



CBR
1000RR

2024

CBR
600RR



The icon returns

Born on the racetrack. Brought to life on the road.

The legendary CBR600RR is coming back to Europe. It's a bike with real winning pedigree and, thanks to continued racing success and development in Japan, is sharper than ever – a genuine HRC-developed supersport tool.

It loads a stunning four-cylinder engine and agile, fast-steering chassis with electronic and aerodynamic packages taken straight from our MotoGP-level RC213V-S and CBR1000RR-R Fireblade superbike. Nothing compares to the pure riding experience the CBR600RR offers, the corner speed it generates and the sheer precision in the way it handles.

Ready for next level total control? It's right here.

 **HONDA**

Awaken the race

A winning design with power to perform at the highest level.

Producing 90kW at peak the 599cc, 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. Long reach spark plugs allow for optimum cylinder head cooling. The 4-2-1 exhaust uses large bore diameters to enhance high-rpm gas flow; the catalyser is also physically larger, and the engine is EURO5 and OBD2-2 compliant.

An assist/slipper clutch manages rear wheel ‘hop’ through rapid down changes and hard braking. It also reduces lever effort by 32% over a standard design and employs die-cast aluminium cams at both transmitting and receiving ends, with clearance between both optimised to improve feel.





An engine with 14 years of racing pedigree

“ The engine has kept the layout of its predecessor but integrates what has evolved over the last 14 years, such as material changes. The head has been newly designed and the area around the ports has been made more carefully to increase the intake efficiency. We adopted a high-strength material for the valve springs to increase the rpm without problem. In addition, the camshafts and crankshaft are made of high-strength materials that can rotate up to 16,500 rpm for racing purposes. All the feedback from everywhere this engine has raced, like Moto2 between 2010-18, World Supersport and the ST600 class Japan Championship, has been fed straight back into its development. ”

Keita Shigematsu, Engine Research



Fireblade-derived aerodynamics

It looks fast. Because it is fast.

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. Uniquely, the single exhaust centre-up muffler tucks neatly away under the tail, optimising mass centralisation.

A special bike needs special paint and the CBR600RR wears its Fireblade-specification HRC Tricolour paint proudly – Red for passion, Blue for technical development and White for racing. Just like the RC213V-S – and only found on our premium motorcycles – the signature Honda Wing marks out its difference.



Scalpel-like handling and agility

You think it. The CBR600RR does it.

That's how it feels through a set of turns. Razor-sharp. Kerb weight is just 194kg. The aluminium twin-spar frame sites the fuel load low for optimum mass centralisation while the engine is close to the centre of gravity, giving instant reaction to steering input.

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. And four-piston, radial-mount front calipers gripping 310mm floating discs provide huge stopping power.





Advanced Riding Technology

Carving corners is about building speed.

Which is what the CBR600RRF's electronic package delivers. 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.



We've built it, now make it yours

With Genuine Honda Accessories to fine tune the CBR600RR's ride.

All engineered to fit and work perfectly. To make it easy, we've grouped them into packs – Racing and Comfort – but all parts can be purchased individually.



RACING PACK

Add a little extra supersport pitlane style. The Seat Cowl – in Red or Black – gives a sleek, single seat look while Wheel Stripes enhance the rims. Protecting paintwork from zip damage the Tank Pad fits perfectly, with the Oil Filler Cap supplying an extra racing detail.



COMFORT PACK

Hunting out winding roads over longer distance? Add some practicality. Screen Protective Film resists scratches and the Seat Bag adds carrying capacity. Heated Grips keep hands warm on colder days while a USB Type-C socket allows smartphone charging on the move.

Accessories Packs

	RACING PACK *RED*	RACING PACK *BLACK*	COMFORT PACK
	08HME-MKZ-RAZA	08HME-MKZ-RAZB	08HME-MKZ-COM
Wheel Stripe Tricolour Set *NH-1*	•	•	
Oil Filler Cap	•	•	
Tank Pad	•	•	
Seat Cowl Red *R380*	•		
Seat Cowl Black *NHA86M*		•	
Usb (Type-C) ATT			•
Usb Power Socket			•
Seat Bag ATT			•
Rear Seat Bag			•
Protective Film			•
Grip Heater ATT			•
Grip Heater			•

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.



Full Specifications

The CBR600RR defines pure supersport performance with a highly tuned inline, four-cylinder engine matched by agile chassis and MotoGP-level electronic and aero packages.



1. 600 inline four-cylinder engine

Tuned for maximum output at high rpm and a wide spread of mid-range torque to hit hard and push even harder.

2. Agile handling chassis

Aluminium twin-spar frame and swingarm, Showa 41mm Big Piston USD forks and Pro-Link rear shock plus the braking power of dual four-piston radial-mount front calipers.

3. 6-Axis Bosch IMU electronic management

The Inertial Measurement Unit (IMU) draws information from all over the bike 100 times a second and manages Honda Selectable Torque Control (HSTC), Wheelie Control, Cornering ABS, Rear Lift Control, and a lot more.

4. Honda Electronic Steering Damper (HESD)

Designed exclusively for the CBR600RR HESD is ECU-controlled for maximum stability and agility relative to speed.

5. Standard-fit quick shifter

Lightning-fast, clutch-less full throttle upshifts and downshifting with auto blip means you focus on what matters the most – the next apex.

6. 5-inch TFT screen

Full colour, with LED Shift-Up indicator above the central display; also includes lap time, number of laps and fastest lap.

7. Riding modes

You choose. From the 3 default riding modes or go fully custom with Power and Engine Brake Modes, Wheelie Control and Honda Selectable Torque Control (HSTC).

8. Front fairing winglets

Down force created maintains load on the front tyre while leaning into a turn and coming off the front brake.

9. Assist/slipper clutch control

Makes fast corner entry much more secure, managing rear wheel 'hop' through rapid down changes and hard braking.

10. Single centre-up exhaust muffler

Aggressive, minimal and tucked under the rear seat. Like nothing else out there.

Specifications CBR600RR

Engine

Engine Type	Inline-4, Liquid cooled 16-valve DOHC
Engine Displacement	599cc
Bore x Stroke	67mm x 42.5mm
Compression Ratio	12.2:1
Max. Power Output	89kW [119hp] / 14,250rpm
Max. Torque	63Nm / 11,500rpm
Carburation	PGM-FI
Fuel Tank Capacity	18L
Fuel Consumption / CO ₂ Emissions	5.5L/100km / 128 g/km
Battery Capacity	12-9.1Ah YTZ10S

Transmission

Transmission Type	Manual 6-speed
Clutch	Wet, multiplate hydraulic clutch
Final Drive	Chain

Chassis, Dimensions and Weights

Frame Type	Aluminium twin tube composite twin spar
Length x Width x Height	2,030mm x 685mm x 1140mm
Seat Height	820mm
Wheelbase	1,370mm
Kerb Weight	193kg

Wheels, Suspension and Brakes

Wheels Front	17M/CxMT3.50
Wheels Rear	17M/CxMT5.50
Tyres Front	120/70ZR17M/C DUNLOP Roadsport 2
Tyres Rear	180/55ZR17M/C DUNLOP Roadsport 2
Suspension Front	Fully adjustable SHOWA 41mm Big Piston USD, 120 mm stroke.
Suspension Rear	Fully adjustable SHOWA rear shock operating through Pro-Link. 128mm axle travel.
ABS Type	2 channel
Brakes Front	310mm floating discs with radial-mount 4-piston caliper
Brakes Rear	220mm disc with 1-piston caliper



Grand Prix Red



Mat Ballistic Black Metallic

CBR Range

The letters CBR are not simply applied. They are earned.

HRC-inspired design. Racing pedigree. And pure, undiluted sports performance that delivers adrenaline-soaked action, on the road or racetrack. Very few Honda motorcycles wear CBR and those that do, do so proudly.

It starts with the CBR500R. Sharp new RR-R styling, premium technology and an updated, thrilling twin-cylinder engine equal a genuine slice of what makes a CBR a CBR. And it's A2-compliant, making it the perfect place to get a first taste of something special. The CBR650R pumps four-cylinder excitement, agile handling and aggressive styling – plus the option of our unique E-Clutch technology for pro-level clutch-less take-off and shifting – into compact and usable middleweight form.

The new four-cylinder CBR600RR defines pure supersports and, loaded with MotoGP-spec electronics and aerodynamics, owns a class of one. Born ready to carve an elegant line with incredible corner speed, there's no other riding experience quite like it. And at the head of the family – for over three decades – the Fireblade is the most legendary CBR of all. With good reason. Our incredible new CBR1000RR-R is product of intense HRC development and also draws heavily on MotoGP for its engine and chassis technology, cutting-edge electronics and aero package. It's designed to win, out of the box. The CBR1000RR-R Fireblade SP adds Öhlins Electronic Suspension and Brembo Stylema R braking power to create the ultimate CBR.

Four incredible CBR motorcycles. Our fast family.



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.

Honda Motor Europe – Motorcycles
Cain Road, Bracknell, Berkshire, RG12 1HL England
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friend or recycle me.

Honda Motor Europe sources
paper responsibly from
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BLUE SKIES FOR
OUR CHILDREN