



SPORTBIKES
CBR1000RR
RC51
CBR600RR



2004



PERFORMANCE FIRST There are lots of motorcycles on the market today.

Why should you choose a Honda? Because we build them with one principal goal: Performance First.™ And performance means more than just horsepower. From our two-time MotoGP Champion RC211V™ to the sportbikes on these pages, you can see the evidence yourself in every Honda sportbike's fit and finish. You'll discover more the first time you ride one, like the power and handling and comfort. Other aspects you'll grow to appreciate over time, like the level of technology, or the quality of our engineering and manufacturing. And finally, there's our commitment to the environment in everything we do, and that's something that not only you but generations to come will appreciate. It's all part of the way we do business. It's all part of your new Honda sportbike. And it's why when you choose a Honda, you can rest assured you've made the right choice.



CBR1000RR / CBR600RR

Three motorcycles. One goal. Giving you the best sportbikes that have ever turned a wheel on the track.

CBR1000RR It's the unfair advantage every rider has been waiting for. The most super of all superbikes: a one-liter, four-cylinder, track-bred machine that shortens straightaways and inhales chicanes. It's the new Honda CBR®1000RR. It's here. It's on the track. And it means business.

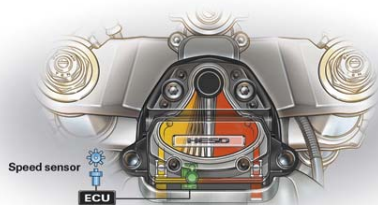
Honda pioneered the concept of the modern inline four, machines ridden by the likes of World Champion Freddie Spencer. Now we're building one again, ready to humble the competition wherever you unleash it.

The engine: four cylinders set transversely in the frame, the cylinder block integrally cast with the upper crankcase for strength and stiffness. Dual Stage Fuel Injection (DSFI) uses one set of injectors for low-speed operation and both sets for high-rpm work, so throttle response is always instant and exact. A cassette-type sideloading transmission is truly racetrack-spec, and makes changing gearbox ratios almost as easy as changing your oil filter.

The all-new aluminum frame is patterned after our championship-winning RC211V MotoGP bike, as is the aluminum-hybrid swingarm with Unit Pro-Link™ rear suspension. The swingarm is the longest in its class for superior traction under hard acceleration—and you can bet the CBR1000RR accelerates plenty hard.

And check out our new Honda Electronic Steering Damper (HESD), a revolutionary piece of equipment that automatically varies its damping effect with both bike speed and acceleration. That means the faster you ride, the firmer it gets for improved handling.

HESD



An industry first, our exclusive Honda Electronic Steering Damper (HESD) senses bike speed and acceleration and adjusts damping force accordingly. At low speeds an electronically controlled relief valve is open for lighter steering. Speed up, and the valve adjusts for increased damping force.



There's tons more to talk about: the 310mm four-piston front brakes. The radiator that's 40 percent bigger than our own CBR954RR's. The center-up exhaust that gives you incredible cornering clearance. But why don't you quit reading and see one for yourself? Because once you do, you'll agree: The new Honda CBR1000RR is the most incredible superbike there's ever been, bar none.

RC51 For most riders, a 1000-cubic-centimeter V-twin is probably more pure fun to ride than just about any other machine. Want power? You've got it, right now, from idle to redline. Torque? These things are pure torque monsters. And fast? How about these credentials: Honda's RC51™ flat out swept the Daytona 200 in 2003, taking first, second and third at a track where everyone gave the advantage to the four-cylinder machines. But, hey don't take our word for it; just ask Nicky Hayden, who used a Honda RC51 to win the 2002 AMA Superbike Championship and propel himself to a factory ride in MotoGP. And let's not forget

Throttle Body



Big twins can be notoriously fussy when it comes to throttle response. Not the RC51. Why? Its injectors are designed to atomize fuel perfectly. That means no hesitation or stumbling—ever.

Colin Edwards' pair of World Superbike titles on the RC51, either. As a tribute to young Mr. Hayden's accomplishment, we're producing a special Nicky Hayden Signature Edition RC51 this year, signed by The Kentucky Kid himself and with a full Honda Racing graphics package.

And all the rest remains pure RC51. The 999cc liquid-cooled 90-degree V-twin engine. The programmed fuel injection. The radical twin-spar aluminum frame with centrally mounted ram-air intake. The side-flow radiators. The two-into-one-into-two exhaust. The 43mm inverted fork. And so very, very much more.

You know this bike is a champion on the track. But what most people don't realize—at least until they ride one—is what an excellent streetbike the RC51 is as well. Narrow. Responsive. And that wide powerband is just as happy running errands as it is shattering track records.

The Nicky Hayden Signature Edition Honda RC51. It was the only thing we could do to make a great bike even better.

CBR600RR Want to understand what the Honda CBR600RR is all about? Three simple words: Daytona Supersport Winner. Ready for the graduate course? Three more words: World Supersport Champion.

It's all really pretty simple. You see, the CBR600RR is the sharpest, most honed, most spectacular 600 supersport we've ever produced, a machine inspired by our RC211V MotoGP champion.



CBR600RR

Six hundreds are about rev-to-the-limit power, and with a 15,000-rpm redline, the RR revs like you won't believe. And Dual Stage Fuel Injection means it revs right now. It handles with incredible precision—instant, flickable, yet stable. That's thanks to Honda's Unit Pro-Link rear suspension and twin-spar aluminum frame with internally reinforced extruded main members. Joined to huge, die-cast steering head and swingarm pivot points, it's the perfect platform for impeccable handling.

Everyone loves to compare numbers, but there's one thing a spec chart can't show: the benefits from Honda's unrelenting goal of mass centralization. In short, it means making the CBR600RR compact in all aspects—bringing the mass as close as we can to the center of the motorcycle. Do it right, and a bike handles great; we've done exactly that with our RC211V. And we've used it on the CBR600RR with spectacular results. Ride one, and you'll see. Race one, and you're destined for victory lane.

Unit Pro-Link



The exclusive Honda Unit Pro-Link rear suspension on the CBR1000RR and CBR600RR is patterned right off our world-championship-winning RC211V MotoGP bike, with no top shock mount on the frame to influence handling over bumps.



RC51



	CBR1000RR	RC51	CBR600RR
Model	CBR1000RR	RVT1000R	CBR600RR
Engine	998cc DOHC liquid-cooled inline four-cylinder	999cc DOHC liquid-cooled 90° V-twin	599cc DOHC liquid-cooled inline four-cylinder
Bore and stroke	75.0 x 56.5mm	100.0 x 63.6mm	67.0 x 42.5mm
Compression ratio	11.9:1	10.8:1	12.0:1
Carburetion	Dual Stage Fuel Injection	PGM-FI with two injectors per cylinder	Dual Stage Fuel Injection
Ignition	Computer-controlled digital transistorized with three-dimensional mapping	Computer-controlled digital transistorized with three-dimensional mapping	Computer-controlled digital transistorized with three-dimensional mapping
Transmission	Cassette-type, close-ratio six-speed	Close-ratio six-speed	Close-ratio six-speed
Final drive	#530 O-ring-sealed chain	#530 O-ring-sealed chain	#525 O-ring-sealed chain
Front suspension	43mm inverted HMAS™ cartridge fork with spring-preload, rebound- and compression-damping adjustability; 4.7-inch travel	43mm inverted HMAS cartridge fork with spring-preload, rebound- and compression-damping adjustability; 5.1-inch travel	45mm HMAS cartridge fork with spring-preload, rebound- and compression-damping adjustability; 4.7-inch travel
Rear suspension	Unit Pro-Link HMAS single-shock with spring-preload, rebound- and compression-damping adjustability; 5.3-inch travel	Pro-Link® HMAS single-shock with spring-preload, rebound- and compression-damping adjustability; 4.7-inch travel	Unit Pro-Link HMAS single-shock with spring-preload, rebound- and compression-damping adjustability; 4.7-inch travel
Front brakes	Dual full-floating 310mm discs with radially mounted four-piston calipers	Dual full-floating 320mm discs with four-piston calipers	Dual 310mm discs with four-piston calipers
Rear brake	Single 220mm disc with single-piston caliper	Single 220mm disc with single-piston caliper	Single 220mm disc with single-piston caliper
Front tire	120/70ZR-17 radial	120/70ZR-17 radial	120/70ZR-17 radial
Rear tire	190/50ZR-17 radial	190/50ZR-17 radial	180/55ZR-17 radial
Wheelbase	55.6 inches	55.9 inches	54.7 inches
Seat height	32.5 inches	32.3 inches	32.3 inches
Dry weight	396 pounds	430 pounds	370 pounds
Fuel capacity	4.8 gallons, including 1.1-gallon reserve	4.8 gallons, including 1.2-gallon reserve	4.8 gallons, including 0.9-gallon reserve
Colors	Red/Black; Metallic Silver/Black; Black	Red/Metallic with Nicky Hayden Replica graphics package	Red/Black; Black/Silver; Candy Blue
Honda Genuine Accessories™	Color-matched passenger seat cowl	Tank pad, magnetic tank bag	Color-matched passenger seat cowl

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.

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, 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 check your HRCA® guide or the HRCA website concerning reimbursement through the Honda Rider's Club of America™ for Motorcycle Safety Foundation (MSF) rider training and high-performance riding classes.* 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.



ENVIRONMENTAL COMMITMENT

At Honda, we 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 on-road models that exceed the stringent 2008 CARB emissions requirements years ahead of schedule. And that's the kind of performance everybody can appreciate.



PROGRAMS THAT PERFORM

You chose your new Honda sportbike 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 real-world benefits alone make it a bargain. Just call 1-800-847-HRCA. Interested in some accessories to make your sportbike 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 sportbike, we've got two great suggestions. First, ask about financing through 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 Honda sportbikes are the best out there. 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 in the U.S. ††Financing available on approved credit by AHFC. ‡Financing available to qualified customers subject to credit approval from GE Retail Sales Finance on the Honda Card program at participating dealers. California versions may differ slightly due to emissions equipment. Performance First,™ RC211V,™ CBR,® Unit Pro-Link,™ RC51,™ HMAS,™ Pro-Link,® Honda Genuine Accessories,™ HRCA,® Honda Rider's Club of America,™ Pro Honda,™ Honda Card™ and Stupid hurts® are trademarks of Honda Motor Co., Ltd. ©2004 American Honda Motor Co., Inc. (3/04) Printed in the U.S.A. A1997



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