

Super Sports 2005

Honda Racing DNA



>>> Riding the 250cc Honda Technica Movistar RS250RW, Daniel Pedrosa clinched the 2004 MotoGP 250cc World Championship. Making history as the youngest ever 250cc champion, he's also first to take back-to-back MotoGP 125cc and 250cc world titles since 1956/60.



HONDA RS250RW | 04



HONDA RS125R | 04



HONDA CBR600RR | 04

>>> On board the Ten Kate Honda CBR600RR, Karl Muggeridge won his first and his team's third World Supersport Championship in 2004. On his way to victory he claimed eight pole positions in nine attempts in final qualifying – truly dominating!

'HONDA RACES, HONDA WINS': A PROVERB IN MOTORCYCLE RACING. AND IT'S NO SECRET WHY



HONDA RS250RW | 04



HONDA RS250RW | 04



HONDA RS250RW | 04



HONDA RS250RW | 04



HONDA RS250RW | 04

WITH RACE WINNING PERFORMANCE

THE HONDA PHILOSOPHY THAT 'RACING IMPROVES THE BREED' IS CLEARLY DEMONSTRATED ON THE RACE CIRCUITS THROUGHOUT THE WORLD. YEAR AFTER YEAR, HONDA'S TOP TEAMS DEVOTE THEIR SPIRITED ENERGY TO CREATING AND FINE-TUNING THE FINEST TECHNOLOGIES, THE LATEST INNOVATIONS IN THE RELENTLESS PURSUIT OF VICTORY. TO SUCCEED IN RACING YOU'VE GOT TO LOVE IT – PASSIONATELY. YOU DO WHAT YOU DO BECAUSE IT'S IN THE BLOOD. IT'S WHAT WE CALL HONDA RACING DNA.



Honda's devotion to racing inspires its engineers to challenge convention, to think in new ways, to always question the status quo. To lead the way in engine technology and the world of motorcycles. There again, wouldn't you expect that from the world's largest engine producer who has notched up a greater number of motorcycle Grand Prix wins than any other motorcycle manufacturer. You could say that Honda more than fulfils its Power of Dreams.

>>> CHAMPIONSHIP GLORY AGAIN AND AGAIN - BACK-TO-BACK VICTORIES

>>> Aboard the CBR600RR, Karl Herra of the H&M Plant Honda Racing team retained the British Supersport crown for the second consecutive season – the third time he's won the championship in four years.



>>> Our dedication to racing as the ultimate testing ground has resulted in countless victories in the world of motorcycle racing. It has also enabled us to push the limits of performance in all the motorcycles we make. To create winning solutions for tomorrow's track and road machines.

The sensational '05 Super Sports line-up from Honda brings together a stable of the most awe-inspiring machines with the performance to rule whatever tarmac they set their tyres to.



This is Super Sports at its best. But don't just take our word for it. One ride proves it, but as you soon find... on track or on road, on a Honda motorcycle one ride is never enough!



THE BEST GETS BETTER

ELECTRIFIED BY AN INVIGORATING NEW DOSE OF HONDA RACING DNA, THE NEW CBR600RR RE-ASSERTS ITS CLAIM TO ITS SUPER SPORTS CROWN AND IS ALL SET TO REIGN IN THE WORLD CHAMPIONSHIPS YET AGAIN.



CBR600RR



03 CBR600RR 04

SUPERSPORT WORLD CHAMPIONS AND SUPERSPORT BRITISH CHAMPIONS

>>> In 2003, Chris Vermeulen racing the CBR600RR in its first year of competition, retained the World Supersport championship crown for Honda. This was to be immediately repeated in 2004 by Karl Muggeridge of the Ten Kate Honda team on the all-conquering CBR600RR. A feat also achieved by Karl Harris of the HM 'Pen Honda team who, aboard the CBR600RR, retained the British Supersport crown for the second consecutive year.

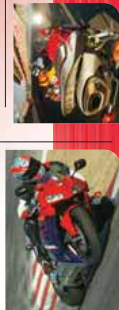


HMS
PHEM-CH
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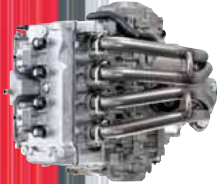
Since exploding onto the scene on the coat-tails of Honda's race-winning MotoGP sensation the RC211V, the formidable CBR600RR has raised the standards of performance in the Super Sport class. Winning both World and British Supersport Championships in only its debut year, and successfully retaining both championship crowns in 2004, the CBR600RR has rapidly become known for its race-dominating performance.

Now, a new CBR600RR takes to the street powered by the same blazing 599 cm³ liquid-cooled 4-stroke 16-valve DOHC inline-4 engine, now fine-tuned for a stronger mid-range thrust and faster acceleration. Its advanced Dual Sequential Fuel Injection System maintains a smooth delivery and optimal power characteristics. Lightweight 'slider' pistons minimise internal friction and reciprocating weight for instantaneous bursts of power that come on strong from idle to Red Line. Just when you thought it couldn't get any better, it does.

Another critical factor in top performance is lower weight. The new CBR600RR leads the attack with a slimmer and 6 kg trimmer form. Fully 1.5 kg of this weight loss was achieved by thinning the walls of its advanced Fine-Die-Cast aluminium frame, while assuring optimal structural strength. Its new one-piece Unit Pro-Link swingarm is also lighter and simpler, offering easier access to the damper for maintenance and adjustment.



>>> **Lightweight Pistons and Con Rods**
Lightweight 'Slider' piston and 'bullet' connecting rods combine to minimise reciprocating weight for faster acceleration and stronger performance throughout a wide rev range.



>>> **Revolutionary Slimline Engine**
Features a compact configuration that helps realise optimal mass centralisation, contributing to the new CBR600RR's exceptional handling.



>>> **41 mm Inverted Front Forks**
All-new, inverted 41 mm cartridge-type front fork offers reduced unsprung weight and smooth response while permitting the use of radial-mount brake callipers.



>>> **Dual Sequential Fuel Injection System**
The CBR's innovative DSM-DSFI System optimises fuel delivery in two stages of low-to-mid-range and high-speed operation for seamless acceleration from idle to Red Line.



>>> **Works-Based Hybrid Swingarm**
Rigidly constructed new Unit Pro-Link swingarm now integrates the damper's upper mount into its new one-piece design for lighter weight and easier maintenance.

DNA of an
RCV
60000

CBR600RR HONDA RACING DNA

Redefining the high performance 600cc class



ELECTRIFYING PERFORMANCE

THE REFINED ESSENCE OF HONDA RACING DNA ELECTRIFIES THE NEW CBR600RR. WITH LIGHTER WEIGHT AND MORE RESPONSIVE HANDLING, THE NEW CBR600RR SETS THE STAGE FOR ANOTHER ERA OF DOMINANCE ON BOTH STREET AND TRACK.



The new CBR600RR's most obvious change in hardware is its new inverted front fork. A popular feature on many modern Super Sport bikes, these stout stanchions and smoothly responsive new 41 mm sliders were selected to permit the adoption of new radial-mount front brake callipers. Like the units featured on both the RC211V and the CBR1000RR, these stronger new brakes deliver remarkable slow-down performance on a par with the CBR600RR's blistering acceleration for quicker cornering and shorter lap times.



Even the CBR600RR's sleek, aerodynamic looks have been updated for hotter performance on and off the track. Bearing a much closer resemblance to its RC211V forerunner, the new RR's steeply angled front cowl mounts more aggressively shaped slim-profile Line-Beam headlights and newly integrated ram air intake ducts that contribute to sharper performance.

CBR600RR



INA of an RCV



Lightweight Triple-Spoke Wheels
Lighter weight triple-spoke wheels now stepped by more rigid new radial-mount front brake callipers gripping large-diameter floating rotors.



Line-Beam Headlights
"Line Beam" multi-reflector headlights incorporated in the revised front cowl that gives a more aggressive look that further accentuates the CBR600RR's ties to the RC211V MotoGP racer.



Mass-Centralisation Frame Design
Advanced Fine Die-Cast aluminium frame features thinner walls for lighter weight and a more precisely optimised balance of rigidity and strength.



Ultra-Thin Electronic Instrument Panel
Slim and lightweight fully electronic instrument panel features large central rev counter and easy view of LCD operating parameters.



The new CBR's shorter and slimmer seat cowl combines with new sidecovers to reduce weight while sharpening both its aggressive look and its manoeuvring ease when riding on the edge. Under its tail, the "Centre-Up" exhaust system features a simpler new look while shedding fully 1.4 kg for a further boost to the RR's phenomenal power-to-weight ratio. With faster, sleeker looks, lighter weight, crisper handling and stronger performance all around, the new, second-generation CBR600RR is poised to smoke the competition for yet another year, and make every ride you take the most electrifying experience it can be.



Compact High-Revving Engine
Lightweight and compact 599 cm³ DOHC inline-4 engine maximises both power and cornering clearance for top racing and sport riding performance.



"Centre-Up" Exhaust
Impressive "Centre-Up" exhaust system exits under the tail of the seat for a sleeker form and unobstructed cornering clearance.

CBR600RR

HONDA RACING DNA

One glance and its racing genes are clearly visible



BEST IN CLASS

IN ITS FIRST YEAR ON THE STREET, THE AMAZING CBR1000RR FIREBLADE TOOK THE WORLD BY STORM. THE NEW LEADER OF THE LITRE CLASS. ITS UNBEATABLE COMBINATION OF POWER, PERFORMANCE AND RIDING EASE MADE IT A RACE SENSATION IN WORLD AND BRITISH SUPERBIKE.

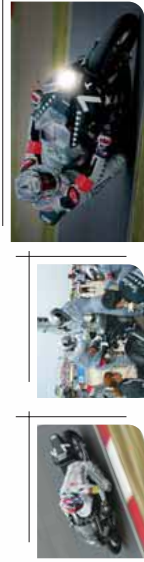


The new force to be reckoned with on the highways and the circuits. The remarkable CBR1000RR Fireblade has not only established a new standard for competitive performance, but also for day-in and day-out riding ease and comfort, that gives you greater confidence to go fast and stay out front. Its dynamic infusion of Honda Racing DNA and cutting-edge racing technologies deliver breathtaking power and instantly responsive riding performance that surpass anything you've ever experienced in the Super Sport litre class.

The proof, of course, is in the racing. From its incredible first year at the front of the pack in World Superbike to its total domination of the 2004 Suzuki 8-Hour, the CBR1000RR Fireblade has been setting records and grabbing gold in every series it enters. Its outstanding power derives from a compact, fire-breathing 998 cm³ engine fed by the same Dual Sequential Fuel Injection system pioneered on the RC211V for quick response and strong acceleration throughout its wide powerband.

Peerless handling is brought to you by an advanced die-cast aluminium frame and compact Unit Pro-Link rear suspension system working in concert with a responsive inverted front fork. All combine to give you seamless control over a litre-class riding machine that bristles with the performance and riding potential to give you an electrifying shot of Honda Racing DNA every time you ride.

CBR1000RR Fireblade



>>> The Suzuki 8-Hour Endurance Race. The ultimate Super Sports test where the latest machines compete in one of the world's most grueling race track events. Racing for the first time at the 2004 Suzuki 8-Hour, the CBR1000RR Fireblade was sensational in winning the race and finishing in an amazing eight out of the top ten positions.

DNA of an RCV



- HE-40
- HE-55
- HE-60
- HE-65
- HE-70
- HE-75
- HE-80
- HE-85
- HE-90
- HE-95
- HE-100



>>> **Cassette-Type Transmission**
Race-ready cassette-type transmission facilitates selection of gears for easier tuning for circuit conditions.



>>> **Worx-Based Hybrid Swingarm**
Massive hybrid aluminium swingarm achieves remarkable rigidity and light weight for more responsive and predictable handling.



>>> **Innovative Unit Pro-Link Rear Suspension**
The CBR1000RR Fireblade's lightweight and massive composite aluminium swingarm carries its race-tuned Unit Pro-Link rear suspension system in total isolation from the rest of the frame.



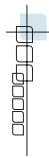
>>> **Dual Sequential Fuel Injection System**
Two independent sets of injectors - one set high in the airbox, one at the intake ports - ensure quick response and blistering performance at all engine speeds.



>>> **Free-Breathing Ram Air Intake**
Feeding large volumes of power-producing air directly into a huge airbox, this centralised ram air intake port contributes to the CBR1000RR Fireblade's blistering high-speed performance.



>>> **Lightweight Gravity Die-Cast Frame**
Lightweight, new hollow die-cast aluminium composite frame achieves ultimate fine-tuned balance of rigidity and strength for responsive handling and world-class racing potential.



CBR1000RR Fireblade | HONDA RACING DNA

The Bloodline of Champions



WINNING APPEAL

PEOPLE CAN TALK ABOUT RACE-WINNING POTENTIAL. THE CBR1000RR FIREBLADE DELIVERS. A DIRECT DESCENDANT OF THE RC211V, HONDA'S INCREDIBLE TWO-TIME MOTOGP CHAMPION, THE CBR1000RR FIREBLADE TOPS THE CHARTS FOR ITS REMARKABLE BALANCE OF PERFORMANCE AND RIDING EASE.

HONDA
RACING
DNA



The CBR1000RR Fireblade's appeal isn't limited to its race-winning potential. Its astoundingly easy handling carries you effortlessly to higher levels of sport riding performance, control and exhilaration than you ever thought possible. Its breathtaking acceleration and race-bred handling respond more quickly and smoothly to your every input, to deliver Superbike-class performance that adapts easily to the street.



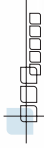
The CBR1000RR Fireblade's mass-centred design delivers control so light and responsive that it's hard to believe you're astride a big litre machine. High-performance features like its radial mount front brake callipers and HESD (Honda Electronic Steering Damper) ensure smooth and confident control to let you push the limits of your own riding abilities, yet remain so transparently responsive in operation that you hardly even notice they're there.



>>> In 2004 racing sensation Chris Vermeulen of the privateer team 'Ten Kate Honda', a team with Honda that is familiar with winning World Supersport championships, spectacularly completed for the first time in the 2004 World Superbike championships with the CBR1000RR Fireblade.

CBR1000RR Fireblade

DNA of an
RCV >>>



Speed
sensor



>>> Honda Electronic Steering Damper

Pioneered and developed on the remarkable RC211V, an industry first, exclusive to Honda, this compact yet highly advanced electro-hydraulic system helps maintain unified steering ease and control at the outer limits of performance. It also adjusts automatically to keep handling light and effortless at low speeds.



>>> 43 mm Inverted Cartridge-Type Forks

Rigid and smoothly responsive 43 mm inverted HMAS cartridge-type front fork features light configuration for responsive control.



>>> Integrated 'Centre-Up' Exhaust System

Poking out the end of its sleek and all-pervy tail, under its brilliant LED tail-light, the CBR100RR Fireblade's stunning 'Centre-Up' exhaust system further accentuates its aggressive intent. Honda's famed HECSS 3-way oxygen-sensing catalyser system keeps pollution and fuel consumption down, and performance running high.



>>> Powerful Radial-Mount Front Brake Callipers

Rigid, race-ready radial-mount front brake callipers gripping lightweight 310 mm rotors help you quickly setup your corner entry line while offering more precise control and enhanced feedback.



The CBR1000RR Fireblade's bold styling is also inherited from the remarkable RC211V, with aggressive lines highlighted by a sleek pair of 'Line Beam' headlights, and its tapering seat cowl terminating over the afterburner end of a tuned 'Centre-Up' exhaust. Run your hand over its curves. Every component is finished to the highest standards of quality. Such supreme balance in every detail ensures the CBR1000RR Fireblade delivers a perfect combination of handling ease and comfort to match its incendiary performance. Think you have what it takes to ride a CBR1000RR Fireblade? There's only one way to find out.



>>> Sleek 'Line Beam' Headlights

Sharing its aggressive lines with the RC211V, the CBR1000RR Fireblade's sharp front cowl is accentuated by a slim, cat-like pair of 'Line Beam' multi-reflector headlights that cut through the dark like a blade.



Honda
RACING
DNA

CBR1000RR Fireblade

CBR1000RR Fireblade | HONDA RACING DNA

Bristling with race-proven technologies



Honda
RACING
DNA

RACE-BRED FOR THE STREET

LOOKS DON'T DECEIVE. THE VTR1000 SP-2 IS A THOROUGH-BRED SUPERBIKE. A RACER IN STREET CLOTHES. SPECIALLY DESIGNED FOR THOSE WHO CAN APPRECIATE ITS TOTAL FOCUS ON PERFORMANCE, THE VTR1000 SP-2 MAKES YOU FEEL LIKE A CHAMPION EVERY TIME YOU RIDE.



With a proud racing history and a World Superbike Championship to its name, the high-powered VTR1000 SP-2 pushes the performance envelope with an unbeatable combination of breathtaking power, easy handling and remarkable comfort that leaves the rest behind. Honed to the highest levels of competitive performance, the SP-2 delivers an exhilarating blast of tyre-toasting excitement that's ready to run - or race - anytime, anywhere.

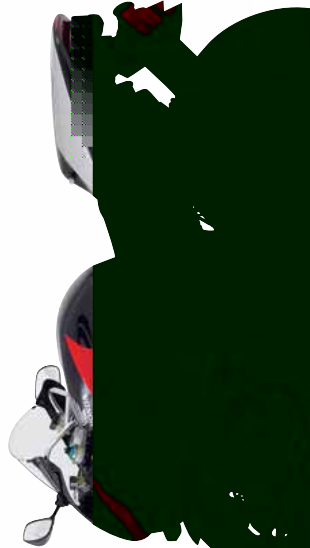


The SP-2 is powered by a fine-tuned fuel-injected 999 cm³ DOHC 8-valve V-twin engine that explodes with eye-opening acceleration from anywhere in its wide powerband. As tame as a puppy in town, firmer twists of its throttle see it leap forward and chase through your favourite twisties as if a gold cup were waiting at the end of the road.

Handling is as smooth and confident as can be, yet sharp and steady enough to win races - take it from a World Superbike champion. Its massive twin-spar aluminium frame, giant aluminium composite swingarm and advanced suspension systems come together into a supremely integrated whole that provide crisp feedback for easy seat-of-the-pants control.

Its look is mean. With new black-painted frame, swingarm and front fender set off by silver wheels, the exciting race-bred VTR1000 SP-2 makes every ride come alive with an irresistible shot of Honda Racing DNA.

VTR1000 SP-2



HONDA
RACING
DNA

Press Forged Aluminium Swingarm
Massive aluminium hybrid swingarm mounts directly to the back of the engine for precision tracking stability whether riding or racing.



Ram Air Performance
Big, nose-mounted ram air intake provides a straight shot of cool, dense air - right through the VTR's unique steering head - for maximum power at high speeds.



Multi-segment Plasma Rev Counter
Wide-sweeping multi-segment plasma rev counter display behind brushed aluminium instrument panel provides accurate analogue-look readout.



Powerful 4-piston Callipers
High-performance 4-piston calliper front disc brakes stop wide, leading others for sure, responsive braking control.



Programmed Fuel Injection System
Giant 62 mm fuel injection throttle bodies mount high-pressure 12-hole twin injectors for smooth throttle response and breathtaking performance.





POWER TO GO PLACES

FAST AND FURIOUS, AND A BIG BLAST TO RIDE, THE AGILE AND INVIGORATING VTR BRISTLES WITH HIGH-PERFORMANCE FEATURES. YET IS SO COMFORTABLE AND EASY TO HANDLE ON A DAY-TO-DAY BASIS THAT YOU CAN'T HELP THINKING UP EXCUSES TO RIDE.



VTR1000F Firestorm

Looking for a big blast of sportbike riding fun without all the flash that often goes with it? The light-handling VTR1000F is a slim and understated street performer with fire in its heart to power you down the road and around the bends with an exhilarating rush of effortless riding ease.

Smooth and manageable when you want it to be, its high-revving big-bore DOHC 90° V-twin engine is based on the unit that powers the championship-winning VTR1000 SP-2. Lurking within, just waiting for a strong twist of its throttle, is a stupendous assault of eye-popping acceleration from virtually anywhere in its wide powerband.

The VTR's innovative 'Pivotless' twin-spar aluminium frame and engine-mounted swingarm isolate the steering from rear wheel stresses for handling that's so light, smooth and responsive, you'll forget you're riding a big bike - until that monstrous V-twin performance reminds you.

Comfort and accommodations are also top-notch, with a compact aerodynamic fairing keeping the blast of wind at bay for a more widely enjoyable ride, and a riding position fine-tuned for both spirited sprints and all-day riding pleasure. A well-balanced machine for all your sport riding pursuits - the VTR1000F gives you big power to go places. You'll never want to stop.



HONDA
VTR1000F
FIRESTORM



Attractive Instrument Panel

Slim, lightweight instrument panel with large central tachometer provides all operating information at an easy glance.



Twin-Spar Aluminium Frame

Lightweight 'Pivotless' aluminium frame isolates swingarm stresses for responsive handling and smooth and confident control through the corners.



V-Twin Powerplant

Powerful liquid-cooled DOHC 90° V-twin engine delivers hard-charging torque and high-revving performance for fast and smooth getaways.



Responsive Throttle Performance

Gaining 42 mm downdraft full-slide carburetors ensure sharp response and riping power output for the ultimate in big V-twin riding excitement.



Powerful 4-piston Callipers

Compact 4-piston calliper, front disc brakes stop 136 mm rotors for impressive braking response in combination with responsive 220 mm rear disc.



VTR1000F Firestorm | HONDA RACING DNA

The very essence of power



ALL-ROUND SUPERSPORT

A PERENNIAL FAVOURITE OF SPORTS RIDERS EVERYWHERE, THE CBR600F HAS WON RENOWN FOR DELIVERING AN EXHILARATING BLEND OF SUPERSPORTS PERFORMANCE THAT FEELS RIGHT EVERYWHERE. FROM STRAIGHT STREETS TO CURVY CANYONS, THE CBR600F TAKES IT ALL IN EASY STRIDE.



What makes the CBR600F one of the best-loved mid-displacement sport bikes on the road today? Certainly its legendary combination of power and performance, but also its incomparably smooth and relaxed operation, which makes any kind of riding you do, feel as easy and confident as it can be.

Exciting power is supplied by a high-revving 16-valve inline-4 engine tuned to race-winning perfection. This compact, fuel-injected DOHC powerplant is crammed with the most advanced and innovative designs in motorcycling, providing instantly responsive acceleration and a strong pull all the way up to its towering 13,000rpm Red Line.



Agile handling is assured by a lightweight and rigid twin-spar aluminium frame and proven, fully adjustable suspension systems designed to keep the CBR tracking true through all the twists and turns a road can throw at it.

The CBR600F also offers something that most other road rockets lack, and that's an easy, accommodating disposition and reliable operation that boosts your comfort and confidence in extending your own riding abilities. Whether chasing a 'personal best' or just taking every twist in the road in leisurely stride, the great all-round CBR600F effortlessly complies with light and easy control and a comfortable riding position that lasts the whole day through.

CBR600F



Purposed Aerodynamic Fairing
Brilliant new tri-color design leaves no mistaking this CBR's strong blood ties to Honda's winning racers and world champions.



Programmed Fuel Injection System
High-performance fuel injection system with throttle sensor controlled by precision 32-bit ECU for sharp acceleration and an optimum spread of power and torque.



Powerful and Compact 4-piston Callipers
Strong, responsive and lightweight 4-piston disc brake callipers stop wide 286 mm floating rotors for racing class brake control everywhere.



Responsive, Fine Tuned Suspension
Rugged Pre-Link rear suspension system ensures both smooth, precise control and a comfortable ride in all riding situations.



Compact and High-Revving
Smooth and powerful liquid-cooled DOHC inline-4 engine with free-breathing air induction system delivers an exciting blast of acceleration.



CBR600F HONDA RACING DNA

Sporting attitude with everyday practicality



FIRST STEP TO THE CBRs

WITH THE COMPELLING LOOK AND SPIRIT OF A TRUE RACER, THE SLEEK AND SPEEDY CBR125R IS BUILT FOR PERFORMANCE. THE LOOK? FAST. THE FEELING? PURE EXHILARATION. HONDA RACING DNA IN 125CC. A LIVELY BLAST OF RIDING ENJOYMENT THAT TURNS HEADS AND TURNS CORNERS WITH EQUAL EASE.



CBR125R

DNA of an RCV



CBR125R

First steps are always the biggest, and there's no bigger thrill on two wheels than to be starting out aboard your very own first CBR. The CBR125R proudly shows its Honda Racing DNA in refined performance and beautifully rendered details that speak of Honda's proud racing heritage. Styled for speed and fully equipped for top performance, the CBR125R packs all the fun and excitement of a quick-handling, hard-charging racer replica into a size and displacement range that young beginners can really grow into.

The CBR's compact liquid-cooled 124.7 cm³ engine revs freely up to speed with some of the hottest power characteristics in its class. Its highly efficient OHC 2-valve head configuration maximises low-to-mid-range torque for faster starts and quicker acceleration, while its computerised ignition system and push-button electric starter combine to get you moving quickly with ultimate ease and reliability. A slick-shifting 6-speed transmission helps keep revs in the sweet spot for fast getaways and exhilarating rides.

The CBR125R's swift and sure handling is ensured by a slim and highly rigid large-section twin-spar steel frame that carries the bulk of the most advanced sportbikes on the road. Integrating its compact engine into a rigid form, this chassis delivers remarkably lithe and easy cornering control that begs to be pushed to the max.



Highly-Rigid Twin-Spar Frame

Simple, slim and high-performance twin-spar steel tube frame provides a solid mount for engine and suspension systems to ensure quick, precision handling.



Works-style Wheels and Brakes

6-spoke cast aluminium rear wheel stopped by responsive 220mm disc brake with single-piston calliper and lightweight drilled rotor.



Slim, Lightweight Instrument Panel

Integrated instrument panel features large speedometer and tachometer surrounded by separate coolant temperature and fuel level gauges.



Racy-looking Exhaust System

Conister-style stainless steel silencer pumps out an exhilarating exhaust note. Downward tapered end accentuates the CBR's champion looks.



Compact Free-Revving Engine

Lightweight liquid-cooled 124.7 cm³ OHC single cylinder delivers an exciting blast of power. Close ratio 6-speed transmission keeps performance quick and aggressive.

PERSONALISE TO YOUR STYLE

EXTEND YOUR RIDING PLEASURE BY TAILORING YOUR MOTORCYCLE TO YOUR INDIVIDUAL STYLE AND REQUIREMENTS WITH A SELECTION OF HONDA RACING CORPORATION (HRC) HIGH PERFORMANCE PARTS AND GENUINE HONDA ACCESSORIES.



The CBR600RR featured above depicts a model accessorised with Genuine Honda Accessories.



Options
Genuine Honda Accessories

	Meter Panel	Top Bridge Cover	Rear Seat Cowl	Windscreen
Genuine Accessories Available				
AVERTO Security Kit (Thatcham Approved Alarm System)				
Rear Seat Cowl - colour matched to motorcycle				
Tank Pad / Fuel Lid Cover				
Tank Pad - HRC				
Tank Pad 2				
Top Bridge Cover				
Meter Panel				
Windscreen - 70% Black Tinted				
Paddock & Maintenance Stand				
Outdoor Body Cover				
Indoor Body Cover				
U-lock - 141/265				
Protective Film				
Cargo Net				

(or fit all CBR600RR and CBR1000RR Fireblade models)

	Indoor Body Cover	U-lock 141/265	Windscreen	Rear Seat Cowl
Genuine Accessories Available				
AVERTO Security Kit (Thatcham Approved Alarm System)				
Rear Seat Cowl - colour matched to motorcycle				
Rear Cowl Protector Set - Aluminium				
Rear Cowl Protector Set - Titan				
Tank Pad / Fuel Lid Cover				
Tank Pad - HRC				
Tank Pad - Carbon Honda				
Tank Pad - Honda				
Windscreen - 70% Black Tinted				
Paddock & Maintenance Stand				
Outdoor Body Cover				
Indoor Body Cover				
U-lock 141/265				
Protective Film				

GENUINE HONDA ACCESSORIES



All available accessory options are carefully designed and thoroughly tested to match the same quality standards as your Honda motorcycle, and as we made as your motorcycle, you know there are just as tough and as well made as your motorcycle.

Please Note: All prices apply to your Honda model only. Prices are correct at time of printing and are subject to change without prior notice. For further details on any HRC High Performance Parts and Genuine Honda Accessories please contact 0800 091 781. www.honda-accessories.com

	Sports / Touring Windscreen	Outdoor Body Cover (to fit all Super Sports models)	Tank Pad HRC	Grip Heater Kit
Genuine Accessories Available				
Tank Pad HRC				
Tank Pad 2				
Sports / Touring Windscreen				
Grip Heater Kit				
Magnetic Tankbag				
Paddock & Maintenance Stand				
Body Cover				
U-lock - 120/340				
U-lock - 141/265				
Protective Film				
Cargo Net				

	Rear Seat Cowl	Throw-over Panniers	U-lock - 120/340	Tank Pad 2
Genuine Accessories Available				
Rear Seat Cowl - colour matched to motorcycle				
Tank Pad / Fuel Lid Cover				
Tank Pad				
Tank Pad 2				
Grip Heater Kit				
Paddock & Maintenance Stand				
Body Cover				
Throw-over Panniers				
Rear Seat Bag				
Magnetic Tank Bag				
U-lock - 120/340				
U-lock - 105/245				
Protective Film				
Cargo Net				

	Rear Seat Bag	Magnetic Tank Bag	Sports / Touring Windscreen	Grip Heater Kit
Genuine Accessories Available				
Tank Pad - HRC				
Tank Pad 2				
Sports / Touring Windscreen				
Grip Heater Kit				
Paddock & Maintenance Stand				
Body Cover				
Rear Seat Bag				
Magnetic Tank Bag				
Throw-over Panniers				
U-lock - 120/340				
Protective Film				
Cargo Net				

CBR600RR		CBR1000RR FIREBLADE		VTR1000 SP-2	
Engine Type	Liquid-cooled 4-stroke 16-valve DOHC inline-4	Liquid-cooled 4-stroke 16-valve DOHC inline-4	Liquid-cooled 4-stroke 8-valve DOHC 90° V-twin	Liquid-cooled 4-stroke 8-valve DOHC 90° V-twin	Liquid-cooled 4-stroke 8-valve DOHC 90° V-twin
Engine Displacement	599 cm ³	998 cm ³	998 cm ³	998 cm ³	998 cm ³
Bore x Stroke	67 x 42.5 mm	75 x 55.5 mm	75 x 55.5 mm	98 x 66 mm	98 x 66 mm
Compression Ratio	12.0:1	11.9:1	10.8 : 1	94 : 1	12.0:1
Carburation	PGM-DSFI electronic fuel injection	PGM-DSFI electronic fuel injection	PGM-DSFI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection
Max. Power Output	86 kW/11,000mm ³ (95/IEC) (115 bhp)	126.4 kW/11,250mm ³ (95/IEC) (170 bhp)	126.4 kW/11,250mm ³ (95/IEC) (170 bhp)	99 kW/10,000mm ³ (95/IEC) (133 bhp)	80 kW/12,500mm ³ (95/IEC) (107 bhp)
Max. Torque	66 Nm/11,000mm ³ (95/IEC)	115.1 Nm/8,000mm ³ (95/IEC)	115.1 Nm/8,000mm ³ (95/IEC)	100 Nm/8,000mm ³ (95/IEC)	63 Nm/10,000mm ³ (95/IEC)
Ignition	Computer-controlled digital transistorised with electronic advance and HISS	Computer-controlled digital transistorised with electronic advance, HESD and HISS	Computer-controlled digital transistorised with electronic advance	Computer-controlled digital transistorised with electronic advance and HISS	Computer-controlled digital transistorised with electronic advance and HISS
Starter	Electric	Electric	Electric	Electric	Electric
Gearbox	6-speed	6-speed	6-speed	6-speed	6-speed
Final Drive	#520 O-ring sealed chain	#530 O-ring sealed chain	#530 O-ring sealed chain	O-ring sealed chain	O-ring sealed chain
Length x Width x Height	2,010 x 680 x 1,115 mm	2,025 x 720 x 1,120 mm	2,040 x 725 x 1,145 mm	2,050 x 720 x 1,155 mm	2,065 x 885 x 1,135 mm
Wheelbase	1,395 mm	1,410 mm	1,420 mm	1,430 mm	1,390 mm
Seat Height	820 mm	820 mm	825 mm	810 mm	805 mm
Ground Clearance	130 mm	130 mm	130 mm	135 mm	135 mm
Fuel Tank Capacity	18 litres (including 3.5-litre LCD-indicator reserve)	18 litres (including 3.5-litre warning light reserve)	18 litres (including 2.5-litre warning light reserve)	19 litres (including 3.5-litre warning light reserve)	18 litres (including 3.5-litre LCD reserve indicator)
Dry Weight	165 kg	179 kg	179 kg	193 kg	171 kg
Wheels	Front 17 x MT3.50 Hollow-section triple-spoke cast aluminium Rear 17 x MT5.50 Hollow-section triple-spoke cast aluminium	Front 17 x MT3.50 Hollow-section triple-spoke cast aluminium Rear 17 x MT5.50 Hollow-section triple-spoke cast aluminium	Front 17 x MT3.50 V-section 5-spoke cast aluminium Rear 17 x MT5.00 V-section 5-spoke cast aluminium	Front 17 x MT3.50 Hollow-section triple-spoke cast aluminium Rear 17 x MT5.50 Hollow-section triple-spoke cast aluminium	Front 17 x MT3.50 Hollow-section triple-spoke cast aluminium Rear 17 x MT5.50 Hollow-section triple-spoke cast aluminium
Tires	Front 120/70 ZR17MC (68W) Rear 180/55 ZR17MC (73W)	Front 120/70 ZR17MC (68W) Rear 190/55 ZR17MC (73W)	Front 120/70 ZR17MC (68W) Rear 190/55 ZR17MC (73W)	Front 120/70 ZR17 (73W) Rear 180/55 ZR17MC (68W)	Front 120/70 ZR17MC (68W) Rear 180/55 ZR17MC (73W)
Suspension	Front 41 mm fully adjustable inverted HMAS cartridge-type telescopic fork, 110 mm axle travel Rear Unit Pro-Link with gas-charged remote reservoir damper, adjustable spring preload and rebound damping, 130 mm axle travel	Front 43 mm inverted HMAS cartridge-type telescopic fork with stepless preload, compression and rebound adjustment, 110 mm axle travel Rear Unit Pro-Link with gas-charged HMAS reservoir damper featuring 13-step preload and rebound damping, 135 mm axle travel	Front 310 x 4.5 mm dual hydraulic disc with 4-piston callipers, floating rotors and sintered metal pads Rear 220 x 5 mm hydraulic disc with single-piston caliper and sintered metal pads	Front 41 mm HMAS cartridge-type telescopic fork with adjustable spring preload and rebound damping, 109 mm axle travel Rear Pro-Link with gas-charged HMAS damper, adjustable spring preload and rebound damping, 124 mm axle travel	Front 41 mm HMAS cartridge-type telescopic fork, with adjustable spring preload and rebound damping, 109 mm axle travel Rear Pro-Link with gas-charged remote reservoir damper, adjustable spring preload, 120 mm axle travel
Brakes	Front 310 x 4.5 mm dual hydraulic disc with 4-piston callipers, floating rotors and sintered metal pads Rear 220 x 5 mm hydraulic disc with single-piston caliper and sintered metal pads	Front 310 x 4.5 mm dual hydraulic disc with 4-piston callipers, floating rotors and sintered metal pads Rear 220 x 5 mm hydraulic disc with single-piston caliper and sintered metal pads	Front 310 x 4.5 mm dual hydraulic disc with 4-piston callipers, floating rotors and sintered metal pads Rear 220 x 5 mm hydraulic disc with single-piston caliper and sintered metal pads	Front 296 x 4.5 mm dual hydraulic disc with 4-piston callipers and sintered metal pads Rear 220 x 5 mm hydraulic disc with single-piston caliper and sintered metal pads	Front 296 x 4.5 mm dual hydraulic disc with dual-piston dual-opposed four-piston callipers, floating rotors and sintered metal pads Rear 220 x 5 mm hydraulic disc with single-piston caliper and sintered metal pads



HISS
Honda Ignition Security System: Key allows to start the bike by its original immobiliser key to effectively protect against theft.



HESD
Honda Electronic Steering Damper: Minimises system vibrations among power and response riding areas and control.



PGM-FI
Programmed Fuel Injection: Map-type computerised system maintains strong power and response performance in all conditions.



PGM-DSFI
Programmed Dual Sequential Fuel Injection: Computerised system features two complete sets of injectors for maximum performance throughout the engine's rev range.



HMAS
Honda Multi-Action System: Cartridge-type front fork and rear damper design ensures a confident balance of consistent damping to aid precise handling.



EURO 2
Euro-2 Emissions: Meets with Euro-2 emissions regulations.



Italian Red
(with Pearl Fusion Blue and Digital Silver Metallic)



Black
(with Pearl Gunpowder Black Metallic and Matt Gunpowder Black Metallic underside)



Candy Phantom Blue
(with Matt Gunpowder Black Metallic underside)



Winning Red
(with Pearl Fusion Blue and Digital Silver Metallic underside)



Black
(with Matt Gunpowder Black Metallic underside)



Candy Italian Blue
(with Pearl Fusion Blue and Digital Silver Metallic underside)



Repaid Replica



Black
(with Pearl Silver Metallic)

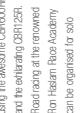


RON HASLAM RACE ACADEMY

For 2005 the Ron Haslam Race Academy will again be using the awesome CBR600RR and the exhilarating CBR125R. Road racing at the renowned Ron Haslam Race Academy can be organised for solo or group rides by simply contacting Ron Haslam Race Academy. Please call for details at 01332 883 323.



Italian Red
(with Pearl Fusion Blue and Digital Silver Metallic)



Black
(with Matt Gunpowder Black Metallic)



Candy Italian Blue



Race Academy
To find your nearest Honda dealer, go to: www.honda.co.uk/motorcycles and select 'dealer search'.

Dealer Locator
To find your nearest Honda dealer, go to: www.honda.co.uk/motorcycles and select 'dealer search'.

Risk Safety - Read the owner's manual thoroughly. Always wear a helmet and protective clothing. Get to know your machine and its capabilities. Observe other road users' movements. Obey the laws of the road and respect the environment.

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Italian Red
(with Pearl Fusion Blue and Digital Silver Metallic)



Black
(with Matt Gunpowder Black Metallic)



Candy Phantom Blue
(with Matt Gunpowder Black Metallic)



Black
(with Pearl Gunpowder Black Metallic underside)



Italian Red
(with Pearl Fusion Blue and Digital Silver Metallic)



Black
(with Matt Gunpowder Black Metallic)



Candy Phantom Blue
(with Matt Gunpowder Black Metallic)



Black
(with Pearl Gunpowder Black Metallic underside)



Working in partnership with



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