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1999 Honda CB750 Four: the retro that never was

Thirty years after its birth, Honda surprised the world with a replica of the 1969 CB750 F, but the prototype never went into production.



In **1969**, the course of motorcycling was changed forever with the introduction of the **CB750 Four**, the first *superbike* in history. The revolution (here the word is not hyperbole) that the arrival of the *seven and a half* represented was enormous and placed the Japanese manufacturers as world leaders. The European brands or the American **Harley-Davidson** could do little to face a bike that was several generations ahead of its rivals.

For decades, Japanese brands only looked forward. With a few exceptions, each model was better and more powerful than the last. **Honda** had become a giant, a king, but it still had the energy of a prince. It was not until the end of the 20th century that the brand with the *golden wing* began to reflect on its own history, full of successes.



In 1999, it was 30 years since the iconic **CB750 F** arrived on the market , and the manufacturer felt that the bike that changed the world deserved a tribute. What better than to make a new *Four* ? Thus, the **CB750 F 30th Anniversary** was presented at the *Tokyo Motor Show* . The big difference was that, on this occasion, the four-cylinder engine was *DOHC* (double overhead camshaft) and not *SOHC* like the original 1969 bike. The prototype was very similar to the original: spoked wheels, calipers in front of the fork legs protected by rubber bellows and a spectacular 4-into-4 exhaust, which added weight and complexity, something that was not so important more than half a century ago.



The 1999 [Honda CB750 F](#) was fitted with Dunlop TT100GP tyres in sizes 100/90-19 and 130/80-18, while the swingarm (which was covered by the two exhausts on each side) was made of steel tube. The two **rear shock absorbers** were also copied from those on the original bike, as were the chrome mudguards.



The prototype shown in 1999 **disappeared** as quickly as it had appeared. Only eight years later, in 2007, and again at the *Tokyo Motor Show*, Honda showed the [CB1100F](#). A retro bike but with modern technology, 17-inch wheels, 4-in-1 exhaust, 900 cc engine and a unique image. The model, which can be considered the successor of the 1969 CB, was produced in series from 2010...

