

SPECIFICATION*

ENGINE

Type: Liquid Cooled, 4 stroke, SI Engine
No. of cylinder: Two
Displacement: 999.11 cc
Max net power: 65.4 kW (89PS) @ 7500 rpm
Max net torque: 93.1 Nm @ 6000 rpm
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: Inverted Telescopic Fork
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

ELECTRICALS

Lithium-ion 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: 1571 mm
Ground clearance: 251 mm
Seat height: 840mm-820mm (Adjustable)
Kerb weight: 243 Kg
Fuel tank capacity: 18.8 Ltrs

TRANSMISSION

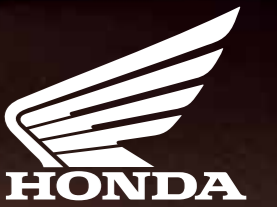
No of gears: 6

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 secret to the CRF1000L Africa Twin's wide-ranging abilities starts with its engine, performs beautifully in off-road situations as well as on-road, over long-range tours, short commutes and all points in between. As such, it provides an optimum balance between power, torque, mass and physical dimension. The four-valve 999cc parallel twin Unicam unit's tractable and usable all-day performance belies its extremely compact dimensions and its short height contributes to the Africa Twin's all-important 251mm of ground clearance.

Significant additions for 2018 is the new Throttle By Wire (TBW) system, which brings with it 3 riding modes to adjust engine character and output to suit riding conditions. Also new is an extended range of Honda Selectable Torque Control (HSTC) input. The addition of a lithium-ion battery contributes to a 2.3kg overall weight saving, while several detail changes further improve the machine's off-road ability and durability.



A TRUE COMPANION ON AND OFF-ROAD

The introduction of TBW greatly expands the choices available to the rider to manage engine output, feel and rear wheel traction. The new system features 7 Levels – from Level 1, for aggressive riding off-road to Level 7 for maximum sense of security on slippery, wet tarmac. It remains possible to turn HSTC completely OFF.

There are also 3 levels of Power and Engine Braking available.

In a set-up first used on the RC213V-S – Honda's street legal version of its MotoGP racer – three riding modes offer pre-set combinations of each parameter, suitable to different riding environments and scenarios:

TOUR, URBAN, GRAVEL and fourth mode – USER – allows the rider to set and save his or her preferred combination of Power, EB and HSTC levels. Both riding mode and level of HSTC can be changed at any time using the controls on the left hand switchgear. Thus offering a myriad of settings, which can make it truly personalised for the user.



TRUE GRIT

The Africa Twin's semi-double cradle steel frame provides the perfect balance of high-speed stability and genuine off-road ability by combining sheer strength with flexibility. The engine is mounted on 6 engine hangers, which keeps vibration to a minimum, avoiding the need for steering dampers.

The fully adjustable 45mm Showa inverted forks, fully-adjustable rear shock, dual radial-mount Nissin four-piston brake calipers and 310mm 'wave' style floating discs are unchanged for 2018. The 21-inch front and 18-inch rear spoked wheels are now constructed from stainless steel.

A number of other updates for 2018 will be appreciated by off-road riders: the footpegs are now wider, and feature beefed-up steel mounting plates; the pillion footpeg hangers have also been redesigned to allow more room for the rider's feet when standing, and the instruments are angled at a shallower angle to allow the rider to see them more easily from a standing position.



THE TRUTH IS OUT THERE

The Africa Twin is styled with minimum bodywork in tough, lightweight form that offers both weather protection for the rider and a slim, agile feel; the rear mudguard and carrier are also easily removed. Dual headlights maintain the original's signature presence.

The Iconic Dual LED headlights maintain the original's presence, while the negative LCD meter closely follows the layout of the Dakar race machine. Seat height adjusts 20mm from the standard 840mm down to 820mm, and an 18.8-litre fuel tank – provides a range of over 400km.

