

SUPERSPORT 2023



CIRCUIT PAUL RICARD



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

PEAK POWER
160 kW @ 14,500 rpm

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

ÖHLINS®
NPX FRONT FORK

Key Features

- LIQUID-COOLED, 16V FOUR-CYLINDER ENGINE
- QUICK SHIFTER
- 9-LEVEL HONDA SELECTABLE TORQUE CONTROL
- AKRAPOVIČ® TITANIUM EXHAUST
- WHEELIE CONTROL
- LAUNCH CONTROL
- AERODYNAMIC WINGLETS
- COLOUR TFT SCREEN

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

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.



HRC
FIREBLADE

PEAK POWER

160 kW @ 14,500 rpm

TITANIUM EXHAUST

AKRAPOVIČ®

UPDATED 9-LEVEL

HSTC Honda Selectable Torque Control

Key Features

- LIQUID-COOLED, 16V FOUR-CYLINDER ENGINE
- SEMI-CAM GEAR TRAIN, TITANIUM CON-RODS
- 201 KG KERB WEIGHT
- WHEELIE CONTROL
- SHOWA 43MM BIG PISTON FORK (BPF)
- SHOWA BALANCE FREE REAR CUSHION LIGHT SHOCK (BFRC-LITE)
- NISSIN RADIAL-MOUNT FOUR-PISTON FRONT CALIPERS
- AERODYNAMIC WINGLETS

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



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.



Location photos show 19YM CBR650R

CBR
650R

PEAK POWER

70 kW

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
- LCD INSTRUMENT DISPLAY
- EMERGENCY STOP SIGNAL (ESS) TECHNOLOGY

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



Putting the R into the CBR

The CBR650R has honed racetrack DNA for aggressive road performance. From the free-spinning inline four-cylinder, DOHC 16-valve engine, there's an exhilarating 12,000rpm redline, 70kW peak power and 63Nm torque to enjoy. There's also a 35kW conversion available from Honda dealers for A2 licence holders. An assist and slipper clutch eases upshifts and manages hard-down changes, while Honda Selectable Torque Control (HSTC) maintains rear wheel traction. And, with no loss of performance, the engine is EURO5 compliant.

This razor-sharp tool also lives for the corners. 41mm SHOWA Separate Fork Function Big Piston (SFF-BP) USD forks offer precise suspension control, with balanced spring rate and damping for a direct connection to the beautifully weighted front tyre, while the 180-section rear has huge grip. Powerful braking is provided by dual, four-piston radial-mount front calipers and 310mm floating discs.

Lithe, agile and styled by speed dual LED headlights, lead the uncompromising angles, mirrored by the minimal seat unit and slim side panels. Handlebars clip-on below the top-yoke and the LCD instruments are easy to read at speed. Emergency Stop Signal (ESS) technology activates the rear hazards under hard-stop conditions (and also self-cancels). There's also a USB Type-C socket under the seat for charging a mobile device.



**CBR
500R**



PEAK POWER

35 kW

PEAK TORQUE

43 Nm @ 6,500 rpm

SUSPENSION

41 mm SHOWA (SFF-BP) USD FORKS

Key Features

- LIQUID-COOLED, 8V TWIN-CYLINDER ENGINE
- LICENCE A2 LCOMPLIANT
- PGM-FI FUEL INJECTION
- ASSIST AND SLIPPER CLUTCH CLUTCH
- ADJUSTABLE PRO-LINK REAR SUSPENSION
- DUAL 296MM FRONT DISCS AND TWO-PISTON RADIAL-MOUNT CALIPERS
- FULL LED LIGHTING
- EMERGENCY STOP SIGNAL (ESS) TECHNOLOGY

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

Moving up

Why race? To improve. It's what we've always done. And this is why; the CBR500R is an A2 motorcycle – but also every square millimetre a CBR. Sharp, aggressive lines incorporate unique aerodynamic winglets for high-speed stability. Its powerful, A2 licence-compliant twin-cylinder engine gives elastic, enjoyable power with strong mid-range torque between 3,000 and 7,000rpm, making every corner exit a moment to savour. Just like its larger CBR siblings, an assist and slipper clutch eases upshifts and prevents rear wheel lock-up on rapid downshifts.

And, as you'd expect, the CBR500R has a high-quality chassis to match its engine. SHOWA 41mm Separate Function Fork-Big Piston (SFF-BP) USD forks provide excellent control and feel for sports riding, especially on turn-in and braking from high speeds. Dual 296mm discs and 4-piston Nissin radial-mount calipers deliver strong, progressive braking power while the wheels use a 5-spoke pattern to save un-sprung weight and sharpen side-to-side steering. The swingarm is also a lightweight, high-performance design.

The view forward is pure sports, with clip-on handlebars mounted below the top yoke and top yoke and a fuel tank carefully shaped to cut down on excess bulk; seat height is an easy-to-manage 785mm. A sporty, negative-display LCD dash features Gear Position and Shift Up indicators. All lighting is premium LED, and Emergency Stop Signal (ESS) technology activates the rear hazards under hard-stop conditions and self-cancels. If you're ready to step up to real race- bred performance, the adrenaline rush starts here.

Specifications

CBR1000RR-R FIREBLADE SP

CBR1000RR-R FIREBLADE

Engine

Engine Type	Water-cooled, 4-stroke, DOHC, inline 4-cylinder	Water-cooled, 4-stroke, DOHC, inline 4-cylinder
Engine Displacement	1,000 cc	1,000 cc
Max. Power Output	160 kW @ 14,500 rpm	160 kW @ 14,500 rpm
Max. Torque	112 Nm @ 12,500 rpm	112 Nm @ 12,500 rpm
Fuel Consumption / CO ₂ emissions	6.6 l/100 km / 153 g/kg	6.6 l/100 km / 153 g/kg

Chassis, Dimensions and Weight

Length x Width x Height (mm)	2,100 x 745 x 1,140	2,100 x 745 x 1,140
Seat Height (mm)	830	830
Wheelbase (mm)	1,460	1,460
Kerb Weight (kg)	201	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	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	120/70-ZR17 / 200/55-ZR17
Suspension Front	Ohlins 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
Suspension Rear	Ohlins 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



Grand Prix Red

Mat Pearl Morion Black

Grand Prix Red

CBR650R

CBR500R

Liquid-cooled 4 stroke 16 valve DOHC inline 4	Liquid-cooled 4-stroke DOHC parallel twin
649 cc	471 cc
70 kW @ 12,000 rpm	35 kW @ 8,600 rpm
63 Nm @ 9,500 rpm	43 Nm @ 6,500 rpm
5 l/100 km / 113 g/km	3.5 l/100 km / 80 g/km

2,120 x 780 x 1,075	2,080 x 760 x 1,145
810	785
1,450	1,410
203	192

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)
120/70ZR17M/C / 180/55ZR17M/C	120/70ZR-17M/C / 160/60ZR-17M/C
SHOWA 41 mm SFF USD fork	SHOWA 41 mm SFF-BP USD fork
Prolink mono with 10-stage preload adjuster, Aluminium Cast swingarm	Prolink mono with 5-stage preload adjuster, Steel hollow cross swingarm



New 2022 Colour
Mat Gunpowder Black Metallic

New 2022 Colour
Grand Prix Red

Mat Gunpowder Black Metallic

Grand Prix Red

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 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. 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.



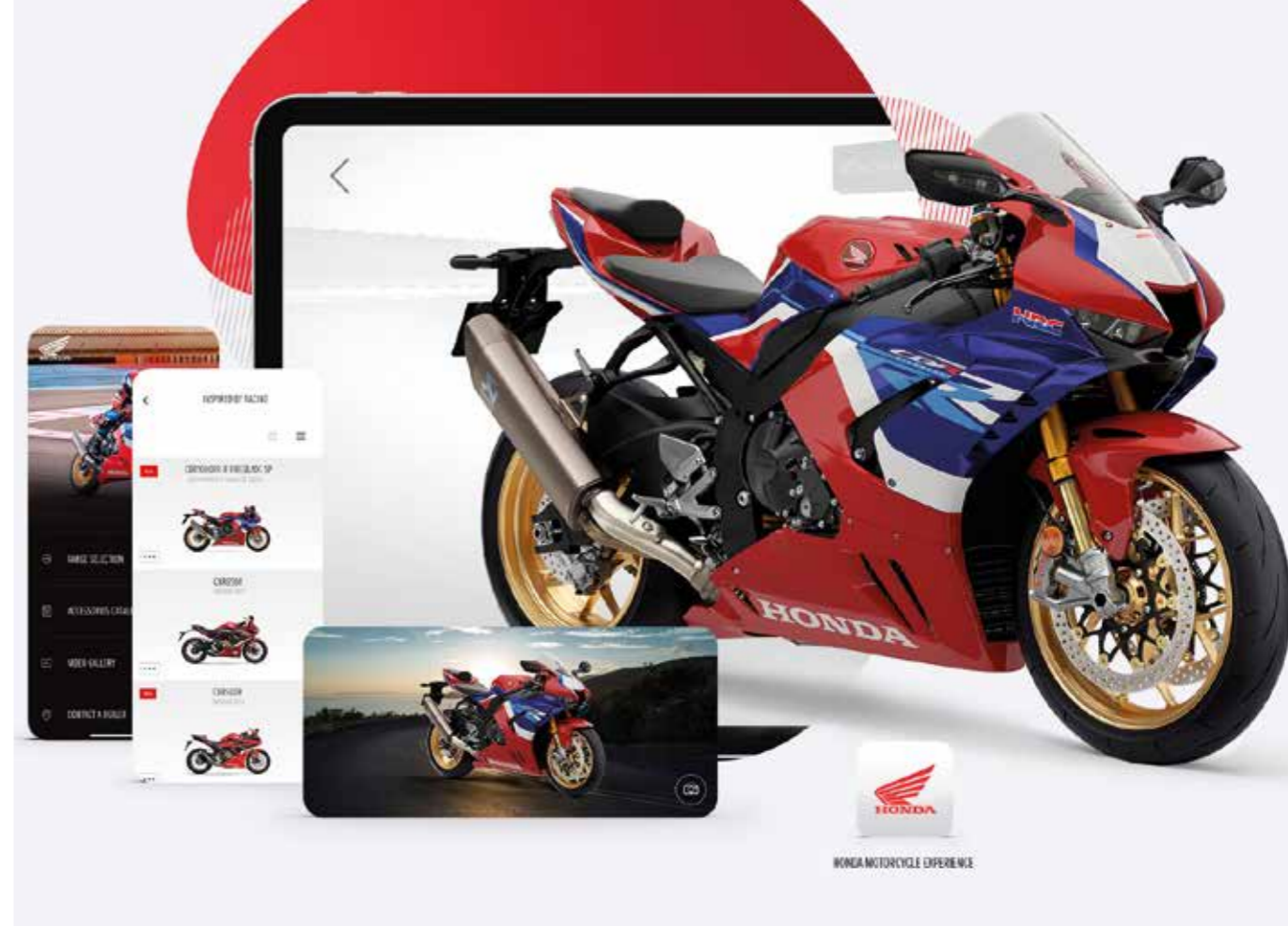
START MODE

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



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

Play around with various configuration options for your 3D bike in 360 view and transform it into your own environment with the Augmented Reality mode. Make sure to take a photo and share it with your friends on social media. Take the first picture with your bike before you even order it. You can even locate your nearest Honda dealer and book a test ride to try out your dream bike.

Find out more by visiting our website or downloading the Honda Motorcycles Experience 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.





CBR
FIREBLADE



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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.

Honda Motor Europe – Motorcycles

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insert local URL here



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