

ADVENTURE 2020



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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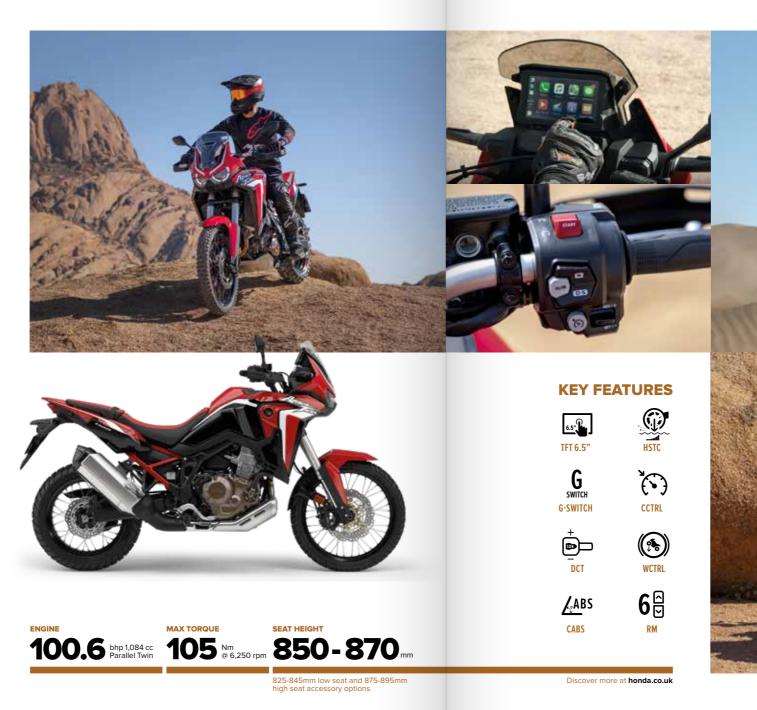


BORN IN THE DESERT READY FOR ANYWHERE

Built without compromise and on experience of decades the new CRF1100L Africa Twin opens up extreme terrain. Increased 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.







ESCAPISM AT ITS PEAK

The desire to discover defines the new CRF1100L Africa Twin Adventure Sports. And 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.





SEAT HEIGHT

100.6 ^{bhp} 850-870^m SUSPENSION

825-845mm low seat and 875-895mm high seat accessory options.

OPTIONAL:

ELECTRONIC

WCTRL

CRN-L

Discover more at honda.co.uk

DCT

<u>k</u>abs

CABS

MAX POWER OUTPUT

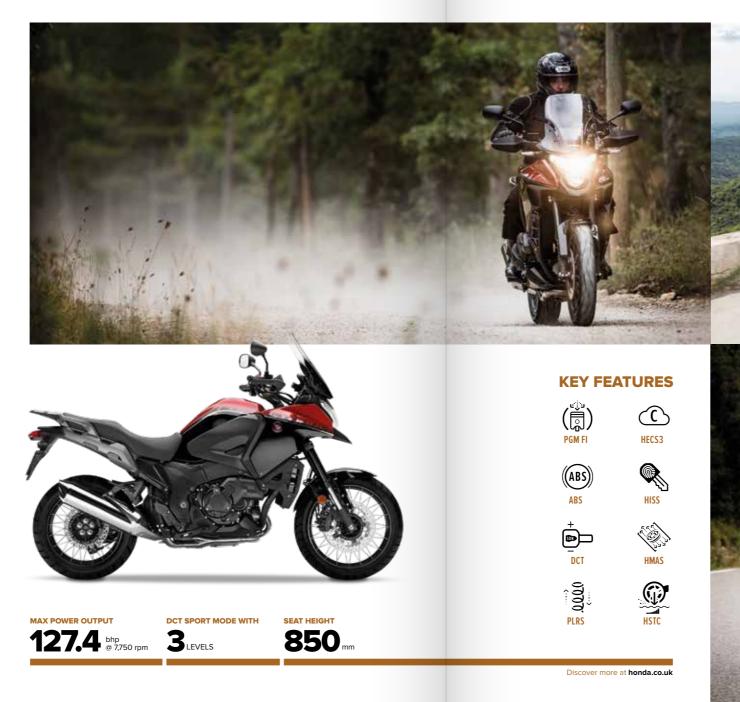




PUTS THE ADVENTURE INTO SPORTS TOURING

There's a whole world out there. And with the Honda VFR1200X Crosstourer you can explore it in comfort and style. It's a machine that gets the details just right; spoked wheels add style, but also absorb shocks from rough road surfaces and the advanced suspension system – with rigid 43mm USD forks – offers control, precise steering and stability. Power is provided by the 1,237cc V4 engine, which has been optimised for strong torque from low and medium rpm; it's also equipped with Honda Selectable Torque Control (HSTC). The optional Dual Clutch Transmission (DCT) offers a choice of two automatic modes as well as manual shifting. The 'S' mode features three levels for sportier riding.

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







FIND YOUR ESCAPE

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

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







KEY FEATURES

Image: Constraint of the second seco



Discover more at honda.co.uk

HSTC

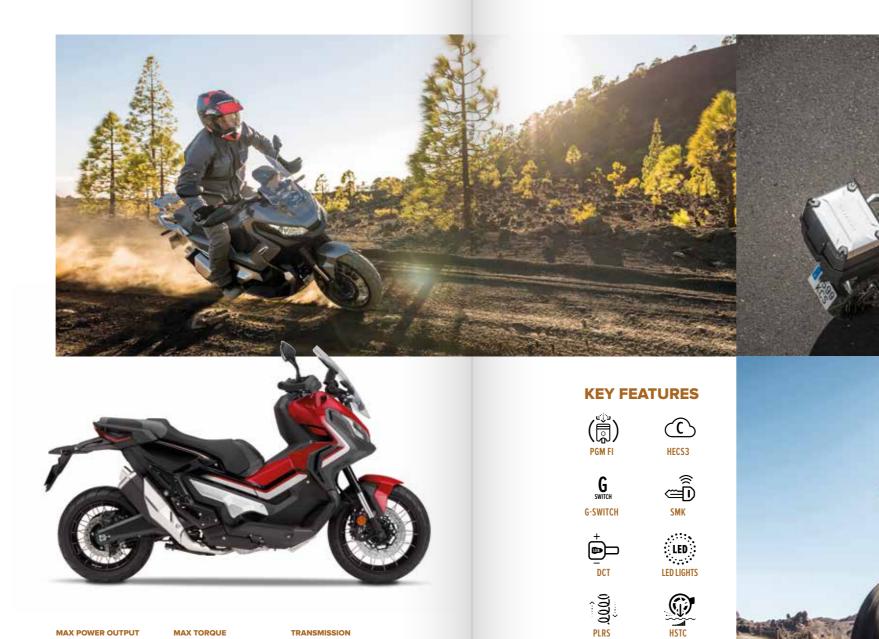
ODOD PLRS



YOUR HORIZONS ARE GOING TO CHANGE FOREVER

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

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



Discover more at honda.co.uk

54 ^{bhp} @ 6,250 rpm

68 Nm @ 4,750 rpm DCT

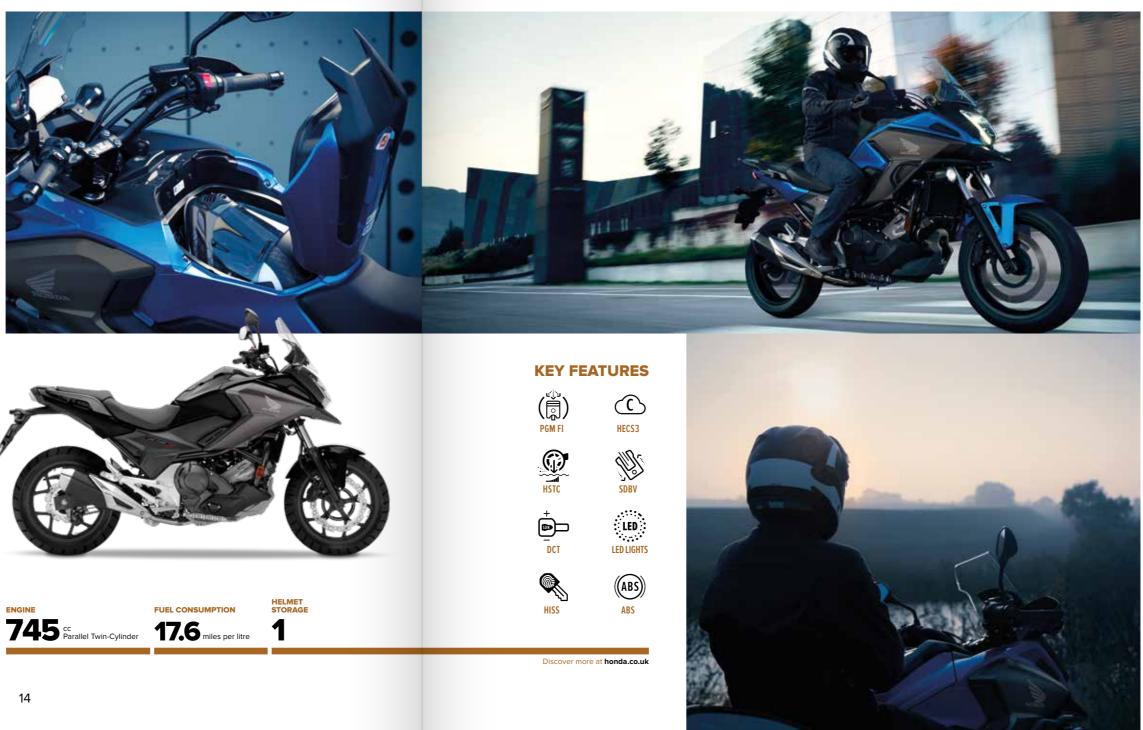




THE POWER OF FREEDOM

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

At Honda, we know that no two riders are the same. That's why the NC750X allows you to customise the ride to suit your preferences. The optional Dual Clutch Transmission (DCT) has a choice of Drive and Sport modes. Or if you prefer to change gear manually, you can use the up/down switches with your left hand. Stunning new colours for 2020 make the NC750X even more desirable.



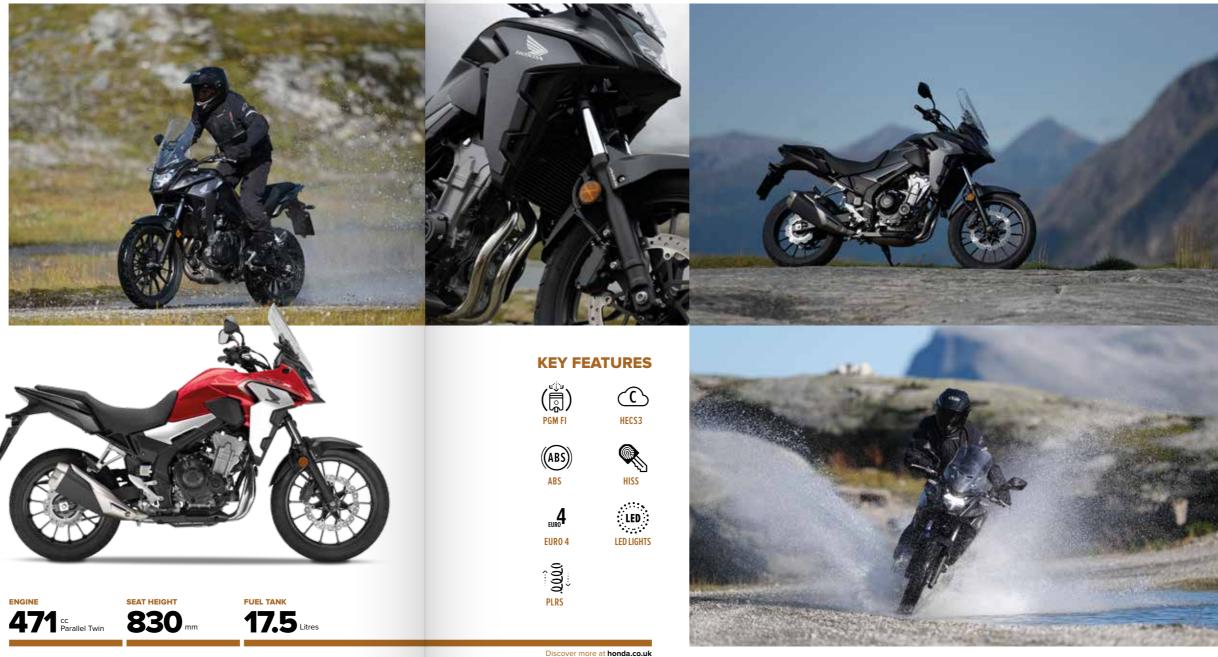


THE ROAD TO DISCOVERY

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 280 mile range. No matter where your road leads and wether a new or experienced rider, the CB500X is the perfect companion for the journey.





DUAL-PURPOSE DREAM MACHINE

It does exist. There is a fully road legal dualpurpose motorcycle that mixes cutting-edge off-road technology with high build quality and reliability. It's called the CRF450L. Developed using the CRF450R as a base it features a punchy 449 cc Unicam engine, twin-spar aluminium frame, six-speed gearbox, 7.6L titanium fuel tank, 18-inch rear wheel and premium Showa suspension. It also has electric start, full LED lighting and, for 2020, sharp new graphics.

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

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

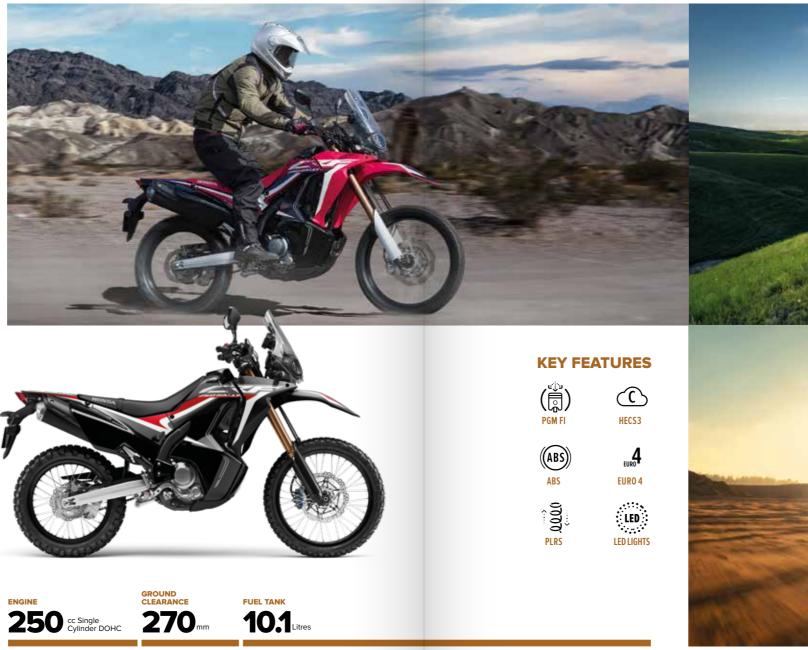




ADVENTURE EVERYWHERE

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

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



Discover more at honda.co.uk

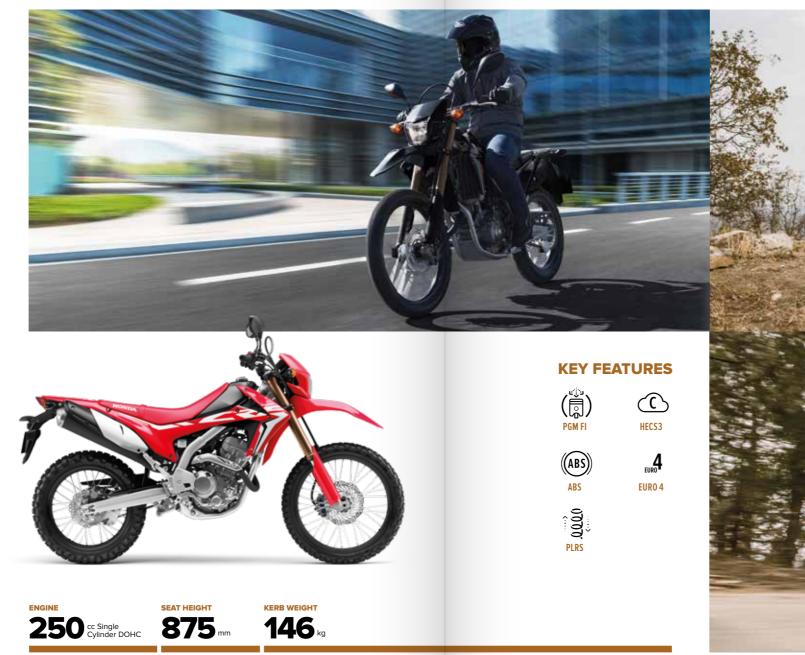




READY FOR ANYTHING

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

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



Discover more at honda.co.uk



ENGINE

CRF1100L AFRICA TWIN

Engine Type	Liquid-cooled 4-stroke 8-valve parallel Twin with 270° crank and Unicam®
Engine Displacement	1,084 cc
Max. Power Output	100.6 bhp @ 7,500 rpm (95/1/EC)
Max. Torque	105 Nm @ 6,250 rpm (95/1/EC)
Fuel Consumption / CO2 emissions	12.7 miles/litre / 112 g/km (DCT 13.6 miles/litre / 110 g/km)

CHASSIS, DIMENSIONS AND WEIGHT

Length × Width × Height (mm)	2,334 × 961 × 1,391	2,330 × 960 × 1,560 (1,620 Screen uppermost position)
Seat Height (mm)	850-870 mm (Standard) / 825-845 (low seat accessory) 875-895 mm (high seat accessory)	850-870 mm (Standard) 825-845 mm (low seat accessory)
Wheelbase (mm)	1,575	1,575
Kerb Weight (kg)	226 (DCT 236)	238 (DCT 248)

WHEELS, SUSPENSION AND BRAKES

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	310 mm dual w fit 4-piston cal 2-piston calipe
90/90-21M/C 54H (tube type) / 150/70R18M/C 70H (tube type)	90/90-21M/C (tubeless type
Showa 45 mm cartridge-type inverted telescopic fork with dial-style preload adjuster and DF adjustments, 230 mm stroke	Showa 45 mm with dial-style 230 mm stroke (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	Monoblock alu SHOWA gas-c preload adjust 220 mm rear v controlled unit
	fit 4-piston caliper / 256 mm wave hydraulic disc with 2-piston caliper, 2-channel with rear ABS on/off mode 90/90-21M/C 54H (tube type) / 150/70R18M/C 70H (tube type) Showa 45 mm cartridge-type inverted telescopic fork with dial-style preload adjuster and DF adjustments, 230 mm stroke Monoblock aluminium swing arm with Pro-Link with SHOWA gas-charged damper, hydraulic dial-style preload adjuster and rebound damping adjustments,

wave floating hydraulic disc with radical aliper / 256 mm wave hydraulic disc with per, 2-channel with rear ABS on/off mode

AFRICA TWIN

ADVENTURE SPORTS

Liquid-cooled 4-stroke 8-valve parallel twin

CRF1100L

with 270° crank and Unicam®

100.6 bhp @ 7,500 rpm (95/1/EC)

105 Nm @ 6,250 rpm (95/1/EC)

(DCT 13.6 miles/litre / 110 g/km)

12.7 miles/litre / 112 g/km

1,084 cc

54H (tubeless type) / 150/70R18M/C 70H

m cartridge-type inverted telescopic fork le preload adjuster and DF adjustments. ke, Optional electronic controlled unit RA™)

aluminium swing arm with Pro-Link with -charged damper, hydraulic dial-style ister and rebound damping adjustments, r wheel travel, Optional electronic nit (SHOWA EERA™)





Africa Twin Plus Edition

Matt Ballistic Black Metallic





Grand Prix Red (CRF Red)





Darkness Black Metallic



Pearl Glare White Tricolor

Africa Twin Plus Edition



VFR1200X CROSSTOURER

VFR800X CROSSRUNNER X-ADV

Liquid-cooled 4-stroke Unicam® 16-valve 76° V4	Liquid-cooled 4-stroke 16-valv	
1,237 cc	782 cc	
127.4 bhp @ 7,750 rpm (95/1/EC)	104.6 bhp @ 10,250 rpm (95/1/1	
126 Nm @ 6,500 rpm (95/1/EC)	75 Nm @ 8,500 rpm (95/1/EC)	
10 miles/litre / 146 g/km (DCT 10.4 miles/litre / 140 g/km)	11.6 miles/litre / 121 g/km	

2,285 × 915 × 1,460	2,190 × 870 × 1,360
850	835 / 815 (STD position / Low p
1,595	1,475
277 (DCT 287)	242

Dual 310 mm discs / Single 276 mm disc

ABS (2-Channel) 310 mm × 4.5 mm dual floating hydraulic disc / 256 mm × 6 mm hydraulic disc with 2-piston caliper

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

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

Pro-Link® with gas-charged HMAS damper, 35-step (remote-controlled hydraulic) preload and stepless

travel. 145 mm stroke



110/80-R19 / 150/70-R17

Candy Prominence Red



Candy Prominence Red

Pearl Glare White Tricolor

Darkness Black Metallic

24

ed 4-stroke 16-valve DOHC 90° V4

10,250 rpm (95/1/EC)



Liquid-cooled, L2, SOHC

745 cc

54 bhp @ 6,250 rpm (35 kW @ 5,750 rpm) 68 Nm @ 4,750 rpm (65 Nm @ 3,750 rpm)

16.8 miles/litre / 85 g/km

2,245 × 910 × 1,375 820 1,590 238

17M/C x MT3.5 10-spoke die-cast aluminium / 17M/C x MT5.5 10-spoke die-cast aluminium

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

rebound damping adjustment, 148 mm axle travel

ABS System Type 2 Channel

120/70 R17 / 160/60 R15

41 mm Upside down Preload, Dumping force adjustment

Pro-Link® with Rear Shock Preload adjustment



Matt Ballistic Black Metallic



Grand Prix Red



Matt Moonstone Silver Metallic



Matt Armored Green Metallic

ENGINE

NC750X

EITOINE	
Engine Type	Liquid-cooled 4-stroke 8-valve, SOHC parallel 2-cylinder
Engine Displacement	745 сс
Max. Power Output 54 bhp @ 6,250 rpm (35 kW @ 5.7	
Max. Torque 68 Nm @ 4,750 rpm (65 Nm @ 3.7	
Fuel Consumption / CO2 emissions	17.6 miles/litre / 81 g/km

CHASSIS, DIMENSIONS AND WEIGHT

Length x Width x Height (mm)	2,230 × 845 × 1,350
Seat Height (mm)	830
Wheelbase (mm)	1,535
Kerb Weight (kg)	220 (DCT 230)

WHEELS, SUSPENSION AND BRAKES

Brakes (Front/Rear)	320 mm single wavy hydraulic disc / 240 mm single wavy hydraulic disc	2 Channel ABS, 310 mm disc with two piston caliper / 240 mm with single disc caliper
Tyres (Front/Rear)	120/70ZR-17M/C / 160/60ZR-17M/C	110/80R19M/C / 160/60ZR-17M/C
Suspension Front	41 mm telescopic fork	Conventional Telescopic, 41 mm, pre-load adjustable
Suspension Rear	Monoshock damper, Pro-Link® swingarm, 150 mm travel	Pro-Link® mono with 5 stage Preload adjuster, steel square pipe swingarm



Glint Wave Blue Metallic





Candy Chromosphere Red



CB500X

46.9 bhp @ 8,600 rpm

17.3 miles/litre / 82 g/km

43 Nm @ 6,500 rpm

2,156 × 831 × 1,412

471 cc

830

1,445

178

Liquid-cooled 4-stroke DOHC parallel twin

Grand Prix Red







Pearl Metalloid White

CRF450L



Liquid-cooled 4-stroke single cylinder Unicam®	Liquid-cooled, Single, DOHC
449 сс	250 cc
24.7 bhp @ 7,500 rpm	24.4 bhp @ 8,500 rpm
32 Nm @ 3,500 rpm	22.6 Nm @ 6,750 rpm
14.8 miles/litre / 96 g/km	20.7 miles/litre / 70 g/km

2,280 × 825 × 1,260	2,210 × 900 × 1,425
940	895
1,500	1,455
131	157

260 mm hydraulic wavy disc / 240 mm hydraulic wavy disc	ABS System Type 2 Channel	ABS System Type 2 Channel
80/100-21 Dunlop MX3S / 120/80-18 Dunlop MX3S	3.00-21 51P / 120/80-18M/C 62P	3.00-21 51P / 120/80-18M/C 62P
Showa 49mm USD fork	43 mm Telescopic Upsidedown	43 mm Telescopic Upsidedown
Showa monoshock using Honda Pro-Link®	Pro-Link®	Pro-Link®



Extreme Red

Extreme Red

CRF250 RALLY CRF250L

Liquid-cooled, Single, DOHC

250 сс	
24.4 bhp @ 8,500 rpm	
22.6 Nm @ 6,750 rpm	
20.7 miles/litre / 70 g/km	

2,195 × 815 × 1,195	
875	
1,445	
146	



Matt Moonstone Silver Metallic



Extreme Red



Black

HONDA **TECHNOLOGY**



SHOWA ELECTRONICALLY EQUIPPED RIDE ADJUSTMENT

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

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 **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 ((ABS)

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



EURO 4 Complies with EURO 4 emissions regulations

G SWITCH

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



G

SWITCH

HONDA EVOLUTIONAL CATALYSING SYSTEM

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



HONDA IGNITION SECURITY SYSTEM

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



HONDA MULTI-ACTION SYSTEM

Cartridge-type front fork and rear damper design ensures a confident balance of compliant damping and precise handling.



(1)

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

CRUISE CONTROL (`**`**`

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

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

CORNERING LIGHTS

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

...... LED LIGHTS

: LED : 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

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

PRO-LINK® REAR SUSPENSION

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

ALUMINIUM FRAME

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

SIX RIDING MODES



ĭ ∽ v

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

TWS RIDING MODE SELECT SYSTEM

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

HONDA DCT **DUAL CLUTCH** TRANSMISSION



FREEDOM

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

S -Sport- For a more sporty driving style

1 MANUAL SELECT MODE

MT, with change of gear via left hand.

G SWITCH*

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

DCT RANGE





NC750X



VFR1200X

AFRICA TWIN ADVENTURE

SPORTS

AFRICA TWIN





DCT is an automated clutch and shift operation system that retains the direct acceleration feel of a manual transmission with the ease of use of

an automatic. DCT allows the rider to focus on accelerating. turning and braking, rather than gear shifting. This increases confidence and control for the rider. DCT technology takes the joy of riding and controlling your machine to the next level.

2 AUTOMATIC MODES D -Drive- For relaxed city and highway driving.

CONTROL

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





INTEGRA



X-ADV



GL1800 GOLD WING (3RD GEN. 7 SPEED DCT)

ADRENALINE TEST RIDE

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

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

For more info go to:

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













DREAMS REALLY DO COME TRUE

Soichiro Honda said,

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

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



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



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

