



Below: The digital speedo, odometer and fuel guage reside in the recessed slot on top of the gastank. The indicator lights live in the top of the upper handlebar clamp, and notice how the surface between the clamp bolts forms a mirror so the rider is constantly aware of his image as it commands the 877-pound Rune. The glare is fierce on a sunny day. Don't forget your shades.



Top: Every detail appears to have been made especially for the Rune—giving some justification to the staggering price tag. The handlebar controls with their integrated master cylinders are beautiful and the levers and grip finish the effect. However, we found the raised rubber serrations could be difficult to hold if the throttle's rotation didn't allow the raised edge to match the folds in your hands—a problem only at freeway speeds.

Above and below: Feast your eyes on the most outrageous front fork in motorcycling. Worthy of the best custom shop, the Rune's fork gives the appearance of a bodacious rake while still maintaining surprisingly good control and handling. The alien headlight shape would be completely over the top on any other bike, but here it looks just right, and like a thrusting chrome football from the rider's seat. Note also the radiator, like an inverted '32 Deuce's.



Right: The deeply valenced rear fender has perhaps the most custom taillights in the business, two rows of LEDs illuminate sculpted spears on either side. Note also the finned final drive cover. The detailing is dazzling, wherever you look.



Top: The overall styling theme owes more to fat-fendered custom cars than it does to motorcycles. The single-sided swingarm allows the five spoke chromed rear wheel to look as if it were lifted off a car. The sexy exhaust outlet shapes are investment castings.

## TESTERS' LOG

No doubt about it, Honda's Rune has set a new standard for others to live up to. With flowing lines, tons of chrome and the howl that flows from the six-cylinders' innovative mufflers, the Rune is truly rolling art. Fit, finish, and attention to detail is first class. Heavy? Sure, but as soon as the speed starts to climb, its 877 pounds all but disappear. Long? You bet, the nearly six feet of wheelbase make the Rune very stable in a straight line; but it can be turned with surprisingly little effort. But don't expect to lean it too far before pegs start dragging.

I appreciate the design concept, the flowing lines, the power and I can even accept the lean angle limitations and the lack of practicality. But I haven't been able to overcome the issue of comfort. What little suspension travel there is works well, but due to design limitations, there just isn't enough. Forces not absorbed by the suspension are sent directly to the rider's body and that hurts. I found the seating position awkward and uncomfortable after just a few freeway miles.

I look at the Rune as a 50/50 motorcycle, 50 mph for 50 miles. More than that and I've had it. But, let's not forget the cool fac-

tor. If you spend all week polishing your bike, are happy with a leisurely putt up the coast, and being super cool is important, then the Rune is for you. —Walt Fulton

Once I'd ridden it far enough to tell you about it, all I could think of was to show it to everyone. Even people who wouldn't give a motorcycle a second glance were amazed. If Schwarzenegger gets himself elected, he should ride a Rune to his inauguration, it looks like it was made for a Terminator movie. Indian?... oh, please.

Value? Well, you could buy two Harleys for the price of one Rune. But perhaps if you were considering buying a custom-built street rod, you could save some garage space and get one of these instead; the feeling is much the same. And the way that motor sounds when it's accelerating hard—it's intoxicating. Expect a healthy appetite for rear tires. You've been warned.

Is this the first bike inspired by custom cars, and not other motorcycles? If it is, I can't decide if it's more Coupe DeVille or Deuce Coupe. And Walt's right, that is a 50 mile seat. But remember, your ego has to fit before your body does. —Dave Searle

# 2004 Honda Valkyrie Rune

## SPECIFICATIONS AND PERFORMANCE DATA

### ENGINE

Type: .....liquid-cooled, horizontally-opposed six-cylinder  
 Valvetrain: .....SOHC, 2 valves per cyl., adjusting shims under buckets  
 Size: .....1832cc  
 Bore/stroke: .....74.0mm x 71.0mm  
 Comp. ratio: .....9.8:1  
 Fuel delivery: .....EFI, 6-32mm throttles  
 Exhaust: .....6-2

### DRIVETRAIN

Transmission: .....5-speed  
 Final drive: .....Shaft  
 RPM @65 mph/redline: n/a/6000rpm

### DIMENSIONS

Wheelbase: .....68.9"  
 Rake/trail .....29.0°/4.92"  
 Ground clearance: .....5.1"  
 Seat height: .....26.75"  
 GVWR: .....1153 lbs.  
 Wet weight: .....877 lbs.  
 Carrying capacity: .....276 lbs.

### SUSPENSION

Front: .....Trailing bottom link fork no adjustability, 3.9" travel  
 Rear: .....Pro-link single-shock, no adjustability, 3.9" travel

### BRAKES

Front: dual 330mm full-floating discs, LBS 3-piston, single-action calipers  
 Rear: .....336mm ventilated disc, LBS 2-piston, single-action caliper

### TIRES & WHEELS

Front: .....150/60R-18 Dunlop D251F 4.0" x 18" cast alloy wheel  
 Rear: .....180/55R-17 Dunlop D251 on 6.0" x 17" cast alloy wheel

### ELECTRICS

Battery: .....12V, 20AH  
 Ignition: .....3-D digital-mapped with computer control  
 Headlight: .....55W H7/55W H7

### FUEL

Tank capacity: .....6.2 gal.  
 High/low/avg. mpg: .....38.8/36.7/37.4

## CycleStats™

### PERFORMANCE

Measured top speed .....123 mph  
 0-1/4 mile .....12.14 sec.  
 @ 105.92 mph  
 0-60 mph .....3.77 sec.  
 0-100 mph .....11.32 sec.  
 60-0 mph .....125.7'  
 Power to Weight Ratio .....1:8.71  
 Speed @ 65 mph (indicated) .....61.5

### M/C RATING SYSTEM

EXCELLENT  
 VERY GOOD  
 GOOD  
 FAIR  
 POOR

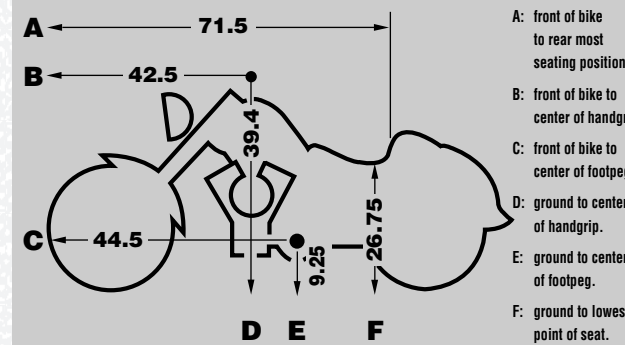
### Open Cruiser

Engine ●●●●●  
 Transmission ●●●●○  
 Suspension ●●●●○  
 Brakes ●●●●●  
 Handling ●●●●○  
 Styling ●●●●●  
 Riding Impression ●●●●●  
 Instruments/Controls ●●●●○  
 Attention to Detail ●●●●●  
 Value ●●●●○

OVERALL RATING ●●●●○



### ERGONOMICS TEMPLATE



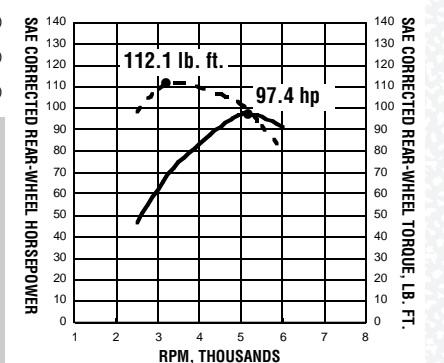
### MISCELLANEOUS

Instruments: speedo, tach, odometer, dual tripmeters, clock, fuel, coolant temp., ambient temp., audio modes  
 Indicators: ..... hi-beam, t/s, neutral, reverse, oil pressure, low fuel, side-stand, fuel injection, cruise control, overdrive, trunk/saddlebag open  
 Additional: .. H.I.S.S. security system  
 MSRP: ..... as tested \$26,999 (\$24,499 w/out chromed wheels)  
 Valve adj. interval: .....32,000 mi.  
 Warranty: .....36 mo., unlimited miles  
 Colors: .....Illusion Blue, Double Clear-Coat Black, Candy Black Cherry

### DYNAMOMETER DATA

Low end ●●●●○  
 Mid-range ●●●●●  
 Top end ●●●●○

Not only is the 1832cc flat six enough to propel the 877 lb. Rune with satisfying authority, but the sound it makes is perhaps the most seductive ever to be emitted from a motorcycle. A slightly abrupt response to the throttle was our only little gripe.



### TEST NOTES

#### PICKS

- Eyeball-popping looks
- Superlative fit and finish
- Exhaust sound is like candy for your ears

#### PANS

- Floaty suspension
- A 50-mile seat
- A perfect attraction device, but with no back seat

### STANDARD MAINTENANCE

Item	Time	Parts	Labor
Oil & Filter	1.0	\$11.98 + \$15	\$60.00
Air Filter	0.7	\$27.51	\$42.00
Valve Adjust	4.0	\$40.38	\$240.00
Battery Access	0.25	MF	\$15.00
Final Drive	0.4	\$4.95	\$24.00
R/R Rear Whl.	1.6		\$96.00
Change Plugs	0.5	\$14.40	\$30.00
Adjust EFI	1.0		\$60.00
<b>Totals</b>	<b>9.45</b>	<b>\$114.22</b>	<b>\$567.00</b>

Note: Labor rates above are best guess estimates at presstime