FREE SAMPLE

The opening pages of

1966 Honda CB450 Buyer's Guide

Read these pages exactly as they appear in the full guide.
Nothing here is rewritten or summarised — it is the product itself,
so you can judge the depth before you spend a dollar.

The full guide: https://ironheadguides.com/product/IH-HONDA-CB450-1966

IronHead — instant PDF download after checkout.

IRONHEAD

1966 Honda CB450

Factory-Correct Restoration Guide

IronHead single-year guide · Model year 1966 (CB450K0) only

KEY FACTS AT A GLANCE

- **Model year covered:** 1966 only (CB450K0 'Black Bomber'). The CB450 ran 1965–1974 (K0–K7); this guide does not cover other years except where differences from 1966 are explicitly noted.
- **Model:** CB450 Super Sport — the road-going standard. The high-pipe CL450 Scrambler (from 1968) is a separate model, not covered except where noted.
- **Engine:** 444 cc air-cooled DOHC 180° parallel twin; 8.5:1 compression; Honda claimed 43 bhp at the crankshaft and a top speed of about 98 mph. Torsion-bar valve springs — no coil valve springs.
- **Fuel system:** Two constant-velocity (CV) carburetors, one per cylinder.
- **Transmission:** 4-speed constant-mesh manual, left-foot shift, chain final drive, wet multi-plate clutch.
- **Electrics:** Battery-and-coil ignition with dual breaker points and centrifugal auto-advance; electric starter plus kick starter.
- **Chassis:** Steel frame; telescopic front fork with sliding metal shrouds; dual rear shock absorbers; drum brakes front and rear; wire-spoked wheels.
- **1966 colors (US):** Black with Silver only — black tank, black upper forks, black headlight shell; silver side covers and fenders; chrome tank side panels with black rubber knee pads.
- **Frame serial:** K0 production continued on the **CB450-1000001** sequence begun in August 1965 — there is no 1966-specific serial break. Engine numbers carry the prefix CB450E-.
- **Key 1966 context:** Honda made no visible or mechanical changes for 1966; the K0 ran unchanged. A 1966 is proven by provenance and period documentation, never by the serial number alone.

SAMPLE EXCERPT — full guide available at the link on the cover sheet

> ***Year chosen: 1966.*** *The first full production year of the Black Bomber — mechanically and visually identical to the 1965 launch bikes, which is exactly the point: Honda changed nothing, and a correct 1966 restoration is a study in launch-spec purity. The trap is the serial number, which cannot separate a 1966 from a 1965 or 1967.*

1. Manufacturer history: Honda

Honda Motor Co., Ltd. was founded in 1948 by Soichiro Honda, a mechanic who had spent a decade developing his own piston-ring design — a design Toyota had rejected in 1938, which only hardened his resolve to build his own company. Honda's first product was the A-Type: a motorized bicycle cobbled together from surplus generator engines. It was crude, but it established the formula that would define the company — simple, reliable, affordable personal transport.

The breakthrough came in 1958 with the Super Cub. With its step-through frame, automatic clutch, and bulletproof 50 cc four-stroke, the Super Cub became the best-selling motor vehicle in history and financed Honda's global ambitions. In 1959 Honda did something audacious: it entered the Isle of Man TT, the most dangerous and prestigious motorcycle race in the world. The team didn't win that year — but they learned, returned, and by 1961 Honda was winning TT races outright, announcing to the British-dominated industry that the Japanese had arrived as engineers, not just assemblers.

In 1963 Honda launched the American advertising campaign "You meet the nicest people on a Honda," which deliberately broke motorcycling's outlaw image and sold bikes to suburban families. It worked beyond anyone's expectations: by the late 1960s Honda was the largest motorcycle manufacturer on earth, and its American dealer network was the envy of the industry.

The CB450 was Honda's answer to a harder question: could the Japanese build a *big* bike — one to stand against Triumph, Norton, and Harley-Davidson? In 1964 a visiting journalist discovered a mid-sized twin undergoing tests at Suzuka, and the British industry felt the shock. The CB450 appeared in the United States in August 1965 as the "Black Bomber": a 444 cc double-overhead-cam parallel twin — the first mass-produced DOHC motorcycle — with Honda claiming 43 horsepower at the crankshaft and a top speed of 98 mph. At about $1,000 it was comparatively expensive (a 1966 Triumph T120R was $1,309), and it never sold in the huge numbers Honda had anticipated. But it was fast, had good brakes, started on a button, and did not leak oil — and to riders who wanted to get to school or work and have fun on weekends, that reliability trumped the British handling advantage. It did not kill the British twins outright, so Honda tried again: development of the four-cylinder CB750 began in 1967, and the 1969 CB750 Four detonated the superbike era. But it was the CB450 that proved Honda could build a big twin — the necessary rehearsal for everything that followed.

For the restorer, this history sets expectations correctly. The CB450 was Honda's prestige twin, engineered to a higher standard than the later mass-market CB350 — torsion-bar valve springs instead of coil springs, double overhead cams when the British still ran pushrods. That sophistication is why it rewards careful work and punishes shortcuts: there is no agricultural simplicity to hide behind.

2. Model history: the CB450

The CB450 was introduced for the 1965 model year as Honda's first "big" motorcycle and the first mass-produced double-overhead-cam motorcycle — a 444 cc air-cooled parallel twin with a 180-degree crankshaft, torsion-bar valve springs, and twin carburetors, aimed squarely at the British 650 twins. It arrived in the United States in August 1965 wearing black paint, a chrome-paneled tank, and the "Black Bomber" nickname the press gave it.

SAMPLE EXCERPT — full guide available at the link on the cover sheet

The K0 ran from 1965 through 1967 (and into 1968) with no visible changes — Honda simply let the serial counter roll from CB450-1000001. In 1967 Honda offered a dealer-installed scrambler kit (high pipes, braced handlebar) for the Bomber, testing the off-road-styled waters; the factory-built answer, the high-pipe CL450K0 Scrambler, reached showrooms in February 1968 as a separate model.

For 1968 the CB450 itself was comprehensively redesigned as the K1: five-speed gearbox, new fuel tank, rubber fork gaiters in place of the sliding metal shrouds, separate speedometer and tachometer above the headlamp, pleated seat, rectangular taillight, compression raised from 8.5:1 to 9.0:1, and claimed output up from 43 to 45 bhp. From there the model evolved one careful step a year — the K2's painted fork covers and headlight shell (1969), the K3's hydraulic front disc brake (1970), the K4's new emblem and seat (1971), the K5's chrome forks and black headlight shell (1972), the K6's tilted instruments and grab rail (1973) — until the K7 closed the run in 1974. The CB500T took over for 1975.

Designation	Model year	Notable changes
K0	**1965-1967**	**Launch 'Black Bomber.' Black-with-Silver paint, chrome-paneled tank, instruments in the headlight shell, sliding metal fork shrouds, 4-speed, 8.5:1 compression, 43 bhp claimed. Drum brakes.**
K1	1968	The redesign. 5-speed, new tank, rubber fork gaiters, separate speedometer and tachometer above the headlamp, pleated seat, rectangular taillight, 9.0:1 compression, 45 bhp. Candy Red / Candy Blue Green.
K2	1969	Detail year. Same colors and mechanicals as the K1; headlight shell and upper fork covers now body color (black on the K1). Serial from CB450-3008956.
K3	1970	The disc-brake year. Hydraulic front disc (first year), black rubber fork boots, megaphone mufflers. Candy Blue Green / Candy Ruby Red / Candy Gold.
K4	1971	The emblem year. New 'DOUBLE OVERHEAD CAM 450' side-cover emblem, reshaped and re-pleated seat. Polynesian Blue Metallic / Candy Ruby Red / Candy Gold / Valley Green Metallic.
K5	1972	The chrome-fork year. Chrome upper forks, black headlight shell, gold tank stripe, chrome tank-base strip. Candy Garnet Brown / Light Ruby Red / Candy Bacchus Olive.
K6	1973	The instrument year. Tilted instruments, separate indicator-light housing, chrome grab rail, '450 DOHC' emblem (white/yellow), gold-and-black stripes. Brier Brown Metallic / Tyrolean Green Metallic.
K7	1974	Final year. '450 DOHC' emblem in white/red, gold-and-black stripes, tilted instruments, grab rail. Candy Orange / Maxim Brown Metallic. Succeeded by the CB500T for 1975.

A caution on K-numbers: Honda used "K0" for the first model in a series and K1, K2, K3 for updated versions; from 1968 the K-number on the CB450 generally changed annually (American Honda's own identification guide). When ordering parts, confirm by frame and engine serial numbers, not by the seller's K-designation — and note that parts vendors (David Silver Spares, for example) catalog some K-series parts across two model years where Honda's own parts book shares the assemblies.

SAMPLE EXCERPT — full guide available at the link on the cover sheet

3. What is unique about the 1966 CB450 (K0)

The 1966 CB450 is the Black Bomber's first full production year — and Honda's restraint is the whole story. Nothing visible changed from 1965: same Black-with-Silver paint, same chrome-paneled tank, same instruments in the headlight shell, same four-speed, same 8.5:1 engine. A correct 1966 restoration is therefore identical in specification to a correct 1965; what differs is only the bike's documented history.

Paint and bodywork — unchanged K0 specification:

- **Black with Silver, the only US colorway.** Black fuel tank with chrome side panels and black rubber knee pads; black upper forks; black headlight shell; silver side covers and fenders.
- **Instruments in the headlight shell.** No separate tachometer — the separate speedometer and tachometer above the headlamp are 1968 K1 items.
- **Sliding metal fork shrouds**, not rubber gaiters.

Mechanical — unchanged K0 specification:

- **Four-speed gearbox**, 8.5:1 compression, 43 bhp claimed at the crankshaft, drum brakes front and rear. Every 1968-and-later upgrade (five-speed, 9.0:1, 45 bhp, rubber gaiters, front disc) is incorrect on a 1966.

1966 buyer cautions:

- **The serial number cannot prove it is a 1966.** The K0 counter that started at CB450-1000001 in August 1965 rolled straight through 1966 with no prefix change and no year break (SOHC4, citing owner research). 1965, 1966 and 1967 K0s are serial-indistinguishable — buy on documentation and provenance, not on the number.
- **Beware the assembled '1966'.** Because all K0 years look identical, a bike titled as a 1966 may freely mix 1965–1967 parts with no visible tell — which is forgiving for the restorer, but means originality claims need paperwork.
- **Later-model parts are the trap**, as on the 1965: HM319-stamped exhausts and any front-disc component are 1970-and-later; the upswept scrambler pipes belong to the CL450.

4. Technical restoration data — 1966 Honda CB450

4.1 Frame and engine numbers (1966)

Pre-1981 Hondas have no 17-digit VIN. Identification is by separate frame and engine serial numbers.

- **Frame number:** stamped on the steering head. Format for this model: **CB450-1xxxxxx**. The 1966 model-year serial allocation began at **CB450-1000001 (1965 allocation; counter rolled through 1966)**.
- **Engine number:** stamped on the left side of the engine crankcase. Format: **CB450E-xxxxxxx** (the engine prefix is CB450E- on every year).
- **Numbers do not match — and that is normal.** On Japanese-built motorcycles of this era, engines and frames were manufactured separately and mated on the assembly line as needed; the engine and frame serial numbers on an untouched original bike are typically *close* but not identical. A non-matching engine number is not, by itself, evidence of an engine swap. What matters is that both numbers fall in the correct ranges for the model year.
- **The frame number is the legal VIN** — it is the number on the title.
- **Ordering parts:** Honda parts fiches key engine parts to the engine number and chassis parts to the frame number. Always quote both when ordering.
- K0 production continued on the **CB450-1000001** sequence begun in August 1965 — there is **no 1966-specific serial break**.

SAMPLE EXCERPT — full guide available at the link on the cover sheet

- 1965, 1966 and 1967 K0s are serial-indistinguishable: the counter rolled unchanged through all three years and into 1968. Calendar year cannot be decoded from the serial number alone — use period documentation, original harness date codes, or provenance.

4.2 Engine specifications (1966)

Item	Specification
Type	Air-cooled 4-stroke DOHC 180° parallel twin
Displacement	444 cc (marketed)
Compression ratio	8.5:1
Max power	43 bhp (claimed, at the crankshaft)
Claimed top speed	About 98 mph
Valve train	Double overhead camshafts, 2 valves per cylinder, torsion-bar valve springs
Fuel system	2 × constant-velocity (CV) carburetors, one per cylinder
Ignition	Battery-and-coil, dual breaker points with centrifugal auto-advance
Starting	Electric starter plus kick starter
Clutch	Wet multi-plate, cable-operated
Transmission	4-speed constant-mesh, left-foot shift
Final drive	Roller chain

4.3 Carburetion and electrical

- **Carburetors:** Constant-velocity (CV) type, one per cylinder, with vacuum-operated slides and rubber diaphragms. The carburetor assembly carries an ID stamping on the carb body — record it before disassembly, as jetting varied across the K-series.
- **Jetting:** No verified Honda factory jetting table for the CB450 was locatable in the sources consulted for this guide. Do not trust jet sizes printed in generic specification aggregators — verify against the stamping on your carburetors and against the factory service manual before ordering jets.
- **Air filtration:** The stock airbox is essential to correct CV-carburetor function — pod filters require re-jetting and are incorrect for a factory-correct restoration.
- **Ignition:** Dual breaker points on a points base under the side cover (Honda parts catalog: "POINT BASE BREAKER"), with a centrifugal auto-advance unit. Set the point gaps to the factory service manual's specification with each set at full lift, then time statically and confirm with a strobe light.
- **Valve gear note:** The CB450 uses **torsion-bar valve springs** — there are no coil valve springs (Honda factory service manual: "Valve and Torsion Bar Spring Disassembly"). This is the engine's signature detail. Follow the factory manual's valve-clearance procedure exactly; no verified clearance figure is printed here because none was locatable in the genuine sources consulted — do not substitute the common 0.05/0.10 mm Honda-twin figures from memory.
- **Charging and starting:** Battery-and-coil system with AC generator and rectifier (Honda catalog: "A.C. GENERATOR", "BATTERY RECTIFIER MAGNETIC SWITCH"), **electric starter plus kick starter** (Honda catalog: "STARTING MOTOR" and "KICK STARTER SPINDLES"). Keep the battery charged: the points ignition will not fire with a dead battery, and chronic undercharging masks itself as carburetion trouble.

SAMPLE EXCERPT — full guide available at the link on the cover sheet

4.4 Transmission and final drive

Gearbox: 4-speed constant-mesh, left-foot shift. The four-speed was replaced by the five-speed for 1968 — a five-speed cluster in a 1966 is a later transplant.

- **Clutch:** Wet multi-plate, cable-operated (Honda catalog: "CLUTCH"). Set lever free play per the factory service manual before condemning a dragging clutch — most "bad clutch" diagnoses on these bikes are cable adjustment.
- **Final drive:** Roller chain (David Silver Spares lists a 530-pitch heavy-duty chain for the CB450K1). No verified factory chain-slack figure was locatable — set slack per the factory service manual, check for tight spots by rotating the wheel, and replace chain and both sprockets as a set.

4.5 Chassis, suspension, and brakes (1966)

- **Frame:** Steel frame, black finish. Check the steering-head area for crash damage and the rear frame loops for rust where the fender and seat trap moisture.
- **Front fork:** Telescopic with **sliding metal shrouds** (K0 specification) — rubber gaiters are 1968-and-later items. Pitted stanchions destroy new seals — budget for re-chroming or replacement tubes if the chrome is pitted.
- **Rear suspension:** Dual shock absorbers with spring-preload adjustment.
- **Brakes:** Drum brakes front and rear. The hydraulic front disc did not appear until the 1970 K3 — a disc on a 1966 is always a later modification.
- **Wheels:** Wire-spoked. Spokes loosen and rims rust from the inside — check spoke tension by tone and inspect the rim wells with the tires off.
- **Fenders:** Silver-painted steel (1966). Check the undersides and brace mounts for rust.

4.6 Paint and finish (1966)

1966 US colors, per the Honda year-identification compilation:

Colorway	Fuel tank	Side covers	Other finish notes
Black with Silver	Black with chrome side panels and black rubber knee pads	Silver; black upper forks and headlight shell	Silver

Notes:

- Honda's candy colors are three-stage (metallic base, translucent color coats, clear) — a single-stage "close enough" repaint is immediately visible to judges. Vintage-Honda paint specialists mix the correct three-stage formulas.
- Incorrect on a 1966: Any color other than Black with Silver; any 1968-and-later feature.

4.7 Wear- and rust-prone areas — where to look first

1. **Exhaust system.** The chrome 2-into-2 system rusts from the inside out and rots at the muffler seams. Verify the muffler stampings against the parts catalog — wrong-year exhaust markings are the common fault.
2. **Chrome fenders.** Check the undersides, rolled edges, and brace mounts. Rechrome or quality reproductions.
3. **Fuel tank interior.** Ethanol-era fuel plus decades of storage equals rust. Inspect with a borescope; treat with a tank-sealer system only after full derusting. On the K0, the chrome tank side panels pit and peel — rechroming is the correct fix.

SAMPLE EXCERPT — full guide available at the link on the cover sheet