

HONDA[®]
WORLD'S LARGEST MOTORCYCLE MANUFACTURER

VF1000R



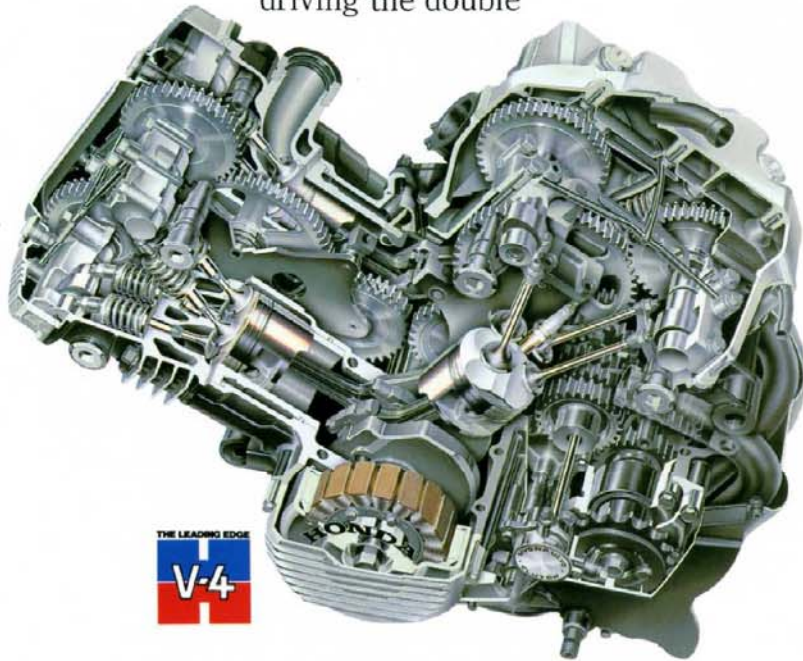
THE PINNACLE OF STREET-GOING V-4 EXPERTISE

Race-bred, street going motorcycles are often packed with compromises. Not so the VF1000R. The power, the performance and the razor-sharp handling that let the FWS racers dominate remains untouched. But the comfort, rideability and practical features you demand in a road motorcycle are there as well.

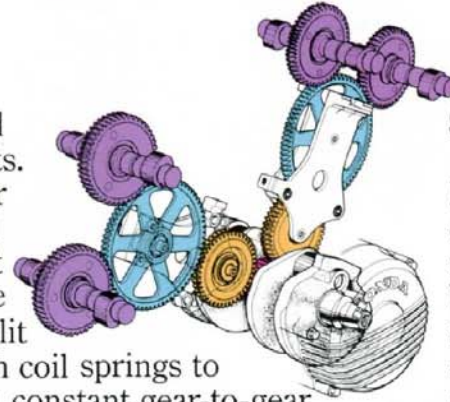
It's the best of both worlds.
At the price of one.

WINNING ENGINE TECHNOLOGY

The engine is a showcase of Honda's V-4 engineering expertise. Starting with the accurate gear train driving the double

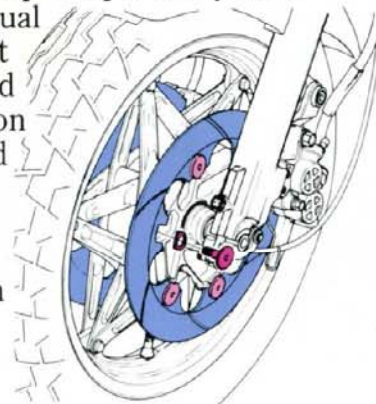


overhead camshafts. The idler gear and camshaft gears are of the split type with coil springs to maintain constant gear-to-gear contact and ensure quiet running. The engine runs a phenomenal 10.7:1 compression ratio boosting power output. A special combustion chamber and squish band design makes this possible without detonation even on unleaded gas while an efficient oil cooler keeps it running cool. Power is delivered by a hydraulically actuated clutch with a ride-smoothing one-way mechanism.



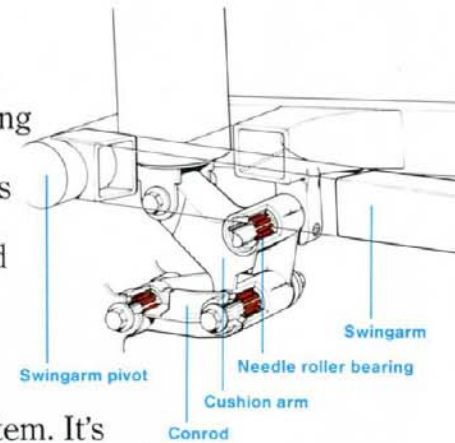
ENDURANCE RACE PROVEN BRAKES

The VF stops as precisely as it goes. With dual floating front discs stopped by dual-piston calipers. And a ventilated rear disc with an opposed piston caliper. All get sintered metal pads.



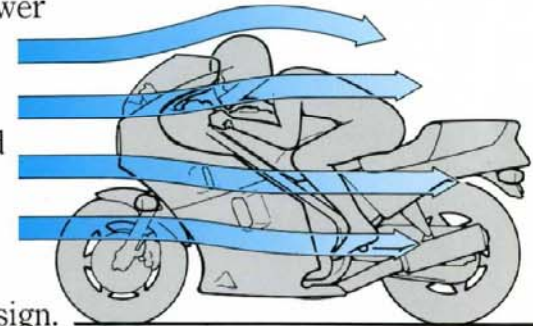
SUPERB HANDLING

The VF1000R's racing heritage is visible in every component of its unique running gear. Up front there's a rigid air-assist fork with adjustable rebound damping and TRAC, Honda's mechanically actuated anti-dive system. It's balanced at the rear with a massive truss type cast aluminium swingarm pivoted on needle roller bearings. The Pro-Link rear suspension, too, gets long-wearing ball and needle pivots as well as remote-adjustable rebound damping.



WIND-CHEATING AERODYNAMICS

Wind tunnel designed and tested, the VF's full fairing is equal to around 5 extra horsepower at the speeds attainable. It's constructed of durable FRP and has a fan-equipped radiator integrated into the overall aerodynamic design.



The VF1000R. Competition bred. Cat quick. In fact the closest you'll ever get to a street-legal endurance racer.

Compact, lightweight V-4 engine packs gear-driven double overhead camshafts, a low-maintenance transistorized ignition and 122 thunderous horsepower.

Dual floating mount front discs with dual-piston calipers and sintered metal pads. Brake lever positioning can be easily adjusted to match rider preferences.

Road-taming TRAC-equipped 41mm air-assist fork with 3-way adjustable rebound damping and a rigid aluminium plate fork brace.

Penetrating dual halogen headlights and dual round taillights styled after Honda's FWS endurance racers.

Lightweight, forged duralumin separate handlebars, brake pedal, gearshift and footpegs.

Low-maintenance hydraulically actuated clutch with innovative one-way clutch mechanism and adjustable lever freeplay.

Rigid bold side pipe frame constructed of box-section tubing.

Massive cast aluminium truss type swingarm with ball and needle roller bearing pivots.

3-way remote rebound damping adjustable Pro-Link with long-wearing needle roller bearing pivots.

NS500 type aluminium ComStar wheels wear a 16" front and a 17" radial rear tire. The quick-release front wheel speeds changes.



4-stroke liquid cooled 90° V-4 engine packs a thunderous 122PS and sports many low-maintenance innovations.



Ergonomic control center with rubber mounted instruments and racer-type large dial electronic tachometer. Compact switch design puts everything at your fingertips.



Ventilated rear disc with an opposed piston caliper and sintered metal pads.



Dual floating mount front discs with dual-piston calipers and sintered metal pads.

Rear seat cover removes for pillion use.



VF1000R Specifications (G type)

Engine	DOHC 4-stroke 16-valve liquid cooled 90° V-4
Bore & Stroke	77.0 × 53.6mm (3.03 × 2.11 in.)
Displacement	998cm ³ (60.90 in. ³)
Compression Ratio	10.7:1
Carburetors	4 × 36mm (1.42 in.) CV type
Max. Horsepower	122PS/10,000rpm (DIN)
Max. Torque	9.4kg-m/8,000rpm (DIN)
Ignition	Transistorized pointless with electronic advance
Starter	Electric
Transmission	5-speed
Final Drive	'O'-ring sealed chain
Dimensions (L × W × H)	2,180 × 730 × 1,200mm (85.8 × 28.7 × 47.2 in.)
Wheelbase	1,505mm (59.3 in.)
Seat Height	810mm (31.9 in.)
Ground Clearance	135mm (5.3 in.)
Fuel Capacity	25 liters (6.60 US, 5.50 Imp. gal.)
Wheels	NS type aluminium ComStar
Tires	Front 120/80-V16-V250 Rear 140/80-VR17-V250
Suspension	Front Air-assist 41mm (1.6 in.) fork with 3-way adjustable rebound damping, TRAC, fork brace & equalizer, 150mm (5.9 in.) axle travel Rear Pro-Link with 3-way remote adjustable rebound damping, 120mm (4.7 in.) axle travel
Brakes	Front Dual floating mount discs with dual-piston calipers & sintered metal pads Rear Ventilated disc with opposed-piston caliper
Dry Weight	244kg (538 lb)

Honda machines sold in your area are those most suited to local conditions. Specifications and appearance may differ slightly depending on markets and are subject to change without notice. For details, please consult your nearest Honda dealer.

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Your authorized HONDA dealer:

Ride alert. Dress right. Always wear a helmet and eye protection. Enjoy safe motorcycling.