



STREET & TOURING | 2024



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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Shake up the hive

Forget the expected. It's time for a new generation to shake things up. Start with a brand-new, 755cc, 8V twin-cylinder engine producing incredible, class-leading power. Dial in a lightweight chassis honed for sports, tightly wrapped in head-turning streetfighter style – from a team of young designers at our Rome R&D centre – and the new CB750 Hornet takes flight. Nothing else comes close.

Want power to enjoy? Have a heavyweight 67.5 kW and 77Nm torque, with an assist/slipper clutch to ease upshifts and manage the rear wheel under rapid downshifting. This engine is about feel, too. A 270° crank delivers delicious low-rpm character. And we've tuned the exhaust note for a rich pulse off the bottom and through the middle, rising to a raucous howl at high rpm. Throttle By Wire (TBW) precision equals 3 default riding modes: SPORT, STANDARD and RAIN, as well as a customisable USER mode to fine-tune (though 3 levels) Honda Selectable Torque Control (HSTC) and Wheelie Control. You can also individually adjust Engine Power and Engine Braking. It's easy too – the 5-inch full colour TFT display offers a beautiful, intuitive interface as well as Honda Smartphone Voice Control system (HSVCs) for connectivity.

Designed around a new steel diamond frame the Hornet has a seat height of 795mm, so it's easy to manage. And, with a naturally upright riding position and 190kg kerb weight, it steers fast with precise control and feedback from Showa 41mm SFF-BP USD forks and Pro-Link rear shock. Carving a city block or set of corners its compact dimensions equal razor-sharp side-to-side agility while 4-piston, radial mount front calipers bite hard for high-performance stopping power. And the fun's not just for full licence holders; an ECU re-write is available from Honda dealers to restrict the engine to 35kW making it A2 licence friendly. The conversion back to full power is equally simple.



PEAK POWER

68 kW

PEAK TORQUE

77 Nm

KERB WEIGHT

190 Kg

Key Features

- A2 LICENCE OPTION AVAILABLE
- ASSIST & SLIPPER CLUTCH
- THREE DEFAULT RIDING MODES + USER CUSTOMISATION
- HONDA SELECTABLE TORQUE CONTROL (HSTC)
- HONDA ROADSYNC
- 41MM SHOWA SEPARATE FUNCTION FORK BIG PISTON USD (SFF-BP)
- SHOWA PRO-LINK REAR SHOCK
- DUAL NISSIN RADIAL-MOUNT FOUR-PISTON FRONT CALIPERS



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

HORNET
500

Join the hive

Ready for the riding buzz? You need our new CB500 Hornet. Aggressive, streetfighter style has big Hornet DNA coursing through it. And it's a bike ready to handle the city – the CB500 Hornet is compact, with a naturally upright riding position and low seat height that puts you in charge.

Lightweight 5-spoke wheels, sporty aluminium swingarm and footpegs shave mass for super-fast, effortless steering. Dual 296mm discs and Nissin two-piston radial-mount calipers offer strong, progressive braking. Dialled-in Showa 41mm Separate Function Fork-Big Piston (SFF-BP) USD forks mean you can push hard into corners with all the feedback for grip you need. And then some.

The A2-compliant twin-cylinder engine serves up riotous enjoyment for both new and existing riders, with assist/slipper clutch as standard to enhance durability and overall performance. Honda Selectable Torque Control (HSTC) smoothly manages rear wheel traction, wet or dry, so riding the street – or attacking a set of turns – is always a gas.

And this bike's got your back. The 5-inch full-colour TFT display is all new, as is the backlit handlebar switchgear with very natural hand position. Both have been designed together for easy use, and the screen is engineered to minimise glare in bright sunlight. It also offers full connectivity through the Honda RoadSync app. A first in class, for Android™ and iOS™ smartphones, it means you can access on-screen turn-by-turn navigation, make and receive calls or listen to music while you ride.



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

PEAK POWER

35 kW

PEAK TORQUE

43 Nm

TRANSMISSION

6-SPEED

Key Features

- A2-COMPLIANT
- 5 INCH TFT SCREEN WITH ROADSYNC CONNECTIVITY
- HONDA SELECTABLE TORQUE CONTROL (HSTC)
- ASSIST/SLIPPER CLUTCH
- LED HEADLIGHT
- RADIAL MOUNT BRAKES
- DUAL FRONT DISC BRAKE
- 41 MM SHOWA SFF-BP USD FORKS



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.



21YM Location Photos



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

PEAK POWER

107 kW

PEAK 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





NEO SPORTS CAFÉ

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.



21YM Location Photos



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

PEAK POWER

107 kW

PEAK TORQUE

104 Nm

TECHNOLOGY

5-INCH TFT SCREEN

Key Features

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





NEO SPORTS CAFÉ

Minimalist Perfection

This is where you find pure four-cylinder magic. Stripped back for raw performance – from city block to twisting backroad – the CB650R loads exhilarating acceleration, lightweight agility and sharp new CB1000R-inspired Neo Sports Café stripped down retro looks. Defined by trapezoidal shaping, the compact seat cowl is set aggressively high, and the sleek headlight has the CB1000R's distinctive aluminium bezel and LED light signature.

The DOHC engine produces 70kW @ peak – up to a free-spinning 12,000rpm redline – with 63Nm torque. For A2 licence holders there's a 35kW conversion available (performed by a Honda dealer) and then ready for full power once an A licence is held. Honda Selectable Torque Control (HSTC) smoothly manages rear wheel traction, wet or dry and an assist/slipper clutch works to prevent rear wheel lock-up through hard braking and downshifting. High quality Showa 41mm SFF-BP USD front forks offer precise control and fingertip feel for front tyre grip. Dual, radial mount four-piston calipers grip 310mm wave-style discs hard.

An all-new 5-inch full-colour TFT display is operated by backlit handlebar switchgear with a very natural hand position. Both have been designed together for easy use, and the screen is engineered to minimise glare in bright sunlight. It also offers full connectivity through the Honda RoadSync app. Available on both Android and iOS smartphones, you can access on-screen turn-by-turn navigation, make and receive calls or listen to music while you ride. And, for next level road visibility, Emergency Stop Signal (ESS) activates the rear hazards under hard stop situations.

And, if you want to take your riding to the next level, the CB650R is available with unique Honda E-clutch technology. E-Clutch brings the fun. And choice. You can use the clutch in a conventional manner. Or let E-Clutch do the work leave the clutch lever alone. That's it. Setting off from standstill, shifting up and down, and coming to a stop all you need do is operate the gear lever. E-Clutch does the rest – smoothly, instantly – like an expert sports rider. It offers you so much more control, whether you're carving through a set of corners or busy traffic. And need the clutch for any reason? No problem. Use it anytime.



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



PEAK POWER

70 kW

PEAK TORQUE

63 Nm

OPTIONAL

Honda E-Clutch

Key Features

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

CB
300R

NEO SPORTS CAFÉ

Upgrade to attitude

Looking for a new feel? Inject an extra, hugely enjoyable edge into riding with lightweight form driven by responsive power. Mixing Neo Sports Café minimalism with an engineer's eye for detail either way you view it – as a step up the capacity ladder or fun diversion from a bigger bike – the CB300R is pure motorcycling pleasure. The tapered handlebars are a streetfighter's touch, adding low-speed leverage and the wafer-thin LCD dash informs clearly. Building presence, burnished aluminium side scoops stand out against the blacked-out metal of the engine, frame, swingarm and cast aluminium wheels. And, defining membership of a special Honda family, the CB signature is to be found on muffler and side cowls.

Light and strong, with a rigidity balance tuned for feedback and feel, the tubular steel lattice frame ensures agile steering. It also plays a huge part in the stripped-back look, influenced heavily by big-brother CB1000R. The high-quality chassis offers exceptional suspension reaction from new 41mm Showa SFF-BP USD forks, while the rear shock is preload adjustable. Explore the serious traction of 110/70R-17 and 150/60R-17 radial front and rear tyres and strong braking power; a four-piston brake caliper bites a 296mm floating disc, with two-channel ABS and Inertial Measurement Unit (IMU) control to minimise rear lift.

DOHC, 4-valve and ready to rev, the single-cylinder engine is a compact jewel producing 27.7Nm @ 7,500rpm with 23.1kW @ 8,500rpm peak. There's strong torque to punch out of corners and real power for speed. For extra around-town control, an Assist/Slipper clutch now manages the six-speed gearbox – changing up is easier, and rear wheel hop is reduced under hard braking and rapid down changes. The CB300R is not built like others. Don't hold back. Unleash your ride.



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

PEAK POWER

22.9 kW

PEAK TORQUE

27.5 Nm

SUSPENSION

41 mm SHOWA SFF-BP USD

Key Features

- SINGLE-CYLINDER DOHC 4-VALVE
- ASSIST & SLIPPER CLUTCH
- SIX-SPEED GEARBOX
- LCD DASH WITH GEAR POSITION INDICATOR
- FULL LED LIGHTING
- FOUR-PISTON FRONT CALIPER & 296MM DISC
- TWO-CHANNEL ABS WITH IMU CONTROL
- 110/70R-17 AND 150/60R-17 FRONT/REAR TYRES





NEO SPORTS CAFÉ

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 enfolded 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.



PEAK POWER

11 kW

PEAK TORQUE

11.6 Nm

SUSPENSION

41 mm SHOWA SFF-BP USD

Key Features

- DOHC 4V SINGLE-CYLINDER ENGINE
- SIX-SPEED GEARBOX
- FULL LED LIGHTING
- NEGATIVE LCD DISPLAY
- EURO5-COMPLIANT



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

REBEL 1100

All day Rebel

Ready to upgrade your current ride? Then it's time. Time for something completely different. Step up to the CMX1100 Rebel. A bare-boned motorcycle that pays homage to the fat-tired 'bobber' silhouette of days gone by but lays down contemporary design details everywhere. Sure, it's one great looking bike, and will casually cruise an open boulevard. But it's so much more than that.

The torquey, characterful parallel twin-cylinder engine features Throttle By Wire (TBW) management, Honda Selectable Torque Control (HSTC) and Wheelie Control plus 4 default riding modes: STANDARD, at low speed is relaxed but as rpm rises it unleashes much more potential. RAIN transmits low engine power and engine braking, matched to high Wheelie Control and HSTC for extra reassurance, or a relaxed ride. SPORT gives aggressive power delivery, with low Wheelie Control and HSTC intervention. Cruise control is standard and our unique, six-speed Dual Clutch Transmission an option. You can ride solo or carry a passenger, as the rear seat pad quickly and easily unbolts. Under the seat there's a useful 3L storage compartment, which features a USB charging point.

And this cool cruiser is also made for corners. The cartridge-style front forks feature blacked-out 2-piece lowers (manufactured from both extruded and die-cast aluminium) mated to 43mm stanchions, finished in a dark navy oxide titanium coating. Twin, spring preload-adjustable rear shocks feature pressurised piggyback reservoirs for consistent damping. Braking power is served up by a front radial-mount mono-block four-piston caliper biting a 330mm floating disc and rear, single-piston caliper and 256mm disc. Both are managed by ABS. Cast aluminium wheels feature sporty Y-shaped spokes and wear fat tyres; a 180/65B-16 rear and 130/70B-18 front.

There's also an option designed for the rider that wants all the potential the standard CMX1100 Rebel offers, but long-distance ready. Finished in Gunpowder Black Metallic, the CMX1100T Rebel wears a swooping 'batwing' style fairing and stubby screen, with the practicality of dual rear panniers.



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



US Spec shown



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

PEAK POWER

64 kW

PEAK TORQUE

98 Nm

OPTIONAL

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



REBEL

Express yourself

The CMX500 Rebel is a custom motorcycle that showcases a timeless 'bobber' look but one also imbued with a forward looking, contemporary style all of its own. Accessible and easy to manage it has a low seat height (just 690mm) and relaxed riding position, with gently outstretched arms matched to mid-mounted foot pegs and comfortable seat. And, while the CMX500 Rebel can't help but look cool as it rolls out of the Honda dealer, the potential for customisation is huge. Let your imagination go to work...

Powered by a 471cc, 8V parallel twin-cylinder engine with smooth, linear power, at 35kW peak the CMX500 Rebel is A2 licence compliant – which is great news for any new rider. And, what really stands out as the throttle is rolled on from low rpm, is the strong torque delivery – peaking at a very healthy 43.3Nm. The blacked-out, 2-1 shotgun-style muffler delivers a soulful backbeat while an assist and slipper clutch makes gear changes easier, with lighter lever action. It also manages the rear wheel under rapid down changes, improving control.

The rigid, low-slung tubular steel frame is central to CMX500 Rebel style and hugely complemented by 16-inch diameter cast aluminium wheels with fat, 130/9-16 and 150/80-16 front and rear tyres. For a stripped-down look the pillion footpegs and rear seat pad quickly unbolt. 41mm telescopic front forks are matched to spring preload- adjustable, nitrogen-charged shock absorbers, for a compliant and supple ride; both front and rear discs are controlled by two-channel ABS, for confident braking in all conditions. All lighting is premium LED and there's a digital Gear Position indicator in the circular, 100mm negative LCD display. There's also the option of the Rebel S – finished in Titanium Metallic and loaded with a factory-fitted headlight cowl and smoked screen, retro fork gaiters and a special diamond-stitch seat.

Available in four new colour options for 2023.



PEAK POWER

35 kW

PEAK TORQUE

43.3 Nm

TECHNOLOGY

LED LIGHTING

Key Features

- PROGRAMMED FUEL INJECTION
- HONDA EVOLUTIONAL CATALYSING SYSTEM
- LCD DISPLAY
- LEFT SIDED IGNITION SWITCH
- 41MM TELESCOPIC FRONT FORKS
- A2 LICENCE COMPATIBLE



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

CL

A reflection of you

Back in 1962 our very first street scrambler, the CL72, made its debut. We figured it was time for a new breed to roll out, for the streets of today. Our scrambler style starts with the 12L fuel tank; smooth, rounded and perfectly formed, with authentic rubber knee pads for comfort. And everything that can be – engine, frame and suspension – is blacked out for minimalist looks. Rubber gaiters protect fork legs, just like back in the day. High, wide handlebars give excellent control and, in true CL tradition, mirror the evocative upswept exhaust muffler, with its distinctive drilled stainless heat shield and twin-pipe exit. And to keep things simple a neat, 100mm ring houses the negative LCD display; a classic round headlight features four bright LED bulbs for distinct light signature.

And while we've built the CL500, it's up to you to make it yours. Which starts with colour; choose between vibrant Candy Orange or Blue Metallic, ultra-modern Mat Gunpowder Black or rugged, earth-toned Mat Green. Then add what you need for how you ride or look you want – the rear subframe mounts all sorts of Honda Genuine Accessories including large and small soft rear bags. Instant, vintage off-road credibility bolts on with the headlight visor, knuckle guards and side number boards. There's also a high front mudguard to complete the look.

Producing a healthy 43.4 Nm torque the A2 licence compliant twin-cylinder engine has been tuned for crisp scrambler-style response and smart acceleration. It also features an assist & slipper clutch to make gear changing up and down the six-speed gearbox smooth and easy. For effortless control and turning in an urban area the riding position is upright, with arms and knees placed in a comfortable, natural posture while the compliant suspension and 19/17-inch front and rear wheels soak up rough ground. The CL500 drips with raw style and detail that only comes with long history, and begs to be ridden, customised and enjoyed. Just like the original.

And we've made it easy to get the CL500 look, feel or practicality you want with three accessory packs ready to go: STYLE, ADVENTURE and TRAVEL.



PEAK POWER

35 kW

PEAK TORQUE

43.4 Nm

LICENSE

A2 COMPATIBLE

Key Features

- 35KW PEAK POWER
- ASSIST/SLIPPER CLUTCH
- SHOWA 41MM TELESCOPIC FORKS
- ADJUSTABLE TWIN REAR SHOCKS
- 19/17-INCH FRONT AND REAR WHEELS
- 310MM FLOATING FRONT DISC & TWO-PISTON CALIPER
- NEGATIVE LCD DISPLAY & LED LIGHTING
- EMERGENCY STOP SIGNAL (ESS)



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

Monkey

Set yourself free

When you first see a Monkey, you smile. When you first ride a Monkey, you're guaranteed to be wearing the biggest grin. Monkey is a feeling. Of living carefree in the moment and making memories for now, and the future. Its history with Honda might go all the way back to 1961 – when the world was a different place – but what it represents, what it is and what it means, is as important now as it ever was. The Monkey is two-wheeled freedom at its best.

It's not just about fun though – the Monkey is also useful. Its air-cooled, EURO5-compliant 125cc engine is tuned to deliver enjoyable and flexible around-town performance with a five-speed gearbox managed by clutch, just like a big bike. A steel backbone frame provides strength and stability, along with the oval-section swingarm. USD (Up Side Down) front forks wear a premium Alumite finish and are matched by dual rear shocks – with 2-stage springs – for comfort. Fat, 12-inch block pattern tyres make for a smooth ride and the seat, now wearing a stitched cover, is made of plush, high-density urethane.

The original Monkey was a '70s icon. It was the two-wheeled machine to be seen on, and nothing's changed. Our 21st century Monkey's style, with its brightly painted frame, chromed steel high-level front and rear mudguards – plus the evocatively-stamped exhaust shield and high-rise handlebars – pays homage to the original. The tubular steel rack is standard, too. All lighting is LED and while the looks are retro the circular instrument cluster is full LCD and features a speedometer, odometer with twin trip meters and six-segment fuel level indicator. For extra confidence the single-channel ABS is controlled by an Inertial Measurement Unit (IMU) so the rear of the bike won't lift under heavy braking. A single 220mm front disc and 190mm rear provide the stopping power.

The Monkey will arrive in 2023 with three new colour schemes, which also cover the seat!



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

PEAK POWER

7.2 kW

PEAK 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



Dax

ST125

Dax and relax

Born in the late 1960s all the things that made the DAX so good way back then – small size, easy-going engine and light steering – make it even more enjoyable today. We've added more power, an upgraded frame, suspension and brakes, but the simple essence remains the same; riding is fun.

Why is the DAX, called the DAX you might ask? It's because its T-shaped pressed-steel mainframe looks rather like a Dachshund dog. The other parts are also perfect in neo-retro detail; the high mini-ape handlebars, off-road-inspired upswept exhaust muffler and dual seat all give the DAX its unmistakable, charming form. A beautifully chromed rear grab rail is styled just right and also provides a neat handhold for a passenger. A cover protects the final drive chain from the elements (and loose clothing) while blacked-out, 12-inch 5-spoke wheels add a touch of modernity. As does full LED lighting and a compact, circular negative LCD instrument display.

The DAX is for everybody. So we've made it easy to ride. Starting with a seat height of just 779mm and natural control from a relaxed, upright riding position. High-quality suspension – 31mm USD front forks and twin rear shocks – provide a plush ride, as do fat front and rear tyres, which grip well on a variety of surfaces. For peace of mind, single-channel ABS controls braking force to the hydraulic front and rear calipers. Built for durability and smooth delivery the air-cooled, 125cc engine produces 7.2kw peak power with 10.4Nm torque. That equals lively around-town acceleration and a realistic, two-up cruising speed of 90km/h. It also sips fuel, at 63.6km/l (WMTC mode). To make life even more straightforward, a centrifugal clutch does away with a clutch lever – just open the throttle and go. Shifting through all four gears is via foot lever, but the system does all the work.



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

PEAK POWER

7.2 kW

PEAK TORQUE

10.4 Nm

TRANSMISSION

4-SPEED

Key Features

- 799MM SEAT HEIGHT
- UP SIDE DOWN (USD) FORKS
- TWIN REAR SHOCKS
- SINGLE-CYLINDER 2-VALVE SOHC ENGINE
- HIGH-LEVEL EXHAUST
- NEGATIVE DISPLAY LCD DASH
- FULL LED LIGHTING
- HYDRAULIC DISC BRAKING WITH ABS CONTROL





We call it Grom

Since 2013, our MSX Grom (Mini Street X-Treme) has been transport of choice for a whole new generation of young riders around the world. It really is the little bike that thinks big. And, led by owners' desire to make their bike unique, the MSX Grom with its minimal bodywork is designed around the concept of adaptability and easy customisation – all of the panels attach with just three bolts each. The sleek LED headlight carves out a unique light signature. Easy to read for its compact size, the LCD digital dash includes a rev-counter and Gear Position indicator, alongside speedometer, twin trip meters, fuel gauge and clock.

The 125cc air-cooled, two-valve engine packs a perfect blend of punchy roll-on performance with useful, all-round usability. It makes 7.3kW peak power but, as always, is all about the fun of twisting a throttle. Driving through a 5-speed gearbox – with manual clutch operation imparting a full-sized motorcycle experience – top speed is a useful 95km/h.

Sturdy 31mm USD (Up Side Down) forks reduce unsprung weight and, thanks to the pistons' greater pressure-bearing area (compared to standard telescopic forks) offer improved damping feel throughout the stroke. Both top and bottom yokes are full-sized, further enhancing handling and feel, while a lightweight and robust single rear shock operates a simple and tough steel box-section swingarm. Fundamental to form and function are the 5-spoke, 12-inch diameter cast aluminium wheels that look great and roll smoothly; hydraulic two-piston front and single-piston rear brake calipers work 220mm and 190mm discs.

Three new colours will be available for the MSX in 2023.



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

PEAK POWER

7.4 kW

PEAK 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



CB125F

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.



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



PEAK POWER

8 kW

PEAK 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



GOLD WING Perfection of the ride

Lighter and more compact, the Honda GL1800 Gold Wing makes weekend trips away touring easier, and more enjoyable, than ever. Its 1,833cc, opposed flat six-cylinder engine serves up hugely strong, rich 170Nm torque peaking at just 4,500rpm; acceleration from standstill on through the rev-range is effortless and exhilarating. Throttle By Wire (TBW) engine management features four riding modes to choose from – TOUR, SPORT, ECON and RAIN – with throttle feel and delivery optimised for low-speed control. TBW also delivers smooth cruise control operation, up and down hill, to ease long highway days. And our unique, seven-speed Dual Clutch Transmission (DCT) provides seamless automatic, or manually-controlled up and downshifts and also features Walking mode – backwards and forwards – which makes parking or exiting straightforward.

Stripping away the Gold Wing's sleek bodywork reveals a fully honed chassis; a hugely strong, die-cast aluminium beam frame provides rock-solid stability, with steering precision and control from double wishbone front suspension. The single-sided rear Pro-Arm operates through Pro-Link, with electronically adjustable spring preload, and front and rear damping adjusts relative to riding mode selected. Dual Combined Braking System (D-CBS) distributes braking force evenly and with ABS control for confident, efficient stopping power. Hill Start Assist (HSA) makes getaways on an incline easy.

When it comes to motorcycle touring, convenience and comfort are essential, and the Gold Wing has both covered. The electronically operated screen adjusts for height and angle, while the Smart Key (kept in a pocket) operates the ignition and automatically locks both panniers. Apple CarPlay® for iPhone® and Android Auto® present intuitive connectivity via the immersive, 7-inch TFT display. The navigation system features a gyrocompass, for continued guidance in long tunnels, while the audio system and lightweight speakers show off stunning sound quality.

Mat Iridium Gray Metallic is the new Gold Wing colour for 2023.



19YM Location Photos



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

PEAK POWER

93 kW

PEAK TORQUE

170 Nm

TRANSMISSION

7-SPEED DUAL CLUTCH TRANSMISSION (DCT)

Key Features

- FOUR DEFAULT RIDING MODES
- 7-SPEED DCT WITH WALKING MODE REVERSE/FORWARD
- CRUISE CONTROL/HILL START ASSIST (HSA)
- DOUBLE WISHBONE FRONT SUSPENSION
- 7-INCH TFT DISPLAY
- NAVIGATION SYSTEM
- APPLE CARPLAY®/ANDROID AUTO® CONNECTIVITY
- SMART KEY OPERATION





GOLD WING TOUR The art of luxury touring

The Gold Wing Tour takes the joy of two-wheeled travel to beyond next level, with extra luggage capacity and supreme luxury, for rider and pillion. It starts out in the same place as the Gold Wing – so has identical 1,833cc opposed, flat six-cylinder engine with 170Nm peak torque, 4 riding modes, electronic suspension damping control, Dual Combined Braking System (D-CBS) and ABS. But, for an extra layer of riding confidence in all riding conditions, the Throttle By Wire (TBW) engine management employs Honda Selectable Torque Control (HSTC) to constantly monitor and maintain rear wheel traction. There's also the option of a seven-speed Dual Clutch Transmission (DCT) alongside the six-speed manual transmission. The Gold Wing Tour also adds an airbag option.

Of course, the Gold Wing Tour is built for a life on the open road, and many details contribute to make such a cohesive travel partner. For true day-to-day convenience, the rear top box features 61L capacity, which means it stores two large full-face helmets with ease. And a relaxed, 23° angle for the palatial pillion back support – and luxurious suede/synthetic material for both front and rear seats – ensure a cocoon of comfort. All of the luggage opens with a button, or via Smart Key, and hydraulic dampers smooth the action.

Two USB sockets keep devices charged. Apple CarPlay® for iPhone® and Android Auto® offer intuitive connectivity via the 7-inch TFT display, while the audio system and speakers are newly upgraded and generate vivid sound quality. Hill Start Assist (HSA) and DCT Walking mode – backwards and forwards – helps low-speed manoeuvrability. And because sometimes wind protection matters more than freedom, the electrically operated screen adjusts for height and angle.

In 2023 the Gold Wing Tour will see two updated colours: Graphite Black and Beta Silver Metallic Iridium Gray Metallic.



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



PEAK POWER

93 kW

PEAK 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



Welcome to the new touring era

Ready to travel? The new NT1100 offers everything you need in one motorcycle. Sleek aerodynamics define a smoothly elegant style while the large, 5-way adjustable screen and upper/lower deflectors provide superb wind and weather protection. The seat is supremely comfortable – and, importantly, for two – and matched to a flexible riding position that allows you to engage, or relax. It's well specified motorcycle, too. Alongside panniers there are heated grips, USB/ACC sockets and the practicality of a rear carrier. A centre stand also makes chain maintenance easy. And, when you come to choose your NT1100, our unique six-speed DCT is an option alongside the standard six-speed manual transmission.

A 20.4L fuel tank allows a potential range of 400km (WMTC mode) while the muscular twin-cylinder engine offers strong performance from low rpm, with 104Nm peak torque, just what's needed for effortless overtaking and relaxed cruising. It also drives smoothly to the redline in an exhilarating rush and tuned for a deep, pulsating and characterful sound. Three default riding modes, URBAN, RAIN and TOUR, cover most conditions and two USER options allow you to fully customise engine output as well as the 3-level Honda Selectable Torque Control (HSTC) and Wheelie Control. Cruise control is standard.

With the steel frame's rigidity optimised for strength, feel and stability, the 43mm Showa cartridge-type USD forks and rear shock, working an aluminium swingarm through Pro-Link, return impressive suspension reaction. 150mm stroke front and rear ensures supple compliance, even on rough city roads; rear spring preload is hydraulically-adjustable. There's also maximum grip and stability from 120/180 section front and rear tyres and smooth, progressive ABS-controlled braking power. The 6.5-inch TFT touchscreen offers Apple CarPlay®, Android Auto® and Bluetooth® connectivity to allow intercom use and access to smartphone functions – such as navigation, music and calls – via the display and a helmet headset. Daytime Running Lights (DRL) automatically adjust to ambient light intensity. Over 50km/h, the self-cancelling Emergency Stop Signal (ESS) indicates a hard-stop situation to those behind. The indicators also auto-cancel.

Graphite Black is the new update for the NT1100 for 2023.



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



PEAK TORQUE

104 Nm

OPTIONAL

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

Specifications

Engine

	CB750 HORNET	CB500 HORNET
Engine Type	Liquid-cooled 4-stroke 8-valve Parallel Twin with 270° crank and uni-cam	Liquid-cooled 4-stroke DOHC parallel twin
Engine Displacement	755 cc	471 cc
Max. Power Output	67.5 kW @ 9,500 rpm	35 kW @ 8,600 rpm
Max. Torque	75 Nm @ 7,250 rpm	43 Nm @ 6,500 rpm
Fuel Consumption / Emissions	4.3 L/100 km / 107 g/km	3.5L/100km / 80 g/km

Chassis, Dimensions and Weight

	CB750 HORNET	CB500 HORNET
Length x Width x Height (mm)	2,090 x 780 x 1,085	2,080 x 800 x 1,060
Seat Height (mm)	795	785
Wheelbase (mm)	1,420	1,410
Kerb Weight (kg)	190	188

Wheels, Suspension and Brakes

	CB750 HORNET	CB500 HORNET
Brakes (Front/Rear)	Dual 296 mm x 4 mm disc with Nissin radial mount 4-piston calipers / Single 240 mm x 5 mm disc with single piston caliper (2 channel ABS Type)	Dual 296mm x 4mm disc with Nissin axial mounted two piston calipers / Single 240mm x 5mm disc with single piston caliper
Tyres (Front/Rear)	120/70ZR-17 / 160/60ZR-17	120/70ZR17M/C / 160/60ZR17M/C
Suspension Front	Showa® 41 mm SFF-BPTM USD	Showa® 41mm SFF-BP USD forks
Suspension Rear	Monoshock damper with 5 stage adjustable preload	Prolink mono with 5 stage preload adjuster, steel hollow cross swingarm



Graphite Black



Pearl Glare White



Grand Prix Red



Pearl Himalayas White



Mat Iridium Gray Metallic



Mat Goldfinch Yellow

CB1000R BLACK EDITION

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

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

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



Graphite Black



Mat Jeans Blue Metallic



Bordeaux Red Metallic

Specifications

Engine

	CB650R	CB300R
Engine Type	Liquid-cooled 4-stroke 16-valve DOHC inline-4	Liquid-cooled 4-valve DOHC single
Engine Displacement	649 cc	286 cc
Max. Power Output	70 kW @ 12,000 rpm (35 kW @ 10,500 rpm)	22.9 kW @ 9,000 rpm
Max. Torque	63 Nm @ 9,500 rpm (49 Nm @ 4,500 rpm)	27.5 Nm @ 7,750 rpm
Fuel Consumption / Emissions	4.9 L/100km / 113g/km	3.3 L/100 km

Chassis, Dimensions and Weight

	CB650R	CB300R
Length x Width x Height (mm)	2,130 x 780 x 1,075	2,012 x 802 x 1,052
Seat Height (mm)	810	799
Wheelbase (mm)	1,450	1,352
Kerb Weight (kg)	205kg (E-Clutch 207kg)	144

Wheels, Suspension and Brakes

Brakes (Front/Rear)	310 mm double disc with four piston caliper / 240 mm single disc with single piston caliper (2 channel ABS System Type)	296 mm hubless floating disc with radial mount Nissin 4-piston caliper / 220 mm disc with single piston caliper. (2 channel ABS type)
Tyres (Front/Rear)	120/70 ZR17 / 180/55 ZR17	110/70R17M/C 54H / 150/60R17M/C 65H
Suspension Front	41 mm SFF-BP USD forks	41 mm Showa Separate Function front Fork Big Piston (SFF-BP) USD forks.
Suspension Rear	Monoshock damper with 10 stage adjustable preload	Monoshock damper with 5 stage adjustable preload



New 2024 Colour
Candy Chromosphere Red



New 2024 Colour
Mat Gunpowder Black Metallic



Mat Gunpowder Black Metallic



Pearl Dusk Yellow



New 2024 Colour
Pearl Smoky Gray



New 2024 Colour
Mat Laurel Green Metallic



Candy Chromosphere Red



Mat Pearl Agile Blue

CB125R

Engine Type	Liquid-cooled 4-stroke 4-valve DOHC single cylinder
Engine Displacement	124.9 cc
Max. Power Output	11 kW @ 10,000 rpm
Max. Torque	11.6 Nm @ 8,000 rpm
Fuel Consumption / Emissions	2.1 L/100 km / 50 g/km

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

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)
Tyres (Front/Rear)	110/70 R17 / 150/60 R17
Suspension Front	41 mm SFF-BP USD forks
Suspension Rear	Single damper



Mat Gunpowder Black Metallic



Mat Crypton Silver Metallic



Candy Chromosphere Red



Mat Jeans Blue Metallic

CMX1100 REBEL

Engine Type	SOHC liquid-cooled 4-stroke 8-valve parallel twin
Engine Displacement	1,084 cc
Max. Power Output	64 kW @ 7,000 rpm
Max. Torque	98 Nm @ 4,750 rpm
Fuel Consumption / Emissions	4.9 L/100 km / 114 g/km (MT) 5.3 L/100 km / 123 g/km (DCT)

Length x Width x Height (mm)	CMX1100 MT: 2240 x 853 x 1115 CMX1100 DCT: 2240 x 834 x 1115 CMX1100T MT: 2240 x 853 x 1180 CMX1100T DCT: 2240 x 848 x 1180
Seat Height (mm)	700
Wheelbase (mm)	1,520
Kerb Weight (kg)	CMX1100 MT: 238 / DCT: 233 CMX1100T MT: 238 / DCT: 248

Brakes (Front/Rear)	330 mm floating single disk with radial mounted mono-block four piston caliper / 256 mm single disc with two single piston caliper (2 channel ABS System Type)
Tyres (Front/Rear)	130/70 R18 / 180/65 R16
Suspension Front	43 mm preload adjustable
Suspension Rear	Preload adjustable twin piggyback rear shock



New 2024 Colour
Iridium Gray Metallic



New 2024 Colour
Glint Wave Blue Metallic



New 2024 Colour
Gunmetal Black Metallic
(CMX1100T model only)

CMX500 REBEL

Engine Type	Liquid-cooled DOHC 4-stroke 4-valve two-cylinder
Engine Displacement	471 cc
Max. Power Output	34 kW @ 8,500 rpm
Max. Torque	43.3 Nm @ 6,000 rpm
Fuel Consumption / Emissions	3.7 L/100 km / 85 g/km

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

Brakes (Front/Rear)	296 mm disk with 2 piston calipers / 240 mm disk with 1 piston calipers (2 channel ABS System Type)
Tyres (Front/Rear)	130/90 R16M/C 67H / 150/80 R16M/C 71H
Suspension Front	41 mm Telescopic forks (adjustable)
Suspension Rear	Showa® twin shocks with 5 stage adjustable preload



Mat Gunpowder Black Metallic



New 2024 Colour
Mat Laurel Green Metallic



New 2024 Colour
Seal Silver Metallic



New 2024 Colour
Pearl Shining Black

Specifications

Engine

	CL500	MONKEY
Engine Type	Liquid-cooled DOHC 4-stroke 4-valve two-cylinder	Air-cooled SOHC 4-stroke 2-valve
Engine Displacement	471 cc	124 cc
Max. Power Output	34 kW @ 8,500 rpm	6.9 kW @ 6,750 rpm
Max. Torque	43.4 Nm @ 6,000 rpm	11 Nm @ 5,500 rpm
Fuel Consumption / Emissions	3.7 L/100 km / 86 g/km	1.5 L/100 km / 35 g/km

Chassis, Dimensions and Weight

	CL500	MONKEY
Length x Width x Height (mm)	2,175 x 830 x 1,135	1,710 x 755 x 1,030
Seat Height (mm)	790	775
Wheelbase (mm)	1,484	1,145
Kerb Weight (kg)	191	104

Wheels, Suspension and Brakes

Brakes (Front/Rear)	Single 310 mm floating disc, 2 piston calipers / Single 240 mm disc, 1 piston caliper (2 channel ABS Type)	220 mm single hydraulic disc / 190 mm single hydraulic disc (IMU based ABS)
Tyres (Front/Rear)	110/80 R19M / 150/70 R17	120/80-12M/C / 130/80-12M/C
Suspension Front	Telescopic 41 mm Upright forks	USD Fork
Suspension Rear	Twin shock with 45 mm round pipe swingarm, 5-step preload adjustment	Twin shock



Candy Caribbean Blue



Mat Laurel Green Metallic



Pearl Shining Black



Pearl Nebula Red



Mat Gunpowder Black Metallic



Candy Energy Orange



Banana Yellow

DAX 125

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

Length x Width x Height (mm)	1,760 x 760 x 1,020
Seat Height (mm)	775
Wheelbase (mm)	1,200
Kerb Weight (kg)	107

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



Pearl Nebula Red



Pearl Cadet Gray



Mat Dim Grey Metallic



Splendid Blue



Pearl Gayety Red



Mat Dim Grey Metallic



Splendid Blue



Pearl Gayety Red



Black



Pearl Splendor Red



Pearl Cool White



Black



Pearl Splendor Red



Pearl Cool White

Specifications

Engine

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

Chassis, Dimensions and Weight

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

Wheels, Suspension and Brakes

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



New 2024 Colour
Mat Armored Green Metallic



Beta Silver Metallic Iridium Gray Metallic

New 2024 Colour
Pearl Glare White



New 2024 Colour
Heavy Gray Metallic-U

NT1100

Engine Type	Liquid-cooled 4-stroke 8-valve Parallel Twin
Engine Displacement	1,084 cc
Max. Power Output	75 kW @ 7,500 rpm
Max. Torque	104 Nm @ 6,250 rpm
Fuel Consumption / Emissions	5 l/100 km / 116 g/km

Length × Width × Height (mm)	2,240 × 865 × 1,360
Seat Height (mm)	820
Wheelbase (mm)	1,535
Kerb Weight (kg)	238 (MT) 248 (DCT)

Brakes (Front/Rear)	310 mm floating double disc with radial mounted four-piston brake caliper / 256 mm single disc with single piston caliper (2 channel ABS System Type)
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120/70 R17 / 180/55 R17

Showa® 43 mm SFF-BP type inverted telescopic fork with dial-style preload adjuster

Monoblock aluminium swing arm with Pro-Link® with Showa® gas-charged damper, hydraulic dial-style preload adjuster



Mat Iridium Grey Metallic

New 2024 Colour
Mat Jeans Blue Metallic



New 2024 Colour
Candy Chromosphere 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.



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.



EURO 5+

Complies with EURO 5+ emissions regulations.



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 ROADSYNC

Bluetooth connectivity for easy management of navigation, calls, messages and music whilst riding. Available on Android™ and iOS™ devices.



LED LIGHTS

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



PROGRAMMED FUEL INJECTION

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



REVERSE GEAR

Getting the Gold Wing into – or out of – wherever you want it is made effortless by the addition of an easy-to-use reverse gear.



SMART KEY

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



RIDING MODE SELECT

Each riding mode adjusts parameters of the motorcycle for example: power output; level of engine braking; suspension damping, ABS and HSTC.



RADIAL MOUNT CALIPERS

Offers better alignment to the disc and rigidity. Radial-mount calipers are secured and supported at both ends providing less caliper flex and better braking performance.



USB CHARGING

We've subtly integrated a USB socket into the under-seat storage compartment. No need for an adaptor; simply connect your device's lead, plug it in, and go.




TFT DISPLAY

Full colour TFT screen to control riding modes, along with other bike parameters. Displays key information such as Gear Position indicator and rev counter.

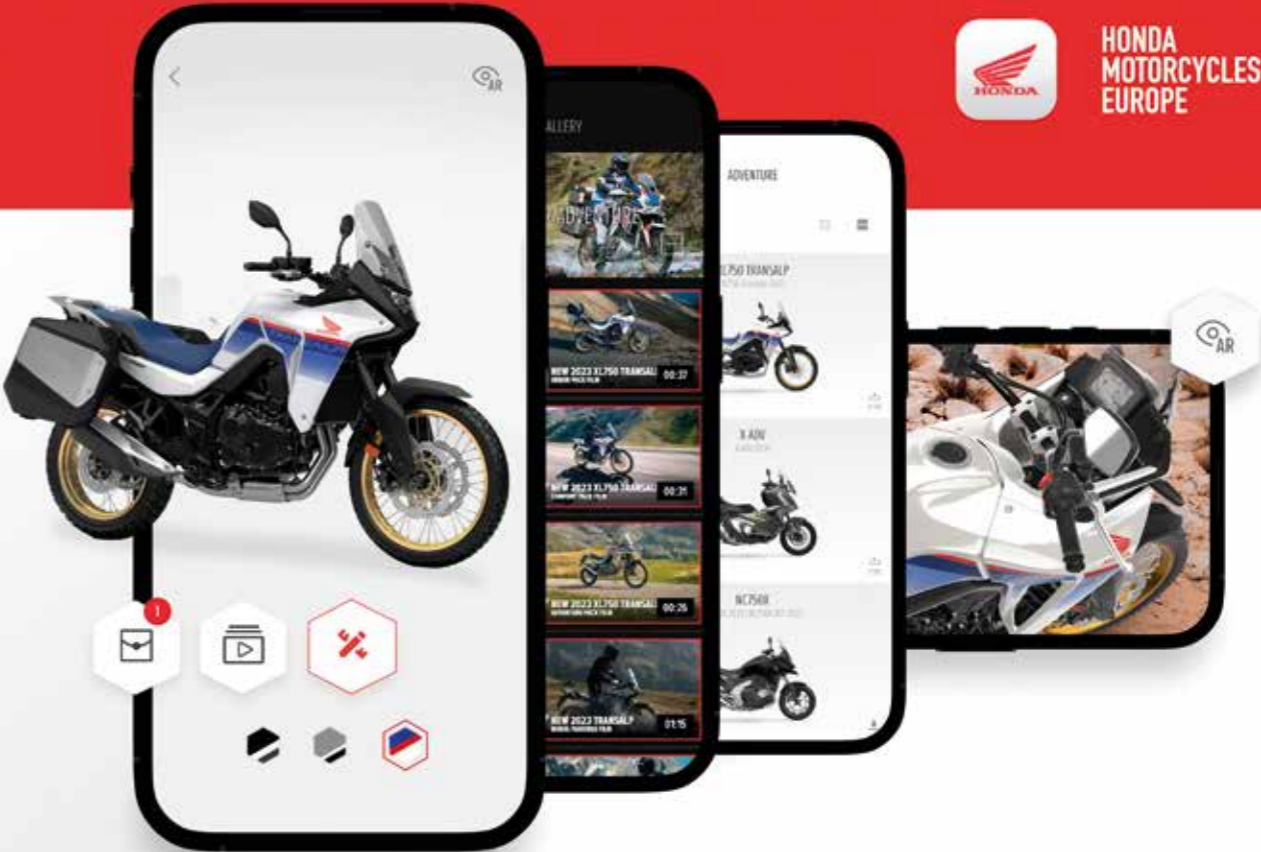


LCD DISPLAY

Sharp and clear information and warning lights presented in a rich and easy to read display.




HONDA
MOTORCYCLES
EUROPE





HONDA MOTORCYCLES EUROPE APP


- EXPLORE THE LATEST MOTORCYCLES
- VIDEO GALLERY
- CONFIGURE YOURS
- ALL COLOURS AND ACCESSORIES
- SEE IT IN 3D AND AR

Configure your bike and find out more about the full range and accessories by visiting our website or downloading the Honda Motorcycles Europe app.









The Power of Dreams



Enthusiast. Rider. Dreamer.

At Honda, we don't believe in taking the easy way out. Never settle. Never rest. That's what we believe.

It's a philosophy that means we never feel like we are done. It's why we never stop questioning the limits of every Motorcycle. Why we never stop striving for success, pushing innovation, engineering and development to the very limit. And then doing it again. And again.

It's why we're constantly pioneering engineering firsts – like the inline 4-stroke engine, dual-clutch transmission, or the motorcycle airbag. It's why we go beyond the existing, unafraid to challenge the status quo of the motorcycle market.

That's the restless spirit that drives us forwards and is passed on to every Honda rider, pushing them on to their next adventure. On to the joy of true freedom. On to the next big dream.

Because, after all, it's our dreams that move us.







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RIDE WITH STYLE Read the owner's manual thoroughly. Get to know your machine and its capabilities. Concentration assists anticipation. Observe other road users' movements. Brake in plenty of time. Always wear a helmet and quality kit, ride fit and NEVER after drinking alcohol. Good roadcraft and courtesy identify the skilled and stylish rider. Honda endorse the law that all helmet visors must comply with BS 4110. Visors that transmit less than 50% of visible light cannot legally be used on the road.

Honda Motor Europe – Motorcycles
Cain Road, Bracknell, Berkshire, RG12 1HL England
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