

2006

VFR

PRESS INFORMATION

Introduction

Honda's much loved and highly respected VFR debuted in 1986 as the advanced, aluminium-framed VFR750F Super Sport, and has seen several evolutions of its design and specifications since then, culminating in the stunningly styled, high performance VFR and VFR-ABS sports touring masterpieces released in 2002 and now still in production.

Especially popular in Europe, the VFR has consistently been hailed as Honda's premier high-tech sports model, a position crowned by its current version, which features Honda's innovative V4 VTEC valve actuation system. Designed to bring together the superb low-to-midrange torque associated with 2-valve engines and the roaring surge of high-end power produced by the most advanced 4-valve engines, this system automatically switches between 2-valve and 4-valve operation for a unique combination of performance characteristics, and a wide band of exhilarating acceleration with every twist of its throttle.

The VFR has always been known as a well-rounded sports bike that can slice effortlessly through twisty mountain backroads with the fastest Super Sport machines around. However, over its last two generations, as bigger, faster and more single-minded Super Sport models have come to the fore, the VFR has won a growing following as an excellent sports touring bike that can cover long distances in comfort and still deliver exhilarating Super Sport-level performance whenever desired. This peerless combination of performance and comfort has endeared it to a broad cross-section of discerning riders who know and appreciate its high level of quality and broad accessibility.

Development Concept

For years, the VFR has played an important role in Honda's impressive sports touring lineup, providing one of the finest balances of top performance and overall riding comfort to be found on two wheels. In the four years since its latest evolution, the VFR's development team has duly noted detailed points where improvements could be made, and set about to firm up this high technology flagship's position of distinction in its class.

Looking at engine performance, it was felt that the VFR's unique V4 VTEC response could be made less abrupt, and rounding off these rough edges would be in keeping with the machine's overall high degree of fit and finish. Another goal was to create a single pan-European model that leads the way in low exhaust emissions in order to easily comply with upcoming new EURO-3 emissions regulations.

The VFR's bodywork detailing were also deemed to be ready for a slight bit of refreshing, so detailed cosmetic changes were charted for subtle changes in its sporty and sophisticated good looks.

Overall, the new VFR and VFR-ABS received little in the way of major modifications to its highly esteemed riding character, however the performance modifications it has received further ensure its standing as the premier sports riding and touring machine of the 750cc Super Sports class.

Styling

The stunning VFR's supersonic styling remains essentially unchanged from its latest major model change in 2002. Proudly exhibiting an unmistakably European orientation in its every curve, corner and undulation, the VFR's sharply angular form fuses the most advanced aerodynamic design with an exhilarating sense of modern style and high quality to provide a dynamic foretaste of the power, performance and excitement that highlights every ride.

For 2006, the VFR further evolves in both look and performance, with detailed cosmetic changes including:

- A new body colour-matched insert between the front cowl's distinctive quad headlights, replacing the black coloured panel located there till now.
- New clear-lens indicators covering amber bulbs project a more modern look that stylishly complements the colour of the bodywork.
- A new gradated windscreen tinting provides a dramatic accent on the VFR's modern lines and angular good looks with stylish shading.
- New black paint on the Pro-Link rear damper's spring replaces the red-coloured spring used there till now.
- Finally, the VFR's 'Centre-Up' silencers feature a new hairline finish replacing the polished finish of the current model.

Colours

- Candy Glory Red
- Digital Silver Metallic
- Pearl Cosmic Black

Engine

The VFR's famed V4 engine has garnered a proud history of delivering strong, high-revving performance that translates into one of the most exceptional power deliveries in its class. When the VFR was reborn in 2002 as a more dynamic and formidable sports tourer, its unique, high-performance V4 engine was completely revised with a new V4 VTEC valvetrain configuration that achieves a remarkable combination of the stronger surging low-to-midrange power output of a 2-valve engine coupled with the high-revving, power-packed performance of 4-valve top-end. This new 2-stage valve actuation system also provides the added benefits of lower noise and lower emissions, all while maintaining the VFR's traditional Honda V4 power characteristics.

Revised V4 VTEC Valve Timing

For 2006, the VFR's high-performance V4 VTEC system has been fine tuned for smoother and more effective shifting between its 2-valve and 4-valve operating zones. During hard acceleration, the physical jolt of the engine when coming onto full 4-valve operation has been reduced for a more natural feeling of surging performance, while the sound of its characteristic leap in response continues to excite. The engine speed shift zone has also been reduced from 6,800rpm to 6,600rpm, for more comfortable access to the VFR's full 4-valve performance.

This lowering of the shift zone was specifically targeted at equalising the power and torque outputs for both 2-valve and 4-valve operation, and selecting the crossover engine speed of these two power curves as the new shift point. The result is a much smoother transition from 2-valve to 4-valve operation for seamless acceleration that still takes full advantage of the best power characteristics of the two distinct operating configurations.

Not only has the valve shift zone been lowered slightly in the rev range for more comfortable engagement, the speed at which its valve actuation reverts to 2-valve operation has also be lowered to 6,100rpm for a wider range of engagement that helps minimise any potential for cogging between the two zones of operation.

In conjunction with this modification to the engine's V4 VTEC valve actuation system, the PGM-FI fuel injection system's ECU and injectors (taken directly from the

CBR1000RR Fireblade) were also modified to achieve improvements in driveability while further enhancing the VFR's sporty feel. One other result of this fine tuning of the fuel injection system is that fuel consumption also sees a small but significant improvement.

New Full EURO-3 Compliance

The new VFR and VFR-ABS feature Honda's most advanced HECS3 oxygen-sensing low-emissions system to ensure that they not only meet Europe's strict EURO-3 emissions regulations, but surpass them with flying colours. Now featured on all European versions, this system utilises a 300-hole catalyser element of the same dimensions used in the VFR's previous limited distribution low-emissions version, however the new element features a much higher density of catalytic surface coating for a significant increase in catalytic effect without adversely affecting performance.

Chassis

The VFR's superb Pivotless twin-spar aluminium frame and responsive suspension systems remain unchanged for 2006, and continue to provide the excellent handling and smooth control for which the VFR is renowned.

The VFR and VFR-ABS also feature Honda's exclusive Dual Combined Brake System for confidently responsive braking control specially tuned for the more sporty balance of performance sports bike riders prefer. Obviously, the VFR-ABS is also equipped with Honda's most advanced Antilock Brake System for greatly enhanced braking confidence and control over virtually all the road surfaces a rider may encounter.

Equipment

Honda Ignition Security System (HISS)

Both the VFR and VFR-ABS come equipped with the theft-detering security of the Honda Ignition Security System (HISS), which completely disables the engine at the heart of its computerised ignition system and won't allow it to be started by any other than the individual motorcycle's assigned keys, thus effectively reducing the possibility of ride-away theft and persuading joyriders to look elsewhere.

Optional Equipment

Specially Made Pannier Set

A set of gorgeous, specially designed and fully integrated aerodynamic 35-litre panniers produced in body-matched colours. Easily mounted and detached with the touch of a button, and locking into place with the turn of a key, each pannier is designed to easily hold a full face helmet and more, for enhanced riding convenience and an expanded range of touring enjoyment.

Large-Capacity Top Box

This capacious 45-litre top box mounts on a sturdy bolt-on carrier and features a locking quick-detach mounting system for extra security and convenience. The top box's upper lid is produced in body-matched colours.

Indoor Cycle Cover

This luxurious indoor cycle cover features a classy design showing the silhouette of the motorcycle in Honda Red, which assures a highly attractive visual impression while protecting the bike indoors. Featuring the "HONDA" and "VFR" logos. Built-in zippers guarantee a snug fit with or without panniers/top box.

Carbon Fibre-Look Upper Triple-Clamp Cover

A tailor-made carbon fibre print cover for the VFR's upper triple-clamp. This piece features a 3-dimensional shape and completely covers the upper surface of the forged aluminium upper triple clamp to give the bike a more focused look of sharp, aggressive performance. The carbon fibre pattern matches the meter panel and tank pad/fuel cap covers.

Carbon Fibre-Look Instrument Panel

This tailor-made carbon fibre print instrument panel features a 3-dimensional shape and surrounds the clock to give the bike a more focused look of sharp, aggressive performance.

Carbon Fibre-Look Tank Pad/Fuel Cap Cover

This HRC-badged carbon fibre print tank pad and fuel cap cover enhances both the look and the protection of the VFR's finish.

Sports Touring Windscreen

This 50mm taller windscreen provides a significantly expanded range of wind protection, especially for larger riders. WVTA approved.

Averno Alarm system

This compact alarm unit features a siren, immobilizer and movement detector. Its low consumption sleep mode protects the battery from drainage over long periods without use. Easy and reliable installation facilitated by pre-wiring with matching connectors. (included)

Specifications

VFR (ED-type)

Engine

Type	Liquid-cooled 4-stroke 16-valve DOHC 90° V-4
Displacement	782cm ³
Bore x Stroke	72 x 48mm
Compression Ratio	11.6 : 1
Max. Power Output	80kW/10,500min ⁻¹ (95/1/EC)
Max. Torque	80Nm/8,750min ⁻¹ (95/1/EC)
Idling Speed	1,200min ⁻¹
Oil Capacity	3.8 litres

Fuel System

Carburation	PGM-FI electronic fuel injection
Throttle Bore	36mm
Aircleaner	Dry, cartridge-type paper filter
Fuel Tank Capacity	22 litres

Electrical System

Ignition System	Computer-controlled digital transistorised with electronic advance
Ignition Timing	15° BTDC (idle) ~ 36° BTDC (5,000min ⁻¹)
Sparkplug Type	IMR9B-9H (NGK); VNH27Z (ND)
Starter	Electric
Battery Capacity	12V/10AH
ACG Output	497W
Headlights	12V, 55W x 2 (low) / 55W x 2 (high)

Drivetrain

Clutch	Wet, multiplate with coil springs
Clutch Operation	Hydraulic
Transmission Type	6-speed
Primary Reduction	1.939 (64/33)
Gear Ratios	1 2.846 (37/13)
	2 2.062 (33/16)
	3 1.578 (30/19)
	4 1.291 (31/24)
	5 1.111 (30/27)
	6 0.965 (28/29)
Final Reduction	2.687 (43/16)
Final Drive	O-ring sealed chain

Frame

Type Diamond; triple-box-section aluminium twin-spar

Chassis

Dimensions (LxWxH) 2,120 x 735 x 1,195mm

Wheelbase 1,460mm

Caster Angle 25°5'

Trail 95mm

Turning Radius 3.4m

Seat Height 805mm

Ground Clearance 125mm

Dry Weight 213kg (*218kg)

Kerb Weight 244kg (F: 117kg; R: 127kg)
(*249kg (F: 119kg; R: 130kg))

Max. Carrying Capacity 195kg

Loaded Weight 394kg (F: 151kg; R: 243kg)

Suspension

Type Front 43mm HMAS cartridge-type telescopic fork with stepless preload adjustment, 109mm axle travel
Rear Pro-Link with gas-charged HMAS damper, 7-step (*stepless remote-controlled hydraulic) preload and stepless rebound damping adjustment, 120mm axle travel

Wheels

Type Front U-section 6-spoke cast aluminium
Rear U-section 5-spoke cast aluminium

Rim Size Front 17M/C x MT3.50
Rear 17M/C x MT5.50

Tyre Size Front 120/70 ZR17M/C (58W)
Rear 180/55 ZR17M/C (73W)

Tyre Pressure Front 250kPa
Rear 290kPa

Brakes

Type Front 296 x 4.5mm dual floating hydraulic disc with Combined 3-piston callipers, (*ABS) and sintered metal pads
Rear 256 x 6mm hydraulic disc with Combined 3-piston calliper, (*ABS) and sintered metal pads
*VFR ABS

All specifications are provisional and subject to change without notice.