

Super Sports 2003

Sets your pulse racing



The Honda Super Sports Range 2003

Sheer exhilaration

The 2003 Honda Super Sports Range certainly sets your pulse racing. Heart-stopping machines that harness race-winning technology. Revolutionary. Even standing still they look brilliantly fast.



Honda motorcycles lead the way in the world of competition racing. In 2002, it was Honda that became World Champions yet again.



Honda RC211V
MotoGP World Champion 2002
Valentino Rossi - Repsol Honda

Honda VTR1000 SP-2
World Superbike Champion 2002
Colin Edwards - Castrol Honda

Honda CBR600
World Supersport Champion 2002
Fabien Foret - Ten Kate Honda



Racing is in the blood.

It's a passion. It's an obsession. It's a commitment. At Honda we are driven by our competitive spirit. In our relentless pursuit of victory we devote our energy to creating and tuning the finest technologies and innovations. This inspires new concepts for our most awe-inspiring Super Sports machines.

The racetrack. It's the heartland of Honda. It's where we've notched up countless race wins and numerous championship titles and surpassed a staggering 530 plus Grand Prix wins for Honda. A truly monumental achievement unmatched by any other motorcycle manufacturer.



At Honda we push our Super Sports machines to the limit. Now it's your turn.

CBR600RR - DNA of the RCV Pure racing genes

Breathtaking. Exhilarating. One glance is all it takes to be inspired.

With the DNA of the RCV the new CBR600RR is sure to ignite the senses with its heart-stopping performance and radical race-ready Super Sports styling.



*Dominating. Sensational.
Valentino Rossi and Tohru Ukawa
on the incredible RC211Vs.*

On track or road, the CBR600RR is destined to revolutionise the Super Sports sector, much the same as its incredible RCV inspiration. In its first season the RC211V won its debut race and has continued to dominate the new MotoGP racing series, delivering victorious Valentino Rossi the MotoGP Championship 2002. In racing terms, you might say, the RC211V has taken control! Now it's the turn of the new CBR600RR.



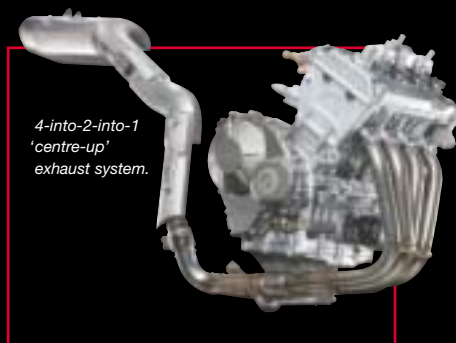
The ultimate performance demands the ultimate power.

A mere twist of the CBR600RR's throttle will readily unleash that all-conquering 'RR' surge of acceleration in an instant.

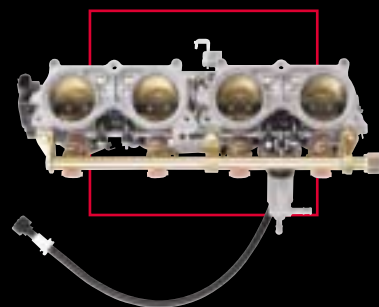
For those who dare, see the needle race to 15,000rpm.



Designed from pure race-winning technology, this is a totally new powerplant. The compact and lightweight 599cm³ liquid-cooled 4-stroke 16-valve DOHC inline-4 engine is crammed with innovation. Benefiting from Honda's next generation PGM-DSFI - Dual Sequential Fuel Injection System, which precisely balances the fuel/air mixture, in turn maximising combustion efficiency.



A second set of injectors high in the air box is programmed to cut in when the throttle is opened wide at engine speeds of around 6,000rpm, producing a significant boost in fuel intake and combustion.





Race-winning performance. The CBR600RR is a pure race replica with advanced technology and the latest Super Sports innovations. It is unlike anything seen before on the road. This is Honda's most revolutionary CBR at the start of a soon-to-be legendary career.

New short design, lightweight and skirtless forged 36g 'slipper' pistons contribute towards high revs and high power.



Lightweight nutless connecting rods weighing just 232g, give a significant reduction in reciprocating weight to assist the aggressive, sharp feeling of responsive acceleration.

At its howling top revs the new CBR600RR's cam chain takes harsh punishment. A simple yet ingeniously effective dual-pivot tensioner gives much greater leverage to hold the chain steady under extreme high performance violent stresses.



Low emissions are assured with Honda's latest secondary Air Induction System, ensuring emissions easily comply with Euro-1 regulations.



CBR600RR - The perfect balance

Sensational handling

Exceptional. Total integration of man and machine.

An immediate response to rider input. The perfect balance.

The optimum weight distribution. This is where the CBR600RR excels.



Unprecedented levels of performance. Designed to deliver the ultimate power at the control of those who can exploit its racing characteristics. The CBR600RR is not just radical, it's revolutionary.



The guiding concept for the CBR600RR is total 'mass centralisation'. Optimum performance. Superb ergonomics derived from its unique geometry and compact race-replica proportions. No matter your height, no matter your build, it offers the perfect partnership between rider and machine.



A totally new lightweight slimline 599cm³ 16-valve DOHC inline-4 engine has a narrow profile to maximise cornering clearance and allows up to a 3° increase in banking angles over conventional 600cc Super Sports models.



As well as being narrow, the engine length is short to free up space for a significantly longer swingarm.

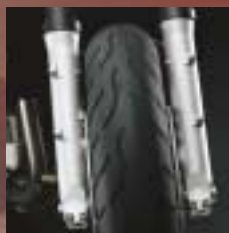


The fuel tank's central position and cover design allow the rider to sit a full 70mm further forward than past CBR600 Super Sports models for more responsive, balanced control and swift, neutral handling.

The revolutionary shape of the 18 litre fuel tank located right above the engine, with only a third visible above the frame's upper rail, means it is close to the machine's centre-most turning axes.



Developed through wind-tunnel and track testing for the RCV, the CBR600RR induction ports feature a twin-layer design with holes punched through the outer layer allowing air to ventilate through and break the 'grip' of the airstream.



The 45mm standard cartridge-type front forks are the largest diameter Honda has mounted on a motorcycle since the advent of the legendary Honda NR. The fully adjustable forks have a unique damping force control system to match the requirements of extreme Super Sports riding.

Radical by design. Radical by nature.

The CBR600RR is no ordinary motorcycle.

It's innovation in action, designed to win.

The CBR600RR shouts performance.



Like the RC211V from which it receives its track-tested primary design influence, the secret of the CBR600RR's remarkable handling lies in its revolutionary diamond, twin-spar cast aluminium frame construction.



Unique 'sunanakago' Hollow Fine Die-Cast technology gives the CBR600RR frame a technological quantum leap into the future being ultra-lightweight at approximately 2.5kg, with the superb strength and structural flexibility to produce circuit-scraping race bike prowess.

The works-based hybrid swingarm is derived directly from Honda's MotoGP and Superbike racing machines. This new design features a huge, highly rigid, yet remarkably lightweight press-forged and welded right-side arm which is stronger and more resistant to torsional stresses.

Entirely self-contained within the swingarm it supports, is the unique and innovative 'Unit Pro-Link' Rear Suspension System enhancing the overall ride and performance of the CBR600RR.



CBR600RR - Visual power

Race inspired

Radical race-ready styling from every point of view.

Distinctive. Purposeful, aerodynamic looks. The CBR600RR taking its DNA from the incredible RC211V race machine, is destined to change the face of Super Sports forever.

One glance and the CBR600RR's racing genes are clearly visible. Each and every component from nose to tail is perfectly integrated and built with Honda's renowned attention to detail and world-class quality finish, making the new CBR600RR totally irresistible.



Eye-catching RCV-style 4-into-2-into-1 exhaust.

Clearly inspired by the RC211V MotoGP race machine, it proudly presents its large, distinctively-shaped single silencer with a sense of purpose to the chasing pack!



This new 4-into-2-into-1 'centre-up' exhaust system looms menacingly out from under the seat for unimpeded cornering clearance.

The CBR600RR has uncompromising 'visual' power. Confirmation of the CBR600RR's competitive intent. Its race-style livery features the distinctive, eye-catching design that takes its cue from Honda's famous works racing machines.



Unique 'Line Beam' dual headlights dramatically add to the CBR600RR's sleek and race-ready MotoGP look - the first road machine in the world to have these startlingly distinctive headlights. With twice as many mirrors as current reflector units, the result is highly focused, brilliant illumination.

The CBR600RR's smooth curves flow back to culminate in a slimline LED taillight display – lighter and thinner by half than even the taillight on the CBR900RR FireBlade.

Lightweight and structurally strong, using Honda's new casting process, the two seat rails curve inwards to bolt together at the rear giving easy maintenance and weight reduction.

The compact, fully electronic instrument panel is practically perfect. One of the slimmest and lightest instrument panels ever seen on a Super Sports machine with a large, central dial-type tachometer that hits the Red Line at 15,000rpm.



Large LCD on the right incorporates digital displays of speed, dual trip and related warning indicators. The smaller LCD on the left provides a 7-segment fuel gauge and digital coolant readout.

CBR600F - Class leader

Super Sports champion

Blistering power. Keen handling. Sheer all-round competence.

Quite simply, the most successful and desirable sports bike in history.

The combination of everyday practicality and outstanding sporting aptitude makes the world-famous CBR600F easily the most popular mid-sized sports bike on the planet.



The stunning CBR combines the spirit of its racing heritage with versatility in a technically superb Super Sports package. Borrowing heavily from a famous race-winning legacy, the CBR600F is sure to reign.

Always a leader in its field, the CBR600F has been honed and polished into a performer that's in a class of its own. Over its 15 year existence the CBR600 machine has always dominated the world over.

World Supersport. Fiercely competitive. The ultimate test for the CBR600 credentials. In 2002, Honda gained yet more success, yet more silverware, with Fabien Foret winning the 2002 World Championship.





For those with a passion for out and out speed and full-on sports riding excitement, the CBR has always out-performed its peers with its phenomenal power, performance and handling agility, making it a true Super Sports champion.

World Supersport class is a production-based formula with very few modifications permitted. These CBR600s are near-standard machines raced on road tyres rather than the slick tyre equivalents of superbikes guaranteeing close and exciting race action.



But it is the CBR600F's ease of use, comfort and reliability that have made it so popular on the roads of Europe. The CBR has proved its versatility since it was first launched and is equally adept for commuting to work as being enjoyed in more demanding sport environments.

CBR
600F

CBR600F - Well equipped Certainly packs a punch

Shattering performance, taut responsive handling.

The latest advanced technology make the CBR loved by all - road-riders and racers alike. Which is why the CBR600F probably heads the field.



The CBR600F is famous for its superb handling, whether through country lanes or round a circuit. Balanced and controlled, the CBR inspires confidence. With its light, superbly constructed twin-spar rigid aluminium frame and finely tuned suspension, it responds instantly to rider input ensuring a thrilling yet confident ride.



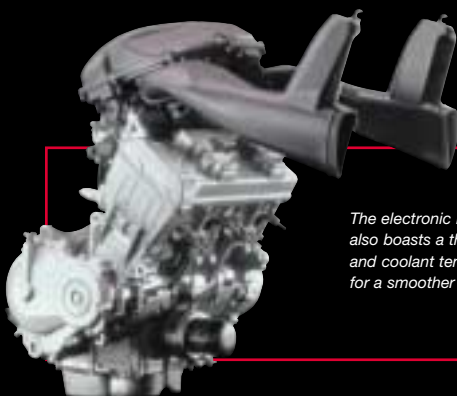
The CBR has an exceptional powerplant. Its deep fund of smooth potency comes from a compact, fuel injected 599cc liquid-cooled 4-stroke 16-valve DOHC inline-4 engine. It's crammed with advanced features designed to excel at high revs, right through to the 13,500rpm red line.



The CBR600F now features a computerised control system 130% faster than its predecessor, regulating the two 38mm dual-throat injector bodies and the ignition system, maximising power at higher revs and optimising response to throttle commands at any engine speed.

To keep the voracious engine breathing freely, the CBR's airbox has a capacity of over 8 litres to provide a continuous supply of rich, cool air. Resonator chambers have also been specially enlarged to maintain constant pressure in the airbox, providing instant throttle response throughout the range.

Add the superior CBR steering 'feel' achieved by placing the engine well forward in the frame, and the net result is a stunningly responsive Super Sports machine.



The electronic management system also boasts a throttle sensor, cam pulsar and coolant temperature sensor for a smoother and more efficient ride.



The CBR600F is equipped for performance. Purposeful aerodynamic bodywork incorporates intake scoops for the engine's direct air induction and exhaust air injection. A powerful multi-reflector headlamp lights the way at night and the instrument panel usefully incorporates a fuel warning light for longer journeys.



Both front and rear suspension systems are fully adjustable. At the front, strong cartridge-type telescopic forks with 43mm diameter legs soak up ripples and bumps to steer with utter precision.



Matching the CBR's sizzling performance is the powerful set of brakes.

Up front 7-point-mounted floating discs gripped by 4-piston callipers, backed up by a single 220mm rear disc.



The Pro-Link with gas-charged remote reservoir damper, adjustable spring pre-load with compression and rebound damping adds reassuring strength.

CBR
600F

CBR900RR FireBlade - Total control

Blistering performance

The FireBlade is not just the most respected Blade to date

but one of the most refined Super Sports machines ever. Since it exploded onto the scene, the Blade has sparked a motorcycle Super Sports revolution being defined as the Super Sports machine that others had to beat.

The FireBlade - not so much a bike as more of a cult.

The FireBlade, with full 'RR' race-replica distinction.

An unprecedented combination of compact size, light weight, handling precision and blistering race-bred performance.



The Blade still holds true to its original ethos of 'total control'. The FireBlade has become a Super Sports legend that continues to set the motorcycling world alight.

The latest FireBlade is meaner, lighter and has even more scorching performance than its predecessor, incorporating the characteristic performance features that have made the Blade one of the best-selling Super Sports machines of all time.





The Honda philosophy that racing improves the breed has never been more clearly demonstrated than with the latest FireBlade which won John McGuinness a rostrum place at the 2002 Isle of Man TT road race.

Dedicated FireBlade fans across the world have come to recognise and respect the unrelenting passion of the Honda R&D team and the man behind the creation and development of the Blade, Tadao Baba. It is Honda's love for this machine that ensures the FireBlade continues to adhere to its tried and true directives of 'light makes right' and 'total control'.



The FireBlade is so easy to ride fast, achieving everything it sets out to do and more.



Tadao Baba, legendary designer of the CBR900RR, with some of the enthusiastic FireBlade owners at a Blade 'appreciation day'.

Being lighter than its predecessor at 168 kilos, the latest Blade is even more powerful producing 150PS and its 'race-style' chassis geometry, makes this the best Blade ever.



CBR900RR - Total respect

The ride of your life

With blistering performance, control is everything.

Finger-light control and linear response allow you to exploit the extra-ordinary. And with track-orientated handling and the FireBlade's renowned feedback and responsiveness, you have all you need to harness the extreme power and torque of the Blade.



The latest FireBlade takes on lighter and faster proportions than ever before in an impressive visual expression of 'total control'. These major changes include a lower, more sharply angled and aggressively designed front cowl and a lighter, slimmer seat profile that opens up space above the rear tyre to convey a true race-replica look, a true Super Sports image.



Enhanced cutting edge performance is achieved by the FireBlade. Its 954cm³ 4-cylinder liquid-cooled powerplant is the best yet. A bigger bore, reworked crankshaft and case, reduce the weight and dimensions to produce an exceptional power-to-weight ratio.



Refined electronic fuel injectors and computer-controlled injection unit result in more efficient throttle control and quicker, more accurate responsive power, while Honda's Titanium Exhaust Valve (H-TEV) works to maintain sharp performance throughout the range.



Sleek and swift bodywork is uniquely FireBlade in every curve from nose to tail.

The distinctive 'Wing Mark' colour scheme that borrows heavily from Honda's latest works racing machines is proudly worn with conviction.



High technology, lightweight dual spar aluminium frame combined with a fully adjustable Pro-Link rear suspension, offer unparalleled levels of stability and immediate response to rider input making the latest Blade the best ride ever.

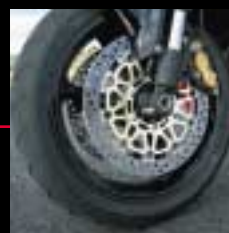


The FireBlade's chassis and suspension houses a monstrous swingarm. Designed to stand up to racing stresses through the extra rigidity of its massive shape, this astounding swingarm's thinner walls amazingly achieve a 300g lighter weight than the smaller swingarm it replaced. This brings enhanced ride and performance benefits.

The FireBlade is complemented by an optional range of Genuine Honda Accessories. These include a taller windscreen and a replacement rear seat cowl that fits in place of the pillion seat pad, giving the Blade a more focused look of sharp, aggressive performance.



Front brake stopping power is provided by 4-piston Nissin callipers biting on 330mm discs.



FireBlade
CBR RR

VTR1000 SP-2 - Race ready

The ultimate V-twin

Exciting beyond belief. Guaranteed sensation.

This is a serious high-speed new generation Super Sports V-twin. Attention grabbing to the full. It takes its technology and looks from the famous Castrol Honda World Superbike works machine and even sports its unmistakable stunning white and black livery.



Also in 2002 the SP-2 not only claimed WSB championship title but also won the demanding Suzuka 8 Hour endurance race.

The VTR1000 SP-2 ridden by Colin Edwards. Sheer exhilaration, nothing short of breathtaking. 2002 became one of the most remarkable chapters in World Superbike history. Colin Edwards aboard the VTR1000 SP-2 enjoyed 25 podiums from 26 races, winning the last nine races back-to-back to clinch the World Superbike Champion crown for 2002. On the race track the VTR1000 SP-2 reigns. On road the SP-2 is something special.



The distinctive thundering boom of a V-twin pounding the tarmac is one of the most stirring sounds of any Super Sports machine. It's this mind-blowing power and racing class attitude that puts the SP-2 ahead of the opposition.



Exhilarating power. Race-bred handling. The ultimate V-twin machine was born from the achievements and assistance of our World Superbike team. The intimate trackside knowledge of Honda's designers, engineers, team riders and technicians, led to the success of the SP-2, both on the track and on the road.

The powerplant, a 999cm³ DOHC 8-valve V-twin engine delivers a sizeable 4PS increase in maximum power output over its SP-1 predecessor. With a breathtaking surge of acceleration you are sure to explore the SP-2's outer limits of performance.



Newly designed exhaust ports feature a works-derived shape for faster exhaust velocity.

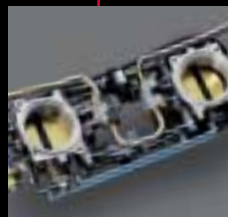


The VTR1000 SP-2's potential for full race power is harnessed by the latest diamond-configuration twin-spar aluminium frame. Precise control is assured with this advanced race-ready skeleton.

The wheels on the VTR1000 SP-2 feature a sharp, new 5-spoke pattern with forward-facing V-shaped spokes. Wide-diameter, 320mm dual floating front discs stopped by responsive 4-piston callipers provide the necessary stopping power for those racing slicks and road-legal rubber.



A 'combined pivot' for the press forged aluminium swingarm, which itself attaches to the engine, for the race-ride handling you desire.



Power begins with Honda's hi-tech fuel injection system delivering a breathtaking surge of acceleration.

VTR1000 SP-2 - Attention grabber

Racing class with attitude

Distinctive. Eye-catching. Designed to impress.

A machine with looks that belong to a motorcycle works team.

The VTR1000 SP-2 has an out and out race-style.

Its livery unmistakably takes its cue from the distinctive look of the Castrol Honda World Superbike machine.



Dominating the livery is a giant Honda Wing mark either side of the fairing. The black seat and tail cowl, featuring large, contrasting white 'number display' patches are balanced by a black lower body pan featuring the distinctive VTR racing brand.



The rear design of the SP-2 has a purposeful race track image to complement its power.



To provide the rider with a wider range of coverage at higher speeds, the SP-2 features an impressive high-performance look windscreen that copies the shape of the Championship World Superbike SP-2.

The VTR1000 SP-2 has the equipment you expect from a Super Sports machine that was created from its success on the track. It's a race-bred replica that is ready for the road, guaranteeing a ride that is exciting beyond belief with all the reliability that comes with the Honda name.



A specifically designed racing kit for the VTR1000 SP-2 together with a range of other Genuine Honda Accessories, including a taller windscreen, will further enhance your ownership experience.

VTR
1000 **SP-2**

VTR1000F Firestorm - It's formidable V-twin power sensation

VTR1000F Firestorm. The very essence of power.

Delivering all that it promises without compromise. V-twin power with sheer earth-shattering acceleration, phenomenal performance and fantastic handling. The Super Sports machine that brings out the best in a rider.



The Firestorm is the definition of power through sheer technological innovation and its classic V-twin engine configuration. It is an impressive performer that delivers dynamic sports riding with assured control and long lasting comfort.



The Firestorm offers instant torque every time you crack the throttle, no matter what gear you're in. Slim and sleek proportions are made possible by the engine of the Firestorm where heart, soul and horsepower combine.

Silky smooth, the compact, pulsating liquid-cooled 90° DOHC V-twin powerplant has seemingly limitless torque and power.





Designed with feedback from the trackside, the engine has the same configuration as the VTR1000 SP-2 developed from World Superbike Championship success of the VTR1000 SP-1.



The dynamic thrust of power is delivered to the road by the smooth 6-speed gearbox which is instant yet progressive with a perfect ratio in any circumstance.

Pulse after pulse of power combined with an innovative, lightweight 'pivotless' dual-spar aluminium frame lets you realise the full potential of this Super Sports sensation.



Slanted 48mm flat-slide carburetors and computer controlled ignition ensure exhilarating, explosive performance right through the punchy mid-range to thundering peak power.

VTR1000F
Fire Storm

VTR1000F Firestorm - It's pioneering **Technological innovation**

Easy to ride. Easy to love. Twin sensation.

Pure muscle. It is the ultimate Super Sports V-twin.

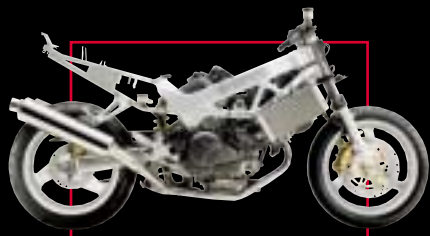
The perfection of the Firestorm's V-twin configuration and power delivery is matched by the technical innovation embodied in its pioneering chassis design.



The thrust of V-twin power delivery is combined with innovative design such as the ingenious 'pivotal frame' concept – which isolates the rider from the stresses of braking, cornering and hard acceleration.



The rigid aluminium swingarm attaches directly to the back of the engine crankcase. This produces a shorter wheelbase, eliminating the effect of torsional stress on the Firestorm's steering - making the Firestorm's handling light of touch and smoothly responsive.



The Firestorm's rear Pro-Link system, adjustable for rebound damping as well as spring pre-load, gives riders a wider choice of set-up for diverse riding conditions.



Housed within the aerodynamic fairing screen is the stylish instrument panel providing the rider with all the information required - a white tachometer, black-faced speedometer and easy-to-read LCD display.

The specially formed larger capacity 19 litre fuel tank features perfectly designed knee indents for rider comfort and long-distance riding enjoyment, while the handlebars are raised and raked for a better riding posture and longer hours in the comfortably padded seat.



Reassuring control is maintained through the large front 296mm twin brake discs and a single 220mm disc at the rear.

The Firestorm's brakes provide the necessary grip to ensure confident stopping power.



VTR1000F
FireStorm

Honda Super Sports Range 2003

Technical specifications

		CBR600RR	CBR600F	CBR900RR FireBlade
Engine Type		Liquid-cooled 4-stroke 16-valve DOHC inline-4	Liquid-cooled 4-stroke 16-valve DOHC inline-4	Liquid-cooled 4-stroke 16-valve DOHC inline-4
Engine Displacement		599cm ³	599cm ³	954cm ³
Bore x Stroke		67 x 42.5mm	67 x 42.5mm	75 x 54mm
Compression Ratio		12:1	12:1	11.5:1
Carburation		PGM-DSFI electronic fuel injection	Electronic fuel injection	Electronic fuel injection
Max. Power Output		86kW/13,000min ⁻¹ (95/1/EC)	81kW/12,500min ⁻¹ (95/1/EC)	111kW/11,250min ⁻¹ (95/1/EC)
Max. Torque		-	63Nm/10,000min ⁻¹ (95/1/EC)	105Nm/9,500min ⁻¹ (95/1/EC)
Ignition		Computer-controlled digital transistorised with electronic advance	Computer-controlled digital transistorised with electronic advance	Computer-controlled digital transistorised with electronic advance
Starter		Electric	Electric	Electric
Gearbox		6-speed	6-speed	6-speed
Final Drive		O-ring sealed chain	O-ring sealed chain	O-ring sealed chain
Length x Width x Height		2,010 x 695 x 1,115mm	2,065 x 685 x 1,135mm	2,025 x 680 x 1,135mm
Wheelbase		1,395mm	1,390mm	1,400mm
Seat Height		820mm	810mm	820mm
Ground Clearance		130mm	135mm	130mm
Fuel Tank Capacity		18 litres (incl. 3.5-litre warning light reserve)	18 litres (incl. 3.5-litre warning light reserve)	18 litres (incl. 3.5-litre warning light reserve)
Dry Weight		169kg	170kg	168kg
Wheels	Front	17 x MT3.50 Hollow-section triple-spoke cast aluminium	17 x MT3.50 Hollow-section triple-spoke cast aluminium	17 x MT3.50 Hollow-section triple-spoke cast aluminium
	Rear	17M/C x MT5.50 Hollow-section triple-spoke cast aluminium	17 x MT5.50 Hollow-section triple-spoke cast aluminium	17 x MT6.00 Hollow-section triple-spoke cast aluminium
Tyres	Front	120/70 ZR17 (58W)	120/70 ZR17 (58W)	120/70-ZR17
	Rear	180/55 ZR17 (73W)	180/55 ZR17 (69W)	190/50-ZR17
Suspension	Front	45mm fully adjustable HMAS cartridge-type telescopic fork 120mm axle travel	43mm fully adjustable cartridge-type telescopic fork, 120mm axle travel	43mm inverted HMAS cartridge-type telescopic fork with stepless preload, compression and rebound adjustment, 120mm axle travel
	Rear	Unit Pro-Link with gas-charged remote reservoir damper, adjustable spring preload and compression and rebound damping, 120mm axle travel	Pro-Link with gas-charged remote reservoir damper, adjustable spring and compression rebound damping, 120mm axle travel	Pro-Link with gas-charged HMAS damper featuring 13-step preload and stepless and compression and rebound damping adjustment, 135mm axle travel
Brakes	Front	310mm dual hydraulic disc with 4-piston callipers, floating rotors and sintered metal pads	296mm dual hydraulic disc with dual-opposed 4-piston callipers, floating rotors and sintered metal pads	330 x 4.5mm dual hydraulic disc with 4-piston callipers and sintered metal pads
	Rear	220mm hydraulic disc with single-piston calliper and sintered metal pads	220mm hydraulic disc with single-piston calliper and sintered metal pads	220 x 5mm hydraulic disc with single-piston calliper and sintered metal pads



Italian Red



Accurate Silver Metallic



Black with Winning Red



Black



Black



Candy Tahitian Blue with Black



Black with Pearl Flash Yellow

Please note -
Photographic images of certain models
in this catalogue may be shown with
optional Honda Genuine Accessories.
Please check with your dealer for details.

		VTR1000 SP-2	VTR1000F Firestorm
Engine Type		Liquid-cooled 4-stroke 8-valve DOHC 90° V-twin	Liquid-cooled 4-stroke 8-valve DOHC 90° V-twin
Engine Displacement		999cm ³	996cm ³
Bore x Stroke		100 x 63.6mm	98 x 66mm
Compression Ratio		10.8 :1	9.4:1
Carburation		Electronic fuel injection	48mm slanted flat-side CV-type x 2
Max. Power Output		99kW/10,000min ⁻¹ (95/1/EC)	78kW/9,000min ⁻¹ (95/1/EC)
Max. Torque		102Nm/8,000min ⁻¹ (95/1/EC)	93Nm/7,000min ⁻¹ (95/1/EC)
Ignition		Computer-controlled digital transistorised with electronic advance	Computer-controlled digital transistorised with electronic advance
Starter		Electric	Electric
Gearbox		6-speed	6-speed
Final Drive		O - ring sealed chain	O - ring sealed chain
Length x Width x Height		2,025 x 725 x 1,120mm	2,050 x 720 x 1,155mm
Wheelbase		1,420mm	1,430mm
Seat Height		820mm	810mm
Ground Clearance		140mm	135mm
Fuel Tank Capacity		18 litres (incl. 2.5-litre warning light reserve)	19 litres (incl. 3.5-litre LCD reserve)
Dry Weight		194kg	193kg
Wheels	Front	17 x MT3.50 U-section 5-spoke cast aluminium	17 x MT3.50 Hollow-section triple-spoke cast aluminium
	Rear	17 x MT6.00 U-section 5-spoke cast aluminium	17 x MT5.50 Hollow-section triple-spoke cast aluminium
Tyres	Front	120/70 ZR17 (58W)	120/70 ZR17 (58W)
	Rear	180/55 ZR17 (73W)	180/55 ZR17 (73W)
Suspension	Front	43mm inverted cartridge-type fork with adjustable spring preload, and compression and rebound damping, 130mm axle travel	41mm HMAS cartridge-type telescopic fork with adjustable spring preload and rebound damping, 109mm axle travel
	Rear	Pro-Link with gas-charged integrated remote reservoir damper, offering adjustable preload and compression and rebound damping, 120mm axle travel	Pro-Link with gas-charged HMAS damper, adjustable spring preload and rebound damping, 124mm axle travel
Brakes	Front	320 x 5mm dual hydraulic disc, with 4-piston callipers, floating rotors and sintered metal pads	296 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	220 x 5mm hydraulic disc with single-piston calliper and sintered metal pads

HISS - Honda Ignition Security System

For peace of mind, most of the Super Sports range has as standard Honda Ignition Security System which through an electronic ignition code, allows the engine to be started only by the original, encoded keys.

To find out more about the Honda Ignition Security System please ask your Honda Dealer.



Ross White



Italian Red



Candy Tahitian Blue



After switching off there is a constantly flashing red warning LED built into the instrument panel that visually warns off potential thieves.

Ride Safely

Read the owners' manual thoroughly
Always wear a helmet and protective clothing
Get to know your machine and its capabilities
Observe other road users' movements
Obey the laws of the road
and respect the environment



These specification details do not apply to any particular product which is supplied or offered for sale. Manufacturers reserve the right to vary their specifications, including colours, with or without notice and at such times in such manner as they think fit. Major as well as minor changes may be involved. Every effort, however, is made to ensure the accuracy of the particulars contained in this brochure. Consult the dealer with whom your order is placed for details of the specifications of any particular product. This publication shall not constitute in any circumstances whatsoever an offer by the Company to any person. All sales are made by the Distributor or Dealer concerned subject to and with the benefit of the standard Conditions of Sale and Warranty given by the Distributor or Dealer, copies of which may be obtained from him on request. This publicity material applies to the UK only Trade Descriptions Act (1968). Whilst efforts are made to ensure specification accuracy, brochures are prepared and printed several months in advance of distribution and consequently cannot always immediately reflect either changes in specification or in some isolated cases the provision of a particular feature. Customers are always advised to discuss specification details with the supplying Dealer especially if your selection is dependent upon one of the features advertised.

Honda (UK) - Motorcycles

470 London Road, Slough, Berkshire, SL3 8QY
Honda Contact Centre - Telephone: 0845 200 8000
www.honda.co.uk



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