

HONDA

The Power of Dreams

ROAD RANGE



2014 ROAD RANGE

Repsol Honda Team, Marc Marquez, MotoGP



Honda TT Legends, John McGuinness, IOMTT



Musashi RT Harc-Pro Honda Team, Suzuka 8 Hour



Pata Honda Team, Jonathan Rea, WSBK



CBR1000RR/A

No other Supersport motorcycle combines power, handling and overall quality like Honda's versatile CBR1000RR does. The CBR1000RR has the power to extract the very best from every rider.



SPORTS

The original 1992 Honda CBR900RR Fireblade created a revolution in open class Supersport motorcycle design. Its combination of big-hitting power and light, middleweight-size chassis created a breathtaking, yet very useable, riding experience on open road or closed circuit.

In 2014, Honda's CBR1000RR cements its stellar reputation as the best overall Supersport package thanks to several improvements such as engine and exhaust modifications for more power and torque, a new riding position and a new windscreen.

The CBR1000RR's 999cc, four-cylinder engine has received extensive work resulting in extra peak power and improved mid-range torque. Honda's engineers focused on the cylinder head; the inlet and exhaust ports have been re-shaped and polished with the combustion chambers 'gas-flowed' to improve efficiency.

The Programmed Dual Sequential Fuel Injection system (PGM-DSFI) has been remapped to match the revised cylinder head and up-rated power and torque output. The PGM-DSFI delivers precise fuelling and

an accessible power delivery, especially at low rpm, where response is particularly refined, predictable and progressive.

The CBR1000RR's die-cast twin-spar aluminium frame, 43mm inverted Showa Big Piston Fork and Rear Shock are unchanged for 2014. The aluminium gull-wing swingarm is deliberately long, operating through MotoGP-derived Unit Pro-Link rear suspension to deliver outstanding traction and rider feedback.

In response to customer feedback, the riding position

has been made more aggressive in 2014, the footpegs are set 10mm further back and the handlebars have been made wider.

As an option, Honda's high-performance electronically-controlled Combined Anti-lock Brake System is available, offering a high level of braking precision.

GRAPHITE BLACK

PEARL GLARE WHITE



*Image shows Honda CBR1000RR SP model, overseas model shown, accessories not standard.

SPECIFICATIONS

Engine Type	999cc liquid-cooled 4-stroke 16-valve DOHC inline-4
Bore and Stroke	76mm x 55.1mm
Compression Ratio	12.3:1
Carburation	PGM-DSFI electronic fuel injection
Ignition	Computer controlled digital transistorised with electronic advance
Starter	Electric
Transmission	6-speed
Dimensions	2,075mm x 720mm x 1,135mm (L/W/H)
Wheel Base	1,410mm
Rake (Caster Angle)	23° 18'
Trail	96mm
Seat Height	820mm
Ground Clearance	130mm
Fuel Capacity	17.5 litres (including 4 litre LCD indicator reserve)
Front Tyre	120/70 - 17 inch
Rear Tyre	190/50 - 17 inch
Front Suspension	43mm inverted BPF (big piston fork) type telescopic fork with stepless pre-load, compression and rebound damping adjustment; 110mm travel
Rear Suspension	Unit Pro-Link with gas-charged balance free damper featuring 10-step pre-load and stepless compression and rebound damping adjustment; 138mm travel
Front Brakes	320mm x 4.5mm dual discs with four-piston hydraulic callipers and sintered metal pads
Rear Brake	220mm x 5mm disc with a single- piston hydraulic calliper and sintered metal pads
Kerb Weight	200kg 211kg (ABS)

Available in ABS

CBR650F

Brand new from the wheels up, Honda's sporty CBR650F with its brand-new four-cylinder engine, sleek lines and well balanced high-quality chassis offers all-round excitement.



SPORTS

With effective but minimal fairing, the sports-oriented CBR650F is designed to conquer corners with ease while also being the ideal partner on busy urban streets.

Built on the same platform as its naked counterpart the CB650F, the CBR650F's slim feel and high-set handlebars give excellent control and confidence while its sharp lines and racing livery are reminiscent of Honda's CBR legacy.

A brand-new DOHC, 649cc four-cylinder engine has been

developed to deliver high torque through the low-to-mid rpm range and strong acceleration from a standing start. Positioned to sit forward in the chassis for optimal weight distribution, it is the true heart of the CBR650F.

PGM fuel injection is fed through a down-flow airbox and operates with information from four separate throttle body sensors on 32mm throttle bores for crisp and accurate throttle response.

A high-quality steel diamond frame has been specifically

tuned to deliver the desired handling characteristics and appropriate level of rider feedback. The swingarm pivot plate is forged then welded together, while the gravity die-cast aluminium swingarm features a curved shape that arcs over the muffler. Adjustable 7-stage spring preload monoshock operates directly on the swingarm.

The shock and 41mm telescopic fork have been developed to work directly with the frame's performance parameters to provide supple, neutral control

in all conditions and a firmer spring rate is designed to match the sports-oriented focus.

For reliable stopping power in all conditions the twin 320mm wavy front and a single 240mm rear discs are complemented by standard fit ABS.

SWORD SILVER METALLIC

PEARL METALLOID WHITE



*Overseas model shown.

SPECIFICATIONS

Engine Type	649cc liquid-cooled 4-stroke 16-valve DOHC inline-4
Bore and Stroke	67mm x 46mm
Compression Ratio	11.4:1
Carburation	PGM-FI electronic fuel injection
Starter	Electric
Transmission	6-speed
Final Drive	O-ring sealed chain
Dimensions	2,110mm x 755mm x 1,145mm (L/W/H)
Wheel Base	1,450mm
Caster Angle	25° 30'
Trail	101mm
Seat Height	810mm
Ground Clearance	130mm
Fuel Capacity	17.3 litres
Front Tyre	120/70-ZR17M/C (58W)
Rear Tyre	180/55-ZR17M/C (73W)
Front Suspension	41mm conventional telescopic fork 108mm travel
Rear Suspension	Monoshock damper with adjustable preload, 128mm travel
Front Brakes	Dual hydraulic disc with dual-piston callipers and sintered metal pads, 2-channel ABS
Rear Brake	240x5mm hydraulic disc with single- piston calliper and resin mould pads, 2-channel ABS
Kerb Weight	211kg

CBR600RR/A

The CBR600RR melds a light and compact chassis with impeccable power delivery to create a balanced combination that remains a favourite among sport riders.



SPORTS

The CBR600RR holds an enviable position at the forefront of race-bred engineering, excelling in both track and road performance.

Supremely compact and potent, the CBR600RR delivers blistering power balanced by easy, natural handling and faultless road manners. This is made possible by ultra-light weight, mass centralisation and a compact chassis. The engine delivers immediate, exhilarating torque, while its fairing is aggressively aerodynamic, enhances stability and allows maximum enjoyment of the machine's performance.

Smooth, strong braking power is provided by radially-mounted four-piston caliper front disc brakes. The ABS version features the evolutionary Honda electronically-controlled "Combined ABS". Due to its short wheelbase, a sportsbike can be prone to pitching under hard braking, which reduces rear traction. The unique Honda system,

designed specifically for Super Sports riders, minimises this tendency, ensuring superb stability and control under severe deceleration.

Compact, lightweight and mass-centralised 600cc liquid-cooled inline-4 engine is tuned for strong midrange performance and maximum drive out of corners. A revolutionary Honda Electronic Steering Damper (HESD) contributes to a safer ride by automatically adjusting to speed, aiding stability at high speeds and enabling light, easy low-speed handling.

In either the standard or the e-CABS version, the CBR600RR is an incredibly versatile and agile Super Sports machine. It is capable of the fastest, most intense track riding, while also delivering a controllable and naturally easy road-riding experience.

VICTORY RED

GRAPHITE BLACK



*Overseas model shown.

SPECIFICATIONS

Engine Type	599cc liquid-cooled 4-stroke 16-valve DOHC inline-4
Bore and Stroke	67mm x 42.5mm
Compression Ratio	12.2:1
Carburation	PGM-DSFI electronic fuel injection
Ignition	Computer controlled digital transistorised with electronic advance
Starter	Electric
Transmission	6-speed
Dimensions	2,030mm x 685mm x 1,115mm (L/W/H)
Wheel Base	1,375mm
Seat Height	820mm
Ground Clearance	135mm
Fuel Capacity	18 litres (including 3.5 litre LCD indicator reserve)
Front Tyre	120/70 - 17 inch
Rear Tyre	180/55 - 17 inch
Front Suspension	41mm fully adjustable inverted HMAS cartridge-type telescopic fork; 110mm stroke
Rear Suspension	Unit Pro-Link with gas-charged remote reservoir damper, adjustable spring pre-load and compression and rebound damping; 129mm travel
Front Brakes	310mm x 4.5mm dual discs with radial-mount four-piston hydraulic callipers and sintered metal pads
Rear Brake	220mm x 5mm disc with a singlepiston hydraulic calliper and sintered metal pads
Kerb Weight	186kg 196kg (ABS Model)

Available in ABS

CBR500R/A

With the introduction of the all-new CBR500R, Honda boldly redefines the middleweight class. Infusing a whole new level of excitement for sport riders in search of superior value along with great fun, the CBR500R is ideal for beginner to experienced rider



SPORTS

The CBR500R's performance will give anyone looking for their first sports bike an exhilarating ride on a twisty, winding road or even race track. A motorcycle designed to be ridden, the CBR500R will work equally well in urban environments and will be thoroughly enjoyed, by people of all shapes and sizes.

This LAMS approved sports machine delivers plenty of performance to all sport riders, including riders moving up from the sporting, entry-level Honda CBR250R, as well as more experienced riders who will appreciate the CBR500R's light and nimble handling.

The CBR500R's engine is a next generation power unit, looking to the future in both performance and environmental terms. The DOHC, 8-valve liquid-cooled parallel twin layout was chosen because of its light weight, all-round ability and flexible usability.

Featuring a full fairing spawned from Honda's much-acclaimed CBR600RR and CBR1000RR sportbikes, this aerodynamic bodywork also provides significant advantages in air management for added rider comfort, along with a low drag coefficient and effective engine cooling.

Honda's new CBR500R is available with ABS Braking System for enhanced braking characteristics in less than ideal conditions.

A sophisticated chassis with Pro-Link® singleshock rear suspension, stout 41mm fork, sporting 17-inch wheels and a 320mm wave-style front disc brake and 240mm rear disc help round out a package that looks as good as it rolls.

STANDARD/ABS - VICTORY RED

STANDARD/ABS - GRAPHITE BLACK

STANDARD/ABS - TRI-COLOUR



*Overseas model shown.

SPECIFICATIONS

Engine Type	471cc liquid-cooled parallel twin
Bore and Stroke	67mm x 66.8mm
Compression Ratio	10.7:1
Carburation	PGM FI
Ignition	Computer-controlled digital transistorized with electronic advance
Starter	Electric
Transmission	6-speed
Dimensions	2,075mm x 740mm x 1,145mm (L/W/H)
Wheel Base	1,410mm
Seat Height	785mm
Ground Clearance	140mm
Fuel Capacity	15.7 litres
Front Tyre	120/70ZR - 17M/C
Rear Tyre	160/60ZR - 17M/C
Front Suspension	Conventional Telescopic, 41mm
Rear Suspension	Prolink mono with 9 stage Preload adjuster, steel square pipe swingarm
Front Brakes	Single Wavy Disc, 320mm, 2 POT calliper
Rear Brake	Single Wavy Disc, 240mm, 1 POT calliper
Kerb Weight	192kg 194Kg ABS model

Available in ABS



CBR250R/A

The CBR250R brings a fresh take on the fun side of motorcycling, one that appeals to a wide range of riders. Beginners and experienced hands alike enjoy the extreme versatility of this sporty, fun-to-ride and affordable offering from Honda.



SPORTS

Over the years CBR motorcycles of various engine sizes have come to define what a road-focused sportsbike should be; how it should perform and what it should feel like.

The CBR family has consistently confounded the opposition by blending the performance that expert riders demand with the ease of use so critical to building riding confidence

in novices. The CBR250R unites the inherent virtues of a 250cc machine with the timeless CBR qualities of high performance, intuitive handling dynamics and unrivalled ease of use.

The result is a machine of outstanding versatility; one able to take on any task while also delivering the excitement that makes every ride a joy.

With its lightweight and very efficient engine, advanced chassis and striking design, the CBR250R appeals to a wide range of riders.

Everyone, from leisure riders to style-conscious commuters keen to save time and money are drawn by the bike's easy handling, forgiving but powerful engine and rewarding chassis.

STANDARD / ABS - RED

STANDARD / ABS - GRAPHITE BLACK

STANDARD / ABS - TRI-COLOUR



*Overseas model shown.

SPECIFICATIONS

Engine Type	249.6cc liquid-cooled 4-stroke DOHC single cylinder
Bore and Stroke	76mm x 55mm
Compression Ratio	10.7:1
Carburation	Programmed fuel injection system (PGM-FI)
Ignition	Computer controlled digital transistorised with electronic advance
Starter	Electric
Transmission	6-speed
Dimensions	2,030mm x 720mm x 1,127mm (L/W/H)
Wheel Base	1,369mm
Seat Height	784mm
Ground Clearance	145mm
Fuel Capacity	13 litres (including LCD indicator reserve)
Front Tyre	110/70 - 17 inch
Rear Tyre	140/70 - 17 inch
Front Suspension	37mm telescopic fork, 118mm stroke
Rear Suspension	Pro-Link Monoshock damper, 104mm travel
Front Brakes	296mm x 4.5mm disc with dual-piston hydraulic calliper and sintered metal pads
Rear Brake	220mm x 5mm disc with single-piston hydraulic calliper and sintered metal pads
Kerb Weight	161kg 165kg ABS

Available in ABS



GL1800 LUXURY

The superbly engineered Goldwing has won the enviable reputation as the rolling standard of touring luxury against which all other touring motorcycles are compared.



TOURING

Honda's desire to make people's lives more convenient, joyful and fun through advances in engineering and technology has led to the new evolution of the GL1800 Luxury. The original luxury touring motorcycle has evolved in anticipation of a new generation of customers, boasting sharper exterior surface design along with the latest audio and navigation systems.

The core appeal of the Goldwing Luxury remains its unique ability to make long-distance travel a truly rewarding and enjoyable experience. Comfort, engine performance and a stable, responsive chassis all play their part.

For fresh styling cues produce a more integrated appearance along with a sporting edge, adding to the premium touring visage. Redesigned fairing adds extra wind protection, especially to the lower body and leg areas. Practicality is key with larger saddlebags adding

approximately 7 litres of additional storage space, upping total capacity to well over 150 litres.

Revised suspension settings front and rear yield added compliance for a better ride and more comfort. Adding to this comfort is a urethane seat material and cover.

Next-Generation Premium Audio System offers direct MP3/i-Pod connectivity plus access to the device functions through handlebar controls while SRS CS Auto™ technology surround sound system brings the latest in sound system technology to the luxury tourer.

The Goldwing is fitted with the fully-integrated airbag, which represented an industry first when introduced in 2006.

PEARL SPENCER BLUE

CANDY PROMINENCE RED



*Overseas model shown.

SPECIFICATIONS

Engine Type	1832cc SOHC liquid-cooled horizontally opposed six-cylinder
Bore and Stroke	74mm x 71mm
Compression Ratio	9.8:1
Carburation	Programmed fuel Injection (PGM-FI)
Ignition	Computer controlled digital with three-dimensional mapping
Starter	Electric
Transmission	5-speed including overdrive, plus electric reverse
Final Drive	Shaft
Dimensions	2,630mm x 945mm x 1,455mm (L/W/H)
Wheel Base	1,690mm
Seat Height	740mm
Ground Clearance	125mm
Fuel Capacity	25 litres
Front Tyre	130/70R - 18 inch
Rear Tyre	180/60R - 16 inch
Front Suspension	45mm air assist telescopic fork with anti-dive system; 140mm stroke
Rear Suspension	Pro-Arm single-side swingarm with Pro-Link single shock with electronically controlled spring pre-load adjustment with two memory presets; 105mm travel
Front Brakes	Dual full-floating 296mm discs with D-CBS three-piston calliper
Rear Brake	Single ventilated 316mm disc with D-CBS three-piston calliper
Kerb Weight	421kg

GOLDWING F6B

Stripped out and low, the new Goldwing F6B combines the Goldwing's awesome 1800cc flat-six cylinder torque and a nimble handling chassis creating a unique custom touring motorcycle.



TOURING

Built to cruise the city streets and boulevards as well as the open road, the Goldwing F6B is lithe, long and low with a sensuous line flowing front to back. Blacked-out wheels, engine, frame, fairing lowers and lower cowls underline the stunning paint work that surrounds them.

The aerodynamic fairing and stubby screen not only look good but also provide protection against the elements making longer, faster trips more comfortable. Both seats are unique to the Goldwing F6B, accommodating short hops as well as long days out, whilst the sleekly styled panniers and tail section give the bike a low-slung look and spacious feeling that just beckons you to head for the open road. The Goldwing F6B is powered by an 1832cc, liquid-cooled 4-stroke 12-valve SOHC flat-6 engine.

Turbine smooth power with massive mid-range torque ensure acceleration is instant and effortless. An incredibly strong and lightweight multi-triple box section aluminium

twin-spar frame gives superb balance between strength and rigidity, delivering superb feel and control.

Pro-Link rear suspension and 45mm telescopic front forks guarantee poised high speed stability and precise handling, whilst a low centre of gravity makes the Goldwing F6B easy to manage even at walking pace.

Honda's Combined Braking System and ABS (C-ABS) provide safe, powerful and predictable stopping power whatever the road conditions. The stripped down Goldwing F6B weighs 28kg less than the standard Goldwing but its rear panniers have plenty of room for the essentials.

In this brand new release, Honda has built a new breed of Goldwing which will sit alongside the original. Stripped, stylish and smooth, part custom and part cruiser, the Goldwing F6B is a touring bike distilled to its very essence.

GRAPHITE BLACK

PEARL YELLOW



*Overseas model shown.

SPECIFICATIONS

Engine Type	1832cc liquid-cooled 4-stroke 12-valve SOHC flat-6
Bore and Stroke	74mm x 71mm
Compression Ratio	9.8:1
Carburation	PGM-FI electronic fuel injection with automatic choke
Ignition	Computer-controlled digital transistorised with electronic advance
Starter	Electric
Transmission	5-speed
Final Drive	Shaft
Dimensions	2,605mm x 945mm x 1,455 mm (L/W/H)
Wheel Base	1,690mm
Seat Height	725mm
Ground Clearance	125mm
Fuel Capacity	25 litres (including 4.4-litre warning light reserve)
Front Tyre	130 / 70 - R18 (63H)
Rear Tyre	180 / 60 - R16 (74H)
Front Suspension	45 mm telescopic fork with anti-dive
Rear Suspension	Pro-Link Pro-Arm with electronically-controlled spring preload adjustment
Front Brakes	296 x 4.5mm dual hydraulic disc with 3-piston calipers, C-ABS/ABS, floating rotors and sintered metal pads
Rear Brake	316 ventilated disc with 3-piston caliper, C-ABS/ABS and sintered metal pads
Kerb Weight	385kg

VALKYRIE

Injecting a massive dose of adrenaline and attitude into Honda's new custom cruiser, Honda presents the low, mean and muscular Valkyrie. Dynamic when required and chilled-out when not, Honda's new Valkyrie has a show stopping presence.



CRUISER

To give Honda's new power cruiser appropriate esteem, the engine needed to provide a rush of acceleration at a split-second's notice along with unforgettable drive from low rpm in top gear and super-smooth throttle response everywhere in the rev-range.

The Valkyrie utilises Honda's legendary 1,800cc, horizontally opposed SOHC, two-valve, six-cylinder engine which is fed by PGM-FI controlled fuel-injection with twin 40mm Keihin throttle bodies and an Valkyrie-specific 6.6-litre airbox and panel-type air filter.

Employing the bare minimum of chassis needed to house the Valkyrie's mighty engine, the chassis is constructed from lightweight multi-box aluminium sections. The twin-spar frame is aided by the engine's low centre of gravity to create superbly balanced handling at all speeds. A new aluminium subframe lowers the Valkyrie's rear and offers easy ground reach from the comfortable, carefully shaped seat thus enhancing rider confidence at standstill.

The Honda Multi-Action System (HMAS) monoshock

with manually adjusted spring preload works through a Pro-Link on the single-sided aluminium swingarm. Spring and damping rates front and rear have been modified to suit the Valkyrie's weight reduction and urban cruiser intent.

The combination of stretched out steering geometry with wide, rubber-mounted swept-back handlebars ensure excellent control with improved rider feel through the chassis. To further improve stability the front/rear weight bias has been adjusted to be more even, while the engine support beam's

rigidity balance has also been slightly altered.

A Dual Combined ABS braking system ensures the Goldwing F6C provides rapid and secure stopping power on all road surfaces and conditions.

GRAPHITE BLACK



*Overseas model shown.

SPECIFICATIONS

Engine Type	Liquid-cooled 4-stroke 12-valve SOHC flat-6
Bore and Stroke	74mm x 71mm
Compression Ratio	9.8:1
Valve Train	Unicam®, 4-valve; 36mm inlet valves, 31mm exhaust valves
Carburation	PGM-FI electronic fuel injection with automatic choke
Starter	Electric
Transmission	5-speed
Final Drive	Enclosed shaft/ 2.750 (33/12)
Dimensions	2,473mm x 942mm x 1,154mm (L/W/H)
Wheelbase	1,707mm
Caster Angle	29° 50'
Trail	114mm
Seat Height	734mm
Ground Clearance	147mm
Fuel Capacity	23.2 litres
Front Tyre	130/60R19M/C (63H)
Rear Tyre	180/55R17M/C (73H)
Front Suspension	45mm telescopic fork
Rear Suspension	Pro-Link Pro-Arm with spring preload adjustment
Front Brakes	310 x 4.5mm dual hydraulic disc with 4-piston callipers, ABS, floating rotors and sintered metal pads,
Rear Brake	316 x 11mm ventilated disc with 3-piston caliper, ABS and sintered metal pads
Kerb Weight	341kg

CTX1300

A deft combination of soul and technology, Honda's new CTX1300 is designed to look good around town, cruise through city traffic and to function with ease on longer haul, two-up trips.



SPECIFICATIONS

Engine Type	1261cc V4 90° water-cooled DOHC
Bore and Stroke	78mm x 66mm
Compression Ratio	10.0:1
Carburation	PGM-FI
Starter	Electric
Transmission	Constant mesh, 5 speed
Final Drive	Shaft
Dimensions	2,380mm x 900mm x 1,170mm (L/W/H)
Wheel Base	1645mm
Caster Angle	28° 30'
Trail	118mm
Seat Height	735mm
Ground Clearance	130mm
Fuel Capacity	19 litres
Front Tyre	130/70R18
Rear Tyre	200/50R17
Front Suspension	43mm inverted front fork, 105mm travel
Rear Suspension	Aluminium swingarm with double conventional shocks with mechanical preload adjustment, 110mm travel
Front Brakes	Hydraulic double disks, Combined ABS
Rear Brake	Hydraulic single disk, Combined ABS
Kerb Weight	338kg

TOURING

Heading up a fresh family of motorcycles, which includes the middleweight CTX700 and CTX700N, the CTX1300 boasts a feel-good factor that delivers pure riding pleasure.

At the heart of the CTX1300 is a longitudinally-mounted 1,261cc, water-cooled, fuel-injected V4 engine which is derived from the ST1300. Major revisions have been made to boost low and mid-range torque along with enhancements to the sound and feel which add to the riding sensation. Revised cam timing and new PGM-FI throttle bodies have been developed along with an oxygen-sensing catalytic converter which minimises harmful exhaust gas emissions.

A new steel double cradle frame, 43mm inverted forks, twin rear shocks and aluminium swingarm provide a comfortable ride with neutral and engaging handling. Honda's Combined ABS and Traction Control System (TCS) work hand in hand to deliver confident braking and consistent traction.

Poised neatly between the laid back feel of a cruiser and the functionality of a touring bike, the CTX1300's handling imparts around-town usability with the ability to deal comfortably and luxuriously with long-range weekend trips. The ergonomically designed riding position and low seat height allows the CTX1300 to be comfortable for riders of all sizes.

Small yet influential features such as the twin-speaker stereo system, bluetooth connectivity and the LCD digital display make the CTX1300 the ideal touring partner. Five-stage heated grips are fitted as standard equipment along with Honda's unique self-cancelling indicators.

With its modern and muscular appearance, the CTX1300's short screen injects attitude while dual rear panniers integrate fluidly and provide useful storage space.

ION BLUE METALLIC

CANDY PROMINENCE RED



*Overseas model shown.

CTX700/D

The open road has never looked more inviting than when you're rolling along on the 2014 Honda CTX700. This affordable package is also available with easy-to-use automatic Dual Clutch Transmission.



TOURING

With great rider accommodations such as efficient fairing, comfortable seat and windscreen up front, the CTX700 is the ideal partner for exploring the open road. Combining a broad power curve, light and nimble handling, roomy riding accommodations and smooth engine, the CTX700 excels at long-range travel but is also a terrific weekend warrior or daily rider.

There's also the option of an easy-to-use automatic Dual Clutch Transmission (DCT) or a standard six-speed manual; the DCT allows riders to instantly choose between a fully automatic mode or the option of more active gear selection via "paddle-shift" type buttons on the handlebar.

A sophisticated liquid-cooled, SOHC, eight-valve, 670cc, parallel-twin engine pumps out abundant torque in the low-end and midrange for easily accessible power and an impressively broad torque curve gives the CTX700 a remarkably linear and smooth power delivery.

Programmed Fuel Injection (PGM-FI) continuously monitors numerous variables to ensure the correct fuel mixture for existing riding and atmospheric conditions, thereby delivering optimal performance and remarkably crisp throttle response over a wide range of operating conditions.

A rigid and compact diamond-shape steel frame, low centre of gravity and plush suspension help make the CTX700 responsive, agile and enjoyable to ride all day.

Stout 41mm front fork provides 107 mm of travel, while the Pro-Link® rear suspension system delivers 110 mm of wheel travel.

Antilock Braking System (ABS) is standard to provide full antilock functionality for powerful and secure braking action.

Open, roomy ergonomics position the rider in a well-balanced seating position for all-day comfort and fun.

BLACK

RED



*Overseas model shown.

SPECIFICATIONS

Engine Type	670cc liquid-cooled parallel-twin
Bore and Stroke	73mm x 80mm
Compression Ratio	10.7:1
Valve Train	Chain driven, OHC with rocker arm
Carburation	PGM-FI programmed fuel injection
Ignition	Digital transistorized with electronic advance
Starter	Electric
Transmission	6-speed / Automatic six-speed with two modes and a manual mode (DCT)
Final Drive	Chain
Dimensions	2,255mm x 840mm x 1,165mm (L/W/H)
Wheelbase	1,530mm
Rake (Caster Angle)	27° 40'
Trail	114mm
Seat Height	720mm
Ground Clearance	130mm
Fuel Capacity	12.4 litres
Front Tyre	120/70 - 17 inch
Rear Tyre	160/60 - 17 inch
Front Suspension	Telescopic fork; 107mm travel
Rear Suspension	Pro-link single shock; 110mm travel
Front Brakes	Hydraulic single disc with ABS
Rear Brake	Hydraulic single disc with ABS
Kerb Weight	226kg / 234kg (DCT)

VFR1200F

Packed with loads of advanced technology developed for the world of MotoGP racing and created with Honda-style innovation, the VFR1200F marked a whole new chapter in the history of Honda V4 machines.



SPORTS TOURING

While offering a glimpse into the future of technology in motorcycles, Honda's VFR1200F has plenty of qualities such as an impressively strong engine, excellent rider accommodations and surprising fuel efficiency to make it the perfect ride, here and now.

Honda MotoGP V4 engine technology and architecture bring cutting-edge performance to the VFR1200F. The unique cylinder layout with rear two cylinders located innermost on the crankshaft and front cylinders located outboard narrows the rider interface aboard the VFR1200F.

Light and compact, the 1237cc liquid-cooled, 76-degree, V4 pumps out amazing levels of power with a distinctive V4 feel and sound. Symmetrically Coupled Phase-shift Crankshaft uses 28-degree crankpin offset to eliminate primary engine vibration without the need for a balance shaft, resulting in a lighter, more compact engine.

The Throttle By Wire system is more compact and

lighter than conventional cable-operated systems and provides precise throttle response to rider inputs and a Honda slipper clutch in manual-shift model allows unencumbered sport riding.

Next-generation shaft drive system with offset pivot point and sliding constant-velocity joint for a new level of shaft-drive performance and control. Honda Traction Control system helps the rear wheel put power to the ground effectively and efficiently by automatically limiting wheel spin.

Honda Pro Arm® single-side swingarm with single gas-charged shock delivers cutting-edge rear suspension action, and features handy remote spring preload adjuster and rebound damping adjustability.

Superb rider ergonomic are complemented by the GP-technology layer-concept aero fairing which delivers unrivalled air management.

BLACK

TITANIUM



*Overseas model shown.

SPECIFICATIONS

Engine Type	1237cc liquid-cooled 4-stroke UNICAM 76° V-4
Bore and Stroke	81mm x 60mm
Compression Ratio	12:1
Carburation	PGM-FI electronic fuel injection
Ignition	Computer controlled digital transistorised with electronic advance
Starter	Electric
Transmission	6-speed
Final Drive	Shaft
Dimensions	2,250mm x 755mm x 1,220mm (L/W/H)
Wheel Base	1,545mm
Seat Height	810mm
Ground Clearance	125mm
Fuel Capacity	18.5 litres
Front Tyre	120/70 17 inch
Rear Tyre	190/55 17 inch
Front Suspension	43mm cartridge-type inverted telescopic fork with stepless pre-load adjustment; 108mm stroke
Rear Suspension	Pro-Link with gas-charged damper, (stepless remotecontrolled hydraulic) pre-load and stepless rebound damping adjustment; 130mm travel
Front Brakes	320mm dual floating discs with two six-piston hydraulic callipers, C-CBS/ABS and sintered metal pads
Rear Brake	276mm disc with two-piston hydraulic calliper, C-CBS/ABS and sintered metal pads
Kerb Weight	267kg

VFR1200X

Equipped with a V4 engine, an advanced chassis and electronic package, the VFR1200X firmly plants a flag at the high-performance end of the adventure segment.



TOURING

Aptly known as the Crosstourer, the VFR1200X offers flexibility like no other motorcycle. Delivering the fun and excitement of a sports tourer with the comfort of an adventure machine, the VFR1200X is a motorcycle fit for all purposes.

Continuing Honda's proud heritage with V4 technology, the 1,237cc engine offers a uniquely smooth, flexible delivery of impressive power and torque. Offering precise control of this power thanks to its throttle-by-wire system, and an engaging, robust sound - due partly to carefully-sized chambers in the exhaust - the Crosstourer's engine is integral to its appeal.

The new Honda Selectable Torque Control constantly monitors front and rear wheel speed; when it senses a certain difference in speed between front and rear wheels, engine torque is momentarily reduced by a combination of ignition cut and modulation of the throttle butterflies through the throttle-by-wire system.

The diamond aluminium twin-spar frame is a hollow unit that employs quartered construction, this enables very precise control over the all-important weight/rigidity balance of each part of the frame.

Designed to excel on hugely varied road surfaces the front and rear suspension offer generous amounts of controlled, bump-absorbing travel. The 43mm inverted fork offers reassuring control with precise steering and stability, even during hard cornering and heavy braking.

And Pro-Link rear suspension combines excellent traction with refined ride quality. Both the fork and gas-charged shock are adjustable for rebound damping and spring preload, allowing riders to alter characteristics to suit their riding style and intended usage.

The relaxed riding ergonomics are complemented by a re-shaped seat which offers improved ground reach.

CANDY RED



*Overseas model shown, DCT version shown, DCT not available in Australia.

SPECIFICATIONS

Engine Type	1237cc liquid-cooled 4-stroke Unicam 16-valve 76° V4
Bore and Stroke	81mm x 60mm
Compression Ratio	12:1
Carburation	PGM-FI electronic fuel injection
Starter	Electric
Transmission	6-speed
Final Drive	Enclosed shaft
Dimensions	2,285mm x 915mm x 1,335mm (L/W/H)
Wheel Base	1,595mm
Caster Angle	28°
Trail	107mm
Seat Height	850mm
Ground Clearance	180mm
Fuel Capacity	21.5 litres
Front Tyre	110/80-R19
Rear Tyre	150/70-R17
Front Suspension	43mm inverted telescopic forks with hydraulic damping, preload and rebound damping adjustment
Rear Suspension	Pro-Link with gas-charged damper, preload and stepless rebound damping adjustment
Front Brakes	Dual 310mm disks, Combined ABS
Rear Brake	Single 276mm disk, Combined ABS
Kerb Weight	275kg

VFR800F

Returning to the evocative look and feel of VFRs of the past, the 2014 Honda VFR800F attracts attention with its sharp contemporary looks, overhauled suspension and new technology.



SPORTS

This true all-round motorcycle shares an engine configuration with the RC213V MotoGP machine and the legendary VFR1200F, but has built its own loyal following in riders who appreciate the VFR800F's unique power delivery and adaptable capabilities.

Honda's V4 engine has always been at home encased in the VFR800F's bodywork and for 2014, the 782cc V4-VTEC engine's bottom and mid-range power has been boosted to strike the ideal balance of enjoyable sports riding and easy

commuting. The VTEC transition has been softened resulting in smooth, strong and linear power delivery and Honda's Traction Control System (TCS) has been added.

The Pro-Arm single-sided swingarm and the 43mm Honda Multi-Action System (HMAS) telescopic fork are completely new and feature stepless spring preload adjustment. The HMAS gas-charged rear shock operates through a Pro-Link suspension linkage with remote spring preload and stepless rebound damping adjustment.

Radial-mount, four-piston front brake callipers are complemented by standard fit ABS ensuring consistent and safe all-weather stopping control. Redesigned wheels enhance the quintessentially VFR twin-spar aluminium beam frame.

Extensive work has gone into making the new VFR800F lighter than its predecessor. Among a host of detail changes, a single exhaust muffler has replaced the dual underseat design of the previous model allowing the 2014 model's kerb

weight to be reduced by 10kg.

Echoing the classic VFR design, the styling of the new VFR800F is considerably slimmer in the middle giving the machine a sleek silhouette with crisp, contemporary angles. The VFR-signature headlight shape is updated and now features LED lights, a first for Honda. At the rear, the wide, angular tailpiece offers plenty of room for a pillion and features an LED rear light unit with combined indicators for a clean look.

DARKNESS BLACK METALLIC

VICTORY RED



SPECIFICATIONS

Engine Type	782cc liquid-cooled 4-stroke 16-valve DOHC 90° V-4
Bore and Stroke	72mm x 48mm
Compression Ratio	11.8 : 1
Carburation	PGM-FI electronic fuel injection
Starter	Electric
Transmission	6-speed
Final Drive	O-ring sealed chain
Dimensions	2,134mm x 748mm x 1,203mm (L/W/H)
Wheel Base	1,460mm
Caster Angle	25° 30'
Trail	95mm
Seat Height	789mm / 809mm
Ground Clearance	126mm
Fuel Capacity	21.5 litres
Front Tyre	120/70-ZR17M/C (58W)
Rear Tyre	180/55-ZR17M/C (73W)
Front Suspension	43mm HMAS cartridge-type telescopic fork with stepless preload and ten DF adjustment, 108mm axle travel
Rear Suspension	Pro-Link with gas-charged HMAS damper, 7-step (stepless remote- controlled hydraulic) preload and stepless rebound damping adjustment, 120mm axle travel
Front Brakes	310 x 4.5mm dual floating hydraulic disc, with radial fit 4-piston callipers and sintered metal pads, 2 channel ABS
Rear Brake	256 x 6mm hydraulic disc with 2-piston calliper and sintered metal pads, 2 channel ABS
Kerb Weight	239kg

*Overseas model shown. Specifications may vary for Australian model.

CB500X

Honda's adventure style CB500X will be begging you to take it out in search of new roads and undiscovered places. With its compact proportions, punchy performance and loads of features, the CB500X also boasts an extra dose of versatility.



Adventure Touring

If you could use a little more adventure in your life—and who couldn't?—the CB500X can deliver on that idea at a surprisingly affordable price.

That's the beauty of owning an adventure-style bike like the CB500X; every time you look at this bike it just about begs you to take it out in search of new roads, undiscovered places, and fun sights.

The CB500X is not just a great ride, it's LAMS approved and equipped with a load of features that give it an extra dose of versatility. Honda's ABS

Braking System is standard for the CB500X ensuring enhanced braking characteristics in all conditions.

The compact windscreen can be adjusted to varying heights, the open riding accommodations are extra roomy and the larger-capacity fuel tank has been carefully shaped to give the rider an unrestricted riding position. The long-stroke 41mm front fork yields and wide handlebar allows for easy steering inputs.

Powered by a lightweight, parallel-twin, liquid-cooled,

DOHC engine which focuses on high-rpm output characteristics while considering the low-to-mid rpm range that will be most frequently used by the entry user.

Also, a wide assortment of Honda Genuine Accessories lets riders personalize their bike with ease. But you don't have to save up your CB500X for that once-in-a-while adventure tour; it also serves as a versatile ride to fulfil those everyday needs.

VICTORY RED

WHITE



*Overseas model shown.

SPECIFICATIONS

Engine Type	471cc liquid-Cooled parallel twin
Bore and Stroke	67mm x 66.8mm
Compression Ratio	10.7:1
Carburation	PGM FI
Ignition	Computer-controlled digital transistorized with electronic advance
Starter	Electric
Transmission	6-speed
Dimensions	2,095mm x 830mm x 1,290mm (L/W/H)
Wheel Base	1,421mm
Seat Height	810mm
Ground Clearance	170mm
Fuel Capacity	17.3 litres
Front Tyre	120/70ZR - 17M/C (On-Off Pattern)
Rear Tyre	160/60ZR - 17M/C (On-Off Pattern)
Front Suspension	Conventional Telescopic, 41mm
Rear Suspension	Prolink mono with 9 stage Preload adjuster, steel square pipe swingarm
Front Brakes	Single Wavy Disc, 320mm, 2 POT calliper, ABS
Rear Brake	Single Wavy Disc, 240mm, 1 POT calliper, ABS
Kerb Weight	192kg



NC750SA

Described as one of the most affordable, useful and fun naked motorcycles available, the NC750SA offers twin balancer shafts, new exhaust muffler and taller gearing plus a host of detail upgrades.



NAKED

With handy features such as the helmet sized under seat compartment and standard fit ABS, Honda's NC750SA, which replaces the NC700SA, is the ideal mid-sized daily commuter for riders of all sizes and experience levels.

Thanks to the extra 75cc capacity that has been added to the liquid-cooled, SOHC, 8-valve parallel twin-cylinder engine, more power and torque is delivered throughout the entire rev-range. The gearing is taller but acceleration and top speed are both improved, while the addition of twin-balancer shafts and new exhaust muffler ensure a smooth yet robust engine feel.

Both practical and efficient in terms of layout, the NC750SA's engine configuration allows enough space within the body of the motorcycle for a compartment large enough to fit a full-face helmet.

The NC750SA's rugged steel diamond frame delivers

the high levels of rigidity required for agile, responsive handling in a variety of conditions. Superb ergonomics ensure the rider is always firmly in control; handlebars are just a relaxed reach away and the seat height is a manageable 790mm. Passengers are made comfortable with twin grab handles.

Lightweight two-channel ABS which is fitted as standard equipment, greatly reduces the chance of wheel lock-ups on slippery or wet road surfaces and the addition of a 6-position span-adjustable brake lever adds adaptability.

Practical features such as the easy-to-read instrument display and Honda's Ignition Security System (HISS) which is an effective anti-theft set-up ensure the new NC750SA is a popular machine with both riders stepping up to a larger motorcycle or those wishing to scale back.

WHITE

BLACK



*Overseas model shown.

SPECIFICATIONS

Engine Type	745cc liquid-cooled 4-stroke 8-valve SOHC parallel 2-cylinder
Bore and Stroke	77mm x 80mm
Compression Ratio	10.7:1
Carburation	PGM-FI (Programmed Fuel Injection)
Ignition	Computer-controlled digital transistorised with electronic advance
Starter	Electric
Transmission	6-speed
Dimensions	2,195mm x 780mm x 1,130mm (L/W/H)
Wheelbase	1,525mm
Seat Height	790mm
Ground Clearance	140mm
Fuel Capacity	14.1 litres
Front Tyre	120/70-ZR 17M/C
Rear Tyre	160/60-ZR 17M/C
Front Suspension	41mm telescopic fork, 120mm travel
Rear Suspension	Monoshock damper, Pro-Link swingarm, 120mm travel
Front Brakes	320mm single wavy disc with 3-piston calliper and sintered metal pads, Combined Antilock Braking System (C-ABS)
Rear Brake	240mm single wavy disc with single-piston calliper and sintered metal pads, Combined Antilock Braking System (C-ABS)
Kerb Weight	216kg

CB650F

A brand new middleweight machine with street fighter style and attitude, the CB650F boasts a new four-cylinder engine, a well balanced high-quality chassis and standard ABS.



NAKED

Dating back to 1969, Honda's four-cylinder CB range has a proud history of centralised weight and strong engine performance. Now for 2014, crisp, aggressive lines and an angular silhouette give the CB650F exceptional visual appeal while the low centre of gravity, upright riding position and wide handlebars offer excellent control.

A brand-new DOHC, 649cc four-cylinder engine has been developed to deliver high torque through the low-to-mid rpm range and strong acceleration from a standing start. Positioned to sit forward in the chassis for optimal weight distribution, it is the true heart of the CB650F.

PGM fuel injection is fed through a down-flow airbox and operates with information from four separate throttle body sensors on 32mm throttle bores for crisp and accurate throttle response.

A high-quality steel diamond frame has been specifically

tuned to deliver the desired handling characteristics and appropriate level of rider feedback. The swingarm pivot plate is forged then welded together, while the gravity die-cast aluminium swingarm features a curved shape that arcs over the muffler. Adjustable 7-stage spring preload monoshock operates directly on the swingarm.

The shock and 41mm telescopic fork have been developed to work directly with the frame's performance parameters to provide supple, neutral control in all conditions.

For reliable stopping power in all conditions the twin 320mm wavy front and a single 240mm rear discs are complemented on both models by standard fit ABS.

The street fighter appearance of the CB650F is enhanced by HRC inspired Tricolour.



*Overseas model shown.

SPECIFICATIONS

Engine Type	649cc liquid-cooled 4-stroke 16-valve DOHC inline-4
Bore and Stroke	67mm x 46mm
Compression Ratio	11.4:1
Carburation	PGM-FI electronic fuel injection
Starter	Electric
Transmission	6-speed
Final Drive	O-ring sealed chain
Dimensions	2,110mm x 755mm x 1,120mm (L/W/H)
Wheel Base	1,450mm
Caster Angle	25° 30'
Trail	101mm
Seat Height	810mm
Ground Clearance	150mm
Fuel Capacity	17.3 litres
Front Tyre	120/70-ZR17M/C
Rear Tyre	180/55-ZR17M/C
Front Suspension	41mm conventional telescopic fork 108mm travel
Rear Suspension	Monoshock damper with adjustable preload, 128mm travel
Front Brakes	Hydraulic disc with dual-piston callipers and sintered metal pads, ABS
Rear Brake	Hydraulic disc with single-piston calliper, ABS
Kerb Weight	208kg

CB500F

Whether you're riding on your daily commute or headed for a weekend blast, the CB500F serves as a great option. This modern and sporty 500cc naked bike carries a full load of attitude and style along with a gratifying level of versatility and performance.



NAKED

There's an aura of independence and nonconformity that riders gain when they sling a leg over a modern naked bike—and that's especially true when that naked bike is the all-new Honda CB500F. With individuality in design, easy-to-manage chassis weight, dextrous handling and low seat position, the naked CB500F – which is LAMS approved - is the perfect entry level machine to ride around town.

The CB500F's engine is a next generation power unit, looking to the future in both performance and environmental terms. The DOHC, 8-valve liquidcooled parallel twin layout was chosen because of its light weight, all-round ability and flexible usability.

Whether you're riding on your daily commute, headed for a weekend back road or just hanging out with your riding buddies, the CB500F serves as a great option. Its slim profile and comfortable, neutral riding position let riders

feel right at home in the saddle, and a sophisticated Honda Pro-Link® rear suspension and big 41mm fork add to the comfortable ride and agile handling.

To ensure powerful braking performance in all conditions, the CB500F comes standard with an ABS Braking System. This new release from Honda will be perfect for entry level riders as well as regular riders and even those who are perhaps returning to the world of two-wheeled travel.

For a unique ride that's stylish, fun and affordable, it's tough to top the new CB500F.

WHITE

VICTORY RED



*Overseas model shown.

26 | Honda Road Range

SPECIFICATIONS

Engine Type	471cc liquid-cooled parallel twin
Bore and Stroke	67mm x 66.8mm
Compression Ratio	10.7:1
Carburation	PGM FI
Ignition	Computer-controlled digital transistorized with electronic advance
Starter	Electric
Transmission	6-speed
Dimensions	2,075mm x 780mm x 1,060mm (L/W/H)
Wheel Base	1,410mm
Seat Height	785mm
Ground Clearance	155mm
Fuel Capacity	15.7 litres
Front Tyre	120/70ZR - 17M/C
Rear Tyre	160/60ZR - 17M/C
Front Suspension	Conventional Telescopic, 41mm, 108 mm travel
Rear Suspension	Prolink mono with 9 stage Preload adjuster, steel square pipe swingarm 119mm travel
Front Brakes	Single Wavy Disc, 320mm, 2 POT calliper, ABS
Rear Brake	Single Wavy Disc, 240mm, 1 POT calliper, ABS
Kerb Weight	192kg



CB400/A

The CB400 Super Four is redefining the small capacity class in Australia.



NAKED

With its renowned Honda styling quality and performance, the CB400's lowered emissions and optimum fuel economy is made possible by an electronically controlled fuel injection system (PGM-FI), coupled with Honda's HYPER VTEC (Variable Valve Timing and Lift Electronic Control). It offers an inline four-cylinder, 4-stroke, liquid cooled 400cc engine that produces a band of strong, accessible power through a two stage valve actuation system.

The learner-friendly CB400 is "LAMS" approved which means there is now an alternative for new riders who want to start off on something a little bigger than a 250cc motorcycle, and with its naked good looks including stainless steel exhaust and striking paint schemes, it's sure to catch the eye of the most discerning riders – from those who are new to two-wheels to those looking for an outstanding daily commuter.

For additional braking control Honda have introduced the ABS version of the CB400, with Honda's combined brake system coupled with the most advanced antilock braking system.



NON ABS - RED TWO TONE

ABS - BLACK

NON ABS - WHITE TWO TONE

ABS - RED

NON ABS - BLACK TWO TONE

*Overseas model shown.

SPECIFICATIONS

Engine Type	399cc liquid-cooled 4-stroke 16-valve DOHC inline-4
Bore and Stroke	55mm x 42mm
Compression Ratio	11.3:1
Carburation	PGM-FI electronic fuel injection
Ignition	Fully transistorised with electronic advance
Starter	Electric
Transmission	6-speed
Dimensions	2,040mm x 725mm x 1,070mm (L/W/H)
Wheel Base	1,410mm
Seat Height	755mm
Ground Clearance	130mm
Fuel Capacity	18 litres
Front Tyre	120/60 - 17 inch
Rear Tyre	160/60 - 17 inch
Front Suspension	41mm Showa telescopic fork with pre-load adjustment; 118mm stroke
Rear Suspension	Twin remote reservoir Showa shock with spring pre-load adjustment; 105mm travel
Front Brakes	Twin 285mm floating discs with four-piston Nissin hydraulic callipers. Six-piston callipers
Rear Brake	235mm disc with single-piston Nissin hydraulic calliper Combined
Kerb Weight	195kg 200kg (ABS Model)

Available in ABS



CB125e

Honda introduces the fun and economical CB125e. Designed with Honda's renowned quality and durability, the CB125e is ideal for riders looking for a reliable, fuel efficient commuter machine.



SPECIFICATIONS

Engine Type	124.1cc air-cooled 4-stroke single cylinder
Bore and Stroke	56.5mm x 49.5mm
Compression Ratio	9.0:1
Carburation	24mm Constant Velocity
Ignition	AC-CDI
Starter	Electric
Transmission	5-speed
Dimensions	2,026mm x 765mm x 1,094mm (L/W/H)
Wheel Base	1,286mm
Seat Height	767mm
Ground Clearance	145mm
Fuel Capacity	14.0 litres (2.0 litre reserve)
Front Tyre	80/100 - 18 inch
Rear Tyre	90/90 - 18 inch
Front Suspension	Telescopic fork with 118mm stroke
Rear Suspension	Swingarm with 70mm axle travel
Front Brakes	Hydraulic single disc
Rear Brake	Drum brake
Kerb Weight	137kg

NAKED

Meet the newest addition to Honda's popular entry level line-up, the CB125e which is LAMS approved. The new CB125e is priced competitively and offers unbeatable value.

Like all motorcycles in the Honda range, the CB125e is strong and dependable with easy handling making certain it is perfect for first time riders. The combination of style and practicality ensure the CB125e will be a fun and satisfying ride. Featuring a 124cc, air-cooled, single cylinder engine the CB125e is ideal for quick trips around town, runs to university or day trips to the beach.

Front disc and rear drum brakes will offer first time riders' confidence in braking while the low, comfortable seat creates a confident riding position for riders of all proportions.

With unique Honda heritage styling, the CB125e will look great around town. The CB125e will be available in three bright colours; Red, White and Blue.



HONDA
The Power of Dreams



Honda CB650F

*Overseas model shown.

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VT1300CX

Introducing the VT1300CX, a machine that radiates attitude and delivers a total riding experience approaching the outer limits of motorcycling.



CRUISER

Welcome to the wild side of Honda, where a passion for riding reigns supreme in the stunningly creative VT1300CX.

The VT1300CX is the offspring of people who get excited about creating new motorcycles, enthusiasts who understand what it means to get really involved with a machine. The VT1300CX captures the pure, undiluted chopper essence, a genre of motorcycle that simply feels right, looks right and sounds right when it's done well, rather than a precise formula that's captured with a micrometer and calliper.

With hand-built appearances radical enough to turn every head and catch every eye, only the VT1300CX dares to open the door to the most extreme level of custom looks. But once you're rolling, the VT1300CX experience is all about that special bond between rider and machine: the unmistakable big V-twin pulse, the characteristic Vee

engine note and the no-nonsense riding stance bring you back to the core elements of riding. Destined to become a milestone machine, the VT1300CX captures the pure, undiluted chopper essence, places it within easy reach of nearly every rider and then backs it up with the same quality and reliability built into every Honda.

It's a radical concept in a unique package, a combination never before offered – until now.



GRAPHITE BLACK

SPECIFICATIONS

Engine Type	1312cc liquid-cooled 52° V-twin
Bore and Stroke	89.5mm x 104.3mm
Compression Ratio	9.2:1
Carburation	PGM-FI with automatic enricher circuit, 38mm throttle body
Ignition	Digital with three-dimensional mapping, two spark plugs per cylinder
Starter	Electric
Transmission	5-speed
Dimensions	2,575mm x 900mm x 1,150mm (L/W/H)
Wheel Base	1,805mm
Seat Height	685mm
Ground Clearance	125mm
Fuel Capacity	12.8 litres
Front Tyre	90/90 - 21 inch
Rear Tyre	200/50 - 18 inch
Front Suspension	45mm fork; 102mm stroke
Rear Suspension	Single shock with adjustable rebound damping and fiveposition spring pre-load adjustability; 95mm travel
Front Brakes	336mm single disc with combined three-piston hydraulic calliper and ABS
Rear Brake	296mm single disc with combined twin-piston hydraulic calliper and ABS
Kerb Weight	309kg

VT750C

Rolling on the throttle of the VT750C Shadow® brings a smile to the face with every powerful pulse of acceleration. Its slim and beautifully configured liquid-cooled V-twin effortlessly pulls you up to cruising speed while its clean and quiet shaft drive purrs gently along beneath.



SPECIFICATIONS

Engine Type	Engine Type 745cc liquid-cooled 4-stroke 6-valve SOHC 52° V-twin
Bore and Stroke	79mm x 76mm
Compression Ratio	9.6:1
Carburation	PGM-FI electronic fuel injection
Ignition	Fully transistorised electronic
Starter	Electric
Transmission	5-speed
Dimensions	2,510mm x 920mm x 1,125mm (L/W/H)
Wheel Base	1,640mm
Seat Height	660mm
Ground Clearance	130mm
Fuel Capacity	14.5 litres (including 4 litre reserve)
Front Tyre	120/90 - 17 inch
Rear Tyre	160/80 - 15 inch
Front Suspension	41mm telescopic fork; 117mm stroke
Rear Suspension	Dual conventional dampers with 5-step adjustable spring pre-load; 90mm travel
Front Brakes	296mm disc with dual-piston hydraulic calliper and sintered metal pads
Rear Brake	180mm leading/trailing drum
Kerb Weight	257kg

CRUISER

An increase in compression compared to its predecessors combined with computerised ignition timing contributes to a stronger feeling of performance and acceleration.

Crowned by shorter heads and eye catching chrome plated covers, the engine's liquidcooled cylinders are one-piece cast aluminium units with cast-in fins that provide a traditional air-cooled look and uncluttered simplicity of its design.

The Shadow® also departs from its chaindriven predecessors by featuring an enclosed shaft drive which provides smooth and silent operation with little in the way of maintenance.

Beautifully polished and chromed eyecatchers, the curved pipes of the Shadow's® attractive exhaust system flow into long, large-diameter silencers, designed to deliver a throaty rumble of V-twin power that never fails to excite.

The VT750C is again set to take on the roads ahead, cruising in comfort while looking the part.

BLACK

TWO-TONE GREY



*Overseas model shown.

VT750S

First, it offers a bold new look with its purposeful, sporty styling. Next, thanks to its torque-rich V-twin powerband and low seat height, it's plenty rider friendly.



CRUISER

Here's rolling proof that classic ideas never go out of style: the Honda VT750S. This agile and responsive V-twin roadster has clean, crisp lines and standard-style riding ergonomics that promise plenty of fun times ahead.

The VT750S' higher pegs enhance ground clearance, and its thoroughly modern liquidcooled 745cc V-twin engine with Honda's sophisticated Programmed Fuel Injection adds to the riding pleasure. Savor the open road aboard the Honda VT750S.

BLACK

WHITE



SPECIFICATIONS

Engine Type	745cc liquid-cooled 52° V-twin
Bore and Stroke	79mm x 76mm
Compression Ratio	9.6:1
Carburation	PGM-FI with automatic enrichment circuit, one 34mm throttle body
Ignition	Digital transistorised with electronic advance
Starter	Electric
Transmission	Wide-ratio 5-speed
Dimensions	2,285mm x 870mm x 1,135mm (L/W/H)
Wheel Base	1,560mm
Seat Height	750mm
Ground Clearance	155mm
Fuel Capacity	10.7 litres (including 2.6 litre reserve)
Front Tyre	100/90 - 19 inch
Rear Tyre	150/80 - 16 inch
Front Suspension	41mm fork; 118mm stroke
Rear Suspension	Dual shocks with five-position spring pre-load adjustability; 90mm travel
Front Brakes	Single 296mm disc with twin-piston hydraulic calliper
Rear Brake	180mm leading/trailing drum
Kerb Weight	232kg

CTX700N

The CTX700N is an amazingly affordable, fun, friendly and comfortable machine that is perfect for everyday rides, two-up exploring or just about anything else you can dream up



SPECIFICATIONS

Engine Type	670cc liquid-cooled parallel-twin
Bore and Stroke	73mm x 80mm
Compression Ratio	10.7:1
Valve Train	Chain driven, OHC with rocker arm
Carburation	PGM-FI programmed fuel injection
Ignition	Digital transistorized with electronic advance
Starter	Electric
Transmission	6-speed
Final Drive	Chain
Dimensions	2,255mm x 855mm x 1,155mm (L/W/H)
Wheelbase	1,530mm
Rake (Caster Angle)	27° 40'
Trail	114mm
Seat Height	720mm
Ground Clearance	130mm
Fuel Capacity	12.4 litres
Front Tyre	120/70 - 17 inch
Rear Tyre	160/60 - 17 inch
Front Suspension	Telescopic fork; 107mm travel
Rear Suspension	Pro-link single shock; 110mm travel
Front Brakes	Hydraulic single disc with ABS
Rear Brake	Hydraulic single disc with ABS
Kerb Weight	219kg

CRUISER

The brilliance of Honda engineering shines once again in the form of the CTX700N. This is a motorcycle specifically engineered to make motorcycling more approachable, affordable and fun.

The sophisticated, liquid-cooled, SOHC, eight-valve engine with Programmed Fuel Injection pumps out abundant torque in the low-end and midrange for easily accessible power. A rigid and compact diamond-shape steel frame, low centre of gravity and plush suspension help make the CTX700Ns responsive, agile and enjoyable over the long haul.

An impressively broad torque curve gives the CTX700N a linear and smooth power delivery while a relatively long engine stroke and a high-inertia crankshaft are design elements that add to the CTX700N's extremely tractable power characteristics.

Programmed Fuel Injection (PGM-FI) continuously

monitors numerous variables to ensure the correct fuel mixture for existing riding and atmospheric conditions, thereby delivering optimal performance and remarkably crisp throttle response over a wide range of operating conditions.

A rigid and compact diamond-shape steel frame, low centre of gravity and plush suspension help make the CTX700N responsive, agile and enjoyable to ride all day.

Stout 41mm front fork provides 107 mm of travel, while the Pro-Link® rear suspension system delivers 110 mm of wheel travel.

Antilock Braking System (ABS) is standard to provide full antilock functionality for powerful and secure braking action.

Low seat height, along with the new Honda parallel-twin engine design, creates a very low centre of gravity, making the CTX700N feel remarkably nimble and fun to ride.

BLACK

RED



*Overseas model shown.

VT400

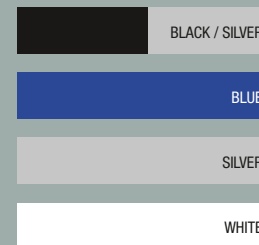
This LAMS approved cruiser boasts big-bike styling with its timeless cruiser looks, bulletstyle mufflers, classic valanced fenders, spoked wheels and a ton of chrome to turn anyone on.



CRUISER

Its reliable liquid cooled, 398cc 4-stroke engine delivers smooth power, and its five speed transmission is a no-brainer to shift. The cruiser also provides outstanding fuel economy and lower emissions, using the latest fuel injection technology.

The VT400 comes equipped with Honda's Ignition Security System (HISS), strengthened handle lock mechanism and heavy-duty key cylinder. A wide range of accessories available for the VT400 include: chrome backrest, chrome rear carrier, leather saddle bags, chrome ornaments for front and rear guards, backrest plate, body cover and windscreen



SPECIFICATIONS

Engine Type	399cc liquid-cooled 4-stroke 3-valve OHC V-twin
Bore and Stroke	64mm x 62mm
Compression Ratio	10.3:1
Carburation	PGM-FI electronic fuel injection
Ignition	Fully transistorised with electric advance
Starter	Electric
Transmission	5-speed
Dimensions	2,510mm x 920mm x 1,125mm (L/W/H)
Wheel Base	1,640mm
Seat Height	660mm
Ground Clearance	130mm
Fuel Capacity	14.5 litres
Front Tyre	120/90 - 17 inch
Rear Tyre	160/80 - 15 inch
Front Suspension	Telescoping fork; 117mm stroke
Rear Suspension	Duel conventional dampers; 90mm travel
Front Brakes	296mm x 5mm single disc with two-piston hydraulic calliper
Rear Brake	Leading/trailing drum
Kerb Weight	252kg

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Honda CBR600RR Repsol

*Overseas model shown.

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At Honda, our goal is to create the best motorcycles in the world and is matched by an equally strong commitment to responsible and safe riding. Remember, always wear a helmet, eye protection and protective clothing when you ride. Always obey the road laws and always use common sense. Never ride under the influence of alcohol or drugs and never use the street as a racetrack. Respect your own limitations. Respect the rights of others on the road. And respect the overall motorcycling experience, there's nothing else like it!

Honda recommends that all riders take a training course and read their owner's manual thoroughly. For safety or training information, call your local Honda Australia Rider Training centre: Melbourne (03) 9270 1377, Sydney (02) 9144 5725, Brisbane (07) 3341 5657. Website: hart.honda.com.au

Honda Motorcycles are all about freedom, performance, adventure and superior quality. When it comes to making sure you can enjoy your new Honda you can rely on the Honda Australia Extended Warranty and Honda Insurances to provide you with the peace of mind that your riding pleasure and security will be maintained. For full terms and conditions, please see your local Dealer.

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