

# 2004 CBR600RR PRESS INFORMATION

Looks don't deceive. The fantastic CBR600RR is a direct bloodline descendant of Honda's history-making MotoGP world champion race machine, the astounding RC211V, as piloted by Valentino Rossi and other leaders of the pack. No mere styling exercise, the 600RR incorporates many of the cutting-edge technologies that have made the RCV the fastest and most domineering machine on the circuit. From its hollow Fine Die Cast aluminium frame to its mass-centralised fuel tank and innovative Unit Pro-Link rear suspension system to its innovative Dual Sequential fuel injection system, the CBR600RR incorporates motorcycling's most advanced performance technologies in a fast and incomparably agile riding machine that takes the Supersport riding experience to the next level of exhilarating achievement. Throw a leg over, wind it up the road and feel that RCV DNA ooze into your pores as you experience the thrill of leaning harder and running faster than you've ever run before. The CBR600RR... ride with it, or get left behind.

## **Colours**

- Italian Red (with Matte Moonstone Silver Metallic)
- Black (with Matte Moonstone Silver Metallic)
- Candy Tahitian Blue (with Matte Moonstone Silver Metallic)

## **New Features**

- New colours variation.

**Specifications****CBR600RR (ED-type)****Engine**

Type	Liquid-cooled 4-stroke 16-valve DOHC inline-4
Displacement	599cm <sup>3</sup>
Bore × Stroke	67 x 42.5mm
Compression Ratio	12 : 1
Max. Power Output	86kW/13,000min <sup>-1</sup> (95/1/EC)
Max. Torque	66Nm/11,000min <sup>-1</sup> (95/1/EC)
Idling Speed	1,300min <sup>-1</sup>
Oil Capacity	3.5 litres

**Fuel System**

Carburation	PGM-DSFI electronic fuel injection
Throttle Bore	40mm
Aircleaner	Dry, cartridge-type paper filter
Fuel Tank Capacity	18 litres (including 3.5-litre warning light reserve)

**Electrical System**

Ignition System	Computer-controlled digital transistorised with electronic advance
Ignition Timing	Independent 4-cylinder 3D-mapped computer control
Sparkplug Type	IMR9C-9H (NGK); VUH27D (ND)
Starter	Electric
Battery Capacity	12V/8.6AH
ACG Output	333W
Headlight	12V 55W x 1 (low) / 55W x 1 (high)

**Drivetrain**

Clutch	Wet, multiplate with coil springs
Clutch Operation	Mechanical; cable-actuated
Transmission Type	6-speed
Primary Reduction	2.111 (76/36)
Gear Ratios	1 2.666 (32/12)
	2 1.937 (31/16)
	3 1.661 (29/18)
	4 1.409 (31/22)
	5 1.285 (27/21)
	6 1.666 (28/24)
Final Reduction	2.625 (42/16)

Final Drive O-ring sealed chain

### **Frame**

Type Diamond; Fine Die-Cast aluminium

### **Chassis**

Dimensions (LxWxH) 2,010 x 695 x 1,115mm

Wheelbase 1,395mm

Caster Angle 66°

Trail 95mm

Turning Radius 3.2m

Seat Height 820mm

Ground Clearance 130mm

Dry Weight 169kg (G-type: 170kg)

Kerb Weight 197kg (F: 101kg; R: 96kg)

Maximum Carrying Capacity 181kg

Loaded Weight 378kg (F: 143kg; R: 235kg)

### **Suspension**

Type Front 45mm fully adjustable HMAS cartridge-type telescopic fork,  
120mm axle travel

Rear Unit Pro-Link with gas-charged remote reservoir damper,  
adjustable spring preload and compression and rebound  
damping, 120mm axle travel

### **Wheels**

Type Hollow-section triple-spoke cast aluminium

Rim Size Front 17 x MT3.50

Rear 17 x MT5.50

Tyre Size Front 120/70 ZR17 (58W)

Rear 180/55 ZR17 (73W)

Tyre Pressure Front 250kPa

Rear 290kPa

### **Brakes**

Type Front 310mm dual hydraulic disc with 4-piston callipers, floating  
rotors and sintered metal pads

Rear 220mm hydraulic disc with single-piston calliper and sintered  
metal pads

All specifications are provisional and subject to change without notice.