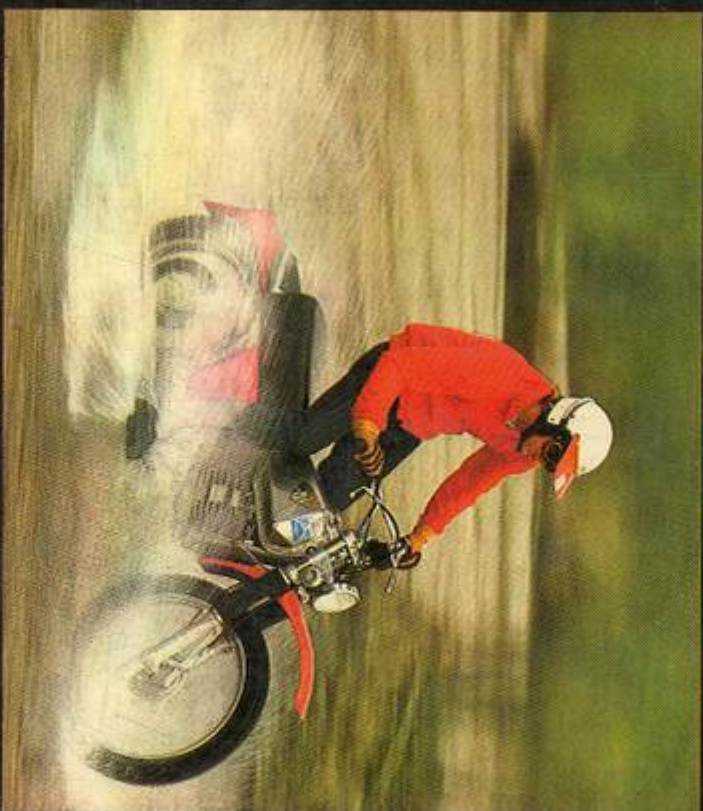


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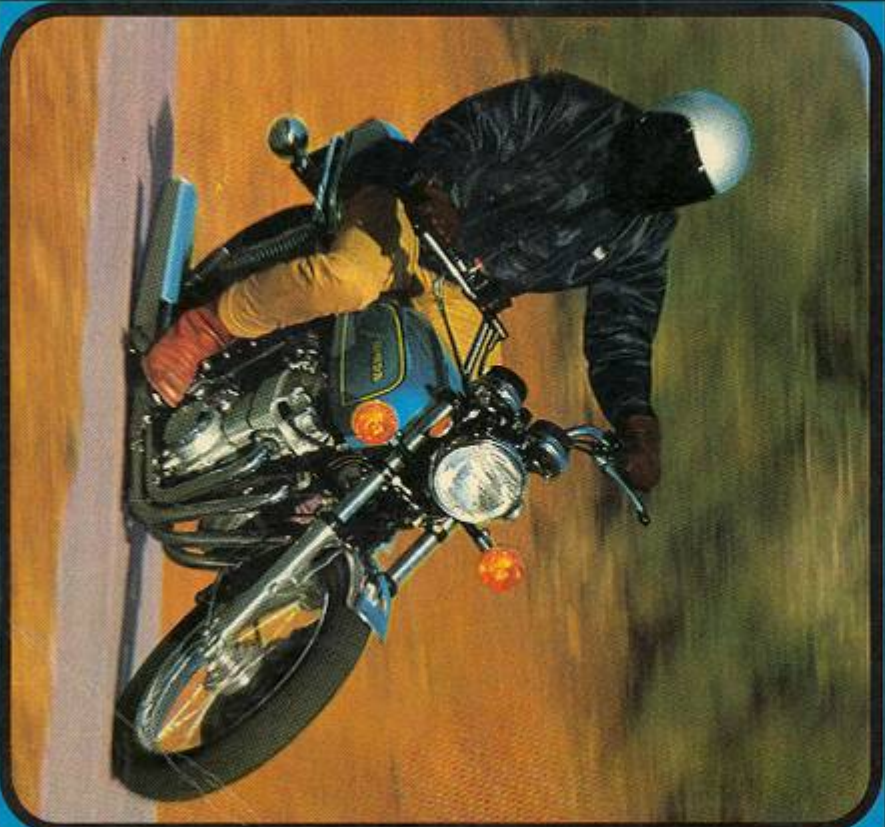
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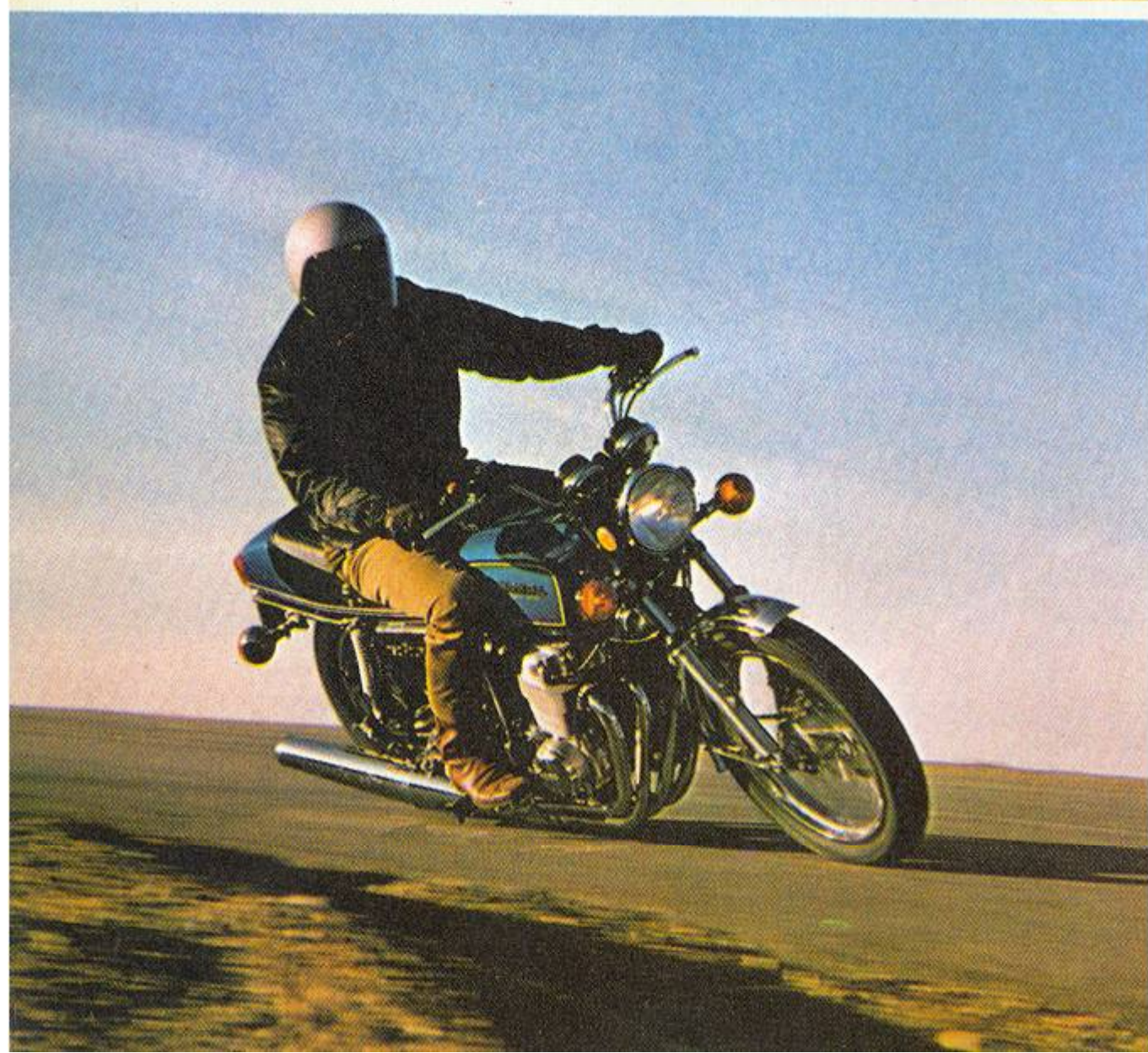


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MOTORCYCLES



BY PHIL SCHILLING • 181 PHOTOGRAPHS



Honda CB-750 Super Sport

Face lifting, a Detroit concept, has its practitioners in the motorcycle world. Reckless metal-surgery can be dangerous. Should inspiration fail, a golden coach can be transformed into a yellow pumpkin. Nothing in motorcycling has been such a golden carriage as Honda's CB-750; understandably Honda has never radically altered the bike. After all, the CB-750 has had the widest buyer appeal of any roadburner. Consequently, like the standard 750, Honda built its new CB-750 Super Sport for the broadest possible audience.

The Super Sport Honda supplements, but does not supersede, the familiar standard version of the 750 Honda. The sporty 750 offers subdued, almost compromised, café-racer styling. Undiluted café racers are monoposto machines; but the Honda Super Sport, like the BMW R90S, has a two-up seat with tail section. By Honda standards, a mono-saddle would have seriously diminished the bike's appeal. And while the sporting set might have raved over low bars, most customers would likely opt for higher, more comfortable bars. Hence, the Super Sport has high bars.

Yet the go-fasters have not been entirely ignored. Hard riders will welcome the new rear-wheel disc brake. The Super Sport also features a four-into-one exhaust system which is lighter than the standard 750 four-muffler plumbing. The Super Sport's single silencer throttles the exhaust to a whisper-level without suffocating engine performance.

Clever touches abound. The Super Sport has a recessed gas cap, hidden from view by a key-lock door. And the ignition-key/fork-lock switch between the instruments allows the rider to turn off the engine and lock the front fork in one motion.

Despite the face lift, and all the new equipment, the best thing about the Super Sport is something "old": the basic 750 Honda engine—stronger than ever and still smooth and reliable.

The Super Sport, with far more power than the standard 750 Honda, remains stable and predictable approaching its cornering limit.