

**The four cylinder  
engine is dead.  
Long live the four  
cylinder engine.**



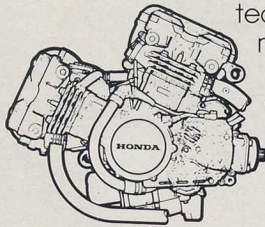
In 1969 we changed the face of biking when we introduced the CB750 with its inline four-cylinder engine. It set new standards in performance, smoothness, reliability and technical sophistication.

Now, we intend to change the face of biking again. So, for 1982 and beyond, we introduce the world's first production watercooled 90° V-four engined bike: the VF750S.

It takes little to appreciate how much sense the V-four makes, four cylinders with only the width of a vertical twin, smooth firing pulses, and a low centre of gravity.

### Technological masterpiece

As you'd expect from the biking world's innovators, the VF750S engine is a technological masterpiece.

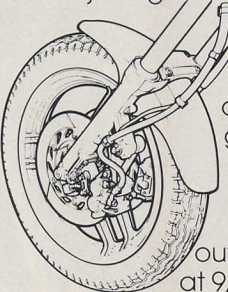


Twin cams per cylinder head, with automatic cam-chain tensioners, operate four valves per cylinder for efficient combustion and reliability at high revs, and four 32mm constant vacuum downdraught carbs provide quick throttle response.

For even greater smoothness the engine is rubber mounted, and for long life and suppression of mechanical noise it's watercooled.

Clean sparks are provided by fully transistorised ignition and the valves have easy-maintenance screw-type adjusters.

Clutch is hydraulic, cableless, and is self-adjusting.



And final drive is by shaft from a six-speed gearbox with a difference: the sixth gear is a true overdrive ratio for cruising economy.

The resulting power output is a stunning 82PS at 9,500rpm and torque 6.5kg-m at 8,500rpm.

### Suspension and brakes to match

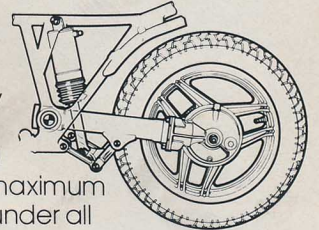
We didn't put all our effort into just the engine though. The frame is made from

special lightweight alloy high tensile steel tubing.

At the front, massive air-adjustable forks linked to each other with a sturdy alloy fork brace are connected to the brakes through our unique anti-dive system to increase stability and cornering clearance when braking hard for a bend.

The brakes themselves are twin double-piston calipers biting onto twin discs at the front, with a drum brake at the rear.

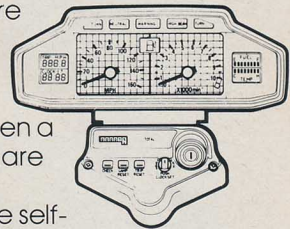
Rear suspension is our Pro-Link air-adjustable single-shock system providing truly rising-rate damping and springing for maximum roadholding under all conditions.



And wheels are cast alloy shod with fat, low profile tubeless tyres.

### Electronic instrumentation

Instruments on the VF750S are totally electric and electronic. Fuel gauge, water temperature gauge, trip-meter, 6-function check panel/gear indicator, even a clock/stopwatch are all liquid crystal.



Indicators are self-cancelling and to help keep this masterpiece from being stolen, there's even a security cable with a fibre-optic cord running through it that sets off an alarm if cut.

The VF750S. The dawn of a new era.



**HONDA**  
Engineering the future

VF750S-C Sports £2,495 (Price includes manuf. delivery, m/cycle tax, VAT and 12 month unlimited mileage warranty, exc. PDI, no. plate, etc.)

**HONDA CARE**

