

0-8 Introduction



The 2006 CBF600N

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 really caught on. The first true retros were Kawasaki's Zephyr range, 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. CBR600RR 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 dowdy-looking bike to getting the full streetfighter 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 CBR600RR and CBR600F Hornet appeared, Honda expanded the range with a very traditional naked bike, the CBF600N. The N was very much a throwback to the original naked, a basic bike with no bodywork, non-USD forks,



The 2011 CBR600F

and conventional styling – round headlamp, circular cross-section silencer. The engine is in a similarly mild state of tune – 76hp at 10,500rpm and 59Nm at 8,250rpm. There was also a half-faired version, the CBF600S, 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 CBR600F, including the engine tune, it's quite difficult to tell it from the double-R at distance, and it's interesting to note that Honda 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 commonplace in the car industry for many years. And Honda's full name is the Honda Motor Company.

Acknowledgements

Our thanks are due to Bransons Motorcycles of Wexill who supplied the machines featured in the illustrations throughout this manual. We would also like to thank NGK Spark Plugs (UK) Ltd for supplying the colour spark plug condition photographs, the Avon Rubber Company for supplying information on tyre fitting and Draper Tools Ltd for some of the workshop tools shown.

Thanks are also due to Julian Ryder who wrote the introduction 'The Birth of a Dream' and to Honda (UK) Ltd, who supplied model photographs.

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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Cb600f Hornet 2008 Repair Manual

John Harold Haynes, I. M. Coomber

A red circular graphic with a gradient, appearing as a partial circle or a stylized arrow pointing to the right, located to the right of the authors' names.

Cb600f Hornet 2008 Repair Manual:

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