

# ***NIGHTHAWK S/650/550***



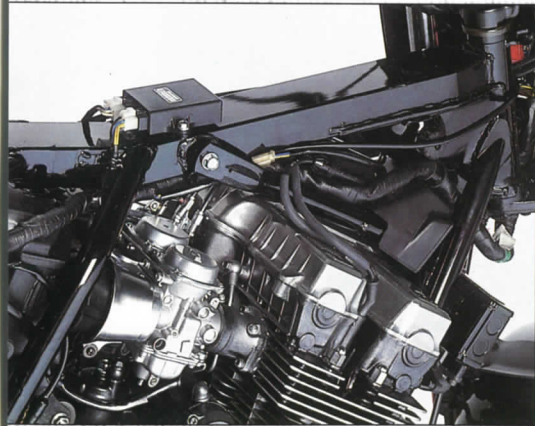
When we came out with a versatile new line of performance machines, we weren't sure whether we should call them custom bikes or sports bikes.

So we called them Nighthawks. And it wasn't long before our

## THE CLASS OF '84.

750, 650 and 550 Nighthawks became the talk of the motorcycle magazines, who raved about their unique achievement of matching incredible levels of performance and comfort with exciting custom looks.

This year our Nighthawk lineup bristles with more features than ever. And it's spearheaded by a completely new machine—a 747 cc missile that's bound to set new performance standards. Our Nighthawk S.



*Thick-wall, box-section frame backbone offers outstanding stiffness and stability (Nighthawk S).*

The Nighthawk excitement starts with the engine. Power explodes from a dynamite combination of 16 valves, big constant-velocity carburetors and a high compression ratio.

It's power that'll make you a force to be reckoned

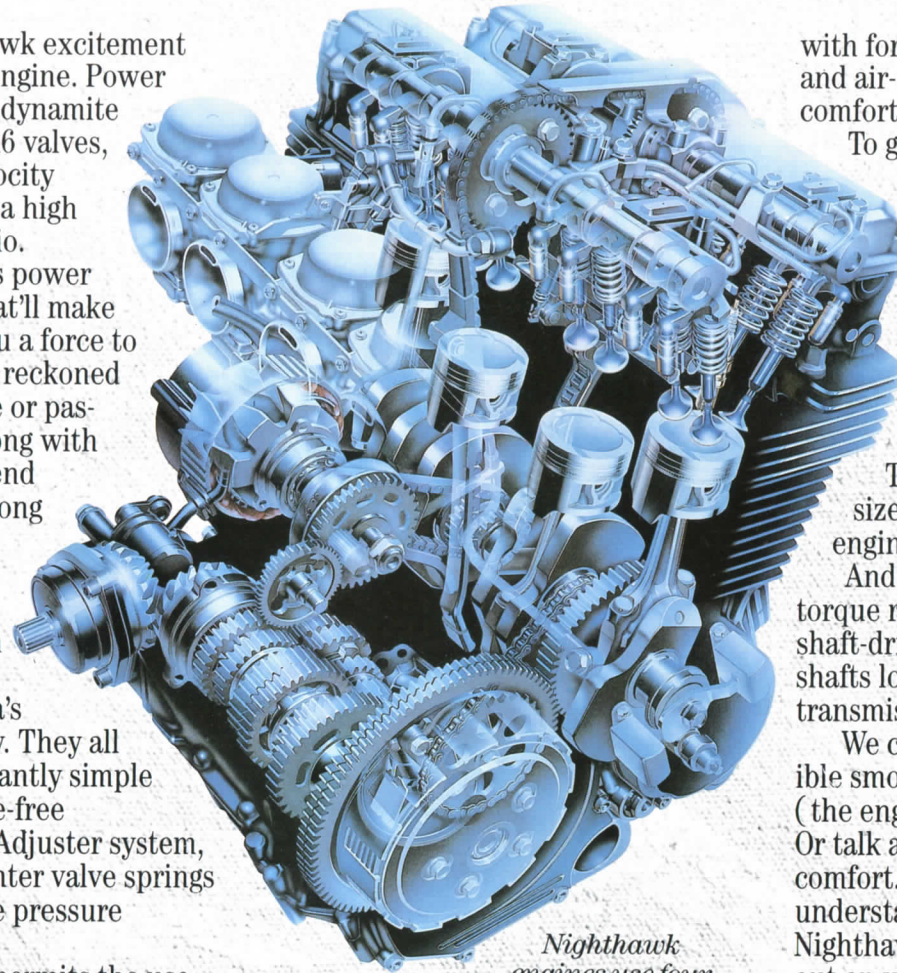
with. Off the line or passing, because along with the searing top-end there's super-strong mid-range, too.

You'll find our Nighthawks for '84 have been given a generous helping of Honda's latest technology. They all feature our brilliantly simple and maintenance-free Hydraulic Valve Adjuster system, which allows lighter valve springs for reduced valve pressure and friction.

This in turn permits the use of lighter flywheels and more radically-shaped cams. Which adds up to quicker response from idle to redline.

Solid-state ignitions, automatic cam chain tensioners and smooth hydraulic clutches help keep our Nighthawk engines singing along in perfect tune.

The icing on the cake is shaft drive. And the bottom line is a combination of high performance



*Nighthawk engines use four valves per cylinder and dual overhead cams for maximum torque and horsepower. Alternator is mounted behind cylinders to keep cases narrow.*

and low maintenance that makes a lot of other engines obsolete.

When the road starts to twist, our Nighthawks will make you happier still. Because their rigid double-downtube frames use variable-damping shocks teamed

with forks that are cross-braced and air-adjustable for stability and comfort.

To give the Nighthawks maximum lean angles, we made the engines narrow by mounting the alternators behind the cylinders, instead of on the crankshafts.

On our Nighthawk S, the oil is routed through the frame tubes.

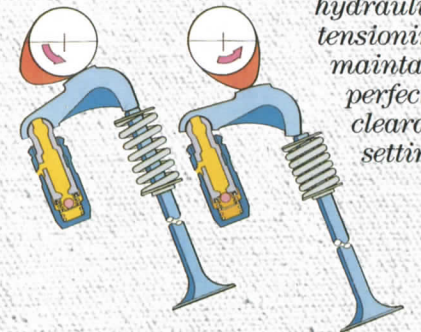
That reduces the crankcase size, and lets us lower the engine without losing clearance.

And to reduce the up-and-down torque reaction common to other shaft-drive bikes, we kept the drive shafts long by eliminating an extra transmission shaft.

We could go on about the incredible smoothness of our Nighthawks (the engines are cushion-mounted). Or talk about their long-distance comfort. But you won't really understand how well the Nighthawks perform until you roll out on your first ride.

And discover why they're in a class of their own. The class of '84.

*Hydraulic Valve Adjuster system has special plungers that use hydraulic tensioning to maintain perfect "zero clearance" settings.*



Meet a fast new 750 that means to be a top contender on the street.

And while you're at it, check out a smooth-riding long-distance bike loaded with Honda's latest low-maintenance features.

They're one and the same. Our

# NIGHTHAWK S

1984 Nighthawk S.

The contender part comes in with a new, 747 cc powerplant that features four CV carbs, 16 valves and our Hydraulic Valve Adjuster

system for exciting performance that you don't pay for with endless tinkering. Team that with a taut new double-cradle chassis combining a thick-wall box-section backbone, 16-inch front wheel, air-adjustable, damping-adjustable suspension

and TRAC™ anti-dive braking, and you've got a bike that makes mincemeat out

of a winding road.

The long-distance part comes from a smooth, lightweight shaft drive. Rubber engine mountings that help tame the vibes. A sixth gear overdrive that gives you relaxed comfort over the long haul, and a plush, stepped seat.

Of course, this tarmac terror has lots of other things going for it too, like a bright quartz-halogen headlight. High-flow oil cooler. Our "one-way" limited-slip clutch. Maintenance-free solid state ignition, and an electronic over-rev limiter.

As for the sleek appearance of our biggest Nighthawk, all we can say is that other 750s are going to be in for a rough time in the looks department, as well.

Talk to your Honda dealer



*Attractive instrumentation includes electronic tachometer, fuel gauge and LCD gear position indicator.*

about getting a Nighthawk S of your own.

It's the new king of the Nighthawks.

And one great performer for you.



MIRRORS STANDARD EQUIPMENT.

Just for a minute, forget about how much power 650s are supposed to have.

Forget about a bike needing clip-on handlebars and a race fairing to handle.

And meet our Nighthawk 650, a

# NIGHTHAWK 650

bike that only last year set the motorcycling world on its ear by delivering unheard-of performance for a mid-sized machine. All the time looking like a million dollars

(despite a penny-pinching price tag).

Said Cycle magazine: "Everyone who has ridden the 650 Nighthawk has come back impressed. This 650 is the new measuring standard of the 40-inch class. And the standard has just been raised. A lot."

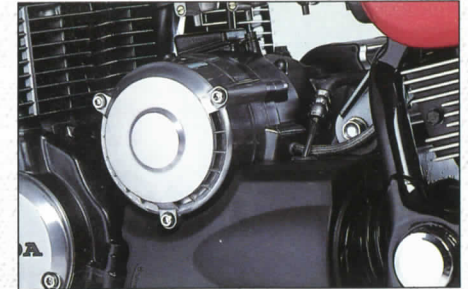
This year it's back and badder than ever. The Nighthawk's 655 cc air-cooled, in-line four features all the trick stuff, and more. There's electronic ignition. An automatic cam chain tensioner. Lightweight shaft drive. And our super-trick Hydraulic Valve Adjuster system that boosts performance and totally eliminates

routine valve maintenance.

All of which adds up to less tune-up time and expense, and more riding fun.

The engine uses a gear-driven clutch that eliminates the need for a primary shaft, keeping weight low and making the engine shorter. But still leaving room for a relaxed and easy-cruising sixth gear.

All that power is wrapped inside an amazingly compact frame that features a large, 39 mm cross-



*Fan-cooled alternator is mounted behind the cylinders to keep the engine narrow and the centre of gravity low.*

braced air-assisted front fork with TRAC™ anti-dive, and rear shocks that adjust four ways for damping.

The '84 Nighthawk 650 comes in two gorgeous colours, Candy Bourgogne Red, and Black. Add in taper-cut mufflers, a two-tier seat and integrated tail/tank section, and you've got a bike that makes its mark in style.

Catch a ride on a Nighthawk 650. It's an experience you'll never forget.



MIRRORS STANDARD EQUIPMENT.

"It's only a 550."  
You've heard those words before.  
But not from anyone who's  
ever ridden our Nighthawk 550.

Our crafty custom is a hustler  
at heart. With its sweeping twin  
pipes, pull-back handlebars,

# NIGHTHAWK 550

teardrop tank and two-tier seat,  
the looks spell laid-back.

But there's definitely nothing

laid-back about the performance,  
because underneath that sleek  
exterior our foxy 550 is playing  
with a full deck.

For starters, it's got 572 cc's,  
along with 16 valves, four carbs  
and a high-performance oil cooler.

The upshot is  
power in spades—  
enough to rip  
through the quarter-  
mile in record-  
breaking time. And  
make highway  
passing quicker and safer.

Mount this power between a  
braced, air-assisted fork, two-stage-  
damping shocks and cast alloy  
wheels, and you've got a downtown

prowler that's pretty good at dealing  
with the twisty highways, too.

And when it comes to service,  
you'll find our fast 550 is a real ace.  
Shaft drive eliminates messy chain  
lubing and adjusting. Our inge-  
niously simple Hydraulic Valve  
Adjuster system gives that crisp,  
"just-tuned" feel that stays with you.  
There's maintenance-free electronic  
ignition, a hydraulic clutch and  
an automatic cam chain tensioner.



*Twin shocks with two-stage  
damping bolt to an extra-long drive-  
shaft that reduces up-and-down  
torque reaction.*

So when you get right down to  
it, there's really only one thing that's  
"only" about our Nighthawk 550.  
The price.



MIRRORS STANDARD EQUIPMENT

# ACCESSORIES

1. Lexan\* polycarbonate windshield increases comfort and protection.



2. Luggage rack and soft bags turn a sporty streetster into a sporty tourer.



ITEM	MODEL	CB750SC	CB650SC	CB550SC
LEXAN® CUSTOM WINDSHIELD			●	●
NYLON SOFT SADDLEBAGS		●	●	●
ENGINE GUARD		●	●	●
LUGGAGE RACK		●		●
BACKREST				●
BACKREST EXTENSION				●
SISSY BAR WITH BACK PAD/ MINI RACK			●	●
MOTORCYCLE COVER		●	●	●

\*Lexan® is a registered trademark of General Electric Company, Inc.

3. Stylish sissy bar provides additional support for the passenger. Quick-detach, economical soft bags increase carrying capacity.



# SPECIFICATIONS

## CB750SC

ENGINE TYPE \_\_\_\_\_ IN-LINE, FOUR CYLINDER, DOHC,  
16 VALVE  
DISPLACEMENT \_\_\_\_\_ 747 CC  
BORE & STROKE \_\_\_\_\_ 67 X 53 MM  
COMPRESSION RATIO \_\_\_\_\_ 9.3:1  
TRANSMISSION \_\_\_\_\_ FIVE-SPEED PLUS  
OVERDRIVE SIXTH  
BRAKES \_\_\_\_\_ FRONT, DUAL-PISTON CALIPER DOUBLE  
DISC; REAR, DRUM  
SUSPENSION \_\_\_\_\_ FRONT, AIR-ASSISTED TELESCOPIC  
WITH TRAC™ ANTI-DIVE; REAR, TWIN  
SHOCK WITH ADJUSTABLE DAMPING  
TIRE SIZE \_\_\_\_\_ FRONT, 110/90H16; REAR, 130/90H16  
WHEELBASE \_\_\_\_\_ 1485 MM (58.5 IN.)  
SEAT HEIGHT \_\_\_\_\_ 795 MM (31.3 IN.)  
DRY WEIGHT \_\_\_\_\_ 214 KG (471.7 LBS)  
FUEL CAPACITY \_\_\_\_\_ 16 LITRES (3.5 IMP. GAL.)  
COLOURS \_\_\_\_\_ BLACK WITH BLUE PANELS;  
BLACK WITH RED PANELS

## CB550SC

ENGINE TYPE \_\_\_\_\_ IN-LINE, FOUR CYLINDER, DOHC,  
16 VALVE  
DISPLACEMENT \_\_\_\_\_ 572 CC  
BORE & STROKE \_\_\_\_\_ 60 X 50.6 MM  
COMPRESSION RATIO \_\_\_\_\_ 9.5:1  
TRANSMISSION \_\_\_\_\_ FIVE-SPEED PLUS  
OVERDRIVE SIXTH  
BRAKES \_\_\_\_\_ FRONT, DUAL-PISTON CALIPER DISC;  
REAR, DRUM  
SUSPENSION \_\_\_\_\_ FRONT, AIR-ASSISTED TELESCOPIC  
FORK; REAR, TWIN SHOCK  
TIRE SIZE \_\_\_\_\_ FRONT, 100/90-19; REAR, 130/90-16  
WHEELBASE \_\_\_\_\_ 1440 MM (56.7 IN.)  
SEAT HEIGHT \_\_\_\_\_ 790 MM (31.1 IN.)  
DRY WEIGHT \_\_\_\_\_ 190 KG (418.8 LBS)  
FUEL CAPACITY \_\_\_\_\_ 12 LITRES (2.6 IMP. GAL.)  
COLOURS \_\_\_\_\_ PEARL SIREN BLUE; CANDY SCORPIO RED

## CB650SC

ENGINE TYPE \_\_\_\_\_ IN-LINE, FOUR CYLINDER, DOHC,  
16 VALVE  
DISPLACEMENT \_\_\_\_\_ 655 CC  
BORE & STROKE \_\_\_\_\_ 60 X 58 MM  
COMPRESSION RATIO \_\_\_\_\_ 9.5:1  
TRANSMISSION \_\_\_\_\_ FIVE-SPEED PLUS  
OVERDRIVE SIXTH  
BRAKES \_\_\_\_\_ FRONT, DUAL-PISTON CALIPER DOUBLE  
DISC; REAR, DRUM  
SUSPENSION \_\_\_\_\_ FRONT, AIR-ASSISTED TELESCOPIC  
WITH TRAC™ ANTI-DIVE; REAR, TWIN  
SHOCKS WITH ADJUSTABLE DAMPING  
TIRE SIZE \_\_\_\_\_ FRONT, 100/90-19; REAR, 130/90-16  
WHEELBASE \_\_\_\_\_ 1460 MM (57.5 IN.)  
SEAT HEIGHT \_\_\_\_\_ 790 MM (31.1 IN.)  
DRY WEIGHT \_\_\_\_\_ 197 KG (434.2 LBS)  
FUEL CAPACITY \_\_\_\_\_ 13 LITRES (2.9 IMP. GAL.)  
COLOURS \_\_\_\_\_ CANDY BOURGOGNE RED; BLACK

### ALL SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE.

ASK YOUR DEALER ABOUT HONDA CANADA'S 12-MONTH, UNLIMITED MILEAGE WARRANTY ON ALL GL, VF, VT, CB, CX, CM, CH, C, NH, NB, NN AND NQ STREET MACHINES. FOR COMPLETE DETAILS, SEE HONDA'S 1984 MOTORCYCLE WARRANTY POLICY. ALWAYS WEAR EYE PROTECTION AND A HELMET WHEN RIDING AND CHECK LOCAL LAWS. BE A SPECIALIST. TAKE A CANADA SAFETY COUNCIL RIDER TRAINING COURSE. SEE YOUR HONDA DEALER FOR DETAILS.  
HONDA CANADA INC., DARTMOUTH, N.S., MONTREAL, TORONTO, RICHMOND, B.C.

# HONDA

## THE REASON YOU RIDE.