



VTX1800T Tourer • VTX1800F • VTX1800N • VTX1300T Tourer • VTX1300C • VTX1300R

# 08 CRUISER



VT750T Tourer • VT750C2 Spirit • VT750C Aero • CMX250C Rebel

# Enjoy the ride

Honda began as a motorcycle company. And even as Soichiro Honda's vision expanded beyond its modest beginnings to include so many of the products we enjoy today, he never wavered in his belief that motorcycles should remain the touchstone of the Honda Motor Company.

What does that mean for you, the motorcycle enthusiast? It means that when Honda engineering develops new advancements in safety, Honda motorcycles benefit. It means that Honda's commitment to environmental leadership will continue to make its motorcycles cleaner, quieter and more fuel-efficient. It means that you can expect the same high level of quality, reliability and user-friendliness in a Honda motorcycle as you would in a Honda car, outboard engine or generator. And it means that Honda won't lose sight of the reason you buy a motorcycle in the first place: To enjoy the ride.

Honda's family of Cruiser motorcycles has been developed with all of these principles in mind. Their dependable, high-tech engines produce predictable, smooth power and meet Environment Canada's emissions standards. Their exhaust systems are quiet while maintaining the rich sound that's music to a cruiser rider's ears. Their emphasis on light weight and low centre of gravity makes tight turns and twisty roads fun, rather than intimidating.

Everything from the high quality of the metallurgy, to the easy to operate controls, to the flawless fit and finish, tell you that these bikes are built with care, and built to last.

It's the way Honda builds motorcycles. Enjoy the ride.





VTX1800T Tourer (left) and VTX1300T Tourer

## Designed for you

**S**ure, there are a lot of cruisers to choose from. But a Honda cruiser is built foremost with you and your needs in mind. The goal is to build a bike that you can't wait to ride. Today, and every day.

That may sound like a simple concept, but meeting that goal requires a careful analysis of every component at every step of a Honda cruiser's conception, design and manufacturing.

From the shape and position of the brake and clutch levers all the way to the manner in which the engine produces its power, everything is examined to ensure that it helps contribute to the bike's practicality, durability, safety, low environmental impact, ease of use, and overall enjoyment. It doesn't become a Honda cruiser until it meets these guidelines.

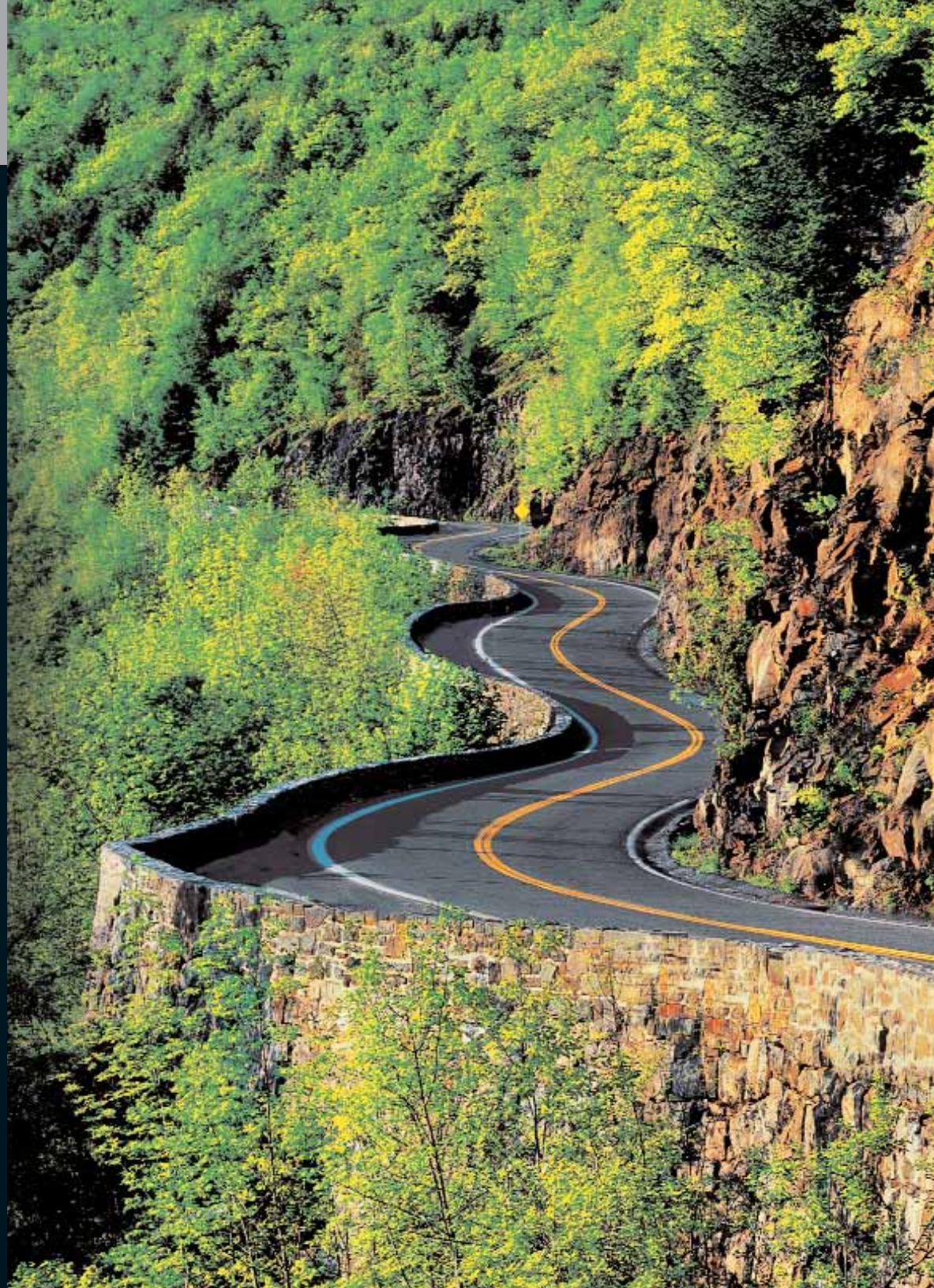
For example, Honda VTX and VT cruisers use high-tech liquid-cooled V-twin engines that sound like big twins should, but with vibration carefully controlled so that you feel those big power pulses at work, yet they never intrude on comfort. The combustion chambers feature two intake valves and a single, larger exhaust valve to achieve 20 percent greater valve area than a similarly sized two-valve engine. The result is increased torque at low rpm for smooth acceleration in any gear. Plus, the use of two sparkplugs in each cylinder contributes to efficient combustion and high power output at lower engine speeds — exactly what cruiser riders enjoy.

Sophisticated programmed fuel-injection on the VTX1800s and an air-injection system and exhaust catalyzers on the VTs work to keep performance high and emissions low.

Twist the throttle, and the engine in a Honda cruiser reacts in a predictable, confidence-inspiring, clean and quiet manner. The way you expect it to. The way you want it to.

And once you're on the road, you'll notice how you immediately feel comfortable and in control. Honda engineers spend a lot of time perfecting chassis geometry, rider ergonomics, weight distribution and suspension compliance to help you have a safer, more enjoyable, more relaxing ride.

That's why cruiser riding is different when you're on a Honda.





## Soul-stirring performance

The best cruiser motorcycles do more than make great power and handle with confidence – they stir your soul. They make you want to spend the whole day riding, and the next day cleaning, polishing and pampering. And riding again.

One look at the VTX1800T Tourer, and you'll understand. One ride, and you'll be hooked for good.

Run your eyes over the deep paint, the beautifully crafted engine, the long chrome exhausts – you're admiring rolling sculpture at its finest. The VTX1800T combines classic good looks with the practical features that allow it to go across a time zone as easily as it goes across town, including a protective windshield, a supportive passenger backrest, and high-quality leather saddlebags.

And then there's the engine. The 1,795 cc 52-degree V-twin produces earth-moving torque right from idle, and smooth horsepower for effortless highway cruising. Its massive 18.8-kilogram offset dual-pin crankshaft helps to produce the pleasing power pulses that tell you you're riding a big-bore motorcycle, but two primary-shaft-mounted balance weights and rubber engine mounting keep harsh engine vibration from intruding on comfort. Advanced features such as PGM-FI fuel injection, and a linked braking system for improved stopping control, help to set the VTX1800T apart from the cruiser crowd.

Just one look – or just one ride – and you'll understand.

- Standard windshield, passenger backrest and saddlebags make the VTX1800T at home in the city or on the open road
- 1,795 cc V-twin engine features the largest cylinders (with 4-inch bores) and connecting rods in any Honda production motorcycle
- Advanced high-pressure programmed fuel injection features 42 mm throttle bodies and 12-nozzle injectors for fuel-efficiency and power
- Specially designed seat features a low 696 mm (27.4 inches) height, and is designed to help keep you comfortable

## Specifications

Engine type	Liquid-cooled 52-degree V-twin
Displacement	1,795 cc
Bore & stroke	101 mm x 112 mm
Compression ratio	9:1
Valve train	Chain-driven SOHC, 3 valves per cylinder
Fuel delivery	PGM-FI with automatic choke
Transmission	Five-speed
Final drive	Shaft
Front suspension	45 mm fork, 129 mm (5.1 inches) travel
Rear suspension	Dual shocks with adjustable spring preload, 99 mm (3.9 inches) travel
Tires	150/80R - 17 radial front; 180/70R - 16 radial rear
Brakes	Front dual 296 mm discs with LBS three-piston calipers; rear single 316 mm disc with LBS twin-piston caliper
Seat height	696 mm (27.4 inches)
Wheelbase	1,714 mm (67.5 inches)
Curb weight	363 kg (800 lb) including required fluids and full tank of gas - ready to ride
Fuel capacity	20 litres
Colour	Black/Blue Metallic, Black/Red Metallic



## A style all its own

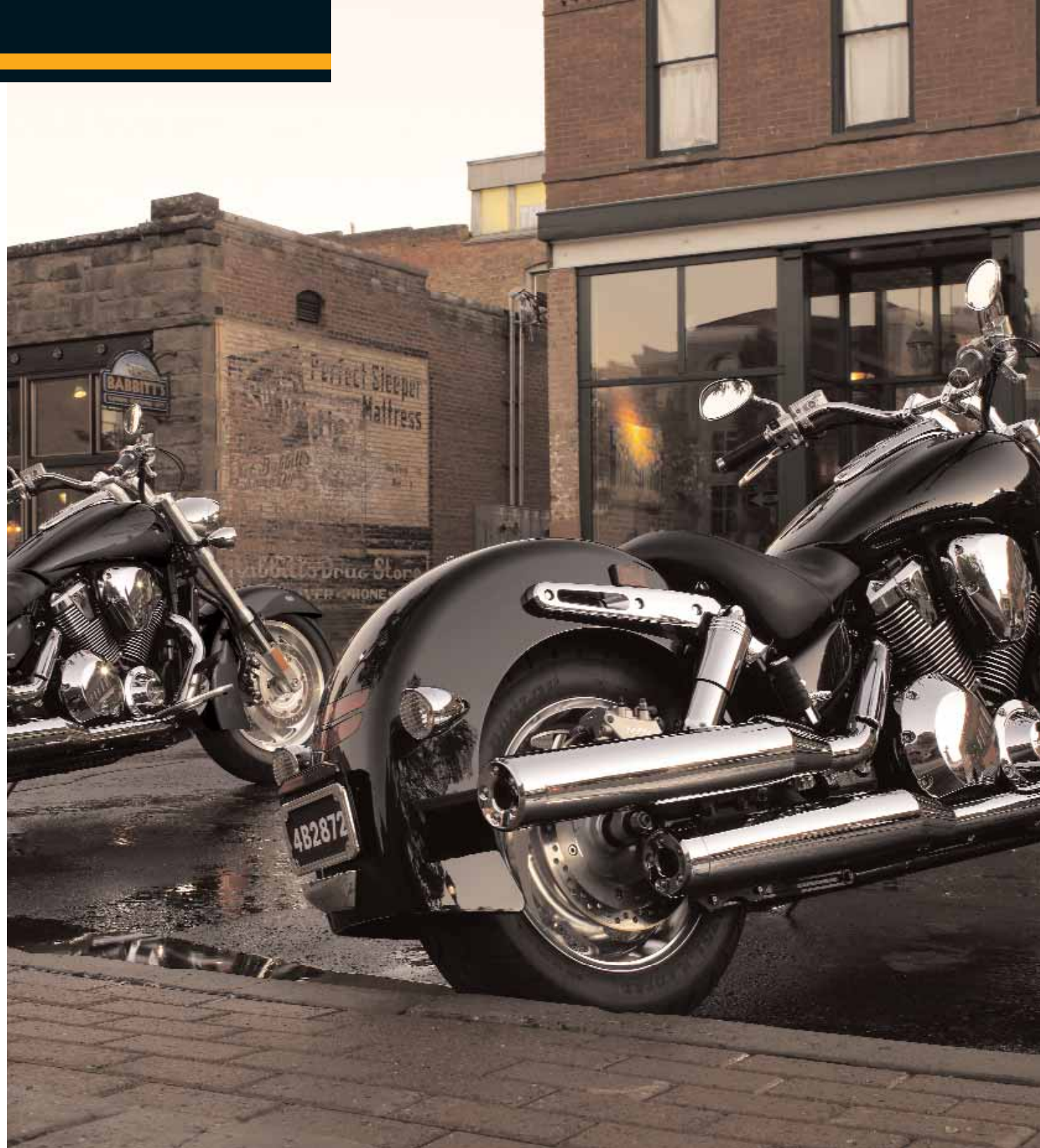
The Honda VTX1800N begins with the same powerful 1,795 cc V-twin engine as the VTX1800F, then veers off in a styling direction all its own. The result? A bike that evokes the classic hot rods of the 1950s, but delivers a level of performance unheard of back in the day.

You can see the '50s influence in the curvaceous, tire-hugging rear fender with its flush-mounted LED lights, the swept-back handlebar mounted on a high chrome riser, the straight-cut exhaust tips with five-bolt caps, and the wide, flangeless gas tank. Standard floorboards and a beautifully upholstered two-piece seat (with removable passenger section) add to the classic look, while also letting you stretch out in comfort for long hours of cruising fun.

Advanced features such as two iridium-tip sparkplugs per cylinder, PGM-FI fuel injection, and a linked braking system for better stopping control, all help to set the VTX1800N apart from the cruiser crowd. And because it's built the Honda way, you know you can expect the same quality and reliability as our other VTXs.

No other bike looks quite like the Honda VTX1800N. Which is just the way you want it.

- Engine counterbalancers and rubber-mounting minimize unwanted vibration while preserving the powerful feel of the big V-twin engine
- Check out the beautiful neo-retro styling with cast aluminum wheels, and the flush-mounted double-chevron LED brake light and taillight
- High-rise aluminum handlebar mounts and a low-rise handlebar provide a relaxed riding position as well as hot-rod styling
- Dragster-style seat boasts a low 696 mm (27.4 in.) height for flat-footed confidence during low-speed manoeuvres
- Linked Braking System and powerful disc brakes mean better stopping control





## Go ahead and stare

**S**leek. Serious. But certainly not subdued. With its long twin pipes, wide semi-swept handlebar, minimalist headlight shell and impressive 1,795 cc V-twin engine, the Honda VTX1800F takes you back to a time when custom dragsters ruled the road. Check out the recessed LED taillight tucked under the straight-cut rear fender. The fat radial tires wrapped around gorgeous 10-spoke racing-style wheels. The low and wide two-piece saddle with removable passenger section. It's classic retro, but with thoroughly modern technology and flawless fit and finish.

And make no mistake — the VTX1800F has the goods to back up its good looks, thanks to the big fuel-injected engine that produces earth-moving torque right from idle and smooth horsepower for effortless highway cruising. Its massive offset dual-pin crankshaft gives you the pleasing power pulses that tell you you're riding a big-bore motorcycle, but two primary-shaft balance weights and rubber engine mounting keep harsh engine vibration from spoiling your ride.

A big bike needs powerful brakes, so the VTX1800F boasts dual three-piston calipers up front and a big twin-piston setup out back, connected via Honda's Linked Braking System for safe and confident stopping control.

Soul-stirring performance, plus head-turning looks. Want to get noticed? Swing a leg over a Honda VTX1800F.

- **1,795 cc V-twin engine features the largest cylinders (with 4-inch bores) and connecting rods in any Honda production motorcycle**
- **Advanced high-pressure programmed fuel injection uses 42 mm throttle bodies and 12-nozzle injectors for maximum efficiency and power**
- **Linked Braking System and powerful disc brakes mean sure stopping control**
- **Unique VTX1800F features include a recessed LED taillight and brake light and a streamlined headlight with a smaller hooded lens for a distinctive minimalist look**
- **Handsome chrome two-into-two staggered exhaust system features five-bolt muffler tips and a deep exhaust note**

## Specifications

	VTX1800N	VTX1800F
Engine type	Liquid-cooled 52-degree V-twin	Liquid-cooled 52-degree V-twin
Displacement	1,795 cc	1,795 cc
Bore & stroke	101 mm x 112 mm	101 mm x 112 mm
Compression ratio	9:1	9:1
Valve train	Chain-driven SOHC, 3 valves per cylinder	Chain-driven SOHC, 3 valves per cylinder
Fuel delivery	PGM-FI with automatic choke	PGM-FI with automatic choke
Transmission	Five-speed	Five-speed
Final drive	Shaft	Shaft
Front suspension	45 mm fork, 129 mm (5.1 inches) travel	45 mm fork, 109 mm (4.3 inches) travel
Rear suspension	Dual shocks with adjustable spring preload, 99 mm (3.9 inches) travel	Dual shocks with adjustable spring preload, 99 mm (3.9 inches) travel
Tires	150/80R - 17 radial front; 180/70R - 16 radial rear	130/70R - 18 radial front; 180/55R - 18 radial rear
Brakes	Front dual 296 mm discs with LBS three-piston calipers; rear single 316 mm disc with LBS twin-piston caliper	Front dual 296 mm discs with LBS three-piston calipers; rear single 316 mm disc with LBS twin-piston caliper
Seat height	696 mm (27.4 inches)	701 mm (27.6 inches)
Wheelbase	1,714 mm (67.5 inches)	1,714 mm (67.5 inches)
Curb weight	365 kg (804 lb) including required fluids and full tank of gas - ready to ride	351 kg (774 lb) including required fluids and full tank of gas - ready to ride
Fuel capacity	20 litres	18.2 litres
Colour	Black	Black, Red Metallic



## For the ride of your life

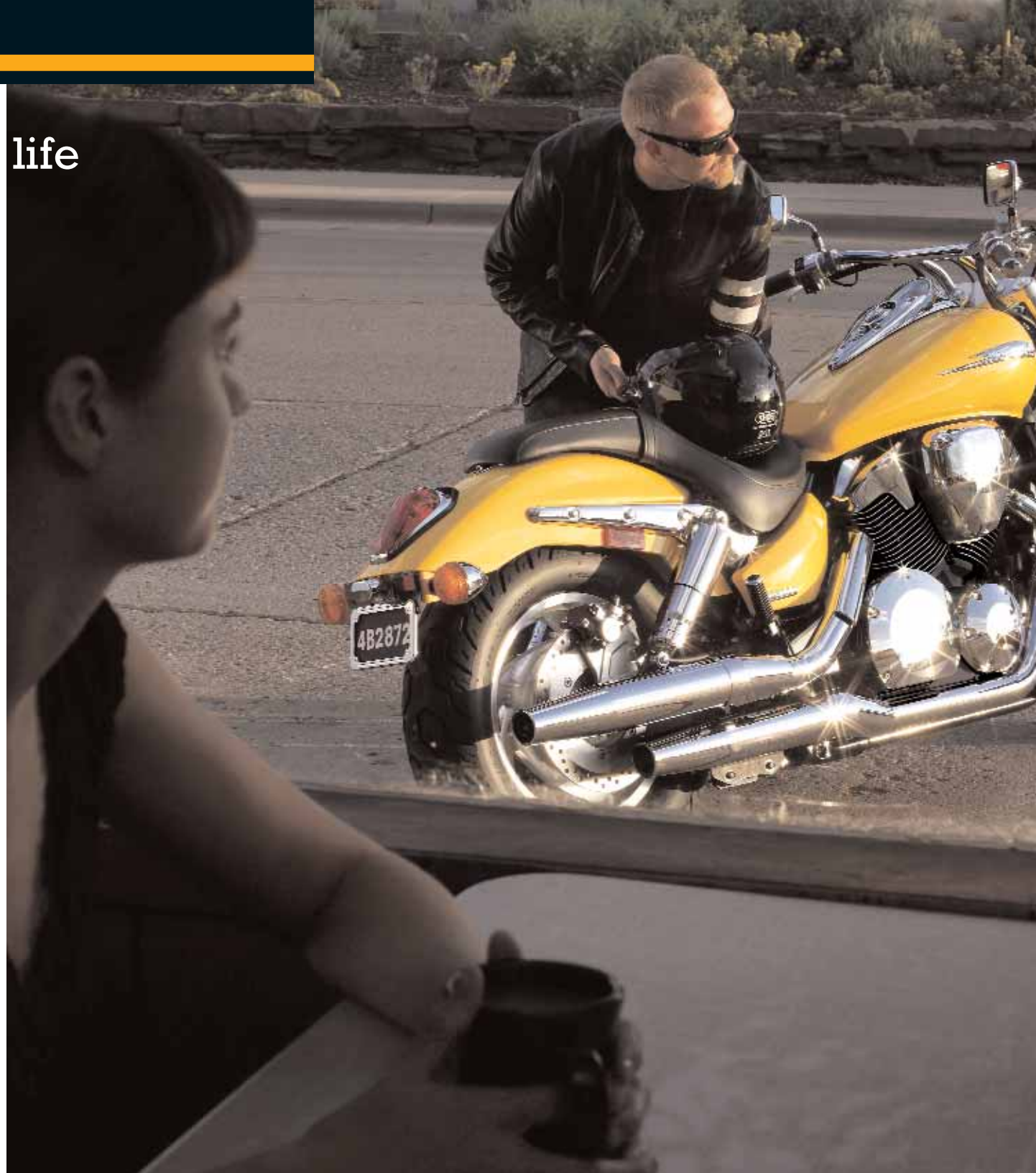
**R**un your eyes over the gleaming paint and chrome and admire the flawless fit and finish. Then settle into the broad seat and notice how you immediately feel at home, with an easy reach to the ground and to the controls. Now push the starter button and hit the road, and notice how the low centre of gravity and light weight make your favourite twisty road more fun than ever, and how the engine sounds and feels like a big twin should.

If this describes your idea of motorcycling at its best, then you're going to love the Honda VTX1300C.

This is a cruiser that exudes cool, from its gorgeous cast wheels to its hot-rod-style shorty fenders to its gleaming staggered-dual exhausts. But the VTX1300C is much more than a stunning style statement. The big 1,312cc V-twin engine features a pair of three-valve cylinder heads designed to deliver high performance, plus shaft drive for a minimum of maintenance hassles. And the integral oil reservoir provides all the benefits of a dry-sump design without the clutter of external oil lines.

If you're ready for a bike with plenty of attitude and performance to match, then the VTX1300C is ready to take you on a ride to remember.

- **1,312 cc liquid-cooled V-twin delivers strong low-end and midrange torque, with ample power for passing or relaxed cruising**
- **Dual two-axis primary counterbalancers minimize harsh engine vibration without eliminating the powerful pulses transmitted by the VTX's traditional V-twin design**
- **Minimalist-design front and rear fenders complement the VTX1300C's street-rod styling**
- **Massive tubular steel frame contains the engine's power and gives the VTX a long, low, classic stance**
- **Dual exhaust with shorter pipes for a street-rod look and an ear-pleasing big-twin sound**





## Time machine

The work week is over. Now it's your time. Time to clear your mind of everyday concerns. Time to take the road less travelled to a place you've only visited in your dreams. Time to drop in on old friends and meet new ones. Time to ride.

Hop on a Honda VTX1300T Tourer, and get ready for the time of your life. With its custom styling and full complement of touring equipment, the VTX1300T not only looks great on the boulevard, it's also ready for long days of adventure. Stretch out in the deep, wide saddle and set your feet on the standard floorboards, and then feel the way your hands naturally land on the grips. This is a bike that can help you ride from dawn to dusk and still be fresh and ready for more fun the next morning.

Some cruisers punish you with harsh engine vibration and a rough ride. But not the VTX1300T. Its powerful 1,312 cc V-twin features dual two-axis primary counterbalancers that minimize vibration while still letting you feel and hear those big pistons at work. And the suspension has been carefully calibrated to help smooth over bumps while also providing stable handling for those twisty backroads.

Enjoy each minute of your riding time. Ride a Honda VTX1300T Tourer.

- **1,312 cc liquid-cooled V-twin delivers that special V-twin sound along with strong low-end and midrange torque, with ample power for passing and relaxed cruising and a beautiful big-twin sound**
- **Deeply valanced fenders, a broad fuel tank with tank-mounted instruments, a semi-swept handlebar, and floorboards with a heel-and-toe shifter create a classic retro style**
- **Special cast wheels add to the VTX1300T's unique custom look**
- **Shaft final-drive system provides smooth, low-maintenance operation**
- **Saddlebags are made from thick full-grain cowhide for a premium look and feel**

## Specifications

	VTX1300C	VTX1300T
Engine type	Liquid-cooled 52-degree V-twin	Liquid-cooled 52-degree V-twin
Displacement	1,312 cc	1,312 cc
Bore & stroke	89.5 mm x 104.3 mm	89.5 mm x 104.3 mm
Compression ratio	9.2:1	9.2:1
Valve train	Chain-driven SOHC, 3 valves per cylinder	Chain-driven SOHC, 3 valves per cylinder
Fuel delivery	Single 38 mm CV carb	Single 38 mm CV carb
Transmission	Wide-ratio five-speed	Wide-ratio five-speed
Final drive	Shaft	Shaft
Front suspension	41 mm fork, 129 mm (5.1 inches) travel	41 mm fork, 129 mm (5.1 inches) travel
Rear suspension	Dual shocks with adjustable spring preload, 91 mm (3.6 inches) travel	Dual shocks with adjustable spring preload, 94 mm (3.7 inches) travel
Tires	110/90 - 19 front; 170/80 - 15 rear	140/80 - 17 front; 170/80 - 15 rear
Brakes	Front single 336 mm disc with dual-piston caliper; rear single 296 mm disc with single-piston caliper	Front single 336 mm disc with dual-piston caliper; rear single 296 mm disc with single-piston caliper
Seat height	697 mm (27.5 inches)	695 mm (27.4 inches)
Wheelbase	1,662 mm (65.5 inches)	1,669 mm (65.7 inches)
Curb weight	307 kg (678 lb) including required fluids and full tank of gas - ready to ride	339 kg (748 lb) including required fluids and full tank of gas - ready to ride
Fuel capacity	18 litres	18 litres
Colour	Nebulous Black Metallic, Pearl Hot Rod Yellow	Black, Pewter Silver Metallic



## Performance to move you

**R** for retro. R for radical. R for rip-roarin' fun. However you look at it, one thing is crystal clear: the Honda VTX1300R has the style and the performance to make every ride a ride to look forward to.

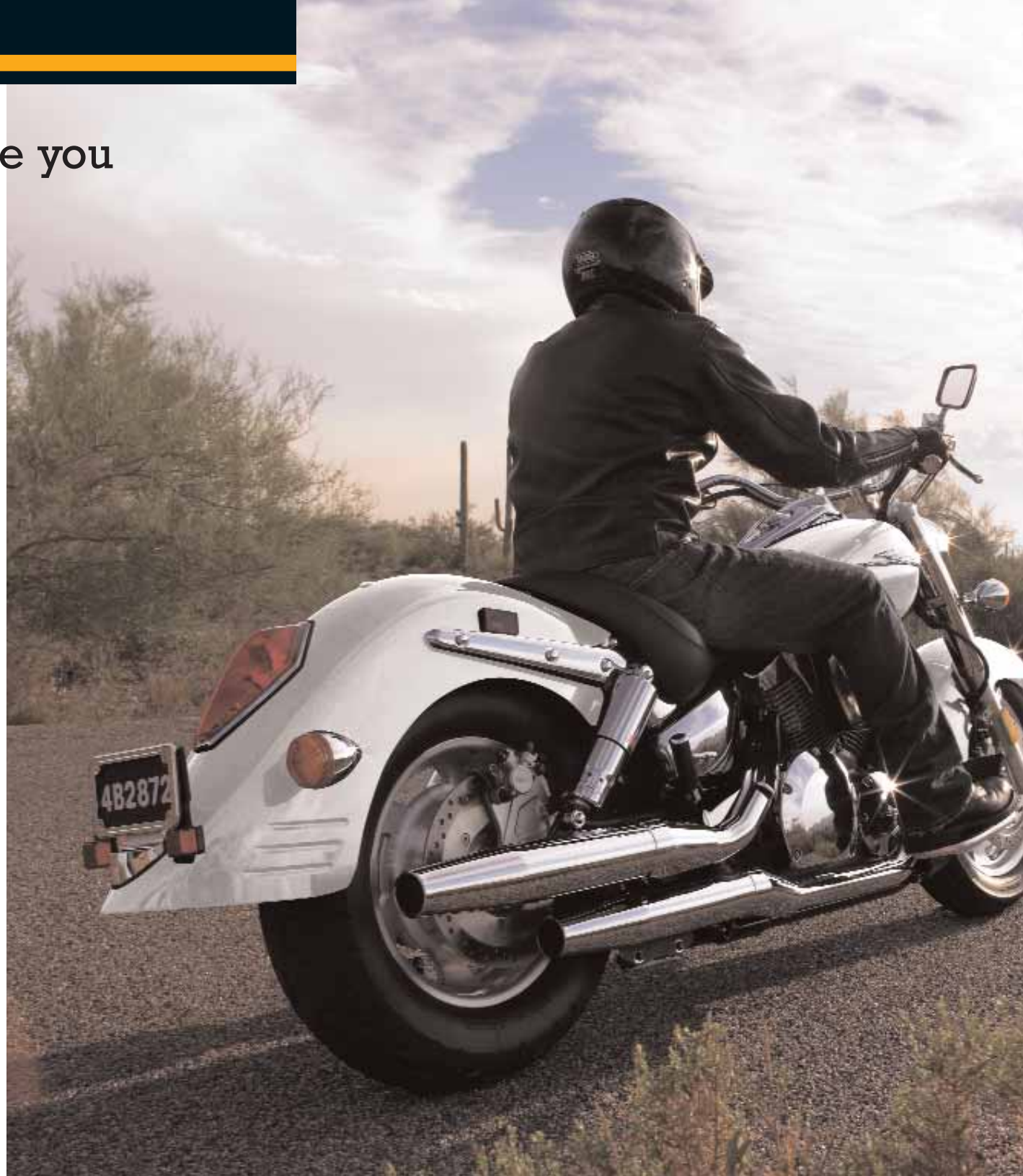
Check out the deeply valanced front and rear fenders, the staggered-dual exhaust, and the broad fuel tank with tank-mounted instruments. Then cast your eyes over the unique retro-style cast wheels. This is cruiser art that looks as good moving down the highway as it does parked in your driveway.

But good looks are only part of this bike's appeal. Like its VTX1300C cousin, the VTX1300R uses Honda's advanced 52-degree 1,312 cc liquid-cooled V-twin with three-valve cylinder heads. It's got massive torque and then some, with a huge wave of low-rpm power that builds from idle and keeps on comin'. Premium features such as heated carburetors and two sparkplugs per cylinder help your bike start and run smoothly, even on cool Canadian mornings.

And because you want to ride, not wrench, the VTX1300R sends its power to the fat rear tire via clean, quiet and reliable shaft final drive.

Performance you can hear and feel; looks that turn heads. Slide into the saddle of a VTX1300R, and prepare to be moved.

- Deeply valanced fenders, broad fuel tank with tank-mounted instruments, semi-swept handlebar and floorboards with heel-and-toe shifter create a classic retro style
- Passenger seat is easily removed for when you're riding solo
- Shaft final drive provides smooth, low-maintenance operation
- Staggered dual exhausts produce a throaty exhaust note that lets you know you're riding a performance cruiser
- Each three-valve cylinder head features two 31mm intake valves and a large 40mm exhaust valve for enhanced flow and combustion





## When you want it all

**W**ant a bike that looks great standing still, but can move with authority? Then you'll want to take a close look at the Honda VT750T Tourer.

The VT750T's appealing combination of classic custom styling and standard touring equipment makes it the perfect bike for both city cruising and province-wide adventure. Its powerful 745 cc V-twin engine churns out strong low-end torque and thrilling top-end power, with a deep rumble from the newly designed twin mufflers that's music to a cruiser rider's ears. And check out those deeply valanced fenders, the low-slung seat with detachable passenger section, and the wide tires rolling on traditional spoke wheels – it's pure eye candy.

When your next ride takes you far from home, we know you'll really appreciate the VT750T's standard windshield, spacious leather saddlebags and sturdy backrest. And you'll also feel confident thanks to the reliability built into every Honda motorcycle. From the high-tech engine and chassis components to the numerous low-maintenance features such as shaft final drive, the VT750T is built to go the distance.

Versatile performance combined with eye-catching style and Honda quality. That's the VT750T Tourer.

- **Standard windshield, saddlebags and backrest allow you and a friend to travel long distances, or just downtown and back**
- **Shaft final-drive system provides smooth, clean, low-maintenance operation**
- **745 cc liquid-cooled V-twin engine produces impressive power over a broad rpm range**
- **Three-valve cylinder head design utilizes two sparkplugs per cylinder for excellent combustion efficiency and high power output**
- **Innovative frame design features a large steel-tube backbone extending from a massive cast steering head for a frame that is light, simple and strong**

## Specifications

	VTX1300R	VT750T
<b>Engine type</b>	Liquid-cooled 52-degree V-twin	Liquid-cooled 52-degree V-twin
<b>Displacement</b>	1,312 cc	745 cc
<b>Bore &amp; stroke</b>	89.5 mm x 104.3 mm	79 mm x 76 mm
<b>Compression ratio</b>	9.2:1	9.6:1
<b>Valve train</b>	Chain-driven SOHC, 3 valves per cylinder	Chain-driven SOHC, 3 valves per cylinder
<b>Fuel delivery</b>	Single 38 mm CV carb	Single 34 mm CV carb
<b>Transmission</b>	Wide-ratio five-speed	Wide-ratio five-speed
<b>Final drive</b>	Shaft	Shaft
<b>Front suspension</b>	41 mm fork, 129 mm (5.1 inches) travel	41 mm fork, 117 mm (4.6 inches) travel
<b>Rear suspension</b>	Dual shocks with adjustable spring preload, 94 mm (3.7 inches) travel	Dual shocks with adjustable spring preload, 89 mm (3.5 inches) travel
<b>Tires</b>	140/80 - 17 front; 170/80 - 15 rear	120/90 - 17 front; 160/80 - 15 rear
<b>Brakes</b>	Front single 336 mm disc with dual-piston caliper; rear single 296 mm disc with single-piston caliper	Front single 296 mm disc with dual-piston caliper; rear drum
<b>Seat height</b>	695 mm (27.4 inches)	658 mm (25.9 inches)
<b>Wheelbase</b>	1,669 mm (65.7 inches)	1,638 mm (64.5 inches)
<b>Curb weight</b>	322 kg (710 lb) including required fluids and full tank of gas - ready to ride	tba
<b>Fuel capacity</b>	18 litres	14 litres
<b>Colour</b>	Pearl Alpine White	Candy Dark Red/Classical White, Digital Silver Metallic/Graphite Black, Graphite Black/Classical White



## Your key to the highway

**Y**ou want to experience the fun and thrill of motorcycling, but you don't have a bundle to spend. Hey, no problem! Just grab yourself a VT750 Shadow Aero. It's the fully equipped cruiser that comes with Honda quality and reliability built right in.

The look catches your eye first — acres of chrome, valanced steel fenders, wide tires rolling on traditional spoke wheels, and new twin pipes for 2008 that add a sporty look to the Aero's classic retro styling.

Hit the starter button and listen to the sophisticated 745 cc V-twin engine come alive. There's plenty of power available with a twist of your wrist, sure, but one of the cool things about the Aero is that its size and weight are more manageable than on some big-bore bikes. You don't have to have a gym membership to manoeuvre the Aero out of a tight parking spot, and even shorter riders will feel comfortable thanks to the Aero's low seat height.

More good stuff? How about the cool instrument nacelle built right into the gas tank. And the clean and quiet shaft final drive. And the special air-injection system that helps keep emissions low.

Well equipped, and easy on the wallet. That's the Honda VT750C Shadow Aero. Your key to motorcycling fun is waiting.

- **Big-bike looks and feel at a very attractive price**
- **Shaft final-drive system provides smooth, clean, low-maintenance operation**
- **745 cc liquid-cooled V-twin engine produces impressive power over a broad rpm range**
- **New twin exhaust pipes look great and sound even better**
- **Innovative frame design features a large steel-tube backbone extending from a massive cast steering head for excellent rigidity**





## Premium blend

**T**he look is pure classic cruiser. The ride is like nothing else you've ever experienced. Say hello to the Honda VT750C2 Shadow Spirit – it's the bike that blends head-turning cruiser styling and strong V-twin engine performance with a wonderfully sporty ride and feel.

When you sit in the sleek gunfighter-style saddle, right away you'll notice that the seat height is extra-low yet the riding position feels more sporty. A narrow front tire on a big 21-inch front wheel, combined with carefully calibrated steering geometry and light weight, give the VT750C2 superb handling and ride comfort. And premium Kayaba suspension and a long wheelbase mean you also get great stability.

Of course, a performance cruiser needs oodles of power and torque, so we equipped the VT750C2 Spirit with a 745 cc liquid-cooled V-twin engine with three valves per cylinder. You'll love the low-end grunt that begins the moment you twist the throttle, and smile as the revs build and the sweet rumble of the V-twin envelops your senses.

Whether you're heading downtown, cross-town, or to your favourite twisty country road, the Honda VT750C2 Shadow Spirit is more than happy to go along for the ride. It's the new way to cruise.

- Sporty riding position feels comfortable on twisty roads or the open highway
- Low seat height and a long wheelbase contribute to a stable, confidence-inspiring ride
- Narrow front tire mounted on a big 21-inch wheel looks cool and is more compliant over rough roads than a smaller wheel
- Distinctive square-shaped mirrors and other unique details give the VT750C2 a look all its own
- Shaft drive helps keep maintenance to a minimum

## Specifications

	VT750C	VT750C2
<b>Engine type</b>	Liquid-cooled 52-degree V-twin	Liquid-cooled 52-degree V-twin
<b>Displacement</b>	745 cc	745 cc
<b>Bore &amp; stroke</b>	79 mm x 76 mm	79 mm x 76 mm
<b>Compression ratio</b>	9.6:1	9.6:1
<b>Valve train</b>	Chain-driven SOHC, 3 valves per cylinder	Chain-driven SOHC, 3 valves per cylinder
<b>Fuel delivery</b>	Single 34 mm CV carb	Single 34 mm CV carb
<b>Transmission</b>	Wide-ratio five-speed	Wide-ratio five-speed
<b>Final drive</b>	Shaft	Shaft
<b>Front suspension</b>	41 mm fork, 117 mm (4.6 inches) travel	41 mm fork, 117 mm (4.6 inches) travel
<b>Rear suspension</b>	Dual shocks with adjustable spring preload, 89 mm (3.5 inches) travel	Dual shocks with adjustable spring preload, 89 mm (3.5 inches) travel
<b>Tires</b>	120/90 - 17 front; 160/80 - 15 rear	90/90 - 21 front; 160/80 - 15 rear
<b>Brakes</b>	Front single 296mm disc with dual-piston caliper; rear drum	Front single 296 mm disc with dual-piston caliper; rear drum
<b>Seat height</b>	658 mm (25.9 inches)	652 mm (25.7 inches)
<b>Wheelbase</b>	1,638 mm (64.5 inches)	1,651 mm (65 inches)
<b>Curb weight</b>	250 kg (553 lb) including required fluids and full tank of gas - ready to ride	243 kg (536 lb) including required fluids and full tank of gas - ready to ride
<b>Fuel capacity</b>	14 litres	14 litres
<b>Colour</b>	Graphite Black, Candy Dark Red	Graphite Black, Digital Silver Metallic, Glint Wave Blue Metallic/Flame, Candy Red/Flame



# The fun starts here

Your mother always told you that good things come in small packages, right? Well, here's proof that mom knows what she's talking about: the ever-popular Honda CMX250C Rebel.

A user-friendly combination of light weight and comfortable size has made the Rebel an enduring favourite among riders looking for an easy-to-handle cruiser. But its smaller dimensions can't hide the fact that this bike is jam-packed with what you need for motorcycling fun, including a high-output twin-cylinder engine that runs more smoothly than a single, an easy-shifting five-speed transmission, a hard-stopping front disc brake, a comfortable seat, and high-quality components wherever you look.

But the Rebel's real value comes from the way it will take you where you want to go, and ask for so little in return. Low-effort controls, light steering, a hard-to-stall engine, a low seat height, and a low centre of gravity all help to instill confidence when you're in the saddle. And you'll love the way the Rebel cruises past gas stations like they weren't even there.

Who says you need a big-bore bike to appreciate the joys of motorcycling? Not a Honda Rebel rider, that's for sure.



- Proven 234 cc twin-cylinder SOHC four-stroke engine is smooth, quiet, economical and easy to maintain
- Maintenance-free automatic cam-chain tensioner
- Semi-double-cradle frame allows for a long wheelbase and an extremely low seat height
- Dual rear shocks feature five-position spring preload adjustment so you can tailor the ride just the way you need it
- Two-piece custom-styled seat stays comfortable for day-long rides

## Specifications

<b>Engine type</b>	Air-cooled inline-twin
<b>Displacement</b>	234 cc
<b>Bore &amp; stroke</b>	53 mm x 53 mm
<b>Compression ratio</b>	9.2:1
<b>Valve train</b>	Chain-driven SOHC, 2 valves per cylinder
<b>Fuel delivery</b>	Single 26 mm CV carb
<b>Transmission</b>	Five-speed
<b>Final drive</b>	O-ring-sealed chain
<b>Front suspension</b>	33 mm fork, 117 mm (4.6 inches) travel
<b>Rear suspension</b>	Dual shocks with adjustable spring preload, 74 mm (2.9 inches) travel
<b>Tires</b>	3.00 - 18 front; 130/90 - 15 rear
<b>Brakes</b>	Front single disc with dual-piston caliper; rear drum
<b>Seat height</b>	675 mm (26.6 inches)
<b>Wheelbase</b>	1,450 mm (57.1 inches)
<b>Curb weight</b>	150 kg (331 lb) including required fluids and full tank of gas - ready to ride
<b>Fuel capacity</b>	9.8 litres
<b>Colour</b>	Graphite Black



# Genuine Honda Accessories

## VTX AND VT



### Digital audio stereo kit

This water resistant digital amp and speaker system lets you take your music on the road by simply connecting your portable MP3 audio player (not included). The amplifier has the standard controls: volume up/down and mute. It also has active volume control so the volume will increase and decrease with the speed of the motorcycle. The digital audio attachment kit is required.

## VTX1800



### Sport shield

Rev up your cruiser's performance-custom look. Aerodynamic design. Features aggressive styling and tinted polycarbonate.



### Chrome heated grips

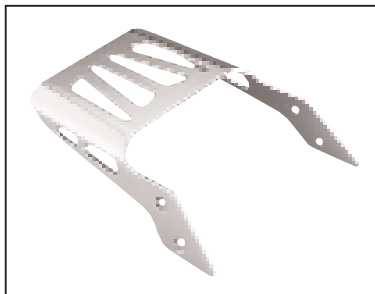
Thermostat control with five temperature levels and integrated switches. Detects battery voltage to prevent excessive battery power drainage.



### Adjustable backrest

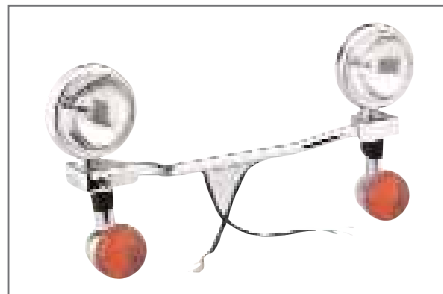
Adjustable to five pre-set angles so you can dial in the perfect amount of support.

## VTX1300



### Deluxe rear carrier

Complement the deluxe chrome backrest on your bike while adding some extra storage with this rear carrier. Maximum allowable cargo weight is 3 kg. Deluxe chrome rear carrier mounting brackets required for installation.



### Chrome light bar

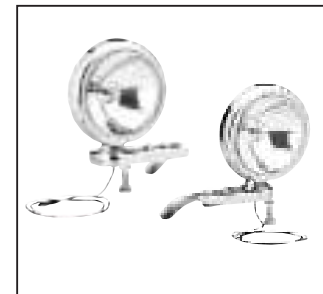
Looks great while providing enhanced visibility. Features an easy-to-use, handlebar-mounted, push-button switch.

## VT750



### Custom windshield

Protect yourself from the wind with this custom windshield. It's made of rugged Lexan™ to resist chipping and cracking.



### Chrome light bar

Engineered specifically for the Shadow Aero. Looks great while providing enhanced visibility.



### Leather tank belt

Featuring custom style and a snug fit, this belt is the ideal way to protect the premium paint finish on your Shadow Aero's gas tank.

\*For additional accessories, please see your local Honda dealer.



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, and never use the street as a racetrack. Inspect your motorcycle before riding, read your owner's manual, and Honda recommends that all riders take a rider training course. Always obey local laws, use common sense and respect the rights of others when you ride. Make sure you have the proper licence when riding on public roads and obtain written permission before riding on private land.

Specifications are subject to change without notice. Although descriptions, model images and colours are believed to be correct, accuracy cannot be guaranteed. All specifications in this brochure apply only to models sold and registered in Canada. See your Honda dealer for details.

See your Honda dealer for Honda's warranty policy.

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