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1985 honda cb450 nighthawk

At the time of its launch, this mid-class bike was practically Honda's biggest-displacement offering and signaled the company's brave entry into the Harley-Davidson territory. For comparison, the Honda CB450 is just a few pounds/dollars shy of a 650-cc motorcycle. I think it is because of gearing/lightness of the bike.6 speed transmission is really nice, I like cruising on the highway in 6th, you are not toying with the throttle all the time. It opened the flood gates for other Japanese OEMs to enter the Harley-dominated big-bike market. We put two novice riders on the CB: one hated the bike and the other loved it.
Rake is 27°, while trail is 107 mm (4.2 inches).Enclosed in its diamond/semi-double-cradle frame (with a single downtube) are front telescopic forks and a rear swingarm. With light, neutral steering, a stable chassis, responsive suspension, good brakes, excellent tires and generous cornering clearance, the CB performs well on back roads. Kawasaki's 454 LTD got a hot twin-cam water-cooled engine, but with that comes a \$300 price bump along with cruiser ergonomics. From our point of view, the Nighthawk's greatest attribute is something that hasn't changed: its seating position and chassis setup. Like the CB750, earlier models of the CB450 had front/rear turn signals, independent tach and speedo and were made available in "candy" colors.Pre-1982 models had flat-looking saddle seats and some with twin leading front shoes. Had to take it out, disassemble and clean. A standard (non O-ring, clip-type) 530 drive chain handles power delivered to the wheels.Below are the stock gear ratios covering '68 to '86 models.Description1968-1974 Honda CB 4501986 Honda CB450SPPrimary Reduction Ratio3.3042.960 (74/25)Transmission Gear Ratio (1st)2.4122.769 (36/13)Transmission Gear Ratio (2nd)1.6361.947 (37/19)Transmission Gear Ratio (3rd)1.2691.545 (34/22)Transmission Gear Ratio (4th)1.0001.280 (32/25)Transmission Gear Ratio (5th)0.8441.074 (29/27)Transmission Gear Ratio (6th)N/A0.931 (27/29)Final Reduction Ratio2.3332.250 (36/16)Older CB450s have a points/condenser ignition compared to post-1974 models with CDI (Capacitor Discharge Ignition). L x W x H measurements for earlier models are as follows – 2,065 - 2,115 mm (81.3 – 83.3 inches), 775 – 830 mm (30.5 – 32.7 inches), and 1,090 - 1,150 mm (42.9 – 45.3 inches). Since the Honda CB500 Four had been in the market as early as 1971, it would have been redundant if the Japanese firm could also keep the CB450 bikes around. Except as expressly authorized by motorbikecatalog.com, you agree not to copy, modify, rent, lease, loan, sell, assign, distribute, perform, display, license, reverse engineer or create derivative works based on the Site or any Content available through the Site. These return-shift systems were left foot-operated and mated to a wet, multi-plate clutch assembly. Technology has boosted the sport-bike experience to higher road speeds, and cruisers have elevated posturing to high art, yet such machines do so at a premium price and at the expense of versatility. For passenger duty as well, the Nighthawk bests any of the three cruiser bikes. Likewise the air-adjustable fork: despite its soft springing, the Nighthawk rarely bottoms on the backroads. Complete performance review and accelerations chart for Honda Nighthawk 450 (CB450SC) in 1985, the model with cruiser body and 447 cm3 / 27.2 cui, engine offered since early-year 1985. In Honda's CMX450 Rebel we see a machine with fundamentally the same engine as the CB-SC (the Rebel uses a different crankcase for cosmetic reasons, has carburetors two millimeters smaller, and different transmission and final-drive ratios), yet a substantially different chassis layout and ergonomics, clearly in the name of style. Their alternators are on the left versus Nighthawk trims, which are behind cylinders (making a narrower profile possible for these later-year bikes).The starting system is a kick-starter (changed to electric starter beginning 1968), and the required spark plug is either an NGK DR8ES/DR8ES-L or Nippon Denso X24ESR-U/X27ESR-U across all models. And, indeed, \$500 more is about what the Honda is worth: Even though its 1977 price of \$1298 (for the premium model), adjusted for inflation, comes out to \$2500, the CB costs just \$1998 in 1986 dollars. This was after an 8-year hiatus since launching its Super Sport trim (and at the same time as its bigger-displacement namesake, the CB750SC).The overall design of the Nighthawk deviated from the 1965 model in the sense that it was more customer-centric. It's only fitting that we pay it homage. It changed in 1968 with the introduction of the K-series (until 1974), which had a 5-speed, forward constant-mesh. On the standard Nighthawk, however, a high seat lets the pegs fall in a less-compromising position. Disclosure: We may get commissions for purchases made through links in this post.Before “the Godfather of modern superbikes” made headlines and placed Honda on the map, the Japanese firm first had the Honda CB450. Why? Conversely, later-year models changed to a contoured seat and were also on the receiving end of rubber-gaitered front forks, a headlamp-mounted twin speedo kit, and a slimmer, redesigned fuel tank. No spec chart can indicate the Nighthawk's genuine advantage. Comparing the '70s and '80s versions of the Honda CB450, the most noticeable difference apart from design would be the motorcycle's width. The seat height is almost 31 inches, so good for me at 6'3". Nothing, however, in the CB450's price range works as well for all-around riding. Its closest competition isn't a 450 twin at all, but Yamaha's four-cylinder, 600cc Radian, another do-everything machine in a specialized world. Find out what they're like to ride, and what problems they have. Model year1982Year of manufacture1982First year of ownership2010Most recent year of ownership2012 Acceleration marks 5 / 10 Roll-on Performance marks 6 / 10 Roll-on Performance marks 7 / 10 Braking marks 8 / 10 Reliability marks 10 / 10 Comfort marks 9 / 10 Running Costs (higher is cheaper) 5 / 10 Overall marks (average of all marks)7.1 / 10 Distance when acquired32000 kilometresMost recent distance34000 kilometres Would you buy another motorcycle from this manufacturer? These stock knobbies have a recommended cold-tire pressure ranging from 200 kPa (2.0 kgf/cm2, 28 psi) to 250 kPa (2.5 kgf/cm2, 36 psi), depending on payload.As for brakes, a single front disc and rear internal expanding shoes provide the motorbike its halting power and complete its tire-and-wheel assembly. Now it works fine. Violations of copyright will be prosecuted under the fullest extent of the law.The full Terms and Conditions of using this website and database can be found here. I started out on a 1982 Honda 450 CM Custom way back in the day. Four years later, the Honda CB750 would also showcase in the same hotel.British OEMs deemed the motorcycle harmless at the time, failing to realize the wheeler's potential early and Honda's “emerging capacity” as a producer of high-performance, big-bore consumer bikes. The prevalence of bob-jobs and chopper builds highly influenced the bike's overall feel at the time. Over bumps, the Nighthawk rider, sitting upright and able to use his legs for support, receives a far less severe jolt through his spine than does the more passively positioned Rebel pilot. The brakes, both single-caliper, twin-piston front disc and rod-actuated singleleading-shoe rear, offer excellent feedback and adequate results, but all riders from racer to beginner could use more stopping power: the CB took five and a half more feet to stop from 60 miles per hour than the Rebel, five feet more than the Savage. Reproduction of part or all of the contents of this web-site in any form is prohibited and may not be recopied and shared with a third party. Pictures. In 1986, its last year of production, the changes were minor, including the ... In 1982 Honda gave the bike its biggest change, a bore job bumping the engine to present spec, along with stronger rod bolts and crank bearings to cope with the added power and heavier pistons. Continue reading to discover more about the famed Black Bomber.You may be wondering where this nickname originates. Other multigrade oils are permissible (as specified in the manual), provided they have a minimum API grade of SJ and meet JASO T903 MAM/B standards. I bought the bike recently; changed the oil, checked the plugs, and that has been it. Compression ratio plays between 9.0:1 and 9.3:1, while dual 32-mm constant-velocity carburetors handle air-fuel mixture across all production models (some sources indicate 36-mm carbs).Bore-stroke ratio was initially 70 x 57.8 mm (2.76 x 2.28 inches). Conversely, the Nighthawk's medium-rise bar and rearward-set pegs lean its rider slightly into the wind, and that position, along with the bike's wide, generously padded seat and freeway-compliant suspension, allows the CB-SC rider to comfortably drain the bike's fuel tank—about 160 miles—without ever requiring a rest stop. It later changed to a over-square 75 x 50.6 mm (2.95 x 2.00 inches) to improve fuel delivery and airflow and allow the engine to rev higher.Similarly, piston displacement started at 444 cm³ (27.1 in³) but eventually increased to 447 cm³ (27.3 in³) due to bore and stroke adjustments.Overall, these configurations lend to an advertised top speed of 112 mph (180 km/h), a horsepower of 43 – 45 hp/32 – 33.5 kW @ 8,500 – 9,000 RPM, and a maximum torque of 37.4 Nm (3.8 kgf-m, 27.6 ft-lb) @ 8,500 RPM. The CB450SC Nighthawk should convince anyone that a good motorcycle is really a timeless thing. With light, neutral steering, a stable chassis, ... Read Honda CB450SC Nighthawk reviews from real owners. Under the Copyright, Designs and Patents Act 1988, the content, organization, graphics, design, compilation, magnetic translation, digital conversion and other matters related to the motorbikecatalog.com site (including ProfessCars™ and motorbikecatalog.com™) are protected under applicable copyrights, trademarks and other proprietary (including but not limited to intellectual property) rights. Under the Copyright, Designs and Patents Act 1988, the content, organization, graphics, design, compilation, magnetic, translation, digital conversion and other matters related to the motorbikecatalog.com site (including ProfessCars™ and motorbikecatalog.com™) are protected under applicable copyrights, trademarks and other proprietary (including but not limited to intellectual property) rights. However, that wasn't the case. That said, the 450-cc Nighthawk trims were only available until 1986.The Honda CB450 has an air-cooled, 4-stroke DOHC V-twin mill. The curiosities today are the specialized bikes which surround it. It is called by many names – Black Bomber, Dream, Hellcat, Dragon, and (my favorite) – The Prophet.Introduced in 1965, the Honda CB450 was highly regarded as Honda's “first big twin” and the world's first mass-produced DOHC motorcycle. It was tamed down by at least three inches to improve performance and handling. My legs are just a bit cramped with the mid-controls, but nothing horrible. The handlebars are situated just perfect. This thing handles great around town, and I find myself driving it more than the three other bikes I have in the garage.Great bike for zipping around town on, and it has some get up and go for a 450. Wet it is just over 400 pounds, and even with me at 240 pounds, the wind can blow me around a bit. That kind of versatility is rare in today's market, rarer still in a modestly priced bike. The CB450 lets its rider sit upright, providing enough room for even six-footers to stretch out and move around. Discussions. Rear suspension figures are close too, but you'd never guess that from the ride. In fact, it didn't. The Hawk's modest achievements got lost in an avalanche of new technology. But despite being aware of the difference in engine configuration, it seemed most of the competition didn't even bother to produce something on par with what Honda had to offer Needless to say, that inaction was what put the final nail on the British motorcycle coffin and began the latter's gradual spiral of doom. The motorbike seems to have been sold brand-new for £360 - £366 in 1966 in the UK (approximately £6,000 or \$7,900+ if sold now). We ran the fork at atmospheric pressure and the shocks at their softest setting for solo work. Not that the Nighthawk suffers in performance: it zips through the quarter mile in 14.55 seconds, nearly half a second faster than the 650 Savage. At 426 pounds the Nighthawk weighs more than the Rebel (412 pounds), but feels lighter than either thanks to its rider positioning, steering leverage and chassis. is a global leader in motorcycling and multiple automotive industries and part of the Japanese “Big 4.” This firm began as a concept formed inside the Art Shokai garage by Soichiro Honda.Soichiro eventually founded the company in 1946 and worked his way through fixing race cars, mass-producing piston rings, automating military aircraft propeller production, and selling motorized bicycles with surplus engines to grow the business into what it is today.Because of Soichiro's vision and hard work, Honda successfully established itself as a well-respected powerhouse in energy solutions, electric automobiles, and ground-breaking motorcycles like the Honda CB450.There's no denying that the Honda CB450 is a game-changer – both for Honda and motorcycle OEMs in general. On my first ride I popped the clutch and lifted the front wheel about a foot off the ground! I painted the bike black with red stripe, and polished the chrome, and I get a lot of looks on this bike.I wouldn't take this bike on a cross country tour, but for the city/first bike, it is freaking awesome!Extremely reliable, always starts, and once I got all the leaks under control, it has been a true Honda.I really like the simplicity of the bike and the cheesy 80's corn star wheels.Well I am not a veteran rider, but I think it handles quite well. I don't feel afraid to throw it into a corner at higher speeds.It takes pot holes/bumps quite well, without knocking you off the bike.I have ridden with a friend who has a 85 hp Yamaha, and I keep up quite well with him on the highway with my 45 hp. In 1977, when Honda brought out the 450's parent bike, the CB400 Hawk, it was a revolutionary machine. The bike's dual counterbalancers—a technology which was in its infancy when this engine was first built—allow the CB to use a light, single-downtube frame and mount the engine solidly as a stressed member. The Nighthawk never wobbles or feels untrustworthy, but its fork exhibits some lateral flex under heavy braking: a fork brace or heavier tubes should solve this. The incorporation of material or any part of it in any other web-site, electronic retrieval system, publication or any other work (whether hard copy, electronic or otherwise), also the storage of any part of this site on optical, digital or/and electronic media is strictly prohibited. Some parts were either plated or sided with chrome. The bike did have its flaws – some of which were deemed unforgivable by some riders. The commercial copying, redistribution, use or publication by you of any such matters or any part of this site is strictly prohibited. It accelerates well for being just a 450 too! I have learned to run the RPMs higher before I shift (red-lines at over 9,000).Aside from normal maintenance like adjusting valves, cam chain, replacing chain and sprockets, fork seals, and clutch cable (all relatively easy to do for a mechanically inclined person), the only real expense was the rebuild of the 2 carbs. The integrated, crankcase-mount oil cooler remained, but Honda upgraded the twin's suspension and brakes to current specs. You do not acquire ownership rights to any content, document or other materials viewed through the site. Make Model Honda CB 450SC Nighthawk Year 1982 - Engine Four stroke, parallel twin cylinder, SOHC, 3 valves per cylinder, Capacity 447 cc / 27.2 cu-in Bore x Stroke 75 x 50.6mm Cooling System Air cooled Compression Ratio 9.1:1 Induction 2x 34mm constant velocity Ignition Solid state Starting Electric Max Power 43.3 hp / 32.2 kW @ 8500 rpm Max Torque 4.3 Kgm / 42.1 Nm @ 650 rpm Transmission 6 Speed Final Drive Chain Front Suspension Telescopic forks 124.5mm wheel travel Rear Suspension Swing arm 97mm wheel travel Front Brakes Single 272mm disc Rear Brakes 140mm Drum Front Tyre 100/90 -19 Rear Tyre 130/90 -16 Dry Weight 178 kg / 392 lbs Fuel Capacity 14 Litres / 3.7 US gal Road Test Cycle Magazine of 1986 Witness the American Gothic of motorcycles. Many of the values reflected in Grant Wood's portrait of the thin-lipped farming couple—hard-working, modest, capable, and utterly without glamour—apply directly to Honda's workhorse Nighthawk. Neither the CB's front nor rear suspension have enough rebound damping for true go-fast work (like the engine, that hasn't changed much in the last nine years either), and cranking up preload only aggravates the problem. Not that the series of events automatically gave Honda soaring sales figures. Here's a curiosity, though: even though the CMX and the Night-hawk have near-identical front suspension travel, the Rebel has a substantially stouter fork than the CB, using 37mm tubes while the Nighthawk makes do with 33mm stanchions. The Nighthawk was bought for the wife to get back into riding a motorcycle. These aside, styling differences (if any other) were close to negligible.Sources for Honda CB450 list prices are a bit obscure. Easy to maintain and very reliable thus far. For years the Honda 450 twin has earned high marks in handling, and the Nighthawk furthers that tradition. But again after 35 years, I can't complain! This is an all around GREAT commuter bike that I would absolutely buy again, and if you can find one in decent condition - buy it!!! Model year1982Year of manufacture1982First year of ownership2016Most recent year of ownership2017 Acceleration marks 7 / 10 Roll-on Performance marks 7 / 10 Handling marks 9 / 10 Braking marks 9 / 10 Reliability marks 9 / 10 Comfort marks 10 / 10 Running Costs (higher is cheaper) 9 / 10 Overall marks (average of all marks)8.4 / 10 Distance when acquired21000 milesMost recent distance23000 miles Would you buy another motorcycle from this manufacturer? The bike's reduced dry weight – from 186.9 Kg (412 lbs.) to 178 Kg (392 lbs.) - is only secondary. On the outside, the CB 450 shared the same aesthetics as that of the S90 and CB175 (source: Wikipedia). The regular CB450SC, and the CB450SCL (California only). These suspension units offer 2-way damping adjustment and rear shocks with adjustable preload. Surprisingly, the Rebel does even better by 0.07 second and 4.7 miles per hour, most likely due to its gearing. The Rebel, 454, and Savage all position their riders a a feet-up, hands-high riding position, fine for the boulevard but fatiguing during any forays away from the stoplights. Violations of copyright will be prosecuted under the fullest extent of the law.The full Terms and Conditions of using this website and database can be found here.All Honda Nighhawk 450 (CB450SC) series versions offered for the year 1985 with complete specs, performance and technical data in the catalogue of motorbikes Buy a J.D. Power Motorcycle, Snowmobile, ATV, Personal Watercraft Appraisal Guide. Although the motorcycle has a high-revving nature, no one in CB450-dedicated forums has so far declared going beyond the 110-mph top-speed mark.Fuel tank capacity across all Super Sport trims is 12.5 L (3.3 USgal) of unleaded gasoline and a PON 87/RON 91 minimum rating. Backroad riding further underscores the advantage of the Nighthawk's ergonomics. Yes Review Date: 20th June, 2017 Great commuter bike, excellent reliability, good gas mileage Changed the oil recently, and it started to leak from the filter housing. Well, it's pretty simple - the Honda CB450 foreshadowed the coming of the Honda CB750 Four and the modern motorcycle engine.On a darker note, the bike's arrival also foretold the demise of most British motorcycle firms back in the day (hence, the moniker). The original Hawk showcased a number of innovations—a stressed-member frame, three-valve cylinder heads, dual chain-driven counterbalancers, composite wheels using tubeless tires. Racetrack-bred riders will uncover a number of Nighthawk shortcomings, but only at a more frenzied level than we'd like to experience on any of the cruiser bikes. Its modest price has always tagged it as an economy bike, and its unassuming styling has kept the Nighthawk a "standard." With few inexpensive motorcycles on the market today and even fewer standards, the enduring CB becomes all the more noteworthy. The motorbikecatalog.com website is only for the on-line view using the internet browser: Meanwhile, later-model dimensions are 2,110 x 705 x 1,085 mm (83.1 x 27.8 x 42.7 inches).Depending on year and trim, the saddle height could be anywhere from 790 mm (31.1 inches) to 815 mm (32.1 inches). After which, it took part in a motorcycle exhibit at the Brighton Metropole Hotel Exhibition Centre. '80s versions, on the other hand, had their tank capacity upgraded to 17 L (4.5 USgal), with a 3.5-L/0.92-USgal reserve.Lube-wise, the CB450 has a Forced lubrication (wet sump) system and requires 2.8 – 3.0 L (.9 – 3.2 US quarts) of Honda GN4 SAE 10W-40 motor oil or its equivalent. Specifications. The difference? A 12V 12Ah (10 HR) YB12AA battery (view on Amazon) format with assembled dimensions of 134 x 80 x 160 mm (5.31 x 3.19 x 6.31 inches) works perfectly with any version of the motorcycle.The wheels have tubeless tires measuring 3.25-18 (4PR) or 100/90-18 56S at the front and 3.50-18 (4PR) or 110/90-18 61S at the rear. But it also had attributes that were light years ahead of its time. Compression ratio plays between 9.0:1 and 9.3:1, while dual 32-mm constant-velocity carburetors handle ... The 1985 Honda CB 450 N and all other motorcycles made 1894-2025. Its concept came from an extensive user survey revealing what riders wanted in their two-wheelers.Motorheads had hoped the introduction of the 450-class Nighthawk would add another ten years or so to the bike's production run. Rating. It changed again in 1982, with the launch of the Nighthawk trims with their 6-speed constant-mesh transmission. The CB-SC's skinny rear shocks—adjustable only for spring preload—appear to barely hold enough oil to keep them from squeaking, yet they offer a remarkably plush and responsive ride. The CB450's swingarm and short trail complement its high-speed performance and make it more stable overall.Little to no difference can be spotted in overall dimensions between the Super Sport (1965-1974) and Nighthawk (1982-1986) trims of the CB450. Although the bike's engine and controls are entirely unthreatening, that seat height will put off a lot of initiates; for them, a custom-made saddle or a cruiser seating position like the Rebel's (28.5 inches as opposed to 31.0 inches) is the only solution. Three of those machines are long since gone, but the Hawk, with relatively minor updates, runs on far into the 1980s. But what it did was cement Honda as a force to be reckoned with in the motorcycling industry and a more-than-worthy adversary to big-name manufacturers like Harley.The Honda CB450 Nighthawk or CB450SC (SC short for Sport Custom) entered the motorcycling scene in 1982. Research 1985 Honda CB450SC NIGHTHAWK - 450cc prices and values at J.D. Power. For years the Honda 450 twin has earned high marks in handling, and the Nighthawk furthers that tradition. Within months of the Hawk's introduction came even greater technological accomplishments from Honda: the amazing six-cylinder/24-valve CBX, the radical liquid-cooled, shaft-driven CX500, and a new generation of inline fours highlighted by the twin-cam CB750. I absolutely love this motorcycle. I would highly recommend this motorcycle to anybody. Per Nada Guides, the last two production models of the Honda CB450SC Nighthawk sold for \$1,698 - \$1,998 (or around \$4,430 - \$5,125 per current rates).While these values are reasonable, they weren't considered affordable back in the day. The Honda CB450 is everything its quirky monikers signify. With the 650 Savage, a completely new bike selling for the same price as the CB, Suzuki put its R&D money into styling as well, utilizing a new engine neither as sophisticated nor as flexible as the Nighthawk's "old" powerplant. Alternatively, the following single-grade oils are also allowed – SAE 30 (above 15°C/59°F); SAE 20 (0°C/32°F to 15°C/59°F); SAE 10 (below 0°C/32°F).Mick from England, CC BY 2.0, via Wikimedia CommonsDuring its launch, the CB450 had a manual 4-speed gearbox. Starts with just a quick hit of the starter switch. Still, of the two Hondas, we choose the Nighthawk. It featured torsion bars, twin 32-mm CV carbs, a 110-mph top speed, and technical innovation that bested its European counterparts.Although the Honda CB450 didn't hit chart-topping sales during its launch, it accomplished something even greater. But it didn't take them long to catch on, though.After the CB450s started selling in the UK, they were banned from production races because of their DOHC advantage. Yes Review Date: 31st May, 2012 Copyright 2004 - 2025 CSDO Media Limited Copyright. Years ago, the original's assembled ComStar wheels became the cast pieces we see today, as much for cosmetic as functional reasons. Consequently, this is one of the factors the two-wheeler's sales didn't skyrocket.Year - Model - TrimRetail/Trade-In Values1965 Honda CB450KO Super Sport 450\$1,285 - \$9,9801966 Honda CB450KO Super Sport\$1,235 - \$9,7511967 Honda CB450KO Super Sport\$1,235 - \$9,7511968 Honda CB450KO Super Sport\$1,235 - \$9,7201968-1969 Honda CB450K1 Super Sport\$795 - \$3,6401969 Honda CB450K1 Super Sport\$795 - \$3,6401969 Honda CB450K2 Super Sport\$660 - \$3,1701970 Honda CB450K3 Super Sport\$980 - \$6,5501971 Honda CB450K4 Super Sport\$980 - \$6,5501972 Honda CB450K5 Super Sport\$980 - \$6,5501973 Honda CB450K6 Super Sport\$490 - \$2,4401974 Honda CB450K7 Super Sport\$490 - \$2,4401982 Honda CB450T Hawk\$650 - \$2,5601982-1985 Honda CB450SC Nighthawk\$650 - \$2,3851986 Honda CB450SC Nighthawk\$270 - \$1,715(Source: Nada Guides)Honda Motor Company Ltd. Specs datasheet with technical data and performance data plus an analysis of the direct market competition of Honda Nighthawk 450 (CB450SC) in 1985, the model with cruiser body and 447 ... That said, the 450-cc Nighthawk trims were only available until 1986. A six-speed gearbox (introduced in 1980) lets the bike perform yeoman duty as everything from mini-tourer to novice peg scratcher. In case of wear or damage, swap these tires out for the same-size Metzeler 100/90-18 V Lasertec F Tires (view on Amazon).The CB450 has a wheelbase between 1,300 mm and 1,405 mm (51.2 – 55.3 inches) and a minimum ground clearance ranging from 140 to 160 mm (5.5 – 6.3 inches). I would buy another one in a New York second! Fork seals leaking, but that is a maintenance item. Two Nighthawk 450 models were produced in 1985. Two-up riding means more preload and more air depending on passenger weight and pilot aggressiveness. Granted it's not going to win me any pink slips at the track, but it certainly has no issues on the highway or side streets. The Nighthawk, by virtue of its price and displacement, invites classifications like beginner bike or economy/ commuter motorcycle. If there is a secret to the Nighthawk's success it is mirrored in the expressions of Grant Wood's farmers: simple, strong, reliable as spring rain in the country Source Cycle Magazine of 1986 Copyright. Only the K2 model had a 13.5-L/3.57-USgal fuel tank (though with the same reserve capacity of 1.8 L/0.5 USgal). A very comfortable bike to ride: has a lot more power than I was expecting. I sit upright and it is a very comfortable motorcycle to ride. The bike IS 35 years old!Ignition switch. In truth, however, it isn't the most popular alias of the 450-class bike but rather the Black Bomber (due to only being made available in black during its inception).The Honda CB450 was first unveiled in the UK in September 1965, during a demonstration sprint at the Diamond Jubilee Brighton Speed Trials. Model year1983Year of manufacture1983First year of ownership2013Most recent year of ownership2013 Acceleration marks 6 / 10 Roll-on Performance marks 7 / 10 Handling marks 8 / 10 Braking marks 7 / 10 Reliability marks 10 / 10 Comfort marks 8 / 10 Running Costs (higher is cheaper) 7 / 10 Overall marks (average of all marks)7.6 / 10 Distance when acquired18750 kilometresMost recent distance19300 kilometres Would you buy another motorcycle from this manufacturer? But the Nighthawk's ergonomics—especially its seat—won't suit everyone. The Nighthawk's engine is built around a surprisingly oversquare 70.5 by 50.6mm, 447cc engine. Needs about 3-5 minutes to get to operating temps and you're off.I will keep this bike for a long time; will pass this on to the kids when they get old enough to drive.Excellent product by Honda. Their inseams: the tallish seat can be intimidating for a beginner with short legs, especially around town. In the cruisers, manufacturers want a low seat height, and the pegs move forward and un to comply. Yes Review Date: 5th June, 2013 Absolutely love it, many people have offered to buy. I will never sell Basic maintenance items needed; the bike sat outside for 8 years when I got it:Cables.Tires.Battery.Spark plugs.Fork seals.Fuel tank was rusted (hard to find a new one). From the beginning, the Hawk was a curiosity, a twin in a time of inline fours. The Radian costs 25 percent more than the CB, and in some ways is a more intimidating motorcycle, yet add \$500 to the price tag of either bike and they'd still seem like a steal. The Honda CB450 has an air-cooled, 4-stroke DOHC V-twin mill. Also, the Nighthawk has a far shorter wheelbase than its cousin the Rebel, 57.2 inches compared with 60.2. Steering geometry is closer—both bikes have 30 degrees of rake, but the Nighthawk has a bit less trail (5.1 inches; 5.3 for the Rebel) for slightly quicker handling.

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