

SPECIFICATION⁺

ENGINE

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

FRAME & SUSPENSION

Frame type: Semi Double Cradle
Front: Telescopic
Rear: Pro-Link

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
Ground clearance: 250 mm
Seat height: 840mm-820mm (Adjustable)
Kerb weight: 245 Kg
Fuel tank capacity: 18.8 Ltrs

TRANSMISSION

No of gears: 6
Max speed: 190 kmph

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

Dealer Stamp:

⁺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.

HONDA
The Power of Dreams

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Africa Twin



TRUE ADVENTURE

The call of the wild. It's hard to ignore it when you're riding the Africa Twin. It's a name inseparable from the spirit of Dakar, on a bike that's as impressive as the desert itself.

In 1986 the incredible NXR650 made its debut at the Dakar Rally and the dream of winning the most demanding off road race in the world came true. We went back and did it again in '87, '88 and '89, and the knowledge and experience we gained from winning went into the original XRV650 Africa Twin which later became the now legendary XRV750 Africa Twin. That same passion for racing and the philosophy of learning from it continues to help us make all our production machines better. This is what we mean when we say, 'Made by Honda' and, after four years of development, it's at the very heart of the new CRF1000L Africa Twin.

True to its roots, which are firmly embedded in Dakar history, the Africa Twin is also a comfortable tourer as well as a practical commuter – but when you hear that call – it's strong and agile enough to take you across the more challenging terrain of roads less travelled. True adventure awaits, go find it.



THE TRUTH WILL SET YOU FREE

The strong 1000cc parallel twin has the same 4-valve Unicam head design as its competitive CRF cousins. It delivers handfuls of torque so satisfying and addictive; it will tempt you to break free from the tarmac at the earliest opportunity.

Dual spark plugs per cylinder, a lightweight camshaft – made from the same material proven in the Fireblade – and a 270° phased crankshaft, give this bike a distinctive feel and character all of its own. It's like a drumbeat. The linear response, when you roll on and off the throttle, will lift your spirit even more when you hear that unmistakable, off road, 4-stroke growl.

Wrapped in a steel double-cradle frame, the engine's compact dimensions allow other components to be mounted closer to the centre of machine; centralizing the mass and lowering the centre-of-gravity. With a class leading 250 mm ground clearance for off road excursions, riding this bike feels like second nature.

There's nothing to hold you back. This unique, light and agile combination of power and handling not only sets new standards for adventure bikes... it will set you free.



A TRUE COMPANION ON AND OFF-ROAD

From the moment you grip the handlebars you'll just want to ride, and keep on going.

The long road to adventure is varied and the Dual Clutch Transmission (DCT) machine gives you a choice of manual or automatic gear-shifting to suit tarmac, dirt tracks and steep mountain passes.

Then, there are four 'AT' automatic modes; 'D' mode, which is ideal for cruising and maximising fuel economy, and 'S' Sport mode, with three progressively more sporty shift options: S1, S2 and S3.

With a higher 'S' mode selected, the engine holds higher revs before shifting up and down through the gears. So, when the mood takes you, or where the road and track demands it, you get a much more exciting and sportier ride.

When the going gets tough, the Africa Twin really gets going. Hit the 'G' switch on DCT models and traction is improved throughout all modes. There's also a unique incline detection feature – just what you need when faced with a loose, steep track or dune – so you'll be in full control of any situation.

Now, here's what really adds to the Africa Twin's true off-road capability: the DCT, Honda Selectable Torque Control (HSTC) and ABS not only work in unison, but they can be independently set to give you 80 different possible combinations. In other words, you can adapt the Africa Twin's response to suit your own skill level and to whatever the conditions demand.

No other bike of its type can do this. Up or downhill, on or off road, the Africa Twin is the perfect companion wherever the journey takes you.



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.

