

2006 CBF 1000



Powerful 998cm³ fuel injected inline-4 engine derived directly from the phenomenal CBR1000RR and specially tuned for stronger low-to-midrange torque and a more aggressive thrust of roll-on acceleration.

Three-position adjustable seat can be raised or lowered 15mm from its 795mm standard height to fit a wider range of rider body sizes and provide an easy reach to the ground for shorter riders.



Rugged Monoshock rear suspension system with box-section steel swingarm and high-performance HMAS damper provides superb control for the broadest range of riding enjoyment.



Dual canister stainless steel exhaust system provides a thrilling note while greatly reducing emissions with their built-in HECS3 catalytic converter systems.

Deluxe ABS version features both a simplified version of Honda's Combined Brake System and advanced Antilock Brake System (ABS) for smoother, more confident braking performance in virtually all riding conditions.



Adjustable handlebar mounts can be reversed 180° for a 10mm shift in forward offset that enhances riding comfort for taller riders.



Wide-coverage half fairing provides excellent aerodynamic protection against wind and elements on high-speed rides. Two-position wind-screen can be easily raised for extra protection if desired.



Attractive twin 6-spoke wheel design looks light, modern and sporty. Wheels mount high-performance wide-profile radial tyres and are stopped by a pair of responsive 296mm 4-piston calliper front and 240mm single-piston calliper rear disc brakes.

Compliant 41mm cartridge-type front fork provides responsive handling and a smooth ride. Features wider fork span for lighter, easier handling and Supersport-class high-speed control.

Lightweight and rigid reinforced Mono-Backbone frame grips engine as a stressed member in a diamond configuration for optimum rigidity and handling ease.

2006

CBF1000

PRESS INFORMATION

Introduction

Honda's broad range of large-displacement motorcycles provides a strong and highly attractive focus on virtually every facet of riding enjoyment, from knee-scratching sports machines, as epitomised by the CBR1000RR Fireblade, to fully outfitted touring machines like the Gold Wing and Pan-European. One sort of machine that has been notably needed of late is a good all-rounder that can be called upon to perform well in a wide range of riding applications.

Recently Honda has had great success with the introduction of just such a group of all-rounders in the mid-displacement class, as represented by the CBF600 and its smaller displacement twin-cylinder sibling, the CBF500. Designed to help less experienced riders grow comfortably into the greater performance potential to be had with a midsized motorcycle, these machines also provide amply satisfying performance for more experienced riders.

Their versatile configurations also provide a special appeal to riders big and small, especially the CBF600, with its three-position adjustable seat, which gives shorter riders—and particularly women—a more comfortable reach to the ground in its lowest position, and gives taller riders greater overall room and riding comfort in its highest position. With these and other well-considered features and strong, satisfying performance, the CBF600 is proving to have a significant impact on the mid-displacement motorcycle class and the riders attracted to it.

Hoping to build on this initial success, Honda's engineering teams set out to develop the next big step up in performance, to a litre-class machine that offers much of the same easy fun-to-ride appeal as the smaller CBFs, while delivering the stronger and more sporty performance one expects from a big litre-bike. However, rather than pursuing blistering Superbike levels of performance in this new machine, it was decided from the very start that the new CBF would follow in its predecessors' footsteps by providing exhilarating sportbike riding fun in a 'Just Fit' configuration that a wider range of riders can more fully enjoy. Proportions would have to be kept relatively compact and performance strong where it's most used: in the low-end and mid-range of the engine's rev range. With these goals firmly in mind, the CBF development team set out to create a versatile new litre bike that can compete well in its class on many levels. Its name? Simple the CBF1000. Nothing else would do.

Development Concept

The new CBF1000 was created as the next step in Honda's 'Just Fit' programme of basic, all-round motorcycle development following the successful CBF600. Concentrating on providing a strong emphasis on riding ease and its overall 'fun-to-ride' quotient, the idea was to make an exhilarating—but not overwhelming so—litre-class motorcycle that provides the fullest satisfaction in a wide range of riding applications, from daily street riding to sporty blasts up the hills to even a bit of light touring with a friend along for the ride. The 'Just Fit' programme also demanded that the new machine offer proportions that aren't overwhelming, as well. Something relatively compact and easy to throw a leg over, with a balance of size and weight that promotes confidence and control in all riding situations.

Choosing the chassis on which to build this new machine was relatively easy. The CBF600 itself was judged to be an excellent starting point owing to its easily adaptable Mono-Backbone frame and sporty suspension gear. A minimal amount of gusset strengthening here and there to ensure the frame can securely withstand a bigger and stronger new engine's performance without affecting its geometry and balance was made the prime focus of its re-development, and this well-rounded chassis proved itself well up to the task of handling a much more powerful engine.

But what to do for the engine? The CBF's development team very quickly settled on the new CBR1000RR's high-powered, race-winning mill. And not just last year's model, either. No, the team focused on the very latest generation of the CBR1000RR's engine, and then took it in a radically different direction of development.

Intensive study of rider interests and riding habits garnered from extensive surveys and other research found that few riders, especially those moving up to larger displacement machines, really feel an irrepressible need to have, never mind actually use, the highest power output on the block. Instead, most riders, and especially most riders in the over-30 age group at whom this new machine would be targeted, seemed to prefer a strong feeling of roll-on acceleration combined with a more relaxed riding position and easy all-round handling. This sort of strong roll-on acceleration comes not from rip-roaring peak power, but instead from a long-misunderstood force called torque.

So, rather than using the RR's full blast of overwhelming, high-revving, race-ready performance in this new 'all-rounder', the CBF's development team concentrated on finding ways to maximise its value as a daily rider and an easily accessible fun

machine, albeit a powerful and aggressive one, by maximising its engine's torque output, and thus roll-on performance. Excitement also plays a key role in attracting the interests of these riders, so a certain degree of sporty behaviour and barely concealed savagery on tap were called for just to keep things interesting.

With such an exciting blend of strong yet easily manageable performance, the new CBF also required some basic comfort features for greater all-round enjoyment. So, a stylish and wide-coverage half-fairing was called for to provide an extra level of riding comfort at all speeds for both rider and passenger, while the CBF600's convenient range of adjustability was carefully maintained to ensure a 'custom' fit for the widest possible range of rider sizes.

Effective brake systems are also a priority with Honda, and the CBF1000 is no different in that regard. While its standard model is fitted with powerful triple-disk brakes with high-performance opposed 4-piston front callipers, the CBF will also be made available in a deluxe edition with a full complement of Combined Antilock Brake Systems for the ultimate in braking control and confidence.

Finally, concern for the environment is a constant motivation at Honda, and the new CBF meets these concerns head-on with a full HECS3 oxygen-sensing catalytic converter system that reduces harmful emissions to far below EURO-3 regulated emissions standards. Riding enjoyment, safety and a responsible attitude toward the environment all are hallmarks of Honda motorcycle engineering, and are proudly displayed in the new CBF1000: A new litre-class semi-naked fun machine for the future.

Styling

Light and sporty in both look and performance, the CBF1000's sleekly integrated bodywork and spare, no-frills chassis borrow heavily from the CBF600 in a design concept that was initially formulated in Honda's local European design centres. Featuring a compact yet wide-coverage frame-mounted half-fairing that accentuates its excitingly sporty look of performance while providing excellent protection against the wind and elements at speed, the CBF projects an impressive image of inherent strength and reliability.

Contrasting with the purposeful mechanical look of its engine, exhaust and suspension components, the smooth contours of its bodywork also fully incorporate the CBF concept of 'Just Fit' proportions into every component. While there's no denying that the CBF1000 is a litre-class motorcycle, its size and proportions have been purposely kept as close as possible to those of its middleweight predecessor, the CBF600.

Every curve in its shape has been specially designed to ensure exceptional comfort, confidence and handling ease, and its slim seating area and three-position adjustable rider's seat ensure an easy and comfortable reach to the ground for a remarkably broad range of rider sizes that provides ample evidence of its 'Just Fit' design brief.

Aerodynamic Half Fairing

The powerful, aerodynamic lines of the CBF's front cowl reach up and back to complement the broad curves of its fuel tank with a sharper and more distinctive form than seen on the CBF600. Integrated dual multi-reflector headlights dominate the cowl's leading edge, and present both a determined look of performance and brilliant night-time illumination that makes after-dark rides a much more reassuring experience. Behind the fairing, wind protection is, as you'd expect, excellent, its broadly sculpted nose cutting cleanly and effortlessly through the air even at high triple-digit speeds.

Large clear-lens multi-reflector style front indicators are built prominently into tapered recesses in the cowling's sides, while at the back is positioned a newly designed, fully integrated one-piece combination light assembly, with form-fitted clear-lens indicators surrounding a large central brake light for an attention-getting rearward display. Behind the deep solo rider's seat, the slim tail cowl rises upward over the rear

wheel to convey an unmistakable sense of lightness and agility as it tapers into the sleekly organic upswept curves of its beautifully integrated tail.

Integrated Instrument Panel

Behind the windscreen, the CBF1000's cleanly appointed cockpit presents the stylish form of an integrated one-piece instrument panel, with large, fully electronic dials providing a highly accurate indication of performance parameters. Inside the speedometer resides a liquid crystal display of odometer and dual trip readouts, while a digital clock is provided behind the tachometer's lens. The two main dials are surrounded by a prominent fuel gauge on the right, while on the left a standard assortment of indicator lights include a fuel injection system warning light, a Honda Ignition Security System (HISS) 'armed' warning indicator, and a red ABS failure indicator on the ABS-equipped versions of the CBF.

Convenient controls include light-action, adjustable brake and clutch levers, a newly adapted hydraulic clutch, and a hazard light flasher switch built into the right-side handlebar switch pod. And even the handlebar's mounting position can be adjusted by reversing its aluminium risers for 10mm of forward offset, and another example of the CBF's 'Just Fit' riding ease. And even the fairing-mounted rear-view mirrors feature longer stems for easier viewing of traffic to the side and rear, instead of a close view of one's shoulders.

Three-Position Adjustable Seat

Like the CBF600 before it, one of the CBF1000's most important 'Just Fit' features is its 3-position height-adjustable seat. A concept pioneered on Honda's prestigious sport touring flagship, the ST1300 Pan-European, this convenient innovation allows a much wider range of riders to custom-fit the CBF to their own body heights and riding needs by letting the seat be raised or lowered 15mm from its 795mm-high central position.

Like the CBF600's excellent seat design, this adjustment not only moves the seat higher or lower, it also shifts it forward or back by a distance of 10mm in order to better conform with ALL body size factors, not just trouser inseams, for a wider range of seating freedom. In this way, shorter riders can find a position closer to the handlebars and foot pegs for easier, more confident control, and taller riders can enjoy a much more

natural and comfortable reach to both the bars and pegs, for a more relaxing riding position that doesn't distract from the enjoyment of the ride.

The seat adjustment can be easily performed in a few minutes using a single hex driver to unbolt and detach the rider's seat, unbolt its seat sub-frame and reinstall the frame in a higher or lower position depending on the corresponding holes selected, then reattach the seat. This one adjustment changes the entire personality of the CBF1000, and makes it a much more user-friendly mount for riders of virtually all sizes and ranges of riding experience.

2-Position Adjustable Windscreen

The CBF1000 also features a 2-position adjustable windscreen which can be raised an extra 40mm in height to provide extra wind protection for taller riders, even when taking into account the CBF's more upright riding position compared to most sport-touring machines.

Vents at the front of the fairing direct air into the space behind the windscreen to create a higher-pressure area at speed that expands the area of wind protection and reduces turbulence behind the screen to provide significantly more comfortable motorway cruising for both rider and passenger. Also, a steady airflow directed under the backside of the windscreen helps raise the rush of air hitting the rider from the top of the screen while reducing fogging in cold conditions.

Contributing to greater pillion passenger security and comfort are a pair of comfortable cast aluminium grab rails positioned on either side of the wide and comfortably padded pillion seat, while stylish and strong cast aluminium brackets support the pillion foot rests.

Colouring Concept

The stylish CBF1000 presents itself in five cool colour variations that accentuate its distinctive bodywork's subtle curves with an air of superb quality. Leading with a bright metallic silver that exudes a sporty look of speed and agility, a deep and sultry black follows with metallic highlights that spring to life under the bright lights. Next is an electric candy blue that grabs attention both at stop and on the move, and a dark metallic green that blends beautifully in with the passing scenery. Finally, a special metallic orange version should certainly draw a fast following to this exciting new riding machine.

With graphics kept to a minimum, the CBF displays its lightly shimmering colours to optimum effect with only the most basic identifying markings, for a spare look of understated elegance that doesn't have to shout to be seen and heard.

The CBF's engine is painted a darker metallic grey than used in its more sport-oriented incarnation, for a more purposeful look of strength that further highlights its body colours.

Colours

- Quasar Silver Metallic
- Interstellar Black Metallic
- Candy Xenon Blue
- Highland Green Metallic
- Bombay Orange Metallic

Engine

For the breathtaking power and brilliantly responsive performance one expects from a litre-class performer, the new CBF1000 gets its high-energy thrust of excitement from Honda's hottest Super Sport powerhouse, the phenomenal CBR1000RR Fireblade. However, while this engine's performance characteristics in its original, highly tuned form, are perfectly suited to the Fireblade's high-performance brand of riding and racing, they were not quite what was needed for the new, more versatile CBF1000 its development team envisioned. Instead of the hard-charging, high-revving power output that sets tracks and high-speed corners on fire, the CBF's development team set out to maximise this engine's lower rpm performance for stronger power in the lower reaches of its rev range and more full-bodied torque that pulls hard at each twist of the throttle.

Maximised Torque

For many people, the term 'torque', as related to 'power' is a difficult concept to visualise, especially the idea that this mysterious torque can actually be increased by reducing maximum power, an idea which on the surface seems to be totally contradictory. Maximised power would obviously seem to be a primary objective of any motorcycle engine design, as bigger numbers would automatically seem to equate with bigger performance and by extension a bigger fun factor. However, that's not always the case, especially with multi-cylinder engines which tend to produce their maximum power at frantically high engine speeds compared to singles and twins.

Rather than peak power, it is torque that is the real 'power' you are looking for when you twist open the throttle. That strong thrust of acceleration you feel through the midrange pressing you firmly back in the seat and pulling at the handlebars on the way to the engine's ultimate power peak is a sign of powerful torque working for you, rather than simply maximum power generating big numbers. In racing, it is torque that pulls a motorcycle quickest out of the corners or up the hills. On the street, it is the same torque that gives you the most exhilarating feeling of brute power and acceleration. The sooner it kicks in, the greater your visceral enjoyment and excitement at hitting the gas.

This is also the wide area in the engine's power zone where the vast majority of riders spend most, if not all of their time, since this is where the most enjoyable rush in motorcycling lies. Peak power is fine for racers and those who live on the edge, but in the real world of shared streets and variable riding conditions, it's torque that you really

feel and depend on for that swift, breathtaking rush of acceleration. And it is this torque that the CBF1000's development team set out to maximise in its engine's development and tuning.

With careful attention to this litre displacement powerplant's overall balance of performance, modifications were made to cylinder head porting, ignition timing and other fundamental factors in order to lower its power and torque peaks in the powerband by a few thousand rpms. Simultaneously, work was carried out to provide a large boost in these figures right in the heart of the engine's low-to-midrange powerband, where they can be most effectively used and fully enjoyed by most riders. And although peak power and torque figures are significantly lower than the CBR1000RR Fireblade on which it is based, power and torque come on much sooner and lower in the rev range for more complete riding enjoyment at the mere twist of its throttle.

The result is a widely satisfying thrust of acceleration that comes on strong throughout the powerband, and feels more like a mighty big twin at lower speeds than an inline-4. Just twist the throttle and go; no waiting for the revs to pick up and wind their way into a taller sweet spot. In fact, the new CBF1000 delivers a stronger thrust of midrange than any other machine in its class, and stronger even than some bikes with several hundred cc's displacement advantage. But don't take our word for it. Go have a ride and find out for yourself.

Optimised Fuel Injection System

Since the new CBF1000 is not designed to be ridden constantly at the upper reaches of its engine's performance range, its PGM-FI fuel injection system does not require the upper row of injectors used in the design of the Fireblade's Dual Sequential Fuel Injection system to enhance high-speed performance. It instead uses a single bank of 36mm throttle bodies mounted with 12-hole injectors for optimal fuel atomisation and sharply responsive performance. These smaller-diameter throttle bodies and narrowed intake ports boost intake speeds for more efficient cylinder filling and a large contribution to engine's stronger torque output. Exhaust pipes are also smaller in diameter for enhanced low-end power and torque.

Other modifications to the CBF's fuel injection system include a new micro-precision electronic air control valve, which is controlled by the PGM-FI system's ECU and closely and automatically modulates intake volume for quicker starting and smoother operation everywhere, whether on cold mornings or at high altitudes, or any other conditions a rider is likely to encounter.

Also, newly developed moulded resin fuel feed lines installed directly over the tops of the injectors provide a lighter and simpler alternative to the welded steel tube lines used in motorcycle fuel injection systems till now.

Another small but significant change is the elimination of the cam pulsar-style ignition system used till now to monitor the crankshaft position and thus the cam angles for all cylinders. Instead, the new system monitors the intake port vacuum peaks in Cylinders 1 through 3, and compares them to the vacuum peak in Cylinder 4 to accurately calculate TDC on the intake stroke of each cylinder. Performing minute and complicated electronic calculations, this new system is simpler in construction and lighter in weight than the cam pulsar system it replaces.

Twin Exhausts

The CBF1000's stainless steel exhaust system terminates into a pair of large capacity oval exhaust silencers that provide a thrilling note. In keeping with all Honda big bikes in Europe, the CBF is also equipped with the latest HECS3 oxygen-sensing low-emissions catalytic system. Featuring a 100-cell/in.² catalytic element built into the exhaust pipe backed up by a pair of 300-cell/in.² catalytic elements built into the fronts of both silencers, this system that not only meets, but greatly exceeds EURO-3 regulated emissions levels of carbon dioxide (CO), hydrocarbons (HC) and nitrous oxides (NO_x) while maintaining strong and smooth performance throughout the engine's wide powerband.

Chassis

Like the CBF600 before it, the new CBF1000 is built on simple yet strong Mono-Backbone frame that grips its powerful engine as a stressed member in a diamond configuration for superior strength and rigidity to withstand big bike stresses and ensure swift, responsive and yet smoothly controlled handling. Like the Hornet 900 and CBF600 before it, this frame features a highly rigid single rectangular steel tube reaching from steering head to swingarm pivot, with reinforced engine hangers reaching down from behind the steering head to clamp the bigger and more powerful engine firmly and securely into place.

At the lower end of the frame's main backbone, a pair of sturdy cast aluminium pivot plates bolt on to sandwich both the engine's rear mounts and the swingarm pivot in a solidly braced configuration that ensures optimum rigidity and control in all riding situations.

Remarkably, the CBF1000's main dimensions, including its wheelbase, caster and trail, are nearly identical to the CBF600. Only seat height shows a marked difference, being approximately 10mm taller than its mid-displacement base model, a consideration given toward enhancing rider comfort.

High-Performance Suspension Components

The CBF1000's top-notch suspension components were specially selected to maximise riding ease and control for a wide range of riders, from those graduating up to their first litre-class motorcycle from a middleweight, to more experienced sporting riders who enjoy putting their riding skills to the test. Up front, a smoothly compliant 41mm cartridge-type front fork like that featured on the popular Hornet and the CBF600 provides confident control while also holding in reserve Super Sports-class high-speed handling and top performance for those who can take advantage of the CBF's full potential. With its wide 204mm fork span and wide, comfortably positioned handlebars, the new CBF1000 makes swift and sure manoeuvres a thing of effortless enjoyment, and helps build confidence quickly. Qualities that will certainly appeal to everyone from tentative big bike novices to hard-charging corner scratchers.

Holding up the rear, the new CBF1000's superb, high-performance Pro-Link suspension system shows the influence of the latest developments in Honda's sports bike evolution. Its large 35 x 75mm box-section steel swingarm provides excellent

rigidity for confident control through the corners. Its responsive Monoshock damper features a rugged dual-chamber HMAS configuration like that featured on many of Honda's leading Super Sports machines for sharp handling and an ultimately comfortable ride whether dicing through the twisties solo or leisurely cruising with a friend and gear across the countryside. Spring preload can be adjusted in seven steps to meet any road and load requirements.

Wheels and Brakes

The CBF1000's 17" wheels feature a sporty and highly attractive double 6-spoke design that exudes light weight and modern style. The front wheel carries the same 120/70ZR17 radial tyre used by the Hornet 900, while the rear mounts a slightly slimmer 160/60ZR17 radial tread like that used on the CBF600 which ensures smooth high-speed performance and confident control in virtually all street riding conditions.

Strong and sure braking control is supplied by a responsive pair of opposed 4-piston front callipers like those seen on Honda's most aggressive sports bikes, firmly gripping large 296mm floating rotors between sintered metal pads. At the rear, a 240mm rotor is stopped by a single-piston calliper mounted on the swingarm in a conventional front and rear hydraulic disc brake system.

Combined ABS Version Also Available

The powerful new CBF1000 will also be made optionally available in a Deluxe version that features the added braking confidence and control of both a Combined Brake System, and a compact and smoothly effective Antilock Brake System.

Like the simplified Combined Brake System currently featured on the Deauville, this responsive brake system operates the centre pistons of the three-piston callipers mounted up front through a proportional control valve (PCV) whenever the rear brake pedal is used. The outer pistons of the front callipers operate normally with a squeeze of the hand brake lever. This system provides enhanced braking control whenever the rear brake pedal is used, and in keeping with the CBF's full sports riding potential.

Already featured on several other Honda models, such as the ABS version of the CBF600, the CBF1000 ABS's highly advanced Antilock Brake System provides exceptionally smooth and confidence-inspiring braking control in the most extreme braking conditions, where riders of all skill levels need it most.

At the heart of this system is a single, ultra-compact motor-driven modulator that controls the operation of both front and rear brakes, and is overseen by a high-speed 16-bit computerised ECU. Constantly monitoring a set of Hall-effect sensors mounted to the CBF's front and rear brake calliper mounts, the ECU tracks the rotating speed of a pair of louvered pulsar rings attached to the wheels. The slightest hint of tyre slippage—registered as a minute fluctuation in the relative speeds of the front and rear wheels, and usually far too small for the rider to detect—causes the ECU to initiate control over the modulator and stop tyre slip before it begins with a rapid cycling of brake pressure Decrease-Hold-Increase micro-intervals (no less than five cycles per second) that continue to apply just enough brake pressure to provide smooth and steady deceleration, but without allowing either the front or rear wheel to lock up and lose control.

Demonstrating Honda's firm commitment to safer brake systems, this optionally available Combined ABS system make up one of the simplest and most effective such systems in motorcycling, and was deemed an excellent addition to the superb new CBF1000 for promoting the ultimate in riding confidence and control. Especially with this advanced ABS, the CBF1000's already excellent braking response and performance are further dramatically improved, resulting in significantly greater braking comfort and confidence compared to virtually any motorcycle equipped with conventional brakes. Over variable traction surfaces, such as wet crossing lines or metal plates, this added control can make all the difference in maximising a rider's confidence and security, and should prove to be a welcome feature for those riders yet to develop the skill and confidence to operate a motorcycle's brakes to their full potential.

As with all other Honda models equipped with this advanced ABS, the system's main ECU features a self-diagnostic programme which constantly monitors all main electronic and hydraulic system components. If any malfunction is detected, the system automatically shuts itself off and reverts to standard, fully reliable CBS brake operation, while a red LED warning light on the instrument console provides a visible indication of system failure and the need for timely service.

Optional Equipment

The new CBF1000 also comes fully equipped with a wide range of optional parts and accessories designed by Honda Access Corporation to greatly extend its day-in-and-day-out range of riding enjoyment.

No matter what your usage of the CBF1000 is, from commuting to a holiday trip for two, a wide range of luggage accessories is available to suit your every need.

- Both a 35- and 45-litre top box are available. Both feature quick-detach mountings and are equipped with Honda's unique moving mounting system, which largely contributes to a more comfortable, aerodynamic performance compared to fix-mounted top boxes. The 45L comes in body-matched colours and can hold two full-face helmets. The 35L box can be had in either unpainted black or colour-matched painted versions, and can hold either two open-face or one full face helmet.
- That same sort of choice can be found in the CBF1000's pannier line-up, starting with a set of unpainted grained 29L bags. These panniers dramatically increase carrying capacity while maintaining a narrow and sporty look, and can also be fitted with coloured panels for a more luxurious effect. If these aren't big enough, a set of larger 33L panniers can also easily be fitted. Painted in body-matched colours, these locking bags can easily hold a full-face helmet or all the luggage you might need for some serious long-distance touring.
- Sets of rugged inner bags with convenient carrying straps for both top boxes and panniers protect your luggage while offering exceptional carrying ease.
- A convenient, easily attached and removed 13-litre magnetic tank bag is also available for keeping oft-used items close at hand.

Of course, greater carrying capacity is only a start when it comes to increasing the CBF1000's versatility. The following accessories are designed to greatly enhance rider comfort as well.

- A set of wind-deflecting knuckle protectors attach to the sides of the half-fairing increase wind protection to the hands.

- A new and more efficient type of heated hand grips ensure hands stay warm during cold weather. An integrated battery monitoring system also protects you from unexpected walks home.

There are plenty of ways to make your CBF1000 your very own personalised bike. The following range of items gives you plenty to choose from to make your CBF special.

- A silver rear wheel hugger gives the CBF a more classy look, and protects the rear damper from dirt and grime.
- An easy-to-mount rear seat cowl installs easily over the pillion seat to give the CBF a more focused look while still providing easy access to the carrying space underneath.
- The sporty, high-tech look of carbon fibre look can be added to the instrument panel, top bridge cover, fuel cap cover and matching tank pad.
- A colour-matched crankcase cover set gives that visual something extra to the exposed engine.

The need for additional security and protection of your motorcycle is also very important. The following items are specially designed to enhance your peace of mind.

- A motion and vibration-sensitive anti-theft AVERTO alarm system that warns off potential thieves with a piercing wail. The CBF1000 comes pre-installed with the necessary wiring to facilitate installation.
- A sturdy U-lock designed to fit easily under the locking pillion seat.
- A rugged, full-coverage bike cover protects against weather and keeps the CBF's attractive lines out of sight of potential tamperers.
- A set of classily designed luxury covers, one for the top box and a set for the panniers, protect these items when not mounted to the bike.

Specifications**CBF1000 (ED-type)****Engine**

Type	Liquid-cooled 4-stroke 16-valve DOHC inline-4
Displacement	998cm ³
Bore x Stroke	75 x 56.5mm
Compression Ratio	11 : 1
Max. Power Output	75kW/8,000min ⁻¹ (95/1/EC)
Max. Torque	97Nm/6,500min ⁻¹ (95/1/EC)
Idling Speed	1,200min ⁻¹
Oil Capacity	3.6 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	5° BTDC (idle) ~ 45° BTDC (7,500min ⁻¹)
Sparkplug Type	CR8EH-9 (NGK); U24FER9 (ND)
Starter	Electric
Battery Capacity	12V/8.6AH
ACG Output	330W
Headlight	12V, 55W x 1 (low) / 55W x 2 (high)

Drivetrain

Clutch	Wet, multiplate with coil springs
Clutch Operation	Hydraulic
Transmission Type	6-speed
Primary Reduction	1.604 (77/48)
Gear Ratios	1 2.714 (38/14)
	2 1.941 (33/17)
	3 1.579 (30/19)
	4 1.363 (30/22)
	5 1.217 (28/23)
	6 1.115 (29/26)
Final Reduction	2.687 (43/16)
Final Drive	#530 O-ring sealed chain

Frame

Type Mono-backbone; rectangular-section steel tube

Chassis

Dimensions (LxWxH) 2,176 x 827 x 1,175mm
Wheelbase 1,483mm
Caster Angle 26°
Trail 110mm
Turning Radius 2.8m
Seat Height 795mm (±15mm)
Ground Clearance 130mm
Dry Weight 220kg (*228kg)
Kerb Weight 242kg (F: 118kg; R: 124kg)
(*250kg (F: 120kg; R: 130kg))
Max. Carrying Capacity 195kg
Loaded Weight 242kg (*250kg)

Suspension

Type Front 41mm cartridge-type telescopic fork, 120mm axle travel
Rear Pro-Link with gas-charged HMAS damper, 120mm axle travel

Wheels

Type Front Hollow-section 6-spoke cast aluminium
Rear Hollow-section 6-spoke cast aluminium
Rim Size Front 17M/C x MT3.50
Rear 17M/C x MT5.00
Tyre Size Front 120/70 ZR17M/C (58W)
Rear 160/60 ZR17M/C (69W)
Tyre Pressure Front 250kPa
Rear 290kPa

Brakes

Type Front 296 x 4.5mm dual hydraulic disc with 4-piston
(*Combined 3-piston) callipers, floating rotors (*ABS)
and sintered metal pads
Rear 240 x 6mm hydraulic disc with single-piston (*3-piston)
calliper (*ABS) and sintered metal pads
* CBF1000 ABS

All specifications are provisional and subject to change without notice.