

CB600F Hornet

2008 Press Information



Introduction

Head-turning style and exhilarating performance come together in the CB600F Hornet like no other bike on the road. As the undisputed pioneer of naked mid-sized performers, the Hornet has consistently set the standard for brazen streetfighter looks and blistering riding fun. Slimmer, lighter, more powerful and easier to ride than any other bike in its class, the Hornet gets its blast of performance from the same compact engine that powers the phenomenal CBR600RR to domination on track and street, yet tuned for stronger midrange acceleration that keeps the Hornet's excitement meter running high. Fat, racy-looking tyres, a pointed dual headlight and cowl, and a slim seat rail that seems to hang in space over the rear tyre complete the Hornet's look of aggressive intent, and assure you of the ride of your life every time you climb aboard.

- Lightweight and compact fuel-injected DOHC inline-four engine tuned for stronger thrusts of midrange acceleration.
- Low-slung exhaust system centralises mass to keep handling light and easy.
- HECS3 oxygen-sensing catalytic exhaust gas converter system minimises emissions of harmful exhaust gases to ensure full compliance with strict EURO-3 emissions regulations.
- Advanced die-cast aluminium frame and swingarm reduce weight.
- Impressive-looking 41mm inverted front fork and Monoshock rear damper deliver sharp, confident handling.
- Combined ABS version provides both the smooth operating ease of Combined brakes and the confident control of Honda's most advanced Antilock Brake System.
- New Pearl Cool White, Quasar Silver Metallic and Pearl Fiji Blue colour variations.

Colours

- Pearl Cool White

- Quasar Silver Metallic
- Pearl Nightstar Black
- Pearl Amber Yellow
- Pearl Fiji Blue



Specifications

General	
Model	CB600F Hornet
Mold Type	ED-type
Engine	
Type	Liquid-cooled 4-stroke 16-valve DOHC inline-4
Displacement	599cm ³
Bore x Stroke	67 x 42.5mm
Compression Ratio	12 : 1
Max. Power Output	75kW / 12,000min ⁻¹ (95/1/EC)
Max. Torque	63.5Nm / 10,500min ⁻¹ (95/1/EC)
Idling Speed	1,350min ⁻¹
Oil Capacity	3.5 litres
Fuel System	
Carburation	PGM-FI electronic fuel injection
Throttle Bore	36mm
Aircleaner	Dry, cartridge-type paper filter
Fuel Tank Capacity	19 litres (including 4-litre LCD-indicated reserve)
Electrical System	
Ignition System	Computer-controlled digital transistorised with electronic advance
Ignition Timing	10° BTDC (idle) ~ 60° BTDC (13,500min ⁻¹)
Sparkplug Type	CR9EH-9 (NGK); U27FER-9 (DENSO)
Starter	Electric
Battery Capacity	12V / 8.6AH
ACG Output	333W
Headlights	12V, 55W x 1 (low) / 55W x 1 (high)
Drivetrain	
Clutch	Wet, multiplate with coil springs
Clutch Operation	Mechanical; cable-actuated
Transmission	6-speed
Primary Reduction	2.111 (76/36)
Gear Ratios	2.750 (33/12)
	2 1.938 (31/16)
	3 1.556 (28/18)
	4 1.348 (31/23)
	5 1.208 (29/24)
	6 1.095 (23/21)
Final Reduction	2.688 (43/16)
Final Drive	#525 O-ring sealed chain
Frame	
Type	Mono-backbone; rectangular-section gravity die-cast aluminium

Chassis	
Dimensions	2,090 x 740 x 1,095mm
Wheelbase	1,435mm
Caster Angle	25°
Trail	99mm
Seat Height	800mm
Ground Clearance	135mm
Kerb Weight	198kg (F: 98.2kg; R: 99.8kg), *203kg (F: 100.7kg; R: 102.3kg)
Max. Carrying Capacity	188kg
Loaded Weight	386kg (F: 191.4kg; R: 194.6kg)
Suspension	
Type	Front 41mm inverted telescopic fork, 120mm axle travel
	Rear Monoshock damper with 7-step adjustable preload, 128mm axle travel
Wheels	
Type	Front Hollow-section 5-spoke cast aluminium
	Rear Hollow-section 5-spoke cast aluminium
Rim Size	Front 17M/C x MT3.50
	Rear 17M/C x MT5.50
Tyre Size	Front 120/70 ZR17M/C (58W)
	Rear 180/55 ZR17M/C (73W)
Tyre Pressure	Front 250kPa
	Rear 290kPa
Brakes	
Type	Front 296 x 4.5mm dual hydraulic disc with dual-piston (*Combined three-piston) callipers, floating rotors (*ABS) and sintered metal pads
	Rear 240 x 5mm hydraulic disc with single-piston calliper (*ABS) and sintered metal pads

* Combined ABS version