

2002

FIREBLADE
PRESS INFORMATION

Introduction

The remarkable FireBlade debuted in 1992 like a crack of thunder, setting the Super Sport motorcycling world on fire with its unprecedented combination of compact size, light weight and blistering performance. Since that auspicious debut, its thunder has resounded through hills, valleys, roaring around the bends and shrieking down the highways in pursuit of the ultimate in riding exhilaration.

Now marking the beginning of its second decade with yet another remarkable surge in all the performance features that have made it the best-selling litre-class sport bike of all time, the FireBlade continues to adhere to its tried and true directives of 'Light Makes Right' and 'Total Control' with a heady combination of minimised size, weight and friction, and maximised efficiency, strength and operating ease to realise its fullest-ever performance potential.

While following essentially the same path of development, the new 6th generation FireBlade was specially designed to encourage its rider to work up an enjoyable sweat of sports riding exhilaration with a charge of 'Adrenaline Energy' that results from becoming one with the machine as the rider/FireBlade cuts along the curves of mountain roads and follows the undulations of the highway.

This concept of 'Adrenaline Energy' became the guiding theme of the new FireBlade's development, signifying a totality of riding satisfaction achieved with even more fun and excitement, and a wider, more comfortable margin of confidence and control. One look confirms that the new FireBlade is more sharply focused on the pinnacles of top performance. One ride confirms that it achieved everything it set out to do. The new FireBlade is lighter, more exciting and, amazingly, even easier to enjoy than ever before.

Development Concept

While featuring a sharp, new look that breaks with its own traditions, the new FireBlade shows the results of evolutionary improvements that have achieved an even more aggressive and responsive combination of light weight and slim proportions in its quest for the highest balance of performance and Total Control. A further refinement of the Year 2000 model, which was itself a major departure from what went before, the new 2002 FireBlade combines fundamental changes to its looks, engine and chassis that give it a more well-rounded sport bike feel that is user-friendly enough for anyone to enjoy. And like each preceding generation, its performance is even more aggressive and responsive than ever before, for those times when 'too much' is 'never enough.'

For its new 6th generation, the new FireBlade's targeted performance improvements included:

- A 3PS increase in power output to be achieved with:
- A 1mm increase in bore.
- A boost in compression from 11.3 to 11.5 : 1.
- Stronger low-to-midrange engine response.
- More torqueful performance throughout the powerband, with sharper power delivery all the way to the top.
- A 2kg reduction in weight resulting in a significant increase in power-to-weight ratio.
- Freer and lighter handling.

There may be bigger, stronger and faster sports bikes on the road. But while top terminal speed and max. power figures are important factors of performance, they aren't the only criteria for enjoying the ultimate Super Sport riding experience. One can't fully enjoy the ride if some minor discomfort or

operating quirk magnifies itself into a major distraction. The only true path to full riding enjoyment is the Total Balance of all performance factors, from the power of the engine to the responsiveness of the handling to the comfort of the seating position to, above all else, the confidence the machine inspires in every move it makes. Here is where the FireBlade has always excelled; providing brilliant performance mixed with the sort of comfortable control that makes it feel like an old, familiar friend just a few short twists and turns down the road; urging one on to greater riding exhilaration, but never beyond the reach of one's abilities. 'Adrenaline Energy'—this is the buzz that makes one feel the most alive, and this is what the new FireBlade was made for.

Colouring Concept

The new FireBlade's sleek and swift new bodywork is uniquely Honda in its every curve and corner. Emphasising this fact is a new 'Wing Mark' colour scheme that borrows heavily from Honda's latest Works racing machines and adapted by other models in Honda's Super Sport stable. Also, for the first time, one basic design will be used for both American and European versions of the FireBlade, unifying its image around the world. The design incorporates the dynamic lines of the Honda Wing Mark, which reach back across the sides of the fairing in bold strokes highlighted by a new FireBlade logo and 'RR' markings that will leave a lasting impression on all who see it. A 'CBR' logo takes prominent position on the sides of the FireBlade's new tail cowl.

The 'Blade's three colour variations will include a bold red and black that emphasises its family resemblance to the Superbike race machines championed by HRC on two continents. A deeply mysterious metallic blue on white expresses a mature sense of urban sports style, and a brilliant pearlescent yellow and blue give the new FireBlade a flash of modern excitement to match its breathtaking blast of performance.

Colours

- **Winning Red (with Black)**
- **Ross White (with Lapis Blue Metallic)**
- **Pearl Flash Yellow (with Lapis Blue Metallic)**

Styling

Retaining much of its distinctive identity, the new 2002 FireBlade takes on lighter and faster proportions than ever before with a look that cuts like a knife. In an impressive visual expression of Total Control, major changes include a lower, more sharply angled and more aggressively designed front cowl, and a lighter, slimmer seat cowl profile that opens up space above the rear tyre to convey a look of racer's agility. In fact, every piece of bodywork save the front fender is entirely new and sculpted for both speed and maximum visual impact.

The fairing's stunning new front cowl is angled farther down for a more compact and aggressive look of shark-like menace and blistering speed that accentuates the 'Blade's fighting spirit with the piercing stare of its new headlight. To the sides, newly designed single-piece side cowls replace the 2-piece panels of the current 'Blade for a lighter and crisper design, augmented by sharper angles used in the shapes of its vents and edges.

Even the shape of its fuel tank was changed for a more aggressive riding feel and an adrenaline rush of exhilaration with each and every ride. Blending in above the panels of the fairing, the fuel tank maintains much of its original lines, but has been reduced in size. Settling lower in the frame for more compact proportions that reduce both its height and length by 10mm, this new fuel tank helps move the rider closer to the steering head for more responsive control and greater manoeuvring freedom. While this reduction in the fuel tank's outer dimensions would normally result in a corresponding reduction in its capacity, the FireBlade's new fuel tank was expanded downward between the frame rails at its rear to not only make up the difference in effective volume, but also provide a small but significant contribution to enhanced mass centralisation. The fuel tank now also hugs the tops of the

frame rails more tightly at the back, its lines flowing smoothly into the seat for a cleaner, more precisely integrated look.

The 'Blade's slim, angular and lightweight new seat cowl now seems to hover high over the rear wheel, as emphasised by its new 'hugger' fender, which closely follows the curve of the rear tyre, giving a more open look to the space between wheel and seat. The seat's locking pillion pad pops open automatically on spring-loaded hinges with a turn of its easy-access key. Underneath resides a compact and convenient carrying space, with room reserved for carrying a U-lock and other daily necessities.

Lighting and Electronics

The FireBlade's narrow new three-eyed multi-reflector headlight accentuates the front cowl's look of menace with a single central low/high beam surrounded by two glaring high beams, for a triple-beam blaze of light that brilliantly illuminates the darkest nights.

Behind the front cowl, the layout of the FireBlade's slimmer and more compact analogue/digital instrument panel looks similar to the previous year, though size and weight have been significantly reduced. It features a large central dial gauge tachometer and a spacious digital LCD readout of speedometer, odometer, coolant temperature and clock, and LED indicators for low fuel and the 'Blade's thief-thwarting H.I.S.S. circuitry.

Fuel economy is important to all motorcycles, whether tourer, commuter or high-performance Super Sport blazer. Therefore, the new display features a new fuel consumption readout that continuously calculates mileage from the engine's current operating conditions for a thought-provoking reminder of how one's throttle control affects fuel consumption, and its cost.

The seat's light and slippery lines now terminate in a brilliant, new high-tech LED taillight that preserves the FireBlade's distinctive dual-light design while doing away with the bulky size of the bulbs it replaces. Indicators are also smaller and sleeker, with an angular design that emphasises the 'Blade's hard-edged sports bike image. Powering all this is a new, lighter and more compact ACG that delivers a strong and stable charge to the FireBlade's lighting and electronics.

Engine

Since its introduction in 1992, the FireBlade has been the standard of performance against all other sports bikes in its class have been measured. With its lightweight and compact inline-4 powerplant churning out a mind-blowing blast of power and acceleration, the FireBlade blazed the trail for the lightweight and powerful Super Sport machines that dominate roads today. And with each generation the FireBlade's engine takes another bold step on the road to sharp, responsive performance and Total Control like nothing else on the road.

To start, piston bore was increased by 1mm to 75mm for a 25cc boost in displacement to 954cm³, while all other dimensions were kept the same, including stroke and cylinder pitch, thus keeping major modifications to the cylinders and head to the barest minimum. However, even though the engine features a bigger bore—and its cylinders are closer together than ever before—the reciprocating weight of its pistons and wrist pins was incredibly reduced, thus eliminating the vibration and extra stresses that often come with this sort of increase in displacement. Both the crankshaft and cases were also reworked and refined with the assistance of computer-aided engineering (CAE) to further minimise friction and mass throughout the engine for optimised performance and response. And an oil spray directed toward the undersides of the pistons wicks away heat to ensure that these bigger and lighter new power pumps also run cooler.

On top of this, details such as the new neodium magnets in the starter motor help realise reduced size and lighter weight for a major contribution to the FireBlade's sharper overall performance.

Next-Generation Fuel Injection Control

To feed more fuel and air to the cylinders for response that's more finely tuned to the demands of the FireBlade's larger displacement engine, the fuel injector bodies were increased in diameter from 40mm to 42mm. Their new electronic fuel injectors feature smaller jet holes for finer atomisation, resulting in quicker, more efficient combustion throughout the powerband.

Incorporated into the aircleaner and exhaust system, the Honda Variable Intake/Exhaust Control System (H-VIX) continues to maintain optimal performance throughout the rev range by modulating the volume of air flowing into the aircleaner while its Honda Titanium Exhaust Valve (H-TEV) switches the exhaust configuration from 360-degrees to 180-degrees at higher engine speeds for a seemingly unending rush of explosive power.

The FireBlade's new 2nd Generation PGM-FI ECU features a larger memory and newly programmed control maps to achieve much faster processing speeds than the current black box it replaces, complementing the new injectors to realise more efficient throttle control and quicker, more accurate response. The net result of all these changes is a remarkable 3PS surge of stronger, more responsive power output that combines with the 'Blade's 2kg reduction in overall vehicle weight to realise a dynamic boost in its power-to-weight ratio for sharper acceleration and an eye-opening blast of riding fun.

New Titanium Exhaust

The FireBlade's remarkably lightweight, high-performance titanium exhaust system remains essentially the same as the current model, with the same H-TEV (Honda Titanium Exhaust Valve) working as part of the H-VIX (Honda Variable Intake/Exhaust Control System) to maintain the 'Blade's sharp performance throughout the rev range. The latest addition to this system

is an ultra-lightweight new titanium silencer with a brownish grey finish and milled aluminium end caps that emphasise its high performance with finely executed good looks. In its G-type configuration, the exhaust system also contains an inline catalyser element to minimise emissions of environment-harming exhaust gases.

Other New Features

The FireBlade's cooling system has also been improved to maintain its higher performance, with a wider radiator and modified internal cooling tracts combining to optimise cooling efficiency for more stable operation under the stresses of high-powered sports riding. And while its transmission's specifications remain essentially unchanged, detailed refinements to individual components result in a smoother, surer shift feel.

Chassis

The FireBlade has made a name for itself by delivering an uncompromising blend of power and performance that is still forgiving enough to allow a broad range of riders to enjoy its charms to the fullest. And while its lightweight and powerful engine has always played a central role in the FireBlade's recipe for top performance, its chassis really brings all those fiery ingredients to a full boil.

The new FireBlade's chassis further builds on the lightweight and rigid dual-spar aluminium frame that has firmly established it as the leading avatar of the 'Less Is More' approach to top performance. Although its basic concept and construction remain close to the fundamentals of the current model, detailed improvements to its design and execution add up to a major advance in the 'Blade's overall handling and performance.

First on the new menu were careful modifications to the steering head casting's balance of thickness to achieve significant improvements in its torsional rigidity. Lighter, newly designed rear castings feature repositioned frame rail mounts for the 'Blade's new, slimmer seat rail, emphasising its sharper performance with a slimmer, lighter look.

New Rear Damper Mounting

The rear damper's upper mount has also been completely redesigned, dropping the pin-through-end-collar mount found in most conventional designs in favour of a new 'bolt-in' design that fits the entire upper body of the damper into a large new hole in the frame's rear casting, and secures it with a pair of adjustable sleeves that make it possible to adjust the ride height without further affecting the suspension's travel and other settings.

New 'Works' Swingarm

Perhaps the most impressive change to the FireBlade's chassis and suspension is its monstrous new swingarm. Based HRC's latest Works racing technology, this new arm featuring a gigantic new box-like right-side pressed forging coupled to a new Yagura-reinforced left-side extrusion. Designed to stand up to racing stresses through the extra rigidity of its massive shape, this astounding new swingarm's thinner walls amazingly achieve a 300g lighter weight than the 'smaller' swingarm it replaces.

As noted above, the swingarm's Pro-Link suspension has also received some major modifications in regards to its damper's upper mount, while the casting reaching under the swingarm pivot in its unique 'Semi-Pivotless' design has been further refined with differing casting thicknesses for enhanced torsional rigidity.

Even the FireBlade's wheels have been modified for lighter weight, with more compact hubs combining with new holes in both the hubs and the narrower hollow-section spokes to trim off nearly 300 additional grams of unsprung weight while joining the lighter swingarm to make a major contribution to the FireBlade's superb mass centralisation and more agile and responsive handling and control. These wheel modifications also serve to introduce a slight amount of lateral spring that exerts a more reassuring feeling resilience and grip on the 'Blade's handling in the corners.

Left virtually unchanged are the FireBlade's high-performance inverted front fork, which received only minor setting modifications, and its superb 4-piston calliper front and dual-piston calliper rear disc brakes, which stop the same lightweight, large-diameter rotors between their proven sintered metal pads.

Equipment

Honda Ignition Security System (H.I.S.S.)

Honda's latest anti-theft system features a fail-safe electronic interlock that prevents the engine from being started by any other than the motorcycle's two original keys. Since H.I.S.S. disables the motorcycle at the heart of its ignition system, it cannot be bypassed by either hot-wiring the ignition or exchanging the ignition switch module, thus effectively deterring joyriders and reducing the possibility of ride-away theft.

Like the CBR1100XX Super BlackBird, this system also features a blinking red LED built into the instrument panel that visually warns off potential thieves by blinking constantly for a period of 24 hours, then switches off while the system itself remains fully active and alert. A large, diamond-shaped H.I.S.S. sticker on the top of the fuel tank also clearly indicates the presence of this highly effective security system.

Optional Equipment

The FireBlade will also be released with an assortment of optional parts that have been specially designed and produced by Honda Access Corporation to improve upon aspects of its overall performance. These include:

- A taller windscreen for bigger riders and more comfortable high-speed touring.
- A replacement rear seat cowl assembly that installs in place of the pillion seat pad to give the 'Blade a more focused look of sharp, aggressive performance while still providing easy access to the carrying space underneath.
- A motion- and vibration-sensitive alarm system that emits a piercing wail if tampering is detected.

Specifications

FIREBLADE (ED-type)

Engine	Liquid-cooled 4-stroke 16-valve DOHC inline-4
Bore × Stroke	75 × 54mm
Displacement	954cm ³
Compression Ratio	11.5 : 1
Carburation	Electronic fuel injection
Max. Power Output	111kW/11,250min ⁻¹ (95/1/EC)
Max. Torque	105Nm/9,500min ⁻¹ (95/1/EC)
Ignition	Computer-controlled digital transistorised with electronic advance
Starter	Electric
Transmission	6-speed
Final Drive	'O'-ring sealed chain
Dimensions (L×W×H)	2,065 × 680 × 1,125mm
Wheelbase	1,400mm
Seat Height	815mm
Ground Clearance	130mm
Fuel Capacity	18 litres (including 3.5-litre warning light reserve)
Wheels	Front 17 × MT3.50 hollow-section triple-spoke cast aluminium Rear 17 × MT6.00 hollow-section triple-spoke cast aluminium
Tyres	Front 120/70-ZR17 Rear 190/50-ZR17
Suspension	Front 43mm inverted H.M.A.S. cartridge-type telescopic fork with stepless preload, compression and rebound adjustment, 120mm axle travel Rear Pro-Link with gas-charged H.M.A.S. damper featuring 13-step preload and stepless compression and rebound damping adjustment, 135mm axle travel
Brakes	Front 330 × 4.5mm dual disc with 4-piston callipers and sintered metal pads Rear 220 × 5mm single-piston calliper disc with sintered metal pads
Dry Weight	168kg

All specifications are provisional and subject to change without notice.