



VF750C

Introduction

With its long-and-low proportions providing a comfortable seat from which to watch the world rushing by, Honda's dynamic V4-powered VF750C performance custom delivers an eye-opening rush of excitement at the turn of its throttle to set the standard for excitement in the cruiser class.

Fitting the Honda V4 into a custom machine took some guts. However, that is exactly what is the case with this VF750C, which—with its custom style and finish—fancies itself as a cracker. One thing is sure, it will certainly test the nerve of the boldest, given how much the V4 asks in return. Set up to accelerate very strongly, the VFC asserts an assured balance (road-holding, comfort, braking, fittings), which

enables it to look forward to a good road trip without suffering from the usual shortcomings (position, comfort, engine limitations, etc.) inherent in traditional custom bikes. Macho and proud of it, the VFC is nevertheless capable of being docile for anyone deciding not to “open it up”. An aesthetic success which does not sacrifice efficiency on the altar of beauty.

Introduced in 93 - Manufactured in Japan - CUSTOM





VF750C

Colouring Concept

Remaining unchanged for the year 2000, the VF750C's two highly attractive colour variations include a glistening solid black that exudes an aura of quiet strength while calling attention to the VF's wide expanses of shimmering chrome, and a richly lustrous candy red that lights up the boulevard with its multi-hued reflections.

Colours

- Black
- Candy Glory Red





VF750C

Close-up

Features

- The VF750C has a perfect finish, it is super-specified and is not restricted to urban custom use.
- Its V4 engine, taken from the sporting models in the Honda stable, scores with its punch and eagerness. Always willing thanks to its excellent torque, it loves to open up the throttle to show what it can do. It is halfway between an in-line four and a big V-twin.
- The single cradle frame, made of steel fulfils its stiffening function, maintains its geometry to keep a good stability/handling ratio and is able to keep itself aesthetically discreet.
- Silencers, crankcase, speedometer, indicators, headlight, air filter, handlebars and fork guards are chromed.
- The 316mm disc brake (equipped with a twin piston calliper with sintered metal pads) is a guarantee of safety.
- The VF750C has an electric starter.
- The instrument panel is very appealing, aesthetically pleasing and comprehensive.
- The light alloy rims enhance the unique lines of the VFC and can be fitted with the best tyres on the market.
- With its favourable weight distribution and good turning circle, the VFC adapts easily to town riding.
- The very low saddle makes the VFC accessible to the smallest human frames.
- The 5 speed box is quick, smooth and precise.
- The rear section of the saddle can be removed to accentuate the aggressive stance of the VFC.
- The VF750C not only enjoys a two year warranty but also benefits from the quality of the Honda service network.



VF750C

Evolution

The 750 V4 Honda engine and the custom concept go back a long ways. In 1981, the first Honda motorcycles to be equipped with this completely new and innovative engine where the Sabre, a classic road bike, and the Magna, which affirms its custom roots with its looks and its riding position.

Back in the early eighties, the idea had not caught on yet, either in the USA, the country for which the Magna was predestined, or in Europe where the fashion for custom bikes had not taken off. But Honda persevered with a new Magna in 1987, with a complete aesthetic redesign, characterised with its four pots pointing skywards and its solid rear wheel.

This time the welcome was warmer and the discovery was made that

a custom bike could be something other than a V-twin. The engine of this new Magna was a development of the first version. The 6 speed box with overdrive 6th was retained as was the chain drive for the timing and secondary shaft drive. The V4 developed 88PS and the Magna was credited with a maximum speed of 206km/h in tests. Its power to weight (228kg) ratio made the Magna the custom bike with the most performance.

Without aspiring to compete with the road-holding of the best roadsters of the day, the Magna displayed decent behaviour and comfortable suspension which made it the most suitable custom bike of all for the road.

The 1993 Magna was 100% new. Designed in the purest of 'low rider' styles, it appeared more luxurious and a whole lot less aggressive than the old one.

VF750C Magna

1981





VF750C

Evolution

Extensive work on the rake and location of the centre of gravity have enabled good handling to be maintained and the low saddle height (710mm) makes it more manageable.

The VF750C is more of a customised roadster (in its behaviour rather than style) than an out-and-out custom bike. The engine retains the same power as the old one but this is all they have in common: redesigned cylinders with fins, five speed gearbox rather than six, chain secondary drive instead of

shaft drive, overhead camshafts still chain-driven but acting directly on the tappets ... as on the RC45, new flat valve carburettors ... like the CBR900. Finally, the engine has been tilted 13° rearwards, torque output increased by 10% and the crankshaft retains its 360° configuration (180° for the VFR). When bringing up the personality of a custom bike, the first thing to be considered is its particular style followed by the character of its engine, usually a V-twin. Any other engine appears suspect.

With the V4, nevertheless, Honda has demonstrated that a multi-cylinder engine can match a custom concept very well. The V engine style is respected and the sensations from the V4 are certainly different but at least as interesting as those from a V-twin. Its performance edge, compared of course with a V-twin, can be appreciated more by Europeans than Americans. The Magna is a sort of Pan-European of custom bikes whereas the VT1100C2 is their Gold Wing, fair and square.

Redesigned Low Rider version.

1995



1996





VF750C

Colour Overview

1993



1994



VF750C - 20006 - E



VF750C

Colour Overview

1995



VF750C - 20007 - E



VF750C

Colour Overview

1996



1997



VF750C - 20008 - E



VF750C

Colour Overview

1998



1999



VF750C - 20009 - E



VF750C

Specifications

Specifications

VF750C (ED-type)

Engine	Liquid-cooled 4-stroke 16-valve DOHC 90° V4
Bore × Stroke	70 × 48.6mm
Displacement	748cm ³
Compression Ratio	10.8 : 1
Carburettors	34mm slanted flat-slide VP-type × 4
Max. Power Output	87PS/9,000rpm (DIN) (64kW/9,000min ⁻¹)
Max. Torque	7.1kg-m/7,250rpm (DIN) (69.6Nm/7,250min ⁻¹)
Ignition	Digital transistorized with electronic advance
Starter	Electric
Transmission	5-speed
Final Drive	'O'-ring sealed chain
Dimensions	(L×W×H) 2,365 × 850 × 1,135mm
Wheelbase	1,660mm
Seat Height	710mm
Ground Clearance	155mm
Fuel Capacity	13 litres
Wheels	Front/Rear 5-spoke cast aluminium
Tyres	Front 120/80-17 61V Rear 150/80-15 M/C 70V
Suspension	Front 41mm telescopic fork, 150mm axle travel Rear Dual conventional dampers with adjustable spring pre-load, 100mm axle travel
Brakes	Front 316mm hydraulic disc with dual-piston calliper and sintered metal pads Rear 180mm leading/trailing drum
Dry Weight	229kg

All specifications are provisional and subject to change without notice.