

1000/750/500 INTERCEPTOR



If ever there was proof that racing improves the breed, it was the 1983 success-bike of the year.

The 750 Interceptor.

With an unprecedented combination of power and handling, the Interceptor excited thousands of

This year we've got even better news.

More Interceptors.

There's a potent new 1000. A dazzling 500. And an even better 750. They're just three more reasons why Honda engineering is in front to stay.

Just look at how they're built.

Drawing from a background of racing experience that spans oceans and continents, we de-

veloped external, rectangular section double-cradle frames with enormous resistance to flex.

But the frame is just part of an incredibly sophisticated handling package that includes large-diameter air-assisted forks incorporating cast aluminum

braces. Pro-Link™ single rear shocks with adjustable damping. Extruded aluminum alloy box-section swing arms.

And instead of an 18 or 19-inch wheel up front, you'll find 16-inchers, for quick, responsive steering.

They're fast, too. Honda's liquid-cooled V-4 engines are famous not only for high peak power outputs, but for strong, linear mid-range performance.

The cylinders are angled at 90° for silky smoothness with no heavy counterbalancers. And they breathe deeply through four dual-draft carburetors which are equipped with a patented synchronization device to stay in tune a long time.

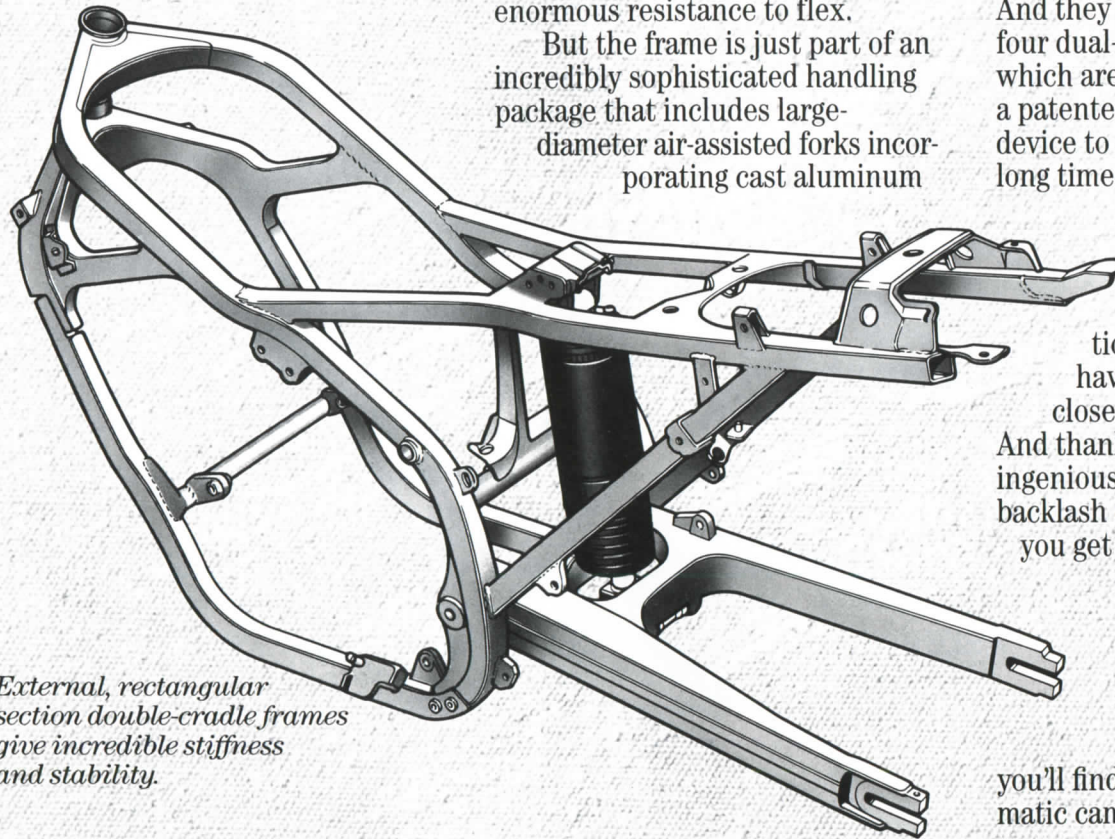
With an included valve angle of a narrow 38°, the combustion chambers

have a shape that's close to perfect. And thanks to Honda's ingenious split, zero-backlash clutch gear, you get the full power delivery of a straight-cut gear with the smooth quietness of a helical gear.

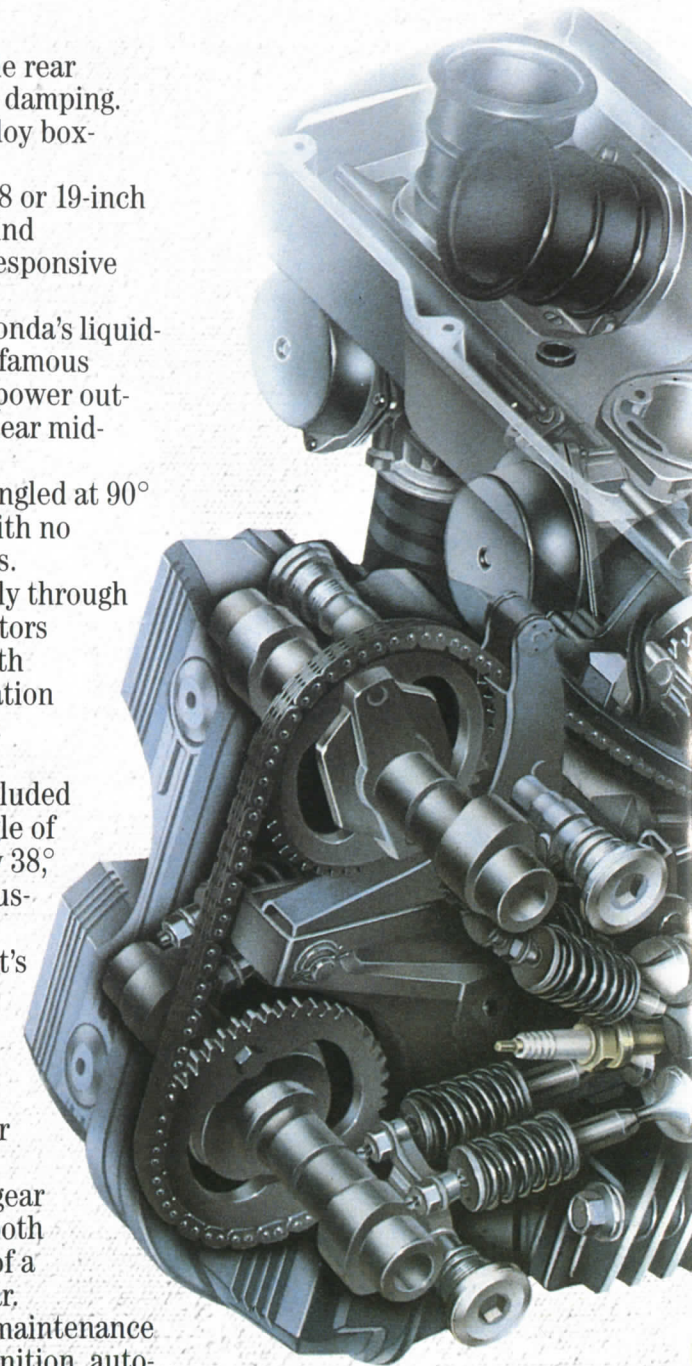
For low maintenance you'll find solid state ignition, automatic cam chain tensioners and

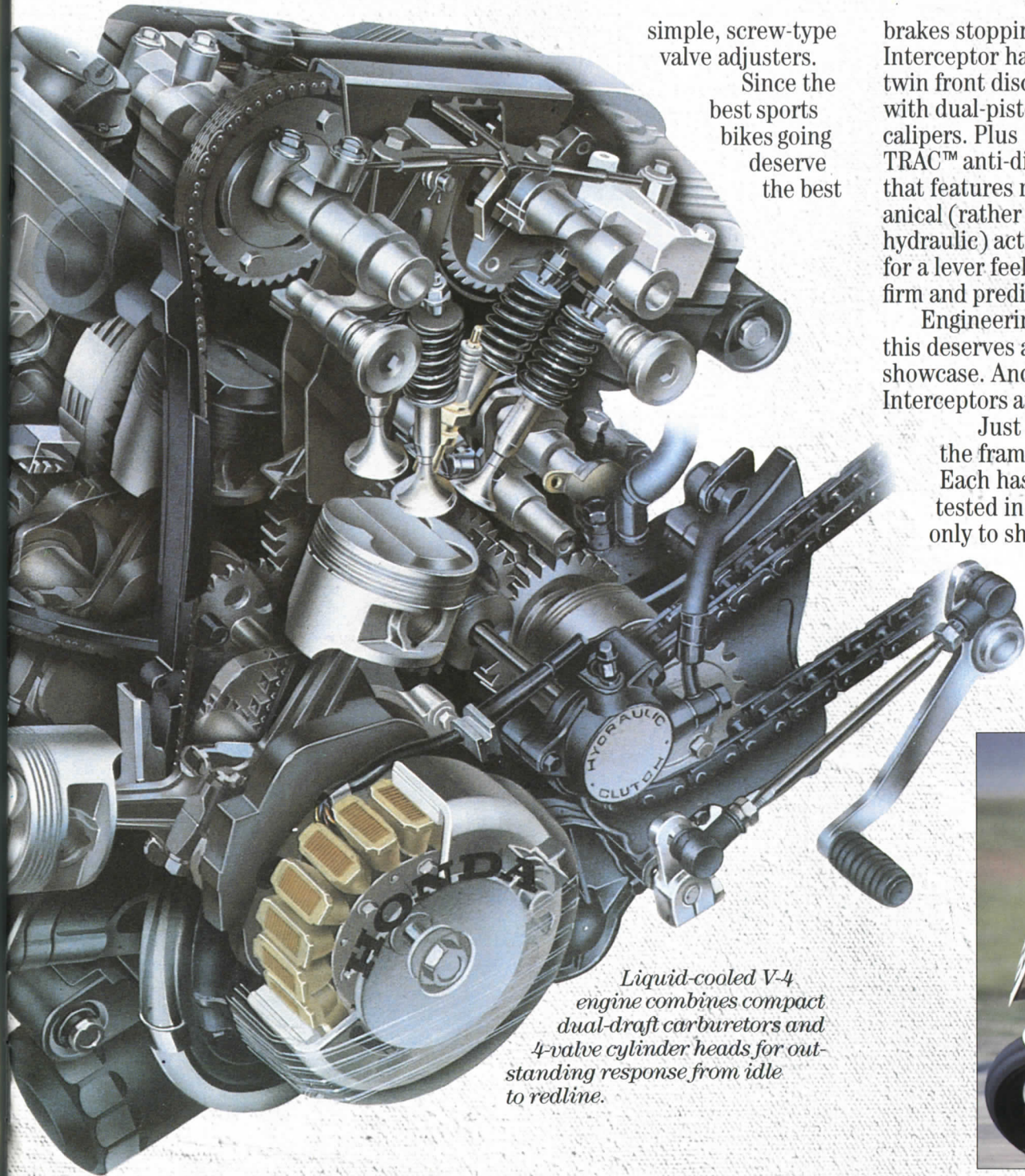
HARD TO PASS BY.

Canadian owners, and won a lot of production class races, too.



External, rectangular section double-cradle frames give incredible stiffness and stability.





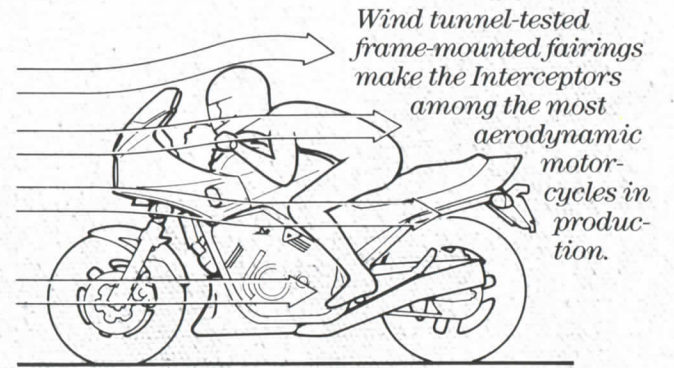
simple, screw-type valve adjusters. Since the best sports bikes going deserve the best

brakes stopping, every Interceptor has twin front discs with dual-piston calipers. Plus TRAC™ anti-dive that features mechanical (rather than hydraulic) action for a lever feel that's firm and predictable.

Engineering like this deserves a pretty good showcase. And as you can see, the Interceptors are just plain gorgeous.

Just run your eyes along the frame-mounted fairing. Each has been extensively tested in a wind tunnel not only to shield the rider, but to smooth the air flow around the bike. Combined with the under-engine cowling, the result is superb

Liquid-cooled V-4 engine combines compact dual-draft carburetors and 4-valve cylinder heads for outstanding response from idle to redline.



aerodynamics and a comfortable, more relaxed riding experience.

By now you're getting the message. With engineering like this, the Interceptors are pushing back the frontiers of motorcycle design.

But as excellent as these three motorcycles are, there remains a significant problem.

Which one to pick for your own.

All Interceptors incorporate lessons from racers like the Interceptor Superbike that swept the first three places at Daytona '83.



Our exciting 750 Interceptor really started something.

Namely, it started a whole bunch of people wondering if we could top our act with something even more incredible.

You're looking at the answer.

1000 INTERCEPTOR

Our hot new 1000 Interceptor.

It's got the things you admired most about our 750, like an integrated semi-race fairing, forged handlebars, electronic instrumen-

tation, and a seating position that puts you in total command.

Plus a little something for those of you who need that extra surge of adrenalin—a 998 cc V-4 masterpiece producing 113 horsepower.

With twin lightweight radiators

and a high-capacity water pump, it turns in consistently hot performance without blowing its cool. And thanks to four valves per cylinder

and dual-draft carburetors, it packs a kick even at low revs.

If you get carried away, an electronic rev limiter keeps the tach needle from straying too far into the red zone.

When the winding biways beckon—which you'll probably find will be often—you'll be glad to know you're on an external rectangular section frame that's almost exactly as stiff as Freddie Spencer's World Championship GP racer.

Which is very stiff indeed.

And which in combination with the 16-inch front and 17-inch rear wheels, air-assisted Pro-Link™ rear suspension and TRAC™ anti-dive, gives you incredibly precise, stable handling.

Wrap it all up, and you've got a motorcycle



Businesslike instrument panel features electronic tach, speedometer, coolant temperature gauge and fuel gauge.

that will very likely fulfill your wildest fantasies of motorcycle performance, all in a

package comfortable enough to keep you smiling all day.

The 1000 Interceptor. It's a tough act to follow.



MIRRORS STANDARD EQUIPMENT.

There's a big difference between riding a motorcycle and letting it ride you.

And if you haven't discovered it yet, you've probably never been on a 750 Interceptor.

It starts with the tucked-in

750 INTERCEPTOR

riding position that puts you in charge. And continues with an 86-hp liquid-cooled V-4 surge that keeps you in front.

It's so beautifully smooth you'll

be cruising the freeways with barely a buzz.

But where the Interceptor really does business is on the twisty backroads of this land. Just look at what we've done to make it handle.

With an incredibly stiff external

750

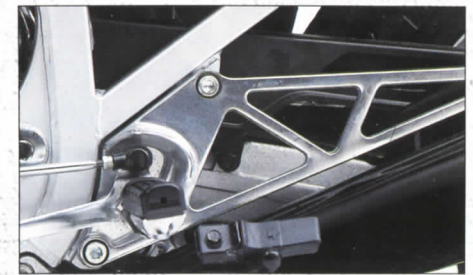
rectangular section frame, a box-section alloy swing arm, a braced 39 mm air fork with adjustable damping, TRAC™ anti-dive and a Pro-Link™ air shock with adjustable rebound damping, no road seems too challenging. Especially with this year's needle-bearing-mounted shock linkages and lighter ComCast™ wheels.

And since all good things must come to a stop now and then, the Interceptor's three lightweight disc brakes come complete with dual-piston calipers and sintered metal pads.

When it comes to maintenance you're on Easy Street, thanks to CD ignition, an automatic cam chain tensioner, a hydraulic clutch, and simple, screw-type valve adjusters.

With all this advanced technology, the bottom line should be pretty obvious.

You get a motorcycle that turns miles into



Footpeg carrier is lightweight aluminum alloy, triangulated for strength.

memories, and mountain roads into a dream come true; a motorcycle good enough to earn Motorcyclist magazine's Bike of the Year award for 1983.

The 750 Interceptor.

Get one. And discover the difference for yourself.



MIRRORS STANDARD EQUIPMENT.

For those of you who've dreamed of a light, nimble Interceptor with a lower price tag, we've got some exciting news.

The new 500 Interceptor.

It gives you all the great Interceptor features, like an external

braced air fork. TRAC™ anti-dive.

And an adjustable-damping Pro-Link™ shock.

The quick-handling 16-inch front wheel and dry weight of only 184 kg (405.5 lbs) make flicking through the twisties easier done than said.

But it wouldn't be a real sports bike without some real power. So we made sure our 500 won't disappoint you.

Its liquid-cooled

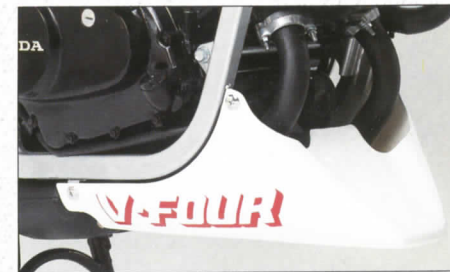
V-4 delivers a stunning 68 horsepower, thanks to dual-draft carburetors, 16 valves and an 11:1 compression ratio.

With a cylinder angle of 90°, all-day rides are a smooth and pleasurable experience. And a sporty semi-race fairing means you can punch a hole through the wind without taking a beating yourself.

A smooth-shifting six-speed transmission puts you in the right gear in town or on the expressway.

And for easy maintenance there's an automatic cam chain tensioner, simple screw-type valve adjusters and a hydraulic clutch.

What it all adds up to is a sleek and speedy sports bike that puts the bite on traffic and positively



Lower cowling smooths air flow and adds to the 500's already attractive lines.

devours a mountain road.

If that sounds like your kind of machine, we suggest you talk to your Honda dealer very soon.

He'll tell you the best news of all. The price.

500 INTERCEPTOR

rectangular section double-cradle frame that doesn't know the meaning of the word "flex." There's a



MIRRORS STANDARD EQUIPMENT.

1. Matching tank bag and sport saddlebags mount quickly, making a tourer out of a sports bike. Luggage rack is ideal for weekend trips. Engine guards offer protection and style.

3. Lockable solo seat cowl for all Interceptors adds an extra touch of racetrack flavour as well as extra carrying capacity. Comes with inside liner bag.



ACCESSORIES



ITEM	MODEL	VF1000F	VF750F	VF500F
ENGINE GUARD		●	●	●
LUGGAGE RACK		●	●	●
NYLON SPORT SADDLEBAGS		●	●	●
NYLON SPORT TANK BAG		●	●	●
NYLON SOFT SADDLEBAGS		●	●	●
SOLO SEAT COWLING		●	●	●
MOTORCYCLE COVER		●	●	●

2. Soft saddlebags (shown on 1000 Interceptor) come with a simple attachment system and provide extra carrying capacity when you need it.



4. Heavy-duty motorcycle cover offers protection from the elements and helps keep your bike looking like new.



SPECIFICATIONS

VF1000F

ENGINE TYPE LIQUID-COOLED, IN-LINE V-4,
16-VALVE, DOHC
DISPLACEMENT 998 CC
BORE & STROKE 77 X 53.6 MM
COMPRESSION RATIO 10.5:1
TRANSMISSION FIVE-SPEED
BRAKES FRONT, DUAL DISC, DUAL-PISTON
CALIPER; REAR, DUAL-PISTON CALIPER DISC
SUSPENSION FRONT, AIR-ASSISTED TELESCOPIC
FORK WITH TRAC™ ANTI-DIVE;
REAR, PRO-LINK™ SINGLE SHOCK
TIRE SIZE FRONT, 120/80V16; REAR, 140/80V17
WHEELBASE 1505 MM (59.2 IN.)
SEAT HEIGHT 800 MM (31.5 IN.)
DRY WEIGHT 234 KG (515.7 LBS)
FUEL CAPACITY 23 LITRES (5.1 IMP. GAL.)
COLOUR SHASTA WHITE WITH BLUE

VF750F

ENGINE TYPE LIQUID-COOLED, IN-LINE V-4,
16-VALVE, DOHC
DISPLACEMENT 748 CC
BORE & STROKE 70 X 48.6 MM
COMPRESSION RATIO 10.5:1
TRANSMISSION FIVE-SPEED
BRAKES FRONT, DUAL DISC, DUAL-PISTON
CALIPER; REAR, DUAL-PISTON CALIPER DISC
SUSPENSION FRONT, AIR-ASSISTED TELESCOPIC
FORK WITH TRAC™ ANTI-DIVE;
REAR, PRO-LINK™ SINGLE SHOCK
TIRE SIZE FRONT, 120/80-16; REAR, 130/80-18
WHEELBASE 1495 MM (58.8 IN.)
SEAT HEIGHT 820 MM (32.3 IN.)
DRY WEIGHT 221 KG (487.1 LBS)
FUEL CAPACITY 22 LITRES (4.8 IMP. GAL.)
COLOURS CANDY BOURGOGNE RED;
CANDY ALEUTIAN BLUE

VF500F

ENGINE TYPE LIQUID-COOLED, IN-LINE V-4,
16-VALVE, DOHC
DISPLACEMENT 498 CC
BORE & STROKE 60 X 44 MM
COMPRESSION RATIO 11:1
TRANSMISSION SIX-SPEED, CONSTANT-MESH
BRAKES FRONT, DUAL DISC, DUAL-PISTON
CALIPER; REAR, DUAL-PISTON CALIPER DISC
SUSPENSION FRONT, AIR-ASSISTED TELESCOPIC
FORK WITH TRAC™ ANTI-DIVE;
REAR, PRO-LINK™ SINGLE SHOCK
TIRE SIZE FRONT, 100/90H16; REAR, 110/90H18
WHEELBASE 1422 MM (56 IN.)
SEAT HEIGHT 800 MM (31.5 IN.)
DRY WEIGHT 184 KG (405.5 LBS)
FUEL CAPACITY 16.5 LITRES (3.6 IMP. GAL.)
COLOURS CANDY ALEUTIAN BLUE WITH WHITE;
CANDY ALAMONA RED WITH WHITE

ALL SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE.

ASK YOUR DEALER ABOUT HONDA CANADA'S 12-MONTH, UNLIMITED MILEAGE/
WARRANTY ON ALL GL, VF, VT, CB, CX, CM, CH, C, NH, NB, NN AND NQ STREET-
MACHINES. FOR COMPLETE DETAILS, SEE HONDA'S 1984 MOTORCYCLE WARRANTY
POLICY. ALWAYS WEAR EYE PROTECTION AND A HELMET WHEN RIDING
AND CHECK LOCAL LAWS. BE A SPECIALIST. TAKE A CANADA SAFETY COUNCIL
RIDER TRAINING COURSE. SEE YOUR HONDA DEALER FOR DETAILS.
HONDA CANADA INC., DARTMOUTH, N.S., MONTREAL, TORONTO, RICHMOND, B.C.

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THE REASON YOU RIDE.