

2002

VFR

VFR-ABS

PRESS INFORMATION

Introduction

Honda's much-loved VFR, or VFR750F, debuted in 1986 as the advanced, aluminium-framed Super Sport successor to the revolutionary VF750F Interceptor that stunned the world and dominated Superbike racing for three years after bursting onto the sports bike scene in 1983. Since this auspicious debut, the VFR has undergone a steady series of major design changes every four years, culminating in the current fuel-injected, high-tech sports tourer that has won respect and admiration from thousands of aficionados since its 1998 release.

Especially popular in Europe, the VFR has consistently been hailed as Honda's premier high-tech sports model, a position crowned by its current version, which holds the record as the best-selling VFR yet. Interviews with individual VFR owners and users groups have revealed that nearly half are previous Honda owners, and many are also previous owners of earlier versions of the VFR. All rate the VFR's Super Sport performance and two-up touring capability highly, and strongly value its long-established image of high-tech prestige, superb quality of construction and excellent reliability.

The VFR has always been known as a well-rounded sports bike that can slice effortlessly through twisty mountain backroads with the fastest Super Sport machines around. However, over its last two generations, as bigger, faster and more single-minded Super Sport models have come to the fore, the VFR has won a growing following as an excellent sports touring bike that can cover long distances in comfort and still deliver exhilarating Super Sport-level performance at the twist of its throttle. This peerless combination of performance and comfort has endeared it to a broad cross-section of discerning riders who know and appreciate its high level of quality and broad accessibility.

In asking these riders what sorts of improvements they might like to see in another new VFR, most initially expressed complete satisfaction with the VFR's current version. However, when pressed for additional features they might desire, a short list of items the development team could focus on gradually began to take form. These included:

- A more boldly impressive sense of the VFR's sporty agility and superb overall quality.
- A stronger delivery of low-to-midrange engine response.
- Lower fuel consumption and a longer touring range.
- Matching optional pannier cases specially made by Honda—rather than generic aftermarket items— and installed with the highest qualities of design and construction.
- A taller, more protective windscreen, especially for taller riders.
- An adjustable rear suspension that can be quickly and easily set for sports, touring and tandem riding conditions.
- More security options available to help deter potential thieves.

Using these desired features as a guide, the VFR's development team set out to totally redesign their creation with a stimulating new look of sports-minded appeal coupled with the enhanced capacity for even greater long-distance touring enjoyment—and not just for the rider alone, but also with someone along to share the fun, not to mention all they might want to carry with them.

Development Concept

Over the years, the VFR has found its place as a high-performance 'Super All-Rounder' that delivers a full course of riding enjoyment—from aggressive sport riding to leisurely sightseeing—in a technologically sophisticated machine that glows with the peerless quality of fine execution in its every detail. With 'Sophisticated Pleasure' selected as the central guiding theme of its next generation of development, the VFR's development team determined that the three most satisfying types of Sophisticated Pleasure the VFR offers include 'The Pleasure of Ownership,' 'The Exhilarating Pleasure of the Ride' and 'The Intimate Pleasures of the Shared Riding Experience.'

With this in mind, the team then set out to enhance and build upon these attractions with a stunning combination of aggressive new styling, a breathtaking step up in performance, and an even more prestigious sense of quality to give both rider and passenger a more deeply satisfying riding experience—all while ensuring the world's highest levels of operating safety, security and environmental compatibility to be found in motorcycling.

The current VFR is generally considered to be 'a Super Sport that can also go touring,' and it expresses that with the look of an ideal all-round sports touring motorcycle. However, as other models in the Super Sport class have grown more aggressive in both looks and performance, the time has come to give the VFR's highly aerodynamic, yet understated lines a more dramatic boost in their visual impact by comparison.

Now, for 2002, the VFR receives a total makeover that takes a major leap in both visual and visceral excitement to project a strikingly attractive image to go with its new Super Sport-class high-performance, while still providing a thoroughly enjoyable urban riding experience. The new VFR's image of

'Mysterious Cool' combines a new sharpness and sleek elegance with its trademark appeal of high-tech design.

But the new VFR's attractions aren't just skin deep. Everything from the heart of its engine to the sinewy curves of its chassis has been reworked, redesigned or completely replaced in the quest for a stronger, more exhilarating balance of performance that isn't bogged down by the heavier loads of two-up touring.

Take its renowned, high-powered V4 engine for a start. No longer simply a high-revving powerhouse, it's been lightened with a new chain-driven camtrain and recharged with a unique new 2-stage valve control system, called 'V4 VTEC,' that combines the most effective power characteristics of 2-valve and 4-valve engine design in one remarkable unit.

With a chassis retuned for more aggressive Super Sport performance that now encompasses the special requirements of two-up touring, greater efforts made to accommodate increases in its carrying capacity, and greater attention paid to enhanced safety and environmental compatibility, the new 2002 VFR again reasserts its leadership position as Honda's unrivalled high-tech sports tourer.

Styling

The VFR has always been positioned on the leading edge of sleek, fully faired aero design that minimises wind resistance while maximising both performance and comfort. For 2002, the new VFR features a much sharper, more aggressive look that impressively expresses the muscular sinews of an athlete, with a gorgeous combination of undulating curves and sharp edges sweeping back from nose to tail in an unmistakable representation of speed.

Proudly exhibiting an unmistakably European orientation in its every curve and undulation, the new VFR's sharp, new image was created in close co-operation between Honda's European and Japanese development centres. The initial design was drawn up and then formed in clay by the multinational staff at Honda's Frankfurt design centre, then sent to Japan and refined at Honda's main Asaka R&D facility, with further detailed modifications formulated through close and constructive collaboration between the two teams resulting in the final new design. The VFR's new lines speak for themselves in a distinctively Eurocentric approach that instantly calls to mind both the blazing speeds of the Autobahn and the breathtaking switchbacks of the Alps.

Strikingly original in its every detail, and destined to turn heads wherever it goes, the new VFR's exciting form fuses the most advanced aerodynamic design with an exhilarating sense of modern style and high quality to provide a dynamic foretaste of the power, performance and excitement that waits in store.

New Quad Headlight

Projecting a startling new look of intensity and speed that can't be ignored, the VFR's stunning new headlight array highlights the aggressive cut of its fairing with an impressive, new 2+2 lighting system that incorporates two low

beams positioned under two more widely spaced high beams for a brilliant spread of night-time illumination. These four brilliant multi-reflector headlights are joined by dual pin-point position lamps under two large, attractive clear lenses covering the entire system, which outline the leading edge of the fairing's nose with an unmistakable 'V' pattern that carries through the VFR's entire design.

Above the headlights, the VFR's sharply angular new windscreen provides a wider range of protection while further accentuating the 'V' form of the front cowl by reaching down to a point just above its leading edge.

Behind the cowl, the VFR's newly designed instrument panel provides a stylish and instantly recognisable readout of all operating conditions, from its large, centrally positioned rev counter to two spacious LCD readouts of vehicle speed, dual-reading trip meter, fuel gauge and clock. Attractive LED indicators also provide instant notification of ABS and H.I.S.S. operations, as well as the standard array of functions.

Even the fuel tank was reconfigured in this new edition of the VFR, and is designed wide and flat to carry a tank bag with ease. A bit less easy to spot is its 1-litre larger fuel capacity, which complements the engine's higher performance and efficiency to extend the VFR's touring range.

Like its most recent edition, the VFR's twin side-mounted radiators make up one of the primary points of focus for the fairing's aerodynamics, with large side ports designed to pull cooling air through the radiators for optimum cooling efficiency and performance. These ports have been completely redesigned with more sharply angular shapes to further accentuate the fairing's look of speed while further optimising its cooling efficiency.

New Dual ‘Centre-Up’ Exhaust System

Another visual eye-catcher in the new VFR’s design is its bold new dual ‘Centre-Up’ exhaust system, which replaces the earlier VFR’s single large, canister-style silencer with a stunning pair of dual-outlet stainless steel mufflers pointing aggressively out from under the tail of its sleekly designed seat cowl. Brilliantly integrated into the overall form of the seat cowl for the most compact configuration, these silencers feature unique triangular cross-sections that allow them to fit snugly inside the VFR’s compact seat cowl while maintaining the correct exhaust volume necessary for top performance. Harkening back to the revolutionary design of Honda’s landmark NR, the triple-radiused ends of these ‘Centre-Up’ pipes converge with the bold new shape of the integrated taillight assembly to call unmistakable attention to the VFR’s strong overall ‘V’ identity.

Colouring Concept

The new VFR's exciting lines are brilliantly highlighted by four gorgeous colour variations that broaden its range of appeal for riders of all ages and tastes in riding style. To project a more focused image that emphasises beautiful curves and lines of the new VFR's cleanly styled bodywork, nearly all graphics and markings that might distract from its impressive sinews have been eliminated, save for small, discreetly positioned 'VFR' and 'V4 VTEC' stickers, and the Honda Wing mark on the fuel tank.

Leading off this colourful quartet is a strikingly modern metallic silver that brilliantly highlights the bodywork's sharp curves and corners while emphasising the VFR's aggressive image of high performance and high technology. In sultry black, the VFR projects a quietly assured image of power and prestige, while in deep metallic blue, it cloaks itself in an aura of mystery that emphasises its image of supreme luxury. Finally, the same bold Italian Red that has come to be identified with the VFR unmistakably reaffirms its passionate sport bike image.

Colours

- **Force Silver Metallic**
- **Black**
- **Lapis Blue Metallic**
- **Italian Red**

Engine

The VFR's illustrious V4 engine has a proud history of powerful, high-revving performance and Superbike racing domination that translates to an exceptional power delivery for its class. For 2002 and a new generation, with the VFR reborn as a more dynamic and formidable sports tourer, this unique, high-performance V4 engine was completely revised to achieve a stronger surge of low-to-midrange power output coupled with the added benefits of lower noise and lower emissions, all while maintaining the VFR's traditional Honda V4 power characteristics.

Until now, the VFR's most impressive power output has been of the high-revving 4-valve variety. But with the introduction of its revolutionary new V4 VTEC system, the new VFR's engine delivers stronger, more responsive torque and power output at low-to-midrange engine speeds, and then switches valve operation at higher engine speeds to deliver a breathtaking leap of Super Sport performance. Amazingly enough, this major boost in total performance was achieved without the slightest change to its bore, stroke, throttle bore, crankshaft or other internal engine specifications.

Innovative New 'V4 VTEC' System

The most revolutionary development in the VFR's new engine is the introduction of a revolutionary new two-stage 'V4 VTEC' valve control system which combines the best power characteristics of both 2-valve and 4-valve combustion chamber designs. Basically, this highly effective new system keeps the engine running on two valves per cylinder at low to midrange engine speeds in order to maximise the engine's thrust of smooth, strong low-end torque, then switches to full 4-valve operation at higher engine speeds to take

advantage of this configuration's high-rev power characteristics, thus achieving the best of both worlds of engine design.

The new VFR's unique V4 VTEC system features a set of compact, hydraulically actuated lifter sleeves installed inside the inverted buckets of the valvetrain's direct-actuation valve lifters, over one intake valve and one exhaust valve in each cylinder. During low-to-midrange operation, the lifter sleeves slide benignly up and down over the tops of the valve stems, allowing only two valves in each cylinder to open to maintain the enhanced torque and powerful thrust of responsive low-end power and acceleration associated with the best 2-valve engines.

At around 7,000rpm the entire personality of the engine suddenly changes, as a burst of oil pressure to the lifter sleeves forces their spring-loaded engagement pins to slide across the centre hole and initiate actuation of the remaining two valves of each cylinder. The effect of this changeover is breathtaking, as the engine suddenly comes on cam, full 4-valve operation kicks in, and the tachometer needle takes a dramatic leap toward redline in the characteristic rush of high-rev power commonly associated with the most high-performance 4-valve 4-stroke engines.

In achieving the best of both worlds of 4-stroke engine design, the V4 VTEC system also gives a further boost to the VFR's midrange performance to provide a more linear surge of acceleration that seems to instantly jump in response to throttle input from virtually anywhere in the rev range, rather than building up slowly to a conventional 4-valve engine's peak power-producing revs.

One unmistakable result of this new 2-stage power output is the exceptional roll-on performance the new VFR delivers at the twist of its throttle—even when fully loaded for touring with passenger and gear.

Overtaking becomes such a revelation that one would be forgiven for thinking there's a few more cc's hidden away in that compact 781cm³ V4 purring away underneath.

Quieter Operation

Another benefit of the VFR's new V4 VTEC system is its quieter operation at lower speeds. Since only one intake and exhaust valve opens at each stroke, air moves more gradually into and out of the combustion chambers at low-to-midrange engine speeds, releasing pent-up exhaust gases more quietly and reducing blow-back when the intake valves open. The new system thus provides smoother, quieter, more torqueful, and more comfortable response to throttle inputs for in-town riding at lower, more 'civilised' engine speeds.

However, turn up the revs past 7,000rpm and the VFR's engine releases an exhilarating howl of fire-breathing 4-valve fury that leaves no question about its Superbike racing heritage.

New, Low-Noise Valvetrain

The new VFR's V4 VTEC-controlled intake and exhaust aren't the only areas where efforts were made to reduce noise. The engine's famed high-tech gear-driven valvetrain has been replaced with a new 'Silent' camchain drive that not only greatly reduces mechanical noise, but also reduces the engine's overall weight by nearly 3kg, for quieter, more civilised operation around town as well as for more relaxing long-distance rides. The system's two sets of dual tensioners are equipped with spring-loaded screw-action lifters that maintain steady pressure on the cam chains throughout the engine's wide rev range.

Another major benefit of this switch to chain-driven cams is the narrower valve angles made possible by the camshafts' smaller driven gears. This new 1.5-degree narrower included valve angle makes a significant contribution to the engine's more compact combustion chambers, helping to realise a higher filling rate, greater combustion efficiency and stronger overall power output.

New Fuel Injection and Ignition System Components

The VFR's superb, high-accuracy PGM-FI fuel injection system has also been upgraded with a set of new 12-hole injectors replacing the 1-hole injectors currently used to realise finer fuel atomisation, resulting in more efficient fuel combustion for stronger, cleaner and more stable performance.

Combustion efficiency is also aided by new, hot-firing iridium spark plugs, which are ignited by compact, new, high-energy 'coil-on-plug' spark plug caps (like those used on the CBR600F). These combine to produce a stronger, higher-voltage spark for quick, high-efficiency combustion and sharper, more responsive performance.

Another benefit of these improvements to the VFR's combustion efficiency, which adds up to more than a 20% increase in fuel efficiency over its earlier carburetted version. This dramatic improvement in fuel efficiency combines with the VFR's new 1-litre larger fuel tank to realise a markedly longer touring range on a single tankful of fuel, keeping fuel stops to a more comfortable minimum while greatly reducing fuel costs over the long term.

New, 'Flangeless' Sleeve Design

While most conventional cylinder sleeves are cast into the cylinder block with their top rims, or flanges, sunk in flush with the top deck of the cylinder, the VFR's low-friction aluminium/ceramic composite cylinder sleeves have no

top flange, and their upper edges are instead set in 3mm below the surface of the top deck. This new 'flangeless' design enhances cooling efficiency by permitting the cylinder's uppermost hot spot above the top piston ring to more quickly and effectively bleed-off combustion heat directly to the coolant jacket, with less interference from the cylinder sleeves in this critical area.

The combustion chambers' new ultra-compact, high-compression design also features a 30% thinner head gasket that helps minimise the 'quenching area' that normally exists in the corner gap between the head and cylinder block, improving the igniting flame's reach into the far recesses of the combustion chamber and realising a significant increase in cleaner-burning combustion efficiency.

New, Higher Efficiency Low-Emissions System

The VFR's HECS3 oxygen-sensing catalyser system has become the standard of clean exhaust emissions in the motorcycle world, with its emissions levels reduced to well below those required by the strictest pollution standards in the world, and all while maintaining power output at the blazing levels of high performance expected of a Super Sport machine.

For 2002, this system receives further advancements in the form of a new set of catalyser elements. These new elements feature a more densely packed 300-cell design that improves on the currently used 100-cell version by providing a substantially greater catalyst-coated surface area for the exiting exhaust gases to react upon.

With carbon monoxide (CO) emissions reduced to 0.45g/km*, hydrocarbons (HC) to 0.16g/km* and nitrous oxides (NO_x) down to 0.054g/km*, this new ultra-low-emissions exhaust system not only easily clears Europe's strict new 'EURO-2 + Incentive' levels, but also anticipated

EURO-3 standards which are currently being prepared for future introduction, for the lowest exhaust emissions ever in a high-performance large-displacement motorcycle.

Even more remarkable, however, is the fact that the usually conflicting goals of lower emissions, lower fuel consumption and stronger, more responsive power have all been achieved simultaneously in the VFR's highly advanced new V4 engine.

* Honda-measured emissions test result figures.

Modified Transmission

The VFR's transmission has also received detailed modifications in the quest for optimal two-up sports touring performance. Closer ratios between gears 1 through 3 combine with a 1-tooth smaller drive sprocket and the engine's stronger low-to-midrange power output to deliver a sharper, more responsive leap of Super Sport-class acceleration that isn't hindered by the extra weight of a pillion passenger and a full load of gear.

To reduce the shocks of upshifts to the drivetrain and, by extension, to rider comfort, the clutch's 2-step coil spring damper was replaced with a new 3-step damper that ensures smoother, more comfortable operation in virtually all traffic and riding conditions.

Chassis

Based on the same high-performance aluminium twin-spar frame that currently resides at the heart of the VFR's superb Super Sport handling, the new frame designed for the 2002 VFR provides the perfect complement to its exciting new engine and stunning bodywork. Featuring a 'Pivotless' design that isolates the steering head from the swingarm's torsional stresses, this frame was refined to deliver the ultimate balance of Super Sport agility and long-distance touring performance, providing both nimble handling and smooth high-speed cruising stability without peer—whether riding solo or fully loaded with passenger and gear.

The frame's massive cast aluminium steering head was reinforced with the addition of a new cast-in vertical plate positioned behind the steering pivot. This plate provides greater torsional rigidity in the steering head's vertical plane for firmer, more responsive control while minimising the effects of heavier loads on handling. Reaching back from the steering head, the massive triple-box-section twin spars have had their extrusion thicknesses revised for an enhanced balance of rigidity, resulting in more sporty and responsive handling that becomes especially noticeable when fully loaded for two-up touring.

In complement to the frame's newly revised steering head, the VFR's responsive cartridge-type front fork now features larger, new 43mm stanchion tubes in place of the earlier model's 41mm tubes for enhanced rigidity and more confidently assured control when travelling under the potentially heavy loads of two-up touring.

Another new addition to the VFR's frame is an underside frame bracket like that featured on the CBR900RR Fireblade, which now surrounds the engine's cast-in swingarm pivot and firmly grips its ends to increase pivot area strength

and torsional rigidity. The rear damper's base bracket was also modified for greater strength and rigidity, and enhanced control.

More Comfortable Pillion Passenger Accommodations

Although the VFR has always been highly regarded for its accommodating pillion passenger comfort, extensive changes to its tail section now offer even greater long-term comfort that extends to long hours of cross-country touring. The VFR's seat and tail section now ride on an innovative, new seat rail designed around a single, large, high-rigidity rectangular-section steel tube designed to provide extra carrying capacity while making ample room for the VFR's new 'Centre-Up' exhaust system.

With the new twin exhausts now elegantly repositioned under the seat, room has been freed-up to lower the pillion steps 10mm to a more comfortable position for a wider range of riders. The pillion section of the seat itself was also improved with 15mm-thicker padding material providing a more plush ride for longer-lasting comfort, while the VFR's detachable rear grips were reshaped and extended outward an extra 10mm for an easier hand hold. As always, the grips feature dual-injection resin construction for all-weather comfort.

Newly Revised 'Sports' Dual Combined Brake System

Equipped with one of the most advanced and compact versions of Honda's brake control-assisting Dual Combined Brake Systems, the VFR delivers a confidence-inspiring balance of brake operation that brings it to a quick and sure stop with an optimal balance of front and rear braking forces, whether the rider uses both the hand and foot brake levers or only one of the two.

Since giving the VFR a more sporty balance of performance was one of the foremost goals of its total redesign, attention was also paid to giving its advanced brake system a more sporty and aggressive package of braking characteristics. This was achieved, through careful evaluation, by re-routing the lines controlling its calliper piston actions.

Where nearly all Dual Combined Brake Systems till now have the hand brake lever controlling the two outer pistons of both front 3-piston callipers, the new VFR's front brake lever operates the two outer pistons of the left-side front calliper and all three pistons of the right-side calliper, as well as the centre piston of the rear brake calliper (by way of the secondary master cylinder), resulting in more front-oriented braking response that feels more closely matched to the aggressively responsive Super Sport road machine that the VFR has always been.

The foot brake pedal that previously actuated the two outer pistons of the rear brake calliper and both centre pistons of the front callipers now actuates the same two rear brake calliper pistons, but only the one centre piston of the left front calliper. This revised balance of braking force is administered through a direct-side proportional control valve (PCV) mounted inline between the foot brake master cylinder and the rear calliper. During light applications of the foot brake, most of the actual braking force is applied at the rear wheel, with only the slightest amount of front brake input at the one left-side calliper providing a steadying influence on the balance of front and rear brake control without causing unsettling shifts of weight and its related front-end dive. However, this balance of operation changes in response to strong pedal operation, in which case the system adjusts for an optimal balance of front and rear braking forces.

As in other Dual Combined Brake Systems, the compact secondary master cylinder integrated into the left-side calliper's pivoting mount increases rear calliper brake pressure through a servo-side PCV as its own braking forces increase in response to front brake lever actuation. This results in a smoothly progressive application of combined braking forces that starts with greater emphasis on the front brakes and gradually but firmly applies a balancing amount of rear braking force whenever the situation calls for it.

Taken together, these two brake operation scenarios provide a more aggressive distribution of braking forces that both enhances braking confidence for a wider range of riders and skill levels, and provides a more familiar combination of braking characteristics for hard-core riders who insist that their own braking skills are second to none.

New Antilock Brake System

For the first time ever, the VFR is being released in two model variations; the standard version which features all the technological advances described above, and a new VFR-ABS version that takes one more high-tech step toward ultimate control and riding comfort.

The most significant difference in this new VFR-ABS can be found in its newly adapted Antilock Brake System. Like this year's remarkable GL1800 Gold Wing and the all-new 2002 Pan-European ABS, the new VFR-ABS mounts Honda's latest, most compact and lightweight ABS, which works in seamless combination with its advanced Dual Combined Brake System to provide a level of braking comfort and confidence unheard-of in the Super Sport class.

Instantaneously sensing the most minute suggestions of tyre slip during braking operations, the system's high-accuracy ECU directs its compact and

lightweight motor-driven modulators to rapidly cycle through a precisely calculated series of pressure Release, Hold and Increase steps at such a high rate of speed and smoothly controlled deceleration that most riders will scarcely notice whether the ABS has been enabled or not.

Another feature found only in the new VFR-ABS is a large, handy rear damper preload adjustment knob that permits quick and easy hydraulic matching of the rear suspension's preload force with the type of riding ahead, whether solo sports corner carving or loaded down for a long trip for two.

Equipment

Honda Ignition Security System (H.I.S.S.)

Honda's latest anti-theft system features a fail-safe electronic interlock that prevents the engine from being started by any other than the motorcycle's two original keys. Since H.I.S.S. disables the motorcycle at the heart of its ignition system, it cannot be bypassed by either hot-wiring the ignition or exchanging the ignition switch module, thus effectively deterring joyriders and reducing the possibility of ride-away theft.

Like the CBR1100XX Super BlackBird, this system also features a blinking red LED built into the instrument panel that visually warns-off potential thieves by blinking constantly for a period of 24 hours, then switches off while the system itself remains fully active and alert. A large, diamond-shaped H.I.S.S. sticker on the top of the fuel tank also clearly indicates the presence of this highly effective security system.

Slip-On Solo Seat Cowl

Sliding into place over the tail of the seat and securely fastened by the locking seat itself, this racy-looking colour-matched cowl further accentuates the VFR's sporting character with a sleek image of speed. Underneath the seat is a compact carrying space outfitted with a U-lock holder that can any of several sizes of this essential anti-theft device (available separately).

Optional Equipment

The new VFR will also come with an extensive range of optional equipment that has been specially designed and produced by Honda Access Corporation to extend its range of riding and touring enjoyment. These developments will include:

- A set of specially designed, aerodynamic and fully integrated 35-litre panniers to be produced in matching colours; and a set of matching inner bags with easy-carry straps.
- A capacious 45-litre top box that mounts on a sturdy bolt-on carrier and features a locking quick-detach mounting system.
- A taller windscreen that provides more extended wind protection for larger riders.
- A motion and vibration-sensitive auxiliary theft alarm system.
- A convenient tank bag for carrying travelling necessities close at hand.
- A set of heated hand grips for cold weather riding.
- A tamper-resistant barrel key U-lock designed to be easily carried in the receptacle under the seat.
- A heavy-duty weather-resistant motorcycle cover.

Specifications

VFR (ED-type)

Engine	Liquid-cooled 4-stroke 16-valve DOHC 90° V-4
Bore × Stroke	72 × 48mm
Displacement	781.7cm ³
Compression Ratio	11.6 : 1
Carburation	PGM-FI electronic fuel injection
Max. Power Output	80kW/10,500min ⁻¹ (95/1/EC)
Max. Torque	80Nm/8,750min ⁻¹ (95/1/EC)
Ignition	Computer-controlled digital transistorised with electronic advance
Starter	Electric
Transmission	6-speed
Final Drive	'O'-ring sealed chain
Dimensions (L×W×H)	2,120 × 735 × 1,195mm
Wheelbase	1,460mm
Seat Height	805mm
Ground Clearance	130mm
Fuel Capacity	22 litres
Wheels	Front 17M/C × MT3.50 'U'-section 6-spoke cast aluminium Rear 17M/C × MT5.50 'U'-section 5-spoke cast aluminium
Tyres	Front 120/70 ZR17M/C (58W) Rear 180/55 ZR17M/C (73W)
Suspension	Front 43mm H.M.A.S. cartridge-type telescopic fork with stepless preload adjustment, 109mm axle travel Rear Pro-Link with gas-charged H.M.A.S. damper, 7-step preload and stepless rebound damping adjustment, 120mm axle travel
Brakes	Front 296 × 4.5mm dual floating hydraulic disc with Combined 3-piston callipers and sintered metal pads Rear 256 × 6mm hydraulic disc with Combined 3-piston calliper and sintered metal pads
Dry Weight	213kg

All specifications are provisional and subject to change without notice.

Specifications

VFR-ABS (ED-type)

Engine	Liquid-cooled 4-stroke 16-valve DOHC 90° V-4
Bore × Stroke	72 × 48mm
Displacement	781.7cm ³
Compression Ratio	11.6 : 1
Carburation	PGM-FI electronic fuel injection
Max. Power Output	80kW/10,500min ⁻¹ (95/1/EC)
Max. Torque	80Nm/8,750min ⁻¹ (95/1/EC)
Ignition	Computer-controlled digital transistorised with electronic advance
Starter	Electric
Transmission	6-speed
Final Drive	'O'-ring sealed chain
Dimensions (L×W×H)	2,120 × 735 × 1,195mm
Wheelbase	1,460mm
Seat Height	805mm
Ground Clearance	130mm
Fuel Capacity	22 litres
Wheels	Front 17M/C × MT3.50 'U'-section 6-spoke cast aluminium Rear 17M/C × MT5.50 'U'-section 5-spoke cast aluminium
Tyres	Front 120/70 ZR17M/C (58W) Rear 180/55 ZR17M/C (73W)
Suspension	Front 43mm H.M.A.S. cartridge-type telescopic fork with stepless preload adjustment, 109mm axle travel Rear Pro-Link with gas-charged H.M.A.S. damper, stepless remote-controlled hydraulic preload and stepless rebound damping adjustment, 120mm axle travel
Brakes	Front 296 × 4.5mm dual floating hydraulic disc with Combined 3-piston callipers, ABS and sintered metal pads Rear 256 × 6mm hydraulic disc with Combined 3-piston calliper, ABS and sintered metal pads
Dry Weight	218kg

All specifications are provisional and subject to change without notice.