



**2015
SPORT**

CBR



CBR

A DOMINATING HERITAGE



CBR1000RR SP



CBR1000RR



CBR600RR

Lap record holder,
John McGuinness



Born of the same DNA as our champion HRC racers, Honda's CBR sportbikes boast a proud history of combining breakthrough technology from the world's race tracks with the functionality and durability that make them a joy to ride on the streets and highways of your everyday world. Case in point: Honda's success at the gruelling Isle of Man TT. Riding a modified CBR1000RR, John McGuinness owns the outright lap record on the 37-mile road course – as well as 21 victories – and Honda riders currently hold the fastest laps in eight of the TT's ten classes. That's dominance.

1959

Honda first enters international motorcycle road racing at the Isle of Man TT

1966

Honda wins the Constructors' Championship in all five Grand Prix classes – an international first

1985

Honda's Freddie Spencer wins both the 250 cc and 500 cc Grand Prix world championships

1992

Release of the first-generation CBR900RR Fireblade shocks the open-sportbike class

2009

CBR1000RR and CBR600RR become the world's first sportbikes with Electronically Controlled Combined ABS

1961

Honda dominates both the 125 cc and 250 cc classes at the TT, sweeping the top five in each event

1969

Honda stuns the motorcycling world with the release of the groundbreaking 4-cylinder CB750

1987

First CBRs are released: the CBR600F and CBR1000F Hurricanes

2007

CBR125R becomes the first entry-level bike in Canada with fuel-injection



CBR650F



CBR500R



CBR300R



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 as well. And to put an exclamation point on this remarkable run, Honda captured MotoGP Triple Crown for top manufacturer, top team and top rider. Two years in a row.

Want to experience what a sportbike with such a winning pedigree feels like? Just look for the Honda wing on the tank.

MotoGP™ Champion,
Marc Marquez



2011

CBR250R becomes the first entry-level bike in Canada with ABS

2013

CBR500R is released; Honda's Marc Marquez makes history as the youngest-ever MotoGP™ champion; Honda clinches the MotoGP™ Triple Crown

2012

CBR250R becomes the best-selling sportbike in Canada;
CBR1000RR celebrates 20 years of superiority in the litre-bike class

2014

CBR300R is released; Marquez repeats as MotoGP™ champion; Honda repeats as MotoGP™ Triple Crown winner



CANADIAN SUPERBIKE

You don't win the Canadian Superbike Championship without lots of talent, and great equipment. When Jodi Christie hoisted the championship trophy at the end of a long 2014 season, it was in recognition of victories won on tight tracks and fast tracks, on smooth tracks and bumpy tracks, on dry tracks and wet tracks - all against some of the best riders in Canada. Jodi had the skills to adapt to everything thrown at him and come out on top, and so too did his Honda CBR1000RR. It's challenging to build a race bike that can handle such a variety of conditions, so it helps to start from excellent stock. Like the CBR1000RR.

***“Putting the power to the ground.
The CBR1000 is a monster!
My happy place :)”***

***– Jodi Christie
Championship Claim to Fame***





MOTOGP™

To win the world's premier motorcycle championship, you need the most skilled rider, the most powerful engine with the most usable powerband, the most compliant and predictable suspension, the most controllable brakes, the most trustworthy reliability, the most... well, you get the idea. Slip up in one area, and you'll slip way down the finishing order.

Marc Marquez and his Honda RC213V stood at the very top of MotoGP the past two seasons, and the lessons learned from this dominating run are helping us to make better and better motorcycles for you, now and into the future.

"They work really hard all year so that we can race on the best possible bike, and there's no denying that the one they have given us this year is a fantastic machine."

– Mark Marquez / Championship Claim to Fame

CBR

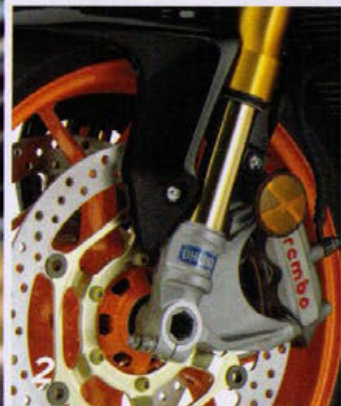
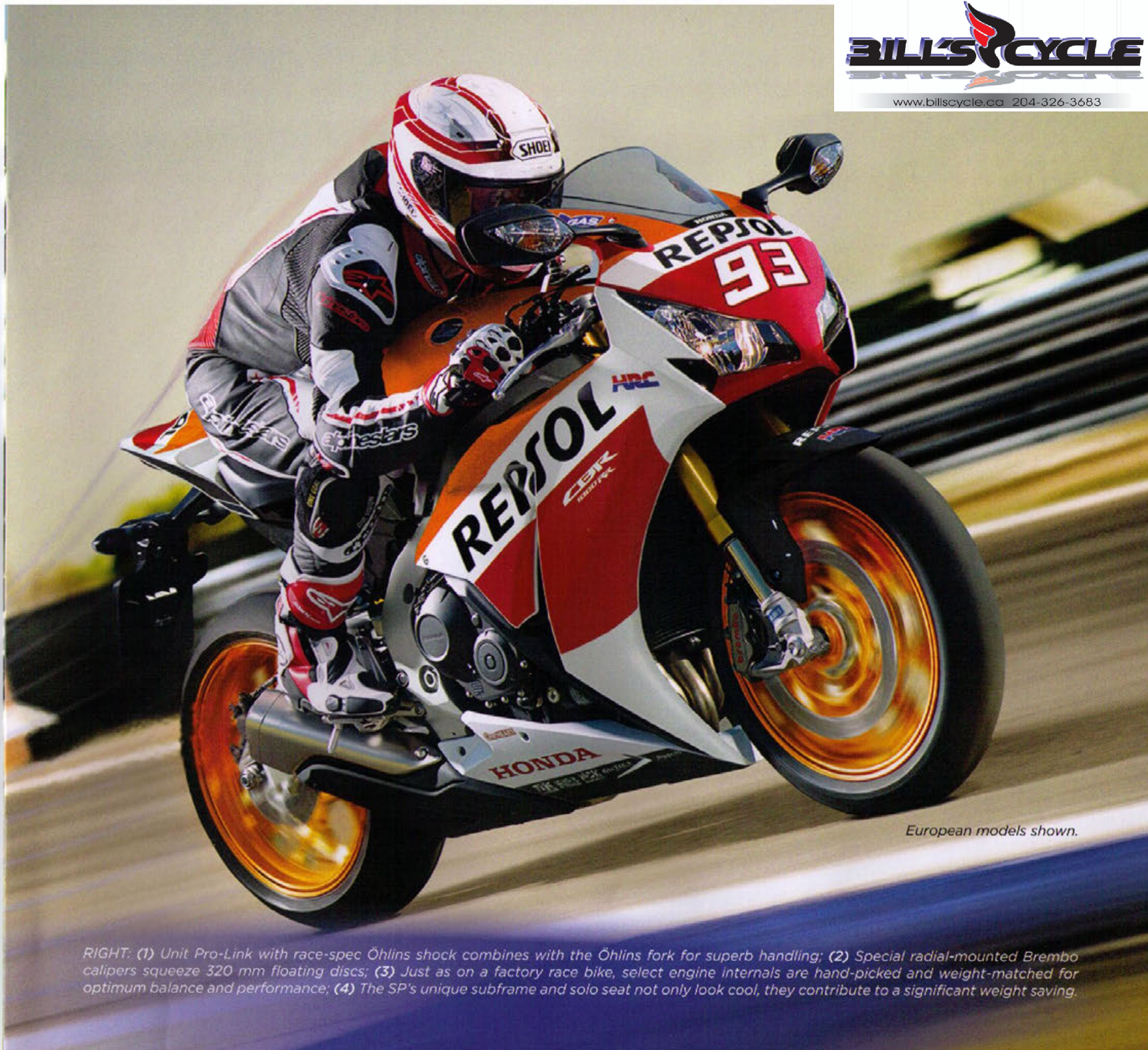
1000RR SP

To celebrate Marc Marquez's back-to-back MotoGP titles, Honda has created a special motorcycle that looks like a champion, and is engineered to perform like one too. You can't miss the racy styling, of course, but look closer and you'll realize that the CBR1000RR SP is indeed the real deal. The fully adjustable Öhlins fork replaces the standard CBR1000RR's Showa unit, and it's secured by a stronger triple-clamp featuring precision CNC machining. Gleaming Brembo monoblock front brake calipers with special pistons and designed to provide stopping power suitable for racing, and at the back, a fully adjustable Öhlins shock combines with the Öhlins fork to deliver world-class handling. Even the Pirelli Diablo Supercorsa SC premium tires were selected to complement the bike's high-performance credentials.

A special subframe with solo seat helps the CBR1000RR SP shave a whopping 11 kg (24 lb) from the already lightweight standard RR. And just like Marquez's MotoGP racer, the engine in each SP is assembled using "blueprinting" methods, including hand-selected pistons and connecting rods that are carefully weight-matched to achieve optimum balance - a benefit especially at high rpm.

For everyday street riding, letting loose on track days, or even as the basis for an all-out racer, the stunning Honda CBR1000RR SP is fully equipped to make you feel like a champion.





European models shown.

RIGHT: (1) Unit Pro-Link with race-spec Öhlins shock combines with the Öhlins fork for superb handling; (2) Special radial-mounted Brembo calipers squeeze 320 mm floating discs; (3) Just as on a factory race bike, select engine internals are hand-picked and weight-matched for optimum balance and performance; (4) The SP's unique subframe and solo seat not only look cool, they contribute to a significant weight saving.

CBR

1000RR

Creating a bike that can win races is one thing. Creating one that's also a great everyday street bike is a complex challenge that few open-class sportbikes have been able to manage. But Honda's engineering team has accomplished just that with the amazing CBR1000RR.

Not only has the CBR1000RR formed the basis for so many race-winning superbikes around the world, its design philosophy of Total Control has also made it a favourite of street riders and track-day enthusiasts everywhere. The Total Control philosophy mandates that the rider must feel completely connected with every aspect of a bike's operation, which means it must be light and manoeuvrable, with a sensible riding position, intuitive controls, predictable handling, superb braking, and a whole lot more. In other words, it should perform the way you want it to; the way you expect it to.

Total Control can be seen in the design of the CBR1000RR's lightweight and compact fuel-injected engine, which is engineered to produce a seamlessly smooth powerband that's perfect for exploring twisty roads, but is also plenty capable of winning you bragging rights during a fun track day with your friends. The Total Control philosophy is also behind Honda's Electronically Controlled Combined ABS, Big Piston Showa fork and Unit Pro-Link suspension at the back, Assist Slipper Clutch, Honda Electronic Steering Damper (HESD), and the kind of seating position that leaves you looking forward to tomorrow's ride even after a full day in the saddle.

Racy performance, combined with real-world rideability. We're confident you've never experienced an open-class sportbike quite like the Honda CBR1000RR.





RIGHT: (1) High-tech Electronically Controlled Combined ABS provides the ultimate in strong, predictable braking; (2) Unit Pro-Link rear suspension brings MotoGP technology to the street; (3) Lightweight 12-spoke wheels help to keep crucial unsprung weight to a minimum; (4) Honda Electronic Steering Damper automatically responds to the bike's speed and acceleration.

CBR

600RR

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Ever since it blew onto the sportbike scene as the original Hurricane, Honda's 600-class CBR has continued build its edge over the competition in the ultra-competitive middleweight category. How? By never forgetting that winning races is a big part of the CBR story, but not the only part.

The latest CBR600RR adheres to that tradition by seamlessly blending knife-edged track performance with what most Honda sportbike enthusiasts also want: a bike that doesn't require a racing licence to fully enjoy it.

Beneath bodywork inspired by Honda's RC213V MotoGP racer beats a high-revving DOHC engine with Programmed Dual Stage Fuel Injection (PGM-DSFI) that combines thrilling top-end performance with a wide powerband that's ideal for everyday street riding. The lightweight aluminum frame, adjustable Showa suspension featuring Unit Pro-Link at the back, Honda Electronic Steering Damper (HESD) that automatically adjusts damping force to suit the bike's speed and acceleration... it's all designed to give the CBR600RR an edge on the track, without making it too edgy for the street. That's also the rationale for the sensible riding position that allows you to tuck in tight for racing or track days, but doesn't force you into an uncomfortable crouch.

The CBR600RR comes equipped with race-spec radial-mounted front brake calipers, or add optional Electronically Controlled Combined ABS for strong, controllable braking force. Either way, you'll be riding a winner.



US model shown



RIGHT: (1) Showa inverted Big Piston Fork provides full spring preload, rebound damping and compression damping adjustability; (2) Line-beam headlights give an extra measure of safety, night or day; (3) Unit Pro-Link reduces unwanted suspension energy from being transmitted into the frame, allowing optimum frame rigidity and improved rideability out of corners; (4) HESD aids stability, particularly on bumpy roads and at higher speed.

CBR

650F

It's got the sporting credentials to live up to the CBR designation, absolutely. But what makes the Honda CBR650F extra special is its exuberant, grab-your-eyeballs styling. From the minimalist full fairing that leaves most of the engine exposed, to the sweeping exhaust headers, to the beautifully crafted arched aluminum swingarm, this is a bike that refuses to blend in among the sportbike crowd.

Settle into the comfortable saddle, twist the throttle, and you'll quickly realize that the CBR650F is a standout on the road, too. Its fuel-injected inline-four engine is specifically tuned for strong low-to-midrange torque, providing instant acceleration off the line and out of turns, as well as satisfying passing power on the highway. The chassis positions the engine far forward for optimal weight distribution, contributing to the CBR650F's balanced, predictable handling. And for race-level stopping power, the powerful brakes with imposing 320 mm wave-style discs, anti-lock braking system, plus wide, high-traction sporting radial tires, combine to help deliver strong and secure stopping even in difficult conditions.

Whether you're looking for a bike for weekday commuting, weekend sport riding, long trips, short hauls, solo or with a passenger, the CBR650F does it all, all without costing you a bundle.





RIGHT: (1) CBR1000RR-size wave-style discs combine with ABS for superb stopping power; (2) Beautifully crafted arched swingarm swoops over the muffler to improve cornering clearance; (3) Easy to read LCD instruments keep you fully informed; (4) Clever knee grip pads on the frame provide added control and confidence during sporty riding.

CBR

500R

Sportbikes are meant to excite, but the thrill doesn't have to come from huge horsepower or radical chassis geometry. The Honda CBR500R is a perfect example of this philosophy. Light and compact with a short wheelbase and sport-spec 17-inch wheels, the CBR500R is an absolute joy to run through your favourite twisty backroad. The 470 cc liquid-cooled twin-cylinder engine plays its part too, hustling you along with authority, providing excellent roll-on power exiting turns, while also being smooth and relaxed on the open road. And if your preferred squiggly line on the map is some distance away, you'll appreciate the comfortable seating position, the level of protection provided by the aerodynamic full-fairing, and the miserly fuel economy. These same attributes - plus a low seat height that allows your feet to easily reach the ground - make the CBR500R ideal for weekday commuting in the city, too.

Choose your CBR500R with unassisted braking, or add the extra control of ABS. And then get ready for the special thrill of riding a Honda CBR.

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RIGHT: (1) Available Anti-lock Braking System (ABS) improves control over uncertain surfaces and during sudden stops; (2) Electronic fuel-injection means sure starts and crisp throttle response; (3) DOHC twin-cylinder engine produces plenty of power while contributing to the CBR500R's light weight and narrow profile; (4) Pro-Link rear suspension soaks up road irregularities for a smooth ride.

CBR

300R

Ready for a cool blast of motorcycling excitement? The Honda CBR300R makes it easy to experience the thrill of riding a true CBR sportbike.

Building on the success of our best-selling CBR250R, the new CBR300R now shows off a razor-sharp new look and even stronger engine performance. But what hasn't changed are the advanced features and user-friendly character that made the previous model such a hit among so many Canadian riders.

The CBR300R's high-tech single-cylinder engine - now with about 17 percent more power - has a number of advantages over some other comparable twin. Because a single is lighter, more compact, and has fewer moving parts, 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 cool about the sound, feel and look of a high-tech single.

Outstanding engine performance is just one of the many reasons for the CBR300R's popularity. Aggressive chassis geometry and careful attention to optimum mass centralization give the CBR300R a fun, playful personality, while a sensible riding position and low seat height help ensure a comfortable ride. And for excellent braking power and control, the CBR300R offers available ABS on both the front and rear brakes.

Bottom line: The Honda CBR300R is simply a blast to ride. Downtown, across town, out of town... anywhere.



US model shown



RIGHT: (1) Ride with confidence thanks to available ABS; (2) A nice mix of analog and digital instrumentation keeps you connected and informed; (3) The low seat height and narrow overall profile allow your feet to easily touch the ground, while contributing to the CBR300R's agile handling; (4) You can't miss the CBR family resemblance in the dual headlights and supersport styling.

NAKED SERIES

CB500F

You want a bike that stands out, not blends in. A bike that sets you free from convention. A bike that's way better than ordinary.

You want a bike like the Honda CB500F.

Sure, it has all the advanced technology, practical features and user-friendly character you expect from a Honda motorcycle. But the CB500F also has a bit of wild child in it that makes it extra-fun to ride. 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. The light overall weight, short wheelbase, narrow profile and comfortably low seat height give the CB500F the agile stance of a streetfighter, and also make it easy for you to pounce into a tight parking spot when you're cruising downtown.

An upright riding position with a flat handlebar not only helps provide a commanding view of the road ahead, it also improves comfort when you're dicing in the city or slicing through a twisty backroad. And wherever your CB500F takes you, you'll ride with the extra confidence and control provided by its standard ABS brakes.

Easy to handle for new riders, plenty of performance for experts. The Honda CB500F sets you free to experience motorcycling at its most exciting.





RIGHT: (1) Standard Anti-lock Braking System (ABS) improves control over uncertain surfaces and during sudden stops; (2) Electronic fuel-injection means sure starts and crisp throttle response; (3) DOHC twin-cylinder engine produces plenty of power while contributing to the CB500F's light weight and narrow profile; (4) Pro-Link rear suspension soaks up road irregularities for a smooth ride.

NAKED SERIES

CB300F

Urban streetfighter attitude meets CBR-spec performance. That's the stunning new Honda CB300F. Aggressively edgy styling with minimal bodywork, a low seat height and a wide, flat handlebar - it all contributes 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 buzzing the backroads, 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 that you can feel every time you crack the throttle. 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 this versatile and user-friendly 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.

The CB300F's edgy look may not be for everyone, but you don't care. Let others ride plain-vanilla bikes. You'll go your own way.








RIGHT: (1) Standard Anti-lock Braking System (ABS) improves control over uncertain surfaces and during sudden stops; (2) Multi-function digital instrument panel; (3) The low seat height and narrow overall profile allow your feet to easily touch the ground, while the upright seating position provides a clearer view of the road ahead; (4) Minimal bodywork with clean, open, sporty styling is not only attractive it makes the CB300F even lighter.



CBR1000RR SP

CBR1000RR

CBR600RR

ENGINE TYPE	Liquid-cooled inline four cylinder	Liquid-cooled inline four cylinder	Liquid-cooled inline four cylinder
DISPLACEMENT	999.8 cc	999 cc	599 cc
BORE & STROKE	76 mm x 55.1 mm	76 mm x 55.1 mm	67 mm x 42.5 mm
COMPRESSION RATIO	12.3:1	12.3:1	12.2 - 1
VALVE TRAIN	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder
FUEL DELIVERY	Dual Stage Fuel Injection	Dual Stage Fuel Injection	Dual Stage Fuel Injection
TRANSMISSION	Close-ratio Six-speed	Close-ratio Six-speed	Close-ratio Six-speed
FINAL DRIVE	#530 O-ring-sealed chain	#530 O-ring-sealed chain	#525 O-ring-sealed chain
FRONT SUSPENSION	Fully adjustable 43mm inverted Ohlins forks 110 mm (4.3 in.) travel	43 mm inverted Big Piston Fork with full adjustability; 110 mm (4.3 in.) travel	41 mm inverted Big Piston Fork with full adjustability; 110 mm (4.3 in.) travel
REAR SUSPENSION	Unit Pro-Link Ohlins shock; Fully adjustable; 134 mm (5.3 in.) travel	Unit Pro-Link HMAS single shock with full adjustability; 138 mm (5.4 in.) travel	Unit Pro-Link HMAS single shock with full adjustability; 129 mm (5.1 in.) travel
TIRES	Front: 120/70ZR - 17 radial Pirelli Supercorsa SP Rear: 190/50ZR-17 radial Pirelli Supercorsa SP	Front: 120/70ZR - 17 radial Rear: 190/50ZR-17 radial	Front: 120/70ZR - 17 radial Rear: 190/50ZR-17 radial
BRAKES	Brembo four-piston mono block calipers	Front: dual 320 mm discs with radial-mounted four-piston calipers Rear: 220 mm disc with single-piston caliper. Electronically Controlled Combined ABS	Front: dual 310 mm discs with radial-mounted four-piston calipers Rear: 220 mm disc with single-piston caliper. (ABS) model. Electronically Controlled Combined ABS
SEAT HEIGHT	820 mm (32.3 in.)	820 mm (32.3 in.)	820 mm (32.3 in.)
WHEELBASE	1,410 mm (55.5 in.)	1,410 mm (55.5 in.)	1,370 mm (53.9 in.)
CURB WEIGHT*	199 kg (439 lbs.)*	210 kg (463 lbs.)*	RR: 186 kg (410 lbs.)* RR (ABS): 196 kg (432 lbs.)*
FUEL CAPACITY	17.5 litres	17.5 litres	18 litres
COLOUR	Vibrant Orange (REPSOL) 	Victory Red 	RR: Graphite Black, RR (ABS): Tri-Colour 

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



Honda builds Motorcycles to meet some of the toughest engineering standards in the world, and formulates its oils and chemicals to those same high standards, thereby maintaining your Honda at peak performance. You bought a Honda because of its quality, performance and reliability. Why not match one of the finest products you can own with some of the finest oils and chemicals on the market. Don't settle for an imitation when you can buy the original.



Honda Genuine Parts are made for your Honda. They maintain the quality, reliability and performance of your product. When the time comes for you to service, repair or enhance your Honda, don't settle for an imitation. Only Honda Genuine Parts can maintain the original operating specifications of your Honda and offer a perfect fit every time. Let trained Honda technicians keep your Honda healthy with Honda Genuine Parts.



CBR650F

CBR500R & CB500F

CBR300R & CB300F

Liquid-cooled inline four cylinder	Liquid-cooled, parallel twin	Liquid-cooled, single cylinder
649 cc	471 cc	286 cc
67 x 46 mm	67 x 66.8 mm	76 mm x 63 mm
11.4:1	10.7:1	10.7:1
Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder
PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection
Six-speed	Six-speed	Six-speed
#525 O-ring-sealed chain	#520 O-ring-sealed chain	#520 O-ring-sealed chain
41 mm telescopic fork; 108 mm (4.3 in.) travel	41 mm telescopic fork; 108 mm (4.3 in.) travel	37 mm telescopic fork; 118 mm (4.6 in.) travel
Monoshock damper with adjustable preload; 128 mm (5.0 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
Front: 120/70ZR-17 Rear: 180/55ZR-17	Front: 120/70ZR-17 Rear: 160/60ZR-17	Front: 110/70 - 17 Rear: 140/70 - 17
Front: dual 320 mm discs with dual-piston calipers Rear: 240 mm disc with single-piston caliper with ABS	CBR500R & CB500F Front: 320 mm single wavy hydraulic disc with 2-piston caliper CBR500R & CB500F Rear: 240 mm single wavy hydraulic disc with single-piston caliper, CBR500R (ABS) & CB500F (ABS): ABS	CBR300R & CB300F Front: 296 mm disc with 2-piston caliper; CBR300R & CB300F Rear: 220 mm disc with single-piston caliper CBR300R (ABS) & CB300F (ABS): with 2-channel ABS
810 mm (31.9 in.)	785 mm (30.9 in.)	785 mm (30.9 in.)
1,450 mm (57 in.)	1,410 mm (55.5 in.)	1,380 mm (54.3 in.)
211 kg (464 lbs.)*	CBR500R & CB500F: 192 kg (423 lbs.)* CBR500R (ABS): 194 kg (428 lbs.)*	CBR300R: 162 kg (357 lbs.)* CBR300R (ABS): 165 kg (364 lbs.)* CB300F: 161 kg (355 lbs.)
17.3 litres	15.7 litres	13 litres
Sword Silver Metallic, Candy Tahitian Blue	CBR500R: Seal Silver Metallic, Millennium Red CB500F: Mat Gunpowder Black Metallic	CBR300R; Millennium Red CBR300R (ABS); Millennium Red, Mat Gunpowder Black Metallic, Tri-colour CB300F: Pearl Mealloid White



Plus

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Why Honda?

The reasons for choosing Honda go beyond our legendary engines. Ask anyone who owns one and they will likely tell you, no company offers quality, reliability and dependability quite like Honda. Each Honda product is a reflection of our commitment to understanding the unique needs of our riding community. From industry-leading innovative engineering to our unmatched dealership support, you can rest assured that Honda cares enough to provide you with exactly what you need.



CBR300RCHISE



@HondaPowerCA

TM Trademark of Honda Motor Co., Ltd. Riding a motorcycle, ATV or side-by-side 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. Whenever you ride off-road, always stay on established trails in approved riding areas. Make sure you obtain written permission before riding on private land. Keep your riding area clean and never modify the spark arrestor or exhaust system. Visit honda.ca for additional safety information.



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