

2005 CB600F Hornet

Lightweight, simply designed Mono-Backbone frame provides excellent rigidity for sporty riding performance while drawing attention to the engine's impressive exterior design.

H.I.S.S. (Honda Ignition Security System) helps deter joy riders and bike thieves by immobilising the engine's ignition system until started by the Hornet's own uniquely programmed key.

Extensive range of optional equipment includes taller fly screen, snap-on solo seat cowl, rear wheel hugger, colour-matched undercowl, a high-sensitivity alarm system, electric grip heaters and much more.

Large-capacity stainless steel 4-2-1 exhaust system features aggressive sweep, tapered endpiece and integrated heat tubes and catalyser for cleaner emissions that conform with EURO-2 emissions limits while enhancing the engine's impressive sound and overall performance.

Monoshock rear suspension systems ensures progressive damping for a comfortable ride and accurate tracking for confident control on both city streets and tightly winding mountain roads.



NEW

Dual-texture seat covering provides a low-slip seating area for both a more high-quality look and more comfortable seating for both rider and pillion passenger, especially when the road gets twisty and the riding turns exciting.



NEW

Compact, more sharply designed, fully electronic instrument panel features large-diameter, white-face analogue-style tachometer and large LCD digital readout of speed, 6-segment fuel level, odometer, A/B/Countdown trip meter and clock displays. A separate digital LCD coolant temperature readout is also included inside the tachometer dial.

Two-piece mini-cowl attractively surrounds new instrument panel, hugging upper curves of headlight for an impressively sporty new look. Compact tinted fly screen completes its sharp, distinctively curved design.



Brilliant dual-bulb multi-reflector headlight combines separate low and high beams behind a single clear round lens for a 60% longer and wider range of illumination and cooler, longer-life operation compared to conventional designs.

Inverted 41mm front fork enhances the Hornet's sharp handling feel while boosting its features high-performance good looks with its stout, gold-anodised stanchions. Nearly identical to the system introduced this year on the new 2005 CBR600RR, this new fork more responsively meet the diverse demands of Europe's widely varying road surfaces while realising a boost in confident control.

NEW

Wide-carriage, low-profile tyres mounted on lightweight triple-spoke wheels stopped by wide-diameter 296mm floating front disc brakes with responsive dual-piston callipers for smoothly controlled braking response.

High-powered and sharply responsive 600cm³ liquid-cooled inline-4 engine aggressively tuned features modified intake ports, new dual ignition programming maps and other refinements for smoother, stronger and more responsive power delivery coupled with improved fuel economy.



2005

CB600F

Hornet

PRESS INFORMATION

Introduction

In the seven years since its 1998 debut, Honda's lean and mean CB600F Hornet has become the standard of performance and excellence against which all other mid-displacement Naked sportsbikes are measured. The diverse and dedicated following of European riders who have fallen in love with the Hornet's tough, no-nonsense looks and light, quick-handling performance ride in proud testimony to its class-leading standing across the Continent.

At first, the Hornet's striking good looks and distinctive focus on naked performance were slow to catch on. However, the Hornet soon blossomed in popularity to become one of the best sellers in the 600cc class, its sales fuelled by younger new riders who each year discover it to be an exhilarating step up from learner class scooters, and older riders who are attracted to its 'back to basics' appeal. In fact, not only the Hornet, but the entire mid-displacement Naked class has become so popular that sales have surpassed the more aggressively focused Super Sports machines to become the largest and fastest growing motorcycle segment in Europe.

Slim of form and light of weight, the Hornet is powered by the same dynamic carburetted inline-4 engine it has always carried, which was originally based on the 1997 version of the race-winning CBR600F's powerplant and specially retuned for a stronger rush of low-to-midrange performance. This exciting leap of acceleration not only ensures a high degree of riding enjoyment, it has also made the Hornet a popular mount for high-thrill/low-cost club racing, where it even features in a popular series of one-make races around Europe called the Hornet Cup.

Every year, the trends in motorcycling's Naked class lean more toward higher performance in both power and handling, as riders become more sophisticated and demanding of their motorcycle's capabilities and aggressive streetfighter image. For 2003, the Hornet responded to this trend with an impressive cosmetic redesign coupled with improvements to both its power delivery and suspension settings, delivering stronger overall performance and a sportier ride.

Now, two years on, the Hornet's development team felt the time had come for another upgrade in the Hornet's performance envelope, focusing on sharper handling and a still-sharper image that will appeal to riders of every stripe, from thrill-seeking new arrivals from the small bike class to seasoned veterans looking for a quick and enjoyable short-cut to the heart of the motorcycling experience.

Development Concept

The Further Evolution of the Streetfighter

Over the last seven years, the Hornet has earned a strong and lasting reputation for its compact yet distinctive design, powerful engine performance, light, responsive handling, and an inherent feeling of quality and easy rideability that effectively complement its moderate entry price. The year 2003 saw the Hornet receive a total makeover, with a bold, new look and an even stronger emphasis on riding performance.

For 2005, the Hornet's development team sought to sharpen its 'Fun Naked' image and thrilling feel of performance while further improving its all-day riding ease. Thus, rather than making any modifications to its power delivery, basic chassis configuration or styling, which are all highly regarded, the team focused on upgrading the Hornet's ride quality and responsiveness when tracking both urban avenues and the tight curves of mountain roads.

With the aim of enhancing the Hornet's ability to track precisely and confidently over Europe's widely varying road surfaces, an all-new inverted front fork has been adopted for 2005. Giving the Hornet a dramatically more high-performance look and the handling to match, this new fork keeps the Hornet at the forefront of the mid-displacement Naked class, and in a class all its own for total riding enjoyment.

A further boost to the Hornet's high-tech look of performance can be seen in the sharp, aggressive design of its all-new electronic instrument panel and surrounding visor, and other details that draw attention to its inherent strength and purely functional beauty.

Styling

As the undisputed leader of the mid-displacement Naked class, the CB600F Hornet's lean and mean 'streetfighter' design advances Honda's Performance Naked concept with a strong, aggressive look that stands out from every other machine in its class. Accentuating the Hornet's close visual ties to its 'bigger brother', the Hornet 900, its fuel tank, side covers and seat cowl feature distinctive designs that combine bold sweeping curves with sharp edges for a look of functional beauty and total performance.

For 2005, the Hornet's sharper look of performance has been dramatically advanced by the adoption of a new inverted front fork, and further accentuated with an all-new instrument panel design.

New, More Sharply Designed Instrument Panel

The '05 Hornet's bold new front look also extends to its instruments, with a lightweight and compact new integrated unit based on the assembly featured on the CBR600F. This new instrument panel features a sharper and sportier design, with the asymmetrical layout of a large, high-visibility digital LCD topped by a row of LED indicators positioned to the left of a large-diameter analogue tachometer dial. This slim and compact unit is highlighted by a hairline-finish aluminium fascia panel and a chromed tachometer bezel ring for a hard-edged metallic look that provides a sharp visual accent on the Hornet's aggressive new front-end. The LCD speedometer also features a self-illuminating design that gives the rider a clearer night-time view of speed and operating conditions.

This new instrument display also features an eye-catching startup routine, as the tachometer needle sweeps up and down accompanied by a fast speedometer countdown from full-segment display. The LCD also provides displays of a six-segment fuel gauge, A/B/Countdown trip meter and clock. A separate LCD built into the tachometer shows a digital Celsius readout of coolant temperature. Concealed beneath a dark, smoked plastic cover, the instrument panel's row of indicator LEDs make a further contribution to its high-tech look and easier visibility, day or night.

New, Dual-Texture Seat Material

The Hornet's sleek and aggressive-looking seat cowl is topped by a comfortably contoured seat that offers exceptional positioning freedom for both city commuting and back country corner strafing. For 2005, the seat features two different textures of cover material for the actual rider and passenger seating areas and the rest of the seat, achieving a more high-quality look and offering more comfortable seating for both rider and passenger. While the sides of the seat use a moderately slippery material, like the current model, the seating areas now feature a low-slip texture that offers passengers a greater sense of security during spirited riding and braking manoeuvres.

Like the current model, the pillion section of the seat is designed to provide passengers with broad, comfortable support, and features a central raised hump in the forward area that helps keep passengers from sliding forward into the rider under hard braking. Behind the seat, the Hornet's contoured aluminium grab rail provides a firm and comfortable grip, while under the seat ample space is provided for carrying larger sizes of U-locks.

Colouring

The new 2005 Hornet will be released in four new colour variations that extend a strong accent on its sharper look and lively performance. Leading the way is a brilliant new shade of metallic silver that extends the Hornet's look of raw metal and focus on performance. graced the original Hornet. Following this is a new matte-finish metallic blue that beautifully contrasts with the reflective sheen of its metal parts. Next up, a rich, eye-catching metallic orange complements the Hornet's darker engine, seat and wheels and gold-coloured new forks to offer a unique attraction. Finally, a mean-looking metallic all-black version will surely have wide appeal, looking poised to tear up the streets.

Colours

- Quasar Silver Metallic
- Matte Satin Blue Metallic
- Bombay Orange Metallic
- Interstellar Black Metallic

Engine

Drawing its power from a high-revving, high-performance inline-4 engine, the 2005 Hornet's lightweight and compact powerplant remains essentially unchanged from its most recent predecessor. Originally based on the unit that powered the popular 1998 CBR600F, this race-proven liquid-cooled 16-valve DOHC engine was specially tuned to deliver stronger bursts of low-to-midrange acceleration coupled with a smooth, broadly accessible power delivery that maximises the Hornet's overall riding enjoyment.

Such detailed performance touches as modified intake ports and separate digital ignition system mapping for inboard and outboard cylinders provide enhanced linearity for smoother and more responsive power characteristics that optimise throttle control through the corners, while providing instant, lag-free response to sudden demands for strong acceleration.

Easy on the Environment

The Hornet's carburation duties continue to be handled by a bank of responsive constant velocity carburetors, which not only provide excellent low-to-midrange performance, their innovative 'fuel-cut' system eliminates the chance of raw fuel entering the exhaust when the throttle is suddenly closed, thus permitting the Hornet to be equipped with a catalytic converter which ensures low exhaust emissions for performance that is as easy on the environment as it is exciting to experience.

Also contributing to the Hornet's low exhaust emissions is an integrated Air Induction system that feeds fresh air directly from the aircleaner to the engine's exhaust ports to extend the combustion of any partially burned exhaust gases into the exhaust ports for more complete combustion and more efficient and effective reduction of harmful exhaust gases by the stainless steel exhaust system's combination of in-line catalytic heat tubes and exhaust-scrubbing 100-cell catalyser element.

Chassis

The central element in the Hornet's spare, sporty and aggressively attractive design is its rigid, light-handling Mono-Backbone frame, which carries the engine as a stressed member in a diamond configuration for sharp, responsive handling. This original configuration also provides an impressive, unimpeded view of the engine's strong, businesslike mechanical look. Featuring the same large, rectangular-section steel backbone and seat rail in a remarkably simple design, this basic chassis configuration remains essentially unchanged for 2005, although the new Hornet now sports a dynamic, new inverted front fork.

New Inverted Front Fork

Giving the new Hornet a big step up in high-performance good looks, and realising a boost in confident control while still maintaining its famed sharp handling feel is an impressive, new inverted front fork. Adopted to more responsively meet the diverse demands of Europe's widely varying road surfaces, this new fork is nearly identical to the system introduced this year on the new 2005 CBR600RR. Its stout aluminium stanchions feature 41mm inner sliders and a brilliant gold-anodised finish that really catches the eye.

This trick new inverted fork set-up also features a wider span between stanchion tubes (increased by 10mm to 214mm), for a sharper and more secure feeling of control. The fork's smoothly responsive HMAS cartridge-type configuration, although non-adjustable, also provides a significant improvement in ride quality over varying road surfaces compared to the current model's design, adding up to more confident control and a more enjoyable riding experience in every situation from the cut and thrust of city traffic to high-speed assaults on mountain curves.

The adoption of the Hornet's new inverted fork obviously necessitated other modifications to frame and chassis components in order to ensure optimal performance and handling. These mods include new triple-clamps and fork stem, and additional frame gusseting around the steering head to ensure that the lightweight Mono-Backbone frame best matches the different performance characteristics of the new fork. Finally, the Hornet's front fender was also specially redesigned to fit the new fork.

The Hornet's rear suspension duties are handled by the same single monoshock damper system that has been used since its debut. As before, the direct-mounted damper features 7-step spring preload adjustability and damping settings designed to provide firm, progressive and confident feel when tracking through the corners and twisties, combined with all-day riding comfort. The new Hornet's suspension changes deliver sharper handling, and more confident control at high-speeds that translate into greatly an extended range of riding enjoyment.

Wheels and Brakes

The Hornet's aggressive, Super Sports-oriented triple-spoke wheels and wide-carriage, low-profile tyres are effectively stopped by essentially the same set of triple-disc brakes featured on the current model. Up front, a pair of wide-diameter 296mm floating front discs are gripped by lightweight and compact dual-piston callipers mounted with high-grip brake pads for sharp, effortless control and excellent feedback. The Hornet's wide rear wheel is stopped by a compact single-piston calliper gripping a 220mm disc rotor for a highly responsive—and highly rated—balance of braking control that feels equally smooth, sure and confident on city streets and winding backroads.

Equipment

Twin-Bulb Multi-Reflector Headlight

Like its current configuration, the Hornet features a distinctively designed dual-bulb headlight. This round aluminium die-cast 'free-form' multi-reflector unit features a unique 'ridged' polycarbonate convex lens that provides a strong visual accent on the Hornet's impressive overall design. Featuring separate bulbs for low and high beams, this headlight also offers excellent night-time riding visibility. Producing approximately a 60% larger and brighter area of illumination than conventional single-bulb headlights, this design also greatly extends bulb life by using separate single-filament bulbs and reducing heat build-up within the housing.

The Hornet's taillight remains unchanged, its form cleanly integrated into the underside of the tail cowl's sleek, knife-edge.

HISS Anti-Theft System

Like the current model, the new Hornet comes fully equipped with the highly capable Honda Ignition Security System (HISS) for effective protection against ride-away theft. The system features a fail-safe electronic interlock which prevents the engine from being started by anything other than the motorcycle's two original keys. Designed to totally disable the engine at the very heart of its ignition system, the HISS system cannot be bypassed by hot-wiring the ignition or exchanging the ignition switch module.

New Hazard Lights

The Hornet also features a new blinking hazard light function that flashes all four indicators to warn approaching traffic of the motorcycle's presence on the road. The ignition switch also features a hazard light position which switches off the headlight and all other electrical functions to preserve the battery's charge while leaving the indicators flashing.

The indicators themselves are compact, like those featured on the current model, but with a brilliant output that belies their small size and a trick look that complements the aggressive lines of the entire machine. Their lenses are moulded in a smoked clear colour with a textured finish that accentuates the Hornet's sharp sense of style.

Optional Equipment

Honda Access Corporation will also be making available the following extensive range of optional equipment for the Hornet.

- A motion and vibration-sensitive anti-theft alarm to complement the Hornet's HISS immobiliser security by warding off potential tamperers and thieves with a piercing shriek. The system is easy to install, and is equipped with a pair of compact push-button remote controllers to offer operating convenience on par with its enhanced security. The Hornet is also specially equipped with mounting and connection hardware to facilitate installation.
- A distinctively curved fly screen which rises 80mm above the Hornet's standard visor to give the Hornet's front view a sharper look while reducing the blast of wind at higher speeds on the chest area.
- An aggressively styled snap-on, colour-co-ordinated, rear seat cowl that covers the pillion seat section to further emphasise the Hornet's sporty solo image.
- A re-contoured 20mm lower seat to enhance riding comfort and provide an easier reach to the ground for shorter riders.
- A rear wheel hugger which gives a more classy look to the bike and protects the rear damper from dirt.
- An aerodynamic, colour matched undercowl for a more individual & sporty look.
- Stylish body colour-co-ordinated crankcase covers.
- A set of electric grip heaters which effectively extend the Hornet's range of cold weather riding comfort.
- An adhesive-backed set of tank protector pads designed to give the fuel tank a range of extra protection from scuffing and scratches.
- A compact and highly convenient magnetic tank bag for carrying a variety of daily riding necessities.
- An attractive chrome-plated radiator cap.
- An elastic cargo net with strong plastic hooks for carrying larger parcels on the rear passenger seat.

- A selection of sturdy U-locks designed for extra anti-theft protection and easy storage under the Hornet's seat.
- An easy-to-use maintenance stand that conveniently and securely lifts the Hornet off its wheels for easier access to hard-to-reach locations.
- A rugged, full-coverage bike cover to protect the Hornet from rain and the elements.

Specifications**CB600F Hornet (ED-type)****Engine**

Type	Liquid-cooled 4-stroke 16-valve DOHC inline-4
Displacement	600cm ³
Bore × Stroke	65 × 45.2mm
Compression Ratio	12 : 1
Max. Power Output	71kW/12,000min ⁻¹ (95/1/EC)
Max. Torque	63Nm/9,500min ⁻¹ (95/1/EC)
Idling Speed	1,300min ⁻¹
Oil Capacity	4.2 litres

Fuel System

Carburation	34mm slanted flat-slide CV-type carburettor × 4
Aircleaner	Dry, cartridge-type paper filter
Fuel Tank Capacity	17 litres (including 3.3-litre LCD-indicated reserve)

Electrical System

Ignition System	Computer-controlled digital transistorised with electronic advance
Ignition Timing	7° BTDC (idle) ~ 45° BTDC (4,500min ⁻¹)
Sparkplug Type	CR9EH-9 (NGK); U27FER-9 (ND)
Starter	Electric
Battery Capacity	12V/6AH
ACG Output	330W
Headlight	12V 55W × 1 (low) / 55W × 1 (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 2.929 (41/14) 2 2.063 (33/16) 3 1.647 (28/17) 4 1.368 (26/19) 5 1.200 (24/20) 6 1.087 (25/23)
Final Reduction	2.800 (42/15)
Final Drive	#525 O-ring sealed chain

Frame

Type Mono-backbone; rectangular-section steel tube

Chassis Dimensions

Dimensions	(L×W×H)	2,100 × 710 × 1,070mm
Wheelbase		1,420mm
Caster Angle		25° 45'
Trail		98mm
Seat Height		790mm
Ground Clearance		140mm
Dry Weight		178kg
Kerb Weight		200kg (F: 100kg; R: 100kg)
Maximum Carrying Capacity		190kg
Loaded Weight		390kg (F: 140kg; R: 250kg)

Suspension

Front	Type	41mm inverted telescopic fork, 120mm axle travel
Rear	Type	Monoshock damper with 7-step adjustable preload, 128mm axle travel

Wheels

Type	Front	Hollow-section triple-spoke cast aluminium
	Rear	Hollow-section triple-spoke cast aluminium
Rim Size	Front	17M/C × MT3.50
	Rear	17M/C × MT5.50
Tyre Size	Front	120/70–ZR17M/C (58W)
	Rear	180/55–ZR17M/C (73W)
Tyre Pressure	Front	250kPa
	Rear	290kPa

Brakes

Front	296 × 4.5mm dual hydraulic disc with dual-piston callipers, floating rotors and sintered metal pads
Rear	220 × 5mm hydraulic disc with single-piston calliper and sintered metal pads

All specifications are provisional and subject to change without notice.