

ADVENTURE 2023



Wherever life takes you

Dusty trails. Climbing twisty mountain passes. Long and distant carriageways. Or maybe just a short commute across town. Renowned for their spirit of adventure, versatility and durability, no matter how you like to spend your time, you'll find a Honda Adventure motorcycle to be the perfect partner.



Performed on closed roads by a professional rider under controlled conditions.



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22YM Location Photos



PEAK POWER

100.6 bhp @ 7,500 rpm

PEAK TORQUE

105 Nm @ 6,250 rpm

OPTIONAL

DCT Dual Clutch Transmission

Key Features

- PARALLEL TWIN-CYLINDER ENGINE
- 7-LEVEL HONDA SELECTABLE TORQUE CONTROL (HSTC)
- 6-AXIS INERTIAL MEASUREMENT UNIT (IMU)
- CORNERING ABS
- 6.5-INCH TFT TOUCH SCREEN
- DAYTIME RUNNING LIGHTS (DRL)
- APPLE CARPLAY® AND ANDROID AUTO® CONNECTIVITY

Find out more at honda.co.uk



Forged through toughness

The greater the challenge, the greater the reward. We say bring it on. Built without compromise and on experience of decades, the CRF1100L Africa Twin draws on Dakar inspiration with hard-hitting performance, blacked-out detailing and aggressive graphics straight from a rally racing stage.

1100cc, 100.6bhp (75kW) peak power and 105Nm peak torque punching hard from a free-revving twin-cylinder engine. Sound good? Of course, it does. And it's not just powerful, it's smart, too. At the Africa Twin's core, a six-axis Inertial Measurement Unit (IMU) constantly monitors real time, 3D dynamic movement for precise management of 7-level Honda Selectable Torque Control (HSTC), 3-level Wheelie Control and Engine Power and Engine Brake through four default riding modes and two customisable user modes. Cornering ABS provides increased security on-road and features off-road settings including rear ABS switch-off. Optimised between first and second gears, for improved low-speed running, the optional Dual Clutch Transmission (DCT) option offers razor-sharp manual and smooth automatic shifting. Cruise control is standard.

For sharp handling the steel main frame and aluminium CRF450R-style swingarm are both lightweight and rigid. And, for precise suspension reaction, the 45mm Showa inverted front forks adjust for rebound and compression damping. Operating through Pro-Link, the Showa rear shock adjusts for compression and rebound damping, and also spring preload via a dial on the shock body. Taut, rally-style bodywork is slim. The riding position too is tailored for sitting and standing with high-set handlebars and contoured seat profile. A sleek black rack is also standard, for simple attachment of luggage.

A full colour 6.5-inch TFT touchscreen display features Apple CarPlay®, Android Auto® and Bluetooth® connectivity to allow use of smartphone navigation apps, calls and music. Dual headlights are full LED and have automatic DRL technology for consistent, piercing daytime visibility. And stunning 'Big Logo' graphics and paint stand way out from the crowd. For 2023 the Africa Twin is available in two new colour schemes.

Plus, make the Africa Twin truly yours with a selection of accessory packs ready to go.



22YM Location Photos



PEAK POWER

100.6 bhp @ 7,500 rpm

PEAK TORQUE

105 Nm @ 6,250 rpm

OPTIONAL

DCT Dual Clutch Transmission

Key Features

- PARALLEL TWIN-CYLINDER ENGINE
- 7-LEVEL HONDA SELECTABLE TORQUE CONTROL (HSTC)
- 6-AXIS INERTIAL MEASUREMENT UNIT (IMU)
- 24.8L FUEL TANK
- 6.5-INCH TFT TOUCH SCREEN
- CORNERING LIGHTS WITH DRL
- APPLE CARPLAY® AND ANDROID AUTO® CONNECTIVITY
- OPTIONAL SHOWA EERA™ SUSPENSION

Find out more at honda.co.uk



True adventure never ends

Travel moves you. Changes you. New places. People. Experiences. A lifetime of memories. With its long-range ability and all-round capability, the Africa Twin Adventure Sports opens up a whole world to ride. And will move you like nothing else.

It starts with the amazing performance and technology of the Africa Twin. Add a long-range fuel tank and the comfort to go with it, the choice of six-speed DCT and vibrant Cracked Terrain paint options – inspired by the original Africa Twin – and you have the Africa Twin Adventure Sports. The ultimate bike for the long haul.

And, alongside the standard Showa suspension, there's the option of Showa Electronically Equipped Ride Adjustment (SHOWA EERA™) for optimum damping settings all the time. Four pre-set modes cover all scenarios between touring, city and off-road riding. Rear spring preload can also be adjusted electronically while stationary to suit load, whether riding solo or with pillion and luggage.

We haven't forgotten long-range motorcycling practicalities, either. The front fairing offers extended wind protection for the upper body while a redesigned, 5-stage height-adjustable screen is shorter, for improved visibility with no loss of wind protection. The dual LED headlights feature DRL, for consistent daytime visibility and Cornering Lights which – dependent on speed and lean angle – automatically illuminate the blind spot on the inside of a corner. Heated grips deal with cold, early morning starts while cruise control eases never-ending highways. There are also ACC/USB charging sockets, while tubeless tyres mean easy roadside repairs.

2023 sees the Africa Twin Adventure Sport have a new colour refresh. (Packshot shows new colour). To really customise your Africa Twin Adventure Sports to suit your needs, configure your bike with one of the ready-to-go accessory packs.





PEAK POWER

90.5 bhp @ 9,500 rpm

PEAK TORQUE

77 Nm @ 7,250 rpm

TECHNOLOGY

HSTC Honda Selectable Torque Control

Key Features

- PARALLEL TWIN CYLINDER ENGINE
- ASSIST/SLIPPER CLUTCH
- 3-LEVEL HONDA SELECTABLE TORQUE CONTROL (HSTC)
- 5 RIDING MODES & WHEELIE CONTROL
- SHOWA 43MM SFF-CA USD FORKS & PRO-LINK REAR SHOCK
- 21/18-INCH FRONT AND REAR WHEELS
- 5-INCH TFT SCREEN
- HONDA SMARTPHONE VOICE CONTROL SYSTEM

Find out more at honda.co.uk



Mountains are calling

An all-round legend of adventure touring is reborn. And we've designed the XL750 Transalp to be the perfect partner for your adventures – wherever they lead. It has a purposeful look and feel, with zero excess and built tough. So, whether dealing with the urban sprawl, covering big highway days, or navigating endless trails the slim proportions of the mid-section combine with sleek fairing aerodynamics to give freedom with wind protection.

This bike is built to go the distance and genuine comfort – for two – matters so it's good to be prepared. From dirt tracks to green lanes long-travel Showa suspension absorbs bumps, while the 21/18-inch front and rear wheel combination roll smoothly over rough terrain. An 850 mm seat height and 209kg kerb weight make the Transalp easy to manage from walking pace upwards; the riding position is relaxed yet sits you upright, offering great visibility and natural comfort. Compact and highly functional, the fairing and screen feature aerodynamics carefully sculpted to increase stability and reduce wind noise and buffeting at speed.

Then there's the full-blooded performance. 90.5bhp (67.5kW) power and 77Nm torque are strong numbers, no doubt. But it's the way the 755cc, 8V parallel twin-cylinder engine delivers you'll really notice. Our patented air vortex intake technology amplifies and smooths low- and mid-range response, while the cylinders use high-specification Ni-SiC plating to reduce friction – and increase power – at high rpm. Four default riding modes – Sport, Standard, Rain and Gravel – make it easy for most riding conditions and alter the level of engine power and braking, Honda Selectable Torque Control (HSTC), Wheelie Control and level of ABS intervention. User mode allows your custom preference of each parameter (including rear ABS switch-off, off-road) and management is via 5-inch TFT screen. Honda Smartphone Voice Control system keeps you connected while you ride and full LED lighting features Emergency Stop Signal (ESS) technology to alert road users behind of sudden braking.

Plus make the Transalp just how you want to ride it with a selection of accessory packs ready to go: ADVENTURE, COMFORT, RALLY, URBAN and TOURING.



21YM Location Photos



ENGINE

745 cc TWIN-CYLINDER

PEAK TORQUE

69 Nm @ **4,750** rpm

TRANSMISSION

DCT Dual Clutch Transmission

Key Features

- 4 DEFAULT RIDING MODES AND USER CUSTOMISATION
- 3-LEVEL HONDA SELECTABLE TORQUE CONTROL (HSTC)
- SIX-SPEED DUAL CLUTCH TRANSMISSION (DCT)
- 41 MM CARTRIDGE-STYLE UPSIDE DOWN (USD) FORKS
- DUAL, RADIAL-MOUNT FOUR-PISTON BRAKE CALIPERS
- LED HEADLIGHTS WITH DRL TECHNOLOGY
- SMART KEY OPERATION
- 35 KW A2 LICENCE OPTION

Find out more at honda.co.uk



Infinite adventure around every corner

Our X-ADV made the first move. Broke the ground. Led the way. Combining the capabilities and performance of an adventure motorcycle, with the comfort, convenience and commuting ability of a large-capacity scooter, it's a two-wheeled SUV that defies convention. And, as a premium urban explorer, capable of going from city block to off-road trail (and back) in a heartbeat, the X-ADV turns the daily commute, and every single ride, into a unique experience.

A lightweight mainframe provides core strength with steering geometry that delivers handling confidence, wherever you ride. Sharp, dual LED headlights feature Daytime Running Light (DRL) technology that's highly visible to other road users, while tough bodywork heightens a rugged style the X-ADV has made its own. It also hides plenty of storage space and a USB Type-C charger. The seat is also contoured to generate easy ground reach. A full-colour TFT screen offers intuitive control. You can link to many smartphone functions, such as navigation, calls, messages and music, via the Honda Smartphone Voice Control System. So, whatever the adventure you're never out of touch.

It's really fun to ride, too. There's a thrilling charge around the rev-counter from the 745cc, parallel twin-cylinder engine to peak power of 57.8bhp (43.1kW) matched by muscular 69Nm mid-range torque. Throttle By Wire (TBW) control and four default riding modes optimise performance to suit conditions and terrain. And the X-ADV is flexible – you have the option to fully customise engine output and character, as well as the Dual Clutch Transmission (DCT) shifting schedule, Honda Selectable Torque Control (HSTC) and ABS level.

We've made it easy to prepare the X-ADV for whatever you have in store, with tailored accessory packs: ADVENTURE, TRAVEL and STYLE good to go. For 2023 we see a new special edition Shasta White version available. (shown in packshot above)



21YM Location Photos

NC750X

ENGINE

745 cc TWIN-CYLINDER

PEAK TORQUE

69 Nm @ **4,750** rpm

OPTIONAL

DCT Dual Clutch Transmission

Key Features

- 57.8 BHP (43.1kW) PEAK POWER
- 35KW A2 LICENCE OPTION
- THREE DEFAULT RIDING MODES AND USER CUSTOMISATION
- 3-LEVEL HONDA SELECTABLE TORQUE CONTROL (HSTC)
- LCD DASH
- TWO-CHANNEL ABS
- EMERGENCY STOP SIGNAL (ESS)

Find out more at honda.co.uk



Every day is fun day

Sharp, compact bodywork marks out the individuality of the NC750X. But it's also a very comfortable motorcycle, thanks to a natural riding position, low seat height and protective screen. And there's extra storage space, where the fuel tank would be (more than enough for a full-face helmet) which is one of the features that really separates the NC750X from a standard motorcycle. All lighting is premium LED.

There's a full 57.8 bhp (43 kW) peak power to enjoy, with 69 Nm peak torque punching hard in the mid-range. For peace of mind Honda Selectable Torque Control (HSTC) delivers refined, 3-level management of rear tyre grip. Three pre-set riding modes – STANDARD, SPORT and RAIN – alter engine power and engine braking character (and HSTC intervention level) to suit conditions. Additionally, USER mode allows full customisation. There's a six-speed Dual Clutch Transmission (DCT) option while the manual six-speed gearbox is managed via a slipper clutch, which makes for a light lever action and manages the rear wheel under rapid downshifting and hard braking.

A low centre of gravity from the forward-inclined engine and lightweight frame design makes for easy handling and precise steering. The 41 mm Showa® Dual Bending Valve (SDBV) front forks provide supple bump absorption, large or small and the rear Pro-Link™ rear monoshock features spring preload adjustment. Powerful, smooth braking performance is delivered by a twin-piston caliper and 320 mm wavy disc up front, matched to a rear single-piston caliper, 240 mm disc and two-channel ABS.

2023 has the NC750X arrive in 4 new colour schemes.



500X

PEAK POWER

46.9 bhp @ **8,600** rpm

PEAK TORQUE

43 Nm @ **6,500** rpm

LICENCE COMPATIBLE

A2

Key Features

- ASSIST/SLIPPER CLUTCH
- SIX-SPEED GEARBOX
- 17.5L FUEL TANK
- LONG-TRAVEL SUSPENSION
- LCD DASH
- FULL LED LIGHTING
- HONDA IGNITION SECURITY SYSTEM (HISS)

Find out more at honda.co.uk



The road to discovery

Rough city streets, open highways or country tracks, the CB500X is ready to go. It blends sharp lines with a rugged, aggressive stance, and comfort from a tall screen. Its 8-valve, liquid-cooled parallel twin-cylinder engine produces 46.9bhp (35kW) @ 8,600rpm – so is A2 licence compliant – with peak torque of 43Nm @ 6,500rpm. That equals real low and mid-range punch for strong acceleration. An assist slipper and clutch also eases upshifts and manages rear wheel lock-up on hard down changes for extra control.

New, long-travel Showa® 41mm Separate Function Fork-Big Piston (SFF-BP) USD forks separate damping and spring and offer precise suspension control – no matter the terrain – so you can ride with confidence. The CB500X also now has the braking power of dual, ABS-controlled 296mm discs and two-piston calipers, without any extra steering inertia, while a 19-inch front wheel offers sure-footed stability.

The seat profile offers easy ground reach, and the riding position is upright and relaxed. LCD instruments feature Gear Position and Shift Up indicators, tapered handlebars offer feel and leverage while the 17.5L fuel tank provides up to 280 mile range. And stunning paint and graphics are hard to ignore. No matter where your road leads and whether a new or experienced rider, the CB500X is the perfect companion for the journey.



CRF
300L

PEAK POWER

27 bhp @ 8,500 rpm

PEAK TORQUE

26.6 Nm @ 6,500 rpm

GROUND CLEARANCE

285 mm

Key Features

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

Find out more at honda.co.uk



Ready for road and trail

The dual purpose CRF300L, with its lightweight chassis and strong power and torque from its engine, is a brilliant off-road bike. And the qualities that make it so good off-road – slim proportions, peppy throttle response, agile steering and supple suspension – also make it brilliant around town. It draws DNA from the mighty CRF450R and CRF450RX competition bikes, so starts in a great place and, thanks to HRC and their racing programme, every aspect of its dual-sport performance is perfected.

There's 26.9bhp (20.1kW) peak power and 26.6Nm torque available from the liquid-cooled, DOHC 4V single-cylinder engine. Short gear ratios through to 5th give sharp acceleration while a tall 6th makes for easy cruising. For extra control an assist and slipper clutch eases upshifts and manages rear wheel 'hop' under rapid downshifts. Kerb weight is just 142kg thanks to a lightweight frame and tapered aluminium swingarm. Ground clearance of 285mm makes bumping off kerbs (or over logs) so much easier.

To soak up hits the suspension is long travel. Up front the Showa® 43mm USD forks feature 260mm travel, with spring rate and damping calibrated for both road and off-road riding, matched by 260mm travel for the Pro-Link™ Showa® monoshock. Easy control off-road needs free movement; the 7.8L fuel tank is deliberately slim; alongside the carefully contoured seat it allows smooth weight transfer forward to elevate front tyre grip. Crisp, positive LCD instruments are easy to read. So, whether navigating rough city streets, or conquering new trails (or both in a day) the CRF300L is a motorcycle built to explore.



CRF 300 RALLY

PEAK POWER

27 bhp @ 8,500 rpm

PEAK TORQUE

26.6 Nm @ 6,500 rpm

FUEL TANK

12.8L

Key Features

- 286CC DOHC 4V SINGLE-CYLINDER ENGINE
- 885MM SEAT HEIGHT
- ASYMMETRIC DUAL LED HEADLIGHTS
- ASSIST/SLIPPER CLUTCH
- 285MM GROUND CLEARANCE
- SHOWA® 43MM USD FORKS/260MM TRAVEL
- SHOWA® REAR MONOSHOCK/260MM TRAVEL
- LCD INSTRUMENT DISPLAY

Find out more at honda.co.uk



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-specification HRC CRF450 RALLY, it adds long-range ability and comfort to its off-road performance. The fuel tank holds 12.8L, with a 1.6L reserve. And, unlike most dirt bikes, the flat filler cap is hinged for clean, easy-fill convenience. Ensuring relaxed, natural control the handlebar position is pulled back and the footpegs set low and back, making room for gear changing in off-road boots. They also feature rubber inserts. Seat height is 885mm. Piercing, asymmetric dual LED headlights provide excellent forward visibility, while flexibly mounted indicators are also bright LED. For instant readability the LCD instruments use large black digits on a crisp white display.

Like the trail-ready CRF300L, the CRF300 RALLY packs a healthy and responsive 26.6Nm peak torque and 27bhp (20.1kW) peak power from its single-cylinder engine, with the control of an assist/slipper clutch. The Showa® 43mm USD forks and rear shock provide excellent suspension reaction and for powerful braking on any surface, the two-piston front caliper works a floating, 296mm wavy disc. Off-road, there's an option to switch off ABS control of the rear brake.

The CRF300 RALLY is about the freedom delivered by a lightweight chassis, long-travel suspension and responsive engine. 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.

Specifications

Engine

Engine Type	Liquid-cooled 4-stroke 8-valve parallel twin	Liquid-cooled 4-stroke 8-valve parallel twin with 270° crank and uni-cam
Engine Displacement	1,084 cc	1,084 cc
Max. Power Output	100.6 bhp (75 kW) @ 7,500 rpm	100.6 bhp (75 kW) @ 7,500 rpm
Max. Torque	105 Nm @ 6,250 rpm	105 Nm @ 6,250 rpm
Fuel Consumption / CO ₂ emissions	12.7 mi/L (DCT 12.9 mi/L) / 112 g/km (DCT 110 g/km)	12.7 mi/L (DCT 12.9 mi/L) / 112 g/km (DCT 110 g/km)

Chassis, Dimensions and Weight

Length × Width × Height (mm)	2,330 × 960 × 1,395	2,330 × 960 × 1,490
Seat Height (mm)	850 to 870 (Standard) / 825 to 845 (low seat) / 875 to 895 (high seat)	850 to 870 (Standard) / 825 to 845 (low seat) / 875 to 895 (high seat)
Wheelbase (mm)	1,575	1,575
Kerb Weight (kg)	229 (DCT 240)	238 (DCT: 248) With EERA 240 (DCT: 250)

Wheels, Suspension and Brakes

Brakes (Front/Rear)	310 mm dual wave floating hydraulic disc with aluminium hub and radial fit 4-piston calipers and sintered metal pads / 256 mm wave hydraulic disc with 2-piston caliper and sintered metal pads 2 channel ABS System with IMU	310 mm dual wave floating hydraulic disc with aluminium hub and radial fit 4-piston calipers and sintered metal pads / 256 mm wave hydraulic disc with 2-piston caliper and sintered metal pads 2 channel ABS System with IMU
Tyres (Front/Rear)	90/90-21M/C 54H / 150/70R18M/C 70H	90/90-21M/C 54H / 150/70R18M/C 70H
Suspension Front	Showa® 45 mm cartridge-type inverted telescopic fork with dial-style preload adjuster and DF adjustments, 230 mm stroke	Showa® 45 mm cartridge-type inverted telescopic fork with dial-style preload adjuster and DF adjustments, 230 mm stroke. Optional electronic controlled unit (SHOWA EERA™)
Suspension Rear	Monoblock aluminium swing arm with Pro-Link™ with Showa® gas-charged damper, hydraulic dial-style preload adjuster and rebound damping adjustments, 220 mm rear wheel travel	Monoblock aluminium swing arm with Pro-Link™ with Showa® gas-charged damper, hydraulic dial-style preload adjuster and rebound damping. Optional electronic controlled unit (SHOWA EERA™)



New 2023 Colour
Glint Wave Blue Metallic Tricolour



Grand Prix Red



Pearl Glare White Tricolour



New 2023 Colour
Matt Iridium Gray Metallic



New 2023 Colour
Matt Ballistic Black Metallic

XL750 TRANSALP

Liquid-cooled OHC 4-stroke 8-valve Parallel Twin with 270° crank and uni-cam

755 cc

90.5 bhp (67.5 kW) @ 9,500 rpm

75 Nm @ 7,250 rpm

14.6 mi/L / 103 g/km

2,325 × 838 × 1,450

850

1,560

208

Dual 310 mm × 4.5 mm disc with axial mount 2 piston calipers / Single 256 mm × 6.0 mm disc with single piston caliper (2 Channel ABS Type)

90/90 R-21 / 150/70 R-18

Showa® 43 mm SFF-CA USD

Separate pressure, Pro-Link™ swingarm

X-ADV

Liquid-cooled 4-stroke 8-valve, SOHC parallel 2-cylinder

745 cc

57.8 bhp (43.1 kW) @ 6,750 rpm (35 kW / 6,000 rpm)

69 Nm @ 4,750 rpm (65 Nm @ 4,000 rpm)

17.3 mi/L / 85 g/km

2,215 × 940 × 1,370

820

1,590

236

296 mm double hydraulic disc with radial 4 piston caliper / 240 mm single hydraulic disc with 1 piston caliper (2 Channel ABS System Type)

120/70 R17 / 160/60 R15

41 mm Upside Down Fork

Monoshock damper, Pro-Link™ swingarm

NC750X

Liquid-cooled 4-stroke 8-valve, SOHC parallel 2-cylinder

745 cc

57.8 bhp (43.1 kW) @ 6,750 rpm (35 kW @ 6,000 rpm)

69 Nm @ 4,750 rpm (65Nm @ 4,000 rpm)

17.7 mi/L / 82 g/km

2,210 × 846 × 1,330

800

1,525 (DCT 1,535)

214 (DCT 224)

320 mm single wavy hydraulic disc with 2-piston caliper / 240 mm single wavy hydraulic disc with single-piston caliper (2 channel ABS System Type)

120/70R-17 / 160/60R-17

41 mm telescopic fork

Monoshock damper, Pro-Link™ swingarm



Ross White Tricolour



Matt Ballistic Black Metallic



Matt Iridium Gray Metallic



New 2023 Colour
Pearl Deep Mud Grey



New 2023 Colour
Matt Ballistic Black Metallic



New 2023 Colour
Shasta White Special Edition



New 2023 Colour
Pearl Deep Mud Gray



New 2023 Colour
Matt Jeans Blue Metallic



New 2023 Colour
Candy Chromosphere Red



New 2023 Colour
Matt Ballistic Black Metallic

Specifications

Engine

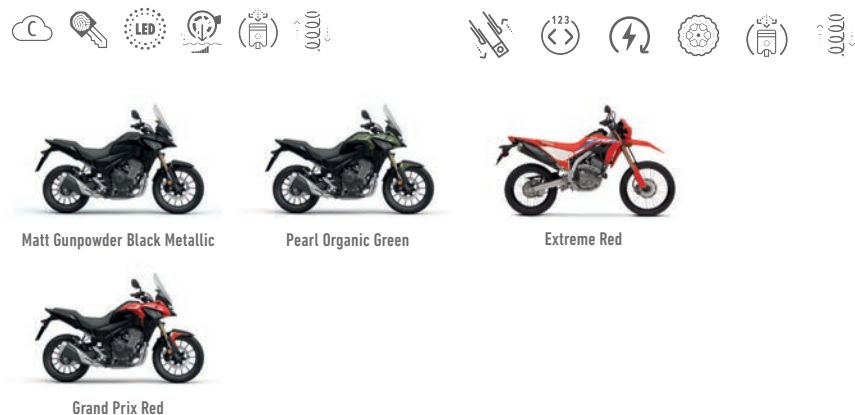
Engine Type	Liquid-cooled 4-stroke DOHC parallel twin	Liquid-cooled, Single, DOHC
Engine Displacement	471 cc	286 cc
Max. Power Output	46.9 bhp (35 kW) @ 8,600 rpm	26.9 bhp (20.1 kW) @ 8,500rpm
Max. Torque	43 Nm @ 6,500 rpm	26.6 Nm @ 6,500rpm
Fuel Consumption / CO ₂ emissions	17.3 mi/L / 82 g/km	20.1 mi/L

Chassis, Dimensions and Weight

Caster Angle	27.5°	27.5°
Dimensions (LxWxH) (mm)	2,155 × 825 × 1,410 (1,445 High screen)	2,230 × 820 × 1,200
Frame type	Steel diamond	Steel Semi-Double Cradle
Fuel Tank Capacity (Litres)	17.7	7.8
Ground Clearance (mm)	180	285
Kerb Weight (kg)	197	142
Seat Height (mm)	830	880

Wheels, Suspension and Brakes

Brakes (Front/Rear)	296 mm dual disc with Nissin® axial-mount two piston calipers / 240 mm single disc with single piston caliper. 2 channel ABS.	256 mm disc with two piston caliper / 220 mm disc with single piston caliper
Tyres (Front/Rear)	110/80R-19M/C / 160/60R-17M/C (On-off pattern)	80/100-21M/C 51P / 120/80-18M/C 62P
Suspension Front	Showa® 41 mm SFF-BP USD Forks	43 mm Telescopic USD Forks
Suspension Rear	Pro-Link® mono with 5-stage preload adjuster, steel hollow cross swingarm	Pro-Link®



CRF300 RALLY

Liquid-cooled, Single, DOHC

286 cc

26.9 bhp (20.1 kW) @ 8,500rpm

26.6 Nm @ 6,500rpm

20.1 mi/L

27.5°

2,230 × 920 × 1,415

Steel Semi-Double Cradle

12.8

275

153

885

296 mm disc with two piston caliper / 220 mm disc with single piston caliper

80/100-21M/C 51P / 120/80-18M/C 62P

43 mm Telescopic USD Forks

Pro-Link®



Extreme Red



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.



SHOWA ELECTRONICALLY EQUIPPED RIDE ADJUSTMENT

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



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.



TFT TOUCH SCREEN DISPLAY

6.5-inch full colour touch-screen for control of riding modes, navigation, Bluetooth smartphone/audio connectivity and Apple CarPlay®.



CORNERING ABS

For increased confidence on the way into a turn the IMU-controlled ABS manages braking force relative to lean angle, speed of deceleration and front and rear wheel slip ratio maintaining traction to the limit. The amount of ABS intervention is also dependent on the riding mode selected; lift of the rear wheel is also controlled under hard-stop situations.



ANTI-LOCK BRAKING SYSTEM

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



G MODE

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



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.



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.



CRUISE CONTROL

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



CORNERING LIGHTS

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



LED LIGHTS

Brighter and more energy efficient than traditional bulbs, with no time delay and a longer life.



SMART KEY

This innovative technology improves both convenience and security. As long as your key is in your pocket or bag, you can release the seat and start the engine with the press of a button.



PROGRAMMED FUEL INJECTION

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



SHOWA DUAL BENDING VALVE

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



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.



PRO-LINK® REAR SUSPENSION

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



SIX RIDING MODES

There are four default riding modes to choose from, designed for ultimate performance in most situations: TOUR, URBAN, GRAVEL and OFF-ROAD. Each modifies engine response and engine braking, DCT G switch and Cornering ABS to suit conditions. Two user modes also allow you to arrive at the perfect set-up to suit your own personal preferences. Selection of the riding modes is simple – via the top left of the touch screen.



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.



WAVY DISCS

Providing better heat dissipation and improved braking performance.

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.





ADRENALINE TEST RIDE

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

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

For more info go to: honda.co.uk/engineerroom/just-ride-experience-days



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.





The specific details of this brochure do not apply to any particular product supplied or offered for sale. Manufacturers reserve the right to vary specifications, including colours, with or without notice at such times in such manner as deemed appropriate. Major as well as minor changes may be involved. Every effort, however, is made to ensure the accuracy of the particulars contained in this brochure. Consult your Dealer for details regarding the specifications of any featured product. This publication shall not constitute – under any circumstances whatsoever – an offer by the Company to any individual. All sales are made by the Distributor or Dealer subject to and with the benefit of the standard Conditions of Sale and Warranty provided by the Distributor or Dealer, copies of which may be obtained upon request. While efforts are made to ensure specification accuracy, brochures are prepared and printed several months in advance of distribution and consequently cannot always immediately reflect either changes in specification or in some isolated cases the provision of a particular feature. Customers are always advised to discuss specific details with the supplying Dealer, especially if a selection is dependent upon one of the features advertised. Please contact your local dealer for information and specifications. Please note that the fuel consumption figures provided are results obtained by Honda under standardised testing conditions prescribed by WMTC. Tests are conducted on a rolling road using a standard version of the vehicle with only one rider and no additional optional equipment. Actual fuel consumption may vary depending on how you ride, how you maintain your vehicle, weather, road conditions, tyre pressure, installation of accessories, cargo, rider and passenger weight, and other factors. You accept that if you do go ahead and make a purchase or enter into any kind of transaction, whether for payment or not, you did so entirely in reliance on your own skill and judgement and not on that of anyone else.

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 (UK) - Motorcycles

Cain Road, Bracknell, Berkshire, RG12 1HL England

honda.co.uk



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