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HONDA
The Power of Dreams

CRF1000L

**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 legendary NXR750 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 unmistakeable, 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, in addition to the manual 6-speed model, the optional Dual Clutch Transmission (DCT) machine gives you a choice of manual or automatic gear-shifting to suit tarmac, dirt tracks and steep mountain passes. Similar to the CBR1000RR Fireblade, the manual version of the new Africa Twin also features an aluminium assist slipper clutch, to help stop the rear wheel from locking up under fast downchanges.

In 'MT' manual mode the gears can be changed manually, through a lightweight 6-speed gearbox, using up and down triggers on the left handlebar. Then, there are 4 'AT' automatic modes; 'D' mode, which is ideal for cruising and maximising fuel economy, and 'S' mode, or 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 45 mm Showa front forks really are. With a 230 mm 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 (ABS is standard on the ABS and DCT types) feature 310 mm 'wave' style, twin floating front discs with Nissin 4-pot radial calipers for plenty of feel and strong stopping power. Rear disc is a 256 mm 'wave' style with a 1-pot caliper. Wheels are rugged spoked type 21 inch front and 18 inch rear – just like the CRF450 Rally – 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 (standard on ABS and DCT types), 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 870 to 850 mm - 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!

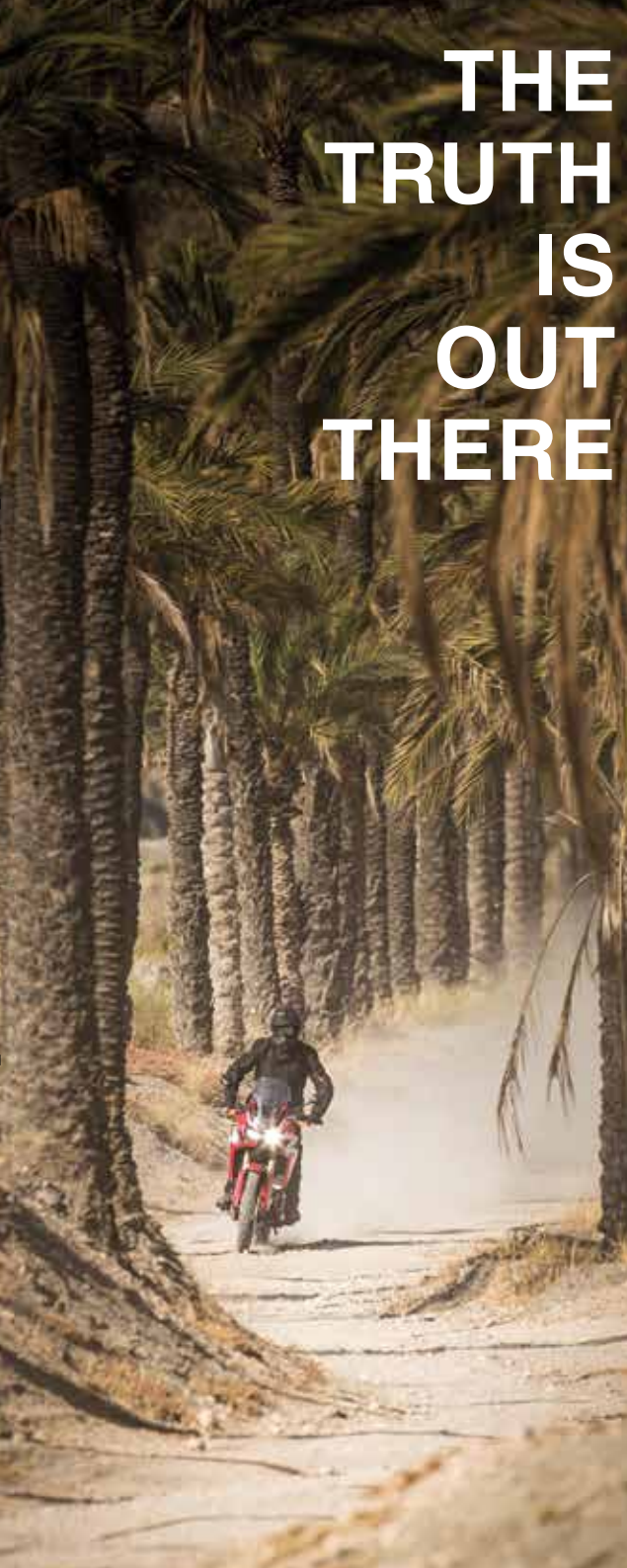
Of course, it wouldn't be an Africa Twin without the dual headlights - LED in this case. When lit, they evoke memories of those Dakar winning machines. The rear mudguard and tail light is sharp; underlining it's off road intentions.

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.





Designed for distance

The large 18.8L tank is made for the long haul, no matter how far the rider is willing to take it. Cultivated from 80-years of Dakar Rally experience, the tank's position and proportion improve rider control while providing comfort and rider mobility for long rides.



G for the off-road switch

Enjoy response like never before with the G switch. When the G switch is engaged in either mode, it changes control of the clutch system for a more direct drive feel. Rear ABS brakes can be shut off to lock the rear wheel for more extreme riding.



A rear tyre bred for adventure

Built for the most extreme rides. The Africa Twin's 21-inch front and 18" rear wheels and tube tyres furnish riders with ultimate performance for the most extreme off-road adventures.

21 inches of control

The ultimate riding experience lies in the exceptional stability of a 21" front wheel. Enjoy a new sense of security and safety even on wet roads. When combined with the four-piston brake calipers and large-diameter 310 mm floating wave-style discs, the world is your road.



Built to take on anything

Fully-adjustable rear suspension with a hydraulic spring preload and 18" rear spoked wheels. The rear shock delivers 220 mm of axle travel, and its upper mount sits low, providing more centred mass. The spring preload dial on the shock body adjusts easily, offering both rebound and compression damping settings.



Long-extension performance

The 45 mm inverted, adjustable fork delivers performance unlike any other. Expect class-leading performance with dual radial mount, four-piston brake calipers over 310 mm wave-style floating discs. The fork's 230 mm stroke length and low spring rate with a spring preload offer both rebound and damping that are fully and easily adjustable.



Switch to manual mode for the ultimate ride

Dual Clutch Transmission (DTC) liberates the rider, both on and off the road by allowing the rider to switch to manual shifting. The left grip offers triggers for up shifting with the thumb and down shifting with the forefinger. Also, there's an option for a foot shift lever.



SPECIFICATION

		Standard	ABS	DCT
Specification				
Engine				
Engine Type:	Liquid-cooled 4-stroke 8-valve Parallel Twin with 270° crank and uni-cam	•	•	•
Engine Displacement:	998 cm³	•	•	•
Max. Power Output:	70 kW / 7,500 min-1 (95/1/EC)	•	•	•
Max. Torque:	98 Nm / 6,000 min-1 (95/1/EC)	•	•	•
Fuel Consumption:	MT 21.7 km/l (WMTC), DCT 21.8 km/l (WMTC)	21.7 km/l	21.7 km/l	21.8 km/l
Transmission				
Clutch:	MT: Wet, multiplate with coil springs, Aluminium Cam Assist and Slipper clutch	•	•	
	DCT: 2 Wet multiplate clutches with coil springs			•
Final Drive:	O-ring sealed chain	•	•	•
Gearbox / Transmission Type:	Constant mesh 6-speed MT / 6-speed DCT with on and off-road riding modes	MT	MT	DCT
Honda Selectable Torque Control System (HSTC):	HSTC 3-levels + Switch Off		•	•
Chassis				
Frame Type:	Steel semi-double cradle type with steel rear subframe	•	•	•
Dimensions and Weight				
Dry Weight:	208 kg (STD), 212 kg (ABS), 222 kg (DCT)	208 kg	212 kg	222 kg
Kerb Weight:	228 kg (STD), 232 kg (ABS), 242 kg (DCT)	228 kg	232 kg	242 kg
Fuel Capacity:	18.8 litres	•	•	•
Length x Width x Height:	2,335 x 875 x 1,475 mm (STD), 2,335 x 930 x 1,475 mm (ABS/DCT)	•	•	•
Wheelbase:	1,575 mm	•	•	•
Seat Height:	870/850 mm	•	•	•
Ground Clearance:	250 mm	•	•	•
Wheels, Suspension and Brakes				
ABS System Type:	ABS 2-Channel with rear ABS off switch		ABS	ABS
Brakes Front:	310 mm dual wave floating hydraulic disc with aluminium hub and radial fit 4-piston calipers and sintered metal pads		ABS	ABS
Brakes Rear:	256 mm wave hydraulic disc with 1-piston caliper and sintered metal pads. Also Lever-Lock Type Parking Brake System on DCT model with additional slide type 1-piston caliper		ABS	ABS & Parking brake
Wheels Front:	21 x 2.15 wire spoke with aluminium rim	•	•	•
Wheels Rear:	18 x MT4.00 wire spoke with aluminium rim	•	•	•
Tyres Front:	90/90-21 tube type	•	•	•
Tyres Rear:	150/70-R18 tube type	•	•	•
Suspension Front:	Showa 45 mm cartridge-type inverted telescopic fork with hydraulic dial-style preload adjuster and DF adjustment, 230 mm stroke, 204 mm axel travel	•	•	•
Suspension Rear:	Monoblock cast aluminium swing arm with Pro-Link with gas-charged damper, hydraulic dial-style preload adjuster and rebound damping adjustment, 220 mm rear wheel travel, 94 mm axle stroke	•	•	•
Instruments & Electrics				
Instruments:	Rally style negative LCD instrument display including: Speedometer, Tachometer, Fuel, Gear position, ABS*, HSTC*, Odometer. Trip and Clock	•	•*	•*
Headlight:	Dual LED (1 High/1 low)	•	•	•
Taillight:	LED	•	•	•
Indicators:	STD: Bulb type, ABS/DCT: LED type. Both with Amber Position Light function (APL)	BULB	LED	LED





Tricolor



Victory Red



Candy prominence Red



Matt Black Metallic



DETAILS

Africa Twin Logo

A name that triggers images of hard-riding through desert landscapes, of man and machine in extreme and hostile places, the Africa Twin earned the right to wear this badge in the 80's. The spirit of Dakar lives on in the CRF1000L Africa Twin.

Meter

A fully functional LCD meter with a vertical, cock-pit design displays speed, temperature, fuel, DCT gear-shifts and indicators - even the time of day. All this information is perfectly arranged to give you instant at-a-glance feedback.

Adjustable Seat

Long travel suspension and plenty of ground clearance usually mean a high seat on an adventure bike. No problem with the CRF1000L, because the spacious and comfortable seat can be adjusted from the standard 870 mm down to a more manageable 850 mm.

Dual LED Headlights

Bright dual LED headlights do more than just light the way ahead. They have an attractive round lower half design feature that, when lit, echoes the unmistakeable round eyes of the early, Dakar winning bikes.

ACCESSORIES

The Africa Twin is ready to go, but you can make those long journeys an even greater pleasure with some well-chosen Honda Genuine Accessories. They look, fit and function right and are made with true adventure in mind.



For information on the full range of Honda Genuine Accessories and Honda Genuine Parts contact your local Honda Dealership.

SCREENS, STANDS & OTHER ACCESSORIES



HONDA AFRICA TWIN TENT 2016 08MJT-16Y-TENT

The MotoTent™ is designed to shelter one or two riders, their gear and one adventure motorcycle with panniers.

It also has a motorcycle canopy that hides the motorcycle from curious eyes while protecting it from the elements.

It also provides a large sleeping area where two motorcyclists and their equipment can fit with ease.

A vestibule is also included where you can leave gear to dry, where you can cook or just sit and relax. The MotoTent™ gives you the confidence to sleep deeply and fully, knowing that your motorcycle is safe and invisible to passers-by. It gives you the comfort you deserve and require for long motorcycle journeys.



Touring Screen 08R70MJPG50

A polycarbonate screen that provides improved rider comfort to reduce buffeting by directing airflow above the helmet and around the shoulders. It is 85 mm taller and 30 mm wider than the standard screen.



Smoked Screen 08R75MJPG50ZB

Smoked Screen which matches the dimensions of the standard clear screen.



DCT Foot Shifter 08U70MJPG80

Allows DCT-equipped bikes to shift gear in the traditional way with the left foot. Handlebar mounted shift buttons will still operate as usual, giving you the option of using either.



Heated Grips 08T70MJNA01

Slim heated grip kit to improve comfort by preventing hands getting cold. Please note, the following items are required for installation: Heated Grips Attachment.

(Image for illustrative purposes only)



Averto Alarm Kit 08ESYMJPALARM

Detect vibration and trip alarm, can also add magnetic switch.



Upper Deflector 08R74MJPG50

Polyurethane deflector designed to boost wind protection and funnel air away from the rider.

Lower Deflector

08R73MJPG50

Polyurethane deflector designed to deflect hot air from the radiator away from the rider in order to improve comfort.



Deluxe Pillion Footpegs 08R71MJPG50

Deluxe Pillion Footpegs constructed of aluminium and rubber that are wider than the standard pegs for increased comfort.



Main Stand 08M70MJPG50

A Main Stand allows secure parking on a variety of ground surfaces and assists with maintenance.



12V Socket 08U70MJPG50

Power or charge electrical equipment using this convenient 12V Socket (provides 1A).

(Image for illustrative purposes only)



U-Lock 08M53MFL800

Tamper-resistant barrel key U-Lock. Fits under the seat.

Ready-To-Go Packs to suit your style and your budget

Tailored accessory packs to maximise your motorcycle enjoyment. Specifically designed for you and your Honda. To guarantee maximum enjoyment, they will be precisely fitted by our Honda technicians.

Travel Pack

Top Box
Panniers
Backrest
Rear Carrier
Touring Screen

Adventure Pack

Top Box
Panniers
Backrest
Rear Carrier
Touring Screen
Main Stand
Heated Grips
12V Socket
Front LED Fog Lights
Cowl Guard Kit

Touring Pack

Top Box
Panniers
Backrest
Rear Carrier
Touring Screen
Main Stand
Heated Grips
12V Socket
Front LED Fog Lights
Cowl Guard Kit
Upper Deflector
Lower Deflector
Deluxe Pillion
Footpegs



High Seat 08R00MJPF50ZA R148L - Rally

08R00MJPG50ZA
PBA04L - Tricolour

08R00MJPG50ZB
NH1L - Black

Offers a 30 mm increase in seat height compared to the standard seat, giving two options for seat height of 880 mm or 900 mm.



Top Box and Pannier Inner Bags

08L75MJPG51 (Top Box)
08L76MJPG51 (Pannier)

Set of inner bags made from polyester with PU cover. Matte waterproof material. Zipper puller with Honda logo. Shoulder strap. 2 foamed handles.



Low Seat 08R01MJPF50ZA R148L - Rally

08R01MJPG50ZA
PBA04L - Tricolour

08R01MJPG50ZB
NH1L - Black

Offers a 30 mm decrease in seat height compared to the standard seat, giving two options for seat height of 820 mm or 840 mm.