

2022 ADVENTURE



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AFRICA TWIN



White / Tri-colour
(Standard Model)

AFRICA TWIN AS ES



Darkness Black Metallic
(Standard Model)



Tri-colour
(DCT Model)

NC750X



Grand Prix Red
(Standard & DCT Model)

CB500X



Grand Prix Red



Pearl Organic Green

	AFRICA TWIN	AFRICA TWIN AS ES	NC750X	CB500X
ENGINE TYPE	Liquid-cooled parallel-twin with 270° phased crankshaft	Liquid-cooled parallel-twin with 270° phased crankshaft	Liquid-cooled parallel-twin with 55-degree slant angle and 270° phased crankshaft	Liquid-cooled parallel-twin
DISPLACEMENT	1,084 cc	1,084 cc	745 cc	471 cc
BORE & STROKE	92 mm x 81.5 mm	92 mm x 81.5 mm	77 mm x 80 mm	67 mm x 66.8 mm
COMPRESSION RATIO	10.1:1	10.1:1	10.7:1	10.7:1
VALVE TRAIN	SOHC, Unicam, four valves per cylinder	SOHC, Unicam, four valves per cylinder	Chain-driven SOHC, four valves per cylinder	Chain-driven DOHC, four valves per cylinder
FUEL DELIVERY	PGM-FI electronic fuel injection with 46 mm throttle bodies	PGM-FI electronic fuel injection with 46 mm throttle bodies	PGM-FI electronic fuel injection with 38 mm throttle bodies	PGM-FI electronic fuel injection with 34 mm throttle bodies
TRANSMISSION	Standard model: Six-speed	Standard model: Six-speed DCT model: Six-speed Dual Clutch Transmission with four automatic shift modes and a manual mode	Standard model: Six-speed DCT model: Six-speed Dual-Clutch Transmission with four automatic shift modes and a manual paddle-shift mode	Standard model: Six-speed
FINAL DRIVE	#525 O-ring-sealed chain (16T/42T)	#525 O-ring-sealed chain (16T/42T)	#520 O-ring-sealed chain Standard model: (16T/43T) DCT model: (17T/41T)	#520 O-ring-sealed chain (15T/41T)
FRONT SUSPENSION	Showa 45 mm cartridge-type inverted telescopic fork with dial-style preload adjuster and damping force adjustments, 204 mm (8.0 in) travel	Showa Telescopic inverted fork with an inner tube diameter of 45 mm, and Showa EERA™ with compression and rebound damping adjustments, 204 mm (8.0 in) travel	41 mm SDBV telescopic fork, 107 mm (4.2 in.) travel	41 mm telescopic fork with spring preload adjustment, 133 mm (5.2 in) travel
REAR SUSPENSION	Monoblock aluminum swing arm with Pro-Link® with Showa gascharged damper, hydraulic dial-style preload adjuster and rebound damping adjustments, 220 mm (8.7 in.) rear wheel travel	Pro-Link Showa EERA™ electronically controlled suspension with adjustable compression, rebound and damping; 220 mm (8.7 in) travel	Pro-Link® single shock swingarm; 120 mm (4.7 in) travel	Pro-Link® single shock with 5-stage spring preload adjustment; 135 mm (5.3 in.) travel
TIRES	Front: 90/90-R21 tube type Rear: 150/70-R18 tube type	Front: 90/90-R21 tubeless type Rear: 150/70-R18 tubeless type	Front: 120/70ZR-17 Rear: 160/60ZR-17	Front: 110/80ZR-19 Rear: 160/60ZR-17
BRAKES	Front: 310 mm dual wave floating discs with aluminum hub and radial mount four-piston calipers and sintered metal pads Rear: 256 mm wave disc with single-piston caliper and sintered metal pads	Front: 310 mm dual wave floating discs with aluminum hub and radial mount four-piston calipers and sintered metal pads Rear: 256 mm wave disc with single-piston caliper and sintered metal pads. Lever-Lock Type Parking Brake System on DCT model with additional slide type single-piston caliper	Front: 320 mm single wave disc with two-piston caliper Rear: 240 mm single wave disc with single-piston caliper	Front: 310 mm single wave disc with two-piston caliper and two-channel ABS Rear: 240 mm single wave disc with single-piston caliper
ABS	2 channel with IMU. Selectable ABS MODE with on-road and off-road setting. Rear ABS on/off switch	2-channel with IMU. Selectable ABS MODE with on-road and off-road setting. Rear ABS on/off switch	2-channel ABS	2-channel ABS
GROUND CLEARANCE	250 mm (9.8 in.)	250 mm (9.8 in.)	N/A	N/A
SEAT HEIGHT	Low Position: 850 mm (33.5 in.) Standard Position: 870 mm (34.3 in.)	Low Position: 850 mm (33.5 in.) Standard Position: 870 mm (34.3 in.)	800 mm (31.5 in.)	830 mm (32.7 in.)
WHEELBASE	1,575 mm (62 in.)	1,575 mm (62 in.)	1,525 mm (60 in)	1,445 mm (56.9 in.)
CURB WEIGHT*	229 kg (505 lb.)	Standard model: 240 kg (529 lb.) DCT model: 250 kg (551 lb.)	Standard model: 214 kg (472 lb.) DCT model: 224 kg (494 lb.)	198 kg (437 lb)
FUEL CAPACITY	18.8 litres	24.8 litres	14.1 litres	17.5 litres

*Including required fluids and full tank of gas—ready to ride



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Riding a motorcycle can be hazardous. For your safety, always wear a helmet, eye protection and protective clothing whenever you ride. Never ride under the influence of drugs or alcohol. Never engage in stunt riding. Inspect your vehicle before riding, read your owner's manual, and Honda recommends that all riders take a rider training course. Always obey all laws, use common sense and respect the rights of others when you ride. Some of the features and technologies described in this publication come with limitations. See owner's manual for complete details. Specifications, descriptions and illustrations contained in this publication are based on information believed to be correct at the time this publication was approved for printing. Although descriptions, specifications, model images, colours and accessories are believed to be correct, accuracy cannot be guaranteed. Errors and omissions excepted. Specifications are subject to change without notice. All specifications in this publication apply only to models sold and registered in Canada by an authorized dealer. Some of the models and/or accessories may not be exactly as shown. Some or all of the accessories described or illustrated in this brochure may not be standard and may be available only at an extra cost. Photographs depict professional riders on closed courses. Visit honda.ca for additional safety information.

YOUR GREAT ADVENTURE BEGINS NOW.

No matter how far the distance, how rough and rugged the terrain, how wild the weather – Honda Adventure motorcycles are designed to get you there and back again. Create unforgettable memories and push forward into the unknown with the confidence that only comes from riding a Honda Adventure motorcycle.

You can count on experiencing a remarkable performance with Honda – from the urban jungle to winding country roads, you'll ride in style and comfort thanks to easy maneuverability and an upright seating position.

And when you get off the beaten path, dominating back country, rocky trails, or no trails at all, you can count on innovative Honda Adventure motorcycles to go the distance. It's when your true adventure begins – right at the end of your driveway.

You only need to decide on thing: where the adventure will take you.

Why Honda?

Our nature is to move forward and embrace adventure. It's what drives us to pursue new ideas and remain at the forefront of innovation and performance for our Adventure motorcycles. The true craftsmanship you'll find in a Honda Adventure motorcycle is the result of our expertise and passion coming together; we create motorcycles that look, feel and function without compromise. Every stage of our engineering process involves extensive testing and fine-tuning. The result of our attention to detail and performance will be the most thrilling and comfortable experience possible. From grassroots to pinnacle, from the track to the street, from dirt to concrete – Honda builds products for those who truly desire proven performance and adventure without sacrificing the reliability that comes with the Honda name.



| AFRICA TWIN



Previous model year shown. Actual product. Colours may vary from model shown

2022 Africa Twin



APPLE
CARPLAY™



LED
LIGHTS



CRUISE
CONTROL



ABS



WHEELIE
CONTROL



NAVIGATION



6.5-INCH
DISPLAY



HAND
GUARDS



24.8 L
FUEL TANK

Broad Powerband

The CRF1100 Africa Twin's 1,084 cc parallel-twin engine pulls hard from 2,500 rpm all the way to the redline. A 270-degree phased crankshaft and uneven firing interval give an unmistakable sound and feel while helping to produce strong, linear power and instant response anywhere in the rev range.

Exhaust Control Valve

The exhaust system incorporates a variable Exhaust Control Valve (ECV) similar to the unit fitted to the CBR1000RR. This valve enhances both engine performance and efficiency as it opens at higher rpm and gives a pleasing exhaust-note 'pulse' at lower revs.

Inertial Measurement System

At the heart of the Africa Twin's elevated on- and off-road performance is a Bosch MM7.10 six-axis Inertial Measurement Unit (IMU), which measures six-axis of data and sends that information to other critical systems like HSTC, ABS, and wheelie control. These systems make adjustments in real-time to give you total control.

Riding Modes

The Africa Twin has four default riding modes: Tour, Urban, Gravel, and Off-Road, plus two customizable user modes to cover any riding condition or situation. Each of these modes has presets for power delivery, engine braking, ABS settings, and HSTC torque control.

Honda Selectable Torque Control (HSTC)

The Honda Selectable Torque Control (HSTC) system comes with seven levels of control and an 'off' setting. The IMU can determine when the rear-wheel starts to slip and will seamlessly modulate torque control to keep you in that sweet spot during acceleration.

Wheelie Control

The wheelie control system takes cues from the IMU to know when and how fast the front wheel is lifting and reacts accordingly. There are three levels of wheelie control, plus the ability to turn it off.

Capable & Comfortable

The strength and rigidity balance of the steel semi-double-cradle frame helps to boost off-road ability while also reinforcing all-round on-road manners. The Africa Twin is engineered to handle the most rugged off-road adventures while providing the comfort of a touring motorcycle and the everyday competence of a great all-rounder or day-to-day commuter.

Aluminum Components

A bolt-on aluminum subframe and aluminum swingarm help to reduce weight for improved handling and manoeuvrability. A bolt-on aluminum subframe and aluminum swingarm help to reduce weight for improved handling and manoeuvrability.

| AFRICA TWIN ADVENTURE SPORTS ES



European accessorized model shown

2022 Africa Twin AS ES DCT

2022 Africa Twin AS ES
European DCT model shown



APPLE
CARPLAY™



LED
LIGHTS



CRUISE
CONTROL



ABS



WHEELIE
CONTROL



NAVIGATION



6.5-INCH
DISPLAY



HAND
GUARDS



24.8 L
FUEL TANK



ELECTRONIC
SUSPENSION

Parallel-Twin Engine

Experience adrenaline-fueled power from the CRF1100 Africa Twin's 1,084 cc parallel-twin engine. The piston stroke, large throttle bodies and cylinder head deliver on performance, while torque carries through to the redline with 2,500 rpm.

Six-Speed Manual Transmission

The six-speed manual gearbox is both lightweight and robust. It uses the same shift-cam design found on the CRF450R to ensure positive changes and shorter ratios. The gears have also evolved from the previous generation's model – debuting in 2020, they are now re-shaped and constructed from stronger material. The aluminum clutch centre and pressure plate use assist cams to ease upshifts and slipper cams for deceleration and downshifting.

DCT — Cornering and Incline Detection

The six-axis Inertial Measurement Unit (IMU) allows cornering and incline detection on DCT models by detecting when the bike corners or hits a steep incline, and then adapting the gear shift pattern. The result is better control and a gear shift that feels more natural.

Wheelie Control

The wheelie control system takes cues from the IMU to know when and how fast the front wheel is lifting – and reacts accordingly. There are three levels of wheelie control, plus the ability to turn it off.

Honda Selectable Torque Control (HSTC)

The Honda Selectable Torque Control (HSTC) system comes with seven levels of torque control and an O setting. The IMU can determine when the rear-wheel starts to slip out – it will seamlessly modulate your torque control to keep you in that sweet spot during acceleration.

Protection

Designed for long-haul adventures, the expanded front fairing offers a generous amount of wind and weather protection – also customizable by the five-level height-adjustable screen and heated grips.

Riding Modes

The Africa Twin has four default riding modes: Tour, Urban, Gravel, and Off-Road mode, along with two customizable user modes to cover any riding condition or adventure. Each mode preset powers delivery, engine braking, ABS settings, and HSTC torque control.

Inertial Measurement Unit

A Bosch MM7.10 six-axis IMU (Inertia Measurement Unit) is the very heart of the Africa Twin's elevated on- and off-road performance. Measuring 6-axis of data, the unit sends information to other critical systems including HSTC, ABS and wheelie control so they can make real-time adjustments to give you total control.

| CB500X



European model shown

2022 CB500X



ABS



WAVE-STYLE
KEY



LED
LIGHTS



17.5 L
FUEL TANK



LIGHT-WEIGHT
WHEELS



UTILITY
SPACE

More Power, More Torque

The DOHC liquid-cooled parallel-twin engine uses a square bore & stroke of 67 mm x 66.8 mm for an optimum combination of strong low-end torque and excellent top-end power and performance.

Slipper Clutch

The CB500X's slipper clutch not only helps to prevent rear-wheel lockup on downshifts; it also reduces effort at the lever by almost half, reducing rider fatigue particularly in city traffic or on long rides.

Exhaust System

The exhaust system features dual exit pipes resulting in improved exhaust flow, extra power and a sportier-sounding edge to the exhaust note.

Durability

The pins in the silent cam chain have been treated with vanadium, which both reduces friction and improves durability. The lightweight pistons use the same advanced manufacturing process as those found in the CBR1000RR. To ensure precise cylinder shape, the engine uses the same centrifugal-cast thin-wall sleeves as found in the CBR1000RR.

Crisp Throttle Response

PGM-FI electronic fuel injection keeps the engine running efficiently in all conditions and ensures crisp throttle response.

Small & Light Water Pump

Careful flow analysis of the cooling system resulted in a water pump that's small and lightweight, yet still more than capable of keeping the engine running its best at high output levels.

Reduced Weight

The four valves in each of the DOHC cylinder heads have narrow stems, thereby reducing weight and friction and increasing efficiency.

High-Tech Design

A light and compact roller-rocker-arm assembly and shim-type valve adjustment allows a lower valve-spring load for reduced friction and a compact cylinder head.

Smooth & Compact

Engine vibration is kept to a minimum by using crank pins phased at 180°, while a balancer shaft behind the cylinders contributes to the engine's compact size.

Maximized Efficiency

To maximize air-intake and exhaust efficiency, the battery was repositioned away from the airbox intake duct's rear – making the profile of the air cleaner (through the intake ports to the exhaust pipe) as straight as possible.

Excellent Response & Feedback

The lightweight, diamond-shaped steel frame has been designed to allow a certain degree of yield, which enables it to better respond to changes in the road surface and to transmit just the right amount of feedback to the rider.

| NC750X



European model shown

2022 NC750X



LCD
DISPLAY



ABS



WAVE-STYLE
KEY



LED
LIGHTS



14.1L
FUEL TANK



22L
STORAGE

Strong Power & Torque

For even better performance, the NC750X's liquid-cooled, parallel-twin engine boasts increased power and a 600 rpm higher redline for 2022. Numerous advanced and patented technologies help to deliver exceptionally strong low-rpm performance for strong acceleration and ease-of-use in the city, and a relaxed character on the highway. The engine's unique design creates a muscular, rider-friendly powerband similar to what you'd find in a big-bore cruiser.

Economical Design

Specially designed wave-style brake rotors help keep unsprung weight low. They also require less energy, and use less material during production because the rear rotor fits precisely inside the front rotor, allowing them to be stamped out of a single sheet of stainless steel at once.

Tuned Flex for a Smooth Ride

A full 6 kg lighter for 2022, the diamond-shaped steel-tube frame was carefully designed to be sturdy while also allowing just enough flex to respond smoothly to changing road surfaces. This results in a balanced ride that also lets you feel what the bike is doing – you get comfort when you're just cruising, and a sporty, fun ride when you're exploring twisting backroads.

Good Things Come in Small Packages

The fuel-efficient engine enables the use of a fuel tank that is smaller in volume and more compact. Yet it still allows ample riding range while giving engineers extra freedom to re-think the optimal placement of other components.

Choose Manual or DCT shifting

The NC750X is available in two versions: a six-speed manual transmission, or Honda's sporty DCT transmission (which allows both paddle-operated manual operation and four levels of automatic shifting). DCT even senses whether the bike is travelling uphill or downhill and selects shifting points and engine braking accordingly. Plus, Adaptive Clutch Capability Control assists in on/off throttle situations, reducing pitching motions for smoother riding.

With the six-speed manual transmission, wide gear ratios complement the engine's powerband so there's no need to constantly shift up and down to maintain strong performance. Revised gear ratios for 2022 – shorter for the lower gears and higher for the top gears – improve both around-town and highway-cruising performance.

ACCESSORIZE YOUR AFRICA TWIN

COMFORT

	Africa Twin AS ES	Africa Twin AS ES DCT
CENTRE STAND	✓	✓
COMFORT PASSENGER FOOT PEGS	✓	✓
RALLY STEP FOOT PEGS	✓	✓
LOW SEAT RED R138L	✓	✓
LOW SEAT BLUE PBA04L	✓	✓
LOW SEAT BLACK NH1L	✓	✓

UTILITY

	Africa Twin AS ES	Africa Twin AS ES DCT
HEATED GRIP AND ATTACHMENT KIT	STD	STD
12V ACCESSORY SOCKET	STD	STD
QUICK SHIFTER KIT	✓	X
DCT SHIFT PEDAL	X	✓

STYLE

	Africa Twin AS ES	Africa Twin AS ES DCT
WHEEL STRIPE NHB53P PEARL GLARE WHITE	✓	✓
WHEEL STRIPE NH463M DARKNESS BLACK METALLIC	✓	✓

PROTECTION

	Africa Twin AS ES	Africa Twin AS ES DCT
FRONT LIGHT BAR <i>Note the light bar and engine guard can be installed together or separately depending on your requirement.</i>	✓	✓
ENGINE GUARD	✓	✓
ENGINE GUARD MOUNTING KIT <i>Required to install the light bar and engine guard kits</i>	✓	✓
RADIATOR GRILL PROTECTOR	✓	✓
TALL WINDSCREEN	STD	STD
DEFLECTOR KIT	✓	✓
VISOR KIT	✓	✓
SIDE TANK PAD	✓	✓

LUGGAGE TOP BOX

	Africa Twin AS ES	Africa Twin AS ES DCT
TOP BOX 38 L		
TOP BOX 38 L KIT	✓	✓
OPTIONAL ACCESSORIES FOR 38 L TOP BOX		
BACKREST 38 L TOP BOX	✓	✓
INNER BAG FOR 38 L TOP BOX	✓	✓
TOP BOX 58 L		
TOP BOX 58 L KIT	✓	✓
OPTIONAL ACCESSORIES FOR 58 L TOP BOX		
BACKREST 58 L TOP BOX	✓	✓
INNER BAG FOR 58 L TOP BOX	✓	✓
ALUMINUM TOP BOX 42 L KIT		
ALUMINUM TOP BOX 42 L	✓	✓
OPTIONAL ACCESSORIES FOR ALUMINUM TOP BOX 42 L		
INNER BAG ALUMINUM TOP BOX	✓	✓

When installing a top box on L1/L1D model the attachment kit Top Box/Pannier 08L88-MKS-E00ZA is required.

LUGGAGE PANNIERS

	Africa Twin AS ES	Africa Twin AS ES DCT
PANNIERS		
PANNIER SET L4	✓	✓
OPTIONAL ACCESSORIES PANNIERS		
INNER BAG, PANNIER	2	2
ALUMINUM PANNIERS		
ALUMINUM PANNIER SET L4	✓	✓
OPTIONAL ACCESSORIES ALUMINUM PANNIERS		
BAG SET FOR ALUMINUM PANNIERS	✓	✓
TANK BAGS		
TANK BAG 4.5 L	✓	✓
TANK BAG 3 L	✓	✓



To find out more about our full line of Honda Genuine Accessories, please see your local dealer, or visit motorcycle.honda.ca/parts-accessories.