



ENGINEER YOUR ESCAPE

Supersport soul, everyday convenience. That's the 2026 CBR650R, now \$700 less in MSRP. We didn't change the bike to cut costs; we simply lowered the price so you can carve canyons with more cash in your pocket. The only update is a new Matte Black Metallic colorway, joining classic Grand Prix Red. You still get a high-revving inline-four, razor-sharp handling, and Honda E-Clutch for smooth starts and seamless shifts. Full fairings. Total confidence. Aim for the apex and enjoy.

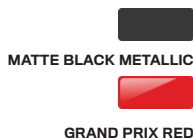


2026 CBR650R E-Clutch

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. ©2026 American Honda Motor Co., Inc.



CBR650R E-Clutch



SPECIFICATIONS

ENGINE TYPE	— 649cc liquid-cooled inline four-cylinder four-stroke
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 manual with Honda E-Clutch
FINAL DRIVE	— #525 Chain; 15T/42T
FRONT SUSPENSION	— 41mm Showa big piston fork; 4.7-inch travel
REAR SUSPENSION	— Showa® Single Shock; 5.0-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
CURB WEIGHT	— 466 pounds (Includes all standard equipment, required fluids and full tank of fuel)

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

FEATURES & BENEFITS

DOHC INLINE-FOUR ENGINE

The inline four-cylinder powerplant provides unrivaled smoothness and unmatched revving, while its abundant low-to-midrange torque is felt with every twist of the throttle.

Honda E-CLUTCH

Honda's E-Clutch is the best of both worlds. First, it lets you shift with your left foot without needing the handlebar-mounted clutch — unless you want to. Second, you can still use it as a conventional clutch, but it also acts as a quick-shifter, enabling clutchless, full-throttle gear changes up and down for riders who crave performance.

Honda SELECTABLE TORQUE CONTROL (HSTC)

With Honda Selectable Torque Control (HSTC), confidence is always on demand. By utilizing a variety of parameters managed by the ECU, it adjusts engine power to reduce rear-wheel slip. The HSTC can be turned on or off using a convenient handlebar-mounted switch.

SPORTBIKE STYLING

Purposeful and stylish, this bike features a modern and aggressive design, with full-length sport fairings that are perfect for everything from urban commuting to spirited canyon rides.

