



ADVENTURE 2020



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# EXPERIENCE... THE CALL OF THE WILD.

Regardless of distance, terrain or weather, Honda Adventure motorcycles are ruggedly designed to get you there and back, creating remarkable experiences you'll never forget.

Honda Adventure motorcycles are made for expanding your horizons; for confidently riding places you never dreamed you'd be able to go. Sure, they deliver great performance in nearly every environment from urban to rural, with a comfortable, upright seating position and easy maneuverability.

But find a few exciting back roads, rocky trails or maybe no roads at all, and these innovative motorcycles will go the distance and let the true adventure begin.

A new world of endless adventure starts at the end of your driveway. Are you ready to answer the call of the wild?



European accessorized model shown



Africa Twin



Africa Twin Adventure Sports ES



NC750X



CB500X



CRF450L



CRF250L Rally



CRF250L

MEET THE LINEUP

**Africa  
Twin**

**FORGED**  
THROUGH ADVENTURE





### **SIX-SPEED DUAL CLUTCH TRANSMISSION (DCT)**

The Africa Twin is available in your choice of two transmissions: a six-speed manual traditional gearbox, or a six-speed Dual Clutch Transmission. It features 4 automatic modes which adjust the shift patterns to match your riding style and riding conditions, or a manual mode - allowing you to shift gears with triggers on the left handlebar. These triggers can also be used to override the automatic modes gear selection at anytime.

### **NEW INERTIAL MEASUREMENT UNIT**

At the very heart of the Africa Twin's elevated on- and off-road performance is a Bosch MM710 six-axis Inertial Measurement Unit (IMU) that measures 6-axis of data and sends that information to other critical systems like: HSTC, ABS and wheelie control... these systems then make adjustments in real-time to give you enhanced control.



### **PARALLEL-TWIN ENGINE**

For 2020 the CRF1100 Africa Twin's displacement has been increased to 1,084 cc's. As a result the peak power has increased by 7% and peak torque by 6%. The obvious increase in both power and torque makes itself felt from 2,500 RPM all the way through to the redline. This increase was achieved through engine refinements such as increasing the piston stroke, installing larger throttle bodies as well as updating the cylinder head and ECU settings.



### **DCT - CORNERING AND INCLINE DETECTION**

The addition of the new six-axis IMU (Inertial Measurement Unit) now allows two new features on the DCT models— cornering and incline detection. The IMU has been engineered to know when the bike is cornering or on a steep incline and can adapt the gear shift pattern to give you better control and a more natural gear shift feel.



### **WHEELIE CONTROL**

New for 2020 is Wheelie control. This system takes cues from the IMU to know when and how fast the front wheel is lifting and reacts accordingly. There are three levels of wheelie control, plus the ability to turn it off.

### **CONNECTIVITY**

With the use of a Bluetooth™ headset, Apple CarPlay® is now available. Music, phone calls and navi can now be accessed through the touchscreen display or via handlebar controls. A compatible iPhone® can be plugged into a USB charging port on the right of the Multi Information Display (MID). Hands-free wireless Bluetooth™ connectivity is also an option for a compatible iPhone® or Android™ device.



**Africa  
Twin**  
ADVENTURE  
SPORTS 25



European accessorized model shown

**ESCAPISM**  
AT ITS PEAK



### **ASSIST SLIPPER CLUTCH**

The Africa Twin is available in your choice of two transmissions: a 6-speed manual traditional gearbox, or a 6-speed Dual Clutch Transmission. The models with the manual gearbox come with a standard Assist Slipper Clutch. The aluminum clutch centre and pressure plate use “assist” cams to ease upshifts and ‘slipper’ cams for deceleration and downshifting; the clutch diameter is now smaller and features reduced spring tension for lighter lever feel.

### **G (GRAVEL) SWITCH**

The DCT is specially engineered to handle off-road adventures, thanks in part to the G switch accessed through the TFT touch screen display. Activating the G switch in any riding mode improves the feel for available traction and machine control by reducing the amount of clutch slip during gear changes.



### **RIDING MODES**

The Africa Twin has four default riding modes: Tour, Urban, Gravel and the all new Off-Road mode as well as two customisable User modes to help you cover any riding conditions or situations. Each of these modes presets power delivery, engine braking, ABS settings, HSTC torque control and suspension damping on the Adventure Sports ES models.



### **ELECTRONIC SUSPENSION**

The CRF1100 Africa Twin Adventure Sports ES is now equipped with front and rear Showa Electronically Equipped Ride Adjustment (EERA™) suspension. This suspension adjusts damping force relative to riding mode selected and aims to deliver high-quality suspension reaction in diverse and opposite conditions - riding comfort at slower speeds and stability at higher speeds.

### **PROTECTION**

Designed for the long-haul, the expanded front fairing offers plenty of wind and weather protection, multiplied by the 5-level height adjustable screen and heated grips.



### **HONDA SELECTABLE TORQUE CONTROL (HSTC)**

The Honda Selectable Torque Control (HSTC) system comes with seven (7) levels of torque control, and an “off” setting. Thanks to the new IMU which is designed to determine when the rear-wheel starts to slip out and it will seamlessly modulate your torque control to keep you in that sweet spot during acceleration.



# READY FOR ANYTHING

True adventure is about having what it takes. The extensive collection of custom-made Honda Genuine Accessories lets you create a unique adventure bike that will conquer virtually everything in your path.

## COMFORT

	Africa Twin	Africa Twin DCT	Africa Twin AS ES	Africa Twin AS ES DCT
CENTRE STAND	✓	✓	✓	✓
COMFORT PASSENGER FOOT PEGS	✓	✓	✓	✓
RALLY STEP FOOT PEGS	✓	✓	✓	✓
LOW SEAT RED R138L	✓	✓	✓	✓
LOW SEAT BLUE PBA04L	✓	✓	✓	✓
LOW SEAT BLACK NHIL	✓	✓	✓	✓

## UTILITY

	Africa Twin	Africa Twin DCT	Africa Twin AS ES	Africa Twin AS ES DCT
HEATED GRIP AND ATTACHMENT KIT	✓	✓	STD	STD
12V ACCESSORY SOCKET	✓	✓	STD	STD
QUICK SHIFTER KIT	✓		✓	
DCT SHIFT PEDAL		✓		✓

## STYLE

	Africa Twin	Africa Twin DCT	Africa Twin AS ES	Africa Twin AS ES DCT
WHEEL STRIPE R380 GRAND PRIX RED	✓	✓		
WHEEL STRIPE NHB53P PEARL GLARE WHITE			✓	✓
WHEEL STRIPE NH463M DARKNESS BLACK METALLIC			✓	✓

## PROTECTION

	Africa Twin	Africa Twin DCT	Africa Twin AS ES	Africa Twin AS ES DCT
FRONT LIGHT BAR <small>Note the light bar and engine guard can be installed together or separately depending on your requirement.</small>	✓	✓	✓	✓
ENGINE GUARD	✓	✓	✓	✓
ENGINE GUARD MOUNTING KIT <small>Required to install the light bar and engine guard kits</small>	✓	✓	✓	✓
RADIATOR GRILL PROTECTOR	✓	✓	✓	✓
TALL WINDSCREEN	✓	✓	STD	STD
KNUCKLE GUARD EXTENSIONS RED	✓	✓		
DEFLECTOR KIT	✓	✓	✓	✓
VISOR KIT	✓	✓	✓	✓
SIDE TANK PAD	✓	✓	✓	✓

## LUGGAGE – TOP BOX

	Africa Twin	Africa Twin DCT	Africa Twin AS ES	Africa Twin AS ES DCT
<b>TOP BOX 38 L</b>				
TOP BOX 38 L KIT	✓	✓	✓	✓
<b>OPTIONAL ACCESSORIES FOR 38 L TOP BOX</b>				
BACKREST 38 L TOP BOX	✓	✓	✓	✓
INNER BAG FOR 38 L TOP BOX	✓	✓	✓	✓
<b>TOP BOX 58 L</b>				
TOP BOX 58 L KIT	✓	✓	✓	✓
<b>OPTIONAL ACCESSORIES FOR 58 L TOP BOX</b>				
BACKREST 58 L TOP BOX	✓	✓	✓	✓
INNER BAG FOR 58 L TOP BOX	✓	✓	✓	✓
<b>ALUMINUM TOP BOX 42 L KIT</b>				
ALUMINUM TOP BOX 42 L	✓	✓	✓	✓
<b>OPTIONAL ACCESSORIES FOR ALUMINUM TOP BOX 42 L</b>				
INNER BAG ALUMINUM TOP BOX	✓	✓	✓	✓

## LUGGAGE – PANNIERS

	Africa Twin	Africa Twin DCT	Africa Twin AS ES	Africa Twin AS ES DCT
<b>PANNIERS</b>				
PANNIER SET L1	✓	✓		
PANNIER SET L4			✓	✓
<b>OPTIONAL ACCESSORIES PANNIERS</b>				
INNER BAG, PANNIER	2	2	2	2
<b>ALUMINUM PANNIERS</b>				
ALUMINUM PANNIER SET L1	✓	✓		
ALUMINUM PANNIER SET L4			✓	✓
<b>OPTIONAL ACCESSORIES ALUMINUM PANNIERS</b>				
BAG SET FOR ALUMINUM PANNIERS	✓	✓	✓	✓
<b>TANK BAGS</b>				
TANK BAG 4.5 L	✓	✓	✓	✓
TANK BAG 3 L	✓	✓	✓	✓

When installing a top box on L1/L1D model the attachment kit Top Box/Pannier 08L88-MKS-E00ZA is required.

**NC750X**

FOR ADVENTURE

**ADDICTS**



### **STRONG POWER & TORQUE**

The NC750X's liquid-cooled, parallel twin engine incorporates numerous advanced and patented technologies. To help ensure strong acceleration, ease-of-use in the city and a relaxed character on the highway, the engine delivers exceptionally strong low-RPM performance. The engine's unique design creates a muscular, easy-to-use powerband not unlike that of a big-bore cruiser.

### **MORE POWER, LESS SHIFTING**

The six-speed manual transmission complements the powerband by using wide gear ratios—no need to be constantly shifting up and down to maintain strong performance. The NC750X is also available with the Honda sporty DCT transmission, which allows both paddle-operated manual operation and three levels of automatic shifting.



### **LARGE, HIDDEN STORAGE**

Where the fuel tank would be on most bikes, the NC750X instead has a large-capacity (22 L), lockable utility compartment that's big enough to hold a typical XL-size helmet. This handy compartment allows you to quickly stash your helmet, gloves and more out of sight.

### **ABS POWER AND CONTROL**

Anti lock Braking System (ABS) provides added confidence during sudden stops or when the road is wet or slippery.



### **SMALLER CAN BE BETTER**

The engine's efficient use of fuel enables the use of a smaller-volume, more-compact fuel tank that still allows ample riding range while giving engineers extra freedom to re-think the optimal placement of other components.

### **COLOURFUL DISPLAY**

The LCD instrument display includes a host of customizable features, including nine choices of background colour. You can even set the background colour to change as engine RPM rises and falls, as you shift gears, or to indicate your selected DCT transmission mode.



**CB500X**



TAKE THE ROAD

**LESS TRAVELLED**

### **MORE POWER, MORE TORQUE**

The DOHC liquid-cooled parallel-twin engine uses a square bore & stroke of 67 mm x 66.8 mm for an optimum combination of strong low-end torque and excellent top-end power. A 4% boost in power and torque, compared to the previous generation, results in even sportier performance.

### **INCREASED SUSPENSION TRAVEL**

For even better off-road performance and overall comfort, the Pro-Link<sup>®</sup> rear suspension with five-stage preload-adjustable shock gains 17 mm of travel, while the conventional 41 mm telescopic fork with preload adjustability gains an extra 10 mm of travel over last generation. A single-tube rear shock replaces the double-tube design of the previous model—its large-diameter piston helps ensure excellent suspension response and better heat dissipation.



### **SMALL & LIGHT WATER PUMP**

Careful flow analysis of the cooling system resulted in a water pump that's small and lightweight, yet still more than capable of keeping the engine running its best at high output levels.

### **EASY SHIFTING**

The gear indicator and adjustable shift-up indicator make it even easier to use the smooth-shifting six-speed gearbox. The slipper clutch not only helps to prevent rear-wheel lockup on downshifts, it also reduces effort at the lever by almost half, helping to reduce rider fatigue particularly in city traffic or on long rides.



### **EXHAUST SYSTEM**

The exhaust system features dual exit pipes resulting in improved exhaust flow, extra power and a sportier-sounding edge to the exhaust note.

### **ENHANCED COMFORT**

Updated seat provides long-range comfort while offsetting the increase in suspension travel, thereby maintaining an ideal seat height for on/off-road riding. Plus, a 20 mm higher windscreen provides improved weather protection.



**CRF450L**

REDEFINE

**EXCITEMENT**



#### **TWIN-SPAR CHASSIS**

The twin-spar aluminum frame is both light and stiff, and provides the basis for the CRF450L's excellent handling, making it a true off-road bike. The chassis geometry is specially selected for responsiveness, and is also wider than the standard MX frame to accommodate the six-speed transmission.

#### **450 CC UNICAM ENGINE**

The Honda Unicam cylinder heads combine the best of single- and double-overhead-cam designs. The configuration contributes to a compact engine that saves weight over a comparable dual-overhead-camshaft motor and also permits a narrow included valve angle. This flattens the combustion chamber to facilitate ignition flame propagation, allowing a high compression ratio. Since less space is taken up in the cylinder head, the camshaft sits lower in the head for a more compact engine and a lower center of gravity.



#### **DYNAMIC PERFORMANCE**

The CRF450L has been designed to have 13% more inertia than the CRF450R. This smooths out the power delivery and makes the engine more user-friendly in tight, technical situations.

#### **MX STYLING**

Having a hard time spotting the differences between our factory MX bikes and the CRF450L? You're excused. The "L" looks like our MX bikes because it's derived from them—the smooth bodywork makes it easy to move around, and the updated for 2020 in-mold graphics not only look cool but are durable, too.



#### **FUEL MILEAGE METER**

An important feature for planning gas stops and calculating your bike's range under varying conditions, the Fuel Mileage Meter shows current fuel mileage and average fuel mileage as well as fuel consumption. Displays in either miles or kilometers, and applies to both the A and B tripmeters. The Fuel Mileage Meter is in the same digital instrument display as the speedometer, odometer, tripmeters and digital clock.

#### **FULLY STREET LEGAL**

The CRF450L is equipped with a catalytic converter and is fully street legal. That means you can ride it wherever it's legal to operate a motor vehicle -- you don't need to haul your bike to the trailhead in a truck or on a trailer.



## CRF250L

# REDEFINE EXCITEMENT

### SMOOTH RESPONSE

The PGM-FI system incorporates an Idle Air Control Valve (IACV) to smooth responses to small changes in throttle position.

### DYNAMIC PERFORMANCE

The engine's intake and exhaust systems are engineered to boost horsepower while also increasing torque at low RPM, all without changing the easy-to-ride nature.

### COMPACT DESIGN

Extremely compact roller rocker arm design for the low-friction valve train allows the use of a smaller cylinder head.



## CRF250L RALLY

# DUAL SPORT DOMINATION

### DIGITAL DATA AT A GLANCE

Upgraded digital multi-function instrument panel includes a fuel-level gauge and clock.

### SECURE STORAGE

Lockable tool box is tucked away behind the left-side number plate.

### QUIET OPERATION

The crankshaft runs in plain bearings for quieter operation and the big end of the connecting rod spins in a needle bearing, both contributing to the engine's high-performance credentials.





	AFRICA TWIN	AFRICA TWIN AS ES	NC750X	CB500X	CRF450L	CRF250L / CRF250L RALLY
<b>Engine type</b>	Liquid-cooled parallel twin with 270° phased crankshaft	Liquid-cooled parallel twin with 270° phased crankshaft	Liquid-cooled, parallel twin with 55-degree slant angle and 270° phased crankshaft	Liquid-cooled parallel twin	Liquid-cooled single-cylinder	Liquid-cooled single-cylinder
<b>Displacement</b>	1,084 cc	1,084 cc	745 cc	471 cc	450 cc	250 cc
<b>Bore &amp; stroke</b>	92 mm x 81.5 mm	92 mm x 81.5 mm	77 mm x 80 mm	67 mm x 66.8 mm	96 mm x 62.1 mm	76 mm x 55 mm
<b>Compression ratio</b>	10.1:1	10.1:1	10.7:1	10.7:1	12.0:1	10.7:1
<b>Valve train</b>	SOHC, Unicam, 4 valves per cylinder	SOHC, Unicam, 4 valves per cylinder	Chain-driven SOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves	Unicam, 4 valves	Chain-driven DOHC, 4 valves
<b>Fuel delivery</b>	PGM-FI electronic fuel injection with 46 mm throttle bodies	PGM-FI electronic fuel injection with 46 mm throttle bodies	PGM-FI electronic fuel injection with 36 mm throttle bodies	PGM-FI electronic fuel injection with 34 mm throttle bodies	PGM-FI electronic fuel injection with 46 mm throttle body	PGM-FI electronic fuel injection with 38 mm throttle body
<b>Transmission</b>	<b>Standard model:</b> Six-speed manual <b>DCT model:</b> Six-speed Dual Clutch Transmission with four automatic shift modes and a manual mode	<b>Standard model:</b> Six-speed manual <b>DCT model:</b> Six-speed Dual Clutch Transmission with four automatic shift modes and a manual mode	<b>Standard model:</b> Six-speed manual <b>DCT model:</b> Six-speed Dual-Clutch Transmission with four automatic shift modes and a manual shift mode	Six-speed manual	Six-speed manual	Six-speed manual
<b>Final drive</b>	#525 O-ring-sealed chain (16/42T)	#525 O-ring-sealed chain (16/42T)	#520 O-ring-sealed chain <b>Standard model:</b> (17T/43T) <b>DCT model:</b> (17T/39T)	#520 O-ring-sealed chain (15T/41T)	#520 sealed chain (13T/51T)	#520 O-ring-sealed chain (14T/40T)
<b>Front suspension</b>	Showa 45 mm cartridge-type inverted telescopic fork with dial-style preload adjuster and damping force adjustments, 230 mm (9.1 in.) travel	Showa Telescopic inverted fork with an inner tube diameter of 45 mm, and Showa EERA™ with compression and rebound damping adjustments, 230 mm (9.1 in.) travel	41 mm Showa SDBV (Showa Dual Bending Valve) telescopic fork, 137 mm (5.4 in.) travel	41 mm telescopic fork with spring preload adjustment, 136 mm (5.4 in.) travel	49 mm leading-axle inverted telescopic Showa coil-spring fork with rebound and compression damping adjustability 268 mm (10.55 in.)	<b>250L:</b> 43 mm Showa inverted fork; 222 mm (8.7 in.) travel <b>Rally:</b> 43 mm Showa inverted fork; 221 mm (8.7 in.) travel
<b>Rear suspension</b>	Monoblock aluminum swing arm with Pro-Link® with Showa gas-charged damper, hydraulic dial-style preload adjuster and rebound damping adjustments, 220 mm (8.7 in.) rear wheel travel	Monoblock aluminum swing arm with Pro-Link® with Showa gas-charged damper, hydraulic remote control preload adjuster and electric control unit with compression and rebound damping adjustments, 220 mm (8.7 in.) rear wheel travel	Pro-Link® single shock swingarm; 150 mm (5.9 in.) travel	Pro-Link® single shock with 5-stage spring preload adjustment; 135 mm (5.3 in.) travel	Pro-Link® Showa single shock with adjustable spring preload, rebound and compression damping adjustability 300 mm (11.8 in.)	<b>250L:</b> Pro-Link® Showa single shock; 239 mm (9.4 in.) travel <b>Rally:</b> Pro-Link® Showa single shock; 264 mm (10.4 in.) travel
<b>Tires</b>	<b>Front:</b> 90/90-R21 tube type <b>Rear:</b> 150/70-R18 tube type	<b>Front:</b> 90/90-R21 tubeless type <b>Rear:</b> 150/70-R18 tubeless type	<b>Front:</b> 120/70ZR-17 <b>Rear:</b> 160/60ZR-17	<b>Front:</b> 110/80ZR-19 <b>Rear:</b> 160/60ZR-17	<b>Front:</b> 80/100-21 <b>Rear:</b> 120/80-18	<b>Front:</b> 3.00-21 <b>Rear:</b> 120/80-18
<b>Brakes</b>	<b>Front:</b> 310 mm dual wave floating discs with aluminum hub and radial mount 4-piston calipers and sintered metal pads <b>Rear:</b> 256 mm wave disc with single piston caliper and sintered metal pads. Lever-Lock Type Parking Brake System on DCT model with additional slide type 1-piston caliper <b>ABS:</b> 2 channel with IMU. Selectable ABS MODE with on-road and off-road setting. Rear ABS on/off switch	<b>Front:</b> 310 mm dual wave floating discs with aluminum hub and radial mount 4-piston calipers and sintered metal pads <b>Rear:</b> 256 mm wave disc with single piston caliper and sintered metal pads. Lever-Lock Type Parking Brake System on DCT model with additional slide type 1-piston caliper <b>ABS:</b> 2 channel with IMU. Selectable ABS MODE with on-road and off-road setting. Rear ABS on/off switch	<b>Front:</b> 320 mm single wave disc with two-piston caliper and two-channel ABS <b>Rear:</b> 240 mm single wave disc with single-piston caliper <b>ABS:</b> 2 channel ABS	<b>Front:</b> 310 mm single wave disc with two-piston caliper and two-channel ABS <b>Rear:</b> 240 mm single wave disc with single-piston caliper <b>ABS:</b> 2 channel ABS	<b>Front:</b> 260 mm wave disc with dual-piston caliper <b>Rear:</b> 240 mm wave disc with single-piston caliper	<b>250L:</b> Front: 256 mm disc with dual-piston caliper <b>Rally:</b> Front: 296 mm disc with dual-piston caliper <b>250L &amp; Rally:</b> Rear: 220 mm disc with single-piston caliper
<b>Seat height</b>	<b>Standard setting:</b> 870 mm (34.3 in.) <b>Low setting:</b> 850 mm (33.5 in.)	<b>Standard setting:</b> 870 mm (34.3 in.) <b>Low setting:</b> 850 mm (33.5 in.)	830 mm (32.7 in.)	830 mm (32.7 in.)	940 mm (37.0 in.)	<b>250L:</b> 875 mm (34.4 in.) <b>Rally:</b> 895 mm (35.2 in.)
<b>Wheelbase</b>	1,575 mm (62 in.)	1,575 mm (62 in.)	1,535 mm (60.4 in.)	1,445 mm (56.9 in.)	1,500 mm (59.1 in.)	<b>250L:</b> 1,445 mm (56.9 in.) <b>Rally:</b> 1,455 mm (57.3 in.)
<b>Curb weight*</b>	<b>Standard model:</b> 226 kg (498.2 lb.) <b>DCT model:</b> 236 kg (520.3 lb.)*	<b>Standard model:</b> 240 kg (529.1 lb.) <b>DCT model:</b> 250 kg (551.2 lb.)*	<b>Standard model:</b> 220 kg (485 lb.) <b>DCT model:</b> 230 kg (507 lb.)*	197 kg (434 lb.)*	131 kg (289 lb.)*	<b>250L:</b> 144 kg (317 lb.) <b>Rally:</b> 155 kg (342 lb.)*
<b>Fuel capacity</b>	18.8 litres	24.8 litres	14.1 litres	17.5 litres	7.6 litres	<b>250L:</b> 7.8 litres, including 1.8 litre reserve <b>Rally:</b> 10.1 litres, including 1.6 litre reserve
<b>Colours</b>	<b>Standard:</b> ■ Mat Ballistic Black Metallic (Red accents) <b>DCT Model:</b> ■ Grand Prix Red	<b>Standard &amp; DCT Model:</b> ■ Darkness Black Metallic <b>DCT Model:</b> ■ Tricolour	<b>Standard &amp; DCT Model:</b> ■ Pearl Glare White	■ Grand Prix Red ■ Mat Gunpowder Black Metallic	■ Extreme Red	<b>250L:</b> ■ Extreme Red ■ Black <b>Rally:</b> ■ Black/ Heavy Gray

\*Including required fluids and full tank of gas - ready to ride

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Apple CarPlay™ \*None of the features we describe are intended to replace the driver's responsibility to exercise due care while driving. Drivers should not use handheld devices or operate certain vehicle features unless it is safe and legal to do so. Some features have technological limitations. For additional feature information, limitations and restrictions, please visit [www.honda.ca/disclaimers](http://www.honda.ca/disclaimers) and refer to the vehicle's Owner's Manual. Only compatible with certain devices and operating systems. Africa Twin models are not equipped with Wifi Hot Spot. Operation may be dependent upon GPS satellite signal reception and available cellular data and/or voice connection; associated charges (incl. data plans, roaming charges and/or other amounts charged by your wireless carrier) may apply.

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European accessorized model shown



### Design and innovation—inside and out.

The reasons for choosing Honda go beyond our legendary engines. We have created our reputation through an unwavering focus on durability, quality and reliability. Each Honda product is a reflection of our commitment to motorcycle culture and the strength of community. Let trained Honda service technicians help to keep your motorcycle healthy, using only the finest Honda Genuine Parts, Oils and Chemicals specifically engineered to help maintain the original integrity and life of your Honda. Our industry-recognized engineering and exceptional Honda service means you can rest assured that Honda will provide you with exactly what you need to help ensure the best motorcycle performance for years to come.



Plus

### Honda Warranty = Added peace of mind.

Designed to ensure Honda quality care for your motorcycle, Honda Plus Extended Warranty offers flexible coverage selections for the type of protection you need. Whether your Honda motorcycle is new or pre-owned, Honda Plus helps to cover you.

**HONDA**  
Financial  
Services

### We make it easier to make it yours!

Honda Canada Finance Inc. (HCFI), o/a Honda Financial Services, was established in 1987 to provide financing options for Canadian consumers. Financing options with competitive rates and flexible terms are available through Honda dealers across Canada.





## Why Honda?

Our nature is to move forward. It's what drives us to pursue new ideas; always ensuring we remain at the forefront of innovation and performance. True craftsmanship is the result of expertise and passion coming together to create something that looks, feels and functions in a way that showcases uncompromising attention to detail.

Extensive testing and fine-tuning drives every stage of our engineering process so the end result is optimized for the most thrilling and comfortable experience possible. Honda strives to offer optimal performance through every product we develop, from grassroots to pinnacle; from the track to the street; from dirt to concrete. We build products for those who truly desire proven performance without sacrificing the reliability that comes with the Honda name.

Accessorized model shown



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