

**STREET
& TOURING
2023**



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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US Spec shown



rebel 1100

MAX POWER

64 kW

MAX TORQUE

98 Nm

TRANSMISSION OPTION

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

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

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



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-tyred 'bobber' silhouette of days gone by but lays down contemporary design details everywhere. Sure, it's one great looking bike, and will casually cruise an open boulevard. But 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 a brand-new 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.



CB / **BLACK EDITION**
1000R

NEO SPORTS CAFÉ



21YM Location Photos

MAX POWER

107 kW

MAX 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

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



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.

2023 sees the CB1000R Black Edition with a new colour: Mat Jeans Blue Metallic.



CB
1000R

NEO SPORTS CAFÉ



21YM Location Photos

MAX POWER

107 kW

MAX TORQUE

104 Nm

TECHNOLOGY

5-INCH TFT SCREEN

Key Features

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

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



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.

The CB1000R for 2023 is available in a new colour: Bordeaux Red Metallic.



19YM Location Photos

CB
650R

— **NEO SPORTS CAFÉ** —

MAX POWER

70 kW

MAX TORQUE

63 Nm

TECHNOLOGY

HSTC Honda Selectable Torque Control

Key Features

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

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



Minimum fuss Maximum motorcycle

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

But make no mistake, this is a bike built to be used. The inline, four-cylinder DOHC 16-valve engine, close gearing and smooth rush of power deliver exhilarating acceleration – and then there's the evocative howl as rpm climbs high. It's addictive. And, with a subtle nod to Honda's four-cylinder history, the four exhaust downpipes sweep together around the front of the engine. For heightened control an assist and slipper clutch eases upshifts and manages hard down changes, while Honda Selectable Torque Control (HSTC) maintains rear wheel traction in all conditions. An easy conversion is available from Honda dealers to restrict the CB650R's engine to 35kW, making it A2 licence friendly. The conversion back to full power is equally simple.

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

For 2023 the CB650R is available in 4 new colours including Mat Gunpowder Black Metallic as shown above.



CB
300R

— **NEO SPORTS CAFÉ** —

MAX POWER

22.9 kW

MAX 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

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



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.



CB
125R

NEO SPORTS CAFÉ



21YM Location Photos

MAX POWER

11 kW

MAX 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
- EURO 5

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



Think big

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

The 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.

Four new colour options are now available for the CB125R for 2023.



Hornet

MAX POWER

68 kW

MAX 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 SMARTPHONE VOICE CONTROL SYSTEM (HSVC)
- 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 [\[insert local URL\]](#)



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.



CL

MAX POWER

35 kW

PEAK TORQUE

43.4 Nm

LICENCE

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) TECHNOLOGY

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



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.



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

MAX TORQUE

43.3 Nm

MAX POWER

35 kW

TECHNOLOGY

LED lighting

Key Features

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

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



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.



CB500F

MAX POWER

35 kW

MAX TORQUE

43 Nm

SUSPENSION

41 mm SHOWA SFF-BP USD

Key Features

- A2 LICENCE COMPATIBLE
- LIQUID-COOLED, 8V TWIN-CYLINDER ENGINE
- PGM-FI FUEL INJECTION
- ASSIST & SLIPPER CLUTCH
- ADJUSTABLE PRO-LINK REAR SUSPENSION
- DUAL 296M FRONT DISCS AND TWO-PISTON RADIAL-MOUNT CALIPERS
- FULL LED LIGHTING
- EMERGENCY STOP SIGNAL (ESS) TECHNOLOGY

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



Unleash your inner rider

The CB500F is motorcycling stripped back to its purest state, with updates that elevate the riding experience. Its naked form exudes aggression with a low-set stance ready to take on city streets. The side shrouds interlock with the fuel tank and fully emphasize the engine design; tapered handlebars offer intuitive feel and leverage. In an urban environment your bike needs to react quickly to every input you make. So, the chassis has a more forward-set weight bias, improving grip and feel while Showa 41mm SFF-BP USD forks give superb suspension response. Lightweight wheels and swingarm add even more agility. And, for powerful braking, dual 296mm discs are gripped by Nissin two-piston, radial-mount calipers.

Yes, it's A2 compatible. But this 35kW twin-cylinder engine has performance to spare – it's also perfect for new riders and entertaining for those with much more experience. 43Nm of torque in the mid-range ensures instant acceleration and, if you're in the mood for fun the exhaust howls pleasingly as rpm rises. For extra control an assist and slipper clutch eases upshifts through the six-speed gearbox and manages rear wheel lock-up under hard down changes.

And it's loaded with premium equipment. The negative LCD instruments feature a speedo, bar graph rev-counter, dual trip meters, fuel level/consumption gauge as well as Gear Position and Shift Up indicators. All lighting is LED and the headlight now has an extra-powerful beam, so you see more at night. The front indicators act as high-visibility position lights, while Honda's Emergency Stop Signal instantaneously warns other drivers in the event of sudden braking. The ABS modulator detects abrupt braking at speeds of 56km/h or more and automatically activates the front and rear hazard lights to warn any nearby vehicles.



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!



22YM Location Photos

MAX POWER

7.2 kW

MAX 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

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



Dax

ST125

MAX POWER

7.2 kW

MAX 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

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



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 unmistakeable, 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.



21YM Location Photos



MAX POWER

7.4 kW

MAX 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

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



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.



CB125F

MAX POWER

8 kW

MAX 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

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



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.



MAX TORQUE

104 Nm

TRANSMISSION OPTION

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 [\[insert local URL\]](#)



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.



23xM Location Photos



MAX POWER

93 kW

MAX 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

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



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.



22YM Location Photos



MAX POWER

93 kW

MAX 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

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



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.

Specifications

Engine

Engine Type	SOHC liquid-cooled 4-stroke 8-valve parallel twin	Liquid-cooled DOHC In-line 4 cylinder
Engine Displacement	1,084 cc	998 cc
Max. Power Output	64 kW @ 7,000 rpm	107 kW @ 10,500 rpm
Max. Torque	98 Nm @ 4,750 rpm	104 Nm @ 8,250 rpm
Fuel Consumption/Emissions	4.9l/100 km / 114 g/km (MT) 5.3l/100 km / 123 g/km (DCT)	5.9l/100 km / 137 g/km

Chassis, Dimensions and Weight

Length x Width x Height (mm)	2,240mm x 853mm x 1,180mm (Tour MT) 2,240mm x 848mm x 1,180mm (Tour DCT)	2,120 x 789 x 1,090
Seat Height (mm)	700	830
Wheelbase (mm)	1,520	1,455
Kerb Weight (kg)	238 (Tour MT) 248 (Tour DCT)	213

Wheels, Suspension and Brakes

Brakes (Front/Rear)	330 mm floating single disk with radial mounted mono-block four piston caliper / 256 mm single disc with two single piston caliper (2 channel ABS System Type)	310 mm double disc / 256 mm single disc (2 Channel ABS Type)
Tyres (Front/Rear)	130/70 R18 / 180/65 R16	120/70 ZR17 / 190/55 ZR17
Suspension Front	43mm preload adjustable	Showa SFF-BP USD fork
Suspension Rear	Monoshock damper, Pro-Link swingarm	Monoshock with gas-charged HMAS damper featuring 10-step pre-load and stepless rebound damping adjustment



New 2023 Colour
Gunmetal Black Metallic

New 2023 Colour
Iridium Gray Metallic

Graphite Black

New 2023 Colour
Mat Jeans Blue Metallic



New 2023
CMX1100T
Gunmetal Black Metallic

CB1000R BLACK EDITION

CB1000R

Liquid-cooled DOHC In-line 4 cylinder
998 cc
107 kW @ 10,500 rpm
104 Nm @ 8,250 rpm
5.9l/100 km / 137 g/km

2,120 x 789 x 1,090
830
1,455
213

310 mm double disc / 256 mm single disc (2 Channel ABS Type)
120/70 ZR17 / 190/55 ZR17
Showa SFF-BP USD fork
Monoshock with gas-charged HMAS damper featuring 10-step pre-load and stepless rebound damping adjustment



New 2023 Colour
Bordeaux Red Metallic

CB650R

Liquid-cooled 4-stroke 16-valve DOHC inline-4
649 cc
70 kW @ 12,000 rpm (35 kW @ 10,500 rpm)
63 Nm @ 9,500 rpm (49 Nm @ 4,500 rpm)
5 l/100 km / 113 g/km

2,120 x 780 x 1,075
810
1,450
203

310 mm double disc with four piston caliper / 240 mm single disc with single piston caliper (2 channel ABS System Type)
120/70 ZR17 / 180/55 ZR17
41 mm SFF-BP USD forks
Mono with 10 stage Preload adjuster



New 2023 Colour
Mat Dim Grey Metallic



New 2023 Colour
Mat Gunpowder Black Metallic



Mat Gunpwr Black Metallic



Pearl Dusk Yellow



New 2023 Colour
Mat Jeans Blue Metallic



New 2023 Colour
Candy Chromosphere Red



Candy Chromosphere Red



Mat Pearl Agile Blue

CB300R

Liquid-cooled 4-valve DOHC single
286 cc
22.9 kW @ 9,000 rpm
27.5 Nm @ 7,750 rpm
3.3l/100 km

2,012 x 802 x 1,052
799
1,352
144

296 mm hubless floating disc with radial mount Nissin 4-piston caliper / 220 mm disc with single piston caliper. (2 channel ABS type)
110/70R17M/C 54H / 150/60R17M/C 65H
41mm Showa Separate Function front Fork Big Piston (SFF-BP) USD forks.
Monoshock damper with 5 stage adjustable preload



Specifications

Engine

Engine Type	Liquid-cooled 4-stroke 4-valve DOHC single cylinder	Liquid-cooled 4-stroke 8-valve Parallel Twin with 270° crank and uni-cam
Engine Displacement	124.9 cc	755 cc
Max. Power Output	11 kW @ 10,000 rpm	67.5 kW @ 9,500 rpm
Max. Torque	11.6 Nm @ 8,000 rpm	75 Nm @ 7,250 rpm
Fuel Consumption	21.l/100 km / 50 g/km	4.3 L / 100 km / 107 g/km

Chassis, Dimensions and Weight

Length x Width x Height (mm)	2,015 x 820 x 1,055	2,090 x 780 x 1,085
Seat Height (mm)	816	795
Wheelbase (mm)	1,345	1,420
Kerb Weight (kg)	130	190

Wheels, Suspension and Brakes

Brakes (Front/Rear)	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)	Dual 296 mm x 4 mm disc with Nissin radial mount 4-piston calipers / Single 240 mm x 5 mm disc with single piston caliper (2 channel ABS Type)
Tyres (Front/Rear)	110/70 R17 / 150/60 R17	120/70ZR-17 / 160/60ZR-17
Suspension Front	41 mm SFF-BP USD forks	Showa 41mm SFF-BPTM USD
Suspension Rear	Single damper	Monoshock damper with 5 stage adjustable preload



New 2023 Colour
Mat Gunpowder Black Metallic



New 2023 Colour
Mat Crypton Silver Metallic



Graphite Black



Pearl Glare White



New 2023 Colour
Candy Chromosphere Red



New 2023 Colour
Mat Jeans Blue Metallic



Mat Iridium Gray Metallic



Mat Goldfinch Yellow

CL500

Liquid-cooled DOHC 4-stroke 4-valve two-cylinder
471 cc
34 kW @ 8,500 rpm
43.4 Nm @ 6,000 rpm
3.77/100 km / 86 g/km

2,175 x 830 x 1,135
790
1,484
191

Single 310mm floating disc, 2 piston calipers / Single 240mm disc, 1 piston caliper (2 channel ABS Type)
110/80 R19M / 150/70 R17
Telescopic 41mm Upright forks
Single damper



Candy Caribbean Blue



Mat Laurel Green Metallic



New 2023 Colour
Mat Gunpowder Black Metallic



New 2023 Colour
Pearl Smoky Gray



Mat Gunpowder Black Metallic



Candy Energy Orange



New 2023 Colour
Candy Diesel Red



New 2023 Colour
Titanium Metallic (FOP)



CMX500 REBEL

Liquid-cooled DOHC 4-stroke 4-valve two-cylinder
471 cc
34 kW @ 8,500 rpm
43.3 Nm @ 6,000 rpm
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 with pro-link system (adjustable)



Grand Prix Red



Mat Axis Gray



Pearl Dusk Glow Yellow



Pearl Smoky Grey

Specifications

Engine

Engine Type	Air-cooled SOHC 4-stroke 2-valve	Air-cooled SOHC 4-stroke 2-valve
Engine Displacement	124 cc	124 cc
Max. Power Output	6.9 kW @ 6,750 rpm	6.9 kW @ 7000 rpm
Max. Torque	11 Nm @ 5,500 rpm	10.8 Nm @ 5,000 rpm
Fuel Consumption/Emissions	1.5l/100 km / 35 g/km	1.4l/00 km / 35 g/km

Chassis, Dimensions and Weight

Length x Width x Height (mm)	1,710 x 755 x 1,030	1,760 x 760 x 1,020
Seat Height (mm)	775	775
Wheelbase (mm)	1,145	1,200
Kerb Weight (kg)	104	107

Wheels, Suspension and Brakes

Brakes (Front/Rear)	220 mm single hydraulic disc / 190 mm single hydraulic disc (IMU based ABS)	Single 220 mm hydraulic disc with IMU-based ABS / Single 190mm hydraulic disc
Tyres (Front/Rear)	120/80-12M/C / 130/80-12M/C	120/70-12M/C / 130/70-12M/C
Suspension Front	USD Fork	Telescopic 31mm USD fork
Suspension Rear	Twin shock	Twin shock



New 2023 Colour
Pearl Shining Black



New 2023 Colour
Pearl Nebula Red



Pearl Nebula Red



Pearl Cadet Gray



New 2023 Colour
Banana Yellow

MSX125

2-valve air-cooled single cylinder
124 cc
7.4 kW @ 7,250 rpm
11.1 Nm @ 6,000 rpm
1.5 l/100 km / 35 g/km

1,760 x 720 x 1,015
761
1,200
103

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



New 2023 Colour
Mat Dim Grey Metallic



New 2023 Colour
Splendid Blue



Black



New 2023 Colour
Pearl Gayety Red



Pearl Cool White

CB125F

Air cooled 4-stroke 2-valves OHC single cylinder
124 cc
8 kW @ 7,500 rpm
10.9 Nm @ 6,000 rpm
1.4l/100 km / 34 g/km

2,015 x 750 x 1,100
790
1,280
117

240 mm single disc with 2 piston caliper / 130 mm drum (2 channel CBS)
80/100 R18 / 90/90 R18
31 mm Telescopic
Dual shocks with 5 stage preload



Pearl Splendor Red



Mat Iridium Grey Metallic



Pearl Glare White



New 2023 Colour
Graphite Black

NT1100

Liquid-cooled 4-stroke 8-valve Parallel Twin
1084 cc
75 kW @ 7,500 rpm
104 Nm @ 6,250 rpm
5l/100 km / 116 g/km

2,240 x 865 x 1,360
820
1,535
238 (MT) 248 (DCT)

310mm floating double disc with radial mounted four-piston brake caliper / 256mm single disc with single piston caliper (2 channel ABS System Type)
120/70 R17 / 180/55 R17
Showa 43mm SFF-BP type inverted telescopic fork with dial-style preload adjuster
Monoblock aluminium swing arm with Pro-Link with SHOWA gas-charged damper, hydraulic dial-style preload adjuster



Specifications

Engine

Engine Type	Liquid-cooled 4-stroke 24 valve SOHC flat-6	Liquid-cooled 4-stroke 24 valve SOHC flat-6
Engine Displacement	1,833 cc	1,833 cc
Max. Power Output	93 kW @ 5,500 rpm	93 kW @ 5,500 rpm
Max. Torque	170 Nm @ 4,500 rpm	170 Nm @ 4,500 rpm
Fuel Consumption/Emissions	5.5 l/100 km / 127 g/km	5.5 l/100 km / 127 g/km

Chassis, Dimensions and Weight

Length x Width x Height (mm)	2,475 x 925 x 1,340 (MT) 2,475 x 905 x 1,340 (DCT)	2,615 x 925 x 1,430 (MT) 2,615 x 905 x 1,430 (DCT)
Seat Height (mm)	745	745
Wheelbase (mm)	1,695	1,695
Kerb Weight (kg)	366 (MT) 367 (DCT)	385 (MT) 390 (DCT)

Wheels, Suspension and Brakes

Brakes (Front/Rear)	320 mm dual hydraulic disc with 6-piston calliper, floating rotors and sintered metal pads / 316 mm ventilated disc with 3-piston calliper and sintered metal pads (Electronically controlled combined ABS System)	320 mm dual hydraulic disc with 6-piston calliper, floating rotors and sintered metal pads / 316 mm ventilated disc with 3-piston calliper and sintered metal pads (Electronically controlled combined ABS System)
Tyres (Front/Rear)	130/70 R18 / 200/55 R16	130/70 R18 / 200/55 R16
Suspension Front	Double Wishbone	Double Wishbone
Suspension Rear	Pro-Link®	Pro-Link



New 2023 Colour
Mat Iridium Gray Metallic



New 2023 Colour
Graphite Black



New 2023 Colour
Beta Silver Metallic Iridium Gray Metallic























Pearl Glare 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.

	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.
	HONDA EVOLUTIONAL CATALYSING SYSTEM Oxygen-sensing system maintains an optimal air/fuel mixture for the most effective catalytic reduction of exhaust emissions.
	HONDA IGNITION SECURITY SYSTEM Only allows the bike to be started by its original encoded keys to effectively protect against theft.
	HONDA SELECTABLE TORQUE CONTROL If the Honda Selectable Torque Control (HSTC) system senses an imminent loss of rear wheel traction it reduces torque to allow the tyre to grip. Multiple levels are selectable according to riding mode or user preference.
	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 SMARTPHONE VOICE CONTROL SYSTEM Bluetooth connectivity for easy management of navigation, calls, messages and music whilst riding. Available with Android™ devices only.
	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 MOTORCYCLE EXPERIENCE

HONDA MOTORCYCLES EUROPE

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.

Find out more by visiting our website or downloading the Honda Motorcycles Experience 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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