Honda motorcycles 1980

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CD Benly. CB Super Dream. CB Nighthawk. VTR Interceptor. VT Spada. CBN Super Dream. Honda NT Sport touring. VTR US. VTR Asia-Pacific. CB twin. NT Hawk. CBF Hornet, VTRF Superhawk. CBRF Hurricane. VFR Interceptor. PC Pacific Coast. NTV Deauville. VTC Shadow. CMXC Rebel. VFC Magna. GLC Valkyrie. NX Transcity US sales ended NX Dominator. XLV Varadero. Verza CB Verza. MegaPro CBR Streetfire. CMX Rebel. NM4 Vultus. VF Magna. VTCX Fury. VTT Shadow Ace. VTCS Sabre. ST Pan-European. VFRX Crossrunner. VFRX Crosstourer. It has been a long, long time since the s. However, there are still plenty of people who view the motorcycles of the s with enormous fondness. Honda is no exception to this rule, which is why there are still Honda motorcycles from the s that remain well-known in the present time. Here are five examples of Honda motorcycles from the 80s that have managed to remain well-known:. The Honda Africa Twin was a dual-sport motorcycle, meaning that while it could be used on standard roads, it was perfectly capable of handling off-road situations as well. In total, it had three versions, with the first version being the XRV that was produced from to On the whole, the Honda Africa Twin was a motorcycle that motorcyclists could count upon, not least because it was built to be tough. In the case of the CG, it was based on the CB but incorporated a number of changes to make it more suitable for the markets in developing countries. Due to this, the CG turned into a huge success, so much so that it is still being produced by Atlas Honda over in Pakistan to this very day. The Honda Gold Wing came into existence because Honda wanted to come up with some kind of motorcycle that could serve as a flagship in the wake of the success of the CB In time, this resulted in an entire series of touring motorcycles that started up in the mid s and are still being made in the modern day, though it should come as no surprise to learn that there are significant differences between a first-generation Gold Wing and a sixth-generation Gold Wing. It is interesting to note that the s bore witness to three separate generations of the Gold Wing, which proved to be necessary because Honda was facing fierce competition in this particular segment of the motorcycle market in those years. In particular, the fourth-generation Gold Wing is memorable because of how much of a change it was from its predecessors, with an excellent example being its seamless appearance because of the use of plastic to encase it. Appearance-wise, it was another motorcycle that was encased in plastic, which resulted in a very distinct look for it. With that said, what is undeniable is that the Hurricane put a considerable amount of speed at the disposal of even people who were either unable or unwilling to spend an enormous sum of money on a motorcycle, meaning that it had a profound impact on that particular segment of the market. There are a number of factors that play an important role when it comes to designing motorcycles. For example, there is a need to consider the production price because a higher production price means a higher sales price, which in turn, means pricing potential customers out of the market. Likewise, there is the issue of making a motorcycle marketable, which is something that can see enormous change from year to year. Instead, it was a solo seat racing motorcycle designed for the sole purpose of winning the World Superbike Championship. Garrett by trade is a personal finance freelance writer and journalist. With over 10 years experience he's covered businesses, CEOs, and investments. However he does like to take on other topics involving some of his personal interests like automobiles, future technologies, and anything else that could change the world. You must be logged in to post a comment. This site uses Akismet to reduce spam. Learn how your comment data is processed. The Five Best Honda Motorcycles of the 80s. Prev Article Next Article. Related Posts. Add Comment Cancel reply You must be logged in to post a comment. The 20 Best Restaurants in Northern Michigan. The 20 Best Things to do in Northern Michigan. As of today, there are no antique Honda motorcycles in existenceâ€¦yet. In short: something modern that just appears to be old fashioned. In terms of describing vintage motorcycles, it should refer to a model that is at least twenty years old, that are recognizably attached to an eraâ€¦like a 70s Honda, or an 80s Suzuki. A Ducati Scrambler is vintage, while a Ducati Scrambler is retro. So what makes old Honda motorcycles so special? If you like your motorcycles to feel more analog than digital, armed with plenty of soulful character, dressed in

the charismatic finery of yesteryear, but with more than enough performance and power to wrestle with modern traffic and put a smile on your face in the twisties, then a good old Honda might be exactly what you need. Here are 10 legendary old Honda motorcycles for you to investigate â€" so fire up eBay, ignore your bank balance, and find yourself one of these old school Honda motorcycles for sale. The Honda Hawk is a cult bike that should require no introduction. It was first launched in and only managed to survive for three years until it was axed in Equipped with a rock-steady cc four-stroke, V-twin engine, the Hawk could produce a claimed 58 horsepower, and produce a tidy 31 lb-ft of peak torque at the rear wheel. Honda gave the Hawk a few awesome features, including a cool aluminum box frame, a separate bolt-on rear sub-frame, and a single-sided swingarm, which all told made it one of the first modern naked streetbikes to go on sale. You can forgive high-mileage on these, and if you grab one at the right price, you will not regret the purchase. First introduce in , a full year after it made a splash in Europe, the Honda VFR might not have been as fast as the Kawasaki GPzR , or come with the maneuverability of the Yamaha FJ, but it came with head-turning good looks, bucket loads of torque, and the Honda seal of approval. Driven by a beefy cc DOHC, liquid-cooled, degree V4 engine that could produce an admirable horsepower at 10, rpm and a Yep, that makes it a full 50 lbs lighter than the likes of the Kawasaki GPzR. The VFR needs to go fast, and go straight â€" which makes it great for highway riding. If you can find one for sale with good mileage and in decent condition thoughâ€¦. It has emerged as an unusual and sought after donor machine for all kinds of customization, and for very good reason. Either way, the CX boasts a number of interesting features that make it worthy of this list. It boasted dual-CV carburetors that reduced emissions, it came with modular rims which meant that the CX was the first production motorcycle to wear tubeless tires, and it had a unique electric start system too. Some of the best vintage Honda motorcycles are their off-road offerings. The XL is one of the most easily recognizable Honda dirt bikes: a four-stroke cc machine manufactured between all the way up to Thanks to its dual-sport nature, this street legal dirt bike became an incredibly popular choice for riders wanting to experience the thrill of riding on the roads but without sacrificing the exploratory nature of a full on dirt bike. The Honda XL came with a powerful cc four-stroke engine that could produce 24 horses at the wheel, and around The engine was tucked away into an insanely narrow chassis that was only 12 inches wide at its widest point, save for the handlebars, of course. In total, this street legal dirt bike weighed in at a svelte lbs all in, and thanks to its potent engine, streamlined chassis, and light weight, it made it a very attractive ride for budding enduro riders. Unfortunately, the XL series was dropped and replaced with the less-inspiring NX models. Honda saw the error of their ways and eventually introduce the XR-series, which was heavily inspired by the XLsâ€¦but came without the charm. When the original GL Gold Wing first rolled onto the scene in it was in a much more user-friendly configuration. Unveiled at the Cologne Motorcycle Show, the Gold Wing became the blue print for road touring models, eventually evolving into the hulking behemoths that command legions of loyal fans all over the world. If you prefer your motorcycles with less heft, then the original first generation GL should be your classic Honda of choice. This old Honda goes by a number of names: the Super 90, S90, or simply Sport While the engine might be the same, the riding style and overall shape was remarkably different. Unlike the rest of the 90cc range, the S90 was built for speed. The engine itself is a 90cc air-cooled single OHC unit with a manual four-speed transmission that could be operated with a clutch, unlike the more semi-automatic C90 derivatives. Even so, the S90 was faster than the rest and it managed this thanks to its lightweight frame design that featured a pressed steel one-piece frame as opposed to a conventional tubular steel arrangement. The Honda Rebel might have enjoyed a much needed update recently but for the vast majority of its life, the humble Rebel has remained largely unchanged. The original CMX arrived on the scene back in and it was an obvious game changer from day one. Using big cruiser styling but powered by a laid-back and non-aggressive cc engine, Honda used the Rebel to attract an entirely new generation of riders onto two wheels. In essence, the modern beginner friendly motorcycle was born. And nothing has ever really replaced it since. So what made it so special? Apart from its obvious cruiser-inspired aesthetic, the Rebel CMX packed a bulletproof cc air-cooled, parallel twin engine that could produce a respectable Small, durable, reliable, and fun enough. The early 70s brought a whole new discipline to the world of motorcycling: motocross. Trail riding, enduro racing, off-roading , you name it, it was happening. Motorcycles had evolved into more than a simple mode of transport and were fast becoming recreational vehicles only â€" and thanks to movies like On Any Sunday , everyone wanted in on the action. Honda wanted to take part, but unfortunately the best motocross bikes of the day were small displacement two-stroke machinesâ€¦and Honda had no experience in engineering two-stroke motors. However, they got their heads down and worked on a two-stroke of their ownâ€¦and it resulted in a , that was eventually scaled down,

refined, and unleashed on the American public: the CRM Elsinore had arrived. The new version boasted a bore and stroke of 56mm x 50mm, and came with a cool two-ring aluminum piston that was etched ever so slightly to retain oil. The engine cases were made from magnesium alloy which helped keep overall weight down. When all was said and done, the Elsinore could produce a peak power output of just under 17 horsepower, and hit speeds of up to 60 mph. It was fast and powerful, and incredibly maneuverable too thanks to the Showa suspension system which offered exceptional travel too. And guess what? Small scramblers are back in fashion, making the Elsinore one of the most sought after vintage Honda motorcycles today. The CB arrived in , after Honda understood that a large capacity motorcycle modeled on their already successful CB unit. The engine was a fearsome cc air-cooled inline-four engine that could produce 68 horses at 8, rpm, 44 lb-ft of torque at 7, rpm, and hit top speeds of up to mph. The Honda Super Cub is easily the greatest motorcycle platform ever made. Manufactured with displacements ranging from the original 49cc to the more advanced cc, the Honda Super Cub is responsible for more riders getting on two-wheels than any other motorcycle in the world. And they would be correct. The little Honda Super Cub is nothing short of exceptional. The original Super Cub that rolled on the scene in came equipped with an air-cooled, four-stroke, single cylinder 49cc engine that produced 4. The Super Cub spawned more than six variants, and all told, more that million have been produced. There are plenty of other models that could have made this list. What about the plucky Honda Dream? Or the celebrated Africa Twin? Or even the lesser celebrated cafe racer inspired GB? There are loads that could be counted as the best vintage or classic models. A: Buying vintage motorcycles of any brand can be a struggle. A lot of luck is involved too. The best places to search for old motorcycles is online using sites like eBay or Craigslist, or hunting around old scrap yards. One of the best ways to find undervalued classic bikes is to ask around locally. There are plenty of old classics tucked away in barns, hidden away in garages, and forgotten about by their owners. Ask around and keep your head to the ground. You might strike gold! A: The best resources for sourcing vintage motorcycle parts can be found online. However, if you prefer to be old school about it, there

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are plenty of vintage salvage yards dotted around the nation that specialize in older motorcycles. We recommend shopping online for the best results though. These resources are excellent starting points, but when it comes to vintage models they can only offer a guideline for what you could be paying. Start with the above guides, and move on to niche forums to get a better idea of what something is worth and how much you should be paying. A: The price will vary greatly depending on the condition the model is in, the amount of original parts still used, and how comprehensive the paperwork is. For example, an original Honda Benly may be advertised for a low sale price, but it might be a Honda Benly restoration that only runs thanks to the use of modified or aftermarket parts. Skip to content. Q: Where to buy vintage Honda motorcycle parts? Q: How to estimate the value of a vintage Honda motorcycle? Q: What to pay for a vintage Honda motorcycle? Best Trucks. The Top 10 Best Used Minivans.