

CBX/CB900F/CB750F



CBX

In the world of motorcycling, there are two kinds of engineering. Imitative and creative.

At Honda, we believe in the latter.

And it shows. In the 1982 Honda CBX sports-touring machine.

At the heart of the CBX is an incomparable twenty-four-valve, 1047 cc, six-cylinder engine. With six 28 mm CV carbs and accelerator pump. Pentroof™ four-valve heads and maintenance-free, transistorized pointless inductive ignition.

All that power at your fingertips is controlled through a smooth, five-speed, constant-mesh transmission. And for good mid-range power, the CBX's mighty double overhead cam engine exhausts through six-into-two high performance pipes with interconnected, megaphone-shaped mufflers.

And making sure you stop cleanly in your tracks are stainless steel, internally-ventilated disc brakes.

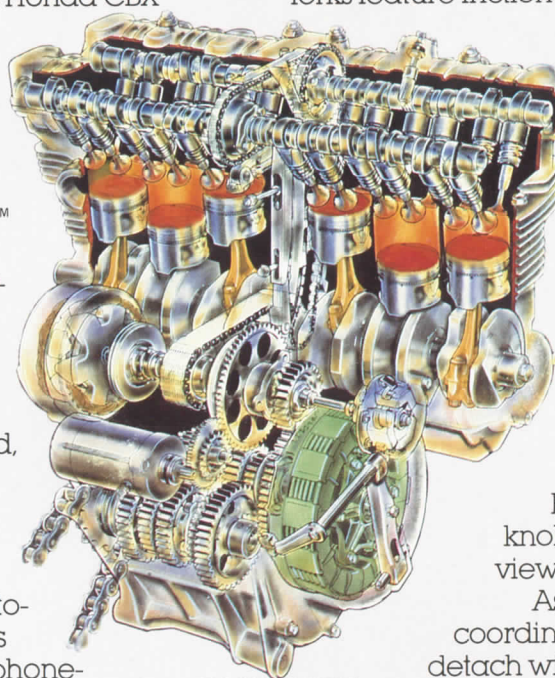
SINGLE SHOCK PRO-LINK™ IS AIR-ASSISTED.



The handling package starts with

Pro-Link™ rear suspension.

A suspension that delivers truly progressive action. Low initial rates for smaller bumps. Higher rates for the bigger ones.



SIX-CYLINDER, 24-VALVE ENGINE.

The large, extruded aluminum-alloy swing arm pivots on ball and needle bearings for long wear. And up front, 39 mm air-assisted forks feature friction-reducing Syntallic™ bushings.

Of course, the CBX is not all go and no show.

Its lines are sleek and flowing, highlighted by a fully-integrated, wind-tunnel-tested, European-styled fairing that's been meticulously designed all the way up to the spoiler lip on the tinted windscreen.

The fairing has one locking and one quick-opening storage well.

Headlight level adjustment knob. And custom-styled rear-view mirrors.

As well, there are colour-coordinated saddlebags that detach with the flick of a wrist. Plus a beautifully-sculptured 22-litre fuel tank.

Naturally, the CBX's beauty extends all the way to the ground. There, you'll find a couple of slick-looking, wide-rim, aluminum-alloy Comstar™ wheels fitted with V-rated tubeless tires.

You can add the finishing touch to your '82 CBX with accessories like an AM/FM/MPX stereo sound system with automatic signal seeking and a rider-passenger helmet intercom.

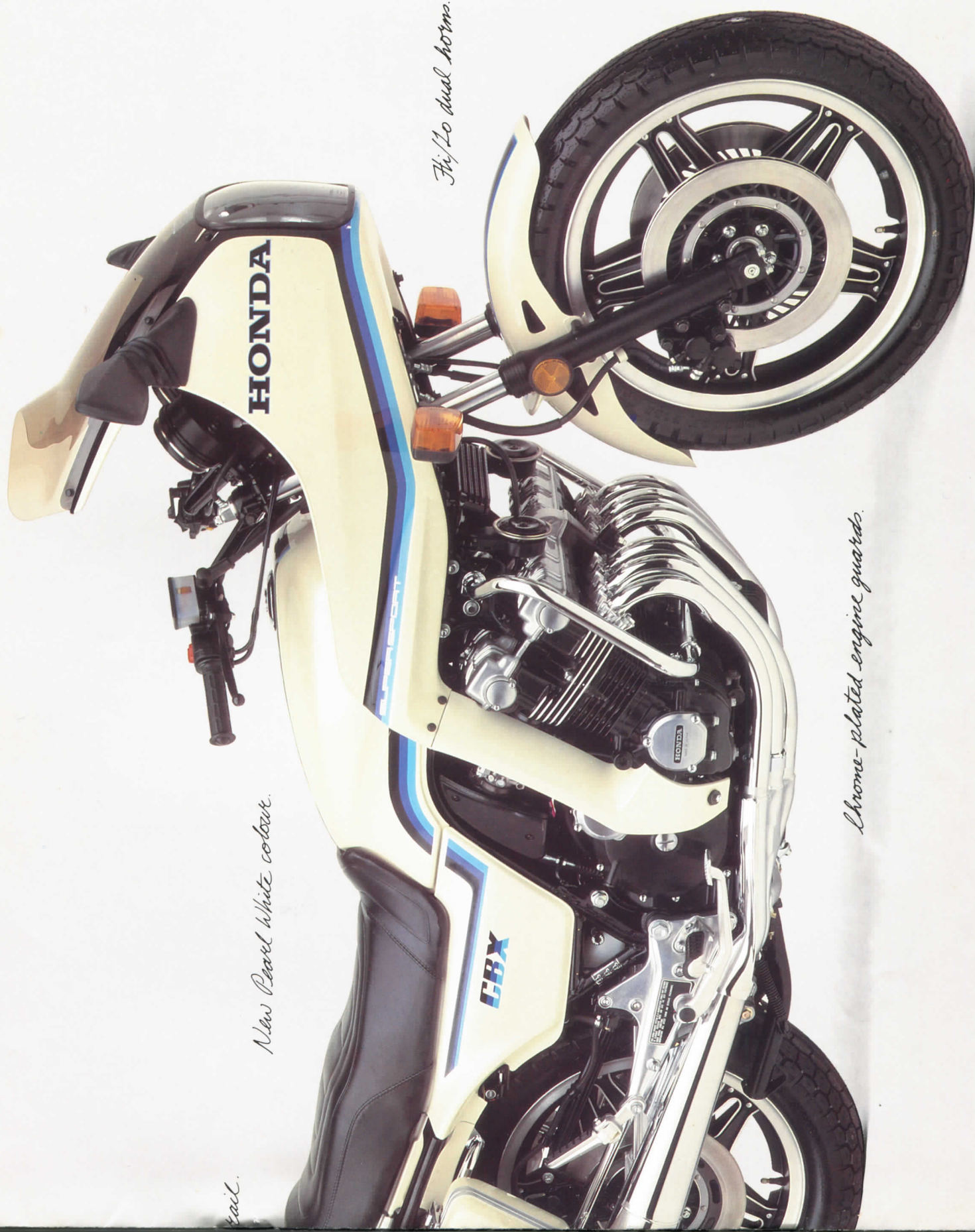
The 1982 Honda CBX.

See it at your Honda dealer's and you'll know what we mean by "creative engineering."

Ride it and you'll know what we mean even more.

New passenger





trail.

New Pearl White colour.

Fi/Lo dual horn.

Chrome-plated engine guards.

CB900F

For years, it brought Europeans to their feet. Now, Canadian riders are cheering too. Introducing the 1982 CB900F.

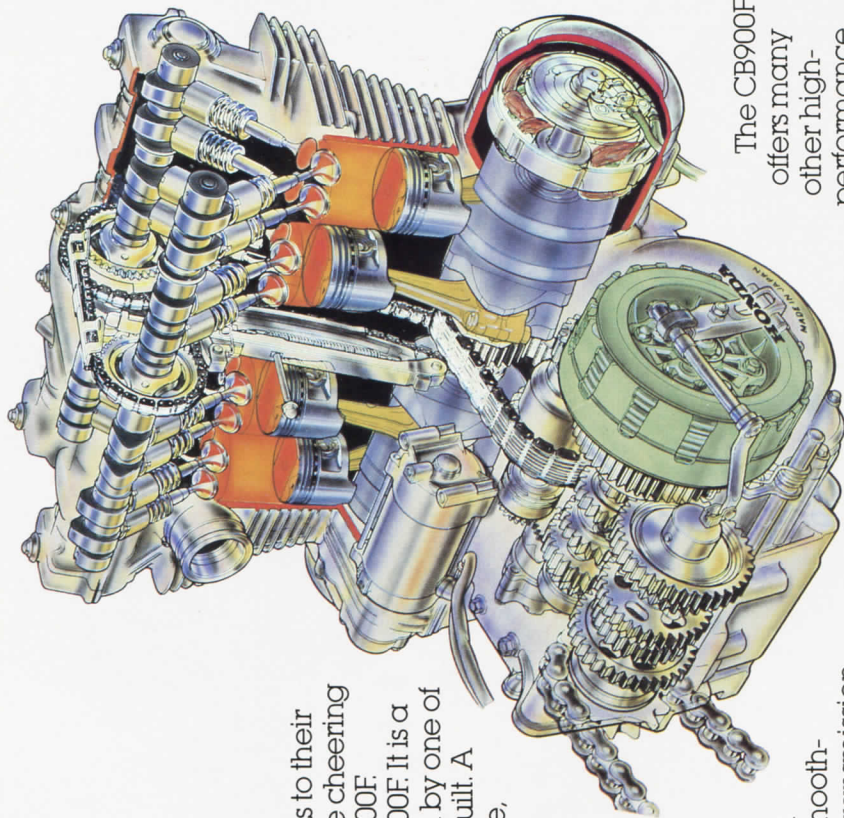
It's no ordinary machine, this 900F. It is a riding enthusiast's dream. Powered by one of the most advanced engines ever built. A race-bred 902 cc, DOHC, four-stroke, 16-valve, four-cylinder powerplant. Tested time and again by Honda's RCB factory team on the European endurance road-racing circuit and the basis for Team Honda's superbike road racer.

The CB900F roars to life with a transistorized pointless ignition system. Power passes to the ground quickly and efficiently through a smooth-shifting, five-speed, constant-mesh transmission. Four 32 mm CV carbs give you such potent throttle response you can roll out of the showroom and onto the highway in no time at all.

Of course, it takes more than straight-ahead speed to reach total performance. It also takes superb handling. Which is what you get when you lay your hands on a 900F.

It features a double-cradle frame. Strong. Slim. And equipped with rubber engine mounts to help damp vibration.

Up front, telescopic air-assisted forks feature dual, low-friction Syntallic™ bushings and air-pressure equalizer. At the back, there are Honda's exclusive 30-way adjustable shocks with aluminum body reservoirs.



RACE-BRED DOHC ENGINE.

The CB900F offers many other high-performance features, too.

Like a four-into-two exhaust system that's music to the ears.

Aluminum-alloy Comstar™ wheels with V-rated tubeless tires.

A front fender spoiler that directs air into the oil cooler.

Twin-piston caliper disc brakes front and rear that bring a new level of precise control and fade-resistant performance.

And an elegantly-styled Euro-look that turns heads as quickly as the 900F arcs through a hairpin.

The 1982 CB900F. In Black. Or Silver Metallic. For an enthusiast, it's a dream.

A dream that's come true at your Honda dealer's.



THIRTY-WAY ADJUSTABLE SHOCK WITH RESERVOIR.





*Powerful 55/60 watt quartz
halogen headlight.*

*Spoiler directs air
into oil cooler.*

*Tucked-in exhaust system
gives good cornering clearance.*

*Aluminum alloy Comstar[™]
wheels and V-rated tubular tires.*

CB750F

In any group, there's an individual who stands out. One apart from the crowd. The leader.

In motorcycles, the same is often true. And in the crowd of 1982 motorcycles, you're looking at the leader in the 750 cc sports class. The Honda CB750F.

The 750F stands out (and far ahead) with its power. It has a beautiful, black-finished engine this year. A four-cylinder, 16-valve, DOHC marvel that's been the standard of excellence in the 750 class.

Four Pentroof™ heads give incredible combustion efficiency.

Fast throttle response comes from four 30 mm CV carbs with accelerator pump.

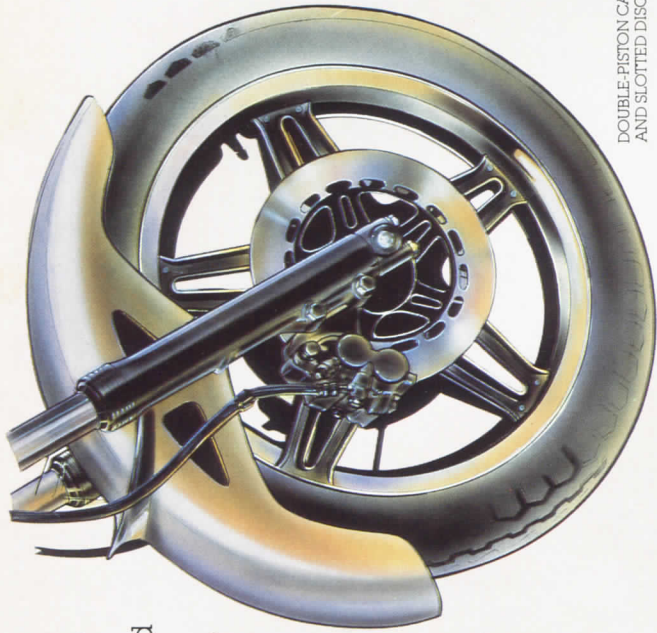
The ignition is transistorized for high performance and low maintenance.

And the 1982 CB750F boasts a healthy increase in power and torque, especially in the mid-rpm range.

The exhaust system is a slick-sounding, highly-efficient, four-into-two with a refined balance pipe design for freer-flowing characteristics.

As far as handling goes, the 750F is the greatest way to get from point A to point B, regardless of how many curves are in between.

There are 37 mm air-assisted telescopic front forks, 30-way adjustable rear shocks, needlebearing swing-



DOUBLE-PISTON CALIPERS
AND SLOTTED DISCS

arm pivot and a double-cradle frame for quick, nimble cornering and high-speed stability.



SWING-ARM PIVOTS
ON NEEDLE BEARINGS

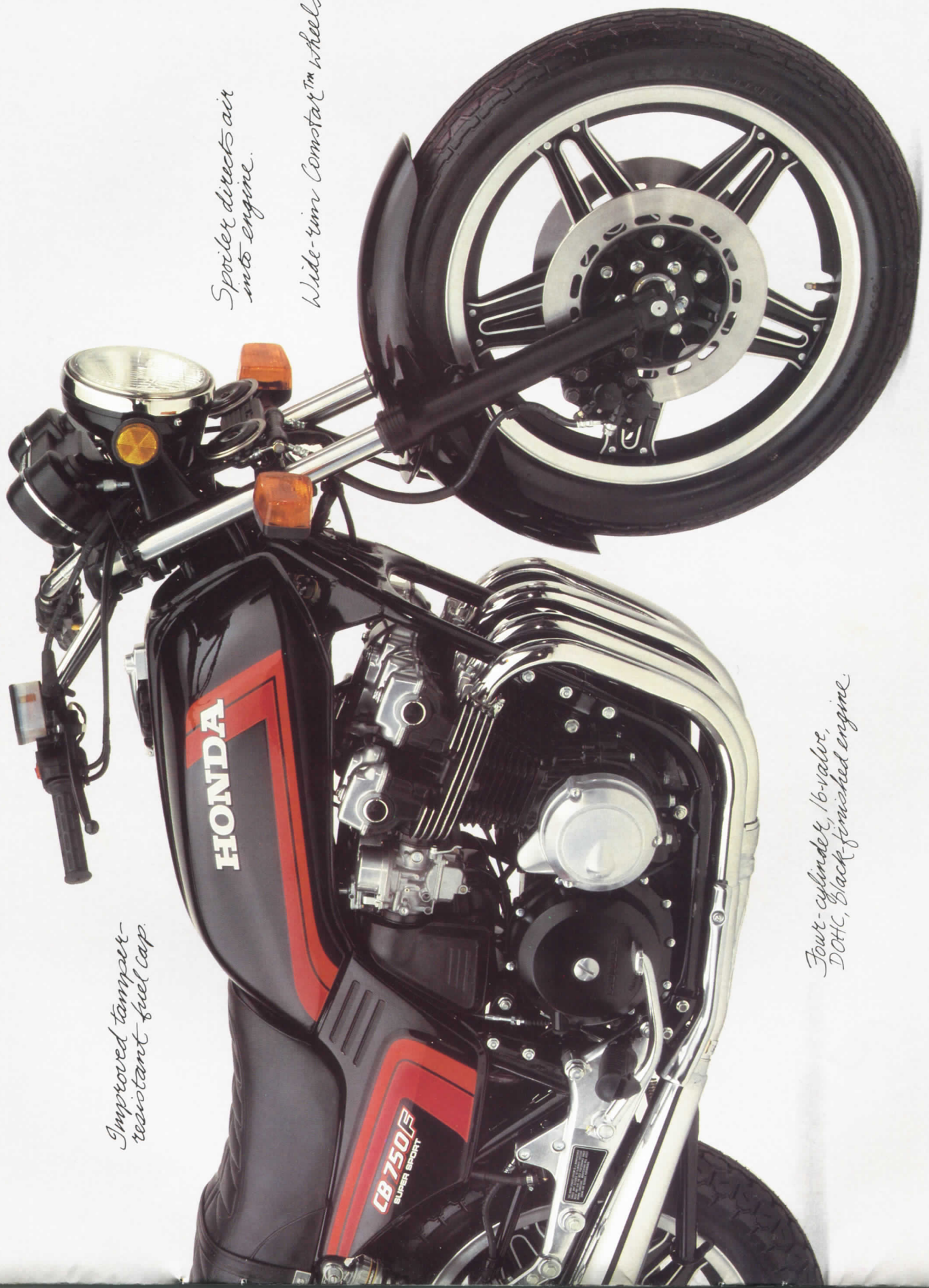
There's also a triple disc brake system that's so competent you can roar past one side of a dime and stop cleanly on the other.

Wrap it all up in a sleek, sophisticated design and you've got one fine-looking, fast-moving machine.

The CB750F In Black.
Or Silver Metallic.

It's the class of its class.





*Improved tamper-
resistant fuel cap.*

*Spoiler directs air
into engine.*

Wide-rim Comstar™ wheels.

*Four-cylinder, 16-valve,
DOHC, black-finished engine.*

CBX

ENGINE TYPE	SIX-CYLINDER, 24-VALVE, DOHC
DISPLACEMENT	1047 CC
BORE & STROKE	64.5 x 53.4 MM
COMPRESSION RATIO	9.3:1
CARBURETION	SIX 28 MM. CV TYPE
TRANSMISSION	FIVE-SPEED, CONSTANT-MESH
EXHAUST SYSTEM	SIX-INTO-TWO
CLUTCH	WET, MULTI-PLATE
BRAKES	FRONT, INTERNALLY-VENTILATED, DOUBLE PISTON DUAL DISC; REAR, INTERNALLY VENTILATED, DOUBLE PISTON DISC
SUSPENSION	FRONT, AIR-ASSISTED TELESCOPIC; REAR, PRO-LINK™ AIR-ASSISTED SINGLE SHOCK WITH ADJUSTABLE DAMPING
TIRE SIZE	FRONT, 3.50V19 TUBELESS; REAR, 130/90V18 TUBELESS
WHEELS	REVERSED SPOKE ALUMINUM COMSTAR™
IGNITION SYSTEM	TRANSISTORIZED POINTLESS
STARTING SYSTEM	ELECTRIC
GAS TYPE	REGULAR
WHEELBASE	1535 MM (60.4 IN)
DRY WEIGHT	287 KG (632.5 LBS)
OVERALL LENGTH	2365 MM (93.1 IN)
OVERALL WIDTH	780 MM (30.7 IN)
SEAT HEIGHT	810 MM (31.9 IN)
FUEL CAP	22 LITRES (4.8 IMP. GAL.)
COLOUR	PEARL WHITE



1. Optional fairing instruments

CB9000F

ENGINE TYPE	FOUR-CYLINDER, 16-VALVE, DOHC
DISPLACEMENT	902 CC
BORE & STROKE	64.5 x 69 MM
COMPRESSION RATIO	8.8:1
CARBURETION	FOUR 32 MM. CV TYPE
TRANSMISSION	FIVE-SPEED, CONSTANT-MESH
EXHAUST SYSTEM	FOUR-INTO-TWO
CLUTCH	WET, MULTI-PLATE
BRAKES	FRONT, SLOTTED DISC, DOUBLE PISTON CALIPER DUAL DISC; REAR, DISC
SUSPENSION	FRONT, AIR-ASSISTED TELESCOPIC; REAR, 30-WAY ADJUSTABLE SHOCKS
TIRE SIZE	FRONT, 3.50V19 TUBELESS; REAR, 4.25V18 TUBELESS
WHEELS	REVERSED SPOKE COMSTAR™
IGNITION SYSTEM	TRANSISTORIZED POINTLESS
STARTING SYSTEM	ELECTRIC
GAS TYPE	REGULAR
WHEELBASE	1515 MM (59.6 IN)
DRY WEIGHT	242 KG (533.4 LBS)
OVERALL LENGTH	2195 MM (86.4 IN)
OVERALL WIDTH	850 MM (33.5 IN)
SEAT HEIGHT	815 MM (32.1 IN)
FUEL CAP	20 LITRES (4.4 IMP. GAL.)
COLOURS	BLACK, SILVER METALLIC



2. Fully dressed CB9000F

CB750F

ENGINE TYPE	FOUR-CYLINDER, 16-VALVE, DOHC
DISPLACEMENT	749 CC
BORE & STROKE	62 x 62 MM
COMPRESSION RATIO	9.1
CARBURETION	FOUR 30 MM. CV TYPE
TRANSMISSION	FIVE-SPEED, CONSTANT-MESH
EXHAUST SYSTEM	FOUR-INTO-TWO
CLUTCH	WET, MULTI-PLATE
BRAKES	FRONT, SLOTTED DISC, DOUBLE PISTON CALIPER DUAL DISC; REAR, DISC
SUSPENSION	FRONT, AIR-ASSISTED TELESCOPIC FORK; REAR, 30-WAY ADJUSTABLE SHOCKS
TIRE SIZE	FRONT, 3.50H19 TUBELESS; REAR, 4.25H18 TUBELESS
WHEELS	REVERSED SPOKE COMSTAR™
IGNITION SYSTEM	TRANSISTORIZED POINTLESS
STARTING SYSTEM	ELECTRIC
GAS TYPE	REGULAR
WHEELBASE	1525 MM (60 IN)
DRY WEIGHT	230 KG (507.2 LBS)
OVERALL LENGTH	2195 MM (86.4 IN)
OVERALL WIDTH	865 MM (34 IN)
SEAT HEIGHT	810 MM (31.9 IN)
FUEL CAP	20 LITRES (4.4 IMP. GAL.)
COLOURS	BLACK, SILVER METALLIC



3. Fully dressed CB750F

ACCESSORIES

CB900F/CB750F—Colour-matched, frame-mounted, sport fairing with headlight level adjustment knob, twin storage pockets, lowers, sport fairing mirrors and windscreen. (Continental handlebar kit recommended.) **CB900F/CB750F**—Optional continental handlebar kit. **CBX/CB900F/CB750F**—Optional fairing instruments include clock, voltmeter, air temperature and altimeter. **CB900F/CB750F**—Engine guard—large or small. **CB900F/CB750F**—Luggage rack. **CB900F/CB750F**—Sliding backrest. **CBX/CB900F/CB750F**—Handlebar-mounted quartz clock. **CB750F**—Colour-matched fiberglass saddlebags with optional quick-detach mounting kit. **CB750F**—Colour-matched fiberglass travel trunk with built-in padded backrest. **CBX**—Type II sound system with AM/FM/MPX digital radio and digital clock; handlebar-mounted auto-seek radio control switch; intercom system; power booster; stereo speakers; antenna; antenna mount; helmet headsets with microphone for all types of open and full-face helmets.

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