

2007 VTR1000 SP-2 PRESS INFORMATION

Ever wondered what it must be like to ride a real racer on the street? The VTR1000 SP-2 gives you that experience in short order. Essentially a street-legal racing machine equipped with many of the technological advances seen on Honda's earlier Superbike champion, the SP-2's sharp focus on top performance and total riding control delivers race-ready excitement all day long. The heart of this noble beast is a blistering 1,000cc fuel-injected V-twin engine that instantly responds to throttle inputs with a breathtaking rush of acceleration from anywhere in its wide powerband. Its strong and lightweight twin-spar aluminium frame and massive aluminium composite swingarm combine with fully adjustable suspension components to assure aggressive handling that gives you a high-performance rush of exhilaration on any road that begs to be ridden fast. Yet, its accommodating disposition and easy manners make the VTR1000 SP-2 a remarkably well-sorted street machine for the ultimate fusion of street and track riding excitement.

Colours

- **Graphite Black (with Heavy Grey Metallic)**

Specifications VTR1000 SP-2 ED-type

Engine

Type	Liquid-cooled 4-stroke 8-valve DOHC 90° V-twin
Displacement	999cm ³
Bore x 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
Airecleaner	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) ~ 38° BTDC (10,000min ⁻¹)
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	6-speed
Primary Reduction	1.700 (68/40)
Gear Ratio	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
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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	Front	V-section 5-spoke cast aluminium
	Rear	V-section 5-spoke cast aluminium
Rim Size	Front	17M/C x MT3.5
	Rear	17M/C x MT6
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.