

**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 incredible 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 XR650 Africa Twin which later became the now legendary XR750 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 998cc 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 machine's centre; centralising 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.

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

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 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.

The Africa Twin's 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 220 mm 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 ABS brakes feature twin 310 mm 'wave' style floating front discs with Nissin 4-piston radial calipers for plenty of feel and strong stopping power. Rear disc is a 256 mm 'wave' style with a 1-piston caliper. Wheels are a 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 no matter what the road conditions. 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 off road influence and attitude. Light and agile with a good degree of weather protection, it's also an ideal machine for practical weekday commuting. The height of the comfortable seat can be adjusted from 870 mm down to 850 mm, whilst the upright riding position makes easy work of town traffic.

The slim design disguises the 18.8 litre fuel tank which, combined with a fuel efficient engine, can take you up to 248 miles; 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 instrument panel 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 on the ground ahead. The LCD display can also be adapted to display a reading to suit your own personal preference.

If you're stopped on a hill, or off-camber, it 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, even 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, uneven 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.

# SPECIFICATION

		CRF1000L ABS	CRF1000L DCT ABS
<b>Engine</b>			
Engine Type:	Liquid-cooled 4-stroke 8-valve parallel twin with Unicam® and 270° crank	•	•
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:	Manual: 60.1 mpg (WMTC) / DCT: 60.2 mpg (WMTC)	60.1 mpg	60.2 mpg
<b>Transmission</b>			
Clutch:	Manual: Wet, multiplate with coil springs, Aluminium Cam Assist and Slipper clutch DCT: Dual wet, multiplate with coil springs	•	•
Final Drive:	O-ring sealed chain	•	•
Transmission Type:	Manual: Constant mesh 6-speed / DCT: 6-speed DCT with on and off road riding modes	Manual	DCT
Honda Selectable Torque Control System (HSTC):	HSTC 3-levels + Switch Off	•	•
<b>Chassis</b>			
Frame Type:	Steel semi-double cradle type with steel rear subframe	•	•
<b>Weight and Dimensions</b>			
Dry Weight:	212 kg / 222 kg	212 kg	222 kg
Kerb Weight:	232 kg / 242 kg	232 kg	242 kg
Fuel Capacity:	18.8 litres	•	•
Length × Width × Height:	2,335 × 930 × 1,475 mm	•	•
Wheelbase:	1,575 mm	•	•
Seat Height:	870 / 850 mm (STD position / Low position)	•	•
Ground Clearance:	250 mm	•	•
<b>Brakes, Wheels and Suspension</b>			
ABS System Type:	ABS 2-Channel with rear ABS off switch	•	•
Brakes Front:	310 mm dual wave floating disc with aluminium hub and radial fit 4-piston calipers, ABS and sintered metal pads	•	•
Brakes Rear:	256 mm wave disc with 1-piston caliper and sintered metal pads. DCT: Lever-Lock Type Parking Brake System with additional slide type 1-piston caliper	•	• plus Parking Brake
Wheels Front:	21 × MT2.15 wire spoke with aluminium rim	•	•
Wheels Rear:	18 × MT4.00 wire spoke with aluminium rim	•	•
Tyres Front:	90/90 – R21 tube type	•	•
Tyres Rear:	150/70 – R18 tube type	•	•
Suspension Front:	Showa 45 mm cartridge-type inverted telescopic fork with dial-style preload adjuster and DF adjustment, 230 mm stroke	•	•
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	•	•
<b>Instruments &amp; Electrics</b>			
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:	LED type with Amber Position Light function (APL)	•	•



# COLOURS

Pearl Glare White  
Tricolour



Victory Red  
(CRF Rally Red)



Matt Ballistic  
Black Metallic



# ACCESSORIES

The Africa Twin is ready to go, but you can equip yourself for the challenges along your adventure with some well-chosen Honda Genuine Accessories.

Genuine Accessories are designed, tested and built to the same rigorous standards that Honda applies to their motorcycles, guaranteeing superb fit, finish and functionality. They're made with true adventure in mind.



# 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 80s. The spirit of Dakar lives on in the CRF1000L Africa Twin.

## Display

A fully functional LCD display with a vertical, cock-pit design displays speed, temperature, fuel, DCT gear-shifts\*, indicators and 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 Africa Twin, 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 unmistakable round eyes of the early, Dakar winning bikes.

\*CRF1000L DCT ABS model only



A full range of Genuine Accessories is available, including:

- Panniers
- Heated Grips
- 12V DC Socket
- Alarm System
- Mainstand
- High/Low Seat
- Fairing Deflectors
- Pillion Steps

## 1 Top Box

An Aluminium effect Top Box with Honda embossing to the lid. Offers generous 35L load capacity and is capable of storing an off road style helmet plus more. Matching pannier set available. All luggage is matched to the bike's ignition key for convenience.

## 2 Touring Screen

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

## 3 LED Front Fog Lights

LED front fog lights mounted on a tubular frame which doubles up as bodywork protection and matches the sump guard. Provides invaluable lighting assistance when tackling inclement weather.

## 4 DCT Foot Shifter

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.

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



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**RIDE WITH STYLE** Read the owner's manual thoroughly. Get to know your machine and its capabilities. Concentration assists anticipation. Observe other road users' movements. Brake in plenty of time. Always wear a helmet and quality kit, ride fit and NEVER after drinking alcohol. Images shown in this brochure include some off road riding carried out by professional riders in a controlled environment which should not be replicated on public roads. Good roadcraft and courtesy identify the skilled and stylish rider. Honda endorse the law that all helmet visors must comply with BS 4110. Visors that transmit less than 50% of visible light cannot legally be used on the road.

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Pass me on to a  
friend or recycle me.

Honda Motor Europe sources  
paper responsibly from  
manufacturers within the EU.



BLUE SKIES FOR  
OUR CHILDREN

