



2010 ♦ VFR1200F



## SO YOU SAY YOU WANT A REVOLUTION?

Revolutionary—that's the word people use to describe the new 2010 Honda VFR<sup>®</sup>1200F. The VFR takes everything you thought you knew about motorcycles and turns it on its head. It features Throttle By Wire, an offset driveshaft and our new optional Dual-Clutch Automatic Transmission. The new VFR1200F redefines the class, just as our first V4 redefined what a sportbike could be 28 years ago.

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## Technical Feature



### Optional Dual-Clutch Automatic Transmission

The VFR1200F's optional Dual-Clutch Automatic Transmission is a radical jump forward in motorcycle technology. One clutch controls the gearpairs for first, third and fifth, while the second clutch controls second, fourth and sixth. When one clutch disengages, the other engages, so there's no lag time. An electric stepper motor automatically moves the gears on their shafts. The result? You get incredibly fast shifts along with flawless, smooth clutch engagement, without ever having to change your foot position on the left peg.

## Key Features

- The VFR1200F's engine features a unique layout with the two rear cylinders located closer together than the front two, making the engine more compact for increased rider comfort.
- The VFR1200F's Symmetrically Coupled Phase-shift Crankshaft uses 28-degree crankpin offset to eliminate primary engine vibration.
- Asymmetrical exhaust lengths between front and rear cylinders boost power production and enhance power feel.
- Lightweight and compact Unicam® valvetrain allows for significantly smaller cylinder heads.
- Revolutionary Throttle By Wire system is a first for a Honda sportbike. It provides both a more linear throttle feel and smoothes out power delivery for better fuel efficiency.
- Optional Dual-Clutch Automatic Transmission offers two fully automatic modes for regular or sport riding, and a manual mode with paddle-style shifters for total control and easy gear changes.
- Next-generation shaft-drive system with offset pivot offers improved handling, and low maintenance.

## Specifications

**Engine:** 1237cc liquid-cooled 76° V4

**Bore and stroke:** 81mm x 60mm

**Compression ratio:** 12.0:1

**Fuel system:** PGM-FI with automatic enrichment circuit; 44mm throttle bodies and 12-hole injectors; Throttle By Wire

**Ignition:** Digital transistorized with electronic advance

**Transmission:** Six-speed (VFR1200F); Optional six-speed automatic with D & S modes and manual mode (VFR1200F Dual-Clutch Automatic Transmission)

**Final drive:** Shaft

**Wheelbase:** 60.8 inches

**Seat height:** 32.1 inches

**Curb weight:**\* 591 lbs. (VFR1200F); 613 lbs. (VFR1200F Dual-Clutch Automatic Transmission)

**Fuel capacity:** 4.9 gallons

**Color:** Candy Red

\* Includes all standard equipment, required fluids and a full tank of fuel – ready to ride.

## Honda Genuine Accessories™



**Wind Deflector and Heated Grips**



**29 Liter Color-Matched Hard Saddlebags**



**33 Liter Color-Matched Rear Trunk**



For a full list of all the Honda Genuine Accessories available for VFR1200F, log on to [genuineaccessories.honda.com](http://genuineaccessories.honda.com)

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