

# THE INTERCEPTORS™

1985



# V FOUR VICTORY.

In 1984 Honda's Interceptor™-based Superbikes decimated the competition in the AMA Superbike National Championship series. Flying Fred Merkel captured the Superbike title and led the way for a string of Honda riders who painted Victory Circle red, white and blue week after week.

We weren't surprised. After all, our riders were competing on modified versions of the incredible liquid-cooled V-4 Interceptor. The most powerful sport bike in its class, and perhaps the best handling sporting machine ever designed.

But best of all, the production-line Interceptor and 500 Interceptor™ boast all the essential high-tech engine designs of the factory equipment that made Team Honda victorious on the 1984 AMA Superbike Championship circuit.



At the heart of each Interceptor and 500 Interceptor is a V-4 engine with double overhead cams operating four valves per cylinder, increasing valve area while reducing individual valve mass. The valves are set in the heads so their included angle is very narrow, allowing a shallow hemispherical combustion chamber. This design, combined with the use of a centrally-located spark plug, promotes excellent volumetric efficiency, stable flame propagation and rapid, even combustion. And it allows each engine to use a high compression ratio for maximum torque and horsepower.

The design of the intake ports complements the four-valve layout and contributes to the V-4's amazing power production. The ports are straighter and less restrictive than more conventional designs. Their shape maximizes the flow into each cylinder. And the squish area around each chamber helps create more efficient burning of the fuel/air mixture. The result is a phenomenally wide powerband matched by outstanding peak horsepower. In the case of the Interceptor—81 horsepower.\* And with the 500 Interceptor—an incredible 68 horsepower.\*

making it the most powerful per liter V-4 ever produced for America.

But these engines don't just make a lot of power, they're built to make it for a long time. With thermostatically controlled liquid cooling systems, the engines maintain consistent power output and offer increased durability.

The 90° V-4 cylinder configuration has another intrinsic advantage. It produces perfect primary balance, providing ultra smooth, virtually vibration-free performance. Even when the 500 Interceptor is pushing its extraordinary 12,000 rpm redline.

The V-4 design also features a narrow crankshaft assembly, resulting in an overall compact engine and allowing excellent cornering clearance.

So choose your weapon. The Interceptor. Or the 500 Interceptor. Either way you'll flash the V for victory.







# HOW TO CUT A SUPERBIKE DOWN TO SIZE.

Climb aboard the 500 Interceptor. Now pick a road—the twistiest one you can find. Carve your way through the turns with surgical precision. Suddenly you find yourself leaving those so-called Superbikes behind.

It's logical—because with sport riding, handling is what counts, and the 500 Interceptor out-handles anything in its class. In fact, it out-handles virtually any bike on the road. The key to the 500 Interceptor's outstanding handling is the way in which the machine functions as an integrated whole. All designs and components complement each other, making the 500 Interceptor the most rider-responsive motorcycle you can buy.

The engine is more than the source of power. Its narrow V-4 design contributes directly to its excellent cornering clearance. And the cylinders have been positioned to ensure optimum mass centralization. In turn, the position of the cylinders allows the large-capacity fuel tank to sit low on the chassis for a better center of gravity. The engine configuration also helps keep the wheelbase short, which is a crucial factor in producing the lightest motorcycle possible. In fact, thanks in part to its dry weight of 405 pounds, the 500 Interceptor offers incredible handling wherever you ride.



*Honda's exclusive Torque Reactive Anti-dive Control (TRAC) reduces fork compression during braking.*

A 16-inch front wheel enhances steering response and precision. Using a smaller wheel reduces gyroscopic effect, allowing the wheel to pivot on its steering axis with greater ease. It also reduces rotational inertia, which effectively increases stopping power.

Honda racing technology is apparent in the design of the rectangular-section frame. It provides an excellent foundation for the sporting capabilities of this machine by offering superb torsional rigidity to withstand extremely high stresses.

Any motorcycle with the 500 Interceptor's performance potential demands outstanding

suspension and braking systems. It has both. Up front the 500 Interceptor features 37mm air-adjustable forks with an integrated fork brace. Additionally, the forks include Honda's exclusive "Torque Reactive Anti-dive Control (TRAC)", which reduces fork compression during braking. One of the outstanding virtues of TRAC is that it's mechanically activated so you have a consistent, precise feel at the brake lever at all times.

Honda's famous Pro-Link™ rear suspension system balances the package, featuring an air-adjustable shock with four-way adjustable rebound damping connected to a cast aluminum box-section swing arm.

For superior stopping power, the 500 Interceptor features triple disc brakes (two up front, one at the rear) with Honda's exclusive twin-piston calipers.

A variety of features combine to truly make the 500 an all-around star. Like a wind tunnel-tested frame-mounted fairing that provides excellent aerodynamic efficiency. And no-maintenance features like solid state ignition, automatic cam chain tensioners and a self-adjusting hydraulic clutch.

So check out the 500 Interceptor. You'll see just how it benefits from the technology that made Honda the AMA National Superbike Champion. You'll also see just how to cut all those other so-called Superbikes down to size.







*Redesigned instrumentation provides excellent visibility and includes a tachometer notified at an incredible 12,000 rpm.*

## 500 INTERCEPTOR™

### FEATURES:

- Liquid-cooled, 498cc DOHC 90° V-4 produces 68 horsepower.
- Close-ratio six-speed transmission.
- Race-designed rectangular-section frame.
- Cast aluminum box-section swing arm.
- Air-adjustable 37mm front forks with integrated fork brace.
- Air-adjustable Pro-Link rear suspension with four-way adjustable rebound damping.
- TRAC reduces fork compression during braking.
- Triple disc brakes with twin-piston calipers.
- 16-inch front wheel provides precise steering.
- Exclusive ComCast® alloy wheels with tubeless tires.
- Self-adjusting hydraulic clutch.
- Sealed O-ring drive chain.
- Adjustable forged alloy handlebars.
- 12-month unlimited mileage warranty.\*\*







# THE LEADER. EVERYWHERE YOU TURN.

Picture a twisty road winding its way through the countryside. The kind that offers mile after mile of challenging corners. Now picture a sport bike designed to make the most of every turn.

The Interceptor. Offering the ideal combination of big-bike power and lightweight handling. Incorporating the basic designs and technology developed by Team Honda over years on the championship circuit.

In fact, the Interceptor both benefits from our racing victories and contributes to them, because production Interceptors provide the foundation for building the championship-winning Superbikes.

Like the factory machinery, the Interceptor functions as a totally integrated package. Its engine not only provides exceptional horsepower and torque, it contributes to the bike's excellent handling. The narrow V-4 design allows superb cornering clearance. And the engine is positioned for a low center of gravity, helping produce extraordinary handling.

A dual radiator system further enhances mass centralization and lowers the center of gravity. In this

system, one radiator mounts in a streamlined enclosure low in the frame, which also reduces frontal area and drag.

The frame itself represents racing technology at its finest. It's made of rectangular section tubing and surrounds the engine in a rigid enclosure that provides maximum strength and minimum weight.

For precise steering, the Interceptor features a 16-inch front wheel. It reduces gyroscopic effect and allows the wheel to pivot on its steering axis with greater ease. Also, by reducing rotational inertia, the smaller wheel in effect increases stopping power.



*A special dual-radiator system is used to reduce frontal area and enhance mass centralization.*

The suspension is state of the art for optimum sporting performance. Up front, the 39mm air-adjustable forks feature three-way adjustable

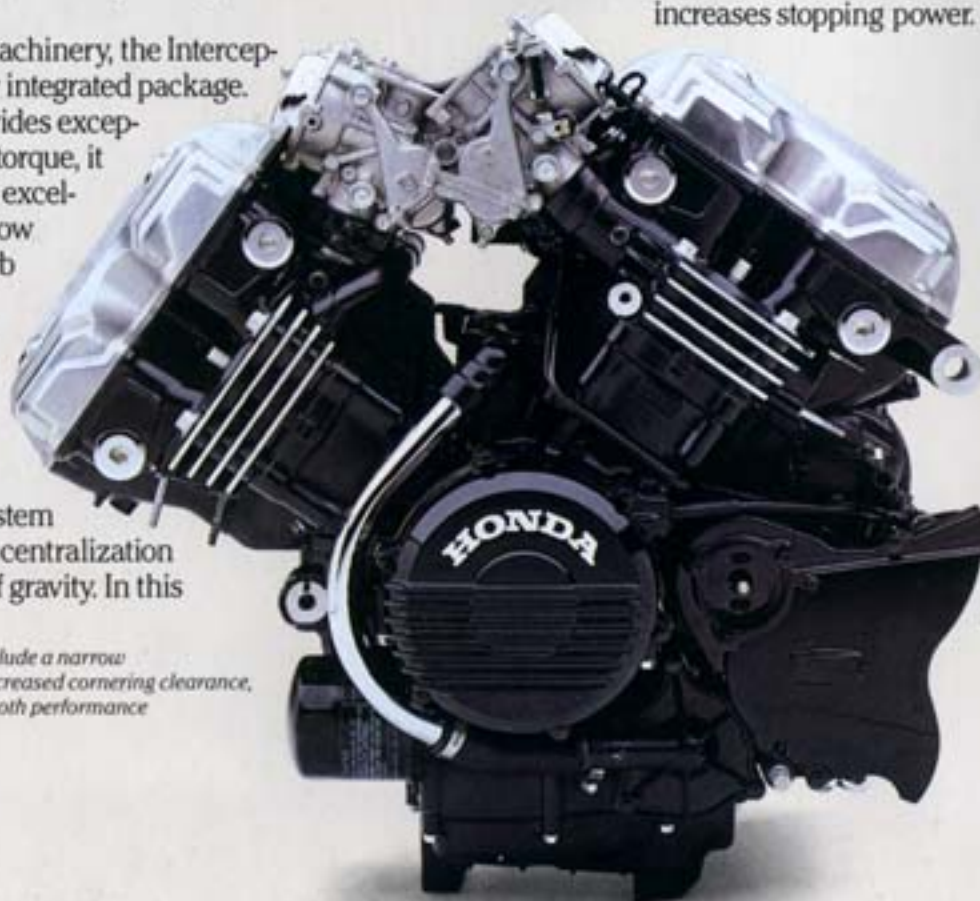
rebound damping. The forks also incorporate Honda's exclusive Torque Reactive Anti-dive Control (TRAC), which reduces fork compression during braking.

At the rear, the air-adjustable Pro-Link system includes four-way adjustable rebound damping, and features needle bearings in the linkage for maximum suspension responsiveness.

Dual disc brakes up front and one at the rear provide strong stopping power to match the Interceptor's exceptional engine performance. Honda's exclusive twin-piston calipers further enhance braking efficiency.

And in the case of the Interceptor, high performance co-exists with low maintenance, thanks to features like a self-adjusting hydraulic clutch, automatic cam-chain tensioners, and solid state electronic ignition.

The Interceptor. Ready to help you take the lead. Everywhere you turn.



*Advantages of the V-4 design include a narrow crankshaft assembly to allow increased cornering clearance, perfect primary balance for smooth performance and a low center of gravity.*







*Instrumentation provides excellent visibility and includes a tachometer, speedometer, temperature and fuel gauges.*

## INTERCEPTOR™

### FEATURES:

- Liquid-cooled, 669cc DOHC 90° V-4 engine produces an incredible 81 horsepower.
- Race-designed rectangular-section frame.
- Air-adjustable Pro-Link rear suspension with four-way adjustable rebound damping.
- Air-adjustable 39mm front forks with 3-way adjustable rebound damping and integrated fork 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.
- Low-profile roadrace-type tires mounted on special Cast alloy wheels.
- Adjustable forged alloy handlebars.
- Sealed O-ring drive chain.
- 12-month unlimited mileage warranty.\*\*







**1985 SPECIFICATIONS:  
INTERCEPTOR (VF700F)**

ENGINE	699cc DOHC liquid-cooled 90° V-4
BORE AND STROKE	70mm x 45.4mm
COMPRESSION RATIO	10.5:1
CARBURETORS	Four 32mm CV
IGNITION	Solid state
STARTER	Electric
TRANSMISSION	Five-speed close-ratio
DRIVELINE	Sealed O-ring chain
WHEELBASE	58.9 inches
SEAT HEIGHT	32.3 inches
FUEL CAPACITY	5.8 gallons, including 1.1 gallon reserve
WHEELS	ComCast
TIRES	Front: 120/80-16 tubeless Rear: 130/80-18 tubeless
SUSPENSION	Front: 39mm air-adjustable forks with three-way adjustable rebound damping Rear: Air-adjustable Pro-Link with four-way adjustable rebound damping
BRAKES	Front: Dual discs with twin-piston calipers Rear: Disc with twin-piston caliper
DRY WEIGHT	493.9 pounds
COLORS	Red, Blue
OPTIONAL HONDA LINE* EQUIPMENT	Engine guard, luggage rack and body cover

**1985 SPECIFICATIONS:  
500 INTERCEPTOR (VFS500F)**

ENGINE	498cc DOHC liquid-cooled 90° V-4
BORE AND STROKE	60mm x 44mm
COMPRESSION RATIO	11.0:1
CARBURETORS	Four 32mm CV
IGNITION	Solid state
STARTER	Electric
TRANSMISSION	Six-speed close-ratio
DRIVELINE	Sealed O-ring chain
WHEELBASE	55.9 inches
SEAT HEIGHT	31.5 inches
FUEL CAPACITY	4.4 gallons, including 1.1 gallon reserve
WHEELS	ComCast
TIRES	Front: 100/90-16 tubeless Rear: 110/90-18 tubeless
SUSPENSION	Front: 37mm air-adjustable forks Rear: Air-adjustable Pro-Link with four-way adjustable rebound damping
BRAKES	Front: Dual discs with twin-piston calipers Rear: Disc with twin-piston caliper
DRY WEIGHT	405.7 pounds
COLORS	Red, Blue
OPTIONAL HONDA LINE* EQUIPMENT	Luggage rack and body cover

ALWAYS WEAR A HELMET AND EYE PROTECTION. Specifications and availability subject to change without notice. Rear view mirrors are standard equipment. \*TRAC, Pro-Link and ComCast are Honda trademarks. \*\*See your local Honda dealer for complete details. †SAE wet test at the crankshaft. California version offers slightly different emissions equipment. © 1984 American Honda Motor Co., Inc. Printed in U.S.A. A0701



**HONDA**  
FOLLOW THE LEADER