



SPORT/NAKED/SCOOTER 2020



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.

“Trust your instincts, trust your talent, and keep on riding.”

Marc Márquez

8-time world champion and
Repsol Honda Team Rider



2021 CBR1000RR-R Fireblade SP



CBR650R



CBR500R



CB1000R



CB650R



CB500F



CB300R



GROM™



RUCKUS

SPORT

NAKED

SCOOTER

2021
CBR
FIREBLADE
CBR1000RR-R^{SP}



TOTAL CONTROL FOR THE TRACK



MOTOGP™ DNA

The CBR1000RR-R Fireblade SP has been created from the ground up with heavy input from the HRC MotoGP™ development program. The engine and chassis technology lean heavily on that of the RC213V-S 'Street legal MotoGP™ machine', with aerodynamics drawn from the RC213V MotoGP™ bike. The Fireblade SP engine, handling and aerodynamics are built for outright track performance.



MAXIMUM POWER

To help achieve the maximum power output and the required valve size, combustion efficiency and friction reduction, the Fireblade SP engine shares the same 'over square' 81 mm bore and 48.5 mm stroke as the RC213V-S – a radical change from the 76 x 55 mm of the previous design, and the largest bore size among current inline four-cylinder 1000 cc machines.



REDUCED FRICTION

The engine's durability has been improved by reducing internal friction, the cam lobes are now coated in Diamond Like Carbon (DLC) – similar to the RC213V-S. This is the first time this process has been used on a mass-production motorcycle. The cylinders also feature a built-in bottom bypass (patent-pending) which circulates cool water from the radiator into the main water jacket, while the area below uses non-cooled water. The outcome is a lower, more even temperature at all points across the bores for less distortion and friction.



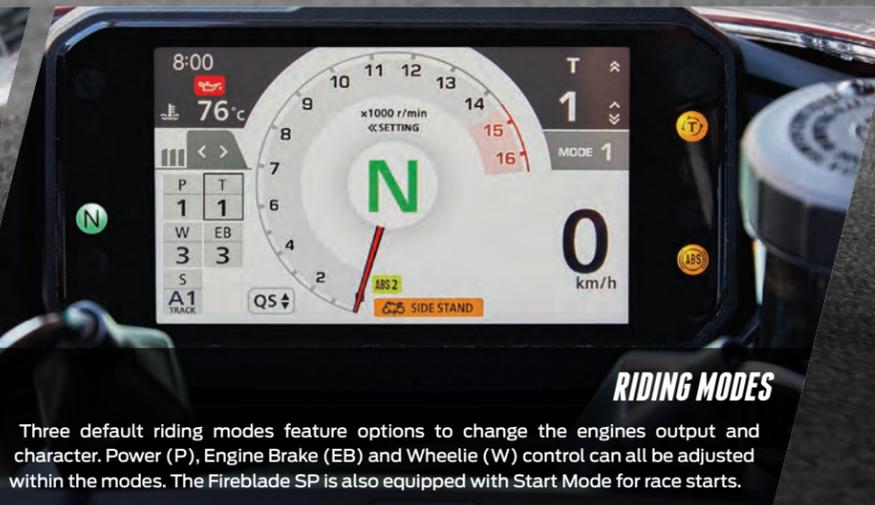
SEMI-CAM GEAR TRAIN

The valve train is driven by a new (patent-pending) semi-cam gear train system. To drive such high-RPM/high-cam lift performance the chain is driven from the timing gear located on the crank shaft via the cam idle gear – making it shorter in length and reducing weight.



RAM-AIR INDUCTION

A ram-air duct located in the front fairing tip feeds through the headstock, around the steering stem and into the airbox; this smooth path is made possible by the application of Honda's Smart Key System. The area of the opening for this system is equivalent to that of the RC213V MotoGP™ machine and its design provides high ram pressure in a stable manner at a wide range of speeds.



RIDING MODES

Three default riding modes feature options to change the engine's output and character. Power (P), Engine Brake (EB) and Wheelie (W) control can all be adjusted within the modes. The Fireblade SP is also equipped with Start Mode for race starts.

CBR

650R



COLOUR OUTSIDE

THE LINES

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.

SPORTY SOUND AND FEEL

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

SUSPENSION

The CBR650R's front end is equipped with 41 mm Showa®'s Separate Function Fork (SFF) which offers reduced weight, exceptional rigidity, and excellent overall performance. An aluminum lower triple clamp completes the picture. The shock operates directly on the curved gravity-die-cast aluminum swingarm.

BRAKES

Radial-mounted four-piston calipers work the front 310 mm discs, while the rear brake squeezes a 240 mm disc. Standard ABS provides added peace of mind during sudden stops or when riding on uncertain surfaces.

HONDA SELECTABLE TORQUE CONTROL (HSTC)

The Honda Selectable Torque Control (HSTC) controls torque output by detecting differences in the slip ratio between front and rear wheels. When the rear tire loses traction on a slippery surface, HSTC is engineered to instantly kick-in and suppresses torque by controlling fuel injection to help inhibit rear tire slip. User adjustable, the system can also be turned off.

SLIPPER CLUTCH

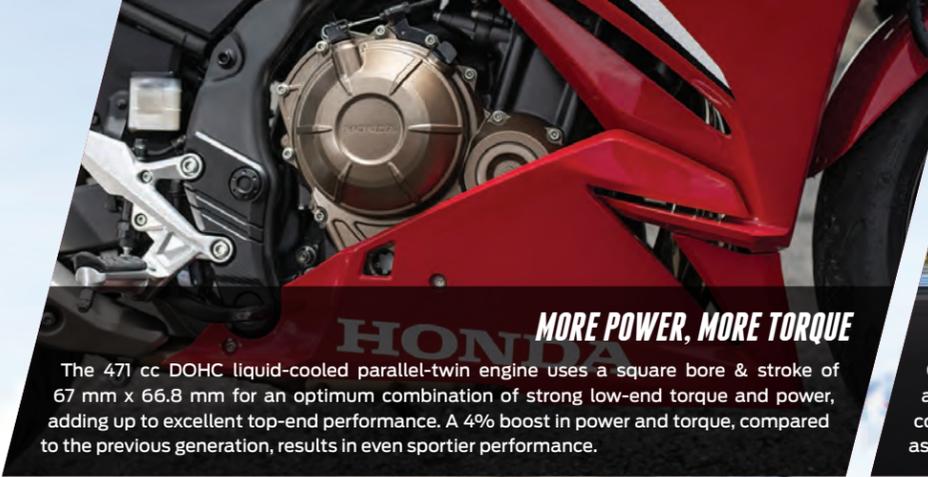
Not only does the slipper clutch help to prevent rear-wheel lockup on downshifts, it also helps reduce the effort it takes to operate the clutch lever.

CBR

500R



AWAKEN YOUR
500 SENSES



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 power, adding up to excellent top-end performance. A 4% boost in power and torque, compared to the previous generation, results in even sportier performance.



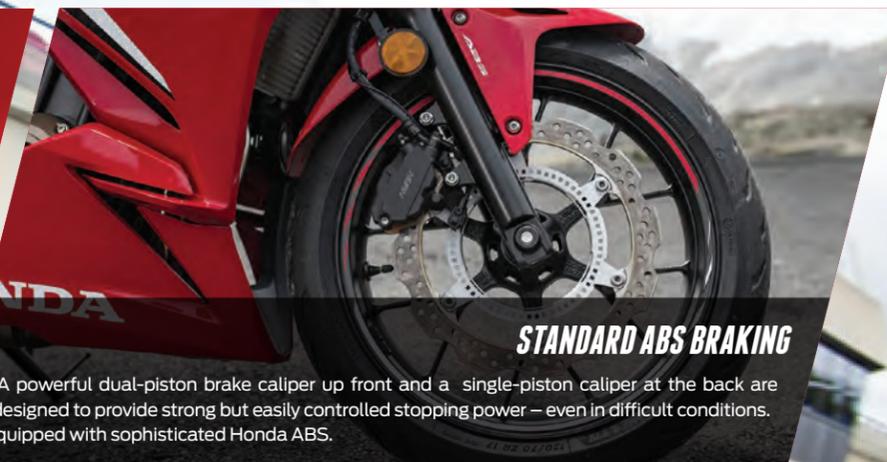
SPORTY RIDING POSITION

Clip-on handlebars are positioned lower and farther forward, producing a more aggressive seating position that's ideal for sport 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.



SLIPPER CLUTCH

Not only does the 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.



STANDARD ABS BRAKING

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.



INCREASED RANGE

It not only looks more aggressive, but the redesigned fuel tank also boasts increased capacity of 17.1 litres for longer rides and fewer stops.



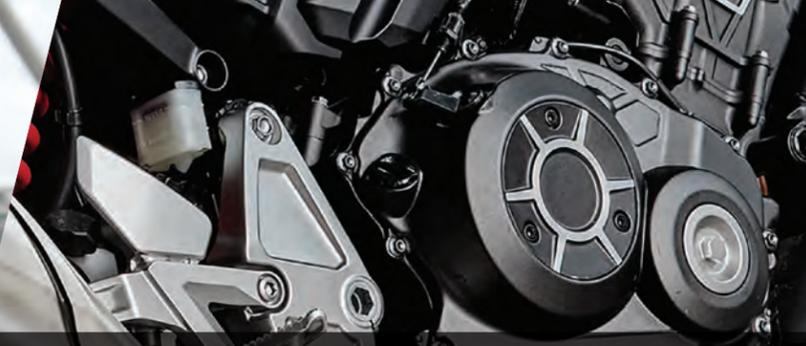
COMFORTABLE AND SPORTY RIDE

The Pro-Link® rear suspension boasts a single-tube shock absorber (as found on larger capacity sportbikes) with five-stage spring preload adjustment, replacing the double-tube design of the previous model. Its large-diameter piston helps to ensure excellent suspension response and improved heat dissipation. The shock connects to a rigid box-section steel swingarm with pressed-steel chain-adjustment end pieces. Both the shock and the adjustable 41 mm fork are calibrated for a comfortable but sporty ride.

CB1000R



THE NEO SPORT CAFÉ
REVOLUTION



DYNAMIC PERFORMANCE

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



SIGNATURE STYLE

The 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.



SPORT-TUNED SUSPENSION

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



AUTHENTIC SOUND

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.



RIDE MODES

Fully equipped with multiple riding modes to match your riding style, including four selectable throttle-response modes (Standard, Sport, Rain, User)



ADVANCED BRAKING

High-performance braking system with dual front discs shared with the flagship CBR1000R with standard two-channel ABS.

CB650R



AHEAD OF
THE CURVE

Accessorized model shown



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 slipper clutch help to prevent rear-wheel lockup on downshifts, it also helps reduce the effort it takes to operate the clutch lever.



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, exceptional handling and excellent overall performance. An aluminum lower triple clamp completes the picture. The shock operates directly on the curved gravity-die-cast aluminum swingarm and offers 7 levels of preload adjustment.



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.



BRAKES

Featuring huge 310 mm discs, the 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.



LIGHTER FRAME

The CB650R's twin-spar steel frame is engineered to be light, strong and to improve mass centralization, providing the basis for the bike's sporty handling and high level of rider feedback.



LIGHTER WHEELS

Y-shaped five-spoke blacked-out wheels combine rigidity with reduced weight for more nimble handling and improved bump absorption.

CB500F



TAKE THE ROAD
LESS TRAVELLED

COMFORTABLE AND SPORTY RIDE

The Pro-Link® rear suspension boasts a single-tube shock absorber (as found on larger capacity sportbikes) with five-stage spring preload adjustment, replacing the double-tube design of the previous model. Its large-diameter piston helps to ensure excellent suspension response and improved heat dissipation. Both the shock and the adjustable 41 mm fork are calibrated for a comfortable but sporty ride.

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, compared to the previous generation, results in even sportier performance.

SLIPPER CLUTCH

Not only does the 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.

CRISP THROTTLE RESPONSE

PGM-FI electronic fuel injection keeps the engine running efficiently in virtually all conditions and helps ensure crisp throttle response and powerful torque at low to mid RPM.

EASY SHIFTING

The gear indicator and adjustable shift-up indicator make it even easier to use the smooth-shifting six-speed gearbox.



CB300R



ESSENTIAL
CAFÉ RACER

PERFORMANCE ADVANTAGE

The CB300R's compact 286 cc DOHC four-valve, liquid-cooled, single-cylinder engine is valued among riders for its free-revving, responsive nature. The engine also works extraordinarily well in real-world road-riding conditions, providing plenty of power both around town and out on the highway.

INFORMATION AT A GLANCE

A thin lightweight full-function LCD instrument display provides speed, engine RPM, fuel level and gear shift indicator 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

Front brake is a radial-mounted, 4-piston calliper, wave-style disc brake. The rear is a single piston caliper, 220 mm wave disc and both are regulated during use by 2-channel ABS. This high-specification system works through an Inertial Measurement Unit (IMU) providing a fine y-balanced, front-to-rear operation and incredible feel, in virtually all riding conditions.

CONFIDENCE INSPIRING

The power of the engine combined with the six-speed transmission produces a remarkably broad torque curve for strong low-RPM performance. This makes the CB300R easy to ride, in both stop-and-go situations and on the highway, while also returning impressive fuel economy ratings.

LESS VIBRATION - MORE COMFORT

A gear-driven counterbalance shaft helps quell engine vibration for enhanced rider comfort. It's located so close to the crankshaft that the balancer weight passes between the two crank weights to keep the engine as compact as possible while improving mass centralization.

GROM™



**REDUCED SIZE,
INCREASED FUN**



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.



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.



INTUITIVE DISPLAY

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



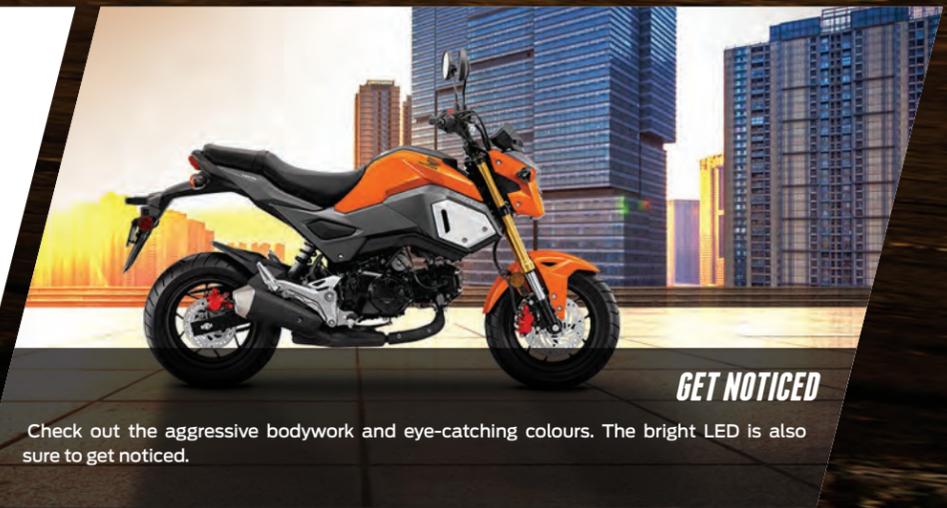
EXCELLENT THROTTLE RESPONSE

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.



GET NOTICED

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

RUCKUS



LIFE'S MORE FUN WHEN YOU
START A RUCKUS

Comfort and confidence

Well-padded seat boasts a low 735 mm (28.9 in.) seat height for added confidence at stops.



Excellent night vision

Dual headlights with two 35-watt bulbs. Low/high beams provide added nighttime illumination.



Information at your fingertips

Instrumentation includes analog speedometer and odometer, and indicator lights for fuel, coolant temperature and low/high beam. Fuel indicator light comes on with 1.1 litres remaining.



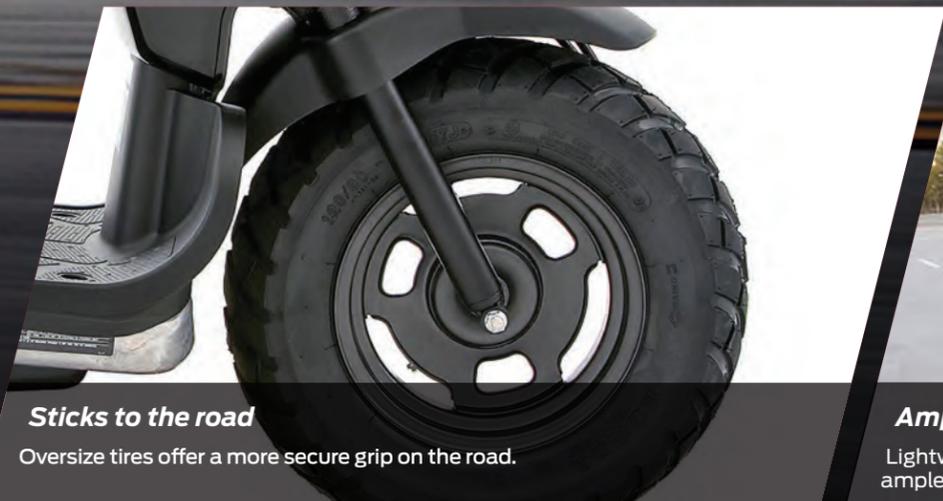
Stopping power

Front and rear drum brakes offer more predictable, powerful stopping.



Sticks to the road

Oversize tires offer a more secure grip on the road.



Ample power

Lightweight 49 cc 4-stroke OHC liquid-cooled single-cylinder engine provides ample power for in-town riding.



SPORT



CBR1000RR-R Fireblade SP



CBR650R



CBR500R

NAKED



CB1000R



CB650R



CB500F



CB300R



GROM™



RUCKUS

SCOOTER

Engine type	Liquid-cooled inline four-cylinder	Liquid-cooled inline four-cylinder	Liquid-cooled parallel twin	Liquid-cooled inline four-cylinder
Displacement	1000 cc	649 cc	471 cc	998 cc
Bore & stroke	81 mm x 48.5 mm	67 mm x 46 mm	67 mm x 66.8 mm	75 mm x 56.5 mm
Compression ratio	13.0 : 1	11.6:1	10.7:1	11.6:1
Valve train	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder
Fuel delivery	PGM-DSFI - Dual Stage Fuel Injection	PGM-FI electronic fuel injection with 32 mm throttle bodies	PGM-FI electronic fuel injection with 34 mm throttle bodies	PGM-FI electronic fuel injection with 44 mm throttle bodies
Transmission	6-speed (with Quickshifter)	Six-speed	Six-speed	Close-ratio six-speed
Final drive	#520 O-ring sealed chain (16T/43T)	#525 O-ring-sealed chain (15T/42T)	#520 O-ring-sealed chain (15T/41T)	#525 O-ring-sealed chain (15T/44T)
Front suspension	43 mm telescopic inverted fork Ohlins NPX Smart Electronically Controlled suspension (Smart-EC) with preload, compression and rebound adjustments; 125 mm (4.9 in.) travel	41 mm Showa SFF (Separate Function front Fork) inverted fork; 108 mm (4.3 in.) travel	41 mm telescopic fork with spring preload adjustment; 108 mm (4.3 in.) travel	Telescopic SFF-BP (Separate Function Fork - Big Piston) inverted Showa fork with spring preload, rebound and compression damping adjustability; 109 mm (4.3 in.) travel
Rear suspension	Pro-Link® with gas-charged Ohlins TTX36 Smart-EC single shock featuring preload, compression and rebound adjustments; 143 mm (5.6 in.) travel	Showa monoshock damper with 7-stage adjustable preload; 128 mm (5 in.) travel	Pro-Link® single shock with 5-stage spring preload adjustment; 119 mm (4.7 in.) travel	Single shock Showa BFRC (Balance Free Rear Cushion) with preload and damping adjustability; 131 mm (5.2 in.) travel
Tires	Front: 120/70-ZR17 Rear: 200/55-ZR17	Front: 120/70ZR-17 Rear: 180/55ZR-17	Front: 120/70ZR-17 Rear: 160/60ZR-17	Front: 120/70ZR-17 radial Rear: 190/55ZR-17 radial
Brakes	Front: Dual 330 mm discs with 4-piston Brembo Stylema radial-mount calipers Rear: Single 220 mm disc with 2-piston Brembo caliper ABS: 2-channel ABS with switchable SPORT/TRACK modes	Front: Dual 310 mm discs with radial-mounted four-piston calipers Rear: 240 mm disc with single-piston caliper ABS: 2-channel ABS	Front: 320 mm single wave disc with two-piston caliper Rear: 240 mm single wave disc with single-piston caliper ABS: 2-channel ABS	Front: Dual 310 mm discs with radial-mounted monobloc four-piston calipers Rear: Single 256 mm disc with two piston calipers ABS: ABS
Seat height	830 mm (32.7 in.)	810 mm (31.9 in.)	785 mm (30.9 in.)	830 mm (32.7 in.)
Wheelbase	1,460 mm (57.5 in.)	1,450 mm (57.1 in.)	1,410 mm (55.5 in.)	1,455 mm (57.3 in.)
Curb weight*	201 kg (443 lb.)	207 kg (456 lb.)	192 kg (423 lb.)	212 kg (467 lb.)
Fuel capacity	16.1 litres	15.4 litres	17.1 litres	16.2 litres
Colours	Tricolour	Grand Prix Red	Grand Prix Red Mat Axis Grey Metallic	Mat Pearl Glare White

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

Engine type	Liquid-cooled inline four-cylinder	Liquid-cooled parallel twin	Liquid-cooled, single-cylinder	Air-cooled, single-cylinder	Liquid-cooled single-cylinder 4-stroke
Displacement	649 cc	471 cc	286 cc	125 cc	49.4 cc
Bore & stroke	67 mm x 46 mm	67 mm x 66.8 mm	76 mm x 63 mm	52.4 mm x 57.9 mm	37.8 mm x 44 mm
Compression ratio	11.6:1	10.7:1	10.7:1	9.3:1	11.9:1
Valve train	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven SOHC, 2 valves per cylinder	SOHC, 2 valves
Fuel delivery	PGM-FI electronic fuel injection with 32 mm throttle bodies	PGM-FI electronic fuel injection with 34 mm throttle bodies	PGM-FI electronic fuel injection with 38 mm throttle body	PGM-FI electronic fuel injection	Carburetor 18 mm, CV type with auto choke
Transmission	Six-speed	Six-speed	Six-speed	Four-speed	Automatic V-Matic
Final drive	#525 O-ring-sealed chain (15T/42T)	#520 O-ring-sealed chain (15T/41T)	#520 O-ring-sealed chain	#420 O-ring-sealed chain	Belt
Front suspension	41 mm Showa SFF (Separate Function front Fork) inverted fork; 108 mm (4.3 in.) travel	41 mm telescopic fork with spring preload adjustment; 108 mm (4.3 in.) travel	41 mm telescopic fork; 118 mm (4.6 in.) travel	31 mm inverted fork; 100 mm (3.9 in.) travel	Twin downtube fork; 55 mm (2.2 in.) travel
Rear suspension	Showa monoshock damper with 7-stage adjustable preload; 128 mm (5 in.) travel	Pro-Link® single shock with 5-stage spring preload adjustment; 119 mm (4.7 in.) travel	Pro-Link® single shock with 7 stage spring preload adjustment; 132 mm (5.2 in.) travel	Single shock with steel box-section swingarm; 103 mm (4.1 in.) travel	Single shock; 65 mm (2.6 in.) travel
Tires	Front: 120/70ZR-17 Rear: 180/55ZR-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: 120/90-10 Rear: 130/90-10
Brakes	Front: Dual 310 mm discs with radial-mounted four-piston calipers Rear: Disc 240 mm with single-piston caliper ABS: 2-channel ABS	Front: 320 mm single wave disc with two-piston caliper Rear: 240 mm single wave disc with single-piston caliper ABS: 2-channel ABS	Front: 296 mm disc with radial-mount 4-piston caliper Rear: 220 mm disc with single piston caliper ABS: 2-channel ABS with IMU	Front: Single 220 mm disc with dual-piston caliper Rear: Single 190 mm disc with single-piston caliper	Front: Drum Rear: Drum
Seat height	810 mm (31.9 in.)	785 mm (30.9 in.)	800 mm (31.5 in.)	760 mm (29.9 in.)	735 mm (28.9 in.)
Wheelbase	1,450 mm (57.1 in.)	1,410 mm (55.5 in.)	1,355 mm (53.3 in.)	1,200 mm (47.2 in.)	1,265 mm (49.8 in.)
Curb weight*	201 kg (443 lb.)	189 kg (417 lb.)	144 kg (317 lb.)	104 kg (229 lb.)	88 kg (194 lb.)
Fuel capacity	15.4 litres	17.1 litres	10.1 litres	5.7 litres	5 litres
Colours	Candy Chromosphere Red Graphite Black	Grand Prix Red Mat Gunpowder Black Metallic	Black Mat Crypton Silver	Halloween Orange Red	Black

HONDA

Financial Services

We make it easier to make it yours!

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

Honda Warranty = Added peace of mind.

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



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

Design and innovation—inside and out.

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



Plus

Why Honda?

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

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



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