



CBR1000RR • CBR600RR • VFR800A Interceptor

SPORT  
08





## Enjoy the ride

Honda began as a motorcycle company. And even as Soichiro Honda's vision expanded beyond its modest beginnings to include so many of the products we enjoy today, he never wavered in his belief that motorcycles should remain the touchstone of the Honda Motor Company.

What does that mean for you, the motorcycle enthusiast? It means that when Honda engineering develops new advancements in safety, Honda motorcycles benefit. It means that Honda's commitment to environmental leadership will continue to make its motorcycles cleaner, quieter and more fuel-efficient. It means that you can expect the same high level of quality, reliability and user-friendliness in a Honda motorcycle as you would in a Honda car, outboard engine or generator. And it means that Honda won't lose sight of the reason you buy a motorcycle in the first place: To enjoy the ride.

Honda's family of Sport motorcycles has been developed with all of these principles in mind. Their dependable, high-tech engines produce impressive power while at the same time meeting stringent emissions standards. Safety features such as anti-lock brakes and electronic steering dampers give you added peace of mind. Carefully determined chassis geometry and rider ergonomics allow for sporty handling while maintaining comfort and unimposing ride characteristics.

Everything from the high quality of the metallurgy, to the easy to operate controls, to the flawless fit and finish, tell you that these bikes are built with care, and built to last.

It's the way Honda builds motorcycles. Enjoy the ride.



2006 MotoGP World Champion Nicky Hayden  
and the Honda RC212V

### The Honda difference

**Y**ou've read it in the magazines. You've heard it from your friends. Honda sportbikes are different. Different in the way they incorporate cutting-edge MotoGP technology, yet also make great everyday streetbikes. Different in the way they feel balanced and predictable as part of Honda's Total Control Concept. Different in the way they blend stylish form with versatile function. Different.

The all-new CBR1000RR epitomizes the Honda difference. Its power-to-weight ratio is the best in its class, yet it retains a user-friendly nature that allows you to enjoy the performance, rather than be intimidated by it. You get magical power and handling, plus unmatched rideability.

And what bike did Honda engineers use as a benchmark when creating the CBR1000RR? None other than the CBR600RR, which continues to earn award after award for its remarkable marriage of racy performance and composed character. *Sport Rider* magazine declared the CBR600RR 2007 Middleweight of the Year, while *Motorcyclist* magazine named it the Best Sportbike of 2007 among bikes of all displacement. To add to the accolades, CBR600RR rider Kenan Sofuoglu wrapped up the 2007 FIM Supersport World Championship with three races remaining.

The VFR800A Interceptor has its own overcrowded awards shelf, along with a reputation as the best all-round performer on the road. Its smooth V4 engine is a high-tech marvel, features such as anti-lock brakes improve rider control, and its comfort has to be experienced to be believed.

High performance, while retaining rideability. These aren't just sportbikes, they're Honda sportbikes. There *is* a difference.



## The new standard in open-class performance

Stunning looks, stunning performance. You've never seen anything like the 2008 Honda CBR1000RR — unless you've been in the paddock at a MotoGP race lately.

What makes this bike so remarkable? While other open-class sportbikes get heavier as they gain power, the new CBR1000RR has actually lost weight while also boosting horsepower and improving rideability. And although it's physically smaller than ever before for amazingly crisp handling, the CBR1000RR retains the rider-friendly ergonomics that make it a great street bike, too.

The result? A class-leading power-to-weight ratio, with performance that makes riding fun, not intimidating.

The CBR1000RR's compact inline-four engine boasts numerous improvements for 2008, including a narrower and lighter cylinder and cylinder head, a bigger bore and a shorter stroke for quicker revving, larger titanium intake valves, lighter molybdenum-coated pistons, and lighter camshafts. RC211V-style ducts below the headlights deliver air to the improved Dual Stage Fuel Injection system, which has larger 46 mm throttle bodies for better breathing at high rpm. Intake flapper valves located inside the ram-air ducts open and close depending on throttle position and engine rpm, which reduces emissions and noise when you're just cruising while still allowing full performance as you open the throttle and the revs rise.

And check out the new mass-centralized exhaust system. Titanium header pipes help reduce weight even further, and an exhaust control valve in the muffler body works in tandem with the flapper valves in the intake system to sharpen performance while reducing environmental impact. Win-win, we'd say.

Huge power, sure. But what's equally amazing about the CBR1000RR's engine is how smoothly

power is delivered when you twist the throttle, and how smoothly engine braking eases in when you roll off the throttle. Three separate technologies work together to ensure this smooth transition. Ignition Interruption Control (IIC) adjusts the ignition mapping when it detects a reduction in throttle input, while the Intake Air Control Valve (IACV) alerts the fuel-injection system that sudden deceleration is in progress. While these two are working, Honda's new Assist Slipper Clutch allows the rear wheel to resist lockup. Using a cam system rather than a complex sprague or ratchet system, the Assist Slipper Clutch aids both acceleration and deceleration by increasing or decreasing clutch transfer capacity as required.

The combination of these advanced technologies adds up to one clear performance benefit for you, the rider: smooth control, whether you're accelerating or decelerating.

The CBR1000RR's chassis is just as advanced, with an all-new frame made in four sections versus the old frame's nine sections, a lighter Honda Electronic Steering Damper (HESD), Nissin monoblock front brake calipers, and lighter front brake rotors, swingarm and wheels. The target was to achieve handling similar to the acclaimed CBR600RR, and that target was achieved — the CBR1000RR steers and tracks with a confidence you have to experience to believe.

And you can't help but notice the CBR1000RR's exotic styling, which is patterned after the 2006 MotoGP Champion RC211V. The entire bike is smaller, and it's wrapped in slim, aerodynamic bodywork with the front turn signals mounted in the mirrors and a sleek seat cowl that's hardly even there.

Want the ultimate in performance? Then grab a ride on a MotoGP bike. Or the next best thing: the 2008 Honda CBR1000RR.





- A new four-piece aluminum frame plus lighter swingarm, brakes and wheels help to significantly reduce the CBR1000RR's weight
- The 16-valve inline-four engine is both smaller and lighter, contributing to the CBR1000RR's class-leading power-to-weight ratio
- Larger titanium intake valves, larger DSFI throttle bodies, a new exhaust control valve, a higher redline, and numerous other engine improvements increase power across the rev range
- The new Assist Slipper Clutch works with sophisticated ignition and fuel-injection systems to improve control under both acceleration and deceleration
- Low-mounted exhaust system centralizes mass for even better handling
- A slimmer fairing, MotoGP-style seat cowl, new line-beam headlight and mirror-mounted turn signals give the CBR1000RR a radical new look
- Lighter Honda Electronic Steering Damper (HESD) automatically determines the optimum damping resistance to help keep the front end tracking straight
- Radial-mounted monoblock front brake calipers squeeze lighter brake rotors for superb stopping power



## Specifications

Engine type	Liquid-cooled inline-four
Displacement	999 cc
Bore & stroke	76 mm x 55.1 mm
Compression ratio	12.3:1
Valve train	Chain-driven DOHC, four valves per cylinder
Fuel delivery	Dual Stage Fuel Injection
Transmission	Close-ratio six-speed
Final drive	O-ring-sealed chain
Front suspension	43 mm inverted HMAS cartridge fork with full adjustability; 119 mm (4.7 inches) travel
Rear suspension	Unit Pro-Link HMAS single shock with full adjustability; 137 mm (5.4 inches) travel
Tires	120/70ZR - 17 radial front; 190/50ZR - 17 radial rear
Brakes	Front dual 320 mm discs with radial-mounted four-piston calipers; rear single 220 mm disc with single-piston caliper
Seat height	820 mm (32.3 inches)
Wheelbase	1,407 mm (55.4 inches)
Curb weight	tba
Fuel capacity	17.8 litres
Colour	Red/Black, Graphite Black/Digital Silver, Graphite Black/Pearl Shining Yellow





## The race bike for the real world

In the ultra-competitive world of mid-size sportbikes, one motorcycle continues to earn rave reviews for its amazing versatility. Year after year, race season after race season. That's because the Honda CBR600RR combines radical performance with everyday practicality in a way that is all Honda.

With some 600s, you get either a great track bike that's high-strung and uncomfortable on the street, or a great streetbike that lacks the right stuff for track days or race wins. With the CBR600RR, we found a way to achieve superior track and street performance in one amazing motorcycle. Fast and quick-handling for racing, the CBR is also well-balanced and predictable for outstanding control on twisty roads or city streets. And with ergonomics that won't leave you tied up in knots, it's more comfortable for everyday riding, too.

The secret to the CBR600RR's success begins with its engine. Remarkably compact and lightweight, the 599 cc DOHC inline-four includes an array of high-tech components designed with low weight and street rideability in mind. Like the sophisticated knock sensor that retards the ignition as soon as it anticipates detonation. A first on a Honda motorcycle, the knock sensor guards against the possibility of a bad tank of gas or other potentially harmful factors, and is one of the reasons the CBR600RR makes so much power in everyday

riding conditions — particularly in the important 6,000-10,000 rpm range.

Then there's the Dual Stage Fuel Injection system, which incorporates a special intake-air control valve that not only improves performance in all conditions, it also produces a gentler transition when you roll off the throttle and helps you set up for corner entry without relying on a slipper clutch.

The CBR600RR's lightweight aluminum chassis takes advantage of the compact engine by positioning it close to the bike's central axis, which improves mass centralization for amazingly precise response on tight tracks or twisty roads. Quick steering, sure, but the RR remains remarkably composed over rough pavement or at high speeds thanks to Honda's HESD electronic steering damper. You get instant steering response plus rock-solid stability — the best of both worlds.

Whether you're pulling up to the start line, or turning on to your favourite twisty road, there's one sportbike that you can count on to deliver a winning ride: the Honda CBR600RR.

- **599 cc DOHC engine is remarkably compact and light, contributing to the CBR600RR's superior mass centralization and precise handling**
- **Engine knock sensor adjusts ignition timing for high performance while minimizing the risk of damaging detonation**
- **HESD electronic steering damper automatically determines the optimum damping resistance to keep the front end tracking straight for excellent control**
- **Unit Pro-Link rear suspension system is patterned after RC212V MotoGP racer's, with the upper shock mount contained within the swingarm rather than the frame to reduce negative suspension energy from being transmitted into the frame for optimum rigidity and improved rideability out of corners**
- **Race-ready braking system features twin four-piston radial-mounted front calipers, dual 310 mm front discs, and a single 220 mm rear disc**



## Specifications

Engine type	Liquid-cooled inline-four
Displacement	599 cc
Bore & stroke	67 mm x 42.5 mm
Compression ratio	12.2:1
Valve train	Chain-driven DOHC, 4 valves per cylinder
Fuel delivery	Dual Stage Fuel Injection
Transmission	Close-ratio six-speed
Final drive	O-ring-sealed chain
Front suspension	41 mm inverted HMAS cartridge fork with full adjustability; 119 mm (4.7 inches) travel
Rear suspension	Unit Pro-Link HMAS single shock with full adjustability; 130 mm (5.1 in.) travel
Tires	120/70ZR - 17 radial front; 180/55ZR - 17 radial rear
Brakes	Front dual 310 mm discs with radial-mounted four-piston calipers; rear single 220 mm disc with single-piston caliper
Seat height	820mm (32.3 inches)
Wheelbase	1,369mm (53.9 inches)
Curb weight	186 kg (410 pounds) including required fluids and full tank of gas - ready to ride
Fuel capacity	18.1 litres
Colour	Italian Red, Pearl Fire Orange, Digital Silver





## What legends are made of

You've heard the buzz. When motorcyclists rate the best all-round performers on the road, one bike always seems to top the list: the remarkable Honda VFR800A Interceptor.

Why? Because its engine is a high-tech marvel. Because its chassis strikes a perfect balance between sporty handling and street civility. Because its overall comfort has to be experienced to be believed. Because there really is nothing else like it in all of motorcycling.

At the heart of the Interceptor's appeal is its 90-degree liquid-cooled V-four — one of the most sophisticated motorcycle engines in the world. Thanks to Honda's patented VTEC™ system, the Interceptor's engine actually performs like two engines in one for an incredibly broad powerband. At low rpm, VTEC instructs the engine to operate on just two valves per cylinder, thereby promoting more effective cylinder filling for great throttle response and torque. Above 6,400 rpm, VTEC activates all four valves for maximum intake and exhaust flow and maximum high-rpm horsepower. Thanks to VTEC, the Interceptor's engine is always making the type of power you

enjoy, whether you're navigating through the city, passing traffic on the highway, or carving through your favourite twisty backroad.

Programmed fuel-injection works with VTEC to maximize power and reduce fuel consumption and emissions, using four laser-drilled 12-hole injectors for incredibly fine fuel atomization. And you can't help but notice the Interceptor's gorgeous stainless-steel mufflers that exit provocatively on either side of the sleek tail section, providing candy for the eyes and music for the ears.

And there's more. Anti-lock brakes help prevent wheel lockup even in the most difficult conditions. The angular bodywork has been carefully engineered to reduce the turbulence that can cause rider discomfort. 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.

Swing a leg over a 2008 Honda VFR800A Interceptor, and find out for yourself what everyone's been talking about.

- 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
- Programmed fuel-injection and an exhaust catalyzer allow the engine to be tuned for great performance while keeping emissions low
- Eye-catching Pro Arm™ single-sided swingarm and underseat mufflers ensure that the VFR800A stands out in a crowd
- Aerodynamic bodywork and a comfortable seating position provide true sport-touring capability
- Standard anti-lock brakes help prevent wheel lockup even in the most difficult conditions



## Specifications

Engine type	Liquid-cooled 90-degree V-four
Displacement	781 cc
Bore & stroke	72 mm x 48 mm
Compression ratio	11.6:1
Valve train	VTEC chain-driven DOHC, 4 valves per cylinder
Fuel delivery	PGM-FI fuel injection
Transmission	Close-ratio six-speed
Final drive	O-ring-sealed chain
Front suspension	43 mm HMAS cartridge fork; 109 mm (4.3 inches) travel
Rear suspension	Pro Arm single-sided swingarm with Pro-Link single HMAS shock; 119 mm (4.7 in.) travel
Tires	120/70ZR - 17 radial front; 180/55ZR - 17 radial rear
Brakes	Front dual 296 mm discs with Linked Braking System three-piston calipers and ABS; rear single 256 mm disc with Linked Braking System three-piston caliper and ABS
Seat height	805 mm (31.7 inches)
Wheelbase	1,458 mm (57.4 inches)
Curb weight	250 kg (551 pounds) including required fluids and full tank of gas - ready to ride
Fuel capacity	22 litres
Colour	Sword Silver Metallic



# The easy way to get started

Your friends just got their motorcycle licences, but they're unsure what to do next. What size of bike should they buy? Can they afford new, or will they have to buy used? Are they really ready to ride on the street?

Honda can help, thanks to two programs designed specifically for novice riders.

The first – Honda's New Rider Program – is an informative and fun half-day, limited-space event for novice riders only. Your friends will get lots of helpful tips on riding technique, traffic safety and bike care, plus a lengthy supervised street ride on their choice of small Honda motorcycles and scooters, including the exciting CBR125R. And best of all, it's free! All they need are a motorcycle licence and proper riding gear.

And when they're ready to own their own

wheels, be sure to tell them about the Go Combo from Honda. It includes a brand new CBR125R, cool Joe Rocket® jacket, pants, boots and gloves, and three years of warranty protection with roadside assistance – at a package price with a low monthly payment. Buying a new Honda has never been easier.

Visit [honda.ca](http://honda.ca) for details on these programs, or drop by your local Honda dealer for a CBR125R brochure and to learn about all the ways Honda can help make your motorcycling dreams come true.



Riding a motorcycle can be hazardous. For your safety always 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 Honda recommends that all riders take a rider training course. Always obey local laws, use common sense and respect the rights of others when you ride. Make sure you have the proper licence when riding on public roads and obtain written permission before riding on private land.

Specifications are subject to change without notice. Although descriptions, model images and colours are believed to be correct, accuracy cannot be guaranteed. All specifications in this brochure apply only to models sold and registered in Canada. See your Honda dealer for details.

See your Honda dealer for Honda's warranty policy.

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