

HONDA 1981 CB900F



Authorized personnel only.

You're about to enter a new world of motorcycling. A world where total performance is the law and Honda's CB900F rules supreme.

The CB900F is no ordinary machine. It's a riding enthusiast's dream.

Consider the DOHC 902 cc four-stroke engine that propels this state-of-the-art motorcycle. Sixteen valves, four-cylinders and five main bearings: Fed by four 32 mm constant velocity carbs with an accelerator pump.

An advanced engine based on the one that powered Honda's endurance road racers to five consecutive World Championships in Europe.

With smooth running, easy-to-maintain features. Like four-valve per cylinder Pentroof™ combustion chambers for better performance at higher rpm's. Maintenance-free transistorized pointless ignition. And a high performance oil cooler which is fed air by a trick front fender with a spoiler.

It takes more than straight-ahead speed to reach total performance. It also takes superb handling. The kind that's achieved by the careful orchestration of power, suspension and frame so they work with each other.

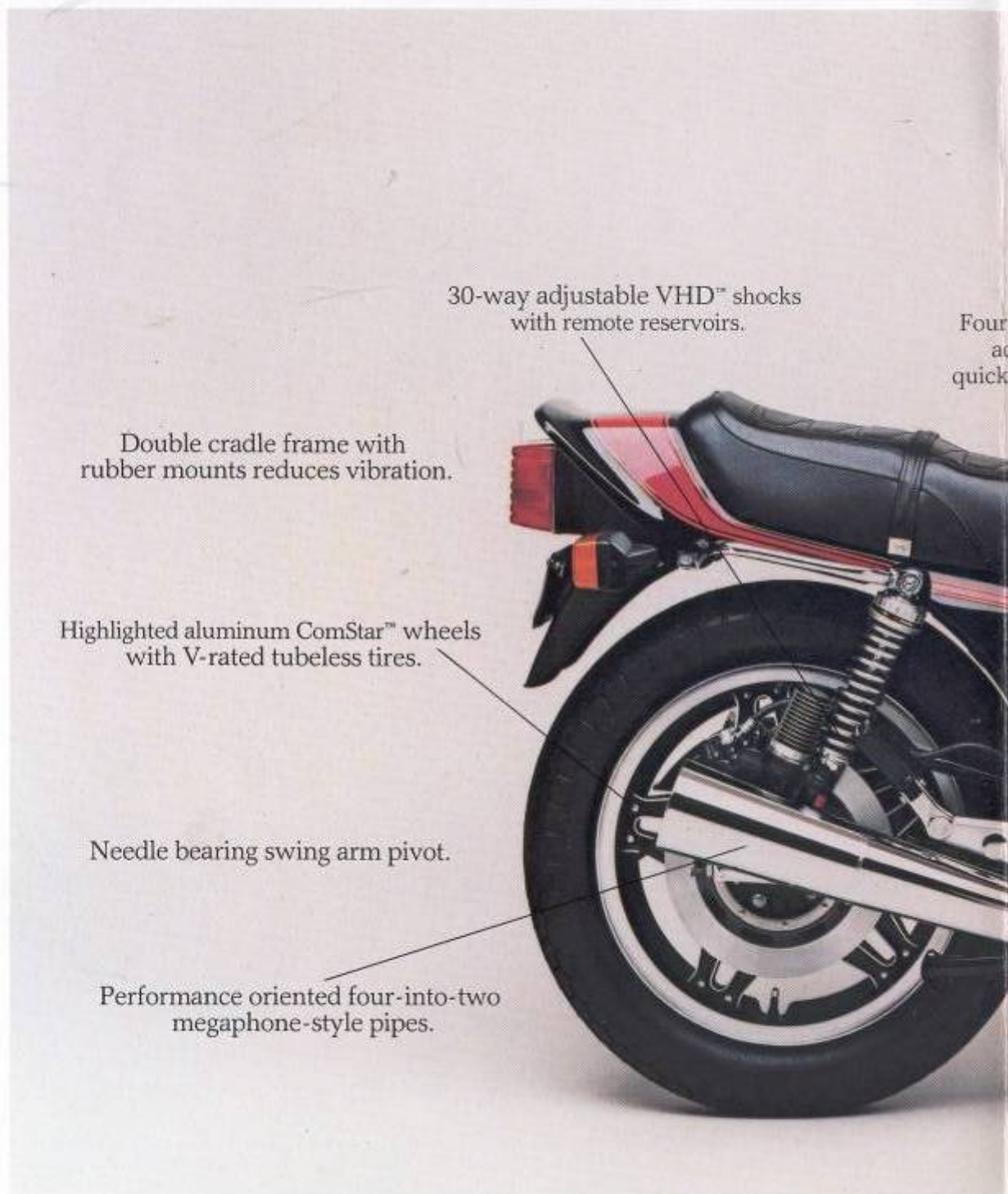
A double cradle frame, for instance. Strong, slim, and equipped with rubber engine mounts to help damp vibration.

In the front, 39 mm air assisted forks with dual Syntallic™ bushings. And a single air inlet filler with equalizer makes for easier adjustment. By varying pressure, the ride can be made stiffer or softer to accommodate different riding and load conditions.

In the rear, Honda's exclusive 30-way adjustable VHD™ shock absorbers with remote reservoirs. Six damping adjustments and five spring preload settings.

All working harmoniously with highlighted aluminum ComStar™ wheels, a needle bearing swing arm pivot, V-rated tubeless tires and lightened disc brakes with twin piston calipers.

The Honda CB900F. Applications are now being taken at your Honda dealer.



30-way adjustable VHD™ shocks with remote reservoirs.


Four
ac
quick.

Double cradle frame with rubber mounts reduces vibration.

Highlighted aluminum ComStar™ wheels with V-rated tubeless tires.

Needle bearing swing arm pivot.

Performance oriented four-into-two megaphone-style pipes.



32 mm CV carbs with
accelerator pump for
crisp throttle response.

Powerful 55/60 watt halogen headlight.

A high performance oil cooler
helps keep temperatures constant.

Adjustable 39 mm air assisted front forks
with dual Syntallic™ bushings and equalizer.

Front fender with air spoiler
directs air into the oil cooler.

Triple disc brakes feature
new design twin piston calipers.

Race-bred, rubber mounted,
902 cc DOHC four-stroke four-cylinder engine.

Specifications 1981 CB900F

Engine902 cc, DOHC four-cylinder, four-stroke,
sixteen valves

Bore and Stroke64.5 mm x 69 mm

CarburetorsFour 32 mm constant velocity with
accelerator pump

IgnitionTransistorized pointless

TransmissionFive-speed

Wheelbase59.6 inches

Seat Height32.1 inches

Ground Clearance5.9 inches

Fuel Capacity . . .5.3 gallons including 0.7 gallon reserve

Tires:

Front3.50V19 tubeless

Rear4.25V18 tubeless

Suspension:

FrontLow friction air adjustable forks

Rear30-way adjustable damping hydraulic
shocks with aluminum reservoir

Brakes:

FrontDual discs

RearDisc

Dry Weight533.6 pounds

ColorsMetallic Silver, Black

Optional Hondaline® AccessoriesSport control
kit, engine guard, luggage rack and adjustable backrest.



HONDA

FOLLOW THE LEADER