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IT'S ALL ABOUT YOU AND YOUR FIREBLADE

The Honda Superbike School offers you, as an owner, an all-inclusive full day of exhilarating riding at the Kyalami Grand Prix Circuit and other tracks around the country. In a safe and controlled environment, our qualified instructors help improve your braking, swerving and cornering skills, ensuring you get the most out of your bike.

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HONDA
The Power of Dreams



CBR
Fireblade



CBR
Fireblade



the concept

To build our most potent superbike yet, we changed everything. Except our philosophy.

It's one thing to throw out the rule book, discard all known parameters and even defy logic. But there are some things you simply don't change. Like a philosophy.

That's why when we set out to develop our new Fireblade we began with a single philosophy. Total Control.

So what exactly is Total Control? The hallmark of the Fireblade has always been the combination of blistering performance, lighter weight and smooth, responsive handling. In short, total control.

With the 2008 CBR1000RR Fireblade, we pushed the envelope even further. Every component in the Fireblade's chassis, engine and drive-train was rethought, redesigned and recreated to make it the best it could possibly be.

The remarkably compact and lightweight configuration delivers a phenomenal leap in performance and astoundingly responsive control thanks to its unprecedented power-to-weight ratio. With a race-winning bloodline reaching back to the first Fireblade, the new CBR1000RR once again sets a new standard in superbikes.





New smaller, lighter seat and tail cowl

The new Fireblade's seat and tail have been drastically shortened to give the bike a sleeker look, while helping to reduce the bike's size and weight.

New Mass-Centralised Underslung Exhaust System

Fits directly under the engine and as close as possible to the bike's centre of gravity. This unique configuration minimises inertial effects, creating the ability to quickly change direction.

New four-piece cast aluminium frame

With its shorter, lighter and exceptionally rigid form, this organically designed frame improves the bike's centre of gravity resulting in lighter handling and quicker, smoother responses.

New gull-wing-shape hybrid aluminium swingarm

With integrated Unit Pro-Link rear suspension system pioneered on Honda's dominating RC211V MotoGP racer, its highly advanced design completely isolates the frame from the shocks and stresses generated by conventional rear suspension systems.

New 2,5kg lighter, more compact engine

A new separate cylinder block with sleeveless cylinders and a more compact head configuration featuring titanium intake valves, produces quicker, higher-revving performance.

Newly developed Assist Slipper Clutch

The 2008 Fireblade boasts a revolutionary new generation Assist Slipper Clutch that's been specifically developed to counter over-revving or wheel hopping caused by back torque during hard engine braking into corners. This unique system features an additional set of undercut cams which reengage the clutch the instant engine power is reapplied.



design and perfo

New, more compact
instrument panel design

New rear-view mirrors with
integrated indicator lights

**New second-generation HESD
Steering Damper**

This compact new generation Honda
Electronic Steering Damper provides
smooth, predictable handling at high
speed while having remarkably little effect
on control at slower speeds.

New, more compact front cowl

Minimises inertia and aerodynamic
resistance to quick changes of direction.

New ram air intake ports

Directs a steady stream of cool air
straight to the larger-displacement airbox for
enhanced performance.

New lighter, more compact
aerodynamic bodywork design

**New monoblock front disc
brake callipers**

New four-piston brake callipers of a
stronger and lighter new monoblock design,
combined with narrower brake lines and a
modified brake lever ratio, increase braking
performance under all riding conditions.

New lighter weight hollow-section
triple-spoke wheels

New aluminium sidestand



rmance



While we very much doubt your 2008 Fireblade will go unnoticed, our designers still felt it simply wouldn't be new without some new colour variations. So now you can choose from rich Candy Red on black, contrasting black on white, Honda's classic red and black combination as well as solid Graphite Black.

*add
some
colour*



specs

ENGINE	TYPE	Liquid-cooled 4-stroke 16-valve DOHC inline-4
	DISPLACEMENT	999.8cm ³
	BORE X STROKE	76 x 55.1mm
	COMPRESSION RATIO	12.3 : 1
	MAX. POWER OUTPUT	130.7kW/12,000min ⁻¹ (95/1/EC)
	MAX. TORQUE	112Nm/8,500min ⁻¹ (95/1/EC)
	IDLING SPEED	1,200min ⁻¹
	OIL CAPACITY	3.7 litres
FUEL SYSTEM	CARBURATION	PGM-DSFI electronic fuel injection
	THROTTLE BORE	46mm
	AIR CLEANER	Dry, cylindrical-type paper filter x 2
	FUEL TANK CAPACITY	17.7 litres (including 4-litre LCD-indicated reserve)
ELECTRICAL SYSTEM	STARTER	Electric
	IGNITION SYSTEM	Computer-controlled digital transistorised with electronic advance
	IGNITION TIMING	3.2° BTDC (idle) ~ 45° BTDC (7 500min ⁻¹)
	SPARK PLUG TYPE	IMR9C-9HES (NGK); VUH27EC (DENSO)
	BATTERY CAPACITY	12V / 7AH
	ACG OUTPUT	350W
	HEADLIGHTS	12V, 55W x 1 (low) / 55W x 2 (high)
DRIVETRAIN	CLUTCH	Wet, multiplate with diaphragm spring
	CLUTCH OPERATION	Mechanical; cable-actuated
	TRANSMISSION TYPE	6-speed
	PRIMARY REDUCTION	1.717 (79/46)
	FINAL REDUCTION	2.625 (42/16)
	GEAR RATIOS	
	1st	2.286 (32/14)
	2nd	1.778 (32/18)
	3rd	1.500 (33/22)
	4th	1.333 (32/24)
	5th	1.214 (34/28)
	6th	1.138 (33/29)
	FINAL DRIVE	#530 O-ring sealed chain
FRAME	TYPE	Diamond; aluminium composite twin-spar
CHASSIS	DIMENSIONS	(length) 2,080mm x (width) 685mm x (height) 1,130mm
	WHEELBASE	1,410mm
	CASTER ANGLE	23° 18'
	TRAIL	96.3mm
	SEAT HEIGHT	820mm
	GROUND CLEARANCE	130mm
	KERB WEIGHT	199kg (F: 105kg; R: 94kg)
	MAX. CARRYING CAPACITY	180kg
	LOADED WEIGHT	379kg
SUSPENSION	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	RIM 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 MT6.00
	TYRE SIZE FRONT	120/70 ZR17M/C (58W)
	REAR	190/50 ZR17M/C (73W)
	TYRE PRESSURE FRONT	250kPa
	REAR	290kPa
BRAKES	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

