

HONDA

Press Information

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2018 HONDA CB1000R



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1. Introduction

Motorcycling has seen many shifts in riders' expectations of their bikes – what they do, how they look and how they make them feel – over the last decade. And Honda has never been afraid to apply its technology, engineering and imagination to create motorcycles that inhabit new spaces in the marketplace.

The new CB1000R is one such project.

The 2018 CB1000R stands out from the crowd by moving away from the standard super sports-derived big naked formula to create a motorcycle that melds exhilarating function to a form that offers a radically fresh, visually stunning two-wheeled aesthetic. It's a motorcycle that looks, feels and performs very differently from what's gone before.

In creating this new identity, Honda's development engineers have re-assessed the hard-core Sport Naked-Streetfighter underpinnings of the existing CB1000R, elevated its performance parameters *and* added the unexpected. Steered by retro- industrial minimalism, they have stripped everything back, moved away from 'RR' inspiration and instead used a host of textured metal finishes and an ultra-minimalist look under the design theme of '*Neo Sports Café*'. The result is a machine with a unique identity, a fusion of Sport Naked and bare-boned Café Racer inspirations.

Freshly conceived from the wheels-up, the CB1000R has been designed to be exciting to ride – and fully capable of chasing much more focused machinery down on a twisting back road – while instilling an innate pride of ownership. Whichever way it's approached – aesthetics, emotions, performance, technology – the new CB1000R is a hard motorcycle to ignore.

Mr S. Uchida, Large Project Leader (LPL) 18YM CB1000R

"As Honda, our intention is always to look to the future and to be ready to lead. Hence, as the Naked sector's requirements mature, we knew that we had to go much further than giving the new CB1000R a boost in real world performance. Customer expectation and interests are about much more than just 'how fast?'. We wanted to build in not only exhilaration and emotion to each experience of the CB1000R, but also real pleasure in owning, and showing off, such an individual machine. So we travelled in a new direction and are very proud of the result – both when out on the road and when admiring it in the garage!"

2. Model Overview

The 2018 CB1000R elegantly combines more with less. It gives its rider a huge amount of usable engine performance, with the control of a cutting edge Supersports machine, while the innovative, minimalist styling injects it with a whole new attitude.

Its four-cylinder engine has been tuned to make 16% more peak power at just over 10,000rpm and 5% more torque right through the mid-range, where it's most useful – and most fun. It is also 4% shorter geared, to extract even faster acceleration from the power-up. In fact through the first 3 gears, up to 130km/h the CB1000R rides harder than the CBR1000RR. An assist/slipper clutch adds control.

With the increase in output comes Throttle By Wire (TBW) with 3 preset riding modes plus a USER setting. Power (P), Engine Brake (EB) and Honda Selectable Torque Control (HSTC) work together across the presets to offer optimum benefit to the rider dependent on conditions. The exhaust transmits a raw-edged howl as revs rise.

The 2018 CB1000R is 12kg lighter than the outgoing design, making for a 20% improvement in power to weight ratio. It's also smaller, yet has a more relaxed riding position. And supporting the radical new look is a box section mono backbone steel frame, with Showa Separate Function Fr Fork Big Piston (SFF-BP) USD suspension up front and a Showa monoshock at the rear. Radial-mount front brakes, ABS and a 190-section rear tyre complete the chassis' upgrade.

3. Key Features

3.1 Styling & Chassis

- ***Neo Sports Café minimalist design shows off the metal***
- ***Ultra-compact, trapezoid silhouette***
- ***Brand new lightweight mono-backbone steel frame***
- ***Adjustable Showa front and rear suspension***
- ***Dual front radial-mount four-piston calipers***
- ***A 'CB1000R+' will version also be available with pre-fit premium accessories and quickshifter.***

The 2018 CB1000R's styling takes a bold – and distinct – new direction that deliberately

marks it out of the Naked bike mainstream. Every aesthetic detail of the CB1000R has been finessed, and the overall design, its style and powerful stance, merge retro minimalism with the elevated performance package of the engine and chassis.

Its proportions are now much more compact, with a trapezoid silhouette. The overhang of the distinctly-styled round headlight is 90mm shorter and the swingarm-mounted rear numberplate/mudguard unit (a first for Honda) allows for an extremely short, sculpted aluminium tail unit incorporating neat under-slung pillion hand holds.

Conspicuous by its absence is plastic – there are only 6 exterior parts constructed from that material, the largest being the svelte front mudguard. By contrast, what really makes its presence felt is the use of premium metal finishes throughout the machine, drawing on the long, café racer tradition: parts such as the burnished aluminium radiator shroud and airbox cover, the machined engine cases, cylinder head and sprocket hub, and the lustrously painted flangeless steel fuel tank.

All lighting is LED and the thin round headlight (with its metal-tone painted rim) employs a horseshoe-shaped light ring as well as distinctive two-bar light signature. The rear light is also a semicircular light bar that fills in solid when the brakes are applied. The T-shaped instrument panel – finished in the same metal-tone paint as the headlight rim – integrates into the top yoke, minimising bulk and the ignition switch is positioned at the front of the fuel tank.

The CB1000R has a new a mono-backbone steel frame. It uses split-tightening aluminium pivot plates – which save 2.5 kilograms - to grip the signature single-sided swingarm, which is 14.7mm shorter at 574.2mm.

Rake is set at 25° with trail of 100mm. Wheelbase is 10mm longer at 1455mm with wet weight of 212kg – 12kg lighter than the outgoing model. Weight bias is 48.5%/ 51.5% front/rear. Helping the CB1000R's side-to-side agility, the crank centre height is 5mm higher.

The rider triangle is relaxed, with a 'natural crouch' afforded by the 12mm wider tapered aluminium handlebars sited 13mm higher than the previous design, matched to a seat height 5mm taller at 830mm. The flangeless fuel tank too is broad-shouldered but heavily cut-away to allow plenty of knee room.

The adjustable front fork is a Showa Separate Function Fr Fork Big Piston unit (SFF-BP). It contains all the damping function in one leg, reducing weight, while delivering compliance,

comfort and control across a broad range of riding conditions. The Showa rear shock adjusts for spring preload, compression and rebound damping.

Up front dual radial-mount four-piston front calipers bite 310mm floating discs, matched to a twin-piston caliper and 256mm rear, and 2-channel ABS. A 190/55 ZR17 rear tyre sits on a 6.0-inch rim, replacing the 180/55 ZR17. The front tyre remains a 120/70 ZR17.

A 'CB1000R+' version will also be available, with even greater aspirational appeal. It comes with quickshifter, heated grips and a range of premium accessories that flesh out the CB1000R's styling: metallic meter visor and seat cowl, front fender panel, hugger panel and radiator grill

3.2 Engine

- ***CBR1000RR derived four-cylinder engine re-tuned for 15kW power up***
- ***Strong torque and response in the mid-range***
- ***Throttle By Wire brings with it 3 rider modes***
- ***Three levels of Power, Engine Brake and Honda Selectable Torque Control***
- ***4-2-1 exhaust saves weight and emits a raw-edged howl***
- ***Assist/slipper clutch fitted as standard***

The 2018 CB1000R's 998cc DOHC four-cylinder engine – which shares its architecture and layout with the CBR1000RR Fireblade – has been re-worked to provide a healthy increase in both power and torque: 107 kW @ 10,500rpm and 104Nm @ 8,250 rpm compared to the outgoing model's 92 kW@ 10,000rpm and 99Nm @ 7,750rpm. Bore and stroke remain 75mm x 56.5 mm but compression ratio is up 0.4 to 11.6:1 and the pistons are now forged (rather than cast) like the CBR1000RR SP.

The engine has also been tuned to deliver its torque with strong character especially in the 6-8,000rpm range, where it bulges significantly, generating an exciting and engaging riding experience. It's also a useful aid for rapid roll-on acceleration in real-world overtaking conditions. The redline begins at 11,500rpm and the rev-limiter cuts in at 12,000rpm.

Development concentrated on improving gas flow into, through and out of the cylinder head. Valve lift is higher with inlet at 8.5mm and exhaust 8.1mm (as opposed to 7.9/7.8mm). A 44mm diameter throttle body (up 8mm) feeds larger diameter inlet ports; the shape of the combustion chambers is also revised. The airbox, ducting and air filter are also brand new and present a much more simplified and smoother route for airflow

into the engine, reducing pressure loss all the way from the outer ducts to the throttle body.

Allied to the boost in outright performance numbers is an important 4% reduction in gear ratios, which greatly improves acceleration through the gears between 30-130km/h. The new assist/slipper clutch is lighter at the lever and helps manage hard downshifts.

A new exhaust also adds to the CB1000R's mid-range muscle and weight reduction. It's a 4-2-1 design, feeding via 4 short catalysers into a main chamber, which then feeds a dual chamber muffler. A link pipe joins the 2 main pipes just before the catalysers, boosting torque from 5,000rpm up. At 11.2kg it's 4.5kg lighter. The exhaust note has been tuned internally, meaning that as the revs rise past 5,500rpm it takes on a significantly deeper, more raw tone.

Throttle By Wire (TBW) has also been added. This allows the rider maximum control over what is a powerful engine wrapped in minimalist motorcycle, via 3 preset riding modes plus 1 USER mode (selected from a switch on the left handlebar).

There are three levels of Engine Power (P), Engine Brake (EB) and Honda Selectable Torque Control (HSTC) available; HSTC can also be switched off.

Three riding modes offer different combinations of each parameter.

RAIN mode employs the lowest Power setting, medium amount of EB and high HSTC. The lower levels of power and torque are focused on the first 3 gears.

STANDARD mode uses the middle setting for Power, HSTC and EB. It knocks a little output out of first and second gear, and uses a power curve that sits just below that of SPORT mode, with reduced torque at partial throttle openings. It also allows for small rear wheel slides and the front wheel leaving the ground.

SPORT uses high Power and lowest levels of EB and HSTC to deliver 100% power through all six gears, maximum torque at all throttle positions and minor intervention from HSTC.

The USER mode allows the rider to choose between the 3 settings for each parameter and save the setting for future use.

Other information available to the rider is a shift-up indicator on the top right corner of the

dash, which either flashes white with increasing frequency as rpm passes the preset value or goes yellow-amber-pink as a visual guide to change up. Further functionality options in that space are an ECO riding indicator, gear position indicator and riding mode indicator.

The new engine out performs its predecessor in fuel efficiency, returning 17.2km/L rather than 16.9km/L (WMTC mode). -

4. Accessories and 'CB1000R+'

A range of Genuine Honda Accessories are ready to customise the 2018 CB1000R. They include:

Quick Shifter

Heated Grips

ACC socket

Instrument Visor

Seat Cowl

Aluminium front Mudguard Panel

Aluminium rear Hugger

Alcantera rider and pillion Seat

Wheel rim Decal

Engine Case Protector

Tank Pad

Tank Bag & ATT

Rear Seat Bag & ATT

A 'CB1000R+' version will also be available with a wide range of 'factory-fit' accessories including heated grips, aluminium front fender panels, aluminium rear hugger panels, flyscreen with aluminium inserts, single seat cowl with aluminium inserts, radiator grille, with CB1000R logo, and quickshifter.

5. Technical Specifications

ENGINE	
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Type	Liquid-cooled DOHC In-line 4 cylinder
Valves per cylinder	4
Engine Displacement (cm ³)	998cc
Bore and Stroke (mm)	75mm x 56.5mm
Compression Ratio	11.6:1
Max. Power Output	107kW @ 10,500rpm
Max. Torque	104Nm @ 8,250rpm
FUEL SYSTEM	
Carburation	PGM-FI
Fuel Tank Capacity	16.2 litres
Fuel Consumption	17.2km/litre
ELECTRICAL SYSTEM	
Starter	Electric
Battery Capacity	12V/8.6AH
DRIVETRAIN	
Clutch Type	Wet, multiplate clutch
Transmission Type	6-speed
Final Drive	Chain
FRAME	
Type	Steel mono backbone
CHASSIS	
Dimensions (LxWxH)	2120mm x 789mm x 1090mm
Wheelbase	1455mm
Caster Angle	25 degrees
Trail	100mm
Seat Height	830mm

Ground Clearance	135mm
Kerb Weight	212kg
SUSPENSION	
Type Front	Showa SFF-BP USD fork
Type Rear	Pressurised Separation Type
WHEELS	
Rim Size Front	Cast aluminium
Rim Size Rear	Cast aluminium
Tyres Front	120/70 ZR17
Tyres Rear	190/55 ZR17
BRAKES	
ABS System Type	2 channel
Front	310mm double disc
Rear	256mm single disc
INSTRUMENTS & ELECTRICS	
Instruments	LCD
Headlight	LED
Taillight	LED

All specifications are provisional and subject to change without notice

** Please note that the figures provided are results obtained by Honda under standardised testing conditions prescribed by WMTC. Tests are conducted on a rolling road using a standard version of the vehicle with only one rider and no additional optional equipment. Actual fuel consumption may vary depending on how you ride, how you maintain your vehicle, weather, road conditions, tire pressure, installation of accessories, cargo, rider and passenger weight, and other factors.