

With the Triumph and BSA going to the three-cylinder design, Mr. Honda decided to go them one better. The following is a report on this fantastic four from the land of the rising sun.


# MOTORCYCLE

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## WORLD 50¢


**BONUS:  
THE LATEST  
ON THE  
750-CC  
HONDA  
FOUR**




**ROAD TESTS:**



**350-CC H-D SPRINT SS**



**125-CC  
YAMAHA ENDURO AT-1**



**900-CC  
H-D XLCH SPORTSTER**

**TECHNICAL FEATURES:**  
5-PORTING THE HONDA  
"ACE" 100-cc.  
FORGED PISTONS  
FOR HOT BIKES.

**COMPETITION COVERAGE:**  
**CALVEGAS "200"**  
**HARE & HOUND.**  
**ROADRUNNERS M/C**  
**CROSS-COUNTRY.**

**PLUS COMPLETE PHOTOS  
AND SPECIFICATIONS ON THE  
1969 SUZUKI'S AND BSA'S.**

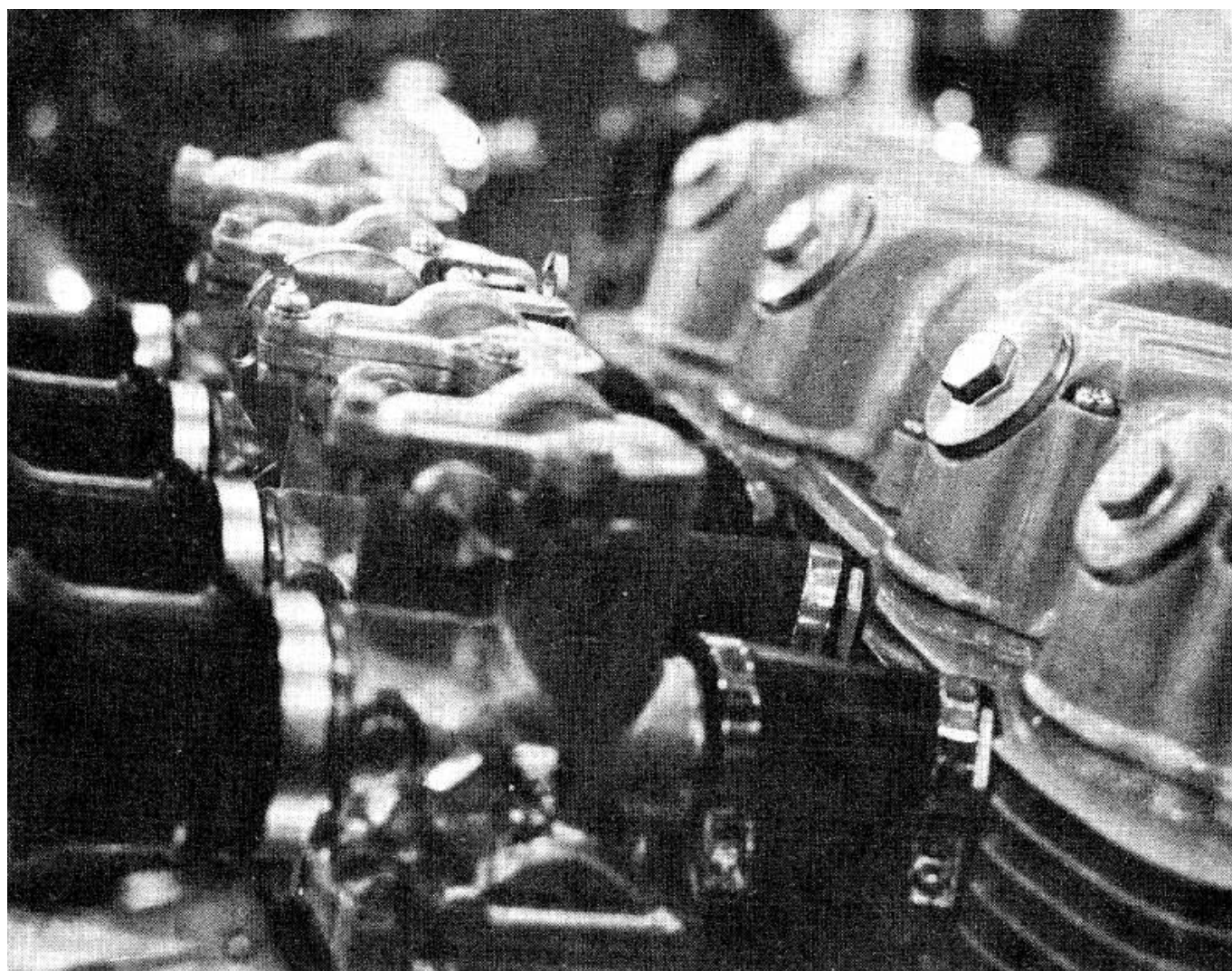
Unlike the poorly kept secret of the Triumph and BSA 3-cylinder, Honda has completely blown the motorcycling public's mind with the unveiling of their all-new, four-cylinder, 1969 C8750 Honda Four! The 750-cc engine is a transverse, in-line four-cylinder design featuring a single overhead cam arrangement, rather than the dual overhead cam setup as used on the big, (up till now) Honda 450's. Due to the increased size of the new 750-cc Four, the sohc design was used to help cut down the overall size of the engine. The 750 has its power takeoff in the center of the crank rather than off either side, which allows the engine to be no longer than that of the 450 model. Horsepower figures are reported to be in the 80-hp range at 10,000 rpm. Four 32-mm Keihin carburetors are connected to a common throttle lever, and actuation is flawless. Lubrication of the mighty Four is via the dry-sump design. The oil tank is located under the large, comfortable, black leather seat. The use of a double cradle frame on this model is the main reason for the use of the dry-sump system. Had they used the wet-sump method of lubrication, there wouldn't have been adequate room (without lowering the frame) for its installation. The suspension system is similar to the one used on the 450, but the tire sizes have been increased to 3.25" x 19" on the front, by 4.00" x 18" on the rear. The 450 carried 3:28" x 18" in front with a 3.50" x 18" rear. The big news in the braking system. The new 750 has a hydraulic spot brake on the front, which not only offers more than adequate braking performance, it looks like something right off the Grand Prix racing circuit. The large-diameter, rear single leading shoe gives ample support to the front hydraulic system.

The overall length of the 750 is less than two inches longer than the '68 version of the 450 : 55 inches total.

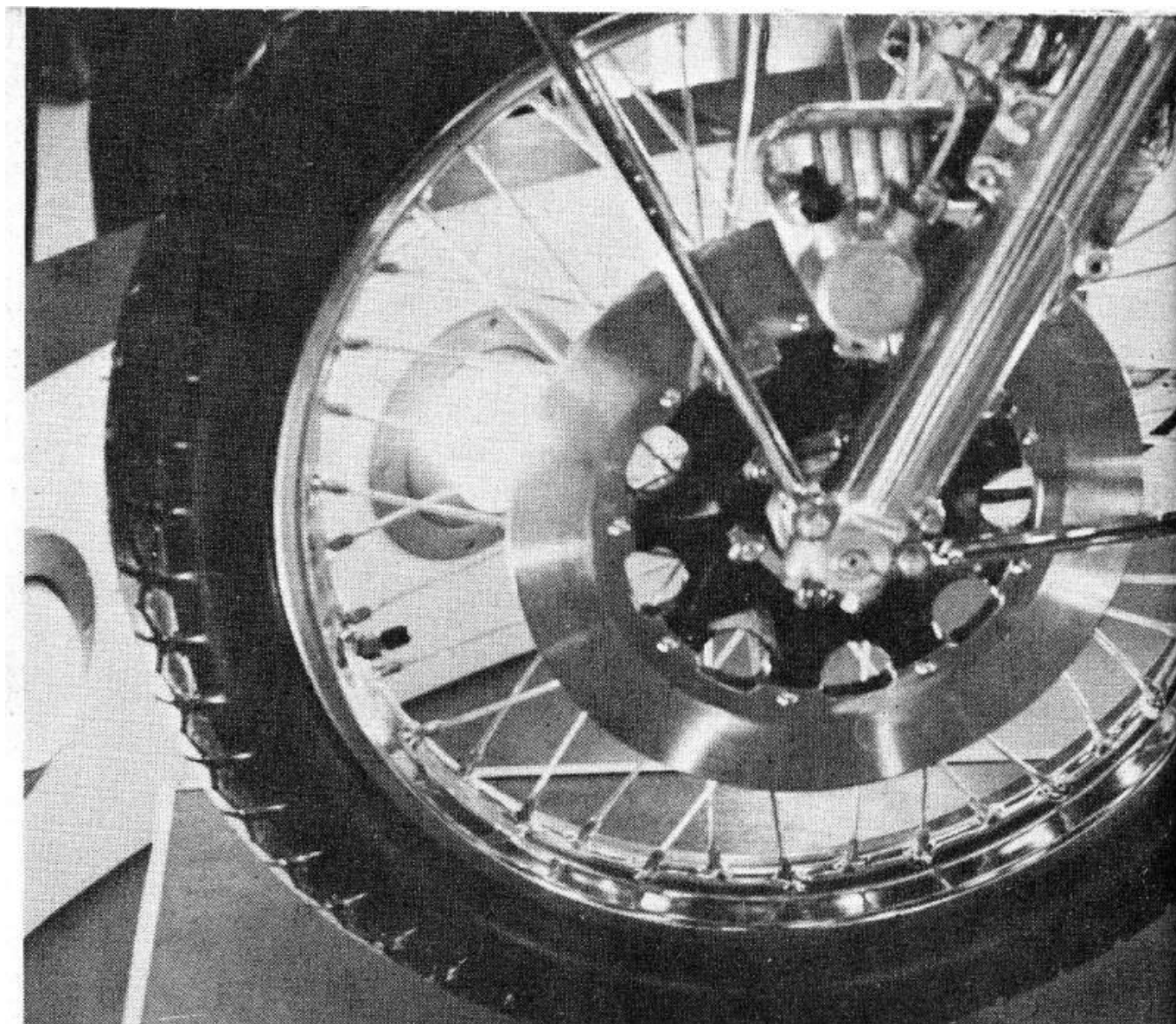
Four individual exhaust pipes sweep dramatically back into four individual reverse-cone mega-phones, and the sounds are something straight out of Heaven. The firing order of the four, plus the muffler design, gives off the smoothest sound ever heard from a two-wheel vehicle.

The performance of the 750 is in the 120+- mph bracket, with 1/4 mile trap times in the mid-12 second range. When all 750-cc's are wrapped up with fiber-glass racing trim, the top speeds should be something to behold. The price of the C8750 has yet to be released, but our scouts report that it will sell around the \$1500 mark. If our informant is correct, stand back, you other manufacturers! Honda is going to "four"-sake its secondary position in the touring-class motorcycle business and is going to sock it to ya!

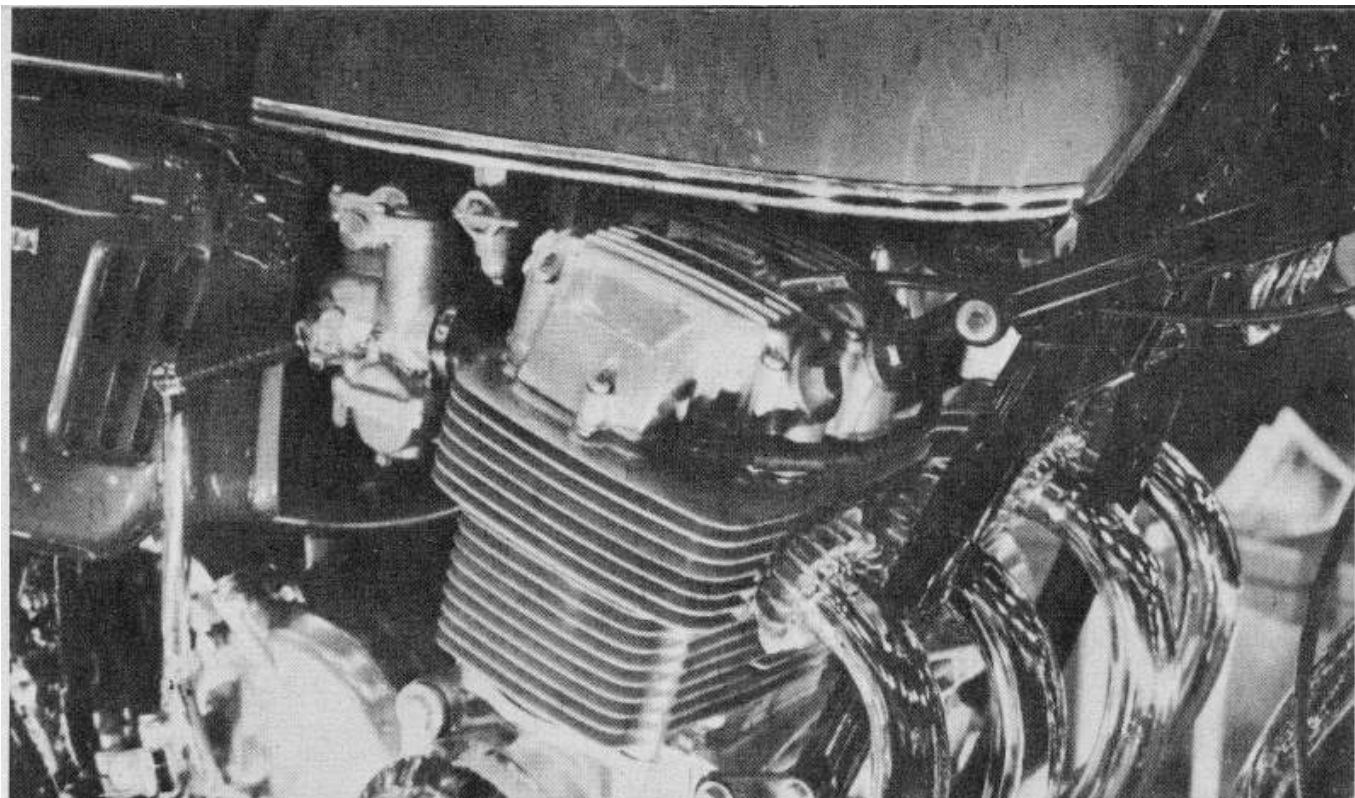




*Looking more like an Offenhauser than a motorcycle, the all-new four-cylinder is very impressive. A separate carburetor is used for each cylinder.*

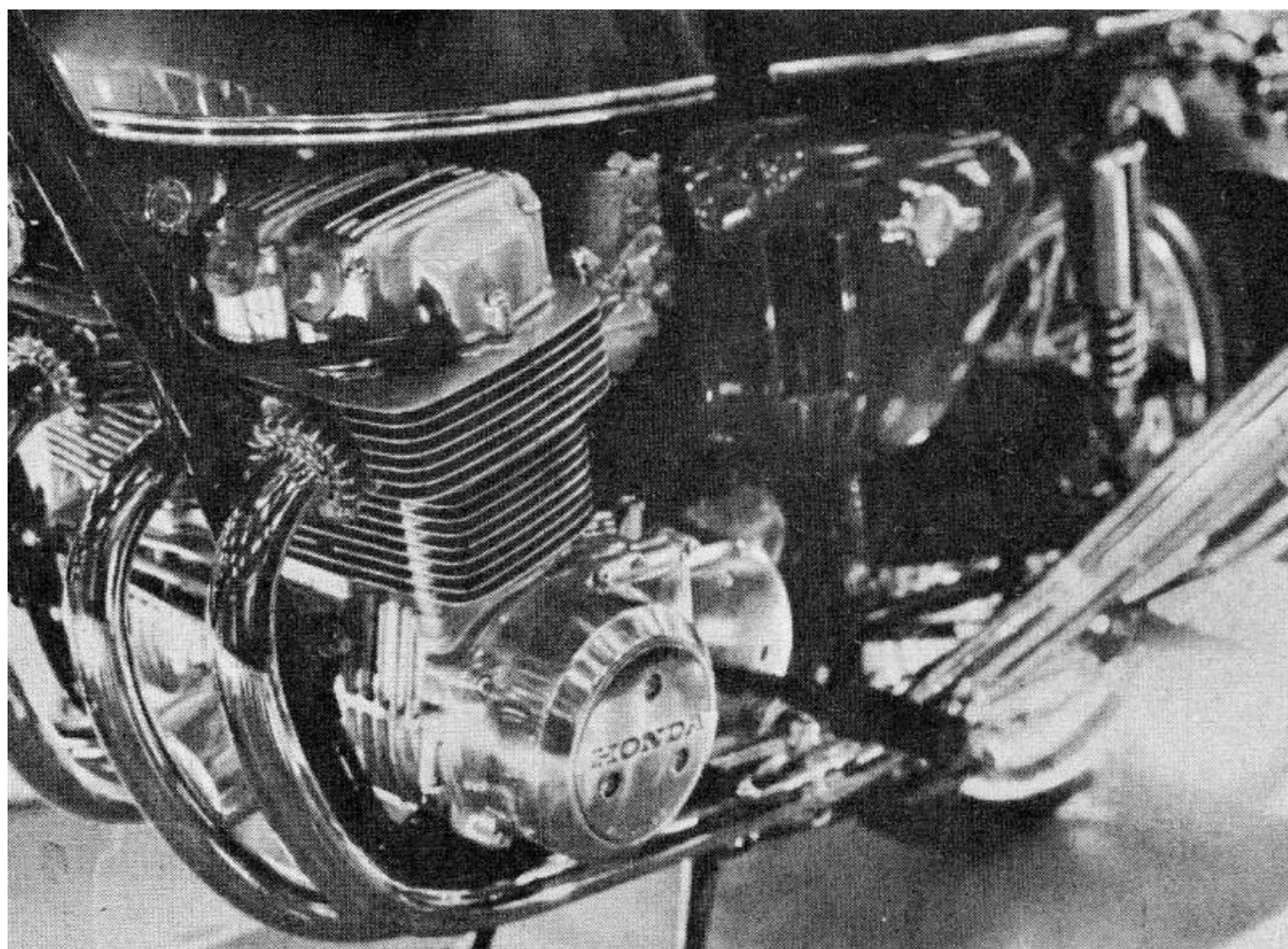


*The hydraulic spot brake is a welcome sight for a machine with the performance capabilities of this one!*

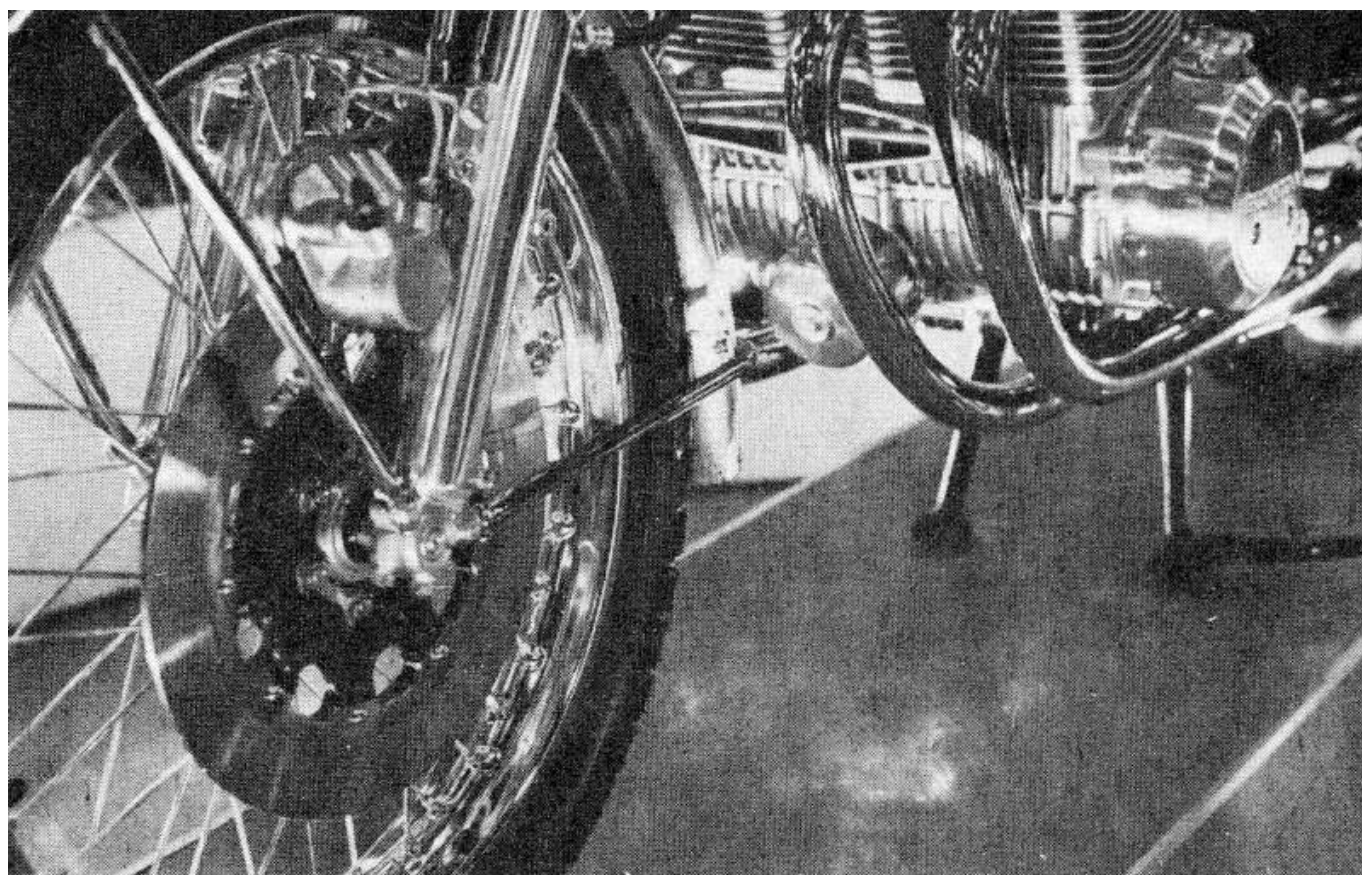


*The use of a double cradle frame was necessary to handle the larger 750-cc engine. The installation is compact, but very uncluttered.*





*The width of the 750 is no greater than that of the 450-cc model. A power outlet, running off the center of the crank, is the main reason for its compact width.*



*Note how the four individual exhaust pipes run under the engine, rather than off the side.*