

S P O R T B I K E S

RC51  
CBR954RR  
CBR600RR  
CBR600F4i



# CBR600RR 03



Kurtis Roberts lays down another hot lap on the new CBR600RR.



## Performance First SPORTBIKES

Why should you Ride Red™? In a word, performance. You see at Honda, Performance First™ is a philosophy that is the very DNA of everything we do, from our RC211V™ MotoGP Champion to the sportbikes on these pages. And performance means more than just power. Handling, dependability, the way your motorcycle is built, how long it will last, the attention to fit and finish—at Honda, we think all that and more are part of your new sportbike's performance, and it shows. We strive for excellence—for Performance First—in each and every one of those areas. It's the philosophy we've always had. It's the philosophy that's always set Honda apart. And it's the most important reason why you should Ride Red.



CBR600RR

**It's the day that sportbike riders have dreamed of. The day MotoGP technology comes to the 600 class. And the result? It's better than anyone ever dared hope.**

**CBR600RR** Never, ever, have the performance and design concepts of one of our true Grand Prix racebikes crossed over to one of our street-legal machines in such a short time. Of course the bikes we're talking about are Honda's world-beating RC211V five-cylinder MotoGP Champion and the all-new Honda CBR®600RR—the new performance and technology leader in the 600 class.

Just a simple look will show you exactly how serious this new bike is. Designed to dominate at the track, it's truly new from the ground up.

Let's start with the engine: It's shorter top to bottom and front to back compared to our own compact CBR600F4i, even though it displaces an identical 599cc. That gives it greater mass centralization—hard to see, but one of the keys to superior performance.

The new Dual Stage Fuel Injection (DSFI) features two injectors per cylinder: one upper and one lower. The lower injector—downstream from the throttle body—enhances rideability at low engine speeds, while the upper injector—located in the airbox—improves top end. Together, working with the 40mm throttle bodies, they help the CBR600RR deliver optimum power, performance and response at every engine speed and throttle opening.

The CBR600RR's cylinder head uses a two-spring-per-valve design, again designed to deliver high performance at high rpm; the redline is a stratospheric 15,000 rpm, and the powerband is wider and features more overrev.

Shim-under-bucket valve adjustment reduces valvetrain weight and maintains that performance when the valves are opening and closing 125 times per second. And the RR gets lighter pistons, piston pins and connecting rods.

One of the new CBR600RR's most revolutionary concepts has to be its chassis, and especially its suspension. Up front, a stout 45mm cartridge fork is fully adjustable for compression- and rebound damping and spring preload. But at the rear, things get really interesting.

Like our RC211V, the new CBR600RR features a new, center-up exhaust, and uses

Honda's latest, exclusive Unit Pro-Link® rear suspension. The upper shock mount is contained within the swingarm itself rather than being attached to the frame. With no top-frame mount, the rear suspension doesn't upset the chassis. How does it perform? Ask World Champion Valentino Rossi, who's used his RC211V to positively wax the best talent the MotoGP world can bring to the start line. Another part directly inspired by the RC211V is the CBR600RR's new aluminum swingarm.

Bottom line? The new Honda CBR600RR is, without a doubt and without a challenge, the highest-performing, most track-ready middleweight sportbike we've ever produced—truly better in every way than the machines that already have won so many championships and have come to define what the 600 class should be. Will there be one in your future? There can be—if you move fast.



**The Unit Pro-Link rear suspension is patterned right off our world-championship-winning RC211V MotoGP bike, with no top-shock mount on the frame to influence handling on bumpy roads.**



**For power and response, the Dual Stage Fuel Injection features two injectors per cylinder: one above each velocity stack, and one in each throttle body.**



CBR600F4i

## Without a doubt, one 600 stands out as the ultimate do-everything sportbike in the world: the Honda CBR600F4i.

**CBR600F4i** As far as middle-displacement sportbikes designed to be ridden in the real world, Honda's stellar CBR600s have always led the way. And along that way, they've collected plenty of racetrack championships, too. Check out these credentials: 2002 World Supersport Champion. Winner at Daytona in 2000 and 2001. Eight-time AMA 600 Supersport Champion. The number-one-plate holder in 2000 and 2001. *Cycle World's* pick as Best Middleweight Streetbike.<sup>1</sup> And still comfortable enough to serve as a sport tourer, a commuter or an everyday rider.

Sound too good to be true? It would be, if any other bike were making those claims. But the CBR600F4i isn't any other bike. Dry weight? Just 370 pounds. That means the F4i flicks through the esses at just about the speed of thought. Fuel injection? That means the CBR's throttle response is crisp and instantaneous at every engine speed and throttle position.

Take a look inside the 600's engine bay. The liquid-cooled four-cylinder powerplant features aluminum-composite cylinder sleeves originally developed for our factory superbikes. Ram air works in conjunction with the high-pressure fuel injection to make the F4i's engine both responsive and powerful.

The twin-spar aluminum chassis is finely tuned for optimal stiffness, and the swingarm pivot runs through both the frame sideplates as well as the rear of the engine cases, tying the engine, chassis and swingarm together into one structure. And at either end of that frame, you're going to find one of the best suspensions in the class. Up front, a 43mm Honda Multi-Action System™ (HMAS™) cartridge fork is fully adjustable for preload as well as compression and rebound damping. At the rear, a 40mm shock assembly with remote reservoir, Honda's own Pro-Link single-shock design, and again full three-way adjustability lets you set up your CBR600F4i just the way you want it.

The awesome Honda CBR600F4i. It's one of the best 600s ever, both on the track and on the street.



It looks so simple, but it's one of the F4i's most complex pieces: The blacked-out aluminum twin-spar Pro Frame® chassis has been refined for consistently sharp response. Running the swingarm pivot through the frame and the engine cases ties everything together.



CBR600F4i

# CBR954RR 03

S  
P  
O  
R  
T  
B  
I  
K  
E  
S



Jake Zemke shows why the CBR954RR is a Formula Xtreme powerhouse.



Roger Lee Hayden and his favorite bike: the CBR954RR.



It's small and hidden away, but it's a revolutionary development, and another great example of Honda technology: The Honda Titanium Exhaust Valve (HTEV™) changes the exhaust system's scavenging characteristics for optimum power in the three key rev ranges: low end (idle to 3000 rpm), midrange (3000 to 7000 rpm) and top end (7000 rpm to redline).

## The bike that revolutionized the open class is still the bike all others aspire to: the CBR954RR.

**CBR954RR** Until Honda's original CBR900RR burst upon the scene, sportbike riders had to choose between open-class power and middleweight handling and maneuverability. Then, in one revolutionary stroke, we combined the best of both worlds. And since then, we've simply made the world's best open-class sportbike better and better.

The CBR954RR weighs a feathery 370 pounds—exactly the same as our own light CBR600F4i. Yet its engine pumps out an unheard-of 154 horsepower at 10,500 rpm, and features an 11,650-rpm redline. When you've got performance like this on tap, you'd better have a machine that's absolutely dialed in every respect—and you can rest assured that the 954 is, as only a Honda can be.

The engine—a DOHC liquid-cooled four-cylinder design—features four valves per cylinder. Forged pistons are strong, and because they weigh only six ounces each, the engine revs like you won't believe. Twist the throttle, and it's performance time—right now.

To help ensure long engine life, our engineers direct oil jets to the underside of each piston, cooling them and enhancing power. Like our RC51,™ the 954 gets our 12-hole fuel injectors for precise fuel atomization. A large-capacity curved radiator makes short work of power-robbing heat, the starter motor is light and compact, and an ultra-lightweight titanium muffler shaves close to another pound off the exhaust system.

One ride will tell you that the 954's chassis is nothing short of perfection. Built around a box-section perimeter twin-spar design, a special steering-head casting increases torsional rigidity, while steering-head ball bearings allow smooth, precise input—even under hard braking or cornering loads. The aluminum

swingarm uses technology directly from our HRC® racing efforts, combining extrusions, pressings and castings, all assembled into a strong, unified piece.

A 43mm inverted cartridge fork handles suspension matters up front, while an HMAS damper takes care of the rear; both are adjustable for compression and rebound damping as well as spring preload. Brakes? Huge 330mm rotors up front, gripped by four-piston calipers, with a 220mm disc out back.

The Honda CBR954RR. We started this revolution. And you can bet we're going to finish it—in first place.



RC51 03

S  
P  
O  
R  
T  
B  
I  
K  
E  
S



Miguel Duhamel and the RC51: Both ready to win.

## On the track, only one Superbike wears the number-one plate. And that bike is the Honda RC51.

**RC51** It started in Daytona in 2002. From qualifying on, there was never any question which company had done its homework over the winter, and was bringing the best Superbike to the track. And when the checkered flag fell, just as it fell all season long, the Honda RC51 showed that this open-class V-twin Superbike has what it takes to whip any other Superbike out there. Want more proof? Just ask Nicky Hayden or Colin Edwards who, respectively, rode their RC51s to the AMA National and World Superbike Championships.

Watch an RC51 at the track, or sit on one at your local dealership, and it's easy to see why. Because here is a machine that combines power, refinement, compact size and awesome performance all in one package like no other machine out there.

Just to refresh your memory, the RC51 still uses a 999cc 90-degree V-twin engine, liquid-cooled with twin gear-driven overhead cams, four-valve heads, ram air and direct shim-under-bucket valve actuation with a 16,000-mile service interval. Its aluminum-composite cylinder sleeves are lighter and transfer heat better than conventional steel liners. The twin side-mounted radiators let our engineers move the engine closer to the front wheel, as does rotating the engine back in the frame. High-pressure, programmed fuel injection features injector bodies drilled in a manufacturing technique that lets us give each injector 12 nozzle holes for super-fine fuel atomization and consistency. Two of these injectors feed each throttle body, and the throttle bodies themselves measure a huge 62mm—that's bigger than a 500 Grand Prix bike's cylinder bore!

The all-aluminum chassis and swingarm are light, strong and stiff. The frame uses forged engine hangers and incorporates a swingarm pivot that joins the swingarm, the frame and the rear of the engine in one rigid structure. A long swingarm improves rear-wheel power delivery. The steering head features a unique cast-in ram-air duct for increased efficiency while slimming the RC51's already slippery aerodynamic profile. Both front and rear suspension are fully adjustable—and that includes spring preload, as well as rebound and compression damping.

It's this combination of engine, chassis and suspension that makes the RC51 just so right: It's narrow, agile and powerful. It tracks flawlessly through a turn, but lets you change direction with just a nudge of the clip-ons. You can cruise all day at 3000 rpm—enjoying the fat torque curve V-twins are famous for—but slice through an apex, crack the throttle and spin it up and you'll see what liter-bike performance is all about. The RC51 is simply incredibly responsive, in every way you choose to measure. Not only how it makes its power, but in the way it handles. Around town, it's fun. On a winding mountain road, it's a blast. And on the track, there's nothing that can touch it.

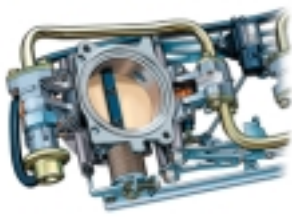
You bring the talent and the skill—and a tank or two of gas—and we'll show you what all the fuss is about.



RC51



RC51



Big twins can be notoriously fussy when it comes to throttle response. Not this one. Why? We gave the RC51 new fuel injectors with 12 laser-drilled holes each. That lets them atomize the fuel charge perfectly, and that means no hesitation or stumbling—ever.



RC51



CBR954RR



CBR600RR



CBR600F4i

<b>Model</b>	RVT1000R	CBR954RR	CBR600RR	CBR600F4i
<b>Engine</b>	999cc DOHC liquid-cooled 90° V-twin	954cc DOHC liquid-cooled inline four-cylinder	599cc DOHC liquid-cooled inline four-cylinder	599cc DOHC liquid-cooled inline four-cylinder
<b>Bore and stroke</b>	100.0 x 63.6mm	75.0 x 54.0mm	67.0 x 42.5mm	67.0 x 42.5mm
<b>Compression ratio</b>	10.8:1	11.5:1	12.0:1	12.0:1
<b>Transmission</b>	Close-ratio six-speed	Close-ratio six-speed	Close-ratio six-speed	Close-ratio six-speed
<b>Front suspension</b>	43mm inverted HMAS cartridge fork with springpreload, rebound- and compression-damping adjustability	43mm inverted HMAS cartridge fork with spring-preload, rebound- and compression-damping adjustability	45mm HMAS cartridge fork with spring-preload, rebound- and compression-damping adjustability	43mm HMAS cartridge fork with spring-preload, rebound- and compression-damping adjustability
<b>Rear suspension</b>	Pro-Link HMAS single-shock with spring-preload, rebound- and compression-damping adjustability	Pro-Link HMAS single-shock with spring-preload, rebound- and compression-damping adjustability	Unit Pro-Link HMAS single-shock with spring-preload, compression- and rebound-damping adjustability	Pro-Link HMAS single-shock with spring-preload, rebound- and compression-damping adjustability
<b>Front brakes</b>	Dual full-floating discs with four-piston calipers	Dual full-floating discs with four-piston calipers	Dual discs with four-piston calipers	Dual discs with four-piston calipers
<b>Rear brake</b>	Single-disc with single-piston caliper	Single-disc with single-piston caliper	Single-disc with single-piston caliper	Single-disc with single-piston caliper
<b>Front tire</b>	120/70ZR-17 radial	120/70ZR-17 radial	120/70ZR-17 radial	120/70ZR-17 radial
<b>Rear tire</b>	190/50ZR-17 radial	190/50ZR-17 radial	180/55ZR-17 radial	180/55ZR-17 radial
<b>Wheelbase</b>	55.9 inches	55.1 inches	54.7 inches	54.5 inches
<b>Seat height</b>	32.3 inches	32.1 inches	32.3 inches	31.7 inches
<b>Dry weight</b>	430 pounds	370 pounds	370 pounds	370 pounds
<b>Fuel capacity</b>	4.8 gallons, including 1.2-gallon reserve	4.8 gallons, including 0.9-gallon reserve	4.8 gallons, including 0.9-gallon reserve	4.8 gallons, including 0.9-gallon reserve
<b>Colors</b>	Red/Metallic Silver	Metallic Titanium/Black; Black/Red	Pearl Yellow; Black; Red/Black	Metallic Silver/Black; Metallic Silver/Red
<b>Honda Genuine Accessories™</b>	Tank pad, magnetic tank bag	Tank pad, magnetic tank bag, seat cowl, cycle cover		Tank pad, magnetic tank bag, cycle cover

**WHAT'S IN A NAME?** When you choose a new Honda sportbike, you've done more than just pick a great way to enjoy life on two wheels. You've become a member of the Honda family. And that means your fun is just beginning. On the next page, we've listed some of the programs available to you as a Honda owner, each one designed to help you enjoy your new Honda as much as possible. Just ask your Honda Dealer for more details. And welcome to the Honda family—we look forward to riding with you.



At Honda, we also believe in performance and leadership, and that's why we're taking a leadership position when it comes to the environment. We continue to develop low-emission technologies for our current and future motorcycles, ATVs, scooters and personal watercraft. We already produce models that exceed the stringent 2008 CARB emissions requirements years ahead of schedule. And that's the kind of performance everybody can appreciate.

**BE A RESPONSIBLE RIDER.** Riding a motorcycle is an exercise in responsibility—to yourself, to others, to the environment and to the sport. So remember, wear a helmet, eye protection and protective clothing whenever you ride. Never ride under the influence of drugs or alcohol, and never use the street as a racetrack. Inspect your motorcycle before riding, read your owner's manual, and see your local Honda Dealer concerning reimbursement through the Honda Rider's Club of America™ for Motorcycle Safety Foundation (MSF) rider training.\* Always obey local laws, use common sense, and respect the rights of others when you ride. Make sure you have a proper license when riding on public roads, and never modify your motorcycle's exhaust system.

## Programs That Perform



Stupid hurts

You chose your new Honda XR or XRL because it has so many great features. But there's more—a lot more. Like all of the programs available to you as a Honda owner. Take the **Honda Protection Plans**, for example.\*\* They let you extend virtually all of your Honda's great warranty coverage. Then there's the **Honda Rider's Club of America**.† Open to all Honda owners,†† the benefits alone make it a bargain. Just call 1-800-847-HRCA.® Interested in some accessories to make your XR even more fun? Make sure you check out our selection of **Honda Genuine Accessories**. Time for service? Be sure to ask for **Pro Honda™ Oils and Chemicals**. And if you're looking for a way to pay for your new Honda XR or XRL, we've got two great suggestions. First, ask about the **American Honda Finance Corporation**.‡ If you're a qualified buyer, your dealer can set everything up for you right in the showroom. Another easy way is to put it on the **Honda Card™** revolving charge card.‡‡ You can use the Honda Card to purchase Honda parts and Honda Genuine Accessories too. And make sure to ask your Honda Dealer about MSF rider training, because sooner or later **Stupid hurts**.® Hey, we think our family of Honda off-road motorcycles is the best there is. And we think you deserve the best programs and support to go with them.

Specifications, programs and availability subject to change without notice. See your Honda Dealer for details on all programs. All specifications in this brochure—including colors, warranty terms, HRCA, etc.—apply only to models sold and registered in the United States. \*Maximum reimbursement \$75. \*\*The Honda Protection Plans are administered by the American Honda Service Contract Corporation in the state of Florida. †One-year complimentary membership for new, unregistered motorcycles purchased from participating dealers. ††Excludes personal watercraft (PWC). ‡Financing available on approved credit by AHFC. ‡‡Financing available to qualified customers subject to credit approval from Conseco Bank, Inc., on the Honda Card program at participating dealers. California versions may differ slightly due to emissions equipment. Ride Red,™ Performance First,™ XR,™ RFVC,™ Pro-Link,® Honda Genuine Accessories,™ Honda Rider's Club of America,™ HRCA,® Pro Honda,™ Honda Card™ and Stupid hurts® are trademarks of Honda Motor Co., Ltd. Showa is a trademark of Showa Mfg., Inc. Kayaba is a trademark of Kayaba Industry Co., Inc. ©2002 American Honda Motor Co., Inc. (5/02) Printed in the U.S.A. A1739



PERFORMANCE FIRST™ [honda.com](http://honda.com)