



SPORT/NAKED 2019





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 enjoy the thrill found in the Honda sport and naked motorcycle lineup.



CBR1000RR SP



CBR650R



CBR500R



CB1000R



CB650R



CB500F



CB300R



GROM™

SPORT

NAKED

BORN TO PERFORM

Few things in life can compare to the exhilarating feel of a legendary Honda motorcycle. Designed to perform with technology developed through the iconic racing heritage and celebrated success of Honda in MotoGP™ racing, these incredible machines are truly special to ride.

The Repsol Honda team as we know it today dates back to 1960, when Honda entered every single one of the World GP races using 125 and 250 cc motorcycles (their first win coming in 1961 at the Spanish Grand Prix). The 2016 MotoGP™ World Championship was perhaps the best win yet for Honda, as superstar Marc Marquez became the youngest rider ever to win three premier-class World Championships at the age of just 23. The team had undergone significant developments prior to claiming these championships to ensure they could squeeze every last bit of potential out of the astonishing Honda RC213V 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.

“ *Designed to deliver the perfect blend of raw power and refined performance...* ”

The streetfighter-inspired naked bike revolution is now officially in full force and Honda is ready to play with a bold lineup offering impressive performances across the board. The flagship CB1000R is simply stunning from every angle, vigorously designed to deliver the perfect blend of raw power with refined performance. The new CB650R 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 CB300R use striking design cues and the latest in technology to ensure the bikes are as functional as they are attractive.

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.



The widely recognized CBR series of sport bikes all continue to offer incredible engines, transmissions and handling, making them truly track-ready with plenty of street cred. The thrilling CBR1000RR SP is a powerful machine that delivers an outstanding power-to-weight ratio, making this supersport stronger, sharper and lighter than the previous generation.

It's also hard to match the aggressive design and innovative technology found in the new CBR650R. The truly updated CBR500R has inherited the supersport-inspired looks from the flagship CBR1000RR SP, along with impressive performance and overall value. For 2019, many of these Honda sport bike legends-in-the-making have been clad in distinctive CBR graphics that will keep them standing out from the crowd while still paying tribute to their Honda heritage. The latest lineup of Honda street bikes do many things very well, but above all else, they provide riders with the undeniable feeling of freedom and excitement while helping maintain control. Whether out on a weekend ride, or on the racetrack carving apexes, each sport and naked motorcycle – regardless of size – is expertly engineered to perform.

And let's not forget that Honda produces premium motorcycles that are just as reliable as they are fun to ride. Prepare to experience the incredible performance and advanced technology that's informed everything bearing the iconic wing mark badge.



CBR

1000RR SP



Previous model year shown

INSPIRED BY

CHAMPIONSHIP PERFORMANCE

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

Engineered with precision and designed with purpose, the Honda CBR1000RR SP delivers an outstanding power-to-weight ratio, making it stronger and lighter than its previous generation, while packing the latest technology derived from our groundbreaking Honda RC213V MotoGP™ machine – trusted by five-time MotoGP™ champion Marc Marquez, winner of the 2018 championship.

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 helping maintain control and dynamic technology, the CBR1000RR SP is 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 (RMSS) and Power Selector.

The flagship CBR1000RR SP marks a return to the roots of Honda super sport performance – one that riders will truly appreciate.



European model shown

European model shown

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.



DELIVERS BEYOND EXPECTATIONS

The powerful 16-valve DOHC engine and significant overall weight reduction are an ideal match for pure performance. The high power engine revs harder and higher thanks to its 13:1 compression ratio, advanced cam timing and high revving 15,000 rpm redline.

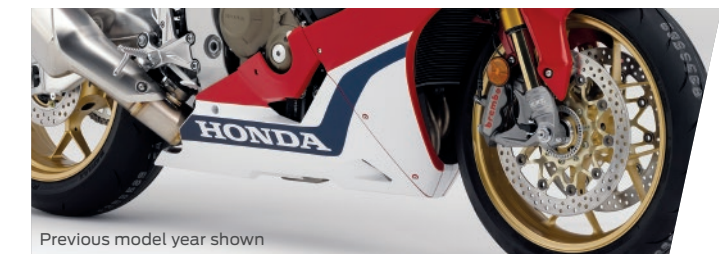
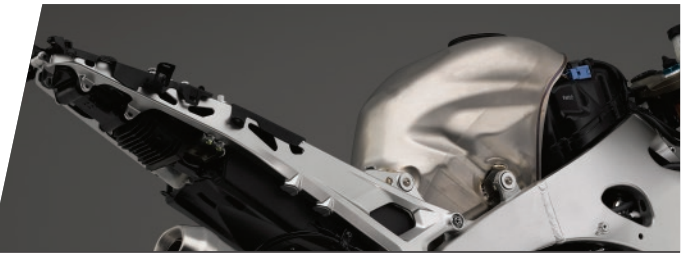


SHOW AND TELL

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.

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 16.2-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.



Previous model year shown

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 five-axis Inertial Measurement Unit (IMU), the CBR1000RR SP is specifically engineered for exceptional force and confident control.

QUICK SPECS

ENGINE TYPE
1,000 cc liquid-cooled inline four-cylinder

TRANSMISSION
Close-ratio six-speed (with Quickshifter)

BRAKES
Front: electronically controlled ABS - 320 mm dual disc with Brembo four-pistons radial mounted calipers and high performance track ready pads
Rear: electronically controlled ABS - 220 mm disc with single piston caliper

CURB WEIGHT
196 kg (432 lb.)
Including required fluids and full tank of gas – ready to ride

FUEL CAPACITY
16.2 litres

SEAT HEIGHT
834 mm (32.8 in.)

COLOUR
Grand Prix Red with Blue / White Graphic



CBR1000RR SP

CBR

650R



THE THRILL
OF CBR

When it comes to sport bikes, Honda offers an impressive range of models. The new 2019 Honda CBR650R is the latest sport bike to join the legendary CBR lineup, boasting a spectacular performance and striking design cues inherited from the flagship CBR1000RR SP. Armed with innovative sport bike technology and aggressive ergonomics, the CBR650R is among the most

well-balanced sport bike offerings in the Honda motorcycle roster. Ideal for riders seeking an aggressive look, sport bike performance, a balanced level of comfort and superb handling, the CBR650R is engineered for fun and much more.



DYNAMIC PERFORMANCE

The liquid-cooled 649 cc four-cylinder engine uses a compact internal architecture with cylinders canted forward 30 degrees for a lower centre of gravity and an impressive power-to-weight ratio. Not only does the new slipper clutch help to prevent rear-wheel lockup on downshifts, it also reduces the effort it takes to operate the clutch lever.



SPORTY SOUND AND FEEL

The sleek side-swept 4-1 exhaust features a dual-pass internal structure to reduce back pressure and deliver an addictive high-rpm howl that attests to the bike's CBR racing heritage.



LIGHTER FRAME

A lighter frame for 2019 to improve mass centralization, the twin-spar steel frame is engineered for sporty handling and a high level of rider feedback.

NEW INVERTED FORK

New inverted front fork and adjustable single rear shock complement the CBR650R's sporty character. The shock operates directly on the curved gravity-die-cast aluminum swingarm.



INSPIRED STYLING

New CBR1000RR SP-inspired styling includes a redesigned fairing incorporating dual LED headlights, plus LED turn signals and taillight. Handlebars have been lowered and footpegs raised and set back for improved rider manoeuvrability and mass centralization.

QUICK SPECS

ENGINE TYPE
649 cc liquid-cooled inline four-cylinder

TRANSMISSION
Six-speed

BRAKES
Front: Dual 310 mm wave discs with radial-mounted four-piston calipers and ABS

Rear: 240 mm disc with single-piston caliper and ABS

CURB WEIGHT
207.7 kg (458 lb.)
Including required fluids and full tank of gas – ready to ride

FUEL CAPACITY
15.4 litres

SEAT HEIGHT
810 mm (31.9 in.)

COLOUR
Grand Prix Red



CBR650R

CBR

500R



THE FORMULA FOR FUN

The CBR500R has established a brand-new formula for sport bike fun: it's a true, lightweight and agile mid-size motorcycle that's easy to operate and perfect for all types of riders – and all types of riding.

You can't miss the eye-catching bodywork and distinctive LED lights inspired by the flagship CBR1000RR SP, in addition to a sculpted fuel tank that helps to ride even further between fill-ups. Its front and rear suspension feature adjustable spring preload (five stage for the rear), adjustable brake lever, smooth quick

shifting six-speed gearbox and wave-style ignition key all make the CBR500R a great ride, at a great value.

The 471 cc liquid-cooled parallel-twin engine also plays a big part in the CBR500R's appeal, and when you crank the throttle, the undeniable sound of power from the sport-tuned exhaust system adds an additional thrill that riders will come to crave.



OPTIMUM POWERTRAIN

The 471 cc 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 power, adding up to excellent top-end performance. And to give you an even sportier ride, torque has been increased 4 percent in low- to mid-speed ranges of between 3,000 and 7,000 rpm. A light and compact roller rocker arm assembly and shim-type valve adjustment allows for a lower valve-spring load for reduced friction and a compact cylinder head.



THE SOUND OF POWER

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



ERGONOMIC DESIGN

Moving the handlebars lower and farther forward produces a more aggressive seating position that's ideal for sporty riding. Ergonomics were carefully configured to help ensure easy manoeuvring in town, an easy reach to the ground, as well as excellent comfort during long-distance highway trips.

NEW SLIPPER CLUTCH

Not only does the new slipper clutch help to prevent rear-wheel lockup on downshifts, it also reduces effort at the lever by almost half, helping to reduce rider fatigue particularly in city traffic or on long rides.



ADVANCED BREAKING

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. Equipped with sophisticated Honda ABS.



QUICK SPECS

ENGINE TYPE
471 cc liquid-cooled parallel twin

TRANSMISSION
Six-speed

BRAKES
Front: 320 mm single wave disc with two-piston caliper and two-channel ABS

Rear: 240 mm single wave disc with single-piston caliper and two-channel ABS

CURB WEIGHT
192 kg (423 lb.)
Including required fluids and full tank of gas – ready to ride

FUEL CAPACITY
17.1 litres

SEAT HEIGHT
785 mm (30.9 in.)

COLOUR
Grand Prix Red / Matte Axis Gray Metallic



CBR500R

CB1000R



NEO SPORTS CAFÉ REVOLUTION

Life moves fast, and so does the 2019 Honda CB1000R. Designed under the inspirational Neo Sports Café concept, the CB1000R is a modern yet minimalist machine with essential super sport power. The high-revving 998 cc four-cylinder engine and sport bike-derived handling are the driving force behind its unbelievable balance.

With plenty of power on tap and a lightweight design, the 2019 CB1000R features a stunning twenty percent improvement in power-to-weight ratio over the previous generation — this is a motorcycle made for motorcyclists.

Developed with plenty of head-turning style and bold personality, the

CB1000R also features a high-performance braking system and fully adjustable suspension for fine tuning — 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. 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.



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.



QUICK SPECS

ENGINE TYPE
998 cc liquid-cooled inline four cylinder

TRANSMISSION
Close-ratio six-speed

BRAKES
Front: Dual 310 mm discs with radial-mounted monobloc four-piston calipers and ABS

Rear: Single 256 mm disc with two-piston caliper and ABS

CURB WEIGHT
212 kg (467 lb.)
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



CB1000R

CB650R



AHEAD OF THE CURVE

The new and redesigned 2019 Honda CB650R is the result of naked motorcycle styling and aggressive design paired with dynamic performance and Honda CB heritage.

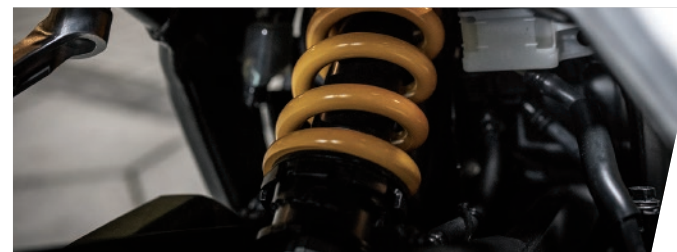
The stunning CB650R pays homage to many classic CB motorcycles from the past, and features exposed side sweeping downpipes reminiscent of the vintage CB400, along with the recognizable comfort and performance that suits nearly any riding style.

While tuned to provide smooth overall operation, the CB650R still offers plenty of excitement for those who crave real sport performance with a modern streetfighter twist. Don't be fooled by its minimalistic good looks though — its sharp response, quick acceleration, and riding comfort are the result of the impressive technology incorporated into its sleek design. The CB650R is made for those who thirst for bold performance and modern style.



BALANCED POWERTRAIN

Tuned for increased torque and effortless performance in low and mid-range power, the versatile 649 cc DOHC features direct cam actuation and 11.6:1 compression to increase peak power delivery at a thrilling 11,000 rpm. Not only does the new slipper clutch help to prevent rear-wheel lockup on downshifts, it also reduces the effort it takes to operate the clutch lever.



SPORTY SUSPENSION

The CB650R's front suspension showcases some leading-edge technology. The 41 mm fork is equipped with Showa's Separate Function Fork (SFF), which offers reduced weight, superior handling and excellent overall performance. A new aluminum lower triple clamp completes the picture.

STREETFIGHTER DESIGN

The exposed side-swept downpipes pay homage to the vintage CB400, while also offering a modern streetfighter design twist. The exhaust now sports a larger bore tail pipe angled upwards to increase airflow while producing an emotive sound.



BETTER BREAKING

Featuring huge 310 mm discs, the new CB650R also comes with radial-mounted four-piston calipers in the front with 240 mm disc at the rear. This paired with the two-channel ABS results in premium sportbike stopping power that's linear and easy to modulate.

QUICK SPECS

ENGINE TYPE

649 cc liquid-cooled inline four-cylinder

TRANSMISSION

Six-speed

BRAKES

Front: Dual 310 mm discs with radial-mounted four-piston calipers, two-channel ABS

Rear: Disc 240 mm with single-piston caliper, two-channel ABS

CURB WEIGHT

202.7 kg (447 lb.)

Including required fluids and full tank of gas – ready to ride

FUEL CAPACITY

15.4 litres

SEAT HEIGHT

810 mm (31.9 in.)

COLOUR

 Candy Chromosphere Red

 Graphite Black



CB650R

CB500F



TAKE THE ROAD

LESS TRAVELLED

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

The CB500F has the advanced technology, practical features and user-friendly character you expect from a Honda motorcycle, while the LED headlight and taillight, and stunning bodywork uncovers more of the bike's high-tech engine and chassis components.

Its CBR-spec parallel-twin fuel-injected engine pulls 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 twisting backroad, you'll ride with confidence and control provided by standard ABS brakes.

When you're ready for a ride that's anything but ordinary, the CB500F is ready to provide a thrilling experience.



COMFORTABLE AND SPORTY RIDE

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



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.



MORE POWER, MORE TORQUE

The 471 cc 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 excellent top-end power. A 4% boost in power and torque for 2019 results in even sportier performance.

NEW SLIPPER CLUTCH

Not only does the new slipper clutch help to prevent rear-wheel lockup on downshifts, it also reduces effort at the lever by almost half, helping to reduce rider fatigue particularly in city traffic or on long rides.



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, two-channel ABS gives you extra peace of mind on reduced-traction road surfaces.

QUICK SPECS

ENGINE TYPE
471 cc liquid-cooled parallel twin

TRANSMISSION
Six-speed

BRAKES
Front: 320 mm single wave disc with two-piston caliper and two-channel ABS

Rear: 240 mm single wave disc with single-piston caliper and two-channel ABS

CURB WEIGHT
189 kg (417 lb.)
Including required fluids and full tank of gas – ready to ride

FUEL CAPACITY
17.1 litres

SEAT HEIGHT
785 mm (30.9 in.)

COLOUR
Grand Prix Red / Matte Gunpowder Black Metallic



CB500F

CB300R

URBAN STREETFIGHTER

The Honda CB300R combines an urban streetfighter design with CBR-spec performance. The result is a motorcycle that's so versatile and user-friendly, you'll want to ride it everywhere. Minimal bodywork, lightweight, and a wide, flat handlebar all contribute to the CB300R's energetic character and overall maneuverability.

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 inspires plenty of confidence

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 much fun will appeal to all kinds of riders — novices and experts alike — which is partly 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, at just the right price.



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.



LIGHTWEIGHT & ATTRACTIVE

The light and compact engine contributes to the CB300R's agile steering, intuitive handling and impressive power-to-weight ratio, allowing it to compete with twin-cylinder bikes of similar displacement.

INFORMATION AT A GLANCE

A full-function LCD instrument display provides speed, engine rpm, fuel level and gear position simply, with warning lights arrayed across the top.



PREMIUM CONSTRUCTION

The CB300R's frame — which helps underpin its minimalist style, drawn on the same Neo Sports Café lines as the CB1000R and CB650R — is constructed with tubular and pressed steel; the swingarm is manufactured from steel plate, irregularly shaped in cross-section.



STANDARD ABS

The 296 mm front disc brake uses a Nissin four-piston caliper with 220 mm rear disc brake featuring single piston caliper. Both are modulated by standard two channel ABS to help provide great control even on difficult road surfaces.



QUICK SPECS

ENGINE TYPE
286 cc liquid-cooled single-cylinder

TRANSMISSION
Six-speed

BRAKES
Front: 296 mm single wave disc with radial-mount four-piston caliper and two-channel ABS

Rear: 220 mm single wave disc with single piston caliper and two-channel ABS

CURB WEIGHT
144 kg (317 lb.)
Including required fluids and full tank of gas — ready to ride

FUEL CAPACITY
10.1 litres

SEAT HEIGHT
800 mm (31.5 in.)

COLOUR
Candy Chromosphere Red
Matte Axis Grey Metallic



CB300R

GROM™



REDUCED SIZE, INCREASED FUN

It's impossible to sit on the GROM™ without breaking out into a huge smile. That's because this 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 GROM™ such a blast to ride? It 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 means that the excitement begins with the push of a button.

And although the GROM™ is compact (with a super-low 760 mm [29.9 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, front and rear disc brakes, and full instrumentation along with bright LED lighting complete the package.

The GROM™ even lets you share the fun with a passenger thanks to its two-tier seat, featuring a more defined tail section and sporty low-mount muffler design.

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

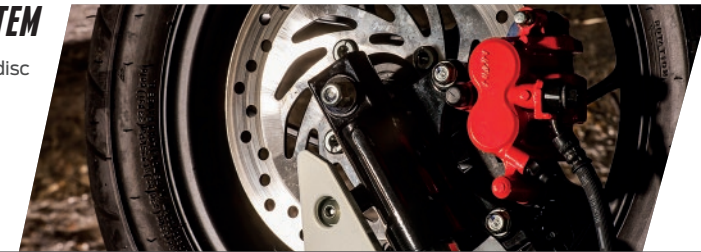
Previous model year shown



Previous model year shown

POWERFUL BRAKING SYSTEM

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



GET NOTICED

Check out the aggressive bodywork and eye-catching new colours for 2019. The bright LED is also sure to get noticed.



EFFICIENT FUN FACTOR

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

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

INTUITIVE DISPLAY



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.



Previous model year shown

QUICK SPECS

ENGINE TYPE
125 cc air-cooled single-cylinder

TRANSMISSION
Four-speed

BRAKES
Front: Single 220 mm disc with dual-piston caliper
Rear: Single 190 mm disc with single-piston calipers

CURB WEIGHT
104 kg (229 lb.)
including required fluids and full tank of gas – ready to ride

FUEL CAPACITY
5.7 litres

SEAT HEIGHT
760 mm (29.9 in.)

COLOUR
Red Orange



GROM™

SPORT



CBR1000RR SP



CBR650R



CBR500R

Engine type	Liquid-cooled inline four-cylinder	Liquid-cooled inline four-cylinder	Liquid-cooled parallel twin
Displacement	1000 cc	649 cc	471 cc
Bore & stroke	76 mm x 55.1 mm	67 mm x 46 mm	67 mm x 66.8 mm
Compression ratio	13:1	11.6:1	10.7:1
Valve train	Chain-driven DOHC, four valves per cylinder	Chain-driven DOHC, four valves per cylinder	Chain-driven DOHC, four valves per cylinder
Fuel delivery	PGM - Dual Stage Fuel Injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection
Transmission	Six-speed close-ratio (with Quickshifter)	Six-speed	Six-speed
Final drive	#525 O-ring-sealed chain	#525 O-ring-sealed chain	#520 O-ring-sealed chain
Front suspension	43 mm telescopic inverted fork NIX30 Smart-EC (Öhlins) with preload, compression and rebound adjustments, 110 mm (4.3 in.) travel	41 mm SFF (Separate Function front Fork) inverted fork; 108 mm (4.25 in.) travel	41 mm telescopic fork with spring preload adjustment; 120 mm (4.7 in.) travel
Rear suspension	Unit Pro-Link® with gas-charged TTX36 Smart-EC (Öhlins) single shock featuring preload, compression and rebound adjustments, 133 mm (5.2 in.) travel	Showa Monoshock with seven-stage spring preload adjustment; 128 mm (5.04 in.) travel	Pro-Link® single shock with spring preload adjustment; 119 mm (4.7 in.) travel
Tires	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
Brakes	Front: electronically controlled ABS - 320 mm dual disc with Brembo four pistons radial mounted calipers and high performance track ready pads Rear: electronically controlled ABS - 220 mm disc with single piston caliper	Front: dual 310 mm wave discs with radial-mounted four-piston calipers and two-channel ABS Rear: 240 mm disc with single-piston caliper and two-channel ABS	Front: 320 mm single wave disc with two-piston caliper and two-channel ABS Rear: 240 mm single wave disc with single-piston caliper and two-channel ABS
Seat height	834 mm (32.8 in.)	810 mm (31.9 in.)	785 mm (30.9 in.)
Wheelbase	1,405 mm (55.3 in.)	1,450 mm (57 in.)	1,410 mm (55.5 in.)
Curb weight*	196 kg (432 lb.)	207.7 kg (458 lb.)	192 kg (423 lb.)
Fuel capacity	16.2 litres	15.4 litres	17.1 litres
Colours	Grand Prix Red with Blue/White Graphite	Grand Prix Red	Grand Prix Red Matte Axis Grey Metallic

NAKED



CB1000R



CB650R



CB500F



CB300R



GROM™

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	Air-cooled single-cylinder 125 cc
75 mm x 56.5 mm 11.6:1	67 mm x 46 mm 11.6:1	67 mm x 66.8 mm 10.7:1	76 mm x 63 mm 10.7:1	52.4 mm x 57.9 mm 9.3:1
Chain-driven DOHC, four valves per cylinder PGM - Dual Stage Fuel Injection Six-speed close-ratio	Chain-driven DOHC, four valves per cylinder PGM-FI electronic fuel injection Six-speed	Chain-driven DOHC, four valves per cylinder PGM-FI electronic fuel injection Six-speed	Chain-driven DOHC, four valves per cylinder PGM-FI electronic fuel injection Six-speed	Chain-driven SOHC, two valves per cylinder PGM-FI electronic fuel injection Four-speed
#525 O-ring-sealed chain	#525 O-ring-sealed chain	#520 O-ring-sealed chain	#520 O-ring-sealed chain	#420 O-ring-sealed chain
Telescopic SFF-BP (Separate Function front Fork - Big Piston) inverted Showa fork, 109 mm (4.3 in.) travel	41 mm Showa SFF (Separate Function front Fork) inverted fork; 108 mm (4.25 in.) travel	41 mm telescopic fork with spring preload adjustment; 120 mm (4.7 in.) travel	41 mm telescopic fork; 118 mm (4.6 in.) travel	31 mm inverted fork; 100 mm (3.9 in.) travel
Single shock Showa BFRC (Balance Free Rear Cushion) with preload adjustment; 131 mm (5.2 in.) travel	Showa Monoshock damper with seven-stage adjustable preload, 128 mm (5.04 in.) travel	Pro-Link® single shock with spring preload adjustment; 119 mm (4.7 in.) travel	Pro-Link® single shock with spring preload adjustment; 132 mm (5.2 in)	Single shock w/ steel box-section swingarm; 103 mm (4.1 in.) travel
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: 150/60-17	Front: 120/70-12 Rear: 130/70-12
Front: Dual 310 mm discs with radial-mounted monobloc four-piston calipers and ABS Rear: single 256 mm disc with two-piston caliper and ABS	Front: Dual 310 mm discs with radial-mounted four-piston calipers, two-channel ABS Rear: Disc 240 mm with single-piston caliper, two-channel ABS	Front: 320 mm single wave disc with two-piston caliper and two-channel ABS Rear: 240 mm single wave disc with single-piston caliper and two-channel ABS	Front: 296 mm single wave disc with radial-mount four-piston caliper and two-channel ABS Rear: 220 mm single wave disc with single piston caliper and two-channel ABS	Front: Single 220 mm disc with dual-piston caliper Rear: Single 190 mm disc with single piston caliper
830 mm (32.7 in.) 1,455 mm (57.3 in.) 212 kg (467 lb.)	810 mm (31.9 in.) 1,450 mm (57 in.) 202.7 kg (447 lb.)	785 mm (30.9 in.) 1,410 mm (55.5 in.) 189 kg (417 lb.)	800 mm (31.5 in.) 1,355 mm (53.3 in.) 144 kg (317 lb.)	760 mm (29.9 in.) 1,200 mm (47.2 in.) 104 kg (229 lb.)
16.2 litres	15.4 litres	17.1 litres	10.1 litres	5.7 litres
Graphite Black	Candy Chromosphere Red Graphite Black	Grand Prix Red Matte Gunpowder Black Metallic	Candy Chromosphere Red Matte Axis Grey Metallic	Orange Red

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

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