

HONDA

1982

CB900 CUSTOM

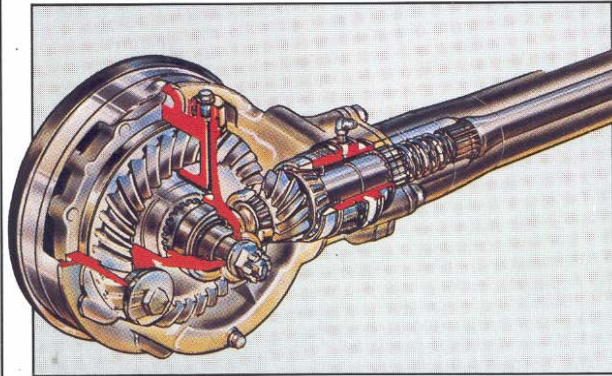


Take the high road or the low road and still get there before anyone.

The 1982 Honda CB900 Custom. Take it down any road and it not only delivers high performance, it delivers the right kind of performance.

Because the CB900 Custom may be the world's most versatile street bike.

Take our exclusive Select-Range™ sub-transmission for example. You get five gears in low range and five in high range. For cruising or commuting, change the Select-Range to low for quicker acceleration and better low-end pull. When you feel like touring, set it on high. That way your engine won't have to work as hard, giving you higher



Fully-enclosed driveshaft is smooth, quiet, efficient and requires no scheduled maintenance.

mileage and a more enjoyable ride.

The entire suspension system is air-adjustable. VHD™ rear shocks and front forks with an air-equalizer tube and dual stiction-reducing Syntallic™ bushings combine for a luxuriously plush ride on the highway. When you want to take the CB900 Custom on a run down your favorite twisting back road, just pump up your suspension and take off.

Whatever kind of riding you do, the race-bred 902 cc DOHC engine will pump out all

the power you want. Four-valve Pentroof™ combustion chambers burn fuel more efficiently than ordinary heads for better mileage. Four 32 mm constant velocity carburetors and an accelerator pump produce smooth, crisp throttle response. And a forged, one-piece crankshaft with Kelmet bearings and an oil cooler help keep the powerplant running beautifully.

The engine is rubber mounted to cut down the vibration.

And the driveshaft is fully enclosed, smooth, quiet and

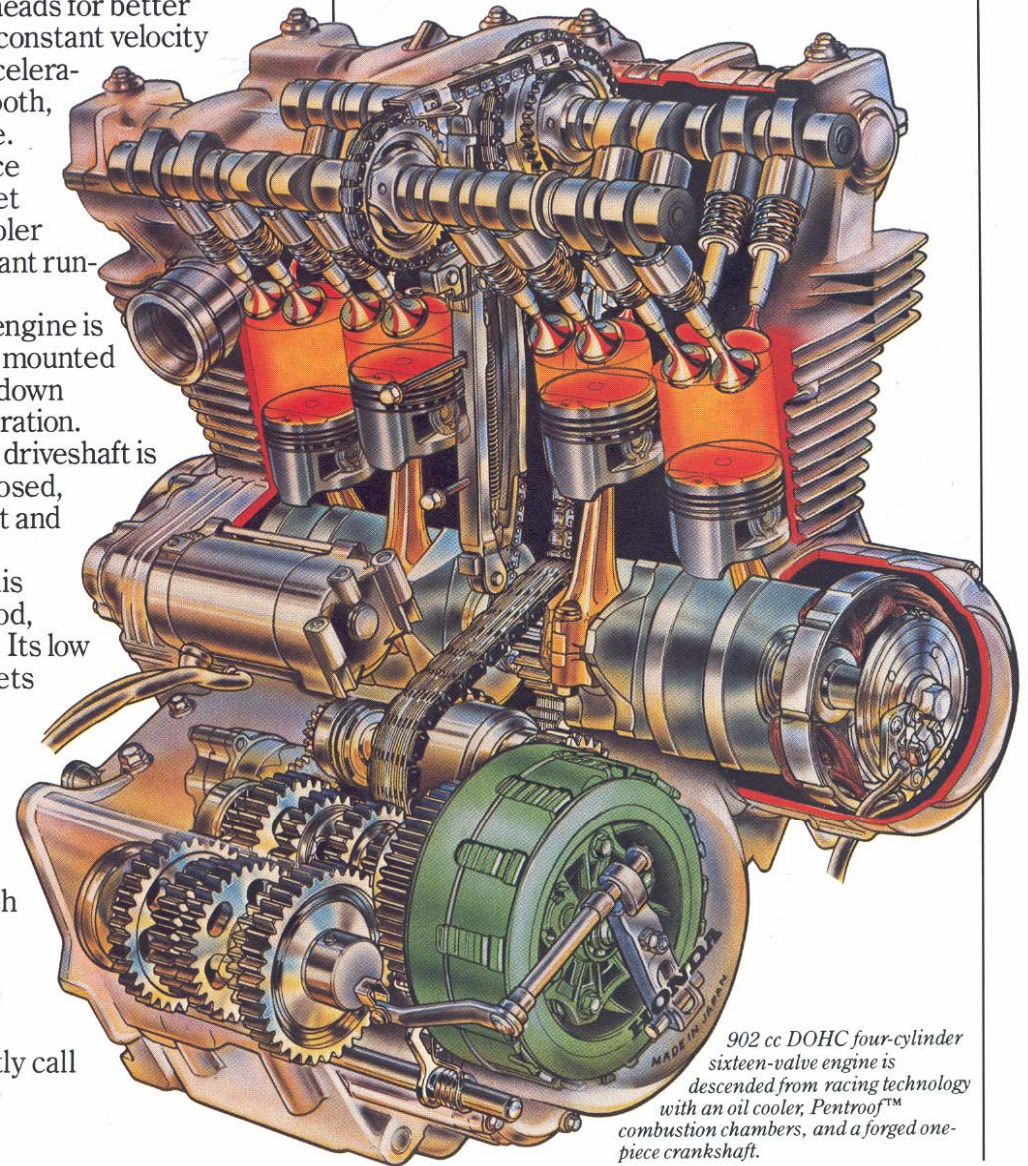
durable.

And if you think this motorcycle sounds good, just wait till you see it. Its low custom stepped seat lets you plant both feet on the ground. Big, fat white-letter tubeless tires. Leading axle forks. A 4.4 gallon teardrop tank. And a new black engine finish that forms a dramatic contrast with the chrome four-into-four megaphone mufflers.

You wouldn't exactly call a bike with looks and

performance like this basic transportation. But it has plenty of very sensible features. Like maintenance-free capacitor discharge ignition, triple disc brakes with twin piston calipers in front, dual horns and a powerful quartz halogen headlight.

The CB900 Custom. It looks good, no matter how you look at it.



902 cc DOHC four-cylinder sixteen-valve engine is descended from racing technology with an oil cooler, Pentroof™ combustion chambers, and a forged one-piece crankshaft.

CB900 CUSTOM

1. Highlighted ComStar™ wheels with fat white-letter tubeless tires.
2. High-performance oil cooler is standard equipment.
3. Vacuum-operated fuel valve with reserve position and filter.
4. Air-adjustable VHD™ rear shocks feature an equalizer system.
5. Maintenance-free transistorized ignition system.
6. Select-Range™ dual ratio sub-transmission.
7. Advanced 902 cc in-line four-cylinder engine is quiet, powerful and rubber mounted to reduce vibration.
8. Custom stepped seat is 30.7 inches high.
9. Translucent instrument dial faces.
10. Interconnected air-assisted leading axle forks with dual low stiction Syntallic™ bushings.
11. Driveshaft is fully enclosed, smooth, quiet and durable.



1982 SPECIFICATIONS CB900 CUSTOM (CB900C)

Engine 902 cc DOHC, in-line,
four-cylinder, air-cooled, four-stroke,
four valves per cylinder
Bore and Stroke 64.5 mm x 69 mm
Carburetors .. Four 32 mm constant velocity
with accelerator pump
Ignition ... Transistorized pointless inductive
Transmission Five-speed
Sub-Transmission Select-Range™
dual ratio
Driveline Shaft drive
Tires Front: 110/90-19 62H tubeless
Rear: 130/90-16 67H tubeless
Brakes Front: Dual discs
Rear: Disc
Wheelbase 62.4 inches
Suspension Front: Air-assisted
low-stiction bushing forks
Rear: Air-assisted
Variable Hydraulic Damping™ shocks
Seat Height 30.7 inches
Fuel Capacity 4.4 gallons, including
0.8 gallon reserve
Dry Weight 571.1 pounds
Colors Candy Burgundy/Candy Red
Candy Blue/Dark Blue

Optional Hondaline®

Equipment Color-coordinated
fairing and lowers, detachable color-
coordinated saddlebags and travel trunk,
luggage rack, custom stepped seat, adjust-
able backrest, engine guard and these fair-
ing accessories: Type I or Type II AM/FM
stereo radio systems with removable
control panel, speakers, intercom, cassette
player, digital clock, CB radio, passenger
control unit, meter panel, voltmeter, quartz
clock, air temperature gauge, altimeter,
taller windscreen, fairing cover, antenna
mount.



A full line of optional Hondaline® accessories and equipment are available to convert the CB900 Custom into an all-out tourer.

HONDA
FOLLOW THE LEADER