

# 2005 Forza

All-new large-scooter styling combines sleekly curvaceous aerodynamic lines with fulsome proportions and an aggressively sporty disposition.

**NEW**

Innovative S-Matic transmission offers a choice between stepless automatic operation and push-button-actuated 6-speed ratios for sportier acceleration (EX-type only)

**NEW**

The all-new Honda Smart Card Key System offers electronic remote control over the Forza's ignition system and locks with the push of a single button. Communicating directly with the ignition system's central ECU, the Smart Card not only provides enhanced operating convenience by eliminating the need to insert or remove the ignition key, it also provides a highly effective anti-theft immobiliser function that can only be deactivated by authentication of the correctly encoded Smart Card Key's ID.



**NEW**

Responsive suspension system features a motorcycle-class 33mm hydraulic telescopic front fork and dual-damper unit swingarm rear suspension for solid, smoothly assured control and sporty yet confidence-inspiring handling, even when carrying a full load and passenger.

Dual saddle seat features forward-opening rider seat with low 710mm seat height and deep hip rests for unrivalled comfort for both rider and pillion passenger when out enjoying a long tandem ride. EX-type also features an attractive pressed seam design that enhances comfort while accentuating its look of quality.

**NEW**



The biggest under-seat carrying capacity in the large-scooter class (62 litres) easily holds two full-face helmets and such long, difficult to carry items as an A3-sized briefcase, golf clubs and other sports equipment. Locking seat opens with a touch of a button under the ignition switch, fully locking when the ignition is turned off.

Racy-looking sports sedan-look overlapping quad instruments with central backlit LCD provide a highly attractive cockpit view beneath their dark smoked visor.



**NEW**

The Forza's front "dashboard" features two large-capacity storage compartments: On the left, a big 5-litre capacity drawer-type console box which opens with the touch of a button located under the ignition key and locks when the Forza is switched off. On the right, a lidded glove box large enough to hold a 500ml PET bottle or other necessities within easy reach under the handlebars.



Sure-stopping Combined Brake System permits both front and rear 240mm hydraulic disc brakes to be operated by the left-side brake lever. The right side brake lever operates only the outer two pistons of the front brake's 3-piston calliper. This system result in a smoothly proportioned balanced of front and rear braking control that increases confidence while enhancing braking performance.

Lightweight triple-spoke cast aluminium wheels mount wide-body tyres for excellent control and swift, responsive handling thanks to their contribution to reduced unsprung weight.

**NEW**

Smooth and powerful 250cc liquid-cooled PGM-FI fuel injected SOHC 4-stroke single-cylinder engine delivers strong, responsive performance under all riding and weather conditions. New fuel injection system also provides high mileage and low emissions that easily surpass current EURO-2 emissions regulations.

**2005**

**Forza-X**

**Forza-EX**

**PRESS INFORMATION**

# Introduction

Europe's diverse scooter market has enjoyed a dazzling array of new models over the last few years, with ever-more attractive new arrivals designed to appeal to a broader spectrum of riding styles, tastes and needs. From simple and economical basic modes of transportation to high-tech sports scooters and larger, more luxurious commuting machines that compete with motorcycles in utility and performance, scooters have gained wide acceptance as viable alternatives to the glut of cars that now clog Europe's crowded urban centres.

Of special interest over the last few years is the fact that scooters have not only won a following among young people, they have also attracted significant attention among more affluent working people who have been gratified to discover the exceptional range of comfort and styles available at the higher end of the price and displacement scale, not to mention the superb convenience and ease of use that the 250cc class of scooters have to offer.

Honda's contribution to this exciting higher displacement segment of the market has over recent years been represented by the uniquely styled CN250 (which has recently enjoyed a major resurgence of popularity in its home market of Japan), the luxurious Foresight, which has received some styling updates for 2005, and the more sport-oriented Jazz, in both its standard and ES-ABS versions.

The main concept behind each of these scooters has been to emphasise distinctive aerodynamic styling and large-capacity under-seat carrying spaces. These features, among many, have won each of these models a strong following among more mature riders and commuters, who were instantly attracted to their spacious comfort, versatile convenience and stronger performance compared to the smaller, more conventional scooters on the road.

Since its 2001 European release, the big and sporty 250cc Jazz has enjoyed high and widespread popularity, especially among young people in their 20s, owing to its novel and sporty styling, as well as its swift and exhilarating performance. Powered by a quiet, liquid-cooled 250cc 4-stroke engine and equipped with such advanced features as its easy-operation Combined Brake System—and an Antilock Brake System (ABS) installed in its deluxe ES-ABS version—the Jazz has offered an unprecedented combination of leading-edge operation and ultimate style in a large-displacement scooter for riders who enjoy the thrill of sports bike performance while appreciating the day-to-day comforts that such a high-grade scooter can offer.

Now, for 2005, the Jazz receives major updates to its style, performance, and overall convenience and comfort, and with this major change assumes the original name of its Japanese market namesake—the Honda Forza.

# Development Concept

Honda developed the new Honda Forza under the guiding theme of ‘Comfortable, Stylish Two-Seater.’ Applying its years of accumulated large scooter technological expertise, the Forza’s development team also tapped into Honda’s unique and extensive know-how in the development of both motorcycles and passenger cars. While aiming to offer the highest sense of quality, comfort and convenience ever achieved in a large scooter of this displacement, Honda’s engineers also concentrated on improving ride quality for two-up city riding, smoother handling on winding roads, and confidence-inspiring stability at highway speeds.

The new Forza is not only a large scooter offering high levels of perceived quality and prestige, as well as all-encompassing comfort combined with the refreshing experience of riding a motorcycle, it also squarely meets the a wide variety of user needs, including ‘Advanced engine performance that enables both easy and sport riding,’ ‘Stylish design with a fully satisfying sense of quality and enhanced pride of ownership,’ ‘An easy-to-use, state-of-the-art key system and a spacious storage compartment,’ and finally, a ‘Comfortable seating area that helps maximise riding enjoyment as an open two-seater.’

The new Forza improves on its predecessor’s sporty overall design with a drastic revision of lines and curves, achieving a more refined and dynamic style. Its distinctive dual headlights—a feature that really defined the Jazz’s sporty intent—have been retained, although now featuring more pronounced and attractive curves, and a new integrated taillight and rear indicator assembly now dominates its curvaceous tail.

The new Forza will be released in two version: the standard ‘X’ type and a more deluxe ‘EX’ type, which features Honda’s newly developed ‘S-Matic’ belt drive transmission system, the first of its kind ever used in the world’s 250cc class. This new S-Matic system features two modes of operation: an automatic mode which provides effortless convenience of twist-and-go acceleration, and an innovative new manual system that makes it possible to select any of six belt pulley ratios with simple push-button operation, for more sporty acceleration and more exhilarating riding enjoyment.

Both new models also feature a newly developed Honda Smart Card Key system which provides instantaneous coded communication the system’s electronic identification type key and the Forza’s ignition system. This new Honda Smart Card Key is not only convenient, it also effectively deters theft, and the Forza is the world’s

first 2-wheeled motor vehicle to ever be equipped with such an advanced anti-theft key system as standard equipment.

The new Honda Forza-X and Forza-EX offer an unprecedented combination of leading-edge technology, operation and ultimate style in a large-displacement scooter for riders who want to enjoy the thrill of sports bike performance while appreciating the day-to-day comforts that such a high-grade scooter can offer. Without a doubt, these two all-new Honda scooters bring the fine quality and performance of the sport sedan riding experience to Europe's expanding world of scooter enjoyment.

## Styling

The new Honda Forza's elegantly streamlined, aerodynamic form enhances both its visual impact and its rider's pride of ownership. Inheriting the aggressively sporting disposition written in the Jazz's original big scooter DNA, the new Forza provides an exhilarating taste of open two-seater comfort and a fulfilling feeling of refreshment with each and every ride. In addition to its distinctively sporty dual headlight image, which has come to symbolise the Jazz's sporty soul, the new Forza is equipped with beautifully integrated dual taillight/indicators, which dramatically define the tapered and upswept curves of its tail, for a drastic remake of its overall design.

A dark smoked meter visor rises up over front cowl to provide enhanced protection against the wind while providing a steadying influence on the Forza's handling. Beneath this screen lies a racy-looking set of sports car-type overlapping quad instruments that achieve a highly aesthetic functional beauty. Chromed motorcycle-type handlebars complete the Forza's sporty image of performance with a light touch and responsive control.

The Forza's large dual saddle-type seat features a low rider's seat height of 710mm to ease the reach to the ground for riders of all sizes, and combines with built-in hip rests for both rider and passenger to deliver unrivalled comfort when out enjoying a long tandem ride. The deluxe Forza-EX's seat also features a pressed seam design that accentuates its look of quality while further enhancing its riding comfort.

At the sides of the passenger seat, dual colour-matched aluminium grab rails provide both a comfortable grip and a beautiful integrated design. Under the Forza's upswept tail, a compact rear spoiler encloses its lower edge to effectively redirect air flow and keep dust and grime from rising up to soil its passengers.

### **Unrivalled Carrying Capacity**

The rider's section of the Forza's spacious and accommodating stepped seat opens to reveal a cavernous under-seat storage compartment, which is dramatically larger than the storage area found in the Jazz. The new Forza's under-seat storage space now provides a full 62 litres of carrying capacity, which is easily the largest in the entire 250cc class.

This luxuriously designed stepped dual saddle seat opens with a one-touch operation of the ignition key, and its huge storage space is designed to easily accommodate such long and unwieldy items as golf clubs, and such bulky items as two

full-face helmets or an A3-sized briefcase, and more. Moreover, the Honda Forza also features a large, 5-litre capacity drawer-type console box on the left, which opens with a touch of the button directly beneath the ignition switch, and a lidded glove box on the right, which is capable of holding a 500ml PET bottle within easy reach under the handlebars.

# Colouring

The Honda Forza-X will be made available in three distinctive colour variations which include a brilliantly shimmering metallic silver, a sultry and sexy pearlescent black, and a deep sky metallic blue. The deluxe Forza-EX will also be available in the same silver and pearl black shades, which emphasise the Forza's style and prestige.

## Colours

### Forza-X

- Cyber Silver Metallic
- Pearl Cyber Black
- Delta Blue Metallic

### Forza-EX

- Cyber Silver Metallic
- Pearl Cyber Black

# Engine

## **Compact, High-Powered 250cc 4-Stroke Single-Cylinder Engine**

The new Honda Forza is powered by a lightweight and compact, liquid-cooled 248cm<sup>3</sup> 4-stroke SOHC, single-cylinder engine which is similar in basic design to that featured in the Jazz and Foresight, with combustion chamber and port shapes modified for optimised performance. This new engine also features a new PGM-FI fuel injection system similar to that introduced in the 2003 Pantheon. This new PGM-FI system gathers and instantly processes data from five sensors monitoring vehicle speed, throttle opening, engine speed, intake vacuum pressure, and intake air temperature. With this micro-managed information, the Forza's new PGM-FI system regulates fuel output for optimum combustion efficiency, regardless of changing atmospheric and operating conditions, for strong and smooth acceleration and quick, reliable starting on even the coldest days.

## **The World's First Honda S-Matic-Equipped 250cc Scooter**

The deluxe Forza-EX's Honda S-Matic system permits selection of either automatic mode or push-button 6-speed manual mode, which provides instantaneous electronic control over the V-Matic belt drive's belt pulley ratios. To select the automatic or manual mode, use the mode selector switch located on the right-hand side handle. To change the six speeds in manual mode or select D or S modes (in automatic mode), use the shift buttons on the left handlebar switch pod.

The belt drive ratio switch signal directs the S-Matic system's ECU to change speeds by operating a control motor that instantly changes the width of the drive pulley, and thus the ratio of the front and rear pulleys. In 6-speed manual mode, the transmission automatically shifts down to the first 'gear' whenever the vehicle comes to a complete stop. This system not only provides comfortable, effortless operation in automatic mode, it also the exhilarating enjoyment of sporty acceleration in its 6-speed manual mode.

### **Environmentally Friendly – EURO-2-Compliant Exhaust Emissions**

The Honda Forza's new PGM-FI fuel injection system also combines with a catalytic heat tube system to reduce emissions of carbon monoxide (CO), nitrous-oxides (NOx) and hydrocarbons (HC). This system helps minimise the Forza's impact on the environment while easily complying with Europe's strict EURO-2 emissions regulations.

Besides helping to achieve these low emissions figures, the Forza's advanced PGM-FI fuel injection system also realises exceptionally low fuel consumption, delivering 41 kilometres per litre of fuel for the Forza-X and 43 kilometres for the Forza-EX\*.

\*Tested at a constant speed of 60km/h in urban riding conditions.

### **Lightweight Exhaust System**

The Forza also features a large-volume canister-style exhaust system covered by an attractive chromed heat shield, that complements the inherently low noise of its 4-stroke engine to ensure quiet, well-mannered riding. However, more than that, this high-efficiency, power enhancing system also contributes to the Forza's reduced exhaust emissions with a built-in catalytic heat tubes that work in concert with the engine's advanced PGM-FI fuel injection system to reduce the emissions of harmful gasses to within Europe's current EURO-2 emissions regulations.

# Chassis

The Honda Forza's highly rigid steel tube backbone frame was newly developed to realise remarkable high-speed riding stability and light, responsive handling, whether solo or riding two-up. Its new front and rear suspension systems and wheels were also redesigned to reduce unsprung weight for more confident control over all the many road surfaces that European riders may encounter.

## Large Fuel Tank

The Forza's large-capacity 12-litre fuel tank combines with its high-efficiency PGM-FI fuel injection system to provide an extended range of riding enjoyment and commuting convenience on each tankful of fuel, permitting nearly a week of carefree riding between fuel stops. Positioned low and forward in the Forza's frame for optimal weight and mass centralisation, the fuel tank's filler spout is conveniently located behind a cleanly integrated locking cover built into the floor tunnel that provides easy access without having to leave the Forza's comfortable seat.

## Responsive Motorcycle-Class Suspension System

The Forza's responsive suspension system features a motorcycle-class 33mm hydraulic telescopic front fork that delivers solid control and smoothly assured operation for sporty yet confidence-inspiring handling, even when carrying a passenger. Its unit swingarm rear suspension is supported by two dampers featuring dual-rate springs and 7 steps of preload adjustment for a comfortable, well-controlled ride, as well as excellent torsional rigidity that contributes to the Forza's overall feeling of riding stability.

## Cast Aluminium Wheels

Both of the Forza's wheels feature newly designed, lightweight and highly rigid triple-spoke cast aluminium construction for reduced unsprung weight, lighter control and a sharper and sportier look. With the goal of optimising suspension performance, unsprung weight at both the front and rear were reduced by nearly 1 kilogram compared to the Forza. The wide 110/90-13 front and 130/70-12 rear tubeless tyres mounted on these stylish rims provide excellent control and contribute to the Forza's smooth and comfortable ride, both in the city and out on the open road.

### **Advanced Combined Disc Brake System**

Both the Honda Forza's front and rear wheels are stopped by new 240mm hydraulic single disc brakes. The front is responsively managed by a compact and lightweight three-piston calliper, while a single piston calliper takes up duty in the rear, ensuring smoothly reliable braking performance and confident control.

Like the Jazz, the Forza features a Combined Brake System which hydraulically operates both front and rear brakes whenever the left-side brake lever is used. This input actuates not only the rear brake, as in conventional scooter brake systems, but also the centre piston of the front wheel's three-piston calliper, for a smoothly regulated balance of braking control. Like most other standard scooter systems, the right-side lever controls the front brake only, in this case the two outer pistons of the front calliper. The result is smoothly proportioned balanced of front and rear braking control that increases confidence and with it enhances braking performance.

### **Forza-EX's ABS Provides The Ultimate in Braking Control and Confidence**

The new Forza's deluxe version, the Forza-EX, also features the added confidence and control of a compact and smoothly effective Antilock Brake System. Like the system currently featured on Honda's flagship scooter, the Silver Wing ABS, this new ABS provides exceptionally smooth and confidence-inspiring braking control in the most extreme braking conditions, where riders of all skill levels need it most.

At the heart of this system is a single, ultra-compact motor-driven modulator that precisely controls the operation of both front and rear brakes, and is overseen by a high-speed 16-bit computerised ECU. Constantly monitoring the Hall-effect sensors mounted at the front and rear wheels, the ECU tracks the rotating speed of a pair of pulsar rings attached to the centres of the rotating wheels. The slightest hint of tyre slippage—registered as a minute fluctuation in the relative speeds of the front and rear wheels, and usually far too small for the rider to detect—causes the ECU to exert control over the modulator and stop tyre slip before it starts with a rapid cycling of brake pressure in micro-intervals of 'Decrease-Hold-Increase' that continue to apply just enough brake pressure to provide smooth and steady deceleration, but without allowing either the front or rear wheel to slip and lose control.

Honda's latest ABS system is one of the simplest and most effective such systems in motorcycling, and was deemed an eminently worthy addition to the all-new Forza-EX for promoting the ultimate in riding confidence and control. With the added abilities provided by ABS, the Forza-EX's already excellent Combined Braking response and

performance are further dramatically improved, resulting in significantly more comfortable and confident braking control. Over variable traction surfaces, such as wet crossing lines or metal plates, this added control can make all the difference in maximising a rider's confidence and security, and should prove to be a welcome feature in helping riders to utilise the Forza-EX's brakes to their full potential.

As with all other Honda models equipped with this advanced ABS, the system's ECU features a self-diagnostic program which constantly monitors all main electronic and hydraulic system components. If any malfunction is detected, the system automatically shuts itself off and reverts to standard, fully reliable brake operation, while a red LED warning light on the instrument console provides a visible indication of system irregularities and the need for timely service.

### **Parking Brake**

Located discreetly under the Forza's right-side glove box, a comfortably curved parking brake lever can be set or released with a smooth and effortless action. This parking brake proves itself to be especially useful when parking on slopes or anywhere there's a chance the Forza could move without wanting it to.

# Equipment

## **The World's First Honda Smart Card Key System for Motorcycles**

Like some of the world's newest and most advanced passenger cars, the new Honda Forza features for the first time in the world a digitally encoded Honda Smart Card Key System that electronically provides remote control over all operations necessary for locking and unlocking the main ignition switch knob, and unlocking the seat and console box. This advanced system only permits the main ignition switch knob, and compartment buttons to be locked or unlocked by way of authentication the Smart Card Key's encoded ID when in close proximity to the Forza. Communicating directly with the ignition system's central ECU, this Smart Card not only provides enhanced operating convenience by eliminating the need to insert or remove the ignition key, it also provides a highly effective anti-theft immobiliser function that can only be deactivated by authentication of the correctly encoded Smart Card Key's ID.

## **Brilliant, High-Visibility Dual Multi-Reflector Headlights and Taillights**

The Forza's bright 55W/60W dual multi-reflector headlights provide superb night-time illumination and a wide area of evenly distributed high visibility, which gives riders greater confidence and ease when riding after the sun goes down. The Forza's gorgeously shaped dual multi-reflector taillights feature fully integrated indicator for attention-getting visibility that contributes to enhanced riding security.

## **Luxury Sports Sedan-Style Instrument Panel**

The Forza's stunningly beautiful instrument panel features four, large, fully electronic dial gauges for (from left) fuel level, speedometer, tachometer and coolant temperature. Above these is a round LCD readout of odometer, dual trip meter, clock, and a large indication of estimated fuel consumption. For the Forza-EX, this larger readout also doubles as a 'gear' indicator when switched to manual electronic 6-speed transmission mode. The Forza-X features amber-coloured backlighting illumination, while the Forza-EX's dials are illuminated in white, with a bright blue LCD display.

# Optional Equipment

The Honda Forza will be supplied with a wide range of optional equipment specially produced for it by Honda Access Corporation. This range includes:

## **Taller Windshield**

Designed especially for use on the Forza, this higher windshield complements the scooter's overall styling while providing enhanced wind protection for taller riders. Its rugged polycarbonate construction resists chipping and cracking, and fully clears WVT A (Whole Vehicle Type Approval).

## **Leg Deflectors**

This set of tinted side-mounted shields enhances wind protection by deflecting wind and cold away from the rider's feet and legs.

## **U-Lock**

This compact yet sturdy U-lock can be locked into the top box carrier or stored in the under-seat compartment.

## **Large 45-Litre Top Box**

This large, stylish 45-litre top box, with colour-matched lid, can store two full-face helmets and more. Equipped with a key lock and a quick-detach mount, it can be easily carried inside or left in security mounted on the rear rack.

## **Top Box Inner Bag**

This nylon bag features a size-adjustment zipper that permits easy expansion from 21 litres in volume to 33 litres. It also features a handy A4-sized front pocket with a silver Honda Wing logo, and an adjustable shoulder belt and carrying handle for easy transport out of the top box.

## **Heated Handlebar Grips**

Patented heat adjustable grip heater. Integrated circuit automatically protects the battery from drain.

**Rear Carrier**

A stylish chromed rear carrier allows you to hook some luggage on your scooter by means of straps or a cargo net.

**Specifications****Honda Forza-X (ED-type)****Engine**

Type	Liquid-cooled 4-stroke 2-valve OHC single
Displacement	249cm <sup>3</sup>
Bore x Stroke	72.7 x 60mm
Compression Ratio	10 : 1
Max. Power Output	16kW/7,500min <sup>-1</sup> (95/1/EC)
Max. Torque	24Nm/5,500min <sup>-1</sup> (95/1/EC)
Idling Speed	1,500min <sup>-1</sup>
Oil Capacity	1.1 litres

**Fuel System**

Carburation	PGM-FI electronic fuel injection
Throttle Bore	30mm
Aircleaner	Dry, cartridge-type paper filter
Fuel Tank Capacity	12 litres

**Electrical System**

Ignition System	Fully transistorised with electronic advance
Ignition Timing	10° BTDC (idle) ~ 33° BTDC (6,500min <sup>-1</sup> )
Sparkplug Type	DPR7EA-9 (NGK); X22EPR-U9 (ND)
Starter	Electric
Battery Capacity	12V/11AH
ACG Output	392W
Headlight	12V 55W x 1 (low) / 55W x 2 (high)

**Drivetrain**

Clutch Type	Automatic; centrifugal
Transmission Type	V-Matic continuously variable
Belt Converter Ratios	2.450 ~ 0.830
Final Reduction	6.900
Final Drive	V-belt

## Frame

Type Double-cradle centre backbone; steel tube

## Chassis Dimensions

Dimensions	(LxWxH)	2,165 x 760 x 1,180mm
Wheelbase		1,545mm
Caster Angle		27° 30'
Trail		93mm
Turning Radius		2.7m
Seat Height		710mm
Ground Clearance		140mm
Dry Weight		171kg
Kerb Weight		185kg (F: 76kg; R: 109kg)
Max. Carrying Capacity		180kg

## Suspension

Type	Front	33mm telescopic fork, 100mm axle travel
	Rear	Dual-damper unit swingarm, 95mm axle travel

## Wheels

Type	U-section triple-spoke cast aluminium	
Rim Size	Front	13M/C × MT2.75
	Rear	12M/C × MT3.50
Tyre Size	Front	110/90–13M/C 55P
	Rear	130/70–12 62P
Tyre Pressure	Front	175kPa
	Rear	200kPa

## Brakes

Type	Front	240 x 4mm hydraulic disc with 3-piston calliper and resin mould pads
	Rear	240 x 5mm hydraulic disc with single-piston calliper and resin mould pads

All specifications are provisional and subject to change without notice.

**Specifications****Honda Forza-EX (ED-type)****Engine**

Type	Liquid-cooled 4-stroke 2-valve OHC single
Displacement	249cm <sup>3</sup>
Bore x Stroke	72.7 × 60mm
Compression Ratio	10 : 1
Max. Power Output	16kW/7,500min <sup>-1</sup> (95/1/EC)
Max. Torque	24Nm/5,500min <sup>-1</sup> (95/1/EC)
Idling Speed	1,500min <sup>-1</sup>
Oil Capacity	1.1 litres

**Fuel System**

Carburation	PGM-FI electronic fuel injection
Throttle Bore	30mm
Aircleaner	Dry, cartridge-type paper filter
Fuel Tank Capacity	12 litres

**Electrical System**

Ignition System	Fully transistorised with electronic advance
Ignition Timing	10° BTDC (idle) ~ 33° BTDC (6,500min <sup>-1</sup> )
Sparkplug Type	DPR7EA-9 (NGK); X22EPR-U9 (ND)
Starter	Electric
Battery Capacity	12V/11AH
ACG Output	392W
Headlight	12V 55W × 1 (low) / 55W × 2 (high)

**Drivetrain**

Clutch Type	Automatic; centrifugal
Transmission Type	V-Matic; S-Matic electronic 6-speed
Belt Converter Ratios	2.600 ~ 0.830
Final Reduction	6.900
Final Drive	V-belt

**Frame**

Type Double-cradle centre backbone; steel tube

**Chassis Dimensions**

Dimensions	(L×W×H)	2,165 × 760 × 1,180mm
Wheelbase		1,545mm
Caster Angle		27° 30'
Trail		93mm
Turning Radius		2.7m
Seat Height		710mm
Ground Clearance		140mm
Dry Weight		178kg
Kerb Weight		192kg (F: 78kg; R: 114kg)
Max. Carrying Capacity		180kg

**Suspension**

Type	Front	33mm telescopic fork, 100mm axle travel
	Rear	Dual-damper unit swingarm, 95mm axle travel

**Wheels**

Type	U-section triple-spoke cast aluminium	
Rim Size	Front	13M/C × MT2.75
	Rear	12M/C × MT3.50
Tyre Size	Front	110/90–13M/C 55P
	Rear	130/70–12 62P
Tyre Pressure	Front	175kPa
	Rear	200kPa

**Brakes**

Type	Front	240 x 4mm hydraulic disc with 3-piston calliper, ABS and resin mould pads
	Rear	240 x 5mm hydraulic disc with single-piston calliper, ABS and resin mould pads

All specifications are provisional and subject to change without notice.