



OFF ROAD 2022

WINNING STARTS HERE

At Honda, we don't believe in limits. And neither do our riders. This is why we have developed our range of CRF bikes: to be able to take on the toughest, most challenging courses in the world. Precision engineering, matched with unrivalled reliability, results in more time powering through dirt – each bike is packed full of cutting edge features and proven race winning technology.

Combine that with superb agility and light weight, they will keep you one step ahead of the competition – whether you're a seasoned pro or climbing the ladder.



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READY TO FIGHT

We've upped the game with the CRF450R. That's what it takes to win MXGP World Championships. Its lightweight aluminium frame and swingarm feature factory-rider specification rigidity balance, with steering geometry that carves corners. Naturally we haven't stopped there. To soak up hits the Showa 49mm USD coil spring now delivers firmer compression and rebound damping. Likewise the rear shock has more compression damping. The improved front and rear suspension now deliver the perfect balance and control at any speed.

And drive is what the CRF450R is all about. The sort that owns the top step of the podium. Honda Selectable Torque Control (HSTC) offers 3 modes of power management for ultimate rear wheel traction. HRC Launch Control owns the first 100 metres while the Engine Mode Select Button (EMS) tailors output to conditions.

Minimal bodywork is both aggressive and practical – it's easy to move around and remove for maintenance. It's one small part of what makes the CRF450R the complete MX package. And it's where the HRC machine, that does a great deal of winning, starts from.

The CRF450R redefines incredible.

KEY FEATURES

- ENGINE MODE SELECT BUTTON
- HONDA SELECATBLE TOQUE CONTROL
- HONDA PRO-LINK REAR SUSPENSION
- ADJUSTABLE RENTHAL FATBAR
- TWIN-PISTON FRONT BRAKE CALIPER
- 6.3 LITRE FUEL TANK

Find out more at www.honda.co.uk



CRF
450R



TECHNOLOGY

HRC LAUNCH CONTROL

FRONT FORK

49 MM Showa USD

TRANSMISSION

HYDRAULIC CLUTCH



THE ULTIMATE OFFROAD WEAPON

Start with the best there is. Then make it better. With the CRF450R MX machine as a base, the CRF450RX already has an advantage and along with the enduro-specific equipment – larger fuel tank (8 litres), sidestand and 18-inch rear wheel – its aluminium frame and swingarm feature factory-rider rigidity balance with sharp steering, huge ground clearance and RX-specific suspension settings. And for use away from the MX track the Showa suspension features a different set-up.

Creating perfect balance and control the fully adjustable 49mm Showa steel spring front fork has been re-valved for firmer compression and rebound damping, the rear shock for firmer compression.

The engine ECU has settings for wide-ranging off-road riding, capable of strong mid-range power with smooth throttle response. The decompression system minimises stalling while the hydraulic clutch is tough, with light lever load. Just like the CRF450R the RX features the Engine Mode Select Button (EMSB) which alters power and torque characteristics. 3-Level HRC Launch Control gives you option out of the gate whatever your riding ability experience, and whatever conditions you're riding in. And once you've bossed the start, 3-Level Honda Selectable Torque Control (HSTC) keeps you driving forward.

Make no mistake, this is our total off-road missile. The CRF450RX punches hard everywhere and develops incredible speed over ground, from flat-out special tests to technical single track. And it'll do it all day.

KEY FEATURES

- HRC LAUNCH CONTROL
- ENGINE MODE SELECT BUTTON
- 18 INCH REAL WHEEL
- KNUCKLE GUARDS
- HONDA PRO-LINK REAR SUSPENSION
- ADJUSTABLE RENTHAL FATBAR
- ELECTRIC STARTER

Find out more at
www.honda.co.uk



CRF
450RX



TANK
8 L

TRANSMISSION
HYDRAULIC CLUTCH

TECHNOLOGY
**HONDA SELECTABLE
TORQUE CONTROL**



READY FOR ROAD AND TRAIL

The CRF300L features a lightweight chassis and strong power and torque from its engine. Which makes it a brilliant dual-purpose motorcycle. And the qualities that make it so good off-road – slim proportions, peppy throttle response, agile steering and supple suspension – also make it great around town. The CRF300L enlivens any weekday commute with an enjoyable, satisfying all-round performance. And, come the weekend, this is a motorcycle born to explore.

It draws DNA from the incredible CRF450R and CRF450RX competition bikes. And, thanks to HRC and their racing programme, every aspect of the CRF300L's dual-sport performance has been polished to perfection. The DOHC 4V single-cylinder engine produces 20.1kW peak power and at 26.6Nm peak torque. Delivery is crisp and instant and an assist/slipper clutch eases upshifts and manages rear wheel 'hop' under hard braking and rapid downshifts.

The frame and tapered aluminium swingarm are lightweight in design offer a total 285mm ground clearance. Long-travel 43mm Showa USD forks feature spring rate and damping calibrated for both road and off-road riding and the rear, single-tube Showa monoshock operates through Pro-Link. For sensitive, powerful braking, the floating front 256mm wavy disc is gripped by a two-piston caliper. Two-channel ABS allows the option to switch off the rear caliper for off-road riding and the LCD display is easy to read. So, whether navigating rough city streets, or conquering new trails (or both in a day) the CRF300L is a motorcycle ready for the challenge.

KEY FEATURES

- ASSIST/SLIPPER CLUTCH
- 880MM SEAT HEIGHT
- 142KG KERB WEIGHT
- SHOWA 43MM USD FORKS WITH 260MM TRAVEL
- SHOWA REAR MONOSHOCK WITH 260MM TRAVEL
- HONDA PRO-LINK
- TAPERED ALUMINIUM SWINGARM
- LCD INSTRUMENT DISPLAY

Find out more at
www.honda.co.uk



CRF
300L



MAX POWER
20.1 kW

MAX TORQUE
26.6 Nm

GROUND CLEARANCE
285 mm



ADVENTURE, EVERYWHERE

Made for the adventurous dual-sport rider, the CRF300 RALLY is a small capacity machine packing heavyweight credentials. With styling drawn directly from the competition-specific HRC CRF450RX it adds long-range ability from a 12.8L fuel tank and, unlike most dirt bikes, the flat filler cap is hinged for clean, easy-fill convenience. And for those long riding days the seat is broad and comfortable with a riding position optimised to give light, easy control. Piercing asymmetric LED headlights provide excellent forward visibility; the indicators are also bright LED, and flexibly mounted. On the dash easy-to-read large black LCD digits stand out from a crisp white background.

Like the trail-ready CRF300L the 4V single-cylinder engine delivers a healthy and responsive 26.6Nm peak torque, with 20.1kW peak power. For extra control on or off-road an assist/slipper clutch manages rear wheel 'hop' during rapid downshifting and hard braking. The lightweight tubular steel frame is equipped with a tapered aluminium swingarm, while long-travel Showa suspension provides excellent suspension reaction.

The CRF300 RALLY is about freedom. But it's also about independence; the long-range autonomy that a big fuel tank allows, added to the sense of go-anywhere potential stored away in this motorcycle's comprehensive abilities. It is engineered to serve up a real taste of adventure to riders that want an easy to manage machine, whether for the daily commute, weekend tour or global journeys.

KEY FEATURES

- 286CC SINGLE-CYLINDER ENGINE
- ASSIST/SLIPPER CLUTCH
- 885MM SEAT HEIGHT
- 153KG KERB WEIGHT
- SHOWA 43MM USD FORKS WITH 260MM TRAVEL
- SHOWA REAR MONOSHOCK WITH 260MM TRAVEL
- TAPERED ALUMINIUM SWINGARM
- LCD INSTRUMENT DISPLAY

Find out more at
www.honda.co.uk



CRF
300 RALLY



MAX POWER
20.1 kW

MAX TORQUE
26.6 Nm

FUEL TANK
12.8 L



UPGRADE TO THE WIN

Competition never rests, which suits us just fine. Our new CRF250R is much lighter and armed with a brand-new frame, swingarm and Showa suspension. The engine? Even more powerful. Even more usable. Looking for results? This is the bike to have in your pit box.

So, ready to upgrade to the win? The CRF250R now has the exact same HRC-developed, two-times MXGP championship-winning chassis as the CRF450R. As a result, it's a full 3kg lighter packing new steering geometry, lateral frame rigidity reduced 20% with top and bottom yokes, and swingarm, tuned to match. There are new settings for the Showa suspension – plus 5mm extra stroke for the 49mm USD fork – as well as lightweight spring in the shock and new Pro-Link ratio. And you feel the results instantly. Improved traction, front and rear, with smoother bump absorption and rut-riding ability.

You'll want to put the new chassis to good use. So the CRF250R's 249.4cc DOHC engine adds extra low-down punch to its amazing mid-range and top-end hit, thanks to improved intake efficiency and single-muffler exhaust. Detail work around the cylinder head boosts oil flow and high-rpm valve accuracy, the piston and con-rod have been optimised, the clutch now has 9 plates and the gear-box sweeter-shifting with new ratios ready to transmit the extra power. HRC Launch Control helps nail the start while 3-Mode EMSB (Engine Mode Select Button) adjusts power delivery. A new seat design and slimmer, minimal bodywork open up movement and the Renthal Fatbar adjusts position to suit your style. If you're aiming for the top step of the podium make the CRF250R your weapon of choice.

KEY FEATURES

- 3 ENGINE RIDING MODES
- HRC LAUNCH CONTROL
- HONDA PRO-LINK REAR SUSPENSION
- ADJUSTABLE RENTHAL FATBAR
- TWIN-PISTON FRONT BRAKE CALIPER
- WAVY DISCS

Find out more at www.honda.co.uk



CRF
250R



ENGINE

249.4 cc

FRONT FORK

49 MM SHOWA USD

KERB WEIGHT

104 kg



HIGH PERFORMANCE HOT SHOT

Riding off-road is a passion. Your passion. Maybe it's just at the weekend after a busy work schedule – you, some friends, a destination. The trail might be easy or hard; forest tracks, deep muddy ruts or technical climbs. Maybe it's all that – and more – in a day. But this is what the new CRF250RX is built for.

It is the off-road tool you've always wanted, a high-performance trail/enduro hot shot – now armed with the lightweight chassis of the CRF450RX – built to exploit all the advantages a 250 offers; manoeuvrability and nimble agility. The 249.4cc DOHC engine's legendary top-end power is bolstered by strong mid-range torque and now, even stronger bottom-end drive. But it also has new steering geometry and Showa suspension re-set for use away from the MX track, an 18-inch rear wheel, larger fuel tank, standard-fit knuckle guards and sidestand.

And because the CRF250RX is so light, it is so easy to manage, all day. Of course, what makes it so much fun to ride for fun also make it a potent tool in the hands of an enduro racer, amateur or professional. Because when it comes to crushing the special test, whatever the terrain, this motorcycle has the pure DNA of the CRF250R. Or, as it's more commonly known, a performance advantage.

KEY FEATURES

- 3 ENGINE RIDING MODES
- KNUCKLE GUARDS
- 18 INCH REAR WHEEL
- HONDA PRO-LINK REAR SUSPENSION
- ADJUSTABLE RENTHAL FATBAR
- TWIN-PISTON FRONT BRAKE CALIPER

Find out more at
www.honda.co.uk



CRF
250RX



ENGINE
249.4 cc

FRONT FORK
49 MM Showa USD

FUEL TANK
8 L



FUTURE CHAMPIONS START HERE

Inspired by incredible MX racing heroes, every Honda CRF-F off-road motorcycle is designed to be the perfect starting point for aspiring riders and racers alike.

A manageable seat height, downsized grips and a simple-to-use semi-automatic gearbox in the CRF50F and a full 5 speed on the CRF110F and CRF125F (also available in a big wheel variant) allows young riders to take and thoroughly enjoy full control of their bike.

Then, when things start to get more competitive, you need a bike that can step up with you. This is it – the CRF150R.

Proven and reliable, the four-stroke engines of all four provide smooth, safe power. Each chassis ruggedly built, with tough frames and suspension that can easily handle the roughest terrain. And with sharp new graphics, plus styling straight from our CRF race bikes, looking fast is even easier. So, whether just for fun or the beginning of a career, before moving onto the R, there's no better place to start, than on a Honda CRF-F. Let the adventure begin.



CRF
150R

CRF
125F

CRF
110F

CRF
50F



SEAT HEIGHT	KERB WEIGHT	FRONT WHEEL
866 mm	84.4 Kg	19 Inch



SEAT HEIGHT	KERB WEIGHT	FRONT WHEEL
740 mm	88 Kg	17 Inch



SEAT HEIGHT	KERB WEIGHT	FRONT WHEEL
667 mm	74 Kg	14 Inch



SEAT HEIGHT	KERB WEIGHT	FRONT WHEEL
548 mm	50 Kg	10 Inch

SPECIFICATIONS

CRF450R

ENGINE

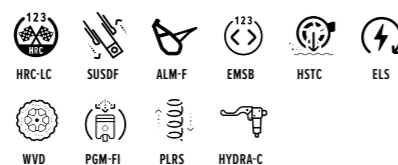
Engine Type	Liquid-cooled 4-stroke single cylinder Unicam®
Engine Displacement (cm ³)	449.7
Compression Ratio	13.5 : 1
Bore x Stroke (mm)	96.0 x 62.1
Starter	Electric

CHASSIS, DIMENSIONS AND WEIGHT

Caster Angle	27.1°
Dimensions (L×W×H) (mm)	2,182 x 827 x 1,267
Frame type	Aluminium twin tube
Fuel Tank Capacity (Litres)	6.3
Ground Clearance (mm)	336
Kerb Weight (kg)	110.6
Seat Height (mm)	965

WHEELS, SUSPENSION AND BRAKES

Brakes Front	Single 260 mm disk
Brakes Rear	Single 240 mm disk
Suspension Front	Showa 49 mm USD fork
Suspension Rear	Showa monoshock using Honda Pro-Link®
Tyres Front	80/100-21 51M Dunlop MX33F
Tyres Rear	120/80-19 63M Dunlop MX33

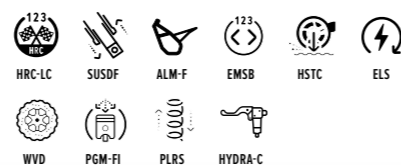


CRF450RX

Engine Type	Liquid-cooled 4-stroke single cylinder Unicam®
Engine Displacement (cm ³)	449.7
Compression Ratio	13.5 : 1
Bore x Stroke (mm)	96.0 x 62.1
Starter	Electric

Caster Angle	27.2°
Dimensions (L×W×H) (mm)	2,182 x 839 x 1,282
Frame type	Aluminium twin tube
Fuel Tank Capacity (Litres)	8
Ground Clearance (mm)	336
Kerb Weight (kg)	113.4
Seat Height (mm)	965

Brakes Front	Single 260 mm disk
Brakes Rear	Single 240 mm disk
Suspension Front	Showa 49 mm USD fork
Suspension Rear	Showa monoshock using Honda Pro-Link®
Tyres Front	90/90-21M Dunlop Geomax AT81F
Tyres Rear	120/90-18M Dunlop Geomax AT81



CRF300L

Engine Type	Liquid-cooled, Single, DOHC
Engine Displacement (cm ³)	286
Compression Ratio	10.7 : 1
Bore x Stroke (mm)	76 x 63
Starter	Electric

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

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



CRF300 RALLY

Engine Type	Liquid-cooled, Single, DOHC
Engine Displacement (cm ³)	286
Compression Ratio	10.7 : 1
Bore x Stroke (mm)	76 x 63
Starter	Electric

Caster Angle	27.5°
Dimensions (L×W×H) (mm)	2,230 x 920 x 1,415
Frame type	Steel Semi-Double Cradle
Fuel Tank Capacity (Litres)	12.8
Ground Clearance (mm)	275
Kerb Weight (kg)	153
Seat Height (mm)	885

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



SPECIFICATIONS

CRF250R

ENGINE

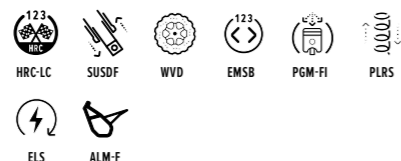
Engine Type	Liquid-cooled 4-stroke single DOHC
Engine Displacement (cm ³)	249.4
Compression Ratio	13.9 : 1
Bore x Stroke (mm)	79 x 50.9
Starter	Electric

CHASSIS, DIMENSIONS AND WEIGHT

Caster Angle	27° 19'
Dimensions (L×W×H) (mm)	2,177 x 827 x 1,265
Frame type	Aluminium twin tube
Fuel Tank Capacity (Litres)	6.3
Ground Clearance (mm)	333
Kerb Weight (kg)	104
Seat Height (mm)	961

WHEELS, SUSPENSION AND BRAKES

Brakes Front	260 mm hydraulic wavy disc
Brakes Rear	240 mm hydraulic wavy disc
Suspension Front	49 mm Showa (Hitachi Astemo, Ltd) coil-spring USD
Suspension Rear	Showa (Hitachi Astemo, Ltd.) Mono shock with Honda Pro-Link
Tyres Front	80/100-21 Pirelli MX32 Midsoft
Tyres Rear	100/90-19 Pirelli MX32 Midsoft

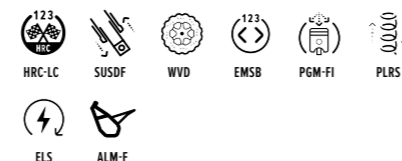


CRF250RX

Engine Type	Liquid-cooled 4-stroke single DOHC
Engine Displacement (cm ³)	249.4
Compression Ratio	13.9 : 1
Bore x Stroke (mm)	79 x 50.9
Starter	Electric

Caster Angle	27° 9'
Dimensions (L×W×H) (mm)	2,176 x 839 x 1,281
Frame type	Aluminium twin tube
Fuel Tank Capacity (Litres)	8
Ground Clearance (mm)	335
Kerb Weight (kg)	108
Seat Height (mm)	964

Brakes Front	260 mm hydraulic wavy disc
Brakes Rear	240 mm hydraulic wavy disc
Suspension Front	49 mm Showa (Hitachi Astemo, Ltd) coil-spring USD
Suspension Rear	Showa (Hitachi Astemo, Ltd.) Mono shock with Honda Pro-Link
Tyres Front	90/90-21 Dunlop AT81
Tyres Rear	110/100-18 Dunlop AT81



CRF150R

Engine Type	Liquid-Cooled 4-Stroke 4-Valve Unicam Single
Engine Displacement (cm ³)	149.7
Compression Ratio	11.7 : 1
Bore x Stroke (mm)	66 x 43.8
Starter	Kick

Caster Angle	27°
Dimensions (L×W×H) (mm)	1,900 x 770 x 1,171
Frame type	Semi-double; Steel tube
Fuel Tank Capacity (Litres)	4.3
Ground Clearance (mm)	336
Kerb Weight (kg)	84.4
Seat Height (mm)	866

Brakes Front	220 mm hydraulic disc with single-piston caliper
Brakes Rear	190 mm hydraulic disc with single piston caliper
Suspension Front	37 mm inverted Showa leading-axle telescopic fork
Suspension Rear	Pro-Link with single Showa damper
Tyres Front	70/100-19
Tyres Rear	90/100-16



CRF125F

Engine Type	Air-cooled 4-stroke SOHC single
Engine Displacement (cm ³)	124.9
Compression Ratio	9.0 : 1
Bore x Stroke (mm)	52.4 x 57.9
Starter	Electric / Kick

Caster Angle	27° 30'
Dimensions (L×W×H) (mm)	1,770 x 740 x 1,010
Frame type	Diamond; steel
Fuel Tank Capacity (Litres)	4.54
Ground Clearance (mm)	264
Kerb Weight (kg)	88
Seat Height (mm)	Small: 740 Big: 785

Brakes Front	220 mm hydraulic disk
Brakes Rear	95 mm leading/trailing drum
Suspension Front	31 mm telescopic fork, 150 mm travel
Suspension Rear	Single shock using Honda Pro-Link system, 150 mm axle travel
Tyres Front	Small: 70/100-17 Big: 70/100-19
Tyres Rear	Small: 90/100-14 Big: 90/100-16



CRF110F

Engine Type	Air-cooled 4-stroke SOHC single
Engine Displacement (cm ³)	109
Compression Ratio	9 : 1
Bore x Stroke (mm)	50.0 x 55.6
Starter	Electric / Kick

Caster Angle	24° 25'
Dimensions (L×W×H) (mm)	1,560 x 686 x 912
Frame type	Steel backbone
Fuel Tank Capacity (Litres)	5
Ground Clearance (mm)	175
Kerb Weight (kg)	74
Seat Height (mm)	667

Brakes Front	95 mm drum
Brakes Rear	95 mm drum
Suspension Front	31 mm fork, 99 mm travel
Suspension Rear	Monoshock, 86 mm axle travel
Tyres Front	70/100-14
Tyres Rear	80/100-12



CRF50F

Engine Type	Air-cooled 4-stroke 2-valve SOHC single
Engine Displacement (cm ³)	49
Compression Ratio	10 : 1
Bore x Stroke (mm)	39.0 x 41.4
Starter	Kick

Caster Angle	25°
Dimensions (L×W×H) (mm)	1,302 x 581 x 774
Frame type	Mono-Backbone; steel tube
Fuel Tank Capacity (Litres)	2.6
Ground Clearance (mm)	146
Kerb Weight (kg)	50
Seat Height (mm)	548

Brakes Front	80 mm leading / trailing drum
Brakes Rear	80 mm leading / trailing drum
Suspension Front	21.7 mm inverted telescopic fork, 87 mm travel
Suspension Rear	Monoshock with cantilever-type swingarm, 70 mm axle travel
Tyres Front	2.50 10 (33)
Tyres Rear	2.50 10 (33)



HONDA TECHNOLOGY

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



HYDRAULIC CLUTCH

For smoother and more precise operation of the clutch with any applied pressure.



HRC LAUNCH CONTROL

3 level of special ECU program that allows to optimise start performance. Select the desired mode, hold the throttle open, release the clutch, and the bike will do the rest.



ALUMINIUM FRAME

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



PROGRAMMED FUEL INJECTION

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



WAVY DISCS

Providing better heat dissipation and improved braking performance.



HONDA PRO-LINK® REAR SUSPENSION

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



SHOWA USD FORK

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



ENGINE MODE SELECT BUTTON

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



ELECTRIC START

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



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.



Moved by 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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insert local URL here



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

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



**BLUE SKIES FOR
OUR CHILDREN**