

## Honda PC800 Pacific Coast Model Year Differences

<p><b>1989</b></p> <p>(First year of production)            Number produced: 6602            Upper color: Pearl Pacific White            Lower color: Ocean Gray Metallic            Seat upholstery: Atlantic Gray with real stitching            Dashboard color: Atlantic Gray            Instrument bezel: Matte Black            Fairing panel/pocket door color: Atlantic Gray            Handlebar plastic covering: Atlantic Gray            Foot kick panel: Black with Silver inlaid strip            ISSUES/CHANGES/NOTES:            - known stator/regulator failure problems            - known left side trunk liner wear-thru problem            - "park" position on ignition switch (1989 only)</p>	<p><b>1990</b></p> <p>Number produced: 3739            Upper color: Candy Glory Red            Lower color: Griffin Gray            Seat upholstery: Atlantic Gray with fake stitching            Dashboard color: Atlantic Gray            Instrument bezel: Matte Black            Fairing panel/pocket door color: Atlantic Gray            Handlebar plastic covering: Atlantic Gray            Foot kick panel: black with silver inlaid strip            ISSUES/CHANGES/NOTES:            - approximately 209 changes from 1989, most minor            - slightly larger stock windshield (89 20 1/2" – 90 &amp; up 21 1/4")            - corrected (or at least improved) the stator failure problem            - corrected the trunk liner wear-thru problem            - added vents to ignition switch cover panel to reduce rider back pressure            - carb jets changed to improve cold weather starting            - sixty-something other changes, mostly fit and finish, including:            - improved tabs so they wouldn't break so easily            - addition of strap to keep from unlatched coolant fairing cover from flying off and into the wind while riding</p>
<p><b>1991</b> <b>1992</b> <b>1993</b></p> <p>No models produced for these years in Europe or the U.S. stated by Honda according to information in January 1994 <u>Rider</u> magazine.</p>	<p><b>1994</b></p> <p>(First year of production after 3-year North American break)            Number produced: 1193            Upper color: Black            Lower color: Griffin Gray (same as '90 lower color)            Seat upholstery: Atlantic Gray with fake stitching            Dashboard color: Atlantic Gray            Instrument bezel: Matte Black            Fairing panel/pocket door color: Atlantic Gray            Handlebar plastic covering: Atlantic Gray            Foot kick panel: Black with Silver inlaid strip            ISSUES/CHANGES/NOTES:            - Reduced number of internal harness/piping clips</p>
<p><b>1995</b></p> <p>Number produced: 1009            Upper color: Black            Lower color: Griffin Gray            Seat upholstery: Atlantic Gray with fake stitching            Dashboard color: Atlantic Gray            Instrument bezel: Matte Black            Fairing panel/pocket door color: Atlantic Gray            Handlebar plastic covering: Atlantic Gray            Foot kick panel: Black with Silver inlaid strip            ISSUES/CHANGES/NOTES:            - This model year is virtually identical to '94</p>	<p><b>1996</b></p> <p>Number produced: 1070            Upper color: Magna Red            Lower color: Karakorum Gray            Seat upholstery: Black with fake stitching            Dashboard color: Matte Black            Instrument bezel: Matte Black            Fairing panel/pocket door color: Matte Black            Handlebar plastic covering: Matte Black            Foot kick panel: Black with Silver inlaid strip            ISSUES/CHANGES/NOTES:            - clear coat paint finish dropped starting with this model year</p>
<p><b>1997</b></p> <p>(Year of several mfg cost-reduction changes)            Number produced: 0713            Upper color: Magna Red            Lower color: Ostrich Black            Seat upholstery: Black without fake stitching            Dashboard color: Black            Instrument bezel: Black</p>	<p><b>1998</b></p> <p>(Last year of production) \$7698 suggested list new            Number produced: 0510 (54 RC341 and 456 RC340)            (total numbers as found by Leland)            Upper color: Magna Red            Lower color: Ostrich Black            Seat upholstery: Black without fake stitching            Dashboard color: Black            Instrument bezel: Black</p>

<b>1997 (con't)</b>	<b>1998 (con't)</b>
Handlebar plastic covering: Black Foot kick panel: Black with Black inlaid strip ISSUES/CHANGES/NOTES: - dropped the front rotor covers - dropped fake chrome exhaust cover on left side - installed smaller front fender - dropped self-canceling turn signals - wind deflector removed from beneath steering head - rider foot peg mounts painted instead of chrome - rear brake lever painted instead of chrome - no clear coat paint finish (same as '96) - rear brake arm changed - fork-leg lowers changed to accommodate the smaller fender - spare fuse holder in trunk removed. (97 & 98)	Fairing panel/pocket door color: Black Handlebar plastic covering: Black Foot kick panel: Black with Black inlaid strip ISSUES/CHANGES/NOTES: - This model year is virtually identical to '97

## Notes

Most changes for a given model year carried through to the following years.

There was a Japanese model that is Silver over Dark Gray.

There was a French model that was a Light Metallic Blue. (Maybe not original HMC color.)

The Italian '89 model was Candy Glory Red like the '90 US model

Serial Number breakdown:

**JH2** = Made in Japan (all PC800s)

**RC340** = Vehicle description (RC340 is 49 state PC800, RC341 is California PC800, RC342 is Canadian and European)

\* = Check digit (0-9) used to detect errors. has no real meaning in the number

**K** = Year designation (K is 1989)

**M** = Plant of manufacture (M is Hamamatsu, Japan) (all PC800s)

**000015** = sequential production number

Serial number information from Honda Motorcycle Identification Guide 1959-2000 (U.S. version)

Rich Fenwick provided a lot of this information at his website: [http://pc\\_800.tripod.com/identify.html](http://pc_800.tripod.com/identify.html)

Production quantities & colors from Leland Sheppard and US Honda microfiche

**The total figures for the RC342 bikes represent the number of engines made that were not accounted for by the US models; the numbers of engines came from the US microfiche.**

## Standard Specs:

Eng	Bore	Stroke	Disp	Gears	Carburetors	Wheelbase	Seat Height	Fuel Capacity	Warranty	Trunk capacity
V-2 OHC 3 valves/cyl. (2 in 1 ex)	79.5mm	80.6mm	800cc	5	(2) 36mm Diaphragm CV	61.2" (1554.5mm)	30.1" 764.5mm	4.2 gal. 15.9L	12months/ Unlimited miles	Approximately 80L (Left is larger)

\* **Note:** Trunk capacity was stated in a magazine article and measured by David Sigsbee using Styrofoam peanuts.

## Performance specs from various magazines:

Testing Magazine	Model year	HP	torque	Weight (dry)	Weight (wet)	GVWR	Top	0-60	0-100	ET	Trap Speed	Date	Price
Online but I lost where		45.6	41	N/A	620 lb.		108	6.09	N/A	14.4	84.1	Jul-97	\$8699
Motorcycle Online	98	N/A	N/A	584 lb.	640 lb.		N/A	N/A	N/A	N/A	N/A	N/A	\$8699
Cycle Magazine (dyno)	89	51.1	43	N/A	635 lb.	988	N/A	5.1	N/A	14.05	90.86	Jun-89	\$7698
Rider Magazine	89	N/A	N/A	N/A	632 lb.	988	N/A	N/A	N/A			May-89	\$7698
Cycle World	89	N/A	N/A	N/A	631 lb.	988	107	5.6	N/A	14.48	89.35	Jun-89	\$7698

All horsepower ratings shown are dyno results performed by the magazine.

Cycle magazine did a roll on test from 45mph to 70mph in the May 90 test and got the following:

**Third gear:** 4.20 seconds in 355 feet    **Fourth gear:** 5.35 seconds in 440 feet    **Fifth gear:** 6.80 seconds in 579 feet

Braking distance was 134 feet from 60 mph.

Cycle World Oct 93 test got the following:

40 to 60 mph in fifth gear in 5.4 seconds

60 to 90 mph in fifth gear in 6.4 seconds

30 to zero braking in 28 feet

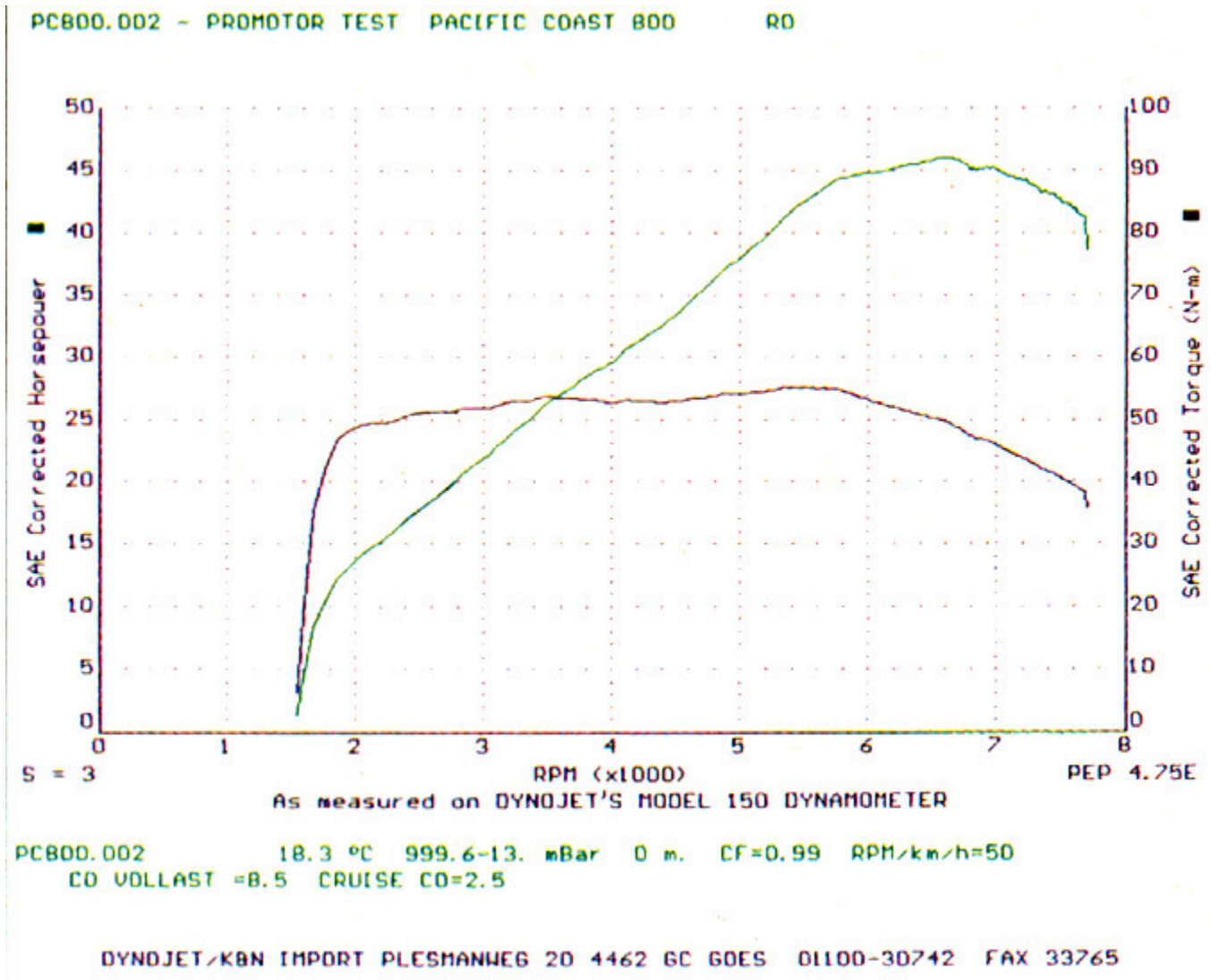
Braking distance was 125 feet from 60 mph.

MCN (Motorcycle Consumer News) got 60 to zero in 115 feet in 1997

Copies of the test reports were obtained from Ian Smith Information at [www.mcreports.com](http://www.mcreports.com).

(Rick Corwine's "Coastin' Down the Coast" article from the June 2001 Rider magazine is included in the reports.)

## Honda PC800 Dynojet graph



Max power output measured by Honda on crankshaft: 41.9 kW / 57 hp @ 6500 RPM  
Max power output measured by dynojet on rearwheel: 34.6 kW / 47 hp @ 6600 RPM

Max torque output measured by Honda on crankshaft: 66 Nm @ 5500 RPM  
Max torque output measured by dynojet on rearwheel: 55 Nm @ 5500 RPM

Measured CO2 production: 14%

Engine:	Bike:	Performance:
4 stroke 45 degree 800cc V-twin	Length: 2290 mm	Measured gear range:
Compression ratio: 9.0 : 1	Width: 910 mm	1st: 58 km/h
Redline on RPM gauge: 7500 RPM	Height: 1420 mm	2nd: 88 km/h
Rev. limiter: 8000 RPM	Ground clearance: 140 mm	3rd: 119 km/h
Ratio power/mass: 0.15 kW/kg	Seat height: 785 mm	4th: 152 km/h
Ignition: Electronic	Wheelbase: 1555 mm	5th: 185 km/h (+/-)
Starter: Electric	Trail: 101 mm	Acceleration 60-80 km/h (5th gear): 4.0 seconds
Battery capacity: 10 Ah	Rake: 62 degrees	Acceleration 80-120 km/h (5th gear): 7.5 seconds
Alternator power: 340 W	Travel distance front suspension: 145 mm	Measured fuel burn lowest: 5.6 liters/100km
Intake system: 2 x Keihin 36 mm CV	Travel distance rear suspension: 130 mm	Measured fuel burn highest: 8.1 liters/100km
Drivetrain: shaft	Brand front spring: Showa	Average fuel burn: 6.4 liters/100km
Cooling: liquid	Brand rear spring: Showa	Fuel type: Euro-unleaded
Gear ratio prim./sec.: 1.811/0.934	Tire size front: 120/80-17 61H	True speed at 50 km/h indicated: 48 km/h
1st, 2nd, 3rd gear: 2.600/1.700/1.250	Tire size rear: 140/80-15 M/C 67H	True speed at 80 km/h indicated: 80 km/h
4th, 5th gear: 0.964/0.800	Brake cylinder type front: 2-piston	True speed at 100 km/h indicated: 99 km/h
	Brake disc diameter front: 276 mm	True speed at 120 km/h indicated: 117 km/h
	Brake drum diameter rear: 180 mm	
	Wet weight: 286 kgs	
	Max load: 167 kgs	
	Ratio weight front/rear: 46/54 %	
	Tank volume: 16 liters (incl. 5 reserve)	
	Average range: 235 km	

## \*Tire Information I have gathered over time:

The diameter of the Metzler 140/80HB15 is 619mm. The 140/90HB15 is 640mm. A difference of 21mm. Height difference of 10.5mm (a touch more than 3/8"). The Dunlop is 25.10" (637.54mm) diameter, 18.54mm larger than the 80 series Metzler. Divide that by 2 for the difference in the seat height and you get 9.27mm (0.365 inches) or a little less than 3/8". It will actually be slightly less as the front tire will still be the same height.

Dunlop K555	Rim Width	Diameter	Width	Tread depth	Max Load Rating
*140/80B15 MC	3.00 3.50	24.17 (614)	5.87 (149)	10/32 (7.9)	677 @ 41psi
150/80-15 MC	3.00	24.65 (626)	6.30 (160)	9/32 (7.1)	737 @ 40psi
*120/80-17	3.00	24.57 (624)	4.72 (120)	6/32 (5.0)	567 @ 41psi

*\* Designates OEM replacement*

Metzler ME880	Rim Width	Diameter	Width	Tread depth	Max Load Rating	Measured Width
140/80HB15	2.75-3.75	24.37 (619)	5.70 (145)	10/32 (8.0)	677 @ 42psi	5.44 (138)
140/90HB15	3.00-4.25	25.20 (640)	5.83 (148)	10/32 (8.0)	739 @ 42psi	5.87 (149)
150/80VB15	3.00-4.25	25.20 (640)	5.83 (148)	10/32 (8.0)	739 @ 42psi	
150/90HB15*	3.00-4.00	26.06 (662)	6.22 (158)	10/32 (8.0)	992 @ 49psi	
120/80HB17	2.75-3.75	24.60 (625)	5.00 (127)	6/32 (5.0)	520 @ 42psi	

*Designates reinforced construction*

## Speed with tires Information

Here is how the calculation breaks down:

Primary reduction (crank to clutch)\* secondary reduction (counter shaft to output gear case)\* third reduction (gear case)\* final reduction (rear end) \* 5<sup>th</sup> gear reduction = total reduction

$1.810 * 0.882 * 1.058 * 3.400 * 0.800 = 4.594113619$  (VT1100 final drive is 3.07:1 instead of stock PC 3.4:1)

$(\text{RPM} / \text{reduction}) * (\text{tire circumference (ft)}) * \text{minutes per hour} / \text{ft per mile} = \text{mph}$

$7500 (\text{redline for a PC}) / 4.594113619 * (\text{tire circumference in feet}) * 60 / 5280 = \text{theoretical maximum mph}$

$18.55 * (\text{tire circumference in feet}) = \text{theoretical maximum mph}$

As the circumference equals  $\Pi * \text{Diameter}$  then:

$4.856747063 * (\text{Tire diameter in inches}) = \text{theoretical maximum mph}$

$4.856747063 * 24.37$  (Metzler 140/80 series) = Theoretical top speed at red line in 5<sup>th</sup> is 118 mph. (VT1100 final drive 131 mph)

$4.856747063 * 25.20$  (Metzler 140/90 series) = Theoretical top speed at red line in 5<sup>th</sup> is 122 mph. (VT1100 final drive 135 mph)

$4.856747063 * 25.20$  (Metzler 150/80 series) = Theoretical top speed at red line in 5<sup>th</sup> is 122 mph. (VT1100 final drive 135 mph)

$4.856747063 * 26.06$  (Metzler 150/90 series) = Theoretical top speed at red line in 5<sup>th</sup> is 127 mph. (VT1100 final drive 141 mph)

$4.856747063 * 24.17$  (Dunlop 140 width) = Theoretical top speed at red line in 5<sup>th</sup> is 117 mph. (VT1100 final drive 130 mph)

$4.856747063 * 24.65$  (Dunlop 150 width) = Theoretical top speed at red line in 5<sup>th</sup> is 120 mph. (VT1100 final drive 133 mph)

Of course maximum power is below 7,500rpm so we probably have a tough time hitting redline in 5<sup>th</sup>.

As each manufacturer make a corresponding different front tire I imagine the speed read on the speedometer will be the same for all the tires but I have not compared front tires – YET.

All tire diameters are from the respective manufacturer's web sites.

The rpm difference using a different size tire will be a percentage difference the same as the percentage difference in the tire diameter. This is of course assuming all other things being equal such as you use the same front tire and the tires expand at speed the same percentage of their diameter. Changing the front tire will make you think different things are happening as the speedometer will read slightly different.

Example:

Metzler 140/80HB15 -vs- 150/90VB15 or 24.37" diameter -vs 26.06" diameter.

This is about a 7% increase in diameter. Therefore if you are going so many mph at 4,000 rpm you will now turn 3720 rpm. If this is important then do it. 280 rpm does not really matter to a Honda. I have no scientific data to back it up but I'll bet the actual top speed will be the same or less as it is wind resistance that limits the PC's top speed and with the taller gearing it may not be able to push the wind aside as well.

If you own a 1989 model I'd really watch out as the trunk to tire clearance was tighter in 89 and the 150/90 may rub.