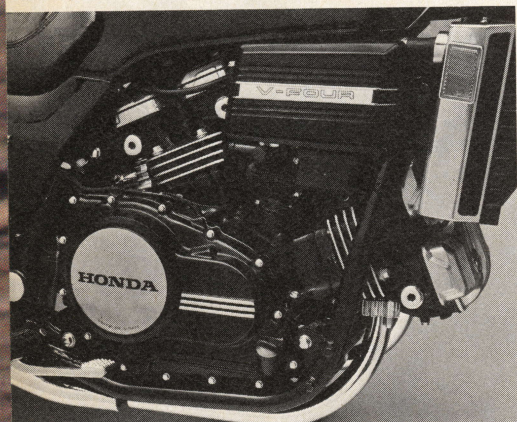


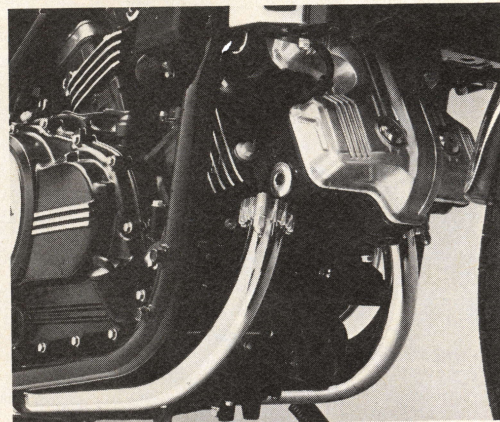


PHOTOGRAPHY: DAVE HAWKINS, STEVE BROADDUS



HONDA V45 SABRE

Sabre locomotion seems largely divorced from the principles of internal combustion as understood in motorcycling. The engine is that smooth and quiet.



development. Impressive as the V45 is now, Honda engineers have barely tapped its potential.

The Sabre is the high-performance half of Honda's V45 pair, functionally far superior to the Magna. Although both bikes share the 90-degree V-four, the Sabre complements its engine with features and chassis performance the Magna does not have.

Looks aside, the most readily apparent difference between the two bikes is riding position. The Sabre, with its relatively narrow handlebars and high-

mounted footpegs, provides the rider with a well-braced platform from which to carve high-speed routes over his favorite twisting roads. Unlike the Magna, the Sabre has Honda's Pro-Link single-shock rear suspension system. This sharpens the Sabre's prowess as a backroad charger by offering progressive springing by means of a linkage system and an air-assisted coil spring, and progressive damping with three-way adjustable rebound control. Additionally, the Pro-Link system locates unsprung weight closer to the swing-arm axis, an

important consideration when the bevel gears, drive shaft and sizable hub inherent in shaft drive weigh down the far end of the swing arm.

Other Sabre exclusives include an electronic dashboard with LCD displays for fuel level and coolant temperature, for the tripmeter, and for the combination stopwatch/clock. The turn signals are computerized and self-canceling. The Sabre and Magna ride and handle as differently from one another as they look.

Great motorcycles are usually remembered for some specific thing. Without