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Honda CBR 1000RR-SP



Make Model	Honda CBR 1000RR-SP
Year	2014
Engine	Four stroke, transverse four cylinder, DOHC, 4 valve per cylinder.
Capacity	999.8 cc / 61 cu-cu-in
Bore x Stroke	76 x 55.1 mm
Cooling System	Liquid cooled,



Compression Ratio	12.3:1
Induction	Programmed Dual Stage Fuel Injection (PGM-DSFI) with 46mm throttle bodies, Denso 12-hole injectors
Oil Capacity	3.7 Litres
Ignition	Computer-controlled digital transistorized with 3-D mapping
Starting	Electric
Max Power	133 kW / 178 hp @ 12250rpm
Max Torque	114 Nm / 84.07 ft.lb @ 10500rpm
Clutch	Wet, multiplate with diaphragm spring
Transmission	Close-ratio 6 Speed
Final Drive	#530 O-ring-sealed chain
Frame	Diamond; aluminium composite twin-spar
Front Suspension	43mm Öhlins inverted fork with spring preload, rebound and compression damping adjustability
Rear Suspension	Pro-Link Öhlins shock with spring preload, rebound and compression damping adjustability;
Front Brakes	2x Floating 320mm discs Brembo four-piston calipers
Rear Brakes	Single 220mm disc, 1 piston caliper
ABS System	Electronic Combined ABS
Rims	12-spoke cast aluminium -
Rim Front	17M/C x MT3.5
Rim Rear	17M/C x MT6
Front Tyre	120/70-17 Pirelli Diablo Supercorsa SC
Rear Tyre	190/50-17 Pirelli Diablo Supercorsa SC
Rake (Caster Angle)	23.3°
Trail	96.2mm / 3.8 in
Dimensions	Length 2080 / 81.8 in Width 720 mm / 28.3 in Height 1,141mm / 44.9 in
Wheelbase	1409.7 mm / 55.5 in
Seat Height	817.8 mm / 32.2 in
Wet Weight	201 kg / 444 lbs
Fuel Capacity	19.3 Liters / 4.4 gal
Instruments	Gear position, coolant temperature, speedometer, clock/lap time, trip/fuel efficiency/fuel consum

For 21 years Honda has pursued a concept of 'Total Control' with the Fireblade, after rewriting the rulebook in 1992 with the origin: CBR1000RR has developed into perhaps the most balanced Super Sport machine available, combining exceptional performance very best from every rider.

Victories in the World Super Bike (WSB) championship and all-conquering success at the Isle of Man TT, with average lap speeds is testament to the CBR1000RR's innate capacity.

The open-class CBR has built a loyal army of fans around the world over two decades especially – with over 200,000 sold – through a hard-core of performance enthusiasts. Honda – for the very first time – in 2014 is producing the CBR1000RR Fireblade SP. A track bike not only looks special – it is special.

In Japanese to give something 'edge' is to add polish. And for the dedicated track day goer that's exactly what the CBR1000RR Fireblade SP has – extra edge.



The chassis wears circuit-ready front and rear Öhlins suspension plus Brembo four-piston mono block calipers, with frame revision. The electronic Combined Anti-lock Brake System is an option, with software remapped appropriately. Pirelli Diablo Supercorsa SP tyre

The 999.8cc inline four-cylinder engine gets the same updated cylinder head as the standard 2014 CBR1000RR Fireblade, with increased efficiency, and the extra 2kW peak power boost. However it features factory-matched pistons and con-rods, to ensure optimum internal

As a track-focused machine there's no provision for a pillion and a sleek single seat unit saves weight. Further marking the SP version – white and two-tone blue, with a central red stripe and trademark Honda gold wheels.



The CBR1000RR SP's die-cast aluminium twin-spar frame is based on that of the standard machine, with modifications to match the rider feedback with the suspension's different performance parameters proved critical during development and the rigidity balance to give more flex – and therefore feel – for traction.

The Öhlins inverted front fork has an outer diameter tube of 55mm (1mm more than the Showa unit) and the revised top and bottom stem. The top yoke itself features high precision CNC machining and features a greater surface area in contact with the forks, improving

As on the CBR1000RR the aluminium gull-wing swingarm operates through MotoGP-derived Unit Pro-Link rear suspension. Rake 1410mm. Kerb weight is 199kg with front/rear weight distribution of 52.7%/47.3%



The second-generation Honda Electronic Steering Damper (HESD) monitors speed and tailors damping force accordingly. It enhances steering angle changes, while also leaving the steering untouched – and light – at low speed.

The SP version has the same aggressive riding position as the standard machine, offering outstanding control, leverage and acceleration. On the CBR1000RR, the footpegs are set 10mm back and the handlebars are wider, lower (by 1°) and further forward (by 5°). A new rear light and the revised seat material firmer. A new screen delivers improved high-speed aerodynamics rather than wind protection.

Specialists from Öhlins worked with Honda's engineers and test riders during all stages of development. Fully adjustable, the 43mm fork is specifically for the CBR1000RR SP, to offer superbly balanced all-round performance and greater potential for cutting lap times on

The 12-spoke cast aluminium wheels perfectly complement the new suspension setup. The front 17in x 3.50in rim wears super-sticky Supercorsa SP tyres; a 120/70-ZR17 front and a 190/50ZR17 rear on a 17in x 6in rim.

Brembo mono block four-piston calipers were chosen because of their compatibility and performance potential with the Öhlins fork. Manufactured special pistons for use in the new machine, with pad material designed to give consistent and linear feel when braking.



Honda's high-performance electronically-controlled Combined Anti-lock Brake System (electronic Combined ABS) is an option on every race since 2010 in the IDM German national championship by the Holzhauser Racing team, whose rider Karl Muggeridge won the Honda TT Legends team in the Endurance World Championship series since 2011. Know-how gained in racing has led to continuous

Electronic Combined ABS has a high level of precision and adjustability, due to the fact that it is a 'brake-by-wire' system. A dedicated front and rear brake into an electronic signal passed to power units which in turn generate hydraulic pressure at the calipers.

The system's electronic control has numerous benefits. Firstly, it eliminates the "pulsating" effect on the brake lever associated with the standard system, allowing the system to be activated instantly as soon as tyre slip is detected, minimising loss of grip and eliminating the possibility of imprecise control of the speed at which the brake callipers are activated. The result is extremely stable and neutral bike behaviour, even under hard braking.

For the CBR1000RR SP, know-how gained in racing has been reflected in refinements to the system. Compared to the standard machine, the braking force to the front. The adjustability of the electronic system has also been used to make initial activation of the ABS system



The combined element of the system varies the distribution characteristics of braking force as the front or rear brakes are applied. When the rear brake is applied gently, the front brake is not activated. This allows the rider to use only the rear brake for small adjustments to settling the bike for corner entry. In this area too, feedback from racing activities has led to a new programme for the CBS activation which is released more quickly to allow lean angle to be maintained more easily through the corner.

The CBR1000RR SP's 999.8cc, 16-valve inline four-cylinder engine has the same cylinder head updates as the standard machine and polished with the combustion chambers 'gas-flowed' to improve efficiency.

Gas-flowing (flow-testing through an air-flow bench) effectively improves both the quality and quantity of airflow at high rpm when it comes to combustion efficiency and outright power results. The valve seats have also been revised to match the cylinder head work and the WSB.



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Where the SP differs is the selection of 'middle value' pistons as the engine is manufactured. Essentially a factory blueprint, each 1 most closely match the middle tolerance – and each other – are used. This injects an even greater level of balance into the engine

Bore and stroke is set at 76mm x 55.1mm with compression ratio of 12.3:1. A nickel-silicon carbide (Ni-SiC) surface treatment on 1 reliability. At 35mm (from 38mm) the exhaust pipe diameters are smaller, increasing torque and a new vertical connecting pipe bal Peak power of 133kW – up 2kW – arrives at 12,250rpm; torque is improved in the 4-6,000rpm area, peaking with 114Nm delivered

The Programmed Dual Sequential Fuel Injection system (PGM-DSFI) has been remapped to match the revised cylinder head and power delivery, perfect for driving hard out of slow-speed corners. At throttle openings of up to 25% the PGM-DSFI delivers relative output – perfect for extracting maximum drive at full lean. As throttle openings become larger, the changes in output are progressive engine that responds with great accuracy to rider input, giving superb feel from the rear tyre and highly usable, linear acceleration.

2014 Honda fireblade SP action



The MotoGP-derived slipper clutch ensures full power transmission together with ultra-smooth gear shifting and light feel at the lever entry phase it decreases the torque passed from engine to the rear wheel, reducing the chance of traction loss and increasing stability

Combined with the chassis changes 'Total Control' is elevated to a whole new level and the CBR1000RR SP has the potential to turn the machine.

The CBR1000RR SP uses a new 'wave' design ignition key; it offers improved security and its compact size greatly reduces the clutch uses an improved breather design for better venting.

Instrumentation is a multi-function LCD with a cockpit display dominated by the digital bar-type linear tachometer that scrolls left to

Honda Civic Type R vs CBR1000RR Fireblade SP - car vs bike track ba...



Beneath this are the main numerical readouts: gear position, coolant temperature, speedometer, clock/lap time, trip/fuel efficiency/tachometer. At the bottom of the display are lights for headlight high beam, neutral and indicators.

Clear and easy to read in all light conditions, the tachometer has four display modes: Conventional, which uses black LCD segments to show remaining rpm. Peak Hold indicates rpm in the conventional way and also leaves a tell tale segment. Segment uses a single block to show current engine speed. In addition the odometer may be switched to display engine rpm num

The lap timer features four modes. The display can also show fuel consumption, average fuel efficiency, distance travelled and total lap time recall mode shows the fastest lap time and the lap on which it was set.

To ensure gear shifting at the optimum engine rpm, the 5-level shift indicator display uses highly visible white LEDs, adjustable for rpm rises, finally blinking at a chosen pre-set rpm (default is 13,000rpm but this can be set between 4,000rpm and 13,000rpm). The set at 0, 200 or 400rpm.

Honda CBR1000RR Fireblade SP 2014 launch review



The CBR1000RR SP can be personalised with a range of Honda Genuine Accessories. And like all Honda Genuine Accessories they have been developed alongside the model. They are all subject to Honda's rigorous testing procedures to make sure they adhere to the standard offered with a two-year Honda warranty.

Hugger - A painted hugger protects the rear shock absorber from dirt splashes and also adds a high-class, sporty look. The single hugger is a seamless sporting entity.

Carbon-fibre accessories - A range of carbon-fibre accessories give the CBR1000RR the ultimate sports finish and underline the racing heritage. The hugger is based on that used on the Repsol Honda RC213V in MotoGP and features a Honda Racing logo. An optimised number plate area enhances handling and durability.

Similarly, at the front end, a carbon-fibre mudguard also reflects the CBR1000RR's racing pedigree with a Honda Racing logo, which

A set of quality carbon-fibre crankcase covers protect the powerplant with an advanced composite cover on the left and, on the right, the Honda Racing logo.

High windscreen - A black-tinted high windscreen – 27mm higher than standard – gives added wind protection, while complying fully with regulations. It integrates perfectly and, even with its side stays, does not compromise visibility, drivability or manoeuvrability. To underline the CBR1000RR's racing pedigree, the Honda Racing logo is featured on the high screen.

Honda Civic Type R vs CBR1000RR Fireblade SP - car vs bike track ba...



Other

CBR1000RR accessories:

- Averta alarm
- A series of tank pad and fuel filler cover sets
- A comfort seat E-cushion
- A rear maintenance stand
- 2 indoor cycle covers and an outdoor cover
- A tank bag
- A wheel sticker set
- A Honda OptiMate 5 battery optimiser
- A fairing scuff guard set

