

HONDA

CB 750 A
Automatic

TOURING



Japan

1976



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CB 750 A / Automatic - 1976

Lacking in character

If the idea of a motorcycle with automatic transmission crops up from time to time, it was in the 1970s that it enjoyed its greatest vogue. At that time, Honda was well into a "safety" mode, and obviously saw this as one way towards achieving a sensible motorcycle. The world's biggest two-wheeler manufacturer tried to apply the same formula to its motorbikes.

Two Speeds Only

This 750 had nothing in common technically with the first Honda automatic, the M80 scooter of 1960, but followed the principles laid down by the Civic auto three years earlier. It wasn't an automatic gearbox but a torque-converter fluid coupling, which allowed just two speeds to be used — one for town or mountain use, the other for the highway — chosen by a selector lever; no clutch lever was needed.

Too Slow and Heavy

It wasn't a bad machine to ride. Unfortunately, it turned out too heavy, and its performance was no more than modest since the transmission docked the normally lively four-cylinder engine of nearly 20 horsepower. The 750 never found the

appreciative clientele Honda had believed would come forward, and production was halted in 1978: most of the CB 750A automatics had been shipped to the United States. This washout didn't prevent Honda from trying again, this time with a 400cc automatic, whose sales were somewhat less disastrous.

SPECIFICATIONS

Engine: 736cc (61x63mm) air-cooled four-cylinder four-stroke

Power Rating: 47 hp @ 7500 rpm

Valves: overhead camshaft

Fuel System: carburetor

Transmission: 2-speed with hydraulic torque converter, chain final drive

Suspension: telescopic forks (front); swinging fork with twin spring/dampers (rear)

Brakes: disc (front); drum (rear)

Wheels: 3.50x19 inch (front); 4.50x17 inch (rear)

Weight: 564 lb

Maximum Speed: 106 mph

Two faces of the CB 750A: the original European version of 1976 and (inset) the ultimate Japanese model of 1978.

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