



**HONDA** *Come ride with us.*

# Rebel

## CA125



## Introduction

For several years now the American Custom cruiser segment of Europe's diverse on-road motorcycle market has experienced a surging boom in popularity. Sales figures for such models as Honda's VT600C and VT1100C Shadow unequivocally show that an increasing number of riders rather opt for the laid-back look, the lower seat height and the relaxed, easy-riding attitude of the American-style cruisers.

The last few years, Honda has gradually been expanding its American Custom lineup into the lower displacement categories.

A new licensing system to be implemented in many European countries has given more importance to the burning need for these brand new models. In these new standardized regulations engine power output will be directly correlated with the rider's age, creating a new category that allows young drivers 16 years and

older (or, in some countries, in conjunction with a car license) to ride motorcycles with displacements up to 125cc with a maximum power output of 11kW.

As a result of this new licensing system, sales in the 125cc class are booming dramatically and younger and beginning riders are expecting a complete line-up of machines in this category.

Therefore, Honda now proudly introduces its updated American Custom model in this displacement category: the new CA125 Rebel. Combining classic cruiser styling and renowned Honda production quality in an entry-level factory custom motorcycle, the new Rebel offers small bike convenience and 4-stroke economy coupled with the style, the volume and the feel of a larger machine.



***Design Concept***

Even though the new Rebel is the youngest and smallest displacement member of Honda's factory custom line-up, it comes with all the familiar styling elements of its kind. 'Long and Low' proportions, with extended front forks, a teardrop fuel tank, ultra-low saddle-type seat and optional Sissy-bar as well as a fat rear tyre, in combination with gently curved 'buckhorn' handlebars, forward-positioned foot pegs and the extensive use of chrome.

**The Ultimate Honda American Custom**

Earning its own place in Honda's prestigious American custom lineup, the new Rebel features a distinctive 2-tone fuel tank, with major body parts, including tank, fenders and sidecovers, painted in

the same duo-tones. The master cylinder-brake is painted black. The engine's buffed and clear-coated cylinder-head cover and engine case covers, and chrome-plated highlights such as the horn cover, give further emphasis to the Rebel's

solid look of 'real metal'. Adding to this tough image are the footpegs, which are chrome with a rubber cover and the buffed polish brake levers. The gold tank logo was specially designed for this exclusively European new model.



***Colouring Concept***

The new Rebel's clear-cut American Custom image is fixed in duo-tone colours highlighted by clean, simple graphics and the luxurious lustre of polished chrome, which combine to accentuate its city-bred good looks. The Rebel's three colour variations include a rich pearlescent two-tone red and cream, which should offer great appeal to younger riders, the modern bite of yellow and white, as well as the classy sophistication of solid black with subtle mint.

**Colours**

- Red and Cream
- Yellow and White
- Black and Mint

**Engine**

The Rebel is powered by a compact, robust 4-stroke parallel twin engine that features chain-driven single overhead camshaft (SOHC) and two valves per cylinder for highly efficient operation. Specially tuned to meet Europe's coming new displacement and output regulations, the 124.6 cm<sup>3</sup> engine delivers a maximum power output of 11 PS (or 8.kW), and has been tuned for optimal low-to-midrange performance and a precious sensation of acceleration at the simple twist of its throttle. All combines to give the Rebel a potent, versatile power delivery that should make it an instant favourite in this competitive class.

**Maintenance-free CDI**

To ensure quick and easy starts, and dependable long-term performance, the Rebel's maintenance-free capacitor discharge ignition (CDI) delivers a precisely timed high-voltage charge that combines with the push-button electric starter. The compact, maintenance-free (MF) 12-volt battery provides a stable electrical charge under all conditions.

**Smooth-Shifting 5-speed Transmission**

In combination with a light-pull clutch and easy-shifting operation, the Rebel's rugged 5-speed transmission features accurately calculated gearing ratios that maximize the feel of low-to-midrange acceleration.



**Chassis**

In realizing the 'Long and Low' proportions and easy handling typical for Honda's American Custom line-up, the new Rebel naturally comes with the traditional riding position normally associated with laid-back cruising down central boulevards and leisurely spins along gently curving backroads. Its simple, uncluttered design is based on a rigid semi-double cradle frame with a 30°40' caster angle that extends the front fork for a long 1,460mm wheelbase to offer stable, effortless cruising control.

**Sumptuous, Boulevard-Cruising****Suspension**

The new Rebel's supple 33mm hydraulic fork features widely spaced stanchion tubes for a front-end look that gives daring emphasis to its well-balanced American cruiser roots while offering a smooth, easy-going ride and confident control. In the rear, its two 5-step spring preload-adjustable conventional dampers feature a 'laid-down'

look and offer 75mm of axle travel that combines with the Rebel's fat rear tyre and plush, soft wrinkled, thickly padded seat and ditto the optional Sissy-bar to give one of the most comfortable boulevard rides in the class.

**Running Gear and Brakes**

The Rebel's genuine cruiser look is emphasized by classically styled wire-spoked wheels featuring eye-

catching chrome-plated rims that mount wide-bodied tyres. A compact, dual-piston caliper front disc brake provides reliable stopping power by gripping a 240mm, drilled, stainless steel rotor. In the back, a 130mm leading/trailing shoe drum brake offers smooth, capable braking control.

**Equipment**

Exhibiting superb quality of construction and meticulous attention to detail, the new Rebel's integrated look exhibits all that cruising is all about. The distinguishing aspect of the American Custom image is the extensive use of the chrome and metal to highlight its urban style, and the new Rebel outshines all expectations with a blaze of chrome-plated brilliance. From its headlight pod, indicators and controls, to its side-cover trim, horn cover, rear dampers, chain guard and distinctive rear fender rails, the deep lustre of chrome catches the eye wherever one looks.

**Traditional Custom Style for Economic Cruising**

The Rebel's classic teardrop-shaped fuel tank assumes the central point of styling focus for this traditional boulevard cruiser look. Holding a full 10 litres of fuel, it combines with the 4-stroke twin-cylinder engine's excellent fuel economy to offer longer cruising distances between fuel stops.

The Rebel's chrome-plated, pull-back 'buckhorn' handlebars offer a relaxed and easy reach to the controls, with hands draping naturally over the grips and the buffed polish brake levers.

The centrally located, canister-style speedometer and chrome-rimmed indicator lights are simply styled and positioned for easy visibility at a glance. A push-to-cancel indicator switch offers convenient operation. The soft wrinkled, thickly padded seat and optional Sissy-bar offers one of the most comfortable boulevard rides in the class. Dual chrome-plated exhaust pipes and mufflers sweep down and back on either side to underline the Rebel's cruiser look with eye-catching brilliance, and produce a quiet yet pleasing throb of power attract while on the move.

**Specifications****Specifications****CA125 Rebel (ED-type)**

Engine		Air-cooled 4-stroke SOHC parallel twin
Bore × Stroke		44 × 41mm
Displacement		124.6cm <sup>3</sup>
Compression Ratio		9.4 : 1
Carburetors		18mm piston valve-type
Max. Horsepower		11PS (8.1kW)/9,500rpm (DIN)
Max. Torque		0.93kg-m (9.1Nm)/6,000rpm (DIN)
Ignition		Capacitor Discharge (CDI)
Starter		Electric
Transmission		5-speed
Final Drive		Roller chain
Dimensions	(L×W×H)	2,185 × 815 × 1,100mm
Wheelbase		1,460mm
Seat Height		675mm
Ground Clearance		150mm
Fuel Capacity		10 litres
Wheels	Front/Rear	Steel rim/wire spoke
Tyres	Front	3.00-18 47P
	Rear	130/90-15M/C 66P
Suspension	Front	33mm telescopic fork, 140mm axle travel
	Rear	Swingarm, dual dampers with adjustable preload, 75mm axle travel
Brakes	Front	240mm dual-piston caliper disc
	Rear	130mm leading/trailing drum
Dry Weight		137kg