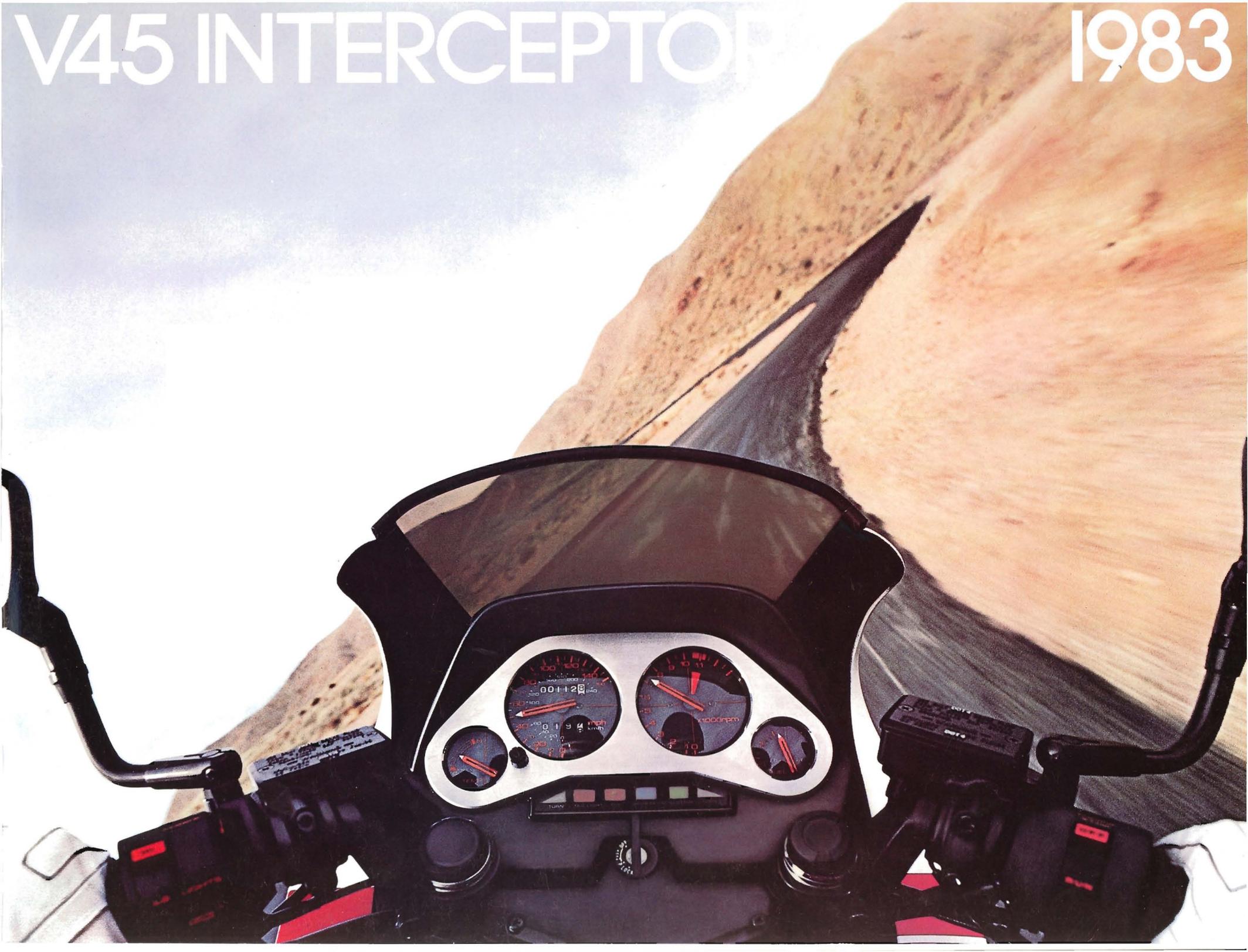


V45 INTERCEPTOR

1983



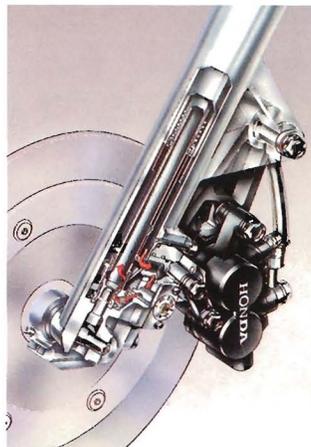
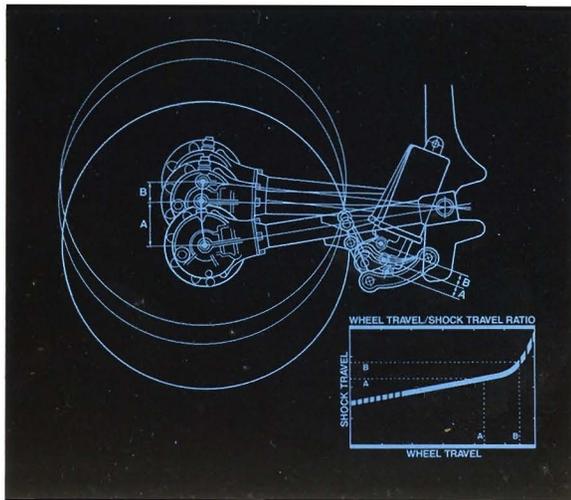
BRING THE WORLD TO YOUR KNEES.

Don't be fooled by the V45 Interceptor's™ looks. Beneath its grand prix styling is true grand prix technology that lets the Interceptor achieve a level of performance never before seen in a production motorcycle. To say you ride the V45 Interceptor the way you ride any other high-performance street motorcycle is to completely underestimate its power and agility. It's a motorcycle you don't so much ride as live. It becomes a part of you. An extension of your will, your desires.

Overly dramatic? Hardly. Any analogy we seem to draw with grand prix bikes isn't an exaggeration. As the basis for our 1983 superbike effort, nothing is wasted to make sure pure, clean form follows clearly defined function. And, like our FWS Formula One bikes, everything on this machine has its reason for achieving its final end: a riding experience like no other available in the world today.

Riders who understand the demands of high-performance riding have a responsibility

The V45 Interceptor uses Pro-Link rear suspension. A true rising-rate suspension, Pro-Link responds smoothly over any kind of road surface.



TRAC, Honda's mechanically-activated anti-dive control, helps limit the forward weight transfer effect under braking.

ity to know more about their motorcycle than simple maintenance procedures. So if this is your first introduction to the V45 Interceptor, read carefully. Your responsibility as an Interceptor rider begins right here.

THE FRAME.

Departing from the more conventional tubular design, Honda developed a special rectangular section frame based upon their FWS Formula One road racer. The frame's light weight helps keep the Interceptor's overall weight down, while its excellent torsional rigidity allows the frame to withstand extremely high stresses.

THE ENGINE.

Power comes from the engine that changed the technological direction of motorcycling. The Interceptor's liquid-cooled, DOHC, 90° V-four produces 86 horsepower,† making it the most powerful production 750 engine we've ever built. The powerband created by this 748 cc engine is very broad, delivering staggering power throughout the rpm range.

The four-valve cylinder heads produce excellent volumetric efficiency, and because the individual valves have less mass than

the larger two-valve configuration more commonly used, the engine can be revved higher. The valve's narrow included angle permits a flatter combustion chamber with fewer recesses to trap unburned gases. This more open design, along with centrally-located spark plugs, promotes even flame propagation, rapid combustion and allows a compression ratio of 10.5:1. Basic maintenance is kept simple and to a minimum as the result of incorporating no-maintenance features like an automatic cam chain tensioner, a self-adjusting, hydraulic clutch and a solid state ignition system.

Liquid-cooling enhances operating efficiency by maintaining consistent operating temperatures under different riding conditions. But the Interceptor uses an innovative twin radiator system. The first is mounted just above the front cylinder bank in the usual spot. The second is mounted low, behind the front wheel and is housed in its own aerodynamically-designed cowling that channels air to it. Using two small radiators does two things: First, it reduces the Interceptor's frontal area, lessening its drag coefficient and improving its aerodynamic efficiency. And second, by mounting the second radiator low on the frame, mass centralization (an important handling variable) is improved.

The cylinder configuration places the engine's mass toward the center of the motorcycle and also allows the fuel tank to be mounted low on the frame, enhancing the center of gravity. This particular cylinder configuration also permits a shorter wheelbase, another factor contributing to the Interceptor's superior handling.

THE SUSPENSION.

This suspension is designed for the rider who executes each turn with a preciseness and self-confidence that allows him to measure the width of a road in units of less than an inch. It has air-adjustable, 39 mm front forks with three-way adjustable rebound damping. Honda's exclusive Torque Reactive Anti-dive Control system (TRAC*) helps limit the forward weight transfer effect during braking. It also maintains a precise, consistent feel at the brake lever, which in the Interceptor's case activates dual front discs that use Honda's exclusive twin piston calipers.

The rear suspension is an air-adjustable Pro-Link* with four-way adjustable rebound damping. Pro-Link's special linkage is connected to the Interceptor's cast aluminum alloy swing arm and creates a true rising-rate suspension. It provides quick, supple response over small ripples in the road, then progressively firmer spring and damping response over large bumps. Using this combination of Pro-Link suspension and

A special twin radiator system is used to reduce the Interceptor's frontal area and enhance mass centralization.



alloy swing arm gives extraordinary response over any kind of road surface. Also in the rear, a single disc brake with twin piston caliper.

WHEELS AND TIRES.

Special ComCast* alloy wheels were built for the Interceptor to withstand high cornering loads. A 16-inch front wheel makes the Interceptor's steering so responsive, it seems you think it through a turn. And it permits Honda to employ the latest tire technology. Low-profile tires, front and rear, have the greater contact patches necessary for the Interceptor's suspension to realize its full potential.

INSTRUMENTS AND CONTROLS.

Taking a grand prix approach, only those gauges necessary are mounted in the instrument panel: Speedometer, tachometer, temperature and fuel indicators. They reflect a no-nonsense approach to riding the Interceptor.

Controls are laid out with a different kind of economy in mind. The economy of movement necessary to ride the Interceptor with finesse. Low, flat, adjustable handlebars keep your arms close in behind the fairing, while rear-set foot pegs provide the optimum riding position.

The fuel tank also has been designed with control in mind. It's shaped in the tradition of grand prix bikes, with scallops on both sides for your knees and a large, flat top that allows you to tuck in behind the fairing. It also has its fuel petcock built into the tank in an easy-to-reach position.

THE RIDER.

And now we come to the final—though most important—element in the Interceptor's design: You. Which, in the final analysis, is why we built this motorcycle. Make no mistake, the V45 Interceptor is not for everybody. But if you want a motorcycle like no other in the world today, if you want to come as close as you possibly can to feel what it's like to take the checkered flag at Daytona or Laguna Seca or Loudon, then the V45 Interceptor waits for you to take command.

It is the ultimate riding experience.

FEATURES:

- High-performance, 748 cc engine produces 86 horsepower.
- Liquid-cooling system with twin radiators.
- Race-designed rectangular section frame.
- Five-speed close-ratio transmission.



V45 INTERCEPTOR

- Sealed O-ring drive chain.
- Cast aluminum alloy swing arm.
- Air-adjustable front forks with three-way adjustable rebound damping.
 - Air-adjustable Pro-Link rear suspension with

- four-way adjustable rebound damping.
- TRAC anti-dive control helps reduce the weight transfer effect to the front wheel under braking.
- Triple disc brakes with twin piston calipers.
- 16-inch front wheel provides precise steering.

- Special ComCast alloy wheels.
- Road racing-type tire sizes and profiles.
- Self-adjusting hydraulic clutch.
- Integrated fork brace.
- Adjustable handlebars.







1983 SPECIFICATIONS: V45 INTERCEPTOR (VF750F)

ENGINE	748 cc, DOHC, 90° V-4, liquid-cooled with sixteen valves	SEAT HEIGHT	32.3 inches
BORE AND STROKE	70 mm x 48.6 mm	FUEL CAPACITY	5.8 gallons, including 1.1 gallons reserve
COMPRESSION RATIO	10.5:1	WHEELS	ComCast
CARBURETORS	Four 32 mm CV	TIRES	Front: 120/80-16 tubeless Rear: 130/80-18 tubeless
IGNITION	Solid state	SUSPENSION	Front: Air-adjustable forks with three-way adjustable rebound damping Rear: Air-adjustable Pro-Link with four-way adjustable rebound damping
STARTER	Electric	BRAKES	Front: Dual disc with twin piston calipers Rear: Disc with twin piston caliper
TRANSMISSION	Five-speed	DRY WEIGHT	487.2 pounds
DRIVELINE	Sealed O-ring chain	COLORS	Blue, Red
WHEELBASE	58.9 inches		

OPTIONAL HONDALINE® Engine guard, rear seat cover and body cover EQUIPMENT

ALWAYS WEAR A HELMET AND EYE PROTECTION. Specifications and availability subject to change without notice.
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Rear view mirrors are standard equipment. †SAE net taken at the crankshaft †TRAC,™ Pro-Link™ and ComCast™ are Honda trademarks.
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HONDA
FOLLOW THE LEADER