



RIDE SMARTER WITH E-CLUTCH.

The biggest news on two wheels this year: Honda's E-Clutch, making its first appearance on our CBR650R. Experienced sportbike riders can use it like a quick shifter. More casual riders will find it makes cruising and relaxed riding hassle-free. And if you've never driven or ridden a vehicle with a manual transmission, E-Clutch eliminates the need to learn shifter-clutch coordination, along with worries about stalling or jerky starts or sudden stops. Add in some crisp new bodywork, a bigger five-inch TFT instrument display and its stellar high-revving inline-four engine, and you'll see the new CBR650R is a ride that's on the cutting edge in every way. Plus, if you like what you're seeing, but want a version with less bodywork so you can see that awesome engine, just check out our CB650R.



2024 CBR650R

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. ©2024 American Honda Motor Co., Inc.



CBR650R



GRAND PRIX RED

SPECIFICATIONS

ENGINE TYPE	— 649cc liquid cooled inline four cylinder
BORE AND STROKE	— 67.0mm x 46.0mm
COMPRESSION RATIO	— 11.6:1
VALVE TRAIN	— DOHC; four valves per cylinder
INDUCTION	— PGM-FI with 32mm throttle bodies
TRANSMISSION	— Six-speed with Honda E-Clutch
FINAL DRIVE	— #525 Chain; 15T/42T
FRONT SUSPENSION	— 41mm fork; 4.3-inch travel
REAR SUSPENSION	— Showa® Single Shock; 5.1-inch travel
FRONT BRAKE	— Dual 310mm discs with radial-mount four-piston calipers; ABS
REAR BRAKE	— Single 240mm disc; ABS
FRONT TIRE	— 120/70-17
REAR TIRE	— 180/55-17
RAKE	— 25.5°
TRAIL	— 4.0 inches
WHEELBASE	— 57.0 inches
SEAT HEIGHT	— 31.9 inches
FUEL CAPACITY	— 4.1 gallons, including 0.8-gallon reserve
CURB WEIGHT	— 466 pounds (Includes all standard equipment, required fluids and full tank of fuel)

One Year Included Transferable, unlimited-mileage limited warranty
Optional Extended Extended coverage available with a HondaCare® Protection Plan

FEATURES & BENEFITS

Honda E-CLUTCH

E-Clutch is the best of all worlds: You'll still be shifting your bike with your left foot, but you no longer have to worry about using a handlebar-mounted clutch to do it. And if you do want the control that the clutch lever gives you, no worries — it's still there for you. Plus, E-Clutch performs like a quick-shifter for both upshifts and downshifts — something hard-charging sport riders are going to love.

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.

SPORTBIKE STYLING

The CBR650R looks just the way a modern sportbike should — all business, with a generous dose of style. But the CBR650R is also comfortable enough for a wide range of riding, from around-town commuting to canyon carving to day-long trips.

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.

