

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 type ED

Moteur

Type	4 cylindres en ligne, 4 temps, double ACT et 16 soupapes, refroidi par eau
Cylindrée	998 cm ³
Alésage x course	75 x 56,5 mm
Rapport volumétrique	12,2 : 1
Puissance maxi.	126,4 kW / 12 200 min ⁻¹ (95/1/EC)
Couple maxi.	114,5 Nm / 10 000 min ⁻¹ (95/1/EC)
Régime de ralenti	1 200 min ⁻¹
Capacité d'huile	3,8 litres

Alimentation

Carburant	Injection électronique PGM-DSFI
Corps d'injecteurs	44 mm
Filtre à air	Sec, 2 cartouches cylindriques en papier
Capacité de carburant	18 litres

Système électrique

Allumage	Digital contrôlé par microprocesseur
Calage de l'allumage	8,2° AvPMH (ralenti) ~ 45° AvPMH (7 500 tr/min)
Bougie	NGK: IMR9C-9HES ND: VUH27EC
Démarrage	Électrique
Batterie	12 V / 10 AH
Alternateur	344 W
Phares	12 V, 55 W x 1 (croisement) / 55 W x 2 (route)

Transmission

Embrayage	Multidisque en bain d'huile
Entraînement	Hydraulique
Boîte	6 rapports
Réduction primaire	1,604 (77/48)
Rapports 1	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)
Réduction finale	2,625 (42/16)
Transmission finale	Chaîne à joints toriques rivée #530

Cadre

Type	Double poutre aluminium type Diamond
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Partie cycle

Dimensions	(LxIxH)	2 025 x 720 x 1 118 mm
Empattement		1 400 mm
Angle de chasse		23° 30'
Traînée		100 mm
Rayon de braquage		3,34 m
Hauteur de selle		831 mm
Garde au sol		130 mm
Poids à sec		176 kg
Poids tous plein faits		203 kg (AV: 105 kg; AR: 98 kg)
Capacité de transport maxi.		180 kg
Poids en charge		353 kg

Suspensions

Type Avant	Avant	Fourche inversée à cartouche ø 43 mm H.M.A.S. réglable en précharge, compression et détente, débattement 120 mm
	Arrière	Monoamortisseur à gaz Unit Pro-Link H.M.A.S. réglable en précharge (13 pos.), compression et détente (vis sans fin), débattement 135 mm

Roues

Type	Avant	En aluminium coulé à 3 branches
	Arrière	En aluminium coulé à 3 branches
Jantes	Avant	17M/C x MT3,5
	Arrière	17M/C x MT6
Pneumatiques	Avant	120/70 ZR17M/C (58W)
	Arrière	190/50 ZR17M/C (73W)
Pression	Avant	250 kPa
	Arrière	290 kPa

Freins

Type Avant	Avant	Double disque hydraulique 320 x 4.5 mm avec étriers 4 pistons et plaquettes frittées
	Arrière	Simple disque hydraulique 220 x 5 mm avec étrier simple piston et plaquettes frittées

Toutes ces caractéristiques sont indicatives et susceptibles d'évoluer sans préavis.