



CRUISERS

BILL'S CYCLE

LIVE YOUR LIFE



GOLD WING
VALKYRIE



STATELINE



FURY





BILLS CYCLE

FOLLOW NO ONE

A motorcycle is more than a piece of machinery, or a basic means of transportation. A motorcycle is an extension of your personality – it tells the world a little something about your tastes, and about how you like to live your life. And this is doubly true for cruiser motorcycles.

Honda understands this special relationship between rider and bike, which is why you'll find such an eclectic mix of models in our cruiser lineup. From the stylish Aero and Phantom, to the outrageous Fury and Valkyrie, to the multipurpose Stateline and CTX700N, to the futuristic style of the NM4, every Honda cruiser has a unique character that's a perfect match for a particular type of rider. Which one is just right for you?



**SHADOW
AERO**



**SHADOW
PHANTOM**



NM4



CTX700N

GOLD WING VALKYRIE

BILLS CYCLE



STRAIGHT, NO CHASER

Styled to cause a commotion wherever it goes, the extraordinary Gold Wing Valkyrie is a hot rod on two wheels that only Honda could make – an outrageous creation that looks custom, but operates with the same proficiency and predictability as every Honda motorcycle.

Hot rods are all about the engine, and the Valkyrie is no exception. Six cylinders, six exhaust headers,

1,832 cc, and a seemingly unending rush of smooth torque and horsepower. Take that amount of performance, combine it with a low-slung cruiser chassis with minimal bodywork, and what do you get? A style and a ride like nothing else on the road.

The Valkyrie looks imposing, no doubt, but it's designed for easy, confidence-inspiring operation. Strong ABS

brakes, a sensible riding position, and even little things like a clutch that has been engineered to offer light lever action, produce a ride that's fun, not intimidating. And with nice touches such as full LED lighting, a stylish dash with "negative" LCD display, and removable passenger seat and grabrails, it's clear that the Valkyrie is one hot rod that's made to go, and not just for show.



EXCEPTIONAL STABILITY

The Valkyrie's steering geometry is stretched out: rake is set at 29.9 degrees 50' and trail at 114 mm. This improves stability particularly at higher speeds, while giving the bike a distinctive custom look.



EXCELLENT BRAKING POWER

The brake system features dual 310 mm floating front discs with four-piston callipers, plus a rear 316 mm ventilated disc with three-piston caliper. Plus, ABS provides extra braking control and rider confidence in difficult conditions.



COMFORTABLE SEATING

A low seat height of just 735 mm (28.9 in.) allows an easy reach to the ground at stops. The seat is also just 300 mm wide at the front to further aid control and confidence at a standstill, while being wide and well padded for supreme comfort while cruising.



IMPRESSIVE POWER

The Valkyrie's proven 1,832 cc, horizontally opposed, 12-valve, six-cylinder engine is fed by computer-controlled fuel injection with twin 40 mm Keihin throttle bodies. It breathes through a large 6.6-litre airbox and panel-type air filter.



QUICK SPECS

Engine Type

1,832 cc liquid-cooled horizontally opposed six-cylinder

Transmission

Five-speed including overdrive

Brakes

Front: dual 310 mm discs with four-piston callipers
Rear: single 316 mm disc with two-piston calliper with ABS

Curb Weight

343 kg (756 lbs.) including required fluids and full tank of gas - ready to ride

Fuel Capacity

22.9 litres

Seat Height

735 mm (28.9 in.)

Colours

Black

Candy Red



OPTIMIZED HANDLING

To deliver the required grip levels with neutral handling characteristics, the 19-inch cast aluminium front wheel wears a low profile 130/60R-19 tire, and the 17-inch rear wheel sports a wide 180/55R-17 tire.



STATELINE

BILLS CYCLE



STATE OF THE ART POWER

Big power, a big presence, and a big appetite for eating up kilometre after kilometre of open road. The Honda Stateline doesn't do anything in half measures.

You can't miss the Stateline's 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 provides superb ride comfort and control.

The Stateline's 1,312 cc liquid-cooled V-twin engine delivers the potent performance that makes twisting the throttle on a big V-twin cruiser so much fun. Blacked out cylinders, gleaming chrome covers, narrow

52-degree cylinder angle... the Stateline's V-twin looks like a traditional cruiser engine should, and performs like most traditional cruiser engines wish they could.

With its low seat height, clean, quiet, low-maintenance shaft drive, and the extra control of Combined Braking System with ABS, this is one power cruiser that you'll want to ride long and far, not just polish and admire.



SEDUCTIVE STYLING

From its voluptuously flowing fenders to its curvaceous tank to its muscle-bound black-and-chrome engine, the Stateline makes a powerful visual statement that can't help but get noticed.



A long wheelbase accentuates the Stateline's stretched look and allows an ultra-low 680 mm (26.8 in.) seat height. Combined Braking System with ABS provides both the operating ease of linked front and rear brakes and the control of an advanced Anti-lock Braking System.

STRONG PERFORMANCE

Programmed fuel injection (PGM-FI) contributes to strong engine performance and low emissions. Dual two-axis primary counterbalancers help to minimize harsh engine vibration without eliminating the powerful pulses transmitted by the traditional V-twin design.



RELAXED & POWERFUL

1,312 cc liquid-cooled 52-degree V-twin delivers strong low-end and midrange torque, with ample power for passing and relaxed cruising. Powerplant design features special camshafts and a single-pin crankshaft to accentuate the engine's character.



QUICK SPECS

- Engine Type**
1,312 cc liquid-cooled 52-degree V-twin
- Transmission**
Five-speed
- Brakes**
Front: single 336 mm disc with triple-piston caliper
Rear: 296 mm disc with dual-piston caliper and Combined Braking System with ABS
- Curb Weight**
311 kg (686 lbs.) including required fluids and full tank of gas - ready to ride
- Fuel Capacity**
16.5 litres
- Seat Height**
680 mm (26.8 in.)
- Colour**
Blue Metallic

SUPERB RIDING COMFORT

The Stateline's sleek lines cloak an ingenious single-shock rear suspension system with adjustable rebound damping for superb riding comfort that's far above the norm for a chopper-style motorcycle.



FURY

BILLS CYCLE



CUSTOM-STYLED CONFIDENCE

With its radically raked front end, high-mount steering head, and big V-twin engine cradled by a hardly-there frame, the daring Fury captures the essence of the choppers of yesteryear. But this chopper is different. Way different. The Fury might look like a piece of custom art, but it steers and rides with a predictability that makes you immediately feel comfortable and in control. Eye-catching styling indeed, but the real

eye-opener comes when you twist the throttle and the Fury's 1,312 cc liquid-cooled V-twin engine roars to life. PGM-FI fuel injection, three-valve cylinder heads with dual sparkplugs, and other high-tech features, all combine to produce an immense rush of power and a glorious sound from the shotgun-style exhaust. Shaft drive transfers all that power to the big 200-series rear tire, adding to the Fury's clean,

uncluttered look while also keeping maintenance to a minimum. And if you need to stop in a hurry, the Honda Combined Braking System with ABS provides both the operating ease of linked brakes and the control of an advanced anti-lock braking system.

Wild chopper looks, plus the handling, engine performance and reliability you expect from a Honda. Hop on a Fury, and get ready to rumble.



BILL'S CYCLE



ALL RUMBLE

Dual two-axis primary counter-balancers help to minimize harsh engine vibration without eliminating the powerful pulses transmitted by the traditional V-twin design.



STANDOUT STYLE AND CRUISING COMFORT

The Fury's sleek lines cloak an ingenious single-shock rear suspension system with adjustable rebound damping and spring preload adjustment for superb riding comfort that's far above the norm for a chopper-style motorcycle.

Add the Fury's Combined Braking System with ABS and enjoy the operating ease of linked front and rear brakes, and the control of an advanced Anti-lock Braking System.

200-SERIES REAR TIRE

Eight-spoke alloy wheels hold a fat 200-series rear tire paired with a slim 21-inch front tire.



LOW SEAT HEIGHT

A long wheelbase — the Fury stretches a full 1,805 mm (71.1 in.) between the axles — accentuates the chopper look and allows an ultra-low 685 mm (27 in.) seat height.



QUICK SPECS

Engine Type

1,312 cc liquid-cooled
52-degree V-twin

Transmission

Five-speed

Brakes

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

Curb Weight

308 kg (679 lbs.) including required fluids and full tank of gas - ready to ride

Fuel Capacity

12.8 litres

Seat Height

685 mm (27 in.)

Colour

Black/Grey

RELAXED CRUISING WITH PASSING POWER

1,312 cc liquid-cooled 52-degree V-twin delivers strong low-end and midrange torque, with ample power for passing and relaxed cruising.



SHADOW AERO

BILLS CYCLE



RETRO STYLE, MODERN FUNCTIONALITY

One of the most popular bikes in a long history of outstanding Honda 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. The Aero doesn't cost a lot, but your friends will think you paid a fortune for a bike that looks and sounds this good.

And the first time you settle into the deeply dished seat with removable passenger section, reach out to the wide handlebar, and roll out onto the open road, you'll realize that the Aero handles with a confidence that riders of

all skill levels can appreciate. It doesn't overwhelm you with its size and weight the way some big-bore cruisers can, and even shorter riders feel comfortable and more in control thanks to the low seat height.

Classic looks, superior Honda performance, quality and reliability, and a great price as well. No wonder the Shadow Aero has made so many friends right across Canada.



IMPRESSIVE POWER AND DURABILITY

745 cc liquid-cooled V-twin engine produces impressive power over a broad RPM range. The three-valve cylinder-head design utilizes two spark plugs per cylinder for excellent combustion efficiency and high power output. An aluminum radiator maintains consistent engine temperature for optimum performance and long engine life.



FEEL THE DIFFERENCE

The crankshaft features a long-stroke design to produce strong V-twin feel and a low-RPM torque peak.

CRAFTED QUALITY

Strong yet inconspicuous, the Shadow Aero's frame features a large steel-tube backbone reaching back from the sturdy cast steering head to the rear of the engine case. Simple design, superb handling.



EASY HANDLING

Sturdy and responsive 41 mm front fork features large-diameter chrome steel shrouds and large billet-aluminum triple-clamp for a distinctive retro look. It delivers confident, neutral handling and a plush 117 mm (4.6 in.) of wheel travel.



QUICK SPECS

Engine Type
745 cc liquid-cooled
52-degree V-twin

Transmission
Wide-ratio five-speed

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

Curb Weight
257 kg (567 lbs.) including required fluids and full tank of gas - ready to ride

Fuel Capacity
14.5 litres

Seat Height
660 mm (26 in.)

Colour
Candy Red



SHADOW PHANTOM



BILL'S CYCLE

EMBRACE YOUR INNER DARK SIDE

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 and polished.

Sit in the wide and comfortable seat and you'll notice

right away how easily your feet can be placed flat 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. The Phantom's torquey 745 cc liquid-cooled V-twin engine features PGM-FI electronic fuel injection, so you can be sure of crisp acceleration and exciting highway roll-on power.

The engine's high-tech credentials also include three-valve cylinder heads and dual-sparkplug combustion chambers, while clean and quiet shaft drive transfers all the power to the wide back tire.

Some motorcyclists like bright colours and gleaming chrome. But you'll make a statement in a different way, with a bike that has an all-business, back-to-basics allure: the Honda Shadow Phantom.



LIGHT & EASY SHIFTING

Wide-ratio five-speed transmission offers light, easy shifting.



LOW SEAT HEIGHT

Incredibly low 655 mm (25.8 in.) seat height and upright riding position help riders of all sizes feel comfortable and in control. Frame design features a large steel-tube backbone reaching back from the steering head to the rear of the engine case for simplicity and strength.



CLASSIC BOBBER LOOK

Sleek two-into-two exhaust system features bullet-style mufflers for a classic street-rod style.



ADJUSTABLE SUSPENSION

Dual-shock rear suspension features five-position spring preload adjustability and 90 mm (3.5 in.) of wheel travel for a smooth ride.



QUICK SPECS

Engine Type
745 cc liquid-cooled
52-degree V-twin

Transmission
Wide-ratio five-speed

Brakes
Front: single 296 mm disc
with dual-piston calliper
Rear: drum

Curb Weight
249 kg (549 lbs.) including required
fluids and full tank of gas -
ready to ride

Fuel Capacity
14 litres

Seat Height
655 mm (25.8 in.)

Colour
Light Silver Metallic



SLEEK AND MYSTERIOUS

Minimal bodywork, bobbed fenders and extensive blacked-out and matte finishes give the Phantom its mysterious look.



NM4



LIKE NOTHING ELSE, THAT'S THE POINT

Look what happens when we ask our designers and engineers to break free from the constraints of conventional form and function. With its stealth-fighter styling, fully integrated bodywork with built-in storage, numerous innovative convenience features, and a drivetrain that's ready to power you well into the future, the revolutionary NM4 will change your thinking about what a motorcycle should look like, and how it should perform.

The NM4's 745 cc parallel-twin engine was specially designed with forward-canted cylinders – this not only keeps overall centre of gravity low for superior handling, it also contributes to the bike's sleek, low-slung stature and incredibly low seat height. A motorcycle this advanced should have a transmission to match, which is why the NM4 is equipped with Honda's automatic Dual-Clutch Transmission.

BILL'S CYCLE

Want to shift yourself? The handlebar mounted paddle-style buttons put you in control.

With handy storage compartments in the fairing wings and integrated rear saddlebags, futuristic instrumentation, an adjustable rider backrest that folds down into a passenger seat, LED lighting, ABS brakes, and a whole lot more, the NM4 is where fantasy meets reality, and where the ride of your life begins.



CHROMOTHERAPY AT YOUR FINGERTIPS

The digital dash changes mood depending on the drive mode selected with subtle colour changes from grey in Neutral, to light blue in Normal (D), to vibrant pink in Sport (S), ultimately to aggressive red in manual mode. The rider can also choose between five other tonal ranges of colour – 25 individual colours altogether to personalize your dash.



VERSATILE SEATING POSITIONS

The rear pillion seat flips upright when not being used by the passenger, locking to provide the rider with a secure backrest and an almost fighter-pilot riding position. Its angle can be adjusted through three positions and it slides back/forward 25 mm through four settings, to fine-tune cockpit comfort.



ADVANCED AUTOMATIC

The Dual-Clutch Transmission (DCT) includes two automatic drive modes, Normal (D) and Sport (S), as well as a manual mode with trigger-style shifting. Offering consistent, fast and seamless gear changes the twin clutches transfer drive from one gear to the next with minimal interruption, reducing gear change shock and pitching of the machine. Gear changes feel direct and smooth pulses transmitted by the traditional V-twin design.



EXCELLENT SUSPENSION & CONTROL

Lightweight aluminum swingarm improves suspension reaction and control.



QUICK SPECS

Engine Type

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

Transmission

Six-speed Dual-Clutch Transmission with manual shift mode and four automatic shift modes

Brakes

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

Curb Weight

255 kg (562 lbs.) including required fluids and full tank of gas - ready to ride

Fuel Capacity

11.6 litres

Seat Height

650 mm (25.6 in.)

Colour

Matte Black Metallic



CONCEALED STORAGE & RECHARGE STATION

Convenient storage spaces are concealed in the front bodywork. The left compartment opens with the ignition key and features 1-litre of storage space plus a 12V DC adaptor to recharge personal electronics. The right compartment has 3-litres of storage and opens with the push of a recessed, triangulated button.

CTX700N



BILL'S CYCLE

Too many cruiser motorcycles look like they all came from the same mould. But Honda has always tried to give riders something different, something special, something better.

For a prime example of this progressive thinking, check out the Honda CTX700N. It starts with all the things you love about cruiser-style motorcycles – laid-back seating, forward-set footpegs, torque-rich twin-cylinder

engine that you don't have to rev for power – then adds the extra touches and distinctive styling that set it well apart from the cruiser crowd.

The 670 cc engine's forward-canted twin cylinders contribute to the CTX700N's low overall centre of gravity, which combines with a low seat height and a riding position that enhances control to create a motorcycle that's easy to manoeuvre in the city, and

stable and confidence-inspiring on the open road. Premium features such as a handy compartment in the fuel-tank area and standard ABS brakes add to the CTX700N's all-purpose capabilities – this is a bike you'll want to ride every day, everywhere.

Ready to break free and go your own way? The distinctive CTX700N is ready to take you places you've never been before.



NIMBLE HANDLING

A unique engine architecture, with parallel cylinders canted forward by 55 degrees, offers a remarkably low centre of gravity, making the CTX feel smaller, lighter and easier to handle than its size suggests.



DISTINCTIVE SOUND & FEEL

Engineers went to great lengths to ensure the engine has a distinctive sound and feel. The 270-degree firing order, uniaxial primary counterbalance shaft and subtle combustion control measures combine to create a satisfying throb unlike anything you've felt before.



LIGHT & RESPONSIVE

Unlike the simple, twin-shock rear suspension design found on many cruisers, the CTX is fitted with an advanced, single-shock, Pro-link rear suspension system. This system provides better comfort and control through increased, more progressive travel. Again breaking with tradition, the stout, 41 mm front fork is mounted with more aggressive geometry than is typically found on a cruiser. The result is lighter, nimbler and more responsive handling.



QUICK SPECS

Engine Type

670 cc liquid-cooled, parallel twin with 55-degree forward angle and 270-degree phase crank

Transmission

Six-speed

Brakes

Front: 320 mm single wavy hydraulic disc with 3-piston caliper
Rear: 240 mm single wavy hydraulic disc with single-piston caliper with ABS

Curb Weight

219 kg (483 lbs.) including required fluids and full tank of gas - ready to ride

Fuel Capacity

12.4 litres

Seat Height

720 mm (28.4 in.)

Colour

Black

EXCEPTIONAL FUEL ECONOMY

Extensive use of friction-reduction technology, advanced combustion control focused around a sophisticated fuel injection system, and an overdrive six-speed transmission means the CTX delivers exceptional fuel economy.



PASSENGERS RIDE IN COMFORT

Many cruisers offer extremely limited passenger accommodations, but the CTX by contrast, has a generous, plush, passenger seat.



YOUR BIKE

YOUR WAY



Rear Carrier	Leather Saddlebags	LED Foglight Kit
		
CHROME Accent your bike with chrome parts that feature head-turning style. Honda quality and a long-lasting finish.	LEATHER & BAGS Great looking, durable leather accessories that provide storage and security in a variety of sizes and styles.	UTILITY Functional, stylish solutions to make your Honda even more fun to ride and even easier to maintain.

Headset Kit	Tall Windscreen	Passenger Floorboards Kit
		
AUDIO & ELECTRICAL Honda has everything you need to help you keep communication clear, and your on-road entertainment exactly how you like it.	PROTECTION Whether you're cruising the highway or parked in the garage, these accessories help you and your motorcycle add a higher level of protection.	CUSTOM Individually designed to ensure the perfect fit and match the style of your specific Honda model.



For a style statement that suits you, see all available accessories at motorcycle.honda.ca/accessories



Design and innovation is evident in every Honda product

The reasons for choosing Honda go beyond our legendary engines. We have created our reputation through an unwavering focus on durability, quality and reliability. Each Honda product is a reflection of our commitment to the unique needs of our riding community. Let trained Honda service technicians keep your motorcycle healthy and benefit from using Honda Genuine Parts, Oils and Chemicals that are specifically engineered to maintain the integrity and life of your Honda. Our industry-leading engineering and unmatched Honda service means you can rest assured that Honda will provide you with exactly what you need.



	GOLD WING VALKYRIE	STATELINE	FURY	SHADOW AERO	SHADOW PHANTOM	NM4	CTX700N
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	Liquid-cooled, parallel twin with 55-degree slant angle and 270-degree phase crank	Liquid-cooled, parallel twin with 55-degree forward angle and 270-degree phase crank
Displacement	1,832 cc	1,312 cc	1,312 cc	745 cc	745 cc	745 cc	670 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	77 mm x 80 mm	73 mm x 80 mm
Compression ratio	9.8:1	9.2:1	9.2:1	9.6:1	9.6:1	10.7:1	10.7:1
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	Chain-driven, SOHC, 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	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	Six-speed Dual-Clutch Transmission with manual shift mode and four automatic shift modes	Six-speed
Final drive	Shaft	Shaft	Shaft	Shaft	Shaft	#520 O-ring sealed chain	O-ring sealed chain
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	41 mm telescopic fork; 100 mm (3.9 in.) travel	41 mm telescopic fork; 107 mm (4.2 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 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	Single shock, Pro-Link swingarm; 100 mm (3.9 in.) travel	Monoshock damper, Pro-Link swingarm, 110 mm (4.3 in.) travel
Tires	Front: 130/60R-19 radial Rear: 180/55R-17 radial	Front: 140/80 -17 Rear: 170/80 -15	Front: 90/90 -21 Rear: 200/50R -16	Front: 120/90 -17 Rear: 160/80 -15	Front: 120/90 -17 Rear: 160/80 -15	Front: 120/70ZR-18 radial Rear: 200/50ZR -17 radial	Front: 120/70ZR-17 radial Rear: 160/60ZR-17 radial
Brakes	Front: dual 310 mm discs with four-piston callipers 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 triple-piston caliper Rear: 276 mm disc with single-piston caliper	Front: single 296 mm disc with dual-piston caliper Rear: drum	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 three-piston caliper Rear: 240 mm single wavy hydraulic disc with single-piston caliper with ABS
Seat height	735 mm (28.9 in.)	680 mm (26.8 in.)	685 mm (27 in.)	660 mm (26 in.)	655 mm (25.8 in.)	650 mm (25.6 in.)	720 mm (28.4 in.)
Wheelbase	1,705 mm (67.2 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.)	1,645 mm (64.8 in.)	1,530 mm (60.2 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	257 kg (567 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	255 kg (562 lbs.) including required fluids and full tank of gas - ready to ride	219 kg (483 lbs.)
Fuel capacity	22.9 litres	16.5 litres	12.8 litres	14.5 litres	14 litres	11.6 litres	12.4 litres
Colours	Black Candy Red	Blue Metallic	Black/Grey	Candy Red	Light Silver Metallic	Matte Black Metallic	Black

Honda Motorcycles Canada



| Plus



CRUISEBROCH16E

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At Honda Financial Services, we aim to make your financing experience as simple as possible. For additional peace of mind, our Honda Plus protection covers most repairs for the duration of your plan. Choose from a wide variety of options to suit your lifestyle.



BILL'S CYCLE

Why Honda

"Do Not Imitate." The mandate of Soichiro Honda is what drives us to pursue new ideas; always ensuring we remain at the forefront of innovation and performance. True craftsmanship is the result of expertise and passion coming together to create something that looks, feels and functions in a way that showcases uncompromising attention to detail.

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



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