

2004 VTR1000 SP-2 PRESS INFORMATION

Built with a strict focus on top performance, the VTR1000 SP-2 is, by design, a street-legal race machine equipped with many of the technological advancements seen on Honda's 2002 Superbike champion. Styled for speed, with low-drag aerodynamics its main priority, the SP-2's rigid twin-spar aluminium frame is coupled to a massive yet ultra-light aluminium composite swingarm that was developed with HRC for its Works race machines. Powered by a blitzing 1000cc fuel-injected V-twin engine that instantly responds to throttle inputs with a breathtaking rush of acceleration from anywhere in its wide powerband, the SP-2's swift and aggressive handling provides an always exhilarating rush of high-performance riding enjoyment on any road that begs to be travelled fast. However, all this race-honed technology doesn't make the SP-2 a high-strung and unmanageable beast. It still retains easy riding manners and a comfortably accommodating disposition for all the roads you have to travel to get to your favourite fun zones... and back again. For the best of street and track, look no further than the VTR1000 SP-2.

Colours

- Black (with Force Silver Metallic)

New Features

- PGM-FI fuel injection and ignition timing modifications combine with a new heat tube-equipped exhaust system to ensure easy compliance with EURO-2 emissions regulations, yet with no noticeable adverse affects on performance.
- New dial-type 5-position adjustable clutch lever.
- New brushed aluminium plate laminated to face of instrument panel for a more rugged and high-quality look.
- New straight 'Honda' markings on engine sidecovers replace current curved design.
- New colours and stripes.

Specifications**VTR1000 SP-2 (ED-type)****Engine**

Type	Liquid-cooled 4-stroke 8-valve DOHC 90° V-twin
Displacement	999cm ³
Bore × Stroke	100 x 63.6mm
Compression Ratio	10.8 : 1
Max. Power Output	99kW/10,000min ⁻¹ (95/1/EC)
Max. Torque	102Nm/8,000min ⁻¹ (95/1/EC)
Idling Speed	1,300min ⁻¹
Oil Capacity	4.3 litres

Fuel System

Carburation	PGM-FI electronic fuel injection
Throttle Bore	62mm
Aircleaner	Dry, cartridge-type paper filter
Fuel Tank Capacity	18 litres (including 2.5-litre warning light reserve)

Electrical System

Ignition System	Computer-controlled digital transistorised with electronic advance
Ignition Timing	15° BTDC (idle)
Sparkplug Type	IFR9H-11 (NGK); VK27PRZ (ND)
Starter	Electric
Battery Capacity	12V/10AH
ACG Output	329W
Headlights	12V 55W x 1 (low) / 55W x 1 (high)

Drivetrain

Clutch	Wet, multiplate with coil springs
Clutch Operation	Hydraulic
Transmission Type	6-speed
Primary Reduction	1.700 (68/40)
Gear Ratios	1 2.461 (32/13)
	2 1.812 (29/16)
	3 1.428 (30/21)
	4 1.240 (31/25)
	5 1.080 (27/25)
	6 0.962 (25/26)

Final Reduction 2.500 (40/16)
Final Drive O-ring sealed chain

Frame

Type Diamond; triple-box-section aluminium twin-spar

Chassis

Dimensions (LxWxH) 2,040 x 725 x 1,145mm
Wheelbase 1,420mm
Caster Angle 23° 30'
Trail 95mm
Turning Radius 3.3m
Seat Height 825mm
Ground Clearance 140mm
Dry Weight 194kg
Kerb Weight 218kg (F: 108kg; R: 110kg)
Max. Carrying Capacity 180kg
Loaded Weight 398kg (F: 147kg; R: 251kg)

Suspension

Type Front 43mm inverted cartridge-type fork with adjustable spring preload, and compression and rebound damping, 130mm axle travel
Rear Pro-Link with gas-charged integrated remote reservoir damper offering adjustable preload, and compression and rebound damping, 126mm axle travel

Wheels

Type V-section 5-spoke cast aluminium
Rim Size Front 17 x MT3.50
Rear 17 x MT6.00
Tyre Size Front 120/70 ZR17M/C (58W)
Rear 190/50 ZR17M/C (73W)
Tyre Pressure Front 250kPa
Rear 290kPa

Brakes

Type	Front 320 x 5mm dual hydraulic disc with 4-piston callipers, floating rotors and sintered metal pads
	Rear 220 x 5mm hydraulic disc with single-piston calliper and sintered metal pads

All specifications are provisional and subject to change without notice.