

2007
CBR1000RR
FIREBLADE
in celebration of
RC211V
PRESS INFORMATION

Introduction

In commemoration of Honda's long, fruitful and continuing association with Spanish oil company Repsol YPF on the Motorcycle Grand Prix and MotoGP circuits, Honda proudly announces the release of a special version of its best-selling CBR1000RR Fireblade fitted out in bold Repsol Honda racing livery.

Repsol and Honda have enjoyed a long history of mutual co-operation at the top levels of Grand Prix motorcycle racing dating back to 1995, when rider Michael Doohan won his second of five consecutive World GP 500 titles. Since then Repsol Honda have won seven of the last eleven World Championship crowns and this year, after having captured the 2006 Constructors' and Teams' Championships at the Japan round of the Grand Prix series, the team is in strong contention to see Nicky Hayden capture the Riders' Championship at the controls of his powerful RC211V racer.

The Revolutionary RC211V MotoGP Racer

Now in its final year of competition, the RC211V burst onto the motorcycle racing scene in 2002, the first year of the four-stroke 1,000cc MotoGP class, and completely dominated the competition in the hands of Valentino Rossi. Since then, the RC211V has been a strong contender on the world's racing circuits, delivering up an awe-inspiring combination of dynamic power from its 990cc fuel-injected four-stroke V5 engine and fine-tuned control from its highly advanced chassis and suspension systems.

Besides taking its rightful place as one of the dominant forces in MotoGP racing, the RC211V has also served double duty as a test bed for new advances in motorcycle technologies born from the tempering fires of competition.

The Mighty CBR1000RR Fireblade

One of the prime beneficiaries of the advanced technologies first pioneered on the RC211V has been Honda's popular Super Sports flagship, the CBR1000RR Fireblade. Introduced in 2003, the Fireblade carries a host of race-developed technological innovations. Among these innovations are its:

PGM-DSFI Dual Sequential Fuel Injection System — which features two separate sets of injectors programmed to operate at low and high engine speeds to ensure optimal fuel feed, combustion efficiency and performance at all engine speeds.

Mass-Centralised Chassis Configuration — which concentrates the weight and mass of such large components as the engine and fuel tank closer to the vehicle's centremost rotating axes to reduce inertia, resulting in lighter and sharper response to steering inputs.

Gravity Die-Cast Aluminium Frame — which achieves a high balance of rigidity and strength for the swift, responsive handling control required for circuit conquest, and valued highest by sports riders everywhere.

Unit-Pro-Arm Swingarm — which integrates the entire rear suspension system into the body of the swingarm, which mounts to the rear end of the engine cases to effectively isolate the frame and its steering head from the lateral and torsional stresses produced at the rear wheel during cornering at high speeds.

Radial-Mount Front Brake Callipers — which pull the Fireblade quickly and smoothly down from top speed for well-controlled corner entry with remarkably precise response.

Honda Electronic Steering Damper — which reduces sudden fluctuations in steering head operation during high-speed riding and strong acceleration, but automatically minimises its restrictive effect on steering at low speeds.

These and other advanced, race-bred technologies have made the CBR1000RR Fireblade both an excellent Super Sports streetbike and a highly competitive world-class racer. As testimony, over the five years since its auspicious debut, the Fireblade has won a large share of racing gold to go along with the accolades heaped upon it by a broad cross-section of satisfied sportbike riders and the praise of the motorcycle press.

The CBR1000RR Repsol Honda Fireblade

With such a vociferous following—and infused as it is with the MotoGP-bred racing technology to back it up—it was only natural that the CBR1000RR Fireblade be selected as the ideal model to commemorate Repsol Honda's strong partnership, and the strong showing of its MotoGP racing machines during the exciting 2006 Motorcycle Grand Prix season in which they captured both the Team and Constructors' Titles.

Honda thus resolved to mark this occasion with the release of a limited edition CBR1000RR Fireblade in official Repsol Honda livery that gives its riders the opportunity to feel a part of this championship team by proudly displaying the Fireblade's thoroughbred racing heritage with every ride.

A near-exact replica of the intrepid racing machines ridden by Nicky Hayden and Dani Pedrosa, the new Repsol Honda Fireblade shows its hereditary ties to the mighty RC211V in the aggressive details of its cowling, chassis and high-performance componetry. Now, with this bold new colour scheme, the exciting Repsol Honda Fireblade leaves no mistaking where it's bloodline springs from. For riders with the bravado to boldly proclaim their allegiance to the most successful MotoGP racing team of the last decade, the new Repsol Honda Fireblade is certainly second to none in performance, panache and sheer, unadulterated audaciousness.

A motorcycle to be seen on, the new CBR1000RR Repsol Honda Fireblade proudly stands as an eye-catching moving milestone signifying some of the most impressive advances in motorcycle racing engineering in recent years. For those who know it and love it, nothing else will do.

Colours

- Repsol Colours: Savory Orange (with Pearl Siren Blue)

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
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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.