVEL

While the CB1000R is a motorcycle hewn into purposeful beauty, the CB1000R Black Edition goes further, and darker. It starts in the same place so is completely restyled and features the same exciting inline four-cylinder engine performance, with 3 default riding modes and Honda Selectable Torque Control (HSTC). Likewise the chassis features a single-sided swingarm, adjustable Showa Separate Function Fork Big Piston (SFF-BP) USD forks and radial-mount 4-piston front brake calipers. It's also got the 5-inch TFT screen and Honda Smartphone Voice Control system*. But then, the CB1000R Black Edition takes it to the next level.

Apart from the machined aluminium details everything on show is black; deep Graphite Black paint adorns the fuel tank and pillion seat cowl. While the CB1000R's curvaceous new aluminium subframe wears a natural finish, the 4-2-1 exhaust pipes are now black, along with dark-anodised radiator shrouds and airbox covers. A perfect fit above the blacked-out headlight bezel, the anodised finish of the instrument fly screen adds style and practicality, with some wind deflection.

For a hand-tooled, full custom look, the engineer's work on the aluminium upper handlebar clamp matches the intricate machining on the cast aluminium wheels, engine and swingarm pivot plates. And, as a subtle finishing touch, the Showa SFF-BP forks stanchions feature a black titanium coating. But the CB1000R Black Edition is not just about show. Go matters and the adjustable, three-level quick shifter allows instant, full-throttle, clutch-less upshifts and also aids downshifts. The sensitivity of shifting load can be adjusted between soft, medium and hard.

KEY FEATURES

- FULL BLACK DESIGN
- MACHINED ALUMINIUM PARTS AS STANDARD
- 5 INCH TFT SCREEN
- THREE DEFAULT RIDING MODES + USER CUSTOMISATION
- HONDA SELECTABLE TORQUE CONTROL (HSTC)
- FLY SCREEN AND SEAT COWL
- HONDA SMARTPHONE VOICE CONTROL SYSTEM
- USB TYPE-C CHARGING SOCKET

Find out more at
honda.co.uk



CB 1000R / **BLACK EDITION**



MAX POWER
143.5 bhp (107 kW)

MAX TORQUE
104 Nm

TRANSMISSION
3 Level quick shifter

NEO SPORTS CAFÉ



A DIFFERENT BEAST

Neo Sports Café has evolved. The CB1000R is completely restyled front to back and the first thing to notice is the redesigned, low-profile headlight with its sleek bezel. The burnished aluminium radiator shrouds have been made more compact, and forward facing, a design cue mirrored by the minimal subframe. All lighting is LED and, for easy management of navigation, calls, messages and music while riding the new 5-inch TFT screen can access the Honda Smartphone Voice Control system*.

The inline, four-cylinder engine produces peak power of 107kW @ 10,500rpm and 104Nm torque, with smoothed throttle response. Throttle By Wire (TBW) control delivers three default riding modes, STANDARD, RAIN and SPORT, plus 3-level USER customisation of Engine Power, Engine Braking and Honda Selectable Torque Control (HSTC). The 4-2-1 exhaust system closely cradles the engine; above 5,500rpm it emits a deep, raw tone to match the exhilarating acceleration as power builds. Adjustable Showa Separate Function Fork Big Piston (SFF-BP) forks offer high quality control, while the rear shock operates through a single-sided swingarm. Dual 310mm floating front discs are worked by radial-mount 4-piston calipers; along with ABS, they provide incredible braking force and feel in all riding conditions.

Stripped back to bare essentials, the CB1000R is built for the pure pleasure of riding. The feeling, sensation and sound explore a world of exhilarating, dynamic forward motion. And, after a ride, endless engineering details surrounding that four-cylinder engine build into a unique motorcycling form, holding attention for hours.

KEY FEATURES

- THREE DEFAULT RIDING MODES + USER CUSTOMISATION
- HONDA SELECTABLE TORQUE CONTROL (HSTC)
- HONDA SMARTPHONE VOICE CONTROL SYSTEM
- SINGLE-SIDED SWINGARM
- RADIAL-MOUNT FOUR-PISTON FRONT CALIPERS
- EMERGENCY STOP SIGNAL (ESS)

Find out more at honda.co.uk

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



NEO SPORTS CAFÉ



MAX POWER
143.5 bhp (107 kW)

MAX TORQUE
104 Nm

TECHNOLOGY
5 INCH TFT SCREEN



MINIMUM FUSS MAXIMUM MOTORCYCLE

The CB650R features a sleek, streamlined design and ultra-compact, powerful stance channelling the retro-minimalism of the CB1000R Neo Sports Café. It blends curved lines with taut angles and, now, is even more dynamic with newly-chiselled side panels and a sleek rear number plate mount.

And it's built to be used. The inline, four-cylinder DOHC 16-valve engine, close gearing and smooth rush of power deliver exhilarating acceleration – and then there's the evocative howl as rpm climbs high. It's addictive. And, with a subtle nod to Honda's four-cylinder history, the four exhaust downpipes sweep together around the front of the engine. For heightened control an assist and slipper clutch eases upshifts and manages hard down changes, while Honda Selectable Torque Control (HSTC) maintains rear wheel traction in all conditions. An easy conversion is available from Honda dealers to restrict the CB650R's engine to 35 kW, making it A2 licence friendly. The conversion back to full power is equally simple.

New, adjustable 41mm Showa Separate Fork Function Big Piston (SFF-BP) USD forks are an upgrade for the CB650R and offer supple response with excellent feel for front tyre grip. They match perfectly with the frame's tuned rigidity balance and quick-steering geometry, while 120/70-17 and 180/55-17 front and rear tyres deliver superbike-sized grip levels. Full LED lighting adds a sophisticated, contemporary edge and the distinctive circular headlight throws out a penetrating, blue-tinted beam. The instrument display with improved clarity is now a crisp LCD dash including Gear Position and Shift Up indicators. For extra visibility, Emergency Stop Signal (ESS) technology detects sudden braking and automatically activates the front and rear hazard lights, which flash to warn any nearby vehicles.

KEY FEATURES

- FULL LED LIGHTING
- ASSIST AND SLIPPER CLUTCH
- A2 LICENCE OPTION
- 41MM SHOWA SFF-BP USD FORKS
- SHOWA REAR MONOSHOCK
- RADIAL MOUNT CALIPERS
- LCD DISPLAY
- EMERGENCY STOP SIGNAL (ESS)

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



CB
650R

NEO SPORTS CAFÉ



MAX POWER
93.9 bhp (73 kW)

MAX TORQUE
63 Nm

TECHNOLOGY
HSTC Honda Selectable Torque Control



THINK BIG

The CB125R packs concentrated performance into a stylish silhouette, offering an exciting riding experience for new riders. A small sibling of the awesome CB1000R – and therefore a member of the Neo Sports Café family – it makes an instant statement with bold styling enfolding a tubular steel frame. With an emphasis on minimalism, the more time spent riding the CB125R the more confidence grows. And, while its compact size makes it easy to manage, big bike features ensure it's the perfect introduction to real-world motorcycling.

The all-new, DOHC 4V single-cylinder engine produces an extra 1.2kW and 1.6Nm peak power and torque driving through a slick-changing, six-speed gearbox. Matching the engine upgrade are 41mm Showa SFF-BP USD front forks. This is top class suspension – and the first time ever used on any 125cc motorcycle. A pressure separation damper in one fork tube and spring mechanism in the other deliver high damping performance while saving weight. Together with the use of a larger sized piston, the result is increased feel, bump absorption and control. The CB125R also features full-size tyres and a radial mounted front brake caliper with Inertial Measurement Unit (IMU) ABS management.

Neo Sports Café is styled to stand out. Up front is the distinctive round headlight – with its bezel – which includes a daytime running light, giving improved visibility to other road users. The indicators are also LED. A thin – just 23.5mm – full-function LCD instrument display provides speed, engine rpm, fuel level and includes a Gear Position indicator.

KEY FEATURES

- EURO5
- SIX-SPEED GEARBOX
- ASSIST AND SLIPPER CLUTCH
- 41MM SHOWA SFF-BP USD FRONT FORKS
- NITROGEN-CHARGED SHOCK ABSORBERS
- FULL LED LIGHTING
- NEGATIVE LCD DISPLAY

MAX POWER
14.8 bhp (11 kW)

MAX TORQUE
11.6 Nm

SUSPENSION
41 mm Showa SFF-BP USD

Find out more at
honda.co.uk



CB
125R

NEO SPORTS CAFÉ



CHOOSE TODAY THE RIDER
YOU WANT TO BE TOMORROW

The CB500F is motorcycling stripped back to its purest state. The tightly-wrapped, aggressive style shows off the machine's parallel twin-cylinder engine and wide, tapered handlebars give it a streetfighter's signature. The sculpted fuel tank cuts down on bulk, and provides ample capacity, allowing you more time on the road. And sharp new graphics stand out from the stunning paint, whatever colour you choose.

Its 8-valve, liquid-cooled parallel twin-cylinder engine produces 35kW @ 8,600rpm – making it A2 licence compliant – with peak torque of 43Nm @ 6,500rpm. What's noticeable, instantly out on the road is the strong low and mid-range torque, for faster acceleration. A free-flowing airbox feeds the PGM-FI fuel injection, and the exhaust system gets rid of spent gases quickly and effectively. The muffler's internal chamber has been engineered for efficiency, but also tuned to add a crisp, evocative note to the riding experience and there's a thrilling chase through the slick six-speed gearbox at high rpm. And, just like its larger siblings, an assist and slipper clutch eases upshifts and manages rear wheel lock-up on hard down changes while decelerating.

The 41mm telescopic forks are adjustable for spring preload as is the high-quality, single tube Pro-Link rear monoshock. A crisp inverse display LCD dash with Gear Position and Shift Up indicators informs quickly. Honda's Emergency Stop Signal instantaneously warns other drivers in the event of sudden braking. The ABS modulator detects abrupt braking at speeds of 35mph or more and automatically activates the front and rear hazard lights to warn any nearby vehicles. LED lighting – including indicators – is a premium finishing touch.

KEY FEATURES

- SIX-SPEED GEARBOX
- ASSIST AND SLIPPER CLUTCH
- 41MM TELESCOPIC FORKS
- PRO-LINK REAR MOMOSHOCK
- FULL LED LIGHTING
- HONDA SELECTABLE TORQUE CONTROL (HSTC)
- GEAR POSITION AND SHIFT INDICATOR
- LCD DASH
- EMERGENCY STOP SIGNAL (ESS)

Find out more at
honda.co.uk



CB500F

MAX POWER
46.9 bhp (35 kW)

MAX TORQUE
43 Nm

LICENCE COMPATIBLE
A2



START SOMETHING SPECIAL

Open the throttle and move forward, effortlessly. The CB125F has opened up a new world ahead and this motorcycle could be the beginning of a whole new adventure. Redesigned from the wheels up around a super-efficient eSP engine and fine-handling chassis, it's 11kg lighter, much more economical and still packs the same great around-town performance.

We've given the CB125F a full-sized feel, for a full-sized experience and it features the signature CB-family style of broad-shouldered fuel tank and silver side shrouds. There's wind protection from the angular nose fairing and fly screen, and the blacked-out engine and exhaust make bright graphics stand out sharply. Red rear shock springs add a sporty detail. Passengers get their own grab-rail and, for easy care of the sealed drive chain, there's a centre stand.

In addition, its single-cylinder air-cooled, 2-valve eSP (enhanced Smart Power) PGM-FI fuel-injected engine has been designed tough. But it's clever too, with low-friction technologies built-in, including rocker-roller arms equipped with needle bearings for valve operation, off-set cylinder and piston oil jet cooling. The Alternating Current Generator (ACG) combines electricity generation with starting duties, saving weight. That's why the engine can deliver smart acceleration and fuel efficiency of 44.4 miles per litre – giving a potential range of over 490 miles between fill-ups.

A tubular, high-tensile steel frame provides durability, matched to suspension that absorbs the hits. Stylish, split-spoke 18-inch cast aluminium wheels roll smoothly over rough road surfaces, and CBS manages the front disc/rear drum braking combination. A premium LED headlight picks out the way forward and the smart digital dash includes a Gear Position indicator, as well as real-time and average fuel economy, distance to empty and ECO indicator to aid efficient riding.

KEY FEATURES

- SINGLE-CYLINDER ESP ENGINE
- ALTERNATING CURRENT GENERATOR
- FIVE-SPEED GEARBOX
- 790MM SEAT HEIGHT
- 117KG KERB WEIGHT
- HIGH-TENSILE STEEL FRAME
- TELESCOPIC FORKS
- DUAL REAR SHOCKS
- DISC FRONT BRAKE

Find out more at honda.co.uk



CB125F

MAX POWER
10.7 bhp (8 kW)

MAX TORQUE
10.9 Nm

FUEL EFFICIENCY
44.4 mi/l



WE CALL IT GROM

Since 2013, our MSX125 Grom (Mini Street X-Treme) has been transport of choice for a whole new generation of young riders around the world. It really is the little bike that thinks big, and what's more, it's freshly updated. There's a new-found sense of playfulness about the minimal bodywork, and distinct, contemporary individuality. And, led by owners' desire to make their bike unique, the MSX125 Grom is designed around the concept of adaptability and easy customisation – all of the panels attach with just three bolts each. The sleek LED headlight carves out a unique light signature. Easy to read for its compact size, the LCD digital dash has been redesigned to include a rev-counter and Gear Position indicator, alongside the speedometer, twin trip meters, fuel gauge and clock.

The new, 125cc air-cooled, two-valve engine packs a perfect blend of punchy roll-on performance with useful, all-round usability. It now makes 7.3kW peak power but, as always, is all about the fun of twisting a throttle. Another upgrade that riders will appreciate is a 5-speed gearbox, to spread the ratios further and top speed goes from 57mph to 59mph. Manual clutch operation imparts a full-sized motorcycle experience.

Sturdy 31mm Up Side Down (USD) forks reduce unsprung weight and, thanks to the pistons' greater pressure-bearing area (compared to standard telescopic forks) offer improved damping feel throughout the stroke. Both top and bottom yokes are full-sized, further enhancing handling and feel, while a lightweight and robust single rear shock operates a simple and tough steel box-section swingarm. Fundamental to form and function are the newly re-styled 5-spoke, 12-inch diameter cast aluminium wheels; hydraulic two-piston front and single-piston rear brake calipers work 220 mm and 190 mm discs.

KEY FEATURES

- 124.9CC AIR-COOLED ENGINE
- MANUAL CLUTCH
- STEEL MONO-BACKBONE FRAME
- 31 MM UP SIDE DOWN (USD) FORKS
- 761 MM SEAT HEIGHT
- HYDRAULIC DISC BRAKES
- 12-INCH CAST ALUMINIUM WHEELS
- 120/70-12 AND 130/70-12 FRONT AND REAR TYRES

Find out more at honda.co.uk



MAX POWER
9.7 bhp (7.2 kW)

MAX TORQUE
10.5 Nm

TOP SPEED
59 mph



THE GOLD STANDARD

Lighter and more compact, the Honda GL1800 Gold Wing makes touring easier than ever. The 1,833cc six-cylinder engine is equipped with six-speed manual transmission, or can be equipped with our refined seven-speed Dual Clutch Transmission (DCT). While the Throttle By Wire (TBW) system has four rider modes to choose from – TOUR, SPORT, ECON and RAIN – with FI settings optimised for low-speed control.

The electrically-operated, smoothly-adjusting windscreen provides excellent wind protection. The height and angle can be adjusted by simply pushing the button up or down on the left handlebar; it also memorises your favourite positions and will auto-adjust accordingly.

When it comes to touring, convenience and comfort are vital. So the Gold Wing features double wishbone front suspension and single-sided rear Pro-Arm. The cockpit instrumentation highlights everything you need to know in luxurious detail. The display is a 7-inch full colour, TFT liquid crystal screen which controls the upgraded audio – now with Android Auto™ and Apple CarPlay™ compatibility, gyrocompass navigation, Bluetooth connectivity, and Voice Control – as well as displaying the different rider modes. Add in Smart Key and Hill Start Assist and you have a ride that offers more comfort and control on the open road.

KEY FEATURES

- FOUR DEFAULT RIDING MODES + USER CUSTOMISATION
- SIX SPEED MANUAL TRANSMISSION (*DCT OPTION)
- ELECTRICALLY-OPERATED WINDSCREEN
- HILL START ASSIST
- REVERSE GEAR
- APPLE CARPLAY™ AND ANDROID AUTO™
- SMART KEY
- DOUBLE WISHBONE FRONT SUSPENSION

Find out more at honda.co.uk



MAX POWER
124.7 bhp (93 kW)

MAX TORQUE
170 Nm

TRANSMISSION
DCT Dual Clutch Transmission*



THE ART OF LUXURY TOURING

The magnificent Honda GL1800 Gold Wing Tour makes touring easier and more enjoyable than ever. It is the ultimate two wheeled touring motorcycle. It shares the Gold Wing's 1,833cc six-cylinder engine and has the same double wishbone front suspension, single-sided Pro-Arm. Plus the 7-inch full colour, TFT liquid crystal screen which controls audio (Android Auto™ and Apple CarPlay™) navigation, Bluetooth, Voice Control as well as different rider modes, plus Smart Key and Hill Start Assist, but that's where the similarities end. For long-distance two-up travel the Gold Wing Tour has comfortable suspension settings (electrically adjustable rear pre-load), Honda Selectable Torque Control (HSTC) as well as larger grab handles for the passenger.

Plus for extra convenience, there is now no need to manually unlock the panniers or top box as the Gold Wing senses the remote key fob as you approach. Once pressed, you can keep the key in your pocket, then just press the start button and away you go.

The top box will take two full-face helmets – for those weekends away, as well as rear audio speakers, heated grips and centre stand. Twin USB charging ports are an addition, as are standard-fit LED fog lights. There's also the option of the Gold Wing Tour with Dual Clutch Transmission (DCT) and Airbag; the third-generation seven-speed DCT offers even more low-speed control for enhanced luxury on those long journeys across country – or countries.

KEY FEATURES

- FOUR DEFAULT RIDING MODES + USER CUSTOMISATION
- SIX SPEED MANUAL TRANSMISSION (DCT OPTION)
- HONDA SELECTABLE TORQUE CONTROL (HSTC)
- HILL START ASSIST
- REVERSE GEAR
- APPLE CARPLAY™ AND ANDROID AUTO™
- SMART KEY
- USB CHARGING POINTS

Find out more at honda.co.uk



Model shown is non-EU specification. EU Gold Wing Tour in Candy Ardent Red is available in DCT version only.

MAX POWER
124.7 bhp (93 kW)

MAX TORQUE
170 Nm

TOTAL STORAGE CAPACITY
110 Litres



SPECIFICATIONS

ENGINE

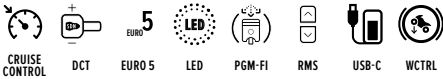
Engine Type	SOHC liquid-cooled 4-stroke 8-valve parallel twin
Engine Displacement	1,084 cc
Max. Power Output	85.8 bhp (64 kW) @ 7,000 rpm
Max. Torque	98 Nm @ 4,750 rpm
Fuel Consumption/Emissions	12.7 mi/l / 114 g/km (MT) 11.7 mi/l / 123 g/km (DCT)

CHASSIS, DIMENSIONS AND WEIGHT

Length × Width × Height (mm)	2,240 × 853 × 1,115 (MT) 2,240 × 834 × 1,115 (DCT)
Seat Height (mm)	700
Wheelbase (mm)	1,520
Kerb Weight (kg)	223 (MT) 233 (DCT)

WHEELS, SUSPENSION AND BRAKES

Brakes (Front/Rear)	330 mm floating single disk with radial mounted mono-block four piston caliper / 256 mm single disc with two single piston caliper (2 channel ABS System Type)
Tyres (Front/Rear)	130/70 R18 / 180/65 R16
Suspension Front	43mm pre-load adjustable
Suspension Rear	Pre-load adjustable twin piggyback rear shock



Gunmetal Black Metallic Bordeaux Red Metallic

CMX500 REBEL

Liquid-cooled DOHC 4-stroke 4-valve two-cylinder
471 cc
45.6 bhp (34 kw) @ 8,500 rpm
43.3 Nm @ 6,000 rpm
16.8 mi/l / 85 g/km

2,205 × 820 × 1,090
690
1,490
191

296 mm disk with two piston caliper / 240 mm disk with single piston caliper (2 channel ABS System Type)
130/90 R16M/C 67H / 150/80 R16M/C 71H
41 mm Telescopic forks (adjustable)

Showa with Pro-Link® system (adjustable)



Graphite Black Matt Axis Grey Metallic



Matt Jeans Blue Metallic Rebel 500 S:
Matt Axis Grey Metallic

CB1000R / BLACK EDITION

Liquid-cooled DOHC In-line 4 cylinder
998 cc
143.5 bhp (107 kW) @ 10,500 rpm
104 Nm @ 8,250 rpm
10.7 mi/l / 136.6 g/km

2,120 × 789 × 1,090
830
1,455
213

310 mm double disc / 256 mm single disc (2 Channel ABS Type)
120/70 ZR17 / 190/55 ZR17
Showa SFF-BP USD fork

Monoshock with gas-charged HMAS damper featuring 10-step pre-load and stepless rebound damping adjustment



Matt Beta Silver Metallic Matt Ballistic Black Metallic



Candy Chromosphere Red CB1000R Black Edition:
Graphite Black

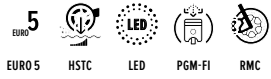
CB650R

Liquid-cooled 4-stroke 16-valve DOHC inline-4
649 cc
93.9 bhp (70 kW) @ 12,000 rpm (35 kW @ 10,500 rpm)
63 Nm @ 9,500 rpm (49 Nm @ 4,500 rpm)
12.7 mi/l / 112 g/km

2,130 × 780 × 1,075
810
1,450
202

310 mm double disc with four piston caliper / 240 mm single disc with single piston caliper (2 channel ABS System Type)
120/70 ZR17 / 180/55 ZR17
41 mm SFF-BP USD forks

Mono with 10 stage pre-load adjuster



Pearl Smoky Grey Matt Gunpowder Black Metallic



Matt Jeans Blue Metallic Candy Chromosphere Red

CB125R

Liquid-cooled 4-stroke 4-valve DOHC single cylinder
124.9 cc
14.8 bhp (11 kW) @ 10,000 rpm
11.6 Nm @ 8,000 rpm
29.6 mi/l / 50 g/km

2,015 × 820 × 1,055
816
1,345
130

296 mm single disc with hydraulic dual piston brake caliper / 220 mm single disc with hydraulic single piston brake caliper (Front and rear independent ABS with IMU)
110/70 R17 / 150/60 R17
41 mm SFF-BP USD forks

Single damper with pre-load adjustment



Matt Gunpowder Black Metallic Pearl Smoky Grey



Matt Jeans Blue Metallic Candy Chromosphere Red

SPECIFICATIONS

ENGINE

Engine Type	Liquid-cooled 4-stroke DOHC parallel twin
Engine Displacement	471 cc
Max. Power Output	46.9 bhp (35 kw) @ 8,600 rpm
Max. Torque	43 Nm @ 6,500 rpm
Fuel Consumption/Emissions	18.3 mi/l / 80 g/km

CHASSIS, DIMENSIONS AND WEIGHT

Length × Width × Height (mm)	2,080 × 790 × 1,060
Seat Height (mm)	789
Wheelbase (mm)	1,410
Kerb Weight (kg)	189

WHEELS, SUSPENSION AND BRAKES

Brakes (Front/Rear)	320 mm single disc with two piston caliper / 240 mm single disc with single piston caliper (2 channel ABS System Type)
Tyres (Front/Rear)	120/70 ZR17 / 160/60 ZR17
Suspension Front	41 mm conventional telescopic
Suspension Rear	Pro-Link® mono with 5 stage pre-load adjuster



Candy Caribbean Sea Blue



Matt Gunpowder Black Metallic



Grand Prix Red

CB125F

Air cooled 4-stroke 2-valves OHC single cylinder
124 cc
10.7 bhp (8 kW) @ 7,500 rpm
10.9 Nm @ 6,000 rpm
44.4 mi/l / 34 g/km

2,015 × 750 × 1,100
790
1,280
117

240 mm single disc with two piston caliper / 130 mm drum (2 channel CBS)
80/100 R18 / 90/90 R18
31 mm Telescopic

Dual shocks with 5 stage pre-load



Black



Pearl Splendor Red



Pearl Cool White

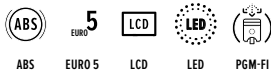
MSX125 GROM

2-valve air-cooled single cylinder
124.9 cc
9.7 bhp (7.2 kW) @ 7,000 rpm
10.5 Nm @ 5,500 rpm
41.4 mi/l / 34 g/km

1,760 × 720 × 1,015
761
1,200
103

220 mm single disc with hydraulic dual piston caliper / 190 mm single disc with hydraulic single piston caliper (Front ABS)
120/70 R12 / 130/70 R12
31 mm USD front forks

Mono shock, steel square pipe swingarm
--



Force Silver Metallic



Matt Gunpowder Black Metallic



Gayety Red



SPECIFICATIONS

ENGINE

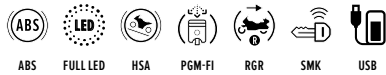
Engine Type	Liquid-cooled 4-stroke 24 valve SOHC flat-6
Engine Displacement	1,833 cc
Max. Power Output	124.7 bhp (93 kW) @ 5,500 rpm
Max. Torque	170 Nm @ 4,500 rpm
Fuel Consumption/Emissions	11.3 mi/l / 127 g/km

CHASSIS, DIMENSIONS AND WEIGHT

Length × Width × Height (mm)	2,475 × 925 × 1,340
Seat Height (mm)	745
Wheelbase (mm)	1,695
Kerb Weight (kg)	366 (DCT 367)

WHEELS, SUSPENSION AND BRAKES

Brakes (Front/Rear)	320 mm × 4.5 mm dual hydraulic disc with 6-piston caliper, floating rotors and sintered metal pads / 316 mm × 11 mm ventilated disc with 3-piston caliper and sintered metal pads (2 channel ABS System Type)
Tyres (Front/Rear)	130/70 R18 / 200/55 R16
Suspension Front	Double Wishbone
Suspension Rear	Pro-Link®



Pearl Deep Mud Grey (MT/DCT)

GOLD WING TOUR

Liquid-cooled 4-stroke 24 valve SOHC flat-6
1,833 cc
124.7 bhp (93 kW) @ 5,500 rpm
170 Nm @ 4,500 rpm
11.3 mi/l / 127 g/km

2,575 × 925 × 1,430 (DCT 2,575 × 905 × 1,430)
745
1,695
385 (DCT 390)

320 mm × 4.5 mm dual hydraulic disc with 6-piston caliper, floating rotors and sintered metal pads / 316 mm × 11 mm ventilated disc with 3-piston caliper and sintered metal pads (2 channel ABS System Type)
130/70 R18 / 200/55 R16
Double Wishbone

Pro-Link® (electronically adjustable pre-load)



Gunmetal Black Metallic (MT)



Candy Ardent Red (DCT)



Gunmetal Black Metallic (DCT)




FIND OUT MORE BY VISITING OUR WEBSITE OR DOWNLOADING THE HONDA MOTORCYCLES EXPERIENCE APP.





HONDA MOTORCYCLES EXPERIENCE


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.


HONDA TECHNOLOGY


- 


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


ANDROID AUTO™
Android Auto is your smart driving companion that helps you stay focused, connected and entertained with the Google Assistant.
- 


ANTI-LOCK BRAKING SYSTEM
Reduces braking pressure by monitoring the wheel speed, preventing the wheels from locking up.
- 


APPLE CAR PLAY™
CarPlay is an Apple standard that enables the head unit to be a display and a controller for an iOS device.
- 


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 control.
- 

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

EURO 5
Complies with EURO 5 emissions regulations.
- 


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.
- 


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. Multiple levels are selectable according to riding mode or user preference.


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 SMARTPHONE VOICE CONTROL SYSTEM
Bluetooth connectivity for easy management of navigation, calls, messages and music whilst riding. Available with Android™ devices only.
- 


LCD DISPLAY
Sharp and clear information and warning lights presented in a rich and easy to read display.
- 


LED LIGHTS
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.
- 


RADIAL MOUNT CALIPERS
Offers better alignment to the disc and rigidity. Radial-mount calipers are secured and supported at both ends providing less caliper flex and better braking performance.
- 

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.
- 

RIDING MODE SELECT
Each riding mode adjusts parameters of the motorcycle for example: power output; level of engine braking; suspension damping, ABS and HSTC.
- 

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.
- 

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.
- 

USB CHARGING
We've subtly integrated a USB socket into the under-seat storage compartment. No need for an adaptor; simply connect your device's lead, plug it in, and go.
- 

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.



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 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/engineerroom/just-ride-experience-days



HONDA
The Power of Dreams

DREAMS REALLY DO COME TRUE

Soichiro Honda said,

**“There are qualities which lead to success.
Courage, perseverance, the ability to dream
and to persevere.”**

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.

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**