



VTR1000F Firestorm

Introduction

As Honda's full-blooded response to the world's renewed love affair with high-performance V-twins, the VTR1000F Firestorm brandishes its Super Sport credentials with style, flair and an impressive blend of power and technology. Featuring a compact, liquid-cooled 90° DOHC V-twin engine mounted in a unique 'pivotless' dual-spar aluminium frame, the Firestorm delivers a dynamic combination of sport riding excitement and eye-opening acceleration coupled with assured control and lasting comfort.

The Firestorm is the first big cylinder sports V-twin marketed by Honda. An engineering pioneer at heart, the world's leading constructor does not do things by halves. The result is an outstanding success with no less than 110PS for 192kg, all from a machine designed purely with the rider's pleasure in mind. The engine throbs torque as it ticks over and can reach 10,500rpm—and few twins can boast of doing

the same. Responsive and compliant thanks to a chassis that is both original and clever (aluminium frame without swing arm support), the VTR does not fool around with its sports tradition, nor its smooth ride. With the Firestorm, Honda gives us a high tech machine, well equipped, finished in the best Honda tradition, while remaining reasonably priced.

Introduced in 97 - Manufactured in Japan - SUPERSPORT





VTR1000F Firestorm

Colouring Concept

The Firestorm's two delicious colour variations for the year 2000 include a bright, new pearlescent yellow that emphasises its lively character while calling attention to the aggressive lines of its sleek bodywork, an aggressive new metallic blue that sparkles with the winning look of the Repsol-Honda GP-dominating racing livery, and—carried over for yet another year—the same popular bright red mantle in which the Firestorm made its splash debut on the Super Sport scene.

Colours

- Pearl Flash Yellow
- Jerez Blue Metallic
- Italian Red





VTR1000F Firestorm

Close-up

New Features

- New silver-coloured wheels replace the metallic black finish on the current model.
- New multi-coloured stripe replaces black border used on the completely tinted windscreens of current models.
- New colour variations.

General Features

- The engine is a 90° V-twin-cylinder, DOHC, 8 valve, water-cooled with two 48mm carburettors. It develops 110PS at 9,000rpm.
- The cylinder heads are interchangeable. Upper casing and cylinders come in one piece, for greater rigidity and to cut down on assembly parts.
- The aluminium frame is made of two upper side frames and a welded structure to which are fixed the rear frame and shock absorber: easy to use, lightweight and rigid.
- The swing arm is fixed directly to the engine.
- The handlebar spacing between the aluminium brake and clutch levers is adjustable to optimize ergonomics.
- A space under the seat can take a U-lock anti-theft device.
- The fairing cowls enclose two water-cooled radiators.
- The engine casing has an inspection window so that the oil level can be checked at a glance.
- The rear seat cowl is removable to take a pillion passenger.
- The two exhausts are made entirely of stainless steel.
- With its low slung saddle, the VTR is suitable for all riders, large and small.
- Braking in the front is entrusted to dual floating front disc brakes that feature powerful 4-piston Nissin callipers mounting sintered metal pads. Their lightweight 296mm floating rotors are mated to aluminium inner rotors with 8 inserts (down from the conventional 10). The 220mm rear disc brake is stopped by a compact single-piston calliper.
- Rear fork and shock absorber are adjustable by hydraulic slackening and pre-loading of the spring to help the rider find the best comfort/road-holding combination according to his weight.
- The general dynamic qualities (stability, manoeuvrability, braking, suspension, comfort etc.) of the Firestorm make it the yardstick in its category.
- The finish and quality of manufacture of the VTR respect Honda's tradition of perfection.



VTR1000F Firestorm

Colour Overview

1997



VTR1000F - 20004 - E



VTR1000F Firestorm

Colour Overview

1998



VTR1000F - 20005 - E



VTR1000F Firestorm

Colour Overview

1999



VTR1000F - 20006 - E



VTR1000F Firestorm

Specifications

Specifications

VTR1000F Firestorm (ED-type)

Engine	Liquid-cooled 4-stroke 8-valve DOHC 90° V-twin
Bore × Stroke	98 × 66mm
Displacement	996cm ³
Compression Ratio	9.4 : 1
Carburettors	48mm slanted flat-slide CV-type × 2
Max. Power Output	110PS/9,000rpm (DIN) (81kW/9,000min ⁻¹)
Max. Torque	9.9kg-m/7,000rpm (DIN) (97Nm/7,000min ⁻¹)
Ignition	Computer-controlled digital transistorised with electronic advance
Starter	Electric
Transmission	6-speed
Final Drive	'O'-ring sealed chain
Dimensions (L×W×H)	2,050 × 710 × 1,155mm
Wheelbase	1,430mm
Seat Height	810mm
Ground Clearance	135mm
Fuel Capacity	16 litres (including 2.5-litre warning light reserve)
Wheels	Front/Rear Hollow-section triple-spoke cast aluminium
Tyres	Front 120/70 ZR17 (58W) (Radial) Rear 180/55 ZR17 (73W) (Radial)
Suspension	Front 41mm H.M.A.S. cartridge-type fork with adjustable spring pre-load and rebound damping, 109mm axle travel Rear Pro-Link with pre-load and rebound damping-adjustable gas-charged H.M.A.S. damper, 124mm axle travel
Brakes	Front 296 × 4.5mm dual hydraulic disc with 4-piston callipers and sintered metal pads Rear 220 × 5mm hydraulic disc with single-piston calliper and sintered metal pads
Dry Weight	192kg

All specifications are provisional and subject to change without notice.