



**SUPERSPORT 2022**



# 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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Image shows motorcycle prepared for track use not available for delivery in this form. Road motorcycle includes indicators, rearview mirrors, smart key, etc.

DESIGN

**30<sup>th</sup> ANNIVERSARY PAINT**

LIMITED EDITION

**LASER ENGRAVED SERIAL NUMBER**

EXHAUST

**AKRAPOVIČ® MUFFLER  
WITH LASER-ETCHED  
30<sup>th</sup> anniversary logo**

## Key Features

- 160 KW @ 14,500 RPM PEAK POWER
- LIQUID-COOLED, 16V FOUR-CYLINDER ENGINE
- ÖHLINS® 43MM NPX USD FRONT FORKS
- ÖHLINS® OBJECTIVE BASED TUNING INTERFACE (OBTI)
- FULL BREMBO® BRAKING SYSTEM
- QUICK SHIFTER
- 9-LEVEL HONDA SELECTABLE TORQUE CONTROL
- AERODYNAMIC WINGLETS
- COLOUR TFT SCREEN

Find out more at [\[insert local URL here\]](#)



## Ride a piece of history

In 1992 Honda changed what a super sports looked, felt and performed like forever. The original Fireblade was formed by a restless spirit that led it to question what was conceived as impossible by the rest. It was legendary Honda engineer Baba-san who looked at what he saw around him and asked: “How can these be called sports bikes when they’re so very big and heavy? They don’t deserve the name.” Believing that a bike could be incredibly powerful, yet fun to ride, the Fireblade was born. A first of its kind.

Over the last 30 years there have been many changes to motorcycling, and the Fireblade itself. It is a motorcycle that has marked the lives of countless loyal owners and riders around the world. Celebrating a very special birthday for Honda, the Fireblade SP 30<sup>th</sup> Anniversary is the culmination of three decades of determination to be the very best. A limited edition, it offers the opportunity to look back at a special time, while moving forward into the future.

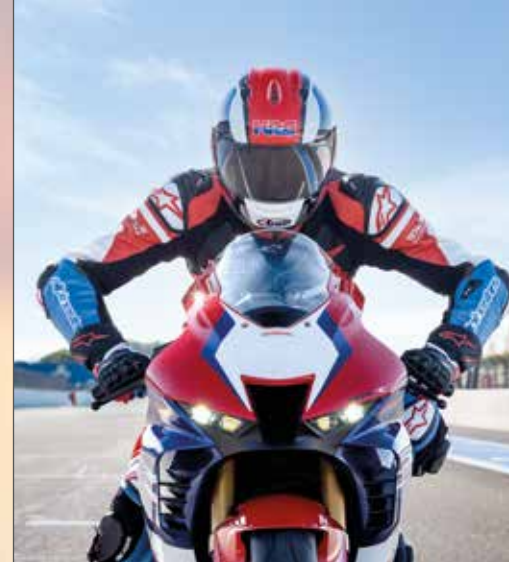
Paying tribute to the first 1992 model, the Fireblade SP 30<sup>th</sup> Anniversary paint scheme is a unique, and truly stunning, take on the white and blue ‘Tiger Tricolour’ design that turned so many heads all those years ago, with evocative blue rear seat, RR-R on the fairing sides and HONDA on the fairing lowers. The motorcycle wearing it is a Fireblade SP, the ultimate modern-day Fireblade, complete with full Öhlins® S-EC suspension, braking by Brembo® and standard-fit quick shifter.

There are more details to be found that make this motorcycle even more unique. First, on start-up, there’s a ‘Ring of Fire’ screen animation as the display loads up. And 30<sup>th</sup> Anniversary logos – on the fuel tank cover, Smart Key, and laser-engraved on the Akrapovič® muffler – place a subtle stamp of extra special, and mark the Fireblade SP 30<sup>th</sup> Anniversary’s own place in history.





Image shows motorcycle prepared for track use (not available for delivery in this form). Road motorcycle includes indicators, rear view mirrors and number plate.



PEAK POWER

**160 kW @ 14,500 rpm**

FULL BRAKE SYSTEM BY

**BREMBO®** With Stylema® Monobloc  
Four-Piston Calipers

ÖHLINS®

**NPX FRONT FORK**

## Key Features

- LIQUID-COOLED, 16V FOUR-CYLINDER ENGINE
- QUICK SHIFTER
- 9-LEVEL HONDA SELECTABLE TORQUE CONTROL
- AKRAPOVIČ® TITANIUM EXHAUST
- WHEELIE CONTROL
- LAUNCH CONTROL
- AERODYNAMIC WINGLETS
- COLOUR TFT SCREEN

Find out more at [\[insert local URL here\]](#)



## Chasing perfection

The perfect lap. That's the impossible goal. And there are two involved in this pursuit; you and your bike. You've done the practice, clipped every apex and linked up corners. You're at home on this track. So is your Fireblade SP. You are as one.

The CBR1000RR-R Fireblade SP starts in the same pit lane – and has the same 2022 upgrades – as the standard Fireblade from intake, exhaust and gearing to increase low- to mid-range acceleration. But full Öhlins® Smart Electronic Control (S-EC) suspension, Brembo® master cylinder, brake lever, front/rear calipers and standard-fit quick shifter elevate its performance even higher. Updates to the 1000cc engine's inlet ports, airbox, 4-2-1 exhaust and gearing improve low- to mid-range acceleration. There's still huge peak power on tap for your throttle hand to exploit – 160kW @ 14,500rpm. Throttle control is now even more linear and new HSTC software offers refined reaction and finer feel for traction. The quick shifter is also now quicker, and smoother.

Using separated compression, rebound circuits and stepper motors to adjust damping, the semi-active Öhlins® S-EC 43mm NPX USD forks have been developed to offer precise front tyre feedback and grip. The race-quality front end is matched by an Öhlins® TTX36 S-EC rear shock. To provide maximum control – and because conditions change very quickly on track – there are 3 default Öhlins® Objective Tuning Base interface (OBTi) settings to work from and instantly selectable pre-set modes to change set-up, allowing for reduced fuel load or tyre wear. Biting on 330mm discs the four-piston, radial-mount Stylema calipers deliver massive stopping power. They're operated by a Brembo brake lever/master cylinder and matched with a Brembo® rear caliper. So, while it is fully road legal, with lights, indicators and Smart Key, the Fireblade SP defines the ultimate racing motorcycle. One ready to overload adrenaline through every turn.



**CBR**  
FIREBLADE



PEAK POWER

**160 kW @ 14,500 rpm**

TITANIUM EXHAUST

**AKRAPOVIČ®**

UPDATED 9-LEVEL

**HSTC** Honda Selectable Torque Control

## Key Features

- LIQUID-COOLED, 16V FOUR-CYLINDER ENGINE
- SEMI-CAM GEAR TRAIN, TITANIUM CON-RODS
- 201 KG KERB WEIGHT
- WHEELIE CONTROL
- SHOWA 43MM BIG PISTON FORK (BPF)
- SHOWA BALANCE FREE REAR CUSHION LIGHT SHOCK (BFRC-LITE)
- NISSIN RADIAL-MOUNT FOUR-PISTON FRONT CALIPERS
- AERODYNAMIC WINGLETS

Find out more at [\[insert local URL here\]](#)



## Born to race

Leathers, zipped. Helmet, snugged. Gloves, on. The light's green and circuit open. Your Fireblade is eager, you can hear it in the aggressive bark of the Akrapovič® exhaust as you roll on the throttle. And so are you. For the unadulterated rush that riding fast – the sort of fast that only happens linking apex-to-apex – brings. And the challenge to improve. Be faster.

Competition never rests and neither do we. 2022 updates for the Fireblade include a 43-tooth rear sprocket alongside optimisation of airbox, inlet ports and exhaust. So, with huge peak power already on tap, you now also have extra punch for acceleration that stamps hard out of corners. We've also used feedback from our HRC riders to update the 9-level Honda Selectable Torque Control (HSTC). It's now smoother and more responsive to your throttle input. To match we've reduced the Throttle By Wire (TBW) return spring load to give even more linearity as you feed in the gas. All of which means you get out of each corner faster. Through the 5-inch TFT screen you can fully customise engine power, engine braking and wheelie control to your personal preference; three riding modes also offer default base settings.

A special engine requires a special chassis. The rigidity balance of the aluminium diamond-style frame and RC213V-derived swingarm, weight distribution and steering geometry are optimised together for ultimate handling ability, grip and, just as importantly, feedback.

For set-up flexibility the USD Showa 43mm Big Piston Fork (BPF) and Pro-Link Balance Free Rear Cushion Light (BFRC-Lite) shock are fully adjustable. And there's even more braking potential from updated Nissin four-piston radial-mount calipers. Aerodynamics have carved the Fireblade's aggressive look, with an HRC ram-air duct feeding the airbox through the headstock. Winglet structures generate the same downforce as our 2018 MotoGP machine, to reduce front wheel lift under acceleration and increase stability on braking and corner entry.





Location photos show 19YM CBR650R.



PEAK POWER

**70 kW**

PEAK TORQUE

**64 Nm**

UPDATED 9-LEVEL

**HSTC** Honda Selectable Torque Control

## Key Features

- LIQUID-COOLED, 16V FOUR-CYLINDER ENGINE
- A2 LICENCE CONVERSION AVAILABLE
- PGM-FI FUEL INJECTION
- ASSIST AND SLIPPER CLUTCH
- 41MM SHOWA SEPARATE FORK FUNCTION BIG-PISTON (SFF-BP) USD FORKS
- DUAL FRONT FOUR-PISTON RADIAL-MOUNT CALIPERS
- LCD INSTRUMENT DISPLAY
- EMERGENCY STOP SIGNAL (ESS) TECHNOLOGY

Find out more at [\[insert local URL here\]](#)



## Putting the R into the CBR

The CBR650R has honed racetrack DNA for aggressive road performance. From the free-spinning inline four-cylinder, DOHC 16-valve engine there's an exhilarating 12,000rpm redline, 70kW peak power and 64Nm torque to enjoy. There's also an easy 35kW conversion available from Honda dealers, for A2 licence holders. An assist and slipper clutch eases upshifts and manages hard down changes, while Honda Selectable Torque Control (HSTC) maintains rear wheel traction. And, with no loss of performance, the engine is EURO5 compliant thanks to detail changes in the collector box and muffler.

This razor-sharp tool also lives for the corners. 41mm Showa Separate Fork Function Big Piston (SFF-BP) USD forks offer precise suspension control, with balanced spring-rate and damping for a direct connection to the beautifully weighted front tyre, while the 180-section rear has huge grip. Powerful braking is provided by dual, four-piston radial-mount front calipers and 310mm floating discs.

Lithe, agile and styled by speed dual LED headlights lead the uncompromising angles, mirrored by the minimal seat unit and re-shaped, slimmer side panels. Handlebars clip-on below the top-yoke and the LCD instruments are easy to read at speed. Emergency Stop Signal (ESS) technology activates the rear hazards under hard-stop conditions (and also self-cancels). There's also a USB Type-C socket under the seat, for charging a mobile device.





PEAK POWER

**35 kW**

PEAK TORQUE

**43 Nm @ 6,500 rpm**

SUSPENSION

**41 mm SHOWA (SFF-BP) USD FORKS**

## Key Features

- LIQUID-COOLED, 8V TWIN-CYLINDER ENGINE
- LICENCE A2 LCOMPLIANT
- PGM-FI FUEL INJECTION
- ASSIST AND SLIPPER CLUTCH CLUTCH
- ADJUSTABLE PRO-LINK REAR SUSPENSION
- DUAL 296M FRONT DISCS AND TWO-PISTON RADIAL-MOUNT CALIPERS
- FULL LED LIGHTING
- EMERGENCY STOP SIGNAL (ESS) TECHNOLOGY

Find out more at [\[insert local URL here\]](#)

## Moving up

Why race? To improve. It's what we've always done. And this is why; the CBR500R is an A2 motorcycle – but also every square millimetre a CBR. Sharp, aggressive lines incorporate unique aerodynamic winglets, for high-speed stability. Its powerful, A2 licence-compliant twin-cylinder engine – with newly optimised ECU settings – gives elastic, enjoyable power, with strong mid-range torque between 3,000 and 7,000rpm, making every corner exit a moment to savour. Just like its larger CBR siblings, an assist and slipper clutch eases upshifts and prevents rear wheel lock-up on rapid downshifts.

And the CBR500R just got a major chassis upgrade; new Showa 41mm Separate Function Fork-Big Piston (SFF-BP) USD forks provide excellent control and feel for sports riding, especially on turn-in and braking from high speeds. New, dual 296mm discs and two-piston Nissin radial mount calipers deliver strong, progressive braking power with no more inertia than a single disc, for ultra-fast manoeuvrability. The wheels now use a 5-spoke pattern to save un-sprung weight – which sharpens side-to-side steering – while the swingarm is also a new, lighter weight high-performance design.

The view forward is pure sports, with clip-on handlebars mounted below the top yoke and fuel tank carefully shaped to cut down on excess bulk; seat height is an easy-to-manage 785mm. A sporty, negative-display LCD dash features Gear Position and Shift Up indicators. All lighting is premium LED and Emergency Stop Signal (ESS) technology activates the rear hazards under hard-stop conditions, and self-cancels. If you're ready to step up to real race-bred performance, the adrenaline rush starts here.

Specifications

Engine

Engine Type	Water-cooled, 4-stroke, DOHC, inline 4-cylinder	Water-cooled, 4-stroke, DOHC, inline 4-cylinder
Engine Displacement	1,000 cc	1,000 cc
Max. Power Output	160 kW @ 14,500 rpm	160 kW @ 14,500 rpm
Max. Torque	112 Nm @ 12,500 rpm	112 Nm @ 12,500 rpm
Fuel Consumption / CO <sub>2</sub> emissions	6.6 l/100 km / 153 g/kg	6.6 l/100 km / 153 g/kg

Chassis, Dimensions and Weight

Length x Width x Height (mm)	2,100 x 745 x 1,140	2,100 x 745 x 1,140
Seat Height (mm)	830	830
Wheelbase (mm)	1,460	1,460
Kerb Weight (kg)	201	201

Wheels, Suspension and Brakes

Brakes (Front/Rear)	330mm double disc with radial-mount Brembo 4-piston caliper / 220mm disc with Brembo 2-Piston caliper	330mm double disc with radial-mount NISSIN 4-piston caliper / 220mm disc with Brembo 2-Piston caliper
Tyres (Front/Rear)	120/70-ZR17 / 200/55-ZR17	120/70-ZR17 / 200/55-ZR17
Suspension Front	Ohlins NPX S-EC 43mm telescopic fork with preload, compression and rebound adjustments	SHOWA BPF 43mm telescopic fork with preload, compression and rebound adjustment
Suspension Rear	Ohlins TTX36 S-EC Pro-Link swingarm with preload, compression and rebound damping	SHOWA BFRC-Lite Pro-Link swingarm with 10-step preload, stepless compression and rebound damping adjustment



Grand Prix Red      Mat Pearl Morion Black      Grand Prix Red



30<sup>th</sup> Anniversary

CBR650R

CBR500R

Liquid-cooled 4 stroke 16 valve DOHC inline 4	Liquid-cooled 4-stroke DOHC parallel twin
649 cc	471 cc
70kW @ 12,000 rpm	35 kw @ 8,600 rpm
63Nm @ 9,500 rpm	43 Nm @ 6,500 rpm
5 l/100 km / 113 g/km	3.5 l/100 km / 80 g/km

2,120 x 780 x 1,075	2,080 x 760 x 1,145
810	785
1,450	1,410
203	192

310 mm Double disc with four piston caliper / 240 mm single disc with single piston caliper (2 channel ABS)	296 mm double disc with Nissin radial-mount four piston calipers / 240 mm single disc with single piston caliper (2 Channel ABS)
120/70ZR17M/C / 180/55ZR17M/C	120/70ZR-17M/C / 160/60ZR-17M/C
Showa separate function fork (SFF) USD 41mm	Showa 41mm SFF-BP USD forks
Pro-Link® mono with 10 stage Preload adjuster, Aluminium Cast swingarm	Prolink mono with 5 stage pre-load adjuster, Steel hollow cross swingarm



New 2022 Colour      New 2022 Colour      Mat Gunpowder Black Metallic      Grand Prix Red  
Mat Gunpowder Black Metallic      Grand Prix Red



# 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.



## EURO 5

Complies with EURO 5 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.



## 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.



## PROGRAMMED DUAL FUEL INJECTION

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



## PROGRAMMED FUEL INJECTION

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



## RADIAL MOUNT CALIPER

Offers better alignment to the disc and rigidity. Radial-mount calipers are secured and supported at both ends providing less caliper flex and better braking performance



## SMART KEY

This innovative technology improves both convenience and security. As long as your key is in your pocket or bag, you can release the seat and start the engine with the press of a button.



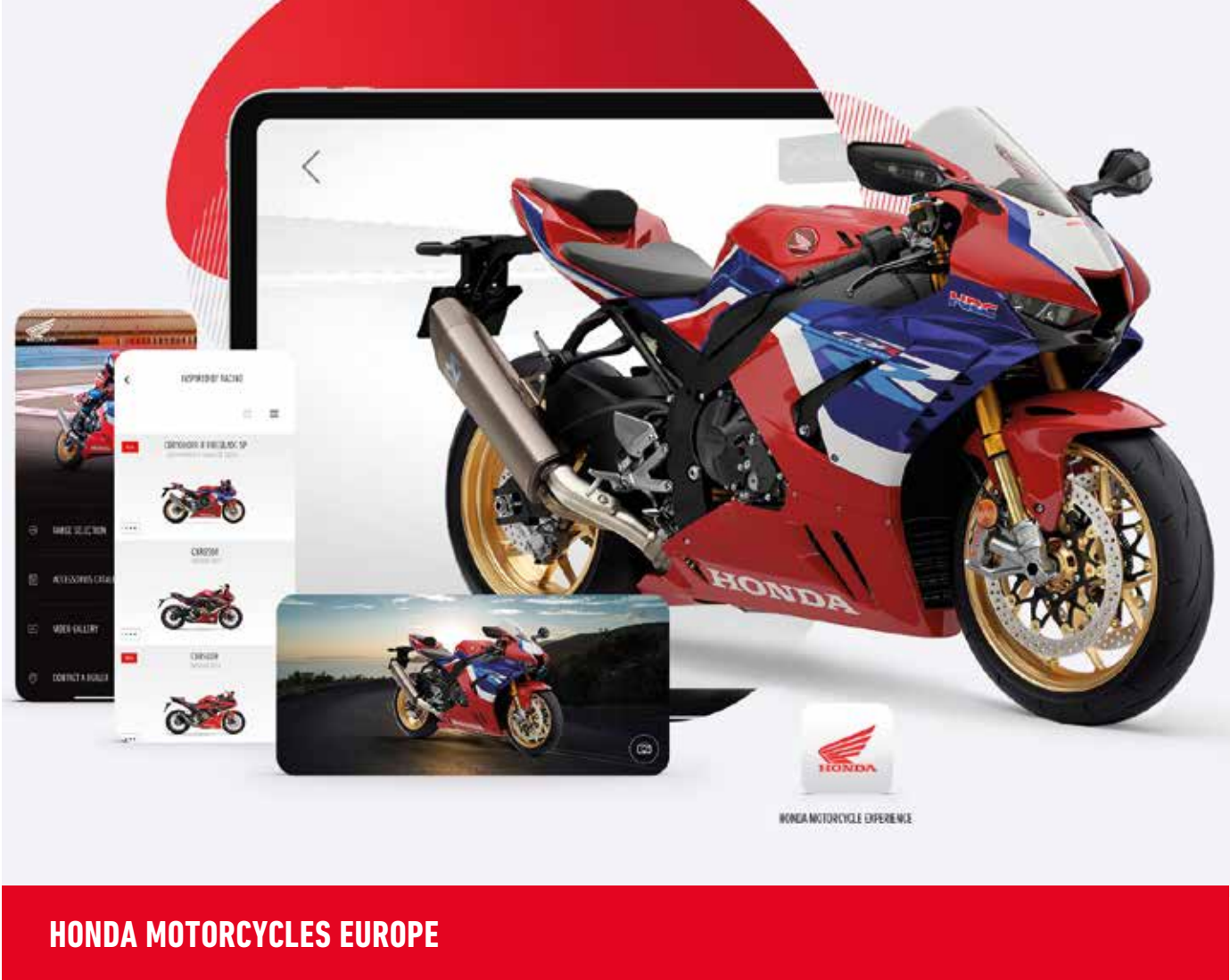
## START MODE

Limits engine rpm based on rider preference, even with a wide-open throttle, letting the rider focus on clutch release (and lights) alone.



## WHEELIE CONTROL

The IMU measures the pitch angle and, combined with front and rear wheel speed, manages the amount of height the front wheel gathers relative to the level of intervention selected. Level 1 is minimum Wheelie Control, level 2 medium and level 3 maximum. Wheelie Control can also be switched off completely.



## HONDA MOTORCYCLES EUROPE

Play around with various configuration options of your 3D bike in 360 view and transform it into your own environment with the Augmented Reality mode. Make sure to take a photo and share with your friends on social media. Take the first picture with your bike before you even order it. You can even locate your nearest Honda dealer and book a test ride to try out your dream bike.

Find out more by visiting our website or downloading the Honda Motorcycles Experience app.





# The Power of Dreams



# Enthusiast. Rider. Dreamer.

**At Honda, we don't believe in taking the easy way out. Never settle. Never rest. That's what we believe in.**

It's a philosophy that means we never feel like we are done. It's why we never stop questioning the limits of every Motorcycle. Why we never stop striving for success, pushing innovation, engineering and development to the very limit. And then doing it again. And again.

It's why we're constantly pioneering engineering firsts – like the inline 4 stroke engine, dual clutch transmission, or the motorcycle airbag. It's why we go beyond the existing, unafraid to challenge the status quo of the motorcycle market.

That's the restless spirit that drives us forwards and is passed on to every Honda rider, pushing them on to their next adventure. On to the joy of true freedom. On to the next big dream.

Because, after all, it's our dreams that move us.







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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**

Cain Road, Bracknell, Berkshire, RG12 1HL England

insert local URL here



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**