

VFR MODEL HISTORY

Making a positive ID of exactly which VFR you are looking at is important for a couple of reasons. You need to be sure which model year when ordering spare parts but more importantly if you are thinking of buying a viffer the model ID becomes crucial. The detail changes between model years mean bikes which have a load of replacement second-hand parts after a crash, or bikes which have sat around for two years before being registered for the road, are easy to spot if you know what you are looking at.

For example 1998/99 bikes that have been fitted with later 2000/2001 mirrors are common because the later mirrors are better, but that doesn't mean the owner should be trying to pass it off as a later bike...Also, if you find a 2000 VFR with the earlier mirrors and you should be suspicious....

Honda's system for identifying the model year of a motorcycle has been in use since 1980. All Honda bikes use the same system. In the model designation a letter – or more recently a number – identifies the year of manufacture of a Moto. It is important to realise that the year the bike is made is often different to the year it is registered and put on the road. There are, for example, a great many 1999 VFRs which have year 2000 registration plates. The model years are:

1980	A
1981	B
1982	C
1983	D
1984	E
1985	F
1986	G
1987	H
1988	J
1989	K
1990	L
1991	M
1992	N
1993	P
1994	R
1995	S
1996	T
1997	V
1998	W

1999	X
2000	Y
2001	1
2002	2
2003	3
2004	4
2005	5
2006	6

Note that the letters I, O, Q, U and Z are not used for the same reasons they aren't used on UK registration plates.

So a CX500 made in 1980 would be CX500A. A CBR600 made in 1995 would be a CRF600FS. My wife's CB500 is a CB500SY 'cos it was made in 2000. (The "S" indicates it is the half-faired model instead of the naked bike). For VFRs the 750s were all VFR750F'x' where x is the model year – VFR750FR for example would be a 1994 bike. For the 800 Honda added a spare "i" to the model designation to emphasise the fact that the bike was fuel injected (bloody marketers eh?) so a 1999 bike is a VFR800FiX. The "I" was dropped again for the VTEC, as was the "F", so a 2003 VTEC is simply a VFR8003 (non-abs model) or VFR800A3 (ABS model). This turns out to be quite handy because all the early 800s can therefore be referred to as "Fi" and prevents confusion with the later VTEC models.

This code letter is contained in the VIN of most of the modern machines. It is the tenth digit in the VIN on a VFR for example. So my VFR800FiY has a VIN which goes RC46ExxxxYxxxxxxx. Indicating a European model built in 2000. The code letter can also be found on the paint code label. The paint code label is a white paper label found stuck to the undertray, under the seat of any VFR and is the quickest way to ID the exact model year, assuming someone hasn't changed the label or the undertray...

The VFR was launched in 1986 and is on a four year replacement cycle with a half-way update. What does that mean? It means every four years we get a "new" bike and the "new" bike will have minor changes made after two years to address issues that should have been sorted on the first one but couldn't be done in time or issues that have come to light since production started. So the VFR the revision history looks something like this:

(Please note I know a lot more about the 800s than the 750s simply 'cos I've worked on hundreds of them. Anyone who can help fill in the blanks on the 750s please say so)

1986 VFR750FG launched. Original Model with double sided swingarm

1987 VFR750FH – Minor Changes only

Half-life update

1988 VFR750FJ Changes unknown

1989 VFR750FK Colour changes only

New Bike – The RC36 – The original “Sports” bike is re-born as a sports-tourer. A class invented by this bike.

1990 VFR750FL – A totally new bike with shim-under-bucket engine, single sided swingarm, 41mm cartridge forks.

Colours are red, blue, white

1991 VFR750FM As 1990 model. Same Colours

Half-life update

1992 VFR750FN Pre-load adjustment added to front forks.

Rebound adj added to rear shock. Many other changes.

Colours are red, blue, green.

1993 VFR750FP As 1992 model but colours are changed. Still red and blue but different shades. Green is the same.

New Bike - Last of the 750 model line launched. Very different beast to the FP but retains the RC36 designation as it's still an “upgrade” rather than a totally new bike.

1994 VFR750FR – Specs similar to FP, at least on paper.

More info needed please.

1995 VFR750FS - As per FR

Half-life update

1996 VFR750FT – Changes unknown

1997 VFR750FV – Last of the great 750s.

Have to split the post here.....Too long! 🙄

New Bike – The RC46 - First of the 800's hits the shops. Totally new bike compared to 750. New fuel injected motor based on the RC45 (in fact it uses the '45 crankcase moulds – modified – so no more RC45s can ever be built) New suspension, new swingarm. Linked brakes.

**1998 VFR800FiW –Colours are Black, Silver, Red.
1999 VFR800FiX – Colour changes only – Yellow, red, silver. Also available this year was the Anniversary special edition. As standard bike but with silver/red/yellow paintwork. It is very important to distinguish this from the “real” anniversary edition. See below.**

Half-life update

**2000 VFR800FiY – Lots of updates. CAT added to exhausts which became stainless steel as a consequence (yippee!). Modified ECU and Fi to deal with CAT. RR changed to finally banish the charging system woes. HISS security added. Mirrors changed from the stupid “condom” type. Clutch and rear brake modified. Different rear shock, different fork internals .Fairing fasteners changed (for the worse) . A few other changes. Colours available were Blue, Red, Green
2001 VFR800Fi1 Last of the Fi models. As per FiY but silver wheels instead of black. Minor brackets (tank bracket, fairing brackets) now CAD plated instead of painted. Colours are Silver, Blue, Red**

Note about the 1999 Anniversay - The “real” Anniversary was a “special” commissioned by Honda UK. Only 50 were built by RS. They had a red paint scheme with white flashes on the nose and tail and a dark-grey “bellypan”. The paintwork was done by Dream Machine and the design is nice but the quality is often poor with the paint poorly keyed to the panels below. The rear shock was replaced with a pro-flex unit (rubbish) the chain-guard was replaced with a Harris carbon-fibre hugger (very nice) the pegs replaced with Harris Rearsets (very nice if you like that kind of thing) and the bike came with both legal and race Remus cans, a paddock jacket and a stand. There are rumours of more power and different ECU's but that is cobblers, the engines are the same as are the front forks and the rest of the bike.

New Bike – An update rather than a new bike so the RC46

model designation stays. AKA "The VTEC". Basically an updated Fi with modified cylinder heads to incorporate the VTEC valve-trickery and a sharper suit. Front forks go up to 43mm and damping is improved (yippee!) Longer swingarm and further forward Centre of Gravity improve the feel and handling. Better quality steel for exhaust down pipes (although the design is the same) A further-improved reg/rec. Brakes now less "linked" with optional ABS.
2002 – VFR8002 (Non-ABS) or VFR800A2 (ABS equipped model). Colours are silver, black, red
2003 – VFR8003 or VFR800A3 Lightswitch ditched inline with all other bikes. Simple blanking plate fitted in place of switch. Colours are Silver, Red, blue

Half-life update

2004 – VFR8004 or VFR800A4. Re-mapped EUC to improve the fuelling. Nicer "raised" chromed badges. Silver wheels once more. Hazard warning lights in the place where the lightswitch used to be. Lots of other little changes. Colours are Blue (A different blue!) Red, Silver
2005 VFR800A5 ABS only, non-abs option removed.
Otherwise identical to '04

New Bike....

2006 VFR800A6 – Err, hang on. Where's the new bike then? Well we didn't get one. Just a VTEC with clear indicators, some sexy new colours (I really like that maroon effort) and the VTEC ECU/Fuelling finally sorted properly.

Why we didn't get a new bike is a good question. They had one nearly ready and I know the results of the engine trials (carried out in 02/03). It would seem a combination of the huge criticism (mostly undeserved) levelled at the VTEC and all the competition "cheating" by moving to bigger engines (BMW K1200S, Aprilia Futura, Kwaka ZZR1200, Fazer 1000, Ducati ST4S and the straw that broke the camel's back - The new 1050cc Triumph ST). That lot was enough for Honda to stop development and re-consider the VFR's position.

2007 – VFR800A7. Identical to the '06. Fancy paint schemes on US models and a few other indicators that Honda are trying to get shot of the last few piles of production parts. Does this mean we get a new bike in 2008? Rumours are

strong. We'll see.....

Please note; all **values assume 4,000 miles a year and to be in 1st class A1 condition, ie; not requiring any work at all.**

Deduct 10% for no service history and another 10% if the Bike is a parallel import and a further 10% for non-standard paintwork!

For Bikes requiring work, simply deduct the value of the reconditioning from the value of the Bike!

For non-A.B.S. V-Tecs, (A2, A3 and A4 Models) please deduct 10% from the posted **values.**

Also, Bikes are valued by Model Year, rather than when registered (as most of the trade do!) 😊

For higher mileage Bikes, simply deduct 1% for every extra 1,000 miles added!

For lower mileage Bikes, simply add 1% for every 1,000 miles less!

Eg: 2001 F1 is 6 years old, so $6 \times 4 = 24,000$ miles.

For a Bike with 40,000 miles of the same age, deduct a further 16%, which in the case of that Bike would be £492, resulting in a value of £2,583!

These are also Private Sale prices, add 15% for dealer prices!

**2006 (A6) £5,200
2005 (A5) £4,675
2004 (A4) £4,200
2003 (A3) £3,800
2002 (A2) £3,400
2001 (F1) £3,075
2000 (FY) £2,775
1999 (FX) £2,500
1998 (FW) £2,250
1997 (FV) £2,025
1996 (FT) £1,825
1995 (FS) £1,650
1994 (FR) £1,475
1993 (FP) £1,325**

1992 (FN) £1,200
1991 (FM) £1,075
1990 (FL) £975
1989 (FK) £850
1988 (FJ) £775
1987 (FH) £750
1986 (FG) £750