

News Release



Thursday 11th June, 2015

11:00 CET

Honda to Launch RC213V-S by Turning RC213V Competing in MotoGP Races into a Model for Public Road Riding

The RC213V is a machine exclusively for racing that has won consecutive championships in the MotoGP class of the FIM Road Racing World Championship Grand Prix (hereinafter called "MotoGP") in 2013 and 2014. Honda has made changes to some of the specifications of the RC213V, and will now introduce this as the RC213V-S. It is possible to ride the RC213V-S on public roads, and Honda will start accepting order entry for this new model on July 13, 2015.

In 1954, Honda declared its intention of participating in the Isle of Man TT races, which were a part of the Road Racing World Championship Grand Prix at the time. Honda developed its own racing vehicles and in 1959, five years after the declaration, started competing in the Isle of Man TT races. In 1961, Honda successfully won the TT race championships in the two classes it entered. The total number of cumulative racing victories for Honda reached an unprecedented 600 wins in 2005, which rose to a cumulative 695 victories as of June 11, 2015. Since the Isle of Man TT races, Honda has positioned its racing activities in a wide variety of races as its "laboratory on wheels," and has incorporated the feedback from the wide-ranging technologies developed for competition in these races into its commercially available production models, relying on these technologies as a way to help maintain and evolve the excellent performance and reliability of Honda motorcycles.

The new RC213V-S is not merely the result of a feedback of technologies created by Honda through its competition in races into a commercially available model, but rather represents a wholly new endeavor to make it possible for a machine developed for competition in MotoGP races to run on public roads. To win in the world championship races, it is necessary to enter a machine that runs the fastest in the world, but in Honda's view, the rider needs to maneuver the machine well, and so Honda sees ease of use as the means necessary for winning races. In other words, Honda has a principle that the fastest machine in the world is also the machine that is the easiest to maneuver in the world. Ever since competing in the Isle of Man TT races, Honda has consistently developed machines exclusively for racing toward the goal of creating the world's easiest machine to maneuver based on this Honda principle, racking up victory after victory in races along the way.

The RC213V-S has been developed according to this Honda principle, making it possible for the RC213V, which has won MotoGP championships for two seasons in a row in 2013 and 2014, to run on public roads. The RC213V-S has inherited the specifications of the RC213V to thoroughly ensure mass concentration and reduced friction, as well as all key aspects in manufacturing that set the RC213V apart as a MotoGP machine from ordinary mass production models, with overwhelming differences which involve light weight and precise machining of the components, plus superior expert skills required in manufacturing. In addition, the RC213V-S is equipped with control technologies used on the RC213V. The RC213V consists only of the necessary parts for winning races, based on the idea of changing specifications as necessary according to the rider and course. To achieve the specifications that make the RC213V-S eligible to run on public roads, the minimal amount of necessary changes and additions has been made compared to the RC213V.

For the RC213V-S, a machine for public roads, the regions with sales planned are Europe, the U.S., Australia and Japan. The manufacturer's recommended prices are set at €188,000 in Europe (tax-inclusive) (Germany *1), ¥21,900,000 (tax inclusive) in Japan, A\$244,000 (tax inclusive) in Australia, and US\$184,000 in the U.S.

*A kit exclusive for use on closed circuits is offered as an option. (This kit is not available in the U.S.)

For purchase of an RC213V-S, applications for order entry will be accepted around the world starting 0:00 (CET) on July 13, through the order entry form on the exclusive website (www.rc213v-s.com).

*1: Selling price in Europe here means the selling price in Germany. Selling prices in Europe vary by country. (Details will be posted in the order entry form on the exclusive website.)

Characteristics of the RC213V-S

As the purpose of development of the RS213V-S, rather than trying to replicate the dynamic performance of the RC213V, the focus of the development approach was on recreating as much as possible the complete vehicle packaging of the RC213V and its riding feel. To enable riding in speed ranges that approach the world of the RC213V, an optional sports kit is available exclusively for riding only on closed courses such as racing circuits.

In this way, the RC213V-S makes it possible to experience the riding feel of the RC213V on public roads, while also enabling riding at a higher level on closed circuits.

The RC213V consists only of the necessary parts for winning races, based on the idea of changing specifications according to the rider and course. But given the premise of riding on public roads for the RC213V-S, minimum possible changes and additions have been made to the RC213V as requirements for running on public roads, while inheriting all other elements of the RC213V.

■ Main changes and additions to the RC213V-S in comparison with the RC213V

[Changes made for maintenance aspects]

- While inheriting the camshaft gear train structure, a switch was made for the pneumatic valve to a coil spring system.
- The seamless transmission was changed to a conventional system.
- * For the changes above, the same specifications as those for the RCV1000R, an open category racing machine sold on the market, were adopted.

[Additions made for riding on ordinary public roads]

- Headlight
- Taillight
- License plate lamps
- · Front and rear turn signals
- Right and left rearview mirrors
- Speedometer
- Muffler with a catalyst
- License plate holders
- Horn
- Honda Smart Key
- Self starter
- Side stand, etc.

[Changes made for riding on ordinary public roads]

- Steering angle: 15 degrees → 26 degrees
- Tires: RS10 made by Bridgestone Corporation
- Front brake disc: Made of stainless steel, manufactured by Yutaka Giken Co., Ltd.
- Brake pad: Made by Brembo S.p.A.

■ Spec. comparison between RC213V-S and RC213V (spec. for Europe: All values are reference values.)

Model name		RC213V	RC213V-S	RC213V-S (with kit)	
Overall length (mm)		2,052	2100	[2100]	
Overall width (n		645	790	770	
Overall height (mm)		1,110	1120	[1120]	
Wheelbase (m	•	1,435 1465		[1465]	
Minimum ground clear		115	120	[120]	
Seat height (m		-	830	[830]	
Vehicle weight	,	Over 158 (after racing)	170 (dry)	160 (dry)	
Maximum number of	of riders	1 person	1 person	1 person	
Minimum turning rad	-	- 3.7		6.4	
		Liquid-cooled 4-stroke,	Liquid-cooled 4-stroke,	Liquid-cooled 4-stroke,	
Engine type	1	DOHC 4-valve V4			
Total displacement	t (cm ³)	999	999	999	
Bore × Stroke (r		-	81.0 × 48.5	81.0 × 48.5	
Compression ra	atio	-	13.0	13.0	
Maximum output (kW	[PS]/rpm)	Over 175kW	117[159]/11000	Over 158[215]/13000	
Maximum torque (N⋅m[-	102[10.4]/10500	Over 118[12.1]/10500	
			PGM-FI (Programmed fuel	PGM-FI (Programmed	
Fuel supply		-	injection system)	fuel injection system)	
Starter		- Self		Self	
lauritia a			Full transistor, battery	Full transistor, battery	
Ignition		-	ignition	ignition	
Fuel tank capacit	ty (L)	20	16.3	16.3	
Clutch		-	Dry multi-plate, coil sring	Dry multi-plate, coil spring	
Transmission			Constant mesh, 6-speed	Constant mesh, 6-speed	
114115111155101	1	<u>-</u>	return	return	
	1st	-	2.125	2.125	
	2nd	- 1.647		1.647	
Transmission gear	3rd	-	1.368	1.368	
ratio	4th	-	1.217	1.217	
	5th	-	1.100	1.100	
	6th	-	1.032	1.032	
Reduction gear		-	1.933/2.471	1.933/2.353~2.933	
	(primary/secondary)		24.6	[24.6]	
Caster angle (degrees)		-		[105]	
	Trail (mm)		105		
Tire	Front	16.5	120/70ZR17M/C	120/70ZR17M/C	
	Rear	16.5	190/55ZR17M/C	190/55ZR17M/C	
Brake	Front	Hydraulic double disc Hydraulic double disc		Hydraulic double disc	
	Rear	Hydraulic disc	Hydraulic disc	Hydraulic disc	
Suspension	Front	-	Telescopic	Telescopic	
Guoponoion	Rear	-	Pro-Link	Pro-Link	
Frame		Diamond	Diamond	Diamond	

⁻ Previously unannounced

^[] Values may vary as Sports kit allows adjustment of various settings.

■ Spec. comparison between RC213V-S and RC213V (spec. for Europe (France): All values are reference

values.)

Model name	values.)					
Overall width (mm)	Model name		RC213V	RC213V-S	RC213V-S (with kit)	
Overall width (mm)	Overall length (mm)		2,052	2100	【2100】	
Wheelbase (mm)			645	790	770	
Minimum ground clearance (mm)	Overall height (mm)	1,110	1120	【1120】	
Seat height (mm)			1,435	1465	【1465】	
Vehicle weight (kg) Over 158 (after racing) 170 (dry) 160 (dry) Maximum number of riders 1 person 1 person 1 person Minimum turning radius (m) - 3.7 6.4 Engine type Liquid-cooled 4-stroke, DOHC 4-valve V4 Liquid-cooled 4-stroke, DOHC 4-valve V4 DOHC 4-valve V4 Total displacement (cm³) 999 999 999 Bore x Stroke (mm) - 81.0 x 48.5 81.0 x 48.5 Compression ratio - 13.0 13.0 Maximum output (kVIPS)/rpm) Over 175kW 75(102)8000 Over 188(12)1000 Maximum torque (N·m[kgf·m]/rpm) - PGM-FI (Programmed fuel injection system) Full transistor, battery injention PGM-FI (Programmed fuel injection system) PGM-FI (Programmed fuel injection system) <t< td=""><td>Minimum ground clear</td><td>rance (mm)</td><td>115</td><td>120</td><td>【120】</td></t<>	Minimum ground clear	rance (mm)	115	120	【120】	
Maximum number of riders 1 person 1 person 1 person Minimum turning radius (m) - 3.7 6.4 Engine type Liquid-cooled 4-stroke, DOHC 4-valve V4 Liquid-cooled 4-stroke, DOHC 4-valve V4 DOHC 4-valve V4 Total displacement (cm³) 999 999 999 Bore x Stroke (mm) - 81.0 x 48.5 81.0 x 48.5 Compression ratio - 13.0 13.0 13.0 Maximum output (kW[PS]/rpm) Over 175kW 75[102]/8000 Over 158[215]/13000 Maximum torque (N·mkgf·ml/rpm) - 90[9.2]/8000 Over 118[12.1]/10500 Fuel supply - PGM-FI (Programmed fuel injection system) FURTH (Programmed fuel injection system) Full transistor, battery ignition Self Self Self Self Self Full transistor, battery ignition Tull transistor, battery ignition Tull transistor, battery ignition Tull transistor, battery ignition Dry multi-plate, coil sring Dry multi-plate, coil sring Dry multi-plate, coil sring Dry multi-plate, coil sring Constant mesh, 6-speed return Constant mesh, 6-speed return Constant mesh, 6-speed return Consta	Seat height (m	nm)	-	- 830		
Minimum turning radius (m)	Vehicle weight	(kg)	Over 158 (after racing)	170 (dry)	160 (dry)	
Engine type	Maximum number	of riders	1 person	1 person	1 person	
Transmission gear ratio Fuel tank capacity (L) 20 16.3 2.125	Minimum turning ra	dius (m)	-	3.7	6.4	
Total displacement (cm³) 999 999 999 999 810 x 48.5 81.0 x	Engine type	;			_ ·	
Bore x Stroke (mm)	Total displacemen	t (cm ³)				
Compression ratio			-			
Maximum output (kW[PS]/rpm) Over 175kW 75[102]/8000 Over 158[215]/13000 Maximum torque (N·m[kgf·m]/rpm) - 90[9.2]/8000 Over 118[12.1]/10500 Fuel supply - PGM-FI (Programmed fuel injection system) PGM-FI (Pos injection system) PGM-FI (P	,		-			
Maximum torque (N·m[kgf·m]/rpm) - 90[9.2]/8000 Over 118[12.1]/10500 Fuel supply - PGM-FI (Programmed fuel injection system) Puel injection system) PGM-FI (Programmed fuel injection system) PGM-FI (Programmed fuel injection system) PGM-FI (Programmed fuel injection system) Puel injection system) Puel injection system) Puel injection system Puel injection system) Puel injection system Puel			Over 175kW	75[102]/8000	Over 158[215]/13000	
Starter - Self			-		Over 118[12.1]/10500	
Starter - Self				PGM-FI (Programmed fuel		
Ignition	Fuel supply		-	injection system)	fuel injection system)	
Ignition Ignition	Starter		-	Self	Self	
Ignition Ignition	Ignition		_	Full transistor, battery	Full transistor, battery	
Clutch	igilition		<u> </u>	ignition	ignition	
Transmission Fransmission Fra	Fuel tank capaci	ty (L)	20			
Transmission Feturn Fet	Clutch		<u>-</u>			
Transmission gear ratio	Transmissio	n	-	·	•	
Transmission gear ratio						
Transmission gear ratio - 1.368 1.368 - 1.217 1.217 - 1.100 1.100 - 1.032 1.032 Reduction gear ratio (primary/secondary) - 1.933/2.471 1.933/2.353~2.933 Caster angle (degrees) - 24.6 [24.6] Trail (mm) - 105 [105] Tire 16.5 16.5 120/70ZR17M/C 120/70ZR17M/C Brake - Hydraulic double disc Hydraulic double disc Hydraulic double disc Brydraulic disc Hydraulic disc Hydraulic disc Hydraulic disc Suspension - Pro-Link Pro-Link		-		2.125	2.125	
ratio - 1.217 1.217 - 1.100 1.100 1.032 1.032 Reduction gear ratio (primary/secondary) - 1.933/2.471 1.933/2.353~2.933 Caster angle (degrees) - 24.6 [24.6] Trail (mm) - 105 [105] Tire 16.5 16.5 120/70ZR17M/C 120/70ZR17M/C 16.5 16.5 190/55ZR17M/C 190/55ZR17M/C Brake - Hydraulic double disc Hydraulic double disc Hydraulic double disc - Hydraulic disc Hydraulic disc Hydraulic disc Suspension - Telescopic Telescopic - Pro-Link Pro-Link		-		1.647	1.647	
1.100	Transmission gear	-		1.368	1.368	
Trail (mm)	ratio	-		1.217	1.217	
Reduction gear ratio (primary/secondary) - 1.933/2.471 1.933/2.353~2.933 Caster angle (degrees) - 24.6 [24.6] Trail (mm) - 105 [105] Tire 16.5 16.5 120/70ZR17M/C 120/70ZR17M/C 120/70ZR17M/C Brake - Hydraulic double disc Hydraulic double disc Hydraulic double disc Brake - Hydraulic disc Hydraulic disc Hydraulic disc Suspension - Telescopic Telescopic - Pro-Link Pro-Link		-		1.100	1.100	
(primary/secondary) - 1.933/2.471 1.933/2.353~2.933 Caster angle (degrees) - 24.6 [24.6] Trail (mm) - 105 [105] Tire 16.5 16.5 120/70ZR17M/C 120/70ZR17M/C Brake - Hydraulic double disc Hydraulic double disc Hydraulic double disc Hydraulic double disc Brake - Hydraulic disc Hydraulic disc Hydraulic disc Suspension - Telescopic Telescopic - Pro-Link Pro-Link		-		1.032	1.032	
Caster angle (degrees) - 24.6 [24.6] Trail (mm) - 105 [105] Tire 16.5 16.5 120/70ZR17M/C 120/70ZR17M/C Brake - Hydraulic double disc Hydraulic double disc Hydraulic double disc Hydraulic disc Hydraulic disc Hydraulic disc Hydraulic disc Hydraulic disc Telescopic Telescopic Suspension - Telescopic Telescopic Pro-Link Pro-Link	•		-	1.933/2.471	1.933/2.353~2.933	
Trail (mm)			-	24.6	[24.6]	
Tire 16.5 16.5 120/70ZR17M/C 120/70ZR17M/C 16.5 16.5 190/55ZR17M/C 190/55ZR17M/C Brake - Hydraulic double disc Hydraulic double disc Hydraulic double disc - Hydraulic disc Hydraulic disc Hydraulic disc Suspension - Telescopic Telescopic - Pro-Link Pro-Link			-			
Brake 16.5 16.5 190/55ZR17M/C 190/55ZR17M/C - Hydraulic double disc Hydraulic double disc Hydraulic double disc Hydraulic disc - Hydraulic disc Hydraulic disc Hydraulic disc - Telescopic Telescopic - Pro-Link Pro-Link	,	16.5	16.5		120/70ZR17M/C	
Brake - Hydraulic double disc Hydraulic double disc Hydraulic double disc Hydraulic double disc Hydraulic disc Hydraulic disc Hydraulic disc Hydraulic disc Hydraulic disc Hydraulic disc Telescopic - Pro-Link Pro-Link	IIIE	16.5	16.5	190/55ZR17M/C	190/55ZR17M/C	
Suspension - Hydraulic disc Hydraulic disc Hydraulic disc - Telescopic Telescopic - Pro-Link Pro-Link	Ducto	-				
- Pro-Link Pro-Link	ыаке	-			Hydraulic disc	
- Pro-Link Pro-Link	Cuppersian	-		Telescopic	Telescopic	
	Suspension	-		Pro-Link	Pro-Link	
	Frame		Diamond			

⁻ Previously unannounced

^[] Values may vary as Sports kit allows adjustment of various settings.

■ Spec. comparison between RC213V-S and RC213V (spec. for Japan: All values are reference values.)

values.)			1	I	
Model name		RC213V	RC213V-S	RC213V-S (with kit)	
Overall length (mm)		2,052	2100	[2100]	
Overall width (mm)		645	790	770	
Overall height (m	nm)	1,110 1120		【1120】	
Wheelbase (mr	m)	1,435	1465	【1465】	
Minimum ground cleara	ance (mm)	115	120	【120】	
Seat height (mr	m)	<u>-</u>	830	[830]	
Vehicle weight ((kg)	Over 158 (after racing)	170 (dry)	160 (dry)	
Maximum number o	of riders	1 person	1 person	1 person	
Minimum turning rad	dius (m)	-	3.7	6.4	
Engine type		Liquid-cooled 4-stroke, DOHC 4-valve V4	Liquid-cooled 4-stroke, DOHC 4-valve V4	Liquid-cooled 4-stroke, DOHC 4-valve V4	
Total displacement	(cm ³)	999	0.999 L	0.999 L	
Bore × Stroke (n	nm)	-	81.0 × 48.4	81.0 × 48.4	
Compression ra	atio	-	13.0	13.0	
Maximum output (kW[[PS]/rpm)	Over 175kW	51[70]/6000	Over 158[215]/13000	
Maximum torque (N·m[k	kgf·m]/rpm)	-	87[8.8]/5000	Over 118[12.1]/10500	
Fuel supply			PGM-FI (Programmed fuel	PGM-FI (Programmd fue	
ruei suppiy		-	injection system)	injection system)	
Starter		-	Self	Self	
Ignition		-	Full transistor, battery ignition	Full transistor, battery ignition	
Fuel tank capacity	y (L)	20 16		16	
Clutch type		-	Dry multi-plate, coil spring	Dry multi-plate, coil spring	
Transmission			Constant mesh, 6-speed	Constant mesh,	
Transmission	1	<u>-</u>	return	6-speed return	
	-		2.125	2.125	
	-	1.647		1.647	
Transmission gear	-		1.368	1.368	
ratio	-		1.217	1.217	
	-		1.100	1.100	
	-		1.032	1.032	
Reduction gear r (primary/seconda	Reduction gear ratio		1.933/2.471	1.933/2.353~2.933	
Caster angle (degrees)		-	- 24.6 [
Trail (mm)		- 105		[105]	
,	16.5	16.5	120/70ZR17M/C	120/70ZR17M/C	
Tina	40.5	16.5	190/55ZR17M/C	190/55ZR17M/C	
Tire	16.5				
	-	Hydraulic double disc	Hydraulic double disc	Hydraulic double disc	
Tire -	16.5	Hydraulic double disc Hydraulic disc	Hydraulic double disc Hydraulic disc	Hydraulic double disc Hydraulic disc	
Brake -	-		•		
	-		Hydraulic disc	Hydraulic disc	

Previously unannounced
 Values may vary as Sports kit allows adjustment of various settings.

■ Spec. comparison between RC213V-S and RC213V (spec. for U.S.: All values are reference values.)

Mode name RC213V RC213V-S	reference values.)			
Overall width (mm) 645 770 Overall height (mm) 1,110 [1120] Wheelbase (mm) 1,435 [1465] Minimum ground clearance (mm) 115 [120] Seat height (mm) - [830] Vehicle weight (kg) Over 158 (after racing) 172 (dry) Maximum number of riders 1 person 1 person Minimum turning radius (m) - 3.7 Engine type Liquid-cooled 4-stroke DOHC 4-valve V4 DOHC 4-valve V4 Total displacement (cm³) 999 999 Bore x Stroke (mm) - 81.0 x 48.5 Compression ratio - 13.0 Maximum torque (N·m[lbf·ft]/rpm) - 999 engoge 99 Maximum torque (N·m[lbf·ft]/rpm) - 90[66]/8000 PGM-FI (Programmed fuel injection system) - Starter - Self Ignition - Full transistor, battery ignition Fuel tank capacity (L) 20 16 Clutch - Dry multi-plate, coil spring Tr	Mode name		RC213V	RC213V-S
Overall height (mm)	Overall length (mm)		2,052	[2100]
Minimum ground clearance (mm)			645	770
Minimum ground clearance (mm) 115	Overall height (mm)	1,110	【1120】
Seat height (mm)	Wheelbase (m	nm)		
Vehicle weight (kg) Over 158 (after racing) 172 (dry) Maximum number of riders 1 person 1 person Minimum turning radius (m) 1 person 3.7 Engine type Liquid-cooled 4-stroke DOHC 4-valve V4 Liquid-cooled 4-stroke DOHC 4-valve V4 Bore x Stroke (mm) - 81.0 x 48.5 Compression ratio - 13.0 Maximum output (kW[HP]/rpm) (Over 175kW) 75[101]/8000 Maximum torque (N-m]bif-ft]/rpm) - 90[66]/8000 Fuel supply - PGM-FI (Programmed fuel injection system) Starter - Self Ignition - Full transistor, battery ignition Fuel tank capacity (L) 20 16 Clutch - Dry multi-plate, coil spring Transmission - Constant mesh, 6-speed return Transmission gear ratio - 1.647 4th - 1.217 5th - 1.032 Reduction gear ratio (primary/secondary) - 1.933/2.471 Caster angle (degrees) <t< td=""><td>Minimum ground clear</td><td>rance (mm)</td><td>115</td><td></td></t<>	Minimum ground clear	rance (mm)	115	
Maximum number of riders 1 person 1 person Minimum turning radius (m) - 3.7 Engine type Liquid-cooled 4-stroke DOHC 4-valve V4 DOHC 4-valve V4 Liquid-cooled 4-stroke DOHC 4-valve V4 Total displacement (cm³) 999 999 Bore x Stroke (mm) - 81.0 x 48.5 Compression ratio - 13.0 Maximum output (kW[HP]/rpm) (Over 175kW) 75[101]/8000 Maximum torque (N·m[lbf·ft]/rpm) - 99(66]/8000 Fuel supply - PGM-FI (Programmed fuel injection system) Starter - Self Ignition - Full transistor, battery ignition Fuel tank capacity (L) 20 16 Clutch - Dry multi-plate, coil spring Transmission - Constant mesh, 6-speed return Transmission gear ratio - 1.647 2nd - 1.647 3rd - 1.217 5th - 1.217 5th - 1.232 <t< td=""><td>Seat height (m</td><td>nm)</td><td>-</td><td>[830]</td></t<>	Seat height (m	nm)	-	[830]
Minimum turning radius (m)	Vehicle weight	(kg)	Over 158 (after racing)	172 (dry)
Engine type	Maximum number	of riders	1 person	1 person
DOHC 4-valve V4 DOHC 4-valve V4	Minimum turning ra	dius (m)	-	3.7
Total displacement (cm³) 999 999 999	Engine type	•		•
Bore x Stroke (mm)	Total displacemen	it (cm ³)		
Compression ratio			-	
Maximum output (kW[HP]/rpm) (Over 175kW) 75[101]/8000 Maximum torque (N·m[lbf·ft]/rpm) - 90[66]/8000 Fuel supply - 90[66]/8000 Fuel supply - PGM-FI (Programmed fuel injection system) Self Ignition - Full transistor, battery ignition Fuel tank capacity (L) 20 16 Dry multi-plate, coil spring Constant mesh, 6-speed return Transmission - 2.125 2nd - 1.647 3rd - 1.368 4th - 1.217 5th - 1.217 5th - 1.032 Reduction gear ratio (primary/secondary) - 1.933/2.471 Caster angle (degrees) - [24.6] Trail (mm) - [105] Tire Front 16.5 120/70ZR17M/C Rear 16.5 190/55ZR17M/C	,		-	
Maximum torque (N·m[lbf·ft]/rpm) - 90[66]/8000 Fuel supply			(Over 175kW)	75[101]/8000
Starter - Self	Maximum torque (N·m	[lbf·ft]/rpm)	-	90[66]/8000
Starter - Self	Fuel supply	,	-	
Ignition	Starter		-	
Fuel tank capacity (L) 20 16			-	Full transistor, battery
Clutch - Dry multi-plate, coil spring Transmission 1st - 2.125 2nd - 1.647 3rd - 1.368 4th - 1.217 5th - 1.100 6th - 1.932 Reduction gear ratio (primary/secondary) - 1.933/2.471 Caster angle (degrees) - [24.6] Trail (mm) - [105]	-	4. (1.)	20	
Transmission - Constant mesh, 6-speed return Transmission gear ratio 1 st - 2.125 2nd - 1.647 3rd - 1.368 4th - 1.217 5th - 1.100 6th - 1.032 Reduction gear ratio (primary/secondary) - 1.933/2.471 Caster angle (degrees) - [24.6] Trail (mm) - [105] Tire Front 16.5 120/70ZR17M/C Rear 16.5 190/55ZR17M/C Hydraulic double disc Hydraulic double disc Brake Rear Hydraulic double disc Hydraulic double disc Suspension Front - Telescopic Rear - Pro-Link		ty (L)	20	
Transmission Freturn Frent Frent Hydraulic disc Hydraulic disc Frent Frent Frent Frent Hydraulic disc Frent Frent Frent Hydraulic disc Frent Frent Frent Hydraulic disc Hydraulic disc Frent Frent Frent Hydraulic disc Hydraulic disc Frent Frent Frent Hydraulic disc Frent Frent Frent Hydraulic disc Hydraulic disc Frent			<u>-</u>	
Transmission gear ratio	Transmissio	n	-	-
3rd		1st	-	
Trail Ath - 1.217 5th - 1.100 6th - 1.032		2nd	-	1.647
ratio 4th - 1.217 5th - 1.100 6th - 1.032 Reduction gear ratio (primary/secondary) - 1.933/2.471 Caster angle (degrees) - [24.6] Trail (mm) - [105] Tire Front 16.5 120/70ZR17M/C Rear 16.5 190/55ZR17M/C Hydraulic double disc Hydraulic double disc Hydraulic double disc Hydraulic disc Suspension Front - Telescopic Rear - Pro-Link	Transmission gear	3rd	-	1.368
Reduction gear ratio		4th	-	1.217
Reduction gear ratio (primary/secondary) - 1.933/2.471 Caster angle (degrees) - [24.6] Trail (mm) - [105] Front 16.5 120/70ZR17M/C Rear 16.5 190/55ZR17M/C Hydraulic double disc Hydraulic double disc Brake Rear Hydraulic disc Hydraulic disc Suspension Front - Telescopic Rear - Pro-Link		5th	-	1.100
(primary/secondary) Caster angle (degrees) - [24.6] Trail (mm) - [105] Tire Front 16.5 120/70ZR17M/C Rear 16.5 190/55ZR17M/C Brake Front Hydraulic double disc Hydraulic double disc Rear Hydraulic disc Hydraulic disc Suspension Front - Telescopic Rear - Pro-Link		6th	-	1.032
Caster angle (degrees)	Reduction gear	ratio		1 000/0 474
Trail (mm)	(primary/second	<u> </u>		1.933/2.471
Tire Front 16.5 120/70ZR17M/C Rear 16.5 190/55ZR17M/C Brake Front Hydraulic double disc Hydraulic double disc Rear Hydraulic disc Hydraulic disc Suspension Front - Telescopic Rear - Pro-Link			-	[24.6]
Rear			-	[105]
Brake Rear 16.5 190/55ZR17M/C Brake Front Hydraulic double disc Hydraulic double disc Rear Hydraulic disc Hydraulic disc Suspension Front - Telescopic Rear - Pro-Link	Tire	Front	16.5	120/70ZR17M/C
Suspension Rear Hydraulic disc Hydraulic disc Front - Telescopic Rear - Pro-Link	1.110	Rear	16.5	190/55ZR17M/C
Suspension Rear Hydraulic disc Hydra	Brake	Front	Hydraulic double disc	Hydraulic double disc
Rear - Pro-Link	DIANE	Rear	Hydraulic disc	Hydraulic disc
Rear - Pro-Link	Sugnongion	Front	-	Telescopic
Frame Diamond Diamond	Suspension	Rear	-	Pro-Link
	Frame	Frame		Diamond

⁻ Previously unannounced

[] Values may vary as Sports kit allows adjustment of various settings.

■ Spec. comparison between RC213V-S and RC213V (spec. for Australia: All values are reference

values.)

values.)			T.		
Model name		RC213V	RC213V-S	RC213V-S (with kit)	
Overall length (mm)		2,052	2100	【2100】	
Overall width (r		645	790	770	
Overall height (1,110	1120	【1120】	
Wheelbase (m		1,435	1465	[1465]	
Minimum ground clear	rance (mm)	115	120	[120]	
Seat height (m	nm)	-	830	[830]	
Vehicle weight	(kg)	Over 158 (after racing)	170 (dry)	160 (dry)	
Maximum number	of riders	1 person 1 person		1 person	
Minimum turning ra	dius (m)	-	3.7	6.4	
Engine type		Liquid-cooled 4-stroke	Liquid-cooled 4-stroke	Liquid-cooled 4-stroke	
Engine type	;	DOHC 4-valve V4	DOHC 4-valve V4	DOHC 4-valve V4	
Total displacemen	t (cm ³)	999	999	999	
Bore x Stroke (mm)	<u>-</u>	81.0 × 48.5	81.0 × 48.5	
Compression r	atio	-	13.0	13.0	
Maximum output (kW	/[PS]/rpm)	(Over 175kW)	117[159]/11000	Over 158[215]/13000	
Maximum torque (N·m	kgf·m]/rpm)	-	102[10.4]/10500	Over 118[12.1]/10500	
Fuel supply	,	_	PGM-FI (Programmed fuel	PGM-FI (Programmed	
т ист зиррту			injection system)	fuel injection system)	
Starter		-	Self	Self	
Ignition		_	Full transistor, battery	Full transistor, battery	
			ignition	ignition	
Fuel tank capaci	ty (L)	20	16.3	16.3	
Clutch		<u>-</u>	Dry multi-plate, coil spring	Dry multi-plate, coil spring	
Transmissio	n	-	Constane mesh, 6-speed		
			return	return	
	1st	-	2.125	2.125	
	2nd	- 1.647		1.647	
Transmission gear	3rd	- 1.368		1.368	
ratio	4th	-	1.217	1.217	
	5th	-	1.100	1.100	
	6th	-	1.032	1.032	
Rear reduction (primary/second		-	1.933/2.471	1.933/2.353~2.933	
Caster angle (degrees)		-	24.6	[24.6]	
Trail (mm)		-	105	【105】	
	Front	16.5	120/70ZR17M/C	120/70ZR17M/C	
Tire	Rear	16.5	190/55ZR17M/C	190/55ZR17M/C	
<u> </u>	Front	Hydraulic double disc	Hydraulic double disc	Hydraulic double disc	
Brake	Rear	Hydraulic disc	Hydraulic disc	Hydraulic disc	
	Front	- Telescopic		Telescopic	
Suspension	Rear	-	Pro-Link	Pro-Link	
Frame	. toui	Diamond		Diamond	
Frame		Diamond	Diamond	Diamond	

⁻ Previously unannounced

^[] Values may vary as Sports kit allows adjustment of various settings.