

## Racing Roots Heritage

The KB998 Rimini is a tribute to a unique city populated by unique people. Racing has always been a part of bimota's and Rimini's history and only in Rimini can such an incredible fairytale be written. And, in 2025, with the KB998 Rimini, bimota is finally making a comeback to WorldSBK.

The street version of the 2025 WorldSBK racer is now in production. 125 units will be assembled before February the 24th, 2025. An additional 125 units will be assembled before December 31st 2025 making a total of 500 units (to accomplish the FIM rules) will be produced in 2026.

Based on and developed using the huge pedigree of the Kawasaki Ninja ZX-10RR, the KB998 Rimini has convinced riders and team staff during the first winter test of the 2025 WorldSBK season.

The KB998 Rimini features a chassis structure combining a chrome-molybdenum oval section pipe main frame with a machined aluminium pivot plate, which is based on bimota's unique design philosophy.

With this unmistakable racing jewel, bimota has renewed its racing philosophy creating a no-compromise machine targeted on racing activity.

Since the first days of bimota activity, a long time ago when the factory was located in Via Covignano, bimota technicians always designed machines for racing use with added lights, mirrors and number plate.

Now the tradition is confirmed with the KB998 Rimini. True to bimota's distinct style, it makes abundant use of machined aluminium alloy parts throughout, and its exterior incorporates carbon-fibre structural parts.

It also features a pivot adjuster and eccentric adjuster that allow for easy adjustments to chassis geometry, and the aero winglets are able to automatically maintain the optimal angle at all times.

This is a machine built with a primary focus on racetrack speed —a truly high performance racing based model.



The bimota line-up is now getting populated with a complete range of models which will be enlarged soon with new and captivating products dedicated to different market segments.

**Technical information**

Frame	Aluminum alloy plates, machined from solid, with oval-section tubular trellis
Engine type	4-stroke, 4-cylinder, DOHC, liquid-cooled, DOHC 4 valves
Displacement	998 cm <sup>3</sup>
Bore x Stroke	76.0 mm × 55.0 mm
Compression ratio	13 : 1
Maximum power	147.1 kW (200 cv) / 13,600 rpm Maximum torque: 111N m / 11,700 rpm Fuel system: DFI®
Fuel tank capacity	17 lt.
Transmission	6 gears 1° 2.600 (39/15); 2° 2.158(41/19); 3° 1.882(32/17); 4° 1.650(33/20); 5° 1.476(31/21); 6° 1.304(30/23)
Primary ratio	1.681 (79/47)
Final ratio	2.412 (41/17)
Clutch	Wet multi-plate clutch
Lubrication	With trochoid pump
Oil quantity	5.0 lt



Length	2.085 mm
Width	862 mm
Height	1.205 mm
Wheelbare	1.454 mm
Ground clearance	
Seat height	830 mm
Steering angle / rake	N/D
Front suspension	Showa USD Balance Free 43 mm
Front wheel suspension	130 mm
Rear suspension	Aluminum alloy swingarm, machined from solid
Rear wheel suspension	125 mm
Front tire	120 / 70Z R17 (58W)
Front rim	J17M/C × MT3.50
Rear tire	200 / 55Z R17 (78W)
Rear rim	J17M/C × MT6.00
Front brake	Dual disc 330 mm
Rear brake	Single disc 220 mm
Dry weight	195 kg

