



Life is better
on a Honda



2021 CBR650R ABS

BETTER THAN EVER

Four-cylinder sportbikes are a specialized breed. They're the basis for the machines in the World Supersport championships. Smooth, quick-revving power, fast, effortless acceleration: once you've tasted all they can offer, there's no going back. Which is why the 2021 Honda CBR®650R ABS is such a delight. Plus, this year it's even better, with new cams and intake timing, an improved LED instrument panel, and—best of all—a new Showa 41mm SFF-BP "Big Piston" front suspension. It's a standout on the street, with a riding position and a nice, wide powerband that are perfect for everyday riding too. As a do-it-all streetbike, there's none better.

ALWAYS WEAR A HELMET, EYE PROTECTION AND PROTECTIVE CLOTHING. NEVER RIDE AFTER CONSUMING DRUGS OR ALCOHOL, AND NEVER USE THE STREET AS A RACETRACK. Showa® is a registered trademark of Showa Mfg., Inc. CBR® is a registered trademark of Honda Motor Co., Ltd. ©2021 American Honda Motor Co., Inc.



EUROPEAN ABS MODEL SHOWN



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MATTE BLACK METALLIC

SPECIFICATIONS

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| ENGINE TYPE | — 649cc liquid cooled in-line four cylinder |
| BORE AND STROKE | — 67mm x 46mm |
| COMPRESSION RATIO | — 11.6:1 |
| VALVE TRAIN | — DOHC; four valves per cylinder |
| INDUCTION | — PGM-FI with 32mm throttle bodies |
| IGNITION | — Fully transistorized |
| TRANSMISSION | — Six-speed |
| FINAL DRIVE | — #525 Chain; 15T/42T |
| FRONT SUSPENSION | — 41mm fork; 4.25 inches of travel |
| REAR SUSPENSION | — Showa Single Shock; 5.04 inches of travel |
| FRONT BRAKE | — Dual 320mm discs with radial-mount four-piston calipers; ABS |
| REAR BRAKE | — Single 240mm disc; ABS |
| FRONT TIRE | — 120/70-17 |
| REAR TIRE | — 180/55-17 |
| WHEELBASE | — 57 inches |
| TRAIL | — 4.0 inches |
| SEAT HEIGHT | — 31.9 inches |
| RAKE (CASTER ANGLE) | — 32° |
| FUEL CAPACITY | — 4.1 gallons (including 0.8-gallon reserve) |
| CURB WEIGHT | — 456 pounds (Includes all standard equipment, required fluids and full tank of fuel—ready to ride) |

FEATURES & BENEFITS



649cc DOHC ENGINE

Engines like this are what Honda does best. The four-cylinder design makes it smoother and faster revving than most twins, and offers ample low to midrange torque, plus plenty of power through the entire rev range. New cams and intake timing for 2021 deliver plenty of power.



SPORTBIKE STYLING

The CBR650R looks just the way a modern sportbike should—all business, with a generous dose of style. This year we've freshened things up with revised headlight covers, new downsized sidecovers, sharp new graphics and a new rear mudguard/number plate.



Honda SELECTABLE TORQUE CONTROL (HSTC)

With Honda Selectable Torque Control System (HSTC) the CBR650R offers you peace of mind during aggressive riding conditions. The system adjusts engine power to optimize torque at the rear wheel, reducing rear-wheel slip. And here's the best part: you can turn it on or turn it off with a handlebar-mounted switch.



TWIN-SPAR FRAME

The CBR650R refines a classic Honda design. The twin-spar frame incorporates pivot plates, engine hangers, seat rails, and other components that all reduce weight. It's light, strong, and provides the basis for the CBR650R's stellar handling.