



HONDA *Come ride with us.*

CityFly



Introduction

The popularity of dual-purpose motorcycles in Europe continues to grow by leaps and bounds, with new models being released every year to keep up with the demand and broaden the segment's range of attractions. In the 125cc class, this appeal has also been amplified by Europe's A1 licensing classification. The result of the astounding increase in the sales of the 125cc-market is bringing the average market-share of all 125cc motorcycles in Europe up to 28% of the total market, with an even more impressive figure in France and Germany, where the share goes up to almost 40%.

Market Background (51-125cc) – Segment Evolution

Recent studies have shown that the most important and decisive criteria in the purchase of a 125cc motorcycle are multi-usage capability, ease of riding, convenient size and the design. Until recently, 2-stroke engines have powered most of the

motorcycles available in this class. By contrast, Honda's recent contributions to the 125cc class have almost exclusively been powered by 4-stroke engines, and the growing line-up has certainly proven attractive to both novice riders and those looking for compact and reliable alternatives to the family car.

However nearly all of Honda's 125cc class models have been exclusively street-oriented. Now, with the hope of providing a stronger attraction to the exciting possibilities of inner-city riding, Honda proudly introduces the all-new CityFly, an urban motorcycle that offers solid and dependable riding capabilities.



Introduction

With its comfortably low seat height, the effortless convenience of fuelling up the 4-stroke motorcycle with normal unleaded fuel like a car and the added attraction of a low entry price, the new CityFly offers a broad appeal that covers all ages, ranges of experience and tastes. Its modern styling features a distinctive 'retro' flavour that makes it feel just as perfectly at home zipping along on a dusty back-country trail as it is cutting briskly through traffic on one of Europe's major thoroughfares.

The CityFly's rugged 4-stroke engine also offers a strong surge of low-to-midrange power for around-town riding and negotiating steep gradients. Its compliant, long-travel suspension provides confident control and carries two in easy-riding comfort. Lightweight, compact and a long-term pleasure to ride, Honda's fashionable new CityFly debuts as a new concept in on-road machines that delivers brisk and vivid riding experience in the urban commuting scene.

Comparing the benefits and assets of the CityFly with its competitors, will show that it is the machine for on-road riders who want everything ... and can have it! Whether it relates to the low dry weight, the torque figure, the one-stop distance, the standing start acceleration, the sizes of its short and compact design or the low running costs, just to name a few, the CityFly stands out in the crowd and can be taken as the new reference amongst the competitors.



Design Concept

Designed as a modern urban commuter, the new CityFly features an aggressive 'go-anywhere' look that feels right at home in a wide range of venues. Taking many of its design cues from the currently popular 'Super Motard' look that has gained a large following in Europe in recent years, yet without making too radical a styling statement, the new CityFly retains the fundamental elements of

a city commuter with ease-of-use that should give it a broad appeal.

Taking a 'minimalist' approach to the 'city commuter' image, the new CityFly leans away from both the integrated, cowl-equipped look of models such as Honda's own NX125, and the more single-minded 'full enduro' look of other machines in its class to strike out in a characteristic new styling direction. This unique

image is projected in its large fuel tank and headlight, and the carefully designed assortment of buffed stainless steel parts, such as the covers over its large, canister-style exhaust silencer. The total effect gives powerful emphasis to the CityFly's aggressive streetbike orientation with a distinctively modern, yet 'retro' look that lends it a timeless appeal for riders of all ages, genders and interests.



Colouring Concept

The CityFly's three modern colour variations give strong emphasis to its clean and fashionable, urban commuter looks. In brilliant contrast to its black frame and seat, the fuel tank provides the central point of focus in this design by carrying the same metallic silver hue as the engine below it, while polished stainless steel and chrome parts give distinctive accents to the CityFly's overall look of aggressive simplicity. Rather than playing a dominant role in the overall layout, the CityFly's coloured sections were

limited to attractive splashes of colour on the front fender and rear seat cowl, where they provide an eye-catching accent to its city-bred good looks. In its black variation, the CityFly offers a clean, traditional two-tone look that is sure to have wide customer appeal.

An eye-catching red extends a lively highlight to the CityFly's energetic image, while a fun and fashionable blue-green should provide a strong attraction for all the riders at whom this class of motorcycle is targeted.

Colours

- Flash Red
(with Brittany Silver Metallic fuel tank)
- Black
(with Brittany Silver Metallic fuel tank)
- Fright Green
(with Brittany Silver Metallic fuel tank)

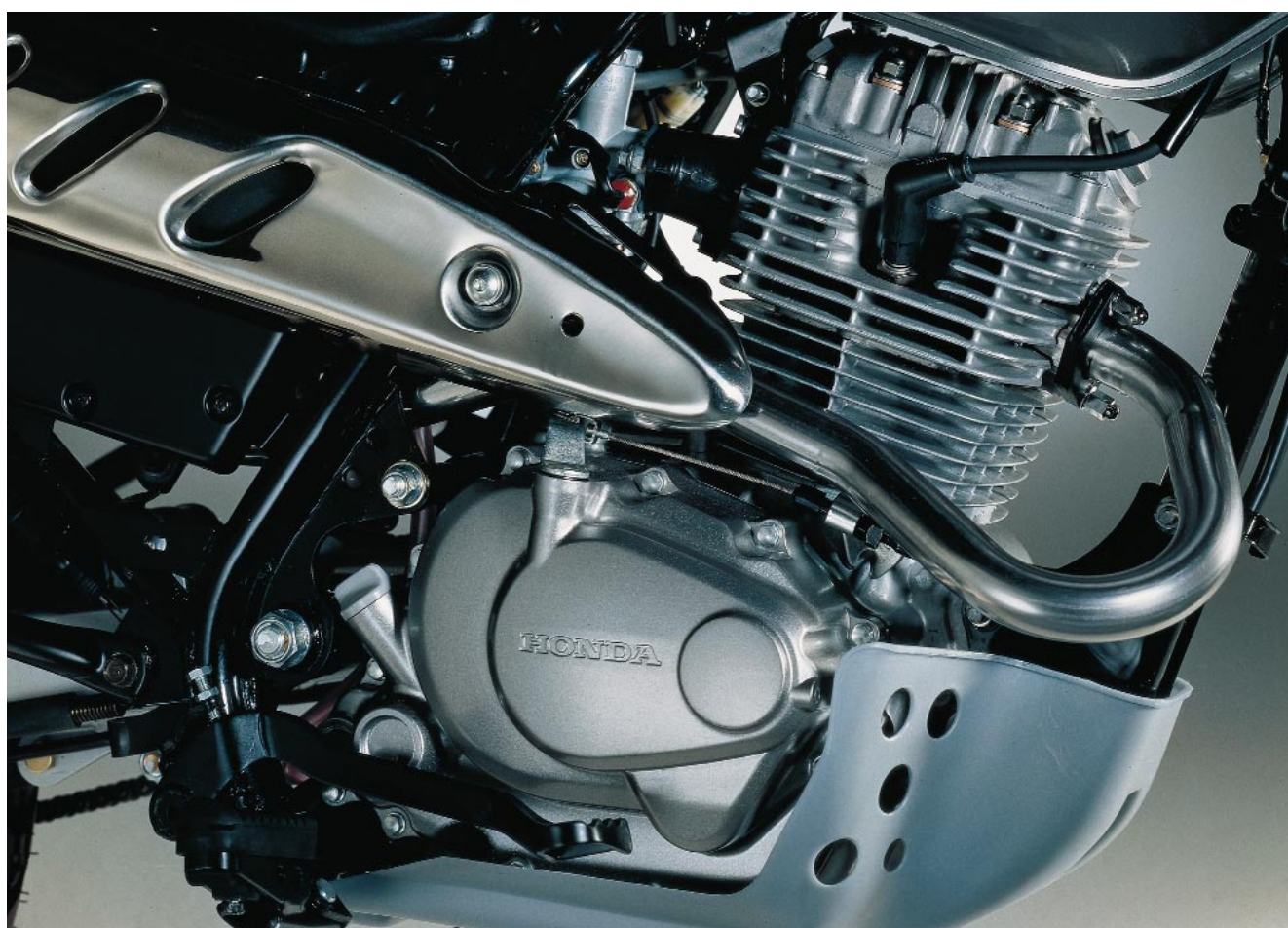


Engine

Offering ample power and performance, and a quiet riding demeanour, the CityFly's 124cm³ engine delivers a strong yet smooth rush of power to match nearly all conditions that might be encountered in any city in Europe, and provides enough solid torque to carry two up a hill with ease. Based directly on the engine that powers the XLR125R introduced earlier this

year, its simple yet rugged, air-cooled 2-valve 4-stroke overhead cam (OHC) configuration features a reliable, maintenance-free CDI that provides a strong spark for quick starts and assured long-term performance. Starting ease is also assured by a simple-to-use push-button electric starter. A silent-type cam-chain and large-capacity 3.5-litre canister-style exhaust silencer

combine with the engine's inherently quiet 4-stroke operation to minimize annoying noise output and ensure compliance with all of Europe's new, and pending, noise regulations. The engine's solid band of power is conveyed to the rear wheel by way of a smooth-shifting 5-speed transmission and a light-action clutch.



Chassis

The new CityFly's rugged diamond configuration steel frame incorporates the engine as a stressed member for optimal rigidity and assured riding ease. Specially designed to provide a low seat height and easy reach to the ground that should appeal to a wider cross-section of riders, the CityFly is supported front and rear by compliant, long-travel suspension systems that ensure ample riding comfort and confidence-inspiring handling over Europe's diverse range of road surfaces.

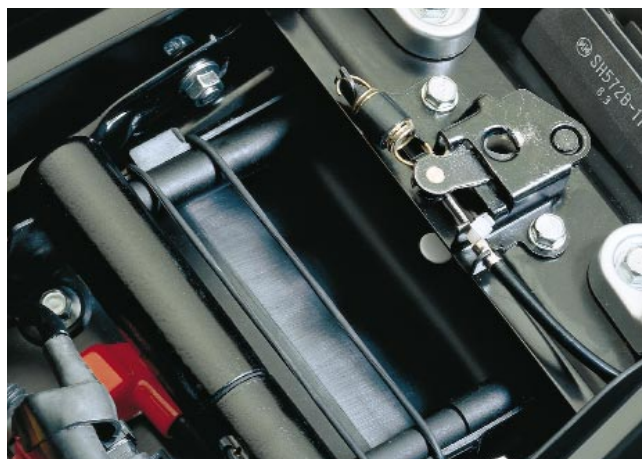
Up front, the CityFly's 37mm leading-axle hydraulic fork offers 180mm of smooth and responsive axle stroke and precise steering control. At the rear, its famous Pro-Link suspension system features a stepless spring pre-load-adjustable damper supporting a rigid box-section steel swing-arm for 140mm of comfortable, well-cushioned rear wheel travel, whether travelling solo or with a pillion passenger. The CityFly's lightweight wheels feature chrome-plated steel rims tied to compact aluminium

hubs with stainless steel spokes. Mounting heavily treaded dual-purpose tyres, the wheels are stopped by a hydraulic front disk brake featuring a 240mm rotor gripped by a dual-piston caliper, and a compact 110mm leading/trailing rear drum brake that combine to offer confident braking control.



Standard Equipment

- The CityFly's round, large-diameter 60/55W headlight lends an impressive look of authority to the CityFly's urban scrambler image while providing a bright night-time view of the road ahead. Large, round, high-visibility turn indicators are mounted on flexible stalks, and a sleekly designed taillight compliments the CityFly's overall styling with its uniquely angular shape.
- The CityFly's slim, comfortable tandem seat easily detaches with a key lock to reveal a specially designed mount for carrying the Honda genuine U-lock.
- Unusual for its class, the CityFly features a large 12-litre fuel tank to offer a long range of riding pleasure between fill-ups. Even daily commuters can count on nearly a week's operation before switching to reserve.



Standard Equipment

- A strong, sleekly designed rear carrier adds to the CityFly's everyday convenience by providing a handy place to secure larger items. The carrier's sleekly contoured side rails also offer comfortable hand holds for pillion passengers. The carrier's rugged, fibre-reinforced nylon construction also doesn't retain heat or cold like a conventional metal piece, thus making it comfortable to the touch in even extreme weather conditions.
- A rugged skid plate attached under the front of the engine helps protect its lower cases from potential damage caused by impacts with off-road obstacles.



Optional Equipment

- The Honda genuine U-lock is specially adapted to enhance the perfect storage in the underseat storage space.
- Rear carrier, carrier-base and top-box, extra carrying capacity in keeping with the character of the CityFly so that you can use the handy 26L top-box whenever you want – and if you don't it is quickly detachable.
- The electric grip heaters provide an extended range of comfort since they are heat-adjustable and heated over 360° when riding during the cold winter-months.
- A replacement seat will lower the seat-height with 20mm to enhance better comfort and seating positions for the not so tall amongst us.

High Local Content Production

Working closely with local industries has always been a priority at Honda and the production of the new CityFly is no exception. Its high ratio of local content features major components either created at Honda's own European factories or sourced to local European OEM component suppliers wherever possible.

Specifications**Specifications****CityFly (ED-type)**

Engine	Air-cooled 4-stroke OHC single
Bore × Stroke	56.5 × 49.5mm
Displacement	124.1cm ³
Compression Ratio	9.2 : 1
Carburettors	20mm piston-valve type × 1
Max. Power Output	11.03PS /8,250rpm (DIN) (8.11kW/8,250min ⁻¹)
Max. Torque	1.04kg-m/6,500rpm (DIN) (10.22Nm/6,500min ⁻¹)
Ignition	Capacitor Discharge (CDI)
Starter	Electric
Transmission	5-speed
Final Drive	'O'-ring sealed chain
Dimensions	(L×W×H) 2,070 × 780 × 1,135mm
Wheelbase	1,380mm
Seat Height	815mm
Ground Clearance	260mm
Fuel Capacity	12 litres (including 2.5-litre reserve)
Wheels	Front/Rear Steel rim/wire spokes
Tyres	Front 90/90-19 52P Rear 110/90-17 60P
Suspension	Front 37mm telescopic fork, 180mm axle travel Rear Pro-Link with stepless adjustable spring preload, 140mm axle travel
Brakes	Front 240mm hydraulic disc with dual-piston caliper and resin mould pads Rear 110mm leading/trailing drum and resin mould linings
Dry Weight	119kg