



MOTORCYCLES / SCOOTERS

2018



ENVIRONMENTAL COMMITMENT At Honda, we believe in performance and leadership. That's why we're taking a leadership position when it comes to the environment, in our products and in all other aspects of our business as well. For more information visit <http://powersports.honda.com/about/environment.aspx>.

BE A RESPONSIBLE RIDER Riding a motorcycle is an exercise in responsibility—to yourself, to others, to the environment and to the sport. So remember, always wear a helmet, eye protection and protective clothing whenever you ride. Never ride after consuming drugs or alcohol and never use the street as a racetrack. Inspect your motorcycle before riding, and read your owner's manual. Log on to the Colton Rider Education website powersports.honda.com/experience/colton.aspx for information concerning reimbursement for rider training. Obey the law, use common sense, respect the rights of others when you ride, and make sure you have a proper license when riding on public roads. Parents need to consider their youngsters' age, size, ability and maturity before allowing them to ride. Obtain a copy of "Off-Road Safety Tips" from your local Honda Dealer or call 1-800-905-5565. Rearview mirrors are standard equipment on all streetbikes. Honda Montesa and CRF/R/RX models are designed exclusively for off-road operator-only use in organized, closed-course racing events. Professional riders shown. Honda CRF/Fs and CRF/Xs are designed exclusively for off-road operator-only use.

Specifications, programs and availability subject to change without notice. All specifications in this brochure—including colors, etc.—apply only to models sold and registered in the United States. *2018 Gold Wing manual transmission model, compared to 2017 Gold Wing. Gold Wing, CTX, Africa Twin, NC750X, CB, CRF, Unicam, Fury, Shadow Phantom, Shadow Aero, Rebel, CBR, Grom, Honda Electronic Steering Damper, HESD, Ruckus, Metropolitan, PCX, and V-Matic, are trademarks of Honda Motor Co., Ltd. Showa is a registered trademark of Showa Mfg., Inc. ©2017 American Honda Motor Co., Inc. A3913



2018

GOLD WING TOUR / GOLD WING
TOURING

MEET THE NEW GOLD STANDARD.

Honda's legendary Gold Wing® changed the motorcycle touring world forever. And now we're proud to unveil the latest versions: the new 2018 Gold Wing and Gold Wing Tour. Lighter. More nimble. And full of smart solutions to make it a better touring bike than ever. It still showcases a six-cylinder horizontally opposed engine, but now offers more power and an available Automatic DCT transmission, all wrapped up in a new chassis and suspension package that completely redefines and turns this bike into the ultimate performance touring machine.



► GOLD WING TOUR



► GOLD WING



ALL NEW 1833cc ENGINE

The Gold Wing's horizontally opposed six-cylinder engine is famously smooth and powerful. We've kept that same overall architecture, but it's an all-new four-valve-per-cylinder 1833cc version that's over 13 pounds lighter.*

DOUBLE WISHBONE FRONT SUSPENSION

The Gold Wing's radical, new double-wishbone front suspension changes the path the wheel moves throughout its travel, and that lets us move both the engine and the rider/passenger closer to the front wheel.

AUTOMATIC DCT TRANSMISSION

For the first time ever, the Gold Wing is available with a brand new 7-speed Automatic DCT with push-button shifting. The shifts in this version are faster and smoother than ever, and the overdrive seventh gear is perfect for highway cruising.

FOR MORE INFO & SPECS ► powersports.honda.com

2018

CTX700 DELUXE / NM4
TOURING

IT'S TIME TO SEE THE WORLD.

The Honda CTX[®]700 Deluxe is the ultimate combination of innovation and performance. Plus, it checks off all the items on a touring rider's punch list: light weight, a low seat height, superior weather protection, and plenty of easy-to-use power. Then there's Honda's radical NM4—a bike unlike anything else on the road. Its 670cc fuel-injected engine is designed for a wide power spread. Integrated saddlebags add versatility. And the styling? There's nothing retro about this motorcycle! Both bikes come equipped with Honda's exclusive Automatic Dual-Clutch Transmission.



DCT AUTOMATIC TRANSMISSION

▶ NM4



Accessorized model shown.

DCT AUTOMATIC TRANSMISSION

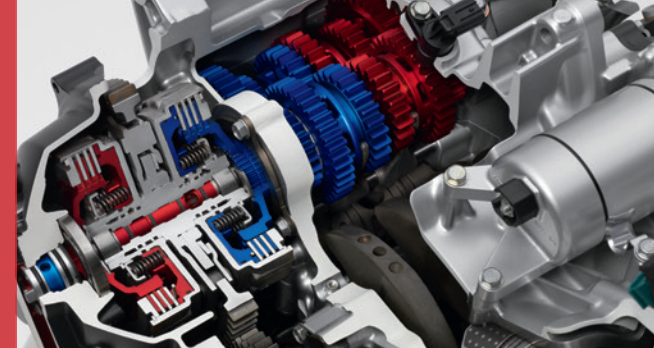
▶ CTX700



▶ CTX700

AUTOMATIC DCT TRANSMISSION

This smart gearbox takes care of all the shifts automatically. It's fast, seamless, fun, and eliminates any fear of stalling. Want to shift manually? No problem—a pair of handlebar-mounted paddle-styled buttons (one for upshifts, one for downshifts) means it couldn't be easier.



FULL-COVERAGE FAIRING

With its full-coverage fairing and windscreen, the CTX700 Deluxe really adds to your comfort on long trips. The fairing upper and lower components are unique to this model, and are integrated with the rest of the bike.



FLIP-DOWN PASSENGER SEAT

The NM4's adjustable backrest makes sure you'll find your perfect riding posture. Riding tandem? Just flip down the backrest and you're good to go.



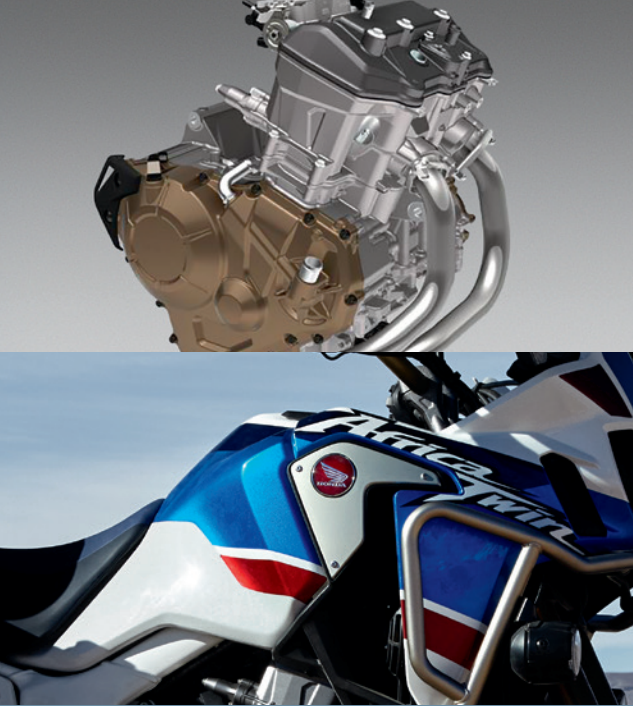
▶ NM4

UNIQUE TWIN-CYLINDER ENGINE

The Africa Twin's parallel-twin engine layout makes the bike shorter front-to-back. That means the front wheel can tuck in closer to the engine, shortening the wheelbase and making the bike more nimble both off road and on the pavement.

BIGGER FUEL TANK

Now a great adventure can last even longer: The new Africa Twin Adventure Sports comes with a bigger fuel tank, a whopping 24.2 liters—that's almost six and a half gallons, plenty for the biggest adventures.



**AFRICA TWIN / AFRICA TWIN
ADVENTURE SPORTS**
ADVENTURE

2018

DREAM IT. RIDE IT.

For some people, a globe or a map isn't some route-finding device. It's a menu. And that's why we build the Africa Twin.[®] Designed as a premium dual-sport adventure machine, thousands of riders are discovering it's also an excellent touring bike, especially on "interesting" roads. And for 2018 we're introducing a second model, the new Africa Twin Adventure Sports, with a bigger fuel tank, bigger skid plate, flatter seat, rear rack, and more suspension travel. Available with standard six-speed transmission or Honda's exclusive automatic DCT.



DCT AUTOMATIC TRANSMISSION

► AFRICA TWIN ADVENTURE SPORTS - CRF1000L2



DCT AUTOMATIC TRANSMISSION

► AFRICA TWIN - CRF1000L



► AFRICA TWIN ADVENTURE SPORTS

Accessorized model shown.

2018

NC750X / CB500X
ADVENTURE

ADVENTURE COMES IN ALL SIZES.



▶ CB500X

Prior model year shown.

INTEGRATED STORAGE COMPARTMENT

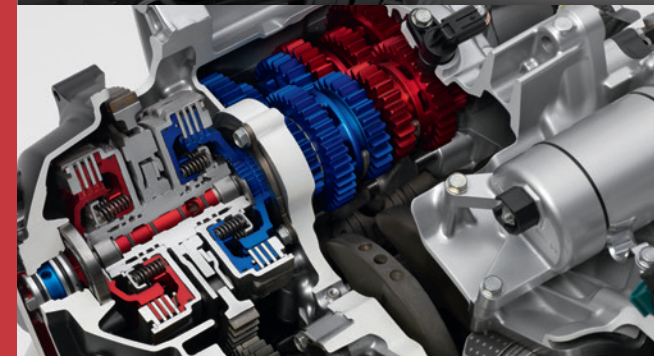
The NC750X offers a 22-liter utility compartment—that's big enough to hold most full-face helmets and then some. Safe, secure and convenient, it's designed to make your bike even more rider-friendly and practical.

AUTOMATIC DUAL-CLUTCH TRANSMISSION

The NC750X's revolutionary Automatic DCT transmission is changing the way people ride. It's smooth, smart and the clear choice for a machine like this. Want to shift it yourself? The handlebar-mounted paddle-style buttons put you in control. It's the best of both worlds.

PARALLEL-TWIN 500-CLASS ENGINE

Displacing 471cc, liquid-cooled and featuring parallel cylinders with dual overhead cams, the CB500X's powerplant is very efficient, especially with its performance-maximizing electronic Programmed Fuel Injection.



We've given one of the most innovative bikes in our lineup a 75cc displacement boost this year: Introducing the new NC750X.® On weekdays it's an awesome commuter. On weekends it's an able explorer in the country and a devoted carver on twisty canyon roads. The new 745cc liquid-cooled parallel-twin engine offers a generous helping of torque, and the seating position accommodates whatever adventure you have in mind. Next, the CB®500X is one of our favorites. Why? Because it does so much so well. You get plenty of performance, thanks to the torquey 471cc parallel-twin DOHC engine. And the CB500X's upright handlebar naturally accommodates a wide variety of riders.



▶ CB500X



Prior model year European images shown.

DCT AUTOMATIC TRANSMISSION

▶ NC750X



▶ NC750X



ELECTRIC STARTING

The XR650L, CRF[®]250L and CRF250L Rally all feature proven, effortless electric starting. On the street and in the dirt, it's a convenient asset that lets you get going with a minimum of fuss.



RALLY READY

Both the CRF250L Rally and the CRF250L are great choices for exploring and commuting. In addition to the bodywork and windscreen, the Rally also offers more suspension travel and a larger fuel tank.



▶ XR650L

XR650L / CRF250L | RALLY
ADVENTURE / DUAL SPORT

2018

IT'S ALL ABOUT VERSATILITY.

Honda's dual-sport motorcycles have it all: solid dirt credentials. Tough as nails. Rugged construction. But most of all their versatile designs let you enjoy both dirt- and street riding, while their maneuverability and fuel efficiency make them an excellent option for commuters. The XR650L is the choice of hard-core dual-sport riders, while the CRF250L comes in two versions: The Rally adds a windscreen and bodywork for better weather protection.



▶ CRF250L RALLY



▶ XR650L



▶ CRF250L

2018

**SHADOW PHANTOM / SHADOW AERO
FURY / CTX700N DELUXE**
CRUISERS

DECLARE YOUR INDEPENDENCE.

Motorcycles have always been about independence, freedom, and expressing yourself. That's why Honda's line of custom bikes give you so many options. Our Shadow Phantom® and Shadow Aero® offer the low seat heights, V-twin engines and the kind of easy-to-use power that make Honda cruisers such a great choice. The Fury? Just one look will tell you this 1300 twin takes classic chopper styling to a whole new level. And for something completely different, there's our CTX700N Deluxe: Same relaxed riding position and twin-cylinder engine power, but in a whole new package designed for today's rider.



▶ SHADOW AERO



▶ FURY ABS



▶ CTX700N

CHOPPER CHASSIS

The Fury's 32-degree rake and 71.0-inch wheelbase all add up to a look that's positively stunning, and really unlike anything you're going to see on a dealer's showroom floor. Best of all, unlike some choppers, this one runs like a Honda.

SHAFT DRIVE

The Fury® and the Shadow Phantom and Aero feature durable shaft final drive. Why? It's virtually maintenance free. It gives your bike a clean look, and it helps make it easier to keep your bike clean too, since there's no messy chain lube.

TWIN-CYLINDER ENGINES

All of the Honda customs here feature twin-cylinder engines. That's no accident—many riders prefer the power delivery of a twin, and their typically broad torque spread, especially at low engine speeds. They're a great choice for many street riders.



▶ SHADOW PHANTOM



TWO GREAT ENGINES

Every great bike starts with a great engine, and both Rebels feature engines that are tuned for mid- and upper-rpm power. The Rebel® 500 features a 471cc parallel twin, and the Rebel 300 rocks a light, narrow 286cc single. Both are fun to ride slow, and when the pace picks up, too.



LOW SEAT HEIGHTS

When it comes to seat heights, almost everyone likes them lower. At just 27.2 inches, the Rebels have some of the lowest seats in anyone's lineup. They're comfortable when you ride, and they make it easier to flat-foot it at stoplights or in parking lots.



► REBEL 300

REBEL 300 / 500
CRUISERS

2018

EMBRACE YOUR REBELLIOUS SIDE.

Tired of boring rides? Honda's Rebels are just what the doctor ordered. They're two fresh takes on what a 2018 motorcycle should be. We tossed the book on traditional styles, and started with a clean sheet of paper. The result? Two bikes that are beyond fun to ride, have a practical side as well, and that are just waiting for you to customize them. The Rebel 500 features a bigger twin-cylinder engine; the Rebel 300 is a little lighter. Either one is a great choice.



► REBEL 500



► REBEL 300



► REBEL 500

2018

CBR1000RR | SP / CBR600RR
SUPERSPORT

IT'S ALL ABOUT PERFORMANCE.

Sportbikes have always been special machines, offering levels of power, handling, and refinement no other streetbikes can match. And this year we're offering two of our best. The CBR®1000RR is a Superbike where the rider comes first, where you get a degree of connection unlike anything in the class. Available in standard and SP versions. Then there's our CBR600RR: Light, nimble, and featuring a high-revving four-cylinder engine, it's proof that the 600 class is alive, well, and better than ever.



▶ CBR600RR

ÖHLINS SMART SUSPENSION

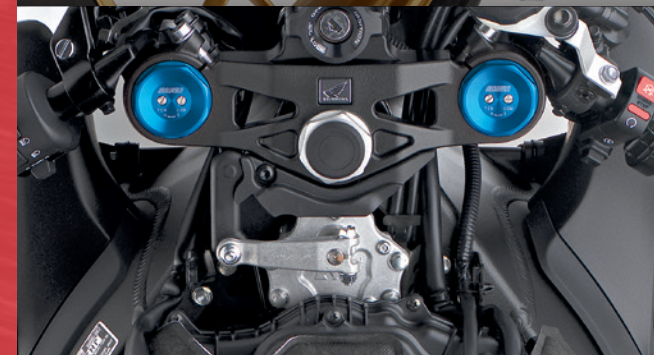
The CBR1000RR SP features an Öhlins Smart electronic suspension system. It's fully adjustable, semi-active, truly premium and track-ready—a huge upgrade from what you'd normally find on a streetbike.

GYRO-ASSIST ABS

Every CBR1000RR SP comes with ABS, and it's optional on the standard CBR1000RR. The system is electronically programmed to take lean angle and rear-wheel lift into account.

Honda ELECTRONIC STEERING DAMPER

The compact HESD™ helps maintain predictable high-speed handling and low-speed maneuverability. Way more sophisticated than a simple fixed-rate damper, it's one of the keys to the CBR600RR's extraordinary handling.



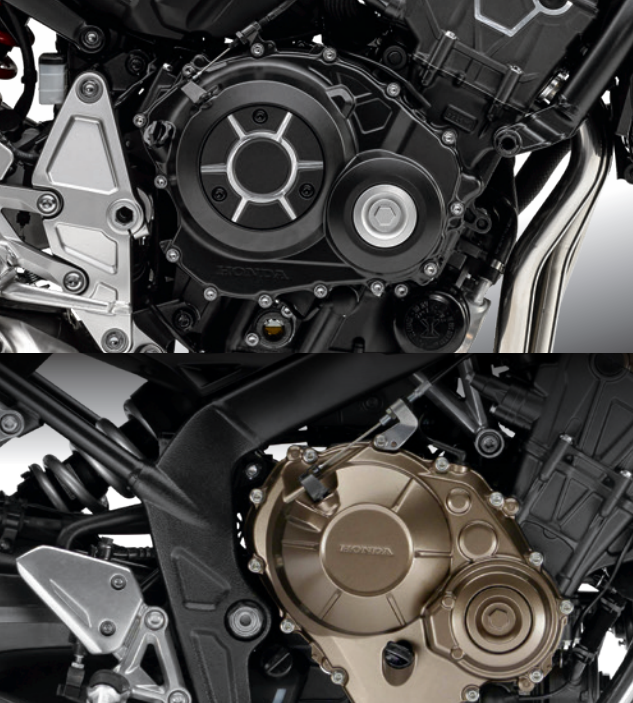
▶ CBR600RR



▶ CBR1000RR SP



▶ CBR1000RR



FISTFUL OF POWER

The new CB1000R is built around a superbike-strong 998cc DOHC inline-four engine that's out on display for everyone to see. It's great for street riding, with plenty of torque and power on tap. And since it's a four cylinder, it's plenty smooth for longer rides too.

INLINE-FOUR ENGINE

Honda pioneered the modern inline-four layout and we've never looked back. Smooth running and offering terrific performance including increased peak power for 2018, the CBR650F's powerplant is one of our best.



▶ CBR650F

CB1000R / CBR650F / CB650F
SPORT

2018

LEAN. POWERFUL. ATHLETIC.

To some riders, the whole appeal of motorcycling is doing more with less. And that's a philosophy these three bikes take to heart. The all-new Honda CB1000R is the kind of motorcycle that believes in rolling up its sleeves and getting the job done. No excuses, hardly any bodywork, its chassis and engine are out front and center for the whole world to see. The CBR650F and CB650F are two riffs on the same theme—one with more sporting bodywork and one with a more upright seating position. All three are a great pick.



▶ CB1000R



▶ CB650F



▶ CB1000R

European models shown.

2018

CB500F / CBR500R
SPORT

VALUE MEETS PERFORMANCE.

Honda's parallel twins have been legendary since our first 305s and the classic 350s of the 1970s. Twins like those continue to make sense for a lot of reasons, and Honda still does them best. For 2018 we're lucky to have a couple of brilliant examples: the CBR500R is a little sportier, the CB500F a little more relaxed. Both use the same great twin-cylinder engine and chassis. And both are sized right—you won't be outgrowing either in a year or two. Which one is right for you? Rest assured—you can't make a bad choice here.



▶ CB500F



▶ CBR500R ABS



▶ CB500F

GREAT BIKES START WITH GREAT ENGINES

Choosing a 500 is a smart decision especially when it's an engine with as much development behind it as a Honda parallel twin. It's a great all-around powerplant for any kind of riding you have in mind.

LED HEADLIGHT

The CBR500R and the CB500F both feature an LED headlight that gives the front end a cutting-edge look and also projects plenty of light on the road for visibility.

CLASSIC RIDING POSITION

You'll appreciate the CB500F's classic riding position—you can sit up straighter, without supporting your weight on your arms. It's a great choice when you're riding around town or commuting, and you can always tuck in tighter when you want to. Your passenger may find it more comfortable, too. (Prior model year shown)



▶ CBR500R



SMART ENGINES

The crowning achievement of the CBR300R and CB300F are their single-cylinder, fuel-injected engines. Their dual-overhead cams help them rev, their counterbalancers make them smooth, and both offer plenty of torque and midrange power.

LOW SEAT HEIGHTS

Both our 300s and the Grom® feature super-low seat heights. Add that to these bikes' light weights, and they're a joy to ride in the city, and especially user-friendly for first-time riders.



► CBR300R

CBR300R / CB300F / GROM
SPORT

2018

SMALL BIKES. HUGE FUN.

Honda's CBR300R, CB300F and Grom are proof that fun comes in all sizes. These bikes deliver a giant dose of it—way out of proportion to their engine size. Their single-cylinder engines provide a wide torque spread that performs well in town or on the freeway, and offer excellent fuel efficiency. Plus, because their engines are narrow, it's easier to sit on these bikes and get your feet on the ground at stops. The Grom's a cult favorite for lots of reasons—it probably offers more fun per CC than anything out there. Plus, for 2018, you can even get one with optional anti-lock brakes.



► GROM



► CB300F ABS



► CBR300R

2018

CRF450R / CRF450RX
COMPETITION

BUILT TO WIN.



► CRF450RX

SHOWA SPRING FORK

The 49mm Showa® fork features a conventional spring design that helps increase the CRF450R's front-suspension precision, handling and feel. And this year we've revised the spring rate for better bottoming resistance and improved handling.



ELECTRIC START

This was such a popular option last year that we've made it standard for 2018. Electric starters and lithium-iron-phosphate batteries are so light now and so good that putting them on a bike like this is a win/win combination. And winning is what a CRF450R is all about.



ENGINE MODE SELECT BUTTON

This simple handlebar-mounted button lets you dial in engine power delivery character with a push of your thumb. Choose between Standard, Smooth and Aggressive, depending on track conditions.



It doesn't matter what sport you're talking about: if you care enough to compete, you want to win. And when we're talking about motocross or off-road racing, your bike is a huge part of the winning equation. That's why we lavish so much attention on our CRF450R and CRF450RX—machines designed to help you score the holeshot and stretch the lead from there. The CRF450R's electric starter has proven so popular we've ditched the kickstarter entirely to save weight, and given the bike a new, lighter lithium-iron-phosphate battery too. The CRF450RX is a version that's optimized for enduros, hare scrambles, and GNCC racing.



► CRF450RX



► CRF450R

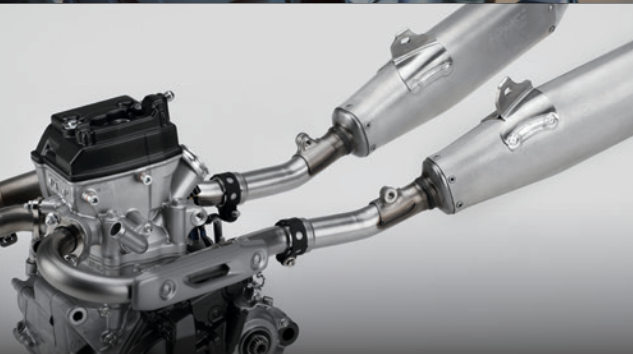


► CRF450R



DOHC ENGINE LAYOUT

The 2018 CRF250R uses an all-new dual-overhead-cam (DOHC) engine layout with a unique finger-follower rocker design. Together with the rest of the engine's new architecture (bore and stroke, intake tract, piston, and more), you get more power and a higher redline.



ALL-NEW DUAL-EXHAUST SYSTEM

The CRF250R's all-new dual-exhaust system is light, compact, and positioned close and low in the frame to take weight off the rear end and bring more mass to the bike's center for improved handling. It also allows for more airflow, and that equals added horsepower.



► CRF250R

CRF250R
COMPETITION

2018

250cc OF PURE MX GENIUS.

Huge, huge news this year for Honda's CRF250R. As in all new. As in new DOHC engine, bigger bore, shorter stroke, larger valves. As in lighter, stronger bridged-box piston. As in higher redline. As in all-new dual exhaust. As in electric start. As in lighter, shorter swingarm. As in new, shared engine/transmission oiling. As in a new subframe that's 20 percent lighter than last year's. As in new "in-molded" graphics. The new 2018 CRF250R is an absolute holeshoot machine.



► CRF250R

► CRF250R

2018

CRF150R COMPETITION
COTA 300RR / COTA 4RT260 TRIALS

WINNING STARTS FROM DAY ONE.



▶ CRF150R

UNICAM ENGINE DESIGN

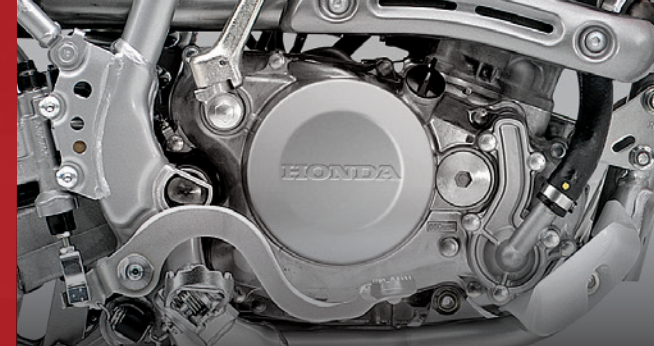
Thanks to its Unicam® cylinder-head design, the CRF150R's four-stroke engine is powerful yet more compact. That helps improve both handling and efficiency.

BIG WHEEL VERSION

Since the right-sized bike is critical, to fit a wider variety of racers we also make the CRF150R available in a second version: the CRF150R Expert, featuring bigger wheels, a higher seat and longer swingarm.

PUMPER CARBURETOR

The CRF150R uses a carburetor featuring a "direct push" accelerator pump to give you better, more immediate throttle response.



Honda's CRF150R is designed to give your young Red Rider the biggest advantage ever on the motocross track. It's not an off-road bike with a low seat height; it's a serious competition machine tailor-made for youth racers. For 2018 we've updated the CRF150R's look with new graphics right in line with our open-class CRF450R's. Next, Honda's Montesa Cota 4RT260 and Cota 300RR Race Replica are a whole other way to experience the best of motorcycling. Take Montesa's legendary world-championship trials bikes, combine that with a Honda engine, top it off with state-of-the-art suspension, and you get two of the best specialist motorcycles available.



▶ COTA 4RT260



▶ CRF150R EXPERT



▶ COTA 300RR



ADJUSTABLE THROTTLE STOPS

The CRF110F and CRF50F have a parent-friendly adjustable throttle limiter that helps keep new riders from going too fast, too soon.



KEYED IGNITIONS

Parents need to be involved in making the right decisions. And with many of our CRF-F models, you decide who rides and when because you hold the keys.



CRF125F BIG WHEEL / CRF125F
CRF110F / CRF50F
OFF-ROAD FUN

2018

SIZED RIGHT FOR FUN.

WHICH ONE'S RIGHT FOR YOU?

Want to go riding, but wonder which bike is right for you or the other members of your family? Each motorcycle in our 2018 Off-Road Fun lineup features a reliable, simple, proven Honda four-stroke engine with plenty of user-friendly power. All have sturdy steel frames and rugged suspensions, and most have electric starters. Some even offer features like stall-proof semi-automatic transmissions. So check out our website, see your local Honda Dealer, and pick a size that you can handle comfortably.

How many times did your parents tell you to go outdoors, get some fresh air, and have some fun? And if you have kids, how many times have you said that to them? Now, how many times in your adult life have you been stuck behind a desk, looked out the window, and wished you could be out enjoying that beautiful day? Honda's line of off-road fun bikes are here to help you get out and celebrate the great outdoors. The sights, the smells, the sun. And by you we mean your whole family. Hop on—let's go riding!



▶ CRF125F **BIG WHEEL**



▶ CRF125F



▶ CRF110F



▶ CRF50F



2018

PCX150 / RUCKUS / METROPOLITAN
SCOOTER

MASS TRANSIT SOLUTIONS.

We absolutely defy anyone to go for a ride on a Honda scooter and not return with a giant smile inside that helmet. Sure, they're practical—we dare you to find anything that's as fuel efficient as these. Parking? Even easier. And the Metropolitan,[®] Ruckus[®] and PCX[®]150 are all packed with maintenance-reducing Honda engineering. Plus, on a Honda scooter, just running errands, going to work or getting to your classes can turn in to the best part of your day. And that's a bargain at any price.



▶ RUCKUS



▶ METROPOLITAN



▶ PCX150

BUILT FOR YOUR WORLD

The whole point of a scooter, besides the fun factor, is using it to solve your transportation needs in the real world. To that end, both the Metropolitan and PCX150 offer convenient underseat storage areas that can hold helmets, groceries and more.

NO-CLUTCH, AUTOMATIC TRANSMISSIONS

All our 2018 scooters feature the Honda V-Matic[™] automatic transmission. Just start the engine, twist the gas and go. You never even have to shift into park or neutral, so you're free to concentrate on the road ahead. Enjoy the ride!

PCX POWER

With its 153cc liquid-cooled four-stroke engine, the PCX150 is great for urban commutes, trips around town, and is freeway-legal, should you need to head onto the highway.



▶ METROPOLITAN

2018

ACCESSORIES

DRESS FOR SUCCESS.

Now that you have that brand-new Honda parked in your garage, why not treat yourself to some new riding gear to go with it? We've teamed with premium manufacturers like Klim, Alpinestars and Arai to bring you a line of new apparel specifically tailored to your riding experience. And just as your new Honda offers a fresh, new look, so does this new gear.



MAKE IT YOURS

We have over 40 different bikes in our 2018 product line—no doubt, some of them are whispering in your ear a little louder than others. And while it's exciting to find your perfect bike, it gets even better. That's because our line of Honda Accessories lets you take that great new bike and truly make it your very own. Best of all, Honda accessories are built to the same high standards as your new Honda motorcycle. They work right, fit right, and look right.



GOLD WING CHROME TRUNK RACK / LED BRAKE LIGHT



GOLD WING TALL WINDSCREEN



AFRICA TWIN PANNIERS



AFRICA TWIN LIGHT BAR



NC750X 12V ACCESSORY SOCKET



FURY PASSENGER SEAT AND FOOTPEG KIT



REBEL SADDLEBAGS



REBEL METER VISOR



CRF WORKSTAND

Honda Accessories

We've shown a few here, but you can see the entire line at: shop.powersports.honda.com