





Born to race

Competition has produced the Fireblade

And competition never rests. Lap after lap, we race to improve. Be faster. Everything Honda Racing learns feeds development. Each detail, no matter how small, combines with other details to cut lap times.

So, for 2022, the Fireblade's inline, four-cylinder semi-cam engine – with its stunning, class-leading high-rpm peak power – is armed with updates to inlet, exhaust and gearing to boost low- to mid-range corner-exit acceleration. The Honda Selectable Torque Control software has been upgraded through feedback from HRC's racers for increased rear-wheel traction, with even finer throttle feel. MotoGP-inspired, the chassis and aerodynamics combine for lightning-sharp handling and precise, powerful braking while advanced electronics put complete and total control, the racer's edge, directly in your hands.

And 2022 is a special year for the Fireblade. In 1992 the very first Fireblade rewrote the rules of what a sports bike should be; light weight, but with real power. The Fireblade, Fireblade SP and Fireblade SP 30th Anniversary have been 30 years in the making, and are the very latest in a long line of special motorcycles that define racing performance.



A hard charging, high RPM power house

With low and mid-range acceleration boost

The Fireblade's short-stroke, 1000cc semi-cam gear engine produces incredible high-rpm peak power – 160kW @ 14,500rpm. But fast lap times also need hard punch out of slow to medium-fast corners, so we've upped low- to mid-range muscle, rear wheel traction and feel.

For torque both airbox and intake funnel have been re-shaped to smooth flow. The intake ports have also been adjusted to increase airflow velocity while gas flow into the exhaust's mid-section to the catalyser (and the catalyser itself) has been optimised. To match the final drive ratio is shorter, 43 teeth on the rear sprocket, for much stronger low- to mid-range acceleration in every gear.

On the edge of adhesion, fingertip feel for grip matters. The Throttle By Wire (TBW) spring load has been reduced, for improved linearity and response on initial opening. At the same time, and using extensive feedback from racers around the world – including our HRC WSBK team – Honda Selectable Torque Control (HSTC) has been refined to offer the power, grip level and feedback the rider wants, and to equal the extra mid-corner drive.

A detail update for the 2022 CBR1000RR-R Fireblade is to the front, four-piston Nissin brake calipers. The piston material – and the surface treatment that coats them – has been upgraded for serious circuit use to dissipate heat and generate consistent control and lever feel over race distance, with even greater braking performance potential.





CBR1000RR-R

The challenge of faster

Details matter when it comes to speed

Every single part of the Fireblade contributes to the motorcycle's outright performance. The 4-2-1 exhaust pipe, for instance, uses ovalized cross-section downpipes to match the exhaust ports. And it feeds an engineering work of art; constructed from titanium, the Akrapovič® – designed muffler's compact physical size and light weight contribute to mass centralisation and right-side lean angle, with high-performance gas flow.



Chasing perfection

The perfect lap. That's the impossible goal

Be in no doubt. The CBR1000RR-R Fireblade SP is built for the track. This is where it belongs. It starts in the same pit lane as the standard Fireblade, with identical engine upgrades, but then performance gets even more serious. Öhlins® Smart Electronic Control (S-EC) 43mm NPX USD forks, TT36 S-EC rear shock and Öhlins® Objective Tuning Base interface (OBTi) elevate suspension reaction, setup and lap-by-lap management.

Using separated compression, rebound circuits and stepper motors to adjust damping, the Semi-active Öhlins® S-EC 43mm NPX USD forks have been developed for racing use to offer precise front tyre feedback and grip. The result? Huge confidence to go for a faster lap time. The race-quality front end is matched by an Öhlins® TTX36 S-EC rear shock. To provide maximum control – and because conditions change very quickly on track – you can work from default Öhlins® Objective Tuning Base interface (OBTi) setting with 3, instantly selectable pre-set modes to completely change your set-up allowing for reduced fuel load, tyre wear, or track conditions.



CBR
FIREBLADE



CBR1000RR-R SP

Racing DNA

Racing improves the breed.

Along with full Öhlins® Smart Electronic Control (S-EC) suspension. The CBR1000RR-R Fireblade SP features Brembo® Stylema four-piston monobloc radial-mount front brake calipers offer massive race-level braking power and are operated by Brembo® master cylinder and brake lever. The rear caliper too, is by Brembo® and the same unit used by the awesome, MotoGP-specification RC213V. A quick shifter is standard too; after intensive development for 2022 it delivers smoother, faster gear changes for even quicker lap times. A stunning new gold finish for the wheels also sets the Fireblade SP apart, as does one very special detail – the subtle HRC logo that very few Hondas wear.

So, while it is fully road legal, with lights, indicators and Smart Key, the Fireblade SP defines our ultimate racing motorcycle. One ready to overload adrenaline through every turn.



We've built it now make it yours.

There are a full range of genuine Honda accessories available for the Fireblade. All designed to fit and work perfectly.

And to make it easy we've got two packs ready: The **FIREBLADE RACING PACK** with carbon hugger, front mudguard, under cowl and airbox cover, plus rear seat cowl, HRC oil filler, frame sliders, sprocket protector and quick shifter and **FIREBLADE LONG DISTANCE PACK** with tank bag kit, rear seat bag, special Alcantara rider seat and USB power socket.

CARBON PARTS

Constructed from high-strength 3k pre-preg carbon – the same material used by the legendary RC213V – with a matt finish, all the carbon accessories fit straight on and save weight. The rear hugger is 10% lighter than the standard part, front mudguard 38% and under cowl 25%.



LONG DISTANCE PACK

If you want to cover ground on your Fireblade, you need the LONG DISTANCE PACK. It includes everything required for those longer journeys; USB power socket, tank bag kit, rear seat bag and special Alcantara rider seat.

SMOKED HIGH WINDSCREEN

Gives you extra wind protection at high speed. WVTA-certified and constructed from polycarbonate. Also available in Clear.



SPROCKET PROTECTOR

Helps protect the rear sprocket; in the rear sprocket; finished in black and manufactured from tough engineering plastic (PA6) to fit perfectly the underneath of the swingarm and add racing style.

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CBR1000RR-R SP





How the legend evolved

The original Fireblade - the brainchild of racer and engineer Baba San - was an exhilarating 125bhp motorcycle and weighed just 185 kg. It was a gamechanger. now it has evolved into a fire-breathing 214.6bhp machine that revs to an astonishing 14,500rpm. Now, check your pulse!

The flame that burns brightest is the will to challenge, and from that burning passion we created something quite extraordinary in 1992. Something that not only created a new sport bike category, but also changed sport motorcycles forever. now, in it's 30th Anniversary year, the very name 'Fireblade' still sets hearts racing.



Ride a piece of history

Turning heads for 30 years

Paying tribute to the bike that started it all, the very first Fireblade which was unleashed on an unsuspecting world back in 1992, the Fireblade SP 30th Anniversary paint scheme is a unique, and truly breath-taking, modern-day update on the white and blue 'Tiger Tricolour' design that turned so many heads all those years ago. And while the overall effect is a visual reminder of what made the original so different, all the details are present and correct, with an evocative blue rear seat, RR-R on the fairing sides and HONDA on the fairing lowers.

The motorcycle honoured to wear the 30th Anniversary paint is the Fireblade SP, the ultimate modern-day Fireblade complete with full Öhlins® S-EC suspension, Brembo® braking and standard-fit quick shifter.





Looking back to the future

In 1992 Honda changed super sports motorcycles forever

The original Fireblade was formed by a restless spirit that led it to question what was conceived as impossible by the rest. Believing that a bike could be incredibly powerful, yet fun to ride, the Fireblade was born. A first of its kind.

Celebrating a very special birthday for Honda, the Fireblade SP 30th Anniversary is the culmination of three decades of determination to be the very best. A limited edition, with laser-engraved serial number on the top yoke, it offers the opportunity to look back at a special time, while riding forward into the future.

There are many details to be found that make the Fireblade SP 30th Anniversary even more unique. First, on start-up, there's a 'Ring of Fire' screen animation as the display loads. And 30th Anniversary logos – on the fuel tank cover, Smart Key, and laser-engraved on the Akrapovič® muffler – place a subtle stamp of extra special and mark the Fireblade SP 30th Anniversary's own place in Honda history.



Sharp as ever

Taking the colours and graphics of the original **CB900RR Fireblade**, our **CBR1000RR-R Fireblade SP 30th Anniversary** pays homage to its unique heritage with a nostalgic nod to its sporting past.

THE PERSONAL TOUCH

The smart key fob ignites the fire, adding a very special touch, with the latest CBR Fireblade and 30th Anniversary logos.



LOUD AND CLEAR

Just to reaffirm its status as one of the finest motorcycles around, we have added another neat touch with a specially engraved Akropovič muffer.

IGNITION ON

When its time to go, the 30th anniversary Fireblade comes to life with a 'Ring of Fire' as the needle sweeps from left to right on the instrument panel.



BADGE OF HONOUR

A specially designed logo to commemorate 30 great years of outstanding performance on the track and road.



The thrill of the chase

Leathers, zipped. Helmet, snug. Gloves, tightly cuffed. The light's green and circuit open. Your Fireblade is eager, you can hear it in the aggressive bark of the Akrapovič® exhaust as you crack open the throttle. And so are you. For the unadulterated adrenaline rush that riding fast – the sort of fast that only happens linking apex-to-apex – brings. And with it the challenge to improve. Be faster.



1. Updated dohc inline four-cylinder engine

2022 updates include a 43-tooth rear sprocket alongside optimisation of airbox, inlet ports and exhaust. So, alongside huge peak power, there's now also extra low- to mid-range acceleration.

2. Titanium Akrapovič® muffler

Fed by a 4-2-1 exhaust redesigned in the mid-section, the titanium Akrapovič® muffler is extremely compact allowing huge right-side lean angles, with high-performance gas-flow.

3. Winglet structure for high-speed downforce

Winglet structures generate the same downforce as our 2018 MotoGP machine, to reduce front wheel lift under acceleration and increase stability on braking and corner entry.

4. HRC MotoGP RC213V-style ram air duct

The fairing's small frontal area also reduces drag and houses an HRC-designed ram air duct, which feeds pressurised air directly through the headstock to the airbox.

5. Öhlins® Smart Electronic Control (S-EC) suspension

Öhlins® S-EC offers incredible suspension reaction; The 43mm NPX USD forks and TTX36 rear shock have been developed for racing use to offer precise control, tyre feedback and grip.

6. Aluminium diamond-style frame

The rigidity balance of the aluminium diamond-style frame, plus weight distribution and steering geometry deliver precise, fast-steering handling ability.

7. Honda pro-link

Working through Pro-link, the Showa Balance Free Rear Cushion Lite (BFRC-Lite) shock offers full adjustability and, with an engine top mount, direct feel for rear tyre traction.





8. Brembo® brakes

Four-piston, radial-mount Stylema calipers deliver massive stopping power. They're operated by a Brembo® brake lever/master cylinder and matched with a Brembo® rear caliper.

9. Honda Electronic Steering Damper (HESD)

The 3-level Honda Electronic Steering Damper (HESD) is managed via input from the six-axis Inertial Measurement Unit (IMU) and maintains stability at high speed.

Specifications CBR Fireblade

	CBR1000RR-R SP	CBR1000RR-R
Engine		
Engine Type	Water-cooled, 4-stroke, DOHC, inline 4-cylinder	
Engine Displacement	1000cc	
Max Power	160kW/14,500 rpm	
Max Torque	112Nm/12,500 rpm	
Exhaust	Akrapovič®	
Fuel Consumption / CO ₂ emissions	6.6 l/100km / 153 g/km	
Chassis, Dimensions and Weight		
Dimensions	2,100 mm x 745 mm x 1,140 mm	
Seat Height	830 mm	
Wheelbase	1460 mm	
Kerb Weight	201 kg	
Wheels, Suspensions and Brakes		
Tyre Size Front	120/70-ZR17	
Tyre Size Rear	200/55-ZR17	
Suspension Front	Öhlins® NPX S-EC 43 mm telescopic fork with preload, compression and rebound adjustments.	SHOWA BPF 43 mm telescopic fork with preload, compression and rebound adjustment.
Suspension Rear	Öhlins® TTX36 S-EC Pro-Link swingarm with preload, compression and rebound damping.	SHOWA BFRC-Lite Pro-Link swingarm with 10-step preload, stepless compression and rebound damping adjustment.
Brakes Front	330 mm double disc with radial-mount Brembo® Stylema® 4-piston calipers	330 mm double disc with radial-mount Nissin 4-piston calipers
Brakes Rear	220 mm disc with Brembo® 2-piston caliper	
Colours		
	Grand Prix Red	Mat Pearl Morion Black
		
	Grand Prix Red	
		
	30 th Anniversary	
		

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Honda Motorcycles Europe App



The Power of Dreams



Enthusiast. Rider. Dreamer.

At Honda, we don't believe in taking the easy way out. Never settle. Never rest. That's what we believe in.

It's a philosophy that means we never feel like we are done. It's why we never stop questioning the limits of every Motorcycle. Why we never stop striving for success, pushing innovation, engineering and development to the very limit. And then doing it again. And again.

It's why we're constantly pioneering engineering firsts - like the inline 4 stroke engine, dual clutch transmission, or the motorcycle airbag. It's why we go beyond the existing, unafraid to challenge the status quo of the motorcycle market.

That's the restless spirit that drives us forwards and is passed on to every Honda rider, pushing them on to their next adventure. On to the joy of true freedom. On to the next big dream.

Because, after all, it's our dreams that move us.





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RIDE WITH STYLE Read the owner's manual thoroughly. Get to know your machine and its capabilities. Concentration assists anticipation. Observe other road users' movements. Brake in plenty of time. Always wear a helmet and quality kit, ride fit and NEVER after drinking alcohol. Good roadcraft and courtesy identify the skilled and stylish rider. Honda endorse the law that all helmet visors must comply with BS 4110. Visors that transmit less than 50% of visible light cannot legally be used on the road.

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friend or recycle me.

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BLUE SKIES FOR
OUR CHILDREN