

HONDA
The Power of Dreams



SUPERSPORT

2020



LIFE'S A RACE THE WORLD IS OUR TRACK

These machines are designed to push us to the limits of speed and performance. They turn our knuckles white. They make our hair stand on end. And all the while they hold us on the tarmac, pinned by an unrelenting grip that gives us total confidence and control. That's what it means to ride a CBR.

CONTENTS

CBR1000RR-R FIREBLADE SP (NEW)	04
CBR1000RR-R FIREBLADE (NEW)	06
CBR650R	08
CBR500R	10
SPECIFICATIONS	12
HONDA TECHNOLOGY	14
HONDA EXPERIENCES	18
THE POWER OF DREAMS	19



THE GAME IS RAISED. HIGHER STILL.

The race-track is your playground. It's where you live and truly come alive. Performance is everything and you'll take any advantage to hunt out speed. We have built the new CBR1000RR-R Fireblade SP for you. It starts out in the same Pit Lane as the CBR1000RR-R—which means MotoGP technology for the engine, chassis and aerodynamics, and the same 214.6bhp @ 14,500rpm peak power output, with peak torque of 113Nm @ 12,500rpm. But then we step it up. For precise, targeted performance the CBR1000RR-R Fireblade SP is armed with second-generation semi-active Öhlins Electronic Control (S-EC).

The NPX front fork uses a pressurised damping system to minimise cavitation, resulting in more stable damping control and improved bump absorption at high speeds. Feel for front tyre grip is also enhanced. The rear shock is also an Öhlins unit. To match the hardware upgrade the Öhlins Objective Based Tuning interface (OBTI) now offers much finer suspension adjustment front and rear. Brembo's latest Stylema monobloc four-piston radial-mount front brake calipers are also standard. The CBR1000RR-R SP is not built with a road-rider's needs in mind; the race-track is where it belongs. And while it is fully road legal, with lights, indicators, full-colour TFT display and Honda Smart Key the CBR1000RR-R Fireblade SP is our ultimate statement of pure super sports aggression. Enjoy it to the full.



KEY FEATURES



START MODE



SMART KEY



WCTRL



RMC



HESD



PGM-DSFI



HSTC



EURO 5

FULL BRAKE SYSTEM BY **BREMBO**® With Stylema® Monobloc Four-Piston Calipers

ÖHLINS® **NPX** Front Fork
ÖHLINS® **OBTI** Objective Based Tuning Interface

* image shows motorcycle prepared for track use (not available for delivery in this form). Road motorcycle includes indicators, rear view mirrors and number plate.

Discover more at: honda.co.uk





BORN TO RACE

For you, there is no second best. For us it's the same. Which is why we started racing in the early 1960s and why we race today. Competition is always a challenge but it's what brings improvement. Raises the game. Yours. Ours.

Competition has produced the new CBR1000RR-R Fireblade. We didn't just start from scratch. We used our ultimate expression of everything we know about two-wheeled speed, the RC213V MotoGP machine and its roadgoing RC213V-S sibling, as technological base points. The CBR1000RR-R Fireblade's all-new engine—while still an inline four-cylinder—has much in common with the race bikes. The 1,000cc, liquid-cooled DOHC design shares its bore and stroke with the RC213V-S and features a semi-cam gear train, finger-follower rocker arms, forged aluminium pistons and titanium con-rods. Output is stunning: 214.6bhp @ 14,500rpm peak power, with peak torque of 113Nm delivered @ 12,500rpm.

It's also armed with fine control from an upgraded electronics package that includes a six-axis Inertial Measurement Unit (IMU), optimised HSTC, adjustable Start Mode, 2-level ABS, 5-inch TFT display and Honda Smart Key. A brand-new chassis employs an aluminium diamond-style frame and RC213V-S-derived swingarm, full Showa suspension, revised 3-level HESD and new Nissin brakes. And we've drawn heavily on our MotoGP experience to produce bodywork that defies drag while enhancing high-speed handling with winglets.



KEY FEATURES



START MODE



SMART KEY



WCTRL



RMC



HESD



PGM-DSFI



HSTC



EURO 5

TITANIUM EXHAUST
AKRAPOVIČ®

KERB WEIGHT
201 kg

9-LEVEL
HSTC Honda Selectable Torque Control

* image shows motorcycle prepared for track use (not available for delivery in this form). Road motorcycle includes indicators, rear view mirrors and number plate.

Discover more at: honda.co.uk



**CBR
650R**

HONED FOR THE ROAD

Drawn directly from Fireblade Super Sport style – and adding something extra all its own – the CBR650R has honed racetrack DNA for aggressive road performance. Peak power is increased to 93bhp/69.6kW (plus there's an easy 35kW conversion for A2 licence holders) with torque of 63.4Nm, a 12,000rpm redline and category-leading power-to-weight ratio. But it's the way the CBR650R's inline four-cylinder DOHC 16-valve engine delivers that gets attention; firstly there's the smooth rush of mid-range, and then an evocative howl as rpm climbs high. An assist/slipper clutch eases upshifts and manages hard down changes, while Honda Selectable Torque Control (HSTC) maintains rear wheel traction.

And as a high-revving sports machine lives in the turns the CBR650R's chassis is sharper; it's 5kg lighter, for faster side-to-side steering agility while new, adjustable 41mm Showa Separate Fork Function (SFF) USD forks offer supple suspension response. The frame's elliptical spars feature tuned rigidity balance for front and rear wheel feedback while 120/70-17 and 180/55-17 front and rear tyres deliver superbike-sized grip. To match the improved engine and suspension performance the CBR650R wears dual radial-mount four-piston brake calipers gripping 310mm floating discs; 2-channel ABS controls braking power, wet or dry. Every ride on the CBR650R is enriched with adrenaline. The view forward is pure sports; the handlebars clip-on below the top yoke and the instruments feature a digital LCD display, plus Gear Position and Shift Up indicator.



MAX POWER
OUTPUT

93.9 bhp
@ 12,000 rpm

MAXIMUM
TORQUE

64 Nm
@ 8,500 rpm

CYLINDER
ENGINE

4

KEY FEATURES

4

EURO 4

HECS3

HISS

HSTC

ABS

ABS

LED

LED

PGM-FI

PGM-FI



Discover more at: honda.co.uk

CBR
500R

FAST FORWARD FUN

If you're looking for sports performance, start as you mean to go on. The CBR500R draws direct influence from the CBR Fireblade; sharper, more aggressive lines incorporate unique aerodynamic winglets and 'angry' dual LED headlights. And the view from the cockpit is focused, with clip-on handlebars mounted below the top yoke and a new, inverse LCD dash which includes Gear Position and Shift Up indicator.

Its A2 licence compliant, 8-valve, liquid-cooled parallel twin-cylinder engine produces 35kW @ 8,600rpm with peak torque of 43Nm @ 6,500rpm. Revised camshafts and valve lift – plus redesigned intake and exhaust – equal increased low and mid-range torque, for stronger acceleration. Also new, an assist/slipper clutch eases upshifts and manages rear wheel lock-up on hard down changes.

Spring preload adjustable 41mm telescopic forks deliver compliant control. The rigid box-section swingarm is worked by a new, high-quality single-tube rear shock absorber with 5-stage spring preload adjustment. A single front 320mm wavy disc and powerful two-piston brake caliper is matched to a 240mm rear disc and single-piston caliper; 2-channel ABS is standard. Fast, frugal and fun. The CBR500R dials up sheer, thrilling sports performance – and does it for riders of all experience levels.



KEY FEATURES

- 4**
EURO 4
- ABS**
- C**
HECS3
- LED**
- KEY**
HISS
- PGM-FI**

MAX POWER OUTPUT

46.9 bhp @ 8,600 rpm

SEAT HEIGHT

789 mm

ADJUSTED REAR SUSPENSION

PRELOAD



Discover more at: honda.co.uk

SPECIFICATIONS

CBR1000RR-R FIREBLADE SP

ENGINE	
Engine Type	Water-cooled, 4-stroke, DOHC, inline 4-cylinder
Engine Displacement	1,000 cc
Max. Power Output	214.6 bhp @ 14,500 rpm
Max. Torque	113 Nm @ 12,500 rpm
Fuel Consumption / CO ₂ emissions	9.9 miles/litre / 122.5 g/km

CHASSIS, DIMENSIONS AND WEIGHT

Length x Width x Height (mm)	2,100 x 745 x 1,140
Seat Height (mm)	830
Wheelbase (mm)	1,460
Kerb Weight (kg)	201

WHEELS, SUSPENSION AND BRAKES

Brakes (Front/Rear)	330mm double disc with radial-mount Brembo 4-piston caliper / 220mm disc with Brembo 2-Piston caliper
Tyres (Front/Rear)	120/70-ZR17 / 200/55-ZR17
Suspension Front	Ohlins NPX S-EC 43mm telescopic fork
Suspension Rear	Ohlins TTX36 S-EC Pro-Link swingarm



Grand Prix Red

Matt Pearl Morion Black

CBR1000RR-R FIREBLADE

Engine Type	Water-cooled, 4-stroke, DOHC, inline 4-cylinder
Engine Displacement	1,000 cc
Max. Power Output	214.6 bhp @ 14,500 rpm
Max. Torque	113 Nm @ 12,500 rpm
Fuel Consumption / CO ₂ emissions	9.9 miles/litre / 122.5 g/km

Length x Width x Height (mm)	2,100 x 745 x 1,140
Seat Height (mm)	830
Wheelbase (mm)	1,460
Kerb Weight (kg)	201

Brakes (Front/Rear)	330mm double disc with radial-mount NISSIN 4-piston caliper / 220mm disc with Brembo 2-Piston caliper
Tyres (Front/Rear)	120/70-ZR17 / 200/55-ZR17
Suspension Front	SHOWA BPF 43mm telescopic fork
Suspension Rear	USHOWA BFR-C Pro-Link swingarm



Grand Prix Red

Matt Pearl Morion Black

CBR650R

Engine Type	In Line 4 Cylinder, Liquid-cooled 4-stroke, 16-valve DOHC
Engine Displacement	649 cc
Max. Power Output	93.9 bhp @ 12,000 rpm
Max. Torque	64 Nm @ 8,500 rpm
Fuel Consumption / CO ₂ emissions	12.7 miles/litre / 112 g/km

Length x Width x Height (mm)	2,130 x 750 x 1,150
Seat Height (mm)	810
Wheelbase (mm)	1,450
Kerb Weight (kg)	207

Brakes (Front/Rear)	2 Channel ABS, 310mm Double disc with four piston caliper / 240 disc with single piston caliper
Tyres (Front/Rear)	120/70ZR17M/C / 180/55ZR17M/C
Suspension Front	Showa separate function fork (SFF) USD
Suspension Rear	Pro-Link® mono with 10 stage Preload adjuster, Aluminium Cast swingarm



Grand Prix Red

Matt Gunpowder Black Metallic

CBR500R

Engine Type	Liquid-cooled 4-stroke DOHC parallel twin
Engine Displacement	471 cc
Max. Power Output	46.9 bhp @ 8,600 rpm
Max. Torque	43 Nm @ 6,500 rpm
Fuel Consumption / CO ₂ emissions	17.8 miles/litre / 80 g/km

Length x Width x Height (mm)	2,080 x 755 x 1,145
Seat Height (mm)	785
Wheelbase (mm)	1,409
Kerb Weight (kg)	192

Brakes (Front/Rear)	2 Channel ABS, 320mm disc with two piston caliper / 240 disc with single piston caliper
Tyres (Front/Rear)	120/70ZR-17M/C / 160/60ZR-17M/C
Suspension Front	Conventional telescopic, 41 mm, pre-load adjustable.
Suspension Rear	Pro-Link® mono with 5 stage Preload adjuster, steel square pipe swingarm



Grand Prix Red

Matt Axis Gray Metallic



Pearl Metalloid White



HONDA TECHNOLOGY



ANTI-LOCK BRAKING SYSTEM

Reduces braking pressure by monitoring the wheel speed, preventing the wheels from locking up.

EURO 5

EURO 5

Complies with EURO 5 emissions regulations.

EURO 4

EURO 4

Complies with EURO 4 emissions regulations.



HONDA ELECTRONIC STEERING DAMPER

Minimises sudden steering changes at high speeds for enhanced riding ease and comfort.



HONDA EVOLUTIONAL CATALYSING SYSTEM

Oxygen-sensing system maintains an optimal air/fuel mixture for the most effective catalytic reduction of exhaust emissions.



HONDA IGNITION SECURITY SYSTEM

Only allows the bike to be started by its original encoded keys to effectively protect against theft.



HONDA SELECTABLE TORQUE CONTROL

If the Honda Selectable Torque Control (HSTC) system senses an imminent loss of rear wheel traction it reduces torque to allow the tyre to grip.



LED LIGHTS

Brighter and more energy efficient than traditional bulbs, with no time delay and a longer life.



PROGRAMMED DUAL FUEL INJECTION

Map-type computerised system maintains strong power and responsive performance in all conditions.



PROGRAMMED FUEL INJECTION

Map-type computerised system maintains strong power and responsive performance in all conditions.



RADIAL MOUNT CALIPER

Offers better alignment to the disc and rigidity. Radial-mount calipers are secured and supported at both ends providing less caliper flex and better braking performance.



SMART KEY

This innovative technology improves both convenience and security. As long as your key is in your pocket or bag, you can release the seat and start the engine with the press of a button.



START MODE

Limits engine rpm based on rider preference, even with a wide-open throttle, letting the rider focus on clutch release (and lights) alone.



WHEELIE CONTROL

The IMU measures the pitch angle and, combined with front and rear wheel speed, manages the amount of height the front wheel gathers relative to the level of intervention selected. Level 1 is minimum Wheelie Control, level 2 medium and level 3 maximum. Wheelie Control can also be switched off completely.

Honda has developed and applied many innovative technologies for its motorcycle range, designed to have the greatest possible benefit for you and the world around you.

FIREBLADE DESIGNED FOR SPEED

FULL BREMBO KIT WITH STYLEMA® FRONT BRAKE CALIPERS

Incredible braking power is provided by the latest Brembo Stylema monobloc four-piston radial-mount front brake calipers – with Brembo brake lever and master cylinder to match. The calipers maintain rigidity but are 7% lighter, with less internal fluid volume for more immediate reaction.

For flexible ability (and along with Rear Lift Control) the ABS gains two switchable modes; SPORTS mode focuses on road-riding performance, with high brake force and less pitching, while TRACK mode offers power and feel braking from much higher circuit speeds. Both are controlled with input from the six-axis Inertial Measurement Unit (IMU).



SECOND-GENERATION SEMI-ACTIVE ÖHLINS ELECTRONIC CONTROL (S-EC)

The Öhlins NPX fork uses a pressurised damping system to minimise cavitation, resulting in more stable damping control and improved bump absorption at high speeds. Feel for front tyre grip is also enhanced. The rear shock is also by Öhlins; the upper mount attaches at the back of the engine to enhance high-speed handling.

LAUNCH CONTROL FOR FAST STARTS

The CBR1000RR-R Fireblade SP is equipped with Launch Control for race starts. It limits engine rpm at 6,000, 7,000, 8,000 and 9,000rpm set-points, even with a wide-open throttle, letting you focus on clutch release (and lights) alone. A quickshifter is also fitted as standard, with performance optimised for racetrack performance and reliability.

CBR
FIREBLADE



ADRENALINE TEST RIDE

Leave behind the daily grind and experience more from your riding.

Our range of Riding Centres offer expert tuition from experienced Honda instructors on Super Sport, Adventure, Trials and Off Road bikes as well as the chance to test ride bikes from across the Honda range.

For more info go to:

honda.co.uk/motorcycles/ride-with-us



DREAMS REALLY DO COME TRUE

Soichiro Honda said,

'We only have one future, and it will be made of our dreams, if we have the courage to challenge convention.'

Honda's philosophy in dreaming of a better world for people catalysed the invention of the ASIMO, HondaJet, NSX and the legendary Africa Twin. Dreams can be powerful, they push you to achieve more, to explore new ideas, new technologies and uncover new ways of solving problems. It takes independent thinking and audacity to pursue dreams. It also takes passion and innovation to never allow the dream to die and to shape them into a reality for the modern-day world.



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RIDE WITH STYLE Read the owner's manual thoroughly. Get to know your machine and its capabilities. Concentration assists anticipation. Observe other road users' movements. Brake in plenty of time. Always wear a helmet and quality kit, ride fit and NEVER after drinking alcohol. Good roadcraft and courtesy identify the skilled and stylish rider. Honda endorse the law that all helmet visors must comply with BS 4110. Visors that transmit less than 50% of visible light cannot legally be used on the road.

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Please don't bin me.
Pass me on to a
friend or recycle me.



BLUE SKIES FOR
OUR CHILDREN