



ADVENTURE | 2024

Wherever life takes you

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



CONTENTS

CRF1100L AFRICA TWIN ADVENTURE SPORTS NEW	04
CRF1100L AFRICA TWIN NEW	06
XL750 TRANSALP	08
X-ADV UPDATED	10
NC750X	12
NX500 NEW	14
CRF300	16
CRF300 RALLY	18
SPECIFICATIONS	20
HONDA TECHNOLOGY	24





True adventure never ends

This bike is built to go long and beyond, and every update makes it big-distance ready. The 19-inch front wheel delivers more front-end grip, alongside lower centre of gravity. Seat height is lower and adjustable, tool-free between 835-855mm and the seat itself has been redesigned, thicker with an 8% larger area, for the extended riding range that the 24.8L fuel tank makes possible. We've given the OHC liquid-cooled twin-cylinder engine 7% more torque, with much stronger performance off the bottom and through the middle of the rev-range. It's immediately noticeable with the first twist of throttle. And, thanks to higher compression ratio of 10.5:1, new valve timing and updated intake there's the same 75kW peak power and more in the mid-range. And the exhaust is new for improved performance and a richer, more muscular note as revs rise.

With 20mm shorter stroke, front and rear Showa Electronically Equipped Ride Adjustment (Showa-EERA) is now standard fit. Which means optimum damping, all the time. For a perfect base setting choose Mid. There's also Hard, for higher speeds, touring, or carrying a pillion and luggage, Soft for easy manoeuvrability and Off-Road for precise suspension reaction away from Tarmac. User allows total customisation (when stationary) and you can swap between modes – and adjust rear spring preload – while riding.

7-level Honda Selectable Torque Control (HSTC) – managed by IMU for smooth intervention – monitors rear wheel traction and gathers up drive on- or off-road. 3-level Wheelie Control gives just the front wheel lift you want, while cornering ABS inspires full braking confidence. Four default riding modes, URBAN, TOUR, GRAVEL and OFF-ROAD are set ready but you can go fully custom with 2 USER modes. There's also the comfort of 5-level height adjustable screen, heated grips, practicality of ACC and USB sockets and full connectivity to access your smartphone's navigation apps. You can also choose your Africa Twin Adventure Sports ES with newly updated six-speed DCT, which equals smooth, instant automatic shifting up and down – great for long distance riding.



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

PEAK POWER

75 kW

PEAK TORQUE

112 Nm

OPTIONAL

DCT DUAL CLUTCH TRANSMISSION

Key Features

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





Forged through toughness

It's all about the torque. Torque is what finds drive in the dirt and it's what brings the instant acceleration needed for safe overtaking, especially when two up and loaded. So, we've given the OHC liquid-cooled twin-cylinder engine 7% more, with much stronger performance off the bottom and through the middle of the rev-range. And, thanks to higher compression ratio, new valve timing and updated intake and exhaust there's no loss of power – 75kW at peak – with the precise response and feel of Throttle By Wire control.

Riding off-road is about finding the balance to push. Which is exactly what this chassis does. The formula is precise; a lightweight steel frame, CRF450R-inspired aluminium swingarm and bolt-on subframe provide the right rigidity and feedback for traction. Long travel Showa suspension – 230mm stroke front, 220mm rear – with updated settings absorbs rough terrain, and there's huge 250mm ground clearance to clear obstacles. For pinpoint setup the rear shock, operating through Pro-Link, is fully adjustable for compression and rebound damping. Adding roadgoing practicality a taller, wider screen adjusts through 5 positions for maximum forward visibility or maximum wind protection. And 21-inch front/18-inch rear rims now wear tubeless tyres, with a revised spoke design, for easy repairs.

The electronics are designed to make the ride more enjoyable and safer. No matter the route. 7-level Honda Selectable Torque Control – managed by IMU – monitors rear wheel traction and smoothly gathers up drive on- or off-road. 3-level wheelie control gives just the front wheel lift you want, while cornering ABS inspires full braking confidence. Four default riding modes, URBAN, TOUR, GRAVEL and OFF-ROAD are set ready but you can go fully custom, across all of the parameters, in USER mode.

There's also now an upgrade choice. The Africa Twin ES packs Showa Electronically Equipped Ride Adjustment (Showa-EERA) which means optimum damping settings, all the time. There are 4 default modes to choose from, plus custom options and you can swope between modes – and adjust rear spring preload – while riding. The Africa Twin ES also has heated grips and an ACC socket. And, whichever Africa Twin you choose, our newly updated Dual Clutch Transmission is a unique option.



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

PEAK POWER

75 kW

PEAK TORQUE

112 Nm

OPTIONAL

DCT DUAL CLUTCH TRANSMISSION

Key Features

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





Mountains are calling

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

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

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

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



PEAK POWER

67.5 kW

PEAK TORQUE

77 Nm

TECHNOLOGY

HSTC Honda Selectable Torque Control

Key Features

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



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



Infinite adventure

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

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

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

We've made it easy to prepare the X-ADV for whatever you have in store, with tailored accessory packs: ADVENTURE, TRAVEL and STYLE good to go. 2024 has the X-ADV arrive in three new colour schemes.



21YM Location Photos



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

ENGINE

745 cc TWIN-CYLINDER

PEAK TORQUE

68 Nm

TRANSMISSION

DCT DUAL CLUTCH TRANSMISSION

Key Features

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



NC750X

Every day is fun day

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

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

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



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



21YM Location Photos

ENGINE

745 cc TWIN-CYLINDER

PEAK TORQUE

68 Nm

OPTIONAL

DCT DUAL CLUTCH TRANSMISSION

Key Features

- 42.1KW PEAK POWER
- 35KW A2 LICENCE OPTION
- THREE DEFAULT RIDING MODES AND USER CUSTOMISATION
- 3-LEVEL HONDA SELECTABLE TORQUE CONTROL (HSTC)
- LCD DASH
- TWO-CHANNEL ABS
- EMERGENCY STOP SIGNAL (ESS)





New Experience

Go Short. Go long. Go where you choose. Effortlessly at home in the city but built for adventure, the rugged NX500 blends a tough off-road silhouette with modern off-road-inspired design. Long-travel suspension absorbs the urban rough and tumble just as it does gravel trails helped by new, lightweight wheels.

For enhanced comfort over a long day's ride the purposeful fairing and tall screen combine to direct airflow neatly over and around. Sharp graphics add a hint of competition style and the 17.5L fuel tank holds plenty of range. A powerful new headlight throws out strong beam penetration and wide light distribution either side – which means you see a lot more when cornering at night. And brand new 41mm Separate Function-Big Piston SFF-BP USD forks offer class leading suspension and are set for precise reaction and feel, with dual discs for powerful braking.

The A2-compliant twin-cylinder engine delivers strong torque off the bottom and through the middle of the rev-range, with 43Nm peak, for the responsive acceleration all riders enjoy. Honda Selectable Torque Control (HSTC) manages rear wheel traction in all conditions on the road, especially in the rain and on dirt or gravel it can be switched off completely, for maximum drive.

We've joined up the riding technology. Through a busy working week – or over a fun weekend trip – you want to stay in touch, navigate or listen to music without losing concentration on the road ahead. And now, with the NX500 and Honda Roadsync, you can. Brand new, simple-to-use lefthand switchgear (backlit for use at night) meshes seamlessly with the TFT screen and Honda Roadsync app so you can stay focussed – and fully connected – to your world. The adventure begins.



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

PEAK POWER

35 kW

PEAK TORQUE

43 Nm

LICENSE COMPATIBLE

A2-COMPLIANT

Key Features

- ASSIST/SLIPPER CLUTCH
- SIX-SPEED GEARBOX
- 17.5L FUEL TANK
- LONG-TRAVEL SUSPENSION
- 5" TFT SCREEN WITH HONDA ROADSYNC CONNECTIVITY
- HONDA SELECTABLE TORQUE CONTROL (HSTC)
- FULL LED LIGHTING
- HONDA IGNITION SECURITY SYSTEM (HISS)
- 41MM SHOWA SFF-BP USD FORKS
- DUAL FRONT DISCS WITH FOUR-PISTON CALIPERS



CRF
300L

Ready for road and trail

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

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

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



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

PEAK POWER

20.1 kW

PEAK TORQUE

26.6 Nm

GROUND CLEARANCE

285 mm

Key Features

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





Adventure, everywhere

Made for the adventurous dual-sport rider, the CRF300 RALLY is a small capacity machine packing heavyweight credentials. With styling drawn directly from the competition-specification HRC CRF450 RALLY, it adds long-range ability and comfort to its off-road performance. The fuel tank holds 12.8L, with a 1.6L reserve. And, unlike most dirt bikes, the flat filler cap is hinged for clean, easy-fill convenience. Ensuring relaxed, natural control the handlebar position is pulled back and the footpegs set low and back, making room for gear changing in off-road boots. They also feature rubber inserts. Seat height is 885mm. Piercing, asymmetric dual LED headlights provide excellent forward visibility, while flexibly mounted indicators are also bright LED. For instant readability the LCD instruments use large black digits on a crisp white display.

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

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



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

PEAK POWER

20.1 kW

PEAK TORQUE

26.6 Nm

FUEL TANK

12.8 L

Key Features

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



Specifications

CRF1100L AFRICA TWIN ADVENTURE SPORTS

CRF1100L AFRICA TWIN

Engine		
Engine Type	Liquid-cooled OHC 4-stroke 8-valve Parallel Twin with 270° crank and uni-cam	Liquid-cooled OHC 4-stroke 8-valve parallel twin with 270° crank and uni-cam
Engine Displacement	1,084 cc	1,084 cc
Max. Power Output	75kW [101HP] @ 7,500rpm	75kW [101HP] @ 7,500rpm
Max. Torque	112 Nm @ 5,500 rpm	112 Nm @ 5,500 rpm
Fuel Consumption / CO ₂ emissions	MT - 20.5km/l [4.9 l/100km], DCT - 20.5km/l [4.9 l/100km] / 114g/km	MT - 20.5km/l [4.9 l/100km], DCT - 20.5km/l [4.9 l/100km] / 114g/km
Chassis, Dimensions and Weight		
Lenght x Width x Height (mm)	2,305 x 960 x 1,475	2,330 x 960 x 1,485
Seat Height (mm)	835 to 855 (Standard) 795 to 815 (Low Seat Option)	850 to 870 (Standard), 825 to 845 (Low Seat Option), 885 to 905 (Comfort Seat Option)
Wheelbase (mm)	1570	1570
Kerb Weight (kg)	MT - 243, DCT - 253	MT - 231, DCT - 242 / MT - 233, DCT - 244 (ES)
Wheels, Suspension and Brakes		
Brakes (Front/Rear)	310mm dual wave floating hydraulic disc with aluminium hub and radial fit 4-piston calipers and sintered metal pads. / 256mm wave hydraulic disc with 2-piston caliper and sintered metal pads. 2-Channel with rear ABS off mode.	310mm dual wave floating hydraulic disc with aluminium hub and radial fit 4-piston calipers and sintered metal pads. / 256mm wave hydraulic disc with 2-piston caliper and sintered metal pads. 2-Channel with rear ABS off mode.
Tyres (Front/Rear)	110/80-R19M/C 59V (Tubeless type) / 150/70-R18M/C 70H (Tubeless type)	90/90-21M/C 54H (Tubeless type) / 150/70-R18M/C 70H (Tubeless type)
Suspension Front	SHOWA Telescopic inverted fork with an inner tube diameter of 45mm, and an Electric controlled unit (Showa EERA) with compression and rebound damping adjustments, 210mm stroke.	SHOWA 45mm cartridge-type inverted telescopic fork with dial-style preload adjuster and DF adjustments, 230mm stroke. / ES: SHOWA Telescopic inverted fork with an inner tube diameter of 45mm, and an Electric controlled unit (Showa EERA™) with compression and rebound dumping adjustments, 230mm stroke.
Suspension Rear	Monoblock aluminium swing arm with Pro-Link with SHOWA gas-charged damper, hydraulic remote control preload adjuster and electric control unit (Showa EERA™) with compression and rebound damping adjustments, 200 mm rear wheel travel.	Monoblock aluminium swing arm with Pro-Link with SHOWA gas-charged damper, hydraulic dial-style preload adjuster and rebound damping adjustments, 220 mm rear wheel travel. / ES: Monoblock aluminium swing arm with Pro-Link with SHOWA gas-charged damper, hydraulic remote control preload adjuster and electric control unit (Showa EERA™) with compression and rebound damping adjustments, 220 mm rear wheel travel.



New 2024 Colour
Pearl Glare White (ES Model Only) **New 2024 Colour**
Grand Prix Red **New 2024 Colour**
Pearl Glare White **New 2024 Colour**
Mat Ballistic Black



New 2024 Colour
Mat Ballistic Black Metallic

XL750 TRANSALP

X-ADV

NC750X

Liquid-cooled OHC 4-stroke 8-valve Parallel Twin with 270° crank and uni-cam	Liquid-cooled 4-stroke 8-valve, SOHC parallel 2-cylinder	Liquid-cooled 4-stroke 8-valve, SOHC parallel 2-cylinder
755 cc	745 cc	745 cc
67.5 kW @ 9,500 rpm	43.1 kW @ 6,750 rpm (35 kW @ 6,000 rpm)	43.1 kW @ 6,750 rpm (35 kW @ 6,000 rpm)
75 Nm @ 7,250 rpm	69 Nm @ 4,750 rpm (65 Nm @ 4,000 rpm)	69 Nm @ 4,750 rpm (65Nm @ 4,000 rpm)
4.3L / 100km / 103 g/km	3.6 l/100 km / 85 g/km	3.5 l/100 km / 82 g/km
Chassis, Dimensions and Weight		
2,325 x 838 x 1,450	2,215 x 940 x 1,370	2,210 x 846 x 1,330
850	820	800
1,560	1,590	1,525 (DCT 1,535)
208	236	214 (DCT 224)
Wheels, Suspension and Brakes		
Dual 310 mm x 4.5 mm disc with axial mount 2 piston calipers / Single 256 mm x 6.0 mm disc with single piston caliper (2 Channel ABS Type)	296 mm double hydraulic disc with radial 4 piston caliper / 240 mm single hydraulic disc with 1 piston caliper (2 Channel ABS System Type)	320 mm single wavy hydraulic disc with 2-piston caliper / 240 mm single wavy hydraulic disc with single-piston caliper (2 channel ABS System Type)
90/90-21M/C 54H / 150/70R18M/C 70H	120/70 R17 / 160/60 R15	120/70R-17 / 160/60R-17
Showa 43mm SFF-CA USD	41 mm Upside Down Fork	41 mm telescopic fork
Separate pressure, Pro-Link swingarm	Monoshock damper, Pro-Link swingarm	Monoshock damper, Pro-Link® swingarm



Ross White Mat Ballistic Black Metallic **New 2024 Colour**
Pucco Blue Mat Ballistic Black Metallic Pearl Deep Mud Gray Mat Jeans Blue Metallic



Mat Iridium Gray Metallic



New 2024 Colour
Iridium Gray Metallic



New 2024 Colour
Grand Prix Red



Candy Chromosphere Red



Mat Ballistic Black Metallic

Specifications

NX500

Engine

Engine Type	Liquid-cooled 4-stroke DOHC parallel twin
Engine Displacement	471 cc
Max. Power Output	35kW @ 8,600rpm
Max. Torque	43Nm / 6,500rpm
Fuel Consumption / CO ₂ emissions	27.8km/L / 82 g/km

Chassis, Dimensions and Weight

Lenght x Width x Height (mm)	2,165 x 830 x 1,415
Seat Height (mm)	830
Wheelbase (mm)	1,445
Kerb Weight (kg)	196

Wheels, Suspension and Brakes

Brakes (Front/Rear)	Dual 296mm x 4mm disc with Nissin axial mounted two piston calipers / Single 240mm x 5mm disc with single piston caliper
Tyres (Front/Rear)	110/80R19M/C (59H) / 160/60R17M/C (69H)
Suspension Front	Showa 41mm SFF-BP USD forks
Suspension Rear	Pro-link mono with 5 stage preload adjuster, steel hollow cross swingarm



New 2024 Colour
Pearl Horizon White



New 2024 Colour
Grand Prix Red



New 2024 Colour
Mat Gunpowder Black Metallic

Specifications

CRF300L

Engine

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

Chassis, Dimensions and Weight

Caster Angle	27.5°	27.5°
Dimensions (LxWxH) (mm)	2,230 x 820 x 1,200	2,230 x 920 x 1,415
Frame type	Steel Semi-Double Cradle	Steel Semi-Double Cradle
Fuel Tank Capacity (Litres)	7.8	12.8
Ground Clearance (mm)	285	275
Kerb Weight (kg)	142	153
Seat Height (mm)	880	885

Wheels, Suspension and Brakes

Brakes Front	256mm disc with two piston caliper	296mm disc with two piston caliper
Brakes Rear	220mm disc with single piston caliper	220mm disc with single piston caliper
Suspension Front	43mm Telescopic Upside Down	43mm Telescopic Upside Down
Suspension Rear	Pro-Link®	Pro-Link®
Tyres Front	80/100-21M/C 51P	80/100-21M/C 51P
Tyres Rear	120/80-18M/C 62P	120/80-18M/C 62P



Swift Gray



Extreme Red



Extreme Red

Honda Technology

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



ANTI-LOCK BRAKING SYSTEM

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



CORNERING ABS

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



CORNERING LIGHTS

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



CRUISE CONTROL

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



DUAL CLUTCH TRANSMISSION

Combines the riding enjoyment of a manual transmission with the convenience of an automatic, delivering enhanced comfort and sporty performance.



ELECTRIC START

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



ENGINE MODE SELECT BUTTON

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



G MODE

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



HONDA IGNITION SECURITY SYSTEM

Only allows the bike to be started by its original encoded keys to effectively protect against theft.



HONDA ROADSYNC

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



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.



LED LIGHTS

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



PRO-LINK® REAR SUSPENSION

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



PROGRAMMED FUEL INJECTION

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



SHOWA DUAL BENDING VALVE

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



SHOWA ELECTRONICALLY EQUIPPED RIDE ADJUSTMENT

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



SHOWA USD FORK

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



SIX RIDING MODES

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



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.



TFT DISPLAY

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



TFT TOUCH SCREEN DISPLAY

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




WAVY DISCS

Providing better heat dissipation and improved braking performance.

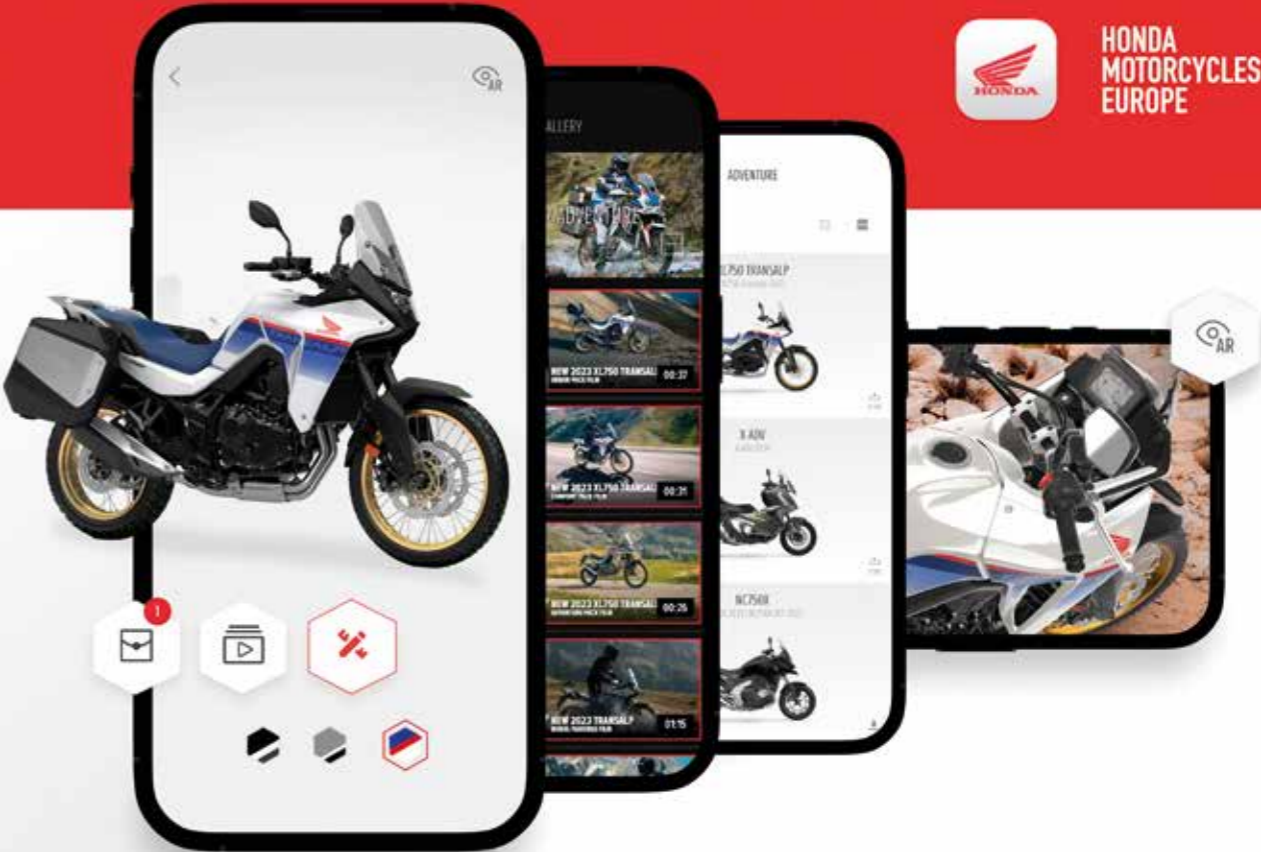


WHEELIE CONTROL

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
MOTORCYCLES
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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
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insert local URL here



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Pass me on to a
friend or recycle me.

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



**BLUE SKIES FOR
OUR CHILDREN**