



Rebel 125

Introduction

Playing the role of 'younger brother' to the larger displacement Rebel 250, the 'Real Custom' Rebel 125 features all the same laid-back comfort and definitive American Custom style as its bigger sibling. From its responsive air-cooled parallel twin engine, pumping out strong acceleration and a pleasing sound through its long chromed mufflers, to its comfortably low dual-saddle seat, the Rebel puts the accent on style for all-day riding enjoyment and an easy way to get where one's going.

The Rebel 125 went straight into the upper reaches of the sales chart as soon as it came onto the market in 1986. This is far from surprising given its quality of build, fitting-out and custom aesthetics, which are truly state-of-the-art. It can be used as a utility machine, will eat up the road

like a bigger bike or slip through urban traffic, while its copious chrome makes it a rival for the very best American custom bikes.

The Rebel has taste and attitude, but will always remain manageable and thus guarantee a smooth ride.

Introduced in 95 - Manufactured in Spain - CUSTOM





Rebel 125

Colouring Concept

The Rebel's three colours for the last year of the century all carry over from the previous year, and include a luxurious metallic green and cream two-tone that shimmers with gilded reflections in the midday sun, a regal metallic red that accentuates the Rebel's impeccable quality of construction, and a glittering gold that turns heads far and wide, calling attention to the Rebel's superb balance of style and comfort.

Colours

- Mystery Red Metallic
- Cunningham Green Metallic
- Grain Gold Metallic





Rebel 125

Close-up

Features

- The Rebel 125 is exceptionally fine-looking, well fitted-out and amazingly flexible.
- Its 240mm disc brake, which is equipped with a two-piston calliper, provides a guarantee of safety.
- The Rebel's twin-cylinder four-stroke engine is a sure-fire asset. It is reliable, efficient, economical and easy to maintain, and has proved its worth down the years.
- The Rebel is fitted with an electric starter.
- The simple steel frame has been specially designed to promote stability and driveability.
- The Rebel's state-of-the-art suspension systems enhance overall comfort and safety. The hydraulic fork allows for 140mm axle travel.
- The steel 'teardrop' fuel tank contributes to the bike's custom feel. Its 10-litre capacity grants the CA125 considerable fuel autonomy.
- The Rebel does not skimp on chrome, as is shown in its wheel rims, exhaust pipe, dampers, filler cap (key-operated), handlebars, headlamp and instrument panel.
- The Rebel is an urban bike through-and-through, but is no less capable when it comes to long road journeys.
- Its low-slung saddle is perfectly suited to the smaller rider, although the machine's architecture has been designed with the comfort of the larger rider in mind.
- The motor is responsive, powerful, vibration-free and ultra-smooth in transmission. The 5-speed gear box is swift, smooth and efficient.
- The large rear tyre enhances the bike's custom feel but also makes for great comfort and impeccable road-holding.
- The rear suspension system can be easily adjusted to any one of five positions. This enables the rider to strike an optimum balance between comfort and road-holding on the basis of their weight.
- The CA125 Rebel comes with a two year warranty and with a quality of build and quality of service that only Honda can provide.



Rebel 125

Evolution

The Honda 125 Rebel, introduced in 1995, remains faithful to the spirit of the celebrated CM, a small town bike which was luxurious, elegant, practical and undemanding. Aesthetically, the Rebel emphasises its custom image also highlighted by more open forks, more inclined and adjustable rear shock absorbers, a larger front wheel and a fatter rear tyre. While the CM could be 'slotted in' with basic utility machines, the Rebel deserves to be termed custom which enhances its satisfaction rating ... and justifies its price.

Aware of the attraction of scooters to 'bike/car' customers, Honda has also improved the Rebel's comfort, (softer saddle, increased suspension

travel) and braking safety with a disc at the front. As a result the safety features of a motorbike as against those of a scooter are more evident.

CM125C

1989





Rebel 125

Evolution

The saddle height, which was 750mm on the CM, is only 675mm on the Rebel. This change lowers the centre of gravity and makes the Rebel even easier to handle at low speed, you can ride at walking pace without being a tightrope walker, the more so since the steering is neutral and

the turning circle quite small. This Honda 125 is only a Rebel in name, it is the perfect example of a starter bike, a concentrated blend of riding pleasure, overall smoothness of controls and of the engine ... sought-after qualities which take the place of outright performance.

CM125

1990



CM125

1991



CM125

1994



Rebel 125

1996



REBEL 125 - 20005 - E



Rebel 125

Colour Overview

1995



REBEL 125 - 20006 - E



Rebel 125

Colour Overview

1996



REBEL 125 - 20007 - E



Rebel 125

Colour Overview

1997



REBEL 125 - 20008 - E



Rebel 125

Colour Overview

1998



REBEL 125 - 20009 - E



Rebel 125

Colour Overview

1999



REBEL 125 - 200010 - E



Rebel 125

Specifications

Specifications

Rebel 125 (ED-type)

Engine	Air-cooled 4-stroke SOHC parallel twin
Bore × Stroke	44 × 41mm
Displacement	124.6cm ³
Compression Ratio	9.4 : 1
Carburettor	18mm piston-valve type
Max. Power Output	11PS/9,500rpm (DIN) (8.1kW/9,500min ⁻¹)
Max. Torque	0.93kg-m/6,000rpm (DIN) (9.1Nm/6,000min ⁻¹)
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 Swing arm, dual dampers with adjustable pre-load, 75mm axle travel
Brakes	Front 240mm hydraulic disc with dual-piston calliper Rear 130mm leading/trailing drum
Dry Weight	137kg

All specifications are provisional and subject to change without notice.