



**SPORTBIKES**  
**SUPER HAWK**  
**919**  
**INTERCEPTOR**  
**CBR600F4i**  
**599**

2004





## PERFORMANCE FIRST

There are lots of motorcycles on the market today.

Why should you choose a Honda? Because we build them with one principal goal: Performance First.™

And performance means more than just horsepower. You can see the evidence yourself in your new Honda sport-

bike's fit and finish. You'll discover more the first time you ride one, like the power and handling and comfort. Other

aspects you'll grow to appreciate over time, like the level of technology, or the quality of our engineering and man-

ufacturing. And finally, there's our commitment to the environment in everything we do, and that's something that

not only you but generations to come will appreciate. It's all part of the way we do business. It's all part of your new

Honda sportbike. And it's why when you choose a Honda, you can rest assured you've made the right choice.



599 / 919

**Lean. Stripped. Like a fighter in the ring, the new 599 and the 919 are ready for action. Are you ready to ride one?**

**599** Less is more—it's the philosophy our 919™ brought to the streets, one which riders learned to love. And now we're introducing even less. The new 599.™ Unadorned power, handling and performance. And you can call it by a name that's just as direct and unadorned: Five-Nine-Nine.

Even lighter and more agile, it weighs in at a feathery 401 pounds. The 599cc engine is an aggressively tuned version of our championship-winning CBR®600 powerplant with flat-slide CV carburetors and dual ignition maps for performance right now, the instant you crack the throttle. It's especially tuned for strong midrange performance—and that's just what you want in a bike like this.

A strong, light mono-backbone steel frame lets you take in all of the engine's powerful good looks. The 41mm fork and single-shock rear suspension work with the chassis to give you crisp handling.

The comfortable, upright seating position is ideal for commuting, sport riding and long trips. The four-into-two-into-one exhaust system tucks in tightly and exits high on the right side.

The new 599. More of what you want. Less of everything else.



919

**919** Look at a boxer in the ring: trunks, gloves and power. Now look at the 919: engine, chassis and suspension.

Get the picture? Sportbikes designed for the track need bodywork. Not the 919. It's stripped for action with a massive square-tubed mono-backbone frame.

The 919 uses our taut and toned 919cc inline four, buffed to perfection from our open-class CBR900RR. The cylinder block and upper crankcase are cast as a single unit. Shim-under-bucket valve actuation is strong and simple—and the inspection interval is 16,000 miles.

And it's all dressed in hot new colors this year: Matte Uranium and Light Silver Metallic. Just a little more attitude. Like the new 599, the 919 isn't for everyone. But here's a secret: You know the Team Honda mechanics, the guys who work on Duhamel's bikes? Guess which motorcycle they ride to the track.



599

### Steel Frame



**Strong. Tough. No-nonsense. Both the 919 and the 599 use steel frames with huge box-section backbones. Everything you need, and nothing you don't.**



CBR600F4I

**For years, it's been acknowledged as the best overall sportbike in the 600 class— maybe in any class. And that's one thing that hasn't changed.**

**CBR600F4i** Sportbikes keep getting sharper and sharper every year, especially in the 600 class. They have to, because the racetrack is such a critical environment and the competition is so fierce.

But the street isn't the track. And in many ways, the real world is a far more demanding test of a sportbike. Here a machine not only has to be quick and handle impeccably at speed, but it also has to be comfortable, reliable and quite simply rideable, or else it's going to get old pretty fast.

Viewed through that harsh reality, one machine still emerges as the king: Honda's CBR600F4i. Enough performance to have won national championships. Enough versatility to have won the title of the world's best streetbike. The F4i combines high performance and real-world performance in a perfect blend.

The F4i's sleek, full-coverage bodywork not only makes this motorcycle incredibly aerodynamic on the track, but also enhances comfort on long rides due to its superior wind protection. But peel off the bodywork and underneath it all you'll find our famous fuel-injected 599cc DOHC engine. With shim-under-bucket valve actuation and four valves per cylinder, it's proven both superbly reliable as well as wonderfully powerful.

Its 14,200-rpm redline is enough to win races and break records, but it also has a wide,



CBR600F4i

user-friendly powerband for the kind of riding most of us really enjoy—back roads, canyons and riding with friends.

Look further, and you'll notice the F4i's twin-spar aluminum frame. Hondas—and especially the F4i—have long set the standards in chassis innovation. It's easy to overlook, but flick the F4i into a corner and you'll be rewarded with a rock-steady line and excellent feedback through the clip-ons—just what you want.

Suspension? Fully adjustable at both front and rear, of course. A cartridge fork in the front combines plush street-ride settings along with firm high-performance valving—just dial in the kind of ride you want. And the rear shock is fully adjustable for both compression and rebound damping and features a remote reservoir for fade-free operation, no matter how hard you work it.

Is your idea of riding for an hour or two at a time, or riding every day, and not just once a month? Then take a long, close look at the Honda CBR600F4i. Because while other bikes may wear you out, on an F4i you'll just want to keep riding and riding and riding.



INTERCEPTOR



**Sportbike? Sport-tourer? Technological showcase? Thinking-man's motorcycle? Stealth fighter? Yes.**

**INTERCEPTOR** Somebody's got to lead. Somebody's got to inspire everyone behind them. And for 20 years now, Honda's Interceptor®s have been radical machines that have led the way in technology and just as often in performance. And they've always remained true riders' motorcycles, machines that a discriminating class of enthusiasts know will propel

them from starting point to destination in a way no other bike can.

Interceptors have always used V-4 engines, and of course the VFR™ 800FI does too. But this latest iteration has a big difference: VTEC.™ The VTEC system allows the Interceptor to run on two valves per cylinder at low rpm, for lots of low-end torque and immediate power. Above 7000 rpm, though, the Interceptor shifts up to four-valve mode, and the additional horsepower is immediate. It's the best of both worlds: smooth power from idle, and racetrack-bred power up top



Next up: the Interceptor's aluminum frame. Our very first Interceptor pioneered the concept of a perimeter chassis, and the VFR800FI stays way out in front. A pair of stout aluminum spars with special extruded internal reinforcing ribs connect the steering head to the rear of the engine. The cast, single-sided swingarm then bolts to the engine cases themselves—one of the strongest, most rigid structures in a motorcycle. The result lets us isolate swingarm movement—especially at full lean—so it doesn't influence your Interceptor's steering. It's something only the best riders will appreciate—but then, those are the riders for whom we're building this machine.

Brakes? Every Interceptor comes with our innovative Linked Braking System™ (LBS™), for sure, predictable stopping power that's easy to modulate and invisible in its use. And in addition to LBS, we offer a special version of the Interceptor with our Anti-lock Brake System (ABS) that you'll really appreciate when riding on wet, dirty pavement. (And because Interceptor riders really like to ride, you can also order our hard saddlebags for weekends trips.)

The VFR800FI Interceptor. Quite possibly the best all-around sportbike there's ever been.

**Super light. Super quick. Super fun. Straighten out your favorite twisty road on the Honda Super Hawk.**

**SUPER HAWK** We all have our favorite motorcycles. Bikes that make us ride better than we have any right to based on our talent alone. Bikes that make it all seem so easy. Bikes where, at the end of the day, you just have to sit back and admire the quiet, competent way they do it all.

Bikes like the Super Hawk.™

The Super Hawk is one of the most agile, best-handling big-bore sportbikes ever created. It's a torque monster, right from idle, and you don't need to rev it into the nosebleed section to get gratifying horsepower. Once riders experience power like this, it's hard to get them to go back to anything else.

That power comes from a liquid-cooled 996cc DOHC engine. Because it's a twin, it's narrow. And because it's narrow, you tuck in, and neither you nor the bike have to punch as big of a hole through the air. Less horsepower is wasted on drag, and more is left for riding the way you want—smooth and fast.

Huge 48mm carbs feed the cylinders, and they are a wonder: crisp, instant and bigger than anything we've ever built.

Like our Interceptor, the Super Hawk uses our innovative "pivotless" aluminum frame, with the swingarm mounting directly to the rear of the engine case. This lets the frame weigh in at a super-light 17.6 pounds.



Twin side-mount radiators let us tuck the engine up close to the front wheel for superb front-end feedback and superior steering control. The 41mm HMAS™ cartridge fork and Pro-Link® rear suspension make a good thing even better.

Got a favorite twisty road you like to ride? Climb on a Super Hawk, and point it towards your destination. We guarantee your favorite road is going to be a whole lot more favorite in about an hour or so.



Pivotless Frame



Go ahead and lean over; the Super Hawk's "pivotless" frame lets us isolate rear-wheel movement from the steering head by bolting the swingarm directly to the engine case rather than through the frame members.



# SPECIFICATIONS



	<b>SUPER HAWK</b>	<b>919</b>	<b>INTERCEPTOR</b>
<b>Model</b>	VTR1000F	CB900F	VFR800FI (VFR800FI ABS)
<b>Engine</b>	996cc DOHC liquid-cooled 90° V-twin	919cc DOHC liquid-cooled inline four-cylinder	781cc DOHC liquid-cooled 90° V-4 with VTEC
<b>Bore and stroke</b>	98.0 x 66.0mm	71.0 x 58.0mm	72.0 x 48.0mm
<b>Compression ratio</b>	9.4:1	10.8:1	11.6:1
<b>Carburetion</b>	Two 48mm slanted flat-slide CV	PGM-FI with manual enricher circuit	PGM-FI with automatic enricher circuit
<b>Ignition</b>	Computer-controlled digital transistorized with electronic advance	Computer-controlled digital with three-dimensional mapping	Computer-controlled digital with three-dimensional mapping and electronic advance
<b>Transmission</b>	Six-speed	Six-speed	Close-ratio six-speed
<b>Front suspension</b>	41mm HMAS cartridge fork with spring-preload and rebound-damping adjustability	43mm cartridge fork with adjustable-preload compression-damping adjustability	43mm HMAS cartridge fork with spring-preload adjustability
<b>Rear suspension</b>	Pro-Link HMAS single-shock with spring-preload and rebound-damping adjustability	Single-shock with seven-position spring-preload adjustability	Pro-Link HMAS single-shock with spring-preload and rebound-damping adjustability
<b>Front brakes</b>	Dual full-floating discs with four-piston calipers	Dual full-floating discs with four-piston calipers	Linked Braking System; dual full-floating discs with three-piston calipers (Optional ABS)
<b>Rear brake</b>	Single-disc with single-piston caliper	Single-disc with single-piston caliper	Linked Braking System; single-disc with three-piston caliper (Optional ABS)
<b>Front tire</b>	120/70ZR-17 radial	120/70ZR-17 radial	120/70ZR-17 radial
<b>Rear tire</b>	180/55ZR-17 radial	180/55ZR-17 radial	180/55ZR-17 radial
<b>Wheelbase</b>	56.3 inches	57.5 inches	57.4 inches
<b>Seat height</b>	31.9 inches	31.5 inches	31.7 inches
<b>Dry weight</b>	426 pounds	427 pounds	472 pounds (483 pounds)
<b>Fuel capacity</b>	4.2 gallons, including 0.7-gallon reserve	5.0 gallons	5.8 gallons, including 0.8-gallon reserve
<b>Colors</b>	Black	Light Silver Metallic; Matte Uranium	Asphalt; Red
<b>Honda Genuine Accessories™</b>	Tank pad, magnetic tank bag	Sport shield, center stand kit	Magnetic tank bag, hard saddlebags, sport touring trunk, saddlebag liner set, trunk liner

**WHAT'S IN A NAME?** When you choose a new Honda ATV, you've done more than just pick a great way to enjoy the great outdoors. You've become a member of the Honda family. And that means your fun is just beginning. On the next page, you'll find just some of the programs available to you as a Honda owner, each one designed to help you enjoy your new Honda as much as possible. Just ask your Honda Dealer for more details. And welcome to the Honda family—we look forward to riding with you.

# SPECIFICATIONS



	<b>CBR600F4i</b>	<b>599</b>
<b>Model</b>	CBR600F4i	CB600F
<b>Engine</b>	599cc DOHC liquid-cooled inline four-cylinder	599cc DOHC liquid-cooled inline four-cylinder
<b>Bore and stroke</b>	67.0 x 42.5mm	65.0 x 45.2mm
<b>Compression ratio</b>	12.0:1	12.0:1
<b>Carburetion</b>	PGM-FI with automatic enricher circuit	Four 34mm slanted flat-slide CV
<b>Ignition</b>	Computer-controlled digital transistorized with three-dimensional mapping	Computer-controlled digital transistorized with electronic advance
<b>Transmission</b>	Close-ratio six-speed	Six-speed
<b>Front suspension</b>	43mm HMAS cartridge fork with spring-preload, rebound- and compression-damping adjustability	41mm telescopic fork
<b>Rear suspension</b>	Pro-Link HMAS single-shock with spring-preload, rebound- and compression-damping adjustability	Single-shock with seven-position spring-preload adjustability
<b>Front brakes</b>	Dual discs with four-piston calipers	Dual full-floating discs with two-piston calipers
<b>Rear brake</b>	Single-disc with single-piston caliper	Single-disc with single-piston caliper
<b>Front tire</b>	120/70ZR-17 radial	120/70ZR-17 radial
<b>Rear tire</b>	180/55ZR-17 radial	180/55ZR-17 radial
<b>Wheelbase</b>	54.5 inches	55.9 inches
<b>Seat height</b>	31.7 inches	31.1 inches
<b>Dry weight</b>	370 pounds	401 pounds
<b>Fuel capacity</b>	4.8 gallons, including 0.9-gallon reserve	5.0 gallons
<b>Colors</b>	Black/Red; Black/Yellow	Asphalt; Yellow
<b>Honda Genuine Accessories™</b>	Tank pad, magnetic tank bag, cycle cover	Sport shield

**BE A RESPONSIBLE RIDER.** Riding an ATV is an exercise in responsibility—to yourself, to others and to the environment. So remember, ATVs can be hazardous to operate. For your safety, always wear a helmet, eye protection and protective clothing, and never ride on paved surfaces or public roads. Never carry passengers, and never engage in stunt riding. Avoid excessive speeds, and be particularly careful on difficult terrain. And keep in mind that riding doesn't mix with drugs and alcohol.

All Honda FourTrax models shown are recommended for riders 16 years of age and older. Honda recommends that all ATV riders take a training course and read their owner's manual thoroughly. New ATV purchasers should take advantage of free ASI training and completion incentives. For safety or training information, see your Honda Dealer or call the ASI at 1-800-887-2887.

Whenever you ride off-road, make sure you follow all the "TREAD LIGHTLY" guidelines, and always stay on established trails in approved areas. Keep your riding areas clean, use common sense, and respect the rights of others. Never modify your silencer or spark arrestor. Always obtain written permission before riding on private lands, and obey all the laws and regulations governing your riding areas.



## ENVIRONMENTAL COMMITMENT

At Honda, we believe in performance and leadership, and that's why we're taking a leadership position when it comes to the environment. We continue to develop low-emission technologies for our current and future motorcycles, ATVs, scooters and personal watercraft. We already produce on-road models that exceed the stringent 2008 CARB emissions requirements years ahead of schedule. And that's the kind of performance everybody can appreciate.



## PROGRAMS THAT PERFORM

You chose your new Honda sportbike because it has so many great features. But there's more—a lot more. Like all of the programs available to you as a Honda owner. Take the **Honda Protection Plans**, for example.\*\* They let you extend virtually all of your Honda's great warranty coverage. Then there's the **Honda Rider's Club of America**.† Open to all Honda owners,†† the real-world benefits alone make it a bargain. Just call 1-800-847-HRCA. Interested in some accessories to make your sportbike even more fun? Make sure you check out our selection of **Honda Genuine Accessories**. Time for service? Be sure to ask for **Pro Honda™ Oils and Chemicals**. And if you're looking for a way to pay for your new Honda sportbike, we've got two great suggestions. First, ask about the **American Honda Finance Corporation**.‡ If you're a qualified buyer, your dealer can set everything up for you right in the showroom. Another easy way is to put it on the **Honda Card™** revolving charge card.‡‡ You can use the Honda Card to purchase Honda parts and Honda Genuine Accessories too. And make sure to ask your Honda Dealer about MSF rider training, because sooner or later **Stupid hurts**.® Hey, we think our Honda sportbikes are the best out there. And we think you deserve the best programs and support to go with them.



Specifications, programs and availability subject to change without notice. See your Honda Dealer for details on all programs. All specifications in this brochure—including colors, warranty terms, HRCA, etc.—apply only to models sold and registered in the United States. Professional riders shown on closed courses. \*Maximum reimbursement \$75. \*\*The Honda Protection Plans are administered by the American Honda Service Contract Corporation in the state of Florida. †One-year complimentary membership for new, unregistered motorcycles purchased from participating dealers in the U.S. ††Personal watercraft membership effective 01/01/04. ‡Financing available on approved credit by AHFC. ‡‡Financing available to qualified customers subject to credit approval from GE Retail Sales Finance on the Honda Card program at participating dealers. California versions may differ slightly due to emissions equipment. Rearview mirrors are standard equipment on all Honda streetbikes. Performance First,™ 919,™ 599,™ CBR,® Intceptor,® VFR,™ VTEC,™ Linked Braking System,™ LBS,™ Super Hawk,™ HMAS,™ Pro-Link,™ Honda Genuine Accessories,™ HRCA,® Honda Rider's Club of America,™ Pro Honda,™ Honda Card™ and Stupid hurts® are trademarks of Honda Motor Co., Ltd. ©2003 American Honda Motor Co., Inc. (12/03) Printed in the U.S.A. A1995



PERFORMANCE FIRST™

[honda.com](http://honda.com)