

Combined ABS

CBR1000RA only

Even when the brake lever and brake pedal are applied separately, the combined ABS distributes braking pressure between the front and rear wheels according to braking force and wheel speed to enhance your stopping power and stability. The system also controls braking pressure to prevent wheel lockup. To get the best results, operate the lever and pedal together and perform most of your braking in a straight line to avoid sliding out in a turn.

- Combined ABS cannot make up for road conditions, bad judgment, or improper operation of the brakes, and cannot stop rear wheel lift completely.
 - ▶ Never ride faster than conditions permit and always leave enough space to safely brake to a stop.
- When Combined ABS does not function, the brakes work like a conventional braking system. On conventional braking systems, operating the front brake lever applies the

front brake and operating the rear brake pedal applies the rear brake.

- ▶ The system is always turned off at speeds less than 4 mph (6 km/h).
 - It is important to follow the tire recommendations (▶ P. 152), because the Combined ABS computer works by comparing wheel speed. Incorrect tires can affect wheel speed and confuse the system.
 - Combined ABS may not always reduce stopping distance over a motorcycle equipped with conventional brakes.
 - Combined ABS does not operate when the battery level is discharged.
 - Combined ABS does not operate when the ABS main or ABS motor fuses are burned out.
- You may feel a change in the way the brake lever/pedal reacts when it is operated under the following conditions:
- Immediately after turning the ignition switch to ON.
 - After braking to a stop and applying the brakes again.