

MARV'S CYCLES, Inc.
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FLY THE HAWK



Motorcycling
will never be
the same.

HONDA

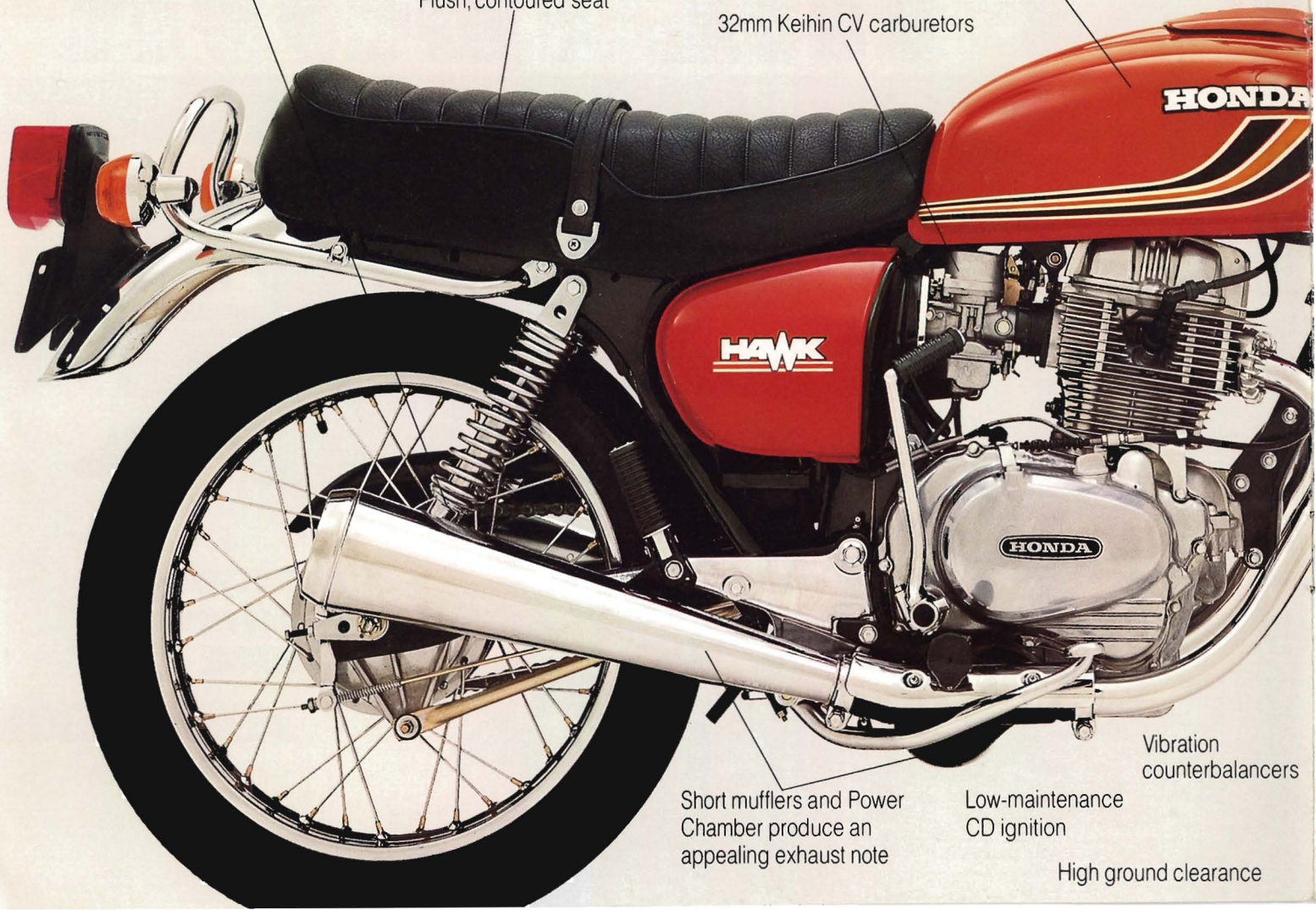
HAWK I

Cantilevered dual-stage damping shock absorbers with five-way adjustable pre-load

Plush, contoured seat

32mm Keihin CV carburetors

Distinctive Hawk I fuel tank



Short mufflers and Power Chamber produce an appealing exhaust note

Low-maintenance CD ignition

Vibration counterbalancers

High ground clearance



Special wide-profile tires for longer wear

Double-leading-shoe front brake

The 1978 Honda Hawk™ series (Type I, Type II and Hondamatic) is a revolutionary new family of motorcycles designed to fulfill the mid-range motorcycling needs of riders from expert to beginner. All the Hawks share the same revolutionary high-performance, big-bore, ultra-short-stroke, overhead-cam, three-valve engine technology. And, as you'll see, they also share many other innovative features, but they are still individually distinctive and have their own unique personalities and appeal.

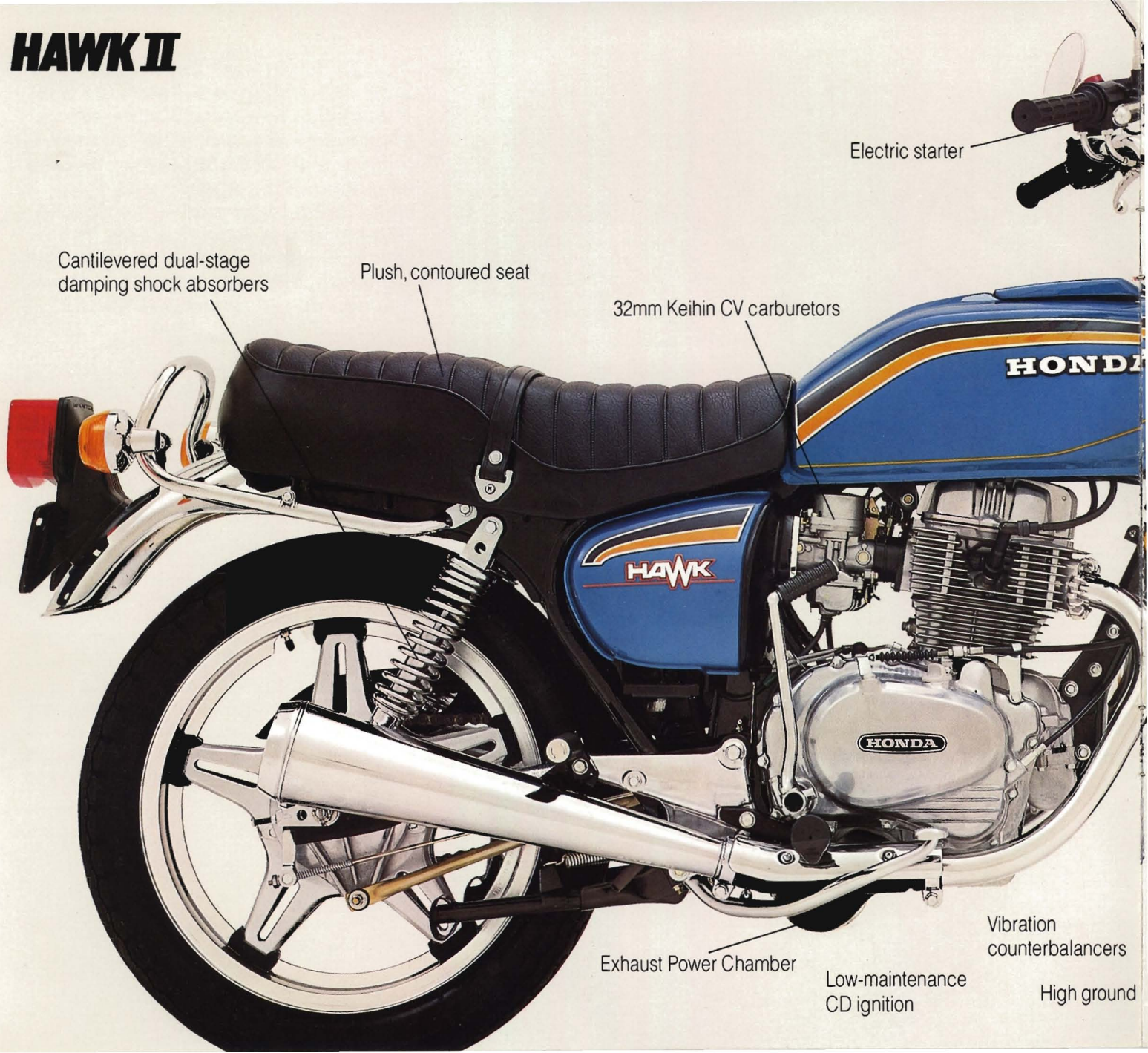
Let's begin with the Hawk I...

Imagine, for a moment, a mid-size, four-stroke street twin that produces a whopping 39 horsepower† and over 22.7 lbs.-ft. of torque (SAE net), yet has a smoothness that rivals a four-cylinder machine. A good-handling machine that is quick and fast, yet delivers four-stroke economy and comes from a company whose reputation for reliability is the standard by which all others are measured. Now, stop imagining. The incredible Honda Hawk I is such a machine.

The Hawk I is the Hawk model specially prepared for the budget-conscious buyer who wants high performance at a low price. It is distinctively styled and sports many of the features that are standard throughout the new Hawk series. Innovations like new suspension, an exhaust Power Chamber,™ Capacitor Discharge Ignition, centralization of mass and vibration counterbalancers for smooth engine performance.

†SAE net horsepower as taken at the crankshaft.

HAWK II



Electric starter

Cantilevered dual-stage
damping shock absorbers

Plush, contoured seat

32mm Keihin CV carburetors

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Exhaust Power Chamber

Low-maintenance
CD ignition

Vibration
counterbalancers

High ground



Full road-going instrumentation includes tachometer

Exclusive Honda ComStar™ wheels

Hydraulic front disc brake

Special wide-profile tires for longer wear

clearance

Designed for the enthusiast rider who demands styling equal to performance, the Hawk II *demolishes* the myth that "bigger is better." Not only does it share with the Hawk I the distinction of being a super-high-performance mid-range machine, but it looks fast just standing still.

With the revolutionary Hawk big-bore, ultra-short-stroke engine and innovative exhaust technology, the Hawk II delivers low- and mid-range pulling power with strong top-end power. Engine redline is a staggering 10,000 rpm.

The Hawk is designed to perform like a bigger motorcycle, yet handle with the ease of a smaller machine. With its two-stage damping shock absorbers and precise counterbalancing weight system that makes it run smoothly, the Hawk can deliver hours of comfortable cruising. And when you find an enticing twisty road to travel, you'll be amazed at how the Hawk's lightweight feel lets you flick it in and out of turns easily. The Hawk II is quick, fast and exciting. The more you ride it, the more you'll discover what it can do.

HAWK HONDAMATIC

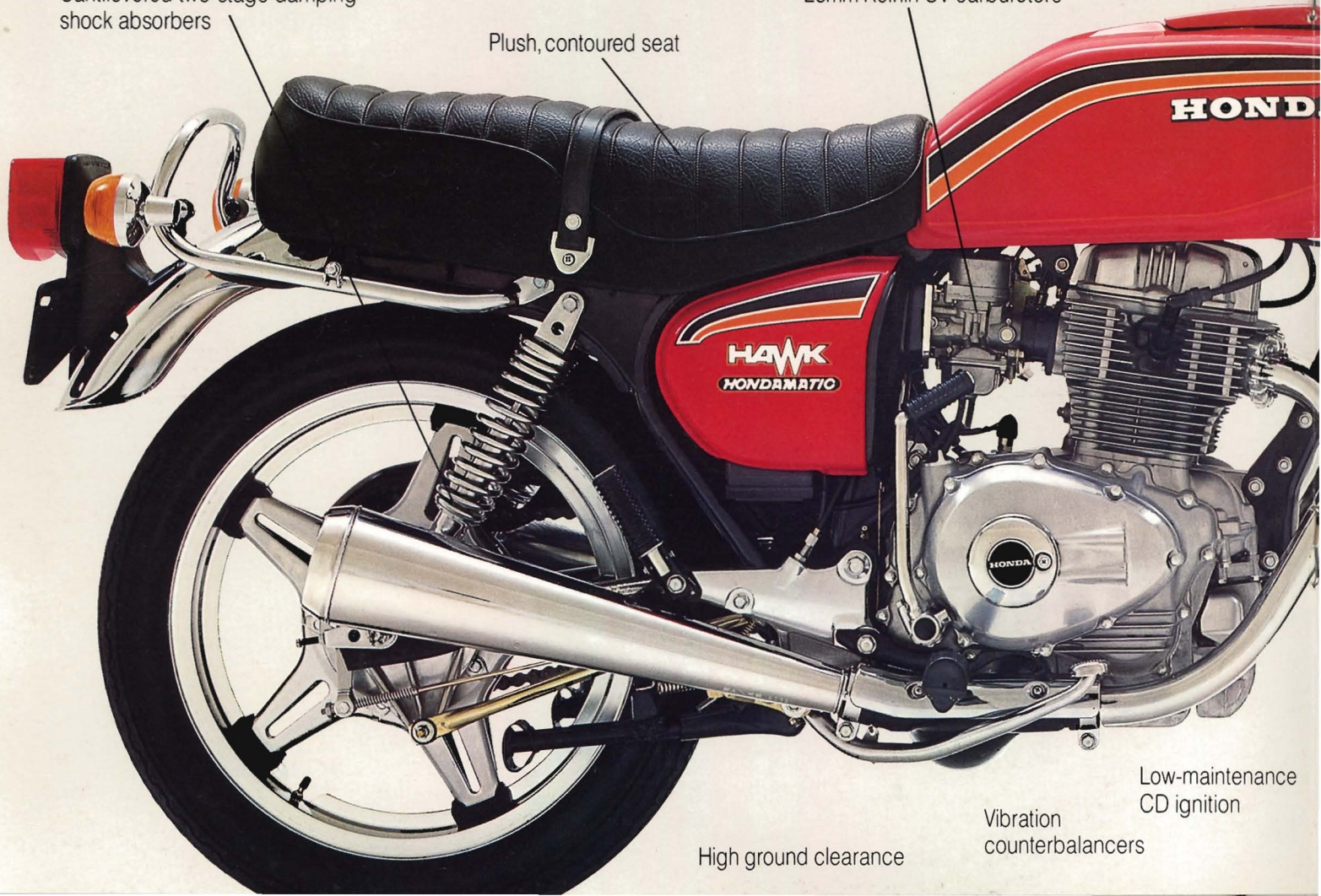
Electric starter

Special parking brake
in place of clutch lever

Cantilevered two-stage damping
shock absorbers

Plush, contoured seat

28mm Keihin CV carburetors



High ground clearance

Vibration
counterbalancers

Low-maintenance
CD ignition



Maintenance-free Honda
ComStar wheels

Special wide-profile tires
for longer wear

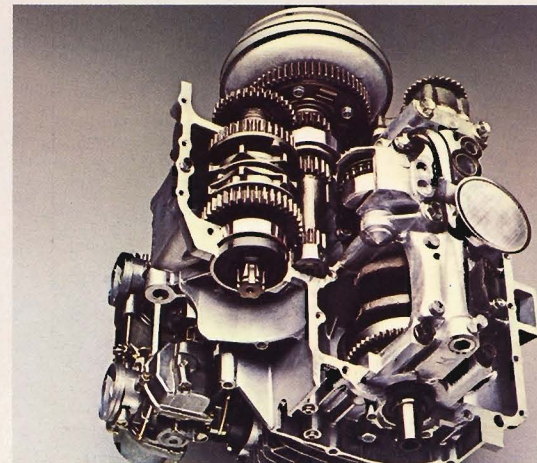
Hydraulic front
disc brake

If you've never ridden before, or if you just want to ride "automatically," the new Hawk Hondamatic is made for you. The Hawk Hondamatic™ is the world's first semi-automatic mid-size road bike. No clutch! Put the transmission into "low" range for taking off and low-speed riding. For highway riding or sustained cruising, use "high" range. The Hawk Hondamatic is easy to operate. And first-timers won't look like first-timers either. They'll look like pros.

The Hondamatic's big-bore, ultra-short-stroke engine is equipped with special pistons, valves, camshaft and carburetors to take best advantage of the smooth torque converter and transmission. Like the Hawk II, the Hondamatic features the ComStar wheel and has other Hawk innovations, as well as an electric starter. In addition, there's a special parking brake, plus a starter lockout for neutral-only starts.

With the Hawk Hondamatic, "easy riding" takes on a whole new meaning.

The new Hawk Hondamatic allows the torque converter and transmission gears to share the same compartment. The result is a complete two-speed semi-automatic transmission only 20mm wider (less than one inch) than the standard five-speed Hawk transmissions.



HONDA REWRITES THE RULES ON FOUR-STROKE HIGH PERFORMANCE

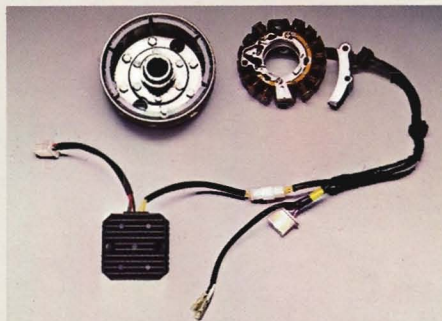
The overall factor contributing to the Hawk engine is that nothing has been taken for granted. It is a completely new design in which every single component has been engineered for the betterment of the whole. Delete even one of its features and it ceases to be the kind of revolutionary machine it was intended to be. It is an intricate and interwoven technological puzzle, carefully orchestrated by the Research and Development masters at Honda, which yields amazing performance for a production engine this size.



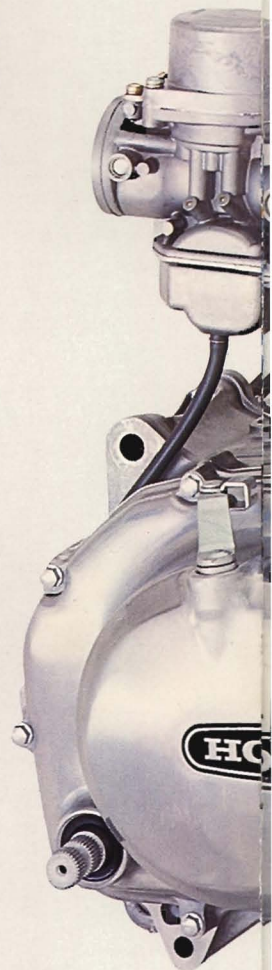
Big-Bore, Ultra-Short-Stroke. The Honda Hawk engine combines big-bore pistons (70.5mm) and an ultra-short-stroke crankshaft (50.6mm—about half the length of a king-size cigarette) to provide exceptionally-high rpm potential without excessive piston speed. The result is a high-revving engine able to produce astonishing power.

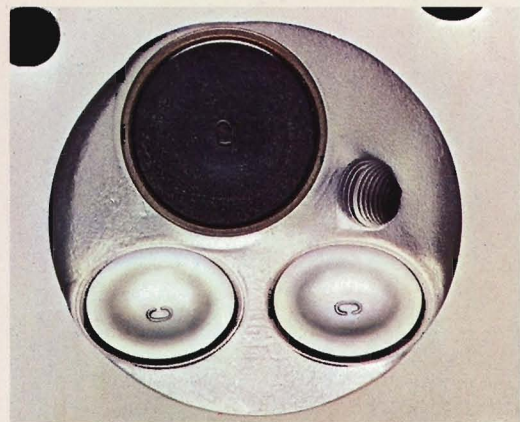
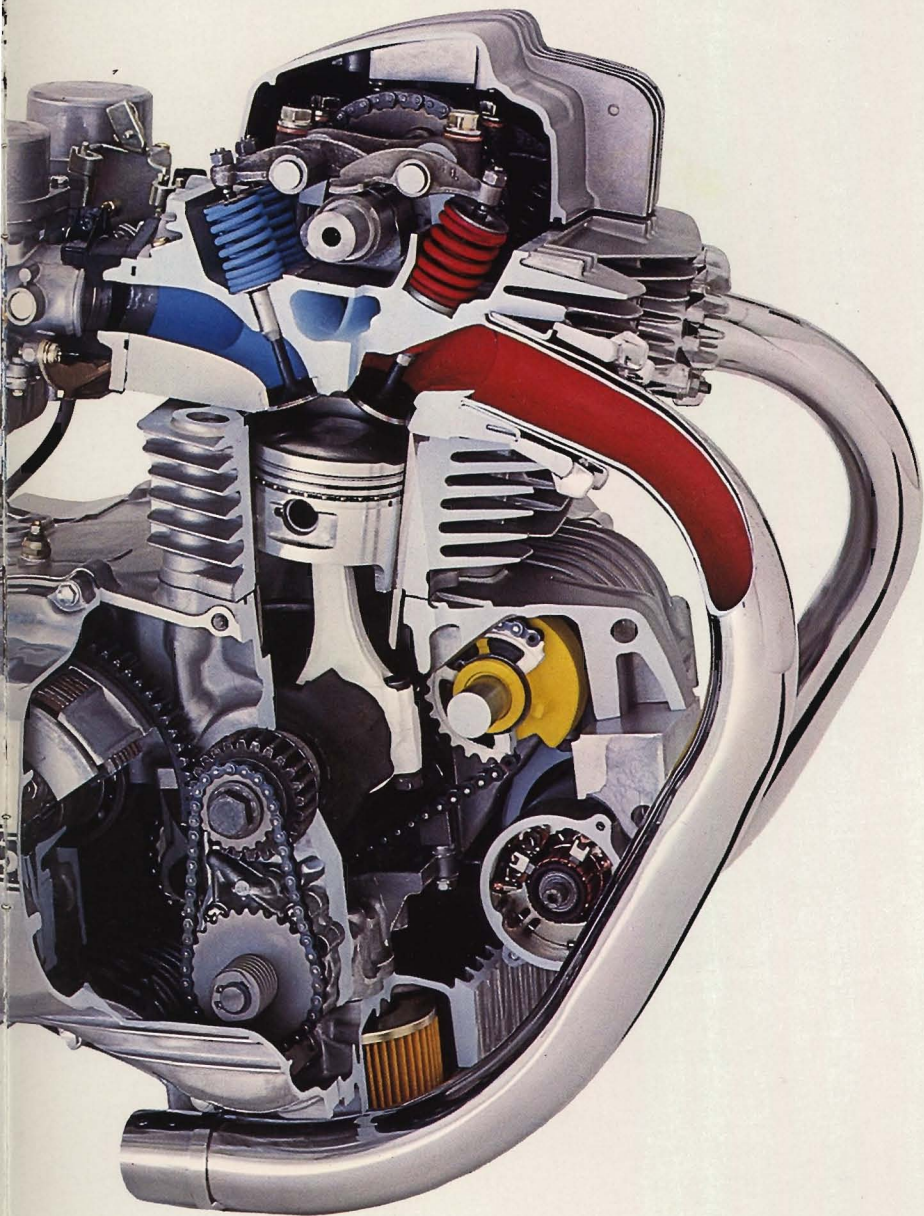


Vibration Counterbalancers. To diminish the vibration normally associated with twin-cylinder machines, Honda has equipped the Hawk with a pair of primary-phase counterbalancers (one in front and one behind the crankshaft). They smooth out engine vibration to a level approaching that of many four-cylinder machines for a smoother, more enjoyable ride overall.



Tri-Pulser™ CD Ignition. The Hawk's new Tri-Pulser capacitor discharge ignition is designed to provide high-output, low-maintenance fire power. There are no points to wear out or burn up. The ignition senses the engine rpm and *electronically* sets the timing advance for efficient hot-spark performance.



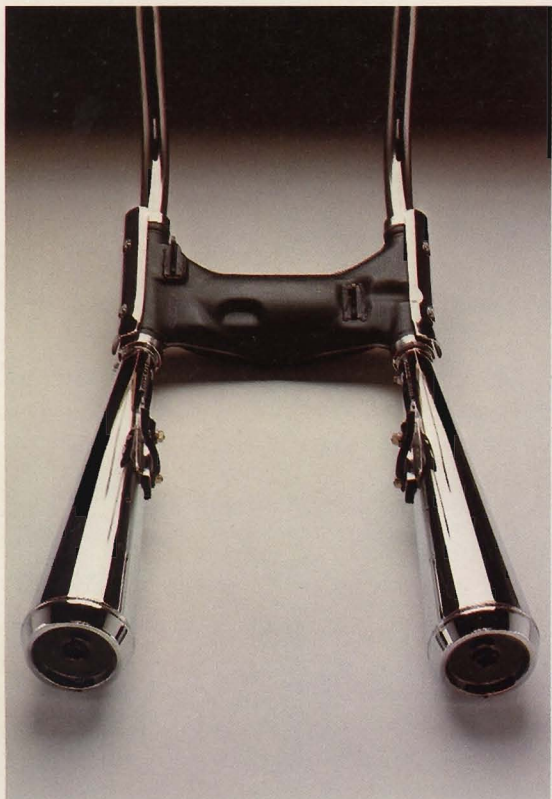


Single Overhead-Cam, Three-Valve, Pentroof™

Head. The big-bore Hawk engines have broad combustion chambers which ease many of the physical and technical restrictions governing valve layout. The advantage of this is evident in the Hawk's three-valve head (two intake and one exhaust), unique among production motorcycles.

Dual intake valves deliver a two-fold benefit. By taking the traditionally larger, single intake valve and replacing it with two slightly smaller valves, the individual valve mass is reduced and thus operates more easily, allowing a higher maximum rpm. And second, the two valves provide a greater port area than the slightly larger single valve they replace. The single exhaust valve in the Hawk's Pentroof head is offset to allow the spark plug to be located close to the center of the combustion chamber.

To operate the valve mechanism, Honda uses a single overhead cam because it is compact, light in weight, makes valve adjustment simpler at service time and it gets the job done with a minimum of complexity. The overall engine performance is as exciting as the technology utilized to achieve it.



Power Chamber. The Hawk's exhaust system features a new component called the Power Chamber.™ It is located beneath the rear half of the engine, between the exhaust header pipes and the mufflers. The Power Chamber actually improves power through exhaust pulsation pattern routing. It also provides additional "expansion chamber" area which helps reduce exhaust noise. The reverse-flow mufflers deliver additional silencing, but are also designed to produce an appealing, throaty exhaust note. The twin, seamless chromed mufflers have been kept short for a more compact, attractive appearance.



ComStar Wheels. Standard on the Hawk II and Hawk Hondamatic, the Honda ComStar™ wheel is a new concept in motorcycle wheels. It combines the strength of a cast wheel with a small, predetermined amount of flex, like a spoke wheel. The ComStar wheel looks great. And, it's designed for maintenance-free use.

The disc brake caliper on the front ComStar wheel is located behind the fork tube and close to the steering axis line.



New Rear Suspension. A shock absorber's damping rate needn't be programmed exclusively for either soft or harsh bumps. The dual-stage damping in the new Hawk shock absorbers can handle both. The Hawk shock absorber damping pistons sense the severity of each impact force and automatically adjust to the proper hydraulic valving. Also, the shocks' long-travel, cantilevered position on the Hawk's diamond-configuration frame directs impact forces more toward the center of gravity. The overall ride is one of amazing comfort.

SPECIFICATIONS

HAWK I

Engine:
Type Four-stroke, twin-cylinder, OHC
Displacement 395cc
Bore and Stroke 70.5mm x 50.6mm
Compression Ratio 9.3:1
Transmission Five-speed, constant-mesh
Gear Ratios:
1st 2.733:1 4th 1.148:1
2nd 1.850:1 5th 0.965:1
3rd 1.416:1
Clutch Manual (wet, multi-plate)
Oil Capacity 3.2 qt.

Carburetion Two 32mm Keihin
Ignition System Battery and CDI
Starting System Kick starter
Exhaust System Two-into-two with Power Chamber
Braking System Front, drum brake; Rear, drum brake
Dimensions and Capacities:
Wheelbase 54.7 in. Seat Height 31.5 in.
Overall Length 83.9 in. Ground Clearance 6.5 in.
Overall Width 32.7 in. Dry Weight 351 lbs.
Tire Size Front, 3.60S 19; Rear, 4.10S 18
Fuel Capacity 3.7 gal. (0.8 gal. reserve)
Colors Solid red and solid black

HAWK II

Engine:
Type Four-stroke, twin-cylinder, OHC
Displacement 395cc
Bore and Stroke 70.5mm x 50.6mm
Compression Ratio 9.3:1
Transmission Five-speed, constant-mesh
Gear Ratios:
1st 2.733:1 4th 1.148:1
2nd 1.850:1 5th 0.965:1
3rd 1.416:1
Clutch Manual (wet, multi-plate)
Oil Capacity 3.2 qt.

Carburetion Two 32mm Keihin
Ignition System Battery and CDI
Starting System Electric and kick starter
Exhaust System Two-into-two with Power Chamber
Braking System Front, hydraulic disc brake; Rear, drum brake
Dimensions and Capacities:
Wheelbase 54.7 in. Seat Height 31.5 in.
Overall Length 83.9 in. Ground Clearance 6.5 in.
Overall Width 33.1 in. Dry Weight 370 lbs.
Tire Size Front, 3.60S 19; Rear, 4.10S 18
Fuel Capacity 3.4 gal. (0.8 gal. reserve)
Colors Solid red and candy blue

HAWK HONDAMATIC

Engine:
Type Four-stroke, twin-cylinder, OHC
Displacement 395cc
Bore and Stroke 70.5mm x 50.6mm
Compression Ratio 9.3:1
Transmission Hondamatic two-speed with torque converter
Gear Ratios:
Low 2.923:1 High 2.058:1
Clutch None (variable-speed torque converter)
Oil Capacity 3.5 qt.
Carburetion Two 28mm Keihin

Ignition System Battery and CDI
Starting System Electric and kick starter
Exhaust System Two-into-two with Power Chamber
Braking System Front, hydraulic disc brake; Rear, drum brake
Dimensions and Capacities:
Wheelbase 54.7 in. Seat Height 31.5 in.
Overall Length 83.9 in. Ground Clearance 6.5 in.
Overall Width 33.1 in. Dry Weight 384 lbs.
Tire Size Front, 3.60S 19; Rear, 4.10S 18
Fuel Capacity 3.4 gal. (0.8 gal. reserve)
Colors Solid red and candy blue

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