

S P O R T B I K E S

CBR1100XX
Super Hawk
919
Interceptor





Performance First

S P O R T B I K E S

Why should you Ride Red™? In a word, performance. You see at Honda, Performance First™ is a philosophy that is the very DNA of everything we do. And performance means more than just power. Handling, dependability, the way your motorcycle is built, how long it will last, the attention to fit and finish—at Honda, we think all that and more are part of your new motorcycle's performance, and it shows. We strive for excellence—for Performance First—in each and every one of those areas. It's the philosophy we've always had. It's the philosophy that sets Honda apart. And it's the most important reason why you should Ride Red.

We stripped performance down to the bare essentials. Just you versus the wind and the road.

919 Here's a streetbike that doesn't have to dress up to impress anybody. For the purist, it's exactly what a streetbike should be: Engine. Frame. Brakes. Power. Nothing extra. No bodywork. It has everything a rider needs to go, stop and turn. What more do you want? Except to take command of the road. And to earn the respect of other riders. Don't worry. The 919 can do it all.

Weighing in at a lean 427 pounds, the 919 is pretty much stripped to the essentials. What you see is what you're going to get. Even its name is short and to the point (say Nine-One-Nine).

Its 919cc DOHC liquid-cooled inline four-cylinder engine is based on our own legendary CBR®900RR, famous for both its low-end torque and top-end power. We cast the cylinder block in one piece with the upper crankcase and stuck the cam drive over on the right end of the engine so the 919's powerplant is compact and strong. And the best part of the deal: It's one of the lightest, most powerful machines in its class.

We gave the new 919 direct shim-under-bucket valve actuation, because it's the strongest system around. And our design is so tough, you won't even have to think about checking the clearances for 16,000 miles. Plus the compression ratio is right up there where you want it: 10.8:1 for plenty of horsepower.

Our own programmed fuel-injection system is designed to make sure your 919 gets all the fuel it needs to deliver performance, even under hard acceleration or when leaned over in turns. And the liquid-cooled oil cooler and lightweight aluminum radiator mean your 919 won't lose its cool, even at full throttle.

The frame is a massive square-tube single-backbone design, with the engine bolted up as a stressed member, as solid as a toned

Strip off the gas tank, and you'll see the 919's frame is right in character with the rest of the bike with stout steel box-section construction, a single massive backbone, solid engine mounting and a reinforced steering head.



919

muscle. A stout 43mm cartridge fork and a single-shock rear suspension (which adjusts to seven different preload settings) make sure the 919 handles as good as it looks. Front brake rotors are almost a full foot in diameter for strong stopping power.

Seat height is a perfect 31.5 inches, and fuel capacity is a plentiful five gallons, which will help you spend more time in the saddle instead of at a gas station.

Looking for fancy graphics? This bike is so pure all it carries is the tank logo. Color choice? It's just as pure. You can choose Asphalt or our latest addition this year, Smoke. Bunches of bodywork? Not a chance. Acres of chrome? No way. This is as pure as it gets.

Finally, here's the naked truth about the 919: We know it isn't for everybody. Frankly, there aren't a lot of riders out there who will take on a bike like this. And that's exactly why we're making just enough of them for a few good riders. Are you one of them?

Interceptor 03

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INTERCEPTOR

Streetbike technology has taken the Interceptor a long way. Now it's your turn.

INTERCEPTOR For nearly two decades, the Interceptor® has been defining the high point of streetbike technology. V-4 engines. Perimeter frames. And, most recently, the VFR®800FI VTEC™ advantage—the engine shifts from two-valve mode (low-rpm economy and midrange power) to four-valve mode (high-rpm peak power and efficiency). When your Interceptor's VTEC engine shifts modes, you'll know it. And it's like nothing you've ever experienced.

VTEC is only a part of why the Interceptor performs so well. At heart, it remains true to the concepts that have always made the Interceptor the favorite of discriminating and knowledgeable riders.

For example, the Interceptor is built around an engine that combines the easy-to-use torque of a V-twin and the high-revving performance of an inline-four in one legendary engine: the Honda V-4. Four cylinders arranged in a 90-degree V configuration, four valves per cylinder, double overhead camshafts, and a 3-D digital fuel-injection sys-

tem featuring our 12-hole injectors. Its power is positively seamless, running through a 180-degree crankshaft with only three main-bearing journals to cut frictional losses—which means even more acceleration. The aluminum cylinder liners use powdered-metal technology for light weight, better heat transfer and an expansion rate that matches the aluminum pistons'. Along with VTEC, a three-way exhaust catalyzer and an air-injection system help the Interceptor run cleaner.

Let's not forget the Interceptor's chassis. Like our Super Hawk™, the Interceptor uses Honda's tuned twin-spar aluminum frame, with the swingarm pivoting directly through the engine cases. Its long, single-sided Pro Arm® aluminum swingarm is unique—right off the endurance-racing circuit.

When you're riding an Interceptor the last thing you want to do is stop, but when you need to, you'll have the braking power. The Interceptor showcases our latest Linked Braking System™ (LBS™) for consistent braking under a wide range of conditions. And we're offering an optional model with our Anti-lock Brake System (ABS).

Once you've been introduced to the Interceptor, you'll understand how far streetbike technology has come.



Savvy sport-touring riders discovered Honda's Interceptor years ago. And now it's easier than ever to go sport touring on the VFR. Check out our new, optional hard saddlebags. The Interceptor's "center-up" exhaust system, tucked out of the way, means attaching the bags is a cinch. Color-matched and weather-resistant, they're the perfect Honda Genuine Accessory.

Super Hawk CBR1100XX 03

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SUPER HAWK

The Super Hawk and the XX. Two excellent choices for the real world.

SUPER HAWK The Super Hawk is a V-twin built the way a V-twin should be built. For the real world—a world of tight corners, ragged pavement and long days in the saddle.

In other words, we built the Super Hawk for real riders. Posers need not apply.

The Honda Super Hawk is one of the most agile, best-handling sportbikes ever created—no brag, just fact. It makes tons of torque and horsepower without piling up tons of revs. It's light and narrow. Its 996cc DOHC liquid-cooled V-twin engine features cylinder bores almost four inches across. It uses four-valve heads and twin 48mm flat-slide carburetors—the biggest we've ever used on a motorcycle. Run the power through a six-speed transmission. Put it all together, and you get a motorcycle that is a road-hungry torque monster from idle to redline.

The Super Hawk's frame is a "pivotless" design that mounts the swingarm directly to the rear of the engine cases. Using our twin-spar aluminum truss design, the frame weighs a mere 17.6 pounds. A hybrid-construction aluminum swingarm uses a cast center section mated to extruded spars. A 41mm HMAS™ cartridge fork and Pro-Link® rear suspension complete the impressive package.

And just about everywhere you look, you'll see attention to detail that only Superbike teams have enjoyed. Twin side-mounted radiators. Hollow three-spoke alloy wheels. Triple disc brakes with drilled 296mm rotors (full-floating up front and featuring four-piston front calipers). Z-rated radial tires. So when you see a twisty, gnarly section of road coming up, all Super Hawk riders see is another chance to have fun.

CBR1100XX What do you call the bike that blew the open class wide open? Awesome? Outrageous? Spectacular? Most riders just call it the XX. Not only is the XX a sporting motorcycle, it's a comfortable motorcycle. And a reliable one. Add it all up, and you've got a bike that performs like nothing else in this class, or out on the street.

The CBR1100XX has an 1137cc DOHC inline-four engine, complete with twin gear-driven counterbalancers that make it as smooth as the best touring bikes from idle to redline. The balancers also let the engine bolt solidly to the frame, and that acts to brace the entire structure for an even better handling platform. An electronic fuel-injection system, knock-control sensor and sophisticated 3-D ignition maps all boost midrange and top-end power right to the max.

Then there's the XX's flawless chassis, the platform for its precise handling. Built using Honda's twin-spar frame technology, the massive triple-box-section main members use the engine as a reinforcing element and join the steering head to the swingarm pivot without a hint of flex.

We didn't build the XX for the track—we built it for a much more demanding arena: the real world. And that means whether you ride twisty mountain roads, humdrum freeways or stop-and-go sidestreets, the CBR1100XX does more than just go along for the ride. It makes your ride something special.



CBR 1100XX



CBR1100XX



SUPER HAWK



919



INTERCEPTOR

Model	CBR1100XX	VTR1000F	CB900F	VFR800FI (VFR800FI ABS)
Engine	1137cc DOHC liquid-cooled inline four-cylinder	996cc DOHC liquid-cooled 90° V-twin	919cc DOHC liquid-cooled inline four-cylinder	781cc DOHC liquid-cooled 90° V-4 with VTEC
Bore and stroke	79.0 x 58.0mm	98.0 x 66.0mm	71.0 x 58.0mm	72.0 x 48.0mm
Compression ratio	11.0:1	9.4:1	10.8:1	11.6:1
Transmission	Close-ratio six-speed	Six-speed	Six-speed	Close-ratio six-speed
Front suspension	43mm HMAS cartridge fork with spring-preload and rebound-damping adjustability	41mm HMAS cartridge fork with spring-preload and rebound-damping adjustability	43mm cartridge fork	43mm HMAS cartridge fork with spring-preload adjustability
Rear suspension	Pro-Link HMAS single-shock with spring-preload and rebound-damping adjustability	Pro-Link HMAS single-shock with spring-preload and rebound-damping adjustability	Single-shock with spring-preload adjustability	Pro-Link HMAS single-shock with spring-preload and rebound-damping adjustability
Front brakes	Linked Braking System; dual discs with three-piston calipers	Dual full-floating discs with four-piston calipers	Dual full-floating discs with four-piston calipers	Linked Braking System; dual full-floating discs with three-piston calipers (Optional ABS)
Rear brake	Linked Braking System; single-disc with three-piston caliper	Single-disc with single-piston caliper	Single-disc with single-piston caliper	Linked Braking System; single-disc with three-piston caliper (Optional ABS)
Front tire	120/70ZR-17 radial	120/70ZR-17 radial	120/70ZR-17 radial	120/70ZR-17 radial
Rear tire	180/55ZR-17 radial	180/55ZR-17 radial	180/55ZR-17 radial	180/55ZR-17 radial
Seat height	31.9 inches	31.9 inches	31.5 inches	31.7 inches
Wheelbase	58.5 inches	56.3 inches	57.5 inches	57.4 inches
Dry weight	492 pounds	426 pounds	427 pounds	472 pounds (483 pounds)
Fuel capacity	6.3 gallons	4.2 gallons, including 0.7-gallon reserve	5.0 gallons	5.8 gallons, including 0.8-gallon reserve
Colors	Metallic Black	Candy Blue	Asphalt; Smoke	Red; Metallic Silver
Honda Genuine Accessories	Tank pad, magnetic tank bag	Tank pad, magnetic tank bag	Windscreen, center stand kit	Tank pad, hard saddlebags, tall windscreen, sport touring trunk

WHAT'S IN A NAME? When you choose a new Honda sportbike, you've done more than just pick a great way to enjoy life on two wheels. You've become a member of the Honda family. And that means your fun is just beginning. On the next page, we've listed some of the programs available to you as a Honda owner, each one designed to help you enjoy your new Honda as much as possible. Just ask your Honda Dealer for more details. And welcome to the Honda family—we look forward to riding with you.



At Honda, we also believe in performance and leadership, and that's why we're taking a leadership position when it comes to the environment. We continue to develop low-emission technologies for our current and future motorcycles, ATVs, scooters and personal watercraft. We already produce models that exceed the stringent 2008 CARB emissions requirements years ahead of schedule. And that's the kind of performance everybody can appreciate.

BE A RESPONSIBLE RIDER. Riding a motorcycle is an exercise in responsibility—to yourself, to others, to the environment and to the sport. So remember, wear a helmet, eye protection and protective clothing whenever you ride. Never ride under the influence of drugs or alcohol, and never use the street as a racetrack. Inspect your motorcycle before riding, read your owner's manual, and see your local Honda Dealer concerning reimbursement through the Honda Rider's Club of America™ for Motorcycle Safety Foundation (MSF) rider training.* Always obey local laws, use common sense, and respect the rights of others when you ride. Make sure you have a proper license when riding on public roads, and never modify your motorcycle's exhaust system.

Programs That Perform



Stupid hurts[®]

You chose your new Honda XR or XRL because it has so many great features. But there's more—a lot more. Like all of the programs available to you as a Honda owner. Take the **Honda Protection Plans**, for example.^{**} They let you extend virtually all of your Honda's great warranty coverage. Then there's the **Honda Rider's Club of America**.[†] Open to all Honda owners,^{††} the benefits alone make it a bargain. Just call 1-800-847-HRCA.[®] Interested in some accessories to make your XR even more fun? Make sure you check out our selection of **Honda Genuine Accessories**. Time for service? Be sure to ask for **Pro Honda™ Oils and Chemicals**. And if you're looking for a way to pay for your new Honda XR or XRL, we've got two great suggestions. First, ask about the **American Honda Finance Corporation**.[‡] If you're a qualified buyer, your dealer can set everything up for you right in the showroom. Another easy way is to put it on the **Honda Card™** revolving charge card.^{‡‡} You can use the Honda Card to purchase Honda parts and Honda Genuine Accessories too. And make sure to ask your Honda Dealer about MSF rider training, because sooner or later **Stupid hurts**.[®] Hey, we think our family of Honda off-road motorcycles is the best there is. And we think you deserve the best programs and support to go with them.

Specifications, programs and availability subject to change without notice. See your Honda Dealer for details on all programs. All specifications in this brochure—including colors, warranty terms, HRCA, etc.—apply only to models sold and registered in the United States. ^{*}Maximum reimbursement \$75. ^{**}The Honda Protection Plans are administered by the American Honda Service Contract Corporation in the state of Florida. [†]One-year complimentary membership for new, unregistered motorcycles purchased from participating dealers. ^{††}Excludes personal watercraft (PWC). [‡]Financing available on approved credit by AHFC. ^{‡‡}Financing available to qualified customers subject to credit approval from Conseco Bank, Inc., on the Honda Card program at participating dealers. California versions may differ slightly due to emissions equipment. Ride Red,[™] Performance First,[™] XR,[™] RFVC,[™] Pro-Link,[®] Honda Genuine Accessories,[™] Honda Rider's Club of America,[™] HRCA,[®] Pro Honda,[™] Honda Card[™] and Stupid hurts[®] are trademarks of Honda Motor Co., Ltd. Showa is a trademark of Showa Mfg., Inc. Kayaba is a trademark of Kayaba Industry Co., Inc. ©2002 American Honda Motor Co., Inc. (5/02) Printed in the U.S.A. A1739

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