THE APEX OF SUPERBIKE TECHNOLOGY.

Say the word superbike and what machines come to mind? The CB750F. Certainly the CB900F.

They were machines born of our racing experience. Descended directly from the most demanding of tests: Superbike road racing.

Now, distilled from this experience, we've created what may just be the definitive statement on superbike technology.

We've taken what only competition on racetracks around the country could teach us. And put it into one motorcycle.

We call it the CB1100F.

But after you ride it, it's more than likely you won't know what to call it. Oh, words will come. It just takes a while to get your breath back.

You see, calling this motorcycle the CB1100F might tell you some things about it. But it doesn't exactly describe what it feels like to have 108 horsepower† beneath you.

But that's only the beginning.

The CB1100F is powered by our proven DOHC, 1062 cc, four-cylinder engine. Our sixteen-valve cylinder head creates excellent volumetric efficiency. Simply stated that means more horsepower is produced with each power stroke because a large air-fuel mixture is drawn into each combustion chamber.

Four constant velocity carburetors have an accelerator pump that provides instant response when you open the throttle, while a maintenance-free solid state ignition delivers a hot, consistent spark.

To keep the engine oil at more consistent temperatures, a large-capacity oil cooler comes as standard equipment.

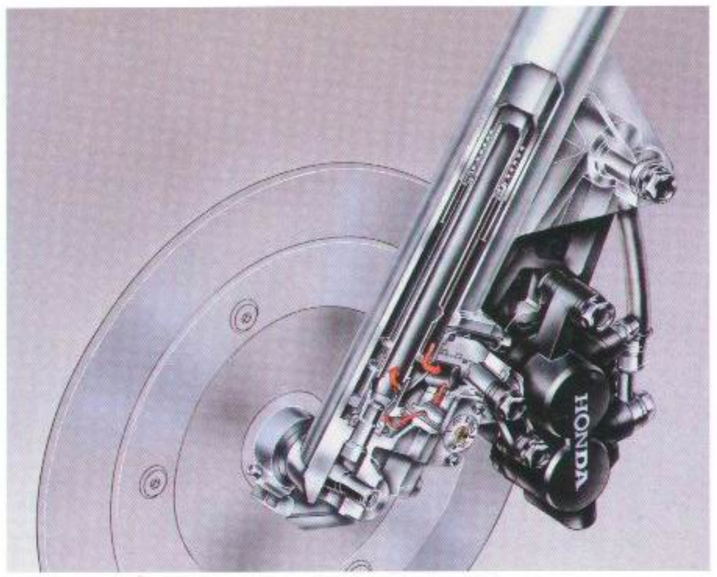
But just having a powerful engine isn't enough. A superbike is the sum of its parts. And everything about the CB1100F says this bike will lead the way in 1983.

To haul 108 horsepower down in a hurry, the CB1100F has triple disc brakes. Two up front. One in the rear. The calipers are Honda's exclusive twin-piston design. In each caliper are two pistons aligned side by side. This configuration allows the caliper to be located farther from the center of the wheel for increased braking leverage. While a narrower portion of the disc is used, total swept area of the brake is the same as a conventional caliper because of the positioning of the brake pads. The remaining disc area is slotted to help reduce unsprung weight.

The frame is a double-cradle design, providing a rigid structure on which to mount our state-of-the-art, road-holding suspension.

The front suspension has 39 mm, air-adjustable, telescopic forks with three-way

Full instrumentation with translucent dial faces.



TRAC reduces weight transfer during braking.

CB1100F

adjustable rebound damping. The forks also have an integrated brace for added rigidity.

In addition, we've incorporated our TRAC* (Torque Reactive Anti-dive Control) system into the forks, which reduces weight transfer during braking.

When the front brakes are applied, the calipers pivot slightly, mechanically closing off a compression damping passageway inside each fork leg. By restricting this passageway, the compression damping rate is increased, reducing suspension compression.

Because TRAC is mechanically activated, the brake lever retains a precise, consistent feel. Other systems, which are activated by brake fluid pressure, can affect brake lever feel.

The rear suspension uses a strong box section swing arm with needle bearings that can withstand high cornering loads. The VHD* shocks with built-in reservoirs have both compression and rebound damping adjustments. Both adjustments can be made without the use of tools.

Rounding out this high-performance package is a wind-tunnel-tested sport fairing designed and built by Honda. Another significant feature is the adjustable handlebars. They allow you to tailor the riding position for maximum comfort.

Finally, to make sure you get plenty of road-grabbing traction, wide, high-speed, V-rated, tubeless tires are mounted on new cast alloy wheels.

Alright. We've built a superbike for the street. A bike with a heritage like no other in the world today.

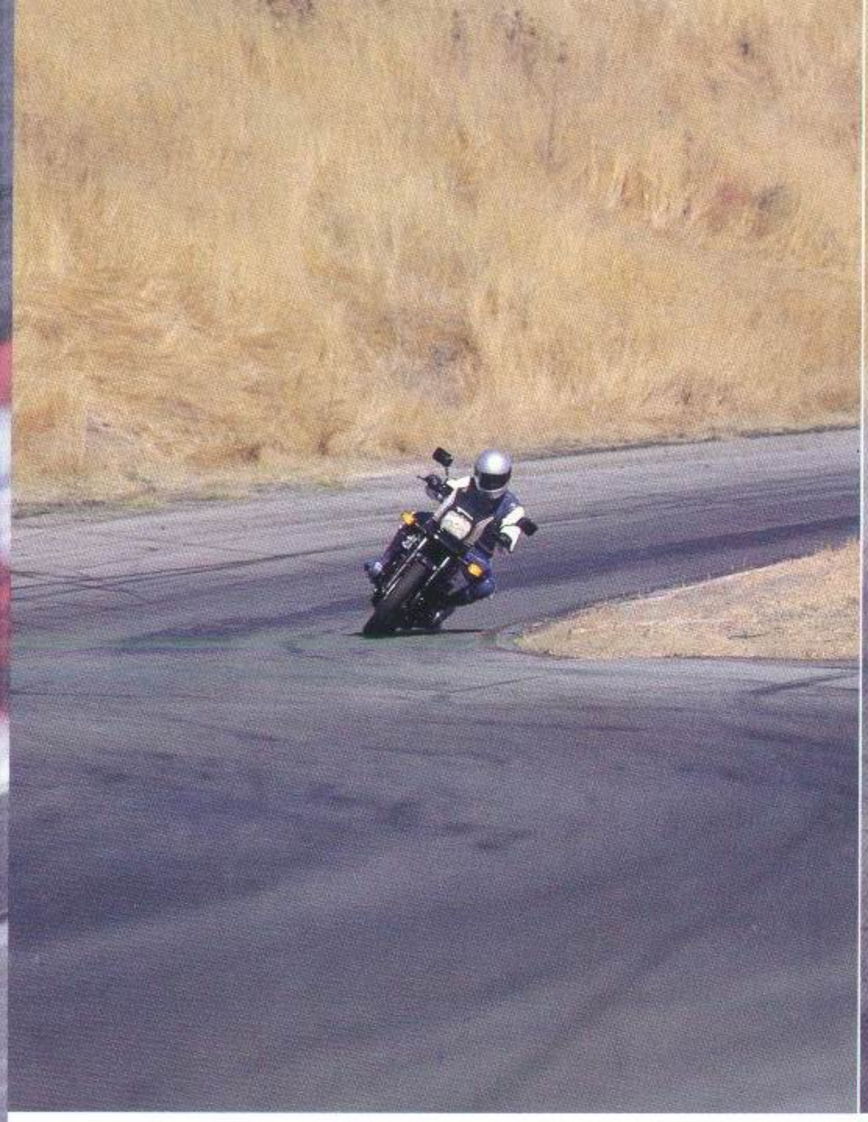
The rest is up to you.

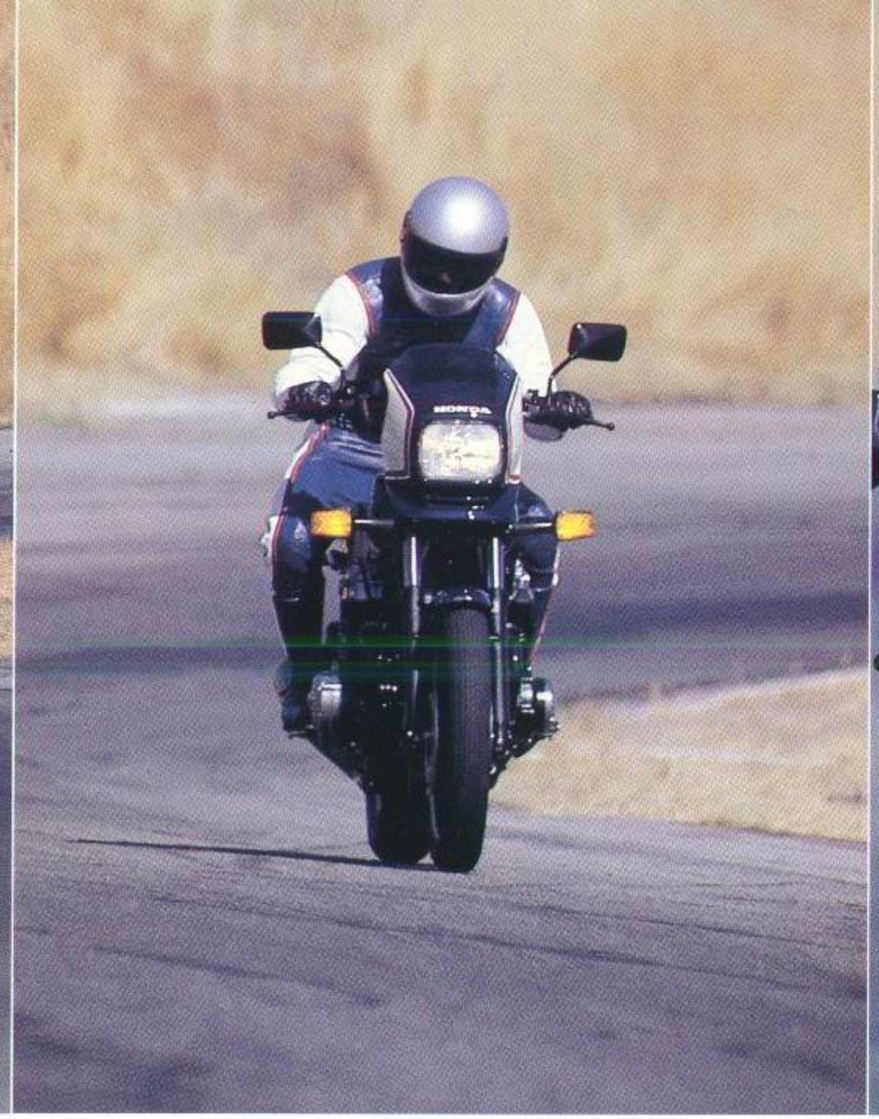
FEATURES:

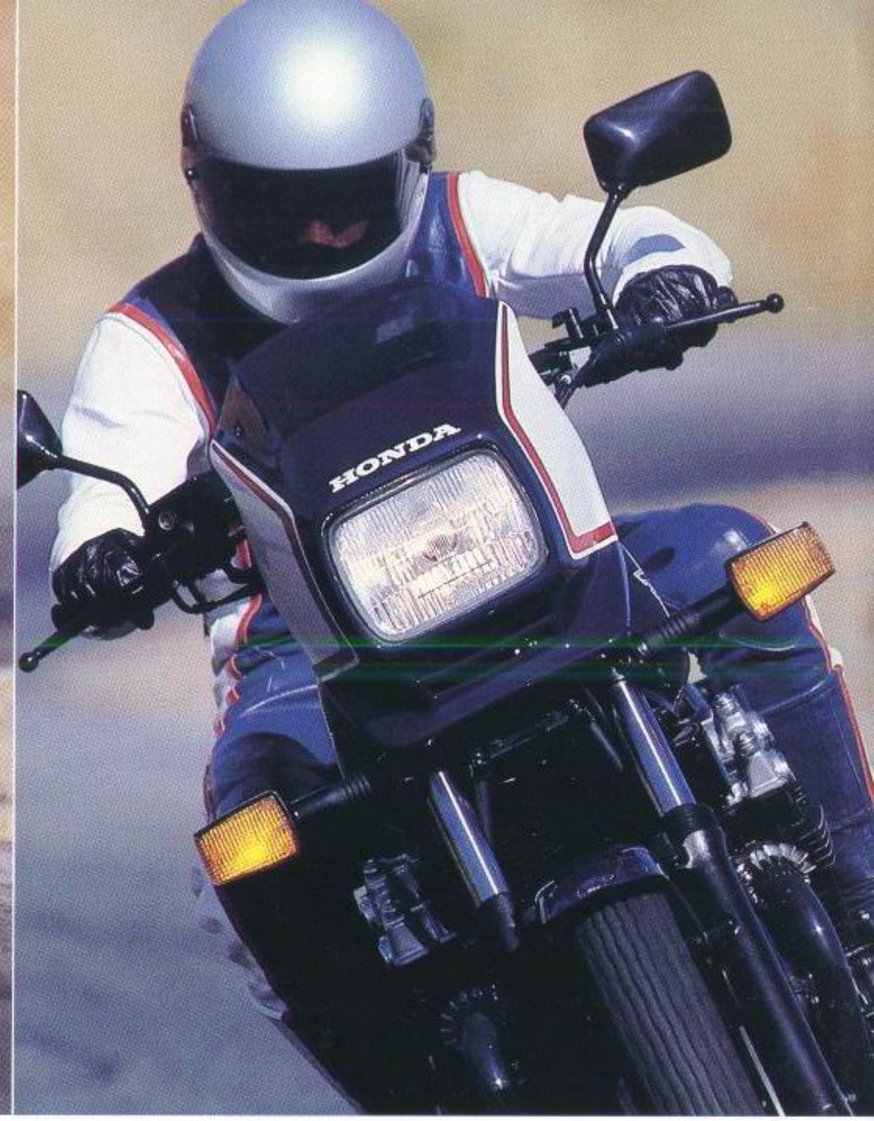
- Race bred 1062 cc, DOHC engine produces 108 horsepower at 9000 rpm.
- Torque Reactive Anti-dive Control reduces weight transfer during braking.
- 39 mm, air-adjustable front forks with adjustable rebound damping.
- Rear shocks have easy-to-adjust compression and rebound damping.
- Large-capacity oil cooler.
- Adjustable handlebars.
- Cast alloy wheels.
- Aerodynamically designed sport fairing.


HONDA
CB1100F
TRAC

Mike Baldwin rides his 1025 cc Honda Superbike to another victory.







1983 SPECIFICATIONS: CBII00F

ENGINE	1062 cc, DOHC, four-cylinder, four-stroke	SEAT HEIGHT		32.3 inches
BORE AND STROKE	70 mm x 69 mm	FUEL CAPACITY		5.3 gallons, including 0.9 gallon reserve
COMPRESSION RATIO	9.7:1	WHEELS		Cast alloy
CARBURETORS	Four 33 mm constant velocity with accelerator pump	TIRES	Front: Rear:	100/90V-18 tubeless 130/90V-17 tubeless
IGNITION	Solid state	SUSPENSION	Front: Rear:	Air-adjustable forks with dual Syntallic* bushings, 5.9 inch travel Variable Hydraulic Damping shocks with aluminum reservoirs
STARTER	Electric	BRAKES	Front: Rear:	Dual discs with twin piston calipers Disc with twin piston caliper
TRANSMISSION	Five-speed	DRY WEIGHT		535.8 pounds
DRIVELINE	Sealed O-ring chain	COLORS		Red, Blue
WHEELBASE	59.8 inches			
OPTIONAL HONDALINE* EQUIPMENT	Luggage rack, adjustable backrest, engine guard, handlebar-mounted quartz clock and body cover.			

ALWAYS WEAR A HELMET AND EYE PROTECTION. Specifications and availability subject to change without notice.

*TRAC,™ Syntallic™ and VHD™ are Honda trademarks.

† SAE net taken at the crankshaft.

Rear view mirrors are standard equipment.

HONDA

FOLLOW THE LEADER

CB1100F

1983