

# CBR125R

**HONDA**  
The Power of Dreams

New, sharper, more aggressive fairing design based on Honda's Racing DNA.

High-tech, Super Sports look instrument panel.

Racing-style rider's seat with raised pillion seat providing hip support.

New dual multi-reflector Line Beam headlights directly from the CBR1000RR Fireblade.

Box-section steel swingarm with monoshock damper suspension.

New design indicators with amber bulbs behind smoked lenses.

New HECS3 oxygen-sensing catalytic low-emissions system.

Smooth-action, light-handling 31mm telescopic fork.

220mm rear disc brake with single-piston calliper.

Smooth-shifting close-ratio 6-speed transmission.

Large-diameter 276mm front disc brake with compact dual-piston calliper.

Strong, responsive liquid-cooled 125cc 4-stroke SOHC single-cylinder engine.

New PGM-FI electronic fuel injection system with Idle Air Control Valve for smooth low-speed throttle response.

Attractive 17" 6-spoke cast aluminium wheels mount high-traction tyres.

■ All specifications are provisional and subject to change without notice.



**2007**  
**CBR125R**  
**PRESS INFORMATION**

# Introduction

Honda's popular CBR125R burst onto Europe's 125cc-class motorcycle scene in 2004 as a full-featured Super Sport delivering all the handling capability one would expect of a Honda sportbike that's been specially groomed to offer the maximum power and performance available to young and novice riders in this class.

As a novice rider's first important step into the exciting world of motorcycle riding, Europe's large 125cc class provides a mind-boggling range of bikes to choose from. However, the CBR125R stands out with aggressive styling, slim yet generous sportbike proportions and a burst of 4-stroke engine performance that will put a smile on anyone's face. Not merely a dressed-up commuter, the CBR125R attacks the street in full racer form, boldly offering a full complement of technological features, sporty performance and stylish, high-quality attention to detail seen on Honda's larger sportbikes, but at an affordable price that has proven to be an irresistible attraction to new and younger riders.

Powered by a quick-revving liquid-cooled 4-stroke engine that starts at the touch of a button, and follows it up with quick response and smooth acceleration that keeps the excitement running high, Honda's smallest CBR is always fun to ride. A capable corner carver when called on to perform, its light and nimble handling soon makes young, new riders feel like knee-dragging champions of the world's racing circuits.

Still, with all this going for it, after three years of thrilling new riders with its exciting blend of Super Sports styling and performance, the time has come for the CBR125R to receive a facelift in both looks and performance. Specifically, this called for a new bodywork design and the addition of up-to-date electronic fuel injection to provide both a more satisfying range of power and the low emissions required of motor vehicles in this age of environmental concerns.

Offering exciting new styling, state-of-the-art performance technology and an aggressive riding position in tune with the bikes ridden by the world's most popular Grand Prix riders, the CBR125R gives younger riders the thrilling chance to imagine that they too have both the skills and the machine to chase round the circuits in pursuit of the fastest line to the chequered flag.

# Development Concept

From the start, the development goals for the next generation of the CBR125R were clear and simple: Provide a big boost in visual excitement coupled with the strong, reliable performance and low emissions made possible by the addition of Honda's leading PGM-FI fuel injection system for small displacement engines.

The obvious sources of design inspiration for this visual update of the CBR125R were none other than Honda's own CBR1000RR Fireblade and all-new CBR600RR, the flagship models of the company's Super Sports lineup. A distinctive feature of both these models has been their slim and aggressive-looking pair of Line Beam headlights, and the CBR125R's development team set their sights on incorporating this impressive design feature into their new 125. The fairing's entire cowl design was then revised to accommodate this new addition while introducing even more sporty and attractive curves that really maximise the little CBR's Super Sport's appeal.

Keeping weight to a minimum has been one of the CBR125R design team's prime motivations, with the goal of maximising its power-to-weight ratio and providing a stronger, more exciting feel of acceleration with the throttle opened wide. Complementing this fundamental design aspect is the new fuel injection system, which assures smoother starting, quicker response and stronger feeling of power and performance everywhere.

Concern for the environment is also one of Honda's top priorities, and the CBR125R provides a prime demonstration of the results of that concern with some of the lowest exhaust emissions in its class—or any class of motorcycle for that matter—thus coming in well under the limits of Europe's strict EURO-3 emissions regulations.

All in all, the new CBR125R's slim, comfortable proportions, light weight, fast acceleration, exceptionally easy control and incredible value for money make it one of the most appealing entry-level motorcycles on the streets of Europe for a broad cross-section of riders, whether new to the sport or experienced old hands at getting the most enjoyment with the least expense.

# Styling

The newly restyled CBR125R now shows much stronger ties to its bigger brothers, the CBR600RR and CBR1000RR Fireblade, commanding attention with its aggressive racer replica lines and aggressive new pair of Line Beam headlights. This new bodywork not only looks sharper, it also helps achieve an ultra-low wind-cheating drag coefficient which compares favourably to many of the latest race bikes.

The new fairing's aggressive lines jet back to incorporate the slimly proportioned 10-litre fuel tank behind black resin shrouds. Topped by an impressive aeronautic-style locking fuel cap, the fuel tank's contoured knee indents contribute to the bike's excellent control in tight twisties.

Unchanged from its earlier iteration, the CBR's slim solo-style rider's seat provides plenty of room to move and manoeuvre when the roads turn twisty and the riding turns fast. Behind it, the raised pillion seat forms a comfortable rear support pad for the rider, and features a locking flip-up pad that conceals ample space to carry such essentials as a light rain suit, gloves and other small necessities. This sporty seat cowl tapers into a large taillight encased behind a form-fitted clear plastic shell for a high-tech look of impressive style.

## **Sportier, More Aggressive Styling**

The new CBR125R's new front and side fairing cowls strongly emphasise its sporty looks with more aggressively dynamic lines that exude a more attractive look and feel of a true Super Sport. With its sharper, more sporty lines, the front cowl has also been widened slightly relative to its earlier version in order to accommodate a pair of Line Beam headlights like those featured on both the CBR600RR and CBR1000RR Fireblade. This sharper and more aggressive look really grabs attention on the street while playing an important part in the little CBR's swift and sure handling prowess.

## **New Line Beam Headlights**

The new CBR's sleekly integrated dual multi-reflector Line Beam headlights stare ahead with menacing intensity from the sleek curves of its aerodynamic front cowl. Exhibiting precisely the same narrow, aggressive look of the two bigger champions of the CBR line, these brilliant 55-watt beams are wired to project a single low/passing beam from the right-side unit, which provides a wide spread of bright illumination

directly ahead of the bike, and a single high/driving beam from the left-side unit, which provides a more distant and focused range of illumination for higher speed night riding.

The CBR's indicators have also been changed, with a small and sporty new multi-angled shape and smoked lenses over amber bulbs for a modern touch of high visibility.

### **Newly Designed Instrument Panel**

Behind its new windscreen, the four sporty-looking meter dials integrated into the CBR's instrument panel feature a high-tech new design that really gives the rider a Super Sports feeling. On either side of the panel's large, centrally located speedometer and tachometer dials are a handy coolant temperature gauge and a fuel gauge.

# Colouring Concept

Surely, the prime attraction of the CBR125R is its aggressive, racer-like looks, now highlighted by an impressive pair of Line Beam headlights. Honda racers traditionally come in red, and the new CBR125R is no exception to that rule. So, a Honda racing red colour scheme was the obvious first choice to show off its appealing new bodywork. In this bright, hot-blooded red colour variation, the CBR125R's eye-catching fairing, tank and seat are contrasted by a bold Honda Wing mark-based pattern that provides a strong visual link to Honda's stable of winning Super Sports racers.

The new CBR's other three eye-catching colour variations include a brilliant candy blue that really shows off its striking curves to optimal effect, and a bottomless black monotone that projects a daring image of top performance at stop or on the move. Finally, a bright racing white brilliantly contrasts with the black of the CBR's chassis and engine to project an image of speed that boldly accentuates this smaller machine's impressive design.

## Colours

- **Millennium Red (with Graphite Black)**
- **Candy Tahitian Blue (with Pearl Sunbeam White)**
- **Graphite Black (with Heavy Grey Metallic-U)**
- **Ross White (with Achilles Black Metallic-U)**

# Engine

The CBR125R's compact liquid-cooled single-cylinder engine has won renown in the 125cc motorcycle class for churning out exciting performance and strong acceleration. Its straightforward single overhead camshaft (SOHC) 2-valve head configuration delivers highly efficient combustion and excellent low-to-midrange power output for remarkably strong, high-revving performance coupled with excellent fuel economy and low emissions. Springing quickly to life at the easy touch of its electric starter, this engine is also equipped with a built-in balancer that keeps its power delivery smooth and predictable for long hours of buzz-free riding enjoyment. It also features a compact and lightweight design that contributes to the CBR's lighter, more agile handling and exhilarating blend of riding performance.

## **New PGM-FI Fuel Injection System**

One of the biggest changes in the new second-generation CBR125R is the addition of a new PGM-FI fuel injection system, which provides exceptional starting ease and strong performance in virtually all riding conditions from warm seaside to high mountains. Fitted with an Idle Air Control Valve (IACV), which minutely controls the volume of incoming air to maintain smooth idling and low-rpm response, the new CBR125R delivers incomparable riding ease for anyone from expert to beginner.

## **Ultra-Low Emissions**

The CBR125R's lightweight and compact new fuel injection system also ensures exceptional fuel economy and ultra-low exhaust emissions. Its advanced HECS3 oxygen-sensing clean emissions system features a high-efficiency 300-cell catalyser element installed in-line in the exhaust system to ensure easy compliance with strict EURO-3 exhaust emissions regulations while maintaining top performance.

## **Smooth-Shifting Gearbox**

The engine's strong drive is delivered to the rear wheel by way of a smooth-shifting close-ratio 6-speed transmission, which quickly gets the new CBR up to speed while taking full advantage of the engine's wide powerband to provide the quickest acceleration in Honda's extensive 125cc lineup.



# Chassis

As it has since its 2004 introduction, the sleek and sporty CBR125R gives riders the lithe, effortless handling one would expect of a member of Honda's renowned lineup of sportbikes. Its slim yet highly rigid twin-spar steel frame ensures sharply responsive handling that makes short work of tight corners and curves, while gradually boosting confidence in one's improving riding abilities.

## **Class-Leading Suspension System**

The CBR125R's combination of a short wheelbase and top-of-the-class suspension components results in swift and sporty handling in both town and country. Up front, a compliant 31mm hydraulic telescopic fork provides a smoothly damped ride and quick, confidence-inspiring handling whether running errands or running through the hills. At the rear, a long-travel Monoshock damper soaks up the bumps while maintaining reassuring control that makes motorcycle riding such exhilarating enjoyment for novices and experts alike.

## **Racy-Looking Wheels and Responsive Brakes**

The CBR125R's slim and lightweight U-section six-spoke cast aluminium wheels mount slim and grippy tyres that accentuate its racy looks while providing superb road-holding performance. Impressive braking control is provided by a large 276mm drilled front disc brake stopped by a compact and powerful dual-piston calliper. Its 220mm rear disc is firmly gripped by a small single-piston calliper mounted directly to the CBR's box-section steel swingarm that assures an optimal balance of braking control in all riding situations.

# Optional Equipment

The new 2007 CBR125R will also be released with a carefully selected assortment of optionally available parts and accessories that can greatly increase its range of enjoyment—and security. These include:

- A Honda Optimate IIISP battery optimiser, which automatically maintains the motorcycle battery at full charge and peak condition, especially over long periods of non-use, even if connected for months at a time. The Optimate 3SP also features a specialised diagnostic function that can detect, desulfate and recharge deeply discharged batteries.
- A convenient wall-mounting bracket for Optimate IIISP.
- A sturdy, easy-to-use U-lock designed to fit easily under the locking pillion seat and provide extra protection against theft.
- A convenient and versatile cargo net to help secure objects large and small to the seat.
- Clear urethane film patches to protect paint and plastic from scratches and scuffs.
- A form-fitting, waterproof motorcycle cover that protects the CBR125R from rain, wind and prying eyes.

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|                   |  |
|-------------------|--|
| Type              | Liquid-cooled 4-stroke 2-valve SOHC single |
| Displacement      | 124.7cm <sup>3</sup>                       |
| Bore x Stroke     | 58 x 47.2mm                                |
| Compression Ratio | 11 : 1                                     |
| Max. Power Output | 10kW / 10,000min <sup>-1</sup> (95/1/EC)   |
| Max. Torque       | 10.6Nm / 8,250min <sup>-1</sup> (95/1/EC)  |
| Idling Speed      | 1,450min <sup>-1</sup>                     |
| Oil Capacity      | 1.3 litres                                 |

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|                    |  |
|--------------------|--|
| Carburation        | PGM-FI electronic fuel injection with IACV |
| Throttle Bore      | 30mm                                       |
| Aircleaner         | Dry, cartridge-type paper filter           |
| Fuel Tank Capacity | 10 litres                                  |

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|                  |   |
|------------------|---|
| Ignition System  | Fully transistorised with electronic advance        |
| Ignition Timing  | 8° BTDC (idle) ~ 32° BTDC (6,500min <sup>-1</sup> ) |
| Sparkplug Type   | CR8E (NGK); U24ESR-N (ND)                           |
| Starter          | Electric  |
| Battery Capacity | 12V / 6AH   |
| ACG Output       | 290W  |
| Headlights       | 12V, 55W x 1 (low) / 55W x 1 (high)                 |

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|-------------------|-----------------------------------|
| Clutch            | Wet, multiplate with coil springs |
| Clutch Operation  | Mechanical; cable-actuated        |
| Transmission      | 6-speed                           |
| Primary Reduction | 3.350 (67/20)                     |
| Gear Ratio        | 1 3.454 (38/11)                   |
|                   | 2 1.941 (33/17)                   |
|                   | 3 1.450 (29/20)                   |
|                   | 4 1.173 (27/23)                   |
|                   | 5 1.041 (25/24)                   |
|                   | 6 0.923 (24/26)                   |
| Final Reduction   | 2.800 (42/15)                     |
| Final Drive       | O-ring sealed chain               |

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|      |                          |
|------|--------------------------|
| Type | Diamond; steel twin-spar |
|------|--------------------------|

|                        |         |                                  |
|------------------------|---------|----------------------------------|
| Dimensions             | (LxWxH) | 1,920 x 675 x 1,070mm            |
| Wheelbase              |         | 1,294mm                          |
| Caster Angle           |         | 25°                              |
| Trail                  |         | 88mm                             |
| Turning Radius         |         | 2.5m                             |
| Seat Height            |         | 776mm                            |
| Ground Clearance       |         | 172mm                            |
| Dry Weight             |         | 118.9kg                          |
| Kerb Weight            |         | 127.3kg (F: 61.4kg; R: 65.9kg)   |
| Max. Carrying Capacity |         | 180kg                            |
| Loaded Weight          |         | 307.3kg (F: 148.1kg; R: 159.2kg) |

|      |       |   |
|------|-------|---|
| Type | Front | 31mm telescopic fork, 109mm axle travel |
|      | Rear  | Monoshock damper, 120mm axle travel     |

|               |       |                                  |
|---------------|-------|----------------------------------|
| Type          | Front | U-section 6-spoke cast aluminium |
|               | Rear  | U-section 6-spoke cast aluminium |
| Rim Size      | Front | 17M/C x MT1.85                   |
|               | Rear  | 17M/C x MT2.15                   |
| Tyre Size     | Front | 80/90 17M/C (44P)                |
|               | Rear  | 100/80 17M/C (52P)               |
| Tyre Pressure | Front | 200kPa                           |
|               | Rear  | 225kPa                           |

|      |       |  |
|------|-------|--|
| Type | Front | 276 x 4mm hydraulic disc with dual-piston calliper and sintered metal pads   |
|      | Rear  | 220 x 4mm hydraulic disc with single-piston calliper and sintered metal pads |

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