

**CBR**  
FIREBLADE



## JAPANESE RACING DESIGN

### THE BEST OF THE BEST

#### RAM AIR DUCT

Air is fed into the engine via a ram-air duct located at the high-surface pressure tip of the front fairing; the size of its aperture is equivalent to that of the RC213V MotoGP machine. A ribbed 'turbulator' to the right, left and above the duct entrance ensures maximum induction of moving air with minimal impact on handling.

#### MOTOGP STYLE WINGLETS

The CBR1000RR-R employs winglet structures that effectively generate the same downforce as the 2018 RC213V MotoGP machine. The results are a reduction in wheelies under acceleration and increased stability on braking and corner entry.

#### RC213V-S-INSPIRED SWINGARM

The aluminium swingarm – based on the design used by the RC213V-S – is 30.5 mm longer but weighs exactly the same as the previous design. Its horizontal rigidity is reduced by 15%, with vertical rigidity maintained to generate rear tyre grip – and feel to go with it.

#### SECOND-GENERATION ÖHLINS ELECTRONIC CONTROL (S-EC)

The Fireblade SP features an Öhlins NPX fork which uses a pressurised damping system to minimise cavitation, resulting in more stable damping control. The rear shock is also by Öhlins – the upper mount attaches at the back of the engine to enhance high-speed handling.

#### START MODE FOR FAST STARTS

The CBR1000RR-R is equipped with Start Mode for race starts. It limits engine rpm at 6,000, 7,000, 8,000 and 9,000rpm set-points, even with a wide-open throttle, letting you focus on clutch release (and lights) alone.

#### SMART KEY

Honda's Smart Key System has been added. The ignition now operates without having to insert a key, as does handlebar lock. This is both convenient in day-to-day use and has allowed use of a competition-style top yoke while freeing up optimum space for the ram air system.

#### BRAKING POWER AKRAPOVIČ EXHAUST

Incredible braking power is provided by the latest Brembo Stylema® monobloc four-piston radial-mount front brake calipers – with Brembo brake lever and master cylinder to match. The calipers maintain rigidity but are 7% lighter, with less internal fluid volume for more immediate reaction.

Akrapovič partnered in development of the exhaust end-can. Constructed from titanium, its small physical size and light weight contribute to mass centralisation and right-side lean angle. The exhaust valve was also designed with Akrapovič to deliver both low-rpm torque and high-rpm power.



# HRC PERFORMANCE DNA

## HIGH PERFORMANCE EQUALS HIGH SPECIFICATION

Competition has produced the new CBR1000RR-R Fireblade SP. A motorcycle built for pure race-track performance. And we didn't start from scratch. We used our ultimate expression of everything we know about two-wheeled speed, the RC213V MotoGP machine and its road-going RC213V-S sibling, as technological base points.

The all-new engine is absolutely stunning, and makes peak power of 160 Kw @ 14,500 rpm. Internally it has much in common with the race bikes; the 1000 cc, liquid-cooled DOHC inline four-cylinder design shares its bore and stroke with the RC213V-S and features a semi-cam gear train, finger-follower rocker arms, forged aluminium pistons and titanium con-rods. The 4-2-1 exhaust downpipes are ovalized (like the inlet ports) and the compact titanium end-can has been developed by Akrapovič and allows extreme lean angles.



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**RIDE WITH STYLE** Read the owner's manual thoroughly. Get to know your machine and its capabilities. Concentration assists anticipation. Observe other road users' movements. Brake in plenty of time. Always wear a helmet and quality kit, ride fit and NEVER after drinking alcohol. Good roadcraft and courtesy identify the skilled and stylish rider.

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**HONDA**  
The Power of Dreams



# BORN TO RACE

For you, there is no second best. For us it's the same. Which is why we started racing in the early 1960s and why we race today. Competition is always a challenge but it's what brings improvement. Raises the game. Yours. Ours.



Marc Márquez  
HRC MotoGP rider  
8 times World Champion



# TOTAL RACING CONTROL

**THE GAME IS RAISED.**

Our new CBR1000RR-R Fireblade SP starts out in the same pit lane as the CBR1000RR-R – which means MotoGP technology for its high-output, high-rpm inline four-cylinder semi-cam engine, plus optimised 9-level Honda Selectable Torque Control (HSTC), Wheelie Control and Start Mode. The chassis features a 6-axis Inertial Measurement Unit (IMU), aluminium diamond-style frame, RC213V-S derived swingarm with Pro-Link and 3-level Honda Electronic Steering Damper (HESD). And the aerodynamics employ MotoGP-style fairing winglets for improved stability under hard acceleration and braking. But then, we step it up...



# ADVANCED RACING TECHNOLOGY

**THE GAME IS RAISED. HIGHER STILL.**

To elevate the Fireblade SP's performance even higher we've replaced the standard Showa forks and shocks of the Fireblade with second generation Öhlins Smart Electronic Control (S-EC) suspension and added an upgraded user interface to go with it. In addition, a new Brembo braking package including Stylema® front brake calipers, brake lever and rear caliper.

Make no mistake. The Fireblade SP is not built with a road-rider's needs in mind; the race-track is where it belongs. And while it is fully road legal, with lights, indicators, full-colour TFT display, customisable rider modes and Honda Smart Key the Fireblade SP is our ultimate statement of pure super sports aggression. Enjoy it to the maximum.



## SPECIFICATIONS

### ENGINE

	CBR1000RR-R SP	CBR1000RR-R
Engine Type	Liquid-cooled, 4-stroke, DOHC, inline 4-cylinder	
Engine Displacement	999.9 cc	
Max Power	160 kW / 14,500 rpm	
Max Torque	113 Nm / 12,500 rpm	
Exhaust	Akrapovič	
Fuel Consumption / CO <sub>2</sub> Emissions	6.3 l/100 km / 148 g/km	

### CHASSIS, DIMENSIONS AND WEIGHT

Dimensions	2,100 mm × 745 mm × 1,140 mm	
Seat Height	830 mm	
Wheelbase	1455 mm	
Kerb Weight	201 kg	

### WHEELS, SUSPENSIONS AND BRAKES

Tyre Size Front	120/70-ZR17	
Tyre Size Rear	200/55-ZR17	
Suspension Front	Öhlins NPX S-EC 43 mm telescopic fork	SHOWA BPF 43 mm telescopic fork
Suspension Rear	Öhlins TTX36 S-EC Pro-Link swingarm	SHOWA BFR-C Pro-Link swingarm
Brakes Front	330 mm double disc with radial-mount Brembo Stylema® 4-piston calipers	330 mm double disc with radial-mount Nissin 4-piston calipers
Brakes Rear	220 mm disc with Brembo 2-piston caliper	

### KEY FEATURES

Start mode (launch control)	HSTC 9 Modes + Off
Selectable ABS	Wheelie Control
6-Axis Inertial Measurement Unit	Cornering ABS
Smart key operation	Lithium ion Battery
3-mode Electronic Steering Damper	Full LED headlights
3 Rider modes	Emergency Stop Signal
5 Power modes	5-inch Full colour TFT Meter
3 Quick Shifter modes	

### COLOURS



GRAND PRIX RED

MATT PEARL MORION BLACK

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