

AHM Releases Honda CMX500 Rebel in Indonesia

Jakarta – PT Astra Honda Motor (AHM) introduce wholly new custom model, Honda CMX500 Rebel in Indonesia, which is realizing imagination, lifestyle and identity of each riders. Its slim, timeless but contemporary style give pride and its infinite possibilities of customization bring strong bonding between Honda CMX500 Rebel and each rider.

Honda CMX500 Rebel is developed as a motorcycle that means so much more than just a tool of transportation. It reflects each lifestyle, attitude, and allows riders to express their own individual identity with it.

President Director AHM Toshiyuki Inuma said, for big bike enthusiast who has bold attitude yet fancy minimalist style, the motorcycle becomes the way of expressing individual identity which proves meaning of life. And for some riders, their expectations to the motorcycle are different to those of the motorcycling mainstream, to clearly express their own attitude and lifestyle.

"We release Honda CMX500 Rebel as the answer for riders who is longing for individuality on their bike and still can be customized towards the imagination of its owner. This is also in-line with our strong commitment that provides complete line up for Indonesian customer can enjoy each ride and express lifestyle."

Executive Vice President Director AHM Johannes Loman said tendency of Indonesian rider to enjoy the freedom in their own life and differanciate their lifestyle are becoming stronger. It is essential for AHM to provide the way to express their desire and spirits. This strong bond between a motorcycle and its rider makes a motorcycle becomes part of their pride and unique identity.

"We also realize that customer on this segment is a person that is not only want to be different, but also want to get special treatment that is personal, close, and warm when interacting to us. Thus we provide special service in Honda Big Wing network that is spread across Indonesia."

Two key words ran headlined throughout the Honda CMX500 Rebel's development programme: 'SIMPLE' and 'RAW'. But to do so much with so little is an art form in itself, an exercise in minimalist design where every detail matters.

And the Rebel does not disappoint; rolling on fat tyres its low and lean 'bobber' silhouette – crowned by the steeply raked 11.2L fuel tank and fat handlebars – sits the rider firmly 'in' the machine. From every angle of its stripped form it expresses an off-beat individuality.

Everything that can be is blacked out, which highlights the Rebel's lithe design as well as underlining the subtle paintwork. Set high up front the evocative round headlight features a 135mm diameter glass lens and die-cast aluminium mount.

The 'one button' speedo is a compact 100mm dial with negative LCD display and blue backlight and is both striking and effective, while the ignition is housed below the left side of the fuel tank.

The Rebel's 471cc 8-valve, liquid-cooled parallel twin-cylinder engine is drawn from the sporty CBR500R. For cruising duties, revised PGM-FI fuel injection mapping has shifted its character away



from the high rpm-focused performance of the CBR to a torque-heavy bottom-end output, with smooth and linear delivery throughout the rev-range. Punchy maximum torque of 45.8Nm torque @ 5,500rpm combines with peak power of 35.2kW @ 8,500rpm.

It's a power unit that strikes a great balance between physical size and flexible output. Bore and stroke is set at 67mm x 66.8mm with compression ratio of 10.7:1. Internally the cylinder head uses roller rocker arms; shim-type valve adjustment allows them to be light, for lower valve-spring load and reduced friction.

A silent (SV Chain) cam chain has the surface of its pins treated with Vanadium, reducing friction with increased protection against dust. Inlet valve diameter is 26.0mm with exhaust valve diameter of 21.5mm.

Friction is reduced by the addition of striations on the piston skirt (a finish that increases surface area, introducing gaps in which oil can flow for better lubrication). An AB 1 salt bath process, used after isonite nitriding, forms a protective oxidation membrane.

The crankshaft pins are phased at 180° and a primary couple-balancer sits behind the cylinders, close to the bike's centre of gravity. The primary and balancer gears use scissor gears, reducing noise. The crank counterweight is specifically shaped for couple-balance and its light weight allows the engine to spin freely, with reduced inertia.

The crankcases use centrifugally cast thin-walled sleeves. Their internal design reduces the 'pumping' losses that can occur with a 180° phased firing order. A deep oil sump holds 2.5L. Slick to use up or down the six-speed gearbox is designed to offer effortless changes, especially around town.

The 2-1 exhaust scrubs spent gases in its catalyser then speeds them through its first chamber into the second resonator chamber. The muffler outlines a 120mm diameter 'shotgun' style, and the sound produced has a heavy-duty pulsing feel that fits the torque delivery.

To support the Rebel's low-rider look its attractive tubular steel frame grips the engine in three places and is designed to be as narrow as possible around the rider's inseam. Trail is set at 110mm with 28° rake; the forks are offset at 30° and the result, combined with the 1488mm wheelbase, is a low 690mm seat height and mid-mounted footpegs, for balanced and neutral steering.

The frame includes an innovative rear loop that separates the seat from the textured metal mudguard; the bolt-on cast aluminium subframe provides further scope for customisation.

At 230mm apart the 41mm front fork stanchions are set wide for handling rigidity, comfort and style. The tubular steel swingarm has a 45mm diameter and works twin shock absorbers that feature 2 step preload settings.

Dunlop tyres are fitted as standard sized 130/90-16 front and 150/80-16 rear. The style of the 16-inch cast aluminium wheels is crisp and simple, with the 296mm front disc acting as mirror to the spoke pattern. A twin-piston front caliper is matched by a single-piston rear; ABS is fitted as standard.

Honda CMX500 REBEL ABS available on 3 color options namely Millenium Red, Mat Armored Silver Metallic, dan Graphite Black on OTR (On The Road) DKI Jakarta IDR 147.387.500,-. This model is exclusively sold on 10 Showroom Big Wing in 9 big cities in Indonesia and ready on late March 2017.



AHM is representing Honda Genuine Accesories (HGA) to express rider freedom by Headlight Mask, Engine Cover R, Cover Alu Side and Side Upper which available on April 2017 on Honda Big Wing Showroom which marketed on HET (highest retail price) IDR 9000.000 to IDR 1.200.000,-

Spesification

Type	Liquid-cooled (8 valve), DOHC Parallel Twin engine	
Engine Displacement	cc	471
Bore x Stroke	mm	67 x 66.8
Compression Ratio		10.7 : 1
Max. Power Output		35.2kW @ 8,500rpm
Max. Torque		45.8 Nm @ 5,500rpm
Oil Capacity	liter	2.5
Fuel System		PGM-FI
Fuel Tank Capacity	liter	11,2
Fuel consumption	km/l	27
Starter		Electric
Battery Capacity		12V
Clutch Type		Wet, multi-plate hydraulic
Transmission Type		6-speed
Final Drive		Chain
Frame Type		Diamond Steel
Dimensions (LxWxH)	mm	2.188 x 820 x 1.094
Wheelbase	mm	1488
Caster Angle		28°
Seat Height	mm	690
Ground Clearance	mm	136
Curb Weight	kg	190
Turning Radius	m	2.85



Suspension Type	Front	Showa 41mm Telescopic forks, 140mm stroke
	Rear	Showa 95mm twin tube suspension
Tire	Front	130/90-16 M/C 67H Tubeless
	Rear	150/80-16 M/C 71H Tubeless
Brake Type		ABS 2-channel
Instruments		Digital
Headlight		Bulb 55 Watt
Taillight		Bulb 8.3 Watt

Jakarta, 17 Maret 2017

PT Astra Honda Motor

Corporate Communication

For further information please contact 021 651-8080, 3041-8080 ext. 18111, 18113, 18114 atau e-mail ke corp.comm@astra-honda.com