



HONDA
SUPER SPORTS
CB-250-350



Two Fast Road-Burners

Sling a leg across the neat tuck-and-roll seat. Push the starter button. Snick it into low with the short-throw, positive-feel racer linkage gear change. Snap open the throttle and drop the clutch. You'll off on the ride of your life.

True riding pleasure. That undefinable thrill of open road freedom, that boss feeling you get as you work smoothly up through the gears, wind in your face. Second. Third. Fourth. Top. Six thousand. Seven. Eight. Moving out now. Nine thousand. Ten thousand rpm, with 500 still on tap.

Down one and hard over around a curve. Tracks like it was on rails. Blasting down a straight stretch. Racing through the hills on a snaky back road. Brakes, clutch, gears, throttle coordinated perfectly. This is real sports motorcycling. The Honda way.

High rpm precision

You'll find the Honda way the best way to go. Hondas not only run like mad and handle like crazy, they do it almost forever without wearing out. The reason is the way they're built. Designs years ahead of everyone else. Only the finest materials. The world's most modern automated motorcycle factories. And absolute quality control all along the production line. That's why Honda can give you 250cc and 350cc overhead camshaft twins that rev up to more than ten thousand rpm. That's where the power is. Thirty bhp for the little one and six more for the 350.

With this kind of 4-stroke engine, you get more performance than you're ever likely to use. Hold-your-breath acceleration, and a 106 mph top for the 350 with an even 100 for the 250.

On the other hand, with Honda's ultra-wide torque band you can purr around town all day long way down the rpm scale and still have plenty of power to keep up with the traffic.

To go a bit technical on you, a lot of things other than a well-shaped gas tank and pleasing two-color paint job go into the making of a Honda. Oil-damped telescopic fork and rear swinging arm suspension controlled by shocks containing nitrogen gas assure a smooth ride and keep you comfortable. The frame tying everything together and guaranteeing good roadholding is something special—a strong pressed top piece and light pipe everywhere else. Powerful brakes with two leading shoes in front, bright lights and other engineering touches make it safe.

But most of all it's the engine and transmission. And this is where Honda shines the brightest of all. You'll find special Honda care throughout this fast-cooling aluminum alloy powerplant. Like the big capacity pressurized lubrication system. And the automatically tensioned overhead cam chain. Or double spur gears to the eight-plate clutch. Needle and ball bearings everywhere. And lots more. But what really counts is that it does the job better than anybody else's engine, and does it longer with less fuss. This is **HONDA** why the best seller is



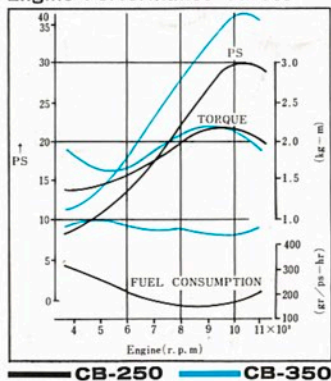
Big, easy-to-read shock-mounted separate speedo and tach let you know what the OHC twin is doing at a glance.



Real freedom is
a clear road
and you
on a Honda



Engine Performance Curves



Colors Available:
Candy Ruby Red/White, Candy Blue
Green/White, Candy Gold/White

Specifications

PERFORMANCE	CB-250	CB-350
Maximum Speed	160 km/h (100 mph)	170 km/h (106 mph)
Acceleration 1/4 mile	14.5 sec/135 km/h (84 mph)	13.8 sec/151 km/h (94 mph)
Horsepower	30 ps/10,500 rpm	36 ps/10,500 rpm
Torque	2.14 kg-m (15.5 ft-lb)/9,500 rpm	2.55 kg-m (18.5 ft-lb)/9,500 rpm
Fuel Consumption	45 km/lit (106 mi/US gal, 127 mi/Imp gal) at 50 km/h (31 mph)	
Braking Distance	14.5 m (47.6 ft) at 50 km/h (31mph)	14 m (46 ft) at 50 km/h (31 mph)
Climbing Ability	20°	20°
Turning Circle	4,200 mm (13.8 ft)	4,200 mm (13.8 ft)
ENGINE		
Type	OHC twin cylinder, air cooled, vertical parallel aluminum alloy, 4-stroke	
Cylinder Capacity	249 cc (15.21 cu in)	325 cc (19.8 cu in)
Bore x Stroke	56 x 50.6 mm (2.20 x 1.99 in)	64 x 50.6 mm (2.52 x 1.99 in)
Compression	9.5 : 1	9.5 : 1
Carburetors	Two 28 mm (1.1 in) variable venturi	Two 28 mm (1.1 in) variable venturi
Starting	Electric & kick	Electric & kick
Ignition	12 v 12 ah battery & coil	12 v 12 ah battery & coil
Lubrication	2 lit (2.1 US qt, 1.8 Imp qt) wet sump, plunger pump pressurized, double filters	
Clutch	Wet 8 plate 140 mm (5.5 in), left hand lever	
Transmission	5-speed constant mesh, left foot pedal return change	
Gearbox Ratios	1st 2.353, 2nd 1.636, 3rd 1.269, 4th 1.036, 5th 0.900	
DIMENSIONS		
L x W x H	2,040 x 775 x 1,075 mm (80 x 31 x 42 in)	
Wheelbase	1,320 mm (52.0 in)	1,320 mm (52.0 in)
Ground Clearance	150 mm (5.9 in)	140 mm (5.5 in)
Seat Height	795 mm (31.3 in)	795 mm (31.3 in)
Curb Weight	159 kg (351 lb)	168 kg (371 lb)
FRAME		
Type	Pressed/tubular semi-double cradle	Pressed/tubular semi-double cradle
Gas Tank Capacity	11 lit (2.9 US gal, 2.4 Imp gal)	
Tires	3.00-18 front, 3.50-18 rear, 4 pr	
Brakes	Front	180 mm (7.1 in) full width hub, two leading shoe, right hand lever
	Rear	160 mm (6.3 in) full width hub, single cam, right foot pedal
Suspension	Front	117 mm (4.6 in) stroke oil damped telescopic fork, alloy lower legs
	Rear	73 mm (2.9 in) stroke pressurized gas damped swinging arm, 3 step adjustable

● Specifications subject to change to without notice. ● Specifications certified by Transport Ministry of Japan.



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HONDA
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