

**When you're ready for a new
motorcycle, your comparisons should
begin, and end, right here.**



Honda for 1979.

CBX.
A staggering,
unorthodox
achievement
that will
change the way
you think.

For 1979 Honda has carried technological excellence beyond mere speed and power. The new CBX is a six-cylinder, six-carburetor, 24-valve, DOHC 1047 cc powerhouse with Pointless Inductive ignition that makes its own rules and defies comparison with its lesser brethren.

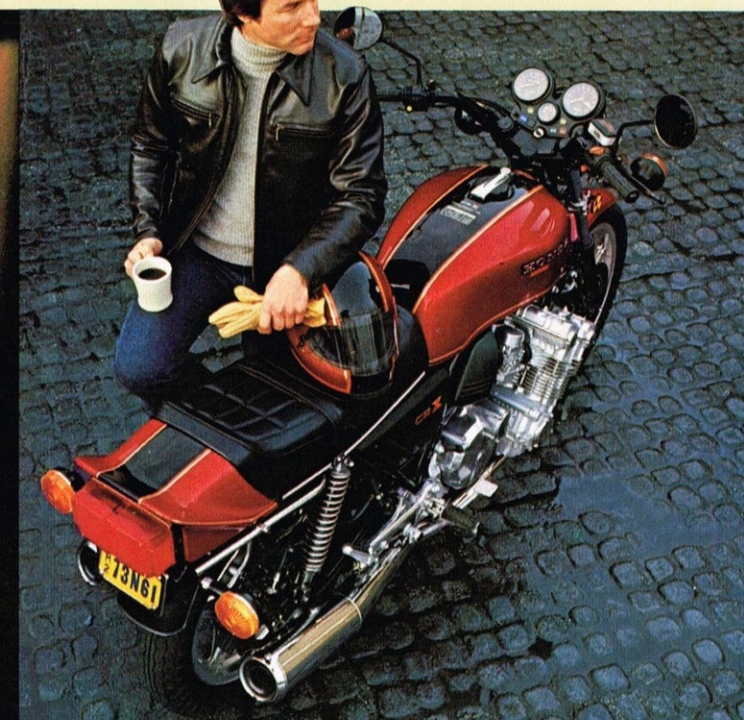
As a motorcycle that will search out and qualify its rider, the CBX is a challenge which must be answered. It's a

bike for experienced riders who know perfection when they see it...and can afford it.

The CBX invites its rider, moves and reacts with him. For example, cornering clearance is not impaired by the alternator and ignition components. Rather, Honda has put them on a primary shaft behind the crankshaft. In addition, the outside flywheels on either side of the engine have been trimmed to allow beveling of the lower crankcase to further aid cornering

clearance. So, while the CBX gives the illusion of great mass, its overall width is nearly the same as that of the 750 Four!

The CBX is a fine-tuned, harmonious motorcycle...from rider posture to instrumentation, suspension, banking and braking, as well as obvious power and acceleration. An unexpected joy to maneuver in tight city traffic, and nothing less than a phenomenon out on the open road. The Honda CBX is here...to stay.





**If your pursuit of pleasure involves
a road... any road, anywhere,
anytime... your vision involves Honda.**

CB750K, CB750K Limited Edition and CB750F. Honda turns Superbike evolution into revolution.

An engineering and styling revolution is about to take place in 750 cc Superbikes. Introducing three all-new Honda 750s. The 1979 CB750K and CB750K Limited Edition. And the fabulous new CB750F.

Their engines are 749 cc, DOHC, 16-valve Fours inspired by the famed Honda RCB World Championship endurance road-racing machines.

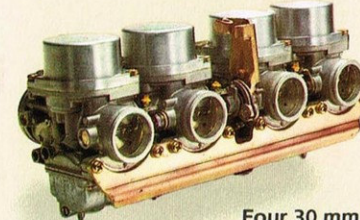
And it shows.

All three 750s are fed by a bank of four 30 mm CV carburetors equipped with an accelerator pump for snappier throttle response. And a transistorized

Pointless Inductive ignition provides the hot sparks that help these new machines deliver their impressive performance.

The totally new CB750K is available in three strikingly rich, deep colors—Candy Burgundy, Candy Brown and Black.

Each set off with distinctive accent stripes. The highly chromed wheels sport a hydraulic front disc brake



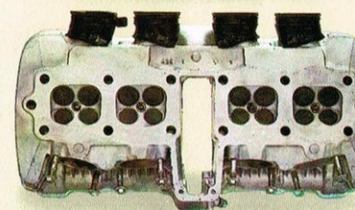
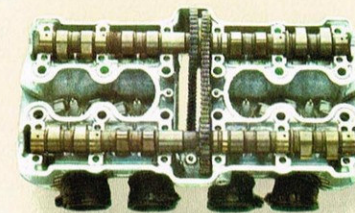
Four 30 mm CV carburetors.

and a wide rear drum brake. Topping off this eye-catching package is the CB750K's classic four-into-four exhaust.

The 1979 CB750K Limited Edition model has an image and style all its own. The new CB750K Limited Edition stands as a proud salute to the great decade since Honda introduced the superbike era with the original 750 Four.

And now for the coup de grace. The dazzling, performance oriented 1979 Honda CB750F—the direct descend-

ant of the RCB. This is a machine for the discriminating expert. And its styling places it years ahead of anything you might have seen.



16-valve Pentroof™ cylinder head.

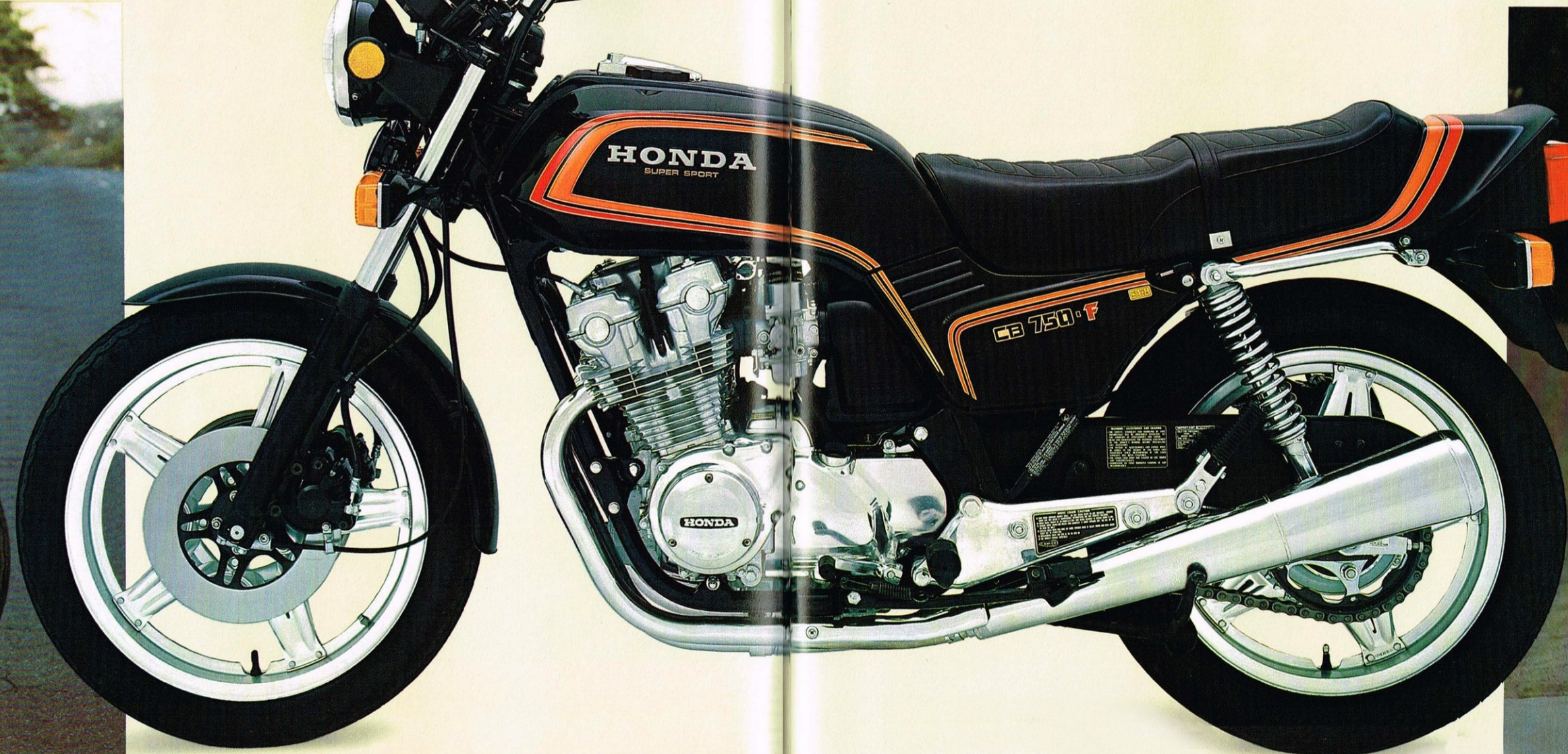
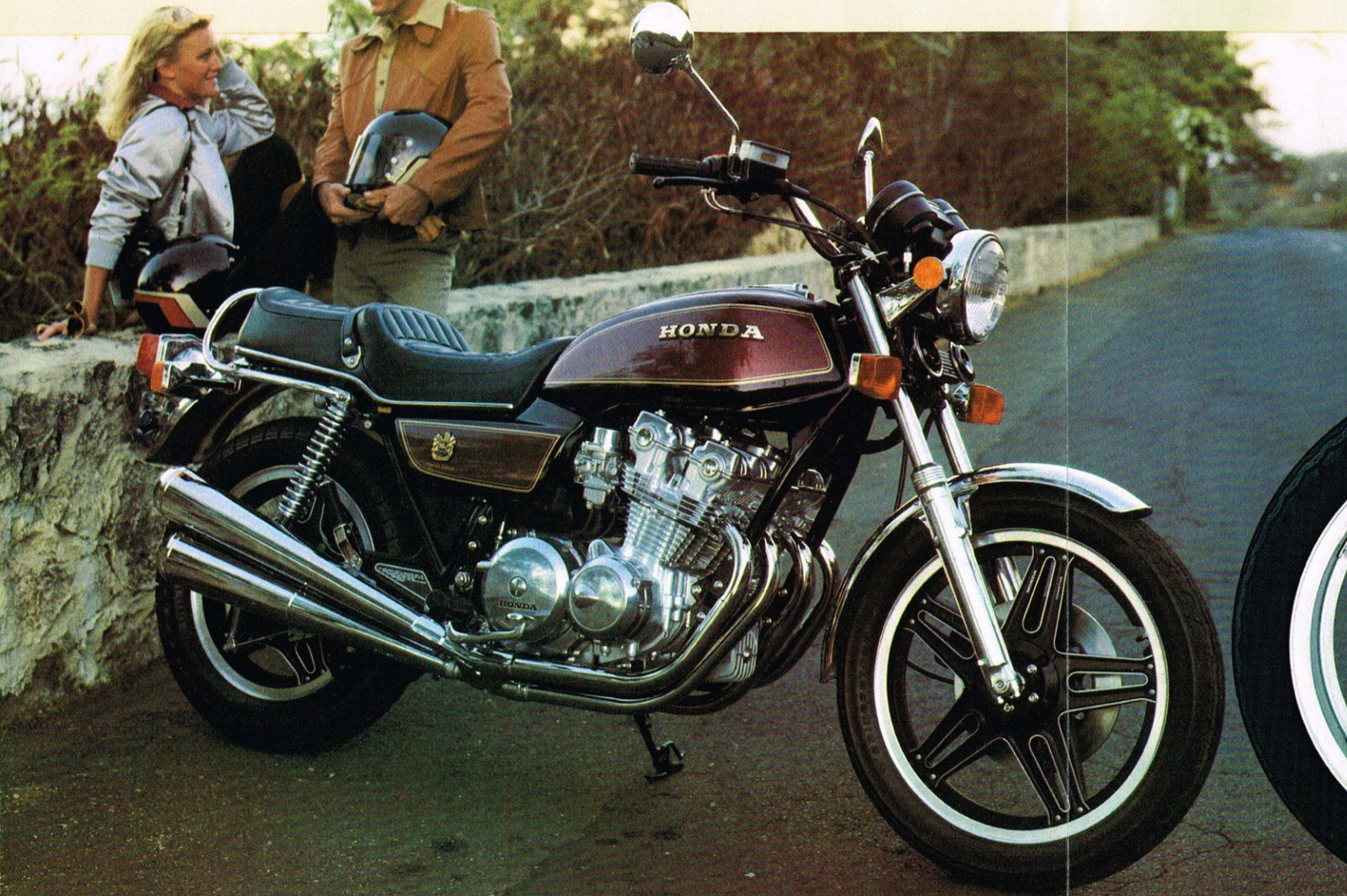
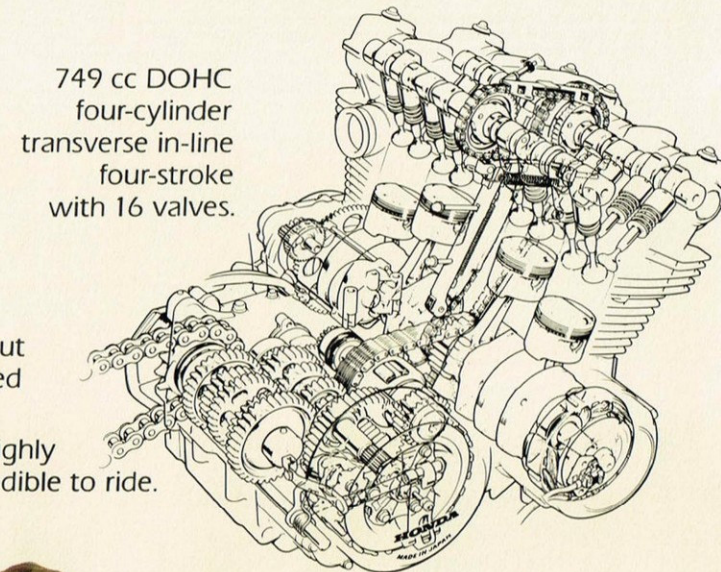
The new CB750F comes equipped with all-aluminum Honda ComStar™ wheels. There's a pair of powerful hydraulic front disc brakes and a single rear disc as well. And a special four-into-two exhaust system, so meticulously designed that all four header pipes tuck inside the new frame's rails to deliver the kind of cornering



CB750F instrumentation.

clearance you've only dreamed about until now. All this and Honda's famed reputation for reliability.

The new 1979 Honda CB750s. Highly sophisticated. Strikingly styled. Incredible to ride.



CB650. Boulevard beauty. Back-road bandit.

The great new Honda CB650. Designed to be the buy of the year. In the performance-per-dollar category, this one's going to be tough to beat. On the spec chart and on the road.

The CB650 is a new entry in the Honda line. The big-bore, short-stroke, OHC four-cylinder engine whips out plenty of power. Yet sophisticated Honda engineering helps it deliver surprisingly good gas

mileage. What a combination!

To tackle everything from Saturday Night on the boulevard to weekends on the Interstate, the CB650 comes with a smooth-shifting five-speed transmission. And for those afternoon darts through the canyon, there's a hydraulic disc brake up front and a large diameter drum brake in back.

The new CB650 offers visual excitement to match its engineering excellence. The paint scheme is striking, yet subtle in its statement. New highlighted Honda ComStar™ wheels are

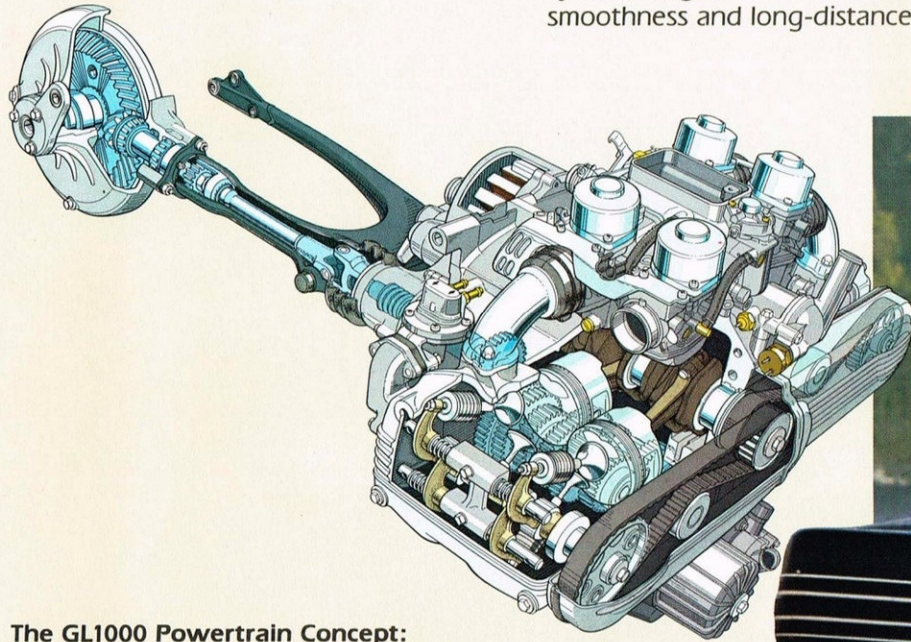
found fore and aft. And the chromed four-into-two exhaust applies the final glistening touch to this new attention getter.

The all-new 1979 Honda CB650. Potently engineered. Meticulously styled. Built low and lean. Its seat height is just 31.5 inches and it weighs only 437 lbs. dry! Check that and all its other features against its nearest four-stroke competitor and you'll smile all the way back to your Honda dealer.



Gold Wing.

**If the place you
most want to be
is a thousand
miles away.**



The GL1000 Powertrain Concept:

Great motorcycles don't evolve. They begin with a fresh sheet of paper and a total concept. For Honda's Gold Wing,™ the concept was a World-Class touring machine. And the objectives were unparalleled smoothness and globe-circling reliability. It meant developing a new engine—a liquid-cooled OHC four—with opposed cylinders for near-perfect primary balance. It's one of the quietest and smoothest motorcycle engines in the world. And it's an ideal layout for use with shaft drive: Power doesn't have to make a right-angle turn between crankshaft and drive shaft.

The test of any great concept is its successful execution. And that's where the Gold Wing more than succeeds—it exceeds. Ask the man who owns one.

Or two thousand. Maybe 10,000. The superlative Honda GL1000 Gold Wing™ is designed and built for such heroic distances. It's a touring machine absolutely without equal. Just about its only limits involve you, the rider... how much time have you got on your hands?

This shaft-drive, liquid-cooled masterpiece is powered by a 999 cc OHC opposed-four-cylinder engine that has set new standards for smoothness and long-distance dependability



All major electrical connections are housed in the center pod module.



among the fraternity of dedicated touring riders.

Comfort and convenience in the grand manner are evident throughout the machine. Contoured handlebars afford a comfortable riding posture. Wide-profile tires are fitted to stylish all-aluminum ComStar™ wheels. An approved quartz-halogen headlight gives outstanding illumination.

The incomparable Honda Gold Wing. If there's a grand tour going on in your head, there's simply no better way to make it a reality.



All instrumentation is mounted in easy-to-read fashion.

The Hondaline® touring accessories shown are optional equipment, available at extra cost from your Honda dealer.

CX500.
Such a resounding
success we're introducing
it again.
And again.
And again.

That's right. Honda's revolutionary liquid-cooled V-twin now comes in three very distinct models.

The CX500 Custom. Our radically styled variation on the phenomenal CX theme. Stepped, comfortably padded seat. Pull-back handlebars. New highlighted ComStar™ wheels. A rich, mellow sound that defies description.

CX500 Deluxe. Definitely for the sports-oriented touring rider. Low, softly padded seat

for superb long-distance comfort. 130/90S16 rear tire. Distinct colors and trim, plus new highlighted ComStars, really set this bike apart.

The CX500. Complete with everything that made it a virtual sellout during its first model year.

The heart of each CX500 is a liquid-cooled 80° 496 cc four-stroke V-twin. It's a big-bore Honda design that delivers plenty of usable power for both sport and open road. Performance is enhanced by the low-maintenance shaft drive

and positive-shifting five-speed transmission. A special damper plate broadens clutch engagement for very smooth starts.

Adding to its distinctive flair, each CX500 comes equipped with Honda ComStar wheels and tubeless tires. There's a powerful hydraulic disc brake up front. Heavily chromed double-reverse-flow mufflers further identify the package.

The Honda CX500s. Freedom of choice was never more exciting!



Deluxe and Custom feature wide 16-inch rear tires.

The Honda Hawks. Mid-sized motorcycles with Superbike spirit.

The 1979 Honda Hawk I and Hawk II are the bikes for the rider who wants high performance in a mid-size machine.

There's nothing like the Honda Hawks.™ Their unique big-bore, short-stroke, three-valve, OHC, Pentroof™ head engines deliver maximum horsepower @ 9500 rpm. That's the kind of technology that has made these machines the recognized four-stroke performance leaders in their class.

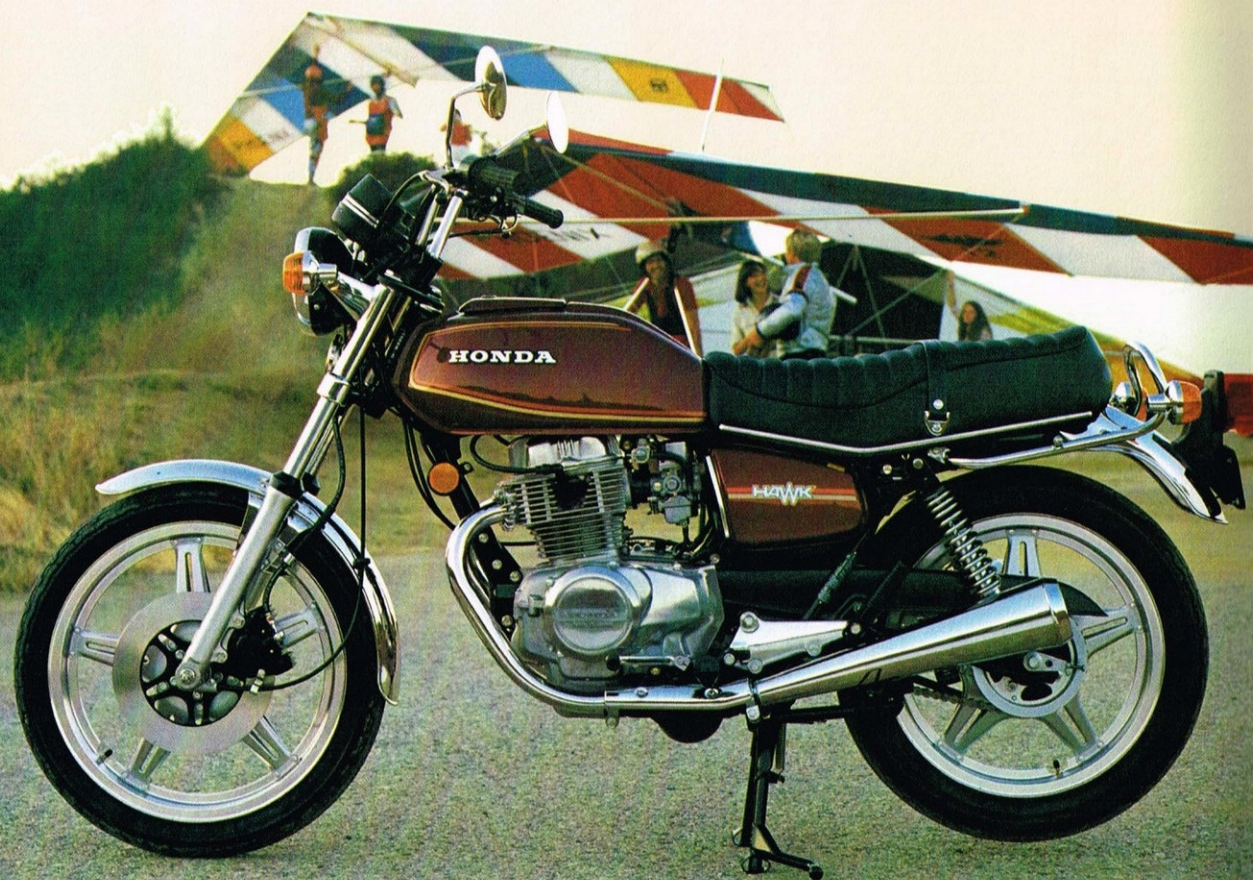
The Hawk I is designed for the budget-minded rider who wants a technically sophisticated machine. Yet the high-spirited Hawk I doesn't skimp on important features. Like Capacitor Discharge Tri-Pulser™ ignition. Dual counterbalancers. New-generation suspension.

And Honda's exclusive Power Chamber.™

For the sport-minded rider who wants extra style along with his performance, there's the Hawk II. It's got all of the Hawk I's technological features, plus a few tricks of its own. Honda ComStar™ wheels. Electric starting. Tachometer. Front disc brake. And more. The Hawk II is for weekdays to work and weekends to wherever.

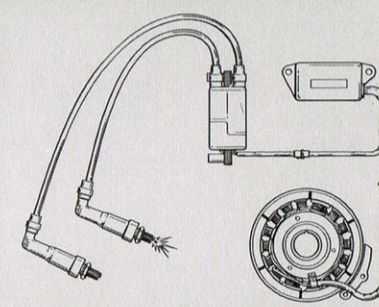
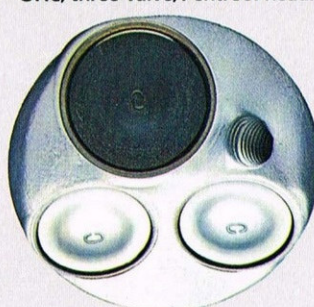
With their smooth, high-performance engines and impressive list of standard features, mid-size four-stroke performance riders need look no further than the new 1979 Honda Hawks.

They deliver big.



Big-bore pistons & short-stroke crankshaft.

OHC, three-valve, Pentroof head.



Tri-Pulser Capacitor Discharge Ignition.



Dual counterbalancers.

CM400T and CM400A Hondamatic. Honda's innovative street bikes in Saturday Night Clothes.

Blend revolutionary Hawk™ technology with uptown style and what do you get? Just the slickest new mid-range street cruisers you're likely to see all year—the Honda CM400A Hondamatic™ and CM400T.

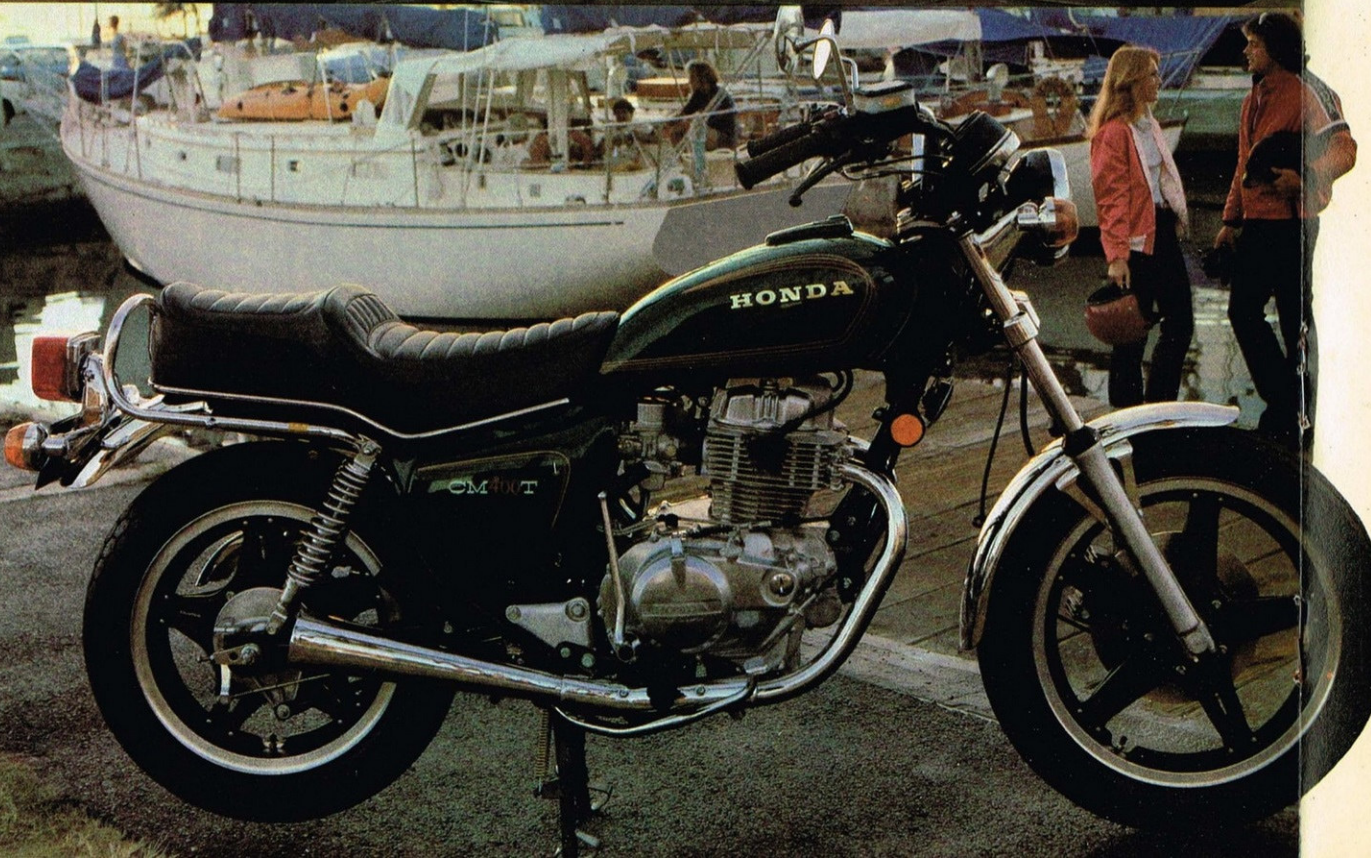
Check the teardrop tank, low stepped seat, pull-back handlebars, shortie mufflers and black ComStar™ wheels. All of a sudden a lot of other motorcycles begin to look very plain.

Since motorcycling is a sensory experience, you not only want your bike to work right, but look right, too. And you want to look right when you're riding it, whether it's for

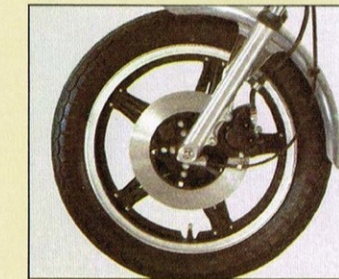
commuting, cruising or a night at the disco.

Either CM400 will dress up your riding style, but they also offer two distinctive ways to roll. The 400A offers Honda's ingenious Hondamatic two-speed semi-automatic transmission. Hondamatic means no clutch lever. And no clutch lever means easier riding. The 400T has a crisp-shifting constant-mesh five-speed gearbox. And both machines have suspension elements that help the ride match the good looks.

The new Honda CM400s. Total concept engineering doesn't stop at the nuts and bolts.



Black ComStar wheels.



TwinStar and CB125S. Proving that small doesn't have to mean boring.

Where does it say your first bike has to be devoid of style and spirit? Not at Honda. And this pair of nifty streeters proves it.

Looking for style? The TwinStar's™ got it, with sleek teardrop tank, pull-back handlebars and comfortable low stepped seat. There's also the convenience of electric starting. And a willing twin-cylinder OHC engine that can handle everything from cross-campus hops to freeway commuting.

Sport riding? The CB125S can stretch a gallon of gas, but it'll never make you yawn. Whether you're sorting out city traffic or exploring a winding stretch of back road, you'll know you're on a real motorcycle. And the responsive single-cylinder OHC engine has an impressive reliability record.

TwinStar and CB125S. Two distinctive ways to go for your first bike. Either way, no one will guess it's your first — unless you tell them.



The Honda Express and PA50 Moped. Now, for a little light entertainment.

Thinking small? Honda has three neat variations on this low-hassle, high-mileage, good-time transportation theme.

For example, there's the popular Honda Express.™ It's stingy with your gas money — up to 100 miles per gallon — and generous with riding fun. No pedals. No clutch. And starting is as easy as winding a clock.

And now there's also

Express™ II, a second-generation Express with luxury features. The deeply padded seat invites sitting in, rather than on, and the styling is unique. Add the optional baskets, and either Express becomes an excellent errand runner.

The PA50 Moped has a full range of quality features, including enclosed driveline, full suspension and V-Matic™ drive. And it's got something no other moped can offer — the Honda nameplate. And that makes it special.



**If you're out to challenge
the elements...sand, mud, water,
dust...break out on a Honda.**



Honda XR series. Hot, new enduro-ready four-strokes with dirt on their minds.

Here are three all-new off-road enduro singles from Honda. Responsive, tractable and sure-footed. With plenty of trick features designed to make your wins come that much easier.

XR500. This is the Big One. 497 cc's worth of big-bore, short-stroke, four-valve engine. CD ignition. Automatic decompression starting system. And more.

The new long-travel XR500 gives you 8.8-inch travel, leading-axle forks and 7.8 inches in back from its gas-pressurized lay-down

shocks. There's a sharp-steering 23-inch wheel up front and specially-designed claw-action enduro tires. All together the new XR500 weighs just 271 lbs. dry!

Honda's powerful new XR500 is king of the off-road four-strokes. It's ready to help you thump the competition.

XR250. The exciting 252.5-lb. (dry weight) Honda XR250 is ready to take on the competition. Like the XR500,

its big-bore, short-stroke four-valve engine really puts the power to the ground. And it's got the same full enduro equipment. Folding shifter and brake pedal. Accurate, easy-to-read big digit speedometer with large tripmeter reset knob. Enduro lighting. Smooth alloy skid plate. A fender-mounted tool bag. And specially-designed claw-action enduro tires for extra traction.

XR185. Here's a CD-fired, six-speed, long-travel, enduro-ready small-bore for the rider who likes his hot competition in the under-200 cc class. It's loaded with enduro extras like folding shifter and brake pedal, 21-inch front wheel, claw-action tires and more! And it weighs only 216 lbs. dry!

The Honda XR500, XR250 and XR185.

Enduro-ready Honda four-strokes with many extras as standard equipment. Get a grip on one of these new Hondas. Then get a grip on yourself.



Honda High Performance Options are available on the XR500, XR250 and XR185.

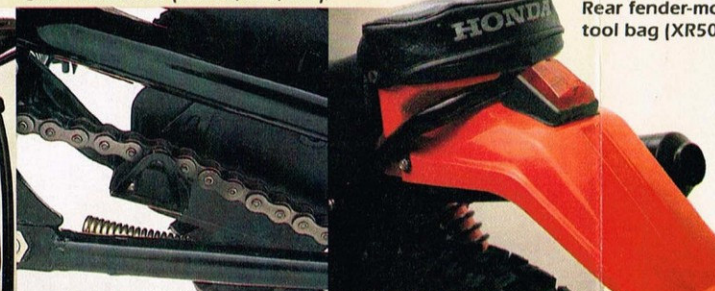
XR80. The smallest XR in Honda's 1979 line-up is the XR80. It's a super little fun bike for the family and a great machine for learning motorcycling fundamentals. Its 8.8 horsepower,* 79 cc five-speed engine and off-road suspension deliver plenty of enjoyment.

*SAE net taken at the crankshaft.

Enduro speedometer with easy-to-read tripmeter (XR500, 250, 185).



Chain tensioner (XR500, 250, 185).



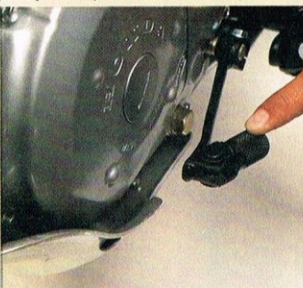
Rear fender-mounted tool bag (XR500, 250, 185).



Honda-designed claw-action tires (XR500, 250, 185).



Folding shift lever and brake pedal (XR500, 250, 185).



XR80.



CR125R and CR250R Elsinores. A pair of red-hot motocrossers.

This year, there are two works replica Honda rockets for those afflicted with motocross fever. The 1979 CR250R and all-new CR125R Elsinores™.

The race-ready CR125R embodies the same sophisticated technology and engi-

neering that has made its larger brother the motocross hit of the year. A short-stroke, 24 horsepower, GP Reed™ Honda-designed reed valve, CD-ignited, six-speed engine. Chrome-moly frame. Long-travel suspension with 11 inches of travel front and rear. A sharp-steering 23-inch front wheel. And exclusive Honda-designed claw-action tires for increased traction.

The incredible new Honda CR125R Elsinore is on its way. And the hot 125 class is going to

sizzle like never before.

With the incredible Honda CR250R claiming victories from Maine to California, 250-class motocross has been a different ball game. And the new 1979 CR250R may change the rules for good.

Numerous changes help make the long-travel (11.8-in. front, 11.0-in. rear) CR250R faster and stronger. Totally new porting and a grid-patterned GP Reed™ Honda-designed reed valve for

broader power and more top-end stream (37 hp) than ever. A new, longer chain guide with machined aluminum rollers. A reinforced airbox that's easier to service. And the unique claw-action MX tires will help you get around the track like never before.

The dynamic duo. Honda's CR250R and CR125R Elsinores. Do you really think you can win without one?

CR's are designed for motocross use only and are sold "as is" without warranty.



Z50R. The 1979 Honda Z50R is perfect for future motocross stars who are just starting out. Its reliable 49 cc four-stroke engine and three-speed transmission with automatic clutch make it easier to learn on. And it's painted in bright Team Honda red.



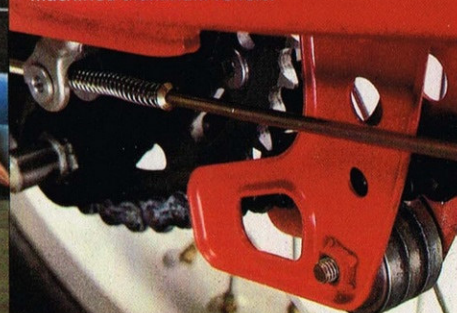
Exclusive, Honda-designed claw-action motocross tires.



New, grid-patterned reed valve.

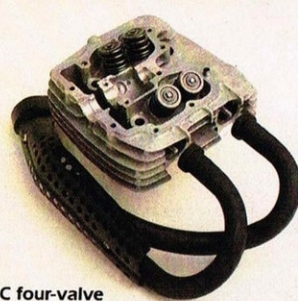


Longer chain guide with machined aluminum rollers.





Honda-designed XL tire tread pattern (except XL75 and XL100S).



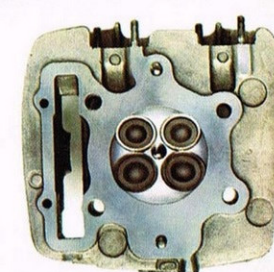
OHC four-valve dual exhaust port head on XL500S and XL250S.



Unique 23-inch front wheel on the XL500S and XL250S doesn't get swallowed up by bumps and potholes as severely as a smaller wheel.



Vibration-reducing counterbalancers on XL500S and XL250S.



4-valve Pentroof head with centralized spark plug on XL500S, XL250S.



The Honda XL series. Road bikes that don't mind playing dirty.

Six models deep, the Honda XL line embodies the most sophisticated four-stroke on/off-road technology in the industry, a fact you'll appreciate on the street and in the rough.

XL500S. The Honda XL you've been waiting for has arrived...and it's about to take your world by storm. The new XL500S is lighter, has more suspension travel, more torque and more horsepower than any other 500 cc four-stroke dual-purpose machine. Its incredible 497 cc, four-valve OHC engine really pumps out the power. It's the only machine in the

class with leading-axle forks. And the front suspension delivers 8 inches of travel. Honda-designed tread pattern tires provide improved traction, both on- and off-road. All this and more in a state-of-the-art bike that weighs just 287 lbs. dry. See it to believe it!

XL250S. Without question, this is one of the most exciting and advanced dual-purpose bikes available today. A strong 249 cc OHC four-stroke engine fed by a 28 mm carburetor provides plenty of usable power. Honda-designed tires provide plenty of traction. There's a

23-inch wheel mounted up front—as on the XL500S—which contributes to the machine's impressive ground clearance (over 10 inches). Leading-axle front forks deliver an impressive 8 inches of travel, gas-pressurized rear shocks up to 7 inches of rear wheel movement. Road requisites include deep comfortable seat, plus full instrumentation including resettable tripmeter. At just 260 lbs. dry, this bike's a total trip, in more ways than one.

The XL500S is currently scheduled for release in March 1979.

Some more dirty players. The XL series continued.

XL185S. This is the mid-range Honda XL that's totally new for '79. Here's an excellent beginner's machine that delivers more front and rear suspension travel than any other bike in its class.

It's equipped with leading-axle forks. There's an impressive 10.4 inches of ground clearance and Honda-designed tread pattern tires similar to those found on the larger XLs. Weight comes in at just 233 lbs. dry. Full instrumentation and lighting for the road, of course.

XL125S. Once again, when it comes to suspension travel the Honda XL125S outdoes them all...nearly 8 inches up front and 6.5 inches in the rear. A strong 124 cc engine coupled to a six-speed constant-mesh transmission gives this machine wide versatility wherever you ride. A Capacitor Discharge ignition, Honda-designed tires and gas shocks further help bring this bike to the head of its class.

XL100S. A superb beginner's XL based

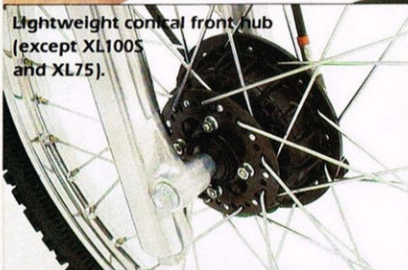
upon the XL125S frame size, this machine combines light weight (209 lbs. dry), low seat height (31 inches) and small wheels (19-inch front, 17-inch rear) to help give the younger rider more confidence. Leading-axle forks and lay-down shocks add to the machine's big-bike performance. Any way you look at it, the XL100S is a lot of bike for your money.

XL75. It's a real big-bike look-alike, from slick instrumentation to full road lighting. Power is supplied by a peppy 75 cc OHC four-stroke single. Positive-shifting four-speed transmission and rear shocks with five-way adjustment round out this Honda's credentials.

Rubber-mounted rear turn signals (except XL100S and XL75).



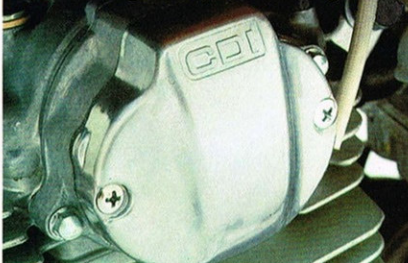
Lightweight central front hub (except XL100S and XL75).



XLs feature easy-to-read instrumentation with large reset knob (except XL75).



XL125S through XL500S feature CD Ignitions.



**CT70/90, ATC70/110,
Odyssey. Welcome
to Honda's all-terrain
supermarket.**

No matter how you like your off-road fun, there's a Honda in this collection that'll get the job done—and then some.

CT70/90. Ever wonder what's at the end of the trail? Honda's CT70 and CT90 are two great ways to get you there—and back again. Durable single-cylinder OHC four-stroke power. Automatic clutches. Whether it's dirt roads, cow trails or just fun around the campground, Honda's trail bikes really come into their own when the pavement ends. And both bikes are street legal.

The three-speed CT70 Mini Trail® lets young riders in early on the wholesome fun of off-road motorcycling. And

with its dual-range four-speed transmission, the versatile CT90 does so many things so well. Just what you'd expect of the world's No. 1 trail bike.

ATC70/110. Three fat low-pressure tires and strong four-stroke OHC single-cylinder engines help Honda's unique All Terrain Cycles live up to their names in everything from good old dirt to shallow mud to sand and even hard-packed snow.

For small and inexperienced riders, the ATC®70 is just right: three speeds, automatic clutch and adjustable throttle stop to limit speed to rider ability.

For 1979, the ATC®110 has a 105 cc engine with plenty of power to go with its dual-range four

speeds. It's designed for fun, but the ATC110 also has a practical side that's helped make it a big favorite with farmers and ranchers.

Odyssey. Hooked on dune buggies? Try this Honda four-wheeler on for size. The steel rollbar unbolts quickly and the Odyssey™ is sized to make it easy to transport to where the fun is. That's the beauty of the Odyssey. A potent 248 cc two-stroke engine and low-pressure tires help deliver dune-buggy fun...through sand, shallow mud, even hard-packed snow.

It's not afraid to work, either. Bolt on the optional tote rack and the Odyssey becomes a utility runabout that can help make ranch and farm errands a game.



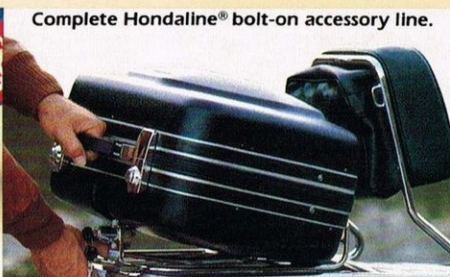
Now that you've chosen the best bike, here's the best gear to go with it.

Always wear a helmet and eye protection when riding. Keep lights on and check local laws for licensing and age requirements. *All horsepower ratings throughout this advertisement are SAE net taken at the crankshaft. Availability may be limited on some models. Check with your local Honda dealer for release dates. Release dates shown in this advertisement are tentative and subject to change without notice. Specifications on all models subject to change without notice. Some bikes designed for off-road and/or operator use only. Express™ not available in Washington. See the Yellow Pages for your nearest Honda dealer.

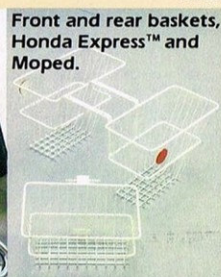
CYCLE.



Pro-Honda boots. Steel-reinforced, with quick-fasten Velcro® closures.



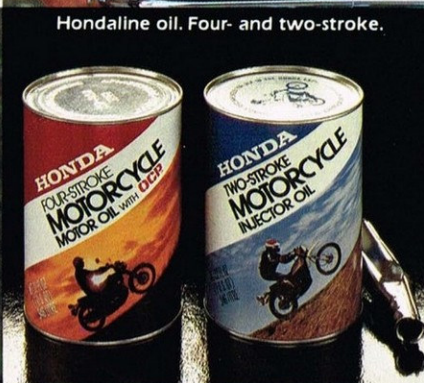
Complete Hondaline® bolt-on accessory line.



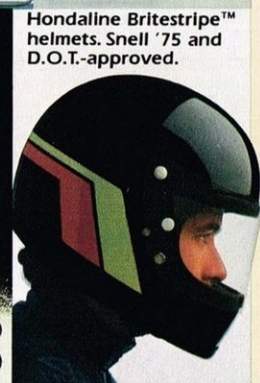
Front and rear baskets, Honda Express™ and Moped.



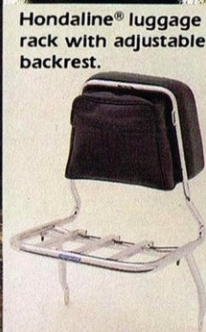
Hondaline MX gear. Comfort and protection, head to toe.



Hondaline oil. Four- and two-stroke.



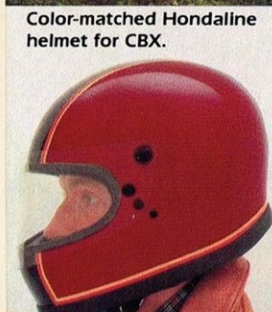
Hondaline Britestripe™ helmets. Snell '75 and D.O.T.-approved.



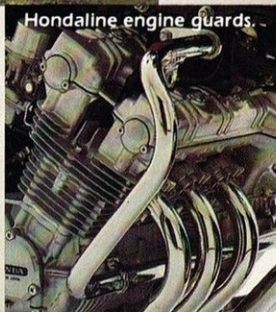
Hondaline® luggage rack with adjustable backrest.



Hondaline Jackets. 100% nylon in distinctive colors.



Color-matched Hondaline helmet for CBX.



Hondaline engine guards.



Hondaline all-weather gloves. Lined leather; pullover rain covers.

HONDA

GOING STRONG!