

750 INTERCEPTOR. INTERCEPTOR™

1984



"1983 MOTORCYCLE OF THE



YEAR."



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alloy swing arm.

The Interceptor has triple disc brakes with Honda's exclusive twin-piston calipers. They turn the

traction of special low-profile tubeless tires on ComCast[®] alloy wheels into incredible stopping power. Honda's Torque Reactive Anti-dive Control (TRAC[®]) reduces fork compression during braking.

In describing the '83 750 Interceptor, the experts at *Cycle Guide* summed it up: "No other motorcycle—from any other manufac-

A special twin radiator system is used to reduce frontal area and enhance mass centralization.



turer—can match the Interceptor in completeness of execution or in its impact on the future of motorcycling."

For 1984, the future is here. And once more, the Honda 750 Interceptor and new Interceptor are the future.

FEATURES:

- High-performance liquid-cooled V-4 engine produces incredible horsepower.
- Race-designed rectangular section frame.
- Air-adjustable Pro-Link rear suspension with four-way adjustable rebound damping. Linkage arms have needle bearings for smooth action.
- Air-adjustable front forks with 3-way adjustable rebound damping and integrated brace.
- Triple disc brakes with Honda's exclusive twin-piston calipers.
- TRAC reduces fork compression during braking.
- 16-inch front wheel for quick, precise steering.
- Close-ratio five-speed transmission.
- Self-adjusting hydraulic clutch.
- Maintenance-free solid state ignition.
- Automatic cam chain tensioners.
- Aluminum alloy swing arm.
- Low-profile roadrace-type tires mounted on special ComCast alloy wheels.
- Adjustable forged aluminum handlebars.
- Sealed O-ring drive chain.
- 12-month unlimited mileage warranty.*

INTERCEPTOR™

So important was the technology introduced by the '83 Honda 750 Interceptor™ that *Cycle Guide* and *Motorcyclist* magazines gave it the highest accolade awarded to a production machine: "Motorcycle of the Year." So superior is the Interceptor's™ design that virtually every magazine test rated the Interceptor as *the* performance bike of the 750 class.

And now there's an exciting new addition to the lineup—a Honda Interceptor in the 700 cc class. It's a new Interceptor, with the same brand of high performance as the rest of the breed.

The formula for this success is rooted in Honda's championship-winning FWS Formula One racing machines. The Interceptor's advanced chassis came directly from the toughest tracks in the world, and proved itself from the start in AMA Superbike competition.

Made from rectangular section tubing, the frame surrounds the engine in a rigid enclosure that's highly resistant to torsional forces and flexing. Like its full-race counterpart, it provides a maximum of strength from a minimum of weight.

Likewise, the Interceptor's engine is state-of-the-art for motorcycle powerplants. The liquid-cooled 90° V-4 is the result of thousands of hours of track-tested R&D, and makes the most of its narrow-angle 16-valve DOHC design. Honda's V-4 engine provides tremendous torque over a wide operating range, and reaches impressive horsepower levels.

Features like automatic cam chain tensioners, electronic ignition and self-adjusting hydraulic clutch hold maintenance to a minimum, while attention to detail and strategic component location keep weight and center of gravity low for better handling.

By mounting one of the Interceptor's dual radiators in a streamlined enclosure low in the frame, frontal area and drag are reduced, and mass centralization is enhanced.

The Interceptor's racetrack breeding is obvious the first time you get behind the race-style instrument panel, grab the low, flat handlebars, shift into gear and go. The 16-inch front wheel makes steering quick and responsive, while front suspension adjustments for air pressure and rebound damping give you the ideal settings for virtually every performance situation.

The Interceptor's air-adjustable Pro-Link® rear suspension is an ideal match for the front. Offering four-way adjustable rebound damping, this rising-rate system precisely controls the rear wheel action through a cast aluminum

Instrumentation includes speedometer, tachometer, temperature and fuel gauges in an easy-to-read layout.







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- Adjustable forged aluminum handlebars.
- Sealed O-ring drive chain.
- 12-month unlimited mileage warranty.^{††}



1984 SPECIFICATIONS: 750 INTERCEPTOR (VF750F), INTERCEPTOR (VF700F)

ENGINE	VF750F: 748 cc DOHC 90° V-4 VF700F: 696 cc DOHC 90° V-4	SEAT HEIGHT	32.3 inches
BORE AND STROKE	VF750F: 70 mm x 48.6 VF700F: 70 mm x 45.4	FUEL CAPACITY	5.6 gallons, including 1.1 gallons reserve
COMPRESSION RATIO	10.5:1	WHEELS	ComCast
CARBURETORS	Four 32 mm CV	TIRES	Front: 120/70-16 tubeless Rear: 130/70-16 tubeless
IGNITION	Solid state	SUSPENSION	Front: Air-adjustable forks with 3-way adjustable rebound damping Rear: Air-adjustable Pro-Link with four-way adjustable rebound damping
STARTER	Electric	BRAKES	Front: Dual discs with twin-piston calipers Rear: Disc with twin-piston caliper
TRANSMISSION	Five-speed	DRY WEIGHT	487.3 pounds
DRIVE LINE	Sealed O-ring chain	COLORS	Blue, Red
WHEELBASE	58.9 inches	OPTIONAL HONDA LINE* EQUIPMENT	Luggage rack, engine guard, rear seat, sowl, with luggage and body cover

ALWAYS WEAR A HELMET AND EYE PROTECTION. Use caution and availability subject to change without notice. *Rearview mirrors standard equipment. **TRAC, Pro-Link and ComCast are Honda trademarks. Also subject to the August 1983 issue of Cycle Guide and the October 1983 issue of Motorcycle. †See your local Honda dealer for complete details. California version differs slightly due to emissions equipment. ©1984 American Honda Motor Co., Inc. Printed in U.S.A. AC242

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