



Two Great Ways to Experience New Roads and New Adventures

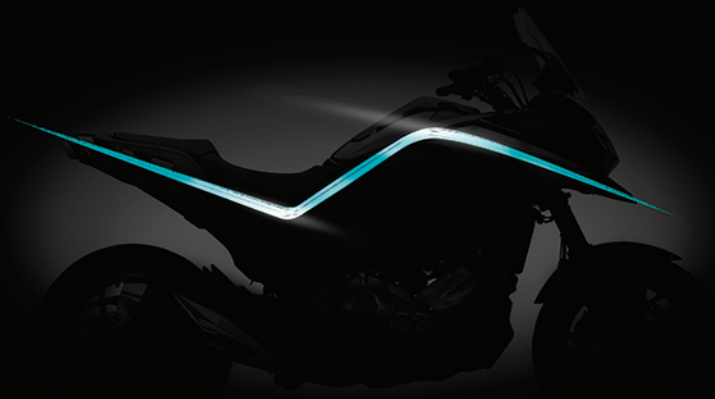


2016 CB500X

Sometimes, you don't need the biggest bike or the biggest engine. Sometimes, lighter and more manageable is just way more fun.

The Honda CB500X is a perfect case in point. Its well-balanced combination of ample power from its DOHC parallel-twin engine, user-friendly handling, and premium features including ABS, has made it a popular choice among Canadian riders looking for an adventure bike that really can do it all.

And for 2016 the CB500X can do it all, even better. It has a daring new look, with aggressively styled bodywork fitted with a distinctive LED headlight and taillight, and an adjustable windshield that's taller and vented for even better protection and aerodynamics. Increased fuel capacity expands the CB500X's exploration range, and the addition of front-suspension preload adjustment, an adjustable brake lever, and gearbox improvements for smoother shifting, all make the CB500X even more adept at covering long distances in comfort – in all sorts of conditions, on all types of roads.



2016 NC750X

Doing things just a bit differently has always been a Honda hallmark. So when it came to designing a better mid-size adventure bike, our engineers had free rein to think well outside the box.

The result was the innovative NC750X, which incorporates such clever features as a compact parallel-twin engine that sounds and feels much like a torquey V-twin, and a handy storage area where the tank would be on a conventional bike that's big enough to swallow a full-face helmet.

And the creative thinking continues for 2016 with an array of improvements, plus the addition of a new model featuring Honda's advanced DCT transmission.

You'll notice the edgier styling right away. The redesigned front cowl includes a new LED headlight and a taller windscreen with venting to reduce pressure and turbulence, and the sleek new rear section also incorporates a bright LED taillight. A shorter muffler not only sounds great, it also improves overall mass centralization and reduces weight for better handling.

For the first time, the NC750X is available with either a six-speed gearbox or Honda's sporty DCT transmission, which allows both paddle-operated manual operation and three levels of automatic shifting. DCT even senses whether the bike is travelling uphill or downhill and selects shifting points and engine braking accordingly.

Check back on October 29 for the official unveiling of both the 2016 CB500X and NC750X exclusively on motorcycle.honda.ca