

2004 CBF600



NEW Attractive twin 6-spoke wheel design looks light, modern and sporty. Wheels mount high-performance radial tyres and are stopped by a pair of 296mm dual-piston calliper front and 240mm single-piston calliper rear disc brakes.

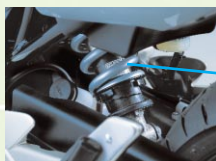
The new CBF600, in both faired and naked versions, will also be made available with a broad selection of optional equipment including rear carrier, top box, anti-theft alarm system, and much more.



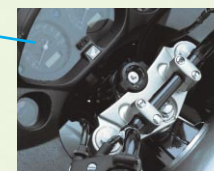
NEW Unique 'Just Fit' design features 3-position adjustable seat which can be raised or lowered 15mm (front/back: 10mm) for a more personalised fit for a wider range of riders, male and female.



NEW Naked and half-faired versions available. Half-faired version features cleanly integrated cowl with dual multi-reflector headlights and 2-position adjustable windscreen for optimum wind protection and riding comfort.



NEW Rugged Monoshock rear suspension system with box-section steel swingarm and high-performance HMAS damper provides superb control for the broadest range of riding enjoyment.



NEW Adjustable handlebar mounts can be reversed 180° for a 10mm shift in forward offset that enhances riding comfort for taller riders.



NEW Liquid-cooled 599.9cm³ inline-4 engine specially tuned for smoother and stronger low-to-midrange power and torque output that results in faster, more impressive acceleration from virtually anywhere in its powerband.

NEW Stainless steel 4-into-2-into-1 exhaust system terminates in large, oval-section canister-style silencer. Exhaust port Air Induction system and catalytic heat tubes keep emissions well within mandated EURO-2 limits.

NEW Compliant 41mm cartridge-type front fork features wider fork span for lighter, easier handling and Supersport-class high-speed control.

NEW Lightweight and rigid Mono-Backbone frame similar to that used by the Hornet 900 suspends engine as a stressed member in a diamond configuration for optimum rigidity and handling ease.

NEW Honda's advanced Antilock Brake System (ABS) can be had on both faired and naked versions of the CBF600, providing smoother, more confident braking performance in virtually all riding conditions.

Photo: ED type

2004

CBF600

PRESS INFORMATION

Introduction

Europe's midrange 600cc motorcycle class features a broad range of models designed to appeal to nearly all conceivable tastes in riding. From hardcore racer-image sportbikes to laid-back cruisers, bare-bones naked streetfighters and more adventure-oriented dual-purpose bikes, powered by virtually every variation of 4-stroke motorcycle engine made, whether single, twin or four. All, however, tend to direct their basic appeal toward more seasoned riders who have the background in riding skills and experience to make value judgement about what they want and need in a midsize motorcycle.

For those relatively new riders who are seeking a step up in performance and excitement from the learner's 125cc class, or for licensed riders who have been away from the sport for several years, the selection, expense and performance potential of many of these bikes can be daunting. This can be especially true if the rider is smaller of stature or slighter of build, as many of the rapidly growing ranks of new women riders frequently are, making this large step up in displacement and performance seem an exceedingly wide gap to confidently bridge. Tall seats and large proportions can necessarily restrict the number of possible models a shorter and less experienced rider can comfortably choose from, while at the other end of the scale, comfortable mounts for smaller riders can feel inordinately cramped to longer-legged riders who need more room to stretch out.

The resulting selection can often end up being a bit of a disappointing compromise, as some riders either settle for a machine that may not be particularly to their tastes, or get in way over their heads by choosing a bike that has simply too much size, weight or performance for either their current needs or experience. Faced with these potentially expensive dilemmas, some novice riders make choices they might not have made had there been a 'better' alternative, and others simply become intimidated and give up altogether.

Honda has watched this familiar scenario with growing interest and not a small amount of frustration over the years, and finally set about to create a new motorcycle that could not only appeal to an even wider range of European riders—novice to expert, young to old and short to tall, male or female—but establish a new benchmark

for European motorcycle 'standards' in the midsize class. A new 600cc class machine that provides all the exhilarating style and performance one expects of a sporty standard, but does so with a user-friendly configuration that builds confidence and provides an ample range of performance potential to grow comfortably into.

With the ultimate goal of attracting more European riders to the midsize class and motorcycling in general, Honda created the new CBF600 as a new midrange sport standard that offers strong yet easily manageable performance in a configuration that makes fewer demands on a rider's ability by being specially designed to adapt to a wide range of rider sizes and levels of experience. A pan-European project, the new CBF600 combines many of the most attractive aspects of the many road bikes Honda currently makes to realise a new standard in the 600cc class that will surely prove to be a major attraction on the roads of Europe in the years ahead.

Development Concept

Besides its ultimate goal of establishing a New Benchmark European Motorcycle Standard, one of the main driving themes behind the development of the new CBF600 was creating a new concept in 'Just Fit' motorcycle design that offers far wider appeal to entry riders than any midsize-class machine currently on the market. Initially conceived at Honda's R&D facilities in Germany, the new CBF's first point of focus was on those who are not yet full enthusiasts, who don't yet have the extensive motorcycle riding experience and fully developed riding skills needed to take advantage of the higher performance bikes available.

Instead, the new CBF600 was designed to provide a comfortable and confidence-building ride for motorcycling novices on their way up the displacement ladder, yet with ample performance and sport riding potential to still excite more experienced riders with its blend of power and handling potential. Its primary target group also includes re-entry users and the rapidly growing ranks of new female riders who are no longer content to sit on the sidelines while the boys have all the fun. This important group received special consideration in the development of a new height-adjustable seat design that extends the CBF's wide range of enjoyment to shorter riders than ever before.

The new CBF600 is powered by the same popular, free-revving liquid-cooled inline-four engine that currently give dynamic drive to the exciting, trend-setting Hornet. However, rather than pursuing the higher-revving peak power associated with most inline-fours, its development team sought to relocate the engine's most enjoyable thrust of power in the lower revs to provide easier access to the kind of performance most riders really want.

This wider spread of power provides an easier and more reassuring surge of acceleration that doesn't require being wound up to high speeds in order to enjoy its performance to the utmost. Its response to all rider inputs is smooth and predictable, allowing a rider to grow into its full-blooded potential for excitement at a much more comfortable pace. Attention was also given to ensuring that the CBF's engine is up-to-date where exhaust emissions and environmental protection were concerned.

The frame on which this new European Standard is built is an evolutionary development based on the simple yet strong and light-handling Mono-Backbone format used in Honda's popular Hornets. Joining high-performance suspension components in an optimally balanced configuration that can be adjusted to better meet a rider's individual requirements, this new chassis was designed to deliver light, responsive handling that feels just right, whatever one's body proportions or level of riding experience.

In both its half-faired and naked versions, the CBF600's styling is crisp, clean and elementally attractive, providing just enough imaginative design touches in its curvaceous lines and angular edges to fascinate, while staying true to the fundamentals of a motorcycle's primary purpose of providing a totally enjoyable riding experience with as few distractions and annoyances as possible. With unerring focus on its primary development goal of attracting new and less experienced riders to the exhilaration and joy of motorcycle riding, this unique machine was designed to encourage and caress its rider, to calm nerves and let new riders know they've made the right choice in a riding partner that will remain gratifyingly supportive for years to come.

Featuring strong yet confidence-inspiring performance, responsive handling and brakes, a choice of faired or naked versions, adjustable proportions and expandable carrying capability, and the additional option of Honda's most advanced Antilock Brake System, the new CBF600 offers everything most riders might need to experience a full-bodied range of riding enjoyment. It also provides the perfect alternative for novices, weekend motorcyclists and returnees to the sport to gain a new-found feel for their own riding potential—at their own pace. From first glance to last satisfied look after a long enjoyable day on the road, the new CBF600 beckons, 'Try me.'

Styling

In both its half-faired and naked versions, the new CBF600 conveys a distinctively European sensibility in a solid, organic monocoque form that incorporates many of the latest trends in industrial design to project an impressive image of inherent strength and reliability. The smooth contours of its bodywork contrast with the purposeful mechanical look of its engine, exhaust and suspension components to accentuate the CBF's excitingly sporty look of performance in a design concept that was also formulated locally in Honda's European design centres.

Unique 'Just Fit' Design

Adhering to the CBF's guiding 'Just Fit' concept, the CBF's proportions are full-sized for the class, but never overwhelming so. Every component and curve has been specially designed to ensure exceptional comfort, confidence and handling ease, regardless of a rider's size, age or level of riding experience. As just one example, slimness in the seat area and a narrow 'waist' were scrupulously maintained in order to ensure that even smaller stature riders would be relieved to find an easy reach to the ground when stopped and waiting for the light to change. And its unique new (to the class) height-adjustable seat extends that range of 'Just Fit' comfort to a larger group of riders than any midsize motorcycle that's ever gone before.

Sleekly Integrated Half Fairing

In its half-faired version, the flowing lines of the CBF's bodywork reach up and back along the aerodynamic surface of its front cowl to blend with the broad curves of its fuel tank. Behind its deep solo rider's seat, the slim tail cowl rises upward over the rear wheel to convey an unmistakable sense of lightness and agility as it tapers into the sleekly organic upswept curves of its beautifully integrated tail. Elegance and sophistication in the execution of an ideal styling concept that will certainly enjoy broad appeal throughout the Continent and beyond.

Wind protection behind the fairing is also excellent, as the broadly sculpted nose of its front frame-mounted cowl slices cleanly through the air at triple-digit speeds. Dominating the leading edge of the cowl, its integrated dual multi-reflector headlights

present a determined look of performance and brilliant night-time illumination that makes after-dark rides a much more comfortably reassuring experience. Large multi-reflector style front indicators are built prominently into tapered recesses in the cowling's sides, while at the back both faired and naked versions share the same fully integrated one-piece combination light assembly, with form-fitted indicators surrounding a large central brake light for an attention-getting rearward display.

Behind its windscreen, the half-faired version of the CBF presents the stylish form of an integrated one-piece instrument panel, with large, fully electronic speedometer and tachometer dials providing a highly accurate indication of these important performance parameters. Inside the speedometer dial resides a liquid crystal display of odometer and dual trip readouts, while a digital clock is provided under the tachometer's lens. The two main dials are surrounded by a prominent coolant temperature gauge on the left, while the standard assortment of large, centrally positioned indicator lights, including a low fuel level warning light, are joined by a red ABS failure indicator light located in the right-side insert on ABS-equipped versions of the CBF.

Convenient controls include an adjustable brake lever and a hazard light flasher switch built into the right-side handlebar switch pod.

Sporty and Light-Handling Naked Version

In muscular naked trim, the new CBF600 exudes a quite different image of quick-handling fun and sporty urban excitement. Its large, round headlight and compact, fork-mounted front indicators emphasise its sporty design. Other major components, including fuel tank and seat cowl, are essentially identical to the half-faired version of the CBF, while its fully electronic Hornet-style instrument cluster features a pair of large-face dials, a coolant temperature gauge, and a multi-function LCD readout of odometer and dual-trip meter readings. All LED indicators are centrally positioned in easy view between the main dials.

New 3-Position Adjustable Seat

One of the CBF600's most interesting new features—and one of the most important factors in achieving the CBF's 'Just Fit' development goal—is its 3-position

height-adjustable seat. A concept successfully pioneered on Honda's prestigious sport touring flagship, the 2002 ST1300 Pan-European, this timely innovation permits a much wider range of riders to custom-fit the CBF to their own body heights and riding needs, providing shorter and less experienced riders with a easier—and more confidence-inspiring—reach to the ground, and giving taller riders some welcome relief from the cramped riding conditions they would otherwise be forced to endure. The primary aim of this system is to provide an instantly reassuring sense of security from the very moment a rider settles into the CBF600's seat.

Designed to conform to rider heights ranging from approximately 157cm to 190cm (depending on body trunk and leg proportions), the rider's seat can be raised or lowered 15mm from its 785mm centre position height, for a minimum height of 770mm and a max. of 800mm. Like the Pan-European's excellent seat design, this adjustment not only repositions the seat lower or higher, but also forward and back by a distance of 10mm in order to better conform with ALL differences in body size, not just trouser inseam, for a wider range of seating freedom. In this way, shorter riders can find a position closer to the handlebars for easier, more confident control, and taller riders are afforded a much more natural and comfortable reach to the bars. This position also offers the added benefit of 'relocating' the foot pegs and controls farther forward relative to the seat, for a much more relaxing riding position that doesn't distract from the enjoyment of the ride, thus minimising what can soon grow to become a gnawing annoyance for taller riders.

The seat adjustment can be performed in a few minutes using a single hex driver to unbolt and detach the rider's seat, unbolting its seat sub-frame and reinstalling the frame in a higher or lower position depending on the corresponding holes selected, then reattaching the seat. This one adjustment changes the entire personality of the CBF, and makes it a much more user-friendly mount for riders of virtually all sizes and ranges of riding experience.

Adjustable Handlebar Mounts

If more arm room is desired, the CBF600 also offers even greater 'personalisation' possibilities with its adjustable handlebar mounts. Solidly gripping the wide, steel tube handlebar, these aluminium risers can be reversed 180° in position for

an extra 10mm of forward offset that provides taller riders with a refreshing increase in positioning freedom. Combined with its adjustable seat, the CBF's range of adjustment allows riders big and small to more easily find exactly the riding position that suits them best.

2-Position Adjustable Windscreen

The half-faired version of the CBF also features a 2-position adjustable windscreen which can be raised an extra 50mm in height to provide extra wind protection for taller riders. And, since the adjustment is made on an angle, the higher position also moves the top of the windscreen closer to the rider's helmet for more effective wind protection of arms and shoulders that helps reduce fatigue, since less of a strong grip of (or press on) the handlebars is required at high speeds, even when taking into account the CBF's more upright riding position compared to most sport-touring machines.

Vents at the front of the fairing direct air into the space behind the windscreen to create a higher-pressure area at speed that expands the area of wind protection and reduces turbulence behind the screen to provide significantly more comfortable motorway cruising for both rider and passenger. A steady airflow directed under the backside of the windscreen helps raise the rush of air hitting the rider from the top of the screen while reducing fogging in cold conditions.

Contributing to greater pillion passenger security and comfort are a pair of comfortable cast aluminium grab rails positioned on either side of the wide and comfortably compliant pillion seat, while sturdy and stylish cast aluminium brackets support the pillion foot rests.

Colouring Concept

The half-faired and naked versions of the new CBF600 are coated in the cooler subdued colours most associated with the northern climes of the Continent, rather than the warmer shades of the south. Leading with a bright metallic silver shared by both versions that exudes a sporty look of speed and agility, its two versions feature entirely different shades to emphasise the attractive curves of each model's distinctively styled design. Shorn of distracting graphics, the CBF displays its lightly shimmering colours to optimum effect with only the most basic identifying markings, for a spare look of understated elegance that doesn't have to shout to be seen and heard.

The CBF's engine is painted a darker metallic grey than previously used in either of its previous incarnations, for a more purposeful look of strength that further highlights its body colours.

Colours

Half-Faired

- Force Silver Metallic
- Excalibur Grey Metallic
- Pearl Breezy Blue

Naked

- Force Silver Metallic
- Black
- North Pole Blue Metallic

Engine

The new CBF600's compact and dynamic liquid-cooled inline-4 engine is essentially the same exciting, rugged and reliable package that has won hearts and minds as the driving force behind Honda's popular Hornet, and which in turn was based on the unit that provided the race-winning impulse for the 1998 CBR600F. To meet the desired user-friendly performance requirements of the new CBF600, this engine underwent yet a further transformation in the interests of achieving smoother, more easily accessible power which an even wider range of riders can more fully enjoy.

Reacting with smoothly impressive urge to every throttle input delivered to its responsive 34mm slanted flat-slide CV carburettors, the CBF's engine was carefully tuned with modifications to intake ports and valve timing that deliver a stronger thrust of low-to-midrange power and a wider powerband. Efforts were especially focused on digging out a fuller and more forceful delivery of low-to-midrange torque for an exhilarating rush of acceleration that comes alive from virtually anywhere in the engine's wide powerband. Whether riding solo or two up, climbing hills or overtaking slower traffic on the motorway, a twist of the CBF's throttle is all that's required to induce smile-generating surges of forward motion that becomes almost addictive. No need for downshifts, no wait for high-revving sweet spots to kick in; just twist and go. Moreover, the combination of the engine's stronger low-to-midrange torque output and fine-tuned ignition timing and carburettor settings help achieve higher fuel economy that allows the CBF600 to travel further on a single charge of its 19-litre fuel tank.

Quick-Accelerating Lower-Ratio Transmission

Complementing its engine's exciting new brand of performance, the CBF's transmission and gearing were also revised with a lower final ratio compared to the base Hornet for more impressive 'get-up-and-go' when contending with traffic in town or getting up to speed in a hurry on the motorways. Again, a twist of the throttle is all it takes to put all that stop-and-go madness far behind.

Low-Emissions Exhaust System

The CBF's stainless steel 4-into-2-into-1 exhaust system terminates into a large oval canister silencer with an angled outlet that emits a soul-stirring roar to accompany the excitement of its powerful acceleration. The volume of each of the silencer's three chambers and the lengths of its pass pipes were also precisely tuned in order to achieve an exhilarating exhaust note that riders will quickly learn to love.

Complementing the engine's exhaust port Air Induction system, which helps ensure more complete burning of the gases exiting the combustion chambers, the system's two-stage emissions reduction system utilises a pair of catalytic heat tubes to scrub the engine's exhaust of carbon monoxide, nitrous oxides and hydrocarbons, and reduce emissions to well below EURO-2 regulated levels for impressively clean performance.

Chassis

Both versions of the new CBF600 are built on a new-generation Mono-Backbone frame based on the simply designed yet highly rigid single rectangular steel tube frame currently used by the Hornet and Hornet 900. The frame's stout yet relatively lightweight 75 x 45mm cross-section backbone extends back from the steering head and around and down to the lower rear engine mount in one solid beam. Attached at the front are a pair of rigid, square-section engine hangers that tightly grip the engine's upper head area, while the back of the engine a pair of sturdy cast aluminium pivot plates bolt on to sandwich both the engine's rear mounts and the swingarm pivot in a solidly braced configuration that ensures optimum rigidity and control in all riding situations.

Attached to the upper curve at the back of the frame is a conventional twin braced box-section tubular seat rail that provides support not only for rider and passenger, but for the secure mounting of an optional top box if desired. Up front, the engine's compact yet high-capacity radiator takes up residence under the steering head to keep operation smooth and dependable whatever the weather and riding conditions.

Confidence-Inspiring Suspension Components

The CBF600's top-notch suspension components were specially selected to maximise riding ease for less experienced riders while ensuring instantly responsive control for riders who enjoy putting their riding skills to the test. Up front, a smoothly compliant 41mm cartridge-type front fork like that featured on the popular Hornet provides confident control that will instantly appeal to less experienced riders while also holding in reserve Supersport-class high-speed handling and top performance for those who can take full advantage of the CBF's blistering potential. With its wide 204mm fork span and wide, comfortably positioned handlebars, the new CBF makes quick and sure manoeuvres a thing of effortless enjoyment, and builds riding skills and confidence quickly. Qualities that will certainly appeal to everyone from tentative motorcycle novices to hard-charging week-end racers.

Holding up the rear, the new CBF600's superb, high-performance Monoshock suspension system shows the influence of the latest developments in Honda's sports

bike evolution. Its large 35 x 75mm box-section steel swingarm provides excellent rigidity for confident control through the corners. Its responsive Monoshock suspension system utilises a rugged dual-chamber HMAS damper like that featured on many of Honda's leading Supersports for precision handling and an ultimately comfortable ride whether dicing through the twisties solo or cruising with a friend and gear in tow. Spring preload can be adjusted in seven steps to meet any road and load requirements.

Wheels and Brakes

The CBF600's new 17" wheels feature a sporty and highly attractive double 6-spoke design that exudes light weight and modern style. The front wheel mounts the same 120/70ZR17 radial tyre used by the Hornet, while the rear carries a slightly slimmer 160/60ZR17 radial tread that ensures smooth high-speed performance and confident control, especially for less experienced riders.

Strong and sure braking control is supplied by a responsive pair of dual-piston front callipers firmly gripping a large 296mm rotor between sintered metal pads. At the rear, a 240mm rotor is stopped by a single-piston calliper mounted on the swingarm in a conventional front and rear hydraulic disc brake system.

ABS Versions for the Ultimate in Braking Control and Confidence

Both faired and naked versions of the new CBF600 are also made optionally available in Deluxe versions that features the added confidence and control of a compact and smoothly effective Antilock Brake System. Like the highly advanced system currently featured on Honda's flagship Silver Wing ABS scooter, this new ABS provides exceptionally smooth and confidence-inspiring braking control in the most extreme braking conditions, where riders of all skill levels need it most.

At the heart of this system is a single, ultra-compact motor-driven modulator that controls the operation of both front and rear brakes, and is overseen by a high-speed 16-bit computerised ECU. Constantly monitoring the Hall-effect sensors mounted to the CBF's front and rear brake calliper mounts, the ECU tracks the rotating speed of a pair of louvered pulsar rings attached to the wheels. The slightest hint of tyre slippage—registered as a minute fluctuation in the relative speeds of the

front and rear wheels, and usually far too small for the rider to detect—causes the ECU to exert control over the modulator and stop tyre slip before it starts with a rapid cycling of brake pressure Decrease-Hold-Increase micro-intervals (no less than five cycles per second) that continue to apply just enough brake pressure to provide smooth and steady deceleration, but without allowing either the front or rear wheel to slip and lose control.

Honda's latest ABS system is one of the simplest and most effective such systems in motorcycling, and was deemed an eminently worthy addition to the superb new CBF600 for promoting the ultimate in riding confidence and control. With the added abilities provided by ABS, the CBF600's already excellent braking response and performance are further dramatically improved, resulting in significantly greater braking comfort and confidence compared to virtually any motorcycle equipped with conventional brakes. Over variable traction surfaces, such as wet crossing lines or metal plates, this added control can make all the difference in maximising a rider's confidence and security, and should prove to be a welcome feature for those riders yet to develop the skill and confidence to operate a motorcycle's brakes to their full potential.

As with all other Honda models equipped with this advanced ABS, the system's ECU features a self-diagnostic program which constantly monitors all main electronic and hydraulic system components. If any malfunction is detected, the system automatically shuts itself off and reverts to standard, fully reliable brake operation, while a red LED warning light on the instrument console provides a visible indication of system failure and the need for timely service.

Optional Equipment

Both faired and naked versions of the new CBF600 are also fully equipped with a wide range of optional parts and accessories designed by Honda Access Corporation to greatly extend its day-in-and-day-out range of riding enjoyment. This extensive assortment includes:

- A rear carrier with build-in side hand grips and mounting points for adding on an optional top box.
- A large locking 45-litre top box constructed of strong and durable ABS resin in a light grey colour can carry two full-face helmets and much more with security and ease. Features handy, quick-detach locking mounting system.
- A stylish 35-litre top box designed to carry a full-face helmet and more. Features painted lid in matching body colours and handy quick-detach locking mounting system for security and ease of use.
- A ruggedly constructed expanding liner bag designed to fit inside the top box which greatly facilitates the packing and transport of its contents.
- A convenient, easily attached and removed 13-litre magnetic mount tank bag for keeping oft-used items close at hand.
- A motion and vibration-sensitive AVERTO security system that warns off potential tamperers and thieves with a piercing wail. The CBF600 comes pre-installed with the necessary wiring to facilitate installation.
- A light grey-tinted clear polycarbonate flyscreen for the naked version of the CBF600 designed to surround the headlight provides a sharp and refreshing complement to its sleek form while also providing a measure of wind deflection from the rider's chest area at higher speeds.
- An adhesive-backed tank protector pad designed to be attached anywhere extra protection from scuffing and scratches is desired.
- A set of battery-powered grip heaters to keep hands comfortably warm on cold days and nights.
- A sturdy U-lock designed to fit easily under the locking pillion seat.

- A rugged, full-coverage bike cover to protect against weather and keep the CBF's attractive lines out of sight of potential tamperers.
- A rear maintenance stand, which lifts the bike up by its rear swingarm for convenient tyre changes and other service.
- Decorative chrome rings for installation on the Naked version's speedometer and tachometer dials (set of two).

Specifications**CBF600 (ED-type)****Engine**

Type	Liquid-cooled 4-stroke 16-valve DOHC inline-4
Displacement	599.9cm ³
Bore x Stroke	65 x 45.2mm
Compression Ratio	11.6 : 1
Max. Power Output	57kW/10,500min ⁻¹ (95/1/EC)
Max. Torque	58Nm/8,000min ⁻¹ (95/1/EC)
Idling Speed	1,300min ⁻¹
Oil Capacity	4.2 litres

Fuel System

Carburation	34mm slanted flat-slide VP-type carburettors x 4
Aircleaner	Dry, cartridge-type paper filter
Fuel Tank Capacity	19 litres (including 3.5-litre warning light reserve)

Electrical System

Ignition System	Computer-controlled digital transistorised with electronic advance
Ignition Timing	7° BTDC (idle) ~ 45° BTDC (11,500min ⁻¹)
Sparkplug Type	CR9EH-9 (NGK); U27FER-9 (ND)
Starter	Electric
Battery Capacity	12V/6AH
ACG Output	336W
Headlights	12V 60W (low); 55W (high)

Drivetrain

Clutch	Wet, multiplate with coil springs
Clutch Operation	Mechanical; cable-actuated
Transmission Type	6-speed
Primary Reduction	1.864 (82/44)
Gear Ratios	1 2.928 (41/14)
	2 2.062 (33/16)
	3 1.647 (28/17)
	4 1.368 (26/19)
	5 1.200 (24/20)
	6 1.086 (25/23)
Final Reduction	2.866 (43/15)
Final Drive	O-ring sealed chain

Frame

Type Mono-backbone; rectangular-section steel tube

Chassis

Dimensions (LxWxH) 2,170 x 760 x 1,175mm
Wheelbase 1,480mm
Caster Angle 26°
Trail 109mm
Turning Radius 2.8m
Seat Height 785mm (±15mm)
Ground Clearance 130mm
Dry Weight 191kg (*196kg)
Kerb Weight 213kg (F: 104.3kg; R: 108.7kg)
Maximum Carrying Capacity 180kg
Loaded Weight 393kg (F: 152kg; R: 241kg)

Suspension

Type Front 41mm telescopic fork, 120mm axle travel
Rear Monoshock damper with 7-step adjustable preload, 125mm axle travel

Wheels

Type U-section twin 6-spoke cast aluminium
Rim Size Front 17M/C x MT3.50
Rear 17M/C x MT5.00
Tyre Size Front 120/70 ZR17M/C (58W)
Rear 160/60 ZR17M/C (69W)
Tyre Pressure Front 250kPa
Rear 290kPa

Brakes

Type Front 296 x 4.5mm dual hydraulic disc with dual-piston callipers, (*ABS) and sintered metal pads
Rear 240 x 5mm hydraulic disc with single-piston calliper, (*ABS) and sintered metal pads
*ABS version

All specifications are provisional and subject to change without notice.

Specifications**CBF600S (ED-type)****Engine**

Type	Liquid-cooled 4-stroke 16-valve DOHC inline-4
Displacement	599.9cm ³
Bore x Stroke	65 x 45.2mm
Compression Ratio	11.6 : 1
Max. Power Output	57kW/10,500min ⁻¹ (95/1/EC)
Max. Torque	58Nm/8,000min ⁻¹ (95/1/EC)
Idling Speed	1,300min ⁻¹
Oil Capacity	4.2 litres

Fuel System

Carburation	34mm slanted flat-slide VP-type carburettors x 4
Aircleaner	Dry, cartridge-type paper filter
Fuel Tank Capacity	19 litres (including 3.5-litre warning light reserve)

Electrical System

Ignition System	Computer-controlled digital transistorised with electronic advance
Ignition Timing	7° BTDC (idle) ~ 45° BTDC (11,500min ⁻¹)
Sparkplug Type	CR9EH-9 (NGK); U27FER-9 (ND)
Starter	Electric
Battery Capacity	12V/6AH
ACG Output	336W
Headlights	12V 55W x 2 (low); 55W x 2 (high)

Drivetrain

Clutch	Wet, multiplate with coil springs
Clutch Operation	Mechanical; cable-actuated
Transmission Type	6-speed
Primary Reduction	1.864 (82/44)
Gear Ratios	1 2.928 (41/14)
	2 2.062 (33/16)
	3 1.647 (28/17)
	4 1.368 (26/19)
	5 1.200 (24/20)
	6 1.086 (25/23)
Final Reduction	2.866 (43/15)
Final Drive	O-ring sealed chain

Frame

Type Mono-backbone; rectangular-section steel tube

Chassis

Dimensions (LxWxH) 2,170 x 760 x 1,240mm
Wheelbase 1,480mm
Caster Angle 26°
Trail 109mm
Turning Radius 2.8m
Seat Height 785mm (±15mm)
Ground Clearance 130mm
Dry Weight 197kg (*202kg)
Kerb Weight 219kg (F: 109kg; R: 110kg)
Maximum Carrying Capacity 180kg
Loaded Weight 399kg (F: 154kg; R: 245kg)

Suspension

Type Front 41mm telescopic fork, 120mm axle travel
Rear Monoshock damper with 7-step adjustable preload, 125mm axle travel

Wheels

Type U-section twin 6-spoke cast aluminium
Rim Size Front 17M/C x MT3.50
Rear 17M/C x MT5.00
Tyre Size Front 120/70 ZR17M/C (58W)
Rear 160/60 ZR17M/C (69W)
Tyre Pressure Front 250kPa
Rear 290kPa

Brakes

Type Front 296 x 4.5mm dual hydraulic disc with dual-piston callipers, (*ABS) and sintered metal pads
Rear 240 x 5mm hydraulic disc with single-piston calliper, (*ABS) and sintered metal pads
*ABS version

All specifications are provisional and subject to change without notice.