

RIDE GUIDE



TOURING • CRUISER • SPORT • NAKED • ADV • SCOOTERS

2016 MOTORCYCLES

INSIDE:
VINTAGE
MOTORCYCLE
REVIVAL



MEET THE LEGEND

TRUE ADVENTURE BEGINS HERE

TRIPLE THREAT

Honda CBR500R, CB500F, CB500X





Africa Twin

LET THE TRUE ADVENTURE *BEGIN*

You've heard the stories, now meet the legend. Much like its iconic ancestry, the all-new 2016 Honda CRF1000L Africa Twin is inspired by fearless Dakar Racing heritage, rugged real-world experience and dominating Honda performance. Say hello to the bold new face of true adventure.

Available in summer, 2016. Visit honda.ca for full details.



BILL'S CYCLE



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European model shown



TRIPLE THREAT



CBR500R, CB500F, CB500X



With a rich motorcycle history dating back over 65 years, the team at Honda sure know what riding is all about.

Pulling on your jacket, putting on your helmet and heading out for a new adventure on a bike that's thrilling to ride, easy to operate and just the right size. Of course, it's equally important that it looks the business and doesn't cost a bundle to own and operate either. If this describes what you've been looking for in your first bike or your next bike, then Honda has the perfect ride for you. Three rides, actually.

The Honda CBR500R, CB500F and CB500X have established a brand new formula for fun in the mid-size motorcycle class, ever since they joined the Honda lineup. They all start with a sporty DOHC parallel-twin engine with fuel-injection that's tuned for strong low-end and midrange torque and horsepower, without giving up exciting 500-class top-end performance. And they all feature a lightweight diamond-shaped frame, powerful brakes with ABS (the CBR500R is also available with non-ABS brakes), and ergonomics that promote a relaxed, comfortable riding position. From there, the three bikes veer off in wildly different directions.

Looking for true CBR-level sportbike performance? That's the 2016 Honda CBR500R. Since its introduction to the Honda CBR lineup back in 2013, the versatile mid-class CBR500R has proven itself as an attractive and affordable alternative to larger displacement sportbikes, while still packing the performance-driven "DNA" inherited from the flagship Honda CBR1000RR.

QUICK SPECS

2016 Honda CBR500R

ENGINE TYPE

471 cc liquid-cooled parallel twin

TRANSMISSION

Six-speed

BRAKES

Front: 320 mm single wavy hydraulic disc with two-piston caliper

Rear: 240 mm single wavy hydraulic disc and single-piston caliper

CURB WEIGHT

192 kg (423 lbs.)

Including required fluids and full tank of gas

FUEL CAPACITY

16.7 litres

SEAT HEIGHT

785 mm (30.9 in.)

COLOUR

Red



2016 Honda CBR500R ABS

ENGINE TYPE

471 cc liquid-cooled parallel twin

TRANSMISSION

Six-speed

BRAKES

Front: 320 mm single wavy hydraulic disc with two-piston caliper

Rear: 240 mm single wavy hydraulic disc with single-piston caliper and two-channel ABS

CURB WEIGHT

194 kg (428 lbs.)

Including required fluids and full tank of gas

FUEL CAPACITY

16.7 litres

SEAT HEIGHT

785 mm (30.9 in.)

COLOUR

Matte Black Metallic

Red

Pearl White

Engineered to be ahead of its class, you can't miss its racy new aggressive speed shape design, which for 2016 features distinctive new LED headlights and taillights, paired with a dramatic new front cowl and windscreen that improves airflow, rider comfort and protection.

Light and compact with a short wheelbase and sport-spec 17-inch wheels, the nimble CBR500R can't help but put a smile on your face as you dance along your favourite zigzag road. And when you crank the throttle, the sweet sound of power from the new exhaust system confirms the engine's high-performance credentials. Sensible ergonomics, including a low seat height that allows your feet to easily reach the ground, make the CBR500R ideal for weekday commuting in the city, too.





Craving a bike with urban-streetfighter, aggressive in-your-face attitude? That would be the versatile Honda CB500F. Stunning all-new bodywork for 2016 incorporates a new LED headlight and taillight, while uncovering more of the naked-style bike's high-tech engine and chassis components. The CB500F's upright riding position with a flat handlebar not only provides a

commanding view of the road ahead, it also improves comfort when you're dicing in the city or slicing through a twisty backroad.

And like its CBR500R cousin, the CB500F's combination of lightweight, sensible size and its CBR-spec engine that yanks you forward when you twist the throttle, adds up to a ride that's a big step ahead of other bikes in similar displacement classes.

QUICK SPECS

2016 Honda CB500F

- **ENGINE TYPE**
471 cc liquid-cooled parallel twin
- **TRANSMISSION**
Six-speed
- **BRAKES**
Front: 320 mm single wavy hydraulic disc with two-piston caliper
Rear: 240 mm single wavy hydraulic disc with single-piston caliper and two-channel ABS
- **CURB WEIGHT**
192 kg (423 lbs.)
Including required fluids and full tank of gas
- **FUEL CAPACITY**
16.7 litres
- **SEAT HEIGHT**
785 mm (30.9 in.)
- **COLOUR**
Matte Black Metallic/Silver Candy Orange

TRIPLE THREAT



**BILL'S CYCLE**




Looking for a great way to experience new roads and new adventures? The Honda CB500X is built just for you. It too has a brand new look for 2016, with aggressively styled bodywork fitted with a distinctive new LED headlight and taillight, plus an adjustable windshield that's taller and vented for even better rider protection and aerodynamics.

But the best thing about the new Honda CB500X is just how capable it is of taking you long distances in comfort, in all sorts of conditions, on all types of roads. Its lightweight, 500-class

power, upright seating position, confident handling, ABS brakes, rock-solid reliability and extended range make it the perfect adventure bike for riders of all skill levels.

And there's more. All three of these new Honda motorcycles enjoy increased fuel capacity, front-suspension preload adjustment, an adjustable brake lever, gearbox improvements for smoother shifting and a wave-style ignition key for 2016.

Three great motorcycles, three different ways to ride, one tough decision. 



QUICK SPECS

2016 Honda CB500X

ENGINE TYPE

471 cc liquid-cooled parallel twin

TRANSMISSION

Six-speed

BRAKES

Front: 320 mm single wavy hydraulic disc with two-piston caliper

Rear: 240 mm single wavy hydraulic disc with single-piston caliper and two-channel ABS

CURB WEIGHT

196 kg (432 lbs.)

Including required fluids and full tank of gas

FUEL CAPACITY

17.5 litres

SEAT HEIGHT

810 mm (31.9 in.)

COLOUR

Matte Brown Metallic

True Adventure

2016 Honda Africa Twin

MAKE EVERY RIDE
A JOURNEY TO REMEMBER



BILLS CYCLE

Written by Chris Knowles

The iconic bike that carved out a hard-earned reputation as possibly the most reliable, versatile and proven adventure-touring motorcycle ever produced, is finally coming to Canada.

The 2016 Honda CRF1000L Africa Twin inherits the winning combination of off-road excellence and long-range touring capability that made the original Honda Africa Twin such an iconic name throughout much of the world. The XRV750 Africa Twin – last produced 12 years ago but never available in Canada or the U.S. – was closely based on the Honda NXR750V that won the punishing Paris-Dakar Rally four years in a row in the late 1980s. For riders wanting the ultimate tool for exploration on, and well beyond the beaten path, there was no better motorcycle.

Fast forward to today, and the Africa Twin is back. And this time Canadian enthusiasts get to experience what all the excitement is about.

The 2016 CRF1000L Africa Twin marries the original XRV's basic concept with Honda's latest advanced engine and chassis technology. The components are all new, but the sum of the parts equals a bike that provides the outstanding off-road performance, touring comfort and agile everyday handling that befits the Africa Twin name.

Big adventures demand big power, so the CRF1000L Africa Twin gets an all-new 998 cc parallel-twin engine that draws heavily from the Honda CRF450R/250R race bikes, including the same four-valve Unicam head design for lightweight, compact overall dimensions and reduced gyro effect. A lightweight camshaft – using the same materials as the CBR1000RR – operates the valve train, and twin sparkplugs in each combustion chamber help to produce rapid, thorough combustion.

A 270-degree phased crankshaft gives the engine a distinctively desirable sound and feel – almost like a rumbling V-twin motor – while helping to produce strong and linear power, and instant response anywhere in the RPM range. There's a deep growl as the revs rise that lets you know you're riding a serious, high-performance motorcycle.

Clever packaging of components helps to further reduce engine size and improve durability. For example, the water pump is housed within the clutch casing for extra protection against damage, and the water and oil pumps are driven by a shared balancer shaft.

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TRUE ADVENTURE

The engine's compact size contributes to the Africa Twin's excellent ground clearance – another prerequisite for a true adventure bike.

The lightweight six-speed manual gearbox uses the same shift-cam design as found on the CRF450R/250R to ensure positive changes, and the assist slipper clutch helps to maintain rear-wheel traction during downshifts.

The Africa Twin is also available with a special version of Honda advanced Dual-Clutch Transmission (DCT) that has been engineered to work flawlessly during both rugged off-road riding and on-road cruising. It features two automatic (D) modes plus a manual (S) mode that lets you shift gears with triggers on the left handlebar – the manual mode even allows you to choose from three different shift patterns to match



your riding style or the conditions. Need some extra oomph? Pushing the G switch on the instrument panel in any mode provides an aggressive shift pattern that's ideal for breaking the rear wheel loose in a sweeping dirt or gravel corner, or lofting the front wheel over an obstacle. The Africa Twin's DCT even detects whether you're riding uphill or downhill, and modifies the shift pattern to improve climbing ability or downhill engine braking.

On both the DCT and foot-shift-gearbox versions, the Honda Selectable Torque Control (HSTC) system adjusts the allowable rear-wheel slip through three levels (or off) for the ultimate in traction control.

Just like the engine, the chassis remains true to the original Africa Twin's credo: be fully capable of handling the most rugged off-road adventures, while also providing the comfort of a touring motorcycle and the everyday competence of a great all-round ride.

The semi-double-cradle steel frame uses oval-shaped tubing for extra strength without extra weight – it's engineered to maintain stability and agility even when you're loaded down with a week's worth of camping gear.

Careful attention to mass centralization – with heavier items like the battery packaged at the rear of the cylinder head – further contributes to the Honda Africa Twin's agile handling.

The long-travel Showa 45 mm inverted fork offers full spring preload, compression damping and rebound damping adjustment, and was designed specifically for a leading-axle wheel and radial-caller mounting. At the back, the Pro-link rear suspension positions the fully adjustable Showa shock low at the front of the aluminum swingarm, lowering C of G even further and allowing designers to keep the seat/tank area above the shock as slim as possible.

Honda proven anti-lock braking system (ABS) controls a pair of front radial-mounted Nissin four-piston brake callipers acting on 310 mm wave-style floating rotors, and a rear Nissin twin-piston caliper. Adaptive Rear ABS Cancelling allows you to disable the rear-wheel ABS – a benefit in certain types of off-road riding. The system reverts to normal operation when the engine is restarted.

As further proof of this bike's off-road credentials, note the fitment of 21-inch front





Honda's advanced Dual-Clutch Transmission (DCT) that has been engineered to work flawlessly during both rugged off-road riding and on-road cruising.



TRUE ADVENTURE


Honda knows every small detail helps create the bigger picture and the bright, distinctive LED headlights, high-mounted instrument cluster, motocross-style tapered aluminum handlebar all confirm this is a serious adventure motorcycle... Ready to take you on the ride of your life!

and 18-inch rear spoked wheels, shod with tube-type 90/90-21 and 150/70-18 tires. A wayward rock causing a bent rim shouldn't let the air out of your adventure when you're far from home.

Function always trumps form with the Africa Twin, so a minimum of bodywork provides weather protection without adding unnecessary bulk. A wide seat at the rear tapers to narrow at the front, providing extra comfort when sitting plus an easy transition to standing when off-road. The seat can even be raised or lowered through a range of 20 mm to achieve your ideal ride

height. A large 18.8-litre fuel tank, coupled with the engine's excellent fuel efficiency, allows you to venture up to 400 km between fill-ups.

Honda knows every small detail helps create the bigger picture and the bright, distinctive LED headlights, high-mounted instrument cluster, motocross-style tapered aluminum handlebar all confirm this is a serious adventure motorcycle... Ready to take you on the ride of your life! A motorcycle fully deserving of the iconic Honda Africa Twin name.

Welcome to Canada. 



 **BILLS CYCLE**



FACTS / HIGHLIGHTS AFRICA TWIN



THE LEGEND IS REBORN

Powered by passion, purpose and exhilarating performance, the all-new 2016 Honda CRF1000L Africa Twin is ready to make every ride a new adventure. Inspired by its bold Africa Twin ancestry, the all-new CRF1000L has evolved to blend Honda proven adventure experience with reborn performance, advanced technology and Dakar-bred durability to tackle any terrain.

Much like the original XR750 Africa Twin, launched back in 1989, the highly capable and groundbreaking Honda CRF1000L will quickly redefine the next generation of dual-purpose motorcycles. The highly anticipated CRF1000L remains true to the legendary attributes and rugged abilities of Honda fearless Dakar racing heritage.

The latest in a long line of durable, go-anywhere adventure bikes offers unmatched performance, all-day comfort, plus the option of the latest Honda Dual-Clutch Transmission (DCT) specifically developed and programmed for the Africa Twin.

The Honda CRF1000L represents the long-awaited return of a legend, setting a new benchmark beyond adventure touring motorcycles. You've heard the stories, now prepare to meet the legendary CRF1000L Africa Twin. Let the adventure begin.



European model shown



XR650 Africa Twin

Some motorcycles encapsulate perfectly what an adventure motorcycle is all about. The original XR650 Africa Twin – which debuted in 1988, after the first 3 out of 4 consecutive wins at the Paris-Dakar – was one such machine. Its go-anywhere ability, rugged durability, easy-handling agility and all-day comfort made it the perfect partner with which to explore. And it helped to define a motorcycling segment that has now grown into one of the most popular worldwide.

QUICK SPECS

2016 Honda Africa Twin

- **ENGINE TYPE**
998 cc liquid-cooled parallel twin with 270-degree crank
- **TRANSMISSION**
Standard model: Six-speed constant mesh
DCT model: Six-speed Dual-Clutch Transmission (DCT) with manual shift mode and four automatic shift modes; on & off-road settings
- **BRAKES**
Front: 310 mm dual wave floating hydraulic discs with aluminium hub and radial mounted 4-piston calipers
Rear: 236 mm wave hydraulic disc with 2-piston caliper with ABS and ABS on/off switch
- **CURB WEIGHT**
Standard model: 232 kg (511 lbs.)
DCT model: 242 kg (534 lbs.)
Including required fluids and full tank of gas
- **SEAT HEIGHT**
850 mm / 870 mm (33.5 in. / 34.3 in.)
- **COLOUR**
Standard model: CRF Rally, Matte Black Metallic
DCT model: Digital Silver Metallic



European DCT model shown





Vintage MOTORCYCLE REVIVAL

THE RESURGENCE OF CLASSIC MOTO CULTURE

Photography by Viktor Radics | Written by Viktor Radics & Samantha Radics

Today, we find ourselves knee deep in a resurgence of vintage motorcycle culture. A culture fuelled dominantly by one iconic motorcycle maker and it's following of two wheeled maniacs that buzz with a nostalgic glorification. We are seeing a revival of vintage motorcycles and an appreciation of a distinguished machine, but most importantly we are noticing a shift within classic motorcycle heritage.

This vintage revival started just under 10 years ago, when we first saw the current rise of vintage motorcycle subculture, more notably the popularity of classic and current Honda CB motorcycles. This subculture developed alongside the comeback of the "cafe racer" trend. Builders and tinkering-hobbyists of all ages began customizing their vintage bikes in a similar fashion as it was done in the UK in the 60's. The resurging trend soon took the streets by storm, and the moto subculture progressed.

Within the last 5 years, we've watched the custom-restoration scene and the lifestyle that came with it morph from "cafe racer" modifications to whatever chop, paint or fabrication a builder can skillfully conceive. These builds are more about the creative design and their builders are now seemingly in the spotlight.

Vintage and classic motorcycles continue to be the spine of this surge and as a result used and customizable bikes continue to be in high demand. It is through this demand that

one manufacturer has undeniably persevered. Honda, known for the production of the famous CB series, outsold and outproduced any other manufacturer throughout the late 1960s and 1970s. These Honda CB's continue to gain favour amongst seekers of used vintage motorcycles, and now as we watch enthusiasts young and old sweep the classifieds for their next project, it is obvious that many of them are looking for the same thing - a vintage Honda.

In 1948, Mr. Soichiro Honda incorporated Honda Motor Co. LTD. with a dream of becoming the world's top motorcycle maker. That vision, combined with his strong ambition and standard of excellence, was the foundation from which Honda could build their iconic and dependable line of CB motorcycles. The goal of being among the best in the world was achieved by always putting the customer's experience first. Honda knew to create motorcycles that their customers wanted to ride. They intentionally built them to last the test of time, and designed them to make maintenance and servicing as easy as possible.

VINTAGE MOTORCYCLE REVIVAL



“Only companies that understand the mind of the general consumer and manufacture products that create joy and passion will win their support. They alone will prosper.”

- Soichiro Honda.

This philosophy led Honda to become one of the most successful motorcycle manufacturers in the world. From 1968 to 1973, the CB350 was the world's best selling motorcycle with more than 250,000 units sold within its 5 years of production. In 1969, Honda released the world changer - the iconic CB750. This bike was really designed for the North American market with its “bigger is better” mentality. The CB750 was like no other motorcycle available on the market at that time. It was big, it was smooth, it was fast, it had constant power, and it was the first affordable mainstream motorcycle with a disc brake. The CB750 was dubbed the first superbike of its time and was the leader in large displacement superbikes for many years. The CB750 was welcomed with open arms and really propelled Honda motorcycle sales forward. Between 1969 and 1985, Honda produced over 550,000 units of the CB750 alone. Of that total, 445,900 units were the Single Overhead Cam (SOHC) model produced from 1969 to 1978, and 110,500 units were the Double Overhead Cam (DOHC) model produced from 1979 to 1985. Other smaller displacement CB's started popping up more steadily in the early to late 60s, as Honda continued to meet the needs of their customers. Honda had the market covered with high quality and beautifully styled bikes, and people were loving it.



“Don't make anything that gives your customers trouble! When you're making something, think about the person who'll have to be spending the most time with it. The person who spends the most time with it will be the customer, right? Next is the repairman at the place that sells the product. Next is the people in our plant. Even though you're the one who makes it, the designer spends the least time with it of all. If you put yourself in the place of the person who'll be using the product over a long time, then you won't be able to design an unfriendly product.” - Mr. Soichiro Honda speaking with designer and later Honda President Kiyoshi Kawashima.

The popularity of the Honda CB's in the 60s, 70s and 80s and the success the company saw is the reason the CB is extremely desirable among vintage enthusiasts and custom builders today. They are built well with components designed and tested to offer longevity. Honda bikes are designed and styled beautifully, and

built for the demographic and market that they were trying to win. Having sold hundreds of thousands of CB's, these bikes can be found almost anywhere today. Everyone is familiar with the legendary Honda CB and what it stands for. Modern aftermarket companies eventually started making custom bolt on parts and accessories for the bikes, making it easier for today's enthusiasts to customize their old CB's themselves.

The admirer of the classic Honda CB lineup ranges from teens buying their first bike to the elderly restoring a bike that they've dreamed of since they were teens. Typically, the younger generation is jumping onto the vintage bandwagon on a more modest do-it-yourself project budget, where the older generation has a past connection with the bike and either wants to re-connect, revive or even restore their old machine at any cost. The common thread however, is the understanding amongst enthusiasts that there

BILL'S CYCLE

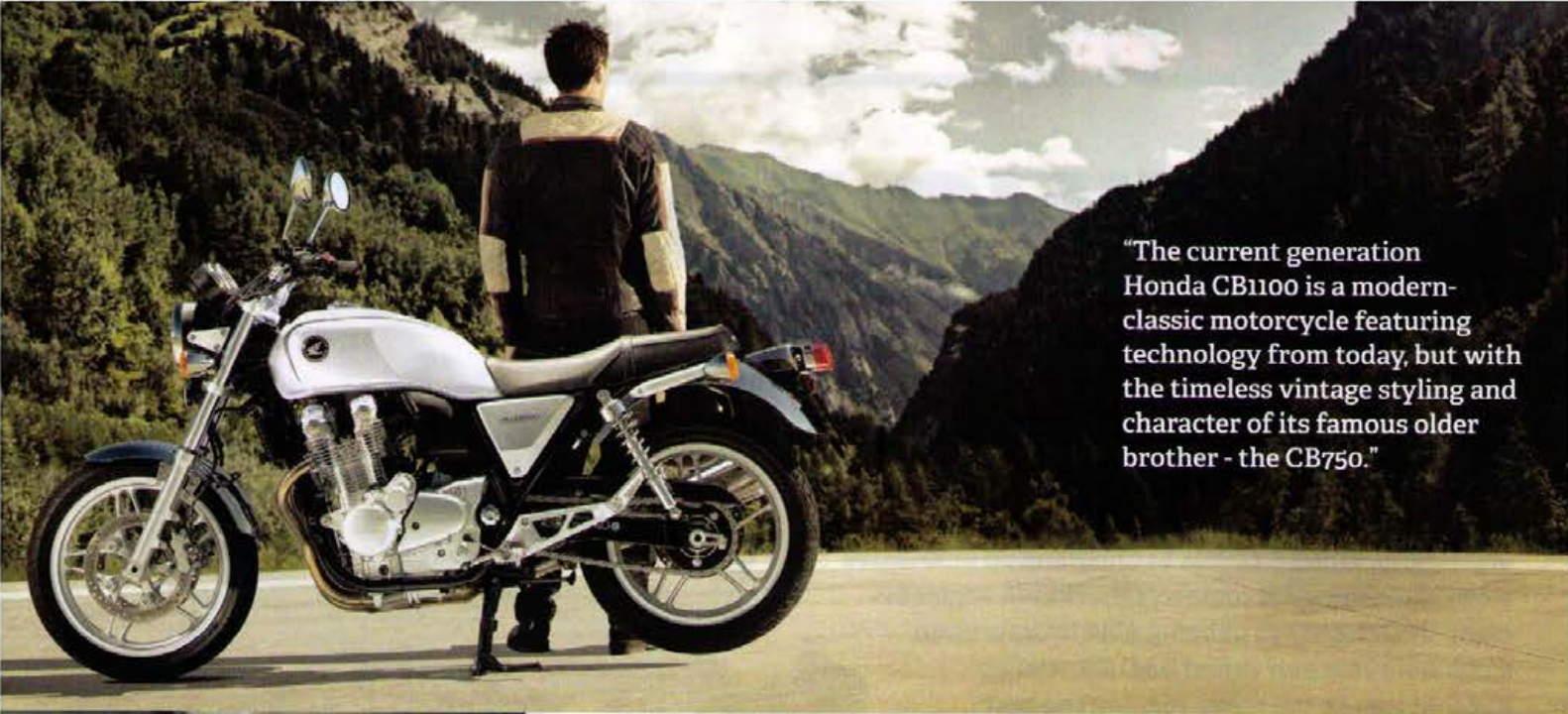


VINTAGE MOTORCYCLE REVIVAL

BILLS CYCLE

“Honda is a brand always looking forward, but with deep respect and understanding of their rich history.”





“The current generation Honda CB1100 is a modern-classic motorcycle featuring technology from today, but with the timeless vintage styling and character of its famous older brother - the CB750.”




is something special about how these bikes are built and designed. There is a passion and a sense of hard work that can be felt from certain bikes in this vintage era that draws us in. This passion and ambition is what also continues to set the Honda brand apart from other manufacturers and what consequently paved the way for the vintage revival.

Honda is a brand always looking forward but with deep respect and understanding of their rich history. To compliment this vintage revival and to continue showing the world that Honda is still that same legendary and passionate motorcycle maker, they introduced the vintage-inspired Honda CB1100 to the family lineup in 2013. The Honda CB1100 is a modern-classic motorcycle featuring technology from today, but with the timeless vintage styling and character of its famous older brother - the CB750.

Though the CB1100 pays homage to Honda's long line of capable, reliable and fun street bikes, Honda also knows you can't look to the past for inspiration without looking forward. This is a modern bike for those that love to ride. Packing an 1,140cc,

fuel-injected inline four engine for powerful and smooth performance, its chassis and suspension have been made highly responsive yet comfortable for jaunts around town or long weekend rides.

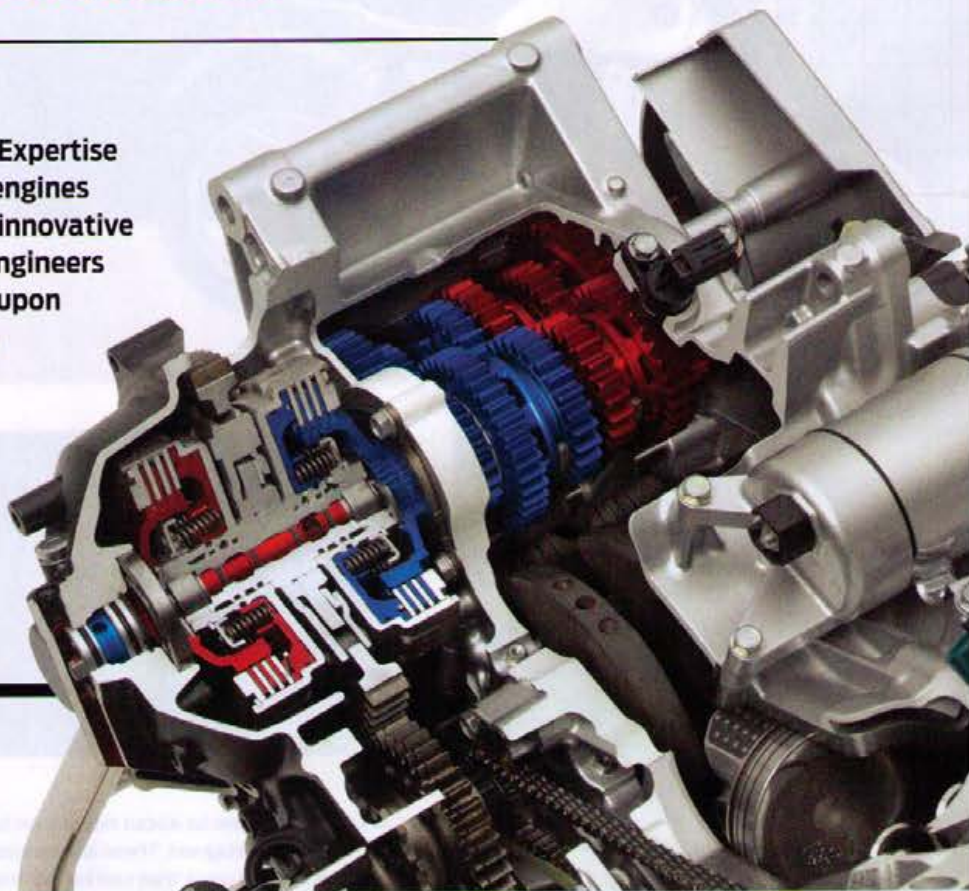
As more new riders join the ever-growing motorcycle community, many are looking back at vintage motorcycles and wanting to feel that classic experience. Some on the other hand, want something that performs like a new machine, but without sacrificing the heritage, history and traditional retro style. The Honda CB1100 packs all the quality and traditional goodies into a complete package and offers what the CB750 did back in the late 60s - only now with a modern standard of technology and importance of meeting the needs of riders today. The current Honda CB1100 is a modern classic that a whole new generation of motorcycle enthusiasts can appreciate.

It goes without saying that a manufacturer, like Honda, who puts as much attention into its customers needs as they do into the fabrication of an excellent motorcycle, will without a doubt continue to shift the foundation of our future motorcycle history. 

DRIVING FORCE

At Honda, Innovation Isn't Just a Buzzword

Historic success on the world's race tracks. Expertise in everything from cars and jets to marine engines and robots. When it comes to dreaming up innovative ways to make better motorcycles, Honda engineers enjoy the advantage of being able to draw upon a uniquely vast and varied R&D knowledge base. At Honda, we strive to bring the best technology and experience to every rider. Here's just a small sample of Honda motorcycle technologies that are expertly engineered to make your ride more advanced, more controlled and most importantly, more fun.



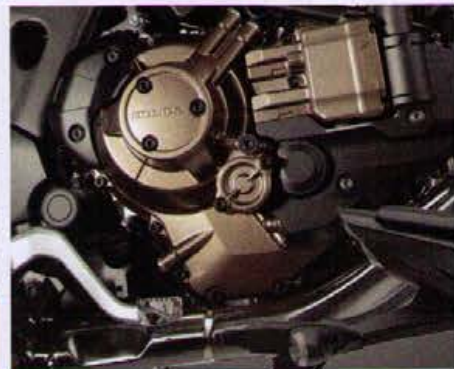
Gold Wing Airbag

There's nothing else like it in all of motorcycling. Tucked unobtrusively behind a panel in the dash area, the airbag inflates instantaneously when a collection of sensors detect that a serious collision is in progress. It can help lessen the severity of injury from a frontal impact, and give you extra peace of mind on your next touring adventure.



Dual-Clutch Transmission

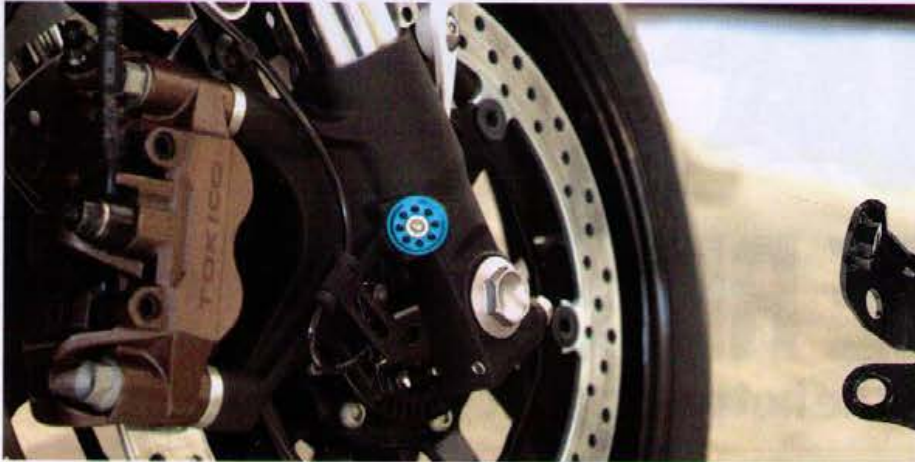
Using technology borrowed from high-end sports cars, Honda's DCT not only provides rapid, smooth gear shifts, it also gives you the option of automatic shifting or various modes of paddle-operated manual shifting. It's easy, fun, and – such as on the new Honda Africa Twin – can be designed to include specific shift patterns for different traction conditions or riding styles. Plus, the Honda NC750X and VFR1200X also offer a DCT option here in Canada for 2016.





Engine Mode Select

Factory motocross teams have long enjoyed the ability to electronically reprogram a bike's ECU to alter the engine's powerband. Honda's innovative EMS system on the CRF450R and CRF250R brings that technology to every paddock. Pushing a button on the handlebar allows you to select one of three fuel-injection/ignition modes: Standard, Smooth or Aggressive. Traction iffy? Choose Smooth for superior throttle control. Rear tire really hooking up? Switch to Aggressive and go for it! You can even fine-tune the EFI mapping in the Smooth and Aggressive modes via an optional HRC tool that connects to your laptop.



Electronically Controlled Combined ABS

It's the most sophisticated ABS system on any Honda. Using a number of different ABS technologies depending in part on the bike's intended purpose – the advanced system on the CBR1000RR and CBR600RR was specially engineered to allow superior braking force and control, even on the race track. The system measures rider input on both the front brake lever and the rear brake pedal, as well as data from other sensors, then using sophisticated electronics and two separate power units, generates up to the maximum braking force on both wheels while also helping to prevent wheel lockup. World-class braking, right at your fingertips.



Steering Dampers


Another technology tested and proven on the race track. The compact Honda Progressive Steering Damper (HPSD) fitted to the CRF450R, CRF250R and CRF450X smoothly alters damping action based on the rate of handlebar deflection. Rebuildable, and with up to 15 clicks of adjustment, HPSD also allowed designers to reduce steering offset and shorten wheelbase to improve agility without reducing high-speed stability. And for the CBR1000RR and CBR600RR sportbikes, engineers developed a different system: the Honda Electronic Steering Damper (HESD). It automatically tailors damping force according to the bike's speed and acceleration, enhancing stability at highway or race track speeds while also enabling light, easy steering when you're navigating through the city.

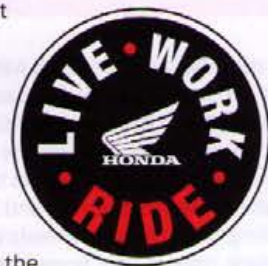




COME RIDE WITH US

Experience the hottest motorcycles of the season

This year let the *Come Ride With Us* events team take you on a scenic road tour on a brand new Honda bike. When you want to do more than look at the hottest motorcycle in the showroom, Honda offers the chance to try out the newest street lineup and discover a bike that is matched to your skills and preferences – all while enjoying an invigorating ride with other motorcycle enthusiasts. The friendly and educated Honda staff will be travelling across Canada with a variety of motorcycles to choose from - encouraging you to take a test ride to discover which Honda motorcycle best suits you and your riding style. So *Come Ride With Us*, we have lots of great new products for you to experience. Events take place at dealerships around the country; just visit honda.ca/comeridewithus and look for an event near you, pack the appropriate gear, and the *Come Ride With Us* team will get you ready to ride. 



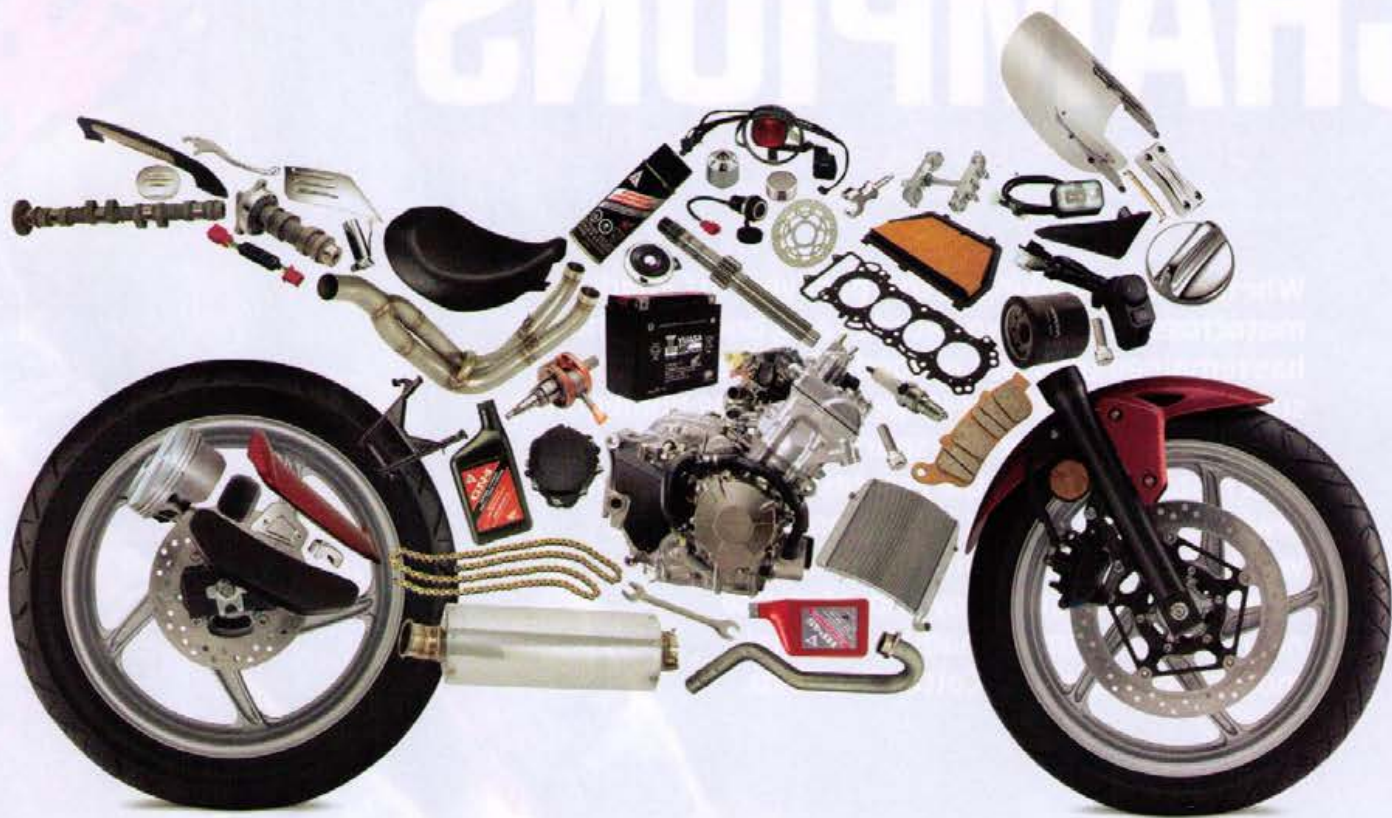
COME
RIDE
WITH US

Honda *Come Ride With Us* Event Schedule:
honda.ca/comeridewithus

BILL'S CYCLE

PROTECT YOUR INVESTMENT >

BILL'S CYCLE



> Trust only Honda Genuine Parts & Service.



honda.ca

HOMEGROWN CHAMPIONS

Ride Red, Ride Strong and Ride Free

Photography by Team GDR, Virgil Knapp, James Lissimore
Written by Chris Pomeroy

Whether we're looking at this past year in Canadian motocross, or even two decades ago, one thing that has remained constant is Honda Canada's continuing success on the National stage, supporting homegrown talent and the motocross sport in Canada. They say that history is always the greatest guide and if we rewind to as far back as 1996, Honda has led the way in Pro motocross with riders like Marco Dube, Jean Sebastien Roy and, of course now with four-time Canadian national motocross champion, Colton Facciotti.



BILL'S CYCLE



The mid-to-late 1990s was a period of time in which Canadian motocross was busy building momentum. The Canadian Motosport Racing Corp. (CMRC) National Series was first introduced back then, paving the way as television and major sponsors quickly began to recognize the value in supporting the emerging sport. As the millennium came and went without the talk about Armageddon, Honda burst onto the Canadian MX scene.

With a strong backing of industry sponsors, Team Blackfoot Honda Fox Racing was born and within just a few short months they signed top riders like Blair Morgan and Doug DeHaan to their new and exciting roster. It was a special time for the sport in Canada, as Canadian MX racing appeared to rush out of the shadows and into the spotlight, the very place many felt it belonged.

BILL'S CYCLE



"With a long history of commitment to the sport and a storied heritage of success on the racetrack, it's only natural to see Honda Canada's strength and perseverance finding new ways to win and support the scene."

Although the inaugural season only yielded one MX2 West title for the new team, the foundation was in place and the excitement grew for their sophomore season in 2001. This of course

will be remembered as the year the team secured the services of arguably the best rider this country has ever produced, Jean Sebastien Roy (or JSR as most people know him). Beginning in 2001, JSR went on an unprecedented tear through the tracks of the CMRC National Series, bringing home victories at will against a cast of top Canadian and American riders. His speed was mind boggling, his work ethic unmatched, these two things, as well as his very potent Honda CR250R were all it took to create an unbeatable combination.

From 2001 through to 2005, JSR and Team Blackfoot Honda Fox Racing dominated the Canadian National series. Together they brought home six national MX1 championships in a row, as well as numerous MX2 titles. This powerful team was a real game changer, and it wasn't just because of their success on the racetrack. Throughout the paddock, the Canadian Honda team was the envy of the industry. The team's well-crafted preparation, strong performance and level of intensity was unlike anything Canadian motocross fans had witnessed before, which helped set the bar for today's exciting CMRC action.

After dominating the Canadian motocross scene, Honda Canada took a brief hiatus from its national racing program to both regroup and focus their energy on advocating amateur motocross in Canada. With their support shifting to events including the Parts Canada Transcan, Honda Canada still remained at the forefront

of the growing sport, albeit in a slightly different capacity. As we moved into this decade, the momentum to compete on a national scale and desire to dominate motocross racing once more began to build, as the thirst for winning was rejuvenated.

From there, Honda Canada found a new race partner in Derek Schuster and his Ontario-based Gopher Dunes Riding (GDR) facility to create the key partnership that formed Team Honda Canada GDR at the end of 2010. There was no denying Honda Canada was back in a big way and they instantly sent shock waves throughout the motocross industry by signing Canada's newest top rider, Colton Facciotti.

Having already won two Canadian Championships, Colton Facciotti was the perfect fit to go under the new Team Honda Canada GDR tent. Not only was he extremely fast, the Canadian rider also thrives at setting a great example for fans and young riders in the sport.

Throughout the summer of 2014, Facciotti battled with the top riders during the ten round CMRC National Series. At times he was clearly the fastest rider on the track, but it also helped to have a trusted Honda CRF by his side. While the competition battled through crucial mistakes and machinery lacking in durability, Facciotti and his reliable GDR Honda CRF450R were steadfast on their way to the 2014 MX1 Championship. For the first time in almost a decade, Honda was once again on the top step of the podium in Canadian motocross.

After making a successful return to national competition, the Honda Canada GDR Team went one step further in 2015, signing talented Ontario rider Jeremy Medaglia as their entry into the MX2 class. With a top MX2 rider and the number one plate in the MX1 class, the 2015 season was sure to be a memorable one. For three months and twenty motos in each class, the Honda Canada GDR duo of Medaglia and Facciotti gave it absolutely everything they had. For Medaglia, it was a learning year as his third overall finish in the MX2 class certainly wasn't indicative of

how great he performed in most of his races. With a solid season now under his belt, you can bet Medaglia will be even better in 2016.

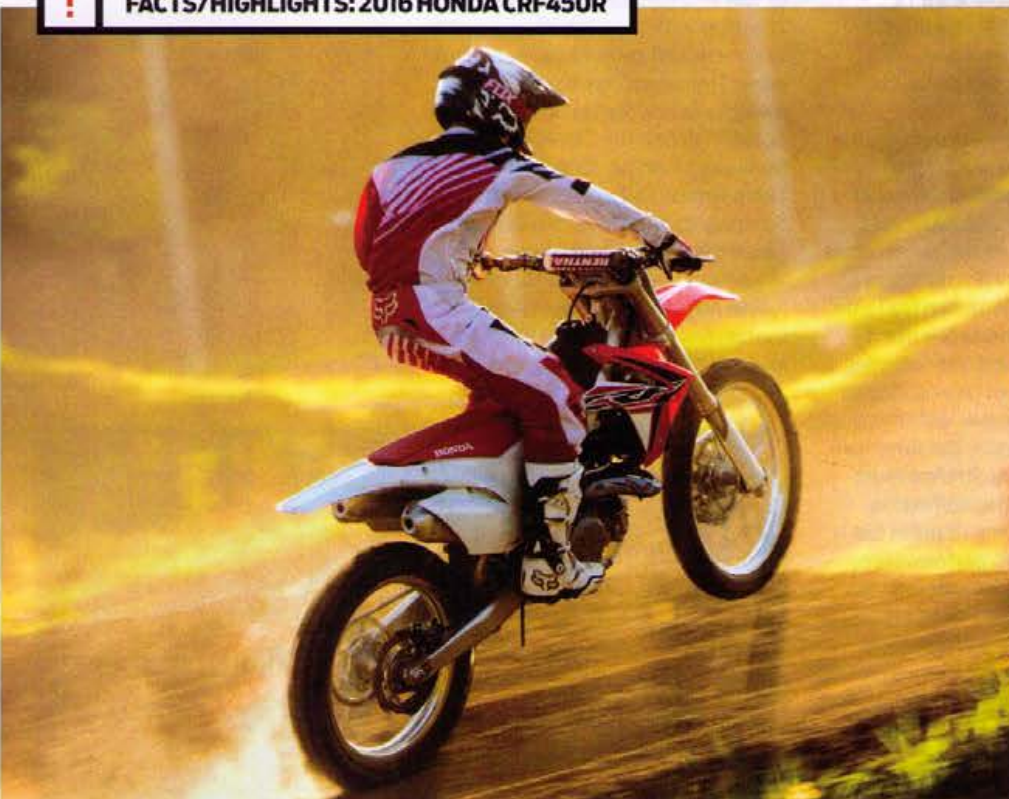
Colton Facciotti has proven himself as a proud product of homegrown Canadian talent and development, something Honda firmly believes in. Although Facciotti came up just a few points shy of winning his fifth Canadian MX1 title, many industry experts felt like it was actually his best year of riding since he turned pro. Having waged an all-out dirt bike war with the likes of international riders like American Matt Goerke and Australian Brett Metcalfe, Facciotti solidified his name among the top riders in the world with his 2015 performance. With the continued support from Team Honda Canada GDR, his freshly inked three-year contract extension will no doubt guarantee continued success for Colton Facciotti and Team GDR.

With a long history of commitment to the sport and a storied heritage of success on the racetrack, it's only natural to see Honda Canada's strength and perseverance finding new ways

to win and support the scene. Whether with their athletes, or with their new and innovative motocross bikes, Honda always seems to find a way to reach the top step of the podium. When the CMRC National Series kicks off its 2016 season, Team Honda Canada GDR will be ready for whatever challenges await them. Fans and media alike can't wait to see what the future holds for the latest Honda motocross products and this new and exciting race team. 



! FACTS/HIGHLIGHTS: 2016 HONDA CRF450R



QUICK SPECS

2016 Honda CRF450R

- **ENGINE TYPE**
Liquid-cooled single-cylinder 4-stroke
- **DISPLACEMENT**
449.7 cc
- **BRAKES**
Front: 260 mm disc with dual-piston caliper
Rear: 240 mm disc
- **CURB WEIGHT**
110.1 kg (242.7 lbs.) including required fluids and full tank of gas
- **FUEL CAPACITY**
6.3 litres
- **SEAT HEIGHT**
955 mm (37.6 in.)
- **COLOUR**
Extreme Red

NEVER STAND STILL

In motocross, if you're not constantly improving, you're moving backwards. That's why the CRF450R continues to be at the leading edge of technological advancement, year after year. If it adds power, improves handling, enhances rider control, or reduces maintenance, chances are you'll find it first on the Honda CRF450R.

5-WAY ADJUSTABLE AIR FORK

Now 5 mm longer for even better stability, the 48 mm KYB Air Fork features low-speed and high-speed damping adjusters for both rebound and compression – all conveniently located on the fork cap. The fork works with the Honda Progressive Steering Damper (HPSD) to help provide both quick steering when you want it, and amazing stability when you need it most.

DUAL MUFFLER SYSTEM

The twin-muffler exhaust system not only contributes to the engine's exceptional power characteristics, it's also positioned tightly to the frame's centre to take weight off the rear end and optimize mass centralization for improved handling.

HEAT TREATED UNICAM ENGINE PISTON

A special heat-treatment process improves the durability of the short-skirt piston in the Unicam engine, adding to the CRF450R's reputation for rock-solid reliability and low maintenance.



FACTS/HIGHLIGHTS: 2016 HONDA CRF250R



QUICK SPECS

2016 Honda CRF250R

- **ENGINE TYPE**
Liquid-cooled single-cylinder 4-stroke
- **DISPLACEMENT**
249 cc
- **BRAKES**
Front: 260 mm disc with dual-piston caliper
Rear: 240 mm disc
- **CURB WEIGHT**
104.9 kg (231 lbs.) including required fluids and full tank of gas
- **FUEL CAPACITY**
6.3 litres
- **SEAT HEIGHT**
951 mm (37.4 in.)
- **COLOUR**
Extreme Red

CHALLENGE ACCEPTED

Take a bike that does it all, and make it do those things even better. Honda engineers love a challenge, so they managed to find a way to extract even more power from the CRF250R's Unicam engine, and to make the chassis just a little bit more stable. Combined with returning features like EMS and HPSD, the result is a bike that's better than ever at helping to make you the best rider you can be.

ENGINE MODE SELECT SYSTEM

Want to tweak the powerband to better suit track conditions or your riding style? The Engine Mode Select (EMS) system makes it as easy as pushing a handlebar-mounted button. You can even fine-tune two of the three modes using the optional HRC (Honda Racing Corporation) setting tool. (Also available on CRF450R).

MORE POWER

Increased cam lift, new titanium exhaust valves, new valve springs, and updates to cylinder-head porting, piston shape and connecting-rod shape, add up to an engine that's more powerful than ever.

UPGRADED COOLING & PGM-FI

Larger radiators for 2016 help to cool the higher-output engine, and the Programmed Fuel Injection (PGM-FI) system has new mapping to ensure that power delivery remains easy to control.



TOURING ON TWO WHEELS

Welcome to the world of adventure and touring

Photography by Jordan Lenssen and Virgil Knapp
Written by Kanishka Sonnadara



In 1903, George Wyman made the first motor vehicle crossing of the United States on a motorized bicycle. He rode 6,100 kilometres from San Francisco to New York City in 51 days on a bike that was capable of a top-speed of just 40 km/h, powered by a small 1.5 horsepower motor rolling on wooden rims with 1.5-inch wide tires.

Today, all the comfort, convenience and speed of a modern motorcycle would allow a rider to happily make this identical transcontinental crossing in under a week. Even if you chose to embrace the true pioneer spirit of George Wyman and stay off major highways (which wouldn't have existed back in 1903 anyways), the journey would still take considerably less than two months. But before you rush into your own long distance adventure, there's much to learn and even more to consider.

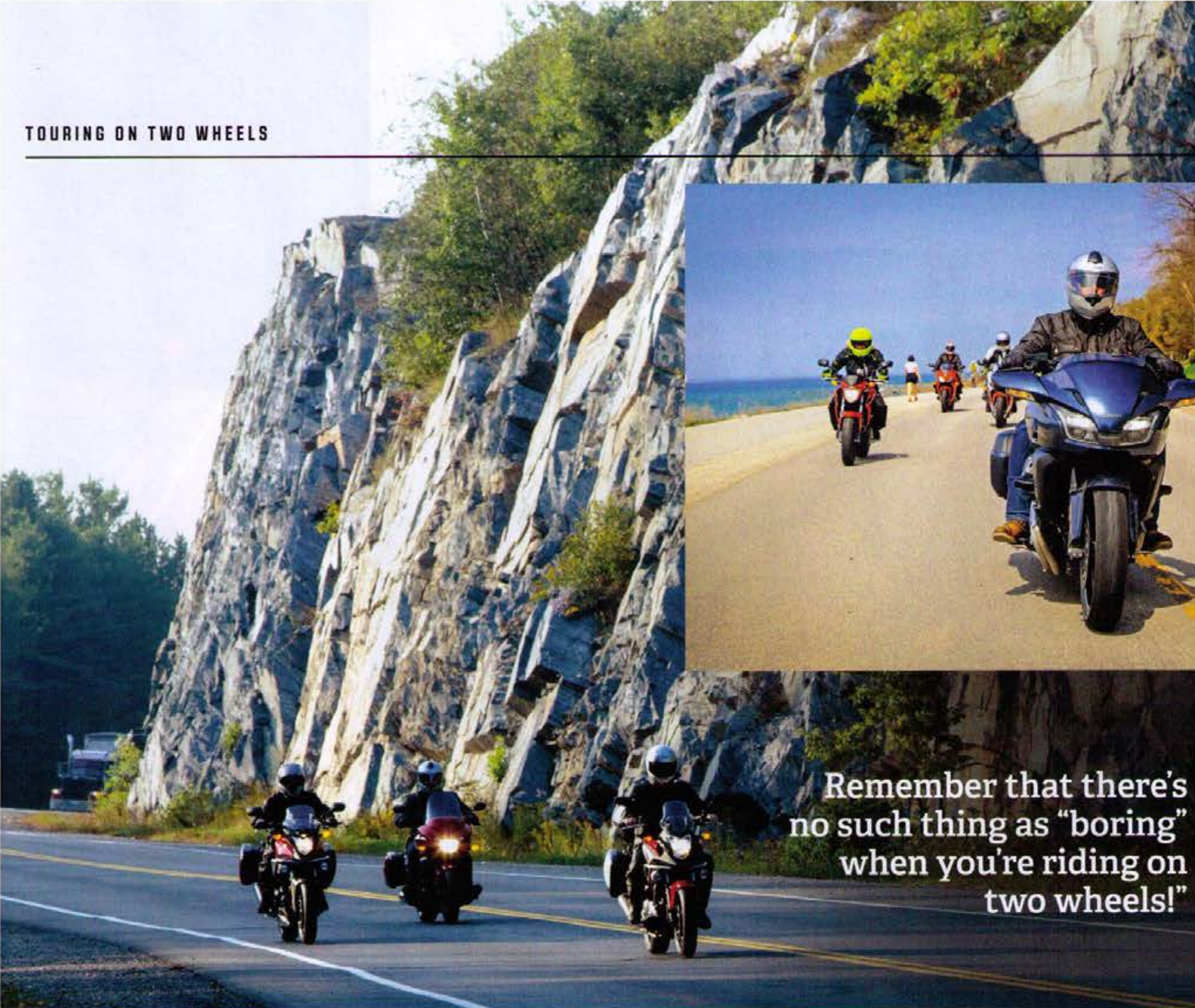


LIMITS & PLANS

Know what your riding limits are. If you've never undertaken 1,000 kilometres in a day, don't plan to do it on your first multi-day trip. Most new motorcycle riders can comfortably and happily cover between 300 to 400 kilometres in a day. This will give you ample time for breaks, side trips recommended by locals, or even for doubling back on a stretch of road that just has to be ridden again!

If possible, plan your route with bypasses or shortcuts in mind, that way, if you fall behind schedule in one segment, you can easily minimize the impact it'll have on the rest of your trip. Remember that on longer trips, it's important to focus on choosing the right bike for hours upon hours of comfortable seat time.

BILL'S CYCLE



Remember that there's no such thing as "boring" when you're riding on two wheels!"

Over great distances, the smallest of things can cause the biggest of headaches. Ensure you take some time to familiarize yourself well with the motorcycle and riding gear you'll be using before you set off on a long trip, allowing for more intuitive operation and a more enjoyable riding experience. Setting yourself up with the right ergonomics and comfort is the secret to how veteran riders safely cover a great many miles in short time periods.

PREPARATION IS KEY

Start by booking a maintenance appointment with your Honda dealer to ensure your ride is in top

shape before you leave. Consider accessorizing and making changes to your bike set up well before your departure date.

Make sure you have a good toolkit and learn how to use it. On a remote journey, a flat repair kit is invaluable, but be sure you know how to use it before you get on the road. Or for greater reassurance, ask your dealer about Honda Plus Protection Plans, which provide extended warranty coverage as well as Roadside Assistance.

GETTING GEARED UP

Learn to pack smart and light. Rolling up your clothes, military-

style, is a great way to keep them from being a wrinkled mess. Going a step further, a hand operated vacuum seal bag can be invaluable for saving space.

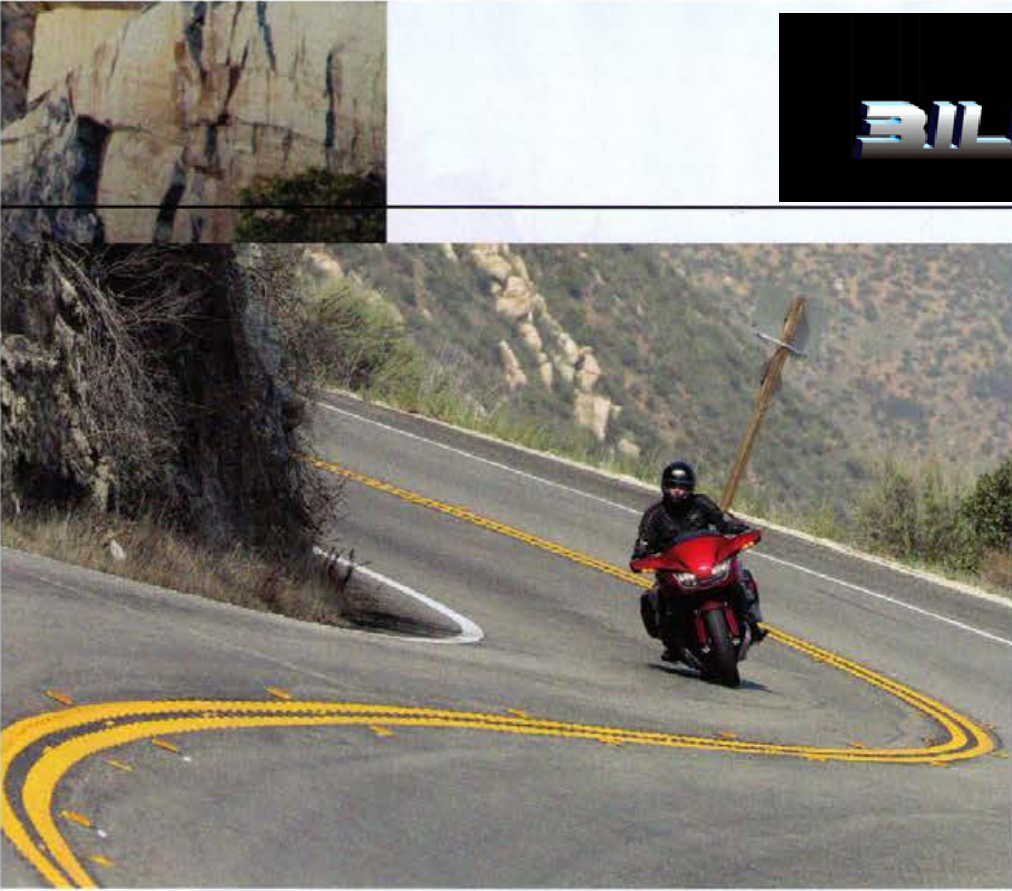
As the old adage goes, layer up. Incorporate layers into your riding gear to let you quickly add or remove garments to suit changing temperatures. This is particularly important if your route takes you near large bodies of water or on significant elevation changes that affect temperature.

Keep the essentials within easy reach and the important stuff like ownership, insurance, personal ID and extra cash, safely tucked away. You want your maps, sunscreen,

flashlight and tire gauge in a place that's quickly accessed (tank bag or the handy and huge storage compartment on the Honda NC750X); if they aren't easy to reach, you won't use them when needed.

Shop for the things you need before you leave. Make a checklist in advance and double check it the night before your departure.

There's also no understating the importance of a good rain suit. Sure, a little water won't hurt, but on a multi-day trip, getting your gear soaked once might mean you're riding in damp clothes the rest of the journey. Remember to put your rain suit on well before you



CHOOSING YOUR RIDE

Riders today who want to travel great distances can choose either the predictable comfort of highway touring on a cruiser or the skill testing off-road riding on an adventure tourer. Both have their advantages and challenges, and with a new offering in each category, Honda more than covers your bases in both, so let's look at the most popular options.

FOR THE ADVENTUROUS

The redesigned 2016 Honda NC750X is a motorcycle built for the streets that'll keep you moving forward even when the pavement ends. Many owners will argue that Adventure bikes offer the best riding position for long days in the saddle. The ergonomics of the Honda NC750X have been designed to deliver comfort and avoid fatigue. High and wide bars and an upright and neutral riding position mean greater control for quick and effortless manoeuvring, and allow the rider to easily stand up on the pegs to better tackle rough road or paths. The Honda NC750X benefits from a very low center of gravity, making the bike very easy to manage. Ground clearance is ample, suspension travel is generous, and tires are aggressively cut, allowing this bike to marvellously straddle that sweet spot between being a champion on tarmac while comfortable exploring roads that discourage chrome.

The Honda NC750X arrived on the scene as a revolutionary new model in 2012 (originally as the NC700X). The radical cylinder design kept the engine height very low, and mounting the fuel tank below the seat both lowered the center of gravity significantly and opened up a massive central storage compartment in front of the rider (where the fuel tank would traditionally be). Low friction technology and a high torque engine offer fuel economy normally enjoyed only by smaller, entry-level bikes. Wavy brakes with standard ABS completed the irresistible package.

Updates for 2016 include new edgier styling with a taller windscreen for improved weather protection and upgraded preload adjustable front suspension for greater comfort. The front storage compartment capacity has been increased to a full 22 litres. Plus, there's a new, bright LED taillight and the LCD instruments are now customizable.

But perhaps the biggest news for 2016 is the next revolution: an advanced six-speed Dual-Clutch Transmission (DCT) version to complement the traditional Manual Transmission version. The DCT features the standard manual mode – allowing the rider to shift gears with triggers on the left handlebar – and two automatic modes. The D mode offers the best balance of fuel economy and cruising comfort, while S mode cranks up the performance. The S mode even allows you to choose from three different shift patterns to match your riding style or specific conditions.

need it, a few drops can turn into a downpour before you know it.

If you can spare the space, and you're likely to encounter cool weather or high altitude conditions, an electric vest can be a proper piece of luxury. Make sure your bike's wired for it, or that you're carrying the appropriate battery packs.

Those with stereo-equipped touring bikes can bring along their favourite music. Others may simply enjoy chewing on an overly sour candy to invigorate the senses. Whatever your preferred method, remember that there's no such thing as "boring" when you're riding on two wheels.

RIDE SAFE, HAVE FUN

Forget everything you've heard about high speed road trips. Long distances aren't best conquered by being throttle happy, but by maintaining a steady pace. At high speeds your fuel economy might suffer, which means wasting time looking for gas, tiring faster due to wind-induced fatigue, plus the risk of a sizeable speeding ticket.

While there's nothing wrong with enjoying your morning coffee, avoid reliance on energy drinks, too much coffee or cola. If you need a strong stimulant to stay awake, then you need to call it a day and get some rest. Sometimes a trip requires a long, straight expressway ride to get to the good roads. Everybody will find their own way to stay engaged and alert along the less exciting sections of road.





If your plan is to see the sights between Halifax and Vancouver or journey along whichever 6,000 kilometers of asphalt you choose, then a touring motorcycle will suit you well.

FOR THE ROAD WARRIOR

Thanks to modern infrastructure, in most of the world, modern day exploring can be accomplished without ever leaving a paved road. If your plan is to see the sights between Halifax and Vancouver or journey along whichever 6,000 kilometers of asphalt you choose, then a touring motorcycle will suit you well.

The Honda CTX siblings, the CTX1300T and new CTX700T are tailor-made for just such feats of transcontinental touring. While both machines feature a comfortably relaxed seating position, each CTX has its own uniquely attractive appeal that's ideally suited for passing the miles.

Piloting the Honda CTX700T, riders will find a middleweight that feels as agile as a lightweight motorcycle. Coupled with its low, wide, cushy seat and comfortable seating position, this is as unimposing as mid-weight cruisers get.

With an emphasis on creating unique engine characteristics, the 670 cc powerplant is a showcase of Honda engineering prowess featuring a 270-degree-phase-crank with a uniaxial primary balancer. Translation? Riders get to enjoy a smooth, reliable ride while still being allowed the satisfying throb of a twin cylinder motor.

If the Honda CTX700T motor's emotional reward is its sound and feel, then its intellectual gift is great fuel economy. Plus,

ABS braking is standard on both 700T and 1300T, while the latter also comes equipped with traction control.

Speaking of the CTX1300T, Honda engineers took the beating heart of a legendary sport-tourer, mounted it in a long and low chassis, then added just about every advanced feature that would fit. The result is one of the most innovative and versatile bikes we've ever created.

The CTX1300T owes its broad powerband, smooth power delivery, and evocative sound to its ST1300-derived longitudinally-mounted V-4 1,261 cc engine, which received major revisions to boost low-end and midrange torque. The wide, sculpted seat allows easy flat-footing at stoplights, while the shorty windscreen reduces wind buffering and blends perfectly with the low, lean styling. Prefer a taller screen? No problem— it's available as an accessory.

With standard features such as the Honda Traction Control System, ABS brakes, integrated saddlebags, five-stage heated grips, stereo system with compatible smartphone, MP3 and Bluetooth® connectivity, LED lighting and self-cancelling turn signals, the CTX1300T is the perfect ride for today, and for way into the future. 🇺🇸



QUICK SPECS

Honda NC750X

ENGINE TYPE
Liquid-cooled, parallel twin with 55-degree slant angle and 270-degree phase crank

DISPLACEMENT
745 cc

BRAKES
Front: 320 mm single wavy hydraulic disc with two-piston caliper
Rear: 240 mm single wavy hydraulic disc with single-piston caliper and two-channel ABS

CURB WEIGHT
Standard: 220 kg (485 lbs.)
DOT: 230 kg (507 lbs.)
Including required fluids and full tank of gas

FUEL CAPACITY
14.1 litres

SEAT HEIGHT
830 mm (32.7 in.)

COLOURS
Silver Metallic



QUICK SPECS

Honda CTX700T

ENGINE TYPE
Liquid-cooled parallel twin with 55-degree slant angle, 270-degree phase crank

DISPLACEMENT
670 cc

BRAKES
Front: Single 320 mm wavy hydraulic disc with two-piston caliper
Rear: Single 240 mm wavy hydraulic disc with single-piston caliper. Combined-Braking System with ABS.

CURB WEIGH
226 kg (498 lbs.)
Including required fluids and full tank of gas

FUEL CAPACITY
12.4 litres

SEAT HEIGHT
720 mm (28.4 in.)

COLOURS
Grey Blue Metallic



QUICK SPECS

Honda CTX1300T

ENGINE TYPE
Liquid-cooled 90-degree V-4

DISPLACEMENT
1,261 cc

BRAKES
Front: Dual 310 mm discs with triple-piston calipers
Rear: 316 mm disc with triple-piston caliper. Dual-Combined Braking System with ABS.

CURB WEIGHT
332 kg (731 lbs.)
Including required fluids and full tank of gas

FUEL CAPACITY
19.5 litres

SEAT HEIGHT
725 mm (28.5 in.)

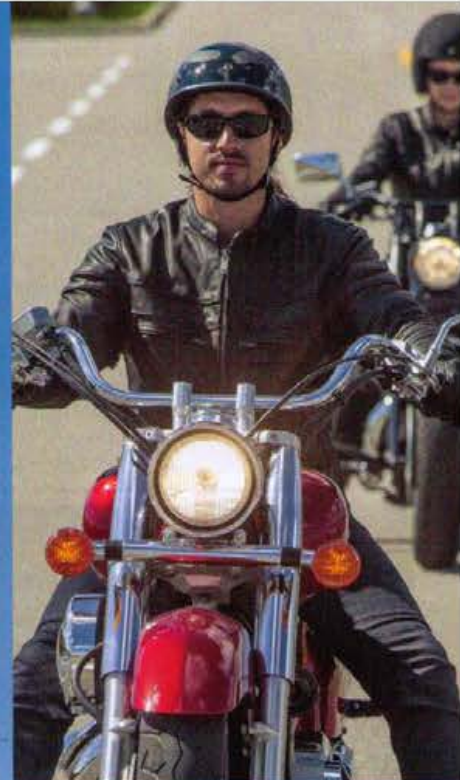
COLOURS
Candy Red, Ion Blue



10 BEST RIDES IN CANADA

There's no better way to explore Canada than on a Honda

Written by Dustin A. Woods



There is no better way to enjoy the beauty of this great nation than from the seat of a motorcycle. In his famous novel *Zen and the Art of Motorcycle Maintenance: An Inquiry Into Values*, author, philosophy professor and motorcycle enthusiast Robert M. Pirsig encapsulates the difference between traveling by car and motorcycle by saying, "In a car you're always in a compartment, and because you're used to it you don't realize that through that car window everything you see is just more TV. You're a passive observer and it is all moving by you boringly in a frame." He continues to explain what most motorcyclists understand but are often unable to verbalize, "On a cycle the frame is gone. You're completely in contact with it all. You're in the scene, not just watching it anymore, and the sense of presence is overwhelming."

When you ride a motorcycle you aren't witnessing something, you are living it. Your nose smells the fresh prairie flowers, lush Ontario forests and salty Maritime air blowing off the ocean. You feel the temperature of the air and the warmth of the sun on your face. As the saying goes, only motorcyclists understand why a dog sticks its head out the car window.

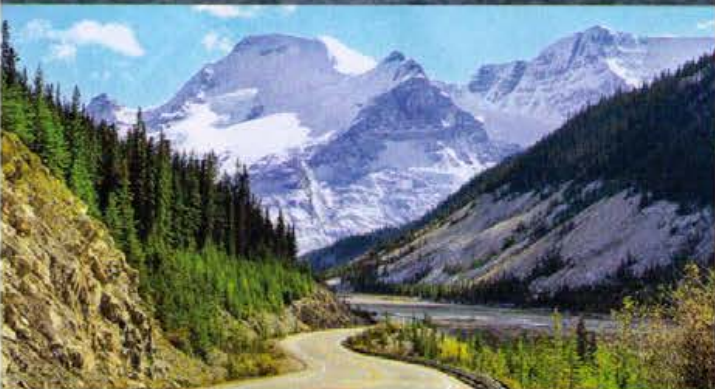
Another thing I've noticed over the years is that those who travel

BILL'S CYCLE

©2016 Honda Stoteline



2016 Honda Fury



2016 Honda Shadow Aero



2016 Honda Shadow Phantom

chopper styling with legendary Honda reliability and performance, be prepared to attract attention wherever you go. Stretching over six feet long from nose to tail, the 2016 Honda Fury looks like nothing else on the road and costs a fraction of a full custom build.

Being fortunate enough to have explored many continents and countries in my lifetime, I am often asked to recommend my favourite places to travel. People, especially Canadians, for some reason, are often surprised when I respond earnestly by saying, "Canada." Our great nation represents a world of diversity and culture as unique as the people who inhabit each individual province, city and town. Boasting an immense geographic spectrum unmatched by any country on earth, Canada offers breathtaking scenery, epic landscapes and vast expanses of wilderness as pristine as it is beautiful, that can be found from sea to shining sea. All of it, just waiting to be embraced and explored. It would almost be criminal not to. Intended to be a catalyst for exploration and discussion rather than a definitive to-do list, I've compiled some of the highlights over the years that are etched in my psyche as the ten best most memorable motorcycle rides in Canada worth writing home about. In no particular order, let's check out the best riding routes and winding roads every motorcyclist should have on their bucket list.

the furthest and most often are frequently riding a Honda motorcycle. Just as no two trips are alike, there is a cruiser well suited to every kind of rider regardless of age, gender, riding style, comfort level and ability. Boasting comfortable, intuitive controls and ergonomics, a keen balance of power and fuel efficiency complemented by a competitive cost of entry that won't break the bank, models like the Honda Shadow Aero and Shadow Phantom make it simple to get started. Easy on the pocketbook doesn't have to mean compromising

character. Blending retro styling with modern reliability and efficiency of the fuel-injected 745 cc liquid-cooled V-Twin, both Shadow models have loads of personality in spades.

Embracing the open road takes on an entirely different kind of meaning for those who step up to the Honda VT 1300 Stateline and Fury models. Featuring a 1,312 cc liquid-cooled 52-degree V-twin, both models offer unique personalities but share common mechanicals that have been optimized for fuel efficiency, power and ease of maintenance to ensure you always reach your

destination. The robust exhaust note is matched by low- and mid-range torque that makes merging and passing a breeze.

Thanks to forward pegs and high-mount steering head with pulled-back handlebars, the Stateline's semi-stretched out riding position gives off a custom motorcycle look with the added benefit of all-day comfort and reliability. When you start riding a Honda Fury you'll be surprised how many times you hear envious onlookers say with shock, "That's a Honda?!" You get used to it. Combining custom

1

The Bay of Fundy Nova Scotia

If you plan on attending the 11th annual Wharf Rat Rally in Digby, Nova Scotia you may as well take some time to explore the local culture that ranges from wineries to whale watching. Follow the world's most dynamic coastline by riding around the Bay of

Fundy. Consisting of a long ocean bay that stretches between the provinces of New Brunswick and Nova Scotia on Canada's east coast, it is home to the highest tides in the world.

Halls Harbour in Kentville, NS is another great spot nearby to enjoy a unique maritime experience. Witness the tide changes while enjoying Nova Scotian hospitality and fresh lobster right out of the ocean. Everyone looks for something different from a vacation, but the national and provincial parks, historical sites, and museums around the Bay of Fundy make for great spots to stop, stretch your legs and learn a little about the areas you are visiting.



2

Ontario's Highlands Ontario

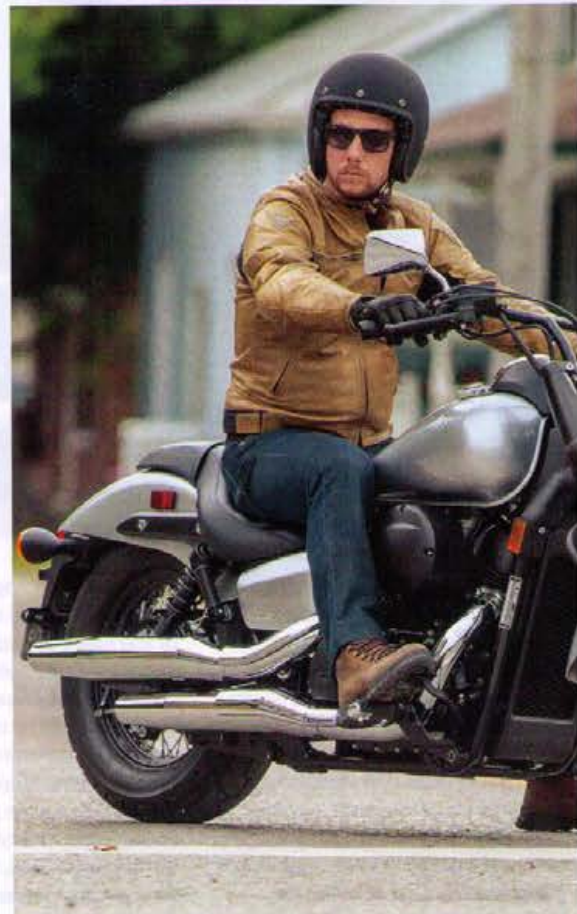
Ontario's Highlands are the polar opposite of its often-gridlocked metropolitan areas. Comprised of limitless unspoiled awesomeness to explore, including picturesque lakes and rivers flowing throughout, interesting heritage site destinations and nine provincial parks, you'll get tired before you run out of roads to explore. Comprised of six districts located west of Ottawa, the region offers smooth, predominantly traffic-free roads that meander and snake through wide expanses of scenic landscapes between quaint little townships that each have their own unique flavour and history. While there isn't the glitz and glam of other areas that some riders may prefer, there also



Photo by Virgil Knapp

Isn't the high cost, traffic congestion and pretension that comes with them. The region features a surprising amount of cultural diversity, heavily dependent on which nationalities settled where. Who would have guessed that the best Polish cuisine I have eaten in my entire life up would be at the Wilno

Tavern? Another culinary surprise was encountering The Olde Ridge Authentic BBQ in Harcourt, ON which is worth the ride alone. Boasting a simpler, more relaxed and rustic way of living, people are friendly and happy to offer directions and suggestions for wining and dining everywhere you go.



4

Gaspe Peninsula Quebec



Chosen by National Geographic Traveler as one of Canada's 50 Places of a Lifetime The Gaspésie (Gaspé) Peninsula is located in Quebec along the south shore of the Saint Lawrence River to the east of the "Matapedia Valley" separated from New Brunswick on its southern side by the Baie des Chaleurs. The area provides visitors with a geographical education, as its rugged interior is a continuation of the Appalachian Mountains called the Chic-Chocs. Views of the Canadian Shield are possible from its summit, which resides above the tree line. The northern shore is dominated by stunning sea cliffs that extend out into the Gulf of Saint Lawrence to Percé Rock, the easternmost point of the peninsula. Circling the peninsula, one branch of Route 132 follows the coast while the other cuts across it at Sainte-Flavie through the peninsula's mountains. Home to charming coastal villages, covered bridges, many heritage and historic sites and four national parks, follows the Cascapédia River, which is considered one of the 10 best salmon rivers in the world. Few roads cut through the middle section and those that do are logging routes that would require an adventure motorcycle like the new 2016 Honda CRF1000L Africa Twin. One of Quebec's best roads, Route 132 is a true coastal road that circumnavigates the peninsula offering spectacular views at every turn.

3

Avalon Peninsula Newfoundland & Labrador

Located at the most Easterly tip of the continent, the Avalon Peninsula is perhaps most famous for the brightly coloured houses in the city of St. John's, Newfoundland. In addition to being home to many charming and almost suspiciously hospitable communities like Bay de Verte and New Melbourne in the north, Bay Roberts and Brigus on Conception Bay and Gaskiers and St. Mary's in the south, the region also features the Cape Spear Lighthouse and Signal Hill National Historic Sites of Canada. As one of the first European-inhabited regions of North America, the area was first settled in 1610 and features a rich, fascinating history. Picturesque and infinitely photogenic, the southeast portion of the island of Newfoundland is home to Precambrian fossils. Floating icebergs accentuate the pristine natural scenery, as do groups of whales, migrating birds and roaming caribou. Also prone to fog and precipitation, you'll want to pack appropriate riding attire. From the vibrancy of the small towns and cities to the breathtaking rugged scenery, the Avalon has something to offer every rider no matter what their interest.

5

Cape Breton Nova Scotia

Featured on many a rider's bucket list from around the globe, it should come as no surprise to anyone that the Cabot Trail in Cape Breton, Nova Scotia made this list. The smooth, serpentine roads meander through ever-changing landscapes and geographical formations. The western entrance to the Cape Breton Highlands National Park features an Acadian fishing village known as Chéticamp - famous for its fiddle music, hooked rugs and unique speaking dialect. If a stranger were to be dropped here, they would likely have no idea what country they had arrived



in. The scenic views from spectacular vistas can make it challenging to keep your eyes and attention on the road. The beauty of this tour is that it can be completed in as brisk or relaxed a fashion as you please and offers a unique experience depending on which direction you ride it. The tip of the island is marked by Cape Breton Highlands National Park, packed with

stunning highlands and coastal wilderness. There are many unique places to stay along the trail based on your preferences and price range. Piloting a Honda cruiser around the Cabot Trail on my last visit to the area, I stayed at the Island Sunset Resort in one of the private cottages overlooking the water and enjoyed some of the freshest lobster I've ever eaten in my life.

6

Lake Superior's North Shore Ontario

Whenever and wherever riding enthusiasts congregate and discuss the best places to ride, the old standards like

the Pacific Coast Highway and Deals Gap come up often. Another one has been creeping up the list that has more and more riders talking - The Lake Superior Circle Tour. Measuring 82,103 square kilometres, it is the largest fresh water lake in the world and also the source of unparalleled beauty. Spanning thousands of kilometres through three states and one heck of a big province, embarking on such an excursion requires planning and time. Featuring many options for places to stop and

stay over that are motorcycle friendly, you can take as little or as much time as you like to tackle the greatest of the Great Lakes. You'll find diamonds in the rough like McVicar Manor Bed & Breakfast in Thunder Bay, random shops like Young's General Store in Wawa and unique attractions like the Canadian Bush Plane Heritage Centre in Sault Ste. Marie. Each little town dotting the coastline has its own unique history and charm so I'd recommend taking the time to find out what makes each place great.



Photo by Virgil Knapp



7

Icefields Parkway Alberta

Also known as Highway 93 North, the Icefields Parkway breaks off the Trans-Canada Highway (Highway 1) and stretches 232km through the heart of the Canadian Rocky Mountains. Passing through both Banff and Jasper National Parks, it parallels the Continental Divide and links Lake Louise with Jasper to the north. Offering views that must be seen to truly be appreciated, the parkway traverses vast pristine wilderness consisting of ancient glaciers and fresh mountain lakes that glow an otherworldly crystal blue. Boasting postcard-

worthy scenery at every turn, this is a trip to be done in the height of summer since mountain ranges and high elevations can bring cooler temperatures and unpredictable weather. Lake Louise is an excellent place to stop and rest up on your journey. If the upscale Fairmont Chateau Lake Louise Resort Hotel isn't your thing there are hostels and several campgrounds in the area that not only fit a smaller budget but also allow you a closer connection with the natural surroundings. This trip can be incorporated into a cross-country expedition, a loop from Calgary to Edmonton, or traversed by simply driving one way, turning around and going the opposite direction to experience the scenery from another perspective.

8

Vancouver Island British Columbia

From the moment I rode off the Spirit of British Columbia at the Swartz Bay ferry terminal it was apparent that Vancouver Island would offer a casual, relaxing getaway. Life on the island moves at a slower pace. Also, signs around the island warning of wildlife aren't just for decoration and should be heeded by adjusting speed and riding formations accordingly.

People are connected with their surroundings and enjoy the natural beauty their environment offers. There also seemed to be a much higher emphasis on locally sourced food and ingredients which I experienced at places like 10 Acres restaurant, Tofino Brewing and Shelter Point Distillery. Other highlights included swimming in the Sooke Potholes, eating at

the Gowlland Harbour Resort on Quadra Island and staying at the world-famous Wickinnish Inn. A luxurious and opulent hotel located right on the ocean, it is surrounded by rugged, pristine beauty of indescribable proportions. The motivation for visiting Tofino was attending surfing lessons at Bruhwiler's Surf School, but the incredible 163km ride across the island on Highway 4 was just as entertaining. Snaking maniacally up, down and around, each unpredictable turn brings distinctive scenery and the sweet smell of fresh air that is both vibrant and intoxicating.





10

The Gentle Island Prince Edward Island

Widely known as the birthplace of Lucy Maud Montgomery's character Anne of Green Gables, which you can visit, P.E.I. is also considered the birthplace of Confederation. While the groundwork for our new nation may have been laid by representatives from across British North America in 1864, archaeologists have found evidence of early Mi'kmaq settlement that dates thousands of years before this historic Charlottetown Conference. Canada's smallest province, P.E.I. is known as 'The Gentle Island' not only due to the friendliness of the locals, but the fact that that it is essentially built upon a sandbar. It is accessible by traversing the 12.9 kilometre Confederation Bridge from New Brunswick across the Abegweit Passage of Northumberland Strait or by taking the journey from Nova Scotia with Northumberland Ferries between May and December. Due to its irregular shape and the fact that, well, it's an island, P.E.I. has great deal of coastline to explore. The province is broken up into five great touring regions known as North Cape Coastal Drive, Green Gables Shore, Red Sands Shore, Charlottetown and Points East Coastal Drive, each of which offer their own unique flavour of geography, scenery and experiences. It's a small island with a big heart that will stay with you long after you leave.

9

Muskoka Ontario

The crown jewel of Ontario's cottage country, the region's rock formations and lakes made the area poorly suited to agriculture, but the abundance of fish to catch and game to trap made it an ideal area for

nomadic first nation's people to frequent prior to European settlement. In the late 1800s the area became a popular destination for city dwellers to escape the hustle and bustle of urban living, laying the foundation for what became a thriving tourism industry prior to that term even existing. One cannot help but find rewarding and endlessly entertaining roads where the grade, camber and scenery changes with every turn as they gently wind between small towns like Bracebridge, Gravenhurst, Rosseau and Port Carling. A

playground for the rich and/or famous, many vacationers have mansions masquerading as lake houses so there are plenty of restaurants, shops activities that cater to the casual cottager. One of the benefits of the area is its proximity to main highways like 11 and 69 that can help speed up your route if you have to take a quicker ride that's mixed with Muskoka's fun back roads. You could spend a week touring the winding roads of cottage country or simply ride up from the city for the day and still head home satisfied.





QUICK SPECS

2016 Honda Fury

Motorcycling has never been about blending in or being one of the herd, and that's especially true in the world of cruisers and custom choppers. Honda believes a bike has to work as great as it looks, and that's what really sets the Fury apart. This long, lean and mean bike is guaranteed to turn some heads. But it's also for riders who want a fun, comfortable cruiser they can count on riding all day long. And the power and sound coming from its roaring 1,312 cc liquid-cooled V-twin? Pure music. One ride, and you'll be hooked.

ENGINE TYPE

Liquid-cooled 52-degree V-twin

DISPLACEMENT

1,312 cc

BRAKES

Front: single 336 mm disc with triple-piston caliper
Rear: 296 mm disc with dual-piston caliper. Combined Braking System with ABS

CURB WEIGHT

Standard model: 308 kg (679 lbs.)

FUEL CAPACITY

12.8 litres
 Including required fluids and full tank of gas

SEAT HEIGHT

685 mm (27 in.)

COLOUR

Black/Grey



QUICK SPECS

2016 Honda Stateline

Big power, big presence and a big appetite for eating up every inch of open road, the 2016 Honda Stateline and its proven 1,312 cc V-twin engine don't do anything in half measures. You can't miss the Stateline's traditional yet evocative styling, complete with flared fenders and beefy front and rear tires. The raked front end looks radical, yet the Stateline steers and handles with the composure you'd expect from a Honda cruiser. Same thing at the back, where the hidden rear shock contributes to the bike's clean lines, but also helps deliver superb ride comfort and control.

ENGINE TYPE

Liquid-cooled 52-degree V-twin

DISPLACEMENT

1,312 cc

BRAKES

Front: single 336 mm disc with triple-piston caliper
Rear: 296 mm disc with dual-piston caliper. Combined Braking System with ABS

CURB WEIGHT

311 kg (686 lbs.)

FUEL CAPACITY

16.5 litres
 Including required fluids and full tank of gas

SEAT HEIGHT

680 mm (26.8 in.)

COLOUR

Blue Metallic





QUICK SPECS

2016 Honda Shadow Aero

ENGINE TYPE
Liquid-cooled 52-degree V-twin

DISPLACEMENT
745 cc

BRAKES
Front: single 296 mm disc with triple-piston caliper
Rear: 276 mm disc with single-piston caliper

CURB WEIGHT
257 kg (567 lbs.)

FUEL CAPACITY
14.5 litres
Including required fluids and full tank of gas

SEAT HEIGHT
660 mm (26 in.)

COLOUR
Candy Red

One of the most popular bikes in Honda's long history of outstanding cruiser motorcycles, the Shadow Aero puts the dream of owning a classically styled V-twin well within reach. Check out the gleaming chrome and the deep, rich paint. Sweep your eyes over the low, stretched-out chassis. Admire the wide tires rolling on shiny spoke wheels. Then press the start button and enjoy the baritone beat from the 745 cc fuel-injected V-twin engine and staggered-dual exhausts. Classic looks, superior Honda performance, quality and reliability, it's no wonder the Shadow Aero has so many fans right across Canada.



QUICK SPECS

2016 Honda Shadow Phantom

ENGINE TYPE
Liquid-cooled 52-degree V-twin

DISPLACEMENT
745 cc

BRAKES
Front: single 296 mm disc with dual-piston caliper
Rear: drum

CURB WEIGHT
249 kg (549 lbs.)

FUEL CAPACITY
14 litres
Including required fluids and full tank of gas

SEAT HEIGHT
655 mm (25.8 in.)

COLOUR
Light Silver Metallic

The Shadow Phantom perfectly captures the classic "bobber" look of yesteryear, with its shorty fenders and black engine, black wheels, black suspension... black almost everything. The look may be raw and rough, but beneath the Phantom's tough-guy exterior you'll find a high-performance cruiser with a ride that's smooth polished. Sit in the wide and comfortable seat and you'll notice right away how easily your feet can be placed at on the ground. The incredibly low 655 mm (25.8 in.) seat height combines with an upright riding position for enhanced comfort and control during both city commuting and open-road cruising.



LOVE AT FIRST RIDE

Written by Alexandra Straub

You never forget your first. It was a cool and crisp February afternoon, the 14th to be exact. I was handed a cube-shaped Valentine's Day present; wrapped in newspaper with sharpie writing atop, nonetheless. I was told to be careful when opening it. Gingerly unfolding the headlines and cartoons covering said box, I unearthed my first of many motorcycle helmets. I was elated. It was the perfect gift. Who needs flowers and chocolate anyway?! What followed were the jacket, pants, boots and eventually my first bike.

K eep in mind, I hadn't even ridden on or attempted to ride a motorcycle before. My then boyfriend wanted to make sure I had all the right gear before I got on the back of his first. When the time came, he told me the rules of being a passenger. I followed them religiously. As we rode, I experienced a foreign sense of nervousness yet raw freedom. Was I in love or was I freaking out a little because of the amazing new experience? Both?

After a couple of double-up rides, I was convinced I had fallen in love with life on two wheels. Though, I quickly felt the need to be the captain of my own ship. Within days, my motorcycle learner's permit was being snuggled tightly between cards and cash in my wallet. A few days after that, I was signed up for riding school/lessons. I was hooked and didn't look back. That was almost a decade ago.

Some people start riding shortly after they can toddle, while some learn quite a few years later. It wasn't until my mid-to-late 20s that I put my hesitations aside and got on my very own motorcycle. Nervous about riding, I could feel the tension in my shoulders. My eyes were looking in the wrong direction and did I mention I was completely nervous? The instructors talked me off the ledge and told me that I could do anything I put my mind to. Needless to say, my fears were just that.

The more time I spent on a motorcycle, the more comfortable I quickly became.

And the more comfortable I became, the more I developed a sense of just how amazing it is to have this privilege afforded to you. The rider's test was passed with flying colours and I was ready to get my first bike.


My mind was already made up of what type of motorcycle I'd be getting: a sport bike. The options in this realm were even more restricted and I had to keep in mind the weight and seat height of anything I looked at. After thorough research and sifting through local dealers and classified ads, a 2003 Honda CBR600F4i was happily parked in my garage. She was perfect and I wanted the whole world to know it, except my mom, as I didn't tell her until three weeks after my Honda CBR was purchased. That way she couldn't make me take it back. Needless to say, she was not as thrilled as I was, but she eventually understood where the passion came from and how much I enjoy motorcycling.

The Honda CBR and I had many great adventures together, but as a first bike, I realized I had bitten off much more than I could chew. I could barely touch the ground with my feet and she was a little heavy for a beginner like me. As a new rider, it was a lot to take in at once. But that's really not the case anymore. In fact, I'd argue that there isn't a better time to get into riding than right now.



Why? Because there are so many more options available to anyone looking to get into the hobby and motorcycle lifestyle than there were even a few years ago. Whether that's in relation to a lower seat height, a lighter composition or riding position. Honda offers one of the most comprehensive lineups of motorcycles on the market. There's something for everyone. Literally.

For those who want something sporty but approachable, the Honda 500 series of bikes could be a great fit. Or perhaps something lighter, but still stylish and competent, the 300 series have strong entry rider advantages.

Regardless of style of riding your heart gravitates to, or the surface on which you do it, motorcycles can take you to places you've never been before. Whether that's on or off road, or a state of mind that keeps you coming back for more. My motorcycle journey started nearly a decade ago, and I have no intention of ever looking back. 



GET RED-Y TO RIDE

Are you a new rider? Honda is here to take you through the steps to get licensed and get started, including a list of Honda Canada approved rider training schools located across the country. For more, visit honda.ca/new-riders

TWO OF A KIND

Meet the legendary Honda VFR800
and innovative CBR650F

Photography by Jordan Lenssen
Written by Sabrina Giacomini



BILL'S CYCLE

The Honda motorcycle family offers a variety of styles to match every rider's personality. Whether you opt for a cruiser, touring or a sportbike, the selection of powertrains and riding dynamics are wide and diversified to suit your needs. When it comes to sportbikes, Honda offers an impressive range of models that will quickly quench any thirst for performance and fun. Two motorcycles adorned by the winged-badge have also gained a solid cult-like following and reputation for their terrific engineering and balance that often blurs the lines between touring and sport riding duty; the legendary Honda VFR800F and sporty Honda CBR650F, two models offering dynamic performance and incredible style in their own respectively dominant ways.



TWO OF A KIND



Honda CBR650F

2014 marked the initial introduction of the all-new CBR650F, which was designed without borrowing from any other models or platforms. The term "spectacular" could apply here, especially considering the Honda CBR650F successfully delivers striking modern design and comfortable ergonomics with innovative sport bike technology and performance. Easily among the most accessible and well-balanced sport bike offerings from the current Honda motorcycle lineup, the CBR650F is one of the most versatile

"The Honda CBR650F has the sleek looks associated with aggressive street bike machines, but more rider-friendly characteristics and balanced road manners."

models in its class, period. The Honda CBR650F has the sleek looks associated with aggressive street bike machines, but more rider-friendly characteristics and balanced road manners.

The CBR650F features a clever under-slung 4-2-1 side exhaust that works as great as it looks, while improving mass centralization for increased agility and heart-pumping performance. With an aggressive function-first attitude, the Honda CBR650F offers predictable handling and powerful brakes with imposing dual 320 mm wave-style discs, ABS anti-lock braking system, plus wide, high-traction sporting radial tires with a beautifully crafted arched aluminum swingarm.

The overall riding position on the

more relaxed side of sporty, as the rider comfortably reaches over its beautifully curved fuel tank in a more natural position. In this position, you feel comfortable, confident and in control of the motorcycle.

Weighing in at only 211 kg (465 lb) and with a seat height of 810 mm (31.9 in), the Honda CBR650F is a great choice that easily meets or exceeds the needs of both newer and more experienced riders, making it a fun and flexible motorcycle that is easy to manoeuvre and ideal for developing more advanced riding skills. The four-cylinder, 649 cc engine provides plenty of fun - and torque - right when you require it the most and even at low rpms. It's designed to deliver a very useful and broad powerband with peak torque at only 8,000 rpm and peak power at 11,000 rpm.



Model not exactly as shown



Honda VFR800

Should you require something that goes a little further into the realm of true sport-touring supremacy, the iconic Honda VFR800F is a great choice that's tough to beat. Its liquid cooled, 782 cc V4 powerplant with VTEC provides strong torque from the bottom-end through mid-range then changes characteristics for a strong top-end rush. While smooth in operation, the legendary VFR still offers plenty of bite for those seeking to hear that unique Honda V4 roar to life and adds a luxurious long list of feature-rich technology including TCS (Traction Control System), ABS, self-cancelling indicators, and standard five stage heated grips to extend your riding late in the day or late in the season.

"It's easy to see why the legendary VFR is considered an icon deserving of a class of its own. To further its legacy as the ultimate sport touring motorcycle..."

The 2016 Honda VFR800F also features a diamond triple-box section aluminum frame with die-cast aluminum sub-frame – to ensure it is lightweight and easy to handle. The well-designed chassis and sporty steering geometry offers reassuring stability at speed, yet the athletically gifted VFR remains agile and light to manoeuvre. The ergonomics of the VFR800 are more appealing for long rides than traditional sport bikes, and the adjustable height seat (789 mm to 809 mm) ensures that this model attracts a wider audience who may find other bikes simply too tall or lacking in comfort or features.

Throw in its striking VFR-signature "X" LED headlights and LED taillight with integrated signals, plus all-weather stopping power thanks to standard ABS brakes, and it's easy to see why the

legendary VFR is considered an icon deserving of a class of its own. To further its legacy as the ultimate sport touring motorcycle, the Honda VFR can also be equipped with a full array of cases and bags. No need to install anything; just clip your bags on and get going: this model is not only dedicated to providing you with plenty of power, it also offers a high level of comfort and convenience for longer trips.

Both the Honda VFR800F and CBR650F are terrific motorcycles, each armed with a diverse skill set ideal for riders looking to balance a blend of sport bike performance and comfort with as much fun as possible. And in addition to great styling and control, both models clearly come with Honda signature reliability and quality of assembly, as these popular models are certainly two of a kind you'll enjoy for years to come. 





EXPLORE YOUR WORLD

Introducing the new 2016
Honda VFR1200X

The new Honda VFR1200X is built for people who know adventure is all about the journey. Built for exploring the world around you and doing it with comfort, confidence and style, the new 2016 VFR1200X is loaded with incredible features—the most important being its 1,237 cc V-4 engine and choice of either a traditional six-speed manual transmission or innovative Honda Dual-Clutch Transmission (DCT) with paddle-style shift buttons.

Sporty and nimble enough for around-town cruising or tight winding back roads, the rugged Honda VFR1200X is also roomy enough to rack up countless highway rides and tough enough to tackle limitless trails all in the same trip. Best of all, Honda offers a ton of accessories, so you can fine-tune it to how you want to ride. Where will a new 2016 Honda VFR1200X take you? Wherever adventure calls.



HIGHLIGHTS - 2016 Honda VFR1200X

BIG POWER

The 1,237 cc 16-valve Unicam V-4 engine found in the VFR1200X is a spectacular example of Honda engineering. The engine makes big power everywhere but is especially strong at lower revs, making the VFR1200X as well suited to exploring off the beaten track as it is navigating through the city or cruising the open road.

INNOVATIVE TRANSMISSION

Choose between a conventional six-speed manual transmission or newly refined Honda Dual-Clutch Transmission. With DCT, you upshift or downshift with a pair of paddle-style buttons, or you can let the gearbox shift automatically in either standard mode or one of three selectable sport modes.

SELECTABLE TORQUE CONTROL

The Honda VFR1200X features Honda Selectable Torque Control system (HSTC), designed to help the rider adapt to multiple traction conditions. With the push of a button, the rider can select from three modes of operation depending on road conditions. The system can also be turned off if you prefer. It's available on both manual-transmission and the DCT version.





BILLS CYCLE

**European Model Shown*

RUGGED DESIGN

Tough, durable, quiet, clean, and low-maintenance, the shaft final drive in the Honda VFR1200X is the perfect choice for a bike designed to cover serious distances with great performance in all types of conditions. The twin-spar aluminum frame members are carefully engineered to be as light as possible while also providing the sturdiness required to handle the rigours of gnarly pavement or dirt/gravel roads with 19-inch front and a 17-inch rear spoked wheels.


ADJUSTIBLE SUSPENSION

The 43 mm KYB fork is adjustable for spring preload as well as rebound damping, while the KYB shock in the Pro-Link rear suspension is adjustable for rebound damping and features a convenient no-tool preload adjuster that lets you easily fine-tune the ride for varying loads.

RELIABLE PERFORMANCE

Large 310 mm twin front brake discs and single 276 mm rear disc provide plenty of fade-free stopping power. Honda's Combined Braking System with ABS helps to enhance stopping power and control on all types of road surfaces, plus the single-sided swingarm houses the shaft final drive and also makes rear-wheel removal a snap.

FUNCTIONAL FEATURES

It couldn't be easier to adjust the new VFR1200X's windscreen. One hand and a couple of seconds is all you'll need. The range adjusts over 76mm (3 inches) from high to low. It's ergonomic upright riding position includes an adjustable tube-type handlebar and spacious seat for comfortable cross-province or cross-country rides. There's even a handy accessory outlet, making it easy to charge your phone, run a GPS or power any other devices you need. 

BILLS CYCLE



JUNIOR RED RIDERS

Introducing
the sport of
motorcycling
to young
enthusiasts

Written by Kanishka Sonnadara



Junior Red Riders



mechanics behind his beloved Honda machine. After recently upgrading to a larger displacement CRF110F last year, Hussain can be found regularly cleaning and maintaining his dirt bike with his father before and after each race. When we last spoke, Hussain was just learning how to change spark plugs on his bike and his dad jokingly says he wouldn't be surprised if his son returns to JRR as an instructor one day. That is, of course, if he isn't busy dominating a flat track racing series.

This is just one of so many similar stories to come out of the fun-filled Honda Junior Red Riders program, as Honda Canada prides itself on providing kids with an amazing opportunity to meet new friends and discover the joy of riding under the supervision of experienced professional instructors. **To find out more information and sign up for some fun and adventure, visit [Honda Junior Red Riders at \[jrr.ca\]\(http://jrr.ca\)](http://HondaJuniorRedRiders.com)**

The Honda Junior Red Riders (JRR) program is specifically designed for children aged 6 to 12 and focuses on teaching kids the fundamentals of off-road riding in a fun and controlled environment. Young riders learn to operate a dirt bike, how it all works, as well as the principles of trail safety, hand signals, and the proper protective gear (provided by Honda JRR) required to have fun. The JRR program allows young ones with or without any previous experience to learn and master riding techniques from basic throttle controls to shifting gears, while adults cheer them on from the sidelines.

That's exactly the train of thought Assad Kayhan had for his son, Hussain as they were both instantly hooked after participating in the JRR program back in 2012. Hussain and his father soon decided they were ready to take the next step, buying young Hussain's first Honda dirt bike, a CRF50F and joining a local riding club. Although Hussain wasn't quite tall enough at first to put both feet flat on the ground while straddling his bike, you couldn't keep him from passionately diving headfirst into the action-packed, friendship-forming world of motocross.

Between competitive riding at the track and in the backyards of the many new friends he's made

through the sport, eight year old Hussain now has more riding experience under his belt than most motorcyclists three times his age! His enthusiastic father credits JRR for helping instill a strong sense of discipline and responsibility in his son, as he is even learning the

"The Honda JRR program is specifically designed for kids from ages 6 to 12 years of age and teaches them the exciting fundamentals of off-road riding in a fun and controlled environment."



Hussain Kayhan,
Honda Junior Red Rider

FREEDOM AND FUN

2016 Honda Scooters -
Giorno and Ruckus

Finding the perfect ride for an urban setting can be a daunting challenge. When living in the city, you sometimes need the extra flexibility of a smaller vehicle, either as a primary or sometimes secondary mode of transportation that will also help avoid the hassle of expensive parking and hefty fuel prices. Instead of adding a car to the existing city gridlock, there's a much better solution, and one that is right for you.

While the thought of riding a motorized two-wheeled vehicle often leads people to think of a motorcycle, today's modern scooters have become a popular and practical alternative that's equally as fun for freedom-seeking urbanites. Their compact, step-through design and comfortable riding position makes them the ideal daily commuters.

Whether you are looking to remain in the city and go about your daily life, or wish to leave the city behind and hit the open road, there is a Honda scooter to match your personality, your budget, your style and your needs. The only question left is: which one will you pick?



The eye-catching Giorno is a combination of elegance and convenience that will allow you to go about your daily life and run your errands with flair. The design is European-inspired, with its classic curves and sleek, single, round headlamp. The freshly facelifted 2016 Honda Giorno looks as comfortable running about a vintage Italian town, zipping between its high stone walls as it does on the busy streets of a modern metropolitan city centre.

The Giorno, or "Day" in Italian, is true to its name: it is in fact the ideal daily commuter to

easily get you to work and back, while easily stopping for a quick coffee with friends or a snack along the way. It also provides ample storage large enough to accommodate most helmets.

The 49cc, four-stroke engine of the Giorno allows you to zigzag your way through busy streets with great agility and still provides plenty of torque to accelerate when you need it most. At only 178 lbs (81kg), the Honda Giorno is also easy to park within even the tightest of spots, making the Giorno the perfect companion.

RUCKUS

RUGGED RUNABOUT

There is an entire community dedicated to the Honda Ruckus, and when you choose to own one, you become part of that family. This distinctive urban scooter appeals to the city dweller in search of a versatile vehicle that embodies the creative spirit with strong personality. Whatever your style, the aptly named Honda Ruckus is guaranteed to take you


on a fun adventure. The popular Ruckus is as stripped down and naked as a scooter gets, with rugged exposed mounts and bolts, allowing for an aggressive look and feel with a high level of customization if desired. The Ruckus has a simplistic, clutter-free design that is truly minimalist. But don't be fooled by its bare looks; its ergonomics



and level of detailed comfort will certainly surprise you.

The 2016 Honda Ruckus is powered by a proven and efficient 49 cc, liquid-cooled, single-cylinder four-stroke engine sipping fuel from a 5 litre tank hidden beneath the floorboards. As naked as the Honda Ruckus looks to the eye, it still gets you an electric starter with backup kick starter, an automatic V-Matic transmission, parking brake and even an audible

turn signal, plus its excellent Honda reliability means minimum maintenance.

The affordable price tag of the Ruckus makes it a very attainable set of wheels, providing an excellent base to those seeking to stand out from the crowd. You can easily customize your Ruckus for a more personalized touch. Opt for different models and colors of handlebars, seats and wheels to turn your scooter into a statement of style. 



BILL'S CYCLE

GET RED-Y

LEARN THE ROPES AND START TO RIDE

Just like every new experience in life, starting off new on a bike can be intimidating. But just ask anyone who rides one and they'll tell you - once you get on one, you'll never want to get off. So Honda has helped create an informative, step-by-step resource that highlights the process of getting started, all while showing how fun, exciting and attainable riding can be. It's time to Get RED-Y to Ride!

GET RED-Y TO RIDE

Get RED-Y to Ride complements Honda's commitment to every stage and style of riding. Honda offers a selection of entry-level bikes in various categories that boast manageable power in a fun-to-ride package. To find the right bike for you, visit honda.ca/new-riders.

For more information on finding a training school in your province, obtaining your license and safety tips before getting out and riding, please visit honda.ca/new-riders



1

STEP 1: INTRODUCTION

There are many exciting benefits that come with owning a motorcycle. From helping reduce the cost of fuel, to lowering maintenance expenses, riding a motorcycle can be a smart choice. And it can boost your rep too; riders experience that extra bit of confidence that comes from a life on two wheels. Talk to a rider and immediately you'll get it: if you need to clear your head, lift your spirits or get a shot of adrenaline, hop on a motorcycle. Honda has earned a profound reputation for quality, performance, comfort, and overall riding experience.



2

STEP 2: GET LICENSED

Finding a rider training course is easy and there are many options to suit your budget, schedule and learning style. Many schools offer courses at multiple locations, making it easy to find a location that is convenient, with qualified instructors to get you on the road with confidence. Visit honda.ca/new-riders for a wide variety of Honda approved motorcycle schools to choose from.





3

STEP 3: GET EDUCATED

Before you ride, you need to know what features are important when selecting a motorcycle that is right for you. Confidence is critical for a new rider, so details like seat-height, engine size and weight are important when learning balance, steering, accelerating and braking. The more you learn, the more you'll notice that riding a Honda is much more than just having a mode of transportation; it's being a part of a community. So visit honda.ca/new-riders for tips on choosing the bike that's right for you.



4

STEP 4: CHOOSE YOUR BIKE AND GEAR

The next step in getting on the road is selecting the perfect-fit bike and riding gear. Honda offers over 30 street motorcycles to choose from in six categories; including touring, cruiser, sport, naked, adventure and scooters. Visit Honda.ca/new-riders or your local Honda motorcycle dealer to narrow your search and find the right motorcycle for your individual style and the kind of riding you want to do. Once you've selected the perfect-fit bike, a Honda expert can fit you with the best gear suited for comfort, safety and style - that will also complement your new ride.



5

STEP 5: GET OUT AND PLAY !

Congratulations! It's time to meet your new riding community. Join thousands of loyal Honda fans on our Facebook, Instagram and Twitter social communities, or simply get out on the road and notice the "wave" as other riders pass by. One thing is certain: Riders love meeting new riders, so get out there and get to know an entirely new group of people with a common appreciation for the open road.





	GOLD WING	GOLD WING (AIRBAG)	GOLD WING F6B	CTX1300T	CTX700T
Engine type	Liquid-cooled horizontally opposed six-cylinder	Liquid-cooled horizontally opposed six-cylinder	Liquid-cooled horizontally opposed six-cylinder	Liquid-cooled 90-degree V-4	Liquid-cooled, parallel twin with 55-degree slant angle, 270-degree phase crank
Displacement	1,832 cc	1,832 cc	1,832 cc	1,261 cc	670 cc
Bore & stroke	74 mm x 71 mm	74 mm x 71 mm	74 mm x 71 mm	78 mm x 66 mm	73 mm x 80 mm
Compression ratio	9.8:1	9.8:1	9.8:1	10.0:1	10.2:1
Valve train	SOHC, 2 valves per cylinder	SOHC, 2 valves per cylinder	SOHC, 2 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain driven, SOHC, 4 valves per cylinder
Fuel delivery	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection
Transmission	Five-speed including overdrive, plus electric reverse	Five-speed including overdrive, plus electric reverse	Five-speed including overdrive	Five-speed	Six-speed
Final drive	Shaft	Shaft	Shaft	Shaft	O-ring sealed Chain;
Front suspension	45 mm cartridge fork with anti-dive system; 122 mm (4.8 in.) travel	45 mm cartridge fork with anti-dive system; 122 mm (4.8 in.) travel	45 mm cartridge fork with anti-dive system; 122 mm (4.8 in.) travel	43 mm inverted fork	41 mm telescopic fork; 107 mm (4.2 in.) travel
Rear suspension	Pro-Arm single-sided swingarm with Pro-Link single shock with computer-controlled spring preload adjustment and two memory presets; 105 mm (4.1 in.) travel	Pro-Arm single-sided swingarm with Pro-Link single shock with computer-controlled spring preload adjustment and two memory presets; 105 mm (4.1 in.) travel	Pro-Arm single-sided swingarm with Pro-Link single shock; 105 mm (4.1 in.) travel	Aluminum swingarm with twin shocks featuring spring preload adjustment.	Pro-Link single shock; 110 mm (4.3 in.) travel
Tires	Front: 130/70R-18 radial Rear: 160/60R-16 radial	Front: 130/70R-18 radial Rear: 160/60R-16 radial	Front: 130/70R-18 radial Rear: 160/60R-16 radial	Front: 130/70R-18 radial Rear: 200/50R-17 radial	Front: 120/70ZR-17 radial Rear: 160/60ZR-17 radial
Brakes	Front: dual 296 mm discs with three-piston calipers Rear: single 316 mm disc with three-piston caliper and Dual-Combined Braking System with ABS	Front: dual 296 mm discs with three-piston calipers Rear: single 316 mm disc with three-piston caliper and Dual-Combined Braking System with ABS	Front: dual 296 mm discs with three-piston calipers Rear: single 316 mm disc with three-piston caliper and Dual-Combined Braking System with ABS	Front: dual 310 mm discs with triple-piston calipers Rear: 316 mm disc with triple-piston caliper and Dual-Combined Braking System with ABS	Front: 320 mm single wavy hydraulic disc with two-piston caliper Rear: 240 mm single wavy hydraulic disc with single-piston caliper with ABS
Ground clearance					
Seat height	740 mm (29.1 in.)	740 mm (29.1 in.)	725 mm (28.5 in.)	725 mm (28.5 in.)	720 mm (28.4 in.)
Wheelbase	1,690 mm (66.5 in.)	1,690 mm (66.5 in.)	1,690 mm (66.5 in.)	1,640 mm (64.6 in.)	1,530 mm (60.2 in.)
Curb weight	417 kg (919 lbs.) including required fluids and full tank of gas - ready to ride	423 kg (933 lbs.) including required fluids and full tank of gas - ready to ride	390 kg (860 lbs.) including required fluids and full tank of gas - ready to ride	332 kg (731 lbs.) including required fluids and full tank of gas - ready to ride	226 kg (498 lbs.) including required fluids and full tank of gas - ready to ride
Fuel capacity	25 litres	25 litres	25 litres	19.5 litres	12.4 litres
Colour(s)	Grey Metallic/Black Candy Red	Matte Altair Silver	Matte Silver Matte Pearl Glare White	Gray Blue Metallic Candy Red	Grey Blue Metallic



	GOLD WING VALKYRIE	STATELINE	FURY	SHADOW PHANTOM	SHADOW AERO
Engine type	Liquid-cooled horizontally opposed six-cylinder	Liquid-cooled 52-degree V-twin	Liquid-cooled 52-degree V-twin	Liquid-cooled 52-degree V-twin	Liquid-cooled 52-degree V-twin
Displacement	1,832 cc	1,312 cc	1,312 cc	745 cc	745 cc
Bore & stroke	74 mm x 71 mm	89.5 mm x 104.3 mm	89.5 mm x 104.3 mm	79 mm x 76 mm	79 mm x 76 mm
Compression ratio	9.8:1	9.2:1	9.2:1	9.6:1	9.6:1
Valve train	SOHC, 2 valves per cylinder	Chain-driven SOHC, 3 valves per cylinder	Chain-driven SOHC, 3 valves per cylinder	Chain-driven SOHC, 3 valves per cylinder	Chain driven SOHC, 3 valves per cylinder
Fuel delivery	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection
Transmission	Five-speed including overdrive	Five-speed	Five-speed	Wide-ratio five-speed	Wide-ratio five-speed
Final drive	Shaft	Shaft	Shaft	Shaft	Shaft
Front suspension	45 mm cartridge fork with anti-dive system; 121 mm (4.8 in.) travel	41 mm fork; 102 mm (4 in.) travel	45 mm fork; 102 mm (4 in.) travel	41 mm fork; 117 mm (4.6 in.) travel	41 mm fork; 117 mm (4.6 in.) travel
Rear suspension	Pro-Arm single-sided swingarm with Pro-Link rear single shock with hydraulic spring preload; 105 mm (4.1 in.) travel	Single shock with adjustable rebound damping; 100 mm (3.9 in.) travel	Single shock with adjustable rebound damping and six-position spring preload adjustment; 95 mm (3.7 in.) travel	Dual shocks with spring preload adjustment; 90 mm (3.5 in.) travel	Dual shocks with spring preload adjustment; 90 mm (3.5 in.) travel
Tires	Front: 130/60R-19 radial Rear: 160/55R-17 radial	Front: 140/80-17 Rear: 170/80-15	Front: 90/90-21 Rear: 200/50R-18	Front: 120/90-17 Rear: 160/80-15	Front: 120/90-17 Rear: 160/80-15
Brakes	Front: 310 mm discs with four-piston calipers Rear: single 316 mm disc with two-piston caliper with ABS	Front: single 336 mm disc with triple-piston caliper Rear: 296 mm disc with dual-piston caliper and Combined Braking System with ABS	Front: single 336 mm disc with triple-piston caliper Rear: 296 mm disc with dual-piston caliper and Combined Braking System with ABS	Front: single 296 mm disc with dual-piston caliper Rear: drum	Front: single 296 mm disc with triple-piston caliper Rear: 276 mm disc with single-piston caliper
Ground clearance					
Seat height	735 mm (28.9 in.)	680 mm (26.8 in.)	685 mm (27 in.)	655 mm (25.8 in.)	660 mm (26 in.)
Wheelbase	1,705 mm (67.1 in.)	1,785 mm (70.3 in.)	1,805 mm (71.1 in.)	1,640 mm (64.6 in.)	1,640 mm (64.6 in.)
Curb weight	343 kg (756 lbs.) including required fluids and full tank of gas - ready to ride	311 kg (686 lbs.) including required fluids and full tank of gas - ready to ride	308 kg (679 lbs.) including required fluids and full tank of gas - ready to ride	249 kg (549 lbs.) including required fluids and full tank of gas - ready to ride	257 kg (567 lbs.) including required fluids and full tank of gas - ready to ride
Fuel capacity	22.9 litres	16.5 litres	12.8 litres	14 litres	14.5 litres
Colour(s)	Black Candy Red	Blue Metallic	Black/Grey	Light Silver Metallic	Candy Red





CTX700N	NM4	CBR1000RR SP	CBR1000RR	VFR800F	CBR600RR
Liquid-cooled, parallel twin with 55-degree slant angle, 270-degree phase crank	Liquid-cooled, parallel twin with 55-degree slant angle and 270-degree phase crank	Liquid-cooled inline four-cylinder	Liquid-cooled inline four-cylinder	Liquid-cooled 90-degree V-4	Liquid-cooled inline four-cylinder
670 cc	745 cc	999 cc	999 cc	782 cc	599 cc
73 mm x 80 mm	77 mm x 80 mm	76 mm x 55.1 mm	76 mm x 55.1 mm	72 mm x 48 mm	67 mm x 42.5 mm
10.7:1	10.7:1	12.3:1	12.3:1	11.8:1	12.2:1
Chain driven, SOHC, 4 valves per cylinder	Chain-driven, SOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC with VTEC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder
PGM-FI with 36 mm throttle body	PGM-FI electronic fuel injection	Dual-Stage Fuel Injection	Dual-Stage Fuel Injection	PGM-FI electronic fuel injection	Dual-Stage Fuel Injection
Six-speed	Six-speed Dual-Clutch Transmission with manual shift mode and four automatic shift modes	Close-ratio six-speed	Close-ratio six-speed	Six-speed	Close-ratio six-speed
O-ring sealed Chain	#520 O-ring sealed chain	#520 O-ring sealed chain	#530 O-ring sealed chain	#525 O-ring sealed chain	#525 O-ring sealed chain
41 mm front fork; 107 mm (4.2 in.) travel	41 mm telescopic fork; 100 mm (3.9 in.) travel	Fully adjustable 43 mm inverted Ohlins forks; 110 mm (4.3 in.) travel	43 mm inverted HMAS cartridge fork with full adjustability; 110 mm (4.3 in.) travel	43 mm HMAS cartridge fork with stepless spring preload adjustability; 108 mm (4.3 in.) travel	41 mm inverted Big Piston Fork with full adjustability; 110 mm (4.3 in.) travel
Pro-Link rear suspension system; 109 mm (4.3 in.) travel	Single shock, Pro-Link swingarm; 100 mm (3.9 in.) travel	Unit Pro-Link Ohlins shock with full adjustability; 134 mm (5.3 in.) travel	Unit Pro-Link HMAS single shock with full adjustability; 136 mm (5.4 in.) travel	Pro-Link HMAS single shock with spring preload and rebound damping adjustability; 120 mm (4.7 in.) travel	Unit Pro-Link HMAS single shock with full adjustability; 129 mm (5.1 in.) travel
Front: 120/70-17 Rear: 160/60-17	Front: 120/70ZR-18 radial Rear: 200/50ZR-17 radial	Front: 120/70ZR-17 radial Pirelli Supercorsa SP Rear: 190/50ZR-17 radial Pirelli Supercorsa SP	Front: 120/70ZR-17 radial Rear: 190/50ZR-17 radial	Front: 120/70ZR-17 Rear: 180/55ZR-17	Front: 120/70ZR-17 radial Rear: 180/55ZR-17 radial
Front: 320 mm single wavy hydraulic disc with two-piston caliper Rear: 240 mm single wavy hydraulic disc with single-piston caliper with ABS	Front: 320 mm single wavy hydraulic disc with two-piston caliper Rear: 240 mm single wavy hydraulic disc with single-piston caliper with ABS	Front: dual 320 mm discs with radial-mounted Brembo four-piston mono block calipers Rear: 220 mm disc with single-piston caliper	Front: dual 320 mm discs with radial-mounted four-piston calipers Rear: 220 mm disc with single-piston caliper and Electronically Controlled Combined ABS	Front: dual 310 mm floating discs with radial four-piston calipers Rear: 256 mm disc with dual-piston calipers with ABS	Front: dual 310 mm discs with radial-mounted four-piston calipers Rear: 220 mm disc with single-piston caliper and Electronically Controlled Combined ABS
79 mm (28.3 in.)	650 mm (25.6 in.)	820 mm (32.3 in.)	820 mm (32.3 in.)	789 mm/810 mm adjustable (31/31.9 in.)	820 mm (32.3 in.)
1,530 mm (60.2 in.)	1,645 mm (64.8 in.)	1,410 mm (55.5 in.)	1,410 mm (55.5 in.)	1,460 mm (57.5 in.)	1,370 mm (53.9 in.)
219 kg (483 lbs.) including required fluids and full tank of gas - ready to ride	255 kg (562 lbs.) including required fluids and full tank of gas - ready to ride	199 kg (439 lbs.) including required fluids and full tank of gas - ready to ride	210 kg (463 lbs.) including required fluids and full tank of gas - ready to ride	242 kg (534 lbs.) including required fluids and full tank of gas - ready to ride	196 kg (432 lbs.) including required fluids and full tank of gas - ready to ride
12 litres	11.6 litres	17.5 litres	17.5 litres	21.2 litres	18 litres
Black	Matte Black Metallic	Repsol Champion Special	Matte Black Metallic	Red Pearl White	Black/White



CBR650F	CBR500R/ABS	CBR300R/ABS	CB500F	CB300F	GROM
Liquid-cooled inline four-cylinder	Liquid-cooled parallel twin	Liquid-cooled single-cylinder	Liquid-cooled parallel twin	Liquid-cooled single-cylinder	Liquid-cooled single cylinder
649 cc	471 cc	286 cc	471 cc	286 cc	125 cc
67 mm x 46 mm	67 mm x 66.8 mm	76 mm x 63 mm	67 mm x 66.8 mm	77 mm x 63 mm	52.4 mm x 57.9 mm
11.4:1	10.7:1	10.7:1	10.7:1	10.7:1	9.3:1
Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven SOHC, 2 valves per cylinder
PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection
Six-speed	Six-speed	Six-speed	Six-speed	Six-speed	Four-speed
#525 O-ring sealed chain	#520 O-ring sealed chain	#520 O-ring sealed chain	#520 O-ring sealed chain	#520 O-ring sealed chain	#420 O-ring sealed chain
41 mm telescopic fork; 108 mm (4.3 in.) travel	41 mm telescopic fork with spring preload adjustment; 108 mm (4.3 in.) travel	37 mm telescopic fork; 118 mm (4.6 in.) travel	41 mm telescopic fork with spring preload adjustment; 108 mm (4.3 in.) travel	37 mm telescopic fork; 118 mm (4.6 in.) travel	31 mm inverted fork; 100 mm (3.9 in.) travel
Monoshock damper with adjustable preload; 128 mm (5.0 in.) travel	Pro-Link single shock with spring preload adjustment; 119 mm (4.7 in.) travel	Pro-Link single shock with spring preload adjustment; 103 mm (4.1 in.) travel	Pro-Link single shock with spring preload adjustment; 119 mm (4.7 in.) travel	Pro-Link single shock with spring preload adjustment; 103 mm (4.1 in.) travel	Single shock w/ steel box-section swingarm; 103 mm (4.1 in.) travel
Front: 120/70ZR-17 Rear: 180/55ZR-17	Front: 120/70ZR-17 Rear: 160/60ZR-17	Front: 110/70-17 Rear: 140/70-17	Front: 120/70ZR-17 Rear: 140/70-17	Front: 110/70-17 Rear: 140/70-17	Front: 120/70-12 Rear: 130/70-12
Front: dual 320 mm discs with dual-piston calipers Rear: 240 mm disc with single-piston caliper and two-channel ABS	Front: 320 mm single wavy hydraulic disc with two-piston caliper Rear: 240 mm single wavy hydraulic disc with single-piston caliper. With available two-channel ABS.	Front: 296 mm disc with two-piston caliper Rear: 220 mm disc with single-piston caliper. With available two-channel ABS.	Front: 320 mm single wavy hydraulic disc with two-piston caliper Rear: 240 mm single wavy hydraulic disc with single-piston caliper and two-channel ABS	Front: 296 mm disc with two-piston caliper Rear: 220 mm disc with single-piston caliper and two-channel ABS	Front: Single 220 mm disc with hydraulic dual-piston caliper Rear: Single 190 mm disc with hydraulic single piston caliper
810 mm (31.9 in.)	785 mm (30.9 in.)	785 mm (30.9 in.)	785 mm (30.9 in.)	785 mm (30.9 in.)	765 mm (30.1 in.)
1,450 mm (57 in.)	1,410 mm (55.5 in.)	1,380 mm (54.3 in.)	1,410 mm (55.5 in.)	1,380 mm (54.3 in.)	1,200 mm (47.2 in.)
211 kg (465 lbs.) including required fluids and full tank of gas - ready to ride	192 kg (423 lbs.) ABS Model: 194 kg (428 lbs.) including required fluids and full tank of gas - ready to ride	162 kg (357 lbs.) ABS Model: 165 kg (364 lbs.) including required fluids and full tank of gas - ready to ride	192 kg (423 lbs.) including required fluids and full tank of gas - ready to ride	161 kg (355 lbs.) including required fluids and full tank of gas - ready to ride	102 kg (225 lbs.) including required fluids and full tank of gas - ready to ride
17.3 litres	16.7 litres	13 litres	16.7 litres	13 litres	5.5 litres
Silver Metallic Matte Gunpowder Black/White SE	Standard: Red ABS: Matte Black Metallic, Red, Pearl White	Standard: Red ABS: Candy Orange/Matte Black, Bright Yellow/Matte Black	Matte Black Metallic/Silver Candy Orange	Black	Pearl White Yellow



2016 MODEL SPECIFICATIONS



	AFRICA TWIN	AFRICA TWIN (DCT)	VFR1200X	VFR1200X (DCT)	NC750X
Engine type	Liquid-cooled parallel twin with 270-degree crank	Liquid-cooled parallel twin with 270-degree crank	Liquid-cooled 76-degree V-4	Liquid-cooled 76-degree V-4	Liquid-cooled, parallel twin with 55-degree slant angle and 270-degree phase crank
Displacement	998 cc	998 cc	1,237 cc	1,237 cc	745 cc
Bore & stroke	92 mm x 75.1 mm	92 mm x 75.1 mm	81 mm x 60 mm	81 mm x 60 mm	77 mm x 80 mm
Compression ratio	10.0:1	10.0:1	12.1:1	12.1:1	10.2:1
Valve train	Unicam, 4 valves per cylinder	Unicam, 4 valves per cylinder	Unicam, 4 valves per cylinder	Unicam, 4 valves per cylinder	Chain-driven, SOHC, 4 valves per cylinder
Fuel delivery	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection
Transmission	Six-speed constant mesh	Six-speed Dual-Clutch Transmission with manual shift mode and four automatic shift modes; on & off-road settings	Six-speed	Six-speed Dual-Clutch Transmission with manual shift mode and four automatic shift modes	Six-speed
Final drive	O-ring sealed chain	O-ring sealed chain	Shaft	Shaft	#520 O-ring-sealed chain
Front suspension	Inverted telescopic fork with full adjustability; 204 mm (8.0 in.) travel	Inverted telescopic fork with full adjustability; 204 mm (8.0 in.) travel	43 mm inverted telescopic fork with spring preload and rebound damping adjustment; 145 mm (5.7 in.) travel	43 mm inverted telescopic fork with spring preload and rebound damping adjustment; 145 mm (5.7 in.) travel	41 mm telescopic fork; 137 mm (5.4 in.) travel
Rear suspension	Pro-Link single shock with full adjustability; 220 mm (8.7 in.) travel	Pro-Link single shock with full adjustability; 220 mm (8.7 in.) travel	Pro-Link with gas-charged damper, preload and stepless rebound damping adjustment; 146 mm (5.7 in.) travel	Pro-Link with gas-charged damper, preload and stepless rebound damping adjustment; 146 mm (5.7 in.) travel	Pro-Link single shock swingarm; 150 mm (5.9 in.) travel
Tires	Front: 90/90-R21 tube type Rear: 150/70-R18 tube type	Front: 90/90-R21 tube type Rear: 150/70-R18 tube type	Front: 110/80-R19 Rear: 150/70-R17	Front: 110/80-R19 Rear: 150/70-R17	Front: 120/70ZR-17 radial Rear: 160/60ZR-17 radial
Brakes	Front: 310 mm dual wave floating hydraulic discs with aluminium hub and radial mounted 4-piston calipers Rear: 256 mm wave hydraulic disc with 2-piston caliper with ABS and ABS on/off switch	Front: 310 mm dual wave floating hydraulic discs with aluminium hub and radial mounted 4-piston calipers Rear: 256 mm wave hydraulic disc with 2-piston caliper with ABS and ABS on/off switch	Front: 310 mm dual discs with three-piston calipers Rear: single 276 mm disc with twin-piston caliper and Combined Braking System with ABS	Front: 310 mm dual discs with three-piston calipers Rear: single 276 mm disc with twin-piston caliper and Combined Braking System with ABS	Front: 320 mm single wavy hydraulic disc with two-piston caliper Rear: 240 mm single wavy hydraulic disc with single-piston caliper and two-channel ABS
Ground clearance	250 mm (9.8 in.)	250 mm (9.8 in.)			
Seat height	850 / 870 mm (33.5 / 34.3 in.)	850 / 870 mm (33.5 / 34.3 in.)	850 mm (33.5 in.)	850 mm (33.5 in.)	830 mm (32.7 in.)
Wheelbase	1,575 mm (62.0 in.)	1,575 mm (62.0 in.)	1,595 mm (62.8 in.)	1,595 mm (62.8 in.)	1,535 mm (60.4 in.)
Curb weight	232 kg (511 lbs.) including required fluids and full tank of gas - ready to ride	242 kg (534 lbs.) including required fluids and full tank of gas - ready to ride	277 kg (611 lbs.) including required fluids and full tank of gas - ready to ride	287 kg (633 lbs.) including required fluids and full tank of gas - ready to ride	220 kg (485 lbs.) including required fluids and full tank of gas - ready to ride
Fuel capacity	18.8 litres	18.8 litres	21.5 litres	21.5 litres	14.1 litres
Colour(s)	CRF Rally Matte Black Metallic	Silver	Candy Red/Black	Candy Red/Black	Silver Metallic



	NC750X (DCT)	CB500X	RUCKUS	GIORNO	PCX150
Engine type	Liquid-cooled, parallel twin with 55-degree slant angle and 270-degree phase crank	Liquid-cooled parallel twin	Liquid-cooled single-cylinder 4-stroke	Liquid-cooled single-cylinder 4-stroke	Liquid-cooled single-cylinder 4-stroke
Displacement	745 cc	471 cc	494 cc	494 cc	153 cc
Bore & stroke	77 mm x 80 mm	67 mm x 66.8 mm	37.8 mm x 44 mm	37.8 mm x 44 mm	58 mm x 57.9 mm
Compression ratio	10.7:2	10.2:1	11.9:1	12.0:1	10.6:1
Valve train	Chain-driven, SOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	SOHC, 2 valves	SOHC, 2 valves	SOHC, 2 valves
Fuel delivery	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	18 mm CV with auto choke	PGM-FI with automatic enrichment	PGM-FI with automatic enrichment
Transmission	Six-speed Dual-Clutch Transmission with four automatic shift modes and a manual shift mode	Six-speed	Honda V-Matic Automatic	Honda V-Matic Automatic	Honda V-Matic Automatic
Final drive	#520 O-ring-sealed chain	#520 O-ring-sealed chain	Belt	Belt	Belt
Front suspension	41 mm telescopic fork; 137 mm (5.4 in.) travel	41 mm telescopic fork with spring preload adjustment; 125 mm (4.9 in.) travel	Twin downtube fork; 55 mm (2.2 in.) travel	Twin-downtube fork; 54 mm (2.1 in.) travel	31 mm fork; 100 mm (3.9 in.) travel
Rear suspension	Pro-Link single shock swingarm; 150 mm (5.9 in.) travel	Pro-Link single shock with spring preload adjustment; 118 mm (4.6 in.) travel	Single shock; 65 mm (2.6 in.) travel	Single shock; 58 mm (2.3 in.) travel	Twin shock; 76 mm (3.0 in.) travel
Tires	Front: 120/70ZR-17 radial Rear: 160/60ZR-17 radial	Front: 120/70ZR-17 Rear: 160/60ZR-17	Front: 120/90-10 Rear: 130/90-10	Front: 80/100-10 Rear: 80/100-10	Front: 90/90-14 Rear: 100/90-14
Brakes	Front: 320 mm single wavy hydraulic disc with two-piston caliper Rear: 240 mm single wavy hydraulic disc with single-piston caliper and two-channel ABS	Front: 320 mm single wavy hydraulic disc with two-piston caliper Rear: 240 mm single wavy hydraulic disc with single-piston caliper and two-channel ABS	Front: drum Rear: drum	Front: drum Rear: drum with Combined Braking System	Front 220 mm single disc with three-piston caliper Rear: 130 mm drum with Combined Braking System
Ground clearance					
Seat height	830 mm (32.7 in.)	810 mm (31.9 in.)	735 mm (28.9 in.)	720 mm (28.3 in.)	760 mm (29.9 in.)
Wheelbase	1,535 mm (60.4 in.)	1,420 mm (55.9 in.)	1,265 mm (49.8 in.)	1,380 mm (54.5 in.)	1,315 mm (51.8 in.)
Curb weight	230 kg (507 lbs.) including required fluids and full tank of gas - ready to ride	196 kg (432 lbs.) including required fluids and full tank of gas - ready to ride	88 kg (194 lbs.) including required fluids and full tank of gas - ready to ride	81 kg (178 lbs.) including required fluids and full tank of gas - ready to ride	132 kg (291 lbs.) including required fluids and full tank of gas - ready to ride
Fuel capacity	14.1 litres	17.5 litres	5 litres	4.6 litres	8 litres
Colour(s)	Silver Metallic	Matte Brown Metallic	Black White/Red	Dark Blue	Steel Grey





FORZA	MONTESA COTA 4RT260	MONTESA COTA 4RT260 (SE)	CRF450R	CRF250R	CRF150R
Liquid-cooled single-cylinder 4-stroke	Liquid-cooled single-cylinder 4-stroke	Liquid-cooled single-cylinder 4-stroke	Liquid-cooled single-cylinder 4-stroke	Liquid-cooled single-cylinder 4-stroke	Liquid-cooled single-cylinder 4-stroke
279 cc	259 cc	259 cc	449.7 cc	249 cc	149.7 cc
72 mm x 68.6 mm	78 mm x 54.2 mm	78 mm x 54.2 mm	96 mm x 62.1 mm	76.8 mm x 53.8 mm	66 mm x 43.7 mm
10.5:1	10.5:1	10.5:1	12.5:1	13.8:1	11.2:1
SOHC, 4 valves	Unicam, 4 valves	Unicam, 4 valves	Unicam, 4 valves	Unicam, 4 valves	Unicam, 4 valves
PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection with 46 mm throttle body	PGM-FI electronic fuel injection with 46 mm throttle body	Keihin 32 mm flat-slide carb with throttle position sensor
Honda V-Matic Automatic	Close-ratio five-speed	Close-ratio five-speed	Close-ratio five-speed	Close-ratio five-speed	Close-ratio five-speed
Belt	#520 Chain; 10T/41T	#520 Chain; 10T/41T	#520 T-ring sealed chain; 13T/48T	#520 O-ring-sealed chain; 13T/49T	#420 O-ring-sealed chain; 15T/56T
35 mm fork; 95 mm (3.7 in.) travel	39 mm TECH cartridge fork with pre-load extension adjustments; 175 mm (6.9 in.) travel	39 mm Showa cartridge fork with pre-load compression and extension adjustments; 175 mm (6.9 in.) travel	48 mm inverted KYB PSF (Pneumatic Spring Fork) with air-adjustable spring rate, and rebound/compression-damping adjustability; 310 mm (12.2 in.) travel	49 mm inverted Showa SFF-Air fork with 16-position rebound and 16-position compression damping adjustability; 310 mm (12.2 in.) travel	37 mm fully adjustable inverted Showa cartridge fork; 275 mm (10.8 in.) travel
Single shock; 98 mm (3.9 in.) travel	Pro-Link, R16V damper with pre-load and extension adjustments; 170 mm (6.7 in.) travel	Pro-Link Showa damper with pre-load and extension adjustments; 170 mm (6.7 in.) travel	Pro-Link KYB single shock with adjustable spring preload, rebound damping adjustability, and compression damping adjustment separated into low-speed and high-speed; 315 mm (12.4 in.) travel	Pro-Link Showa single shock with spring preload, 17-position rebound damping adjustment, and compression damping adjustment separated into low-speed (13 positions) and high-speed (3.5 turns); 313 mm (12.3 in.) travel	Pro-Link fully adjustable Showa single shock; 242 mm (10.7 in.) travel
Front: 120/70-14 Rear: 140/70-13	Front: 80/100-21 Dunlop DB803GP Rear: 120/100-18 Dunlop DB803GP	Front: 2.75-21 Michelin Trail Competition Rear: 4.00-18 Michelin Trail Competition XII	Front: 80/100-21 Rear: 120/80-19	Front: 80/100-21 Rear: 100/90-19	Front: 70/100-17 Rear: 90/100-14
Front: 256 mm single hydraulic disc with two-piston caliper Rear: 240 mm single hydraulic disc with single-piston caliper and Combined Braking System with ABS	Front: Single 183 mm hydraulic disc with four-piston caliper and sintered metal pads Rear: 150 mm hydraulic disc with dual-piston caliper and sintered metal pads	Front: Single 183 mm hydraulic disc with four-piston caliper and sintered metal pads Rear: 150 mm hydraulic disc with dual-piston caliper and sintered metal pads	Front: 260 mm disc with dual-piston caliper Rear: 240 mm disc	Front: 260 mm disc with dual-piston caliper Rear: 240 mm disc	Front: 220 mm disc with dual-piston caliper Rear: 190 mm disc
	335 mm (13.2 in.)	335 mm (13.2 in.)	332 mm (13 in.)	322 mm (12.7 in.)	302 mm (11.9 in.)
716 mm (28.2 in.) 1,546 mm (60.9 in.)	650 mm (25.6 in.) 1,321 mm (52 in.)	650 mm (25.6 in.) 1,321 mm (52 in.)	955 mm (37.6 in.) 1,494 mm (58.8 in.)	951 mm (37.4 in.) 1,489 mm (58.6 in.)	833 mm (32.8 in.) 1,260 mm (49.6 in.)
194 kg (428 lbs.) including required fluids and full tank of gas - ready to ride	74.3 kg (163.7 lbs.) including required fluids and full tank of gas - ready to ride	74.3 kg (163.7 lbs.) including required fluids and full tank of gas - ready to ride	110.1 kg (242.7 lbs.) including required fluids and full tank of gas - ready to ride	104.9 kg (231 lbs.) including required fluids and full tank of gas - ready to ride	84 kg (185 lbs.) including required fluids and full tank of gas - ready to ride
11.5 litres	19 litres	1.9 litres	6.3 litres	6.3 litres	4.2 litres
Pearl Red Silver Metallic	Red	Repsol Team Replica	Extreme Red	Extreme Red	Extreme Red



CRF150R EXPERT	CRF450X	CRF250X	CRF230F	CRF150F	CRF125FB (BIG WHEEL)
Liquid-cooled single-cylinder 4-stroke	Liquid-cooled single-cylinder 4-stroke	Liquid-cooled single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke
149.7 cc	449 cc	249 cc	223 cc	149 cc	125 cc
66 mm x 43.7 mm	96 mm x 62.1 mm	78 mm x 52.2 mm	65.5 mm x 66.2 mm	57.3 mm x 57.8 mm	52.4 mm x 57.9 mm
11.2:1	12.0:1	12.9:1	9.0:1	9.5:1	9.0:1
Unicam, 4 valves	Unicam, 4 valves	Unicam, 4 valves	SOHC, 2 valves	SOHC, 2 valves	SOHC, 2 valves
Keihin 32 mm flat-slide carb with throttle position sensor	Keihin 40 mm flat-slide carb with throttle position sensor	Keihin 37 mm flat-slide carb with throttle position sensor	Single 28 mm piston-valve carb	Single 22 mm piston-valve carb	Single 20 mm piston-valve carb
Close-ratio five-speed	Wide-ratio five-speed	Wide-ratio five-speed	Six-speed with manual clutch	Five-speed with manual clutch	Four-speed with manual clutch
#420 O-ring-sealed chain; 15T/56T 37 mm fully adjustable inverted Showa cartridge fork; 275 mm (10.8 in.) travel	#520 T-ring-sealed chain; 13T/51T 47 mm inverted Showa cartridge fork with 16-position rebound and 16-position compression damping adjustment; 315 mm (12.4 in.) travel	#520 T-ring-sealed chain; 14T/53T 47 mm inverted Showa cartridge fork with 16-position rebound and 16-position compression damping adjustment; 315 mm (12.4 in.) travel	#520 O-ring-sealed chain; 13T/50T 37 mm leading-axle Showa fork; 216 mm (8.5 in.) travel	#520 O-ring-sealed chain; 13T/47T 35 mm leading-axle Showa fork; 207 mm (8.1 in.) travel	#428 chain; 13T/49T 31 mm leading-axle Showa fork; 133 mm (5.2 in.) travel
Pro-Link fully adjustable Showa single shock; 282 mm (11.1 in.) travel	Pro-Link Showa single shock with adjustable spring preload, 17-position rebound damping adjustment, and compression damping adjustment separated into low-speed (13 positions) and high-speed (3.5 turns); 313 mm (12.3 in.) travel	Pro-Link Showa single shock with adjustable spring preload, 17-position rebound damping adjustment, and compression damping adjustment separated into low-speed (13 positions) and high-speed (3.5 turns); 313 mm (12.3 in.) travel	Pro-Link Showa single shock with spring preload adjustment; 230 mm (9.1 in.) travel	Pro-Link Showa single shock; 277 mm (8.9 in.) travel	Pro-Link Showa single shock; 150 mm (5.9 in.) travel
Front: 70/100-19 Rear: 90/100-16	Front: 80/100-21 Rear: 110/100-18	Front: 80/100-21 Rear: 100/100-18	Front: 80/100-21 Rear: 100/100-18	Front: 70/100-19 Rear: 90/100-16	Front: 70/100-19 Rear: 90/100-16
Front: 220 mm disc with dual-piston caliper Rear: 190 mm disc	Front: 240 mm disc with dual-piston caliper Rear: 240 mm disc	Front: 240 mm disc with dual-piston caliper Rear: 240 mm disc	Front: 240 mm disc with dual-piston caliper Rear: drum	Front: 240 mm disc with dual-piston caliper Rear: drum	Front: 220 mm disc Rear: drum
336 mm (13.2 in.)	346 mm (13.6 in.)	346 mm (13.6 in.)	305 mm (12 in.)	257 mm (10.1 in.)	265 mm (10.4 in.)
866 mm (34.1 in.)	963 mm (37.9 in.)	958 mm (37.7 in.)	878 mm (34.6 in.)	832 mm (32.8 in.)	785 mm (30.9 in.)
1,285 mm (50.6 in.)	1,480 mm (58.3 in.)	1,480 mm (58.3 in.)	1,372 mm (54 in.)	1,328 mm (52.3 in.)	1,255 mm (49.4 in.)
85 kg (187 lbs.) including required fluids and full tank of gas - ready to ride	122 kg (269 lbs.) including required fluids and full tank of gas - ready to ride	115 kg (254 lbs.) including required fluids and full tank of gas - ready to ride	113 kg (249 lbs.) including required fluids and full tank of gas - ready to ride	106 kg (234 lbs.) including required fluids and full tank of gas - ready to ride	88 kg (194 lbs.) including required fluids and full tank of gas - ready to ride
4.3 litres	22 litres, including 1.6-litre reserve	23 litres, including 1.6-litre reserve	7 litres, including 1.6-litre reserve	7.2 litres, including 1.6-litre reserve	4.3 litres, including 0.9-litre reserve
		Extreme Red	Extreme Red	Extreme Red	Extreme Red

2016 MODEL SPECIFICATIONS



	CRF125F	CRF110F	CRF50F	XR650L	CRF250L
Engine type	Air-cooled single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke	Liquid-cooled single-cylinder 4-stroke
Displacement	125 cc	109 cc	49 cc	644 cc	249 cc
Bore & stroke	52.4 mm x 57.9 mm	50 mm x 55.6 mm	39 mm x 41.4 mm	100 mm x 82 mm	76 mm x 95 mm
Compression ratio	9.0:1	9.0:1	10.0:1	8.3:1	10.7:1
Valve train	SOHC, 2 valves	SOHC, 2 valves	SOHC, 2 valves	SOHC, RFFV, 4 valves	Chain-driven DOHC, 4 valves
Fuel delivery	Single 20 mm piston-valve carb	Single 15 mm piston-valve carb	Single 13 mm piston-valve carb	Single 42.5 mm CV carb	PGM-FI electronic fuel injection with 36 mm throttle body
Transmission	Four-speed with manual clutch	Four-speed with automatic clutch	Three-speed with automatic clutch	Five-speed with manual clutch	Six-speed with manual clutch
Final drive	#428 chain; 13T/46T	#420 chain; 14T/38T	#420 chain; 14T/37T	#520 O-ring-sealed chain; 15T/45T	#520 O-ring-sealed chain; 14T/40T
Front suspension	31 mm leading-axis Showa fork; 124 mm (4.9 in.) travel	31 mm leading-axis Showa fork; 90 mm (3.5 in.) travel	Inverted telescopic fork; 87 mm (3.4 in.) travel	43 mm Showa cartridge fork with compression damping adjustment; 260 mm (10.2 in.) travel	43 mm Showa inverted fork; 222 mm (8.7 in.) travel
Rear suspension	Pro-Link Showa single shock; 114 mm (4.5 in.) travel	Pro-Link Showa single shock; 87 mm (3.4 in.) travel	Single shock; 70 mm (2.8 in.) travel	Pro-Link Showa single shock with spring preload, compression and rebound damping adjustment; 280 mm (11 in.) travel	Pro-Link Showa single shock with spring preload adjustment; 240 mm (9.4 in.) travel
Tires	Front: 70/100 - 17 Rear: 90/100 - 14	Front: 70/100 - 14 Rear: 80/100 - 12	Front: 2.50 - 10 Rear: 2.50 - 10	Front: 3.00 - 21 Rear: 4.60 - 18	Front: 3.00 - 21 Rear: 120/80 - 18
Brakes	Front: 220 mm disc Rear: drum	Front: drum Rear: drum	Front: drum Rear: drum	Front: 255 mm disc with dual-piston caliper Rear: 220 mm disc with single-piston caliper	Front: 256 mm disc with dual-piston caliper Rear: 220 mm disc with single-piston caliper
Ground clearance	215 mm (8.5 in.)	175 mm (6.9 in.)	152 mm (6.0 in.)	330 mm (13 in.)	255 mm (10 in.)
Seat height	735 mm (28.9 in.)	667 mm (26.3 in.)	548 mm (21.6 in.)	940 mm (37 in.)	875 mm (34.4 in.)
Wheelbase	1,220 mm (48 in.)	1,065 mm (41.9 in.)	911 mm (35.9 in.)	1,455 mm (57.3 in.)	1,445 mm (56.9 in.)
Curb weight	87 kg (192 lbs.) including required fluids and full tank of gas - ready to ride	74 kg (163 lbs.) including required fluids and full tank of gas - ready to ride	50 kg (111 lbs.) including required fluids and full tank of gas - ready to ride	158 kg (348 lbs.) including required fluids and full tank of gas - ready to ride	145 kg (320 lbs.) including required fluids and full tank of gas - ready to ride
Fuel capacity	4.3 litres, including 0.9-litre reserve	4.0 litres, including 1.0-litre reserve	2.6 litres, including 0.7-litre reserve	10.5 litres, including 2.8-litre reserve	7.7 litres
Colour(s)	Extreme Red	Extreme Red	Extreme Red	Fighting Red	Extreme Red

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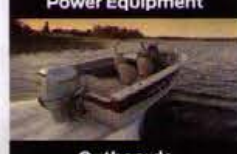
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Honda Financial Services and Honda Plus

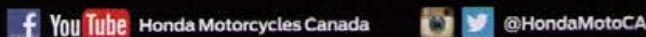
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Riding a motorcycle, ATV or Side-by-Side can be hazardous. For your safety always wear a helmet, eye protection and protective clothing whenever you ride. Never ride under the influence of drugs or alcohol. Never engage in stunt riding. Inspect your vehicle before riding, read your owner's manual, and Honda recommends that all riders take a rider training course. Always obey local laws, use common sense and respect the rights of others when you ride. When riding off-road, always stay on established trails in approved riding areas. Always obtain written permission before riding on private land. Keep your riding area clean and never modify the spark arrestor or exhaust system. CRF-R models are designed exclusively for off-road and operator-only use in closed-course racing events. CRF-F and CRF-X models are designed for off-road, operator-only use. Parents should consider the age, size and maturity of their children before allowing them to ride.



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BILL'S CYCLE





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