



FOR IMMEDIATE RELEASE

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INTRODUCING THE 2011 CBR125R AND 2011 CB1000R

AVAILABLE AT ALL DEALERS IN **SPRING 2011**

2011 CBR125R: A new breed of 125cc sportsbike



Introduction

The 125cc sportsbike class is where riding careers begin. For the vast majority of new riders, on the road and on the race circuit, these machines are the first step on a path that could lead anywhere, perhaps right to the top. For this reason 125cc sportsbikes have a huge responsibility. They must be just as rewarding to ride as bigger Supersports machines, particularly where engine power is less important, such as in town and on very twisty roads. They must be easy to ride too, patiently nurturing new riders and building their confidence on two wheels. If a 125cc sportsbike can put its rider at ease with the fundamentals of control then it has done its job.

Of course the perfect 125cc sportsbike is also huge fun to ride. Such machines are motorcycling's first chance to capture a rider's imagination; its opportunity to show just how exhilarating and rewarding riding can be, not to mention how much more practical it is as a means of travelling today's congested urban roads. This can only be achieved by offering a machine that's designed from the ground up as a sportsbike – delivering the crisp responses and thrilling performance young riders demand.

Reliability and low maintenance are all-important. Any rider's first bike is likely to be called upon to perform a huge range of tasks, from weekend leisure riding or track days to weekday commuting. Absolute reliability must be a given, while low running costs and hassle-free ownership are also critical. Ideally, it should also offer a comfortable pillion seat, allowing a young rider to share the fun with friends.

Since the Canadian introduction in 2007 the CBR125R has represented the ideal first sportsbike. Compact, lightweight and blessed with the refinement, ease of use and welcoming handling that have become synonymous with the CBR family, it has become a popular machine with young riders the world over. But the time has come for a more sophisticated 125cc sportsbike, a 125 with the quality feel associated with bigger machines. For 2011 the all-new CBR125R is ready to prove itself as the perfect first sportsbike for a new generation of riders.

Development concept

Supersport bikes are the ultimate road motorcycles – high performance machines boasting the very latest in chassis and engine development. To ride they are exhilarating in the extreme, offering a thrill no other type of bike can match. The 2011 CBR125R has been designed to offer similar riding dynamics, giving young riders the opportunity to develop sports riding skills from the very earliest days of their careers.

The existing CBR125R is an enormously popular motorcycle, one that has schooled a generation of riders in sports riding. But while its small size is a tremendous asset in many instances, guaranteeing easy handling, a low weight and the ability to slice through urban traffic, the demand has emerged for a 125cc machine that is in every way a full-sized sportsbike. Honda's response to this demand is a new small-capacity bike with big ambitions – the 2011 CBR125R.

The brief was simple: to create a 125cc sportsbike with the look and feel of a bigger and more expensive machine. The new sportsbike had to retain the current CBR125R's user-friendly handling characteristics and free-revving single-cylinder engine, but package them inside all-new bodywork with the sophisticated styling and full-size proportions demanded by the modern young sports rider. It was decided too that wider, more impressive wheel and tyre sizes should be specified, enhancing handling while also helping create the feel of a much bigger motorcycle. Finally, the latest advances in fuel injection and catalyser technology would make the 2011 CBR125R more efficient than its predecessor.

Main features

- Powerful, reliable and fuel-efficient 124.7cm³ liquid-cooled, single-cylinder engine with PGM-FI fuel injection.
- Lightweight diamond twin-spar steel frame with sporty geometry for intuitive and exciting handling.
- Comfortable yet involving riding position and low kerb weight (136.9kg) make for a very manageable and easy to handle 125cc sportsbike.
- Wide 130/70-17M/C rear tyre for a thrilling riding experience and Supersports style.
- Advanced multi-function digital instrument display.
- Striking full fairing cowl.

Ergonomic design

Outstanding manoeuvrability

The CBR name is synonymous with superb handling at any speed, and the new CBR125R is no exception. Despite its slightly larger overall dimensions, the 2011 machine remains extraordinarily easy to handle, immediately giving new riders the confidence they need. Key to the CBR's manoeuvrability is its riding position, which is designed around the low 793mm seat. The location of the handlebars and footpegs has been revised for improved control while maintaining outstanding rider comfort. Together with the contoured new fuel tank, which is bigger on the new machine for improved range, the result is an unmistakably sporty but easygoing riding position. The rider's weight is distributed evenly, creating a posture that isn't tiring to maintain and that doesn't in any way restrict movement.

Superb chassis balance

The 2011 CBR125R boasts a competitively low kerb weight of just 136.9kg. This mass is distributed perfectly between the front and rear wheels in a 49:51 weight distribution, while the compact single-cylinder engine helps keep the centre of gravity low. The result is a machine that feels instantly manageable, regardless of a rider's height or stature, so the rider feels completely in control.

Full fairing cowl

The CBR125R's dramatic new full fairing is more than a mere styling exercise. By providing protection from windblast, the fairing makes the rider more comfortable, particularly over long-distance journeys that can punish riders of Naked machines. The fairing also features a powerful one-piece headlight and bright taillight for superb visibility at night.

New digital instruments

Digital instrumentation is now commonplace on large-capacity machines. For 2011 the CBR125R underlines its big-bike credentials by adopting this technology. The result is a thoroughly modern rider's eye-view, with speed, engine revs and engine temperature all visible at a glance. The display also includes a six-segment fuel gauge, a clock and an odometer/trip meter.

Passenger comfort

Grab handles on either side of the rear seat provide the sense of security so crucial to passenger comfort, leaving rider and pillion free to enjoy the ride.

Styling

As you'd expect of a machine with aspirations well beyond its modest engine size, the 2011 CBR125R has an all-new full fairing cowl. The aggressive yet sophisticated new look is typically CBR, with clean lines inspired by 600cc and 1000cc Supersports machines but developed into a unique style such as the VFR1200 has. The new single headlight design sets the tone for the rest of the fairing, being both original in shape and suggestive of much more expensive motorcycles. From there the fairing quickly tapers rearward to a slim and sporty tail unit.

Since the compact new exhaust system finishes ahead of the rear axle, the back of the machine appears to float above the purposefully wide new rear tyre, creating a dynamic forward-biased silhouette.

Colouring concept

Terra Silver Metallic SE

Perfect for fooling bystanders into thinking they're looking at a middleweight motorcycle and not a 125, the silver metallic colour option works brilliantly with the new CBR125R's sophisticated lines.

Asteroid Black Metallic

Another classy metallic paint option, this menacing colour sits perfectly with the CBR125R's new, more mature feel – a serious colour for a machine that means business.



Engine

Like the previous CBR125R, the 2011 model uses a powerful single-cylinder liquid-cooled engine. The single-cylinder configuration boasts many advantages over a twin-cylinder engine of the same capacity, most noticeably lighter weight, smaller dimensions, improved fuel economy and mechanical simplicity.

Responsive single-cylinder configuration

Developing peak power at just 8000rpm, the CBR125R has the performance to make every ride a joy, whether it's commuting to work or college or riding open roads for the sheer thrill of it.

PGM-FI

Honda's advanced PGM-FI system is key to the CBR125R's clean-revving and manageable performance. The system's Electronic Control Unit works with the electronic ignition to provide exactly the right fuel/air mix to the cylinder for any given combination of throttle position and engine revs. The result is a smooth power curve delivered with the accuracy and predictability needed to breed rider confidence. New FI settings also make the engine more fuel efficient.

Slick six-speed transmission

The CBR125R uses a mechanically actuated clutch for fine control and a light feel at the clutch lever. The transmission's six ratios complement the engine's flexible power delivery perfectly, giving the CBR125R the performance young riders demand.

Easy to live with

Few engines in motorcycling are more rugged or affordable to run than the CBR125R's liquid-cooled single. The electric start means the machine is ready to go at the push of a button, while its outstanding efficiency means superb fuel economy, delivering an impressive range from the slim and compact 13-litre fuel tank. Because the fuel tank can be smaller for a given range, in turn this helps create a lighter and more compact motorcycle. The superb fuel economy betters the previous model thanks to a revised final drive ratio and new fuel injection settings. The new bike is also easier to look after – for 2011 the filter that supplies clean fuel to the fuel injection system has been moved outside the fuel tank to make maintenance simpler.

New ultra-clean exhaust

The 2011 CBR125R features a new exhaust system incorporating an oxygen sensor and a Tri-metal catalytic converter. The catalyser all but eliminates the emission of polluting hydrocarbons, carbon monoxide and nitrous oxides, ensuring the CBR125R easily complies with emissions legislation. Emissions are further reduced at source by the PGM-FI system, which analyses the exhaust gases via the oxygen sensor to maintain the air/fuel ratio at the ideal for clean combustion. The exhaust system is made of stainless steel so it has excellent resistance to corrosion.

Chassis

Lightweight frame

The CBR125R uses a lightweight pentagonal-section steel twin-spar frame. The design is a proven one, linking the critical areas of the headstock and the swingarm pivot point using a straight and unbroken spar on both sides of the engine. The design delivers the rigidity required of a sportsbike frame while also being light and compact.

Sporty, user-friendly geometry

The chassis feel of the CBR125R treads a line between the swift responses required of a Supersports machine and the reassuring predictability that develops rider confidence. The wheelbase is one of the shortest in its class at just 1313mm, ensuring the CBR125R flicks through bends with a fluidity and grace none of its rivals can match. However a trail figure of 90mm means this thrilling agility never threatens to cause instability. In short the CBR125R is ready for anything, from super-smooth open roads to the traffic-packed and bumpy challenge of the city.

Sophisticated suspension

Control and a superb ride feel are guaranteed by the CBR125R's premium suspension components. The front wheel is controlled by a 31mm hydraulic telescopic fork, while the rear tubular steel swingarm mounts to a Monoshock for sporty control and exceptional comfort. While in its element on the kind of smooth and twisting roads Supersports machines of all sizes revel in, the CBR125R also has the chassis sophistication to remain stable and comfortable on the roughest back roads.

Big-bike wheels, tyres and brakes

In line with the new brief, the 2011 CBR125R uses tyres and wheels of a size more commonly associated with the 250cc class. The lightweight new 100/80-17 front and 130/70-17 rear cast wheels use a striking five-spoke design and bring both stability and increased grip. They also underline the CBR125R's full-sized credentials – this is a serious motorcycle. They are slowed by equally impressive braking systems, with powerful disc brakes front and rear. The front brake uses a 276mm disc gripped by a twin-piston caliper, while at the rear a 220mm disc and single-piston caliper offer the accuracy and feel that make low-speed manoeuvres easy.

Specifications – CBR125R (ED-type)

ENGINE

Type	Liquid-cooled 4-stroke 2-valve SOHC single
Displacement	124.7cm ³
Bore × Stroke	58 × 47.2mm
Compression Ratio	11 : 1

FUEL SYSTEM

Carburation	PGM-FI electronic fuel injection
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Throttle Bore	30mm
Fuel Tank Capacity	13 litres (including LCD-indicated reserve)

ELECTRICAL SYSTEM

Ignition System	Computer-controlled digital transistorised with electronic advance
Starter	Electric
Battery Capacity	12VAh
Headlights	55/60W (H4 valve)

DRIVETRAIN

Clutch	Wet, multiplate with coil springs
Clutch Operation	Mechanical; cable-actuated
Transmission Type	6-speed
Final Drive	'O'-ring sealed chain

FRAME

Type	Pentagonal; steel twin-spar
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CHASSIS

Dimensions (L×W×H)	1946mm x 704mm x 1089mm
Wheelbase	1,313mm
Caster Angle	35°
Trail	90mm
Seat Height	793mm
Ground Clearance	185mm
Kerb Weight	136.9kg

SUSPENSION

Type	Front	31mm telescopic fork, 120mm stroke
	Rear	Monoshock damper, 126mm axle travel

WHEELS

Rim Size	Front	17xMT2.50
	Rear	17xMT3.50
Tyre Size	Front	100/80-17M/C
	Rear	130/70-17M/C

BRAKES

Type	Front	296 x 4mm dual hydraulic disc with dual-piston caliper and sintered metal pads
	Rear	220 x 4mm hydraulic disc with single-piston caliper and sintered metal pads

***All specifications are preliminary and are subject to change without notice.**

HONDA CANADA INC.



HONDA'S "CB1000R" MAKES NORTH AMERICAN DEBUT

The CB1000R, said to be the leader of the performance naked bike class in Europe is making its North American debut. The high tech futuristic looking CB1000R has an unbeatable combination of sophisticated styling, super sport performance and agile handling.

The CB1000R is compact and lightweight and has an RR-derived 998 cc liquid cooled, fuel injected inline-four engine that is tuned to deliver massive torque. The super-sport class fully adjustable suspension and narrow yet comfortable seat make this bike an option for every kind of ride, from weekday commute to weekend blasts along twisty roads.

The advanced gravity die-cast aluminum Mono-Backbone frame and 17 inch wheels contribute to the CB1000Rs responsive control and agile, sporty handling that you have come to expect in a Honda sport bike. Add to that Honda's combined-ABS brake system for optimized braking control in all riding situations and you have an unforgettable naked experience.

The combination of its angular, 'mass forward' design with an emphasized short compact tail that positions the rider in a forward seating position with the semi-underslung stainless steel exhaust system centralizes mass and lowers the overall centre of gravity.

Main features

- Thick aluminium handlebar improves look and feel.
- Unique front light array features a triangular multi-reflector headlight integrated into a compact bikini cowl, and a 7-bulb LED position light.
- Compact, lightweight 998cc liquid-cooled fuel-injected inline-4 engine is tuned for dynamic low-to midrange performance.
- Magnesium cylinder head and ACG covers reduce engine weight.
- Angular, 'mass forward' design is emphasised by a short compact tail and positions rider forward for a sporty ride.
- Advanced gravity die-cast aluminium Mono-Backbone frame contributes to agile, sporty handling.
- Semi-underslung stainless steel exhaust system lowers centre of gravity and adds to light, responsive handling as well as delivering an exhilarating sound.
- Attractive 17" wheels feature eye-catching swept 4-spoke design.
- Swift-handling, fully adjustable 43mm inverted front fork and cast aluminium Monoshock Pro-Arm swingarm contribute to precise control.
- Wide, high-performance Super Sports-class radial tyres deliver responsive high-speed cornering control.
- Combined-ABS features lightweight 310mm floating front discs 3-piston front brake calipers and advanced Antilock Brake System for extra assurance in all braking situations.

ENGINE

Type	Liquid-cooled 4-stroke 16-valve DOHC inline-4
Displacement	998cm ³
Bore × Stroke	75 × 56.5mm
Compression Ratio	11.2 : 1
Idling Speed	1,200min ⁻¹
Oil Capacity	3.6 litres

FUEL SYSTEM

Carburation	PGM-FI electronic fuel injection
Throttle Bore	36mm
Aircleaner	Dry, cartridge-type paper filter
Fuel Tank Capacity	17 litres (including 4-litre LCD-indicated reserve)

ELECTRICAL SYSTEM

Ignition System	Computer-controlled digital transistorised with electronic advance
Ignition Timing	5° BTDC (idle) ~ 50° BTDC (10,000min ⁻¹)
Sparkplug Type	NGK: IMR9E-9HES (NGK); VUH27ES (DENSO)
Starter	Electric
Battery Capacity	12V/8.6AH
ACG Output	340W
Headlights	12V; 55W (low) / 60W (high)

DRIVETRAIN

Clutch	Wet, multiplate with coil springs
Clutch Operation	Hydraulic
Transmission Type	6-speed
Primary Reduction	1.604 (77/48)
Final Reduction	2.750 (44/16)
Final Drive	#530 O-ring sealed chain

FRAME

Type	Mono-backbone; cast aluminium
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CHASSIS

Dimensions (L×W×H)	2,105 × 805 × 1,095mm
Wheelbase	1,445mm
Caster Angle	25°
Trail	98.7mm
Turning Radius	2.8m
Seat Height	825mm
Ground Clearance	130mm
Curb Weight	222kg (F: 108kg; R: 114kg)
Max. Carrying Capacity	188kg
Loaded Weight	410kg

SUSPENSION

Type	Front	43mm inverted HMAS cartridge-type telescopic fork with stepless preload, compression and rebound adjustment, 120mm cushion stroke
	Rear	Monoshock with gas-charged HMAS damper featuring 10-step preload and stepless rebound damping adjustment, 128mm axle travel

WHEELS

Type	Front	Hollow-section 4-spoke cast aluminium
	Rear	U-section 4-spoke cast aluminium
Rim Size	Front	17M/C × MT3.5
	Rear	17M/C × MT5.5
Tyre Size	Front	120/70 ZR17M/C (58W)
	Rear	180/55 ZR17M/C (73W)
Tyre Pressure	Front	250kPa
	Rear	290kPa (290kPa with passenger)

BRAKES

Type	Front	310 × 4.5mm dual hydraulic disc with combined 3-piston calipers, floating rotors, ABS and sintered metal pads
	Rear	256 × 5mm hydraulic disc with dual-piston calliper, ABS and sintered metal pads

***All specifications are preliminary and subject to change without notice.**

The CB1000R is made for anyone who relishes attention. This bike offers an upright seating position and true sport bike performance and will be sure to capture the heart and sole of any motorcycle enthusiast.

HONDA CANADA INC.

