



# XRV750 Africa Twin

## *Introduction*

Over a decade traversing the roads of Europe, Honda's big Africa Twin 'Adventure Sports' trailblazer borrows its powerful image directly from the rugged race machines that annually challenge the world's most demanding international rally. Powered by a smooth yet powerful V-twin engine, the Africa Twin features a compliant, long-travel suspension and a curvaceous fairing design that lends a modern, sporty feel while offering superb wind protection for long-term riding comfort.

If the Dominator 650 is the reference point for single cylinder trail bikes, then the Africa Twin is the same for twin-cylinder trail bikes. The aura imparted by this machine is not simply tied to its legendary genesis (the famous NXR, star of numerous Paris-Dakar rallies) but rather to its astonishing versatility. It has continually improved since 1988 to become,

today, virtually perfect. Finding any fault is a real brain-teaser: even the saddle height which was once too high has been lowered to make it accessible for most enthusiasts. The Africa Twin can be considered in turn a lightweight, a great sports trail bike, an off-roader or a bike that feels equally at home in town traffic.

*Introduced in 88 - Manufactured in Japan - ON-OFF*





## XR750 Africa Twin

### *Colouring Concept*

For the year 2000, the world-travelling Africa Twin heads for the hills in two eye-catching new colour variations complemented by an all-new pattern of stripes that underline its passion for adventure. The first, a starkly aggressive tricolor, contrasts bright red with dark metallic blue and brilliant white to give unmistak-

able expression to Honda's racing spirit, and the next a deeply lustrous black-based combination that dramatically accentuates the new stripe pattern to convey the Africa Twin's chic sophistication as it prowls the alleys and avenues of the city like a big cat in search of its prey.

#### **Colours**

- Sparkling Red  
(with Sahara Blue Metallic and Ross White)
- Black





# XRV750 Africa Twin

## Close-up

### New Features

- New stripes and graphics.
- New colour variation.

### General Features

- The Africa Twin has the best finish and range of equipment in its category.
- It is well suited for cruising around town or for longer journeys, with or without a pillion passenger on board.
- The twin-cylinder water-cooled engine has 6 valves. It is very responsive at climbing through the revs and exhibits the same power at high or low revs.
- The Africa Twin's reputation for reliability is second to none.
- Its sophisticated suspension system (Pro-Link to the rear and hydraulic 43mm fork at the front) are of top-drawer quality.
- The Africa Twin's braking is entrusted to a 276mm double disc at the front gripped by a twin-piston calliper with sintered metal pads.
- The fork sleeves are protected from damage by tough plastic reinforcing.
- The double optic headlight shines a reassuringly powerful beam of light.
- The instrument panel comprises: an electronic trip-master with a digital timer and three partial mileage accumulators, one of which counts the miles down. This is to make calculating one's hourly average easier or to follow a road map on a rally.
- The saddle encloses a large storage space. This opens with the ignition key, as does the fuel tank lid.
- Through its rally experience, the Africa Twin has kept a chassis that is precise, stable, manoeuvrable, balanced and with good suspension to boot. The swing arm is made of aluminium.
- A superb aluminium engine guard protects the engine casing.
- The design of the rear carrier allows a U lock anti-theft device to be carried there and the pillion support handles have hooks for attaching bungee straps.
- The fairing provides all-round protection against bad weather.
- With a 23 litre fuel tank, the Africa Twin can travel 300km without a stop.
- The XRV750 not only enjoys a two year warranty but also benefits from the quality of the Honda service network.



# XRV750 Africa Twin

## *Evolution*

Honda has positioned its trail twin conspicuously as a 'desert kid' to reinforce the Adventure Sport concept. The Africa Twin aims to satisfy customers tempted by the adventure of exotic travel... and to provide the dream for those thinking of it.

The first Africa Twin, with 650cm<sup>3</sup>, borrowed its engine from the Transalp adding a few cubic centimetres. The technology of the 52° V-twin, with offset cranks to eliminate vibration and three valve heads, can thus be found on the Transalp, Bros, NTV, Africa Twin

and on the VT600 Shadow custom machine (the cranks are not offset on the last of these).

One and the same engine for trail, road and custom bikes. A big first for Honda which until then, had preferred to manufacture a specific

engine for each type of bike.

In 1989 there was fierce competition within the trail family with a displacement race. The following year Honda joined in offering an Africa Twin with 750cm<sup>3</sup>.

*XRV650 Africa Twin.*

**1988**





## XRV750 Africa Twin

### Evolution

It was not the 650 bored out (owing to its design, the Transalp engine cannot be enlarged to more than 650cm<sup>3</sup>) but a new power unit which used the same architecture as the preceding model while adding an external oil cooler.

Already more of a roadster than off-road... confirmed by the presence

of front twin discs, a bigger disc at the rear and a higher cowl for improved protection. However, the attempts on desert races with the previous Africa Twin resulted in the frame being reinforced at the upper member and the steering column, with a change in caster angle at the same time. Moreover these changes rather benefited

handling. The 750 engine is stronger at low and mid rpm, i.e. with more character. The brakes make the headlines on the road, thanks to their 'feel' at the lever, their bite, power and progressiveness. Road-holding benefits from increased steering response without losing out in stability.

#### XRV750

*New power train, double discs, improved protection.*

**1987**



*NXR, 1st in the Paris-Dakar rally, it eclipsed the competition from 86 to 89 winning systematically.*

**1988**





# XR750 Africa Twin

## Evolution

In 1992 the Africa Twin was fitted with an electronic Tripmaster with digital readout, an essential device for rallying and which was to be the final concession to the Dakar image... which was on the wane. Sales of large trail bikes were slipping away to the benefit of roadsters and when, in 1993, Honda introduced its new Africa Twin there was surprise at this untimely launch. Yes, but there again, this 93 vintage (XR750P) revealed a machine which was quite exceptional, a road bike of fearsome effectiveness...

and driveability. Stability at very low speed as well as at very high speed was quite simply perfect. Its agility is dumbfounding, comparable to that of a mono cylinder. With this new Africa Twin perfection was achieved in an area... for which it had not been originally designed.

The tank had its mass moved significantly further back and closer to the centre of gravity. This was one of the reasons for the improved handling along with the saddle which was lowered by 15mm, the column

angle which was further reduced ... and the even more flexible and powerful engine output.

In order to perfect its road-going ability, the design of the fairing offered a slight improvement in protection and above all, a reduction in turbulence and extraneous noise. For 1996, the Africa Twin got a redesigned fairing, topped by a higher cowl, offering more effective protection and a reshaped saddle for improved comfort.

### XR750P

*More of a road bike, it lost 8kg, its redesigned frame endowed it with great stability at low as well as high speed.*

1993



*Redesigned fairing, higher and more effective cowl, reshaped saddle for improved comfort.*

1996





# XRV750 Africa Twin

## Colour Overview

1993



XRV750 - 20007 - E



# XRV750 Africa Twin

*Colour Overview*

1994



XRV750 - 20008 - E



# XRV750 Africa Twin

*Colour Overview*

1995



XRV750 - 20009 - E



# XRV750 Africa Twin

*Colour Overview*

1996



XRV750 - 200010 - E



# XRV750 Africa Twin

*Colour Overview*

1997



XRV750 - 200011 - E



# XRV750 Africa Twin

*Colour Overview*

1998



1999



XRV750 - 200012 - E



# XRV750 Africa Twin

## Specifications

### Specifications

### XRV750 Africa Twin (ED-type)

|                    |  |
|--------------------|--|
| Engine             | Liquid-cooled 4-stroke SOHC 52° V-twin   |
| Bore × Stroke      | 81 × 72mm  |
| Displacement       | 742cm <sup>3</sup>   |
| Compression Ratio  | 9 : 1  |
| Carburettors       | 36mm flat-slide CV-type × 2  |
| Max. Power Output  | 60PS/7,500rpm (DIN) (44.1kW/7,500min <sup>-1</sup> )   |
| Max. Torque        | 6.3kg-m/6,500rpm (DIN) (62Nm/6,500min <sup>-1</sup> )  |
| Ignition           | Digital transistorised with electronic advance   |
| Starter            | Electric   |
| Transmission       | 5-speed  |
| Final Drive        | 'O'-ring sealed chain  |
| Dimensions (L×W×H) | 2,320 × 905 × 1,430mm  |
| Wheelbase          | 1,565mm  |
| Seat Height        | 860mm  |
| Ground Clearance   | 215mm  |
| Fuel Capacity      | 23 litres  |
| Wheels             | Front/Rear Aluminium rim/steel spokes  |
| Tyres              | Front 90/90-21 54H (Bias-ply)<br>Rear 140/80 R17 69H (Radial)  |
| Suspension         | Front 43mm leading-axle fork, 220mm axle travel<br>Rear Pro-Link with aluminium swing arm, 214mm axle travel   |
| Brakes             | Front 276mm dual hydraulic disc with dual-piston callipers and sintered metal pads<br>Rear 256mm hydraulic disc with single-piston calliper and resin mould pads |
| Dry Weight         | 207.5kg  |

All specifications are provisional and subject to change without notice.