



SPORT/NAKED 2018



POWER AND PERFORMANCE, A WINNING COMBINATION

Sleek, eye-catching and packed with advanced technology from nose to tail, Honda sport and naked motorcycles are famous for proven durability, flawless build quality and legendary reliability. With a celebrated history of global racing championships and honoured Honda heritage, it's time to feel the thrilling excitement found within the Honda sport and naked motorcycle lineup.



CBR1000RR SP



CBR1000RR



CBR650F



CBR500R



CBR300R



CB1100RS



CB1000R



CB650F



CB500F



CB300F



GROM™

SPORT

Actual product. Colours may vary from model(s) shown.

Previous model year shown.

NAKED

European model shown.

BORN TO PERFORM

Few things in life can compare to the exhilarating and agile feel of a legendary Honda motorcycle. Born to perform with technology that has trickled its way down from the iconic racing heritage and celebrated success of Honda in MotoGP™ racing, it's no wonder why there is simply something truly special about riding such incredible machines.

The Repsol Honda team as we know it today essentially dates back to 1960, when Honda entered every single one of the World GP races using 125 and 250cc motorcycles, with their first win being the 1961 Spanish Grand Prix. The 2016 MotoGP™ World Championship was perhaps the best yet for Honda, as superstar Marc Márquez became the youngest rider ever winning three premier-class World Championships at just 23 years old. The team had undergone significant developments prior to claiming these championships to ensure they could squeeze every last bit of

**“ the perfect blend of raw power
with refined performance...”**

potential out of the astonishing Honda RC213V-S MotoGP™ machine. This ultimately brought race-inspired engineering and expertise into today's Honda street bikes including the highly acclaimed CBR series as well as the latest stripped down naked motorcycles.

The street fighter-inspired naked bike revolution is officially in full force and Honda is ready to play with a bold lineup offering up some impressive performance in all shapes and sizes. The all-new flagship CB1000R is simply stunning from every angle, vigorously designed to deliver the perfect blend of raw power with refined performance. The all-new CB650F is a prime example of modern performance and design paying homage to its classic Honda CB heritage, complete with exposed downpipes reminiscent of the vintage CB400. Meanwhile, the popular CB500F and CB300F use striking design cues and the latest in technology to ensure the bikes are as functional as they are attractive to look at.

Even the fun-loving GROM is built without compromise and has developed a strong cult following since its introduction to the moto scene just a few short years ago.



On the sport side of things, the widely recognized CBR series of sport bikes all continue to offer incredible powertrains, handling and transmissions, making them truly track ready right out of the box with plenty of street cred. The thrilling CBR1000RR SP and CBR1000RR are a powerful duo that deliver a class-leading power to weight ratio, making these supersports stronger, sharper and lighter than the previous generation. It's also hard to match the diverse balance of aggressive design and innovative technology in the all-new CBR650F. The truly mid-sized CBR500R and entry-level CBR300R have inherited the supersport-inspired looks from the flagship CBR1000RR's DNA with impressive performance and overall value. For 2018, many of these Honda sport bike legends in the making have been clad in distinct CBR livery as these graphics will passionately stand out from the crowd and pay tribute to their Honda heritage with a modern twist.

The latest lineup of Honda street bikes do many things very well, but most importantly they provide riders with the undeniable feeling of freedom and excitement while maintaining total control. Whether out on a weekend ride individually or in a pack, or on the racetrack carving apexes and teaching rival riders a lesson, each sport and naked motorcycle regardless of size is expertly engineered to pack a real punch.

Let's not forget that Honda is also held in extremely high regard for producing premium motorcycles that are just as reliable as they are fun to ride, and this translates to an engaging and passionate ownership experience, allowing the rider to become one with the machine. Prepare to experience the incredible performance and advanced technology that's been passionately poured into everything bearing the iconic wing mark badge.



RACE WINNING HERITAGE

Born of the same DNA as our champion HRC racers, Honda sportbikes boast a proud history of combining breakthrough technology from the world's top race tracks with the functionality and durability that make them a joy to ride on the streets and highways of your everyday world.



“There's no denying, the (CBR) is a fantastic machine.”
- MARC MÁRQUEZ



John McGuinness
23-time Isle of Man TT winner



Honda has celebrated profound success at the grueling Isle of Man TT. Riding a modified CBR1000RR, rider John McGuinness has earned an impressive 23 victories and even set previous records on the challenging 37-mile road course—as various Honda riders have successfully held a number of fastest lap times throughout multiple Isle of Man TT classes.

That's dominance.

In MotoGP™, Marc Marquez became the youngest champion in history when he won the title in 2013 on his Honda RC213V, and he repeated in dominant fashion in 2014, and most recently claimed his fourth MotoGP™ championship title on a Honda in 2017. This brings his total to six World Championships (125cc in 2010, Moto2 in 2012 and MotoGP™ in 2013, 2014, 2016 and 2017). And to put an exclamation point on these remarkable achievements, Honda has also captured MotoGP™ Triple Crown for top manufacturer, top team and top rider.

2013/2014/2016/2017
MotoGP™ Champion,
Marc Márquez



- 1959** Honda first enters international motorcycle road racing at the Isle of Man TT
- 1961** Honda dominates both the 125 cc and 250 cc classes at the TT, sweeping the top five in each event
- 1966** Honda wins the Constructors' Championship in all five Grand Prix classes—an international first
- 1969** Honda stuns the motorcycling world with the release of the groundbreaking 4-cylinder CB750
- 1985** Honda's Freddie Spencer wins both the 250 cc and 500 cc Grand Prix world championships
- 1986** VFR750F debuts, beginning its long run as perhaps the most acclaimed sport-tourer ever built
- 1987** First CBRs are released: the CBR600F and CBR1000F Hurricanes
- 1992** Release of the first-generation CBR900RR Fireblade shocks the open-sportbike class
- 2007** CBR125R becomes the first entry-level bike in Canada with fuel-injection
- 2009** CBR1000RR and CBR600RR become the world's first sportbikes with Electronically Controlled Combined ABS
- 2011** CBR250R becomes the first entry-level bike in Canada with ABS
- 2012** CBR250R becomes the best-selling sportbike in Canada; CBR1000RR celebrates 20 years of superiority in the litre-bike class
- 2013** CBR500R is released; Honda's Marc Márquez makes history as the youngest-ever MotoGP™ champion; Honda clinches the MotoGP™ Triple Crown
- 2014** CBR300R and GROM™ are released; Márquez repeats as MotoGP™ champion; Honda repeats as MotoGP™ Triple Crown winner
- 2015** Honda unveils the "Absolute MotoGP™ Machine for the Street," the Honda RC213V-S in Barcelona-Catalunya circuit, Spain.
- 2017** Six-time world champion rider Marc Márquez earns his fourth MotoGP™ championship title on a Honda; New 2017 Honda CBR1000RR SP debuts.

CBR 1000RR SP



INSPIRED BY CHAMPIONSHIP PERFORMANCE

The Honda CBR legacy enters the next stage of thrilling technology and dominating performance with the Honda CBR1000RR SP.

Engineered with extraordinary precision and designed with powerful purpose, the Honda CBR1000RR SP features much more than just phenomenal design and thrilling performance. The CBR1000RR SP delivers class-leading power to weight ratio, making it stronger and lighter than its previous generation, while packing the latest technology derived from our groundbreaking Honda RC213V-S MotoGP™ machine—trusted by four-time MotoGP™ champion Marc Marquez to win the 2017 championship title. Powered by its rich racing heritage and proven real world performance, the Honda CBR is also the most successful 1,000 cc machine ever at the Isle of Man TT, with 23 wins!

Focused on total control and dynamic technology, the CBR1000RR SP represents a major step forward, armed with Semi-active Öhlins Electronic Control Suspension, Honda Selectable Torque Control (HSTC), Selectable Engine Brake, Cornering and Rear Lift ABS Control, Quickshifter, Downshift Assist, Wheelie Control, Multiple Riding Mode Select System and Power Selector all combined to elevate the riding experience further than ever before.

The flagship CBR1000RR SP marks a return to the fundamental roots of Honda super sport performance—taking total control and making it sharper than ever.

2017 European model shown

Advanced suspension

Fully adjustable, semi-active, and track-ready, the Öhlins Smart Electronically Controlled suspension system is a huge upgrade from what you'd normally find on a streetbike. The Suspension Control Unit receives roll rate, yaw rate and lean angle information from the Inertial Measurement Unit (IMU) gyro, while also gathering wheel speed, engine rpm, brake input and throttle angle to calculate ideal front and rear compression and rebound damping settings based on the input data, or via manual modes to set damping rates yourself.



Incredible braking

The CBR1000RR SP features four-piston Brembo monobloc front calipers, plus cornering ABS and rear lift ABS to take anti-lock braking technology to an even higher level. Controlled through a 5-axis Inertial Measurement Unit (IMU), the CBR1000RR SP is specifically engineered for superior braking force and confident control.

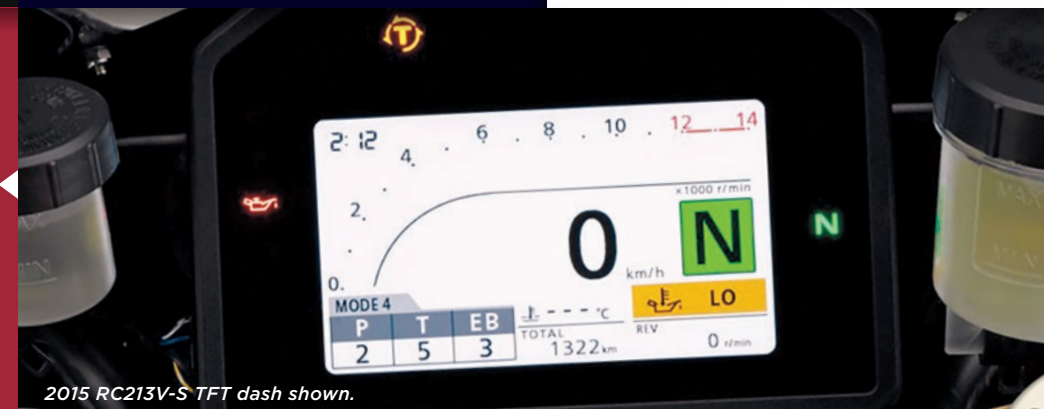


Superior performance

The powerful 16-valve DOHC engine and significant overall weight reduction are an ideal match for pure performance. The high horsepower engine revs harder and higher thanks to its 13:1 compression ratio, advanced cam timing and high revving 13,000 rpm redline.

Show and tell

Like the exotic Honda RC213V-S, the CBR uses a full-colour TFT liquid-crystal instrument panel that automatically adjusts to ambient light. It includes a speedometer, tachometer and odometers, plus indicators for gear position, shift point (rider adjustable), fuel economy, distance to empty, and more. And by choosing one of three modes—Street, Circuit or Mechanic—the panel also reveals a wealth of additional data.



2015 RC213V-S TFT dash shown.

Titanium fuel tank

Positioned high, the weight of the fuel tank (and fuel) plays a significant part in a motorcycle's handling. That's why Honda developed a compact 16-litre titanium fuel tank for the CBR1000RR SP. Manufactured by an ultra-deep drawing process, it's 1.3 kg lighter than an equivalent steel tank and contributes to improved concentration of mass and a reduction in the moment of inertia.



QUICK SPECS

Engine Type
999 cc liquid-cooled inline four-cylinder

Transmission
Close-ratio six-speed (with Quickshifter)

Brakes
Front: electronically controlled ABS - 320 mm dual hydraulic disc with Brembo radial mounted calipers and high performance track ready pads
Rear: electronically controlled ABS - 220 mm hydraulic disc

Curb Weight
195 kg (430 lbs.) including required fluids and full tank of gas - ready to ride

Fuel Capacity
16 litres

Seat Height
834 mm (32.8 in.)

Colour
Red / Blue / White

CBR 1000RR



2017 European model shown

TOTAL CONNECTION DESIGNED FOR TOTAL CONTROL

How do you improve on a legend? Over twenty five years after the CBR900RR Fireblade made its spectacular debut, the latest generation follows in its footsteps, by taking legendary CBR performance to an exciting new level.

The Honda CBR1000RR is light, exceptionally powerful and fully loaded with cutting-edge electronics for unparalleled control over what the bike is doing in just about every riding situation, street or track. It's all part of the CBR vision to deliver Next Stage Total Control, but all you need to know is this: it's simply incredible to ride.

The CBR1000RR's 16-valve DOHC engine has received an impressive array of performance advancements, resulting in big power and a significant overall weight reduction. Even with its astonishing power-to-weight ratio, the CBR maintains its user-friendly character, due in large part to its advanced electronics package.

Riding flat-out on the track on Saturday, then taking a leisurely spin on your favourite twisty road on Sunday? The Riding Mode Select System (RMSS) makes it easy to program the CBR's electronic controls for various types of riding situations. RMSS lets you choose—on the fly—between five different combinations of electronic control: three modes offer preset combinations of engine power level, rear-wheel traction and wheelie control, plus engine braking strength, while two additional user settings allow you to customize combinations to your exact preferences.

Experience the next stage of advanced brake technology with gyro-assisted ABS, measuring lean-angle and wheel-speed data to allow hard trail braking into corners while also helping to reduce rear-wheel lift.

Light, powerful and simply stunning from every angle, the Honda CBR1000RR is among our most complete open-class sportbikes ever.

Lightweight design

From the use of a magnesium oil pan and ignition cover to a lighter Assist Slipper Clutch (with a 17 per cent easier pull at the lever) and lighter but stronger transmission gears, it all adds up to an engine that's 2 kg lighter. This incredible attention to detail even included careful analysis on the precise shape and length of bolts, hoses and clamps.



The sound of power

The titanium irregular-cross-section muffler shaves a full 2.8 kg from the CBR1000RR's overall weight, while also creating the remarkable exhaust note at wide open throttle. The exhaust supplier to the Repsol Honda MotoGP™ team was asked to develop the prototype and produced an exquisite design with the 4-2-1 double-layer downpipes incorporating the exhaust valve within the first main pipe.



Precise fork action

The 43 mm fork incorporates Showa's latest Big Piston technology with a larger damping-oil volume to effectively reduce the hydraulic pressure generated as the fork legs compress and extend. The result is more precise action during the initial stroke and smoother overall damping action for improved handling, enhanced front-end feedback, and a more solid feel during hard braking.



QUICK SPECS

Engine Type
999 cc liquid-cooled inline four-cylinder

Transmission
Close-ratio six-speed
(Quickshifter - optional accessory)

Brakes
Front: electronically controlled ABS - 320 mm dual hydraulic disc with Tokico radial mounted calipers and high performance track ready pads
Rear: electronically controlled ABS - 220 mm hydraulic disc

Curb Weight
196 kg (432 lbs.) including required fluids and full tank of gas - ready to ride

Fuel Capacity
16 litres

Seat Height
832 mm (32.7 in.)

Colours
Red / Black / White



Sculpted shape

Sleek, lightweight bodywork wraps tightly around the chassis and engine, adding to the CBR1000RR's compact proportions, aerodynamic efficiency and high speed stability.

Sweet handling

The hollow die-cast twin-spar aluminum frame's rigidity balance creates great handling with outstanding steering response, feel and stability. And it's also ultra light thanks to a thinning of the frame walls in particular sections.



CBR 650F



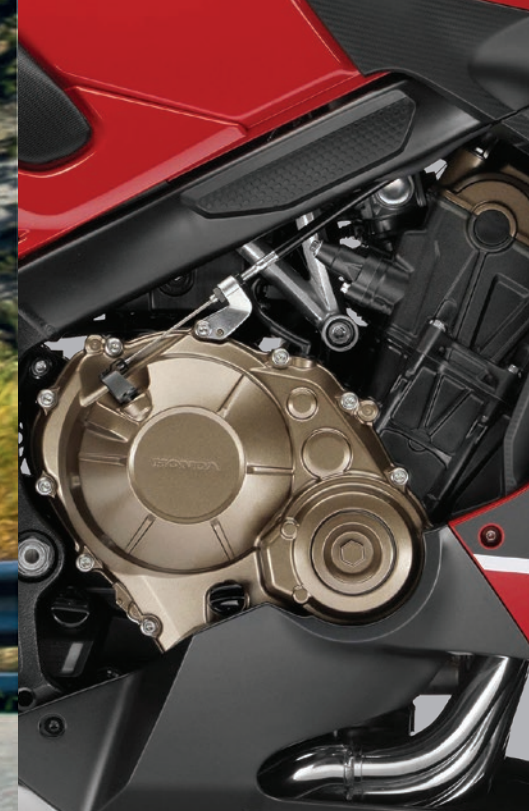
THE THRILL OF CBR

When it comes to sport bikes, Honda offers an impressive range of models that will quickly quench any thirst for thrilling performance. The all-new 2018 Honda CBR650F represents the latest fresh face to join the legendary CBR lineup, with spectacular performance and striking design cues inherited from the flagship CBR1000RR.

Armed with innovative sport bike technology and comfortable ergonomics, the CBR650F is easily among the most well-balanced sport bike offerings in

the Honda motorcycle roster. The all-new CBR650F is undoubtedly one of the most versatile models in its class, period.

An ideal match for riders seeking aggressive looks with sport bike performance and a more balanced level of overall comfort with superb handling, the CBR650F is clearly engineered for as much fun as possible—making it a diverse combination that's hard to match.



Dynamic Performance

The liquid-cooled 649 cc engine uses compact internal architecture, a quick six-speed low ratio gearbox and starter/clutch layout with cylinders canted forward 30 degrees for a lower centre of gravity.

Sporty handling

A rigid steel diamond frame paired with twin 64 mm x 30 mm elliptical spars provides balanced sporty handling, specifically tuned for high levels of rider feedback and razor sharp performance.



Adjustable suspension

The single-tube monoshock suspension offers 7-stage spring preload adjustment and operates directly on the curved gravity die-cast aluminum swingarm.



Unmistakable styling

All-new super sport-inspired bodywork and attractive CBR graphics offer functional airflow styling for optimal performance and handling. The bronzed engine cover, blacked-out frame and chiseled appearance all form an aggressive speed shape design accented by a bright LED headlight and LED taillight.



QUICK SPECS

Engine Type
649 cc liquid-cooled inline four-cylinder

Transmission
Six-speed

Brakes
Front: dual 320 mm discs with dual-piston calipers
Rear: 240 mm disc with single-piston caliper with ABS

Curb Weight
213 kg (470 lbs.) including required fluids and full tank of gas - ready to ride

Fuel Capacity
17.3 litres

Seat Height
810 mm (31.9 in.)

Colour
 Millennium Red with Deluxe Stripe

Seductive sound

The attractive right side-swept 4-1 exhaust features a dual-pass internal structure to reduce back pressure and deliver an addictive high-rpm howl, reminding riders of its legendary CBR racing heritage.



CBR 500R



THE FORMULA FOR FUN

The CBR500R has established a brand new formula for sportbike fun, as a true mid-size motorcycle that's easy to operate, lightweight and agile, with a sensible riding position that's a perfect fit for all types of riders and all types of riding. This bike is such a blast, you'll forget how little it costs to own and operate.

You can't miss the mesmerizing bodywork and distinctive LED lights inspired by the flagship CBR1000RR in addition to a sculpted fuel tank to ride even farther between fill ups. Its front-suspension preload adjusters, adjustable

brake lever, smooth shifting six-speed gearbox and a wave-style ignition, all make the CBR500R an even better ride, and an even better value.

The 471 cc liquid-cooled twin-cylinder engine plays a big part in the CBR500R's appeal and when you crank the throttle, the sweet sound of power from the sport tuned exhaust system indicates the thrill of riding a Honda CBR.



Optimum power

The DOHC liquid-cooled parallel-twin engine uses a square bore & stroke of 67 mm x 66.8 mm for an optimum combination of strong low-end torque and horsepower and excellent top-end performance. The 67 mm bore size is the same as used on the CBR600RR.

Enhanced airflow

Strategically placed vents and ducts in the front cowl and side panels are designed to improve rider comfort and protection while also aiding high-speed handling.



Advanced design

A light and compact roller rocker arm assembly and shim-type valve adjustment allows a lower valve-spring load for reduced friction and a compact cylinder head. And to help ensure precise cylinder shape, the engine uses the same centrifugal-cast thin-wall sleeves as found in the CBR600RR.

A powerful dual-piston brake caliper up front and a single-piston caliper at the back are designed to provide strong but easily controlled stopping power, even in difficult conditions. Also available with sophisticated Honda ABS.

The sound of power

A shorter sport tuned exhaust with redesigned internal structure produces an authoritative note and improves mass centralization.

QUICK SPECS

Engine Type
471 cc liquid-cooled parallel twin

Transmission
Six-speed

Brakes
Front: 320 mm single wavy hydraulic disc with two-piston caliper
Rear: 240 mm single wavy hydraulic disc with single-piston caliper with ABS

Curb Weight
194 kg (428 lbs.) - including required fluids and full tank of gas - ready to ride

Fuel Capacity
16.7 litres

Seat Height
785 mm (30.9 in.)

Colours
Grand Prix Red
Pearl Metalloid White

Detailed design

The CBR500R's super sport inspired fairings and sculpted rear section incorporate a pair of bright and distinctive LED headlights and an LED taillight.



CBR 300R



AGGRESSIVE STYLING, APPROACHABLE PERFORMANCE

Beginner-friendly, yet loaded with everything an experienced rider needs for fun. The CBR300R delivers a giant helping of performance that's way out of proportion to its engine size.

The CBR300R's high-tech single-cylinder engine has a number of advantages over many comparable twins. Because a single is lighter, more compact, and has fewer moving parts, the power-to-weight ratio improves, handling becomes more responsive, maintenance is simplified, and operating costs are reduced. But more than all that, there is just something special about the sound, feel and look of a high-tech single.

Aggressive chassis geometry and careful attention to optimum mass centralization give the CBR300R a fun, playful personality, and comfortable ride. For added braking power and control, the CBR300R also offers standard ABS.

Combine all that with famous Honda reliability and you can see why the CBR300R has earned its standing as a true CBR sportbike.

Actual product. Colours may vary from model(s) shown.

High performance

The 286 cc single-cylinder engine boasts dual-overhead camshafts driven by a Hy-Vo-type silent chain, forked roller rocker arms, a compact four-valve cylinder head, a counterbalance shaft for smoothness, and liquid cooling for optimum performance and durability.



ABS Model Shown

Total comfort

A narrower, ergonomic seat makes it easier to reach the ground. Grab rails on the tail section are designed to fit gloved hands, giving passengers a dedicated handhold while riding two-up.



Dynamic ride

The engine produces a remarkably broad torque curve for strong low-end performance, and peak horsepower kicking in well below redline. This wide spread of power makes the CBR300R easy and confidence-inspiring to ride, while also returning impressive fuel economy ratings.



Information at a glance

Multi-function digital instrument panel includes speedometer, tachometer, engine temperature display, fuel gauge, clock, odometer and trip meter.

Manoeuvre with confidence

Engineered with a low curb weight of only 165 kg (364 lbs.) gives the CBR300R outstanding manoeuvrability and helps instill rider confidence.



QUICK SPECS

Engine Type
286 cc liquid-cooled single-cylinder

Transmission
Six-speed

Brakes
Front: 296 mm disc with two-piston caliper
Rear: 220 mm disc with single-piston caliper with ABS

Curb Weight
165 kg (364 lbs.) including required fluids and full tank of gas - ready to ride

Fuel Capacity
13 litres

Seat Height
785 mm (30.9 in.)

Colour
Grand Prix Red
Matte Gunpowder Black

CB1100 RS



THE TIMELESS ICON

The search for a truly authentic and iconic motorcycle all starts and ends right here. Part '70s heritage superbike and part modern-day café racer, the new 2018 Honda CB1100 RS is unmistakably Honda and remarkably reminiscent — evoking hand-made craftsmanship and overall timeless design.

The vintage-inspired Honda CB1100 RS is a complete work of art, with a commanding presence and careful attention right down to every last detail — from its single round LED headlight, twin instrument design and seamless sport-stripped fuel tank, all shaped to resemble Honda heritage classics.

While its custom styling pays homage to vintage CB motorcycles from the past, its modern performance has been passionately engineered to represent the future. With just one twist of the throttle, you'll discover there's nothing retro about its powerful engine, advanced suspension and dynamic performance.

The chest-pounding 1,140 cc DOHC engine and throaty exhaust have been expertly tuned and paired with a premium 6-speed transmission featuring a slipper-type clutch and plenty of power throughout the rev range.

A comfortable yet sporty riding position complements the innovative CB1100 RS chassis, delivering sharp handling with tight steering geometry for highly responsive handling and impressive ride quality. Its back-to-basics approach all centres around you, the bike and the road.

The CB1100 RS is also equipped with 17-inch cast aluminum wheels and dual radial-mounted four-piston brake calipers to help ensure precise handling, stability and performance. Just one ride and you'll know exactly why the CB1100 RS is simply referred to as “always the one.”

Actual product. Colours may vary from model(s) shown.

Modern classic design

Timeless café racer meets modern design with a classic single round headlight with LED lighting and retro-styled twin instrument display.



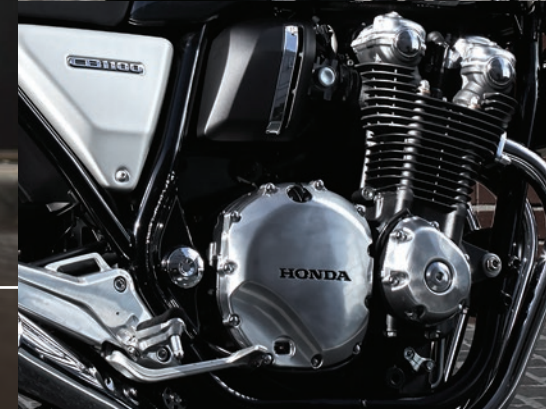
Style and function

The vintage-inspired 17-inch cast aluminum wheels and dual radial-mounted four-piston brake calipers help deliver legendary Honda performance.



Powerful performance

Classic air-cooled inline four-cylinder 1,140 cc DOHC engine tuned for plenty of torque throughout the rev range with a throaty and addictive-sounding exhaust note.



Premium quality

Carefully crafted and inspired by the iconic Honda CB750 of the '60s and '70s with a modern twist, featuring a new fuel tank made without seam welds.



QUICK SPECS

Engine Type
1,140 cc air-cooled inline-four cylinder

Transmission
Six-speed

Brakes
Front: dual 296 mm discs with four-piston calipers
Rear: 256 mm disc with dual-piston caliper with ABS

Curb Weight
251 kg (553 lbs.) including required fluids and full tank of gas - ready to ride

Fuel Capacity
16.8 litres

Seat Height
795 mm (31.3 in.)

Colour
Graphite Black



Responsive handling

Advanced chassis design — delivering sharp handling with tight steering and comfortable riding position with a highly responsive suspension.

CB1000R

NEO SPORTS CAFÉ REVOLUTION

Life moves fast and so does the all-new flagship 2018 Honda CB1000R. Designed under the inspirational Neo Sports Café concept, the CB1000R combines the best of both worlds to deliver a modern yet minimalist machine with essential super sport power and exceptional performance.

Straight to the point with no chaser, the high-revving 998 cc four-cylinder engine and sport bike derived handling are the driving force behind its unbelievable balance — connecting you to the road in ways you've never experienced before.

With more raw power on tap and a firm focus on weight reduction, the 2018 CB1000R features a stunning twenty percent improvement in power-to-weight ratio over its predecessor — assertively earning a reputation as a motorcycle made for motorcyclists.

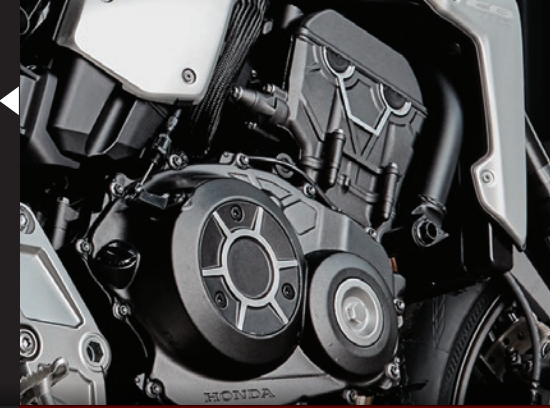
Developed with plenty of head-turning style and bold personality, it has the unique ability to evoke pure emotion at every turn. The CB1000R also features a high-performance braking system and a fully adjustable suspension for fine tuning, meaning you can personally dial in quick and precise handling to specifically match your ideal riding style.

Plus, the CB1000R is equipped with multiple riding modes to offer different combinations of power, engine braking and Honda Selectable Torque Control (HSTC), which all run on a new advanced throttle-by-wire engine management system. Trust us when we say this mean and muscular beast rides even better than its signature shape would suggest. Downright aggressive in nature, the CB1000R proudly packs the performance of a full-blooded Honda super sport in the seductive shape of a revolutionary café racer.



Dynamic performance

Powerful 998 cc four-cylinder engine producing generous handfuls of mid-range torque — expertly engineered for dynamic and powerful performance.



Advanced technology

Multiple riding modes with four rider-selectable throttle-response modes (Standard, Sport, Rain, User) are paired with HSTC for usable and controllable power all the way through the rev range.



Signature design

The new Neo Sports Café design language is a modern and minimalist take on iconic styling — mixing sports naked and café racer inspirations with signature single-sided swingarm and bright LED lighting.



Adjustable suspension

Fully adjustable suspension package with a Showa Separate Function Big Piston (SSF-BP) inverted fork up front with a Showa rear monoshock.

QUICK SPECS

Engine Type
998 cc liquid-cooled inline four cylinder

Transmission
Close-ratio six-speed

Brakes
Front: Dual 320 mm discs with radial-mounted monobloc calipers
Rear: Single 256 mm disc with ABS

Curb Weight
212 kg (467 lbs.) including required fluids and full tank of gas - ready to ride

Fuel Capacity
16.2 litres

Seat Height
830 mm (32.7 in.)

Colour
Graphite Black

Aggressive 4-2-1 exhaust

Responsive performance is further enhanced by a rumbling and aggressively designed 4-into-2-into-1 exhaust system with larger intake, exhaust valves and throttle bodies.



CB650F



AHEAD OF THE CURVE

Clearly in a class of its own, the all-new 2018 Honda CB650F is an example of naked motorcycle styling and aggressive design paired with the dynamic performance and respected Honda CB heritage to match. The stunning CB650F was built in homage of many classic CB motorcycles from the past, featuring exposed side sweeping downpipes reminiscent of the vintage CB400 and the recognizable blend of comfort and performance to suit nearly any riding style.

While tuned to be smooth in overall operation, the desirable CB650F still offers plenty of bite for those that crave howling sport performance with a modern streetfighter twist. Don't be fooled by its minimalistic good looks, as its sharp response, quick acceleration and riding comfort are the result of the impressive features and technology incorporated into its sleek design. The CB650F is a passionate call to those with a thirst for bold performance and an eye for today's modern style, packing a real pound-for-pound punch.

Balanced power

Tuned for increased torque and effortless performance in low and mid-range power, the versatile 649 cc DOHC features direct cam actuation and 11.4:1 compression to increase peak power delivery at a thrilling 11,000 rpm.



Sporty suspension

The adjustable single-tube monoshock suspension offers 7-stage spring preload adjustment, while a 41 mm Showa Dual Bending Valve (SDBV) front fork improves ride and stability through firm rebound damping.



Streetfighter design

The exposed side-swept downpipes pay homage to the vintage CB400 with an addictive growl, reminding riders of its rich CB heritage. The bronzed engine cover, blacked-out frame and tightly 'clenched fist' appearance create an aggressive look with a crisp LED headlight and taillight.



Stopping power

The two-piston Nissin calipers work the front 320 mm wavy disc brake with a single-piston rear 240 mm disc and two-channel ABS fitted as standard equipment.



QUICK SPECS

Engine Type
649 cc liquid-cooled inline four-cylinder

Transmission
Six-speed

Brakes
Front: dual 320 mm discs with dual-piston calipers
Rear: 240 mm disc with single-piston caliper and two-channel ABS

Curb Weight
208 kg (459 lbs.) including required fluids and full tank of gas - ready to ride

Fuel Capacity
17.3 litres

Seat Height
810 mm (31.9 in.)

Colour
Millennium Red with Deluxe Stripe



Responsive performance

Its stripped down lightweight design and shorter gearing ratios mean the new CB650F is quick off the line with noticeable power and thrust. The PGM-FI fuel injection system allows for crisp and accurate throttle response.

CB500F



TAKE THE ROAD LESS TRAVELLED

The modern and mid-sized Honda CB500F represents the new shape of today's naked style motorcycles with terrific middleweight performance and bold personality.

The CB500F has all the advanced technology, practical features and user-friendly character you expect from a Honda motorcycle. But it also has a bit of wild child in it that makes it extra-fun to ride. The stunning bodywork uncovers more of the bike's high-tech engine and chassis components plus the LED headlight and taillight gives the CB500F even more in-your-face attitude.

Its CBR-spec twin-cylinder fuel-injected engine yanks you forward when you twist the throttle, thanks to a powerband specially tuned for beefy low-end and midrange performance—ideal for dicing in the city or slicing through a twisty backroad. And city or country, you'll ride with the extra confidence and control provided by standard ABS brakes.

Ready for a bike that's way better than ordinary? The CB500F is ready to take you on a thrill ride down the road less travelled.

Actual product. Colours may vary from model(s) shown.

Comfortable & sporty ride

The Pro-Link® rear suspension with preload-adjustable shock and the improved 41 mm fork with new preload adjustment are calibrated for a comfortable but sporty ride.



Low-end torque & top-end performance

The DOHC liquid-cooled parallel-twin engine uses a square bore and stroke of 67 mm x 66.8 mm for an optimum combination of strong low-end torque and horsepower and excellent top-end performance.



Efficient engineering

The CB500F combines generous fuel tank capacity with its highly efficient engine, meaning excellent range for plenty of riding fun between fill-ups.



European model shown.

Powerful braking

A dual-piston brake caliper up front and a single-piston caliper at the back are designed to provide strong but easily controlled stopping power. Plus, ABS gives you extra peace of mind on reduced-traction road surfaces.



European model shown.

QUICK SPECS

Engine Type
471 cc liquid-cooled parallel twin

Transmission
Six-speed

Brakes
Front: 320 mm single wavy hydraulic disc with two-piston caliper with two-channel ABS
Rear: 240 mm single wavy hydraulic disc with single-piston caliper and two-channel ABS

Curb Weight
192 kg (423 lbs.) including required fluids and full tank of gas - ready to ride

Fuel Capacity
16.7 litres

Seat Height
785 mm (30.9 in.)

Colours
Chromosphere Red
Matte Gunpowder Black

European model shown.



Crisp throttle response

PGM-FI electronic fuel injection helps to keep the engine running efficiently in practically all conditions and helps to ensure crisp throttle response.

CB300F



**URBAN
STREETFIGHTER**

2016 model shown

The Honda CB300F combines urban streetfighter design with CBR-spec performance to create a motorcycle that's so versatile and user-friendly, you'll want to ride it everywhere. Minimal bodywork, lightweight, a low seat height and a wide, flat handlebar, all contribute to the CB300F's energetic character and traffic-avoiding manoeuvrability. And those same features also provide an exciting ride on twisty roads far from the urban jungle.

Whether commuting in the city or carving up country roads, the CBR-spec 286 cc single-cylinder engine with gear-driven counterbalance shaft for smoothness produces a remarkably broad torque curve for strong low-RPM performance. The wide spread of power makes the CB300F confidence-

inspiring to ride, in both the cut-and-thrust of the city and when let loose on the open road. The single-cylinder design simplifies maintenance, too, while also returning impressive fuel economy ratings.

A bike that's this much fun will appeal to all kinds of riders—novices and experts—which is one of the reasons why we fitted it with ABS (Anti-lock Braking System) front and rear for extra confidence and control even on difficult road surfaces.

Just the right size, and just the right price.

Actual product. Colours may vary from model(s) shown.



**The right amount
of performance**

The 286 cc single-cylinder engine boasts high-performance features such as dual-overhead camshafts driven by a Hy-Vo-type silent chain, forked roller rocker arms, a compact four-valve cylinder head, a counterbalance shaft, and liquid cooling.

The light and compact engine contributes to the CB300F's nimble steering, intuitive handling and impressive power-to-weight ratio, allowing it to compete with twin-cylinder bikes of similar displacement.



Double-up with confidence

A narrow, low-mounted seat makes it easier to reach the ground. Grab rails on the tail section are designed to fit gloved hands, giving passengers a dedicated handhold while riding two-up.

Information at a glance

Multi-function digital instrument panel includes speedometer, tachometer, engine temperature display, fuel gauge, clock, odometer and trip meter.



Lightweight & attractive

The unmistakable and attractive naked bike design delivers lightweight performance with clean, open, sporty styling.

QUICK SPECS

Engine Type
286 cc liquid-cooled single-cylinder

Transmission
Six-speed

Brakes
Front: 296 mm disc with two-piston caliper
Rear: 220 mm disc with single-piston caliper and two-channel ABS

Curb Weight
161 kg (355 lbs.) including required fluids and full tank of gas - ready to ride

Fuel Capacity
13 litres

Seat Height
785 mm (30.9 in.)

Colour
Chromosphere Red

Anti-lock braking system

The CB300F's ABS (Anti-lock Braking System) provides sure control even on difficult road surfaces.



GROM™



REDUCED SIZE, INCREASED FUN

Go ahead. It's impossible to sit on the GROM™ or even just look at it without breaking out into a huge smile. That's because this crazy little hooligan bike gives you all the fun and freedom of a full-size motorcycle, in a compact, user-friendly and audaciously styled package.

What makes the new GROM™ such a blast to ride? It all starts with an extremely potent 125 cc engine with four-speed transmission that's light, narrow, and builds revs quickly. Fuel injection helps to ensure crisp performance and electric starting lets the excitement begin with the push of a button.

And although the GROM™ is compact—with a super-low 765 mm (30.1 in.) seat height—it comes equipped with just about everything you'd find on a

full-size street bike. Inverted fork and single-shock rear suspension for agile handling? Check. Hydraulic disc brakes front and rear for added stopping power? Check. Full instrumentation and awesome bright LED lighting? Check. The new-look GROM™ even lets you share the fun with a passenger thanks to its redesigned two-tier seat, featuring a more defined tail section and sporty low-mount muffler design.

Perhaps best of all, this pocket rocket can run on pocket change, and you can park it just about anywhere too.

Ready for a full-size helping of pure motorcycling fun? Hop on a GROM™ and get ready to smile. A lot.



Powerful braking system

Single front 220 mm disc with hydraulic dual-piston caliper and single rear 190 mm disc with hydraulic single-piston caliper are designed to deliver strong stopping power.

Efficient fun factor

The single-cylinder 125 cc SOHC 4-stroke engine packs a perfect punch of performance with impressive fuel efficiency ratings plus accessible and fun all-around ability.



Intuitive display

LCD digital dash includes speedometer, odometer/A&B tripmeters, clock and fuel gauge.



Get noticed

Check out the aggressive bodywork and eye-catching new colors for 2018. The bright LED is sure to get noticed.



QUICK SPECS

Engine Type
125 cc liquid-cooled single-cylinder

Transmission
Four-speed

Brakes
Front: Single 220 mm disc with hydraulic dual-piston caliper
Rear: Single 190 mm disc with hydraulic single-piston caliper

Curb Weight
102 kg (225 lbs.) including required fluids and full tank of gas - ready to ride

Fuel Capacity
5.5 litres

Seat Height
765 mm (30.1 in.)

Colours
Lemon Ice Yellow
Matte Axis Grey Metallic



Excellent throttle response

Programmed Fuel Injection (PGM-FI) offers excellent throttle response over a wide range of riding conditions by continuously monitoring several variables to ensure the correct fuel mixture for the existing riding and atmospheric conditions.

SPORT



CBR1000RR SP

CBR1000RR

CBR650F

CBR500R

CBR300R Previous model year shown

Engine type	Liquid-cooled inline four-cylinder	Liquid-cooled inline four-cylinder	Liquid-cooled inline four-cylinder	Liquid-cooled parallel twin	Liquid-cooled single-cylinder
Displacement	999 cc	999 cc	649 cc	471 cc	286 cc
Bore & stroke	76 mm x 55 mm	76 mm x 55 mm	67 mm x 46 mm	67 mm x 66.8 mm	76 mm x 63 mm
Compression ratio	13:1	13:1	11.4:1	10.7:1	10.7:1
Valve train	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder
Fuel delivery	PGM - Dual Stage Fuel Injection	PGM - Dual Stage Fuel Injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection
Transmission	Close-ratio six-speed (with Quickshifter)	Close-ratio six-speed (Quickshifter - optional accessory)	Six-speed	Six-speed	Six-speed
Final drive	#530 O-ring-sealed chain	#530 O-ring-sealed chain	#520 O-ring-sealed chain	#520 O-ring-sealed chain	#520 O-ring-sealed chain
Front suspension	Telescopic inverted fork with an inner tube diameter of 43 mm, and a NIX30 Smart-EC (Ohlins) Front Fork with preload, compression and rebound adjustments, 120 mm (4.7 in.) travel	Telescopic inverted fork with an inner tube diameter of 43 mm, and a Big Piston Front Fork with preload, compression and rebound adjustment, 120 mm (4.7 in.) travel	41 mm SDBV telescopic fork; 108 mm (4.3 in.) travel	41 mm telescopic fork with spring preload adjustment; 108 mm (4.3 in.) travel	37 mm telescopic fork; 118 mm (4.6 in.) travel
Rear suspension	Unit Pro-Link® with gas-charged TTX36 Smart-EC (Ohlins) damper featuring preload and compression and rebound damping; damping adjustment, 60 mm (2.36 in.) travel	Unit Pro-Link® with gas-charged HMAS damper featuring 10-step preload and stepless compression and rebound damping adjustment, 138.2 mm (5.4 in.) travel. Rear Balance Free Rear Cushion with preload, compression and rebound adjustment, 62 mm (2.44 in.) travel	Monoshock damper with adjustable preload; 128 mm (5 in.) travel	Pro-Link® single shock with spring preload adjustment; 119 mm (4.7 in.) travel	Pro-Link® single shock with spring preload adjustment; 103 mm (4.1 in.) travel
Tires	Front: 120/70ZR-17 radial Rear: 190/50ZR-17 radial	Front: 120/70ZR-17 radial Rear: 190/50ZR-17 radial	Front: 120/70ZR-17 Rear: 180/55ZR-17	Front: 120/70ZR-17 Rear: 160/60ZR-17	Front: 110/70-17 Rear: 140/70-17
Brakes	Front: electronically controlled ABS - 320 mm dual hydraulic disc with Brembo radial mounted calipers and high performance track ready pads Rear: electronically controlled ABS - 220 mm hydraulic disc	Front: electronically controlled ABS - 320 mm dual hydraulic disc with Tokico radial mounted calipers and high performance track ready pads Rear: electronically controlled ABS - 220 mm hydraulic disc	Front: dual 320 mm discs with dual-piston calipers Rear: 240 mm disc with single-piston caliper with ABS	Front: 320 mm single wavy hydraulic disc with two-piston caliper Rear: 240 mm single wavy hydraulic disc with single-piston caliper with ABS	Front: 296 mm disc with two-piston caliper Rear: 220 mm disc with single-piston caliper with ABS
Seat height	834 mm (32.8 in.)	832 mm (32.7 in.)	810 mm (31.9 in.)	785 mm (30.9 in.)	785 mm (30.9 in.)
Wheelbase	1,405 mm (55.3 in.)	1,405 mm (55.3 in.)	1,450 mm (57 in.)	1,410 mm (55.5 in.)	1,380 mm (54.3 in.)
Curb weight*	195 kg (430 lbs.)	196 kg (432 lbs.)	213 kg (470 lbs.)	194 kg (428 lbs.)	165 kg (364 lbs.)
Fuel capacity	16 litres	16 litres	17.3 litres	16.7 litres	13 litres
Colours	Red / Blue / White	Red / Black / White	Millennium Red with Deluxe Stripe	Grand Prix Red Pearl Metalloid White	Grand Prix Red Matte Gunpowder Black

*Including required fluids and full tank of gas - ready to ride

NAKED



CB1100RS

CB1000R

CB650F

CB500F European model shown

CB300F

GROM™

Air-cooled inline-four cylinder 1,140 cc	Liquid-cooled inline four cylinder 998 cc	Liquid-cooled inline four-cylinder 649 cc	Liquid-cooled parallel twin 471 cc	Liquid-cooled single-cylinder 286 cc	Liquid-cooled single-cylinder 125 cc
73.5 mm x 67.2 mm 9.5:1	75 mm x 56.5 mm 11.6 : 1	67 mm x 46 mm 11.4:1	67 mm x 66.8 mm 10.7:1	77 mm x 63 mm 10.7:1	52.4 mm x 57.9 mm 9.3:1
Chain-driven DOHC, 4 valves per cylinder PGM-FI electronic fuel injection Six-speed	Chain-driven DOHC, 4 valves per cylinder PGM - Dual Stage Fuel Injection Close-ratio six-speed	Chain-driven DOHC, 4 valves per cylinder PGM-FI electronic fuel injection Six-speed	Chain-driven DOHC, 4 valves per cylinder PGM-FI electronic fuel injection Six-speed	Chain-driven DOHC, 4 valves per cylinder PGM-FI electronic fuel injection Six-speed	Chain-driven SOHC, 2 valves per cylinder PGM-FI electronic fuel injection Four-speed
O-ring-sealed chain	#530 O-ring-sealed chain	#525 O-ring-sealed chain	#520 O-ring-sealed chain	#520 O-ring-sealed chain	#420 O-ring-sealed chain
41 mm telescopic fork; 107 mm (4.2 in.) travel	Telescopic SFF-BP inverted Showa fork; 120 mm (4.7 in.) travel	41 mm SDBV telescopic fork; 108 mm (4.3 in.) travel	41 mm telescopic fork with spring preload adjustment; 108 mm (4.3 in.) travel	37 mm telescopic fork; 118 mm (4.6 in.) travel	31 mm inverted fork; 100 mm (3.9 in.) travel
Dual shocks with spring preload adjustment; 115 mm (4.5 in.) travel	Showa BRFC, 131 mm (5.1 in.) travel	Monoshock damper with adjustable preload; 128 mm (5 in.) travel	Pro-Link® single shock with spring preload adjustment; 119 mm (4.7 in.) travel	Pro-Link® single shock with spring preload adjustment; 103 mm (4.1 in.) travel	Single shock w/ steel box-section swingarm; 103 mm (4.1 in.) travel
Front: 120/70-17 Rear: 180/55-17	Front: 120/70ZR-17 Rear: 190/55ZR-17	Front: 120/70Z-17 Rear: 180/55Z-17	Front: 120/70ZR-17 Rear: 160/60ZR-17	Front: 110/70-17 Rear: 140/70-17	Front: 120/70-12 Rear: 130/70-12
Front: dual 296 mm discs with four-piston calipers Rear: 256 mm disc with dual-piston caliper with ABS	Front: dual 320 mm discs with radial-mounted monobloc calipers; Rear: single 256 mm disc with ABS	Front: dual 320 mm discs with dual-piston calipers Rear: 240 mm disc with single-piston caliper and two-channel ABS	Front: 320 mm single wavy hydraulic disc with two-piston caliper Rear: 240 mm single wavy hydraulic disc with single-piston caliper with ABS	Front: 320 mm single wavy hydraulic disc with two-piston caliper with two-channel ABS Rear: 240 mm single wavy hydraulic disc with single-piston caliper and two-channel ABS	Front: Single 220 mm disc with hydraulic dual-piston caliper Rear: Single 190 mm disc with hydraulic single piston caliper
795 mm (31.3 in.) 1,485 mm (58.5 in.) 251 kg (553 lbs.)	830 mm (32.7 in.) 1,455 mm (57.2 in.) 212 kg (467 lbs.)	810 mm (31.9 in.) 1,450 mm (57 in.) 208 kg (459 lbs.)	785 mm (30.9 in.) 1,380 mm (54.3 in.) 165 kg (364 lbs.)	785 mm (30.9 in.) 1,410 mm (55.5 in.) 192 kg (423 lbs.)	765 mm (30.1 in.) 1,200 mm (47.2 in.) 102 kg (225 lbs.)
16.8 litres	16.2 litres	17.3 litres	16.7 litres	13 litres	5.5 litres
Graphite Black	Graphite Black	Millennium Red with Deluxe Stripe	Chromosphere Red Matte Gunpowder Black	Chromosphere Red	Lemon Ice Yellow Matte Axis Grey Metallic

HONDA

Financial
Services

We make it easier to make it yours!

Honda Canada Finance Inc. (HCFI), o/a Honda Financial Services, was established in 1987 to provide financing options for Canadian consumers. Financing options with competitive rates and flexible terms are available through Honda dealers across Canada.

Honda Warranty = Added peace of mind.

Designed to ensure Honda quality care for your motorcycle, Honda Plus Extended Warranty offers flexible coverage selections for the type of protection you need. Whether your Honda motorcycle is new or pre-owned, Honda Plus helps to cover you.



Let Honda take your experience to the next level with Honda Genuine accessories.



Design and innovation—inside and out.

The reasons for choosing Honda go beyond our legendary engines. We have created our reputation through an unwavering focus on durability, quality and reliability. Each Honda product is a reflection of our commitment to motorcycle culture and the strength of community. Let trained Honda service technicians help to keep your motorcycle healthy, using only the finest Honda Genuine Parts, Oils and Chemicals specifically engineered to maintain the original integrity and life of your Honda. Our industry-recognized engineering and exceptional Honda service means you can rest assured that Honda will provide you with exactly what you need to help ensure the best motorcycle performance for years to come.



Plus



Why Honda?

Our nature is to move forward. It's what drives us to pursue new ideas; always ensuring we remain at the forefront of innovation and performance. True craftsmanship is the result of expertise and passion coming together to create something that looks, feels and functions in a way that showcases uncompromising attention to detail.

Extensive testing and fine-tuning drives every stage of our engineering process so the end result is optimized for the most thrilling and comfortable experience possible. Honda strives to offer optimal performance through every product we develop, from grassroots to pinnacle; from the track to the street; from dirt to concrete. We build products for those who truly desire proven performance without sacrificing the reliability that comes with the Honda name.

Actual product. Colours may vary from model(s) shown.

  Honda Motorcycles Canada   @HondaMotoCA

®/TM - Trademarks of Honda Canada Inc. or used under licence from Honda Motor Co., Ltd. or third parties. Riding a motorcycle can be hazardous. For your safety, always wear a helmet, eye protection and protective clothing whenever you ride. Never ride under the influence of drugs or alcohol. Never engage in stunt riding. Inspect your vehicle before riding, read your owner's manual, and Honda recommends that all riders take a rider training course. Always obey local laws, use common sense and respect the rights of others when you ride. Some of the technologies described in this brochure come with limitations. See owner's manual for complete details. Specifications, descriptions and illustrations contained in this brochure are based on information believed to be correct at the time this publication was approved for printing. Although descriptions, specifications, model images, colours and accessories are believed to be correct, accuracy cannot be guaranteed. Errors and omissions excepted. Specifications are subject to change without notice. All specifications in this brochure apply only to models sold and registered in Canada by an authorized dealer. Some of the models and/or accessories may not be exactly as shown. Some or all of the accessories described or illustrated in this brochure may not be standard and may be available only at an extra cost. Visit honda.ca for additional safety information. © 2017 Honda Canada Inc. All rights reserved.



honda.ca