





The 2011 CBR600F

caught everyone by surprise, and it wasn't long before the other manufacturers followed suit. Here are the origins of the every more popular naked bike class. Do not confuse this with the retro class, which has never neally caught on. The first true retros were Kawasakir's Zephyrrange, all of which were extremely successful commercially. However, there wasn't a retro boom, there was a Zephyr boom.

Honda's shot in the naked war was the Hornet. It stuck to the original recipe apart from the not-insignificant matter of using a contemporary engine from the top of the middleweight range CBRSCORR returned for easier riding. That was in 1998. As befits a bike designed to be affordable, it hardly changed over its model life.

In 2007 Honda introduced a new-generation CBR600RR: new engine, new fuel injection system, new frame - a brand new motorcycle in fact. One might have expected it to be a year or two before the new motor found its way into the Hornet; but no, the F7 model got the new engine and a lot more. The Hornet went from being a rather dowlyt-looking bike to getting the full streetlighter treatment in

the manner pioneered by the Triumph Speed Triple. The British company's middleweight version, the Street Triple also appeared for the first time in 2007.

The F7-model Hornet got upside-down forks, sporty wheels and brakes, and sharp, angular styling complete with a little headlamp. fairing that was supposed to remind you of Honda's wing logo. The 'double-R' supersportster's motor cranks out 118hp at 13,500rpm and 66Nm of torque at 11,250rpm. Those are the numbers for an out-and-out sportster, which isn't just a road bike, it's the homologation model for Supersports 600 class racing at domestic and world championship level. By comparison, the new Hornet's motor made 100hp at 12,000rpm and 63,5Nm at 10.500rpm. In other words, the mid-range was fattened up nicely at the expense of a little bit off the top-end.

A year after the CSR600RR and CB600F Hornet appeared, Honda expanded the range with a very traditional naked bike, the CBF600N. The N was very much a throwback to the original nakeds, a basic bike with no bodywork, non-USO forks. and conventional styling - round headlamp, circular cross-section silencer. The engine is in a similarly mild state of tune - 75hp at 10,500rpm and 59Nm at 8,250rpm. There was also a half-tained version, the CBF500S, with equally restrained looks.

Perhaps the most daring move was to reintroduce the CBR600F model designation, the appellation given to the very first bike in the class back in 1987. The original bike was reinvented by putting a full fairing on the Hornet, changing almost nothing from the CB600F, including the engine tune. It's quite difficult to tell it from the double-R at distance, and it's interesting to note that Hornda in all their official publications file the CBR600F under the heading of Sports Tourers alongside the VFRs.

The really clever part of this story is that Honda have produced three very distinct motorcycles using one engine tuned three different ways. Perhaps motorcyclists shouldn't be surprised, this sort of clever design has been commorplace in the car industry for marry years. And Honda's full name is the Honda Motor Company.

Acknowledgements

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About this Manual

The aim of this manual is to help you get the best value from your motorcycle. It can do so in several ways. It can help you decide what work must be done, even if you choose to have it done by a dealer; it provides information and procedures for routine maintenance and servicing; and it offers diagnostic and repair procedures to follow when trouble occurs.

We hope you use the manual to tackle the work yourself. For many simpler jobs, doing it yourself may be quicker than arranging an appointment to get the motorcycle into a dealer and making the trips to leave it and pick it up. More importantly, a lot of money can be saved by avoiding the expense the shop must pass on to you to cover its labour and overhead costs. An added benefit is the sense of satisfaction and accomplishment that you feel after doing the job yourself.

References to the left or right side of the motorcycle assume you are sitting on the seat, facing forward.

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Honda Hornet 600 2007 Manual

Brendan G. Carr

Honda Hornet 600 2007 Manual:

Whispering the Techniques of Language: An Mental Quest through Honda Hornet 600 2007 Manual

In a digitally-driven earth wherever screens reign supreme and instant conversation drowns out the subtleties of language, the profound strategies and psychological subtleties concealed within phrases frequently go unheard. However, nestled within the pages of **Honda Hornet 600 2007 Manual** a fascinating fictional treasure blinking with fresh thoughts, lies an exceptional quest waiting to be undertaken. Published by a skilled wordsmith, this enchanting opus attracts readers on an introspective journey, delicately unraveling the veiled truths and profound influence resonating within the fabric of every word. Within the psychological depths of the emotional review, we shall embark upon a honest exploration of the book is key subjects, dissect its interesting writing type, and yield to the powerful resonance it evokes heavy within the recesses of readers hearts.

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