

*SPORT / NAKED*

  
**BILLS CYCLE**

CBR







**BILLS CYCLE**



CBR1000RR SP



CBR1000RR



VFR800F



CBR600RR



CBR650F

**SPORT**





# *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 our Honda sport and naked motorcycle lineup.



CBR500R



CBR300R



CB500F



CB300F



GROM™

---

NAKED



# RACE WINNING HERITAGE

**BILLS CYCLE**



Lap record holder,  
John McGuinness



Honda has celebrated profound 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

**1987**

First CBRs are released: the CBR600F and CBR1000F Hurricanes

**2007**

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

**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

**1986**

VFR750F debuts, beginning its long run as perhaps the most acclaimed sport-tourer ever built

**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





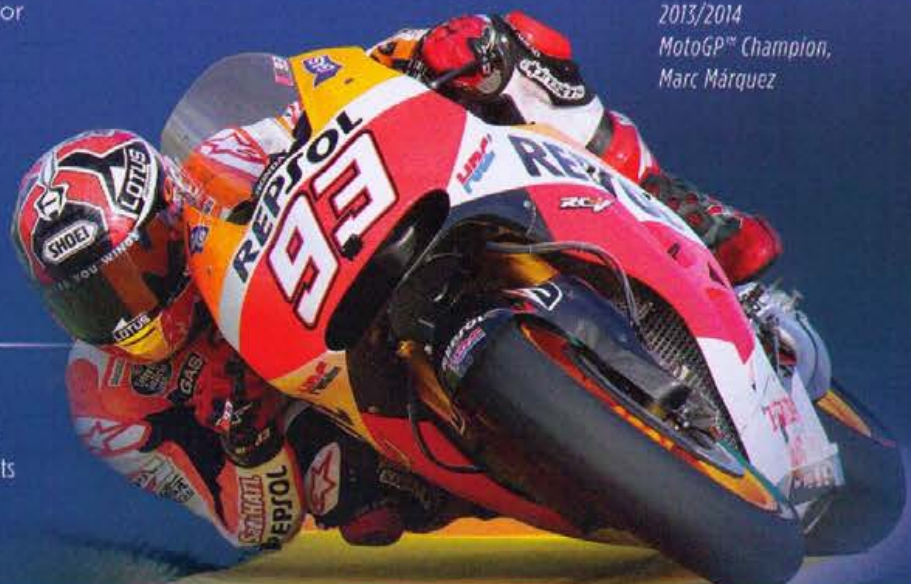
“ There’s no denying, the (CBR) is a fantastic machine.”  
 - MARC MÁRQUEZ



In MotoGP™, Marc Márquez 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.**

2013/2014  
 MotoGP™ Champion,  
 Marc Márquez



**2011**  
 CBR250R becomes the first entry-level bike in Canada with ABS

**2013**  
 CBR500R is released; Honda’s Marc Márquez 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 and GROM™ are released; Márquez repeats as MotoGP™ champion; Honda repeats as MotoGP Triple Crown winner



# CBR

## 1000RR SP

# BILLS CYCLE



## INSPIRED BY A CHAMPION

It was built to honour a MotoGP™ champion, but you don't have to possess the special skills of Marc Márquez to enjoy the stunning Honda CBR1000RR SP.

This is a bike that bristles with race-calibre technology, yet retains the same everyday rideability that makes the standard CBR1000RR such a great all-around sportbike.

You can't miss the racy styling, of course, which replicates the look of the dominating Honda RC213V that Márquez rode to back-to-back MotoGP titles in 2013 and 2014. And that's just the start of what makes the SP so special. A fully adjustable Öhlins fork replaces the standard RR's Showa unit, and it's secured by a stronger triple-clamp featuring precision CNC machining. Impressive Brembo monoblock front brake calipers with special pistons and pads are engineered to help provide stopping power suitable for racing, and at the back,

a fully adjustable Öhlins shock combines with the Öhlins fork to help 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 lbs.) from the already lightweight standard RR. And just like Márquez'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 help achieve optimum balance - a benefit especially at high RPM.

Some race-replica sportbikes have a fancy paint job and not much else to set them apart. The Honda CBR1000RR SP is certainly not one of those bikes.





### ▶ *Peak Performance*

Just like on a MotoGP™ bike, the SP's engine gets special treatment during assembly. Using "blueprinting" methods, each SP is fitted with hand-selected pistons and connecting rods that are carefully weight-matched to achieve optimum balance. The result? Even better peak performance.

### *Celebrate with colour*

Repsol Champion Special helps to celebrate Honda's long history of success at the pinnacle of world championship racing.



### ▶ *CNC triple-clamp*

The SP's die-cast aluminum twin-spar frame features a stronger triple-clamp crafted using precision CNC machining. Lighter overall weight compared to the standard RR helps to boost the SP's performance to an exciting new level.

### *Öhlins upgrade*

Specialists from Öhlins worked with Honda engineers and test riders to develop suspension specifically suited to the SP. The Öhlins fork and shock replace the Showa units on the standard RR, and offer full preload and compression- and rebound-damping adjustment for superbly balanced handling even at race-track speeds.



### *QUICK SPECS*

#### *Engine Type*

999 cc liquid-cooled inline four-cylinder

#### *Transmission*

Close-ratio six-speed

#### *Brakes*

Front: dual 320 mm discs with radial-mounted

Brembo four-piston mono block calipers

Rear: 220 mm disc with single-piston caliper

#### *Curb Weight*

199 kg (439 lbs.) including required fluids and full tank of gas - ready to ride


#### *Fuel Capacity*

17.5 litres

#### *Seat Height*

820 mm (32.3 in.)

#### *Colour*

 Repsol Champion Special

### *Excellent braking*

The SP steps up to Brembo monoblock four-piston calipers, which are fitted with special pistons and brake pads designed to give consistent and linear feel when braking hard from high speed.



**BILLS CYCLE**



# CBR

## 1000RR



### TOTAL CONNECTION DESIGNED FOR **TOTAL CONTROL**

Want a bike designed to give you total control of your riding experience? The stunning Honda CBR1000RR combines championship-calibre performance with intuitive operation to create an open-class sportbike that's as competent and composed on the street as it is on the track.

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.

The Total Control design philosophy can be seen in the design of the

The logo for Bill's Cycle, featuring the text "BILL'S CYCLE" in a stylized, metallic font. A red and white winged figure is positioned above the letter "S".

## BILL'S CYCLE

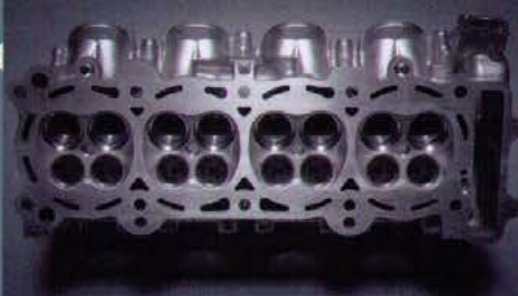
CBR1000RR's lightweight and compact fuel-injected engine, which is engineered to produce a seamlessly smooth powerband that's perfect for exploring twisty roads, but is also plenty capable of winning you bragging rights during a fun track day with your friends. The Total Control philosophy is also behind 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.

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.



## Superbike engine design

The cylinder head on the CBR1000RR's 16-valve DOHC engine features polished inlet and exhaust ports and "gas-flowed" combustion chambers to improve efficiency. Gas-flowing (flow-testing on an air-flow bench) improves both the quality and quantity of airflow at high RPM when air resistance becomes much greater, thereby increasing combustion efficiency and outright power. The valve seats have been matched to the cylinder head and the intake funnels are "slash cut", a design used in World Superbike.



## QUICK SPECS

### Engine Type

999 cc liquid-cooled inline four-cylinder

### Transmission

Close-ratio six-speed

### Brakes

Front: dual 320 mm discs with radial-mounted four-piston calipers

Rear: 220 mm disc with single-piston caliper and Electronically Controlled Combined ABS

### Curb Weight

210 kg (463 lbs.) including required fluids and full tank of gas - ready to ride

### Fuel Capacity

17.5 litres

### Seat Height

820 mm (32.3 in.)

### Colour

Matte Black Metallic



## Unit Pro-Link Rear Suspension

Unit Pro-Link rear suspension features a patented Balance Free Rear Shock from Showa that incorporates a unique double-tube design plus an internal cylinder for more responsive, smoother damping action, resulting in improved traction and road holding.



## Full braking performance

The CBR1000RR is equipped with the world's first Electronically Controlled Combined ABS for sportbikes. This innovative system combines the benefits of anti-lock brakes and linked front and rear brakes designed to improve both braking control and safety — all without interfering with cornering ability or other aspects of sport performance. The system measures rider input on both the front brake lever and rear brake pedal (plus data from other sensors), then using sophisticated electronics and two separate power units, generates up to the maximum braking force on both wheels while also helping to prevent wheel lockup.



## Enhanced feedback

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 improved handling, enhanced front-end feedback, and a more solid feel during hard braking.

## Information right in front of you

Multi-function LCD instrument panel communicates important information, plus includes a lap timer with memory function, five-level shift indicator, user-selectable modes for tachometer display, gear position indicator and more.





VFR  
800F



## LEGENDARY PERFORMANCE

It's one of the most acclaimed motorcycles ever built. Originally conceived as a sharp-edged superbike, the VFR800F has morphed over the years into what its legions of fans will tell you is the best all-around ride anywhere.

A technological marvel of an engine, combined with a lightweight chassis that performs as well in the curves as it does on the open road, plus supremely comfortable ergonomics. And that's just part of what makes the VFR800F such a special machine.

The 782 cc fuel-injected V-4 engine at the heart of the VFR800F does what Honda V-4s have always done best: provide tons of low-end torque along with plenty of high-revving power. The engine's VTEC valve train is a big reason for that broad powerband - it optimizes combustion-chamber filling by running on two valves per cylinder at low RPM and four valves per cylinder at higher revs. It's kind of like having two engines in one, and it's designed to help improve fuel economy, too.

The chassis is just as sophisticated, starting with a lightweight triple-box-section aluminum twin-spar frame that provides an ideal balance between rigidity and tuned flex. Aluminum single-sided Pro-Arm swingarm, adjustable HMAS rear shock, 43 mm Honda Multi-Action System (HMAS) fork, radial-mounted monoblock four-piston front brake calipers... they all contribute to the VFR800F's stellar handling and control.

All great stuff, then the VFR800F gives you even more. More safety features, thanks to the standard ABS, Honda Traction Control System and self-cancelling turn signals. More comfort, thanks to a height-adjustable seat, heated grips, and sleek, protective bodywork. More style, thanks to bright and distinctive LED lighting.

A superbike that thinks it's a touring bike, or a touring bike that thinks it's a superbike. The VFR800F is all that, and a lot more. We're certain that you'll call it the best sport-touring motorcycle you've ever ridden.

**BILLS CYCLE**



## Power & torque

The 782 cc 90-degree V-4 16-valve DOHC engine with VTEC is tuned to deliver strong low-end and midrange power and torque for effortless acceleration and relaxed cruising.



## Impressive ride quality

The VFR's 43 mm Honda Multi-Action System (HMAS) fork features stepless preload adjustment and 108 mm of travel; the HMAS gas-charged rear shock operates through a Pro-Link suspension linkage with remote spring preload and stepless rebound-damping adjustment. And you can't miss the beautiful single-sided Pro-Arm swingarm that gives the VFR a distinctive appearance and makes rear-wheel removal a snap.



## Heated grips

The VFR's five-stage heated grips provide added comfort on a late-fall northern tour to admire the changing leaves or on an early-spring climb to the top of a snow-capped mountain.



## Information at a glance

The dashboard houses a digital speedometer/tachometer plus gear position indicator, heated grips indicator, ambient temperature gauge, fuel consumption information, and clock.

## Intuitive self-cancelling indicator

The VFR800F's self-cancelling indicator system is unique to Honda. Rather than using a simple timer it compares front and rear wheel speed difference and calculates when to cancel the turn indication relative to the riding situation.



## QUICK SPECS

**Engine Type**  
782 cc liquid-cooled 90-degree V-4

**Transmission**  
Six-speed

**Brakes**  
Front: dual 310 mm floating discs with radial four-piston calipers  
Rear: 256 mm disc with dual-piston caliper with ABS

**Curb Weight**  
242 kg (534 lbs.) including required fluids and full tank of gas - ready to ride

**Fuel Capacity**  
21.2 litres

**Seat Height**  
789 mm/810 mm adjustable (31/31.9 in.)

**Colours**  
Red Pearl White



# CBR

## 600RR



The logo for Bill's Cycle, featuring a stylized red and white flame or wing shape above the text 'BILL'S CYCLE' in a bold, metallic, 3D font.

With many 600-class sportbikes, you may find yourself getting into a great track bike that's high-strung and uncomfortable on the street, or a great street bike that lacks the serious equipment for track days or race wins.

Then there's the remarkable Honda CBR600RR.

This is a motorcycle that has been celebrated as an excellent everyday street bike, yet it's also equally skilled at chasing checkered flags on the race track.

Beneath bodywork inspired by the Honda 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 and Electronically Controlled Combined ABS designed for the ultimate in strong, controllable braking force.

Whether you ride to win, ride for fun, or ride for everyday transportation, the CBR600RR is always in its element. Think of it as the race bike that doesn't require a racing license to fully enjoy it.



## High-tech front end

The Showa Big Piston fork features a large damping-oil volume to effectively reduce the hydraulic pressure generated as the fork legs compress and extend. The result is improved handling, enhanced front-end feedback, and a more solid feel during hard braking.



## QUICK SPECS

**Engine Type**  
599 cc liquid-cooled inline four-cylinder

**Transmission**  
Close-ratio six-speed

**Brakes**  
Front: dual 310 mm discs with radial-mounted four-piston calipers  
Rear: 220 mm disc with single-piston caliper and Electronically Controlled Combined ABS

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

**Fuel Capacity**  
18 litres

**Seat Height**  
820 mm (32.3 in.)

**Colour**  
/// Black / White



## Enhanced stability

Small and light Honda Electronic Steering Damper (HESD) enhances stability by automatically adjusting damping pressure to suit the bike's speed.

**BILL'S CYCLE**

## For the ultimate braking performance

Electronically Controlled Combined ABS - the first ABS system designed specifically for the unique demands of a sportbike - brings world-class stopping power and control to your fingertips.



## Sleek design

MotoGP™-inspired bodywork includes slim turn-signal indicators, twin headlights, and fairing vents designed to keep both you and the engine cool.



## High-revving excitement

Liquid-cooled DOHC 16-valve 599 cc inline-four engine features oversquare bore and stroke dimensions of 67 mm x 42.5 mm, which contributes to its quick-accelerating nature and high redline of 15,000 RPM. The lightweight forged-aluminum pistons incorporate special shot peening for added toughness, and oil jets beneath the pistons provide additional friction reduction and cooling. The cylinder head features angled valve insets to improve airflow. Two springs per intake valve and one spring per exhaust valve, plus direct shim-under-bucket valve actuation, help to ensure optimum high-RPM valve operation and durability. A double-pivot cam-chain tensioner helps to provide additional durability.



# CBR

## 650F

**BILLS CYCLE**



## FORGET ABOUT LIMITS

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

User-friendly and practical, you bet. And the CBR650F also has the sporting credentials to live up to its CBR designation, so you know it's loaded with everything you need for spirited riding or even track days with your friends. 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 for optimal weight distribution, contributing to the CBR650F's balanced, predictable handling. And the powerful brakes with imposing dual

320 mm wave-style discs, anti-lock braking system, plus wide, high-traction sporting radial tires, combine to help deliver strong stopping power even in difficult conditions.

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.

Sportbike, commuter, weekend fun machine... the CBR650F can do it all, and do it in style.





### Single-tube monoshock

The swingarm pivot plate is forged then welded together, while the gravity die-cast aluminum swingarm arcs up over the muffler on the right. The single-tube monoshock offers 7-stage spring preload adjustment and operates directly on the swingarm.



### Consistent stopping power

Wavy brake discs use the same manufacturing technique as the twin-cylinder NC750 series; the 240 mm rear is formed within a 320 mm front, saving material (and ultimately cost) to the customer.

The two-piston front and single-piston rear calipers are managed by standard 2-channel ABS, ensuring safe and consistent stopping.



### Information at a glance

The dash includes twin large digital screens. On the left are the rev-counter and speedometer; on the right are a fuel gauge, clock, odometer and warning lights. Both sides are lit by a white back light.

### Comfort with control

The shock and 41 mm telescopic fork have been developed to work directly with the CBR650F frame's performance parameters to provide supple, neutral control in all conditions. Firmer spring rates (with damping to suit) match the bike's more sports-oriented focus.



European Model Shown

## 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

211 kg (465 lbs.) including required fluids and full tank of gas - ready to ride

### Fuel Capacity

17.3 litres

### Seat Height

810 mm (31.9 in.)

### Colours

— Silver Metallic  
— Matte Gunpowder Black / White SE

### Strong torque

The DOHC 16-valve cylinder head employs direct cam actuation and cam timing that delivers strong torque and drivability below 4,000 RPM.



**BILL'S CYCLE**



**CBR**  
**500R**



**THE FORMULA**  
**FOR FUN**

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

And for 2016 the fun has been ramped up to an exciting new level. You can't miss the racy new bodywork inspired by the CBR600RR and CBR1000RR, which features distinctive new LED headlights and taillight, a dramatic new front cowl designed to improve airflow and rider comfort and protection, and a fuel tank that lets you ride even farther between fill ups. New front-suspension

preload adjusters, an adjustable brake lever, gearbox improvements for smoother shifting, 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, hustling you along with authority, providing excellent roll-on power exiting turns, while also being smooth and relaxed on the open road. And when you crank the throttle, the sweet sound of power from the new exhaust system confirms the engine's high-performance credentials.

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

**BILLS CYCLE**





European Model Shown

## 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.

## 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 and available two-channel ABS

### Curb Weight

192 kg (423 lbs.) / 194 kg (428 lbs.) (ABS) - including required fluids and full tank of gas - ready to ride

### Fuel Capacity

16.7 litres

### Seat Height

785 mm (30.9 in.)

### Colours

Matte Black Metallic (ABS)

Pearl White (ABS)

Red (ABS and non-ABS)

## Improved 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.



## New high-tech designs

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 the sophisticated Honda ABS system.

New adjustable brake lever and wave-style ignition key add to the CBR500R's long list of premium features.



## Sleek new bodywork

The CBR500R's racy new fairing and rear section incorporate a pair of bright and distinctive LED headlights and an LED taillight.

## The sound of power

A shorter muffler with redesigned internal structure produces an authoritative exhaust note and improves the bike's mass centralization.





# CBR

## 300R

**BILL'S CYCLE**



## AGGRESSIVE STYLING, APPROACHABLE PERFORMANCE

Beginner-friendly, yet loaded with everything an experienced rider needs for riding 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, 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 added braking power and control, the CBR300R offers available ABS.

Lightweight, superb handling, strong power, excellent fuel efficiency ratings, quality construction. Combine all that with famous Honda reliability and you can see why the CBR300R has earned its standing as a true CBR sportbike.



## 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.



## Low seat height and passenger confidence

A narrower, reshaped 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.



## Easy city or highway ride

The engine produces a remarkably broad torque curve for strong low-RPM performance, and peak horsepower kicks in at 8,500 RPM - well below redline. This wide spread of power makes the CBR300R easy and confidence-inspiring to ride, in both stop-and-go situations and on the highway, 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.

## 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 available two-channel ABS

### Curb Weight

162 kg (357 lbs.) / 165 kg (364 lbs.) (ABS) including required fluids and full tank of gas - ready to ride




### Fuel Capacity

13 litres

### Seat Height

785 mm (30.9 in.)

### Colours

-  Candy Orange / Matte Black (ABS)
-  Bright Yellow / Matte Black (ABS)
-  Red (Non-ABS)

## Manoeuvre with confidence

Curb weight, on non-ABS model, of only 162 kg (357 lbs.) gives the CBR300R outstanding manoeuvrability and helps instill rider confidence.





**CB500F**



TAKE THE ROAD  
**LESS TRAVELED**

No, the CB500F will never be to everyone's tastes. But that makes you like it even more. Let others ride plain-vanilla bikes - you're looking for something way out of the ordinary.

The redesigned 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. Stunning new bodywork for 2016 incorporates a new LED headlight and taillight, uncovers more of the bike's high-tech engine and chassis components, and gives the CB500F even more in-your-face attitude.

Flashy looks, for sure. But the CB500F has the substance to back up its style. 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 combination of light weight, short wheelbase, narrow profile, comfortably low seat height, and upright riding position with a flat handlebar, gives the CB500F the agile stance of a streetfighter - 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.

Increased fuel capacity for 2016 extends your riding fun, and the CB500F also boasts new front-suspension preload adjustment, a new adjustable brake lever, a shorter and lighter muffler, gearbox improvements for smoother shifting, and a new wave-style ignition key.

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 traveled.

**BILL'S CYCLE**





### **Powerful braking system**

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.



### **Fuel efficiency & increased range**

The CB500F boasts a larger fuel tank for 2016, which combined with the fuel-efficient engine, means excellent range for plenty of riding fun between fill-ups.



### **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.



### **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.



### **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 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**  
■ Matte Black Metallic/Silver  
■ Candy Orange

### **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.





**CB300F**

**BILL'S CYCLE**



## **URBAN STREETFIGHTER**

You want a bike that can do it all, and take you just about anywhere. You want a bike with sporty performance, that's easy to ride. You want a bike that has all the features you want, at a price you can afford.

There is a bike we've designed to give you everything on your wish list: The Honda CB300F.

The 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.





## Lightweight & attractive

Minimal bodywork with clean, open, sporty styling is not only attractive it makes the CB300F even lighter.

## 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

Black

## Anti-lock braking system

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



**BILLY CYCLE**

## 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.



## Information at a glance

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

## 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.







**GROM™**

**BILLS CYCLE**

**REDUCED SIZE,  
INCREASED FUN**

Go ahead. Just try to sit on the GROM™ or even just look at it without breaking out into a huge smile. Hard, eh? 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, unimposing, audaciously styled package.

What makes the Grom such a blast to ride? It all starts with an extremely rugged 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 and a comfortable ride? Check. Hydraulic disc brakes front and rear for added stopping power. Check. Full instrumentation and lighting? Check. The Grom even lets you share the fun with a passenger.

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.

2015 Year Model



## LCD information at a glance

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



## 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 help ensure the correct fuel mixture for the existing riding and atmospheric conditions.



## Well-controlled ride

Telescopic inverted 31 mm front fork, like a full-size motorcycle, delivers 3.9 inches of well-controlled travel.

Steel box-section rear swingarm and a sturdy single shock yield 4.1 inches of comfortable rear wheel travel.

Compact 47.4-inch wheelbase and light curb weight of 225 pounds results in amazing agility to boost rider confidence.



## 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.

## 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

— Pearl White — Yellow

## Fuel efficient + fun

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





# SPORT



**CBR1000RR SP**

**CBR1000RR**

**VFR800F (2015)**

**CBR600RR**

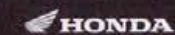
**CBR650F**

<b>ENGINE TYPE</b>	Liquid-cooled inline four-cylinder	Liquid-cooled inline four-cylinder	Liquid-cooled 90-degree V-4	Liquid-cooled inline four-cylinder	Liquid-cooled inline four-cylinder
<b>DISPLACEMENT</b>	999 cc	999 cc	782 cc	599 cc	649 cc
<b>BORE &amp; STROKE</b>	76 mm x 55.1 mm	76 mm x 55.1 mm	72 mm x 48 mm	67 mm x 42.5 mm	67 mm x 46 mm
<b>COMPRESSION RATIO</b>	12.3:1	12.3:1	11.8:1	12.2:1	11.4:1
<b>VALVE TRAIN</b>	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC with VTEC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder
<b>FUEL DELIVERY</b>	Dual-Stage Fuel Injection	Dual-Stage Fuel Injection	PGM-FI electronic fuel injection	Dual-Stage Fuel Injection	PGM-FI electronic fuel injection
<b>TRANSMISSION</b>	Close-ratio six-speed	Close-ratio six-speed	Six-speed	Close-ratio six-speed	Six-speed
<b>FINAL DRIVE</b>	#530 O-ring-sealed chain	#530 O-ring-sealed chain	#525 O-ring-sealed chain	#525 O-ring-sealed chain	#525 O-ring-sealed chain
<b>FRONT SUSPENSION</b>	Fully adjustable 43 mm inverted Ohlins forks; 110 mm (4.3 in.) travel	43 mm inverted HMAS cartridge fork with full adjustability; 110 mm (4.3 in.) travel	43 mm HMAS cartridge fork with stepless spring preload adjustability; 108 mm (4.3 in.) travel	41 mm inverted Big Piston Fork with full adjustability; 110 mm (4.3 in.) travel	41 mm telescopic fork; 108 mm (4.3 in.) travel
<b>REAR SUSPENSION</b>	Unit Pro-Link Ohlins shock with full adjustability; 134 mm (5.3 in.) travel	Unit Pro-Link HMAS single shock with full adjustability; 138 mm (5.4 in.) travel	Pro-Link HMAS single shock with spring preload and rebound damping adjustability; 120 mm (4.7 in.) travel	Unit Pro-Link HMAS single shock with full adjustability; 129 mm (5.1 in.) travel	Monoshock damper with adjustable preload; 128 mm (5.0 in.) travel
<b>TIRES</b>	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 Rear: 180/55ZR - 17	Front: 120/70ZR - 17 radial Rear: 180/55ZR - 17 radial	Front: 120/70ZR - 17 Rear: 180/55ZR - 17
<b>BRAKES</b>	Front: dual 320 mm discs with radial-mounted Brembo four-piston mono block calipers Rear: 220 mm disc with single-piston caliper	Front: dual 320 mm discs with radial-mounted four-piston calipers Rear: 220 mm disc with single-piston caliper and Electronically Controlled Combined ABS	Front: dual 310 mm floating discs with radial four-piston calipers Rear: 256 mm disc with dual-piston caliper with ABS	Front: dual 310 mm discs with radial-mounted four-piston calipers Rear: 220 mm disc with single-piston caliper and Electronically Controlled Combined ABS	Front: dual 320 mm discs with dual-piston calipers Rear: 240 mm disc with single-piston caliper and two-channel ABS
<b>SEAT HEIGHT</b>	820 mm (32.3 in.)	820 mm (32.3 in.)	789 mm/810 mm adjustable (31/31.9 in.)	820 mm (32.3 in.)	810 mm (31.9 in.)
<b>WHEELBASE</b>	1,410 mm (55.5 in.)	1,410 mm (55.5 in.)	1,460 mm (57.5 in.)	1,370 mm (53.9 in.)	1,450 mm (57 in.)
<b>CURB WEIGHT*</b>	199 kg (439 lbs.)	210 kg (463 lbs.)	242 kg (534 lbs.)	196 kg (432 lbs.)	211 kg (465 lbs.)
<b>FUEL CAPACITY</b>	17.5 litres	17.5 litres	21.2 litres	18 litres	17.3 litres
<b>COLOURS</b>	Repsol Champion Special	Matte Black Metallic	Red Pearl White	Black/White	Silver Metallic Matte Gunpowder Black / White SE

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

## Design and innovation is evident in every Honda product

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 the unique needs of our riding community. Let trained Honda service technicians keep your motorcycle healthy and benefit from using Honda Genuine Parts, Oils and Chemicals that are specifically engineered to maintain the integrity and life of your Honda. Our industry-leading engineering and unmatched Honda service means you can rest assured that Honda will provide you with exactly what you need.



Plus





# NAKED



## CBR500R

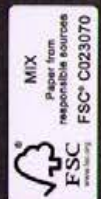
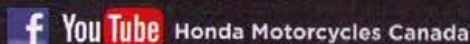
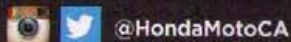
## CBR300R

## CB500F

## CB300F

## GROM™ (2015)

Liquid-cooled parallel twin	Liquid-cooled single-cylinder	Liquid-cooled parallel twin	Liquid-cooled single-cylinder	Liquid-cooled single-cylinder
471 cc	286 cc	471 cc	286 cc	125 cc
67 mm x 66.8 mm	76 mm x 63 mm	67 mm x 66.8 mm	76 mm x 63 mm	52.4 mm x 57.9 mm
10.7:1	10.7:1	10.7:1	10.7:1	9.3:1
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 SOHC, 2 valves per cylinder
PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection
Six-speed	Six-speed	Six-speed	Six-speed	Four-speed
#520 O-ring-sealed chain	#520 O-ring-sealed chain	#520 O-ring-sealed chain	#520 O-ring-sealed chain	#420 O-ring-sealed chain
41 mm telescopic fork with spring preload adjustment; 108 mm (4.3 in.) travel	37 mm telescopic fork; 118 mm (4.6 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
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	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: 120/70ZR - 17 Rear: 160/60ZR - 17	Front: 110/70 - 17 Rear: 140/70 - 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: 320 mm single wavy hydraulic disc with two-piston caliper Rear: 240 mm single wavy hydraulic disc with single-piston caliper (with available two-channel ABS)	Front: 296 mm disc with two-piston caliper Rear: 220 mm disc with single-piston caliper (with available 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 and two-channel ABS	Front: 296 mm disc with two-piston caliper Rear: 220 mm 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
785 mm (30.9 in.)	785 mm (30.9 in.)	785 mm (30.9 in.)	785 mm (30.9 in.)	765 mm (30.1 in.)
1,410 mm (55.5 in.)	1,380 mm (54.3 in.)	1,410 mm (55.5 in.)	1,380 mm (54.3 in.)	1,200 mm (47.2 in.)
CBR500R: 192 kg (423 lbs.) CBR500R ABS: 194 kg (428 lbs.)	CBR300R: 162 kg (357 lbs.) CBR300R ABS: 165 kg (364 lbs.)	192 kg (423 lbs.)	161 kg (355 lbs.)	102 kg (225 lbs.)
16.7 litres	13 litres	16.7 litres	13 litres	5.5 litres
 Matte Black Metallic (ABS)  Pearl White (ABS)  Red (ABS and non-ABS)	 Candy Orange / Matte Black (ABS)  Bright Yellow / Matte Black (ABS)  Red (non-ABS)	 Matte Black Metallic/Silver  Candy Orange	 Black	 Pearl White  Yellow



®/TM - Trademarks of Honda Canada Inc. or used under license 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](http://honda.ca) for additional safety information.





European Model Shows



## Why Honda

"Do Not Imitate." The mandate of Soichiro Honda is 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.



[honda.ca](http://honda.ca)