

CB900C/CB750C/CB750K/CB650



CB900 CUSTOM

From treads to throttle, Honda's 1982 CB900C has the power to turn heads even faster than it turns a quarter mile.

At the heart of the 900C you'll find the engineering and technology that Honda perfected in its championship endurance racers.

The engine is a 902 cc, 16-valve, four-cylinder, DOHC powerhouse. And this year, it has a classy-looking black finish.

There's a low-maintenance transistorized-pointless ignition for a hot spark, and a high-performance oil cooler to keep the engine cool.

The Pentroof™ heads feature four valves for better breathing at high rpm's.

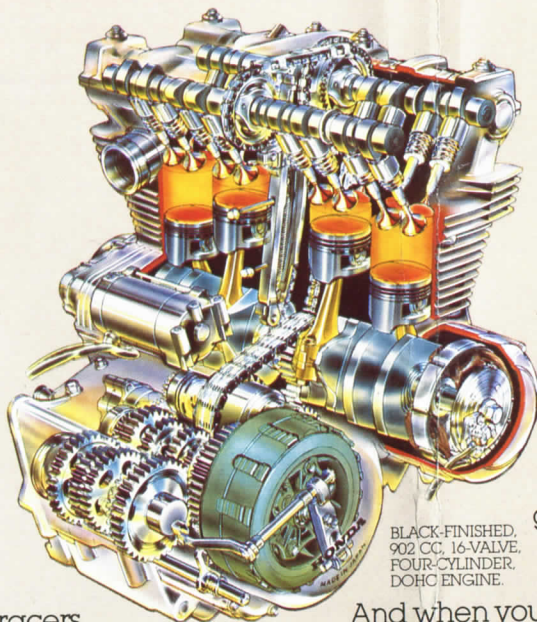
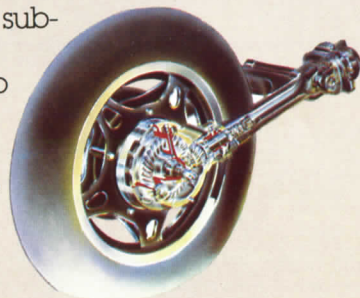
The 900C's fitted with four 32 mm constant-velocity carburetors with an accelerator pump for smooth response from idle on up.

And along with its silky-smooth, five-speed transmission, the CB900C offers something extra.

Another transmission.

Working with the conventional gearbox, the Select-Range™ sub-transmission gives you a choice of two overall gear ratios — high and low — for 10 speeds in all.

DURABLE, LOW-
MAINTENANCE
SHAFT DRIVE.

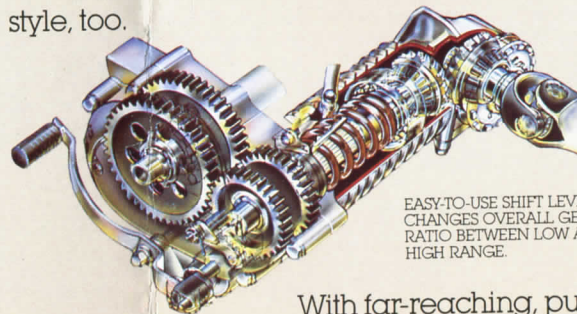


BLACK-FINISHED,
902 CC, 16-VALVE,
FOUR-CYLINDER,
DOHC ENGINE.

Use low range for lots of get-up-and-go in the city. Or use high range for relaxed cruising and better gas mileage on the highway. Power surges to the ground through a luxuriously-smooth and virtually maintenance-free shaft drive.

And when you want to bring the whole works to a clean, crisp stop, Honda's got newly-designed front and rear disc brakes with lightened rotors and dual-piston calipers.

Our 900C is decked out in true custom style, too.



EASY-TO-USE SHIFT LEVER
CHANGES OVERALL GEAR
RATIO BETWEEN LOW AND
HIGH RANGE.

With far-reaching, pull-back handlebars. A cushy, low-riding stepped seat. Fat, tubeless tires with raised white letters. (By the way, this year's rear tire is even fatter for longer wear.) Reversed-spoke Comstar™ wheels. Two-tone teardrop tank. And four-into-four exhaust system with up-swept megaphone-shape mufflers.

See the 1982 CB900C.

For high-tech razzle dazzle from stoplight to stoplight.

Or coast to coast.



New rear tire lasts longer

*Colours: Candy Red
or Candy Blue.*



*Leading-axle, air-assisted
front forks*

*Beautiful, black-finished,
four-cylinder, DOHC, 16-valve engine.*

*Gear ratio change lowers
engine speed and helps save gas.*

Mirrors standard equipment.

CB750 CUSTOM



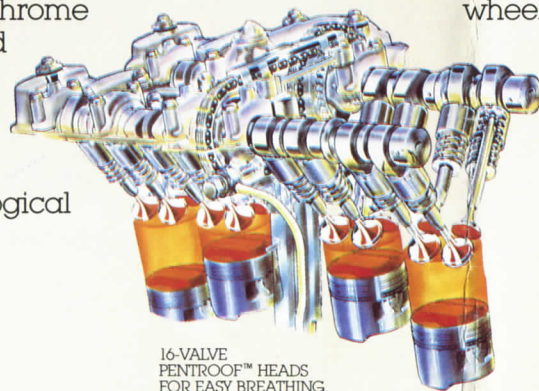
NEW DUAL-PISTON CALIPERS GRIP SLOTTED BRAKE DISCS.

One quick look at the '82 CB750C is a feast for any rider's eyes.

And a quick listen to its sweet-sounding powerplant is enough to convince anyone that this is a bike of truly distinguished character.

It's a symphony of chrome and two-tone paint. And underneath all that glitter, there's a real aggressive attitude.

Because the 750C features all the technological



16-VALVE PENTROOF™ HEADS FOR EASY BREATHING.

innovations of Honda's world endurance road race champions.

There's a 749 cc, four-stroke, four-cylinder engine (it's black-finished for '82) with nice touches like low-maintenance transistorized pointless ignition and double overhead cams.

And there's a slick-shifting, five-speed, constant-mesh transmission and new lightened, slotted front disc brakes with dual-piston calipers.

Inside the cylinder heads, you'll find Honda's unique Pentroof™ combustion chambers. With four valves per cylinder, instead of two, to improve breathing at higher rpm's.

And to make sure you get all that power smoothly — and without waiting — four 30 mm CV carbs are fitted with an accelerator pump for clean, crisp throttle response.

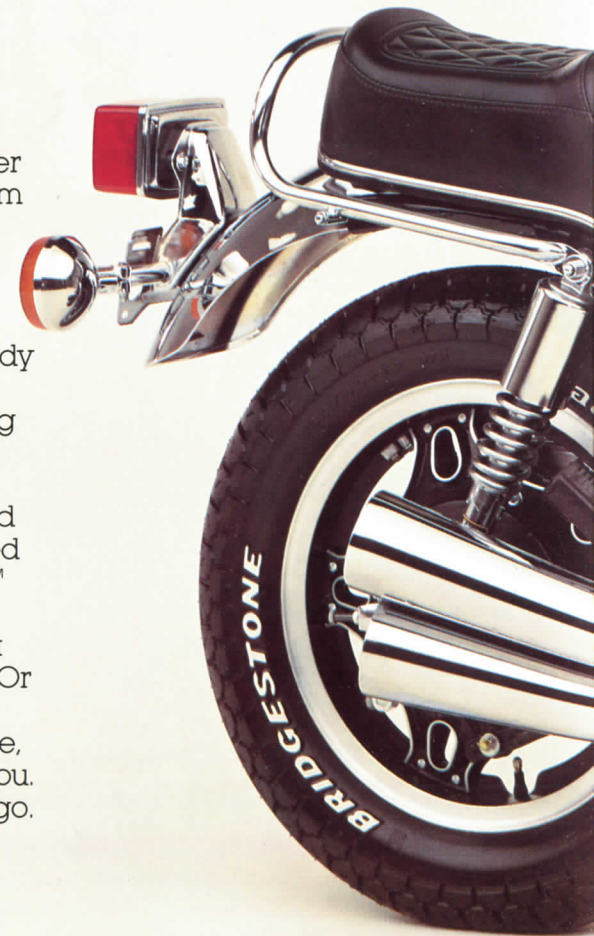
Of course, you'll get a lot of response to the 750C's sharp looks, too.

Like the paint and chrome we've already raved about. Plus pull-back handlebars that reach back to meet you over a dazzling tear-drop tank. A stepped saddle that sinks you down 760 mm (29.9 in.) off the ground. Four-into-four upswept megaphone-shaped mufflers. Extra-wide tubeless tires with raised white lettering. And black Comstar™ wheels with polished edges.

See the 1982 Honda CB750C. In Candy Red. Or Candy Blue.

In looks and performance, it's a machine that'll move you. Anywhere you want to go.

*Exclusive VHD™ shocks
five-way adjustable.*



Vibration-resistant for



*Powerful quartz halogen
headlight.*

*Rakeish, air-assisted leading-axle
forks smooth the ride.*

*Vacuum-operated fuel petcock
shuts off automatically.*

Mirrors standard equipment.

CB750K/CB650

A little over a decade ago Honda jolted motorcycling into a new era with the first multi-cylinder superbike. The CB750.

Since that time the Honda CB750 has been modified, improved and refined. But the concept has always remained the same. High performance. Classic styling. Honda engineering.

There are a lot of 750's on the road these days. But for many

Five-tumble, pick-resistant fuel cap lock.



New exhaust system balance tube.

Beautiful Candy Blue colour.



CLASSIC FOUR-PIPE DESIGN LOOKS GOOD AND PRODUCES THE FAMOUS FOUR-CYLINDER HONDA SOUND.

riders, the best one is still the one that started it all. The Honda CB750K.

It's a classic motorcycle with a classic four-cylinder, DOHC, 16-valve engine.

There's Pentroof™ combustion chamber design for clean, efficient combustion. Transistorized pointless ignition. Four 30 mm constant velocity carburetors with accelerator pump for

quick, crisp throttle response. A smooth-shifting, five-speed, constant-mesh transmission. And for superlative handling, there are air-assisted front forks with large oil capacity and variable hydraulic damping rear shocks with needle bearing swing arm pivot.

When it comes to looks, the 750K has a tasteful, graceful



TRANSISTORIZED POINTLESS IGNITION SYSTEM

design that won't grow before the warranty expires. There are classic wire wheels. A cleanly designed saddle with improved seat material for better comfort and high-performance into-four mega

style pipes.

See the 1982 Honda CB750K. Ever since it flashed on the motorcycle scene more than 20 years ago, it's made more than a name for itself. It's made history.

It's made history.

New lightened, slotted front disc brake with dual-piston caliper.

Mirrors standard equipment.

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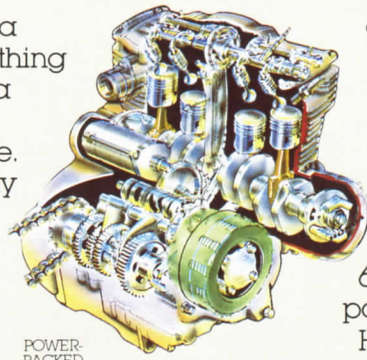
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The 1982 Honda
CB650 is everything
you expect in a
classic motorcycle.

Except the price.
At an amazingly
low cost, you get
good looks and
four-cylinder
smoothness and
power.

From the
elegant wire-spoked
wheels to the cushy saddle to the
classic teardrop tank, this motor-
cycle looks anything but afford-



POWER-
PACKED,
627 CC. FOUR-CYLINDER, SOHC ENGINE.

able. And beneath the
deep, rich, candy red
paint and lustrous
chrome, you'll find a
truly outstanding
performer.

The CB650 tackles
the turnpikes with a
627 cc, four-cylinder
powerplant that's made
Honda famous for great
gas mileage, stubborn
reliability and easy
maintenance.

Other superior Honda
features are four 26 mm CV

carbs with an accelerator pump
for split-second throttle response.
A transistorized pointless ignition
that's virtually maintenance-free.
A quick-shifting, five-speed,
constant-mesh trans-
mission. Plus air-
assisted front forks
you can tune to load
and road conditions.

And this year,
there's a new slotted,
lightweight front
brake disc with dual-

piston caliper. Overall gear ratio's
been changed to lower engine
speed on the highway for more
relaxed cruising and even
better fuel economy.

The CB650 from
Honda.

See it at your
Honda dealer's.
Look it up and down
from spokes to
saddle. We think
you'll agree with us
that not only is the

look nice, but so is the price.



EASY-TO-READ INSTRUMENTS FEATURE NON-
DAZZLE NIGHT ILLUMINATION.



*Custom-styled seat with
improved foam material.*

*High-power quartz halogen
headlight.*

*Mellow, upswept,
megaphone-
style mufflers.*

*Sealed-lubricant drive chain
for extended life.*

*Variable Hydraulic Damping™ rear
shocks. Five spring preload adjustments.*

Mirrors standard equipment.

CB900C	ENGINE TYPE	FOUR-CYLINDER, DOHC, 16-VALVE
	DISPLACEMENT	902 CC
	BORE & STROKE	64.5 x 69 MM
	COMPRESSION RATIO	8.8:1
	CARBURETION	FOUR, 32 MM, CV TYPE
	TRANSMISSION	FIVE-SPEED WITH HI-LO SECONDARY TRANSMISSION
	CLUTCH	WET, MULTI-PLATE
	BRAKES	FRONT, DUAL DISC; REAR, DISC
	SUSPENSION	FRONT, AIR-ASSISTED TELESCOPIC; REAR, SWING ARM WITH AIR-ASSISTED SHOCKS
	TIRE SIZE	FRONT, 110/90-19 62H; REAR, 130/90-16 67H
	IGNITION SYSTEM	TRANSISTORIZED
	STARTING SYSTEM	POINTLESS ELECTRIC
	WHEELBASE	1585 MM (62.4 IN.)
DRY WEIGHT	259 KG (571 LBS.)	
OVERALL LENGTH	2310 MM (90.9 IN.)	
OVERALL WIDTH	915 MM (36 IN.)	
SEAT HEIGHT	780 MM (30.7 IN.)	
FUEL CAP.	16.5 LITRES (3.6 IMP GAL.)	
COLOURS	CANDY RED, CANDY BLUE	

CB750C	ENGINE TYPE	FOUR-CYLINDER, DOHC, 16-VALVE
	DISPLACEMENT	749 CC
	BORE & STROKE	62 x 62 MM
	COMPRESSION RATIO	9:1
	CARBURETION	FOUR, 32 MM, CV TYPE
	TRANSMISSION	FIVE-SPEED, CONSTANT-MESH
	CLUTCH	WET, MULTI-PLATE
	BRAKES	FRONT, DUAL DISC; REAR, DRUM
	SUSPENSION	FRONT, AIR-ASSISTED TELESCOPIC; REAR, SWING ARM
	TIRE SIZE	FRONT, 110/90-19 62H; REAR, 130/90-16 67H
	IGNITION SYSTEM	TRANSISTORIZED
	STARTING SYSTEM	POINTLESS ELECTRIC
	WHEELBASE	1535 MM (60.4 IN.)
DRY WEIGHT	234 KG (516 LBS.)	
OVERALL LENGTH	2300 MM (90.6 IN.)	
OVERALL WIDTH	920 MM (36.2 IN.)	
SEAT HEIGHT	760 MM (29.9 IN.)	
FUEL CAP.	16.5 LITRES (3.6 IMP GAL.)	
COLOURS	CANDY RED, CANDY BLUE	

CB750K	ENGINE TYPE	FOUR-CYLINDER, DOHC, 16-VALVE
	DISPLACEMENT	749 CC
	BORE & STROKE	62 x 62 MM
	COMPRESSION RATIO	9:1
	CARBURETION	FOUR, 30 MM, CV TYPE
	TRANSMISSION	FIVE-SPEED, CONSTANT-MESH
	CLUTCH	WET, MULTI-PLATE
	BRAKES	FRONT, DISC; REAR, DRUM
	SUSPENSION	FRONT, AIR-ASSISTED TELESCOPIC FORK; REAR, SWING ARM
	TIRE SIZE	FRONT, 3.50H19; REAR, 4.50H17
	IGNITION SYSTEM	TRANSISTORIZED
	STARTING SYSTEM	POINTLESS ELECTRIC
	WHEELBASE	1520 MM (59.8 IN.)
DRY WEIGHT	234 KG (516 LBS.)	
OVERALL LENGTH	2295 MM (90.4 IN.)	
OVERALL WIDTH	890 MM (35 IN.)	
SEAT HEIGHT	790 MM (31.1 IN.)	
FUEL CAP.	20 LITRES (4.4 IMP GAL.)	
COLOURS	CANDY BLUE	

CB650	ENGINE TYPE	FOUR-CYLINDER, SOHC
	DISPLACEMENT	627 CC
	BORE & STROKE	59.8 x 55.8 MM
	COMPRESSION RATIO	9:1
	CARBURETION	FOUR, 26 MM, CV TYPE
	TRANSMISSION	FIVE-SPEED, CONSTANT-MESH
	CLUTCH	WET, MULTI-PLATE
	BRAKES	FRONT, SLOTTED DISC, DUAL PISTON CALIPER; REAR, DRUM
	SUSPENSION	FRONT, AIR-ASSISTED TELESCOPIC FORK; REAR, SWING ARM
	TIRE SIZE	FRONT, 3.50H19; REAR, 4.50H17
	IGNITION SYSTEM	TRANSISTORIZED
	STARTING SYSTEM	POINTLESS ELECTRIC
	WHEELBASE	1450 MM (57.1 IN.)
DRY WEIGHT	198 KG (436.4 LBS.)	
OVERALL LENGTH	2180 MM (85.8 IN.)	
OVERALL WIDTH	865 MM (34.1 IN.)	
SEAT HEIGHT	765 MM (30.1 IN.)	
FUEL CAP.	13.5 LITRES (3 IMP GAL.)	
COLOURS	CANDY RED	



1. Fully-dressed CB900C.



2. Sissy bar with pad and mini rack.



3. Type I sound system. 4. Type II sound system.
5. Instrument panel.



6. Fully-dressed CB650 7. Engine guard.

ACCESSORIES

CB900C/CB750C/CB750K/CB650—Colour-matched, injection-molded fairing with integral air-scoops and adjustable vents, twin storage compartments, headlight level adjustment knob and integral turn signals; Scratch-resistant, polycarbonate windscreen in a choice of regular or tall sizes; Chrome, fairing-mounted mirrors; Colour-matched lowers; Instrument panel with choice of quartz analog clock, voltmeter, air temperature and altimeter; Type I sound system consisting of AM/FM/MPX digital radio/antenna, stereo speaker system, power booster, antenna and antenna mount base. (Components available separately.); Type II sound system includes AM/FM/MPX digital radio/clock, handlebar-mounted auto-seek radio control/mute switch, auto reverse cassette player, intercom system, 40-channel CB unit with handlebar-mounted control switch, passenger CB talk switch, power booster; AM/FM antenna, AM/FM/CB antenna, antenna distributor, controller base panel, indicator base panel, stereo speakers. (Components available separately.); Helmet headsets, with microphone, for all types of open and full-face helmets; Luggage rack; Sliding backrest; Sissy bar; Sissy-bar mini rack; Full-dress motorcycle cover; Handlebar-mounted quartz clock. **CB900C/CB750C/CB750K**—Detachable saddlebags and trunk in either black-pebble grain finish or colour-matched, high-gloss finish; Trunk pad. **CB900C/CB750C**—Sissy-bar pad, brown or black; Custom seat, brown or black. **CB750K/CB650**—Sissy-bar pad, black. **CB750C/CB750K**—Engine guard, large or small. **CB900C/CB650**—Engine guard. **CB650**—Colour-matched fiberglass saddlebags with optional, quick-detach mounting kit; Colour-matched fiberglass travel trunk with built-in padded backrest.

SEE SEE HONDA

HONDA CANADA INC.

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