## <u>ENGINE</u>

Type: Liquid Cooled, 4 stroke, SI Engine

No. of cylinder: Two

Displacement: 999.11 cc

Max net power: 65.0 kW @ 7500 rpm at crankshaft(IS-10000)

Max net torque: 91.9 N-m @ 6000 rpm at crankshaft(IS-10000)

Bore x Stroke (mm): 92.000 x 75.148

Compression ratio: 10.0:1

Valve system: Overhead Camshaft (OHC) Type

Fuel system: Fuel Injection

Clutch type: Dual Clutch Transmission

# **ELECTRICALS**

Battery: 12V 11.2A-h

Head lamp (LED): Hi 17W X 1, Low 18W X1

# **BODY DIMENSIONS**

Length: 2334 mm

Width: 932 mm

Height: 1478 mm

Wheel base: 1574 mm

Seat height: 840mm-820mm (Adjustable)

Kerb weight: 245 Kg

Fuel tank capacity: 18.8 Ltrs

Ground clearance: 250 mm

# SPECIFICATION\*

FRAME & SUSPENSION
Frame type: Semi Double Cradle

Front: Telescopic

Rear: Pro-Link



### **TYRES & BRAKES**

Tyre size (front): 90/90-21M/C 54H Tyre size (Rear): 150/70R18M/C 70H

Tyre type (front): Tube Type

Tyre type (rear): Tube Type

ABS system type: ABS 2-Channel with rear ABS Off Switch Brake type & size (front): Hydraulic Double Disk 310mm

Brake type & size (rear): Hydraulic Disk 256mm

TRANSMISSION
No of gears: 6

Max speed: 190 kmph

Dealer Stamp:

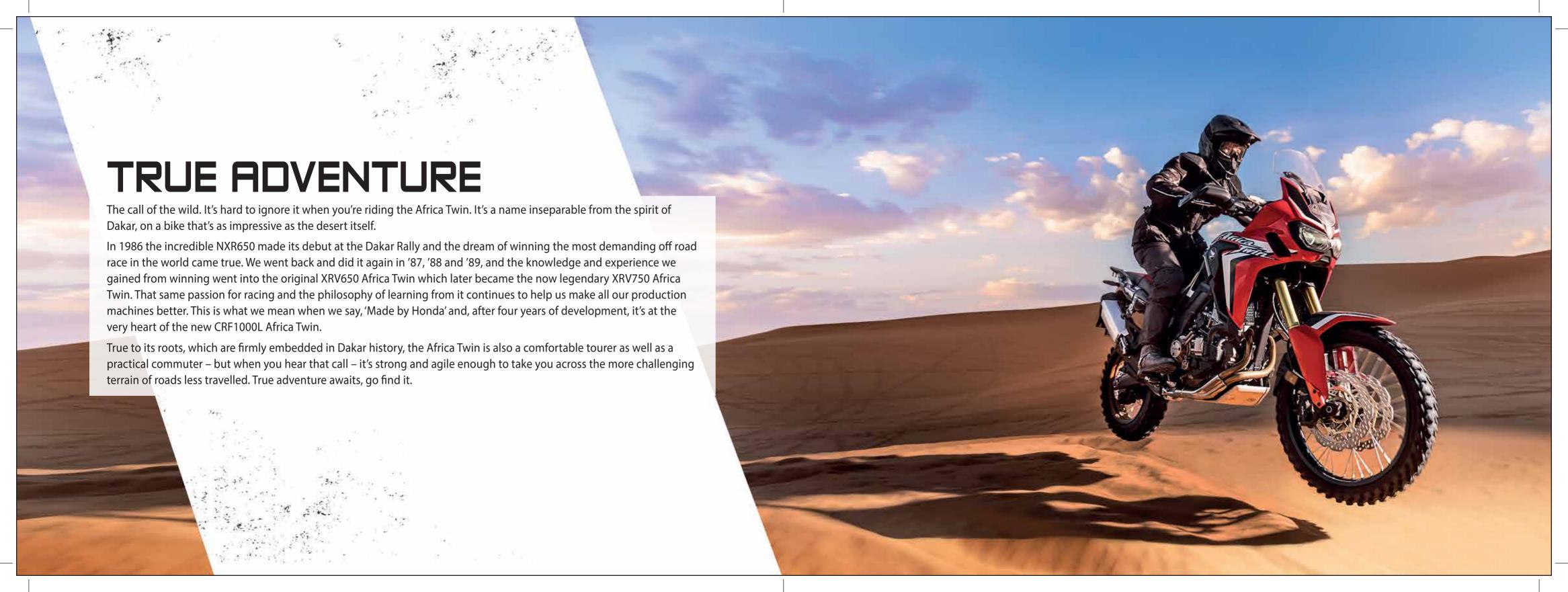
<sup>+</sup>The technical specifications and design of the vehicle may vary according to the requirements and conditions without any notice.

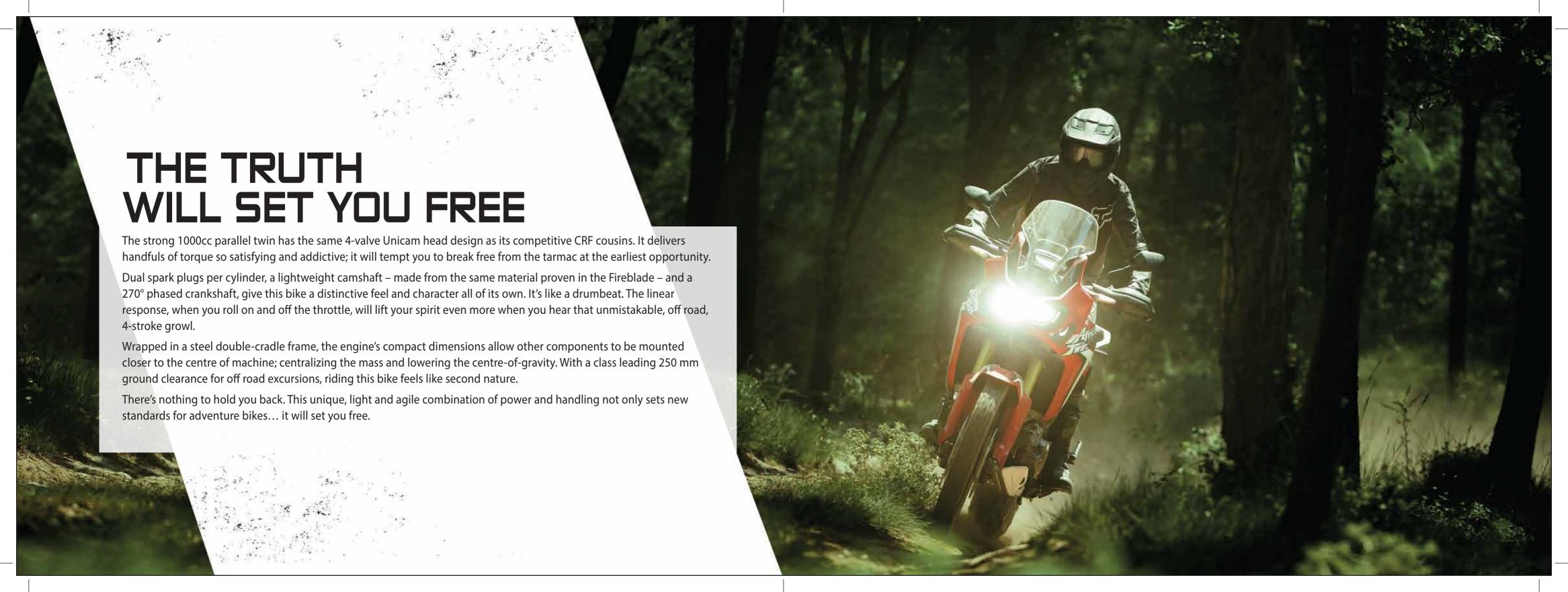
Accessories shown in the picture are not a part of standard equipment.

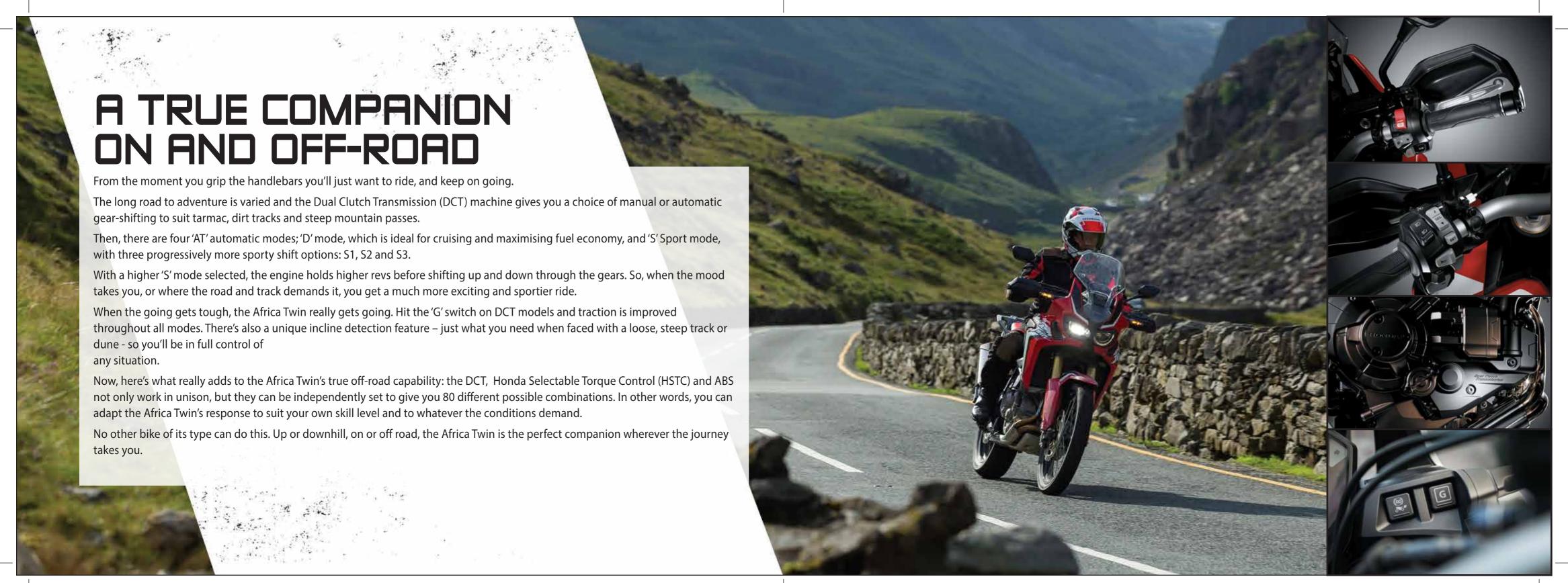


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# TRUE GRIT

Where the road ends, adventure begins.

That's when you'll really appreciate how compliant the 45mm Showa front forks really are. With a 230mm stroke – the longest in its class – these inverted, cartridge type forks are fully adjustable with a good range of rebound and compression settings. The rear-shock, coupled with our proven off-road Pro-Link system and lightweight swingarm, has a class leading 220mm travel. The Rear shock is also fully adjustable with an easy to operate, hydraulic spring preload adjustment. This allows you to make quick changes – no tools required – as the load, the road and weather conditions change.

The brakes feature 310mm 'wave' style, twin floating front discs with Nissin 4-pot radial calipers for plenty of feel and strong stopping power. Rear disc is a 256mm 'wave' style with a 1-pot caliper. Wheels are rugged spoked type 21 inch front and 18 inch rear which are suitable for fitting a wide range of road and off-road tyres. Another feature taken straight from our off-road machines is the rubber mounted handlebar clamp. This dramatically reduces any vibration and shock when landing from a jump. We've also incorporated a unique brass dynamic damper in the handle bar, to control vibration and help reduce arm fatigue on a long haul.

With new bar end weights and knuckle guards up front, the Africa Twin has a tough, purposeful and determined look you just can't argue with.



# THE TRUTH IS OUT THERE

The look of the new Africa Twin says true adventure.

It's slim, tough bodywork truly reflects the sharp lines of CRF influence and attitude. Light and agile with a good degree of weather protection, it's also an ideal machine for practical weekday commuting. The comfortable seat - adjustable from 840 to 820mm - and upright riding position make easy work of town traffic.

The slim design nicely disguises the 18.8 litre fuel tank which, combined with a fuel efficient engine, can take you up to 400km; that's a lot of adventure!

Of course, it wouldn't be an Africa Twin without the dual headlights - LED in this case. When lit, they evoke memories of those Dakar winning machines. The rear mudguard and tail light is sharp; underlining it's off road intentions.

The LCD meter displays information vertically, so there are no distractions looking from side-to-side. Information is arranged in definite clusters, making it easy for the eye to pin-point relevant information quickly at speed, or off-road, where you really need to focus. The LCD meter can also be adapted – by use of a cursor – to display a reading to suit your own personal preference.

Stopped on a hill, or off-camber, can be tricky and awkward if you can't put both feet on the ground. A 4-position 'Lever-Lock' parking brake system on DCT models gives you more confidence when the bike is stationary. Hill starts, with a fully loaded machine, are as easy as pulling away from the lights.

The windscreen and front cowl are designed to deflect the full force of the wind. This not only reduces the buffeting effect when you're touring at high speed, but with clever air-ducts positioned just in front of the display unit, it helps maintain stability at higher speeds too.

The Africa Twin is ready to take you to another world, where fun and hardship often go hand-in-hand. Where strange, un-even roads, desert tracks, and unexplored pathways just can't be ignored. You'll always find a way, and once you've found it, you'll know what 'True Adventure' really is.

