

**HONDA**  
The Power of Dreams



# SUPERSPORT

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2019



# LIFE'S A RACE THE WORLD IS OUR TRACK

These machines are designed to push us to the limits of speed and performance. They turn our knuckles white. They make our hair stand on end. And all the while they hold us on the tarmac, pinned by an unrelenting grip that gives us total confidence and control. That's what it means to ride a CBR.

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# CBR Fireblade SP2

## BORN TO RACE BRED TO WIN

The Fireblade SP2 is a road legal homologation special using the Fireblade SP as a base, ready for race use. Total Control is at the heart of every Fireblade SP2; the fine balance between incredible engine performance and lightweight, pinpoint chassis that's exhilarating on the road and devastatingly fast on the track. Carbon pattern insets and gold striping interwoven into the Grand Prix Red paint mark the Fireblade SP2's difference over the STD and SP machines, and gold Marchesini™ wheels are another clue.

But the real differences – and what gives the Fireblade SP2 ultimate racing potential – lie inside the engine and, in turn, the parts that can be added from the two race kits that are available. Brembo four-piston monobloc radial mount brake calipers use newly developed high-mu brake pads; these have a greater performance parameter at higher temperatures than standard pads, and suit aggressive riding. The SP2 uses valve shapes and combustion chambers optimised for efficiency. Elongated spark plugs and a water jacket tightly wrapped around the combustion chambers improve cooling; this technology is derived directly from Honda's RC213V MotoGP machine and means that the Fireblade SP2 is truly something special.



MAX POWER OUTPUT

**141** kW (189.1 bhp)  
@ 13,000rpm

KERB WEIGHT

**194** kg

WHEELS

**MARCHESINI™**

### KEY FEATURES

- 4** EURO 4 EMISSIONS REGULATIONS
- EC-ABS** ELECTRONIC COMBINED BRAKING SYSTEM
- HECS3** HONDA EVOLUTIONAL CATALYSING SYSTEM
- RMSS** RIDING MODE SELECT SYSTEM
- HESD** HONDA ELECTRONIC STEERING DAMPER
- ECS** ELECTRONIC CONTROLLED SUSPENSION
- PGM-DSFI** PROGRAMMED FUEL INJECTION
- HSTC** HONDA SELECTABLE TORQUE CONTROL



Discover more at: [honda.co.uk](http://honda.co.uk)



# THE POWER OF BALANCE

The Honda Fireblade SP takes Next Stage Total Control to an even higher level. At 195 kg it's even lighter than the Fireblade, with the same boost in engine output, but is the first Honda motorcycle to be equipped with semi-active Öhlins Electronic Control (S-EC) – 43 mm NIX30 forks and TTX36 shock – plus Öhlins Objective Based Tuning interface (OBTi). It also features a compact 16L titanium fuel tank and Brembo four-piston monobloc radial-mount brake calipers.

A 5-axis Inertial Measurement Unit (IMU) works through an ECU to manage all of the machine's electronic rider aids. For 2019 the Honda Selectable Torque Control (HSTC) has been enhanced to offer smoother, more subtle intervention for aggressive track riding plus completely separate wheelie control, managed via the TFT screen. Throttle response – plus engine reaction to a closed throttle – has been sharpened for corner entry feel and there's stronger torque on corner exit thanks to input from HRC. The ABS, too has been optimised to give ultimate control and braking performance at high speeds.

Crowned with a sharply angled logo, the The Fireblade SP's Grand Prix Red HRC Tricolour pays homage to Honda's racing tradition and history and, for 2019, is defined by more substantial White and Blue accent stripes.



MAX POWER OUTPUT

**141** kW (189.1 bhp) @ 13,000rpm

KERB WEIGHT

**195** kg

ELECTRONIC SUSPENSION

**ÖHLINS®**

## KEY FEATURES

- 4** EURO 4 EMISSIONS REGULATIONS
- EC-ABS** ELECTRONIC COMBINED BRAKING SYSTEM
- HECS3** HONDA EVOLUTIONAL CATALYSING SYSTEM
- TWS** TWIN WHEELIE CONTROL SYSTEM
- HESD** HONDA ELECTRONIC STEERING DAMPER
- RMSS** RIDING MODE SELECT SYSTEM
- PGM-DSFI** PROGRAMMED FUEL INJECTION
- ECS** ELECTRONIC CONTROLLED SUSPENSION
- HSTC** HONDA SELECTABLE TORQUE CONTROL



Discover more at: [honda.co.uk](http://honda.co.uk)



# NEXT STAGE TOTAL CONTROL

The legendary Fireblade has seen many changes and been through many evolutions – each underpinned by the concept of Total Control. And the current Fireblade remains true to the first principles of the original project – power to weight – with the focus on handling, cornering and acceleration. To fulfil this design ambition its DOHC, 16-valve 999.8 cc inline four-cylinder engine makes 141 kW @ 13,000 rpm with 114 Nm torque @ 11,000 rpm (matched to wet weight of just 196 kg) creating a stunning sports package.

The Fireblade's chassis wears fully adjustable Showa suspension, and to go to Next Stage Total Control uses a 5-axis Inertial Measurement Unit (IMU) working through an ECU to manage all of the machine's electronic rider aids. For 2019 the Honda Selectable Torque Control (HSTC) has been enhanced to offer smoother, more refined intervention for aggressive track riding – plus completely separate wheelie control – and improved throttle and engine response for corner entry feel. There's stronger torque on corner exit thanks to input from HRC, while the ABS has been optimised for high-speed circuit use.

The Fireblade's bodywork outlines an aggressive, functional minimalism and the machine is slim and compact. To mark the 2019 updates Honda's signature Grand Prix Red HRC Tricolour paint scheme features bolder colour blocking, while the Mat Ballistic Black Metallic option is even stealthier.



MAX POWER OUTPUT

**141** kW (189.1 bhp)  
@ 13,000rpm

KERB WEIGHT

**196** kg

SELECT SYSTEM

**RIDING MODE**

## KEY FEATURES

- 4** EURO 4 EMISSIONS REGULATIONS
- EC-ABS** ELECTRONIC COMBINED BRAKING SYSTEM
- HECS3** HONDA EVOLUTIONAL CATALYSING SYSTEM
- RMSS** RIDING MODE SELECT SYSTEM
- HESD** HONDA ELECTRONIC STEERING DAMPER
- BPF** BIG PISTON FORK
- PGM-DSFI** PROGRAMMED FUEL INJECTION
- HSTC** HONDA SELECTABLE TORQUE CONTROL



Discover more at: [honda.co.uk](http://honda.co.uk) | US version displayed.

**CBR  
650R**

## HONED FOR THE ROAD

Drawn directly from Fireblade Super Sport style – and adding something extra all its own – the 2019 CBR650R has honed racetrack DNA for aggressive road performance. Peak power is increased to 93.9 bhp / 70 kW (plus there's an easy 35 kW conversion for A2 licence holders) with torque of 64 Nm, a 12,000 rpm redline and category-leading power-to-weight ratio. But it's the way the CBR650R's inline four-cylinder DOHC 16-valve engine delivers that gets attention; firstly there's the smooth rush of mid-range, and then an evocative howl as rpm climbs high. An assist/slipper clutch eases upshifts and manages hard down changes, while Honda Selectable Torque Control (HSTC) maintains rear wheel traction.

And as a high-revving sports machine lives in the turns the CBR650R's chassis is sharper; it's 5kg lighter, for faster side-to-side steering agility while new, adjustable 41 mm Showa Separate Fork Function (SFF) USD forks offer supple suspension response. The frame's elliptical spars feature tuned rigidity balance for front and rear wheel feedback while 120/70-17 and 180/55-17 front and rear tyres deliver superbike-sized grip. To match the improved engine and suspension performance the CBR650R wears dual radial-mount four-piston brake calipers gripping 310 mm floating discs; 2-channel ABS controls braking power, wet or dry. Every ride on the CBR650R is enriched with adrenaline. The view forward is pure sports; the handlebars clip-on below the top yoke and the instruments feature a digital TFT display, plus Gear Position and Shift Up indicator.



**MAX POWER OUTPUT**  
**70** kW (93.9 bhp)  
@ 12,000rpm

**MAXIMUM TORQUE**  
**64** Nm  
@ 8,500rpm

**CYLINDER ENGINE**  
**4**

### KEY FEATURES

- 4** EURO 4 EMISSIONS REGULATIONS
- HECS3** HONDA EVOLUTIONAL CATALYSING SYSTEM
- HISS** HONDA IGNITION STARTING SYSTEM
- HSTC** HONDA SELECTABLE TORQUE CONTROL
- ABS** ANTI-LOCK BRAKING SYSTEM
- LED** LIGHT EMITTING DIODE
- PGM-FI** PROGRAMMED FUEL INJECTION



Discover more at: [honda.co.uk](http://honda.co.uk)

**CBR**  
500R

# FAST FORWARD FUN

If you're looking for sports performance, start as you mean to go on. The 2019 CBR500R draws direct influence from the CBR Fireblade; sharper, more aggressive lines incorporate unique aerodynamic winglets and 'angry' dual LED headlights. And the view from the cockpit is focused, with clip-on handlebars mounted below the top yoke and a new, inverse LCD dash which includes Gear Position and Shift Up indicator.

Its A2 licence compliant, 8-valve, liquid-cooled parallel twin-cylinder engine produces 35 kW @ 8,500 rpm with peak torque of 43 Nm @ 7,000 rpm. Revised camshafts and valve lift – plus redesigned intake and exhaust – equal increased low and mid-range torque, for stronger acceleration. Also new an assist/slipper clutch eases upshifts and manages rear wheel lock-up on hard down changes.

Spring preload adjustable 41 mm telescopic forks deliver compliant control. The rigid box-section swingarm is worked by a new, high-quality single-tube rear shock absorber with 9-stage spring preload adjustment. A single front 320 mm wavy disc and powerful two-piston brake caliper is matched to a 240 mm rear disc and single-piston caliper; 2-channel ABS is standard. Fast, frugal and fun. The CBR500R dials up sheer, thrilling sports performance – and does it for riders of all experience levels.



**MAX POWER OUTPUT**  
**35** kW (46.9 bhp)  
@ 8,600rpm

**SEAT HEIGHT**  
**789** mm

**ADJUSTED REAR SUSPENSION**  
**PRELOAD**

## KEY FEATURES

- 4  
EURO 4 EMISSIONS REGULATIONS
- ABS  
ANTI-LOCK BRAKING SYSTEM
- C  
HONDA EVOLUTIONAL CATALYSING SYSTEM (HECS3)
- LED  
LIGHT EMITTING DIODE
- HISS  
HONDA IGNITION STARTING SYSTEM
- PGM-FI  
PROGRAMMED FUEL INJECTION



Discover more at: [honda.co.uk](http://honda.co.uk)

**SPECIFICATIONS**

# CBR1000RR FIREBLADE SP2

ENGINE	
Engine Type	Liquid-cooled 4-stroke 16-valve DOHC Inline-4
Engine Displacement	999.8 cc
Max. Power Output	141 kW (189.1 bhp) @ 13,000 rpm (95/1/EC)
Max. Torque	116 Nm @ 11,000 rpm (95/1/EC)
Fuel Consumption / CO <sub>2</sub> emissions	5.7 l/100 km (10.9 m/l) / 132 g/km

## CHASSIS, DIMENSIONS AND WEIGHT

Lenght × Width × Height (mm)	2,065 × 720 × 1,125
Seat Height (mm)	820
Wheelbase (mm)	1,405
Kerb Weight (kg)	194

## WHEELS, SUSPENSION AND BRAKES

Brakes (Front / Rear)	320 mm, double disc / 220 mm, single disc
Tyres (Front / Rear)	120/70 ZR17 58W / 190/50 ZR17 73W
Suspension Front	Telescopic inverted, Big Piston Front Fork with preload, compression and rebound adjustment, 120 mm stroke
Suspension Rear	Unit Pro-Link® with gas-charged TTX36 Smart-EC (Öhlins) damper with preload, compression and rebound adjustment, 60 mm stroke



Grand Prix Red HRC Tricolor

# CBR1000RR FIREBLADE SP

Engine Type	Liquid-cooled 4-stroke 16-valve DOHC Inline-4
Engine Displacement	999.8 cc
Max. Power Output	141 kW (189.1 bhp) @ 13,000 rpm (95/1/EC)
Max. Torque	116 Nm @ 11,000 rpm (95/1/EC)
Fuel Consumption / CO <sub>2</sub> emissions	5.7 l/100 km (10.9 m/l) / 132 g/km

Lenght × Width × Height (mm)	2,065 × 720 × 1,125
Seat Height (mm)	820
Wheelbase (mm)	1,405
Kerb Weight (kg)	195

Brakes (Front / Rear)	320 mm, double disc / 220 mm, single disc
Tyres (Front / Rear)	120/70 ZR17 58W / 190/50 ZR17 73W
Suspension Front	Telescopic inverted fork, Big Piston Front Fork with preload, compression and rebound adjustment, 120 mm stroke
Suspension Rear	Unit Pro-Link® with gas-charged TTX36 Smart-EC (Öhlins) damper with preload, compression and rebound adjustment, 60 mm stroke



Grand Prix Red HRC Tricolor

# CBR1000RR FIREBLADE

Engine Type	Liquid-cooled 4-stroke 16-valve DOHC Inline-4
Engine Displacement	999.8 cc
Max. Power Output	141 kW (189.1 bhp) @ 13,000 rpm (95/1/EC)
Max. Torque	116 Nm @ 11,000 rpm (95/1/EC)
Fuel Consumption / CO <sub>2</sub> emissions	5.7 l/100 km (10.9 m/l) / 132 g/km

Lenght × Width × Height (mm)	2,065 × 720 × 1,125
Seat Height (mm)	820
Wheelbase (mm)	1,405
Kerb Weight (kg)	196

Brakes (Front / Rear)	320 mm, double disc / 220 mm, single disc
Tyres (Front / Rear)	120/70 ZR17 58W / 190/50 ZR17 73W
Suspension Front	Telescopic inverted fork, Big Piston Front Fork with preload, compression and rebound adjustment, 120 mm stroke
Suspension Rear	Unit Pro-Link® with gas-charged HMAS damper featuring 10-step preload and stepless compression and rebound damping adjustment, 138.2 mm stroke. Rear Balance Free Rear Cushion with preload, compression and rebound adjustment, 62 mm stroke.



Grand Prix Red Matt Ballistic Black Metallic

# CBR650R

Engine Type	Liquid-cooled 4-stroke 16-valve DOHC inline-4
Engine Displacement	649 cc
Max. Power Output	70.0 kW (93.9 bhp) @ 12,000 rpm (95/1/EC) (35.0 kW (46.9 bhp) @ 10,500 rpm) (95/1/EC)
Max. Torque	64 Nm @ 8,500 rpm (95/1/EC)
Fuel Consumption / CO <sub>2</sub> emissions	4.9 l/100 km (12.7 m/l) / 112 g/km

Lenght × Width × Height (mm)	2,130 × 750 × 1,150
Seat Height (mm)	810
Wheelbase (mm)	1,450
Kerb Weight (kg)	207

Brakes (Front / Rear)	2 Channel ABS, 310 mm Double disc with four piston caliper, 240 mm disc with single piston caliper
Tyres (Front / Rear)	120/70 ZR17 M/C - 180/55 ZR17 M/C
Suspension Front	Showa separate function fork (SFF) USD
Suspension Rear	Mono with 10-stage Preload adjuster, Aluminium Cast swingarm



Grand Prix Red Gunpowder Black Metallic

# CBR500R

Engine Type	Liquid-cooled 4-stroke DOHC parallel twin
Engine Displacement	471 cc
Max. Power Output	35 kW (46.9 bhp) @ 8,600 rpm (95/1/EC)
Max. Torque	43 Nm @ 6,500 rpm (95/1/EC)
Fuel Consumption / CO <sub>2</sub> emissions	3.5 l/100 km (17.8 m/l) / 80 g/km

Lenght × Width × Height (mm)	2,080 × 755 × 1,145
Seat Height (mm)	785
Wheelbase (mm)	1,409
Kerb Weight (kg)	192

Brakes (Front / Rear)	2 Channel ABS, 320 mm disc with two piston caliper, 240 mm disc with single piston caliper
Tyres (Front / Rear)	120/70 ZR17 M/C / 160/60 ZR17 M/C
Suspension Front	Conventional telescopic, 41 mm, pre-load adjustable.
Suspension Rear	Pro-Link® mono with 5 stage Preload adjuster, steel square pipe swingarm



Grand Prix Red Matt Axis Grey Metallic



Pearl Metalloid White

# HONDA TECHNOLOGY

Honda has developed and applied many innovative technologies for its motorcycle range, designed to have the greatest possible benefit for you and the world around you.



## ANTI-LOCK BRAKING SYSTEM

Reduces braking pressure by monitoring the wheel speed, preventing the wheels from locking up.



## BIG PISTON FORK

Offers more sensitive damping than a conventional fork, improving control in a wide range of riding situations.



## ELECTRONIC COMBINED ANTI-LOCK BRAKING SYSTEM

Electronically controlled distribution of braking force over both wheels. Traction is maintained even in heavy braking situations.



## EURO 4

Complies with EURO 4 emissions regulations.



## HONDA ELECTRONIC STEERING DAMPER

Minimises sudden steering changes at high speeds for enhanced riding ease and comfort.



## HONDA EVOLUTIONAL CATALYSING SYSTEM

Oxygen-sensing system maintains an optimal air/fuel mixture for the most effective catalytic reduction of exhaust emissions.



## RIDING MODE SELECT SYSTEM

3 riding modes that offer different combinations of HSTC, Engine Power and Engine Braking level.



## HONDA IGNITION SECURITY SYSTEM

Only allows the bike to be started by its original encoded keys to effectively protect against theft.



## HONDA SELECTABLE TORQUE CONTROL

If the Honda Selectable Torque Control (HSTC) system senses an imminent loss of rear wheel traction it reduces torque to allow the tyre to grip.



## LED LIGHTS

Brighter and more energy efficient than traditional bulbs, with no time delay and a longer life.



## ÖHLINS® ELECTRONIC CONTROLLED SUSPENSION

Öhlins Objective Based Tuning Interface adjusts both the compression and rebound damping force of the front fork and rear shock.



## PROGRAMMED FUEL INJECTION

Map-type computerised system maintains strong power and responsive performance in all conditions.



## PROGRAMMED DUAL SYSTEM FUEL INJECTION

Map-type computerised system maintains strong power and responsive performance in all conditions.



## SHOWA DUAL BENDING VALVE

Showa Dual Bending Valve forks improve ride comfort and handling by delivering proportional rebound damping with firmer compression damping.

# FIREBLADE RIDING MODES



The Fireblade is lighter, faster and more technologically advanced than anything we've built before. With an improved power to weight ratio they're perfect for the type of rider who loves track-days or, if you want to go racing, the SP2 is the bike for you. The Fireblade's modes are known as 'Fast, Fun and Safe' (Fast is for the track, Fun is for the winding roads, Safe is for city riding) and can be adjusted by flicking a switch on the left handlebar switchgear. This system controls 3 key variables of the Fireblade's performance. The engine power (P) can be changed from 1 (sport) through to 5 (comfort). The HSTC (T) is changeable from 0 (off) to 9 (high control) and Engine Braking (EB) is changeable from 1 (higher) to 3 (lower).

## FAST

Delivers linear, smooth throttle response, low HSTC and engine braking control while introducing high suspension damping force adjustments, perfect for a day out on the track.  
(P) 1, (T) 2, (EB) 3

## FUN

Complete freedom on winding roads, this mode controls the power output through the first three gears with medium HSTC, suspension, engine braking and suspension damping force adjustments.  
(P) 2, (T) 5, (EB) 3

## SAFE

Delivers an ideal setup for city riding by analyzing output through fourth - to top gear. High HSTC input provides better traction and stability along with an increase in engine braking while adjusting to a low suspension damping setting. (P) 5, (T) 8, (EB) 1



## ÖHLINS® ELECTRONIC CONTROLLED SUSPENSION

The Fireblade SP and SP2 are the first Honda motorcycles to be equipped with Öhlins S-EC suspension front and rear, using a 43mm NIX30 fork and TTX36 shock. Depending on the suspension mode selected by the rider this system delivers optimal feedback during normal riding, hard acceleration, braking and cornering.



## USER MODES

There are two user modes, making five riding modes in total. When selected, the bike's modes one, two and three can be programmed independently to suite rider's style, their weight, track layout and conditions. Some settings can even be turned off if you wish.

# ADRENALINE TEST RIDE

Leave behind the daily grind and experience more from your riding.

Our range of Riding Centres offer expert tuition from experienced Honda instructors on Super Sport, Adventure, Trials and Off Road bikes as well as the chance to test ride bikes from across the Honda range.

For more info go to:

[honda.co.uk/motorcycles/ride-with-us](http://honda.co.uk/motorcycles/ride-with-us)



# DREAMS REALLY DO COME TRUE

Soichiro Honda said,

*'We only have one future, and it will be made of our dreams, if we have the courage to challenge convention.'*

Honda's philosophy in dreaming of a better world for people catalysed the invention of the ASIMO, HondaJet, NSX and the legendary Africa Twin. Dreams can be powerful, they push you to achieve more, to explore new ideas, new technologies and uncover new ways of solving problems. It takes independent thinking and audacity to pursue dreams. It also takes passion and innovation to never allow the dream to die and to shape them into a reality for the modern-day world.



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**RIDE WITH STYLE** Read the owner's manual thoroughly. Get to know your machine and its capabilities. Concentration assists anticipation. Observe other road users' movements. Brake in plenty of time. Always wear a helmet and quality kit, ride fit and NEVER after drinking alcohol. Good roadcraft and courtesy identify the skilled and stylish rider. Honda endorse the law that all helmet visors must comply with BS 4110. Visors that transmit less than 50% of visible light cannot legally be used on the road.

### **Honda Motor Europe - Motorcycles**

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[honda.co.uk](http://honda.co.uk)



Please don't bin me.  
Pass me on to a  
friend or recycle me.

Honda Motor Europe sources  
paper responsibly from  
manufacturers within the EU.



**BLUE SKIES FOR  
OUR CHILDREN**