



ADVENTURE 2021

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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BORN IN THE DESERT **READY** FOR ANYWHERE

Built without compromise and on experience of decades, the CRF1100L Africa Twin opens up extreme terrain. A cubic capacity of 1100cc for its parallel twin-cylinder engine boosts torque and power and, alongside the injection of extra performance, we've completely redesigned the chassis. A lighter main frame, stiffer aluminium CRF450R-style swingarm and bolt-on aluminium rear subframe are matched to adjustable, long-travel USD Showa front forks and rear shock.

A six-axis Inertial Measurement Unit (IMU) delivers precise management of Honda Selectable Torque Control (HSTC) and Wheelie Control. An OFF-ROAD setting also joins the URBAN, TOUR and GRAVEL default riding modes, while ABS features off-road settings including rear ABS switch-off. Honda's unique Dual Clutch Transmission (DCT) is also an option.

The riding position is tailored for sitting and standing with high-set handlebars and contoured, narrower seat profile. Taut rally-style bodywork is slim—perfect for easy movement around the machine and seeing the trail ahead—with compact front fairing and screen. A full colour 6.5-inch TFT touchscreen display features Apple CarPlay® and Bluetooth connectivity. Dual headlights are full LED with Daytime Running Lights (DRL) technology and cruise control is standard. 2020 also sees the arrival of a new tricolour Africa Twin to compliment the existing red and black models.

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

KEY FEATURES

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

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



**Africa
Twin**





MAX POWER OUTPUT

75 kW

MAXIMUM TORQUE

105 Nm

TRANSMISSION

DCT Dual Clutch Transmission



ESCAPISM AT ITS PEAK

The desire to discover defines the CRF1100L Africa Twin Adventure Sports. It starts in the right place, just like the Africa Twin, but adds the ability to go big distance in genuine comfort.

A 24.8L fuel tank opens up range between stops and the comfortable seat means you can go the kilometres too. It's also built to survive, with large aluminium skid-plate and side fairing inserts. Alongside the standard Showa suspension, there's the option of Showa Electronically Equipped Ride Adjustment (Showa EERA™) for optimum damping settings all the time. Four pre-set modes cover all scenarios between touring, city and off-road riding and rear spring preload can also be electronically adjusted. Dual Clutch Transmission (DCT) is also an option.

And we haven't forgotten long-range motorcycling practicalities. The fairing offers extended wind protection while the 5-stage height-adjustable screen reduces helmet buffeting. The dual LED headlights feature DRL and Cornering Lights which automatically illuminate the blind spot on the inside of a corner. Heated grips and cruise control are standard. There's also an ACC charging socket and USB port, while tubeless tyres mean easy roadside repairs.

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

KEY FEATURES

- PARALLEL TWIN-CYLINDER ENGINE
- HONDA SELECTABLE TORQUE CONTROL (HSTC)
- 6-AXIS INERTIAL MEASUREMENT UNIT (IMU)
- 24L FUEL TANK
- 6.5-INCH TFT TOUCH SCREEN
- HEATED GRIPS
- CORNERING LIGHTS WITH DRL
- APPLE CARPLAY®

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





MAX POWER OUTPUT

75 kW

TRANSMISSION

DCT Dual Clutch Transmission

OPTIONAL

**SHOWA EERA™
SUSPENSION**



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, 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 in a heartbeat, the X-ADV turns the daily commute, and every single ride, into a unique experience.

The frame is lighter, a redesigned seat makes ground reach easier and new bodywork heightens a rugged style the X-ADV has made its own. It also hides more storage space and a USB Type-C charger. Sharply re-styled dual headlights feature highly-visible Daytime Running Light (DRL) technology, while the full-colour TFT screen offers intuitive control. You can now also link to many smartphone functions, such as navigation, calls, messages and music, via the new Honda Smartphone Voice Control system*.

We've raised the rpm limit and boosted power from the 745cc parallel twin-cylinder engine. 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.

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 UP SIDE DOWN (USD) FORKS
- DUAL, RADIAL-MOUNT FOUR-PISTON BRAKE CALIPERS
- LED HEADLIGHTS WITH DRL TECHNOLOGY
- SMART KEY OPERATION
- 35KW A2 LICENCE OPTION

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



X-ADV





ENGINE

745 cc twin-cylinder

MAX POWER OUTPUT

43.1 kW

MAX TORQUE

69 Nm



EVERY DAY IS FUN DAY

Sharper, more compact bodywork marks out the individuality of the new NC750X. But it's even more comfortable, thanks to its lower seat height, as well as a redesigned protective screen. 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. And all lighting is crisp LED.

Thanks to revised cam timing there's an extra 2kW peak power, up to 43.1kW for you to enjoy. There's also an extra 600rpm to enjoy to the redline, while 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. The manual gearbox is now managed via a slipper clutch, which is 20% lighter at the lever and manages the rear wheel under rapid downshifting and hard braking. On both manual and DCT versions, for faster around-town acceleration, gears 1-3 use shorter ratios while gears 4-6 have taller ratios.

Through an extensive redesign of the tubular steel diamond-style frame and various other detail improvements, the NC750X is a full 6kg lighter. Which, with a low centre of gravity from the forward-inclined engine, makes it even easier to handle. The 41mm Showa Dual Bending Valve (SDBV) front forks provide supple bump absorption, large or small, thanks to optimised compression and rebound damping 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.

KEY FEATURES

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

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



NC750X





ENGINE

745 cc twin-cylinder

MAXIMUM TORQUE

69 Nm

TRANSMISSION

DCT Dual Clutch Transmission option



THE ROAD TO DISCOVERY

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

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

LCD instruments feature a Gear Position and Shift Up indicator, tapered handlebars offer feel and leverage while the 17.5L fuel tank provides up to 450km range. No matter where your road leads and whether a new or experienced rider, the CB500X is the perfect companion for the journey.

KEY FEATURES

- PROGRAMMED FUEL INJECTION
- HONDA EVOLUTIONAL CATALYSING SYSTEM
- ANTI-BRAKING SYSTEM
- HONDA INTELLIGENT SECURITY SYSTEM
- EURO 5
- LED LIGHTS
- HONDA PRO-LINK® REAR SUSPENSION

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



500X



ENGINE

471 cc Parallel Twin

MAXIMUM TORQUE

43 Nm peak torque

MAX POWER OUTPUT

35 Kw



Location photos show 19YM CB500X

READY FOR ROAD AND TRAIL

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

Increased cubic capacity for the liquid-cooled, DOHC 4V single-cylinder engine results in an extra 1.9kW peak power, at 20.1kW, and 4Nm more peak torque, at 26.6Nm. Gears 1-5 feature shorter ratios, for sharper acceleration, with taller sixth for cruising while an assist/slipper clutch eases upshifts and manages rear wheel 'hop' under rapid downshifts. A total of 4kg has been cut out of the chassis, thanks to a new frame design and lightweight, tapered aluminium swingarm. Ground clearance is improved by 30mm, to make bumping off kerbs (or over logs) so much easier.

To soak up hits, the suspension has longer travel. Up front the Showa 43mm USD forks get an extra 10mm, with spring rate and damping calibrated for both road and off-road riding, and there's an extra 20mm for the Pro-Link Showa monoshock. Easy control off-road needs free movement; the redesigned 7.8L fuel tank is narrower and saves weight. Matched to a re-contoured seat, it allows smooth weight transfer forward to elevate front tyre grip. And new, 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.

KEY FEATURES

- ASSIST AND SLIPPER CLUTCH
- 285MM GROUND CLEARANCE
- 880MM SEAT HEIGHT
- 142KG WET WEIGHT
- SHOWA 43MM USD FORKS WITH 260MM TRAVEL
- SHOWA REAR MONOSHOCK WITH 260MM TRAVEL
- TAPERED ALUMINIUM SWINGARM
- LCD INSTRUMENT DISPLAY

Find out more at
www.honda.co.uk



CRF
300L





MAX POWER

20.1 kW

MAX TORQUE

26.6 Nm

GROUND CLEARANCE

285 mm



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 CRF450RX, it adds long-range ability and comfort to its off-road performance. And it's now got more of both; the fuel tank has grown to 12.8L, with a 1.6L reserve. Unlike most dirt bikes, the flat filler cap is hinged for clean, easy-fill convenience. Ensuring relaxed, natural control, the handlebar position has been pulled back, the footpegs set lower and further back, making room for gear changing in off-road boots. They also feature rubber inserts. Seat height, at 885mm, is 10mm lower. 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 larger-capacity single-cylinder engine, delivering a healthy and responsive 26.6Nm peak torque with 20.1kW peak power. It's a total 4kg lighter with extra ground clearance built-in, while the Showa 43mm USD forks (with 10mm more travel) and rear shock provide excellent suspension reaction. 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.

KEY FEATURES

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

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



CRF
300 RALLY



MAX POWER

20.1 kW

MAX TORQUE

26.6 Nm

FUEL TANK

12.8 L



SPECIFICATIONS

ENGINE

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

CHASSIS, DIMENSIONS AND WEIGHT

Lenght x Width x Height (mm)	2,334 x 961 x 1,391
Seat Height (mm)	850-870mm (Standard) / 825-845 (low seat accessory) / 875-895mm (high seat accessory)
Wheelbase (mm)	1,575
Kerb Weight (kg)	226 (DCT 236)

WHEELS, SUSPENSION AND BRAKES

Brakes (Front/Rear)	310 mm dual wave floating hydraulic disc with radical fit 4-piston caliper / 256 mm wave hydraulic disc with 2-piston caliper, 2-channel with rear ABS on/off mode
Tyres (Front/Rear)	90/90-21 / 150/70R18
Suspension Front	SHOWA 45 mm cartridge-type inverted telescopic fork with dial-style preload adjuster and DF adjustments, 230 mm stroke
Suspension Rear	Monoblock aluminium swing arm with Pro-Link with SHOWA gas-charged damper, hydraulic dial-style preload adjuster and rebound damping adjustments, 220 mm rear wheel travel

CRF1100L AFRICA TWIN ADVENTURE SPORTS

Liquid-cooled 4-stroke 8-valve parallel twin with 270° crank and Unicam®
1,084 cc
75 kW @ 7,500 rpm
105 Nm @ 6,250 rpm
4.8 l/100 km (DCT 4.8 l/100 km) / 112 g/km (DCT 110 g/km)

2,330 x 960 x 1,560 (1,620 Screen uppermost position)
850-870mm (Standard) / 825-845 (low seat accessory)
1,575
238 (DCT 248)

310 mm dual wave floating hydraulic disc with radical fit 4-piston caliper / 256 mm wave hydraulic disc with 2-piston caliper, 2-channel with rear ABS on/off mode
90/90-21 / 150/70R18
SHOWA 45 mm cartridge-type inverted telescopic fork with dial-style preload adjuster and DF adjustments, 230 mm stroke, Optional electronic controlled unit (SHOWA EERA™)
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, Optional electronic controlled unit (SHOWA EERA™)



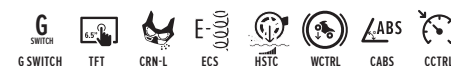
Grand Prix Red (CRF Red)



Mat Ballistic Black Metallic



New 2021 Colour
Pear Glare White Tricolor



Pearl Glare White Tricolor



Digital Black Metallic

X-ADV

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

745 cc

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

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

3.6 l/100 km / 85 g/km

2,215 x 940 x 1,370

820

1,590

236

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

120/70 R17 / 160/60 R15

41 mm Upside Down Fork

Monoshock damper, Pro-Link swingarm



Grand Prix Red



Graphite Black



Pearl Deep Mud Grey



Matte Beta Silver Metallic

NC750X

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

745 cc

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

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

3.5 l/100 km / 82 g/km

2,210 x 846 x 1,330

800

1,525 (DCT 1,535)

214 (DCT 224)

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

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

41 mm telescopic fork

Monoshock damper, Pro-Link® swingarm



Grand Prix Red



Mat Balistic Black Metallic



Pearl Glare White



Glint Wave Blue Metallic

CB500X

Liquid-cooled 4-stroke DOHC parallel twin

471 cc

35 kW @ 8,600 rpm

43 Nm @ 6,500 rpm

3.6 l/100 km / 82 g/km

2,155 x 825 x 1,410

830

1,445

197

310mm disc with two piston caliper/ 240mm with single disc caliper (2 channel ABS System Type)

110/80R19 / 160/60ZR-17

41mm Conventional Telescopic

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



New 2021 Colour
Mat Gunpowder Black Metallic



New 2021 Colour
Pearl Metalloid White



New 2021 Colour
Grand Prix Red

SPECIFICATIONS

CRF300L

ENGINE

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

CHASSIS, DIMENSIONS AND WEIGHT

Caster Angle	27.5°
Dimensions (L×W×H) (mm)	2,230 x 820 x 1,200
Frame type	Steel Semi-Double Cradle
Fuel Tank Capacity (Litres)	7.8
Ground Clearance (mm)	285
Kerb Weight (kg)	142
Seat Height (mm)	880

WHEELS, SUSPENSION AND BRAKES

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



Extreme Red

CRF300 RALLY

Liquid-cooled, Single, DOHC
286
10.7:1
76 x 63
Electric

27.5°
2,230 x 920 x 1,415
Steel Semi-Double Cradle
12.8
275
153
885

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



Extreme Red



HONDA TECHNOLOGY

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



SHOWA ELECTRONICALLY EQUIPPED RIDE ADJUSTMENT

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



TFT DISPLAY

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



TFT TOUCH SCREEN DISPLAY

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



CORNERING ABS

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



ANTI-LOCK BRAKING SYSTEM

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



G SWITCH

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



HONDA EVOLUTIONAL CATALYSING SYSTEM

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



HONDA IGNITION SECURITY SYSTEM

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



HONDA SELECTABLE TORQUE CONTROL

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



WHEELIE CONTROL

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



CRUISE CONTROL

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



CORNERING LIGHTS

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



LED LIGHTS

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



SMART KEY

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



PROGRAMMED FUEL INJECTION

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



SHOWA DUAL BENDING VALVE

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



SHOWA USD FORK

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



PRO-LINK® REAR SUSPENSION

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



SIX RIDING MODES

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



ENGINE MODE SELECT BUTTON

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



ELECTRIC START

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



WAVY DISCS

Providing better heat dissipation and improved braking performance.



HONDA MOTORCYCLE EXPERIENCE

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

HONDA MOTORCYCLES EXPERIENCE

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







DREAMS REALLY DO COME TRUE

Soichiro Honda said,

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

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







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

Honda Motor Europe - Motorcycles
Cain Road, Bracknell, Berkshire, RG12 1HL England
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**