



Life is better
on a Honda



2021 **REBEL 500/ABS**

ESCAPE THE ORDINARY

The Honda Rebel® 500 is a bike that breaks out from the world of traditional motorcycle style and escapes from the boring boulevard drone. It all starts with a narrow 471cc twin-cylinder engine with plenty of user-friendly power. The blacked-out look, light weight, and low seat height are winners everywhere, and features like Honda's slip/assist clutch help make riding more enjoyable. And where some cruiser-class bikes are only fun if you ride slow, the Rebel 500 is happy to kick it up a notch. You can even get anti-lock brakes. Plus, for 2021, we've added fresh new colors, and our new Rebel 500 ABS SE, a version that comes with a selection of some of our most popular accessories, pre-installed, like our Black Diamond-Stitch Seat, Black Fork Boots and Covers, and a Black Headlight Cowl. So don't let anyone put you into a cage—discover a new Rebel 500 and escape the ordinary.

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® is a registered trademark of Honda Motor Co., Ltd. ©2020 American Honda Motor Co., Inc.



ACCESSORIZED AND PRIOR MODEL YEAR SHOWN



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2021
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MATTE GRAY METALLIC

MATTE PEARL WHITE

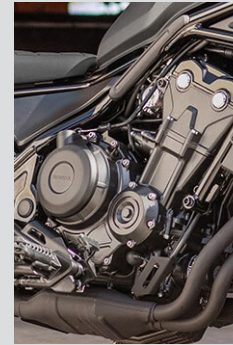


2021
Rebel 500 ABS SE



MATTE GRAY METALLIC

FEATURES & BENEFITS



SPORTY ENGINE

Twin-cylinder engines are a great choice for a machine like the Rebel 500. Honda twins are famous for their versatility, and the 471cc Rebel 500's engine is one of our best ever. The parallel-twin engine is narrow, which helps reduce overall bike size. Plus it offers lots of low-rpm torque, but plenty of higher-rpm performance.



LOW SEAT HEIGHT

When it comes to seat heights, almost everyone likes them lower. At just 27.2 inches, the Rebel 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.



SLIPPER/ASSIST CLUTCH

Developed and perfected in Honda's racing machines, the slipper/assist clutch means you get a lighter clutch pull at the lever, but a solid lockup when you release the lever and apply power. It's technology that reduces clutch effort at the bar by about 30 percent.



BLACKED-OUT STYLE

The Rebel is a blank canvas for your self expression. But unlike the canvas you buy at the art store, this one's not boring white. As is, its blacked-out engine pieces, frame, and bodywork elements look great during the day and even better at night. (Accessorized model shown)



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Rebel 500 ABS SE

ENGINE TYPE	—	471cc liquid-cooled parallel-twin four-stroke	471cc liquid-cooled parallel-twin four-stroke
BORE AND STROKE	—	67mm x 66.8mm	67mm x 66.8mm
COMPRESSION RATIO	—	10.7:1	10.7:1
VALVE TRAIN	—	DOHC four valves per cylinder	DOHC four valves per cylinder
INDUCTION	—	PGM-FI	PGM-FI
IGNITION	—	Fully transistorized	Fully transistorized
TRANSMISSION	—	Six-speed	Six-speed
FINAL DRIVE	—	O-ring-sealed chain	O-ring-sealed chain
FRONT SUSPENSION	—	41mm fork; 4.8 inches of travel	41mm fork; 4.8 inches of travel
REAR SUSPENSION	—	Dual shocks with 3.8 inches of travel	Dual shocks with 3.8 inches of travel
FRONT BRAKE	—	Hydraulic disc/ABS	Hydraulic disc/ABS
REAR BRAKE	—	Hydraulic disc/ABS	Hydraulic disc/ABS
FRONT TIRE	—	130/90-16	130/90-16
REAR TIRE	—	150/80-16	150/80-16
WHEELBASE	—	58.7 inches	58.7 inches
TRAIL	—	4.3 inches	4.3 inches
SEAT HEIGHT	—	27.2 inches	27.2 inches
RAKE (CASTER ANGLE)	—	28.0°	28.0°
FUEL CAPACITY	—	2.96 gallons	2.96 gallons
CURB WEIGHT	—	408 pounds/ABS 414 pounds (Includes all standard equipment, required fluids and full tank of fuel-ready to ride)	TBD pounds (Includes all standard equipment, required fluids and full tank of fuel-ready to ride)