



SUPERSPORT | 2024



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.

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FIREBLADE SP Chasing perfection

The perfect lap. That's the impossible goal. And there are two involved in this pursuit; you and your bike. You've done the practice, clipped every apex and linked up corners. You're at home on this track. So is your CBR1000RR-R Fireblade SP. You are as one.

The Fireblade SP starts in the same pit lane as the standard Fireblade. But full Öhlins® Smart Electronic Control (S-EC) suspension, Brembo® master cylinder, brake lever and front/rear calipers elevate its performance even higher. Want peak power? Have it: 160kW @ 14,500rpm. And it's not just top-end – to fire out of corners hard exploit impressively strong low- to mid-range acceleration, with linear throttle control. HSTC offers refined reaction and a fine feel for traction, while the standard-fit quick shifter drills out razor-fast and smooth make one word - clutch-less gear changes, up or down. This engine is built for speed.

As is the chassis. Using separated compression, rebound circuits and stepper motors to adjust damping, the semi-active Öhlins® S-EC 43mm NPX USD forks have been developed to offer precise front tyre feedback and grip. The race-quality front end is matched by an Öhlins® TTX36 S-EC rear shock. To provide maximum control – and because conditions change very quickly on track – there are 3 default Öhlins® Objective Tuning Base interface (OBTi) settings to work from and instantly selectable pre-set modes to change the set-up, allowing for reduced fuel load or tyre wear. Biting on 330mm discs the four-piston, radial-mount Stylema calipers deliver massive stopping power. They're operated by a Brembo brake lever/master cylinder and matched with a Brembo® rear caliper. So, while it is fully road legal, with lights, indicators and Smart Key, the Fireblade SP defines the ultimate racing motorcycle. One ready to overload adrenaline through every turn.



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



Find out more at [\[insert local URL here\]](#)



PEAK POWER

160 kW @ 14,500 rpm

FULL BRAKE SYSTEM BY

BREMBO® With Stylema® Monobloc
Four-Piston Calipers

SUSPENSION

Öhlins Smart-EC

Key Features

- TWO-MOTOR THROTTLE BY WIRE SYSTEM
- 9-LEVEL HONDA SELECTABLE TORQUE CONTROL
- BREMBO STYLEMA R CALIPERS
- 5 INCH FULL-COLOUR TFT METER
- RIDING MODES
- AERODYNAMIC WINGLETS





FIREBLADE Born to race

Leathers, zipped. Helmet, snugged. Gloves, on. The light's green and circuit open. Your Fireblade is eager; you can hear it in the aggressive bark of the Akrapovič® exhaust as you roll on the throttle. And so are you. For the unadulterated rush that riding fast – the sort of fast that only happens linking apex-to-apex – brings. And the challenge to improve. Be faster.

Competition never takes a day off, and neither do we. Alongside huge peak power to eat up straights, you also have real mid-range punch for acceleration that stamps hard out of corners. Feedback from our HRC riders has developed the 9-level Honda Selectable Torque Control (HSTC). It's smooth and responsive to your throttle input, while a light Throttle By Wire (TBW) return spring load gives precise linearity as you feed in the gas. All of which means you get out of each corner faster. Through the 5-inch TFT screen, you can fully customise engine power, engine braking and wheelie control to your personal preference; three riding modes also offer default base settings.

A special engine requires a special chassis. The rigidity balance of the aluminium diamond-style frame and RC213V-derived swingarm, weight distribution and steering geometry are optimised together for ultimate handling ability, grip and, just as importantly, feedback.

For set-up flexibility, the USD Showa® 43mm Big Piston Fork (BPF) and Pro-Link Balance Free Rear Cushion Light (BFRC-Lite) shock are fully adjustable. And there's huge braking potential from Nissin four-piston radial-mount calipers. Aerodynamics have carved the Fireblade's aggressive look, with an HRC ram-air duct feeding the airbox through the headstock. Winglet structures generate the same downforce as our 2018 MotoGP machine to reduce front wheel lift under acceleration and increase stability on braking and corner entry.



SP version



Find out more at [\[insert local URL here\]](#)



PEAK POWER

160 kW @ 14,500 rpm

PEAK TORQUE

112 Nm @ 12,500 rpm

UPDATED 9-LEVEL

HSTC Honda Selectable Torque Control

Key Features

- TWO-MOTOR THROTTLE BY WIRE SYSTEM
- ENHANCED RIDING POSITION
- BREMBO STYLEMA R CALIPERS
- 5 INCH FULL-COLOUR TFT METER
- RIDING MODES
- AERODYNAMIC WINGLETS





Awaken the race

Ready for next level total control? It's right here. Producing 90kW at peak the CBR600RR's 600cc, 16-valve inline four-cylinder engine pumps out a direct shot of 14,000rpm adrenaline – and searing top-end speed – and a strong 61Nm torque, with broad spread for smooth drive on hard corner exit. Tuned inlet ports are fed by 44mm throttle bodies ensuring maximum high-rpm gas flow and the cylinder head, valve gear and timing, crankshaft and exhaust are all optimised together. The 4-2-1 exhaust with centre-up muffler uses large bore diameters to enhance high-rpm gas flow. And, for corner-entry control, an assist/slipper clutch manages rear wheel 'hop' through rapid down changes and hard braking.

The CBR600RR is a razor-sharp supersport tool, with kerb weight of just 194kg. Its aluminium twin-spar frame sites the fuel load low for optimum mass centralisation. Fully adjustable suspension – Showa 41mm Big Piston USD forks and Pro-Link rear shock – and aluminium swingarm deliver fingertip feel for tyre grip, right on the very edge of adhesion. Four-piston, radial-mount front calipers gripping 310mm floating discs provide huge stopping power.

With the MotoGP-spec, RC213V-S derived Throttle-by-Wire system – and 6-axis IMU – there are 3 default riding modes, 5 levels of Power, and 3 levels of Engine Brake and Wheelie Control to choose from. Complete custom settings are also an option, all managed via the full colour 5-inch TFT screen. 9-level Honda Selectable Torque Control (HSTC) gives natural feedback as it manages rear wheel traction. The standard-fit quick shifter serves up lightning-fast, clutch-less full gas upshifts and downshifting with auto blip. Cornering ABS and Honda Electronic Steering Damper (HESD) deliver the confidence to push hard into, and out of turns.

The CBR1000RR-R Fireblade was our start point for the way the CBR600RR would look but, more importantly, slice through the air at high speed. And as the RC213V-S was the Fireblade's base line that means an aggressively chiselled frontal area, reducing wind resistance, with fairing winglets to produce consistent downforce during corner entry and going side-to-side while accelerating. And a special bike needs special paint – the CBR600RR shows off its Fireblade-specification HRC Tricolour paint proudly.



Find out more at [\[insert local URL here\]](#)

PEAK POWER

70 kW @ 12,000 rpm

PEAK TORQUE

63 Nm @ 9,500 rpm

UPDATED 9-LEVEL

HSTC Honda Selectable Torque Control

Key Features

- QUICK SHIFTER AS STANDARD
- 6-AXIS IMU
- RIDING MODE BY THROTTLE BY WIRE SYSTEM
- A2 LICENCE CONVERSION AVAILABLE
- AERODYNAMIC WINGLETS
- POWER & ENGINE BRAKE MODE / HSTC / ABS (CORNERING ABS)



CBR
650R

What R you today?

Four-cylinder middleweight sports motorcycles are rare, beautiful things. The CBR650R is it. The DOHC 16-valve engine produces 70kW @ peak – up to a 12,000rpm redline – with 64Nm of torque for smooth drive out of corners. There's a 35kW A2 licence option, which is ready for full power once an A licence is held. Honda Selectable Torque Control (HSTC) smoothly manages rear wheel traction, wet or dry, so carving a set of corners is always a thrill. The system can also be turned off completely. And, because power needs control, an assist and slipper clutch manages the rear wheel through hard braking and downshifting, preventing lock-up.

Our racing DNA runs deep. The CBR650R wears sharp new bodywork and dual LED headlights inspired by the awesome CBR1000RR-R Fireblade. It's also got a real sports chassis; dual, radial mount Nissin four-piston calipers grip 310mm discs hard. And Showa 41mm SFF-BP USD front forks and rear shock offer fingertip feel for on-the-edge tyre grip.

The 5-inch full-colour TFT display is all new, as is the backlit handlebar switchgear with a very natural hand position allowing better visibility in all conditions. Both have been designed together for easy use, and the screen is engineered to minimise glare in bright sunlight. It also offers full connectivity through the Honda RoadSync app. For Android and iOS smartphones, it means you can access on-screen turn-by-turn navigation, make and receive calls or listen to music while you ride.

There's also the option of Honda's unique new E-clutch technology. E-Clutch takes riding to the next level. You can choose manual clutch control of the six-speed gearbox, just like normal. Or select E-Clutch via the TFT screen and leave the clutch lever alone. That's it. Setting off from standstill, shifting up and down, and coming to a stop all you need do is operate the gear lever. E-Clutch does the rest – smoothly, instantly and at any time – like an expert sports rider. Stalling is impossible. Dealing with traffic so much easier. And need the clutch for any reason? No problem. Use it anytime.



Find out more at [\[insert local URL here\]](#)

PEAK POWER

70 kW @ 12,000 rpm

PEAK TORQUE

63 Nm @ 9,500 rpm

UPDATED 9-LEVEL

HSTC Honda Selectable Torque Control

Key Features

- LIQUID-COOLED, 16V FOUR-CYLINDER ENGINE
- A2 LICENCE CONVERSION AVAILABLE
- ASSIST AND SLIPPER CLUTCH
- 41MM SHOWA® SEPARATE FORK FUNCTION BIG PISTON (SFF-BP) USD FORKS
- DUAL FRONT FOUR-PISTON RADIAL-MOUNT CALIPERS
- 5 INCH FULL COLOR TFT WITH ROADSYNC CONNECTIVITY
- EMERGENCY STOP SIGNAL (ESS)



**CBR
500R**

Racing DNA inside

What HRC learns racing at the top feeds straight back. And the CBR500R is where it starts. Drawing heavily on the Fireblade for its design – with new paint and graphics straight out of pit lane – it wears the same aerodynamic winglets for stability on corner entry and razor-sharp high-speed agility. From the aggressively redesigned headlights, which throw out a broad, penetrating beam for safer cornering at night, and sculpted-for-speed fairing right back to the tightly wrapped seat unit, this is a sporting benchmark.

We've updated the A2-compliant, twin-cylinder engine's ECU settings and optimised ignition timing for strong drive in the low- to mid-range rpm zone, plus smooth throttle response with a crisp exhaust note. Honda Selectable Torque Control (HSTC) manages rear wheel traction, wet or dry, so riding the street – or carving an apex – is always a thrill. And enjoy the sports bike-specification chassis. Showa 41mm SFF-BP USD front forks and dual front discs with radial-mount calipers boost feel, all-round handling and braking.

Entry level? No, the level; the CBR500R is armed with the sort of premium tech found on much bigger bikes. Like HSTC, which smoothly reduces engine torque via the ECU to manage rear grip. And, while this is a minimal sports cockpit the new full-colour, 5-inch TFT screen uses optically bonded layers for visibility in bright sunlight, with the smartphone connectivity of Honda RoadSync. So, while riding, you can access on-screen turn-by-turn navigation and stay in touch whichever way choose all by simple operation of new, backlit switchgear.



PEAK POWER

35 kW @ 8,600 rpm

PEAK TORQUE

43 Nm @ 6,500 rpm

Key Features

- HONDA SELECTABLE TORQUE CONTROL (HSTC)
- ASSIST AND SLIPER CLUTCH
- 5 INCH FULL COLOR TFT WITH ROADSYNC CONNECTIVITY
- LICENCE A2 COMPLIANT
- EMERGENCY STOP SIGNAL (ESS)
- ADJUSTABLE PRO-LINK REAR SUSPENSION
- 41MM SHOWA SFF-BP USD FORKS
- SHOWA REAR SHOCK AND DUAL FRONT DISCS WITH FOUR-PISTON CALIPERS



Find out more at [\[insert local URL here\]](#)

Specifications

	CBR1000RR-R FIREBLADE SP	CBR1000RR-R FIREBLADE	CBR600RR	CBR650R	CBR500R
Engine					
Engine Type	Water-cooled, 4-stroke, DOHC, inline 4-cylinder	Water-cooled, 4-stroke, DOHC, inline 4-cylinder	Liquid-cooled 4 stroke 16 valve DOHC inline 4	Liquid-cooled 4 stroke 16 valve DOHC inline 4	Liquid-cooled 4-stroke DOHC parallel twin
Engine Displacement	1,000 cc	1,000 cc	649 cc	649 cc	471 cc
Max. Power Output	160 kW @ 14,500 rpm	160 kW @ 14,500 rpm	70 kW @ 12,000 rpm	70 kW @ 12,000 rpm	35 kW @ 8,600 rpm
Max. Torque	112 Nm @ 12,500 rpm	112 Nm @ 12,500 rpm	63 Nm @ 9,500 rpm	63 Nm @ 9,500 rpm	43 Nm @ 6,500 rpm
Fuel Consumption / CO ₂ emissions	6.6 l/100 km / 153 g/kg	6.6 l/100 km / 153 g/kg	5 l/100 km / 113 g/km	5 l/100 km / 113 g/km	3.5 l/100 km / 80 g/km
Chassis, Dimensions and Weight					
Length x Width x Height (mm)	2,100 x 745 x 1,140	2,100 x 745 x 1,140	2,120 x 780 x 1,075	2,120 x 780 x 1,075	2,080 x 760 x 1,145
Seat Height (mm)	830	830	810	810	785
Wheelbase (mm)	1,460	1,460	1,450	1,450	1,410
Kerb Weight (kg)	201	201	203	203	192
Wheels, Suspension and Brakes					
Brakes (Front/Rear)	330mm double disc with radial-mount Brembo® 4-piston caliper / 220mm disc with Brembo® 2-Piston caliper	330mm double disc with radial-mount Nissin® 4-piston caliper / 220mm disc with Brembo® 2-Piston caliper	310 mm double disc with 4-piston caliper / 240 mm single disc with single piston caliper (2 channel ABS)	310 mm double disc with 4-piston caliper / 240 mm single disc with single piston caliper (2 channel ABS)	296 mm double disc with Nissin® radial-mount 4-piston calipers / 240 mm single disc with single piston caliper (2 Channel ABS)
Tyres (Front/Rear)	120/70-ZR17 / 200/55-ZR17	120/70-ZR17 / 200/55-ZR17	120/70ZR17M/C / 180/55ZR17M/C	120/70ZR17M/C / 180/55ZR17M/C	120/70ZR-17M/C / 160/60ZR-17M/C
Suspension Front	Öhlins® NPX S-EC 43 mm telescopic fork with preload, compression and rebound adjustments	Showa® BPF 43 mm telescopic fork with preload, compression and rebound adjustment	Showa® 41 mm SFF USD fork	Showa® 41 mm SFF USD fork	Showa® 41 mm SFF-BP USD fork
Suspension Rear	Öhlins® TTX36 S-EC Pro-Link swingarm with preload, compression and rebound damping	Showa® BFRC-Lite Pro-Link swingarm with 10-step preload, stepless compression and rebound damping adjustment	Pro-Link® mono with 10-stage preload adjuster, Aluminium Cast swingarm	Pro-Link® mono with 5-stage preload adjuster, Steel hollow cross swingarm	Pro-Link® mono with 10-stage preload adjuster, Aluminium Cast swingarm



Honda Technology

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.



ANTI-LOCK BRAKING SYSTEM

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



EURO 5+

EURO 5 emissions regulation compliance.



HONDA ELECTRONIC STEERING DAMPER

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



HONDA IGNITION SECURITY SYSTEM

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



HONDA ROADSYNC

Bluetooth connectivity for easy management of navigation, calls, messages and music whilst riding. Available on Android™ and iOS™ devices.



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. No time delay and 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.



TFT DISPLAY

Full colour TFT screen to control riding modes, along with other bike parameters. Displays key information such as Gear Position indicator and rev counter.



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 the minimum Wheelie Control, level 2 medium and level 3 maximum. Wheelie Control can also be switched off completely.

HONDA MOTORCYCLES EUROPE APP

- EXPLORE THE LATEST MOTORCYCLES
- VIDEO GALLERY
- CONFIGURE YOURS
- ALL COLOURS AND ACCESSORIES
- SEE IT IN 3D AND AR

Configure your bike and find out more about the full range and accessories by visiting our website or downloading the Honda Motorcycles Europe app.



The Power of Dreams



Enthusiast. Rider. Dreamer.

At Honda, we don't believe in taking the easy way out. Never settle. Never rest. That's what we believe.

It's a philosophy that means we never feel like we are done. It's why we never stop questioning the limits of every Motorcycle. Why we never stop striving for success, pushing innovation, engineering and development to the very limit. And then doing it again. And again.

It's why we're constantly pioneering engineering firsts – like the inline 4-stroke engine, dual-clutch transmission, or the motorcycle airbag. It's why we go beyond the existing, unafraid to challenge the status quo of the motorcycle market.

That's the restless spirit that drives us forwards and is passed on to every Honda rider, pushing them on to their next adventure. On to the joy of true freedom. On to the next big dream.

Because, after all, it's our dreams that move us.





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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.

Honda Motor Europe sources
paper responsibly from
manufacturers within the EU.



**BLUE SKIES FOR
OUR CHILDREN**