



ADVENTURE 2019



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# EXPERIENCE



AFRICA TWIN



AFRICA TWIN AS



NC750X



CB500X

ADVENTURE

# 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?



CRF450L



CRF250L



CRF250 RALLY

2018 model

DUAL SPORT

# PARADIGM SHIFT

## DUAL-CLUTCH TRANSMISSION

Forget everything you think you know about “automatic” motorcycle transmissions. The advanced Honda Dual-Clutch Transmission (DCT) is nothing like those automatics of the past. Nada. Zilch. Zero. And it’s also nothing like the Continuously Variable Transmission (CVT) belt-drive automatics that might work well in scooters, SUVs and cars, but don’t really translate when it comes to high-performance.

***No, Honda DCT is different. Way different.***

It all begins right at the heart of the system, where you’ll find a gearbox that is engineered to provide pure, crisp and accurate gear-on-gear engagement. Now here’s the twist: the Honda gearbox uses a clever twin-mainshaft configuration and two separate clutches. When accelerating in first gear, the system is already preparing for you or it\* to shift into second, so the shift becomes almost instantaneous with minimized power gaps—much like a modern day supercar or professional race car transmission. Same thing from second to third, third to fourth, etc., or when downshifting

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*The Honda advanced Dual-Clutch Transmission is nothing like those automatics of the past.*  
***Nada. Zilch. Zero.***

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\*Notice how we said “you or it” in the previous paragraph? That’s because Honda motorcycle DCT has another huge advantage: you can shift manually if you want to, via handlebar-mounted triggers. But you might be surprised by how quickly you begin to appreciate and enjoy the different automatic modes, which adapt shift points based on whether you’re riding hard or just cruising, riding uphill or downhill, and more—all while letting you concentrate on steering, braking and other riding skills.

Engineered to be the best of all worlds, Honda DCT offers thrilling manual or automatic shifting performance, plus all the benefits of a sporty Dual-Clutch Transmission.

## DCT MODELS



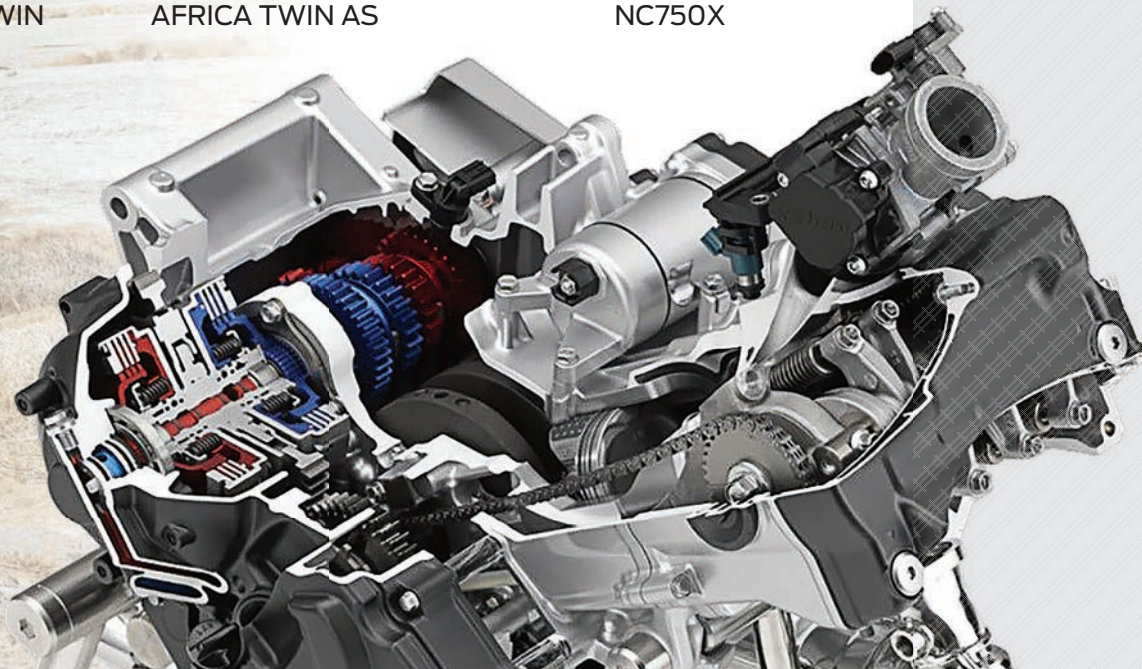
AFRICA TWIN



AFRICA TWIN AS



NC750X



Previous model year shown.

## HIGHLIGHTS

- Nearly instantaneous engagement from one gear to the next
- Senses uphill or downhill travel when selecting shift points
- No belts to maintain or wear out—just gear-on-gear precision
- Virtually no risk of stalling even in difficult off-road conditions
- Works as well in the city as it does on the highway or on the trail

## ADJUSTABILITY

When in automatic mode, Honda DCT allows you to select from “D mode” for comfortable cruising or increased fuel economy, or from three different dynamic sport settings in “S mode.”

## PERFORMANCE

When in manual mode, trigger-style paddle shifters on the left handlebar, combined with the dual-clutch system, are designed to produce smooth, precise, nearly instantaneous gearshifts.

**+ -** TRIGGER-STYLE  
PADDLE SHIFTERS

# YOU'VE HEARD THE STORIES, NOW MEET THE LEGEND

## AFRICA TWIN

It's one of the most desirable Honda motorcycles, and no wonder—the Honda CRF1000L Africa Twin can trace its lineage back to the rolling sand dunes of the Sahara, where its predecessor, the NXR750V, won the punishing Dakar Rally in its very first attempt.

More Dakar wins and well-deserved accolades followed, thereby cementing its reputation as one of the most durable and versatile adventure motorcycles ever created. And much like the iconic NXR750V, the Honda CRF1000L Africa Twin

is inspired by that same fearless racing heritage, and rugged real-world experience. Powered by an exhilarating 999 cc parallel-twin engine, the Africa Twin is a hardcore adventure bike that also offers serious off-road ability. Yet it also has a softer side, making it comfortable enough for long distance expeditions—or riding deep into the heart of any urban jungle.

The highly coveted, high-performing Honda Africa Twin has made its mark—where will it take you on your next great adventure?





European model shown.



Previous model year shown.

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***“Don’t let the magnitude of the challenge keep you from attempting it, or let an unexpected obstacle during the journey keep you from completing it.”***

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# AFRICA TWIN ENGINEERED TO WIN

The Africa Twin takes its winning legacy seriously, which is why it boasts plenty of innovative engineering and race-spec hardware. Starting with a Unicam engine with 270-degree crankshaft that produces a massive amount of torque and a distinctive drumbeat cadence, the bike also offers generous suspension travel, impressive ground clearance, an upright instrument array, advanced traction-control, switchable ABS function (rear wheel only), and available Dual-Clutch Transmission.

European model shown.



## THE SOUND OF POWER

The Africa Twin is powered by a 999 cc parallel-twin engine featuring a compact Unicam cylinder head that is lighter than traditional dual over head cam set-ups and designed to reduced gyro effect. A 270-degree phased crankshaft gives the engine a distinctive sound and feel—reminiscent of a V-twin—while helping to produce strong, linear power and instant response anywhere in the rev range.



## G IS FOR GRAVEL!

Push the “G switch” on the instrument panel, and the Honda DCT provides an aggressive shift pattern that’s ideal for breaking the rear wheel loose in a sweeping dirt corner—or even lofting the front wheel over an obstacle.





### INFO CENTRAL

The fully-featured LCD instrument panel is mounted high behind the windscreen for easy legibility—even when you're standing.

### SITTING OR STANDING

A wide seat tapers to narrow at the front, which provides extra comfort when sitting, plus an easy transition to standing when off-road. The seat can be raised or lowered by up to 20 mm.



### RIDING MODES & TRACTION CONTROL

Enhanced throttle-by-wire engine management with four riding modes along with expanded Honda Selectable Torque Control (HSTC) combine to help select the preferred amount of traction and performance—whatever your driving style.

### VERSATILE CHASSIS

The Africa Twin chassis can handle some of the most rugged off-road adventures, while providing many of the comforts of a touring motorcycle and everyday functionality of a great all-rounder.



### ADJUSTABLE ABS

Switchable rear ABS function allows you to disable the rear-wheel ABS—a benefit in certain types of off-road riding. The system reverts back to normal operation when the engine is restarted.



## QUICK SPECS

### ENGINE TYPE

999 cc liquid-cooled parallel twin with 270-degree crank

### TRANSMISSION

**Standard model:** Six-speed

**DCT model:** Six-speed Dual Clutch Transmission with manual shift mode and four automatic shift modes; on & off-road settings

### BRAKES

**Front:** 310 mm dual wave floating discs with aluminum hub and radial mounted four-piston calipers

**Rear:** 256 mm wave disc with two-piston caliper with ABS. Rear ABS on/off switch. Lever-Lock Type Parking Brake System on DCT model with additional slide type 1-piston caliper

### CURB WEIGHT

**Standard model:** 229 kg (505 lb.)

**DCT model:** 239 kg (527 lb.)

Including required fluids and full tank of gas—ready to ride

### FUEL CAPACITY

18.8 litres

### SEAT HEIGHT

**Std:** 870 mm (34.3 in)

**Low:** 850 mm (33.5 in)

### COLOURS

Matte Ballistic Black Metallic (Standard & DCT Models)



# NEW DAY, NEW ADVENTURES

## AFRICA TWIN ADVENTURE SPORTS (AS)

Get ready for a truly next-level experience, with the 2019 Africa Twin Adventure Sports iteration. Featuring the same exhilarating 999 cc parallel-twin engine and fearless Dakar Racing heritage, the upgraded 'Adventure Sports' version is set to take the iconic Honda Africa Twin to unimaginable new heights.

The 2019 version of the CRF1000L Africa Twin Adventure Sport goes further both on-road and off-road with a bigger fuel tank, longer suspension travel, larger skid plate with extended fairings, protective cowl bar, wider footpegs, higher riding position, increased ground clearance, heated

grips, and unique rear rack. The bike also features throttle-by-wire engine management with four riding modes, expanded Honda Selectable Torque Control [HSTC] parameters, and a revised intake and exhaust. Add to that a bold Digital Silver paint job—sure to turn heads no matter where your adventure leads.

Engineered to create remarkable experiences you'll never forget and push the boundaries of true adventure, the Africa Twin Adventure Sports is here to let your imagination run wild with possibilities. There aren't many places out of reach when you're riding the Africa Twin Adventure Sports.





## SPECIAL FEATURES

- LARGER FUEL TANK
- LONGER SUSPENSION TRAVEL
- INCREASED GROUND CLEARANCE
- HIGHER RIDING POSITION
- OVERSIZED PROTECTIVE SKID PLATE
- EXTENDED FAIRINGS
- PROTECTIVE COWL BAR
- HEATED GRIPS
- WIDER FOOTPEGS
- UNIQUE REAR RACK
- 12 VDC AUXILIARY SOCKET
- REAR-SIDE POCKET (RIGHT SIDE)

# CALLING ALL ADVENTURE ADDICTS

## NC750X

Anywhere and anytime—the Honda NC750X is ready to ride when you are. With its relaxed, upright seating position, nimble handling, and a parallel-twin engine with exceptionally strong low-rpm performance, the NC750X is ideal for both weekday commuters and weekend warriors. The bike is equally well-equipped for back road exploring and lengthy getaways to just about anywhere on your bucket list. And if your adventures involve a little dirt, gravel, rain or cold, then bring it on—the Honda NC750X is built to handle that too.

Check out the sharp styling, functional tall windscreen, bright LED headlight and taillight, as well as the integrated storage compartment (where the gas tank would be on most bikes)—all features that are sure to turn heads.

You can now also choose between two versions: with an advanced sporty Dual-Clutch Transmission, or with a conventional six-speed, manual-clutch gearbox for purists. For whatever type of riding you enjoy, the adventure-ready Honda NC750X is the perfect traveling companion.





Previous model year shown



Previous model year shown



Previous model year shown

### INNOVATIVE ENGINE

To give the engine a satisfying sound and feel, engineers thought way outside the box. An extra balancer shaft was added to make the engine feel refined, while retaining the distinct “throb” delivered by its 270-degree firing order. A unique intake-port layout and valve timing that’s different for each cylinder also help to give this unique engine a distinctive character.



### HANDY STORAGE

Unlike most bikes, the NC750X has an integrated large-capacity (22 litres) lockable utility compartment where the fuel tank would normally be located. Instead, the tank has been placed under the seat to lower the centre of gravity.



Previous model year shown

### HIGH-TECH FORK

Showa Dual Bending Valve fork performs much like a high-end cartridge fork, providing similar smooth action and linear damping force, but at a lighter weight. The result is exceptional road holding and ride comfort, plus reduced front-end dive under braking.

### COLOURFUL DISPLAY

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



### TUNED FLEX

The lightweight diamond-shaped frame was carefully designed to be sturdy while also allowing just enough flex to respond smoothly to changing road surfaces. You get comfort when you’re just cruising, and a sporty ride when you’re on your favourite twisty back road.



Previous model year shown

## QUICK SPECS

### ENGINE TYPE

745 cc liquid-cooled parallel twin with 55-degree slant angle, 270-degree phase crank

### TRANSMISSION

**Standard model:** Six-speed  
**DCT model:** Six-speed Dual-Clutch Transmission with four automatic shift modes and a manual shift mode

### BRAKES

Two-channel ABS  
**Front:** 320 mm single wave disc with two-piston caliper  
**Rear:** 240 mm single wave disc with single-piston caliper

### CURB WEIGHT

**Standard model:** 220 kg (485 lb.)  
**DCT model:** 230 kg (507 lb.)  
Including required fluids and full tank of gas—ready to ride


### FUEL CAPACITY

14.1 litres

### SEAT HEIGHT

830 mm (32.7 in.)

### COLOURS

 Candy Chromosphere Red (Standard & DCT)



# TAKE THE ROAD LESS TRAVELLED

## CB500X

Perhaps you're ready to move up a displacement class. Maybe you're looking for a more versatile adventure bike? Either way, you're really going to love the Honda CB500X.

With its lightweight, comfortable upright seating position, confident handling, rock-solid reliability, standard ABS brakes and extended range, the multipurpose CB500X excels at everything from adventure rides to sport touring. Its DOHC parallel-twin engine with fuel-injection delivers strong low-end and midrange torque and power without giving up exciting 500-class top-end performance. And you can't miss the aggressively-styled bodywork with distinctive LED headlight, taillight and a taller windshield that is vented for even better wind protection and enhanced aerodynamics.

Ready for big performance and huge fun in a bike that's just the right midrange size and price? The Honda CB500X is set to impress.





### GO FARTHER

The Honda CB500X boasts generous fuel range combined with excellent fuel economy ratings, for plenty of long journeys and more riding fun between fill-ups.



### AGGRESSIVE LOOK

Sleek bodywork includes a new front cowl that leaves much of the engine exposed for an aggressive, streetfighter look. Bright LED lights and turn signals keep weight and power consumption low. Larger 19-inch front wheel makes the CB500X even better at handling rough surfaces.



### BROAD POWERBAND

The 471 cc 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, power and excellent top-end performance. A 4% boost in power and torque for 2019 results in even sportier performance.

### SENSIBLE SEATING

Ergonomics were carefully configured to help ensure an unrestricted riding position that allows easy manoeuvring in town, easy mounting and dismounting, as well as excellent comfort during long-distance highway trips.



### CONFIDENT BRAKING

A dual-piston brake caliper up front and a single-piston caliper at the back provide strong but easily controlled stopping power. Plus, the two-channel ABS gives you extra peace of mind on reduced-traction road surfaces. A new slipper clutch helps to prevent rear-wheel lockup on downshifts, and it also reduces effort at the lever by almost half, helping to reduce rider fatigue particularly in city traffic or on long rides.



## QUICK SPECS

#### ENGINE TYPE

471 cc liquid-cooled parallel twin

#### TRANSMISSION

Six-speed

#### BRAKES

Two-channel ABS

**Front:** 310 mm single wave disc with two-piston caliper

**Rear:** 240 mm single wave disc with single-piston caliper

#### CURB WEIGHT

197 kg (434 lb.)

Including required fluids and full tank of gas—ready to ride

#### FUEL CAPACITY

17.7 litres

#### SEAT HEIGHT

830 mm (32.6 in.)

#### COLOURS

Grand Prix Red

Matte Gunpowder Black Metallic



# DUAL-PURPOSE, FUN-FORWARD

## CRF450L

The all-new Honda dual-purpose motorcycle is inspired by the CRF450R, along with its tough, lightweight chassis and performance-ready engine designed to deliver plenty of power right from the bottom.

The off-road hobby rider will appreciate the sheer level of enjoyment the CRF450L offers, but this bike is also fully street legal with its side-stand, increased fuel tank volume, and all-LED lighting. Matching the bike's performance is the iconic Honda durability—high-quality parts and long service intervals (the CRF450L was designed from the outset to have an air/oil filter change every 1,000km, with a major overhaul only required at 30,000km intervals), help to make riding as worry-free as it is enjoyable.

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### **INSPIRED BY ITS PREDECESSOR**

*The CRF450L is a dual-purpose bike that draws from the legacy and high performance of the CRF450R race machine—all with many additional “normal” service intervals and high-quality road components.*

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### SIX-SPEED TRANSMISSION

The CRF450L rocks a six-speed gearbox, giving you a low gear perfect for tight, slow situations, and a top gear that's tall enough for highway riding to the next gas stop or trailhead.



### LIGHTING THE WAY

Advanced LED lighting illuminates the headlights, turn signals, and tail lights.



### GREAT STOPPING POWER

Compact twin-piston front brake caliper, anodized-aluminum brake pistons and lightweight 260 mm front disc offer great stopping power while minimizing unsprung weight for improved turning and handling.

### DUAL RADIATORS

The CRF450L's dual radiators feature a refined core area for superior heat dissipation compared with conventional dual-radiator designs. A coolant recovery tank is located in front of the engine between the frame downtubes for improved centre of mass, and the tank is protected by a plastic skid plate.



### BUILT TO LAST

A truly reliable engine and top build quality translates into a real-world service schedule of 30,000 km between major engine stripdowns – with an air filter and oil change every 1,000 km.



## QUICK SPECS

#### ENGINE TYPE

449 cc liquid-cooled single-cylinder

#### TRANSMISSION

Six-speed

#### BRAKES

Front: 260 mm wave-pattern disc with dual-piston caliper

Rear: 240 mm wave-pattern disc with single-piston caliper

#### CURB WEIGHT

131 kg (289 lb.)

Including required fluids and full tank of gas—ready to ride

#### FUEL CAPACITY

7.6 litres

#### SEAT HEIGHT

940 mm (37.0 in.)

#### COLOURS

Extreme Red



# EXPLORE LIFE'S MANY ROADS

## CRF250L

When you're looking for a fully capable off-road bike, and a fully equipped street bike that will provide equal measure of excitement and adventure (with a good amount of practicality), look no further than the Honda CRF250L—it's everything you need and want in one amazing motorcycle.

The Honda CRF250L delivers an authentic adventure experience in a proven high-quality dual-sport package, complete with race-inspired body panel design for enhanced style to match its incredible performance.

Its counterbalanced single-cylinder engine remains remarkably smooth, even at highway speeds, while liquid-cooling, fuel-injection and an under-stressed engine design let you ride almost anywhere and back in confidence.

As a street bike, the CRF250L is ready for adventure. Along with its long-travel inverted fork, perfectly matched Pro-Link® rear suspension, ample ground clearance, and slim ergonomics, the CRF250L keeps comfort front and centre.

## TECHNOLOGY HIGHLIGHTS

- Compact liquid-cooled DOHC 250 cc single-cylinder 4-stroke engine
- Compact roller rocker arm design for the low friction valve train
- Digital multi-function instrument panel with fuel level gauge and clock

Previous model year shown.



# READY FOR ACTION

## CRF250 RALLY

Cruising along city streets or exploring nature in all its glory—every minute on the Honda CRF250 Rally is an adventure.

The bike offers plenty of rugged good looks and fun, while also providing riders with the comfort of an upright seating position and a commanding view of everything that lies ahead.

The CRF250 Rally sports attractive, high-visibility LED headlights, an intuitive display, clever accessory socket and large capacity fuel tank with an easy re-fuel cap design— all features designed to enhance the riding experience in exciting ways.

While closely related to the ever-popular Honda CRF250L dual-sport, the more aggressive Rally model reaches new heights of fun and versatility with its Dakar Rally-inspired design. Tough, and ready to tackle most any terrain, the CRF250 Rally is a sharp sculpted and smooth-handling long-distance runner. The end result is a dual-sport adventure bike that many riders have been longing for; it's a compact, yet super capable, outdoor machine that's willing to go the distance.

## TECHNOLOGY HIGHLIGHTS

- Compact liquid-cooled DOHC 250 cc single-cylinder 4-stroke engine
- Gear-driven counter balance shaft helps reduce engine vibration
- Bright, asymmetric, frame-mounted LED headlights

Previous model year shown.

# READY FOR ANYTHING



## ELECTRICAL

	Africa Twin	Africa Twin DCT	Africa Twin AS	Africa Twin AS DCT
<b>1. DCT FOOT SHIFTER</b> Foot shift kit enabling you to change gear in the traditional 1 down - 5 up format on DCT models. Works in harmony with the handlebar shift triggers giving the choice of either shift method at any time.		✓		✓
<b>2. QUICK SHIFTER</b> Allows gear changes using only the shift lever without having to use the clutch. Shift assist system program helps to match engine RPM to rear wheel speed when downshifting.	18-19		18-19	
<b>3. 12V ACCESSORY SOCKET</b> Provides power to operate additional equipment	18-19	18-19	STD	STD
<b>4. ACCESSORY SUB HARNESS</b> Required to complete installation of Fog Light Kit.	16-17	16-17		
<b>5. HEATED GRIPS</b> Slim Heated Grips with integrated control. Integrated circuit helps protect battery from draining. Smart heat allocation focuses on the area of the hand most sensitive to cold. Requires Heated Grips Attachment Kit.	18-19	18-19	STD	STD
<b>6. HEATED GRIP ATTACHMENT</b> Required for Heated Grip installation	18-19	18-19	STD	STD

## LIGHTING

	Africa Twin	Africa Twin DCT	Africa Twin AS	Africa Twin AS DCT
<b>7. LED FOG LIGHT</b> Requires Light Bar (except AS models), LED Fog Light Attachment Kit and Accessory Subharness to complete installation.	✓	✓	✓	✓
<b>8. FOG LIGHT ATTACHMENT</b> Required to complete Fog Light Kit installation.	✓	✓	✓	✓
<b>9. LIGHT BAR</b> Steel perimeter bar adds visual interest and a mounting point for fog lights. (Lights not included.) Required for Fog Light installation.	✓	✓		
<b>10. LIGHT BAR/SKID PLATE</b> Steel perimeter bar adds visual interest and a mounting point for fog lights. (Lights not included.) Required for Fog Light installation.	18-19	18-19	STD	STD

## UTILITY

	Africa Twin	Africa Twin DCT	Africa Twin AS	Africa Twin AS DCT
<b>9. CENTERSTAND</b> Sturdy stand provides more parking options on variable ground surfaces and simplifies working on rear wheel. Utilizes existing mounting points.	18-19	18-19		
<b>10. CENTERSTAND (HIGH)</b> Sturdy stand provides more parking options on variable ground surfaces and simplifies working on rear wheel. Utilizes existing mounting points.			18-19	18-19

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.


**GENUINE**  
 ACCESSORIES™

## COMFORT

	Africa Twin	Africa Twin DCT	Africa Twin AS	Africa Twin AS DCT
11. <b>COMFORT PASSENGER FOOT PEGS</b> Wider and rubber coated vs. Standard for increased pillion comfort.	✓	✓	✓	✓
12. <b>TALL WINDSCREEN</b> Polycarbonate Windscreen provides improved rider comfort to reduce buffeting by directing airflow above the helmet and around the shoulders. 85 mm (3.3") taller, 30 mm (1.2") wider.	✓	✓	STD	STD
13. <b>VISOR KIT</b> Left and Right Visor provide additional wind protection.	✓	✓	✓	✓
14. <b>LOWER DEFLECTOR KIT</b> Polyurethane deflector designed to deflect hot air from the radiator in order to improve rider comfort.	✓	✓		
15. <b>UPPER DEFLECTOR KIT</b> Polyurethane deflector designed to minimize wind and funnel air away from the rider.	✓	✓		
16. <b>UPPER/LOWER DEFLECTOR KIT</b> Polyurethane deflector designed to deflect hot air from the radiator in order to improve rider comfort.			18-19	18-19
17. <b>LOW SEAT (RALLY COLOUR)</b> 30 mm lower than standard which will provide a total seat height of 820 mm or 840 mm depending upon setting.	16-19	16-19		
18. <b>LOW SEAT (STD COLOUR)</b> 30 mm lower than standard which will provide a total seat height of 820 mm or 840 mm depending upon setting.	16-19	16-19		
19. <b>LOW SEAT, BLUE/BLACK</b> 30 mm lower than standard which will provide a total seat height of 820 mm or 840 mm depending upon setting.			18-19	18-19

## LUGGAGE

	Africa Twin	Africa Twin DCT	Africa Twin AS	Africa Twin AS DCT
1. <b>TOP BOX / PANNIER INNER BAG</b> Facilitates easy loading and unloading of personal items from the optional Top Box.	✓	✓		
2. <b>TOP BOX, 35L</b> 35L of storage capacity allows this Top Box to hold most helmet designs. Tough aluminum and plastic design compliments the panniers. Requires Top Box Lock, Rear Carrier / Top Box Base for complete installation.	✓	✓		
3. <b>REAR CARRIER / TOP BOX BASE</b> Required for installation of Top Case. Maximum allowable cargo weight 9 kg (19.8 lb.)	✓	✓		
4. <b>BACKREST PAD</b> Designed to fit the 35L Top Box, this backrest is made of polyurethane foam for passenger comfort. Easily installed with no drilling required.	✓	✓		
5. <b>TOP BOX LOCK</b> "1 Key" system to provide secure storage within the Top Box. Required for installation of Top Box.	✓	✓		
6. <b>1 KEY INNER CYLINDER SET</b> "1 Key" system to provide secure storage within the Top Box. Required for installation of Top Box.	✓	✓	✓	✓
7. <b>1 KEY BODY PARTS</b> Used to set the Pannier Lock Inner Cylinder in place, and Top Case.	✓	✓		
8. <b>PANNIER CASE SET</b> Pannier set featuring "1 Key" locking system which allows the luggage to be used with the bike's ignition key. Left side pannier can store a full face helmet with 40L capacity while the right side has a 30L capacity. Requires Lock Inner Cylinder and 1 Key Body parts for locking feature.	✓	✓	✓	✓



2018 model

**AFRICA TWIN**

**AFRICA TWIN AS**

**NC750X**

**CB500X**

**CRF450L**

**CRF250L / CRF250 RALLY**

<b>Engine type</b>	Liquid-cooled parallel twin with 270-degree crank	Liquid-cooled parallel twin with 270-degree crank	Liquid-cooled parallel twin with 55-degree slant angle and 270-degree phase crank	Liquid-cooled parallel twin	Liquid-cooled single cylinder	Liquid-cooled single-cylinder
<b>Displacement</b>	999 cc	999 cc	745 cc	471 cc	449 cc	250 cc
<b>Bore &amp; stroke</b>	92 mm x 75.1 mm	92 mm x 75.1 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	10:1	10.7:1	10.7:1	12.0:1	10.7:1
<b>Valve train</b>	Unicam, 4 valves per cylinder	Unicam, 4 valves per cylinder	Chain-driven, SOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Unicam, OHC, 4 valves	Chain-driven DOHC, 4 valves
<b>Fuel delivery</b>	PGM-FI electronic fuel injection with 44 mm throttle bodies	PGM-FI electronic fuel injection with 44 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 bodies
<b>Transmission</b>	<b>Standard model:</b> Six-speed <b>DCT model:</b> Six-speed Dual Clutch Transmission with manual shift mode and four automatic shift modes; on & off-road settings	<b>Standard model:</b> Six-speed <b>DCT model:</b> Six-speed Dual Clutch Transmission with manual shift mode and four automatic shift modes; on & off-road settings	<b>Standard model:</b> Six-speed <b>DCT model:</b> Six-speed Dual-Clutch Transmission with four automatic shift modes and a manual shift mode	Six-speed	Six-speed with manual clutch	Six-speed with manual clutch
<b>Final drive</b>	#525 O-ring-sealed chain (16/42T)	#525 O-ring-sealed chain (16/42T)	#520 O-ring sealed chain	#520 O-ring-sealed chain	#520 O-ring sealed chain; 13T/51T	#520 O-ring-sealed chain; 14T/40T
<b>Front suspension</b>	Showa 45 mm cartridge-type inverted telescopic fork with hydraulic dial-style preload and damping (compression & rebound) adjustability; 204 mm (8.0 in.) travel	Showa 45 mm cartridge-type inverted telescopic fork with hydraulic dial-style preload and damping (compression & rebound) adjustability; 224 mm (8.8 in.) travel	41 mm Showa Dual Bending Valve (SDBV) telescopic fork, 137 mm (5.4 in.)	41 mm telescopic fork with spring preload adjustment, 135 mm (5.3 in.) travel	49 mm fully adjustable leading-axle inverted telescopic Showa SPG coil-spring fork; 268 mm (10.53 in.) travel	<b>250L:</b> 43 mm Showa inverted fork with 222 mm (8.7 in.) travel <b>Rally:</b> 43 mm Showa inverted fork with 221 mm (8.7 in.) travel
<b>Rear suspension</b>	Pro-Link® single gas-charged shock, hydraulic dial-style preload adjuster and rebound damping adjustability; 220 mm (8.7 in.) travel	Pro-Link® single gas-charged shock, hydraulic dial-style preload adjuster and rebound damping adjustability; 240 mm (9.4 in.) travel	Pro-Link® single shock swingarm; 150 mm (5.9 in.) travel	Pro-Link® single shock with 5-position spring preload adjustment; 150 mm (5.9 in.) travel	Pro-Link® Showa single shock with adjustable spring preload, rebound and compression damping adjustability, 300 mm (11.81 in.) travel	<b>250L:</b> Pro-Link® Showa single shock with spring preload adjustment; 239 mm (9.4 in.) travel <b>Rally:</b> Pro-Link® Showa single shock with spring preload adjustment; 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 tube type <b>Rear:</b> 150/70-R18 tube 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 floating wave discs with aluminum hub, radial mounted 4-piston calipers and ABS <b>Rear:</b> 256 mm wave disc with 2-piston caliper with ABS. Rear ABS on/off switch. Lever-Lock Type Parking Brake System on DCT model with additional slide type 1-piston caliper	<b>Front:</b> 310 mm dual floating wave discs with aluminum hub, radial mounted 4-piston calipers and ABS <b>Rear:</b> 256 mm wave disc with 2-piston caliper with ABS. Rear ABS on/off switch. Lever-Lock Type Parking Brake System on DCT model with additional slide type 1-piston caliper	<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 and two-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 and two-channel ABS	<b>Front:</b> 260 mm wave-pattern disc with dual-piston caliper <b>Rear:</b> 240 mm wave-pattern 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>	Std: 870 mm (34.3 in.) Low: 850 mm (33.5 in.)	Std: 920 mm (36.2 in.) Low: 900 mm (35.4 in.)	830 mm (32.7 in.)	830 (32.6 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.)	1,580 mm (62.2 in.)	1,535 mm (60.4 in.)	1,445 mm (56.9 in.)	1,495 mm (58.9 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> 229 kg (505 lb.)* <b>DCT model:</b> 239 kg (527 lb.)*	<b>Standard model:</b> 242 kg (534 lb.)* <b>DCT model:</b> 252 kg (556 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> 146 kg (322 lb.)* <b>Rally:</b> 157 kg (346 lb.)*
<b>Fuel capacity</b>	18.8 litres	24.2 litres	14.1 litres	17.7 litres	7.6 litres	<b>250L:</b> 7.7 litres, including 1.8 litre reserve <b>Rally:</b> 10.1 litres, including 1.6 litre reserve
<b>Colours</b>	<b>Standard &amp; DCT Model:</b> Matte Ballistic Black Metallic	<b>Standard &amp; DCT Model:</b> Digital Silver	<b>Standard &amp; DCT Model:</b> Chromosphere Red	Grand Prix Red Matte Gunpowder Black Metallic	Extreme Red	<b>250L:</b> Extreme Red, Black <b>Rally:</b> Heavy Gray / Black

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

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2019 CB500X

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