

2007

CBR1000RR FIREBLADE

PRESS INFORMATION

The remarkable CBR1000RR Fireblade has been making quite a name for itself on both street and track in the few short years since it exploded onto the scene. Charged with winning Honda racing DNA, the 'Blade has been consistently tempered in the white-hot fires of racing, from World Superbike to the world-famous Suzuka 8-Hour Endurance Race where it has dominated the top ten winning positions every year since its arrival.

At the heart of its winning ways, the Fireblade's compact, mass-centralised engine is force-fed by Honda's most advanced Dual Sequential Fuel Injection system for breathtaking power and instantaneous response across its wide powerband. Its precise handling is made possible by an advanced, hollow-section die-cast aluminium frame, inverted front fork and swingarm-integrated Unit Pro-Link rear suspension for reassuring control that feels like an extension of your very being. Topping it off is a unique and highly innovative Electronic Steering Damper that keeps you cool, calm and collected when strafing those corners on the ragged edge of performance.

Born and bred as a true champion, the CBR1000RR Fireblade takes you to previously unimagined peaks of Super Sports riding excitement whilst providing the most fun-filled rides of your life.

Colours

- **Winning Red (with Graphite Black Metallic)**
- **Graphite Black (with Heavy Grey Metallic)**
- **Tricolor (Pearl Fadeless White with Pearl Siren Blue and Winning Red)**
- **Repsol**

New Features

- **New colour variations.**

Specifications CBR1000RR Fireblade ED-type

Engine

Type	Liquid-cooled 4-stroke 16-valve DOHC inline-4
Displacement	998cm ³
Bore x Stroke	75 x 56.5mm
Compression Ratio	12.2 : 1
Max. Power Output	126.4kW / 12,500min ⁻¹ (95/1/EC)
Max. Torque	114.5Nm / 10,000min ⁻¹ (95/1/EC)
Idling Speed	1,200min ⁻¹
Oil Capacity	3.8 litres

Fuel System

Carburation	PGM-DSFI electronic fuel injection
Throttle Bore	44mm
Airecleaner	Dry, cylindrical-type paper filter x 2
Fuel Tank Capacity	18 litres (including 4-litre LCD-indicated reserve)

Electrical System

Ignition System	Computer-controlled digital transistorised with electronic advance
Ignition Timing	8.2° BTDC (idle) ~ 45° BTDC (7,500min ⁻¹)
Sparkplug Type	NGK: IMR9C-9HES, ND: VUH27EC
Starter	Electric
Battery Capacity	12V / 10AH
ACG Output	344W
Headlights	12V, 55W x 1 (low) / 55W x 2 (high)

Drivetrain

Clutch	Wet, multiplate with coil springs
Clutch Operation	Hydraulic
Transmission	6-speed
Primary Reduction	1.604 (77/48)
Gear Ratio	1 2.538 (33/13)
	2 1.941 (33/17)
	3 1.578 (30/19)
	4 1.380 (29/21)
	5 1.250 (25/20)
	6 1.160 (29/25)
Final Reduction	2.625 (42/16)
Final Drive	#530 O-ring sealed chain

Frame

Type	Diamond; aluminium composite twin-spar
------	--

Chassis

Dimensions	(LxWxH)	2,030 x 720 x 1,118mm
Wheelbase		1,400mm
Caster Angle		23° 30'
Trail		100mm
Turning Radius		3.34m
Seat Height		831mm
Ground Clearance		130mm
Dry Weight		176kg
Kerb Weight		203kg (F: 105kg; R: 98kg)
Max. Carrying Capacity		180kg
Loaded Weight		353kg

Suspension

Type	Front	43mm inverted HMAS cartridge-type telescopic fork with stepless preload, compression and rebound adjustment, 120mm axle travel
	Rear	Unit Pro-Link with gas-charged HMAS damper featuring 13-step preload and stepless compression and rebound damping adjustment, 135mm axle travel

Wheels

Type	Front	Hollow-section triple-spoke cast aluminium
	Rear	Hollow-section triple-spoke cast aluminium
Rim Size	Front	17M/C x MT3.50
	Rear	17M/C x MT6
Tyre Size	Front	120/70 ZR17M/C (58W)
	Rear	190/50 ZR17M/C (73W)
Tyre Pressure	Front	250kPa
	Rear	290kPa

Brakes

Type	Front	320 x 4.5mm dual hydraulic disc with 4-piston callipers and sintered metal pads
	Rear	220 x 5mm hydraulic disc with single-piston calliper and sintered metal pads

All specifications are provisional and subject to change without notice.