



F6C

Introduction

Honda's American Custom flagship, the F6C, never fails to draw a crowd with its impressive size and massive, highly chromed 1,520cm³ flat-six engine striking an imposing profile. Fed by six separate carburetors, its engine is specially tuned to deliver a breathtaking grunt of power and torque at the twist of its throttle, while its spacious proportions and comfortable accommodations offer a majestic riding experience that leaves no doubt as to its unrivalled position as the high-performance master of the 'retro-classic' class.

Until now only Gold Wing 1500 owners could enjoy the maker's extraordinary flat-six engine. This pleasure had to be made available to other customers, which is what the F6C has made a resounding success of doing. Impressive in its looks and originality, this unique machine is positioned midway between a custom bike and a roadster. Indeed, with its 1,520cm³

engine and its phenomenal torque, this beauty doesn't half move! But the most extraordinary aspect is its handling on the road, fully comparable to that of the majority of today's big roadsters: a particularly sound and balanced machine, impressively powerful and effective braking for a bike of this size ... The F6C is a ride with superlatives!

Introduced in 96 - Manufactured in USA - CUSTOM





F6C

Colouring Concept

For the year 2000, the F6C takes the stage in two striking colour variations that strongly emphasise its power and presence. A new, deep pearlescent green is featured for the first time, contrasted with classically designed beige inserts that lend a classic look of traditional elegance. Carried over from the previous year is a stately black set off with bright pearlescent silver patches to convey a look of power and prestige while providing the perfect backdrop for this big cruiser's wide expanses of chrome and polish.

Colours

- Black
(with Pearl Twilight Silver)
- Pearl Sonoma Green
(with Pearl Chaparral Beige)





F6C

Close-up

New Features

- Seat shape and material finish changed.
- Meter illumination backlight colour changed from green to orange.
- New polished stainless steel radiator hose protector.
- Rear gear case receives new buffed and clear-coated surface finish.
- New colour variation.

General Features

- The flat-six 12 valve water cooled engine is the most flexible and smoothest on the market. Very powerful and developing larger-than-life torque, its also has very low inertia and is always willing. Fitted in the F6C, which is lighter than the GL1500, its acceleration reaches heroic levels.
- Due to its flat arrangement, the engine lowers the centre of gravity maximally, while offering the best possible mechanical accessibility.
- The custom appearance is to be found above all in the wraparound mudguards (very effective) and the avalanche of chrome. Pipes, carburettors (there are six), gauges, mirrors, headlamp, handlebars, etc. ... The F6C shines but is still easy to clean.
- The roadster aspect of the F6C is to be found in its very heavy section (45mm) inverted forks, its geometry which is more road-going (reasonable rake and wheelbase for a good ease of handling/stability ratio) and in its three substantial and very effective brake discs.
- The instrument panel is also halfway between "custom" and "road-going". It has a rev. counter, a water temperature gauge and all the usual warning lights.
- The drive shaft is designed to fully withstand the enormous torque produced by the F6C. Very quiet, one is hardly aware of it on the move and it needs very little maintenance.
- The fuel filler cap is lockable.
- The exhausts emit a deep and flattering sound.
- Riding position, saddle, suspension: the F6C offers both the rider and passenger the optimum level of comfort.
- The F6C's road-holding and ease of handling make you forget its weight or its size. Precise and stable, it is quite happy in town.
- As with the GL1500, the valve gear of the flat-six is driven by a toothed belt for greater safety and longer life. Overall maintenance is reduced.
- The F6C 1500 enjoys a two year warranty and benefits from the quality of the Honda service network.



F6C

Colour Overview

1997



1998



1999



F6C - 20004 - E



F6C

Specifications

Specifications

F6C (ED-type)

Engine	Liquid-cooled 4-stroke 12-valve SOHC horizontally opposed 6-cylinder
Bore × Stroke	71 × 64mm
Displacement	1,520.3cm ³
Compression Ratio	9.8 : 1
Carburettors	28mm CV-type × 6
Max. Power Output	100PS/6,000rpm (DIN) (74kW/6,000min ⁻¹)
Max. Torque	13.3kg-m/5,000rpm (DIN) (130Nm/5,000min ⁻¹)
Ignition	Fully transistorised electronic
Starter	Electric
Transmission	5-speed
Final Drive	Enclosed shaft
Dimensions	(L×W×H) 2,530 × 980 × 1,185mm
Wheelbase	1,690mm
Seat Height	740mm
Ground Clearance	155mm
Fuel Capacity	20 litres
Wheels	Front 17 × MT3.50 cast aluminium alloy Rear 16 × MT5.00 cast aluminium alloy
Tyres	Front 150/80-R17 72H (Dunlop) Rear 180/70-R16 77H (Dunlop)
Suspension	Front 45mm inverted telescopic fork, 110mm axle travel Rear Dual conventional dampers with 5-step adjustable spring pre-load, 120mm axle travel
Brakes	Front 296mm dual hydraulic disc with dual-piston callipers and sintered metal pads Rear 316mm hydraulic disc with dual-piston calliper and sintered metal pads
Dry Weight	309kg

All specifications are provisional and subject to change without notice.