



## Press Information 2001

*Fire Storm*

VTR1000F Firestorm



## VTR1000F Firestorm

### *Development Concept*

Since its 1997 debut, Honda's lean and powerful VTR1000F Firestorm has stood on the leading edge of the new litre-class V-twin Super Sport revival with a dynamic combination of eye-opening acceleration and effortless sport riding excitement, coupled with assured control and lasting comfort. Blending sleek and sporty style with innovative technology, the VTR features a compact,

liquid-cooled 90° DOHC V-twin engine as the centrepiece of its innovative, lightweight 'pivotless' dual-spar aluminium frame, which eliminates the lower pivot plates of a conventional motorcycle frame in favour of a direct attachment of the swingarm to the rear of the powerful engine itself. Combining other sport riding-oriented features, the VTR delivers an exhilarating thrust of

power and lightweight, responsive handling that turns any ride into a high-performance experience worth savouring.

For the year 2001, the VTR receives a host of improvements intended to broaden its range of enjoyment and provide better adaptability to longer riding distances and more touring-oriented applications.





# VTR1000F Firestorm

## Colouring Concept

The Firestorm reasserts its prominent position in Honda's Super Sport line-up with three impressive colour variations that draw attention to its lean and sporty form. Carrying over from the previous year are the same bright red that has defined the Firestorm's high-spirited performance since its first debut, and a light and shimmering pearlescent yellow that give strong emphasis to its lively character and brisk response to every input. The new addition for the year is a deeply exotic metallic blue that shimmers like an evening sky to tempt one with a beckoning call to ride, and ride far.

The Firestorm's graphics have also been completely changed for 2001, with a prominent Honda Wing mark now installed proudly on its fuel tank. Its VTR mark and Firestorm name now appear together on both sides of its sleekly designed half-fairing, and the Honda logo is now prominently displayed at the rear of its tail cowl. Its lightweight, sportily designed triple-spoke wheels now feature a glistening new black finish to beautifully complement the Firestorm's brilliant colours.

### Colours

- Lapis Blue Metallic
- Italian Red
- Pearl Flash Yellow

### New Features

- New black wheel colour.
- New colour variation.





# VTR1000F Firestorm

## Styling

### New, Larger-Capacity Fuel Tank

To broaden the Firestorm's range of long-distance riding enjoyment, several fundamental changes were made to its design to improve its level of comfort and touring convenience. First among these was a major increase in the fuel tank's size. Now able to hold 19 litres of fuel—an increase of three litres and a slightly larger profile—the Firestorm offers a greatly extended range of riding distance between fuel stops.

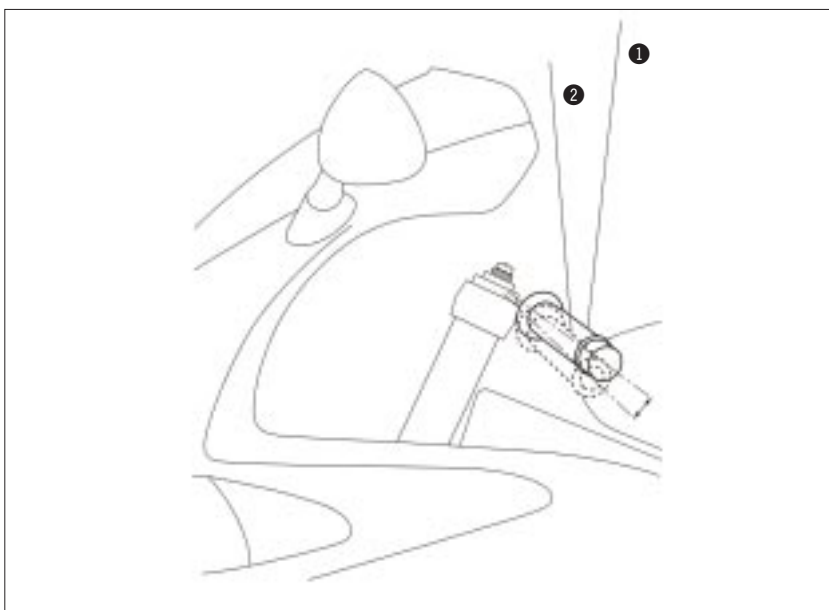
### New, Taller Handlebars

To provide a more relaxed riding position for increased handling freedom and more comfortable long-distance riding, the Firestorm's clip-on style handlebars were raised by 15.6mm and angled upward approximately 7 degrees for a slightly more upright posture that lends itself better to long hours on the road.

### Smaller Indicators

The new Firestorm also features a compact and stylish new set of multi-reflector indicators that provide a brilliant flashing turn indication while featuring a smaller, new angular design that distinctively complements its sporty good looks.

### Handlebar Grip Position Comparison



### Handlebar Grip Position Comparison

- ① New VTR1000F
- ② Current Model





## VTR1000F Firestorm

### *Engine*

The VTR1000F Firestorm's high-powered 90° V-twin engine has won instant renown for providing strong, exhilarating performance coupled with superb reliability. For 2001, the engine received a detailed inspection of all the components that factor into its performance equation, which resulted in small but significant modifications made to such points as its carburettor and ignition settings in the interests of smoother, more responsive performance.

#### **New Emissions-Reducing Air Induction System**

In the interests of minimising exhaust emissions at their source, the new 2001 Firestorm joins several other of Honda's latest motorcycles in featuring a simple but effective air induction system. This system helps complete the burning of exiting exhaust gases by injecting small jets of fresh air into the exhaust ports on their exhaust strokes to prolong the combustion of any unburned fumes and other exhaust gases into the exhaust ports. This extended com-

bustion result is greatly reduced levels of unburned fumes and other pollutants that ensure easy compliance with Europe's current EURO-1 emissions regulations.

The German-spec version of the VTR also features new heat tubes installed in its large canister-style exhaust silencers to make a further contribution to reduced exhaust emissions and minimised air pollution that ensures easy compliance with Europe's tough new EURO-2 emissions regulations.







# VTR1000F Firestorm

## Chassis

### Modified Front Fork Settings

To ensure the Firestorm delivers top handling and performance over the widest range of riding conditions, its front forks were modified slightly to provide smoother damping operation

near full compression for more precise control. At the rear, the Pro-Link system's rear damper now features not only adjustable spring preload, but also newly adjustable rebound damping.





# VTR1000F Firestorm

## Equipment

### Lightweight New Instrument Panel

One of the biggest changes to the new Firestorm can be seen the instant one sits down to ride. Its slim and stylish new instrument panel features a new tachometer and speedometer layout, with a white-face tachometer prominently positioned at the top of the compact unit, and a black-face speedometer appearing to be partially hidden under its dial.

To the right is a large, all-new liquid crystal display (LCD) that provides instant readout of such information as the time, coolant temperature, fuel reserve, odometer and dual-setting trip meter. Positioned for easy view in a row underlining this new display are the usual indicator lights, which now include a new addition on the right for the VTR's new Honda Ignition Security System (H.I.S.S.).





# VTR1000F Firestorm

## Equipment

### New Honda Ignition Security System (H.I.S.S.)

Always aware of the ever-present danger of motorcycle theft, Honda has made concerted efforts over the years to include features in its motorcycles that help its customers protect their investments. These features have included convenient spaces for carrying strong 'U'-locks and chains, strong and conveniently positioned lock-down points provided in frames and bodywork, and even a mechanical lever located under a scooter's seat to lock its centrestand in the down position.

One of Honda's most recent innovations in the fight against motorcycle

theft—and now included on the new 2001 VTR1000F Firestorm—is the Honda Ignition Security System, or H.I.S.S. for short. This advanced anti-theft ignition system features a special electronic interlock that prevents the engine from being started by any other key than the two originally supplied with the motorcycle, each of which features a special coded chip implanted in its plastic grip.

When the coil antenna built into the ring surrounding the upper edge of the ignition switch detects the presence of an encoded key, it transmits the key's unique code number to the ignition system's electronic control unit (ECU),

which instantly checks the number against either of the two codes it is programmed to recognise. If the code matches, as indicated by the lighting of a corresponding LED built into the Firestorm's new meter panel, the engine can be started normally. However, if the key code does not match the ECU's programmed code number, even if the key is otherwise identical and turns the switch, the ignition remains disabled and the engine cannot be started. Since the engine is disabled at the heart of its ignition system, it cannot be bypassed by either hot-wiring the ignition or exchanging the ignition switch module.







# VTR1000F Firestorm

## Equipment

### H.I.S.S. Indicator Light Operation

The H.I.S.S. system is instantly engaged when the ignition key is switched off and removed, and its panel-mounted indicator light continues to blink once every 5 seconds for a period of 24 hours to visually ward off potential thieves. After this period, the light automatically switches off, although the system remains fully active.

While the Firestorm's anti-theft ignition system cannot protect the

motorcycle against every possibility of theft, it does effectively prevent the motorcycle from being ridden away—one of the most common occurrences—thus making it more difficult and time-consuming to attempt to steal.

A bright yellow diamond-shaped H.I.S.S. sticker placed on top of the Firestorm's fuel tank clearly indicates to potential thieves and joyriders the presence of this highly effective new system, and will

hopefully convince them to give up and look elsewhere.

### Compact New Battery

The Firestorm's powerful, maintenance-free (MF) battery has also been changed to a new 'wet-type' that not only provides strong, reliable output for its small and lighter size, but also holds its charge longer than the 'dry-type' battery that it replaces.





# VTR1000F Firestorm

## Specifications

### Specifications

### VTR1000F Firestorm (ED-type) (95/1/EC-values)

Engine	Liquid-cooled 4-stroke 8-valve DOHC 90° V-twin
Bore × Stroke	98 × 66mm
Displacement	996cm <sup>3</sup>
Compression Ratio	9.4 : 1
Carburettors	48mm slanted flat-slide CV-type × 2
Max. Power Output	81kW/9,000min <sup>-1</sup>
Max. Torque	97Nm/7,000min <sup>-1</sup>
Ignition	Computer-controlled digital transistorised with electronic advance
Starter	Electric
Transmission	6-speed
Final Drive	'O'-ring sealed chain
Dimensions (L×W×H)	2,050 × 710 × 1,155mm
Wheelbase	1,430mm
Seat Height	810mm
Ground Clearance	135mm
Fuel Capacity	19 litres (including 3.5-litre LCD reserve)
Wheels	Front/Rear Hollow-section triple-spoke cast aluminium
Tyres	Front 120/70 ZR17 (58W) (Radial) Rear 180/55 ZR17 (73W) (Radial)
Suspension	Front 41mm H.M.A.S. cartridge-type fork with adjustable spring preload and rebound damping, 109mm axle travel Rear Pro-Link with preload and rebound damping-adjustable gas-charged H.M.A.S. damper, 124mm axle travel
Brakes	Front 296 × 4.5mm dual hydraulic disc with 4-piston callipers and sintered metal pads Rear 220 × 5mm hydraulic disc with single-piston calliper and sintered metal pads
Dry Weight	193kg

All specifications are provisional and subject to change without notice.