**The rare Harley-Davidson VR1000 motorcycle is a 135-strong superbike from the 90s**

The Harley-Davidson VR1000 was a racing motorcycle developed in the late 1980s and early 1990s. It was created to compete at the highest level. The American manufacturer was never associated with the VR1000, so it became one of the few exceptions.

The Harley-Davidson VR1000 sportbike was equipped with a 996-cc V-twin with a 60-degree camber, four camshafts (two per cylinder), four valves per cylinder, Weber injector. The unit produced 135+ hp. at 10000+ rpm Eric Buell, Mike Itaf, Cosworth, Roush Industries and many others participated in the development of the motorcycle.

Harley-Davidson VR1000 was planned to be used in the AMA Superbike Championship so that a real American motorcycle would confront the Japanese and Europeans in their native land.

Other features of a complete set:

* cast frame;
* adjustable fork Ohlins;
* Penske shock absorber;
* cast pendulum;
* carbon body kit;
* 6-piston calipers AP Racing;
* AP master cylinders;
* the homologation version was usually equipped with Wilwood calipers and Marchesini wheels.

The motorcycle and every detail of it were designed from scratch, so it took a long time to bring the project to mind. Harley-Davidson VR1000 was ready for the 1994 season. The motorcycle turned out to be good, almost victorious (often the racers went out of the race, leading the race).

Harley-Davidson VR1000 was inferior to rivals in power, but it was perfectly managed, beating everyone on the corners and conceding straight.

In 2001, H-D stopped the project, but the engine continued its life cycle. He was sent to Germany, where the Porsche and H-D engineers, using the Harley-Davidson VR1000, together developed a motor for road bikes. It was the legendary 1131 cc Revolution.

The photo shows a rare Harley-Davidson VR1000, which will be auctioned by Mecum.