



*HORNET* 

**Hornet**



## Shake up the hive.

### Forget the expected.

It's time for a new generation to shake things up. Start with a brand-new, parallel twin-cylinder engine producing incredible, class-leading power. Dial in a lightweight, fast-steering chassis with Showa suspension honed for sports, tightly wrapped in head-turning streetfighter style uncompromising in its hard-edged minimalism. Add sophisticated electronics – including HSTC, Wheelie Control and 5-inch TFT screen with HSVCs connectivity – and the new CB750 Hornet takes flight.

There's a real buzz about this bike. And the talk is all about power to weight ratio. The engine drives hard through the mid-range onto a thrilling rush around the rev counter. It feels and sounds great too, with rock-solid low-end pulse and thrilling high-rpm exhaust note.

An engine this potent packaged in such a focused chassis means there's only one thing you have to do. Hold on and enjoy the ride.

 **HONDA**

# There's a sting in the tail.

**It's all about the numbers. More power, less weight.**

Want mid-range torque to enjoy and top-end power to exhilarate? The 755cc, short stroke twin cylinder engine armed with pumped-up vortex intake efficiency and super sport-spec. cylinder technology puts out 67.5kW at 9,500rpm and 75Nm torque. And the numbers get even better; the CB750 weighs in at just 190kg kerbside. So that's a lot of power pushing a lightweight bike.

Which is exactly where the CB750 Hornet gets its sting.

For control, an assist & slipper clutch eases upshifts and manages the rear wheel under rapid downshifting. But this engine is not just about outright performance. It's also all about feel. A 270° crank delivers delicious, off-beat low- and mid-rpm character. And we've tuned the exhaust note for a rich pulse off the bottom and through the middle of the rev-range, rising to a raucous howl at high rpm.



**HORNET**



## Next generation performance.

**Supersport spec. engineering and a ground-breaking twin-cylinder design.**

We started from scratch with one goal for the CB750 Hornet: to build a light-weight twin-cylinder engine with class-leading power. For razor-sharp pick-up and throttle response, patented Vortex flow ducts create a more uniform distribution from the side scoops into the airbox, which then feeds downdraft intakes and 46mm diameter throttle bodies.

The compact, 8V Unicam head is taken straight from our competition-ready CRF450R motocross bike and a short stroke, – 63.5mm with 87mm bore – delivers the high-rpm performance. Compression ratio is set at 11.0:1, and the cylinders use a Ni-Sic coating. This reduces friction and enhances durability at high rpm and is the first time we've used it on a twin – it's normally reserved for our four-cylinder supersport bikes.

To save mass – and make the engine as small as possible – there's no balancer drive gear; the primary drive gear doubles up duties and also spins the balance shaft. The water pump is tucked away inside the lefthand engine cover, and there's no need for a water-cooled oil-cooler.



# Ultimate control from advanced riding technology.

## You're fully in charge.

Set the CB750 Hornet's stunning engine just how you want. Throttle By Wire (TBW) precision equals 3 default riding modes: Sport, Standard and Rain, as well as a customisable User mode to fine-tune (though 3 levels) Honda Selectable Torque Control (HSTC) and Wheelie Control. You can also individually adjust Engine Power and Engine Braking.

It's easy too. The beautiful, 5-inch full colour TFT dash is customisable with 4 distinct types of display. And so you can keep in touch while riding, it features Honda Smartphone Voice Control system (HSVCs); with the Honda RoadSync app, you can access your device via Bluetooth headset for navigation, calls, messages and music.

For an extra performance edge, there's the option of an adjustable quick shifter for the six-speed gearbox. It allows instant, full-throttle upshifts and auto-blips through clutch-less downshifts, making maximum – and extremely enjoyable – use of the engine's output.



**HORNET**



## Pure naked aggression.

### A bike built to move you.

Shaped from scratch by the ambitious young designers in our Rome R&D facility, with technical input from our Japanese development engineers, the CB750 Hornet's sharp minimalism brings hardcore attitude to the street, just like the original all those years ago.

The fuel tank, inspired by the outline of a Hornet's wing, commands attention, while the metallic red frame and anodised front forks – available with white or black paint options – pop with vibrant aggression. And, of course, a special matte yellow colour pays homage to our Hornet history with a modern twist.

Full LED lighting is the premium finishing touch. The indicators auto cancel, and the CB750 Hornet also has Emergency Stop Signal (ESS) Technology; the rear indicators flash in a hard-stop situation to alert road users behind, and then cancel.



# Fast, agile fun.

## The Hornet lives for corners.

Designed around a new steel diamond frame – which weighs just 16.6kg – the CB750 Hornet has a seat height of 795mm, so it's a joy to manage. And, with a naturally upright riding position, leverage from wide handlebars and 190kg kerb weight, it steers fast with precise control and feedback from Showa 41mm Separate Function Fork Big Piston (SFF-BP™) USD forks and Pro-Link rear shock.

Carving a busy city block or set of corners its compact dimensions equal razor-sharp side-to-side agility. There's plenty of grip to exploit from 120/70-ZR17 front and 160/60-ZR17 rear tyres, while Nissin 4-piston, radial-mount front calipers bite hard on 298mm discs for high-performance stopping power.

And so more riders can enjoy CB750 Hornet handling fun, an ECU re-write is available from Honda dealers to restrict the engine to 35kW – making it A2 licence friendly. It can be converted back to full power by an authorised Honda dealer.



# Create your perfect ride.

There is a full range of genuine Honda accessories for the CB750 Hornet. All are designed to fit and work perfectly.

All accessories are available individually but to make it easy, we have prepared three packs ready to go:



## SPORT PACK

A real performance upgrade: The adjustable quick shifter allows instant, full-throttle upshifts and auto-blips through clutch-less downshifts. And for added sports style the seat cowl – available in black with red or yellow details – is matched to a minimal fly screen and lightweight rider footpegs.



## TOURING PACK

If you're looking to take your CB750 Hornet on a road trip the 3L tank bag and seat bag provide soft-luggage convenience, while a brand-new rear pannier and attachment design offers neat hard-luggage security. A black and white stitched rider's seat is a premium addition and elevates comfort.



## STYLE PACK

Practical and attractive parts to both protect and enhance your CB750 Hornet. The frame sliders and tank pad resist scratches, while the aluminium upper handlebar clamp and bar end weights are stylish details. A Red or Yellow wheel stripe kit is the perfect finishing touch.

# Accessories Packs

PACKS	SPORT	SPORT	STYLE	STYLE	TOURING
	YELLOW 1	RED 1	YELLOW 1	RED 1	
	08HME-MLB-SP23Y	08HME-MLB-SP23R	08HME-MLB-ST23Y	08HME-MLB-SP23R	08HME-MLB-TOUR
Quick Shifter	•	•			
Meter Visor	•	•			
Rider Steps	•	•			
Seat Cowl Yellow 1	•				
Seat Cowl Red 1		•			
Skid Pad			•	•	
Tank Pad			•	•	
Grip Ends			•	•	
Aluminium Handlebar Holder			•	•	
Wheel Stripe Yellow 1			•		
Wheel Stripe Red 1				•	
Side Bags					•
Sid Bags Attachment					•
Seat Bag Att					•
RR Seat Bag					•
3L Tank Bag					•
Protective Film					•

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Find out more by visiting our website or downloading the Honda Motorcycles Experience app.



Honda Motorcycles Europe





# What makes the CB750 Hornet special?

It's not just the powerful engine, razor-sharp chassis, advanced riding technology and aggressive styling. It's how it all gets together in perfect harmony to create a unique feeling and riding connection. To build the motorcycle of your dreams.



## 1. High-performance engineering

755cc, short stroke 8V parallel twin-cylinder engine producing a class-leading 68kW, with vortex and downdraft intake technology plus super sport specification cylinders.

## 2. Incredible power-to-weight ratio

With a kerb weight of 190kg, the CB750 Hornet has a lightweight chassis ready for sports riding. Add an engine that packs a real punch, and the result is pure riding excitement.

## 3. Twin-cylinder feel and sound

A 270° crank delivers delicious low-rpm character. And we've tuned the exhaust note for a rich pulse off the bottom and through the middle, rising to a raucous howl at high rpm.

## 4. Assist & Slipper clutch

For a light lever load, help with upshifts and smooth control of rear wheel 'hop' under hard braking and rapid downshifting.

## 5. Riding modes plus full custom option

Throttle By Wire (TBW) precision equals 3 default riding modes: Sport, Standard and Rain, as well as the option to customise all the parameters.

## 6. Electronic control

Honda Selectable Torque Control (HSTC) and Wheelie Control operate through 3 levels of intervention to manage rear wheel traction and front wheel lift.

## 7. Streetfighting style

Aggressive, minimal styling centres around the fuel tank which is inspired by the outline of a Hornet's wing. All lighting is premium LED, with ESS technology for the rear indicators.

## 8. 5-inch Full Colour TFT Display

Customisable and equipped with Honda Smartphone Voice Control system (HSVCs), so you can access your device via Bluetooth headset for navigation, calls, messages and music.

## 9. Super-fast handling

The light steel diamond-style frame and high-quality Showa 41mm SFF-BP USD forks and Pro-Link rear shock deliver a fast-turning package that responds instantly to every input.

## 10. A2 licence option

It's fast and easy. Your Honda dealer offers a simple ECU remap to restrict the engine to 35kW, making it A2 compatible. The return to full power is equally simple.

## Specifications CB750 Hornet

### Engine

Engine Type	Liquid-cooled 4-stroke 8-valve Parallel Twin with 270° crank and uni-cam
Engine Displacement	755 cc
Bore x Stroke	87 mm x 63.5 mm
Compression Ratio	11.0 : 1
Carburation	PGM-FI Electronic Fuel Injection
Max. Power Output	67.5 kW @ 9,500 rpm
Max. Torque	75 Nm @ 7,250 rpm
Fuel Consumption	4.3 L / 100 km
CO <sub>2</sub> Emissions	107 g/km
Battery Capacity	12v 7.4Ah

### Transmission

Clutch	Wet multiple, Assisted Slipper Clutch
Final Drive	Chain
Transmission Type	6-speed Manual Transmission

### Chassis

Frame Type	Steel diamond
Caster Angle	25°
Trail	99 mm

### Dimensions and Weights

Kerb Weight	190 kg
Fuel Capacity	15.2 L
Length x Width x Height	2,090 mm x 780 mm x 1,085 mm
Wheelbase	1,420 mm
Seat Height	795 mm
Ground Clearance	140 mm

### Wheels, Suspension and Brakes

ABS System Type	2 channel ABS
Brakes Front	Dual 296 mm x 4 mm disc with Nissin radial mount 4-piston calipers
Brakes Rear	Single 240 mm x 5 mm disc with single piston caliper
Wheels Front	5Y-Spoke Cast Aluminium
Wheels Rear	5Y-Spoke Cast Aluminium
Tyres Front	120/70ZR-17
Tyres Rear	160/60ZR-17
Suspension Front	Showa 41mm SFF-BP™ USD. 130 mm travel.
Suspension Rear	Monoshock damper, Pro-Link swingarm. 150 mm travel.

Graphite Black



Pearl Glare White



Mat Iridium Gray Metallic



Mat Goldfinch Yellow



# The Power of Dreams



## Enthusiast. Rider. Dreamer.

**At Honda, we don't believe in taking the easy way out. Never settle. Never rest. That's what we believe.**

It's a philosophy that means we never feel like we are done. It's why we never stop questioning the limits of every Motorcycle. Why we never stop striving for success, pushing innovation, engineering and development to the very limit. And then doing it again. And again.

It's why we're constantly pioneering engineering firsts – like the inline 4-stroke engine, dual-clutch transmission, or the motorcycle airbag. It's why we go beyond the existing, unafraid to challenge the status quo of the motorcycle market.

That's the restless spirit that drives us forwards and is passed on to every Honda rider, pushing them on to their next adventure. On to the joy of true freedom. On to the next big dream.

Because, after all, it's our dreams that move us.





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**RIDE WITH STYLE** Read the owner's manual thoroughly. Get to know your machine and its capabilities. Concentration assists anticipation. Observe other road users' movements. Brake in plenty of time. Always wear a helmet and quality kit, ride fit and **NEVER** after drinking alcohol. Good roadcraft and courtesy identify the skilled and stylish rider. Honda endorse the law that all helmet visors must comply with BS 4110. Visors that transmit less than 50% of visible light cannot legally be used on the road.

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friend or recycle me.

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paper responsibly from  
manufacturers within the EU.



BLUE SKIES FOR  
OUR CHILDREN