



>> Compliant suspension and a light but strong aluminum frame help to ensure crisp handling and sporting competence

>> A four-position windscreen that's easy to adjust, protective half-fairing, three-way adjustable seat, and upright handlebars help to assure cross-country comfort on any road

>> The instrument panel includes a fuel consumption gauge that displays average fuel use during a trip as well as indicating real-time fuel economy

>> Combined Braking System with ABS (Anti-lock Braking System) helps to provide excellent stopping power even when road conditions are less than excellent

>> Optional Honda Genuine Accessories pannier kit is tough and weatherproof to keep your gear dry and safe for the long distance traveller in you

Go where the road leads you

Ever had the feeling that you'd like to slip out for a cup of coffee and then keep on going all the way to the end of the week? The Honda CBF1000A will

light up the road warrior in you, whatever kind of warrior you are, wherever the road might go.

With its winning combination of comfortable ergonomics and sporting prowess, this multi-talented motorcycle won't see the inside of your garage very often. The CBF1000A's open-road credentials start with a light, strong aluminum frame, continue with a powerful 998 cc DOHC inline-four engine with PGM-FI electronic fuel injection, and are topped off with comfortable upright handlebars and an adjustable seat. Now add Honda's Combined Braking System with ABS for impressive stopping performance, and you've just described a motorcycle that will take you on any adventure you can

imagine, quickly, comfortably and safely.

Every great bike is more than the sum of its parts, and the CBF1000A is a whole lot more. Ask anyone who's ridden one, and they'll tell you that this bike wins you over every time you ride it. With a motor that's tuned to deliver rich low-to-midrange power as well as high-rpm thrills, premium suspension components for solid, count-on-it responsiveness where the rubber meets the road, an adjustable windscreen that rises up for high-speed comfort or slides down low for sporty aerodynamics, and the rich sonic tune of its four-into-one exhaust system, it's got all the right parts.

Take the Honda CBF1000A for a ride, and you'll find that it's got a heart, too—yours.

A perfect fit for riding fun

Its proving grounds were the streets, autobahns and mountain switchbacks of Europe, and the Honda CBF600SA passed that test with flying colours. Now it's earning the same solid reputation right here in Canada.

Whether you're an experienced rider or newer to motorcycling and ready to move up from a smaller bike, you'll love the CBF600SA's 599 cc DOHC inline-four engine with its smooth, responsive powerband. The engine is tuned to deliver extra punch at low rpm levels — exactly the kind of tractable, right-there power you want for busy city streets and curving country roads. An oversquare bore-and-stroke of 67 x 42.5 mm and other high-performance design features allow the CBF600SA's engine to rev happily while building power in a rider-friendly, linear

fashion. PGM-FI electronic fuel injection automatically compensates for the pressure and temperature of the ambient air to keep the engine running at its best through a wide range of altitudes and weather conditions, while also delivering quick throttle response — you'll feel that connection between hand and engine that makes a well-tuned motorcycle such a thrill to ride.

This jewel of an engine is surrounded by a chassis that provides the nimble handling you want on a twisty backroad, and the stability you need on a windy prairie highway. A light, strong, die-cast aluminum frame combines with compliant suspension for nimble, sure-footed handling, while a sculpted half-fairing with adjustable windscreen flows air around you to keep you comfortable even when

rain clouds roll in and the temperature drops. And when the rain does start to fall, you'll really appreciate Honda's Combined Braking System with ABS, which helps assure remarkable control even on less-than-ideal road surfaces.

With a low seat height that's adjustable up or down for added comfort, plus available Honda Genuine Accessories such as saddlebags and heated grips, the Honda CBF600SA is more than a great motorcycle for riders who want high performance in an easy-to-ride package. It's a motorcycle for riders who plan to keep their motorcycle where it belongs: Going down the road.

- >> Fuel-injected 599 cc inline-four engine is light, compact, and delivers its power even at low engine speeds for exceptional responsiveness
- >> The CBF600SA's Combined Braking System with ABS provides both the operating ease of linked brakes and the control of an advanced Anti-lock Braking System
- >> A 41 mm telescopic front fork and single-shock rear suspension provide smooth, well-damped compliance for superior handling and comfort
- >> The windscreen can be set in either of two positions and the seat is adjustable through three heights for comfort and wind protection that suit your size and riding style
- >> Available Honda Genuine Accessories include heated grips, saddlebags and separate top box, and even special deflectors to improve wind protection for your hands on long-distance rides



Model may not be exactly as shown

Now's the time to ride a legend

It's one of the most storied names in all of motorcycling. Interceptor. For avid motorcyclists, the word evokes images of racing trophies, technological innovation, and sport-touring excellence. No wonder the Honda VFR800A Interceptor is so often mentioned as one of the best all-around motorcycles of all time.

Twist the Interceptor's throttle, and right away you'll know you're riding something special. Its liquid-cooled 90-degree V-4 is one of the most sophisticated motorcycle engines in the world, boasting Honda's patented VTEC™ system for an incredibly broad powerband. Honda's programmed fuel-injection (PGM-FI) works with VTEC to maximize power, using four laser-drilled 12-hole injectors for incredibly fine fuel atomization.

And the chassis is just as advanced, striking a perfect balance between sporty handling and street civility. The sophisticated Combined Braking System with ABS (Anti-lock Braking System) helps prevent wheel lockup even in the most difficult conditions. The riding position, too, is the result of extensive testing and research — you'll be amazed how it just feels right the moment you sit in the saddle, and still feels right at the end of a long day's ride. And of course, you can't

miss the Interceptor's radical styling.

You've ridden a lot of bikes — now's the time to ride a legend. The Honda VFR800A Interceptor can't wait to show you just how much fun a truly great motorcycle can be.



>>> Innovative VTEC allows the engine to run on two valves per cylinder below 6,400 rpm and four valves per cylinder above 6,400 rpm, delivering significantly stronger low-end and midrange torque while maintaining impressive high-rpm power

>>> Honda's PGM-FI electronic fuel injection and an exhaust catalytic converter allow the engine to be tuned for peak efficiency

>>> Combined Braking System with ABS helps prevent wheel lockup so you can ride with extra confidence

>>> Eye-catching Pro-Arm™ single-sided swingarm, underseat mufflers and distinctive styling ensure that the VFR800A Interceptor stands out in a crowd

>>> Angular bodywork has been carefully designed to reduce the turbulence that may cause rider discomfort

DID YOU KNOW that the 1969 Honda CB750 was the first mass-produced motorcycle to use a front disc brake?

High-tech tour de force



At the pinnacle of supersport-touring motorcycles stands one simple three-letter name that's recognized and admired around the world: VFR. The 2011 Honda VFR1200FA not only builds on the lofty reputation established by its accomplished predecessors, it raises it to a level that's untouchable by almost any bike out there. Anywhere.

Settle into the VFR1200FA's spacious saddle, blip the throttle, kick up the sidestand, accelerate out of your driveway, and you'll know immediately that this bike is something special.

You'll know it when you feel the low-end rush from the 1,237 cc V-4 Unicam engine, with its unique cylinder layout that delivers a distinctive sound with a

heartbeat-like cadence and a feel that's like nothing else in all of motorcycling. And you'll know it when the revs rise and the engine really hits its stride – smooth horsepower that retains that visceral V-4 feeling that so many VFR owners have enjoyed in the past.

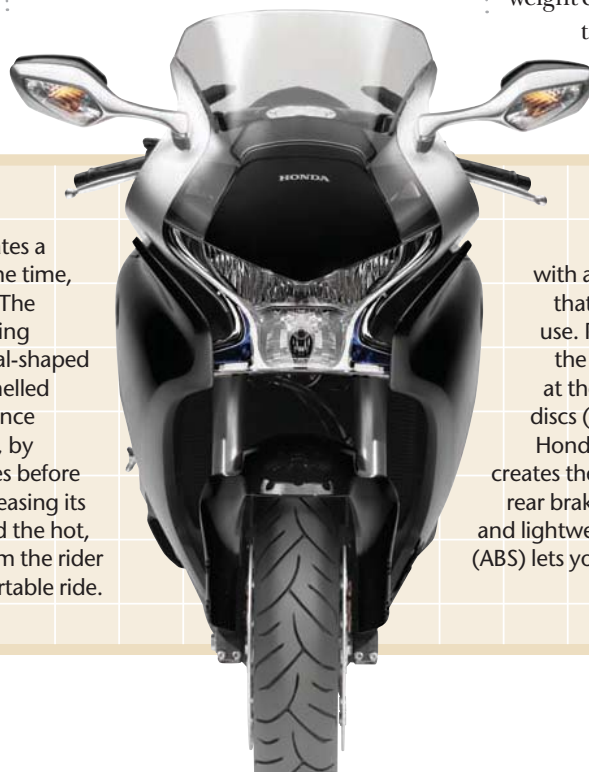
You'll know it in the smooth, tightly controlled handling, the taught yet supple suspension, and the exceptional braking – all of which combine to turn commutes into adventures, and adventures into life-long memories.

And when you pull over at a coffee shop

or roadside lookout, you'll know it when you gaze again at paint that's deeper and more lustrous than anything found on an ordinary production motorcycle, and styling that's cutting-edge sleek.

And with the VFR1200FA DCT, you'll know it when you flick the paddle-style shifter on the handlebar and experience the technological genius that brings a Dual Clutch Transmission (DCT) to a motorcycle for the very first time. Using technology borrowed from high-end sports cars, DCT provides two automatic shifting modes in addition to a paddle-shift six-speed manual mode. You can ride city streets and endless highways effortlessly, yet still enjoy sportbike-like character on your favourite twisty backroad.

At the heart of both VFR1200FA models lies a V-4 engine that showcases the best of Honda's engineering expertise and imagination. With a narrow 76-degree cylinder angle achieved without the need of a counterbalance shaft, a Unicam valve train that cuts weight and adds combustion efficiency, asymmetrical cylinder spacing that narrows the engine at critical points, unequal-length exhaust headers that improve power output and produce a sweet, throaty sound, and other innovative thinking, the VFR1200FA engine is nothing short of a technological tour de force. This compact, lightweight engine produces the huge low-end torque and strong top-end power that make crossing the city – or the country – a breeze.



Fairing

The patented layered fairing design creates a uniquely beautiful shape and, at the same time, optimal airflow and heat management. The fairing incorporates two layers. Air entering between the layers and through two oval-shaped spaces in the front of the fairing is channelled in exactly the directions needed to enhance the bike's stability at higher speeds. Plus, by channelling air through smaller apertures before it reaches the radiators and thereby increasing its velocity, engine cooling is optimized and the hot, exhausted air is carried quickly away from the rider and passenger for a cooler, more comfortable ride.

Brakes

The VFR1200FA is equipped with a sophisticated braking system that's ideal for all-round sportbike use. Powerful six-piston calipers for the front and a two-piston caliper at the rear act on large full-floating discs (320 mm front; 276 mm rear). Honda's Combined Braking System creates the optimal balance of front and rear braking forces, while the compact and lightweight Anti-lock Braking System (ABS) lets you brake with confidence even on difficult surfaces.

Dual Clutch Transmission

Already earning rave reviews for its versatile performance, available Dual Clutch Transmission (DCT model) offers three operating modes: two full-auto modes (D for regular operation and S for sporty riding), and a six-speed gear-select mode for full rider control via paddle-style shifters that delivers the same response as a manual transmission. Its mechanical efficiency matches that of a manual gearbox, meaning you get to enjoy the convenience of an automatic with the unbridled performance of a manual.

Shaft drive

This advanced shaft-drive system routes the shaft below the swingarm pivot point to eliminate the squat and lift of conventional shaft drives without resorting to the complex and heavy countermeasures used by some competing models. Special dampers eliminate any excessive slack or jerkiness in the system, resulting in smooth on- and off-throttle transitions. A sliding constant-velocity universal joint adjusts for changes in driveline length automatically as the driveshaft moves throughout the arc of rear-wheel travel.

Engine

The light and compact 1,237 cc liquid-cooled V-4 engine with a narrow 76-degree V angle was inspired by Honda's V-4 MotoGP technology. It incorporates a unique cylinder layout with the rear two cylinders placed side by side and the front two cylinders more widely spaced. This, plus the use of Unicam cylinder heads, allows the engine to be short and very narrow between the rider's legs while also improving mass centralization, thereby contributing to the bike's balanced feel and ease of control. Overall, it's more compact than the engine in the VFR800A Interceptor.



The shaft drive system, too, is something special, with advanced metallurgy that permits the use of very small and light components, plus ingenious geometry that simply and cleanly eliminates the squat and lift of some shaft drive systems.

Want more? Honda's Combined Braking System with ABS combines strong stopping power with improved safety. Throttle-by-wire provides an instant connection between hand and engine. Specialized seat construction helps ensure exceptional long-range comfort. A twin-layer fairing promotes efficient aerodynamics and better cooling. Optional Honda Genuine Accessories hard saddlebags and top box allow country-spanning convenience. And the list goes on.

When Honda engineers conceived the first VFR, they knew they were on to something special. The amazing Honda VFR1200FA and VFR1200FA DCT confirm once again just how right they were.

The accessorized model shown includes optional Honda Genuine Accessories such as windshield deflector, centre stand, saddlebag set and top trunk with built-in backrest pad.





Everyday Superbike



- >> Choose the CBR1000RRA in Graphite Black or the optional eye-catching Repsol Edition
- >> Light, strong, four-piece aluminum frame and powerful, compact engine make "power-to-weight ratio" your new catchphrase
- >> Comfortable ergonomics that let you focus on the ride will increase your saddle time and help improve the pleasure of every ride
- >> The MotoGP-derived twin ram-air system provides improved cool-air flow to the PGM-FI electronic fuel injection system for thrilling engine performance
- >> A compact exhaust system with catalytic converter reduces the size of rear bodywork, improving mass centralization and reducing roll and yaw inertia
- >> The MotoGP-style rear end, mirror-mounted turn signals, and line-beam headlights contribute to the CBR1000RRA's radical good looks

Sure, the Honda CBR1000RRA makes a great race bike. With its MotoGP bloodline showing through in every detail, there's no question that this bike can get around a track in a big hurry.

But one of the amazing things about the CBR1000RRA is just how practical it is for everyday riding on the street, too.

The CBR1000RRA's fuel-injected 999 cc engine is light, compact and delivers monumental torque and horsepower. An Assist Slipper Clutch helps to ensure confident

downshifting and deceleration as well as quick clutch re-engagement and light lever action. And a seamlessly smooth powerband means the engine has a user-friendly character, whether you're heading out on a lazy afternoon ride on your favourite twisty road, or mixing it up with your friends during a fun track day.

Honda engineers have always understood the relationship between chassis strength and handling response, and with the CBR1000RRA a lightweight, finely

tuned aluminum frame and fully adjustable suspension components combine for razor sharp handling and exceptional stability. To enhance this stability while also enabling light, easy steering at low speeds, the integrated Honda Electronic Steering Damper (HESD) automatically adjusts damping force to suit your speed.

A motorcycle of this calibre must also shed speed capably, and Honda's technological genius shows through again in a world's first: Electronically Controlled Combined ABS, the first Anti-lock Braking System designed specifically for the unique demands of sportbikes. It provides consistent, dependable braking in the most demanding conditions (see sidebar).

Performance at the highest levels of street bike technology don't have to come at the expense of physical comfort, which the CBR1000RRA ably proves with its sensible ergonomics — the kind of seating position that allows you to enjoy the ride, not long for the next rest stop.

And with the ground-breaking Honda CBR1000RRA, the ride has come up to a new level. Welcome aboard.

DID YOU KNOW that the outright lap record at the Isle of Man TT (211.754 km/h) is held by a Honda CBR1000RR, ridden by John McGuinness?



Honda Genuine Accessories

This sleek rear cowl in Repsol colours quickly converts your CBR1000RRA into a solo-seat race replica. And when your ride is finished, this stylish Honda Racing cover protects your motorcycle against indoor dust and debris. Visit honda.ca or your local Honda dealer for more details.



CBR600RRA

performance that makes every ride on this thoroughbred motorcycle a ride to remember.

And for the ultimate in braking performance, the CBR600RRA comes equipped with Honda's cutting-edge Electronically Controlled Combined ABS — the first Anti-lock Braking System designed specifically for the unique demands of sportbikes (see sidebar). Or, with the CBR600RR, you can have the same power and ride quality with non-ABS brakes. It's your choice.

The Honda CBR600RRA and CBR600RR: race track capability, street civility, and long-distance comfort.

Real-world performance

It's the very front edge of the middle-weight sportbike wedge: the Honda CBR600RRA/RR, a supersport motorcycle that combines astonishing high-performance capability and real-world usability in one remarkable package.

The CBR's powerful and lightweight 599 cc DOHC inline-four engine is jam-packed with performance features. Two fuel-injectors per cylinder are electronically controlled to instantly react to engine load and throttle opening for serious grunt in the midrange and thrilling horsepower up high. An oversquare bore-and-stroke lets the engine readily spin up to 15,000 rpm. Oil jets under the pistons reduce friction and add cooling, iridium-tip spark plugs improve combustion performance, and a two-stage ram-air system gulps massive amounts of cool



CBR600RR

air. It all adds up to the sort of sportbike performance that makes twisty roads or track days so much fun.

But the CBR600RRA/RR is different from a lot of sportbikes out there, because it's also exceptionally easy to ride on the street. A lightweight, aluminum, tuned chassis with Honda Electronic Steering Damper (HESD) delivers precise, confident handling, while high-tech brakes with radial-mounted front calipers mean right-now stopping power. Combine exceptional chassis performance with a wide engine powerband, and you get the type of everyday street

>>> Lightweight, compact, high-revving, DOHC, inline-four engine with Dual Stage Fuel Injection is powerful in the midrange and stunning at high rpm

>>> The world's first Electronically Controlled Combined ABS brake system for sportbikes brings world-class stopping power and control to your fingertips

>>> Inverted 41 mm HMAS cartridge front fork is rider adjustable for spring preload, rebound and compression damping, allowing you to finely adjust suspension performance for precision control on the track or extra comfort on the street - or anywhere in between

>>> Lightweight stainless steel exhaust system features a valve inside the muffler to control exhaust pressure for maximum performance

>>> Ergonomics are designed for comfort, so fatigue is minimized and enjoyment is maximized

BETTER BRAKING

The CBR1000RRA and CBR600RRA feature the world's first Electronically Controlled Combined ABS (Anti-lock Braking System) for sportbikes. This innovative system brings together the benefits of anti-lock brakes and linked front and rear brakes to improve both braking control and safety, all without interfering with cornering ability or other aspects of sport performance — even under race-track conditions.

The system measures rider input on both the front brake lever and rear brake pedal plus data from other sensors, then using sophisticated electronics and two separate power units, generates up to the maximum braking force on both wheels while also helping to prevent wheel lockup. Operation is seamless because the system's Electronic Control Module (ECM) is capable of hundreds of calculations and commands every second, and it continuously adjusts the strength and distribution of hydraulic pressure to each wheel. Full braking performance is immediately available, giving you precise and predictable brake operation, and perhaps giving you the extra edge you need during a track day or all-out competition.





Model may not be exactly as shown

Expose your Naked aggression

Part high-performance sportbike, part mean and lean boulevard warrior. The outrageous all-new CB1000RA is the naked-class bike that only Honda could build, with its stunning blend of snarling, take-no-prisoners attitude and surprisingly user-friendly everyday rideability.

As the most modern addition to a proud lineage of unfaired four-cylinder hot-rod Hondas, the CB1000RA's roots stretch all the way back to the CB750 of 1969. As with that seminal bike, the focus of the CB1000RA is squarely on its engine. Packing the punch of a litre-class superbike, its CBR-derived fuel-injected 998 cc inline-four features enhanced low-to-mid-range torque for extra oomph in the tight

quarters of the city, while retaining effortless passing power on the open road. Twist the throttle, and you'll know right away that this bike means business.

This muscular engine hogs the spotlight, with only the barest of bodywork and frame blocking your view of it. Although the aluminum mono-backbone frame is visually hardly even there, it's plenty capable of harnessing all that horsepower, using sophisticated Gravity Die-Cast technology for strength, and thin-wall construction for light weight. The frame connects the aluminum Pro-Arm swingarm and fully adjustable 43 mm inverted fork to create a chassis that's stable when you need it to be, and nimble

and responsive when you want to let loose on a twisty backroad. Perhaps best of all, the roomy seating position created by the minimalist chassis delivers excellent rider comfort, making the CB1000RA quite capable of weekend or even week-long adventures, solo or two-up.

As befitting such a fire-breathing hot-rod, the CB1000RA pulls no punches in the braking department, with radial-mount front brake calipers plus Honda's Combined Braking System with ABS, which lets you ride with confidence even when the road surface is less than ideal.

The all-new Honda CB1000RA: it's naked aggression in a user-friendly, fun-to-ride package.

Compact and stylish three-section LCD instrument panel features a multi-segment LCD tachometer

Fully adjustable 43 mm inverted fork with radial-mount dual 310 mm disc brakes sourced from the CBR1000RR offers leading-edge sportbike performance

Combined Braking System with ABS (Anti-lock Braking System) gives you extra peace of mind in all braking situations

Roomy seating position delivers excellent rider comfort and allows the CB1000RA to be versatile enough to handle long-distance travel, solo or two-up

Wide cast-aluminum 17-inch wheels show off a distinctive swept four-spoke design

Short, compact and lightweight tail cowl adds to the CB1000RA's distinctive angular styling

Semi-underlung stainless-steel exhaust system lowers the centre of gravity as well as delivering an exhilarating sound

Distinctive triangular multi-reflector headlight housing with unique LED position light gives the CB1000RA an aggressive look while also casting a bright beam on the road ahead

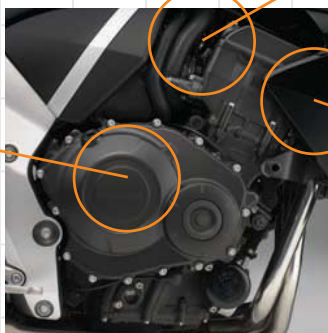
Distinctively styled single-sided aluminum swingarm with single HMAS shock featuring spring preload and rebound-damping adjustability provides excellent rear suspension action along with a unique look

Sophisticated Gravity Die-Cast technology creates a mono-backbone aluminum frame that is strong yet features thin-wall construction for light weight. This innovative technology forms the basis of a well-integrated chassis package that yields superb handling

Honda's PGM-FI electronic fuel injection continuously monitors several variables to ensure the correct fuel mixture for riding and atmospheric conditions, thereby delivering optimal performance and remarkably crisp throttle response over a wide range of operating conditions

The CB1000RA's hot-rod heritage is evident in its compact, lightweight and powerful 998 cc liquid-cooled fuel-injected inline-four engine that has been specifically retuned for dynamic low-to-midrange performance, with a smoothly linear climb up through the powerband to a thrilling top-end rush

Racing-derived 16-valve cylinder head delivers outstanding flow for optimum combustion characteristics and power production



Just the right size for huge fun

It's finally here! The bike Canadian riders have been clamouring for since the introduction of the wildly popular CBR125R has finally been unveiled to the world. And it's a stunner.

The all-new Honda CBR250RA/R is far removed from the sort of repurposed commuter bike often found in this class – it's a true Honda sportbike loaded with sophisticated engineering and high-tech components. It has the light weight, user-friendly operation and comfortable size that make it perfect for novice riders or those stepping up from the CBR125R. But if experienced riders overlook the CBR250RA/R because they think engine displacement is the sole measure of a motorcycle's appeal, then they'll be missing out on a bike that's destined to redefine fun on two wheels.

The fun starts with the CBR250RA/R's jewel of an engine. Purpose-built just for this bike, the 249 cc liquid-cooled single is not a dirt-bike engine asked to do a street-bike engine's job, and it's not some tired old technology dusted off and dressed up to look new. The CBR250RA/R's engine was conceived, engineered and built to provide an optimum torque curve for street riding, impressive top-end power, and the superior power-to-weight ratio



"The best bike on the market today"
— David Booth, National Post

that makes riding a high-performance 250 so exciting. PGM-FI electronic fuel injection, DOHC four-valve cylinder head, a 10,500 rpm redline, stacked transmission shafts, and more... it all adds up to an engine that's easy to use in the stop-and-go of the city, and right at home on the open road or during track days, too.

In fact, the bore and stroke measurements of the CBR250RA/R's engine are equivalent to those of the CBR1000RRA, which tells you something about this bike's performance intentions.

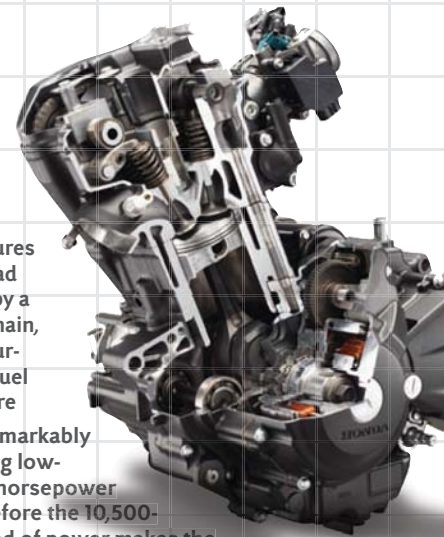
The compact size of the engine was a key element in allowing engineers to create a lightweight, sporty chassis and rider

ergonomics that comfortably fit riders big and small. With its centralized mass, compact wheelbase, full-size 17-inch wheels, nimble steering geometry and light overall weight, the CBR250RA/R achieves that magical state of feeling like it's responding to your very thoughts. Bend in the road ahead? Entering a tight chicane during a track day? The CBR250RA/R responds quickly, precisely, almost effortlessly. It's yet another example of just how enjoyable a high-performance small-displacement bike can be.

Although it's economical to own and operate, the CBR250RA/R certainly doesn't scrimp on the premium features usually associated with only higher-priced bikes. Like the Combined Braking System with ABS on the RA model – the first Anti-lock Braking System ever on a bike in this class. Like the VFR1200-style fairing for enhanced aerodynamics and weather protection. Like the multi-function instrument panel. It's all top-shelf stuff. As a bonus, it gets great fuel economy and meets strict emissions standards, too*.

Yes, it's finally here. The exciting new, Honda CBR250RA/R, with its impressive list of high-tech features. You can buy a bigger bike, but you can't buy one that's more fun to ride.





- >>> The all-new 249 cc single-cylinder engine has been purpose-built for the CBR250RA/R, and boasts such high-performance features as double overhead camshafts driven by a Hy-Vo®-type silent chain, forked roller rocker arms, a compact four-valve cylinder head, PGM-FI electronic fuel injection, liquid cooling, and more
- >>> The engine produces a remarkably broad torque curve for strong low-rpm performance, and peak horsepower kicks in at 8,500 rpm—well before the 10,500-rpm redline. This wide spread of power makes the CBR250RA/R easy and confidence-inspiring to ride, in both stop-and-go situations and on the highway, while also returning impressive fuel economy*
- >>> Counterbalance shaft gives the engine a smooth, sophisticated feel
- >>> The light and compact engine contributes to the CBR250RA/R's nimble steering, intuitive handling and impressive power-to-weight ratio, which allows it to outperform twin-cylinder bikes of similar displacement
- >>> Shim-style valve tappet adjustment allows easy inspection and maintenance, although with a recommended inspection interval of 48,000 km, you'll ride a long, long time between any needed adjustments
- >>> The PGM-FI system incorporates an Idle Air Control Valve (IACV) to smooth responses to small changes in throttle position
- >>> The CBR250RA/R's engine meets both EPA and Euro3 emissions standards by incorporating the latest in exhaust and catalytic converter technology. The tri-metal catalytic converter reduces the level of hydrocarbons, carbon monoxide and nitrous oxides, while an oxygen sensor in the exhaust works with the Electronic Control Unit to improve combustion within the engine
- >>> Diamond-shaped twin-spar frame plus a 37 mm front fork and Pro-Link single-shock rear suspension provide impressive handling and a comfortable ride
- >>> The CBR250RA is the only bike in its class to offer the benefits of ABS. The CBR250RA's Combined Braking System with ABS (Anti-lock Braking System) helps to provide sure control on even difficult road surfaces
- >>> Curb weight of only 162 kg (357 lb) for the R model and 166 kg (366 lb) for the RA model helps to ensure outstanding manoeuvrability and helps instil rider confidence
- >>> Sporty ergonomics promote a balanced seating position for optimum control and long-distance comfort
- >>> Full-sized 17-inch cast wheels with a 110/70 - 17 front tire and a 140/70 - 17 rear tire provide big-bike feel, grip and handling traits
- >>> Sleek, modern styling incorporates a VFR1200-style full fairing with windscreen that enhances aerodynamics while also deflecting the oncoming wind for excellent rider comfort, plus a unique headlight design
- >>> Fuel capacity of 13 litres gives the CBR250RA/R a cruising range of more than 320 kilometres
- >>> Grab rails on the tail section are designed to fit gloved hands, giving passengers a dedicated handhold while riding two-up



*Fuel economy results were obtained by Honda under standardized testing conditions prescribed by WMTC (World-wide Motorcycle emission Test Cycle). Tests are conducted on a rolling road using a standard version of the vehicle with only one rider and no additional optional equipment. Actual fuel consumption may vary depending on how you ride, how you maintain your vehicle, weather, road conditions, tire pressure, installation of accessories, cargo, rider and passenger weight, and other factors.



NEW

How Honda is helping more and more new riders get a fun, safe start in the sport

BEGINNINGS

Charmaine De Cae probably wouldn't be riding motorcycles if it weren't for Honda's CBR125R, noting that "grandma wouldn't let me ride a motorcycle" until the family matriarch learned that the sporty Honda her granddaughter coveted displaced but 125 cc, unlike her uncle's rather intimidating 1600. Besides, says De Cae, a registered labour and delivery nurse, she couldn't see herself "spending \$10,000 or whatever it takes to buy a new 600 these days."

The 28-year-old Saskatoon native has tried all manner of motorcycles, "but never felt comfortable on something bigger." Now, with her CBR125R, she and her best friend Elise Carr — owner of another, much customized CBR — motor around Saskatoon, hanging out with owners of a wide diversity of bikes and discovering, first hand, the ever-widening fraternity that is the motorcycling community.

Like a surprising number of CBR125R riders, De Cae isn't in a big hurry to trade up to a much larger motorcycle, finding her little Honda "perfect for riding around town and getting to

work." It's a sentiment echoed by Toronto video producer Jeff Mar — although he's ridden motorcycles as large as 600 cc, there's not yet been any "temptation to trade up because the 125 fills all my current needs."

That is, of course, until De Cae, Carr and Mar hear about Honda Canada's big news for 2011: the all-new CBR250R. Based on the winning format that has made the CBR125R such a tour de force in the motorcycling world — sportbike styling, performance and features married to incredible pricing — the new CBR250R rounds out Honda Canada's now-comprehensive entry-level motorcycle range that also includes the CBF600SA.

The CBR250R, however, is 2011's star, boasting optional anti-lock brakes, a powerful 249 cc fuel-injected single-cylinder engine, and styling that so closely emulates the acclaimed VFR1200 sport-tourer that even seasoned motorcyclists will think you're riding a much larger motorcycle.

It's all part of Honda's campaign to make motorcycling



Honda Canada's popular Junior Red Riders program makes sure young off-roaders learn all the important riding techniques and safety procedures before they are allowed to twist the throttle. Below, De Cae (also opposite page) and friend Elise Carr get ready to ride with their motorcycling friends.

more accessible to a wider variety of riders. All three bikes offer a unique combination of affordable pricing, manageable performance and eye-catching looks. Throw in light weight and a comfortably low seat height, and you have a formula that will entice first-time motorcyclists and seasoned riders alike.

But for everyone at Honda, our commitment goes beyond just selling motorcycles. We're enthusiasts, determined to see our sport grow beyond its traditional roots. We're industry leaders, devoted to preparing new riders for their introduction to motorcycling and, perhaps most importantly, determined to make the sport more accessible to all. That's why Honda is committed to supporting rider training, and why so many rider

training schools are incorporating CBR125Rs into their fleets — so those just starting their two-wheeled adventure can learn to ride on the very latest and most sophisticated of beginner bikes.

Honda is also committed to the entire process of putting new riders on two wheels. For example, at the completion of one of the New Rider Program sessions where CBR125Rs are used, attendees are presented with incentives redeemable at all Honda stores for use in purchasing rider safety gear and other items important to safe and enjoyable motorcycling. As well, Honda will be introducing a trade-in program for current CBR125R owners when they are ready to move up to a CBR250R.

Honda's Come Ride With Us program will have a special emphasis on welcoming new riders this year. Exclusive CBR125R/CBR250R test-ride days are being organized to showcase how easy it is to join the wonderful world of motorcycling. These days include such things as parking lot obstacle courses to help riders gain confidence, an anti-lock-braking demonstration by expert riders, and an extended ride led by seasoned motorcyclists. Just show your valid motorcycle riding permit and you can take that first step toward a life of two-wheel fun.

But Honda's commitment to bringing new riders to motorcycling begins long before enthusiasts are old enough to qualify for their licence. One of Honda Canada's most successful programs, Junior Red Riders (JRR), is aimed exclusively at 6 – 12 year-olds who have a dream of learning to ride a motorcycle. Upon arriving at a JRR camp day, the eager youngsters are outfitted from head to foot in Fox® protective gear. They are then introduced to the motorcycle and its key vital components, and taken through an extensive "dry run" to become familiar





Honda's Come Ride With Us program is a great way to pick up riding tips while also enjoying some fun seat time on Honda motorcycles, including the CBR125R.



with the essential controls. Only after they are comfortably acquainted with the basics of how to sit on, start, and especially, how to stop a motorcycle, does the riding begin.

Even then, the first portion of the on-bike learning consists of an engine-off exercise in learning to safely stop the bike. Only when they've mastered this and other basic skills are the motors of the CRF50F, CRF70F and CRF80F (the CRF100F is available for bigger and/or more experienced participants) started and each rider is supervised as he or she takes the first steps to learning throttle control. The goal, says Jeff Madden, National Program Coordinator for Honda Canada, "is to learn how to navigate over small obstacles using the proper riding technique."

A Message From Honda

My name is Kim Moore; my title is Press and Public Relations Coordinator for the Motorcycle Division. However, when you work in the motorcycle industry, your title is only that — a title. Most people in the industry go above and beyond the scope of their job, not because they have to, because they want to.

As a member of the JRR program team and then later the CBR125R team, it has been very satisfying to see these programs flourish and become the launching pad into motorcycling for both kids and adults, both on- and off-road.

When Honda embarked on the CBR125R project two years prior to the bike's introduction in 2007, it was seen as perfect timing. Having successfully started the JRR program just a couple of years earlier, we learned from the research done at that time that there were a large number of people interested in motorcycling, but there was no easy way for them to get into it. The CBR125R program (bike/gear combo) provided the means. And to this day, the CBR125R remains perhaps the most affordable way to get into motorcycling.

Enter the CBR250R. As seasoned motorcyclists will tell you, confidence and experience are key to enjoying many years

on the road. Many of today's veteran motorcyclists started out on small-cc bikes and progressed up to larger bikes. This usually occurred slowly, allowing them to increase both their confidence and experience as they moved up the bike-size ladder. The CBR125R introduced a lot of newcomers to the sport, and like riders before them, many are now ready to take the next step. The team felt, however, that CBR125R riders would be ready for not only a higher level of performance, but also a higher level of sophistication. For this reason, we resisted the temptation to bring a repurposed commuter bike that looked the part but was short on features and sophistication. The CBR250R is the perfect next step — it's a highly sophisticated sport motorcycle featuring a purpose-built, fuel-injected engine and a linked Anti-lock Braking System.

Honda is determined to ensure that the entry level riders are taken care of. Don't make the mistake, however, of thinking that the CBR250R is for novice riders only. As we learned with the CBR125R, many experienced riders find these smaller-cc bikes an absolute blast to ride.

So what's next? Well, we've already started the project team for the next bike in the series. Because of the opportunity to be part of exciting projects like this, I believe I have one of the best jobs at Honda.

Cranking up the fun meter

You've heard the buzz about the CBR125R: it's the fun and friendly Honda that has given so many Canadian riders their first taste of motorcycling excitement – and has given some long-time riders a new reason to smile, too.

Well, the buzz has just become a whole lot louder, because the CBR125R is back for 2011 with a new look and even better performance.

For starters, check out the stylish new bodywork. It gives the CBR125R a bigger-bike look, and also enhances weather protection and overall ride comfort. Wider wheels and tires improve the CBR125R's traction. And you can't miss the cool new colour schemes – the CBR125R may not cost a lot, but you can't beat it for sleek styling and premium features.



Model may not be exactly as shown

What we haven't changed is the nimble, confidence-inspiring handling from the CBR125R's lightweight chassis, the low-effort controls, the comfortable seat height that makes it easy for your feet to reach the ground at stoplights, and the responsive, hard-to-stall engine with PGM-FI electronic fuel injection. Convenient electric start gets you going with the push of a button, and disc brakes front and rear help

>> Wider race-style cast wheels and wider high-traction sport tires for 2011 add to the CBR125R's sporty credentials

>> New, more-protective bodywork looks great and improves riding comfort in all kinds of weather

>> The liquid-cooled four-stroke engine with a single overhead camshaft produces excellent low-end and midrange power, while the Idle Air Control Valve (IACV) reduces the chance of stalling to make getting going from a stop super easy

>> Honda's advanced PGM-FI electronic fuel-injection system delivers the precise amount of fuel for optimum performance

>> The riding position is sporty without feeling cramped, with a low seat height that means your feet can easily reach the ground – perfect for both novice and experienced riders alike













Model may not be exactly as shown





provide strong stopping power while also being easy to modulate. Add a close-ratio six-speed transmission that's super-smooth to shift and a fully featured instrument panel, and you've got a bike that's a blast to ride, whether you're heading downtown or way out of town with your riding friends.

Easy to own, easy to operate. The Honda CBR125R sure is an easy bike to like.

SPECIFICATIONS

	Gold Wing / Gold Wing Airbag	ST1300A	DN-01	VT1300CXA Fury *	VT1300CSA Sabre
Engine type	Liquid-cooled horizontally opposed six	Liquid-cooled 90-degree V-4	Liquid-cooled 52-degree V-twin	Liquid-cooled 52-degree V-twin	Liquid-cooled 52-degree V-twin
Displacement	1,832 cc	1,261 cc	680 cc	1,312 cc	1,312 cc
Bore & stroke	74 mm x 71 mm	78 mm x 66 mm	81 mm x 66 mm	89.5 mm x 104.3 mm	89.5 mm x 104.3 mm
Compression ratio	9.8:1	10.8:1	10:1	9.2:1	9.2:1
Valve train	Chain-driven SOHC, 2 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven SOHC, 4 valves per cylinder	Chain-driven SOHC, 3 valves per cylinder	Chain-driven SOHC, 3 valves per cylinder
Fuel delivery	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection
Transmission	Five-speed including overdrive, plus electric reverse	Five-speed	HFT continuously variable, hydro-mechanical 2-mode automatic with six-speed manual mode	Five-speed	Five-speed
Final drive	Shaft	Shaft	Shaft	Shaft	Shaft
Front suspension	45 mm cartridge fork with anti-dive system; 122 mm (4.8 in.) travel	45 mm HMAS cartridge fork; 108 mm (4.3 in.) travel	41 mm fork; 101 mm (4 in.) travel	45 mm fork; 102 mm (4 in.) travel	41 mm fork; 102 mm (4 in.) travel
Rear suspension	Pro-Arm single-sided swingarm with Pro-Link single shock with computer-controlled preload adjustment and two memory presets; 105 mm (4.1 in.) travel	HMAS gas-charged single shock with five-position spring preload adjustment; 123 mm (4.8 in.) travel	Single shock with spring preload adjustment; 120 mm (4.7 in.) travel	Single shock with adjustable rebound damping and six-position spring preload adjustment; 95 mm (3.7 in.) travel	Single shock; 100 mm (3.9 in.) travel
Tires	130/70R - 18 radial front; 180/60R - 16 radial rear	120/70ZR - 18 radial front; 170/60ZR - 17 radial rear	130/70ZR-17 radial front; 190/50ZR-17 radial rear	90/90 - 21 front; 200/50R - 18 rear	90/90 - 21 front; 170/80 - 15 rear
Brakes	Front dual 296 mm discs with triple-piston calipers; rear 316 mm disc with triple-piston caliper. Dual-Combined Braking System with ABS	Front dual 310 mm discs with triple-piston calipers; rear 316 mm disc with triple-piston caliper. Dual-Combined Braking System with ABS	Front dual 296 mm discs with triple-piston calipers; rear 276 mm disc with dual-piston caliper. Combined Braking System with ABS	Front single 336 mm disc with triple-piston caliper, rear 296 mm disc with dual-piston caliper. Combined Braking System with ABS	Front single 336 mm disc with triple-piston caliper, rear 296 mm disc with dual-piston caliper. Combined Braking System with ABS
Seat height	740 mm (29.1 in.)	790 mm (31.1 in.) adjustable +/- 15 mm (0.6 in.)	713 mm (28.1 in.)	685 mm (27 in.)	684 mm (26.9 in.)
Wheelbase	1,690 mm (66.5 in.)	1,491 mm (58.7 in.)	1,609 mm (63.3 in.)	1,805 mm (71.1 in.)	1,785 mm (70.3 in.)
Curb weight	412 kg (908 lb); Airbag model: 421 kg (928 lb) including required fluids and full tank of gas - ready to ride	331 kg (760 lb) including required fluids and full tank of gas - ready to ride	270 kg (595 lb) including required fluids and full tank of gas - ready to ride	308 kg (679 lb) including required fluids and full tank of gas - ready to ride	307 kg (677 lb) including required fluids and full tank of gas - ready to ride
Fuel capacity	25 litres	29 litres	15.3 litres, including 3-litre reserve	12.8 litres	16.5 litres
Colour	Nebulous Black Metallic, Caliente Red Metallic; Airbag: Nebulous Black Metallic, Pearl Glacier White	Graphite Black	Graphite Black	Mat Axis Orange, Bordeaux Red Metallic	Glint Wave Blue Metallic
					






	VT1300CRA Stataline	VT1300CTA Interstate	Shadow RS	VT750C Phantom	VT750CA Spirit
Engine type	Liquid-cooled 52-degree V-twin	Liquid-cooled 52-degree V-twin	Liquid-cooled 52-degree V-twin	Liquid-cooled 52-degree V-twin	Liquid-cooled 52-degree V-twin
Displacement	1,312 cc	1,312 cc	745 cc	745 cc	745 cc
Bore & stroke	89.5 mm x 104.3 mm	89.5 mm x 104.3 mm	79 mm x 76 mm	79 mm x 76 mm	79 mm x 76 mm
Compression ratio	9.2:1	9.2:1	9.6:1	9.6:1	9.6:1
Valve train	Chain-driven SOHC, 3 valves per cylinder	Chain-driven SOHC, 3 valves per cylinder	Chain-driven SOHC, 3 valves per cylinder	Chain-driven SOHC, 3 valves per cylinder	Chain-driven SOHC, 3 valves per cylinder
Fuel delivery	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection
Transmission	Five-speed	Five-speed	Wide-ratio five-speed	Wide-ratio five-speed	Wide-ratio five-speed
Final drive	Shaft	Shaft	O-ring-sealed chain	Shaft	Shaft
Front suspension	41 mm fork; 102 mm (4 in.) travel	41 mm fork; 102 mm (4 in.) travel	41 mm fork; 118 mm (4.6 in.) travel	41 mm fork; 117 mm (4.6 in.) travel	41 mm fork; 115 mm (4.5 in.) travel
Rear suspension	Single shock; 100 mm (3.9 in.) travel	Single shock; 100 mm (3.9 in.) travel	Dual shocks with spring preload adjustment; 90 mm (3.5 in.) travel	Dual shocks with spring preload adjustment; 89 mm (3.5 in.) travel	Dual shocks with spring preload adjustment; 89 mm (3.5 in.) travel
Tires	140/80 - 17 front; 170/80 - 15 rear	140/80 - 17 front; 170/80 - 15 rear	100/90 - 19 front; 150/80 - 16 rear	120/90 - 17 front; 160/80 - 15 rear	90/90 - 21 front; 160/80 - 15 rear
Brakes	Front single 336 mm disc with triple-piston caliper, rear 296 mm disc with dual-piston caliper. Combined Braking System with ABS	Front single 336 mm disc with triple-piston caliper, rear 296 mm disc with dual-piston caliper. Combined Braking System with ABS	Front single 296 mm disc with dual-piston caliper; rear drum	Front single 296 mm disc with dual-piston caliper; rear drum	Front single 296 mm disc with dual-piston caliper; rear 276 mm disc with single-piston caliper, Combined Braking System with ABS
Seat height	680 mm (26.8 in.)	680 mm (26.8 in.)	750 mm (29.5 in.)	655 mm (25.8 in.)	655 mm (25.8 in.)
Wheelbase	1,785 mm (70.3 in.)	1,785 mm (70.3 in.)	1,560 mm (61.4 in.)	1,640 mm (64.6 in.)	1,655 mm (65.2 in.)
Curb weight	311 kg (686 lb) including required fluids and full tank of gas - ready to ride	329 kg (725 lb) including required fluids and full tank of gas - ready to ride	228 kg (503 lb) including required fluids and full tank of gas - ready to ride	249 kg (549 lb) including required fluids and full tank of gas - ready to ride	251 kg (553 lb) including required fluids and full tank of gas - ready to ride
Fuel capacity	16.5 litres	16.5 litres	10 litres, including 2.6-litre reserve	14 litres, including 3.5-litre reserve	14 litres, including 3.5-litre reserve
Colour	Candy Red	Bordeaux Red Metallic	Heavy Grey Metallic	Graphite Black	Graphite Black
					

	VT750CA Aero	Varadero *	CBF1000A	CBF600SA
Engine type	Liquid-cooled 52-degree V-twin	Liquid-cooled 90-degree V-twin	Liquid-cooled inline-four	Liquid-cooled inline-four
Displacement	745 cc	996 cc	998 cc	599 cc
Bore & stroke	79 mm x 76 mm	98 mm x 66 mm	75 mm x 56.5 mm	67 mm x 42.5 mm
Compression ratio	9.6:1	9.8:1	11.2:1	11.6:1
Valve train	Chain-driven SOHC, 3 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-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection
Transmission	Wide-ratio five-speed	Six-speed	Six-speed	Six-speed
Final drive	Shaft	O-ring-sealed chain; 16T/47T	O-ring-sealed chain; 16T/43T	O-ring-sealed chain
Front suspension	41 mm fork; 117 mm (4.6 in.) travel	43 mm fork; 155 mm (6.1 in.) travel	41 mm cartridge fork; 108 mm (4.3 in.) travel	41 mm fork with spring preload adjustment; 108 mm (4.3 in.) travel
Rear suspension	Dual shocks with spring preload adjustment; 89 mm (3.5 in.) travel	Pro-Link single shock with spring preload and rebound-damping adjustment; 145 mm (5.7 in.) travel	Pro-Link with gas-charged HMAS single shock; 120 mm (4.7 in.) travel	Single shock with spring preload adjustment; 125 mm (4.9 in.) travel
Tires	120/90 - 17 front; 160/80 - 15 rear	110/80R-19 radial front; 150/70R-17 radial rear	120/70ZR-17 radial front; 160/60ZR-17 radial rear	120/70ZR - 17 radial front; 160/60ZR - 17 radial rear
Brakes	Front single 296 mm disc with triple-piston caliper, rear 276 mm disc with single-piston caliper. Combined Braking System with ABS	Front dual 296 mm discs with triple-piston calipers; rear 256 mm disc with triple-piston caliper. Dual-Combined Braking System with ABS	Front dual 296 mm discs with triple-piston calipers; rear 240 mm disc with single-piston caliper. Combined Braking System with ABS	Front dual 296 mm discs with triple-piston calipers; rear 240 mm disc with single-piston caliper. Combined Braking System with ABS
Seat height	660 mm (26 in.)	843 mm (33.2 in.)	795 mm (31.3 in.) adjustable +/- 15 mm (0.6 in.)	785 mm (30.9 in.) adjustable +/- 15 mm (0.6 in.)
Wheelbase	1,640 mm (64.6 in.)	1,559 mm (61.4 in.)	1,495 mm (58.8 in.)	1,490 mm (58.7 in.)
Curb weight	262 kg (578 lb) including required fluids and full tank of gas - ready to ride	277 kg (611 lb) including required fluids and full tank of gas - ready to ride	245 kg (540 lb) including required fluids and full tank of gas - ready to ride	222 kg (489 lb) including required fluids and full tank of gas - ready to ride
Fuel capacity	14 litres, including 3.5-litre reserve	25 litres	20 litres	20 litres including 4-litre reserve
Colour	Candy Red	Concours Black Pearl	Pearl Nightstar Black	Pearl Nightstar Black
				






* available only at Honda Powerhouse Dealers






Varadero with optional Honda Genuine Accessories saddlebags




	VFR1200FA / VFR1200FA DCT	VFR800A Interceptor	CBR1000RRA / Repsol Edition	CBR600RRA / CBR600RR	CB1000RA
Engine type	Liquid-cooled 76-degree V-4 with asymmetrical FR/R cylinder layout	Liquid-cooled 90-degree V-4	Liquid-cooled inline-four	Liquid-cooled inline-four	Liquid-cooled inline-four
Displacement	1,237 cc	782 cc	999 cc	599 cc	998 cc
Bore & stroke	81 mm x 60 mm	72 mm x 48 mm	76 mm x 55.1 mm	67 mm x 42.5 mm	75 mm x 56.5 mm
Compression ratio	12:1	11.6:1	12.3:1	12.2:1	11.2:1
Valve train	Chain-driven SOHC Unicam, 4 valves per cylinder	VTEC 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-FI electronic fuel injection	PGM-FI electronic fuel injection	Dual Stage Fuel Injection	Dual Stage Fuel Injection	PGM-FI electronic fuel injection
Transmission	Six-speed / DCT model: Dual Clutch Transmission with two automatic shift modes and a manual shift mode via paddle-style shifters	Close-ratio six-speed	Close-ratio six-speed	Close-ratio six-speed	Six-speed
Final drive	Shaft	O-ring-sealed chain	#530 O-ring-sealed chain	#525 O-ring-sealed chain	#530 O-ring-sealed chain
Front suspension	43 mm cartridge fork with spring preload adjustment; 108 mm (4.3 in.) travel	43 mm HMAS cartridge fork; 108 mm (4.3 in.) travel	43 mm inverted HMAS cartridge fork with full adjustability; 110 mm (4.3 in.) travel	41 mm inverted HMAS cartridge fork with full adjustability; 110 mm (4.3 in.) travel	43 mm inverted HMAS cartridge fork with full adjustability; 120 mm (4.7 in.) travel
Rear suspension	Pro-Arm single-sided swingarm with Pro-Link single shock with spring preload and rebound damping adjustment; 130 mm (5.1 in.) travel	Pro-Arm single-sided swingarm with Unit Pro-Link HMAS single shock; 120 mm (4.7 in.) travel	Unit Pro-Link HMAS single shock with full adjustability; 138 mm (5.4 in.) travel	Unit Pro-Link HMAS single shock with full adjustability; 129 mm (5.1 in.) travel	Pro-Arm single-sided swingarm with spring preload and rebound damping adjustment; 128 mm (5 in.) travel
Tires	120/70ZR - 17 radial front; 190/55ZR - 17 radial rear	120/70ZR - 17 radial front; 180/55ZR - 17 radial rear	120/70ZR - 17 radial front; 190/50ZR-17 radial rear	120/70ZR - 17 radial front; 180/55ZR - 17 radial rear	120/70ZR - 17 radial front; 180/55ZR-17 radial rear
Brakes	Front dual 320 mm discs with six-piston calipers; rear 276 mm disc with triple-piston caliper. Combined Braking System with ABS	Front dual 296 mm discs with triple-piston calipers; rear 256 mm disc with triple-piston caliper. Combined Braking System with ABS	Front dual 320 mm discs with radial-mounted four-piston calipers; rear 220 mm disc with single-piston caliper. Electronically Controlled Combined ABS	Front dual 310 mm discs with radial-mounted four-piston calipers; rear 220 mm disc with single-piston caliper. Electronically Controlled Combined ABS (RRA model)	Front dual 310 mm discs with radial-mounted triple-piston calipers; rear single 256 mm disc with dual-piston caliper. Combined Braking System with ABS
Seat height	810 mm (31.9 in.)	805 mm (31.7 in.)	820 mm (32.3 in.)	820 mm (32.3 in.)	825 mm (32.5 in.)
Wheelbase	1,545 mm (60.8 in.)	1,460 mm (57.5 in.)	1,410 mm (55.5 in.)	1,370 mm (53.9 in.)	1,445 mm (56.9 in.)
Curb weight	268 kg (591 lb); DCT model: 278 kg (613 lb) including required fluids and full tank of gas - ready to ride	250 kg (551 lb) including required fluids and full tank of gas - ready to ride	210 kg (463 lb) including required fluids and full tank of gas - ready to ride	196 kg (432 lb); RR model 186 kg (410 lb) including required fluids and full tank of gas - ready to ride	222 kg (489 lb) including required fluids and full tank of gas - ready to ride
Fuel capacity	18.5 litres	22 litres	17.7 litres	18 litres	17 litres, including 4-litre reserve
Colour	Darkness Black Metallic	White Special Edition	Graphite Black, Optional Repsol	Orange/Precious Grey Metallic; RR: Victory Red	Pearl Nightstar Black
					

SPECIFICATIONS

	CBR250RA / CBR250R	CBR125R	SH150i	Ruckus	Jazz
Engine type	Liquid-cooled single-cylinder four-stroke	Liquid-cooled single-cylinder four-stroke	Liquid-cooled single-cylinder four-stroke	Liquid-cooled single-cylinder four-stroke	Liquid-cooled single-cylinder four-stroke
Displacement	249 cc	125 cc	153 cc	49 cc	49 cc
Bore & stroke	76 mm x 55 mm	58 mm x 47.2 mm	58 mm x 57.8 mm	37.8 mm x 44 mm	37.8 mm x 44 mm
Compression ratio	10.7:1	11:1	11:1	11.9:1	11.9:1
Valve train	Chain-driven DOHC, 4 valves	Chain-driven SOHC, 2 valves	SOHC, 2 valves	SOHC, 2 valves	SOHC, 2 valves
Fuel delivery	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	18 mm CV with auto choke	18 mm CV with auto choke
Transmission	Six-speed	Six-speed	Automatic V-Matic	Automatic V-Matic	Automatic V-Matic
Final drive	O-ring-sealed chain	O-ring-sealed chain	Belt	Belt	Belt
Front suspension	37 mm telescopic fork; 130 mm (5.1 in.) travel	31 mm telescopic fork; 120 mm (4.7 in.) travel	33 mm hydraulic fork; 89 mm (3.5 in.) travel	Twin downtube fork; 56 mm (2.2 in.) travel	Twin downtube fork; 48 mm (1.9 in.) travel
Rear suspension	Pro-Link single shock with spring preload adjustment; 104 mm (4.1 in.) travel	Single shock; 126 mm (5 in.) travel	Dual shocks with spring preload adjustment; 83 mm (3.3 in.) travel	Single shock; 66 mm (2.6 in.) travel	Single shock; 66 mm (2.6 in.) travel
Tires	110/70 - 17 front; 140/70 - 17 rear	100/80 - 17 front; 130/70 - 17 rear	100/80 - 16 front; 120/80 - 16 rear	120/90 - 10 front; 130/90 - 10 rear	90/90 - 10 front; 90/90 - 10 rear
Brakes	Front 296 mm disc with triple-piston caliper (R model dual-piston caliper); rear 220 mm disc with single-piston caliper. Combined Braking System with ABS (RA model)	Front 276 mm disc with dual-piston caliper; rear 220 mm disc with single-piston caliper	Front 220 mm disc with dual-piston caliper; rear drum. Combined Braking System	Front drum; rear drum	Front drum; rear drum. Combined Braking System
Seat height	775 mm (30.5 in.)	795 mm (31.3 in.)	785 mm (30.9 in.)	735 mm (28.9 in.)	719 mm (28.3 in.)
Wheelbase	1,370 mm (53.9 in.)	1,310 mm (51.6 in.)	1,335 mm (52.6 in.)	1,265 mm (49.8 in.)	1,190 mm (46.9 in.)
Curb weight	166 kg (366 lb); R model 162 kg (357 lb) including required fluids and full tank of gas - ready to ride	137 kg (302 lb) including required fluids and full tank of gas - ready to ride	140 kg (309 lb) including required fluids and full tank of gas - ready to ride	88 kg (194 lb) including required fluids and full tank of gas - ready to ride	80 kg (176 lb) including required fluids and full tank of gas - ready to ride
Fuel capacity	13 litres, including reserve	13 litres, including reserve	7.5 litres	5 litres	5 litres
Colour	Ruby Red/Silver Metallic, Asteroid Black Metallic	Asteroid Black Metallic, Terra Silver Metallic	Velvet Red Metallic, Pearl Nightstar Black	Black	Classical White, optional Monza Red, Heavy Grey Metallic/Penguin Grey
					

	XR650L	CRF230L	CRF230M	CRF230F	CRF150F
Engine type	Air-cooled single-cylinder four-stroke	Air-cooled single-cylinder four-stroke	Air-cooled single-cylinder four-stroke	Air-cooled single-cylinder four-stroke	Air-cooled single-cylinder four-stroke
Displacement	644 cc	223 cc	223 cc	223 cc	149 cc
Bore & stroke	100 mm x 82 mm	65.5 mm x 66.2 mm	65.5 mm x 66.2 mm	65.5 mm x 66.2 mm	57.3 mm x 57.8 mm
Compression ratio	8.3:1	9:1	9:1	9:1	9.5:1
Valve train	SOHC, RFVC 4 valves	SOHC, 2 valves	SOHC, 2 valves	SOHC, 2 valves	SOHC, 2 valves
Fuel delivery	Single 42.5 mm CV carb	Single 30 mm CV carb	Single 30 mm CV carb	Single 28 mm piston-valve carb	Single 22 mm piston-valve carb
Transmission	Five-speed with manual clutch	Six-speed with manual clutch	Six-speed with manual clutch	Six-speed with manual clutch	Five-speed with manual clutch
Final drive	#520 O-ring-sealed chain; 15T/45T	#520 O-ring-sealed chain; 13T/39T	#520 O-ring-sealed chain; 13T/38T	#520 O-ring-sealed chain; 13T/50T	#520 O-ring-sealed chain; 13T/47T
Front suspension	43 mm Showa cartridge fork with compression damping adjustment; 260 mm (10.2 in.) travel	37 mm leading-axle Showa fork; 205 mm (8.1 in.) travel	37 mm leading-axle Showa fork; 207 mm (8.1 in.) travel	37 mm leading-axle Showa fork; 216 mm (8.5 in.) travel	35 mm leading-axle Showa fork; 207 mm (8.1 in.) travel
Rear suspension	Pro-Link Showa single shock with spring preload, compression and rebound damping adjustment; 280 mm (11 in.) travel	Pro-Link Showa single shock with spring preload adjustment; 155 mm (6.1 in.) travel	Pro-Link Showa single shock with spring preload adjustment; 167 mm (6.6 in.) travel	Pro-Link Showa single shock with spring preload adjustment; 230 mm (9.1 in.) travel	Pro-Link Showa single shock; 227 mm (8.9 in.) travel
Tires	3.00 - 21 front; 4.60 - 18 rear	2.75 - 21 front; 120/80 - 18 rear	110/70 - 17 front; 130/70 - 17 rear	80/100 - 21 front; 100/100 - 18 rear	70/100 - 19 front; 90/100 - 16 rear
Brakes	Front 255 mm disc with dual-piston caliper; rear 220 mm disc with single-piston caliper	Front 240 mm disc with dual-piston caliper; rear 220 mm disc with single-piston caliper	Front 240 mm disc with dual-piston caliper; rear 220 mm disc with single-piston caliper	Front 240 mm disc with dual-piston caliper; rear drum	Front 240 mm disc with dual-piston caliper; rear drum
Ground clearance	330 mm (13 in.)	243 mm (9.6 in.)	235 mm (9.3 in.)	305 mm (12 in.)	257 mm (10.1 in.)
Seat height	940 mm (37 in.)	810 mm (31.9 in.)	805 mm (31.7 in.)	878 mm (34.6 in.)	832 mm (32.8 in.)
Wheelbase	1,455 mm (57.3 in.)	1,340 mm (52.7 in.)	1,336 mm (52.6 in.)	1,372 mm (54 in.)	1,328 mm (52.3 in.)
Curb weight	158 kg (348 lb) including required fluids and full tank of gas - ready to ride	121 kg (267 lb) including required fluids and full tank of gas - ready to ride	125 kg (276 lb) including required fluids and full tank of gas - ready to ride	113 kg (249 lb) including required fluids and full tank of gas - ready to ride	106 kg (234 lb) including required fluids and full tank of gas - ready to ride
Fuel capacity	10.5 litres, including 2.8-litre reserve	8.7 litres, including 2.7-litre reserve	8.7 litres, including 2.7-litre reserve	7 litres, including 1.3-litre reserve	7 litres, including 1.6-litre reserve
Colour	Extreme Red	Extreme Red	Black	Extreme Red	Extreme Red
					

	CRF100F	CRF80F	CRF70F	CRF50F
Engine type	Air-cooled single-cylinder four-stroke	Air-cooled single-cylinder four-stroke	Air-cooled single-cylinder four-stroke	Air-cooled single-cylinder four-stroke
Displacement	99 cc	80 cc	72 cc	49 cc
Bore & stroke	53 mm x 45 mm	47.5 mm x 45 mm	47 mm x 41.4 mm	39 mm x 41.4 mm
Compression ratio	9.4:1	9.7:1	9:1	10:1
Valve train	SOHC, 2 valves	SOHC, 2 valves	SOHC, 2 valves	SOHC, 2 valves
Fuel delivery	Single 20 mm piston-valve carb	Single 18 mm piston-valve carb	Single 13 mm piston-valve carb	Single 13 mm piston-valve carb
Transmission	Five-speed with manual clutch	Five-speed with manual clutch	Three-speed with automatic clutch	Three-speed with automatic clutch
Final drive	#428 chain; 14T/50T	#420 chain; 14T/46T	#420 chain; 15T/36T	#420 chain; 14T/37T
Front suspension	27 mm leading-axle Showa fork; 132 mm (5.2 in.) travel	27 mm leading-axle Showa fork; 123 mm (5 in.) travel	27 mm telescopic fork; 90 mm (3.5 in.) travel	Inverted telescopic fork; 87 mm (3.4 in.) travel
Rear suspension	Pro-Link Showa single shock; 148 mm (5.8 in.) travel	Pro-Link Showa single shock; 110 mm (4.3 in.) travel	Single shock; 88 mm (3.5 in.) travel	Single shock; 70 mm (2.8 in.) travel
Tires	70/100 - 19 front; 90/100 - 16 rear	2.50 - 16 front; 3.60 - 14 rear	2.50 - 14 front; 3.00 - 12 rear	2.50 - 10 front; 2.50 - 10 rear
Brakes	Front drum; rear drum	Front drum; rear drum	Front drum; rear drum	Front drum; rear drum
Ground clearance	252 mm (9.9 in.)	218 mm (8.6 in.)	178 mm (7 in.)	146 mm (5.8 in.)
Seat height	785 mm (30.9 in.)	734 mm (28.9 in.)	655 mm (25.8 in.)	548 mm (21.6 in.)
Wheelbase	1,250 mm (49.2 in.)	1,209 mm (47.6 in.)	1,063 mm (41.9 in.)	911 mm (35.9 in.)
Curb weight	77 kg (170 lb) including required fluids and full tank of gas - ready to ride	75 kg (165 lb) including required fluids and full tank of gas - ready to ride	64 kg (141 lb) including required fluids and full tank of gas - ready to ride	50 kg (110 lb) including required fluids and full tank of gas - ready to ride
Fuel capacity	5 litres, including 0.7-litre reserve	5 litres, including 0.7-litre reserve	5 litres, including 0.7-litre reserve	2.6 litres, including 0.7-litre reserve
Colour	Extreme Red	Extreme Red	Extreme Red	Extreme Red
				



CRF230L

	CRF450R	CRF250R	CRF150R	CRF450X	CRF250X
Engine type	Liquid-cooled single-cylinder four-stroke	Liquid-cooled single-cylinder four-stroke	Liquid-cooled single-cylinder four-stroke	Liquid-cooled single-cylinder four-stroke	Liquid-cooled single-cylinder four-stroke
Displacement	449 cc	249 cc	149 cc	449 cc	249 cc
Bore & stroke	96 mm x 62.1 mm	76.8 mm x 53.8 mm	66 mm x 43.7 mm	96 mm x 62.1 mm	78 mm x 52.2 mm
Compression ratio	12:1	13.2:1	11.7:1	12:1	12.9:1
Valve train	Unicam, 4 valves	Unicam, 4 valves	Unicam, 4 valves	Unicam, 4 valves	Unicam, 4 valves
Fuel delivery	PGM-FI electronic fuel injection with 46 mm throttle body	PGM-FI electronic fuel injection with 50 mm throttle body	Keihin 32 mm flat-slide carb with throttle position sensor	Keihin 40 mm flat-slide carb with throttle position sensor	Keihin 37 mm flat-slide carb with throttle position sensor
Transmission	Close-ratio five-speed	Close-ratio five-speed	Close-ratio five-speed	Wide-ratio five-speed	Wide-ratio five-speed
Final drive	#520 O-ring-sealed chain; 13T/48T	#520 O-ring-sealed chain; 13T/49T	#420 O-ring-sealed chain; 15T/50T	#520 T-ring-sealed chain; 13T/51T	#520 T-ring-sealed chain; 14T/53T
Front suspension	48 mm inverted Kayaba Air-Oil Separate (AOS) fork with 16-position rebound and 18-position compression damping adjustment; 310 mm (12.2 in.) travel	48 mm inverted Showa cartridge fork with 16-position rebound and 16-position compression damping adjustment; 310 mm (12.2 in.) travel	37 mm fully adjustable inverted Showa cartridge fork; 275 mm (10.8 in.) travel	47 mm inverted Showa cartridge fork with 16-position rebound and 16-position compression damping adjustment; 315 mm (12.4 in.) travel	47 mm inverted Showa cartridge fork with 16-position rebound and 16-position compression damping adjustment; 315 mm (12.3 in.) travel
Rear suspension	Pro-Link Kayaba single shock with spring preload, 20-position rebound damping adjustment, and compression damping adjustment separated into low-speed (18 positions) and high-speed (1.5 turns); 318 mm (12.5 in.) travel	Pro-Link Showa single shock with spring preload, 17-position rebound damping adjustment, and compression damping adjustment separated into low-speed (13 positions) and high-speed (3.5 turns); 318 mm (12.5 in.) travel	Pro-Link fully adjustable Showa single shock; 272 mm (10.7 in.) travel	Pro-Link Showa single shock with spring preload, 17-position rebound damping adjustment, and compression damping adjustment separated into low-speed (13 positions) and high-speed (3.5 turns); 313 mm (12.3 in.) travel	Pro-Link Showa single shock with spring preload, 17-position rebound damping adjustment, and compression damping adjustment separated into low-speed (13 positions) and high-speed (3.5 turns); 313 mm (12.3 in.) travel
Tires	80/100 - 21 front; 120/80 - 19 rear	80/100 - 21 front; 100/90 - 19 rear	70/100 - 17 front; 90/100 - 14 rear	80/100 - 21 front; 110/100 - 18 rear	80/100 - 21 front; 100/100 - 18 rear
Brakes	Front 240 mm disc with dual-piston caliper; rear 240 mm disc	Front 240 mm disc with dual-piston caliper; rear 240 mm disc	Front 220 mm disc with single-piston caliper; rear 190 mm disc	Front 240 mm disc with dual-piston caliper; rear 240 mm disc	Front 240 mm disc with dual-piston caliper; rear 240 mm disc
Ground clearance	332 mm (13.1 in.)	325 mm (12.8 in.)	301 mm (11.9 in.)	346 mm (13.6 in.)	346 mm (13.6 in.)
Seat height	954 mm (37.6 in.)	955 mm (37.6 in.)	832 mm (32.8 in.)	963 mm (37.9 in.)	958 mm (37.7 in.)
Wheelbase	1,491 mm (58.7 in.)	1,488 mm (58.6 in.)	1,260 mm (49.6 in.)	1,480 mm (58.3 in.)	1,480 mm (58.3 in.)
Curb weight	108 kg (238 lb) including required fluids and full tank of gas - ready to ride	102.5 kg (226 lb) including required fluids and full tank of gas - ready to ride	83 kg (183 lb) including required fluids and full tank of gas - ready to ride	122 kg (269 lb) including required fluids and full tank of gas - ready to ride	115 kg (253 lb) including required fluids and full tank of gas - ready to ride
Fuel capacity	5.7 litres	5.7 litres	4.3 litres	7.2 litres, including 1.6-litre reserve	7.3 litres, including 1.6-litre reserve
Colour	Extreme Red	Extreme Red	Extreme Red	Extreme Red	Extreme Red
	