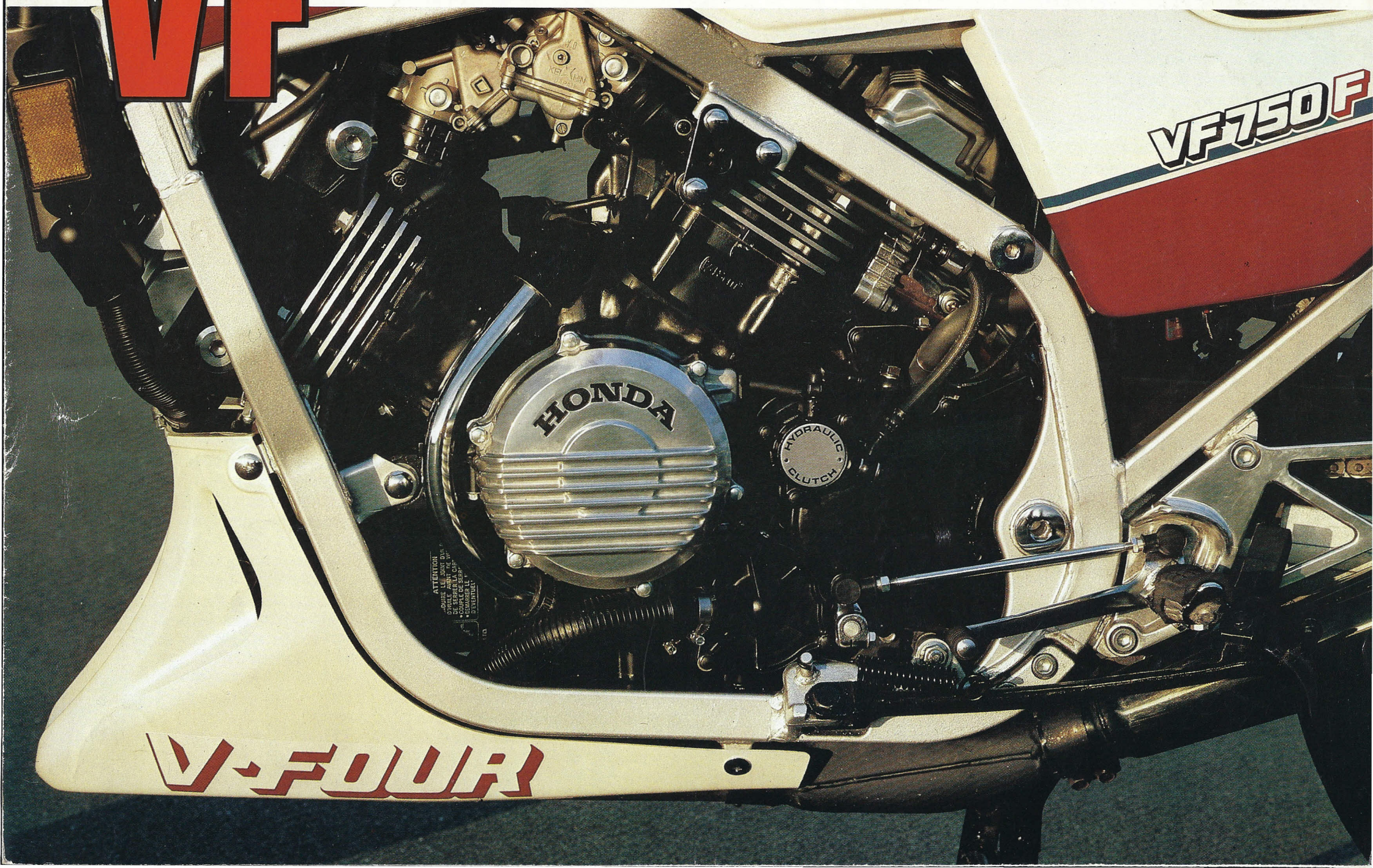


VF 750F

HONDA
WORLD'S LARGEST MOTORCYCLE MANUFACTURER



Your ticket to racer's road

If anything could ever be called a street-legal road racer, this is it. The Honda VF750F race-bred and race-proven V-4 powered class dominator.

When introduced in 1982 to spearhead Honda's exciting V-engine revolution, the liquid cooled, compact V-4 was heralded as the best engine to power a new wave of road-burning performance bikes. Performance bikes which would handle and look like nothing the 2-wheeled world had ever seen before.

It is now our pleasure to give you that incomparable V-4 engine mounted in the performance bike of the decade.

The VF750F. It's so close to the world-dominating RS1000RW racer that the difference doesn't matter. There's no quicker way to the head of the pack and no better-looking way to go. The Honda VF750F. Your ticket to racer's road and the opposition's new standard to work towards.

The 90°V layout has everything going for it. Four cylinders can be used in an engine with a width only slightly more than that of a twin making for unbelievable clearance to tackle the sharpest corners with ease. Honda's liquid cooled V-4 layout

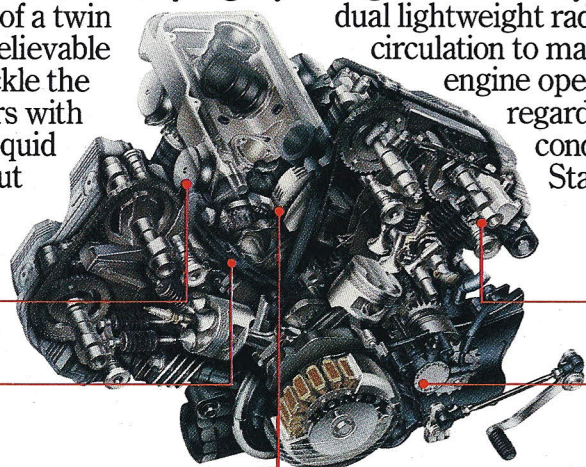
also means the engine unit can be as lightweight and compact as possible letting it be positioned lower in the frame for a lower centre of gravity and more nimble handling. And last but not least, the 90° V-angle totally eliminates primary vibration. Combined with a rubber mounted engine to reduce other vibration this makes for one of the smoothest running engines around.

Liquid cooling is a simple, effective way to solve traditional V-engine cooling problems and reduce overall engine size. The system employs dual lightweight radiators and pump circulation to maintain a stable engine operating temperature regardless of weather conditions. Stable operating

DUAL DRAFT
TYPE NEW CV
CARBURETTORS

AUTO
CAMCHAIN
TENSIONER

NOISE-
DAMPENED
CLUTCH GEAR



SCREW-ADJUST.
UNDER-CAM
ROCKER ARM

HYDRAULIC
CLUTCH

temperatures mean stable output power. A phenomenal 90PS(DIN) of it in fact, enough to shame many bikes of considerably greater displacement. As well, the coolant jackets around the cylinders and heads play a big part in silencing fatigue-inducing engine mechanical noise.

Carburation can make or break an otherwise superb engine. Conventional units were not up to the unique induction demands of the DOHC, 16-valve, V-4 engine with different angled cylinder banks. This meant that a completely new type of carburettor had to be developed. The special dual draft design packs tremendous performance into the smallest space and gives instant throttle response at all rpm as well. To streamline the intake tract a bi-starter system replaces the conventional choke increasing mixture flow and improving cold-weather starting as well.

Combustion efficiency is the deciding factor in determining the power output of an engine. Improve combustion efficiency and power output is boosted as well. To do this, however, means using a higher compression ratio, and the related increases in combustion speed and temperature often lead to engine-damaging detonation. To overcome this problem and permit a 10.5: 1 compression ratio, a completely new combustion chamber and squish area design were conceived. This, combined with the improved intake efficiency gained with the new carburettors, gives power a big boost and improves drivability as well.



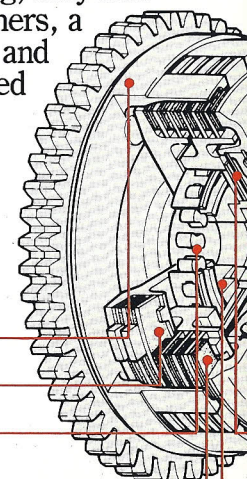
Maintenance The VF750F has had everything possible done to reduce periodic maintenance to a minimum. There are silent running, fully automatic camchain tensioners, a high performance CDI and a longlife, 'O'-ring sealed drivechain. Tappet clearance is by simple, screwtype adjusters and the clutch is a hydraulically activated unit.

CLUTCH
OUTER

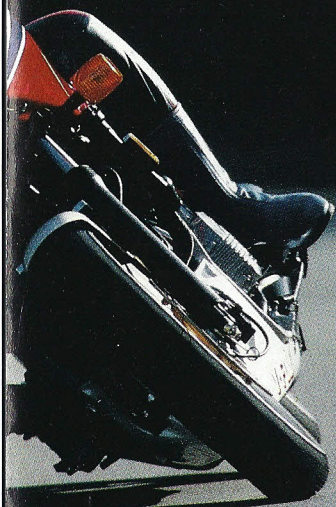
CLUTCH
PLATE

ONE WAY
CLUTCH SPRAG

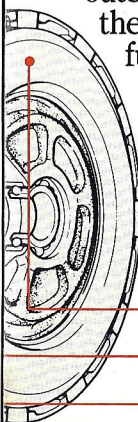
FRICTION
DISK



V4
90° DOHC
16-VALVE
LIQUID COOLED



One way clutch mechanism Under normal power delivery with the engine driving the rear wheel, the sprags engage both the inner and the outer of the one way clutch and lock them together. The clutch hence functions as a normal unit. However, when a backload occurs, the sprags lay down disengaging the inner and the outer of the one way clutch. Clutch capacity is in effect reduced by nearly half and it slips momentarily.

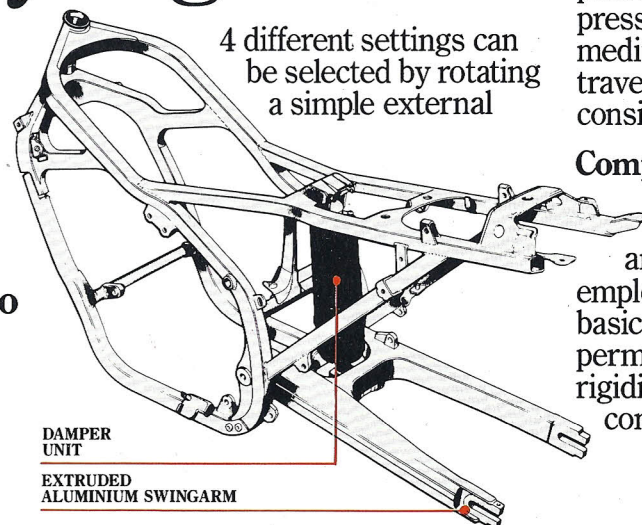


CLUTCH
PRESSURE PLATE
SPRING
SET PLATE
CLUTCH
SPRING
ONE WAY
CLUTCH INNER

The only way to go

In any truly performance oriented motorcycle, the only way to go is with suspension and a frame to match the performance possibilities of the engine. With an engine like Honda's V-4 as motive power, the running gear had to be something really special. And it is.

Road-taming suspension was a must and the VF750F has the best. Up front it's a 39mm tube diameter, air-assist fork with 3-way adjustable rebound damping. To further increase fork rigidity, a lightweight, good-looking cast alloy fork brace is also fitted. Honda's Pro-Link, or progressive linkage, rear suspension is by now world-known and considered the best available. It uses one centrally mounted damper and linkages to change the damping rate over varying road surfaces. Ride is comfortable over smaller smoother surfaces yet handling superb at the limits. The VF's system uses a box-section extruded aluminium swingarm to reduce unsprung weight and features 4-way adjustable rebound damping and a 120mm axle travel. TRAC is Honda's solution to nose-dive under hard braking. When the front brake is applied, torque produced in the brake caliper is used to mechanically close a valve in the fork and restrict damping oil flow. This reduces the speed at which the fork compresses and hence nose-dive as well.



DAMPER
UNIT
EXTRUDED
ALUMINIUM SWINGARM

4 different settings can be selected by rotating a simple external

adjuster letting you set the system to match riding conditions and personal preferences. As brake fluid pressure is not used as the operating medium, brake feel and brake lever travel are not affected, an important consideration for at-the-limits riding.

Computer frame design To reduce weight to the absolute minimum without sacrificing strength in any area, computer analysis was employed right from the design basics. Box-section tubing is used permitting the best combination of rigidity, racer-image looks and compact size.

Precision in every detail

When you've used the best engine, frame and suspension in an all-new performance motorcycle, you've got to complete the package with running gear that's able to take the pace the VF750F provides.

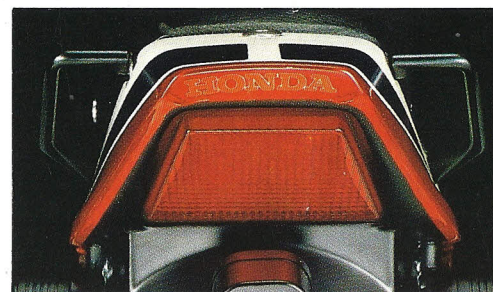
Brakes are triple discs of course. No ordinary discs, however, would suffice for this performer. It gets special, lightweight disc rotors stopped by powerful, dual-piston calipers. The front stoppers have spiral grooved discs and feature sintered metal pads.

Comstars are a new generation of Honda wheels. These new units are all-alloy and gold-anodized for outstanding looks. Unsprung weight is considerably reduced, handling improved and maintenance eliminated. The front is a 16" unit giving nimble handling and improved braking.

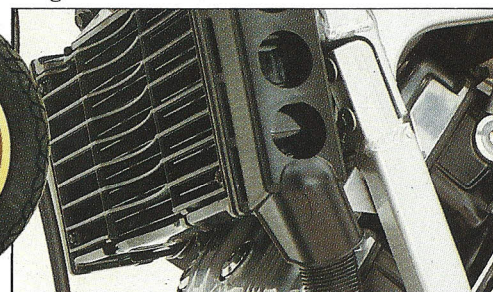
The Fairing is standard equipment frame-mounted and aerodynamically designed to reduce drag to a minimum while protecting the rider from tiring wind buffeting. It's complemented by a good-looking under cowl enclosing the lower radiator.

55/60 watt halogen headlight is a must for any serious night riding. The taillight is a sleek, built-in unit, easy-to-see and out of the way as well. Indicators are rectangular design, high-visibility items.

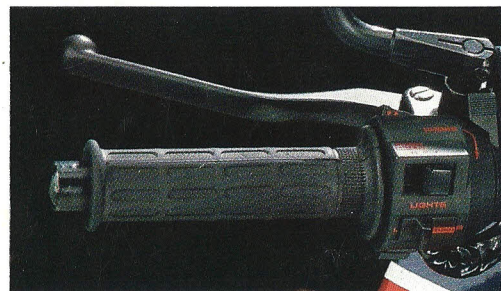
Styling can only be described as totally different. More at home on the race track than the road, maybe, but after all, that's where this performer was born. VF750F, your ticket to racer's road.



Sleek, integrated taillight/tailpiece/rear end design.



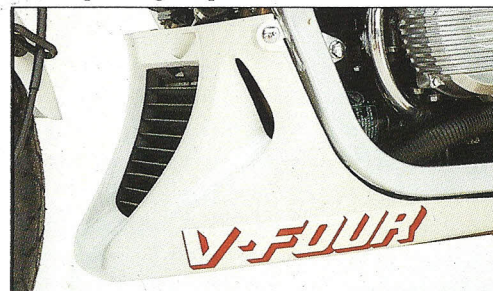
Efficient, compact, dual radiator system gives stable operating temperature.



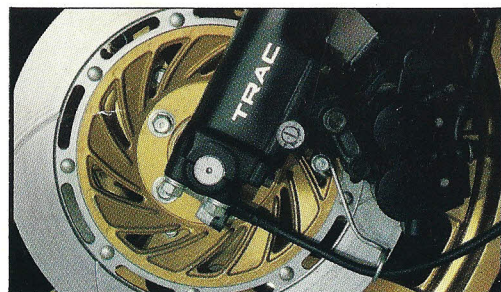
Compact, functional, easy-to-use switch design.



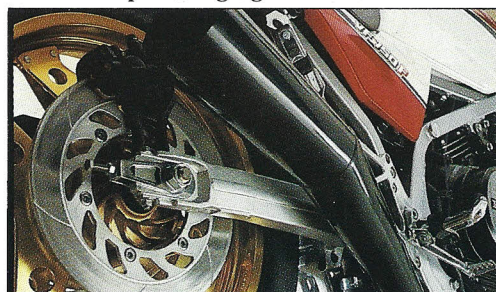
Innovative, simple instrument panel design with fuel and temperature gauges.



Good-looking undercowl encloses lower radiator.



High-performance, dual-piston caliper disc brakes and TRAC.

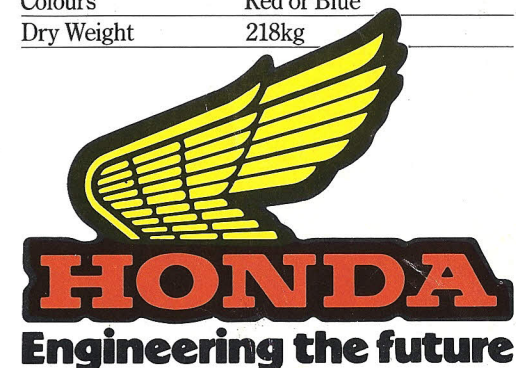


Lightweight aluminium swingarm Pro-Link system.

VF750F-D Specifications

Engine	DOHC 4-stroke 16-valve liquid cooled 90° V-4
Bore & Stroke	70 × 48.6mm
Displacement	748cc
Compression Ratio	10.5 : 1
Carburettors	4 × 32mm CV type
Max. Horsepower	90PS/10,000rpm DIN
Max. Torque	7.4kg-m/7,500rpm DIN
Ignition	Capacitor discharge
Starter	Electric
Transmission	5-speed
Final Drive	'O'-ring lubrication sealed roller chain
Dimensions (L×W×H)	2,210 × 770 × 1,215mm
Wheelbase	1,495mm
Seat Height	820mm
Ground Clearance	155mm
Fuel Capacity	22 lit including 4 lit reserve
Wheels	Gold anodized aluminium alloy New ComStar type
Tyres Front	120/80-V16
Tyres Rear	130/80-V18
Suspension Front	Air-assist 39mm fork with 3-way adjustable rebound damping, TRAC, fork brace and equalizer, 160mm travel
Suspension Rear	Pro-Link with 4-way adjustable rebound damping, 120mm axle travel
Brakes Front	Twin disc with dual-piston calipers and sintered metal pads
Brakes Rear	Disc with dual-piston caliper
Colours	Red or Blue
Dry Weight	218kg

Your authorised HONDA dealer:



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