

**HONDA**  
The Power of Dreams



**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.



**ENGINE**  
**100.6** bhp 1,084 cc Parallel Twin

**MAX TORQUE**  
**105** Nm @ 6,250 rpm

**SEAT HEIGHT**  
**850-870** mm

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

## KEY FEATURES

- TFT 6.5"**
- HSTC**
- G SWITCH**  
**G-SWITCH**
- CCTRL**
- DCT**
- WCTRL**
- ABS**  
**CABS**
- 6**  
**RM**



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## 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.



MAX POWER OUTPUT  
**100.6** bhp @ 7,500 rpm

SEAT HEIGHT  
**850-870** mm  
OPTIONAL: **ELECTRONIC SUSPENSION**

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

### KEY FEATURES



TFT 6.5"



ECS



G-SWITCH



C-CTRL



DCT



W-CTRL



ABS



CRN-L



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# 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 self-cancelling 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.



MAX POWER OUTPUT  
**127.4** bhp @ 7,750 rpm

DCT SPORT MODE WITH  
**3** LEVELS

SEAT HEIGHT  
**850** mm

## KEY FEATURES



PGM FI



HECS3



ABS



HISS



DCT



HMAS



PLRS



HSTC



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*Crossrunner*

# 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.



MAX POWER OUTPUT

**104.6** bhp @ 10,250 rpm

SEAT HEIGHT

**815-835** mm

FUEL TANK

**20.8** Litres

## KEY FEATURES



PGM FI



HECS3



ABS



HISS



FULL LED



HMAS



PLRS



HSTC



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# 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 four-piston 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.



MAX POWER OUTPUT

**54** bhp @ 6,250 rpm

MAX TORQUE

**68** Nm @ 4,750 rpm

TRANSMISSION

**DCT**

## KEY FEATURES



PGM FI



HECS3



G-SWITCH



SMK



DCT



LED LIGHTS



PLRS



HSTC

Discover more at [honda.co.uk](http://honda.co.uk)



# 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 twin-cylinder 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.



**ENGINE**  
**745**<sup>cc</sup>  
Parallel Twin-Cylinder

**FUEL CONSUMPTION**  
**17.6** miles per litre

**HELMET STORAGE**  
**1**

## KEY FEATURES



PGM FI



HECS3



HSTC



SDBV



DCT



LED LIGHTS



HIS



ABS



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



**500X**

## 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 whether a new or experienced rider, the CB500X is the perfect companion for the journey.



**ENGINE**  
**471**<sup>cc</sup>  
Parallel Twin

**SEAT HEIGHT**  
**830** mm

**FUEL TANK**  
**17.5** Litres

### KEY FEATURES



PGM FI



HECS3



ABS



HISS



EURO 4



LED LIGHTS



PLRS



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# DUAL-PURPOSE DREAM MACHINE

It does exist. There is a fully road legal dual-purpose 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.



## KEY FEATURES



PGM FI



SUSDF



ALM-F



EGM



WVD



ELS



PLRS

### PERFORMANCE

**449** cc Unicam® Engine

### ENGINEERING

**6** Speed Transmission

### START

**ELECTRIC START** With lithium battery

19YM action photos

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





# 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 semi-double 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, easy-to-manage machine.



## KEY FEATURES



PGM FI



HECS3



ABS



EURO 4



PLRS



LED LIGHTS

**ENGINE**  
**250** cc Single Cylinder DOHC

**GROUND CLEARANCE**  
**270** mm

**FUEL TANK**  
**10.1** Litres

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**CRF**  
250L

# 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.



## KEY FEATURES



PGM FI



HECS3



ABS



EURO 4



PLRS

ENGINE

**250** cc Single Cylinder DOHC

SEAT HEIGHT

**875** mm

KERB WEIGHT

**146** kg

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



## SPECIFICATIONS

# CRF1100L AFRICA TWIN

### ENGINE

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 / CO <sub>2</sub> 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
Seat Height (mm)	850-870 mm (Standard) / 825-845 (low seat accessory) / 875-895 mm (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)	90/90-21M/C 54H (tube type) / 150/70R18M/C 70H (tube type)
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



Grand Prix Red (CRF Red)



Matt Ballistic Black Metallic

#### Africa Twin Plus Edition



Grand Prix Red (CRF Red)



Matt Ballistic Black Metallic

# CRF1100L AFRICA TWIN ADVENTURE SPORTS

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 / CO <sub>2</sub> emissions	12.7 miles/litre / 112 g/km (DCT 13.6 miles/litre / 110 g/km)

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

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)	90/90-21M/C 54H (tubeless type) / 150/70R18M/C 70H (tubeless type)
Suspension Front	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™)
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, Optional electronic controlled unit (SHOWA EERA™)



Pearl Glare White Tricolor



Darkness Black Metallic

#### Africa Twin Plus Edition



Pearl Glare White Tricolor



Darkness Black Metallic

# VFR1200X CROSSTOURER

Engine Type	Liquid-cooled 4-stroke Unicam® 16-valve 76° V4
Engine Displacement	1,237 cc
Max. Power Output	127.4 bhp @ 7,750 rpm (95/1/EC)
Max. Torque	126 Nm @ 6,500 rpm (95/1/EC)
Fuel Consumption / CO <sub>2</sub> emissions	10 miles/litre / 146 g/km (DCT 10.4 miles/litre / 140 g/km)

Length × Width × Height (mm)	2,285 × 915 × 1,460
Seat Height (mm)	850
Wheelbase (mm)	1,595
Kerb Weight (kg)	277 (DCT 287)

Brakes (Front/Rear)	Dual 310 mm discs / Single 276 mm disc
Tyres (Front/Rear)	110/80-R19 / 150/70-R17
Suspension Front	43 mm inverted telescopic forks with hydraulic damping, preload and rebound damping adjustment
Suspension Rear	Pro-Link® with gas-charged damper, preload and stepless rebound damping adjustment



Candy Prominence Red

# VFR800X CROSSRUNNER

Engine Type	Liquid-cooled 4-stroke 16-valve DOHC 90° V4
Engine Displacement	782 cc
Max. Power Output	104.6 bhp @ 10,250 rpm (95/1/EC)
Max. Torque	75 Nm @ 8,500 rpm (95/1/EC)
Fuel Consumption / CO <sub>2</sub> emissions	11.6 miles/litre / 121 g/km

Length × Width × Height (mm)	2,190 × 870 × 1,360
Seat Height (mm)	835 / 815 (STD position / Low position)
Wheelbase (mm)	1,475
Kerb Weight (kg)	242

Brakes (Front/Rear)	ABS (2-Channel) 310 mm × 4.5 mm dual floating hydraulic disc / 256 mm × 6 mm hydraulic disc with 2-piston caliper
Tyres (Front/Rear)	17M/C × MT3.5 10-spoke die-cast aluminium / 17M/C × MT5.5 10-spoke die-cast aluminium
Suspension Front	43 mm HMAS cartridge-type telescopic fork with stepless preload and ten DF adjustment, 131 mm axle travel, 145 mm stroke
Suspension Rear	Pro-Link® with gas-charged HMAS damper, 35-step (remote-controlled hydraulic) preload and stepless rebound damping adjustment, 148 mm axle travel



Candy Prominence Red



Matt Ballistic Black Metallic



Grand Prix Red



Matt Moonstone Silver Metallic



Matt Armored Green Metallic

# X-ADV

Engine Type	Liquid-cooled, L2, SOHC
Engine Displacement	745 cc
Max. Power Output	54 bhp @ 6,250 rpm (35 kW @ 5,750 rpm)
Max. Torque	68 Nm @ 4,750 rpm (65 Nm @ 3,750 rpm)
Fuel Consumption / CO <sub>2</sub> emissions	16.8 miles/litre / 85 g/km

Length × Width × Height (mm)	2,245 × 910 × 1,375
Seat Height (mm)	820
Wheelbase (mm)	1,590
Kerb Weight (kg)	238

Brakes (Front/Rear)	ABS System Type 2 Channel
Tyres (Front/Rear)	120/70 R17 / 160/60 R15
Suspension Front	41 mm Upside down Preload, Dumping force adjustment
Suspension Rear	Pro-Link® with Rear Shock Preload adjustment

## SPECIFICATIONS

### NC750X

#### ENGINE

Engine Type	Liquid-cooled 4-stroke 8-valve, SOHC parallel 2-cylinder
Engine Displacement	745 cc
Max. Power Output	54 bhp @ 6,250 rpm (35 kW @ 5,750 rpm)
Max. Torque	68 Nm @ 4,750 rpm (65 Nm @ 3,750 rpm)
Fuel Consumption / CO <sub>2</sub> 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
Tyres (Front/Rear)	120/70ZR-17M/C / 160/60ZR-17M/C
Suspension Front	41 mm telescopic fork
Suspension Rear	Monoshock damper, Pro-Link® swingarm, 150 mm travel



Glint Wave Blue Metallic



Graphite Black



Candy Chromosphere Red

### CB500X

Engine Type	Liquid-cooled 4-stroke DOHC parallel twin
Engine Displacement	471 cc
Max. Power Output	46.9 bhp @ 8,600 rpm
Max. Torque	43 Nm @ 6,500 rpm
Fuel Consumption / CO <sub>2</sub> emissions	17.3 miles/litre / 82 g/km

Length x Width x Height (mm)	2,156 × 831 × 1,412
Seat Height (mm)	830
Wheelbase (mm)	1,445
Kerb Weight (kg)	178

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



Grand Prix Red



Matt Gunpowder Black Metallic



Pearl Metalloid White

### CRF450L

Engine Type	Liquid-cooled 4-stroke single cylinder Unicam®
Engine Displacement	449 cc
Max. Power Output	24.7 bhp @ 7,500 rpm
Max. Torque	32 Nm @ 3,500 rpm
Fuel Consumption / CO <sub>2</sub> emissions	14.8 miles/litre / 96 g/km

Length x Width x Height (mm)	2,280 × 825 × 1,260
Seat Height (mm)	940
Wheelbase (mm)	1,500
Kerb Weight (kg)	131

Brakes (Front/Rear)	260 mm hydraulic wavy disc / 240 mm hydraulic wavy disc
Tyres (Front/Rear)	80/100-21 Dunlop MX3S / 120/80-18 Dunlop MX3S
Suspension Front	Showa 49mm USD fork
Suspension Rear	Showa monoshock using Honda Pro-Link®



Extreme Red

### CRF250 RALLY

Engine Type	Liquid-cooled, Single, DOHC
Engine Displacement	250 cc
Max. Power Output	24.4 bhp @ 8,500 rpm
Max. Torque	22.6 Nm @ 6,750 rpm
Fuel Consumption / CO <sub>2</sub> emissions	20.7 miles/litre / 70 g/km

Length x Width x Height (mm)	2,210 × 900 × 1,425
Seat Height (mm)	895
Wheelbase (mm)	1,455
Kerb Weight (kg)	157

Brakes (Front/Rear)	ABS System Type 2 Channel
Tyres (Front/Rear)	3.00-21 51P / 120/80-18M/C 62P
Suspension Front	43 mm Telescopic Upsidedown
Suspension Rear	Pro-Link®



Extreme Red



Matt Moonstone Silver Metallic



Extreme Red



Black

### CRF250L

Engine Type	Liquid-cooled, Single, DOHC
Engine Displacement	250 cc
Max. Power Output	24.4 bhp @ 8,500 rpm
Max. Torque	22.6 Nm @ 6,750 rpm
Fuel Consumption / CO <sub>2</sub> emissions	20.7 miles/litre / 70 g/km

Length x Width x Height (mm)	2,195 × 815 × 1,195
Seat Height (mm)	875
Wheelbase (mm)	1,445
Kerb Weight (kg)	146

Brakes (Front/Rear)	ABS System Type 2 Channel
Tyres (Front/Rear)	3.00-21 51P / 120/80-18M/C 62P
Suspension Front	43 mm Telescopic Upsidedown
Suspension Rear	Pro-Link®

# 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 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.



## 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.



## HONDA EVOLUTIONARY 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.



## 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 you.



## 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

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.



## 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

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



DCT is an automated clutch and shift operation system that retains the direct acceleration feel of a manual transmission with the ease of use of an automatic. DCT allows the rider to focus on accelerating, turning and braking, rather than gear shifting. This increases confidence and control for the rider. DCT technology takes the joy of riding and controlling your machine to the next level.



## FREEDOM

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

### 2 AUTOMATIC MODES

S -Sport- For a more sporty driving style.  
D -Drive- For relaxed city and highway driving.

### 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

## CONTROL

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

### DCT RANGE



VFR1200X



NC750X



AFRICA TWIN  
ADVENTURE  
SPORTS



AFRICA TWIN



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](https://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.



BLUE SKIES FOR  
OUR CHILDREN