

## Press Information 2011 NT700V

Press release date: 5 October 2010

Model updates: New colour version



### Introduction

With plenty of smooth, accessible power as well as integrated packing space the Deauville effortlessly handles all kinds of journeys, from daily commuting to leisurely weekends away and cross-continental adventures. For 2011 it is available in two new colour versions that enhance the aerodynamic curves of its bodywork – a Carnelian Red and a Shasta White.

The Deauville's compact V-twin engine is responsive and reliable, delivering impressive roll-on acceleration, even with a passenger and luggage on board. With a clean, quiet, low-maintenance shaft drive, a relaxing ride is assured. A generous fuel tank and good fuel economy allow for long stretches of uninterrupted touring. Braking is balanced and confident with a smooth Combined Brake System and, for added confidence in every braking situation, a version with Honda's advanced Combined-ABS system is also available.

The Deauville's distinctive styling reflects its road-ready character. Sleek and compact, it easily negotiates narrow European streets and busy traffic. During high-speed touring, handling remains light and firm. The low seat offers a comfortable, relaxed riding position with ample space for a passenger. Its fairing offers substantial wind protection, enhanced by a 5-position adjustable windscreen that protects rider and pillion from buffeting winds. A pair of large-volume, easy-access panniers is integrated in the bodywork. For more packing space, these can be expanded with an optional Large Pannier Lid Set, designed by Honda Access. These are just part of a broad range of specially designed accessories that are available to further extend the versatility of this impressive all-round tourer.

## Main features

- New Carnelian Red and Shasta White colour versions. **New!**
- Strong, responsive and reliable liquid-cooled 680cc V-twin 4-valve engine delivers reassuring power and easy riding through a clean and quiet shaft final drive.
- PGM-FI fuel injection system contributes to impressive power, smooth response, low exhaust emissions and high fuel economy.
- Aerodynamically styled bodywork features large, integrated panniers with locking lids.
- Excellent wind protection is further enhanced by a 5-position height-adjustable windscreen.
- Powerful Combined Brake System enhances braking ease and control.
- Combined-ABS version offers the sensitive rider response and high braking performance of our advanced Antilock Brake System for supreme confidence and control.
- Smoothly compliant 41mm front fork and heavy-duty adjustable single-shock rear suspension contribute to a comfortable, controlled ride.
- Extensive range of optional accessories from Honda Access extends touring comfort and convenience.
- HECS3 oxygen-sensing catalytic converter system minimises harmful exhaust gas emissions to ensure full EURO-3 compliance.

## Colours

- Carnelian Red **New!**
- Shasta White **New!**
- Pearl Concours Black
- Spangle Silver Metallic



## Optional equipment

Honda Access Europe provides a range of optional accessories for the NT700V, further enhancing versatility and rider comfort. These include:

- A digital amplifier for portable audio devices
- An Averta alarm kit
- A motorcycle navigation kit
- A speaker kit
- An undercowl
- A colour-matched large pannier lid set
- A colour-matched 45-litre top box
- A pannier inner bag set
- Top box inner bags
- A 13L magnetic tank bag
- A cargo net
- A U-lock
- An outdoor motorcycle cover
- A top box cover
- A lower top box pad
- A tank pad
- Knuckle deflectors
- Knee pads
- Grip heaters
- Pillion armrests
- Front and rear fog lamp kits
- A 12V DC socket kit

## Specifications – NT700V (ED-type)

### ENGINE

Type	Liquid-cooled 4-stroke 8-valve SOHC 52° V-twin
Displacement	680cm <sup>3</sup>
Bore × Stroke	81 × 66mm
Compression Ratio	10 : 1
Max. Power Output	48.3kW/8,000min <sup>-1</sup> (95/1/EC)
Max. Torque	66.2Nm/6,500min <sup>-1</sup> (95/1/EC)
Idling Speed	1,200min <sup>-1</sup>
Oil Capacity	3.2 litres

### FUEL SYSTEM

Carburation	PGM-FI electronic fuel injection
Throttle Bore	40mm
Aircleaner	Dry, cartridge-type paper filter
Fuel Tank Capacity	19.7 litres (including 3.5-litre reserve)
Fuel Consumption	20.1 km/l (WMTC Mode #)

### ELECTRICAL SYSTEM

Ignition System	Digital transistorised with electronic advance
Ignition Timing	10° BTDC (idle) ~ 45° BTDC (8,900min <sup>-1</sup> )
Sparkplug Type	CPR8EA-9 (NGK)
Starter	Electric

Battery Capacity	12V/11.2AH
ACG Output	438W
Headlight	12V; 55W × 1 (low) / 55W × 1 (high)

### DRIVETRAIN

Clutch	Wet, multiplate with coil springs
Clutch Operation	Mechanical; cable-actuated
Transmission Type	5-speed
Primary Reduction	1.763 (67/38)
Gear Ratios	1 2.571 (36/14) 2 1.688 (27/16) 3 1.300 (26/20) 4 1.084 (29/27) 5 0.923 (24/26)
Final Reduction	3.091 (34/11)
Final Drive	Enclosed shaft

### FRAME

Type	Diamond; steel twin-spar
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### CHASSIS

Dimensions	(L×W×H) 2,218 × 810 × 1,320mm (Raised windscreen: 1,491mm)
Wheelbase	1,476mm
Caster Angle	28° 50'
Trail	115mm

Turning Radius	3.2m
Seat Height	805mm
Ground Clearance	156mm
Kerb Weight	254kg (F: 112kg; R: 142kg) *257kg (F: 113kg; R: 144kg)
Max. Carrying Capacity	197kg
Loaded Weight	451kg *454kg

**SUSPENSION**

Type	Front	41mm telescopic fork, 115mm axle travel
	Rear	Single damper with adjustable preload, 122.5mm axle travel

**WHEELS**

Type	Front	S-section triple-spoke cast aluminium
	Rear	S-section triple-spoke cast aluminium
Rim Size	Front	17 × MT3.5
	Rear	17 × MT4.5
Tyre Size	Front	120/70 ZR17 (58W)
	Rear	150/70 ZR17 (69W)
Tyre Pressure	Front	250kPa
	Rear	290kPa (290kPa with passenger)

**BRAKES**

Type	Front	296 × 4.5mm dual hydraulic disc with Combined 3-piston calipers and sintered metal pads
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Rear 276 × 6mm hydraulic disc with dual-piston caliper and sintered metal pads (\*and Combined ABS)

\*Combined-ABS version

All specifications are provisional and subject to change without notice.

# Please note that the figures provided are results obtained by Honda under standardised testing conditions prescribed by WMTC. Tests are conducted on a rolling road using a standard version of the vehicle with only one rider and no additional optional equipment. Actual fuel consumption may vary depending on how you ride, how you maintain your vehicle, weather, road conditions, tire pressure, installation of accessories, cargo, rider and passenger weight, and other factors.

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