

Tourers 2003

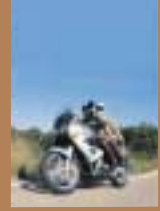
The power to explore



Pure riding pleasure the comfort to tour

The 2003 Honda range of tourers commands great respect.
Impeccable styling. Luxurious comfort. Superb equipment.
And all in equally large measures.





The new VFR800 with V4 VTEC power

The VFR800 with adventurous styling and advanced engineering is consistently hailed as Honda's premier high-tech machine that will tour, commute and scratch all year round.

Now this impressive sports tourer has taken a breath-taking step up in performance with the introduction of the V4 VTEC variable two-stage valve technology engine, giving it the power to ride long distances in comfort and still deliver exhilarating Super Sports performance at a twist of the throttle.



The best VFR yet deserves exceptional power delivery. And with the impressive V4 VTEC power plant it has the capacity to deliver stronger, more responsive torque and power output at low to mid-range engine speeds plus excellent fuel efficiency.

The highly effective V4 VTEC combines the best power features of both 2-valve and 4-valve engines. Operating on two valves per cylinder at low to mid-range it maximises the thrust of smooth, strong low-end torque and then switches to full 4-valve operation at high engine speeds, taking advantage of the high rev power V4 VTEC characteristics.



The VFR's engine releases an exhilarating howl of fire-breathing 4-valve fury that leaves no question about its Superbike racing heritage.

It is one of the most efficient and cleanest tourers available. With the goals of lower emissions, lower fuel consumption and stronger, more responsive power, the VFR's highly advanced V4 VTEC engine has the latest management system that optimises combustion efficiency. Its Evolutionary Catalysing System (HECS3) also incorporates an automatic bypass starter to draw in fresh air during cold weather starts.





Destined to turn heads

The VFR is a well-rounded sports tourer - comfortable and practical over long distances but with all the performance and handling to slice effortlessly through twisty mountain backroads with the fastest Super Sports machines.

The VFR has a stunning combination of aggressive new styling with an even more prestigious sense of quality to complement its breathtaking step-up in performance.



With the introduction of a VFR ABS model as well as the standard VFR version, the VFR800 now takes one more high-tech step towards ultimate control and riding comfort. Brake and clutch levers are four-way adjustable to create the ideal riding position. With an advanced Dual Combined Braking System, the VFR provides a level of braking comfort and confidence unheard of in its class.



The VFR is a sports tourer that projects a startling new look of intensity and speed that simply cannot be ignored. It has looks you will adore, combining the most advanced aerodynamic design with an exhilarating sense of modern style sweeping back from its purposeful eye-catching new quad headlight to the stunning pair of dual stainless steel silencers pointing aggressively out from the tail.

A new 'Pivotless' frame design isolates the VFR's steering head from the torsional stresses of the swingarm.



This frame has been designed to deliver the ultimate balance of Super Sports agility and long distance touring performance, providing both nimble handling and smooth high speed cruising.



The VFR has always been recognised for its pillion passenger accommodation and now extensive changes to its tail section offer even greater comfort for long hours of cross-country touring. For solo riding, a race-style colour-matched slip-on solo seat cowl slides into place over the tail, delivering an even sportier, sleek image of speed.

A clear and simple instrument panel provides the required information in a single glance.



The new VFR also comes with an extensive range of optional equipment including a set of specially designed, aerodynamic and fully integrated 35 litre panniers with matching inner bags and a capacious quick detach 45 litre top box. And for superb motorcycle security, the Honda Ignition Security System (HISS) features an electronic interlock to prevent the motorcycle being started without the correct electronically coded key.

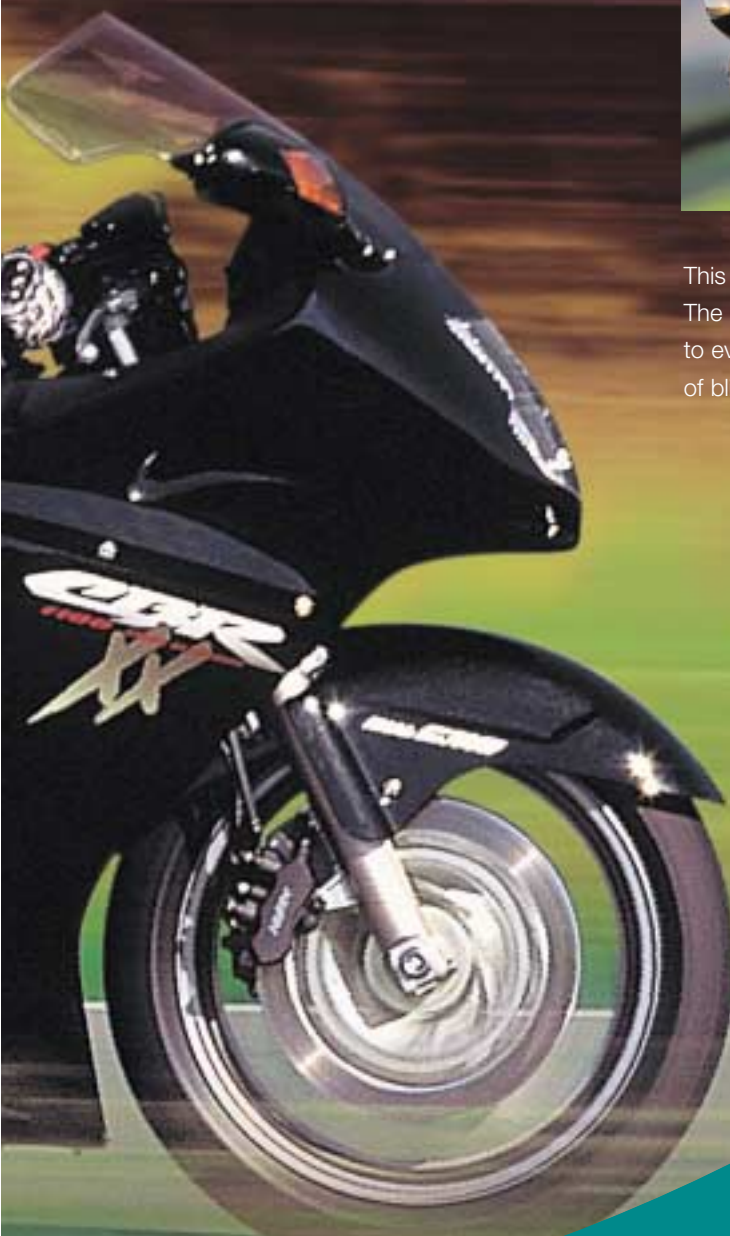


CBR1100XX Super Blackbird breathtaking power

The Super Blackbird is the embodiment of Honda's quest for perfection. Like the supersonic spy jet from which it deservedly earned its name, the Super Blackbird delivers an afterburner kick of high speed performance that simply takes your breath away.



This is the motorcycle that legends are made of. The Super Blackbird takes the refined sports tourer to even higher standards with its unique blend of blistering performance and superb comfort.



The CBR1100XX Super Blackbird boasts an inline 4-cylinder 1,137cc powerplant capable of producing 164PS.

This performance is boosted through programmed fuel injection and a powerful direct air induction system. The result means wherever you are in its effortless 6-speed gearbox, you'll find waves of torque and seemingly endless reserves of silky power for which the inspiring Super Blackbird is renowned.

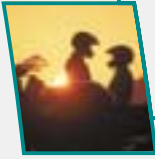
The aerodynamic futuristic look of the CBR1100XX Super Blackbird is way ahead of its time and underneath it all is one of the most powerful engines ever fitted to a sports tourer.

Guaranteed pure exhilaration

The legendary CBR1100XX Super Blackbird has become one of the most successful and desirable sports bikes in history having the combination of breathtaking power, everyday practicality and sporting aptitude.

These distinctive Super Blackbird qualities make it an enviable sports tourer whether 'breaking the sound barrier' solo or two-up touring.

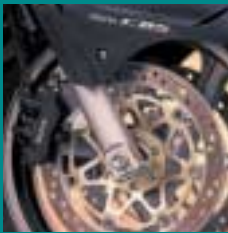




The Super Blackbird's sleek air management design gives it a drag coefficient much like that of a 250 GP race machine. This is further enhanced by the bubble-type windscreen for even longer distance, high speed touring.

All in all, the CBR1100XX Super Blackbird projects an unmistakable image of a solid, high performance machine that inspires confidence for day-long touring in total comfort.

When touring, power is nothing without control. The Super Blackbird engine's immense power is kept firmly under control by its dual-spar, triple-box aluminium swingarm, allied to the Honda Multi-Action Suspension (HMAS).



Control is enhanced through a version of the Honda Dual Combined Brake System, specially engineered for the Super Blackbird, which provides the precise level of balanced braking power to the front and rear wheels.



Environmental improvements include the Honda HECS3 Evolutional Catalyser System which improves emissions without reducing power output, and an air injection system to guarantee more of the fuel is burnt off. A three-way exhaust catalyser minimises emissions and increases fuel efficiency, with no loss of the Super Blackbird's legendary power.



For those long distance mile-eating journeys, confident night-time riding can be enjoyed with the Super Blackbird's distinctive and brilliant piggy-back dual reflector headlamps and bright multi-reflector indicators.

Gold Wing GL1800

ride it, love it, live it

Continually setting new standards of refinement and performance, the majestic Honda Gold Wing really is the pinnacle of touring excellence and the true King of the Road. For more than a quarter of a century it has ruled the open roads of Europe and beyond, confirming its position as the best touring motorcycle in the world.

The Gold Wing has everything and can be anything you want, making long-distance touring one of the most comfortable and enjoyable experiences to be found on two wheels.



Owning a Honda Gold Wing is far more than owning a motorcycle, it's about a whole new way of life.



The Gold Wing is the ultimate 'dream machine'. With the real power to deliver unparalleled levels of performance and supreme comfort, it allows endless hours in the saddle to let you open up the world - to tour, explore, experience and dream.

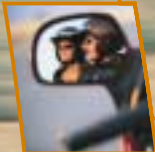


Extreme tourer comfortably ahead

The Gold Wing is beautifully equipped for cruising long distance with the reputation of being the gentle giant that is as powerful as it is smooth. And behind that smoothness – is the power. An almighty 'super six' powerhouse that sets new standards of refinement that will never leave you wanting.



The Gold Wing is the standard bearer of effortless, relaxing and rewarding cruising, showering its rider with outstanding technical innovation and practical features, creating unrivalled levels of comfort and rider satisfaction.



The Gold Wing is famous for being big - confirmed by its legendary, horizontally opposed engine filled with 1832cc of flat-six cylinder action.

Its power and responsive handling will amaze you. For starters, the Gold Wing is achieving acceleration and speeds that at one time only sports bikes could aspire to!



Each of the Gold Wing's six fuel-injected cylinders has an individual ignition map to create the perfect fuel/air mixture and spark plug timing. With two digital fuel injection maps and the Honda CPU controlled HECS3 emission control system, the engine's electronic management governs outstanding performance, making the Gold Wing one of the cleanest, large displacement motorcycles on the road.



The Gold Wing offers remarkable carrying capacity, spacious ergonomically designed seating for rider and passenger and such high-tech features as motor-assisted preload adjustment, push-button electric reverse, cruise control and RDS radio entertainment.

Naturally there is an exceptional range of optional accessories. Everything you need for prestigious, long distance cruising.



Pan-European

1200


ABS

Pan European super-tourer

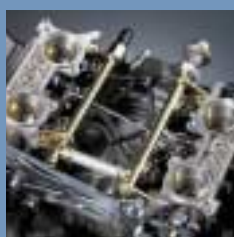
The established Pan European is a transcontinental super-tourer with everything that anyone could want from a motorcycle. It's a rock solid performer with unrivalled power and handling.

The latest Pan European has been infused with all Honda's latest advances in technology and innovation, taking an established favourite into a totally new league. It offers a broad appeal to riders who want more acceleration and sportier handling without losing all the confidence, trust and reassurance that the Pan European provides. The result is an even more impressive grand tourer providing hours of refined touring pleasure.

To really live up to the Pan European name in terms of 21st century performance, it achieves remarkable and responsive acceleration and sports-style handling plus the fuel economy you expect from a long distance tourer.



The Pan European has a new 1,260cm³ engine with increased bore and stroke that realises a breathtaking thrust of roll-on performance. New aluminium cylinders and pistons contribute to the engine's sharper response and acceleration making this engine more compact, more efficient and more powerful. And with an impressive range between fuel fill-ups it is the perfect comfortable high speed touring machine.



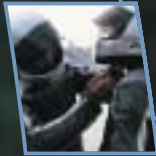
The high-efficiency PGM-FI fuel injection system and ultra-clean HECS3 catalytic converter combine to ensure stronger power and the lowest emissions in its class.

Luxurious riding pleasure

The Pan European's exterior and passenger area have been designed for the most highly refined comfort and luxury in a sports tourer.

Taking on a distinctive appearance with dynamic new integrated, full-coverage bodywork, the all-new Pan European features what is known as an 'Aero-Ellipse' form.





The Pan European has striking parabolic lines accentuating its look of speed while contributing to the machine's feeling of stability at high speeds and confident handling on the curves. Naturally the Pan European is equipped to go the distance, giving excellent protection against the wind and the elements.

Featuring broad, compliant rider and passenger seating, the Pan European provides long-term riding comfort and ample room for the rider to adjust position. Its new 3-position adjustable rider's seat and well-designed cockpit area are as comfortable and luxurious as its bodywork is sleek and beautiful.



A new suspension system with large 45mm HMAS cartridge-type front fork tubes gives the Pan European the configuration it needs for sports-style handling and greater control while braking. The aluminium frame and swingarm are also new with lighter and advanced components. This translates to more responsive acceleration and sportier handling.

The newly simplified Dual Combined Braking System delivers a confidence-inspiring balance of front and rear brake operation that brings the Pan European to a quick, safe and assured stop with minimal effort, whether the rider uses both the foot brake levers or the new easily adjustable hand brake lever.



An ABS de luxe version of the Pan European features Honda's famed Anti-lock Brake System working in seamless combination with its Dual Combined Brake System. This de luxe model also has additional benefits including an innovative motor-adjustable windscreen that can be raised or lowered for optimum comfort. This can be adjusted at the push of a button, even while riding at full touring speeds.



Already renowned for its ample carrying capacity in large, integrated panniers, the new Pan European goes even further with two compact yet roomy, aerodynamically designed 35 litre panniers. When combined with a new optional 45 litre trunk, there's a total capacity of 115 litres – room to carry the clothing for the tour of a lifetime.



NT650V Deauville euro commuter

The Deauville is a multi-functional light machine, ever popular with daily commuters, professional riders and tourers. It is a versatile combination offering supreme comfort, performance and equipment exceeding both rider and passenger expectations.

Close inspection of the Deauville's styling reveals a host of new features designed to further enhance its established comfort, convenience and versatility. Its well-rounded strengths and qualities are supported with renowned Honda reliability and superb load-carrying convenience.



Designed to have universal appeal and built entirely in Europe, the Deauville is a sensible choice of motorcycle for commuting or light touring – and now it is even more smooth and comfortable.



Dependable respected and admired

The Deauville's sleekly styled, aerodynamic form is perfectly designed to slip smoothly and comfortably through crowded avenues and narrow urban streets with remarkable ease.

Adored for these all-round capabilities, the Deauville is a dependable friend to deliver you to your destination as fresh as the moment you set out.





Power is all important. The Deauville's powerplant is well proven. It has a liquid-cooled 647cc 52° V-twin engine which has won respect and admiration for being a hard-working powerhouse delivering reliable and strong performance day in, day out with reduced vibration for longer journey comfort.



The Deauville's powerplant was redesigned with over 80 different parts of the engine being either modified or entirely replaced, resulting in a 10% reduction in weight to deliver a smoother more relaxing ride.

The strong yet lightweight twin-spar frame wraps around the slim engine to provide agile handling and reassuringly neutral control. Stronger clutch and transmission give the Deauville all that it needs to withstand the rigours of all-day riding and the most punishing abuse of constant gear changes and short-shifting.

The latest Deauville is now equipped with Honda's clean energy technologies and uses only unleaded fuel so emissions are reduced to levels that conform to Europe's strict EURO-2 emissions regulations.



The Deauville's built-in panniers are one of its most popular features for city commuters and now they have been redesigned to carry even more. The left pannier is now large enough to easily hold an A4-size attaché case or an average lap-top computer. An optional set of larger-volume interchangeable lids is available for increased carrying capacity.



Varadero XL1000V

supreme adventurer

Powerful and reliable, torquey and agile - the new Varadero XL1000V takes adventure touring to the limit with all the V-twin power, handling and comfort you need to go the distance.

Providing excellent protection against the elements, with an adjustable windscreen, the Varadero's eye-catching bodywork has a more compact, sharp and dynamic design to highlight its comfortable high-speed touring prowess.



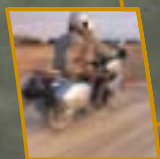
With a fresh infusion of sharper, slimmer styling for a stronger look of speed and daring, as well as significant improvements in overall performance, the Varadero XL1000V sets a new standard for exciting and impressive 'go anywhere' adventure touring.

The power to take you further

With massive all-round performance from its big and torquey 996cm³ V-twin engine, derived from Honda's impressive VTR1000F Super Sports model, the new Varadero XL1000V's powerplant provides the strong, smooth and reliable power required for travelling near and far.

Now with a higher ratio 6-speed gearbox, the new Varadero XL1000V delivers a dynamic surge of acceleration from virtually anywhere in its engine's wide rev range, even when carrying two-up with a full load of touring gear.

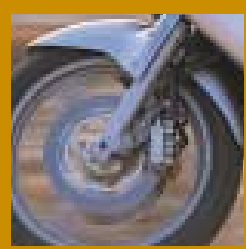




The adoption of Honda's PGM-FI fuel injection system provides strong, instantly responsive power while at the same time reducing fuel consumption, allowing maximum advantage to be taken of the Varadero's monstrous 25 litre fuel tank to achieve a high-speed touring range of 465 kilometres from one fill-up. Perfect for those long trips to far corners of the continent.



New impressive stainless steel 2-into-1-into-2 'Centre Up' exhaust system with catalyser tubes help keep exhaust emissions within EURO-2 regulated levels.



Honda's advanced Dual Combined Brake System provides a balance of rear and front brake control while its sturdy, long-travel 43mm hydraulic front forks ensure precise handling and compliant damping.

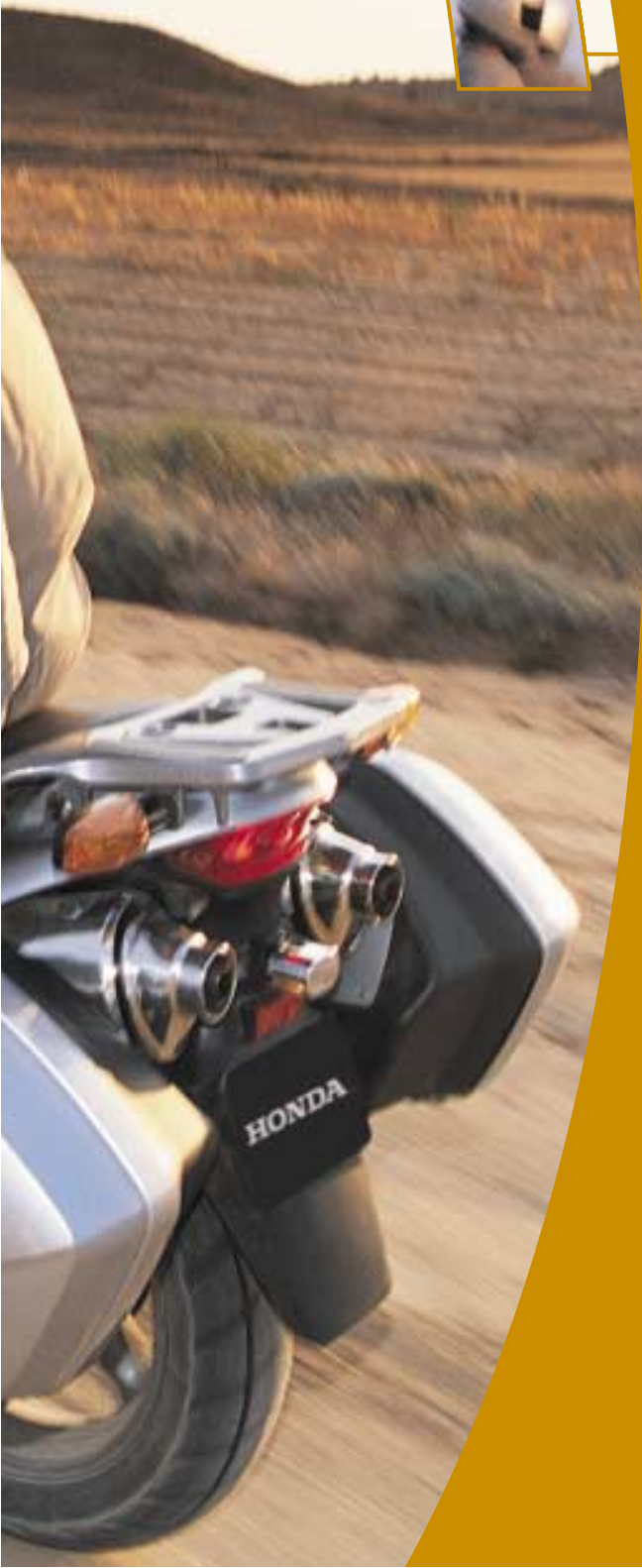
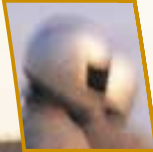


Big on comfort wherever you go

Sumptuous comfort and sheer rideability are hallmarks of the new Varadero. Broader support and more equalised weight distribution are provided by a new wide seat, which combined with the Varadero XL1000V's long-travel suspension, achieves a level of touring comfort that ensures you arrive refreshed after a long day of adventure.



Large coverage handlebar knuckle guards have been given a rounded redesign to protect against wind and cold while complementing the Varadero's bold new look.



Detailed improvements to the Varadero's chassis and frame ensure an optimum balance of rigidity and high speed performance, especially when fully loaded. Modified suspension settings give a tighter focus on performance and handling to ensure a firmer more responsive ride to meet the varying needs of roads encountered on long distance travels.



A more exciting and impressive touring adventure is guaranteed with many of the exciting features found on the new Varadero XL1000V. The totally redesigned instrument panel with easier to read meters has a clear fuel consumption indicator. For peace of mind and added safety, the standard side stand has been improved with a larger footplate.

To further the appeal of the new Varadero XL1000V, a wide range of optional accessories has been specially produced, including stylish 35 litre capacity panniers with one-touch mounting and key lock security; a capacious quick-release 45 litre locking top box that easily attaches to a floating mount, permitting movement to assist handling; and an easy-to-use main centre stand to facilitate rear wheel service and maintenance.



Honda Tourers Range 2003 Technical specifications

	VFR800 / ABS	CBR1100XX Super Blackbird	Gold Wing GL1800
Engine Type	Liquid-cooled 4-stroke 16-valve DOHC 90° V4	Liquid-cooled 4-stroke 16-valve DOHC inline-4	Liquid-cooled 4-stroke 12-valve SOHC horizontally opposed 6-cylinder
Engine Displacement	781.7cm ³	1,137cm ³	1,832cm ³
Bore x Stroke	72 x 48mm	79 x 58mm	74 x 71mm
Compression Ratio	11.6:1	11:1	9.8:1
Carburation	PGM-FI electronic fuel injection	Electronic fuel injection	PGM-FI electronic fuel injection with automatic choke
Max. Power Output	80kW/10,500min ⁻¹ (95/1/EC)	112kW/9,500min ⁻¹ (95/1/EC)	87kW/5,500min ⁻¹ (95/1/EC)
Max. Torque	80Nm/8,750min ⁻¹ (95/1/EC)	119Nm/7,250min ⁻¹ (95/1/EC)	167Nm/6,500min ⁻¹ (95/1/EC)
Ignition	Computer-controlled digital transistorised with electronic advance	Computer-controlled digital transistorised with electronic advance	Computer-controlled digital transistorised with electronic advance
Starter	Electric	Electric	Electric
Gearbox	6-speed	6-speed	5-speed (including overdrive and electric reverse)
Final Drive	O - ring sealed chain	O - ring sealed chain	Enclosed shaft
Length x Width x Height	2,120 x 735 x 1,195mm	2,160 x 720 x 1,200mm	2,635 x 945 x 1,455mm
Wheelbase	1,460mm	1,490mm	1,690mm
Seat Height	805mm	810mm	740mm
Ground Clearance	130mm	130mm	125mm
Fuel Tank Capacity	22 litres	23 litres (incl. 4-litre warning light reserve)	25 litres
Dry Weight	213kg (VFR ABS 218kg)	224kg	363kg
Wheels	Front 17M/C x MT3.50 'U' - section 6-spoke cast aluminium	17 x MT3.50 Hollow-section triple-spoke cast aluminium	18 x MT3.50 cast aluminium
	Rear 17M/C x MT5.50 'U' - section 5-spoke cast aluminium	17 x MT5.50 Hollow-section triple-spoke cast aluminium	16 x MT5.00 cast aluminium
Tyres	Front 120/70 ZR17M/C (58W)	120/70 ZR17 (58W)	130/70-R18 (63H)
	Rear 180/55 ZR17M/C (73W)	180/55 ZR17 (69W)	180/60-R16 (74H)
Suspension	Front 43mm HMAS cartridge-type telescopic fork with stepless preload adjustment, 109mm axle travel	43mm HMAS cartridge-type telescopic fork, 120mm axle travel	45mm telescopic fork 140mm stroke
	Rear Pro-Link with gas-charged HMAS damper, 7-step* preload and stepless rebound damping adjustment, 120mm axle travel	Pro-Link with gas-charged HMAS damper, stepless adjustable rebound damping, 120mm axle travel	Pro-Link Pro-Arm with electronically-controlled spring preload adjustment, 105mm axle travel
Brakes	Front 296mm x 4.5mm dual floating hydraulic disc with Combined 3-piston callipers, ABS† and sintered metal pads	310 x 5mm dual hydraulic disc with Combined 3-piston callipers and sintered metal pads	296 x 4.5mm dual hydraulic disc with Combined 3-piston callipers, floating rotors and sintered metal pads
	Rear 256 x 6mm hydraulic disc with Combined 3-piston calliper (ABS†) and sintered metal pads	256 x 5mm hydraulic disc with Combined 3-piston calliper and sintered metal pads	316 x 11mm ventilated disc with Combined 3-piston calliper and sintered metal pads

* VFR ABS
Stepless remote-controlled
hydraulic preload

† VFR ABS only



Force Silver Metallic



Lapis Blue Metallic



Italian Red



Darkness Black Metallic



Candy Tahitian Blue



Candy Blazing Red



Stream Silver Metallic



Durango Red Metallic



Black



Accurate Silver Metallic

Ride Safely

Read the owners' manual thoroughly.
Always wear a helmet and protective
clothing. Get to know your machine
and its capabilities. Observe other road
users' movements. Obey the laws of
the road and respect the environment.

Please note -
Photographic images of certain models
in this catalogue may be shown with
optional Honda Genuine Accessories.
Please check with your dealer for details.

	Pan European / ABS	NT650V Deauville	Varadero XL1000V
Engine Type	Liquid-cooled 4-stroke 16-valve DOHC 90° V-4	Liquid-cooled 4-stroke 6-valve SOHC 52° V-twin 6-cylinder	Liquid-cooled 4-stroke 8-valve DOHC 90° V-twin
Engine Displacement	1,261cm ³	647cm ³	996cm ³
Bore x Stroke	78 x 66mm	79 x 66mm	98 x 66mm
Compression Ratio	10.8:1	9.2:1	9:1
Carburation	PGM-FI electronic fuel injection	36mm slant-type CV x2	PGM-FI electronic fuel injection
Max. Power Output	93kW/8,000min ⁻¹ (95/1/EC)	41kW/7,750min ⁻¹ (95/1/EC)	69kW/8,000min ⁻¹ (95/1/EC)
Max. Torque	125Nm/6,000min ⁻¹ (95/1/EC)	55Nm/6,250min ⁻¹ (95/1/EC)	98Nm/6,000min ⁻¹ (95/1/EC)
Ignition	Computer-controlled digital transistorised with electronic advance	Digital transistorised with electronic advance	Computer-controlled digital transistorised with electronic advance
Starter	Electric	Electric	Electric
Gearbox	5-speed	5-speed	6-speed
Final Drive	Enclosed shaft with integrated dampers	Enclosed shaft	O-ring sealed chain
Length x Width x Height	2,270 x 860 x 1,390mm	2,215 x 780 x 1,260mm	2,295 x 925 x 1,500mm
Wheelbase	1,500mm	1,475mm	1,560mm
Seat Height	790mm (± 15mm adjustment)	814mm	838mm
Ground Clearance	135mm	144mm	181mm
Fuel Capacity	29 litres (incl 5-litre LCD-indicated reserve)	19.5 litres	25 litres (incl. 4-litre warning light reserve)
Dry Weight	281kg (*289kg)	228kg	235kg
Wheels	Front Rear	Front Rear	Front Rear
	Hollow-section triple-spoke cast aluminium	'S'-section triple-spoke cast aluminium	19M/C x MT2.50 Hollow-section triple-spoke cast aluminium
	Hollow-section triple-spoke cast aluminium	'S'-section triple-spoke cast aluminium	17M/C x MT4.00 Hollow-section triple-spoke cast aluminium
Tyres	Front Rear	Front Rear	Front Rear
	120/70 ZR18M/C	120/70 ZR17M/C (58W)	110/80-R19M/C (59H)
	170/60 ZR17M/C	150/70 ZR17M/C (69W)	150/70-R17M/C (69H)
Suspension	Front Rear	Front Rear	Front Rear
	45mm telescopic fork, 120mm axle travel	41mm telescopic fork, 115mm axle travel	43mm telescopic fork, 155mm axle travel
	Single-side conventional damper with adjustable preload and rebound damping, 123mm axle travel	Single damper with adjustable preload, 120mm axle travel	Pro-Link with spring preload-adjustable damper, 145mm axle travel
Brakes	Front Rear	Front Rear	Front Rear
	310mm dual hydraulic disc with Combined 3-piston callipers, (*ABS) and sintered metal pads	296mm dual hydraulic disc with Combined 3-piston callipers and sintered metal pads	296 x 4.5mm dual hydraulic disc with Combined 3-piston callipers and sintered metal pads
	316mm hydraulic disc with Combined 3-piston calliper, (*ABS) and sintered metal pads	276mm hydraulic disc with dual-piston calliper and sintered metal pads	256 x 5mm hydraulic disc with Combined 3-piston calliper and sintered metal pads

* Pan European ABS



Amazonia Green Metallic



Candy Ambassador Red



Tower Silver Metallic



Shield Silver Metallic



Pennant Red



Sevilla Blue Metallic



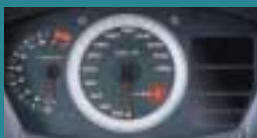
Shield Silver Metallic



Pearl Breezy Blue



Candy Glory Red



HISS - Honda's Ignition Security System

For peace of mind the Honda 2003 Tourers have as standard Honda's Ignition Security System which through an electronic ignition code, allows the engine to be started only by the original, encoded keys.

After switching off there is a constantly flashing red warning LED built into the instrument panel that visually warns off potential thieves.



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Honda (UK) - Motorcycles

470 London Road, Slough, Berkshire, SL3 8QY
Honda Contact Centre - Telephone: 0845 200 8000
www.honda.co.uk



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