



SUPERSPORT | 2024



Life's a race, the world is our track

These machines are designed to push us to the limits of speed and performance. They turn our knuckles white. They make our hair stand on end. And all the while, they hold us on the tarmac, pinned by an unrelenting grip that gives us total confidence and control. That's what it means to ride a CBR.

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FIREBLADE SP Chasing perfection

The perfect lap. That's the impossible goal. And there are two involved in this pursuit; you and your bike. You've done the practice, clipped every apex and linked up corners. You're at home on this track. So is your CBR1000RR-R Fireblade SP. You are as one.

The Fireblade SP starts in the same pit lane as the standard Fireblade. But full Öhlins® Smart Electronic Control (S-EC) suspension, Brembo® master cylinder, brake lever and front/rear calipers elevate its performance even higher. Want peak power? Have it: 160kW @ 14,000rpm. And it's not just top-end – to fire out of corners hard exploit impressively strong low- to mid-range acceleration, with linear throttle control. HSTC offers refined reaction and a fine feel for traction, while the standard-fit quick shifter drills out razor-fast and smooth make one word - clutch-less gear changes, up or down. This engine is built for speed.

As is the chassis. Using separated compression, rebound circuits and stepper motors to adjust damping, the semi-active Öhlins® S-EC 43mm NPX USD forks have been developed to offer precise front tyre feedback and grip. The race-quality front end is matched by an Öhlins® TTX36 S-EC rear shock. To provide maximum control – and because conditions change very quickly on track – there are 3 default Öhlins® Objective Tuning Base interface (OBTi) settings to work from and instantly selectable pre-set modes to change the set-up, allowing for reduced fuel load or tyre wear. Biting on 330mm discs the four-piston, radial-mount Stylema calipers deliver massive stopping power. They're operated by a Brembo brake lever/master cylinder and matched with a Brembo® rear caliper. So, while it is fully road legal, with lights, indicators and Smart Key, the Fireblade SP defines the ultimate racing motorcycle. One ready to overload adrenaline through every turn.



Image shows motorcycle prepared for track use (not available for delivery in this form). Road motorcycle includes indicators, rear view mirrors and number plate.



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



PEAK POWER

160 kW @ 14,000 rpm

FULL BRAKE SYSTEM BY

BREMBO® With Stylema® Monobloc
Four-Piston Calipers

SUSPENSION

Öhlins Smart-EC

Key Features

- TWO-MOTOR THROTTLE BY WIRE SYSTEM
- 9-LEVEL HONDA SELECTABLE TORQUE CONTROL
- BREMBO STYLEMA R CALIPERS
- 5 INCH FULL-COLOUR TFT METER
- RIDING MODES
- AERODYNAMIC WINGLETS





FIREBLADE Born to race

Leathers, zipped. Helmet, snugged. Gloves, on. The light's green and circuit open. Your Fireblade is eager; you can hear it in the aggressive bark of the Akrapovič® exhaust as you roll on the throttle. And so are you. For the unadulterated rush that riding fast – the sort of fast that only happens linking apex-to-apex – brings. And the challenge to improve. Be faster.

Competition never takes a day off, and neither do we. Alongside huge peak power to eat up straights, you also have real mid-range punch for acceleration that stamps hard out of corners. Feedback from our HRC riders has developed the 9-level Honda Selectable Torque Control (HSTC). It's smooth and responsive to your throttle input, while a light Throttle By Wire (TBW) return spring load gives precise linearity as you feed in the gas. All of which means you get out of each corner faster. Through the 5-inch TFT screen, you can fully customise engine power, engine braking and wheelie control to your personal preference; three riding modes also offer default base settings.

A special engine requires a special chassis. The rigidity balance of the aluminium diamond-style frame and RC213V-derived swingarm, weight distribution and steering geometry are optimised together for ultimate handling ability, grip and, just as importantly, feedback.

For set-up flexibility, the USD Showa® 43mm Big Piston Fork (BPF) and Pro-Link Balance Free Rear Cushion Light (BFRC-Lite) shock are fully adjustable. And there's huge braking potential from Nissin four-piston radial-mount calipers. Aerodynamics have carved the Fireblade's aggressive look, with an HRC ram-air duct feeding the airbox through the headstock. Winglet structures generate the same downforce as our 2018 MotoGP machine to reduce front wheel lift under acceleration and increase stability on braking and corner entry.



SP version



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



PEAK POWER

160 kW @ 14,000 rpm

PEAK TORQUE

113 Nm @ 12,000 rpm

UPDATED 9-LEVEL

HSTC Honda Selectable Torque Control

Key Features

- TWO-MOTOR THROTTLE BY WIRE SYSTEM
- ENHANCED RIDING POSITION
- BREMBO STYLEMA R CALIPERS
- 5 INCH FULL-COLOUR TFT METER
- RIDING MODES
- AERODYNAMIC WINGLETS





Awaken the race

Ready for next level total control? It's right here. Producing 90kW at peak the CBR600RR's 600cc, 16-valve inline four-cylinder engine pumps out a direct shot of 14,000rpm adrenaline – and searing top-end speed – and a strong 63Nm torque, with broad spread for smooth drive on hard corner exit. Tuned inlet ports are fed by 44mm throttle bodies ensuring maximum high-rpm gas flow and the cylinder head, valve gear and timing, crankshaft and exhaust are all optimised together. The 4-2-1 exhaust with centre-up muffler uses large bore diameters to enhance high-rpm gas flow. And, for corner-entry control, an assist/slipper clutch manages rear wheel 'hop' through rapid down changes and hard braking.

The CBR600RR is a razor-sharp supersport tool, with kerb weight of just 193kg. Its aluminium twin-spar frame sites the fuel load low for optimum mass centralisation. Fully adjustable suspension – Showa 41mm Big Piston USD forks and Pro-Link rear shock – and aluminium swingarm deliver fingertip feel for tyre grip, right on the very edge of adhesion. Four-piston, radial-mount front calipers gripping 310mm floating discs provide huge stopping power.

With the MotoGP-spec, RC213V-S derived Throttle-by-Wire system – and 6-axis IMU – there are 3 default riding modes, 5 levels of Power, and 3 levels of Engine Brake and Wheelie Control to choose from. Complete custom settings are also an option, all managed via the full colour 5-inch TFT screen. 9-level Honda Selectable Torque Control (HSTC) gives natural feedback as it manages rear wheel traction. The standard-fit quick shifter serves up lightning-fast, clutch-less full gas upshifts and downshifting with auto blip. Cornering ABS and Honda Electronic Steering Damper (HESD) deliver the confidence to push hard into, and out of turns.

The CBR1000RR-R Fireblade was our start point for the way the CBR600RR would look but, more importantly, slice through the air at high speed. And as the RC213V-S was the Fireblade's base line that means an aggressively chiselled frontal area, reducing wind resistance, with fairing winglets to produce consistent downforce during corner entry and going side-to-side while accelerating. And a special bike needs special paint – the CBR600RR shows off its Fireblade-specification HRC Tricolour paint proudly.



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

PEAK POWER

89 kW @ 14,250 rpm

PEAK TORQUE

63 Nm @ 11,500 rpm

UPDATED 9-LEVEL

HSTC Honda Selectable Torque Control

Key Features

- QUICK SHIFTER AS STANDARD
- 6-AXIS IMU
- RIDING MODE BY THROTTLE BY WIRE SYSTEM
- A2 LICENCE CONVERSION AVAILABLE
- AERODYNAMIC WINGLETS
- POWER & ENGINE BRAKE MODE / HSTC / ABS (CORNERING ABS)



CBR
650R

What R you today?

Four-cylinder middleweight sports motorcycles are rare, beautiful things. The CBR650R is it. The DOHC 16-valve engine produces 70kW @ peak – up to a 12,000rpm redline – with 64Nm of torque for smooth drive out of corners. There's a 35kW A2 licence option, which is ready for full power once an A licence is held. Honda Selectable Torque Control (HSTC) smoothly manages rear wheel traction, wet or dry, so carving a set of corners is always a thrill. The system can also be turned off completely. And, because power needs control, an assist and slipper clutch manages the rear wheel through hard braking and downshifting, preventing lock-up.

Our racing DNA runs deep. The CBR650R wears sharp new bodywork and dual LED headlights inspired by the awesome CBR1000RR-R Fireblade. It's also got a real sports chassis; dual, radial mount Nissin four-piston calipers grip 310mm discs hard. And Showa 41mm SFF-BP USD front forks and rear shock offer fingertip feel for on-the-edge tyre grip.

The 5-inch full-colour TFT display is all new, as is the backlit handlebar switchgear with a very natural hand position allowing better visibility in all conditions. Both have been designed together for easy use, and the screen is engineered to minimise glare in bright sunlight. It also offers full connectivity through the Honda RoadSync app. For Android and iOS smartphones, it means you can access on-screen turn-by-turn navigation, make and receive calls or listen to music while you ride.

There's also the option of Honda's unique new E-clutch technology. E-Clutch takes riding to the next level. You can choose manual clutch control of the six-speed gearbox, just like normal. Or select E-Clutch via the TFT screen and leave the clutch lever alone. That's it. Setting off from standstill, shifting up and down, and coming to a stop all you need do is operate the gear lever. E-Clutch does the rest – smoothly, instantly and at any time – like an expert sports rider. Stalling is impossible. Dealing with traffic so much easier. And need the clutch for any reason? No problem. Use it anytime.



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

PEAK POWER

70 kW @ 12,000 rpm

PEAK TORQUE

63 Nm @ 9,500 rpm

UPDATED 9-LEVEL

HSTC Honda Selectable Torque Control

Key Features

- LIQUID-COOLED, 16V FOUR-CYLINDER ENGINE
- A2 LICENCE CONVERSION AVAILABLE
- ASSIST AND SLIPPER CLUTCH
- 41MM SHOWA® SEPARATE FORK FUNCTION BIG PISTON (SFF-BP) USD FORKS
- DUAL FRONT FOUR-PISTON RADIAL-MOUNT CALIPERS
- 5 INCH FULL COLOR TFT WITH ROADSYNC CONNECTIVITY
- EMERGENCY STOP SIGNAL (ESS)



**CBR
500R**

Racing DNA inside

What HRC learns racing at the top feeds straight back. And the CBR500R is where it starts. Drawing heavily on the Fireblade for its design – with new paint and graphics straight out of pit lane – it wears the same aerodynamic winglets for stability on corner entry and razor-sharp high-speed agility. From the aggressively redesigned headlights, which throw out a broad, penetrating beam for safer cornering at night, and sculpted-for-speed fairing right back to the tightly wrapped seat unit, this is a sporting benchmark.

We've updated the A2-compliant, twin-cylinder engine's ECU settings and optimised ignition timing for strong drive in the low- to mid-range rpm zone, plus smooth throttle response with a crisp exhaust note. Honda Selectable Torque Control (HSTC) manages rear wheel traction, wet or dry, so riding the street – or carving an apex – is always a thrill. And enjoy the sports bike-specification chassis. Showa 41mm SFF-BP USD front forks and dual front discs with radial-mount calipers boost feel, all-round handling and braking.

Entry level? No, the level; the CBR500R is armed with the sort of premium tech found on much bigger bikes. Like HSTC, which smoothly reduces engine torque via the ECU to manage rear grip. And, while this is a minimal sports cockpit the new full-colour, 5-inch TFT screen uses optically bonded layers for visibility in bright sunlight, with the smartphone connectivity of Honda RoadSync. So, while riding, you can access on-screen turn-by-turn navigation and stay in touch whichever way choose all by simple operation of new, backlit switchgear.



PEAK POWER

35 kW @ 8,600 rpm

PEAK TORQUE

43 Nm @ 6,500 rpm

Key Features

- HONDA SELECTABLE TORQUE CONTROL (HSTC)
- ASSIST AND SLIPER CLUTCH
- 5 INCH FULL COLOR TFT WITH ROADSYNC CONNECTIVITY
- LICENCE A2 COMPLIANT
- EMERGENCY STOP SIGNAL (ESS)
- ADJUSTABLE PRO-LINK REAR SUSPENSION
- 41MM SHOWA SFF-BP USD FORKS
- SHOWA REAR SHOCK AND DUAL FRONT DISCS WITH FOUR-PISTON CALIPERS



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

Specifications

| | CBR1000RR-R FIREBLADE SP | CBR1000RR-R FIREBLADE | CBR600RR | CBR650R | CBR500R |
|--|---|--|--|--|--|
| Engine | | | | | |
| Engine Type | Water-cooled, 4-stroke, DOHC, inline 4-cylinder | Water-cooled, 4-stroke, DOHC, inline 4-cylinder | Inline-4, Liquid cooled 16-valve DOHC | Liquid-cooled 4 stroke 16 valve DOHC inline 4 | Liquid-cooled 4-stroke DOHC parallel twin |
| Engine Displacement | 1,000 cc | 1,000 cc | 599cc | 649 cc | 471 cc |
| Max. Power Output | 160 kW @ 14,000 rpm | 160 kW @ 14,500 rpm | 89 kW @ 14,250 rpm | 70 kW @ 12,000 rpm | 35 kW @ 8,600 rpm |
| Max. Torque | 113 Nm @ 12,000 rpm | 113 Nm @ 12,000 rpm | 63 Nm @ 11,500 rpm | 63 Nm @ 9,500 rpm | 43 Nm @ 6,500 rpm |
| Fuel Consumption / CO ₂ emissions | 6.7L/100 km / 155 g/km | 6.7L/100 km / 155 g/km | 5.5L/100 km / 128 g/km | 4.9L/100 km / 112 g/km | 3.5 L/100 km / 80 g/km |
| Chassis, Dimensions and Weight | | | | | |
| Length x Width x Height (mm) | 2,105 x 750 x 1,140 | 2,100 x 745 x 1,140 | 2,030 x 685 x 1140 | 2,120 x 750 x 1,145 | 2,080 x 760 x 1,145 |
| Seat Height (mm) | 830 | 830 | 820 | 810 | 785 |
| Wheelbase (mm) | 1,455 | 1,450 | 1,370 | 1,450 | 1,410 |
| Kerb Weight (kg) | 201 (Carbon Edition 200kg) | 200 | 193 | 209 (E-Clutch 211kg) | 191 |
| Wheels, Suspension and Brakes | | | | | |
| Brakes (Front/Rear) | 330mm double disc with radial-mount Brembo® 4-piston caliper / 220mm disc with Brembo® 2-Piston caliper | 330mm double disc with radial-mount Nissin® 4-piston caliper / 220mm disc with Brembo® 2-Piston caliper | 310mm floating discs with radial-mount 4-piston caliper / 220mm disc with 1-piston caliper | 310 mm double disc with 4-piston caliper / 240 mm single disc with single piston caliper (2 channel ABS) | 296 mm double disc with Nissin® radial-mount 4-piston calipers / 240 mm single disc with single piston caliper (2 Channel ABS) |
| Tyres (Front/Rear) | 120/70-ZR17 / 200/55-ZR17 | 120/70-ZR17 / 200/55-ZR17 | 120/70ZR17M/C DUNLOP Roadsports2 180/55ZR17M/C DUNLOP Roadsports2 | 120/70ZR17M/C / 180/55ZR17M/C | 120/70ZR-17M/C / 160/60ZR-17M/C |
| Suspension Front | Öhlins® NPX S-EC 43 mm telescopic fork with preload, compression and rebound adjustments | Showa® BPF 43 mm telescopic fork with preload, compression and rebound adjustment | Showa® 41mm Big Piston USD, 120 mm stroke. | Showa® 41 mm SFF-BP USD fork | Showa® 41 mm SFF-BP USD fork |
| Suspension Rear | Öhlins® TTX36 S-EC Pro-Link swingarm with preload, compression and rebound damping | Showa® BFRC-Lite Pro-Link swingarm with 10-step preload, stepless compression and rebound damping adjustment | Fully adjustable Showa® rear shock operating through Pro-Link®. 128mm axle travel | Monoshock damper with 10 stage pre-load adjuster, Aluminium Cast swingarm, 43.5mm stroke | Pro-Link® mono with 5 stage pre-load adjuster, steel hollow cross swingarm |



New 2024 Colour
Grand Prix Red

New 2024 Colour
Mat Pearl Morion Black
Carbon Edition

New 2024 Colour
Grand Prix Red



New 2024 Colour
Grand Prix Red



New 2024 Colour
Mat Ballistic Black Metallic



New 2024 Colour
Grand Prix Red



New 2024 Colour
Mat Gunpowder Black Metallic



New 2024 Colour
Grand Prix Red



New 2024 Colour
Mat Gunpowder 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.



EURO 5+

EURO 5 emissions regulation compliance.



HONDA ELECTRONIC STEERING DAMPER

Minimises sudden steering changes at high speeds for enhanced riding ease and comfort.



HONDA IGNITION SECURITY SYSTEM

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



HONDA ROADSYNC

Bluetooth connectivity for easy management of navigation, calls, messages and music whilst riding. Available on Android™ and iOS™ devices.



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. No time delay and longer life.



PROGRAMMED DUAL FUEL INJECTION

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



PROGRAMMED FUEL INJECTION

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



RADIAL MOUNT CALIPER

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



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.



START MODE

Limits engine rpm based on rider preference, even with a wide-open throttle, letting the rider focus on clutch release (and lights) alone.



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.

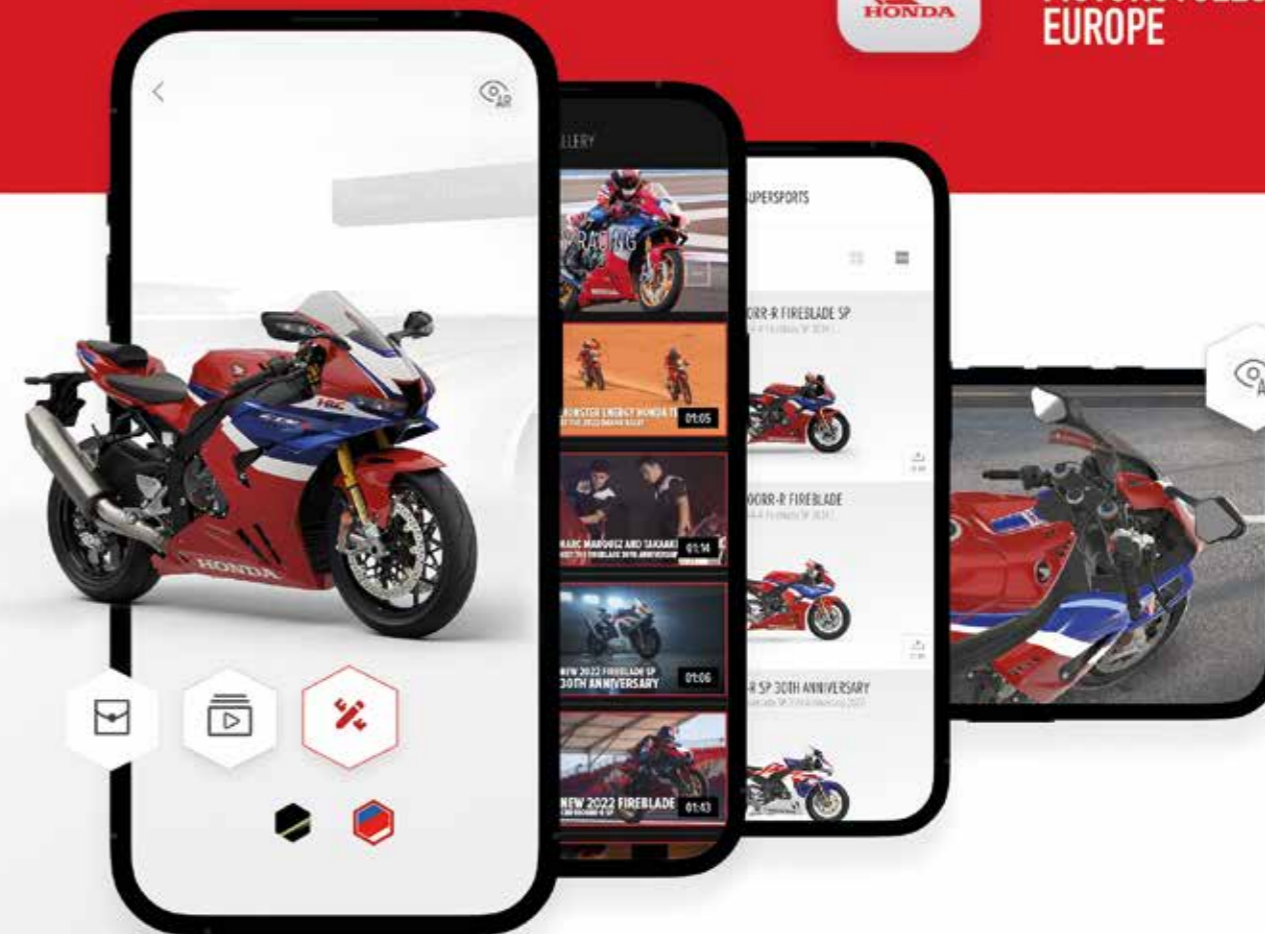


WHEELIE CONTROL

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 the minimum Wheelie Control, level 2 medium and level 3 maximum. Wheelie Control can also be switched off completely.



HONDA
MOTORCYCLES
EUROPE



HONDA MOTORCYCLES EUROPE APP

- EXPLORE THE LATEST MOTORCYCLES
- VIDEO GALLERY
- CONFIGURE YOURS
- ALL COLOURS AND ACCESSORIES
- SEE IT IN 3D AND AR

Configure your bike and find out more about the full range and accessories by visiting our website or downloading the Honda Motorcycles Europe app.



The Power of Dreams



Enthusiast. Rider. Dreamer.

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

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

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

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

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





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

Honda Motor Europe – Motorcycles
Cain Road, Bracknell, Berkshire, RG12 1HL England
insert local URL here



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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**



STREET & TOURING | 2024



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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Shake up the hive

Forget the expected. It's time for a new generation to shake things up. Start with a brand-new, 755cc, 8V twin-cylinder engine producing incredible, class-leading power. Dial in a lightweight chassis honed for sports, tightly wrapped in head-turning streetfighter style – from a team of young designers at our Rome R&D centre – and the new CB750 Hornet takes flight. Nothing else comes close.

Want power to enjoy? Have a heavyweight 67.5 kW and 77Nm torque, with an assist/slipper clutch to ease upshifts and manage the rear wheel under rapid downshifting. This engine is about feel, too. A 270° crank delivers delicious low-rpm character. And we've tuned the exhaust note for a rich pulse off the bottom and through the middle, rising to a raucous howl at high rpm. Throttle By Wire (TBW) precision equals 3 default riding modes: SPORT, STANDARD and RAIN, as well as a customisable USER mode to fine-tune (though 3 levels) Honda Selectable Torque Control (HSTC) and Wheelie Control. You can also individually adjust Engine Power and Engine Braking. It's easy too – the 5-inch full colour TFT display offers a beautiful, intuitive interface as well as Honda Smartphone Voice Control system (HSVCs) for connectivity.

Designed around a new steel diamond frame the Hornet has a seat height of 795mm, so it's easy to manage. And, with a naturally upright riding position and 190kg kerb weight, it steers fast with precise control and feedback from Showa 41mm SFF-BP USD forks and Pro-Link rear shock. Carving a city block or set of corners its compact dimensions equal razor-sharp side-to-side agility while 4-piston, radial mount front calipers bite hard for high-performance stopping power. And the fun's not just for full licence holders; an ECU re-write is available from Honda dealers to restrict the engine to 35kW making it A2 licence friendly. The conversion back to full power is equally simple.



PEAK POWER

68 kW

PEAK TORQUE

77 Nm

KERB WEIGHT

190 Kg

Key Features

- A2 LICENCE OPTION AVAILABLE
- ASSIST & SLIPPER CLUTCH
- THREE DEFAULT RIDING MODES + USER CUSTOMISATION
- HONDA SELECTABLE TORQUE CONTROL (HSTC)
- HONDA ROADSYNC
- 41MM SHOWA SEPARATE FUNCTION FORK BIG PISTON USD (SFF-BP)
- SHOWA PRO-LINK REAR SHOCK
- DUAL NISSIN RADIAL-MOUNT FOUR-PISTON FRONT CALIPERS



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

HORNET
500

Join the hive

Ready for the riding buzz? You need our new CB500 Hornet. Aggressive, streetfighter style has big Hornet DNA coursing through it. And it's a bike ready to handle the city – the CB500 Hornet is compact, with a naturally upright riding position and low seat height that puts you in charge.

Lightweight 5-spoke wheels, sporty aluminium swingarm and footpegs shave mass for super-fast, effortless steering. Dual 296mm discs and Nissin two-piston radial-mount calipers offer strong, progressive braking. Dialed-in Showa 41mm Separate Function Fork-Big Piston (SFF-BP) USD forks mean you can push hard into corners with all the feedback for grip you need. And then some.

The A2-compliant twin-cylinder engine serves up riotous enjoyment for both new and existing riders, with assist/slipper clutch as standard to enhance durability and overall performance. Honda Selectable Torque Control (HSTC) smoothly manages rear wheel traction, wet or dry, so riding the street – or attacking a set of turns – is always a gas.

And this bike's got your back. The 5-inch full-colour TFT display is all new, as is the backlit handlebar switchgear with very natural hand position. Both have been designed together for easy use, and the screen is engineered to minimise glare in bright sunlight. It also offers full connectivity through the Honda RoadSync app. A first in class, for Android™ and iOS™ smartphones, it means you can access on-screen turn-by-turn navigation, make and receive calls or listen to music while you ride.



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

PEAK POWER

35 kW

PEAK TORQUE

43 Nm

TRANSMISSION

6-SPEED

Key Features

- A2-COMPLIANT
- 5 INCH TFT SCREEN WITH ROADSYNC CONNECTIVITY
- HONDA SELECTABLE TORQUE CONTROL (HSTC)
- ASSIST/SLIPPER CLUTCH
- LED HEADLIGHT
- RADIAL MOUNT BRAKES
- DUAL FRONT DISC BRAKE
- 41 MM SHOWA SFF-BP USD FORKS



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 shares the aggressive styling and 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. The curvaceous aluminium subframe wears is black and the 4-2-1 exhaust pipes are 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.



21YM Location Photos



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

PEAK POWER

107 kW

PEAK TORQUE

104 Nm

TRANSMISSION

3-LEVEL QUICK SHIFTER

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





NEO SPORTS CAFÉ

A different beast

Simply stunning, the CB1000R's Neo Sports Café styling makes a statement of aggressive minimalism, from the low-profile headlight, muscular fuel tank, burnished aluminium radiator shrouds right back to the compact subframe. All lighting is LED and, for easy management of navigation, calls, messages and music while riding the 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.



21YM Location Photos



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

PEAK POWER

107 kW

PEAK TORQUE

104 Nm

TECHNOLOGY

5-INCH TFT SCREEN

Key Features

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





NEO SPORTS CAFÉ

Minimalist Perfection

This is where you find pure four-cylinder magic. Stripped back for raw performance – from city block to twisting backroad – the CB650R loads exhilarating acceleration, lightweight agility and sharp new CB1000R-inspired Neo Sports Café stripped down retro looks. Defined by trapezoidal shaping, the compact seat cowl is set aggressively high, and the sleek headlight has the CB1000R's distinctive aluminium bezel and LED light signature.

The DOHC engine produces 70kW @ peak – up to a free-spinning 12,000rpm redline – with 63Nm torque. For A2 licence holders there's a 35kW conversion available (performed by a Honda dealer) and then ready for full power once an A licence is held. Honda Selectable Torque Control (HSTC) smoothly manages rear wheel traction, wet or dry and an assist/slipper clutch works to prevent rear wheel lock-up through hard braking and downshifting. High quality Showa 41mm SFF-BP USD front forks offer precise control and fingertip feel for front tyre grip. Dual, radial mount four-piston calipers grip 310mm wave-style discs hard.

An all-new 5-inch full-colour TFT display is operated by backlit handlebar switchgear with a very natural hand position. Both have been designed together for easy use, and the screen is engineered to minimise glare in bright sunlight. It also offers full connectivity through the Honda RoadSync app. Available on both Android and iOS smartphones, you can access on-screen turn-by-turn navigation, make and receive calls or listen to music while you ride. And, for next level road visibility, Emergency Stop Signal (ESS) activates the rear hazards under hard stop situations.

And, if you want to take your riding to the next level, the CB650R is available with unique Honda E-clutch technology. E-Clutch brings the fun. And choice. You can use the clutch in a conventional manner. Or let E-Clutch do the work leave the clutch lever alone. That's it. Setting off from standstill, shifting up and down, and coming to a stop all you need do is operate the gear lever. E-Clutch does the rest – smoothly, instantly – like an expert sports rider. It offers you so much more control, whether you're carving through a set of corners or busy traffic. And need the clutch for any reason? No problem. Use it anytime.



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



PEAK POWER

70 kW

PEAK TORQUE

63 Nm

OPTIONAL

Honda E-Clutch

Key Features

- FULL LED LIGHTING
- ASSIST/SLIPPER CLUTCH
- A2 LICENCE OPTION
- 41MM SHOWA SFF-BP USD
- SHOWA REAR MONOSHOCK
- RADIAL MOUNT CALIPERS
- TFT DISPLAY WITH HONDA ROADSYNC CONNECTIVITY
- EMERGENCY STOP SIGNAL (ESS)

CB
300R

NEO SPORTS CAFÉ

Upgrade to attitude

Looking for a new feel? Inject an extra, hugely enjoyable edge into riding with lightweight form driven by responsive power. Mixing Neo Sports Café minimalism with an engineer's eye for detail either way you view it – as a step up the capacity ladder or fun diversion from a bigger bike – the CB300R is pure motorcycling pleasure. The tapered handlebars are a streetfighter's touch, adding low-speed leverage and the wafer-thin LCD dash informs clearly. Building presence, burnished aluminium side scoops stand out against the blacked-out metal of the engine, frame, swingarm and cast aluminium wheels. And, defining membership of a special Honda family, the CB signature is to be found on muffler and side cowls.

Light and strong, with a rigidity balance tuned for feedback and feel, the tubular steel lattice frame ensures agile steering. It also plays a huge part in the stripped-back look, influenced heavily by big-brother CB1000R. The high-quality chassis offers exceptional suspension reaction from new 41mm Showa SFF-BP USD forks, while the rear shock is preload adjustable. Explore the serious traction of 110/70R-17 and 150/60R-17 radial front and rear tyres and strong braking power; a four-piston brake caliper bites a 296mm floating disc, with two-channel ABS and Inertial Measurement Unit (IMU) control to minimise rear lift.

DOHC, 4-valve and ready to rev, the single-cylinder engine is a compact jewel producing 27.7Nm @ 7,500rpm with 23.1kW @ 8,500rpm peak. There's strong torque to punch out of corners and real power for speed. For extra around-town control, an Assist/Slipper clutch now manages the six-speed gearbox – changing up is easier, and rear wheel hop is reduced under hard braking and rapid down changes. The CB300R is not built like others. Don't hold back. Unleash your ride.



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

PEAK POWER

22.9 kW

PEAK TORQUE

27.5 Nm

SUSPENSION

41 mm SHOWA SFF-BP USD

Key Features

- SINGLE-CYLINDER DOHC 4-VALVE
- ASSIST & SLIPPER CLUTCH
- SIX-SPEED GEARBOX
- LCD DASH WITH GEAR POSITION INDICATOR
- FULL LED LIGHTING
- FOUR-PISTON FRONT CALIPER & 296MM DISC
- TWO-CHANNEL ABS WITH IMU CONTROL
- 110/70R-17 AND 150/60R-17 FRONT/REAR TYRES





NEO SPORTS CAFÉ

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 enfolded 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 DOHC 4V single-cylinder engine produces 11kW peak power and 11.6Nm peak torque driving through a slick-changing, six-speed gearbox. Matching the high-performance engine are 41mm Showa SFF-BP USD front forks. This is top class suspension; 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-mount 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 sleek 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.



PEAK POWER

11 kW

PEAK TORQUE

11.6 Nm

SUSPENSION

41 mm SHOWA SFF-BP USD

Key Features

- DOHC 4V SINGLE-CYLINDER ENGINE
- SIX-SPEED GEARBOX
- FULL LED LIGHTING
- NEGATIVE LCD DISPLAY
- EURO5-COMPLIANT



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

REBEL 1100

All day Rebel

Ready to upgrade your current ride? Then it's time. Time for something completely different. Step up to the CMX1100 Rebel. A bare-boned motorcycle that pays homage to the fat-tired '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 it's so much more than that.

The torquey, characterful parallel twin-cylinder engine features Throttle By Wire (TBW) 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 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.

There's also an option designed for the rider that wants all the potential the standard CMX1100 Rebel offers, but long-distance ready. Finished in Gunpowder Black Metallic, the CMX1100T Rebel wears a swooping 'batwing' style fairing and stubby screen, with the practicality of dual rear panniers.



The CMX1100 is available in Europe without license plate reflectors. All legally required safety features included. US Spec Shown



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



US Spec shown

PEAK POWER

64 kW

PEAK TORQUE

98 Nm

OPTIONAL

DCT DUAL CLUTCH TRANSMISSION

Key Features

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



REBEL

Express yourself

The CMX500 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 690mm) and relaxed riding position, with gently outstretched arms matched to mid-mounted foot pegs and comfortable seat. And, while the CMX500 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 CMX500 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 CMX500 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 Titanium Metallic and loaded with a factory-fitted headlight cowl and smoked screen, retro fork gaiters and a special diamond-stitch seat.

Available in four new colour options for 2023.



PEAK POWER

35 kW

PEAK TORQUE

43.3 Nm

TECHNOLOGY

LED LIGHTING

Key Features

- PROGRAMMED FUEL INJECTION
- HONDA EVOLUTIONAL CATALYSING SYSTEM
- LCD DISPLAY
- LEFT SIDED IGNITION SWITCH
- 41MM TELESCOPIC FRONT FORKS
- A2 LICENCE COMPATIBLE



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

CL

A reflection of you

Back in 1962 our very first street scrambler, the CL72, made its debut. We figured it was time for a new breed to roll out, for the streets of today. Our scrambler style starts with the 12L fuel tank; smooth, rounded and perfectly formed, with authentic rubber knee pads for comfort. And everything that can be – engine, frame and suspension – is blacked out for minimalist looks. Rubber gaiters protect fork legs, just like back in the day. High, wide handlebars give excellent control and, in true CL tradition, mirror the evocative upswept exhaust muffler, with its distinctive drilled stainless heat shield and twin-pipe exit. And to keep things simple a neat, 100mm ring houses the negative LCD display; a classic round headlight features four bright LED bulbs for distinct light signature.

And while we've built the CL500, it's up to you to make it yours. Which starts with colour; choose between vibrant Candy Orange or Blue Metallic, ultra-modern Mat Gunpowder Black or rugged, earth-toned Mat Green. Then add what you need for how you ride or look you want – the rear subframe mounts all sorts of Honda Genuine Accessories including large and small soft rear bags. Instant, vintage off-road credibility bolts on with the headlight visor, knuckle guards and side number boards. There's also a high front mudguard to complete the look.

Producing a healthy 43.4 Nm torque the A2 licence compliant twin-cylinder engine has been tuned for crisp scrambler-style response and smart acceleration. It also features an assist & slipper clutch to make gear changing up and down the six-speed gearbox smooth and easy. For effortless control and turning in an urban area the riding position is upright, with arms and knees placed in a comfortable, natural posture while the compliant suspension and 19/17-inch front and rear wheels soak up rough ground. The CL500 drips with raw style and detail that only comes with long history, and begs to be ridden, customised and enjoyed. Just like the original.

And we've made it easy to get the CL500 look, feel or practicality you want with three accessory packs ready to go: STYLE, ADVENTURE and TRAVEL.



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



PEAK POWER

35 kW

PEAK TORQUE

43.4 Nm

LICENSE

A2 COMPATIBLE

Key Features

- 35KW PEAK POWER
- ASSIST/SLIPPER CLUTCH
- SHOWA 41MM TELESCOPIC FORKS
- ADJUSTABLE TWIN REAR SHOCKS
- 19/17-INCH FRONT AND REAR WHEELS
- 310MM FLOATING FRONT DISC & TWO-PISTON CALIPER
- NEGATIVE LCD DISPLAY & LED LIGHTING
- EMERGENCY STOP SIGNAL (ESS)

Monkey

Set yourself free

When you first see a Monkey, you smile. When you first ride a Monkey, you're guaranteed to be wearing the biggest grin. Monkey is a feeling. Of living carefree in the moment and making memories for now, and the future. Its history with Honda might go all the way back to 1961 – when the world was a different place – but what it represents, what it is and what it means, is as important now as it ever was. The Monkey is two-wheeled freedom at its best.

It's not just about fun though – the Monkey is also useful. Its air-cooled, EURO5-compliant 125cc engine is tuned to deliver enjoyable and flexible around-town performance with a five-speed gearbox managed by clutch, just like a big bike. A steel backbone frame provides strength and stability, along with the oval-section swingarm. USD (Up Side Down) front forks wear a premium Alumite finish and are matched by dual rear shocks – with 2-stage springs – for comfort. Fat, 12-inch block pattern tyres make for a smooth ride and the seat, now wearing a stitched cover, is made of plush, high-density urethane.

The original Monkey was a '70s icon. It was the two-wheeled machine to be seen on, and nothing's changed. Our 21st century Monkey's style, with its brightly painted frame, chromed steel high-level front and rear mudguards – plus the evocatively-stamped exhaust shield and high-rise handlebars – pays homage to the original. The tubular steel rack is standard, too. All lighting is LED and while the looks are retro the circular instrument cluster is full LCD and features a speedometer, odometer with twin trip meters and six-segment fuel level indicator. For extra confidence 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 220mm front disc and 190mm rear provide the stopping power.

The Monkey will arrive in 2023 with three new colour schemes, which also cover the seat!



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

PEAK POWER

7.2 kW

PEAK TORQUE

10.5 Nm

TRANSMISSION

5-SPEED

Key Features

- 125CC SOHC 2V AIR-COOLED ENGINE
- MANUAL CLUTCH
- STEEL MONO-BACKBONE FRAME
- UP SIDE DOWN (USD) FORKS
- 775MM SEAT HEIGHT
- HYDRAULIC DISC BRAKES
- INERTIAL MEASUREMENT UNIT (IMU) REAR LIFT CONTROL
- 120/80-12 AND 130/80-12 FRONT AND REAR TYRES



Dax

ST125

Dax and relax

Born in the late 1960s all the things that made the DAX so good way back then – small size, easy-going engine and light steering – make it even more enjoyable today. We've added more power, an upgraded frame, suspension and brakes, but the simple essence remains the same; riding is fun.

Why is the DAX, called the DAX you might ask? It's because its T-shaped pressed-steel mainframe looks rather like a Dachshund dog. The other parts are also perfect in neo-retro detail; the high mini-ape handlebars, off-road-inspired upswept exhaust muffler and dual seat all give the DAX its unmistakable, charming form. A beautifully chromed rear grab rail is styled just right and also provides a neat handhold for a passenger. A cover protects the final drive chain from the elements (and loose clothing) while blacked-out, 12-inch 5-spoke wheels add a touch of modernity. As does full LED lighting and a compact, circular negative LCD instrument display.

The DAX is for everybody. So we've made it easy to ride. Starting with a seat height of just 779mm and natural control from a relaxed, upright riding position. High-quality suspension – 31mm USD front forks and twin rear shocks – provide a plush ride, as do fat front and rear tyres, which grip well on a variety of surfaces. For peace of mind, single-channel ABS controls braking force to the hydraulic front and rear calipers. Built for durability and smooth delivery the air-cooled, 125cc engine produces 7.2kw peak power with 10.4Nm torque. That equals lively around-town acceleration and a realistic, two-up cruising speed of 90km/h. It also sips fuel, at 63.6km/l (WMTC mode). To make life even more straightforward, a centrifugal clutch does away with a clutch lever – just open the throttle and go. Shifting through all four gears is via foot lever, but the system does all the work.



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

PEAK POWER

7.2 kW

PEAK TORQUE

10.4 Nm

TRANSMISSION

4-SPEED

Key Features

- 799MM SEAT HEIGHT
- UP SIDE DOWN (USD) FORKS
- TWIN REAR SHOCKS
- SINGLE-CYLINDER 2-VALVE SOHC ENGINE
- HIGH-LEVEL EXHAUST
- NEGATIVE DISPLAY LCD DASH
- FULL LED LIGHTING
- HYDRAULIC DISC BRAKING WITH ABS CONTROL





We call it Grom

Since 2013, our MSX 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, led by owners' desire to make their bike unique, the MSX Grom with its minimal bodywork 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 includes a rev-counter and Gear Position indicator, alongside speedometer, twin trip meters, fuel gauge and clock.

The 125cc air-cooled, two-valve engine packs a perfect blend of punchy roll-on performance with useful, all-round usability. It makes 7.3kW peak power but, as always, is all about the fun of twisting a throttle. Driving through a 5-speed gearbox – with manual clutch operation imparting a full-sized motorcycle experience – top speed is a useful 95km/h.

Sturdy 31mm USD (Up Side Down) 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 5-spoke, 12-inch diameter cast aluminium wheels that look great and roll smoothly; hydraulic two-piston front and single-piston rear brake calipers work 220mm and 190mm discs.

Three new colours will be available for the MSX in 2023.



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

PEAK POWER

7.4 kW

PEAK TORQUE

11.1 Nm

TOP SPEED

95 Km/h

Key Features

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



CB125F

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. Designed around a super-efficient eSP engine and fine-handling chassis, it's lightweight, economical and packing great around-town performance. It's also got a full-sized feel, for a full-sized experience and 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 65km/l – giving a potential 800km range 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.



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



PEAK POWER

8 kW

PEAK TORQUE

10.9 Nm

FUEL EFFICIENCY

1.4 L/100 km

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



GOLD WING Perfection of the ride

Lighter and more compact, the Honda GL1800 Gold Wing makes weekend trips away touring easier, and more enjoyable, than ever. Its 1,833cc, opposed flat six-cylinder engine serves up hugely strong, rich 170Nm torque peaking at just 4,500rpm; acceleration from standstill on through the rev-range is effortless and exhilarating. Throttle By Wire (TBW) engine management features four riding modes to choose from – TOUR, SPORT, ECON and RAIN – with throttle feel and delivery optimised for low-speed control. TBW also delivers smooth cruise control operation, up and down hill, to ease long highway days. And our unique, seven-speed Dual Clutch Transmission (DCT) provides seamless automatic, or manually-controlled up and downshifts and also features Walking mode – backwards and forwards – which makes parking or exiting straightforward.

Stripping away the Gold Wing's sleek bodywork reveals a fully honed chassis; a hugely strong, die-cast aluminium beam frame provides rock-solid stability, with steering precision and control from double wishbone front suspension. The single-sided rear Pro-Arm operates through Pro-Link, with electronically adjustable spring preload, and front and rear damping adjusts relative to riding mode selected. Dual Combined Braking System (D-CBS) distributes braking force evenly and with ABS control for confident, efficient stopping power. Hill Start Assist (HSA) makes getaways on an incline easy.

When it comes to motorcycle touring, convenience and comfort are essential, and the Gold Wing has both covered. The electronically operated screen adjusts for height and angle, while the Smart Key (kept in a pocket) operates the ignition and automatically locks both panniers. Apple CarPlay® for iPhone® and Android Auto® present intuitive connectivity via the immersive, 7-inch TFT display. The navigation system features a gyrocompass, for continued guidance in long tunnels, while the audio system and lightweight speakers show off stunning sound quality.

Mat Iridium Gray Metallic is the new Gold Wing colour for 2023.



19YM Location Photos



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

PEAK POWER

93 kW

PEAK TORQUE

170 Nm

TRANSMISSION

7-SPEED DUAL CLUTCH TRANSMISSION (DCT)

Key Features

- FOUR DEFAULT RIDING MODES
- 7-SPEED DCT WITH WALKING MODE REVERSE/FORWARD
- CRUISE CONTROL/HILL START ASSIST (HSA)
- DOUBLE WISHBONE FRONT SUSPENSION
- 7-INCH TFT DISPLAY
- NAVIGATION SYSTEM
- APPLE CARPLAY®/ANDROID AUTO® CONNECTIVITY
- SMART KEY OPERATION





GOLD WING TOUR

The art of luxury touring

The Gold Wing Tour takes the joy of two-wheeled travel to beyond next level, with extra luggage capacity and supreme luxury, for rider and pillion. It starts out in the same place as the Gold Wing – so has identical 1,833cc opposed, flat six-cylinder engine with 170Nm peak torque, 4 riding modes, electronic suspension damping control, Dual Combined Braking System (D-CBS) and ABS. But, for an extra layer of riding confidence in all riding conditions, the Throttle By Wire (TBW) engine management employs Honda Selectable Torque Control (HSTC) to constantly monitor and maintain rear wheel traction. There's also the option of a seven-speed Dual Clutch Transmission (DCT) alongside the six-speed manual transmission. The Gold Wing Tour also adds an airbag option.

Of course, the Gold Wing Tour is built for a life on the open road, and many details contribute to make such a cohesive travel partner. For true day-to-day convenience, the rear top box features 61L capacity, which means it stores two large full-face helmets with ease. And a relaxed, 23° angle for the palatial pillion back support – and luxurious suede/synthetic material for both front and rear seats – ensure a cocoon of comfort. All of the luggage opens with a button, or via Smart Key, and hydraulic dampers smooth the action.

Two USB sockets keep devices charged. Apple CarPlay® for iPhone® and Android Auto® offer intuitive connectivity via the 7-inch TFT display, while the audio system and speakers are newly upgraded and generate vivid sound quality. Hill Start Assist (HSA) and DCT Walking mode – backwards and forwards – helps low-speed manoeuvrability. And because sometimes wind protection matters more than freedom, the electrically operated screen adjusts for height and angle.

In 2023 the Gold Wing Tour will see two updated colours: Graphite Black and Beta Silver Metallic Iridium Gray Metallic.



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



PEAK POWER

93 kW

PEAK TORQUE

170 Nm

TECHNOLOGY

AIRBAG (option)

Key Features

- HONDA SELECTABLE TORQUE CONTROL (HSTC)
- 121L TOTAL STORAGE VOLUME
- 7-SPEED DCT OR 6-SPEED MANUAL WITH ELECTRIC REVERSE
- DUAL LED FOG LIGHTS
- NAVIGATION SYSTEM
- CRUISE CONTROL/HILL START ASSIST (HSA)
- APPLE CARPLAY®/ANDROID AUTO® CONNECTIVITY



Welcome to the new touring era

Ready to travel? The new NT1100 offers everything you need in one motorcycle. Sleek aerodynamics define a smoothly elegant style while the large, 5-way adjustable screen and upper/lower deflectors provide superb wind and weather protection. The seat is supremely comfortable – and, importantly, for two – and matched to a flexible riding position that allows you to engage, or relax. It's well specified motorcycle, too. Alongside panniers there are heated grips, USB/ACC sockets and the practicality of a rear carrier. A centre stand also makes chain maintenance easy. And, when you come to choose your NT1100, our unique six-speed DCT is an option alongside the standard six-speed manual transmission.

A 20.4L fuel tank allows a potential range of 400km (WMTC mode) while the muscular twin-cylinder engine offers strong performance from low rpm, with 104Nm peak torque, just what's needed for effortless overtaking and relaxed cruising. It also drives smoothly to the redline in an exhilarating rush and tuned for a deep, pulsating and characterful sound. Three default riding modes, URBAN, RAIN and TOUR, cover most conditions and two USER options allow you to fully customise engine output as well as the 3-level Honda Selectable Torque Control (HSTC) and Wheelie Control. Cruise control is standard.

With the steel frame's rigidity optimised for strength, feel and stability, the 43mm Showa cartridge-type USD forks and rear shock, working an aluminium swingarm through Pro-Link, return impressive suspension reaction. 150mm stroke front and rear ensures supple compliance, even on rough city roads; rear spring preload is hydraulically-adjustable. There's also maximum grip and stability from 120/180 section front and rear tyres and smooth, progressive ABS-controlled braking power. The 6.5-inch TFT touchscreen offers Apple CarPlay®, Android Auto® and Bluetooth® connectivity to allow intercom use and access to smartphone functions – such as navigation, music and calls – via the display and a helmet headset. Daytime Running Lights (DRL) automatically adjust to ambient light intensity. Over 50km/h, the self-cancelling Emergency Stop Signal (ESS) indicates a hard-stop situation to those behind. The indicators also auto-cancel.

Graphite Black is the new update for the NT1100 for 2023.



PEAK TORQUE

104 Nm

OPTIONAL

DCT DUAL CLUTCH TRANSMISSION

TECHNOLOGY

APPLE CARPLAY® and ANDROID AUTO®

Key Features

- 5-WAY ADJUSTABLE SCREEN
- UPPER AND LOWER WIND DEFLECTORS
- 5 RIDING MODES
- HONDA SELECTABLE TORQUE CONTROL (HSTC)
- WHEELIE CONTROL
- 6.5-INCH TFT TOUCHSCREEN
- USB/ACC CHARGING SOCKETS
- HEATED GRIPS
- RADIAL-MOUNT 4-PISTON FRONT BRAKE CALIPERS
- CENTRE STAND



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

Specifications

Engine

| | CB750 HORNET | CB500 HORNET |
|------------------------------|--|---|
| Engine Type | Liquid-cooled 4-stroke 8-valve Parallel Twin with 270° crank and uni-cam | Liquid-cooled 4-stroke DOHC parallel twin |
| Engine Displacement | 755 cc | 471 cc |
| Max. Power Output | 67.5 kW @ 9,500 rpm | 35 kW @ 8,600 rpm |
| Max. Torque | 75 Nm @ 7,250 rpm | 43 Nm @ 6,500 rpm |
| Fuel Consumption / Emissions | 4.3 L/100 km / 107 g/km | 3.5L/100km / 80 g/km |

Chassis, Dimensions and Weight

| | CB750 HORNET | CB500 HORNET |
|------------------------------|---------------------|---------------------|
| Length × Width × Height (mm) | 2,090 × 780 × 1,085 | 2,080 × 800 × 1,060 |
| Seat Height (mm) | 795 | 785 |
| Wheelbase (mm) | 1,420 | 1,410 |
| Kerb Weight (kg) | 190 | 188 |

Wheels, Suspension and Brakes

| | | |
|---------------------|--|--|
| Brakes (Front/Rear) | Dual 296 mm × 4 mm disc with Nissin radial mount 4-piston calipers / Single 240 mm × 5 mm disc with single piston caliper (2 channel ABS Type) | Dual 296mm x 4mm disc with Nissin axial mounted 4-piston calipers / Single 240mm x 5mm disc with single piston caliper |
| Tyres (Front/Rear) | 120/70ZR-17 / 160/60ZR-17 | 120/70ZR17M/C / 160/60ZR17M/C |
| Suspension Front | Showa® 41 mm SFF-BPTM USD | Showa® 41mm SFF-BP USD forks |
| Suspension Rear | Monoshock damper with 5 stage adjustable preload | Prolink mono with 5 stage preload adjuster, steel hollow cross swingarm |



Graphite Black

Pearl Glare White

Grand Prix Red

Pearl Himalayas White



Mat Iridium Gray Metallic

Mat Goldfinch Yellow

CB1000R BLACK EDITION

| | |
|------------------------------|---------------------------------------|
| Engine Type | Liquid-cooled DOHC In-line 4 cylinder |
| Engine Displacement | 998 cc |
| Max. Power Output | 107 kW @ 10,500 rpm |
| Max. Torque | 104 Nm @ 8,250 rpm |
| Fuel Consumption / Emissions | 5.9 L/100 km / 137 g/km |

| | |
|------------------------------|---------------------|
| Length × Width × Height (mm) | 2,120 × 789 × 1,090 |
| Seat Height (mm) | 830 |
| Wheelbase (mm) | 1,455 |
| Kerb Weight (kg) | 213 |

| | |
|---------------------|--|
| Brakes (Front/Rear) | 310 mm double disc / 256 mm single disc (2 Channel ABS Type) |
| Tyres (Front/Rear) | 120/70 ZR17 / 190/55 ZR17 |
| Suspension Front | Showa® SFF-BP USD fork |
| Suspension Rear | Monoshock with gas-charged HMAS damper featuring 10-step preload and stepless rebound damping adjustment |



Graphite Black

Mat Jeans Blue Metallic



Bordeaux Red Metallic

Specifications

Engine

| | CB650R | CB300R |
|------------------------------|---|-----------------------------------|
| Engine Type | Liquid-cooled 4-stroke 16-valve DOHC inline-4 | Liquid-cooled 4-valve DOHC single |
| Engine Displacement | 649 cc | 286 cc |
| Max. Power Output | 70 kW @ 12,000 rpm (35 kW @ 10,500 rpm) | 22.9 kW @ 9,000 rpm |
| Max. Torque | 63 Nm @ 9,500 rpm (49 Nm @ 4,500 rpm) | 27.5 Nm @ 7,750 rpm |
| Fuel Consumption / Emissions | 4.9 L/100km / 113g/km | 3.3 L/100 km |

Chassis, Dimensions and Weight

| | CB650R | CB300R |
|------------------------------|------------------------|---------------------|
| Length x Width x Height (mm) | 2,120 x 780 x 1,075 | 2,012 x 802 x 1,052 |
| Seat Height (mm) | 810 | 799 |
| Wheelbase (mm) | 1,450 | 1,352 |
| Kerb Weight (kg) | 205kg (E-Clutch 207kg) | 144 |

Wheels, Suspension and Brakes

| | | |
|---------------------|---|---|
| Brakes (Front/Rear) | 310 mm double disc with four piston caliper / 240 mm single disc with single piston caliper (2 channel ABS System Type) | 296 mm hubless floating disc with radial mount Nissin 4-piston caliper / 220 mm disc with single piston caliper. (2 channel ABS type) |
| Tyres (Front/Rear) | 120/70 ZR17 / 180/55 ZR17 | 110/70R17M/C 54H / 150/60R17M/C 65H |
| Suspension Front | 41 mm SFF-BP USD forks | 41 mm Showa Separate Function front Fork Big Piston (SFF-BP) USD forks. |
| Suspension Rear | Monoshock damper with 10 stage adjustable preload | Monoshock damper with 5 stage adjustable preload |



New 2024 Colour
Candy Chromosphere Red



New 2024 Colour
Mat Gunpowder Black Metallic



Mat Gunpowder Black Metallic



Pearl Dusk Yellow



New 2024 Colour
Pearl Smoky Gray



New 2024 Colour
Mat Laurel Green Metallic



Candy Chromosphere Red



Mat Pearl Agile Blue

CB125R

| | |
|------------------------------|---|
| Engine Type | Liquid-cooled 4-stroke 4-valve DOHC single cylinder |
| Engine Displacement | 124.9 cc |
| Max. Power Output | 11 kW @ 10,000 rpm |
| Max. Torque | 11.6 Nm @ 8,000 rpm |
| Fuel Consumption / Emissions | 2.1 L/100 km / 50 g/km |

2,015 x 820 x 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



Mat Gunpowder Black Metallic



Mat Crypton Silver Metallic



Candy Chromosphere Red



Mat Jeans Blue Metallic

CMX1100 REBEL

| | |
|------------------------------|---|
| Engine Type | SOHC liquid-cooled 4-stroke 8-valve parallel twin |
| Engine Displacement | 1,084 cc |
| Max. Power Output | 64 kW @ 7,000 rpm |
| Max. Torque | 98 Nm @ 4,750 rpm |
| Fuel Consumption / Emissions | 4.9 L/100 km / 114 g/km (MT) 5.3 L/100 km / 123 g/km (DCT) |

CMX1100 MT: 2240 x 853 x 1115
CMX1100 DCT: 2240 x 834 x 1115
CMX1100T MT: 2240 x 853 x 1180
CMX1100T DCT: 2240 x 848 x 1180

700

1,520

CMX1100 MT: 238 / DCT: 233
CMX1100T MT: 238 / DCT: 248

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)

130/70 R18 / 180/65 R16

43 mm preload adjustable

Preload adjustable twin piggyback rear shock



New 2024 Colour
Iridium Gray Metallic



New 2024 Colour
Glint Wave Blue Metallic



New 2024 Colour
Gunmetal Black Metallic
(CMX1100T model only)

CMX500 REBEL

| | |
|------------------------------|--|
| Engine Type | Liquid-cooled DOHC 4-stroke 4-valve two-cylinder |
| Engine Displacement | 471 cc |
| Max. Power Output | 34 kW @ 8,500 rpm |
| Max. Torque | 43.3 Nm @ 6,000 rpm |
| Fuel Consumption / Emissions | 3.7 L/100 km / 85 g/km |

2,205 x 820 x 1,090

690

1,490

191

296 mm disk with 2 piston calipers / 240 mm disk with 1 piston calipers (2 channel ABS System Type)

130/90 R16M/C 67H / 150/80 R16M/C 71H

41 mm Telescopic forks (adjustable)

Showa® twin shocks with 5 stage adjustable preload



Mat Gunpowder Black Metallic



New 2024 Colour
Mat Laurel Green Metallic



New 2024 Colour
Seal Silver Metallic



New 2024 Colour
Pearl Shining Black

Specifications

Engine

| | CL500 | MONKEY |
|------------------------------|--|----------------------------------|
| Engine Type | Liquid-cooled DOHC 4-stroke 4-valve two-cylinder | Air-cooled SOHC 4-stroke 2-valve |
| Engine Displacement | 471 cc | 124 cc |
| Max. Power Output | 34 kW @ 8,500 rpm | 6.9 kW @ 6,750 rpm |
| Max. Torque | 43.4 Nm @ 6,000 rpm | 11 Nm @ 5,500 rpm |
| Fuel Consumption / Emissions | 3.7 L/100 km / 86 g/km | 1.5 L/100 km / 35 g/km |

Chassis, Dimensions and Weight

| | CL500 | MONKEY |
|------------------------------|---------------------|---------------------|
| Length x Width x Height (mm) | 2,175 x 830 x 1,135 | 1,710 x 755 x 1,030 |
| Seat Height (mm) | 790 | 775 |
| Wheelbase (mm) | 1,484 | 1,145 |
| Kerb Weight (kg) | 191 | 104 |

Wheels, Suspension and Brakes

| | | |
|---------------------|--|---|
| Brakes (Front/Rear) | Single 310 mm floating disc, 2 piston calipers / Single 240 mm disc, 1 piston caliper (2 channel ABS Type) | 220 mm single hydraulic disc / 190 mm single hydraulic disc (IMU based ABS) |
| Tyres (Front/Rear) | 110/80 R19M / 150/70 R17 | 120/80-12M/C / 130/80-12M/C |
| Suspension Front | Telescopic 41 mm Upright forks | USD Fork |
| Suspension Rear | Twin shock with 45 mm round pipe swingarm, 5-step preload adjustment | Twin shock |



Candy Caribbean Blue



Mat Laurel Green Metallic



Pearl Shining Black



Pearl Nebula Red



Mat Gunpowder Black Metallic



Candy Energy Orange



Banana Yellow

DAX 125

| | |
|------------------------------|----------------------------------|
| Engine Type | Air-cooled SOHC 4-stroke 2-valve |
| Engine Displacement | 124 cc |
| Max. Power Output | 6.9 kW @ 7000 rpm |
| Max. Torque | 10.8 Nm @ 5,000 rpm |
| Fuel Consumption / Emissions | 1.4 L/100 km / 35 g/km |

| | |
|------------------------------|---------------------|
| Length x Width x Height (mm) | 1,760 x 760 x 1,020 |
| Seat Height (mm) | 775 |
| Wheelbase (mm) | 1,200 |
| Kerb Weight (kg) | 107 |

| | |
|---------------------|--|
| Brakes (Front/Rear) | Single 220 mm hydraulic disc with IMU-based ABS / Single 190 mm hydraulic disc |
| Tyres (Front/Rear) | 120/70-12M/C / 130/70-12M/C |
| Suspension Front | Telescopic 31 mm USD fork |
| Suspension Rear | Twin shock |



Pearl Nebula Red



Pearl Cadet Gray



Mat Dim Grey Metallic



New 2024 Colour
Pearl Glittering Blue



Pearl Gayety Red

MSX125

| | |
|------------------------------|------------------------------------|
| Engine Type | 2-valve air-cooled single cylinder |
| Engine Displacement | 124 cc |
| Max. Power Output | 7.4 kW @ 7,250 rpm |
| Max. Torque | 11.1 Nm @ 6,000 rpm |
| Fuel Consumption / Emissions | 1.5 L/100 km / 35 g/km |

| | |
|------------------------------|---------------------|
| Length x Width x Height (mm) | 1,760 x 720 x 1,015 |
| Seat Height (mm) | 761 |
| Wheelbase (mm) | 1,200 |
| Kerb Weight (kg) | 103 |

| | |
|---------------------|---|
| Brakes (Front/Rear) | 220 mm single disc with hydraulic dual piston brake caliper / 190 mm single disc with hydraulic single piston brake caliper (Front ABS) |
| Tyres (Front/Rear) | 120/70 R12 / 130/70 R12 |
| Suspension Front | 31 mm USD front forks |
| Suspension Rear | Mono shock, steel square pipe swingarm |



Splendid Blue



Pearl Gayety Red

CB125F

| | |
|------------------------------|--|
| Engine Type | Air-cooled 4-stroke 2-valves OHC single cylinder |
| Engine Displacement | 124 cc |
| Max. Power Output | 8 kW @ 7,500 rpm |
| Max. Torque | 10.9 Nm @ 6,000 rpm |
| Fuel Consumption / Emissions | 1.4 L/100 km / 34 g/km |

| | |
|------------------------------|---------------------|
| Length x Width x Height (mm) | 2,015 x 750 x 1,100 |
| Seat Height (mm) | 790 |
| Wheelbase (mm) | 1,280 |
| Kerb Weight (kg) | 117 |

| | |
|---------------------|--|
| Brakes (Front/Rear) | 240 mm single disc with 2 piston caliper / 130 mm drum (2 channel CBS) |
| Tyres (Front/Rear) | 80/100 R18 / 90/90 R18 |
| Suspension Front | 31 mm Telescopic |



New 2024 Colour
Black



New 2024 Colour
Imperial Red Metallic



New 2024 Colour
Mat Marvel Blue 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.



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.



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 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.



EURO 5+

Complies with EURO 5+ emissions regulations.



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.



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.



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.



HONDA ROADSYNC

Bluetooth connectivity for easy management of navigation, calls, messages and music whilst riding. Available on Android™ and iOS™ devices.



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.



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.



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.



RIDING MODE SELECT

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



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.



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.



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.



LCD DISPLAY

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



HONDA
MOTORCYCLES
EUROPE



HONDA MOTORCYCLES EUROPE APP

- EXPLORE THE LATEST MOTORCYCLES
- VIDEO GALLERY
- CONFIGURE YOURS
- ALL COLOURS AND ACCESSORIES
- SEE IT IN 3D AND AR

Configure your bike and find out more about the full range and accessories by visiting our website or downloading the Honda Motorcycles Europe app.



The Power of Dreams



Enthusiast. Rider. Dreamer.

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

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

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

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

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







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

Honda Motor Europe – Motorcycles
Cain Road, Bracknell, Berkshire, RG12 1HL England
insert local URL here



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

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paper responsibly from
manufacturers within the EU.



**BLUE SKIES FOR
OUR CHILDREN**



ADVENTURE | 2024

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.



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True adventure never ends

This bike is built to go long and beyond, and every update makes it big-distance ready. The 19-inch front wheel delivers more front-end grip, alongside lower centre of gravity. Seat height is lower and adjustable, tool-free between 835-855mm and the seat itself has been redesigned, thicker with an 8% larger area, for the extended riding range that the 24.8L fuel tank makes possible. We've given the OHC liquid-cooled twin-cylinder engine 7% more torque, with much stronger performance off the bottom and through the middle of the rev-range. It's immediately noticeable with the first twist of throttle. And, thanks to higher compression ratio of 10.5:1, new valve timing and updated intake there's the same 75kW peak power and more in the mid-range. And the exhaust is new for improved performance and a richer, more muscular note as revs rise.

With 20mm shorter stroke, front and rear Showa Electronically Equipped Ride Adjustment (Showa-EERA) is now standard fit. Which means optimum damping, all the time. For a perfect base setting choose Mid. There's also Hard, for higher speeds, touring, or carrying a pillion and luggage, Soft for easy manoeuvrability and Off-Road for precise suspension reaction away from Tarmac. User allows total customisation (when stationary) and you can swap between modes – and adjust rear spring preload – while riding.

7-level Honda Selectable Torque Control (HSTC) – managed by IMU for smooth intervention – monitors rear wheel traction and gathers up drive on- or off-road. 3-level Wheelie Control gives just the front wheel lift you want, while cornering ABS inspires full braking confidence. Four default riding modes, URBAN, TOUR, GRAVEL and OFF-ROAD are set ready but you can go fully custom with 2 USER modes. There's also the comfort of 5-level height adjustable screen, heated grips, practicality of ACC and USB sockets and full connectivity to access your smartphone's navigation apps. You can also choose your Africa Twin Adventure Sports ES with newly updated six-speed DCT, which equals smooth, instant automatic shifting up and down – great for long distance riding.



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

PEAK POWER

75 kW

PEAK TORQUE

112 Nm

OPTIONAL

DCT DUAL CLUTCH TRANSMISSION

Key Features

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





Forged through toughness

It's all about the torque. Torque is what finds drive in the dirt and it's what brings the instant acceleration needed for safe overtaking, especially when two up and loaded. So, we've given the OHC liquid-cooled twin-cylinder engine 7% more, with much stronger performance off the bottom and through the middle of the rev-range. And, thanks to higher compression ratio, new valve timing and updated intake and exhaust there's no loss of power – 75kW at peak – with the precise response and feel of Throttle By Wire control.

Riding off-road is about finding the balance to push. Which is exactly what this chassis does. The formula is precise; a lightweight steel frame, CRF450R-inspired aluminium swingarm and bolt-on subframe provide the right rigidity and feedback for traction. Long travel Showa suspension – 230mm stroke front, 220mm rear – with updated settings absorbs rough terrain, and there's huge 250mm ground clearance to clear obstacles. For pinpoint setup the rear shock, operating through Pro-Link, is fully adjustable for compression and rebound damping. Adding roadgoing practicality a taller, wider screen adjusts through 5 positions for maximum forward visibility or maximum wind protection. And 21-inch front/18-inch rear rims now wear tubeless tyres, with a revised spoke design, for easy repairs.

The electronics are designed to make the ride more enjoyable and safer. No matter the route. 7-level Honda Selectable Torque Control – managed by IMU – monitors rear wheel traction and smoothly gathers up drive on- or off-road. 3-level wheelie control gives just the front wheel lift you want, while cornering ABS inspires full braking confidence. Four default riding modes, URBAN, TOUR, GRAVEL and OFF-ROAD are set ready but you can go fully custom, across all of the parameters, in USER mode.

There's also now an upgrade choice. The Africa Twin ES packs Showa Electronically Equipped Ride Adjustment (Showa-EERA) which means optimum damping settings, all the time. There are 4 default modes to choose from, plus custom options and you can swope between modes – and adjust rear spring preload – while riding. The Africa Twin ES also has heated grips and an ACC socket. And, whichever Africa Twin you choose, our newly updated Dual Clutch Transmission is a unique option.



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



PEAK POWER

75 kW

PEAK TORQUE

112 Nm

OPTIONAL

DCT DUAL CLUTCH TRANSMISSION

Key Features

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





Mountains are calling

An all-round legend of adventure touring is reborn. And we've designed the XL750 Transalp to be the perfect partner for your adventures – wherever they lead. It has a purposeful look and feel, with zero excess and built tough. So, whether dealing with the urban sprawl, covering big highway days, or navigating endless trails the slim proportions of the mid-section combine with sleek fairing aerodynamics to give freedom with wind protection.

This bike is built to go the distance and genuine comfort – for two – matters so it's good to be prepared. From dirt tracks to green lanes long-travel Showa suspension absorbs bumps, while the 21/18-inch front and rear wheel combination roll smoothly over rough terrain. An 850mm seat height and 209kg kerb weight make the Transalp easy to manage from walking pace upwards; the riding position is relaxed yet sits you upright, offering great visibility and natural comfort. Compact and highly functional, the fairing and screen feature aerodynamics carefully sculpted to increase stability and reduce wind noise and buffeting at speed.

Then there's the full-blooded performance. 67.5kW power and 77Nm torque are strong numbers, no doubt. But it's the way the 755cc, 8V parallel twin-cylinder engine delivers you'll really notice. Our patented air vortex intake technology amplifies and smooths low- and mid-range response, while the cylinders use high-specification Ni-SiC plating to reduce friction – and increase power – at high rpm. Four default riding modes – Sport, Standard, Rain and Gravel – make it easy for most riding conditions and alter the level of engine power and braking, Honda Selectable Torque Control (HSTC), Wheelie Control and level of ABS intervention. User mode allows your custom preference of each parameter (including rear ABS switch-off, off-road) and management is via 5-inch TFT screen. Honda Smartphone Voice Control system keeps you connected while you ride and full LED lighting features Emergency Stop Signal (ESS) technology to alert road users behind of sudden braking.

Plus make the Transalp just how you want to ride it with a selection of accessory packs ready to go: ADVENTURE, COMFORT, RALLY, URBAN and TOURING.



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

PEAK POWER

67.5 kW

PEAK TORQUE

77 Nm

TECHNOLOGY

HSTC Honda Selectable Torque Control

Key Features

- PARALLEL TWIN CYLINDER ENGINE
- ASSIST/SLIPPER CLUTCH
- 3-LEVEL HONDA SELECTABLE TORQUE CONTROL (HSTC)
- 5 RIDING MODES & WHEELIE CONTROL
- SHOWA 43MM SFF-CA USD FORKS & PRO-LINK REAR SHOCK
- 21/18-INCH FRONT AND REAR WHEELS
- 5-INCH TFT SCREEN
- HONDA SMARTPHONE VOICE CONTROL SYSTEM





Infinite adventure

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

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

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

We've made it easy to prepare the X-ADV for whatever you have in store, with tailored accessory packs: ADVENTURE, TRAVEL and STYLE good to go. 2024 has the X-ADV arrive in three new colour schemes.



21YM Location Photos



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

ENGINE

745cc TWIN-CYLINDER

PEAK TORQUE

68 Nm

TRANSMISSION

DCT DUAL CLUTCH TRANSMISSION

Key Features

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



NC750X

Every day is fun day

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

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

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



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



21YM Location Photos

ENGINE

745 cc TWIN-CYLINDER

PEAK TORQUE

68 Nm

OPTIONAL

DCT DUAL CLUTCH TRANSMISSION

Key Features

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





New Experience

Go Short. Go long. Go where you choose. Effortlessly at home in the city but built for adventure, the rugged NX500 blends a tough off-road silhouette with modern off-road-inspired design. Long-travel suspension absorbs the urban rough and tumble just as it does gravel trails helped by new, lightweight wheels.

For enhanced comfort over a long day's ride the purposeful fairing and tall screen combine to direct airflow neatly over and around. Sharp graphics add a hint of competition style and the 17.5L fuel tank holds plenty of range. A powerful new headlight throws out strong beam penetration and wide light distribution either side – which means you see a lot more when cornering at night. And brand new 41mm Separate Function-Big Piston SFF-BP USD forks offer class leading suspension and are set for precise reaction and feel, with dual discs for powerful braking.

The A2-compliant twin-cylinder engine delivers strong torque off the bottom and through the middle of the rev-range, with 43Nm peak, for the responsive acceleration all riders enjoy. Honda Selectable Torque Control (HSTC) manages rear wheel traction in all conditions on the road, especially in the rain and on dirt or gravel it can be switched off completely, for maximum drive.

We've joined up the riding technology. Through a busy working week – or over a fun weekend trip – you want to stay in touch, navigate or listen to music without losing concentration on the road ahead. And now, with the NX500 and Honda Roadsync, you can. Brand new, simple-to-use lefthand switchgear (backlit for use at night) meshes seamlessly with the TFT screen and Honda Roadsync app so you can stay focussed – and fully connected – to your world. The adventure begins.



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

PEAK POWER

35 kW

PEAK TORQUE

43 Nm

LICENSE COMPATIBLE

A2-COMPLIANT

Key Features

- ASSIST/SLIPPER CLUTCH
- SIX-SPEED GEARBOX
- 17.5L FUEL TANK
- LONG-TRAVEL SUSPENSION
- 5" TFT SCREEN WITH HONDA ROADSYNC CONNECTIVITY
- HONDA SELECTABLE TORQUE CONTROL (HSTC)
- FULL LED LIGHTING
- HONDA IGNITION SECURITY SYSTEM (HISS)
- 41MM SHOWA SFF-BP USD FORKS
- DUAL FRONT DISCS WITH FOUR-PISTON CALIPERS



CRF
300L

Ready for road and trail

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

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

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



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

PEAK POWER

20.1 kW

PEAK TORQUE

26.6 Nm

GROUND CLEARANCE

285 mm

Key Features

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





Adventure, everywhere

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

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

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



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

PEAK POWER

20.1 kW

PEAK TORQUE

26.6 Nm

FUEL TANK

12.8 L

Key Features

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



Specifications

| | CRF1100L AFRICA TWIN ADVENTURE SPORTS | CRF1100L AFRICA TWIN | XL750 TRANSALP | X-ADV | NC750X |
|--|--|--|--|--|--|
| Engine | | | | | |
| Engine Type | Liquid-cooled OHC 4-stroke 8-valve Parallel Twin with 270° crank and uni-cam | Liquid-cooled OHC 4-stroke 8-valve parallel twin with 270° crank and uni-cam | Liquid-cooled OHC 4-stroke 8-valve Parallel Twin with 270° crank and uni-cam | Liquid-cooled 4-stroke 8-valve, SOHC parallel 2-cylinder | Liquid-cooled 4-stroke 8-valve, SOHC parallel 2-cylinder |
| Engine Displacement | 1,084 cc | 1,084 cc | 755 cc | 745 cc | 745 cc |
| Max. Power Output | 75kW [101HP] @ 7,500rpm | 75kW [101HP] @ 7,500rpm | 67.5 kW @ 9,500 rpm | 43.1 kW @ 6,750 rpm (35 kW @ 6,000 rpm) | 43.1 kW @ 6,750 rpm (35 kW @ 6,000 rpm) |
| Max. Torque | 112 Nm @ 5,500 rpm | 112 Nm @ 5,500 rpm | 75 Nm @ 7,250 rpm | 69 Nm @ 4,750 rpm (65 Nm @ 4,000 rpm) | 69 Nm @ 4,750 rpm (65Nm @ 4,000 rpm) |
| Fuel Consumption / CO ₂ emissions | MT - 20.5km/l [4.9 l/100km], DCT - 20.5km/l [4.9 l/100km] / 114g/km | MT - 20.5km/l [4.9 l/100km], DCT - 20.5km/l [4.9 l/100km] / 114g/km | 4.3L / 100km / 103 g/km | 3.6 l/100 km / 85 g/km | 3.5 l/100 km / 82 g/km |
| Chassis, Dimensions and Weight | | | | | |
| Lenght x Width x Height (mm) | 2,305 x 960 x 1,475 | 2,330 x 960 x 1,485 | 2,325 x 838 x 1,450 | 2,215 x 940 x 1,370 | 2,210 x 846 x 1,330 |
| Seat Height (mm) | 835 to 855 (Standard) 795 to 815 (Low Seat Option) | 850 to 870 (Standard), 825 to 845 (Low Seat Option), 885 to 905 (Comfort Seat Option) | 850 | 820 | 800 |
| Wheelbase (mm) | 1550 | 1570 | 1,560 | 1,590 | 1,525 (DCT 1,535) |
| Kerb Weight (kg) | MT - 243, DCT - 253 | MT - 231, DCT - 242 / MT - 233, DCT - 244 (ES) | 208 | 236 | 214 (DCT 224) |
| Wheels, Suspension and Brakes | | | | | |
| Brakes (Front/Rear) | 310mm dual wave floating hydraulic disc with aluminium hub and radial fit 4-piston calipers and sintered metal pads. / 256mm wave hydraulic disc with 2-piston caliper and sintered metal pads. 2-Channel with rear ABS off mode. | 310mm dual wave floating hydraulic disc with aluminium hub and radial fit 4-piston calipers and sintered metal pads./ 256mm wave hydraulic disc with 2-piston caliper and sintered metal pads. 2-Channel with rear ABS off mode. | Dual 310 mm x 4.5 mm disc with axial mount 2 piston calipers / Single 256 mm x 6.0 mm disc with single piston caliper (2 Channel ABS Type) | 296 mm double hydraulic disc with radial 4 piston caliper / 240 mm single hydraulic disc with 1 piston caliper (2 Channel ABS System Type) | 320 mm single wavy hydraulic disc with 2-piston caliper / 240 mm single wavy hydraulic disc with single-piston caliper (2 channel ABS System Type) |
| Tyres (Front/Rear) | 110/80-R19M/C 59V (Tubeless type) / 150/70-R18M/C 70H (Tubeless type) | 90/90-21M/C 54H (Tubeless type) / 150/70-R18M/C 70H (Tubeless type) | 90/90-21M/C 54H / 150/70R18M/C 70H | 120/70 R17 / 160/60 R15 | 120/70R-17 / 160/60R-17 |
| Suspension Front | SHOWA Telescopic inverted fork with an inner tube diameter of 45mm, and an Electric controlled unit (Showa EERA) with compression and rebound damping adjustments, 210mm stroke. | SHOWA 45mm cartridge-type inverted telescopic fork with dial-style preload adjuster and DF adjustments, 230mm stroke. / ES: SHOWA Telescopic inverted fork with an inner tube diameter of 45mm, and an Electric controlled unit (Showa EERA™) with compression and rebound dumping adjustments, 230mm stroke. | Showa 43mm SFF-CA USD | 41 mm Upside Down Fork | 41 mm telescopic fork |
| Suspension Rear | Monoblock aluminium swing arm with Pro-Link with SHOWA gas-charged damper, hydraulic remote control preload adjuster and electric control unit (Showa EERA™) with compression and rebound damping adjustments, 200 mm rear wheel travel. | Monoblock aluminium swing arm with Pro-Link with SHOWA gas-charged damper, hydraulic dial-style preload adjuster and rebound damping adjustments, 220 mm rear wheel travel. / ES: Monoblock aluminium swing arm with Pro-Link with SHOWA gas-charged damper, hydraulic remote control preload adjuster and electric control unit (Showa EERA™) with compression and rebound damping adjustments, 220 mm rear wheel travel. | Separate pressure, Pro-Link swingarm | Monoshock damper, Pro-Link swingarm | Monoshock damper, Pro-Link® swingarm |



New 2024 Colour
Pearl Glare White (ES Model Only)

New 2024 Colour
Grand Prix Red

New 2024 Colour
Pearl Glare White

New 2024 Colour
Mat Ballistic Black



New 2024 Colour
Mat Ballistic Black Metallic



Ross White

Mat Ballistic Black Metallic

New 2024 Colour
Pucco Blue

Mat Ballistic Black Metallic

Pearl Deep Mud Gray

Mat Jeans Blue Metallic



Mat Iridium Gray Metallic



New 2024 Colour
Iridium Gray Metallic



New 2024 Colour
Grand Prix Red



Candy Chromosphere Red



Mat Ballistic Black Metallic

Specifications

NX500

Engine

| | |
|--|---|
| Engine Type | Liquid-cooled 4-stroke DOHC parallel twin |
| Engine Displacement | 471 cc |
| Max. Power Output | 35kW @ 8,600rpm |
| Max. Torque | 43Nm / 6,500rpm |
| Fuel Consumption / CO ₂ emissions | 27.8km/L / 82 g/km |

Chassis, Dimensions and Weight

| | |
|------------------------------|---------------------|
| Lenght x Width x Height (mm) | 2,165 x 830 x 1,415 |
| Seat Height (mm) | 830 |
| Wheelbase (mm) | 1,445 |
| Kerb Weight (kg) | 196 |

Wheels, Suspension and Brakes

| | |
|---------------------|--|
| Brakes (Front/Rear) | Dual 296mm x 4mm disc with Nissin axial mounted two piston calipers / Single 240mm x 5mm disc with single piston caliper |
| Tyres (Front/Rear) | 110/80R19M/C (59H) / 160/60R17M/C (69H) |
| Suspension Front | Showa 41mm SFF-BP USD forks |
| Suspension Rear | Prolink mono with 5 stage preload adjuster, steel hollow cross swingarm |



New 2024 Colour
Pearl Horizon White



New 2024 Colour
Grand Prix Red



New 2024 Colour
Mat Gunpowder Black Metallic

Specifications

CRF300L

Engine

| | | |
|--|-----------------------------|-----------------------------|
| Engine Type | Liquid-cooled, Single, DOHC | Liquid-cooled, Single, DOHC |
| Engine Displacement (cm ³) | 286 | 286 |
| Compression Ratio | 10.7:1 | 10.7:1 |
| Bore x Stroke (mm) | 76 x 63 | 76 x 63 |
| Starter | Electric | Electric |

Chassis, Dimensions and Weight

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

Wheels, Suspension and Brakes

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



Swift Gray



Extreme Red



Extreme Red

Honda Technology

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



ANTI-LOCK BRAKING SYSTEM

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



CORNERING ABS

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



CORNERING LIGHTS

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



CRUISE CONTROL

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



DUAL CLUTCH TRANSMISSION

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



ELECTRIC START

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



ENGINE MODE SELECT BUTTON

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



G MODE

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



HONDA IGNITION SECURITY SYSTEM

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



HONDA ROADSYNC

Bluetooth connectivity for easy management of navigation, calls, messages and music whilst riding. Available on Android™ and iOS™ devices.



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.



PRO-LINK® REAR SUSPENSION

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



PROGRAMMED FUEL INJECTION

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



SHOWA DUAL BENDING VALVE

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



SHOWA ELECTRONICALLY EQUIPPED RIDE ADJUSTMENT

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



SHOWA USD FORK

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



SIX RIDING MODES

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



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.



TFT TOUCH SCREEN DISPLAY

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



WAVY DISCS

Providing better heat dissipation and improved braking performance.



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.



HONDA
MOTORCYCLES
EUROPE



HONDA MOTORCYCLES EUROPE APP

- EXPLORE THE LATEST MOTORCYCLES
- VIDEO GALLERY
- CONFIGURE YOURS
- ALL COLOURS AND ACCESSORIES
- SEE IT IN 3D AND AR

Configure your bike and find out more about the full range and accessories by visiting our website or downloading the Honda Motorcycles Europe app.



The Power of Dreams



Enthusiast. Rider. Dreamer.

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

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

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

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

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





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

Honda Motor Europe – Motorcycles
Cain Road, Bracknell, Berkshire, RG12 1HL England
insert local URL here



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**



OFF ROAD | 2024



Winning starts here

At Honda, we don't believe in limits. And neither do our riders. This is why we have developed our range of CRF bikes: to be able to take on the toughest, most challenging courses in the world. Precision engineering, matched with unrivalled reliability, results in more time powering through dirt – each bike is packed full of cutting edge features and proven race winning technology.

Combine that with superb agility and light weight, they will keep you one step ahead of the competition – whether you're a seasoned pro or climbing the ladder.

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CRF
450R

Always ready to fight

We never, ever stop pushing. That's what it takes to fight at the front and thanks to constant HRC development and top-level feedback (from Tim Gajser leading our MXGP campaign and Ken Roczen battling both AMA Supercross and Pro Motocross) the CRF450R is now easier to ride faster, for longer. Its lightweight aluminium frame features a new, factory-rider spec. rigidity balance – from 2mm thicker front frame joints and upper shock mount, as well as new steel engine hangers – to produce a chassis that finds more front-end grip, is more stable yet steers razor-fast. The rear spring rate is now 2N/mm higher at 56N/mm, with increased rebound and compression damping to match for incredible control over bumps without feeling stiffer, while the Showa 49mm USD coil spring fork also has new damping to match.

So you can drive harder than ever off a corner. The engine, led by HRC development, is armed with 10.7% more torque at 5,000rpm, with an increase in smooth low-down power. A new, narrower intake port shape, longer air funnel and smaller 44mm diameter throttle body deliver higher-velocity gas flow. New ignition/injection ECU settings and valve timing taken straight from Gajser's #243 HRC machine create an incredibly usable powerplant completely at your command: Honda Selectable Torque Control (HSTC) offers 3 modes of power management for ultimate rear wheel traction. HRC Launch Control owns the first 100 metres while the Engine Mode Select Button (EMSB) tailors output to conditions.

The muffler is now made of tougher aluminium and much more boot-resistant but weighs the same. Minimal bodywork, with new graphics and special HRC logo, is both aggressive and practical – it's easy to move around and remove for maintenance. It's one small part of what makes the CRF450R the complete MX package. And it's where the HRC machine, that does a great deal of winning, starts from. The CRF450R redefines incredible.



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



FRAME

**TWIN-SPAR ALUMINIUM FRAME
WITH HRC RIGIDITY BALANCE**

TECHNOLOGY

HSTC HONDA SELECTABLE TORQUE CONTROL

TRANSMISSION

HYDRAULIC CLUTCH

Key Features

- ENGINE MODE SELECT BUTTON
- HRC LAUNCH CONTROL
- 105.8KG DRY WEIGHT
- 49MM SHOWA USD FORKS WITH 310MM STROKE
- HONDA PRO-LINK REAR SUSPENSION
- ADJUSTABLE RENTAL FATBAR

CRF
450RX

Our ultimate off-road weapon

Start with the best there is. Then make it better. With the updated CRF450R MX machine as a base the CRF450RX already has an advantage and along with the enduro-specific equipment – larger fuel tank, 18-inch rear wheel and sidestand – its aluminium frame and swingarm feature the same, factory-rider rigidity balance from beefed up front frame joints, upper shock mount and new steel engine hangers, to deliver more stability and sharper steering, with huge ground clearance. For use away from an MX track the Showa suspension uses an off-road specific set-up; creating perfect balance and control the fully adjustable 49mm steel spring front fork has been re-valved for less compression and more rebound damping while the rear shock now has a new, higher 56N/mm spring rate with compression and rebound damping increased to match. It doesn't feel stiffer – but you get more control and drive.

The engine too, is loaded with an extra 10.7% torque @ 5,000rpm thanks to HRC's engineers. It also makes more low-down power with even smoother throttle response. Narrower intake ports, a longer air funnel, smaller 44mm throttle body and Factory-spec. valve timing are responsible. The RX's unique ignition and injection ECU settings have also been updated for wide-ranging, off-road riding while the decompression system minimises stalling while the hydraulic clutch is tough, with light lever load. To resist boot damage, we've made the muffler out of tougher aluminium, with zero weight gain. Just like the CRF450R the RX features the Engine Mode Select Button (EMSB) which alters power and torque characteristics. 3-Level HRC Launch Control gives you options out of the start. And 3-Level Honda Selectable Torque Control (HSTC) keeps you moving forward. New graphics and special HRC logo mark it out.

Make no mistake, this is our total off-road missile. The CRF450RX punches hard everywhere and develops incredible speed over ground, from flat-out special tests to technical single tracks. And it'll do it all day.



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

TANK

8 L

REAR WHEEL

18-INCH

TECHNOLOGY

HSTC HONDA SELECTABLE TORQUE CONTROL

Key Features

- HRC LAUNCH CONTROL
- ENGINE MODE SELECT BUTTON
- HYDRAULIC CLUTCH
- ELECTRIC STARTER
- ALUMINIUM SIDESTAND
- ADJUSTABLE RENTAL FATBAR AND KNUCKLE GUARDS





Cut lap times It's what we do

The 250 MX class moves fast. We move faster. So, the CRF250R has the exact same HRC-developed chassis as the winning CRF450R. As a result, it's a lightweight weapon packing sharp steering geometry and tuned lateral frame rigidity with a swingarm to match. Precise settings for the Showa suspension – plus 310 stroke for the 49mm USD fork – and lightweight spring in the shock deliver incredible traction front and rear, smooth bump absorption and plush rut-riding ability.

You'll want to put this amazing chassis to good use. The CRF250R's 249.9cc DOHC engine builds extra low-down punch below its amazing mid-range and top-end hit. The cylinder head design boosts oil flow and high-rpm valve accuracy, while the piston and con-rod are optimised. A 9-plate clutch manages output efficiently and the gearbox is sweet-shifting, with ratios tailored to transmit power. To keep you ahead HRC Launch Control helps nail the start while 3-Mode EMSB (Engine Mode Select Button) adjusts power delivery.

A compact seat design and slim, minimal bodywork open up movement and the Renthal Fatbar adjusts position to suit your style. Sharp new graphics and a special HRC logo define out competition-ready intent. If you want to cut lap times make the CRF250R your weapon of choice. It's what it's built for.



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

FRONT FORK

49 mm SHOWA USD

TECHNOLOGY

3 RIDING MODES

TECHNOLOGY

HRC LAUNCH CONTROL

Key Features

- 249.9CC 4V DOHC ENGINE
- 102.8KG DRY WEIGHT
- HONDA PRO-LINK REAR SUSPENSION
- ADJUSTABLE RENTHAL FATBAR
- TWIN-PISTON FRONT BRAKE CALIPER
- WAVY DISCS



CRF
250RX

Make fast easy

Ready for the challenge? The CRF250RX is the off-road tool you've always wanted. It's a high-performance trail and enduro machine built to exploit all the advantages a lightweight 250 offers, from manoeuvrability to nimble agility.

With the same lightweight chassis and big-hitting engine as the CRF250R MX machine it starts out special. But the CRF250RX also has ECU mapping and Showa suspension re-set for use away from the MX track. Plus an 18-inch rear wheel, larger fuel tank and sidestand, and knuckle guards are standard fitment for those longer rides. To keep you ahead HRC Launch Control helps nail the start while 3-Mode EMSB (Engine Mode Select Button) adjusts power delivery.

So, when the going gets really tough, tight or technical and where bigger bikes could wear you out, the CRF250RX shines brightly. It's a motorcycle that keeps you moving forward, no matter what challenges you on your way.

The CRF250RX makes fast, easy.



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

TANK

8 L

TECHNOLOGY

3 RIDING MODES

TECHNOLOGY

HSTC HONDA SELECTABLE TORQUE CONTROL

Key Features

- HRC LAUNCH CONTROL
- ENGINE MODE SELECT BUTTON
- HYDRAULIC CLUTCH
- ELECTRIC STARTER
- ALUMINIUM SIDESTAND
- ADJUSTABLE RENTHAL FATBAR AND KNUCKLE GUARDS



Future champions start here

Every Honda CRF-F off-road motorcycle is inspired by our incredible MX racing heroes and designed to be the perfect start point for aspiring riders and racers alike.

A manageable seat height, downsized grips and a simple-to-use, semi-automatic gearbox in the CRF50F and full 5-speed gearboxes on the CRF110F and CRF125F allow young riders to take – and thoroughly enjoy – full control of their bike.

Then, when things start to get more competitive, you need a bike that can step up with you. This is where the CRF150R comes into play.

The four-stroke engines of all four are proven and reliable and deliver smooth, safe power. Each chassis ruggedly built, with tough frames and suspension that can easily handle the roughest terrain. And with styling straight from our CRF race bikes – plus new attractive graphics – looking fast is even easier. So, whether just for fun or the beginning of a career, there's no better place to start than on a Honda CRF-F. Let the riding adventure begin, wherever it leads.

CRF
150R



SEAT HEIGHT

866 mm

KERB WEIGHT

84.4 Kg

FRONT WHEEL

19 Inch



Location images show 22YM

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

CRF
125F



SEAT HEIGHT

740 mm

KERB WEIGHT

88 Kg

FRONT WHEEL

17 Inch

*Big Wheel variant also available.

CRF
110F



SEAT HEIGHT

667 mm

KERB WEIGHT

74 Kg

FRONT WHEEL

14 Inch

CRF
50F



SEAT HEIGHT

548 mm

KERB WEIGHT

50 Kg

FRONT WHEEL

10 Inch

Specifications

| | CRF450R | CRF450RX | CRF250R | CRF250RX |
|--|--|--|---|---|
| Engine | | | | |
| Engine Type | Liquid-cooled 4-stroke single cylinder Unicam® | Liquid-cooled 4-stroke single cylinder Unicam® | Liquid-cooled 4-stroke single DOHC | Liquid-cooled 4-stroke single DOHC |
| Engine Displacement (cm ³) | 449.7 | 449.7 | 249.4 | 249.4 |
| Compression Ratio | 13.5 : 1 | 13.5 : 1 | 13.9 : 1 | 13.9 : 1 |
| Bore x Stroke (mm) | 96.0 x 62.1 | 96.0 x 62.1 | 79 x 50.9 | 79 x 50.9 |
| Starter | Electric | Electric | Electric | Electric |
| Chassis, Dimensions and Weight | | | | |
| Caster Angle | 27.7° | 27.2° | 27.19° | 27.9° |
| Dimensions (LxWxH) (mm) | 2,182 x 827 x 1,267 | 2,174 x 839 x 1,280 | 2,177 x 827 x 1,265 | 2,176 x 839 x 1,281 |
| Frame type | Aluminium twin tube | Aluminium twin tube | Aluminium twin tube | Aluminium twin tube |
| Fuel Tank Capacity (Litres) | 6.3 | 8 | 6.3 | 8 |
| Ground Clearance (mm) | 336 | 334 | 333 | 335 |
| Kerb Weight (kg) | 110.6 | 113.6 | 104 | 108 |
| Seat Height (mm) | 965 | 961 | 961 | 964 |
| Wheels, Suspension and Brakes | | | | |
| Brakes Front | Single 260 mm disk | Single 260 mm disk | 260 mm hydraulic wavy disc | 260 mm hydraulic wavy disc |
| Brakes Rear | Single 240 mm disk | Single 240 mm disk | 240 mm hydraulic wavy disc | 240 mm hydraulic wavy disc |
| Suspension Front | Showa 49 mm USD fork | Showa 49 mm USD fork | 49 mm Showa (Hitachi Astemo, Ltd) coil-spring USD | 49 mm Showa (Hitachi Astemo, Ltd) coil-spring USD |
| Suspension Rear | Showa monoshock using Honda Pro-Link® | Showa monoshock using Honda Pro-Link® | Showa (Hitachi Astemo, Ltd.) Mono shock with Honda Pro-Link | Showa (Hitachi Astemo, Ltd.) Mono shock with Honda Pro-Link |
| Tyres Front | 80/100-21 51M Dunlop MX33F | 90/90-21M Dunlop Geomax AT81F | 80/100-21 Pirelli MX32 Midsoft | 90/90-21 Dunlop AT81 |
| Tyres Rear | 120/80-19 63M Dunlop MX33 | 120/90-18M Dunlop Geomax AT81 | 100/90-19 Pirelli MX32 Midsoft | 110/100-18 Dunlop AT81 |



Extreme Red



Extreme Red



Extreme Red



Extreme Red



Specifications

| | CRF150R | CRF125F | CRF110F | CRF50F |
|--|---|--|---------------------------------|---|
| Engine | | | | |
| Engine Type | Liquid-Cooled 4-Stroke 4-Valve Unicam Single | Air-cooled 4-stroke SOHC single | Air-cooled 4-stroke SOHC single | Air-cooled 4-stroke 2-valve SOHC single |
| Engine Displacement (cm ³) | 149.7 | 124.9 | 109 | 49 |
| Compression Ratio | 11.7 : 1 | 9.0 : 1 | 9.0 : 1 | 10 : 1 |
| Bore x Stroke (mm) | 66 x 43.8 | 52.4 x 57.9 | 50.0 x 55.6 | 39.0 x 41.4 |
| Starter | Kick | Electric / Kick | Electric / Kick | Kick |
| Chassis, Dimensions and Weight | | | | |
| Caster Angle | 27° | 27° 30' | 25° 10' | 25° |
| Dimensions (LxWxH) (mm) | 1,900 x 770 x 1,171 | 1,770 x 740 x 1,010 | 1,560 x 686 x 912 | 1,302 x 581 x 774 |
| Frame type | Semi-double; Steel tube | Diamond; steel | Steel backbone | Mono-Backbone; steel tube |
| Fuel Tank Capacity (Litres) | 4.3 | 4.54 | 4.55 | 2.6 |
| Ground Clearance (mm) | 336 | 264 | 175 | 146 |
| Kerb Weight (kg) | 84.4 | 88 | 77 | 50 |
| Seat Height (mm) | 866 | Small: 740 Big: 785 | 650 | 548 |
| Wheels, Suspension and Brakes | | | | |
| Brakes Front | 220 mm hydraulic disc with single-piston caliper | 220 mm hydraulic disk | 95 mm drum | 80 mm leading / trailing drum |
| Brakes Rear | 190 mm hydraulic disc with single piston caliper | 95 mm leading/trailing drum | 95 mm drum | 80 mm leading / trailing drum |
| Suspension Front | 37 mm inverted Showa leading-axle telescopic fork | 31 mm telescopic fork, 150 mm travel | 31 mm fork, 99 mm travel | 21.7 mm inverted telescopic fork |
| Suspension Rear | Pro-Link with single Showa damper | Single shock using Honda Pro-Link system, 150 mm axle travel | Monoshock, 86 mm axle travel | Monoshock with cantilever-type swingarm |
| Tyres Front | 70/100-19 | Small: 70/100-17 Big: 70/100-19 | 70/100-14 | 2.50 10 (33) |
| Tyres Rear | 90/100-16 | Small: 90/100-14 Big: 90/100-16 | 80/100-12 | 2.50 10 (33) |



Extreme Red



Extreme Red

*Big Wheel variant also available.



Extreme Red



Extreme Red



Honda Technology

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



HYDRAULIC CLUTCH

For smoother and more precise operation of the clutch with any applied pressure.



HRC LAUNCH CONTROL

3 level of special ECU program that allows to optimise start performance. Select the desired mode, hold the throttle open, release the clutch, and the bike will do the rest.



ALUMINIUM FRAME

One-third the weight of steel, the aluminium frame is stiffer and lighter to make sure every second counts.



PROGRAMMED FUEL INJECTION

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



WAVY DISCS

Providing better heat dissipation and improved braking performance.



HONDA PRO-LINK® REAR SUSPENSION

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



SHOWA USD FORK

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



ENGINE MODE SELECT BUTTON

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



ELECTRIC START


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




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.





HONDA MOTORCYCLES EUROPE





HONDA MOTORCYCLES EUROPE APP


- EXPLORE THE LATEST MOTORCYCLES
- VIDEO GALLERY
- CONFIGURE YOURS
- ALL COLOURS AND ACCESSORIES
- SEE IT IN 3D AND AR

Configure your bike and find out more about the full range and accessories by visiting our website or downloading the Honda Motorcycles Europe app.









The Power of Dreams



Enthusiast. Rider. Dreamer.

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

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

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

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

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







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

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insert local URL here



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**BLUE SKIES FOR
OUR CHILDREN**



SCOOTERS | 2024



Find your freedom

Practical, stylish, affordable and empowering lives in any environment. Honda Scooters are innovative machines designed to suit you, your lifestyle and your budget.

23YM Location Photos

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FORZA 750

Bold Move

Wherever you need to be, in or out of the city, the Forza 750 combines a smart, tight form with true GT-luxe comfort and practicality. The sharp lines of its front fairing and screen ensure a cocoon of still air, the seat envelops and supports beautifully, but even with 22L of hidden storage, the tail unit is tightly wrapped. There's room for a full-face helmet, and a built-in USB Type-C socket for charging your device.

The Honda RoadSync system links to your device for easy management of navigation, calls, messages and music and is displayed clearly on the right side of the TFT screen. Operated easily and safely via voice or the left handlebar switch. A Smart Key operates the keyless ignition system, steering lock, fuel cap and seat, along with the optional Smart Top Box accessory. All lighting is super-efficient LED for a distinct road presence giving high visibility to other road users.

Under the Forza 750's gorgeous skin there's some serious hardware. The 745cc, 8-valve parallel twin-cylinder engine makes 43.1kW peak power, with an impressive 69Nm of torque; a 35kW A2 licence conversion is also available. Three default riding modes, STANDARD, SPORT and RAIN balance engine power, engine braking and Dual Clutch Transmission (DCT) shifting schedule. An additional USER mode custom builds between all of the parameters. A tubular steel diamond frame provides rugged strength and adjustable, 41mm cartridge-style USD (Up Side Down) forks provide superlative suspension control. A 17-inch cast aluminium front wheel is matched to a 15-inch rear for stability, and dual radial-mount four-piston front brake calipers bite 315mm discs.

We've made it easy to set up the Forza 750 as the ultimate riding companion with tailored TRAVEL, URBAN and STYLE accessory packs ready to go. Plus, the Forza 750 is now available in three new colour updates for 2024.



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



ENGINE

745 cc TWIN-CYLINDER

TRANSMISSION

DCT DUAL CLUTCH TRANSMISSION

TECHNOLOGY

HONDA ROADSYNC

Key Features

- 4 RIDING MODES
- 3-LEVEL HONDA SELECTABLE TORQUE CONTROL (HSTC)
- 69NM PEAK TORQUE
- 41MM CARTRIDGE-STYLE UP SIDE DOWN (USD) FORKS
- DUAL RADIAL-MOUNT FOUR-PISTON BRAKE CALIPERS
- 22L UNDERSEAT STORAGE
- SMART KEY OPERATION
- 35KW A2 LICENCE OPTION

Moving Forward

The Forza 350 sets the bar high. Taking inspiration from big brother Forza 750 the sleek new fairing and headlights are a fast-moving sculpture of aerodynamic efficiency and style. Its eSP+ SOHC liquid-cooled engine delivers 21.5kW, for fast acceleration to keep ahead of downtown traffic and speed out on the highway. But, even with such excellent performance, the EURO5-compliant engine maintains the Forza reputation for fuel efficiency – it'll go as far as 350km on a full tank. It's also equipped with Honda Selectable Torque Control (HSTC), which constantly monitors rear-wheel grip, and manages engine torque accordingly.

The smartly redesigned front fairing and air scoop combine neatly to manage airflow and reduce rider back pressure at speed. The electrically operated windscreen adjusts easily, through a 180mm range. There's also the excellent, secure storage capacity that's essential for city life – enough space for up to two full-face helmets – and a handy USB Type-C socket in the glovebox to charge up a mobile device.

An attractive new instrument panel displays all information clearly at a glance, night or day. There's also the ability to link to many of your device's features via the Honda Smartphone Voice Control system. Additionally, seamless Smart Key operation ensures total ease, and can operate the optional Smart Top Box. The LED headlights and taillight are new and, just like the LED indicators designed as an integral part of the Forza 350's sculpted look. But this is not just about style; they ensure a big presence on the road at night, improving visibility.

The Forza 350 is now available in three new colour updates for 2024.



23YM Location Photos



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



PEAK POWER

21.5 kW

TECHNOLOGY

HONDA ROADSYNC

UNDERSEAT STORAGE

2 FULL-FACE HELMETS

Key Features

- ELECTRIC WINDSCREEN
- LCD DASH
- SMART KEY OPERATION
- USB TYPE-C CHARGING SOCKET
- 33MM TELESCOPIC FORKS
- ONE-PIECE ALUMINIUM SWINGARM
- LED HEADLIGHT
- DISC BRAKES & 2 CHANNEL ABS SYSTEM



FORZA 125

Make more of life

We introduced the Forza 125 in 2015 and it's been a class leader ever since, thanks to compact dimensions and strong engine performance. Beautifully sleek, the re-styled front fairing and headlights – inspired by the Forza 750 – slice through air efficiently, with aerodynamics that reduce rider back pressure at speed. The electric screen operates through 180mm for greater wind protection and less wind noise when raised or, when lowered, increased freedom around town. In the glovebox, you'll find a USB Type-C socket to keep a mobile device charged.

The liquid-cooled, 4V enhanced Smart Power (eSP+) engine is EURO5 compliant and equipped with Honda Selectable Torque Control (HSTC) to monitor and maintain rear tyre traction. Idling Stop technology increases fuel efficiency (a 298-mile tank range is possible) and reduces emissions, by cutting the engine after 3 seconds at standstill, and silently starting it again with a twist of throttle. Smart Key operation is easy – put it in a pocket and keep it there. It'll start the engine and open the seat, locking it when left, and also operates the optional Smart Top Box. There's room for two helmets under the seat and an attractive new dash. Full LED lighting ensures distinct presence and visibility that gets you noticed.

Sure, the Forza 125 stands out wherever it goes. But, if you want even more attention, the new Forza 125 Special Edition – finished in stealth Mat Cynos Grey Metallic paint with contrasting metallic red wheels, red highlights on the dash and embossed seat with red stitch detailing – adds an extra level of sporting desirability.



ENGINE

eSP+ Enhanced Smart Power

TECHNOLOGY

Smart Key

UNDERSEAT STORAGE

2 FULL-FACE HELMETS

Key Features

- LCD DASH
- HONDA SELECTABLE TORQUE CONTROL
- IDLING STOP TECHNOLOGY
- ELECTRIC WINDSCREEN
- USB TYPE-C CHARGING SOCKET
- 33MM TELESCOPIC FORKS
- DISC BRAKES & 2 CHANNEL ABS SYSTEM



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



Infinite adventure around every corner

Combining the capabilities and performance of an adventure motorcycle, with the comfort, convenience and commuting ability of a large-capacity scooter, the X-ADV is a two-wheeled SUV that defies convention. And as a premium urban explorer, capable of going from city block to off-road trail in a heartbeat, it turns the daily commute, and every single ride, into a unique experience.

The lightweight frame design and contoured seat make ground reach easy, while tough bodywork defines a rugged style the X-ADV has made its own. It also hides ample storage space and a USB Type-C socket. Sharp, dual front headlights feature highly visible Daytime Running Light (DRL) technology, while the full-colour TFT screen offers intuitive control. You can also link to many smartphone functions, such as navigation, calls, messages and music, via the Honda Smartphone Voice Control system.

There's a punchy 69Nm torque on tap from the 745cc parallel twin-cylinder engine, with an easy A2 licence conversion. Throttle By Wire (TBW) control and four riding modes (STANDARD, RAIN, SPORT and GRAVEL) optimise performance to suit conditions and terrain. With the USER mode you can customise Engine Power, DCT (Dual Clutch Transmission) shifting schedule, HSTC (Honda Selectable Torque Control) and ABS level.

We've made it easy to prepare the X-ADV for whatever you have in store, with tailored accessory packs: ADVENTURE, TRAVEL and STYLE good to go. For 2024, the X-ADV has three new colour updates, including the special edition Iridium Gray Metallic (shown in packshot aside).



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

21YM Location Photos

ENGINE

745 cc TWIN-CYLINDER

PEAK POWER

43.1 kW

PEAK TORQUE

69 Nm

Key Features

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



ADV350

Adventure spirit, urban style

Take the very best scooter technology we have. Add a large dash of adventure DNA from our ground-breaking X-ADV, and you arrive somewhere new – the ADV350. Weighing just 186kg, with a contoured seat set 795mm high for easy ground reach, it's built with fresh styling and accompanied by all the sophistication needed to make urban travel effortless. For dealing with less than perfect surfaces, it has the supple control of high-quality, long-travel motorcycle-style Upside Down forks (USD) and twin, remote reservoir rear shock absorbers with triple-rate springs. There's also extra ground clearance, while block-pattern tyres cover light off-road riding and unpaved tracks easily.

But we haven't forgotten comfort and practicality. There's enough underseat storage for two full-face helmets, plus a glovebox with USB Type-C socket. Ready to go? Put the Smart Key in your pocket, and ride. It arms the ignition system, opens the seat and also operates the (optional) Smart Top Box. For versatility and comfort the screen adjusts in 4 stages, height and angle, through 133mm. And keep in touch while you ride; the negative LCD dash features the Honda Smartphone Voice Control system* (HSVCs) which links to your device for making calls or listening to music.

The 330cc, enhanced Smart Power+ (eSP+) engine delivers traffic-beating acceleration and plenty of power for longer-range highway commutes. Because riding conditions can change quickly, 2-level Honda Selectable Torque Control (HSTC) manages rear wheel traction for the confidence to ride on. Fuel economy of 30km/l (WMTC mode) and 11.7L fuel tank deliver a potential range of 340km.



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

PEAK POWER

21.5 kW

PEAK TORQUE

31.5 Nm

TECHNOLOGY

HONDA ROADSYNC

Key Features

- 125MM FRONT AND 130MM REAR SUSPENSION TRAVEL
- 145MM GROUND CLEARANCE
- ADJUSTABLE SCREEN
- UNDERSEAT STORAGE FOR 2 FULL-FACE HELMETS
- GLOVEBOX WITH USB TYPE-C SOCKET
- 2-LEVEL HONDA SELECTABLE TORQUE CONTROL (HSTC)
- NEGATIVE LCD DISPLAY
- SMART KEY OPERATION





350 performance timeless style

The SH350i defines our ultimate SH. Sleek, slim bodywork wraps the tubular steel frame beneath and supports the easy-to-use, practical flat floor that sets all SH scooters apart. The riding position is comfortable, upright, relaxed and suitable for a variety of rider heights. 16-inch front and rear wheels roll smoothly over rough tarmac and provide stability at higher speeds. Supple suspension – 35mm telescopic front forks and dual rear shocks – is matched to ABS-controlled disc braking front and rear.

Its strong, eSP+ SOHC 4V, liquid-cooled engine helps you get around town and go faster and further out on the open highway. Peak output is 21.6kW in total with top speed of 134km/h, and 0-200m covered in just 10.2s. Honda Selectable Torque Control (HSTC) monitors and manages rear tyre grip, giving you extra confidence to ride in all conditions. And the SH350i engine has full EURO5+ compliance.

Sophisticated design details are everywhere. Convenience is provided by the Smart Key, which can be stored in a pocket and operates the ignition and seat, as well as the optional Smart Top Box. There's room for a full-face helmet under the comfortable seat and a USB Type-C charging socket ready to plug straight into. All lighting, including indicators, is crisply efficient LED, while the attractive LCD dash provides clearly displayed information.

The SH350i has six updated colours for 2024, including the special Sport Edition colour scheme available in black and silver (shown in packshot aside).



22YM Location Photos



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

ENGINE

330cc

UNDERSEAT STORAGE

1 FULL-FACE HELMET

TECHNOLOGY

HSTC HONDA SELECTABLE TORQUE CONTROL

Key Features

- 21.6KW PEAK POWER
- SMART KEY OPERATION
- USB TYPE-C CHARGING SOCKET
- LCD DASH
- FULL LED LIGHTING
- 16-INCH FRONT AND REAR WHEELS
- DISC BRAKES AND ABS
- 35MM TELESCOPIC FRONT FORKS





You always notice the top of the class

Living in the city, we know your life moves fast. You need to stay ahead. By instinct and design, so do our beautiful SH125i and SH150i. Both stay out front thanks to smooth, sculpted bodywork wrapping powerful and fuel-efficient, Idling Stop-equipped liquid-cooled eSP+ EURO5+ compliant engines. And the peace of mind of Honda Selectable Torque Control (HSTC) to manage rear tyre grip in all conditions.

There's also plenty of storage, enough for a full-face helmet with room to spare. The rear shock absorbers and swingarm are designed to deliver a smooth ride, alongside the stability delivered by front and rear 16-inch wheels.

The SH signature flat floor offers real convenience day-to-day, as does the integrated USB charging socket. Full LED lighting and a super-sharp LCD dash are premium touches. And for simply-go ease, the Smart Key operates the ignition, seat, filler cap and steering lock from your pocket, in addition to the optional Smart Top Box. It's in our DNA to improve things. It's what we do. And we've always engineered the SH125i and SH150i to be the very best they can be. Which, if we're honest, we think you'll notice.

The SH125i and SH150i are available in seven updated colours for 2024, including the special Sport Edition colour scheme available in black and white (shown in packshot aside).



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



22YM Location Photos



ENGINE

eSP+ ENHANCED SMART POWER

UNDERSEAT STORAGE

1 FULL-FACE HELMET

TECHNOLOGY

HSTC HONDA SELECTABLE TORQUE CONTROL

Key Features

- SMART KEY
- ANTI-LOCK BRAKING SYSTEM
- EURO5+
- IDLING STOP TECHNOLOGY
- V-MATIC TRANSMISSION
- USB TYPE-C CHARGING SOCKET
- 16 INCH WHEELS



Sculpted from success

The new SH125i and SH150i Vetro's style update leads the way for the best-selling SH family. Meaning glass in Italian, production of the distinctive semi-transparent unpainted green fairing panels produces 9.5% less CO₂ emissions over a year of production compared to those of the standard colour schemes – a whole new way of reducing environmental impact. The SH Vetro also features a black front mudguard and black lower fairing with a bold white Honda logo. A silver SH logo also appears on the upper fairing.

As with every SH, this is a scooter built for life and features plenty of ever-useful storage plus a USB socket. The elegant looks are matched to effortless practicality. The overall compactness, flat floor and upright riding position are conspicuous SH hallmarks; there's also 28L under seat storage, capable of holding a full-face helmet.

The seat provides plenty of support and room to move around and its carefully contoured shape, plus slim floor width, makes reaching the ground easy. A USB socket is also included for smartphone charging. The LCD dash presents all warning lights neatly around a central digital speedo/odometer display. Smart Key operation adds day-to-day convenience – just put in a pocket, and ride.

The EURO5+ compliant four-valve eSP+ engine produces 9.6kW with 12Nm torque for vibrant around town performance, returns 45.7km/l fuel economy and features Idling Stop technology. HSTC (Honda Selectable Torque Control) to manage rear wheel traction is also a bonus so you can ride on with confidence no matter the weather. The rear suspension delivers real comfort with supple bump absorption and control while lightweight, 16-inch aluminium die-cast wheels are key for sure-footed handling ability and stability on a variety of road surfaces.



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



ENGINE

eSP+ ENHANCED SMART POWER

UNDERSEAT STORAGE

1 FULL-FACE HELMET

TECHNOLOGY

HSTC HONDA SELECTABLE TORQUE CONTROL

Key Features

- SMART KEY
- ANTI-LOCK BRAKING SYSTEM
- EURO5+
- IDLING STOP TECHNOLOGY
- V-MATIC TRANSMISSION
- USB TYPE-C CHARGING SOCKET
- 16 INCH WHEELS
- UNIQUE SEMI-TRANSPARENT MATERIAL

SH mode

Rediscover the city

Based on the hugely popular SH125i, the compact size, smart bodywork and low running costs of the SH Mode 125 make it a perfect partner for busy urban life. And, because it's a member of our SH family, beautiful form also incorporates a great deal of practical functionality. A spacious flat floor features spacious leg room; with an 18.5L storage area, there's room for a full-face helmet under the seat (and more) and a handy glovebox with USB Type-C socket in the fairing. The headlight is smart and efficient LED.

This is a scooter built for day-to-day convenience, so here's one less thing to think about during a busy day; keep the Smart Key in a pocket, and ride. It will also lock the seat when you walk away. For light, confident handling, the eSAF steel frame, supple suspension and cast aluminium, 16-inch front and 14-inch rear wheels – with fuel-saving tyres – combine to smooth out rough city tarmac.

The SH Mode also features an easy to use eSP+ water-cooled engine. Just wind on the throttle, and go. This is an economical, EURO5+ powerplant designed for everybody to enjoy with a flat, linear response that's smooth and efficient.



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



ENGINE

eSP+ ENGINE

UNDERSEAT STORAGE

1 FULL-FACE HELMET

PEAK TORQUE

12.1 Nm

Key Features

- SMART KEY OPERATION
- IDLING STOP TECHNOLOGY
- GLOVE BOX WITH USB TYPE-C SOCKET
- LCD DASH
- 18.5L STORAGE AREA
- 16-INCH FRONT AND 14-INCH REAR WHEELS
- FRONT DISK BRAKE

Super Cub

A world of motion

Easy, simple, stylish. And the product of one engineer's dream; it was Soichiro Honda's burning desire to bring the joy of mobility to peoples' lives. His creation, the Super Cub, has stood the test of time; over the last 60 years, over 100 million have been made. Its useful genius is why you'll find it on European streets today – the Super Cub C125 is a stylish, contemporary evolution of a revolutionary machine that's worked so hard for so many, for so long.

Super Cub appeal has never gone out of fashion. With the credibility of decades, it has set the bar in terms of usability, economy and downright durability; oozing retro style, authentic to every nut and bolt – yet thoroughly modern in every detail – it's a scooter that's as useful as it ever was. Now, maybe even more so, with a brand-new, air-cooled engine giving more power and fuel economy plus updated, smooth-riding suspension.

As always, the Super Cub C125 is built around its rider. An upright, straight-backed riding position gives excellent all-round visibility, the seat uses high-density urethane foam for comfort, and the handlebars are rubber-mounted. A EURO5-compliant engine powers the Super Cub C125; air-cooled, two-valve and SOHC, it is designed tough, easy-to-use and fuel efficient. There's peak power of 7.2kW and amazing fuel economy – with a range of well over 200km possible from the 3.7L fuel tank. In classic Cub tradition, the 4-speed gearbox is operated via an automatic centrifugal clutch, so no need for a clutch lever. The tubular steel frame, telescopic forks, twin rear shocks, cast aluminium, 17-inch wheels and tubeless tyres ensure dependable handling. Full LED lighting and Honda Smart Key are premium touches and, for flexibility, the Super Cub C125 comes with a pillion seat and footpegs ready mounted.



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

PEAK POWER

4 SPEED GEARBOX

and automatic centrifugal clutch

ENGINE

AIR COOLED SOHC 2-VALVE

TECHNOLOGY

SMART KEY

Key Features

- 7.2 KW PEAK POWER
- PILLION SEAT AND FOOTPEGS STANDARD
- TELESCOPIC FORKS WITH NEW SPRINGS
- DUAL REAR SHOCKS WITH NEW SPRINGS
- FULL LED LIGHTING
- 17-INCH CAST ALUMINIUM WHEELS
- TUBELESS TYRES
- 220MM FRONT DISC BRAKE



PCX

The best view of the city

We should explain the philosophy behind the PCX 125 – and what’s made it one of Europe’s favourite scooters for over a decade. Personal Comfort with an ‘X’ level – PCX – is provided by the sit-in riding position, underseat storage for a full-face helmet and all-round high build quality. There’s no waiting around for an expensive taxi or delayed public transport. Just hit the start button and go.

This is a scooter designed to get you where you want to be in the city and look good as it does. The PCX125’s stunning style has always grabbed attention but hidden away beneath the swooping bodywork are details that make life that much easier. The ignition and seat, as well as the optional Smart Top Box are operated by a Smart Key – just put the key in your pocket and ride. Total volume under the seat is 30.4L and there’s also a USB Type-C socket in the glovebox, to keep your device topped up.

A powerful eSP+ SOHC engine delivers fast acceleration and a useful top speed. With an ACG generator, Idling Stop technology and EURO5 compliance, it’s clean and fuel-efficient, too. And, for extra riding confidence, Honda Selectable Torque Control (HSTC) monitors and manages rear tyre grip at all times. The duplex steel cradle frame is designed to deliver the durability needed for the rigours of urban life, without losing the in-town manoeuvrability the PCX125 has always been famous for. Long travel rear shock absorbers enhance comfort, while both wheels employ a stylish design that complements the bodywork.



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

TECHNOLOGY

SMART KEY

UNDERSEAT STORAGE

30.4L

FUEL CONSUMPTION

2.1 L/100 km

Key Features

- ENHANCED SMART POWER PLUS (ESP+) ENGINE
- IDLING STOP TECHNOLOGY
- LCD DISPLAY
- HONDA SELECTABLE TORQUE CONTROL
- FULL LED LIGHTING
- NEW DUPLEX STEEL FRAME
- LONGER TRAVEL REAR SHOCK ABSORBERS
- USB TYPE-C CHARGING SOCKET





Enjoy the city

We get it. Choosing a scooter on a budget can be a little confusing. So we've made it easy and engineered the Vision 110 to give you everything you need, and more. It wears a modern, stylish design that includes an LCD dash and the compact dimensions that make riding and parking in a busy city stress-free. Under-seat storage holds a full-face helmet and other items, and it doesn't get much more convenient than this; put the new Smart Key in your pocket and keep it there – it will start the engine and also lock the seat automatically.

The efficient, air-cooled enhanced Smart Power (eSP) fuel-injected engine is built light and tough. It's very easy to use, with crisp response – perfect for the urban rider – with great fuel economy thanks to low-friction technologies and Idling Stop. Constructed from laser-welded pressed steel, the lightweight enhanced Smart Architecture Frame (eSAF) offers ride comfort and light handling, matched to the confident stability added by the large-diameter, 16-inch wheels.

While it may represent straightforward, simple transport, the Vision 110 is so much more when it comes to all-round performance. And it has the build quality and many of the features you'd expect to find on a premium Honda scooter, at a price point that's hard to ignore.



21YM Location Photos



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



ENGINE

eSP

TECHNOLOGY

SMART KEY

FUEL CONSUMPTION

1.8L/100 km

Key Features

- 9NM PEAK TORQUE
- IDLING STOP TECHNOLOGY
- LCD DASH
- 17.7L UNDERSEAT STORAGE
- ENHANCED SMART ARCHITECTURE FRAME (ESAF)
- 16-INCH FRONT AND 14-INCH REAR WHEELS
- FRONT DISK BRAKE



Why not?

The EM1 e: is the first Honda EV two-wheeler to head to Europe.

Aimed squarely at a young demographic, our EM1 e: offers easy, fun urban riding. Designed for short hops around town and to make journeys to college or work efficient, quiet and emission-free, the EM1 e: syncs neatly with modern expectations and lifestyles.

For maximum day-to-day riding convenience, the EM1 e: is powered by the Honda Mobile Power Pack e:, a highly durable, long-lasting swappable battery developed in-house by Honda, which allows for quick and easy removal for charging at home in only 160 minutes.

And, to make sure you don't have to worry about disposal or recycling of the Honda Mobile Power Pack e:, it and the charger will be available based on a lease, rental or subscription scheme – depending on where you live. So, you can get on and enjoy your riding and have complete peace of mind with both the continued performance of the Honda Mobile Power Pack e:, and its eventual disposal.

Both elegant and practical the EM1 e: is compact and flat-floored – blending a mixture of smooth organic curves up front with a more purposeful rear section – with styling that marks it out as something different and unique, as befits the first electric two-wheeler to carry the Honda name. But, as you'd expect from Honda, there's function with the beautiful form. You'll find 3.3L of storage space under the seat, and an inner pocket large enough to store a 500ml PET water bottle can be found on the left side of the fairing front. On the right, a USB socket for smartphone charging on the go is a useful feature as is a handy hook to hang a bag from, and grab rails for the pillion passenger.

The chassis is reassuring, lightweight and tough with easy, confident handling perfect for young riders with seat height of just 740mm. The frame is a durable steel underbone design; 31mm telescopic forks are matched to twin rear shock absorbers equipped with double tube dampers. The brakes – 190mm disc/single-piston caliper front and 110mm drum rear – are linked by a Combined Brake System (CBS) for easy stopping control; when the rear brake is activated, CBS smoothly distributes braking power to the front.



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

RANGE

41 km

TORQUE

90 Nm

KERB WEIGHT

95 Kg

Key Features

- ZERO EMISSIONS AND ECO-FRIENDLY
- EASY TO RIDE, WITH STEP-THROUGH DESIGN, FLAT FLOOR AND LOW SEAT
- LOW MAINTENANCE AND COST EFFICIENT
- EASY TO CHARGE WITH A REMOVABLE 10.2KG LIGHTWEIGHT BATTERY
- MOBILE USB TYPE-A CHARGER
- BATTERY OWNERSHIP SCHEME



Specifications

Engine

| | FORZA 750 | FORZA 350 |
|----------------------------|--|---|
| Engine Type | Liquid-cooled 4-stroke 8-valve, SOHC parallel 2-cylinder | eSP+ liquid-cooled 4-stroke SOHC single |
| Engine Displacement | 745 cc | 330 cc |
| Max. Power Output | 43.1 kW @ 6,750 rpm (35 kW @ 6,000 rpm) | 21.5 kW @ 7,500 rpm |
| Max. Torque | 69 Nm @ 4,750 rpm (65 Nm @ 4,000 rpm) | 31.5 Nm @ 5,250 rpm |
| Fuel Consumption/Emissions | 3.6 l/100 km 85 g/km | 3.4 l/100 km / 79 g/km |

Chassis, Dimensions and Weight

| | FORZA 750 | FORZA 350 |
|------------------------------|---------------------|---------------------|
| Length x Width x Height (mm) | 2,200 x 790 x 1,485 | 2,147 x 754 x 1,507 |
| Seat Height (mm) | 790 | 780 |
| Wheelbase (mm) | 1,580 | 1,510 |
| Kerb Weight (kg) | 235 | 184 |

Wheels, Suspension and Brakes

| | | |
|---------------------|--|---|
| Brakes (Front/Rear) | 310 mm double hydraulic disc with radial 4 piston caliper / 240 mm single hydraulic disc with 2 piston caliper (2 Channel ABS System Type) | 256 mm disc / 240 mm disc (2 Channel ABS System Type) |
| Tyres (Front/Rear) | 120/70 R17 / 160/60 R15 | 120/70 R15 / 140/70 R14 |
| Suspension Front | 41 mm Upside Down Fork | 33 mm Telescopic |
| Suspension Rear | Monoshock damper, Pro-Link swingarm | Twin Shock |



New 2024 Colour
Mat Ballistic Black Metallic



New 2024 Colour
Iridium Gray Metallic



Mat Cynos Gray Metallic



Pearl Falcon Gray



Mat Jeans Blue Metallic



New 2024 Colour
Candy Chromosphere Red



New 2024 Colour
Pearl Nightstar Black



New 2024 Colour
Mat Pearl Cool White



New 2024 Colour
Mat Pearl Pacific Blue

FORZA 125

eSP+ liquid-cooled 4-stroke SOHC

124.9 cc

10.7 kW @ 8,750 rpm

12.3 Nm @ 6,500 rpm

2.4 l/100 km / 54 g/kg

2,145 x 750 x 1,500

780

1,505

162

256 mm disc / 240 mm disc (2 Channel ABS System Type)

120/70 R15 / 140/70 R14

33 mm Telescopic

Twin Shock



Mat Cynos Gray Metallic



Pearl Falcon Gray



Mat Ballistic Black Metallic



New 2024 Colour
Iridium Gray Metallic



Mat Cynos Gray Metallic



Mat Pearl Pacific Blue



New 2024 Colour
Puco Blue



New 2024 Colour
Grand Pirx Red



New 2024 Colour
Pearl Siena Red

X-ADV

Liquid-cooled 4-stroke 8-valve, SOHC parallel 2-cylinder

745 cc

43.1 kW @ 6,750 rpm (35 kW / 6,000 rpm)

69 Nm @ 4,750 rpm (65 Nm @ 4,000 rpm)

3.6 l/100 km / 85 g/kg

2,215 x 940 x 1,370

820

1,590

236

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

120/70 R17 / 160/60 R15

41 mm Upside Down

Monoshock damper, Pro-Link swingarm



ADV 350

Liquid-cooled 4-stroke SOHC single

330 cc

21.5 kW @ 7,500 rpm

31.5 Nm @ 5,250 rpm

3.4 l/100 km / 79 g/kg

2,200 x 895 x 1,295

795

1,520

186

256 mm single disc / 240 mm single disc (2 Channel ABS System)

120/70 R15MC / 140/70 R14MC

Upside down fork

Twin shock



New 2024 Colour
Pearl Falcon Gray



New 2024 Colour
Mat Coal Black Metallic



New 2024 Colour
Mat Pearl Cool White



New 2024 Colour
Mat Pearl Pacific Blue

Specifications

Engine

| | SH 350i | SH MODE 125 |
|----------------------------|---|--|
| Engine Type | eSP+ liquid-cooled 4-stroke SOHC single | eSP+ Single -cylinder, water-cooled SOHC |
| Engine Displacement | 330 cc | 125 cc |
| Max. Power Output | 21.6 kW @ 7,500 rpm | 8.5 kW @ 8,500 rpm |
| Max. Torque | 31.5 Nm @ 5,250 rpm | 12.1 Nm @ 5,000 rpm |
| Fuel Consumption/Emissions | 3.3 l/100 km / 77.8 g/km | 2.1 l/100 km / 49 g/km |

Chassis, Dimensions and Weight

| | SH 350i | SH MODE 125 |
|------------------------------|---------------------|---------------------|
| Length x Width x Height (mm) | 2,160 x 742 x 1,160 | 1,950 X 670 X 1,110 |
| Seat Height (mm) | 805 | 765 |
| Wheelbase (mm) | 1,450 | 1,305 |
| Kerb Weight (kg) | 172 | 118 |

Wheels, Suspension and Brakes

| | SH 350i | SH MODE 125 |
|---------------------|--|-------------------------------------|
| Brakes (Front/Rear) | 256mm hydraulic disc with two piston caliper / 256mm | 220 mm hydraulic disc / 130 mm drum |
| Tyres (Front/Rear) | 110/70 R16 / 130/70 R16 | 80/90 R16 / 100/90 R14 |
| Suspension Front | 35 mm Telescopic | Telescopic |
| Suspension Rear | Dual-damper unit swingarm | Unit Swingarm |



New 2024 Colour
Mat Pearl Cool White



New 2024 Colour
Mat Ruthenium Silver Metallic



New 2024 Colour
Mat Galaxy Black Metallic



New 2024 Colour
Mat Techno Silver Metallic



New 2024 Colour
Black



New 2024 Colour
Zefiro Blue Metallic



New 2024 Colour
Pearl Jasmine White



New 2024 Colour
Candy Laster Red



New 2024 Colour
Mat Coal Black Metallic
Sport Edition



New 2024 Colour
Mat Techno Silver Metallic
Sport Edition

SH 125i / SH 150i

| eSP+ liquid-cooled 4-stroke SOHC single | | Air-cooled SOHC 4-stroke 2-valve |
|---|------------------------|----------------------------------|
| 124.5 cc | 157 cc | 124 cc |
| 9.6 kW @ 8,250 rpm | 12.4 kW @ 8,500 rpm | 7.2 kW @ 7,500 rpm |
| 12 Nm @ 6,500 rpm | 14.9 Nm @ 6,500 rpm | 10.4 Nm @ 6,250 rpm |
| 2.1 l/100 km / 52 g/kg | 2.2 l/100 km / 54 g/km | 1.5l/100 km / 34 g/km |

| 2,085 x 740 x 1,129 | | 1915 x 720 x 1,000 |
|---------------------|-------|--------------------|
| 799 | | 780 |
| 1,350 | | 1,245 |
| 133.9 | 134.1 | 110 |

| ABS System Type 2 Channel | | Single 220 mm disk /Single 110 mm drum. Single Channel ABS |
|---------------------------|--|--|
| 100/80 R16 / 120/80 R16 | | 70/90 R17 M/C 38P / 80/90 R17 M/C 50P |
| Telescopic | | Telescopic |
| Dual-damper unit swingarm | | Twin Shock |



New 2024 Colour
Pearl Nightstar Black



New 2024 Colour
Mat Pearl Cool White



New 2024 Colour
Pearl Falcon Grav



New 2024 Colour
Mat Pearl Pacific Blue



Mat Axis Grey Metallic



New 2024 Colour
Vetro Green



New 2024 Colour
Mat Coal Black Metallic
Sport Edition



New 2024 Colour
Mat Pearl Cool White
Sport Edition

*Both 125 and 150cc have the same colour options

Specifications

PCX 125

VISION 110

Engine

| | | |
|------------------------------|--|------------------------------|
| Engine Type | eSP+ Single -cylinder, water-cooled SOHC | eSP Air-cooled 4-stroke SOHC |
| Engine Displacement | 125 cc | 109 cc |
| Max. Power Output | 9.2 kW @ 8,750 rpm | 6.4 kW @ 7,500 rpm |
| Max. Torque | 11.8 Nm @ 6,500 rpm | 9 Nm @ 5500 rpm |
| Fuel Consumption / Emissions | 2.1 l/100 km / 49 g/km | 1.8 l/100 km / 44 g/km |

Chassis, Dimensions and Weight

| | | |
|------------------------------|---------------------|---------------------|
| Length x Width x Height (mm) | 1,935 x 740 x 1,105 | 1,925 x 686 x 1,125 |
| Seat Height (mm) | 764 | 785 |
| Wheelbase (mm) | 1,315 | 1,280 |
| Kerb Weight (kg) | 130 | 100 |

Wheels, Suspension and Brakes

| | | |
|---------------------|---|-----------------------------------|
| Brakes (Front/Rear) | 220 mm hydraulic disc with combined 2 piston caliper / 130mm drum | 220mm hydraulic disc / 130mm drum |
| Tyres (Front/Rear) | 110/70 R 14 / 130/70 R13 | 80/90 R16 / 90/90 R14 |
| Suspension Front | 31 mm telescopic fork | 31mm Telescopic |
| Suspension Rear | Twin suspension aluminium swingarm | Unit Swingarm |



Mat Galaxy Black Metallic



Pearl Jasmine White



Mat Galaxy Black Metallic



Pearl Jasmine White



Mat Suit Blue Metallic



Pearl Jupiter Gray



Mat Suit Blue Metallic



Pearl Jupiter Gray

Specifications

EM1 e:

EV Motor and Battery

| | |
|-----------------------------------|--|
| Motor Type | In-wheel 3-phase electric motor, brushless |
| Max. Power | 1.7 kW |
| Max. Torque | 90 Nm |
| Energy Consumption (WMTC Class 1) | 47 Wh/km |
| Battery Type | Lithium ion (Removable) |
| Battery Range (on full charge) | 41km* |

Chassis, Dimensions and Weight

| | |
|----------------------------------|---------------------|
| Length x Width x Height (mm) | 1,860 x 680 x 1,080 |
| Seat Height (mm) | 740 |
| Wheelbase (mm) | 1 300 |
| Vehicle Weight with Battery (kg) | 95 |

Wheels, Suspension and Brakes

| | |
|---------------------|---|
| Brakes (Front/Rear) | 1 channel CBS disk / 1 channel CBS drum |
| Tyres (Front/Rear) | 90/90-12 44J / 100/90-10 56J |
| Suspension Front | Telescopic |
| Suspension Rear | Twin shock |



Mat Ballistic Black Metallic



Digital Silver Metallic



Pearl Sunbeam White



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 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.



EURO 5+

Complies with EURO 5+ emissions regulations.



HONDA IGNITION SECURITY SYSTEM

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



HELMET STORAGE

Large storage space for 2 full-face helmets.



HELMET STORAGE

Large storage space for a full-face helmet.



ELECTRIC WINDSCREEN

Offers wind and weather protection raised and a sense of freedom when lowered.



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.



HONDA ROADSYNC

Bluetooth connectivity for easy management of navigation, calls, messages and music whilst riding. Available on Android™ and iOS™ devices.



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.



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.



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.



V-MATIC TRANSMISSION

Belt-converter transmission with advanced three-stage operation provides seamless shifting throughout a wide range of speeds delivered with twist-and-go ease.



PRO-LINK® REAR SUSPENSION

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

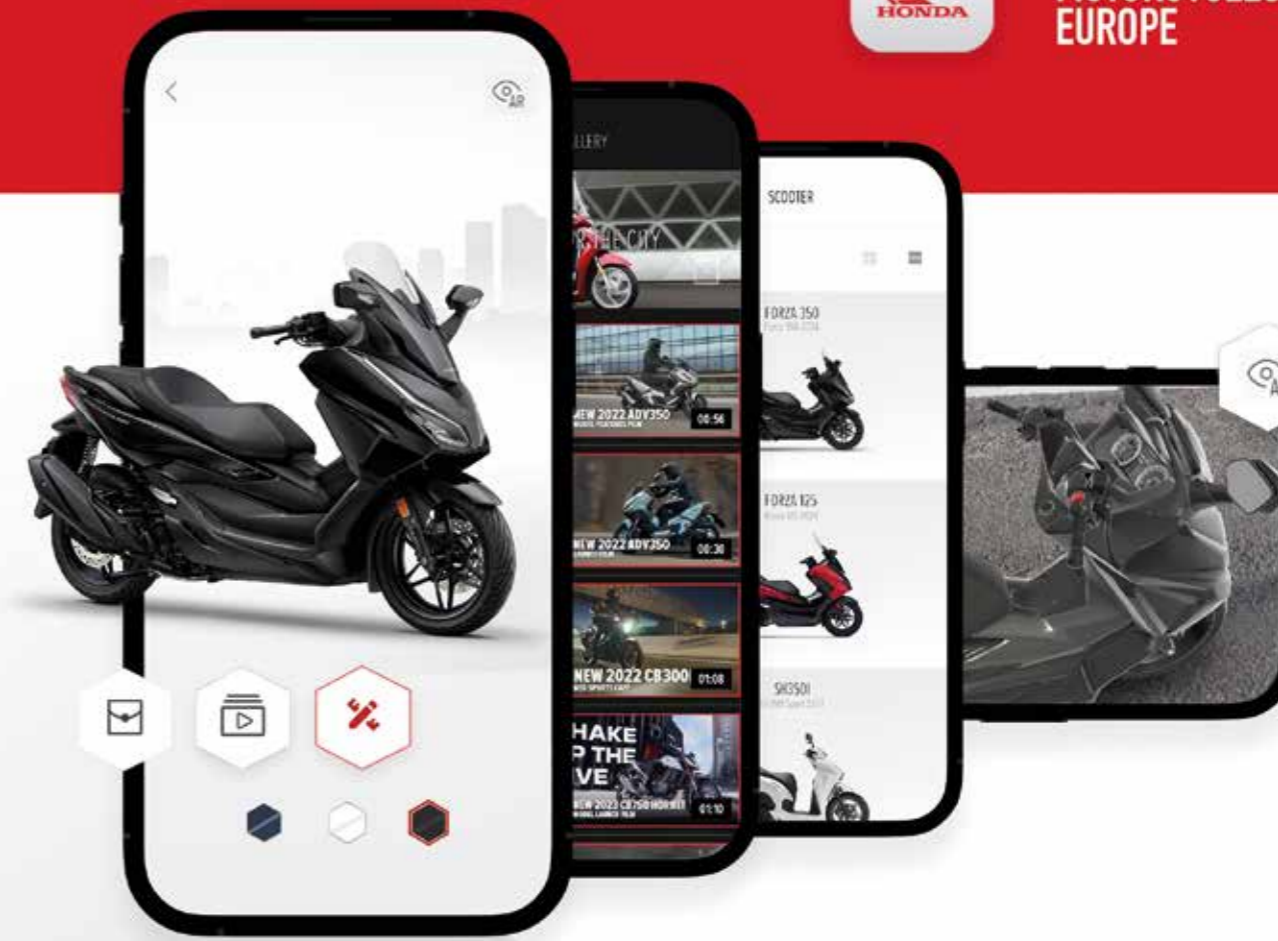


HONDA SELECTABLE TORQUE CONTROL

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.



HONDA
MOTORCYCLES
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HONDA MOTORCYCLES EUROPE APP

- EXPLORE THE LATEST MOTORCYCLES
- VIDEO GALLERY
- CONFIGURE YOURS
- ALL COLOURS AND ACCESSORIES
- SEE IT IN 3D AND AR

Configure your bike and find out more about the full range and accessories by visiting our website or downloading the Honda Motorcycles Europe app.



The Power of Dreams



Enthusiast. Rider. Dreamer.

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

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

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

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

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





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

Honda Motor Europe – Motorcycles
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insert local URL here



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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**