



STREET & TOURING 2022

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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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.



Non-EU model shown.



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



All day Rebel

Ready to upgrade your current ride? Then it's time. Time for something completely different. Step up to the Rebel CMX1100. 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, by design, 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 Type-C 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.

**CB / BLACK
1000R EDITION**

NEO SPORTS CAFÉ



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.

*Honda Smartphone Voice Control system is compatible with Android® smartphones only.

CB
1000R

NEO SPORTS CAFÉ



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.

*Honda Smartphone Voice Control system is compatible with Android™ smartphones only.

CB
650R

NEO SPORTS CAFÉ



19YM Action Photos



MAX POWER

70 kW

MAX TORQUE

63 Nm

TECHNOLOGY

HSTC Honda Selectable Torque Control

Key Features

- KEY FEATURES
- FULL LED LIGHTING
- ASSIST/SLIPPER CLUTCH
- A2 LICENCE OPTION
- 41MM SHOWA SFF-BP USD FORKS
- 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.

And it's 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.

CB
125R

NEO SPORTS CAFÉ



MAX POWER

11 kW

MAX TORQUE

11.6 Nm

SUSPENSION

41 mm SHOWA SFF-BP USD

Key Features

- 41MM SHOWA SFF-BP USD FRONT FORKS
- 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.

rebel



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



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 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 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 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 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 Matte Axis Grey Metallic and loaded with a factory-fitted headlight cowl and smoked screen, retro fork gaiters and a special diamond-stitch seat.



MAX POWER

35 kW

MAX TORQUE

43 Nm @ 6,500 rpm

SUSPENSION

41 mm SHOWA (SFF-BP) USD FORKS

Key Features

- A2 LICENCE COMPATIBLE
- LIQUID-COOLED, 8V TWIN-CYLINDER ENGINE
- PGM-FI FUEL INJECTION
- ASSIST AND 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 – wearing sharp new graphics – 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, we've given the chassis a more forward-set weight bias, for improved grip and feel. New, Showa 41mm SFF-BP USD forks give superb suspension response. New 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



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



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 also packing updates that make it even more fun, and more useful. A brand-new, air-cooled EURO5-compliant 125cc power unit is tuned to deliver enjoyable and flexible around-town performance. The five-speed gearbox is managed by clutch, just like a big bike and having a 5th gear makes longer runs even more enjoyable. A steel backbone frame provides strength and stability, along with the oval-section swingarm. Up Side Down (USD) front forks wear a premium Alumite finish and are matched by dual rear shocks – now with 2-stage springs – for extra comfort. Fat, 12-inch block pattern tyres make for a smooth ride and the seat 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 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 now 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.

MSX **GROM**



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 Up Side Down (USD) 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.



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 POWER

93 kW

MAX TORQUE

170 Nm

TRANSMISSION

**7-SPEED DUAL CLUTCH TRANSMISSION
(DCT) OPTION**

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 upgraded sound quality.



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 Type-C 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.

Specifications

Engine

Engine Type	Liquid-cooled 4-stroke 8-valve Parallel Twin	SOHC liquid-cooled 4-stroke 8-valve parallel twin
Engine Displacement	1084 cc	1,084 cc
Max. Power Output	75 kW @ 7,500 rpm	64 kW @ 7,000 rpm
Max. Torque	104 Nm @ 6,250 rpm	98 Nm @ 4,750 rpm
Fuel Consumption/Emissions	5l/100 km / 116 g/km	4.9l/100 km / 114 g/km (MT) 5.3l/100 km / 123 g/km (DCT)

Chassis, Dimensions and Weight

Length x Width x Height (mm)	2,240 x 865 x 1,360	2,240 x 853 x 1,115 (MT) 2,240 x 834 x 1,115 (DCT)
Seat Height (mm)	820	700
Wheelbase (mm)	1,535	1,520
Kerb Weight (kg)	238 (MT) 248 (DCT)	223 (MT) 233 (DCT)

Wheels, Suspension and Brakes

Brakes (Front/Rear)	310mm floating double disc with radial mounted four-piston brake caliper / 256mm single disc with single piston caliper (2 channel ABS System Type)	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)
Tyres (Front/Rear)	120/70 R17 / 180/55 R17	130/70 R18 / 180/65 R16
Suspension Front	Showa 43mm SFF-BP type inverted telescopic fork with dial-style preload adjuster	43mm preload adjustable
Suspension Rear	Monoblock aluminium swing arm with Pro-Link with SHOWA gas-charged damper, hydraulic dial-style preload adjuster	Preload adjustable twin piggyback rear shock



Mat Iridium Grey Metallic



Pearl Glare White



Gunmetal Black Metallic



Pearl Stallion Brown



Graphite Black

CB1000R BLACK EDITION

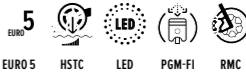
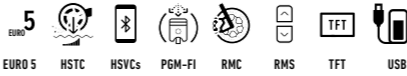
CB1000R

CB650R

Liquid-cooled DOHC In-line 4 cylinder	Liquid-cooled DOHC In-line 4 cylinder	Liquid-cooled 4-stroke 16-valve DOHC inline-4
998 cc	998 cc	649 cc
107 kW @ 10,500 rpm	107 kW @ 10,500 rpm	70 kW @ 12,000 rpm (35 kW @ 10,500 rpm)
104 Nm @ 8,250 rpm	104 Nm @ 8,250 rpm	63 Nm @ 9,500 rpm (49 Nm @ 4,500 rpm)
5.9l/100 km / 137 g/km	5.9l/100 km / 137 g/km	5 l/100 km / 113 g/km

2,120 x 789 x 1,090	2,120 x 789 x 1,090	2,120 x 780 x 1,075
830	830	810
1,455	1,455	1,450
213	213	203

310 mm double disc / 256 mm single disc (2 Channel ABS Type)	310 mm double disc / 256 mm single disc (2 Channel ABS Type)	310 mm double disc with four piston caliper / 240 mm single disc with single piston caliper (2 channel ABS System Type)
120/70 ZR17 / 190/55 ZR17	120/70 ZR17 / 190/55 ZR17	120/70 ZR17 / 180/55 ZR17
Showa SFF-BP USD fork	Showa SFF-BP USD fork	41 mm SFF-BP USD forks
Monoshock with gas-charged HMAS damper featuring 10-step pre-load and stepless rebound damping adjustment	Monoshock with gas-charged HMAS damper featuring 10-step pre-load and stepless rebound damping adjustment	Mono with 10 stage Preload adjuster



Graphite Black



Mat Beta Silver Metallic



Mat Balistic Black Metallic



Sword Silver Metallic



Mat Gunpowder Black Metallic



Candy Chromosphere Red



Mat Jeans Blue Metallic



Candy Chromosphere Red

Specifications

Engine

Engine Type	Liquid-cooled 4-stroke 4-valve DOHC single cylinder	Liquid-cooled DOHC 4-stroke 4-valve two-cylinder
Engine Displacement	124.9 cc	471 cc
Max. Power Output	11 kW @ 10,000 rpm	34 kw @ 8,500 rpm
Max. Torque	11.6 Nm @ 8,000 rpm	43.3 Nm @ 6,000 rpm
Fuel Consumption/Emissions	21.l/100 km / 50 g/km	3.7 l/100 km / 85 g/km

Chassis, Dimensions and Weight

Length x Width x Height (mm)	2,015 x 820 x 1,055	2,205 x 820 x 1,090
Seat Height (mm)	816	690
Wheelbase (mm)	1,345	1,490
Kerb Weight (kg)	130	191

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)	296 mm disk with 2 piston calipers / 240 mm disk with 1 piston calipers (2 channel ABS System Type)
Tyres (Front/Rear)	110/70 R17 / 150/60 R17	130/90 R16M/C 67H / 150/80 R16M/C 71H
Suspension Front	41 mm SFF-BP USD forks	41 mm Telescopic forks (adjustable)
Suspension Rear	Single damper	Showa with pro-link system (adjustable)



Mat Gunpowder Black Metallic



Pearl Smoky Gray



Graphite Black Moon



Mat Axis Gray Metallic



Mat Jeans Blue Metallic



Candy Chromosphere Red



Mat Jeans Blue Metallic



New 2022 Colour
Pearl Organic Green

CB500F

Liquid-cooled 4-stroke DOHC parallel twin
471 cc
35 kw @ 8,600 rpm
43 Nm @ 6,500 rpm
3.4 l/100 km / 80 g/km

2,080 x 790 x 1,060
789
1,410
189

320 mm single disc with two piston caliper / 240 mm single disc with single piston caliper (2 channel ABS System Type)
120/70 ZR17 / 160/60 ZR17
Conventional Telescopic, 41mm, pre-load adjustable
Prolink mono with 5 stage pre-load adjuster, steel square pipe swingarm



Grand Prix Red



Mat Axis Gray



Pearl Glittering Blue



Banana Yellow



Pearl Dusk Glow Yellow



Pearl Smoky Grey



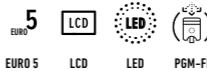
Pearl Nebula Red

MONKEY

Air-cooled SOHC 4-stroke 2-valve
124 cc
6.9 kW @ 6,750 rpm
11 Nm @ 5,500 rpm
1.5l/100 km / 35 g/km

1,710 x 755 x 1,030
775
1,145
104

220 mm single hydraulic disc / 190 mm single hydraulic disc (IMU based ABS)
120/80-12M/C / 130/80-12M/C
USD Fork
Twin shock



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



Mat Gunpowder Black Metallic



New 2022 Colour
Pearl Queen Bee Yellow



Pearl Gayety Red

Specifications

Engine

Engine Type	Air cooled 4-stroke 2-valves OHC single cylinder	Liquid-cooled 4-stroke 24 valve SOHC flat-6
Engine Displacement	124 cc	1,833 cc
Max. Power Output	8 kW @ 7,500 rpm	93 kW @ 5,500 rpm
Max. Torque	10.9 Nm @ 6,000 rpm	170 Nm @ 4,500 rpm
Fuel Consumption/Emissions	1.4l/100 km / 34 g/km	5.5 l/100 km / 127 g/km

Chassis, Dimensions and Weight

Length x Width x Height (mm)	2,015 x 750 x 1,100	2,475 x 925 x 1,340 (MT) 1,615 x 905 x 1,430 (DCT)
Seat Height (mm)	790	745
Wheelbase (mm)	1,280	1,695
Kerb Weight (kg)	117	385 (MT) 390 (DCT)

Wheels, Suspension and Brakes

Brakes (Front/Rear)	240 mm single disc with 2 piston caliper / 130 mm drum (2 channel CBS)	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)	80/100 R18 / 90/90 R18	130/70 R18 / 200/55 R16
Suspension Front	31 mm Telescopic	Double Wishbone
Suspension Rear	Dual shocks with 5 stage preload	Pro-Link®



Black



Pearl Splendor Red



New 2022 Colour
Mat Jeans Blue Metallic



Pearl Cool White

GOLD WING TOUR

Liquid-cooled 4-stroke 24 valve SOHC flat-6
1,833 cc
93 kW @ 5,500 rpm
170 Nm @ 4,500 rpm
5.5 l/100 km / 127 g/km

2,575 x 925 x 1,430 (MT) 2,475 x 905 x 1,340 (DCT)
745
1,695
366 (MT) 367 (DCT)

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)
130/70 R18 / 200/55 R16
Double Wishbone
Pro - Link



New 2022 Colour
Gunmetal Black Metallic



New 2022 Colour
Pearl Glare White




















New 2022 Colour
Glint Wave Blue Metallic



Honda Technology

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

	AIR BAG A tank-mounted air bag – unique in motorcycling – is designed to deliver an extra level of safety, and peace of mind to the rider.
	ANTI-LOCK BRAKING SYSTEM Reduces braking pressure by monitoring the wheel speed, preventing the wheels from locking up.
	COMBINED BRAKE SYSTEM Actuates both front and rear brakes when the rear brake pedal (or lever) is engaged, for a smooth and confident balance of braking control.
	DUAL CLUTCH TRANSMISSION Combines the riding enjoyment of a manual transmission with the convenience of an automatic, delivering enhanced comfort and sporty performance.
	EURO 5 Complies with EURO 5 emissions regulations.
	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.



The image shows a black Honda Gold Wing motorcycle. Overlaid on the scene are several digital elements: a large tablet in the background displaying a 3D model of the motorcycle; a smartphone in the foreground showing the 'HONDA MOTORCYCLES EXPERIENCE' app interface with options like 'DESIGNED FOR THE CITY', 'RIDE', 'NEARBY', 'ACCESSORIES', 'VIDEO GALLERY', and 'CONTACT A DEALER'; and a smaller tablet in the foreground showing a 3D model of the motorcycle in a virtual environment. The Honda logo and 'HONDA MOTORCYCLES EXPERIENCE' text are visible at the bottom right of the motorcycle.

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 in.

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

Honda Motor Europe sources
paper responsibly from
manufacturers within the EU.



**BLUE SKIES FOR
OUR CHILDREN**