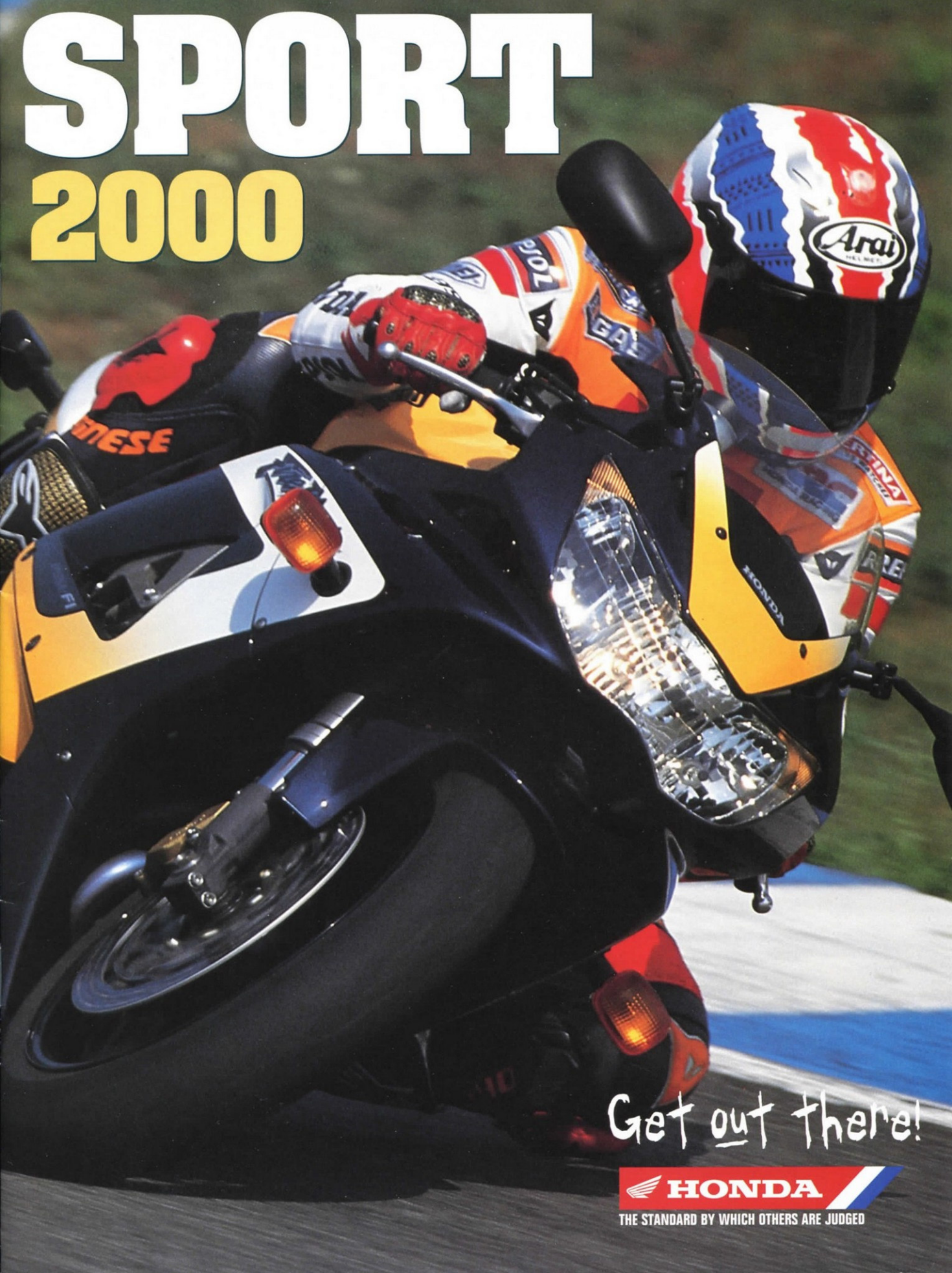
SPORT 2000



Get out there!

HONDA

THE STANDARD BY WHICH OTHERS ARE JUDGED

ST1100/ABS

One of the most sophisticated sport-touring motorcycles available, the ST1100 and the anti-lock brake equipped version, the ST1100A, feature Honda's mighty V4 engine, sport-bred handling derived from racetrack experience, and long-distance comfort gleaned from Honda's legendary Gold Wing. Honda's ST1100/ST1100A are the motorcycles of choice for anyone who believes that a destination is just a place on a map with a bunch of curvy lines leading to it.

The ST1100 has everything to make getting there an adventure. The 1085 cc V4 engine has enough torque to send your pulse rate into overdrive. Powerful brakes, front and rear, help maintain control on twisty mountain roads. And Honda's Dual Combined Braking System, along with anti-lock brakes and traction control, make the ST1100A potentially the safest bike on the planet.

Making the ST1100/ST1100A as comfortable as it is rapid, is Honda's Air Control windshield that reduces helmet buffeting; high, wide handlebars that give a natural seating position; and a broad saddle ready for miles of enjoyable sport-touring.

The 2000 Honda ST1100/ST1100A. It's comfortable for the long haul. The trip just takes less time.

The ST1100A's Dual Combined Braking System links the front and rear brakes for linear and progressive braking, whether you apply the handlebar mounted lever or the foot pedal.

KEY FEATURES & BENEFITS

EXCLUSIVE ST1100 ABSII FEATURES

- Linked Braking System (LBS™) combines with Anti-lock Brake System (ABSII) for a wide range of braking control. Traction Control System (TCS) is also featured.
- LBS uses a second master cylinder and a proportional control valve to couple the calipers of the dual-front and single-rear disc brakes. Using either the handlebar lever or the foot pedal activates all three calipers, but the rider controls brake force distribution between the front and rear wheels, depending on which control is used. As the rider increases braking force and weight transfers forward, the proportional control valve progressively shifts the balance of braking force in three steps toward the front wheel.
- Delay valve minimizes fork dive when minor speed corrections are made using only the foot pedal, offering enhanced control and ease of operation on irregular or low-friction road surfaces.
- ABS features an electric-motor-driven modulator which gives quick, precise braking-pressure adjustments and smooth ABS operation. The system incorporates an integrated ECU controller, self-diagnostics with an interactive ECU test function, and automatic protection against system failure.
- Traction Control System (TCS) uses the same wheel-speed sensors used by the ABS, to help prevent rear-wheel slippage during hard acceleration or during acceleration on low-traction road surfaces.
- Computer-engineered aerodynamic front fender with integrated fork guards gives good protection with enhanced airflow.
- Large, 43mm cartridge front fork features Torque-Reactive Anti-dive Control (TRAC®) that reduces fork compression during braking.
- Z-rated radial tires offer enhanced performance to match the machine's touring capability and braking performance.

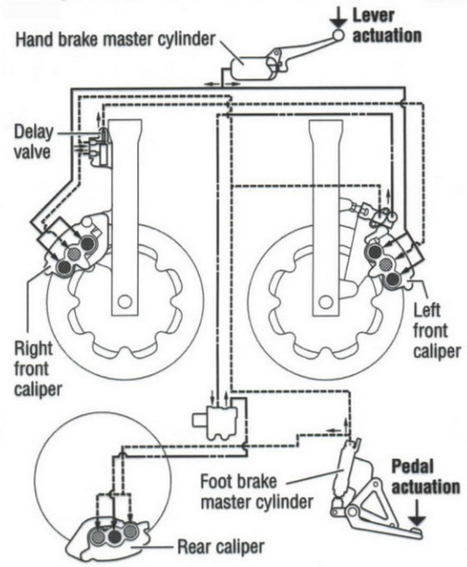
ENGINE

- Liquid-cooled 1085cc longitudinally mounted V-4 engine.
- Belt-driven camshaft for smooth, quiet, reliable operation.
- Four-valve-per-cylinder technology provides excellent combustion efficiency and high power.
- Four 34.5mm constant-velocity (CV) carburetors provide crisp throttle response at all rpm.
- Quiet and reliable shaft-drive system.
- High-output 40-amp air-cooled AC generator allows installation of varied electrical accessories, and delivers substantial output even at low rpm.
- Clutch, main-shaft and drive-shaft dampers for reduced noise, vibration and driveline lash.
- Low maintenance hydraulic clutch.

CHASSIS/SUSPENSION

- Computer-designed steel frame is strong and positions the engine low for superb maneuverability and precise handling.
- Wind-tunnel-designed fairing with Honda's Air Control Windscreen™ offers superb weather protection, low noise and superior high-speed aerodynamics.
- Single-shock rear suspension system offers spring preload and rebound damping adjustability.
- Wide, three-spoke cast aluminum wheels fitted with V-rated bias-belted tires (ST1100) or Z-rated radial tires (ST1100 ABSII).

Compact Dual Combined Brake System



- Dual-disc front brake and single-disc rear brake.
- Roomy cockpit and ergonomically designed, dual-density seat offer true long-haul comfort.

ADDITIONAL FEATURES

- Enormous, 28-litre fuel tank is located below the seat for a low center of gravity and offers phenomenal touring range.
- Detachable, lockable, color-matched 35-liter saddlebags are standard equipment, feature fold-down carrying handles and can each hold a full-face helmet.
- Integrated fairing protectors for tip-over protection.
- Breakaway rearview mirrors.
- Fairing-mounted quartz clock.
- Padded passenger grabrails.
- Dual halogen headlights.
- Integrated front and rear turn signals.
- Fairing-mounted headlight adjuster.
- Full instrumentation includes fuel and temperature gauges.
- Integrated ignition switch/fork lock.
- Single ignition key operates all locks.

CBR1100XX

So fast it'll make you think you're aboard the starship Enterprise. So refined you'll think its programmed electronic fuel injection system is the work of witchcraft. But most of all, it's crafted with Honda pride and quality unchallenged by other supersports. That's the CBR1100XX.

Feeding the potent 1137 cc beast is a quartet of 42 mm throttle bodies controlled by one of the most sophisticated electronic fuel injection systems in the world, Honda's PGM-FI.

And to make sure that the new induction system can breathe freely, the CBR1100XX is force-fed air through Honda's Direct Air Intake system. Twin intake ducts in the front fairing direct high-pressure air to the airbox, making the CBR1100XX's top-end performance that much more breath-taking.

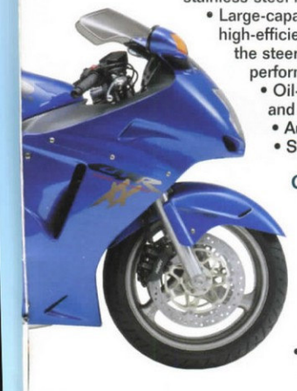
But the CBR1100XX is a refined supersport. So it has Honda's unique Linked Braking system with all three discs and calipers working together for safe predictable stopping power. Twin, counter-rotating balance shafts make the XX as smooth as it is powerful while the aluminum twin-spar frame and cartridge-type 43 mm forks generate confidence-inspiring handling and stability.

The 2000 CBR1100XX. Immense power, impeccable handling and Honda's legendary attention to detail.

KEY FEATURES & BENEFITS

ENGINE

- Lightweight 1137cc liquid-cooled four-cylinder engine with one-piece upper crankcase/cylinder block.
- Side-mounted cam chain and ultra-narrow cylinder-sleeve spacing reduce engine size and weight.
- Unique gear-driven dual engine-balancer system nearly eliminates high-frequency engine vibration.
- Double overhead camshafts actuate valves using simple and direct cam-over-bucket design.
- Four valves per cylinder with a narrow, 30 degree valve angle for a compact combustion chamber and optimum power output at all rpm levels.
- Ram-air system produces awesome power in mid- and upper-rpm operating range.
- Electronic CPU provides two digital 3-D fuel injection maps for each cylinder and one digital 3-D ignition map for cylinder pairs, creating ideal fuel mixture and spark advance settings for superb response.
- Unique knock-control sensor monitors ignition advance and improves mid-range performance.
- 360-degree exhaust collector, combined with EFI and ignition settings, provides stunning mid-range power.
- High-performance exhaust system features two stainless-steel mufflers polished to a satin finish.
- Large-capacity aluminum radiator combines with a high-efficiency oil cooler mounted directly beneath the steering head to help maintain optimum performance and long engine life.
- Oil-cooled alternator is powerful and compact.
- Automatic cam-chain tensioner.
- Six-speed close-ratio transmission.



CHASSIS/SUSPENSION

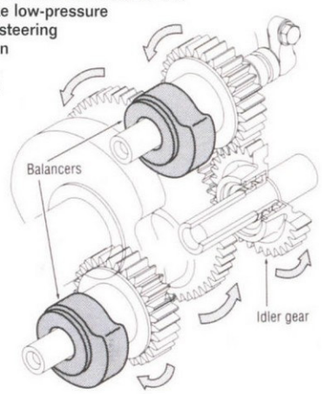
- Twin-spar diamond-configuration aluminum frame offers light weight and high rigidity.
- Triple-box-section extruded aluminum spars are welded to a cast aluminum steering head and gravity die-cast aluminum pivot plates. The bolt-on seat rail is made of box-section steel.
- Triple-box-section extruded aluminum 40mm x 90mm swingarm offers exceptional rigidity.
- 43mm cartridge fork features the Honda Multi-Action System (HMAS™) for smooth, progressive action. Wide forged-aluminum triple-clamp offers light weight and high rigidity.
- Pro-Link® rear suspension uses an HMAS rear damper and offers rebound damping and spring preload adjustability for a plush yet well-controlled ride.
- Ultra-wide, hollow-section, triple-spoke cast aluminum wheels carry wide-profile Mono-Spiral radial tires.
- Honda's third-generation Linked Braking System (LBS™) uses a second master cylinder and a proportional control valve to couple the three-piston calipers of the dual-front and single-rear brake discs. Using either the handlebar lever or the foot pedal partially activates all three calipers, and the rider controls brake force distribution between the front and rear wheels depending on which control is used. As the rider increases braking force and weight transfers forward, the proportional control valve progressively shifts the balance of braking force in three steps toward the front wheel. A delay valve smoothes front brake engagement to minimize suspension dive when performing minor speed corrections using only the foot pedal.
- 310mm floating front-brake discs use stainless steel carriers. Rear brake disc measures 256mm.

ADDITIONAL FEATURES

- Extensive wind-tunnel testing results in an extraordinarily low overall frontal area (and one of the lowest drag coefficients in motorcycling), while maintaining a high level of wind protection and rider comfort. The drag coefficient (cg; a measurement combining drag and frontal area) of 0.00155 surpasses figures for most machines in the 250cc class.

- The fairing features a very sharp nose, made possible by an innovative piggy-back headlight design. The separate low- and high-beam units are each lighted by a powerful single-filament bulb, and the units are stacked, one on top of the other. The result is a narrow frontal aspect, with a very bright and extensive light pattern made possible by advanced multi-curvature reflector design.

- The engine air-intake system consists of panels which isolate the system from the heat-producing radiator and engine area. Two large-capacity ram-air ducts feed air to the airbox and deliver it to the EFI system.
- Specially designed front fender features indented ducts on the top front area which create a wing-like low-pressure zone on the upper surface. This aids steering and helps counter the wind's effect on the front wheel.
- Front turn signals are integrated with the rearview mirrors, achieving improved airflow characteristics.
- LED fuel gauge in instrument panel.
- Underseat storage area designed to carry most U-type or cable locks.
- Tie-down bolts are provided at the sides of the seat and at the trailing edges of the passenger-peg mounting stays.
- Left-side seat cowl opening reveals a frame-mounted handle to help lift the machine onto its centerstand.



RVT1000R

The most important sport bike in history? The RVT1000R is important because it represents a radical departure in Honda's racing philosophy.

Honda, who has enjoyed an enviable reputation as the most successful motorcycle manufacturer in world championship road-racing, has traditionally priced its most exotic racing hardware out of the reach of the average rider. With the new RVT1000R, however, Honda breaks this tradition and offers a machine it fully expects to dominate superbike racing worldwide for a price we believe many sportbike enthusiasts will be able to afford.

Dubbed the RC51, in keeping with its standing as the latest in the series of exotic racing four-strokes that started with the RC30 and progressed to the RC45, the new V-twin from Honda is destined to fulfill the dreams of "hardcore" sportbike riders around the world.

RVT1000R

RC51

KEY FEATURES & BENEFITS

ENGINE

- The RC51 ram-air engine is engineered to dominate Superbike competition.
- Three optional HRC Racing Kits upgrade the RC51 engine and suspension for race track competition.
- Prodigious power is produced across a broad engine-rpm band, peaking with 130+ bhp at 9500 rpm and 71 lb./ft. of torque at 8000 rpm in street-legal trim.
- 999cc DOHC eight-valve 90-degree V-twin engine is specially designed to withstand the rigors of Superbike competition.
- Centrally mounted ram-air intake duct routes cool, pressurized air directly through the frame's steering head structure to the 10-liter airbox, improving intake efficiency while slimming the aerodynamic profile. The ram-air duct doubles as a front cowl stay, shaving 12 ounces off of a conventional mounting system.
- Each cylinder head features large, 40mm intake and 34mm exhaust valves with a 24-degree included valve angle. This provides a short, direct path for the air/fuel charge entering the combustion chamber and results in high power output.
- Gear-driven camshafts utilize three-axis drive gears to maintain accurate valve timing and durability at sustained high engine speeds.
- Innovative head gaskets minimize distortion caused by head bolt tightening, improving sealing performance thereby maintaining combustion pressure for consistent high power output in competition conditions.
- Direct shim-under-bucket valve actuation system ensures high-rpm durability, and allows 24,000 kilometre valve maintenance intervals.
- High-pressure programmed fuel injection (PGM-FI) delivers fuel at 50 psi to two injectors per cylinder, mounted opposite each other in huge, 54mm throttle bodies. Fuel is delivered through four nozzle tips in each injector, producing a very fine spray and a highly combustible air/fuel charge for maximum combustion efficiency and power output.
- Cast aluminum pistons are screen-printed with solid LUB-Coat finish to minimize friction between the piston and cylinder wall.
- RC45™-inspired aluminum composite cylinder sleeves are high-pressure-formed from sintered aluminum powder impregnated with ceramic and graphite. The lightweight composite sleeves provide better wear resistance and superior heat dissipation compared to conventional sleeves.
- Nutless connecting rods feature bolts threaded directly into tapped holes in rods. Design is lighter than conventional bolt-and-nut combination. Carburized rods provide strength and durability under high loads.
- Crankshaft center lubrication system carries oil to main and connecting rod bearings through passages in the crankshaft as well as conventional journals, allowing lower main gallery oil pressure and a smaller oil pump design, consuming less horsepower at high engine speeds.
- Electronic CPU provides digital 3-D fuel injection and ignition maps for each cylinder, creating ideal fuel mixture and spark advance settings for maximum power and throttle response.
- Iridium-tipped spark plugs require less voltage and maintain ignition performance in demanding conditions.
- All-stainless two-into-one-into-two exhaust system with two 5.3-liter canister-style mufflers featuring a buffed finish.
- Side-mounted dual radiators utilize low pressure of airflow passing over outer surface of cowling to draw air through from the inside. Side positioning allows optimal placement of engine for low center of gravity and superb handling and permits flow of air to reach cylinders and exhaust pipes for enhanced cooling efficiency.
- Air-cooled aluminum oil cooler.
- Magnesium head cover, clutch cover and left rear sprocket cover.
- Smooth-shifting close-ratio six-speed transmission features ratios carefully matched to the engine's power band.
- Durable #530 O-ring-sealed drive chain.

CHASSIS/SUSPENSION

- Distinctive bodywork features a dual-headlight design, a narrow-profile fuel tank and a single-piece tail section.
- Totally new, twin-spar extruded aluminum frame weighs 11.7 kilograms and features a modified Pro Frame design utilizing a swingarm pivot that incorporates both engine-crankcase and frame-mounted pivot points. The frame sideplates extend underneath the swingarm and join to form a D-shaped swingarm mounting enclosure. This combination provides an extremely rigid chassis while offering excellent road feel.
- Tapered and braced box-section swingarm provides exceptional lateral and torsional rigidity.
- New 43mm inverted aluminum-slider Honda Multi-Action System (HMAS™) cartridge fork features spring preload, rebound and compression damping adjustability, and offers superb action and rigidity.
- Pro-Link™ rear suspension features a high-quality 40mm HMAS shock with integrally cast damper reservoir. Spring preload, rebound and compression damping adjustability produce superior rear wheel control.
- Braking system features 320mm front discs floating on seven stainless steel pins with four-piston calipers, and a 220mm rear disc with a single-piston caliper for exceptional stopping power.
- Lightweight aluminum-alloy wheels have six U-shaped HRC-style spokes and feature race-spec 3.5-17-inch front and 6.0-17-inch rear dimensions.

ADDITIONAL FEATURES

- Removable aluminum rear subframe.
- Fuel tank designed with sculpted indents for knees, arms and handlebars.
- Dual-headlight features computer-designed multi-reflectors and two 55W H7 bulbs behind clear plastic lenses, providing a broad lighting pattern and superb illumination.
- Lightweight instrument display includes electronic LCD tachometer and speedometer, LED low fuel indicator, odometer, tripmeter and temperature gauge.

VTR1000F

Character, sophistication, dependability: Those undefineable qualities that let the VTR1000F appeal to both heart and mind.

Its 996 cc, DOHC, 90-degree V-twin has a power-band wide enough to make the six-speed gearbox seem superfluous. Twin 48 mm CV carburetors and a computer-controlled digital ignition generate instantaneous throttle response while the two-into-two stainless steel exhaust system pumps out the music only a pure-bred V-twin can make.

Like the engine, the Firestorm's chassis is a unique blend of precision and sophistication. The pivotless frame, with its swingarm running through the engine, lets Honda fine-tune the chassis for both razor-sharp handling and exceptional rider comfort.

The 2000 VTR1000 Firestorm. The thinking man's superbike.

1000F

FIRESTORM

KEY FEATURES & BENEFITS

ENGINE

- 996cc DOHC eight-valve 90° V-twin engine for prodigious mid-range torque and enhanced mass centralization.
- Formula 1 inspired technology incorporates swingarm pivot into horizontally split crankcase.
- Nutless connecting rods feature bolts threaded directly into tapped holes in rods. Design is lighter than conventional bolt-and-nut combination. Carburized rods offer optimal balance of strength and durability.
- Lightweight, skirtless slipper pistons reduce reciprocating mass.
- Chain-driven camshafts operate large valves by means of shimmed-bucket lifters.
- 48mm slanted flat-slide CV carbs are the largest ever used on a Honda engine. They provide sharp, linear response and are fed by a large-capacity 8-liter airbox.
- High-accuracy, computer-controlled ignition system monitors engine speed and throttle angle for optimal performance throughout the rev range.
- Slim-tipped NGK VX spark plugs deliver excellent performance.
- All-stainless two-into-one-into-two exhaust system with 4.5-liter buffed-finish canister-style mufflers.
- 140mm, 10-plate hydraulic clutch.
- Side-mounted dual radiators utilize low pressure of airflow passing over outer surface of cowling to draw air through from inside. Side positioning permits flow of air to reach cylinders and exhaust pipes for enhanced cooling efficiency, while facilitating front-cylinder service. At low speeds, a large right-side fan blows air directly out to the side and away from the rider.
- Chain-driven water pump located in crook of V between cylinders.
- High-efficiency oil cooler mounted in front of forward cylinder head.
- Slick shifting six-speed transmission.

CHASSIS/SUSPENSION

- Engine-mounted swingarm eliminates need for conventional pivot plates, allowing the twin-spar aluminum frame to weigh only 8.0 kilograms. The frame's massive D-section spars and curved box-section engine hanger-rails reach back from the steering head and anchor directly to the engine.
- 41mm Honda Multi-Action System™ (HMAS) cartridge front fork offers adjustable spring preload and rebound damping.
- Pro-Link rear suspension system, mounted directly to the engine cases, features large-volume 40mm damper with adjustable spring preload and rebound damping.
- Hybrid construction aluminum swingarm combines extruded spars with a rigid cast pivot section.
- Hollow-section triple-spoke cast aluminum wheels.
- Wide-profile jointless-belt-type radial tires with ZR rating for confident long-term performance.
- Dual floating front disc brakes with four-piston calipers and sintered metal pads. The 296mm rotors are mated to aluminum carriers with eight steel inserts. The 220mm rear disc brake is stopped by a single-piston caliper.

ADDITIONAL FEATURES

- Three-piece half-fairing provides good wind protection and excellent aerodynamics.
- Front fairing ports feed air to the cockpit to lighten handling at higher speeds and provide cooling airflow to the rider. Large side-ports maximize airflow through the side-mounted radiators and away from the rider.
- Fins on lower sides of fairing produce down force at high speeds for enhanced cruising stability.
- Fuel tank designed with sculpted indents for knees and handlebars.
- One-piece seat cowl covers a compartment with specially molded recesses to accommodate most U-locks and cable locking devices.
- Single headlight features "free form" multi-curvature reflector and a clear lens for optimal brightness and reach.
- Instrument panel features a digital odometer and tripmeter, an engine temperature gauge and LED reserve warning lamp.
- Wide-view triangular rearview mirrors mounted on solid, die-cast aluminum stays.
- Aluminum die-cast footpegs and stays, and forged steel side stand.
- Compact 12AH maintenance-free battery.

CBR929RR

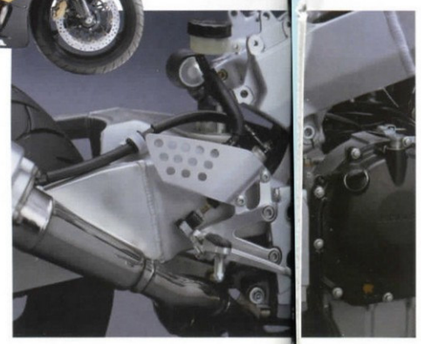
Thirty-one years ago, Honda set the motorcycling world on its ear. The 1969 CB750 was the first mass-produced four-cylinder superbike and it started a tradition of Honda leadership that endures today. And like the CB900F in the '80s, the '92 CBR900RR completely changed the way enthusiasts look at superbikes.

Now it's time for Honda to set the superbike world on its ear again. The new millennium brings the revolutionary CBR929RR Fireblade, 150+ horsepower in a package so lithe, so taut that it redefines the meaning of 'super' and 'bike'.

The new CBR boasts a bunch of innovations like Honda's high-pressure PGM-FI electronic fuel injection, Honda's Variable Intake/Exhaust Management system and Honda's pivotless chassis technology.

Honda's playing on an entirely new level. The 2000 CBR929RR should be the lightest, best handling and most responsive production superbike in the world.

The 2000 Honda CBR929RR Fireblade. When only the best will do.



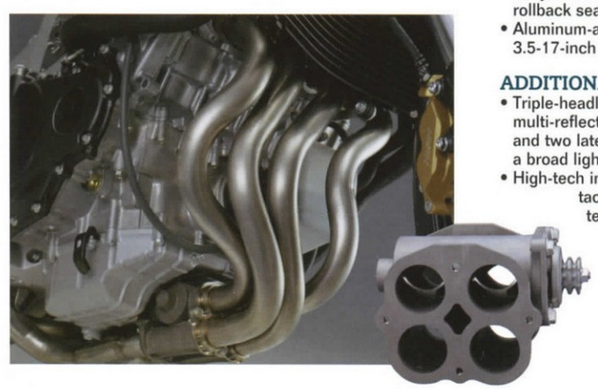
929RR

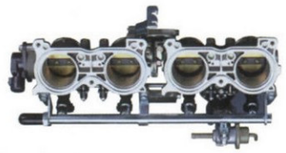
FIREBLADE

KEY FEATURES & BENEFITS

ENGINE

- The CBR929RR Fireblade produces more than 150 bhp at 11,000 rpm and weighs a feathery 170.4 kilograms dry.
- All-new 929cc DOHC liquid-cooled inline-four produces 20 percent more horsepower; 10 percent more torque; pumps out a class-leading 160 bhp per litre and weighs 4 kilograms less than the previous CBR900RR engine.
- Honda's Variable Intake/Exhaust Management System (HVIX) manages the intake and exhaust charges. An intake valve in the airbox maintains a constant-velocity, variable volume flow of cool, fresh air to the PGM-FI system. The unique Honda Titanium Exhaust Valve (HTEV) located in the exhaust collector provides the scavenging and power benefits of a 360-degree exhaust collector design at low- to mid-rpm, and transitions exhaust flow to a 180-degree collector design at engine speeds above 7500 rpm to maintain maximum power output.
- 10-liter airbox has 35 percent more volume than the previous design.
- 16-valve cylinder head is one kilogram lighter than the previous design, and features larger 29mm intake and 24mm exhaust valves, with an 11.3:1 compression ratio for efficient combustion and high horsepower.
- Narrow, 25 degree included valve angle (13 degree intake/12 degree exhaust) provides a direct path for the incoming air/fuel charge for improved engine breathing and increased power.
- New forged steel camshafts are lighter than cast versions and are stronger due to carburizing and tempering.
- High-pressure programmed fuel injection (PGM-FI) delivers fuel to the injectors mounted in each 40mm throttle body at 50 psi. Fuel is delivered through four nozzle tips in each injector, producing a very fine spray and a highly combustible air/fuel charge for maximum combustion efficiency and power.
- Auto-enriching system is integrated into PGM-FI module, eliminating the need for a manual choke.
- Forged pistons are 12 percent lighter than cast versions and are stronger in the boss and skirt area. Screen-printed LUB-Coat finish minimizes friction between the piston and cylinder.
- RC45™-inspired aluminum composite cylinder sleeves are high-pressure-formed from sintered aluminum powder impregnated with ceramic and graphite. The lightweight composite sleeves provide better wear resistance and superior heat dissipation.
- New crankshaft is one kilogram lighter than previous design, allowing the engine to rev more rapidly.





- Electronic CPU provides two digital 3-D fuel injection maps for each cylinder and one digital 3-D ignition map for cylinder pairs, creating ideal fuel mixture and spark advance settings for superb rideability.
- Four transistorized direct-ignition coils integrate the spark plug cap and high tension lead to reduce weight and produce a high-voltage spark.
- Lightweight curved aluminum radiator keeps engine temperatures in check for consistent performance and long engine life.
- Newly designed clutch cover integrates pulser cover and is 9.8 ounces lighter than previous clutch design.
- Titanium exhaust header, titanium exhaust valve (HTEV) and titanium muffler with aluminum housing are stronger than previous stainless steel design and reduce total weight by 3 kilograms.

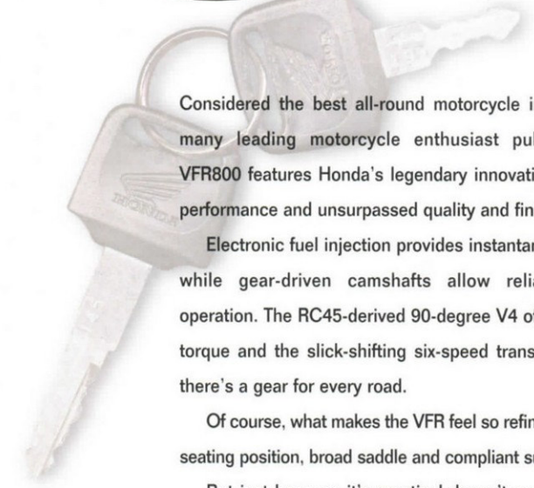
CHASSIS/SUSPENSION

- All-new distinctive bodywork features a side-by-side three-headlight design, a narrow-profile fuel tank and a one-piece tail section.
- Completely new twin-spar extruded aluminum pivotless frame weighs one kilogram less than the previous CBR900RR frame and overall frame rigidity is increased 11 percent.
- Crankshaft to swingarm pivot distance is decreased 20mm, permitting a 21mm longer swingarm for enhanced stability and handling.
- Tapered and braced box-section swingarm provides exceptional lateral and torsional rigidity. Overall rigidity is increased 21 percent over the previous design.
- A cast aluminum bracket reaches underneath the swingarm and attaches to the swingarm pivots, forming a D-shaped swingarm mounting enclosure that increases the rigidity of the swingarm-to-engine mounting.
- New 43mm inverted aluminum-slider Honda Multi-Action System™ (HMAS) cartridge fork is 12.4 ounces lighter, features spring preload, rebound and compression damping adjustability, and offers precise action and unparalleled rigidity.
- Pro-Link® rear suspension features a high-quality HMAS reservoir damper integrally cast with the shock body; spring preload, rebound and compression damping adjustability for superior rear wheel control.
- Braking system features huge, 330mm front discs floating on light aluminum pins with four-piston calipers, and a 220mm rear disc with a single-piston caliper for exceptional stopping power.
- Brake calipers (two front, one rear) are a combined 6 ounces lighter than previous design and feature improved molybdenum/anodic oxide-coated pistons and teflon-coated rollback seals to enhance braking feel under repeated hard use.
- Aluminum-alloy super-light hollow-spoke wheels feature race-spec 3.5-17-inch front and 6.0-17-inch rear dimensions.

ADDITIONAL FEATURES

- Triple-headlight design features computer-designed multi-reflectors, one center-mounted 60W H7 low-beam bulb and two laterally placed 45W H4 high-beam bulbs, providing a broad lighting pattern and superb illumination.
- High-tech instrument display includes white-faced electronic tachometer, speedometer, LCD readouts for coolant temperature, odometer, two tripmeters and a clock.
- Key-lockable 6-liter rear cowl storage box is designed to hold most commonly available U-type and cable locking devices.

VFR800FI



Considered the best all-round motorcycle in the world by many leading motorcycle enthusiast publications, the VFR800 features Honda's legendary innovation, world-class performance and unsurpassed quality and finish.

Electronic fuel injection provides instantaneous response while gear-driven camshafts allow reliable high-rpm operation. The RC45-derived 90-degree V4 offers prodigious torque and the slick-shifting six-speed transmission means there's a gear for every road.

Of course, what makes the VFR feel so refined is its rational seating position, broad saddle and compliant suspension.

But just because it's practical doesn't mean the VFR800 can't carve corners with the best of 'em. There's twin three-piston calipers up front, a single Pro-Arm swingarm and Honda's torsionally-tuned twin-spar chassis to make clipping an apex virtually effortless.

The 2000 VFR800FI Interceptor. Sacrifice nothing.

INTERCEPTOR

KEY FEATURES & BENEFITS

NEW FOR 2000

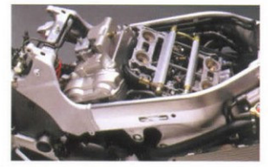
- As one of the showcases of Honda's technological leadership, the VFR800 was selected to demonstrate Honda's ongoing commitment to the environment. We are proud to launch the VFR with an all-new emissions package that makes it one of the cleanest-burning motorcycles of all time.
- New air injection system and three-way exhaust catalyzer utilizes an oxygen sensor and advanced digital PGM-FI to simultaneously reduce emissions of hydrocarbons (HC), carbon monoxide (CO), and nitrous oxides (NOx).
- Auto-enriching system is integrated into the PGM-FI module, eliminating the need for a manual system.
- Redesigned folding mirrors offer full adjustability and aerodynamic style.

ENGINE

- Compact, RC45™-inspired 782cc DOHC 90 degree V-4 with an oversquare bore and stroke of 72mm x 48mm.
- Combustion chambers feature an 11.6:1 compression ratio and are fed by programmed fuel injection through short, straight intake ports.
- Shim-under-bucket valve actuation allows 24,000 kilometer valve maintenance intervals.
- Interceptor engine serves as a stressed member of the pivotless frame, which features specially designed engine mounts tuned to work in harmony with the damping characteristics of the frame.
- Side-mounted gear-driven valve train ensures precise valve actuation and allows use of short, lightweight three-journal crankshaft.
- Aluminum composite cylinder sleeves are high-pressure-formed from sintered aluminum powder impregnated with ceramic and graphite. The composite sleeves provide better wear resistance and superior heat dissipation compared to conventional sleeves.
- Precision programmed electronic fuel injection system utilizes large 36mm bores to provide optimal performance over a wide rpm range.
- Interceptor's electronic control unit combines precisely metered fuel delivery and optimal ignition control utilizing 3-D digital mapping for each cylinder.
- Solenoid-operated dual-air-intake-duct design keeps one duct closed at low-speed to provide optimal control of air intake velocity.
- Dual side-mounted radiators maximize cooling efficiency using low-air-pressure areas created by side cowls to draw cooling air through the radiators.
- During low-speed operation, a thermostat-controlled left-side fan pulls cooling air across the radiator into the fairing, keeping hot air away from the rider.
- Side placement of radiators allows short wheelbase and optimal placement of engine for low center of gravity and excellent handling precision. Cooling airflow to front and rear cylinder banks and exhaust system is enhanced.
- Oil cooler mounted under steering head for maximum cooling.
- Four-into-two-into-one exhaust system features stainless-steel canister-type silencer.
- Exceptionally smooth-shifting six-speed transmission.

CHASSIS/SUSPENSION

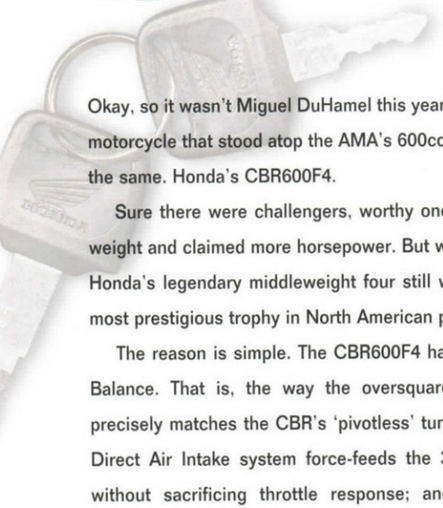
- Triple-box-section aluminum twin-spar frame features tuned, pivotless design that isolates the engine-mounted swingarm from the frame, and contributes to an overall vehicle weight reduction.
- The frame's massive triple-box aluminum spars anchor the steering head directly to the engine.
- Interceptor's rigid Pro Arm™ single-sided cast aluminum swingarm, mounted directly to the engine, marks the first time these two leading technologies have been combined on a production motorcycle.
- Rigid 41mm Honda Multi-Action System (HMAS™) cartridge front fork provides precise handling and compliant damping with 120mm of travel and stepless preload adjustment.
- Pro-Link rear suspension features a 40mm gas-charged HMAS shock with 120mm of travel, adjustable spring preload and rebound damping.
- The five-spoke, 5.5-inch rear wheel sports a large, low-profile 180/55ZR17 radial tire. The six-spoke, 3.5-inch-wide front wheel carries a 120/70ZR17 radial tire.
- Third-Generation Linked Braking System™ (LBS™) features a simplified design and superb balance to provide super-sport braking characteristics that will appeal to a wide range of riders. Honda's Linked Braking System uses a second master cylinder and a three-stage proportional control valve (PCV) to couple the three-piston calipers of the dual-front and single-rear brake discs. The front brake lever activates the outer two pistons of the two front calipers and, acting through the inline proportioning valve, the center piston of the rear caliper. The rear brake pedal operates the outer pistons of the rear brake caliper and the two center pistons of the front brake calipers. A delay valve sensitive to the rider's pedal pressure smoothes front brake engagement.
- The Interceptor's 296mm floating front brake discs feature a lightweight seven-spoke inner rotor design, further reducing unsprung weight.



ADDITIONAL FEATURES

- Air flowing through a central air vent under the front windshield provides cool air to the rider at low speeds and increases rider comfort at higher speeds.
- The deeply valanced front fender reduces air resistance at high speeds for light, responsive handling.
- Front fender and fairing route cool air through the fairing to improve engine cooling and rider comfort.
- Dual, multi-reflector headlight features computer-designed multi-curvature reflectors behind a single, cat's-eye clear lens, focusing the headlamp beam in a broad pattern for optimal lighting.
- Sidecover/tail section features beautifully styled, integral taillight and turn signals.
- High-tech instrument display includes electronic tachometer and speedometer and LCD readouts for air temperature, coolant temperature, odometer, two tripmeters and clock.
- Detachable seat offers access to space to carry U-lock and other necessities.
- Removable passenger seat cowl and nylon passenger grabrails.
- Adjustable brake and clutch levers.

CBR600F4



Okay, so it wasn't Miguel DuHamel this year. Some things do change. But the motorcycle that stood atop the AMA's 600cc superbike championship was still the same. Honda's CBR600F4.

Sure there were challengers, worthy ones at that. They suggested lighter weight and claimed more horsepower. But when the checkered flags dropped, Honda's legendary middleweight four still won more races and captured the most prestigious trophy in North American production racing.

The reason is simple. The CBR600F4 has one thing that the others don't. Balance. That is, the way the oversquare engine's high-rpm horsepower precisely matches the CBR's 'pivotless' tuned chassis; the way that Honda's Direct Air Intake system force-feeds the 36.5mm flat-slide CV carburetors without sacrificing throttle response; and the commitment to high-tech performance features like the lightweight aluminum/ceramic/graphite cylinder sleeves.

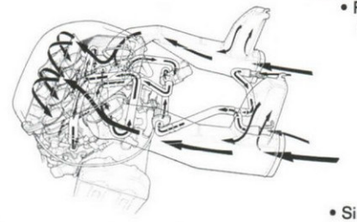
Of course, what really sets the CBR600F4 apart is its versatility. Comfortable enough to burn through tank after tank of gas, yet supremely agile in the twisties, the CBR600F4 is one motorcycle that does it all.

The 2000 Honda CBR600F4. Staying on top shouldn't be this easy.

KEY FEATURES & BENEFITS

ENGINE

- Liquid-cooled DOHC 16-valve four-stroke engine utilizes the latest Honda design and manufacturing technologies for incredible mid-range and top-end performance.
- High-output engine features oversquare bore and stroke of 67mm x 42.5mm with a straight intake tract contributing to superb power throughout the rpm range.
- Inclined cylinder-head cover mating surface permits higher placement of the intake camshaft for a straight intake tract providing improved engine efficiency and power.
- RC45™-inspired aluminum composite cylinder sleeves are high-pressure-formed from sintered aluminum powder impregnated with ceramic and graphite. The lightweight composite sleeves provide better wear resistance and superior heat dissipation than conventional sleeves.
- Aluminum alloy pistons feature LUB-Coat solid lubricant to minimize friction between the piston and cylinder wall.
- Ram-air provides a high volume of cool air to the airbox, utilizing a two-stage system that precisely balances air pressure within the carburetor float and vacuum chambers with the air flowing through their bores, providing sharp throttle response, linear power delivery and incredible performance at all speeds.
- 36.5mm-bore carburetors offer a simple design for competition tuning.
- Four-into-two-into-one exhaust system feeds single high-output polished stainless steel muffler for maximum power and efficiency.
- Four transistorized direct-ignition coils integrate spark plug cap and high tension lead to produce a high-voltage, long-duration spark, providing maximum performance at high engine output levels.
- Electronic ignition CPU provides digital 3-D mapping for cylinder pairs, creating ideal spark advance settings for all riding conditions.
- Direct, shim-under-bucket valve actuation provides high-rpm durability and offers 24,000 kilometre maintenance intervals.
- Mechanical automatic cam-chain adjuster provides quiet, reliable service.
- Seven-plate clutch utilizes a tough lining material to maintain performance and durability.
- Engine cooling system features a series-flow pattern that reduces piston crown and spark plug seat temperatures, resulting in increased power.
- Round-type high-capacity liquid-cooled oil cooler contributes to lightweight engine design.
- Clutch cover integrates pulser cover and is lighter than traditional designs.
- Smooth-shifting close-ratio six-speed transmission features ratios carefully matched to engine's power band.



CHASSIS/SUSPENSION

- Aluminum twin-spar frame utilizes new casting technology processes to create a strong frame with excellent rideability.
- Pro Frame design locates the lightweight extruded aluminum box-section swingarm via a combined pivot in both the frame and the rear of the engine, producing superb handling and high-speed stability with excellent control.
- Lightweight aluminum rear subframe.
- Class-leading design and manufacturing processes result in a dry weight of just 169 kilograms.
- Rigid, 43mm HMAS™ front fork offers rebound, compression damping and spring preload adjustability.
- 40mm HMAS rear shock assembly utilizes Pro-Link® design with external reservoir for plush feel and excellent, well-controlled high-speed damping.
- Twin front calipers feature four pistons each, with special nickel-plate surface treatment to enhance lever feel under repeated hard braking.
- Sintered brake pads and 296mm floating front discs provide ultimate stopping power.
- Hydraulic rear disc brake features single-piston caliper and 220mm disc.
- Hollow three-spoke cast aluminum wheels.
- Wide, 3.5-inch front wheel with 120/70ZR-17 Z-rated front tire and wide, 5.5 inch rear wheel with 180/55ZR-17 Z-rated rear tire.

ADDITIONAL FEATURES

- Industry-leading ergonomic design features maximum rider comfort for minimum fatigue in all riding conditions.
- ABS fairing and bodywork provide superb aerodynamic design and excellent weather protection.
- Folding aerodynamic mirrors.
- Front fairing and rear seat cowl utilize fewer parts for simpler servicing.
- 17-litre fuel capacity.
- High-tech instrument display features thin, lightweight design with analog readouts for engine rpm, speedometer, and water temperature and LCD display for odometer and tripmeter.
- Headlight assembly features a computer designed multi-curvature reflector behind a clear plastic lens.
- Rear cowl storage box for U-type and cable locks under the passenger seat.
- Integrated ignition switch/fork lock for added security.

Model	ST1100A/ST1100	CBR1100XX Super Blackbird	RVT1000R RC51	VTR1000F Firestorm
Engine Type	Liquid cooled, 90-degree, transverse V-four	Liquid cooled inline four	Liquid-cooled 90-degree V-twin	Liquid cooled 90-degree, V-twin
Displacement	1085 cc	1137 cc	999 cc	996 cc
Bore and Stroke	73mm X 64.8mm	79mm X 58mm	100mm X 63.6mm	98mm X 66mm
Compression Ratio	10 : 1	11 : 1	10.8 : 1	9.4 : 1
Valve Train	Belt driven, DOHC, 4 valve, shim under bucket	DOHC, 4 valve, shim under bucket	DOHC, 4 valve, shim under bucket	DOHC, 4 valve, shim under bucket
Carburetion	Four 34.5mm downdraft, CV	PGM fuel injection	PGM-FI with two injectors per cylinder	Two 48mm, flatslide, CV
Ignition	Transistorized, with electronic advance	Computer-controlled, with 3-dimensional mapping	Computer-controlled digital with 3-dimensional mapping	Transistorized, with electronic advance
Starting	Electric	Electric	Electric	Electric
Transmission	Wide-ratio 5-speed	Close-ratio, 6-speed	Close-ratio 6-speed	Close-ratio 6-speed
Final Drive	Shaft	"O" ring chain	"O" ring chain	"O" ring chain
Suspension Front:	ST1100A: 43mm cartridge fork with TRAC anti-dive, 150mm travel ST1100: 41mm cartridge fork with TRAC anti-dive, 150mm travel	43mm cartridge fork, 120mm travel	43mm inverted cartridge fork with spring preload, rebound and compression damping adjustability; 120mm travel	41mm cartridge fork, adjustable for preload and rebound damping, 109mm travel
Rear:	Single shock with adjustable preload and rebound damping 120mm travel	Pro-Link single shock with adj. comp. and reb. damping, 120mm travel	Pro-Link single shock with spring preload, rebound and compression damping adjustability; 130mm travel	Pro-Link single shock with preload and rebound damping adjustability, 124mm travel
Brakes Front:	ST1100A: Dual 296mm discs with 3 piston calipers, LBS-ABS ST1100: Dual 316mm discs with twin piston calipers	Dual 310mm floating discs with three piston calipers, LBS	Dual full-floating 320mm discs with four-piston calipers	Dual 296mm floating discs with four piston calipers
Rear:	ST1100A: Single 296mm disc with 3 piston caliper; LBS/ABS ST1100: Single 316mm disc with twin piston caliper	Single 256mm disc with three piston caliper, LBS	Single 220mm disc with single-piston caliper	Single 220mm disc with single piston caliper
Tires Front:	ST1100A: 120/70 ZR 18 ST1100: 110/80 V - 18	120/70 ZR - 17	120/70ZR-17 radial	120/70 ZR - 17
Rear:	ST1100A: 160/70 ZR 17 ST1100: 160/70 V - 17	180/55 ZR - 17	190/50ZR-17 radial	180/55 ZR - 17
Seat Height	800mm (31.5 in)	810mm (31.9 in)	813mm (32.0 in.)	810mm (31.9 in)
Wheelbase	1555mm (61.2 in)	1490mm (58.7 in)	1410 mm (55.5 in.)	1430mm (56.3 in)
Dry Weight	ST1100A: 297 kg (655 lbs)/ ST1100: 287 kg (633 lbs)	223 kg (492 lbs)	196 kg. (432 lb.)	192 kg (423 lbs)
Fuel Capacity	28 litres (6.2 Imp. gal.)	24 litres (5.2 Imp. gal.)	18 litres (3.8 Imp. gal)	16 litres (3.5 Imp. gal.)
Color	Candy Maroon	Blue, Black	Red/Metallic Silver	Red, Yellow, Blue

Model	CBR929RR Fireblade	VFR800FI Interceptor	CBR600F4
Engine Type	Liquid-cooled inline four-cylinder	Liquid cooled, 90 degree V-four	Liquid cooled, inline four
Displacement	929 cc	782 cc	599 cc
Bore and Stroke	74mm X 54mm	72mm X 48mm	67mm X 42.5mm
Compression Ratio	11.3 : 1	11.6 : 1	12 : 1
Valve Train	DOHC, 4 valve, shim under bucket	DOHC, 4 valve, shim under bucket	DOHC, 4 valve, shim under bucket
Carburetion	PGM fuel injection	PGM Fuel injection, 36mm throttle bodies	Four 36.5mm downdraft, flatslide, CV
Ignition	Computer-controlled with 3-dimensional mapping	Computer-controlled with 3-dimensional mapping	Computer-controlled with 3-dimensional mapping
Starting	Electric	Electric	Electric
Transmission	Close-ratio 6-speed	Close-ratio, 6-speed	Close-ratio 6-speed
Final Drive	"O" ring chain	"O" ring chain	"O" ring chain
Suspension Front:	43mm inverted cartridge fork with spring preload, rebound and compression damping adjustability; 120 mm travel	41mm adjustable cartridge fork, 120mm travel	43mm cartridge fork, with adj. preload, comp., and rebound damping, 120mm travel
Rear:	Pro-Link single shock with spring preload, rebound and compression damping adjustability; 135 mm travel	Pro-Link single shock with preload and damping adjustability, 120mm travel	Pro-Link single shock, with preload, reb. & comp. damping adjustability, 120mm travel
Brakes Front:	Dual full-floating 330mm discs with four-piston calipers	Dual 296mm floating discs with three piston calipers, LBS	Dual 296mm floating discs with four piston calipers
Rear:	Single 220mm disc with single-piston caliper	Single 256mm disc with three piston caliper, LBS	Rear: Single 220mm disc with single piston caliper
Tires Front:	120/70ZR-17	120/70 ZR - 17	120/70 ZR - 17
Rear:	190/50ZR-17	180/55 ZR - 17	180/55 ZR - 17
Seat Height	815mm (32.1 in.)	805mm (31.7 in)	810mm (31.9 in)
Wheelbase	1395mm (54.9 in.)	1440mm (56.7 in)	1389mm (54.7 in)
Dry Weight	170.4 kg. (374.8 lbs)	210 kg (463 lbs)	169 kg (372.6 lbs)
Fuel Capacity	18 litres (3.8 Imp. gal.)	21 litres (4.6 Imp. gal.)	17 litres (3.7 Imp. gal.)
Color	Black/Silver, Yellow/Black, Red/White/Blue	Green, Red, Blue	Yellow, Red, Orange

Ride Smart, Ride Safely

Part of the enjoyment of any sport is doing it right, like a professional. Honda recommends taking a Motorcycle Rider Training Course. Read through your motorcycle owner's manual for safety information, and always inspect your motorcycle before riding. Common sense dictates that you wear a good helmet, eye protection and protective clothing whenever and wherever you're riding. Remember racing is for the track, not the street. If you like the idea of pushing your skills to the limit, there are organized programs for dual-sport, off-road and street motorcycles, offering competition at all levels. Never ride under the influence of drugs or alcohol.

WARRANTY

For complete details, see your Honda dealer for Honda's 2000 motorcycle warranty policy.

Models may not be exactly as shown. Specifications subject to change without notice.

HONDA CANADA INC.,
DARTMOUTH, N.S; MONTREAL, QUE.; TORONTO,ONT.; RICHMOND, B.C.

Printed in Canada 7500B001E

HONDA 2000 MOTORCYCLE PRICE LIST

ON ROAD MODELS

MODEL CODE	MODEL NAME	S.R.P.
GL1500SE	Special Edition Two-Tone	$23,999
GL1500A	Aspencade	20,999
GL1500CF	Valkyrie Interstate Two-Tone	21,399
GL1500CFB	Valkyrie Interstate Mono-Tone	20,999
GL1500CT	Valkyrie Tour Two-Tone	18,799
GL1500CTB	Valkyrie Tour Mono-Tone	18,399
GL1500C	Valkyrie Custom Two-tone	17,399
GL1500CB	Valkyrie Custom Mono-tone	16,999
VT1100TB	ACE Tour Mono-tone	13,999
VT1100C3	Shadow Aero Two-Tone	12,999
VT1100C3B	Shadow Aero Mono-Tone	12,599
VT1100C2	Shadow Sabre Two-Tone	11,699
VT1100C2B	Shadow Sabre Mono-Tone	11,399
VT1100C	Shadow Spirit Two-Tone	10,599
VT1100CB	Shadow Spirit Mono-Tone	10,399
ST1100A		18,999
ST1100		15,299
CBR1100XX		13,999
VTR1000F		10,999
VTR1000S	RC51	15,299
CBR929RR		14,299
CBR600F4		10,899
VFR800FI	Interceptor	12,899
VF750C2	Magna Deluxe	10,299
VF750C	Magna	9,999
VT750CD3	Shadow ACE (Euro - Deluxe)	8,199
VT750C3	Shadow ACE (Euro - Black)	7,699
VT600CD2	VLX Deluxe	7,599
VT600C	VLX	7,299
CMX250C		4,399
SK50M		1,899

OFF ROAD MODELS

XR650L		7,299
XR650R		7,099
XR400R		6,699
XR250R		5,999
XR200R		3,699
XR100R		2,499
XR80R		2,259
XR70R		1,799
XR50R		1,499
CR500R		7,329
CR250R		7,099
CR125R		6,579
CR80R		3,899

PRICES SUBJECT TO CHANGE WITHOUT NOTICE

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October 20, 1999