

V45 INTERCEPTOR™

1983



THE SUSPENSION.

This suspension is designed for the rider who executes each turn with a preciseness and self-confidence that allows him to measure the width of a road in units of less than an inch. It has air-adjustable, 39 mm front forks with three-way adjustable rebound damping. Honda's exclusive Torque Reactive Anti-dive Control system (TRAC™) helps limit the forward weight transfer effect during braking. It also maintains a precise, consistent feel at the brake lever, which in the Interceptor's case activates dual front discs that use Honda's exclusive twin piston calipers.

The rear suspension is an air-adjustable Pro-Link™ with four-way adjustable rebound damping. Pro-Link's special linkage is connected to the Interceptor's cast aluminum alloy swing arm and creates a true rising-rate suspension. It provides quick, supple response over small ripples in the road, then progressively firmer spring and damping response over large bumps. Using this combination of Pro-Link suspension and

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



alloy swing arm gives extraordinary response over any kind of road surface. Also in the rear, a single disc brake with twin piston caliper.

WHEELS AND TIRES.

Special ComCast™ alloy wheels were built for the Interceptor to withstand high cornering loads. A 16-inch front wheel makes the Interceptor's steering so responsive, it seems you think it through a turn. And it permits Honda to employ the latest tire technology. Low-profile tires, front and rear, have the greater contact patches necessary for the Interceptor's suspension to realize its full potential.

INSTRUMENTS AND CONTROLS.

Taking a grand prix approach, only those gauges necessary are mounted in the instrument panel: Speedometer, tachometer, temperature and fuel indicators. They reflect a no-nonsense approach to riding the Interceptor.

Controls are laid out with a different kind of economy in mind. The economy of movement necessary to ride the Interceptor with finesse. Low, flat, adjustable handlebars keep your arms close in behind the fairing, while rear-set foot pegs provide the optimum riding position.

The fuel tank also has been designed with control in mind. It's shaped in the tradition of grand prix bikes, with scallops on both sides for your knees and a large, flat top that allows you to tuck in behind the fairing. It also has its fuel petcock built into the tank in an easy-to-reach position.

THE RIDER.

And now we come to the final—though most important—element in the Interceptor's design: You. Which, in the final analysis, is why we built this motorcycle. Make no mistake, the V45 Interceptor is not for everybody. But if you want a motorcycle like no other in the world today, if you want to come as close as you possibly can to feel what it's like to take the checkered flag at Daytona or Laguna Seca or Loudon, then the V45 Interceptor waits for you to take command.

It is the ultimate riding experience.

FEATURES:

- High-performance, 748 cc engine produces 86 horsepower.
- Liquid-cooling system with twin radiators.
- Race-designed rectangular section frame.
- Five-speed close-ratio transmission.



V45 INTERCEPTOR

- Sealed O-ring drive chain.
- Cast aluminum alloy swing arm.
- Air-adjustable front forks with three-way adjustable rebound damping.
 - Air-adjustable Pro-Link rear suspension with

- four-way adjustable rebound damping.
- TRAC anti-dive control helps reduce the weight transfer effect to the front wheel under braking.
- Triple disc brakes with twin piston calipers.
- 16-inch front wheel provides precise steering.

- Special ComCast alloy wheels.
- Road racing-type tire sizes and profiles.
- Self-adjusting hydraulic clutch.
- Integrated fork brace.
- Adjustable handlebars.



THE SUSPENSION.

This suspension is designed for the rider who executes each turn with a preciseness and self-confidence that allows him to measure the width of a road in units of less than an inch. It has air-adjustable, 39 mm front forks with three-way adjustable rebound damping. Honda's exclusive Torque Reactive Anti-dive Control system (TRAC) helps limit the forward weight transfer effect during braking. It also maintains a precise, consistent feel at the brake lever, which in the Interceptor's case activates dual front discs that use Honda's exclusive twin piston calipers.

The rear suspension is an air-adjustable Pro-Link with four-way adjustable rebound damping. Pro-Link's special linkage is connected to the Interceptor's cast aluminum alloy swing arm and creates a true rising-rate suspension. It provides quick, supple response over small ripples in the road, then progressively firmer spring and damping response over large bumps. Using this combination of Pro-Link suspension and

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



alloy swing arm gives extraordinary response over any kind of road surface. Also in the rear, a single disc brake with twin piston caliper.

WHEELS AND TIRES.

Special ComCast alloy wheels were built for the Interceptor to withstand high cornering loads. A 16-inch front wheel makes the Interceptor's steering so responsive, it seems you think it through a turn. And it permits Honda to employ the latest tire technology. Low-profile tires, front and rear, have the greater contact patches necessary for the Interceptor's suspension to realize its full potential.

INSTRUMENTS AND CONTROLS.

Taking a grand prix approach, only those gauges necessary are mounted in the instrument panel: Speedometer, tachometer, temperature and fuel indicators. They reflect a no-nonsense approach to riding the Interceptor.

Controls are laid out with a different kind of economy in mind. The economy of movement necessary to ride the Interceptor with finesse. Low, flat, adjustable handlebars keep your arms close in behind the fairing, while rear-set foot pegs provide the optimum riding position.

The fuel tank also has been designed with control in mind. It's shaped in the tradition of grand prix bikes, with scallops on both sides for your knees and a large, flat top that allows you to tuck in behind the fairing. It also has its fuel petcock built into the tank in an easy-to-reach position.

THE RIDER.

And now we come to the final—though most important—element in the Interceptor's design: You. Which, in the final analysis, is why we built this motorcycle. Make no mistake, the V45 Interceptor is not for everybody. But if you want a motorcycle like no other in the world today, if you want to come as close as you possibly can to feel what it's like to take the checkered flag at Daytona or Laguna Seca or Loudon, then the V45 Interceptor waits for you to take command.

It is the ultimate riding experience.

FEATURES:

- High-performance, 748 cc engine produces 86 horsepower.
- Liquid-cooling system with twin radiators.
- Race-designed rectangular section frame.
- Five-speed close-ratio transmission.





1983 SPECIFICATIONS: V45 INTERCEPTOR (VF750F)

ENGINE	748 cc, DOHC, 90° V-4, liquid-cooled with sixteen valves	SEAT HEIGHT	32.3 inches
BORE AND STROKE	70 mm x 48.6 mm	FUEL CAPACITY	5.8 gallons, including 1.1 gallons reserve
COMPRESSION RATIO	10.5:1	WHEELS	ComCast
CARBURETORS	Four 32 mm CV	TIRES	Front: 120/80-16 tubeless Rear: 130/80-18 tubeless
IGNITION	Solid state	SUSPENSION	Front: Air-adjustable forks with three-way adjustable rebound damping Rear: Air-adjustable Pro-Link with four-way adjustable rebound damping
STARTER	Electric	BRAKES	Front: Dual disc with twin piston calipers Rear: Disc with twin piston caliper
TRANSMISSION	Five-speed	DRY WEIGHT	487.2 pounds
DRIVELINE	Sealed O-ring chain	COLORS	Blue, Red
WHEELBASE	58.9 inches		

OPTIONAL HONDALINE® Engine guard, rear seat cover and body cover
EQUIPMENT

ALWAYS WEAR A HELMET AND EYE PROTECTION. Specifications and availability subject to change without notice.
© 1982 American Honda Motor Co., Inc. Printed in U.S.A. AO407

Rear view mirrors are standard equipment. †SAE net taken at the crankshaft. *TRAC,™ Pro-Link™ and ComCast™ are Honda trademarks.
Photographed under controlled conditions with a professional rider.

HONDA
FOLLOW THE LEADER