



Life is better  
on a Honda



## 2021 REBEL 1100/DCT

### THE NEW REBEL 1100: CHILL. AND THRILL.

Honda's new 2021 Rebel® 1100 is going to change the way you think about cruisers. Sure, it has the low seat height, twin-cylinder engine and relaxed riding position that make cruiser-class machines so timelessly popular. But it also has something most cruisers lack: genuine arm-straightening performance, and a chassis and suspension that let you dial up the pace when the road gets twisty. Plus, since the Rebel 1100 out performs just about any cruiser, we didn't fall into the trap of just making it look like grandpa's sled either. Forget the chrome-and-fringe bling; this Rebel is a whole new take on how a cruiser should look. Every one comes equipped with our anti-lock brake system and cruise control. And every one rips with our Unicam® engine. You can choose between our revolutionary automatic DCT transmission or a conventional six-speed manual. Ride it on the weekends. Ride it at night. On the boulevard or in the canyons. Dress it up or dress it down with our extensive line of Honda accessories. The new Rebel 1100 can do it all—and you'll have a blast doing it.

ALWAYS WEAR A HELMET, EYE PROTECTION AND PROTECTIVE CLOTHING. NEVER RIDE AFTER CONSUMING DRUGS OR ALCOHOL, AND NEVER USE THE STREET AS A RACETRACK. Rebel®, Unicam® and Pro-Link® are registered trademarks of Honda Motor Co., Ltd. ©2020 American Honda Motor Co., Inc.







Life is better on a Honda

## 2021 REBEL 1100/DCT



BORDEAUX RED METALLIC

METALLIC BLACK

### SPECIFICATIONS

<b>ENGINE TYPE</b>	- 1084cc liquid-cooled parallel-twin four-stroke
<b>BORE AND STROKE</b>	- 92mm x 81.5mm
<b>COMPRESSION RATIO</b>	- 10.1:1
<b>VALVE TRAIN</b>	- SOHC; four valves per cylinder
<b>INDUCTION</b>	- PGM-FI electronic fuel injection (Throttle By Wire)
<b>IGNITION</b>	- Full transistorized
<b>TRANSMISSION</b>	- Six-speed Manual
<b>FINAL DRIVE</b>	- #525 O-ring sealed chain
<b>FRONT SUSPENSION</b>	- 43mm fork; 4.8 inches of travel
<b>REAR SUSPENSION</b>	- Pro-Link® single shock; 3.7 inches of travel
<b>FRONT BRAKE</b>	- Single radial-mounted four-piston caliper with full-floating 330mm discs; ABS
<b>REAR BRAKE</b>	- Single-caliper 256mm disc
<b>FRONT TIRE</b>	- 130/70-18
<b>REAR TIRE</b>	- 180/65-16
<b>WHEELBASE</b>	- 59.8 inches
<b>TRAIL</b>	- 4.3 inches
<b>SEAT HEIGHT</b>	- 27.5 inches
<b>RAKE (CASTER ANGLE)</b>	- 28° 0'
<b>FUEL CAPACITY</b>	- 3.6 gallons including 1.1-gallon reserve
<b>CURB WEIGHT</b>	- 487 pounds / DCT 509 pounds (Includes all standard equipment, required fluids and a full tank of fuel-ready to ride)

### FEATURES & BENEFITS



#### 1084cc TWIN-CYLINDER ENGINE

The Rebel 1100 sports an engine that redefines what a modern cruiser can and should be. The parallel-twin design is narrow, and delivers torque everywhere from idle to redline. Proven in our Africa Twin, you'll have plenty of power grunt down low, but the Rebel 1100 cruises easy and revs like nothing else in the class.



#### CRUISE CONTROL

With a bike like the new Rebel 1100, you're going to want to get out and ride. That's why we've equipped it with cruise control, just like our Gold Wings. Want to kick back and cruise on the open road all weekend long? No problem!



#### SIX-SPEED DCT AUTOMATIC TRANSMISSION

We make two versions of the new Rebel 1100: One with a conventional manual transmission, and another with Honda's revolutionary automatic DCT gearbox. DCT is the perfect choice for a bike like this. You can let it shift for you, or paddle shifters in the manual mode give you full control. For relaxed cruising, just leave it in automatic mode and you'll never worry about stalling or hand fatigue in stop-and-go traffic.



#### LOW SEAT HEIGHT

When it comes to cruisers and seat heights, almost everyone likes them lower. At just 27.5 inches, the Rebel 1100 has one of the lowest seats in anyone's lineup. It's comfortable when you ride, and it makes it easier to flat-foot it at stoplights or in parking lots.