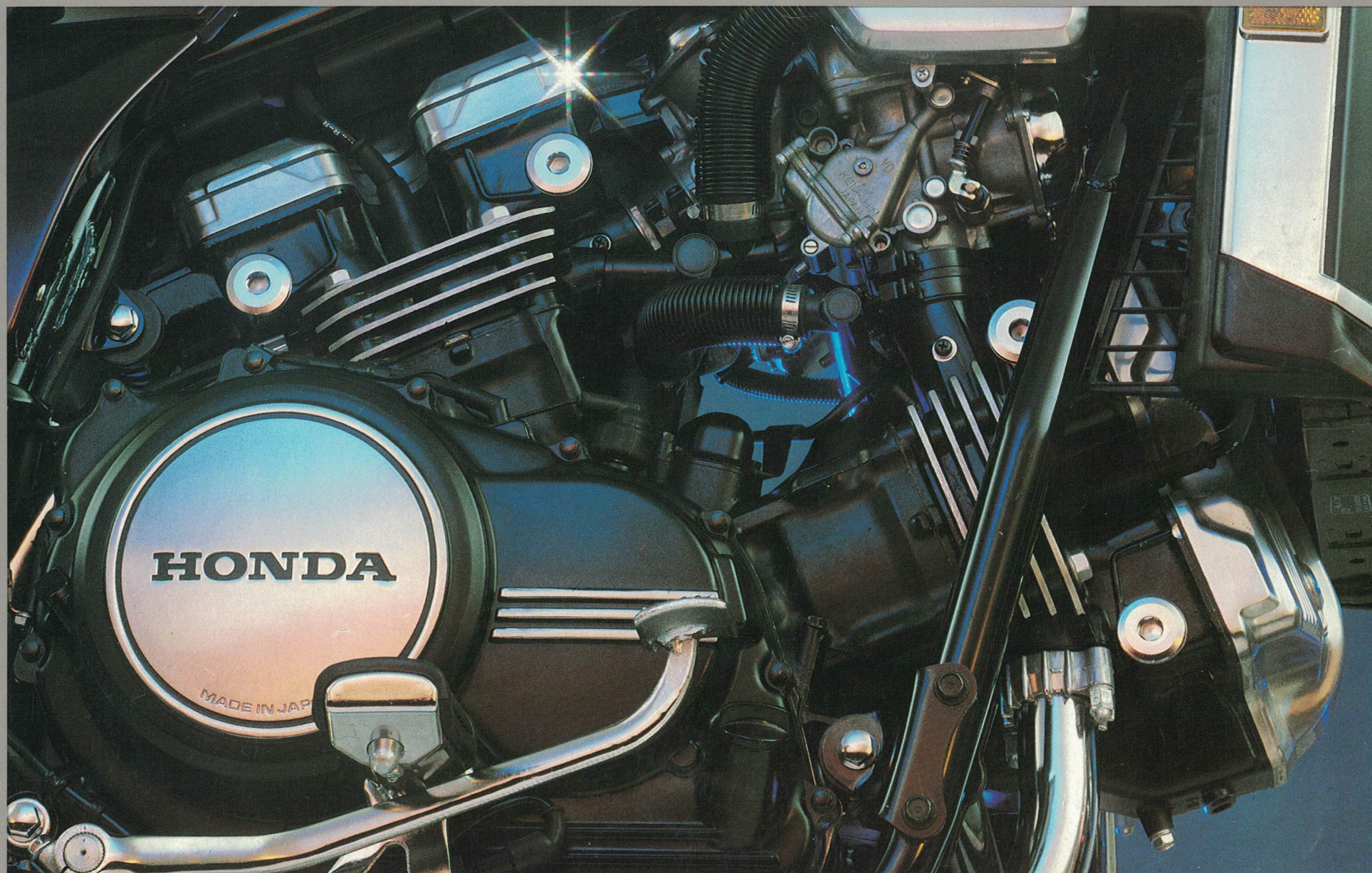


V65 MAGNA / V45 MAGNA V45 SABRE / V45 INTERCEPTOR



V65 MAGNA

Meet a machine that's completely out-of-the-ordinary for riders after out-and-out performance. A machine that blows the stripes off the road with a 1098 cc, 90°, V-4 engine.

Our awesome new V65 Magna.

It's liquid-cooled. So there's high power along with lower noise and long engine life. And the integrated dual-draft carbs are compact to fit between the cylinder banks.

A strong hydraulic clutch gives a light lever feel. And the six-speed transmission has an overdrive gear for easy highway cruising.

There's a clean-running, maintenance-free shaft drive. An automatic cam chain tensioner. And handy screw-type valve adjusters.

Plus, our V65 Magna comes with a nice touch that makes things easier for Fast Freddie Spencer on his Honda GP road racer. It's a one-way "limited-slip" clutch that helps counter rear-wheel hop and skidding during high rpm downshifts.

There are air-assisted, interconnected forks in front. With a brace for extra stability. And TRAC™ anti-dive that reacts progressively to varying braking loads.

In the back, the V65 Magna's got VHD shock absorbers with two-stage, four-way-adjustable rebound

damping. And five-way spring pre-load adjustment.

Our V65 Magna has a few other assets you'll appreciate out on the asphalt, as well.

Like two-way adjustable drag-style handlebars. A digital gear-position indicator. And the very latest way to keep a hot bike off the hot sheet. Our Fibre Optic Integrated Lock system (FOIL™).

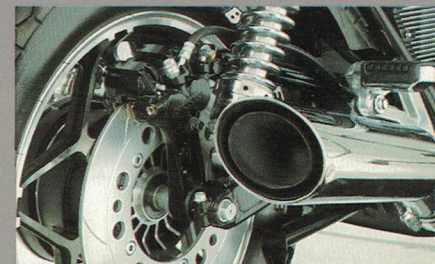
Come and see our new 1983 V65 Magna.

For radical styling that's far from conventional.

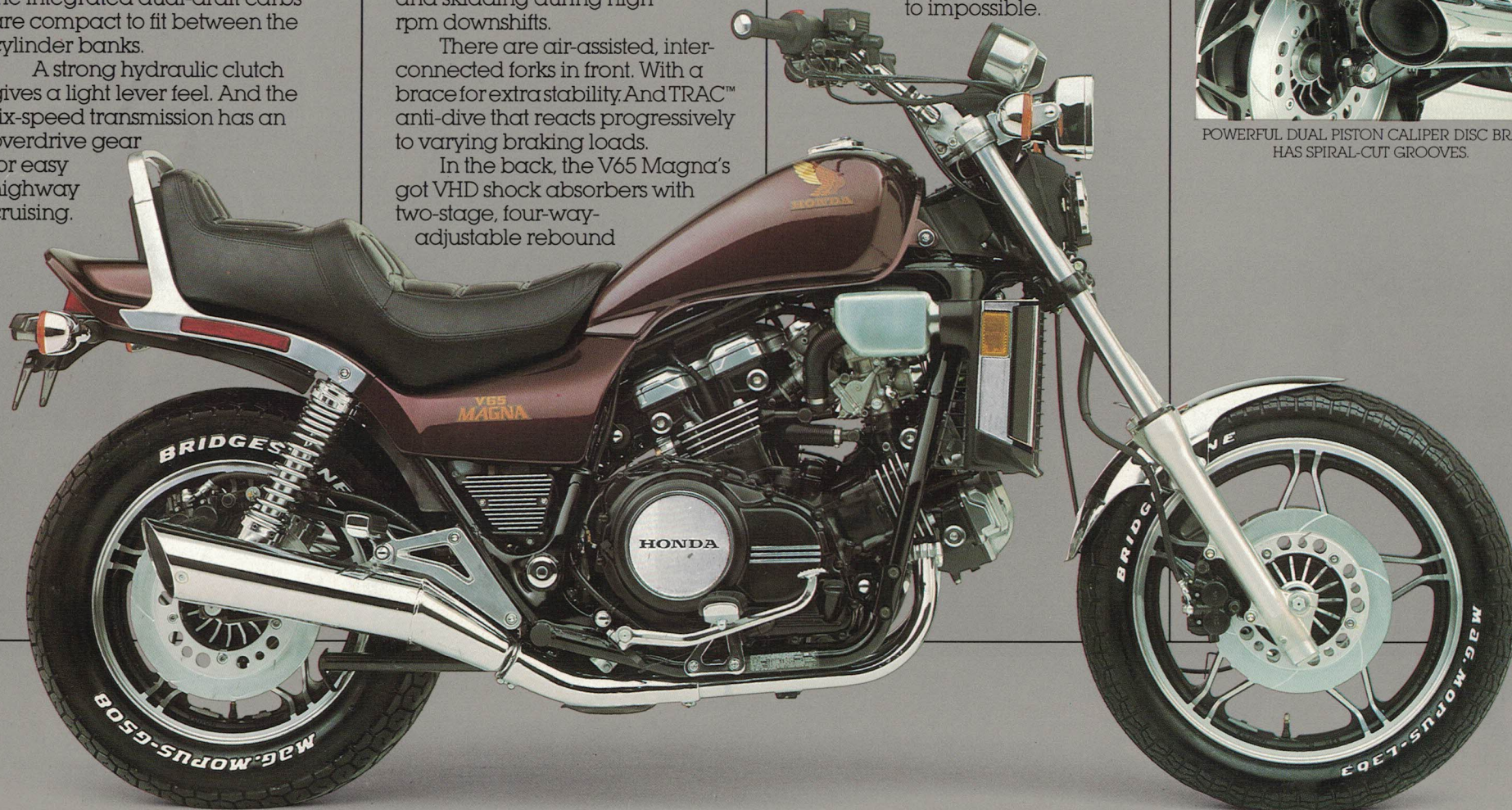
And performance that's close to impossible.



INSTRUMENTS INCLUDE DIGITAL GEAR POSITION AND FUEL STATUS INDICATORS. HANDLEBARS ARE INDIVIDUALLY ADJUSTABLE.



POWERFUL DUAL PISTON CALIPER DISC BRAKE HAS SPIRAL-CUT GROOVES.



V45 MAGNA

You're looking at a machine that's got "classic" written all over it. It's an apt description.

Cycle Guide magazine said it. About last year's V45 Magna.

A whole lot of ecstatic enthusiasts agreed.

And we think the ecstasy's going to be just as noticeable when they see this year's V45 Magna.

It fires down the freeway with a 90°, liquid-cooled, cushion-mounted, V-4 engine.

The compact, dual draft carburetors feature a unique enriching circuit to replace the

cold-start choke. And specially-designed, compact "thin-wall" diaphragms to deliver superb response.

Our V45 Magna has a light-weight transmission with a one-piece final bevel gear and counter-shaft. The engine is more compact, so the swing arm is longer. And that means better handling and less torque reaction from the drive shaft.

When it's time to stop, Honda's exclusive twin piston caliper, dual disc brakes are on the job.

And when it comes to brakes in the pavement, the Magna's got that covered, too.

Up front, there's an air-assisted, leading-axle front fork with TRAC™ anti-dive. And bringing up the rear, our V45

Magna's

got a twin-shock rear suspension with remote aluminum reservoirs.

The V45 Magna's styling has all the earmarks of a classic, as well.

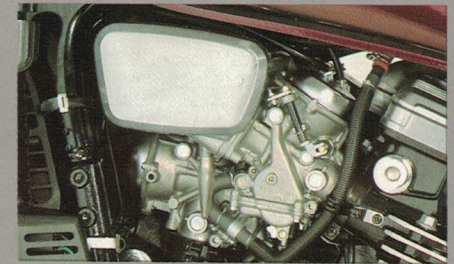
There are pull-back handlebars. A low, stepped seat that almost has you riding in your bike instead of on it.

And a blazing quartz halogen headlight to pierce the dead of night.

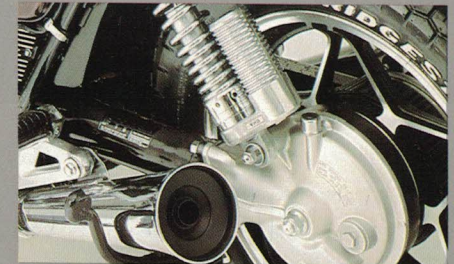
The 1983 V45 Magna.

A lot of nice things were said about last year's version.

This year, add a few chapters of your own.



INTEGRATED DUAL DRAFT CARBURETORS ARE COMPACT AND RESPONSIVE.



V45 MAGNA HAS TWIN-SHOCK REAR SUSPENSION WITH REMOTE ALUMINUM RESERVOIRS.



V45 SABRE

Try to "be all things to all people" and you'll lose out at both ends. That's the attitude enthusiasts had about sports tourers.

And then Honda introduced the V45 Sabre. A machine that could effortlessly cruise a continent. Or carve a corner with the best of the sports machines.

Our 1983 Sabre doesn't break with tradition.

It's outfitted with a 748 cc, liquid-cooled, 90° V-4 powerplant.

The engine's cradled low in its lightweight, resilient "thin-wall" tube chassis. So its cornering clearance is still tops in its class.

Power's channeled to the

pavement through a slick, quick six-speed transmission. And for '83, Honda's introduced a new "limited-slip" one-way clutch to help control rear-wheel hop when you gear down for a corner.

Up front, the V45 Sabre's got air-assisted front forks with TRAC™ anti-dive built right in. The Pro-Link™ air-assisted single shock rear suspension has three rebound damping adjustments.

Our Sabre keeps you up on what's going down with comprehensive instrumentation that includes an electronic speedometer and tachometer, as well as liquid crystal displays for water temperature, fuel, clock/stop watch, tripmeter and gear position.

There's a Fibre Optic Integrated Lock (FOIL™) anti-theft device to keep your hot new bike from turning into hot merchandise.

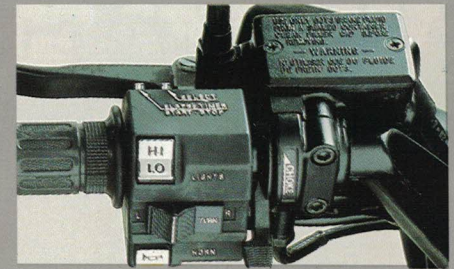
Plus, there are automatic self-cancelling turnsignals that use a fork rotation sensor to cancel consistently after each turn.

Feast your eyes on our incredible new sports-tourer.

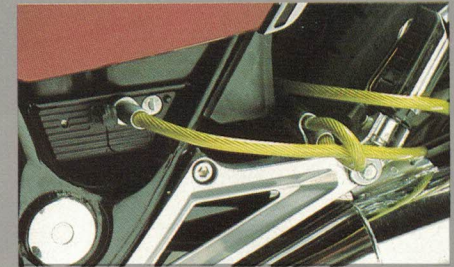
Then blast your way down the blacktop.

On a machine that's carving itself out a place in motorcycle history.

The 1983 Sabre.



LEFT HANDLEBAR CONTROLS INCLUDE CHOKE AND CLOCK/STOP WATCH BUTTONS.



FIBRE OPTIC INTEGRATED LOCK (FOIL™) ANTI-THEFT DEVICE SOUNDS AN ALARM IF CABLE IS CUT.



V45 INTERCEPTOR

If your first glance at our 1983 Interceptor makes you think of a street-legal road racer, you're on the right track. Because the design for our radical sports machine comes straight from the heart of Daytona and our Formula I, V-4 road racers.

It's got a look that says blazing speed. And the technology to back it up.

There's a frame-mounted competition-style fairing with under-engine cowling for better aerodynamics. An external box-section frame for excellent rigidity. Separately adjustable, lowered cast handlebars. Rear-set footpegs and controls. And a

riding position that would be right at home on the track.

But the similarities to our road racing rockets don't end there.

The Interceptor gets its tremendous thrust from a specially-prepared, high performance version of Honda's liquid-cooled, 748 cc, 90°, V-45 engine. A close-ratio, five-speed transmission channels power to a chain final drive. And an innovative one-way "limited-slip" hydraulic clutch to cut down on rear-wheel hop during hard, high-rev downshifts.

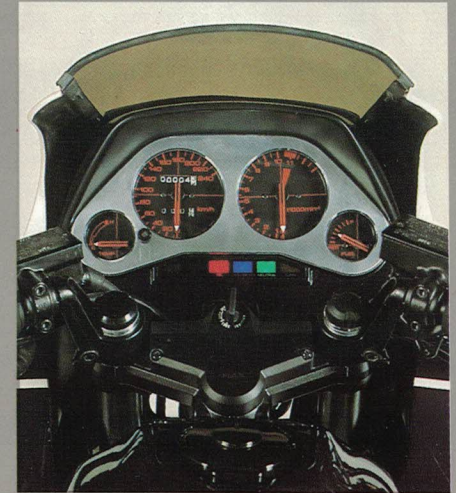
There's plenty of good clean stopping power, too. From the double piston caliper dual front and single rear disc brakes.

To hold the Interceptor steady on the straightaways and handle quick dives into the corners, there are 39mm, air-assisted, inter-connected forks with three-way rebound damping adjustment. They're braced for stability. And they feature Honda's patented TRAC™ anti-dive system that reacts progressively to varying braking loads.

Another big plus to the Interceptor's handling is the air-assisted Pro-Link™ single shock rear suspension, with its four-way damping adjustment.

See our radical new road missile. The 1983 Interceptor.

A machine with eye-catching looks. And performance to widen your eyes.



SPEEDOMETER AND ELECTRONIC TACHOMETER ARE SET IN ATTRACTIVE FASCIA PANEL.



V-4 HISTORY IN THE MAKING.

Last year when we introduced our revolutionary new powerplant, the Honda V-4 engine, we made history.

Cycle Guide magazine called our V-4 "the most important new engine in more than 13 years."

And Cycle magazine proclaimed "the Honda V-4 is a landmark achievement."

For '83 we've developed two new variations on the V-4 theme.

The first one's the new V45 Interceptor engine.

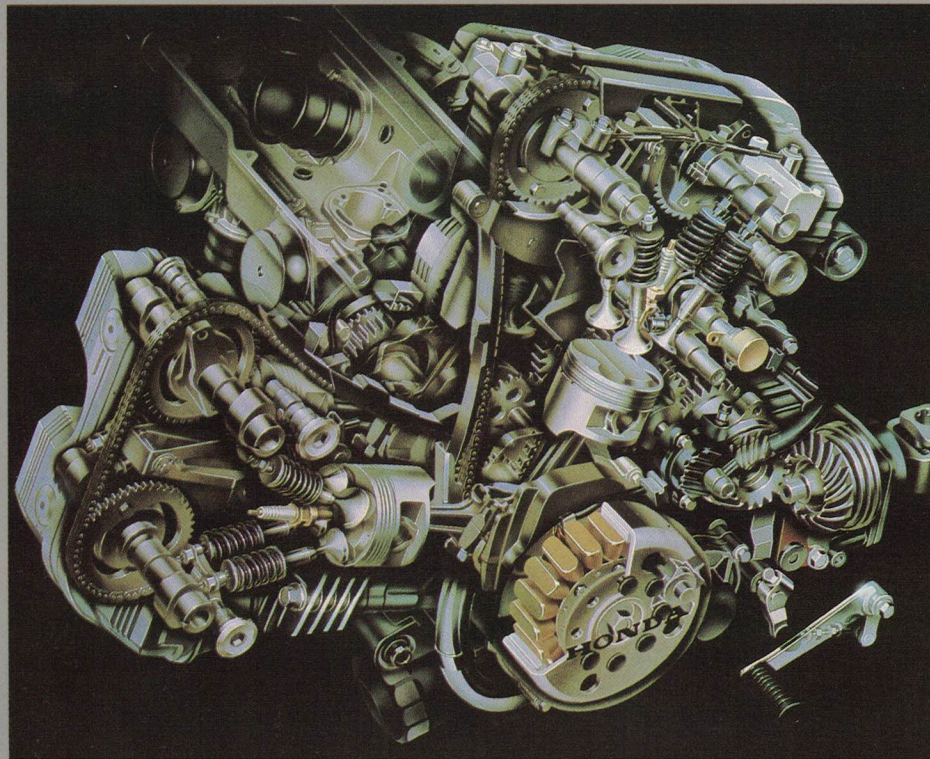
It features more horsepower. A close ratio five-speed transmission. And chain final drive.

Then there's the power source of our awesome V65 Magna.

It has 1089 cc and so much horsepower that it may just make the V65 Magna the fastest production motorcycle ever.

The technology that forms the Honda V-4 is at the cutting edge of engine design.

The liquid-cooled, DOHC 90° V-4 creates perfect primary balance, while secondary vibration is damped because the engine is cushion-mounted.

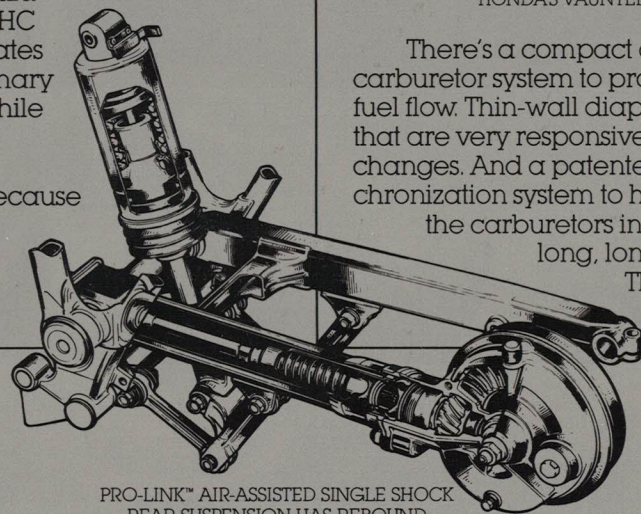


HONDA'S VAUNTED 90° LIQUID COOLED, CUSHION-MOUNTED, V-4 ENGINE.

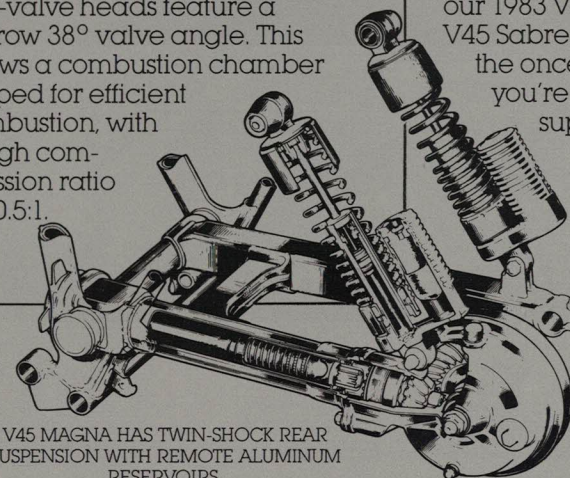
There's a compact dual-draft carburetor system to provide high fuel flow. Thin-wall diaphragms that are very responsive to throttle changes. And a patented synchronization system to help keep the carburetors in tune for a long, long time.

The deep-breathing

four-valve heads feature a narrow 38° valve angle. This allows a combustion chamber shaped for efficient combustion, with a high compression ratio of 10.5:1.



PRO-LINK™ AIR-ASSISTED SINGLE SHOCK REAR SUSPENSION HAS REBOUND DAMPING ADJUSTMENTS (SABRE, INTERCEPTOR)

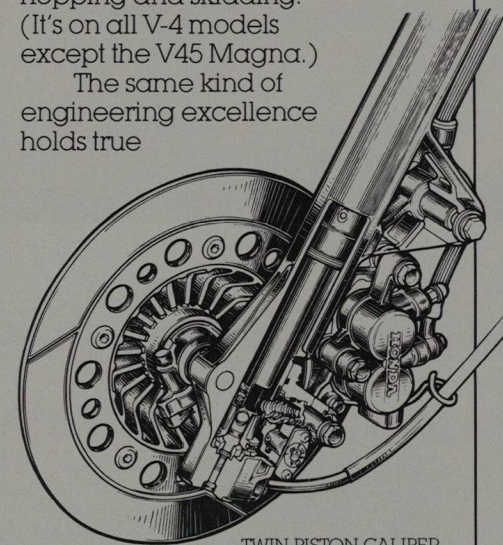


V45 MAGNA HAS TWIN-SHOCK REAR SUSPENSION WITH REMOTE ALUMINUM RESERVOIRS.

New this year is an ingenious one-way "limited-slip" clutch.

Developed for Honda works road racers, the clutch transmits enough engine braking for good control on quick downshifts. Then it slips, to reduce rear wheel hopping and skidding. (It's on all V-4 models except the V45 Magna.)

The same kind of engineering excellence holds true



TWIN PISTON CALIPER, DUAL DISC BRAKES. TRAC™ ANTI-DIVE HAS FOUR-WAY ADJUSTMENT.

for the rest of the ingredients that make up our V-4 machines.

So remember when you give our 1983 V65 Magna, V45 Magna, V45 Sabre and V45 Interceptor the once-over in the showroom, you're not just seeing superb motorcycles.

You're seeing history in the making.

ACCESSORIES



2. VF750S: Trim, chrome-plated luggage rack matches the looks of the machine.

1. VF750S: Sport fairing instrument panel holds voltmeter and altimeter.

4.

3.

3. VF750S: Wind-tunnel-tested Honda sport fairing and compact saddlebags are colour-matched to the Sabre.

4. VF1100C: Handlebar-mounted windshield, chrome-plated engine guard, and sissy bar dress-up the Magna. See our accessories catalogue for details.

ITEM	MODEL	VF1100C	VF750C	VF750S	VF750F
COLOUR MATCHED SPORT FAIRING KIT				●	
HANDLEBAR MOUNTED WINDSHIELD		●	●		
COLOUR MATCHED SPORT SADDLEBAGS				●	
SPORT FAIRING INSTRUMENT PANEL				●	
SISSY BAR		●	●		
BACKREST EXTENSION				●	
BACK REST				●	
LUGGAGE RACK				●	
ENGINE GUARD		●	●	●	●



MIRRORS STANDARD EQUIPMENT.

SPECIFICATIONS

VF1100C

ENGINE TYPE LIQUID-COOLED, IN-LINE V-4,
16-VALVE, DOHC
DISPLACEMENT 1098 CC
BORE AND STROKE 79.5 x 55.3 MM
COMPRESSION RATIO 10.5:1
TRANSMISSION SIX-SPEED,
INCLUDING OVERDRIVE
BRAKES FRONT, DUAL DISC, DUAL PISTON
CALIPER; REAR, DUAL PISTON CALIPER DISC
SUSPENSION FRONT, AIR-ASSISTED
TELESCOPIC FORK WITH TRAC™
ANTI-DIVE; REAR, TWIN SHOCK
WITH DAMPING ADJUSTMENT
TIRE SIZE FRONT, 110/90V18;
REAR, 140/90V16
WHEELBASE 1595MM (62.8 IN.)
SEAT HEIGHT 800MM (31.5 IN.)
DRY WEIGHT 245KG (540 LBS.)
FUEL CAP 17 LITRES (3.7 IMP. GAL.)
COLOURS CANDY MAROON;
PEARL SIREN BLUE

VF750C

ENGINE TYPE LIQUID-COOLED,
IN-LINE V-4, 16-VALVE, DOHC
DISPLACEMENT 748 CC
BORE AND STROKE 70 x 48.6MM
COMPRESSION RATIO 10.5:1
TRANSMISSION SIX-SPEED, INCLUDING
OVERDRIVE
BRAKES FRONT, DUAL DISC, DUAL
PISTON CALIPER; REAR, DRUM
SUSPENSION FRONT, AIR-ASSISTED
LEADING AXLE FORK WITH TRAC™
ANTI-DIVE; REAR, TWIN SHOCKS
WITH ALUMINUM RESERVOIRS
TIRE SIZE FRONT, 110/90H18;
REAR, 130/90H16
WHEELBASE 1540MM (60.6 IN.)
SEAT HEIGHT 760MM (29.9 IN.)
DRY WEIGHT 219KG (482.7 LBS.)
FUEL CAP 14 LITRES (3.1 IMP. GAL.)
COLOURS CANDY MAROON;
CANDY BLACK

VF750S

ENGINE TYPE LIQUID-COOLED, IN-LINE
V-4, 16-VALVE, DOHC
DISPLACEMENT 748 CC
BORE AND STROKE 70 x 48.6MM
COMPRESSION RATIO 10.5:1
TRANSMISSION SIX SPEED, INCLUDING
OVER-DRIVE
BRAKES FRONT, DUAL DISC, DUAL
PISTON CALIPER; REAR, DRUM
SUSPENSION FRONT, AIR-ASSISTED
TELESCOPIC FORK WITH TRAC™ ANTI-DIVE;
REAR, AIR-ASSISTED PRO-LINK™ SINGLE
SHOCK WITH ADJUSTABLE DAMPING
TIRE SIZE FRONT, 110/90H18;
REAR, 130/90H17
WHEELBASE 1570MM (61.8 IN.)
SEAT HEIGHT 790MM (31.1 IN.)
DRY WEIGHT 225KG (495.9 LBS.)
FUEL CAP 18 LITRES (4 IMP. GAL.)
COLOURS BLACK; CANDY WINEBERRY RED

VF750F

ENGINE TYPE LIQUID-COOLED, IN-LINE
V-4, 16-VALVE, DOHC
DISPLACEMENT 748 CC
BORE AND STROKE 70 x 48.6MM
COMPRESSION RATIO 10.5:1
TRANSMISSION FIVE SPEED,
CONSTANT MESH
BRAKES FRONT, DUAL DISC,
DUAL PISTON CALIPER; REAR,
DUAL PISTON CALIPER DISC
SUSPENSION FRONT, AIR-ASSISTED FORK
WITH TRAC™ ANTI-DIVE AND DAMPING
ADJUSTMENT; REAR, AIR-ASSISTED
PRO-LINK™ SINGLE SHOCK
WITH DAMPING ADJUSTMENT
TIRE SIZE FRONT, 120/80H16;
REAR, 130/80H18
WHEELBASE 1495MM (58.8 IN.)
SEAT HEIGHT 780MM (30.7 IN.)
DRY WEIGHT 220.5KG (486 LBS.)
FUEL CAP 20 LITRES (4.4 IMP. GAL.)
COLOURS CANDY PEARL BLUE; RED

ALL SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE.

ASK YOUR DEALER ABOUT HONDA CANADA'S 12-MONTH,
UNLIMITED MILEAGE WARRANTY ON ALL GL, VF, CB,
VT, CX, CM, NC, AND C STREET-MACHINES. FOR COMPLETE DETAILS,
SEE HONDA'S 1983 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.

**SEE
HONDA**

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