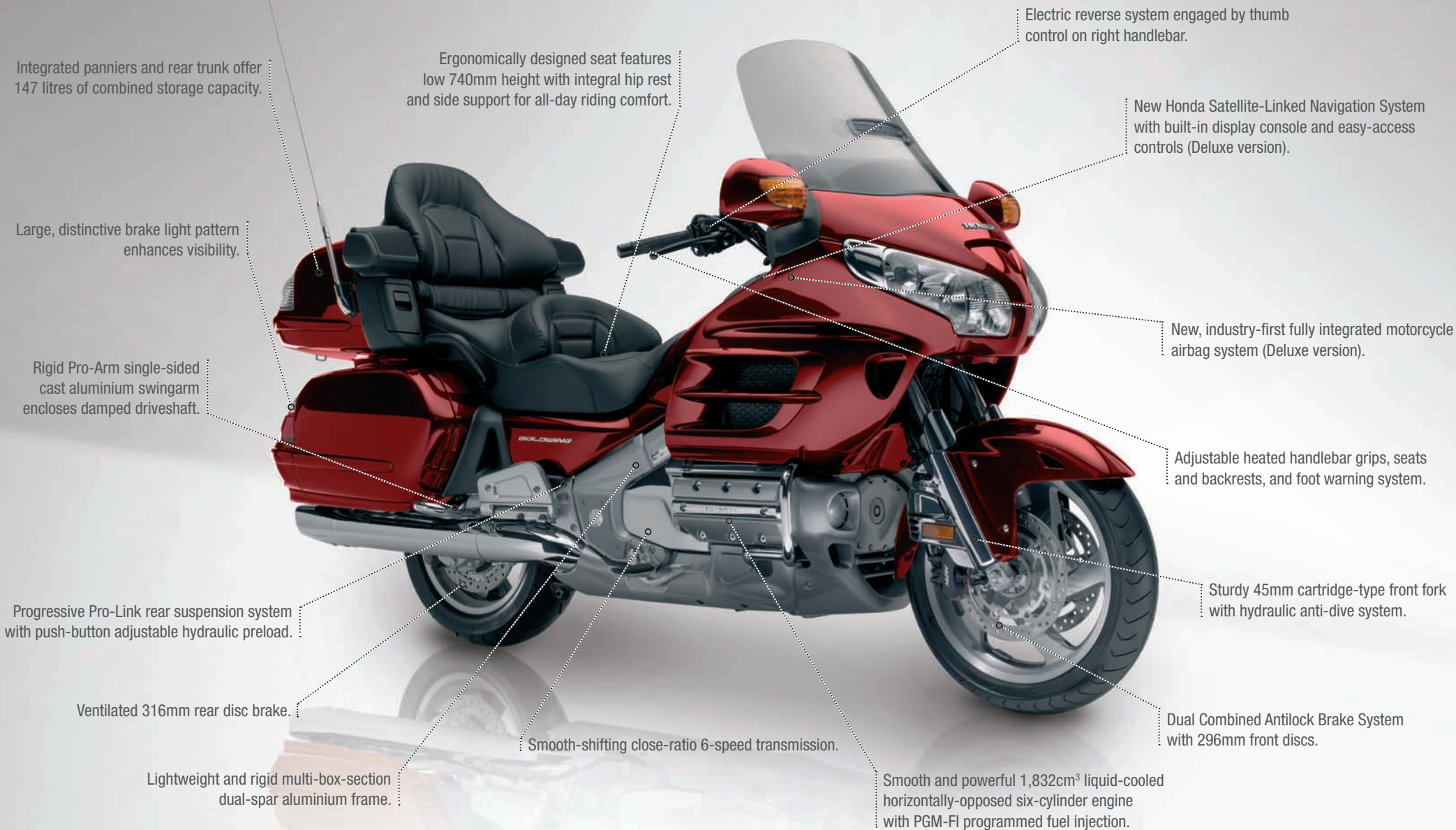


GL1800 Gold Wing

HONDA
The Power of Dreams



Integrated panniers and rear trunk offer 147 litres of combined storage capacity.

Ergonomically designed seat features low 740mm height with integral hip rest and side support for all-day riding comfort.

Electric reverse system engaged by thumb control on right handlebar.

New Honda Satellite-Linked Navigation System with built-in display console and easy-access controls (Deluxe version).

Large, distinctive brake light pattern enhances visibility.

New, industry-first fully integrated motorcycle airbag system (Deluxe version).

Rigid Pro-Arm single-sided cast aluminium swingarm encloses damped driveshaft.

Adjustable heated handlebar grips, seats and backrests, and foot warming system.

Progressive Pro-Link rear suspension system with push-button adjustable hydraulic preload.

Sturdy 45mm cartridge-type front fork with hydraulic anti-dive system.

Ventilated 316mm rear disc brake.

Dual Combined Antilock Brake System with 296mm front discs.

Lightweight and rigid multi-box-section dual-spar aluminium frame.

Smooth-shifting close-ratio 6-speed transmission.

Smooth and powerful 1,832cm³ liquid-cooled horizontally-opposed six-cylinder engine with PGM-FI programmed fuel injection.

■ All specifications are provisional and subject to change without notice.



2007
GL1800
GOLD WING
PRESS INFORMATION

Introduction

As the unrivalled world standard in motorcycle touring for over three decades, the Gold Wing has grown to become an institution of luxurious two-wheeled touring pleasure, incorporating the very latest developments in comfort and safety to provide its owners with the ultimate motorcycle touring experience. Now, for 2007, the Gold Wing takes another major leap forward in riding ease and safety enhancement with the introduction of two innovative new systems: A fully integrated GPS satellite navigation system that effectively points the way on unfamiliar roads that a touring rider is bound to encounter, and a remarkable new airbag system that instantly inflates to greatly reduce the severity of injury in the case of a head-on collision.

Constructed on a lightweight and rigid aluminium twin-spar frame designed to ensure a light and easy balance of handling, the Gold Wing's remarkable power is generated by a strong, responsive and always reliable 1800cc fuel-injected flat-six engine that drives its rear wheel via a quiet, maintenance-free shaft drive system. Braking confidence is ensured by Honda's peerless Dual Combined Antilock Brake System, which works to ensure smooth, unruffled braking control over all the varying road surfaces the Gold Wing might encounter. The Gold Wing also offers an extensive list of high-tech features such as its motor-assisted rear suspension adjustment, push-button electric reverse, cruise control, RDS radio entertainment system and more combine to make long-distance trips an experience in luxury beyond the scope of anything else on two wheels.

First and foremost in all the features that make seeing the world on a motorcycle one of the most enjoyable activities there is, the Gold Wing consistently stays ahead with its remarkably integrated concept of providing the utmost in luxury, performance and safety. When distant horizons call, only the Gold Wing can provide the answer that leads to total riding fulfilment.

Styling

As always, the Gold Wing's distinctive aerodynamic bodywork is designed to be functional as well as beautiful, offering a low coefficient of drag that reduces turbulence at highway speeds and providing exceptional protection against the wind and elements. Essentially unchanged for 2007, the Gold Wing's integrated styling features copious carrying capacity, a comfortably low rider seat height, spacious passenger seating accommodations, including back and arm rests, and a wind tunnel-tested flow-through ventilation system that draws engine heat away from the rider for greatly enhanced riding comfort.

Unchanged for 2007, the Gold Wing's colour variations include a solid black that exudes a worldly cosmopolitan charm, a rich metallic silver that highlights the Gold Wing's inherent technological excellence, and a deep metallic red that glistens with deep reflections of its pride of ownership.

Colours

- **Black-Z**
- **Billet Silver Metallic**
- **Cabernet Red Metallic**

Engine

The Gold Wing continues to be powered by the same 1,832cm³ liquid-cooled horizontally-opposed six-cylinder engine it has featured since 2001. This remarkably smooth, quiet and powerful engine produces effortless power and breathtaking hill-climbing torque. Its advanced PGM-FI programmed fuel injection system features two 40mm-diameter throttle bodies feeding air to six specially-designed Keihin high-pressure fuel injectors for optimum operating efficiency and exceptional power, as well as low fuel consumption and low exhaust emissions. Carried low in the Gold Wing's lightweight and rigid aluminium twin-spar frame, this unique engine also contributes to the Gold Wing's inherently smooth and stable handling and control.

Chassis

Specially engineered for light weight and optimum rigidity, the Gold Wing's massive multi-box-section twin-spar aluminium frame encloses the engine as a central stressed member for an optimal balance of rigidity and flexibility that realises excellent handling, luxurious riding comfort and a superb road feel that belies its size and weight. Its massive 45mm cartridge-type hydraulic front fork and single-sided, cast aluminium Pro Arm swingarm with Pro-Link damper combine to provide swift and sure handling and a superbly comfortable ride over all road conditions. The rear suspension also features computer-controlled adjustable pre-load which be easily set by the rider with push-button controls and features a two-position memory.

Excellent braking control is provided by Honda's advanced Dual Combined Antilock Brake System, which combines dual full-floating 296mm front discs with a single 316mm ventilated rear disc for excellent stopping power and smoothly responsive operation.

Equipment

The Gold Wing has won world-wide acclaim for offering a superlative range of comfort and convenience features to make the riding as smooth and enjoyable as possible. Constantly updated and improved, the Gold Wing is always a touring work in progress, as new features are developed to help make its riding experience even more delightful and ultimately fulfilling. For 2007, the Gold Wing introduces two revolutionary new developments in motorcycle riding enjoyment and safety: A new, fully integrated GPS navigation system, and the first airbag system ever used on a motorcycle.

New Honda Satellite Linked Navigation System

Nothing cramps the fun and enjoyment of motorcycle touring more than becoming hopelessly lost. Until now a collection of maps has always been a necessity, but stopping to consult them and try to determine one's current location sometimes is not as easy as it sounds. Honda's new Gold Wing comes to the rescue with the first fully integrated navigation system made specially for motorcycles.

Similar in look to the systems found in some of the latest cars, the Gold Wing's highly sophisticated yet easy-to-use navigation system uses GPS satellites and an extensive map database to show current location and help guide riders to their desired destinations with both visual and voice guidance. The map database covers the entire European continent and British Isles, including accurately mapped metropolitan and rural areas, and offers six easily selectable languages of voice guidance.

The system's memory is pre-programmed with the locations of many businesses, hotels, restaurants, petrol stands, Honda dealerships and more, and riders can quickly and easily enter the addresses of new Favourite Places. In addition, a home address can be entered to simplify the return trip from any destination.

Installed in a central, easy-to-view location between the ignition key and the speedometer, the recessed navi system screen features a small hood to shade the unit for enhanced visibility. Menu controls are located on the right side of the screen, and are interlocked to only permit operation while at a complete stop. Controls that can be operated while riding are all conveniently located on the left-side handlebar control unit. These include the volume lever and a multi-function lever to zoom map scale, activate voice guidance and view a scrollable list of all directional changes over the course of the entire route. Of course, all navi system controls are fully weather resistant.

Compared to most automotive navigation systems, the Gold Wing's system takes advantage of the most up-to-date hardware. Specifically, a compact 2-gigabyte computer flash card replaces the slower-responding DVD data logs found in most systems. Since communities grow and businesses change ownership and location with regularity, the Gold Wing's navi system can be updated regularly with new map and point-of-interest data provided by Garmin.

The navi system's viewing screen also doubles as the menu screen for the Gold Wing's audio system, and the two functions can be easily switched between, although the audio screen will automatically revert to the navigational screen after a preset interval.

Because the GPS antenna is situated beneath the windshield, metallic accessories should not be mounted near the windshield, as they can seriously degrade or even completely prevent reception of satellite GPS information.

Simplified Control Interface

During operation, the GL navigation system offers seven types of screen displays:

- **Maps:** The default is Half Map. Also available: Wide Map and Full Map.
- **Menus:** The five-choice Main Menu and its sub-menus.
- **Keyboard:** Used to enter names and numbers to search for locations.
- **Lists:** Compiled from the system database based on the information entered; lists act as a gateway to the Point Review screens.
- **Point Review Screens:** Provides a map for a given location, a menu for selecting the location as a route destination, a stop along the way (also called a via) or as a favourite, as well as route information.
- **Route Calculation Screen:** Used to input preferences and trigger route calculations.
- **Edit Route Screen:** Displays the destination and vias along the way with edit options.

The Main Menu includes five priority functions:

- **Setup/Info:** Used to change or restore default settings and display system information.
- **Find:** Used to find a location.
- **Route:** Used to create a new route or edit an existing route.
- **Favourite Places:** Used to ease routing to locations previously saved as a favourite.
- **Go Home:** Used to save or route to a home location.

Each of these main functions offers a variety of sub-functions that provide a full range of navigation options and features.

Colour Display Screen

Because the navi screen is displayed in full colour, various hues give readily recognisable indicators for different purposes, and some default colours can be changed according to user preference. For example, the route chosen is outlined in blue, a chequered flag pinpoints the route destination and a green circle indicates a town. The default map background is khaki coloured, but yellow, grey or orange can be selected as alternate daytime colours; at night, black is used as the background. For optimal clarity, highways are shown in black during daylight hours, but switch to blue-green against a

black background for improved legibility during night-time operation, while major motorways are shown in red.

Easy Operation

As even casual use quickly reveals, the Honda Satellite Linked Navigation System is remarkably intuitive in operation, and those unfamiliar with such devices should encounter few obstacles when first using this unit. At the same time, its feature-rich design allows for extremely sophisticated route planning, and its mapping and location listings will surely prove to be a boon while exploring the many sights to be seen across the length and breadth of Europe.

New Honda Motorcycle Airbag System

For 2007, Honda introduces to Europe the first motorcycle ever equipped with its revolutionary airbag system, which has been specially developed and extensively tested with the goal of helping to lessen the severity of injuries caused by frontal collisions. Over the years since development began, Honda gathered and analyzed a wide array of data on the behaviour of motorcycles during collisions, conducting extensive crash tests at its indoor omni-directional Real World Crash Test Facility, applying advanced computer simulation technology, and leading the way with the introduction of motorcycle rider test dummies. Honda also took full advantage of the experience of its automobile operations in the development of airbags, and applied this expertise in the development of the Motorcycle Airbag System.

The Motorcycle Airbag System is comprised of the airbag module, which includes the airbag and the inflator; crash sensors, which monitor acceleration changes; and an ECU, which performs calculations to instantly determine when a collision is occurring. When a severe frontal collision occurs, the four crash sensors mounted on the front fork measure the change in acceleration caused by the impact and convey this data to the airbag ECU, which determines that a collision is occurring and whether or not it is necessary to inflate the airbag. If the calculations performed by the ECU indicate that airbag deployment is necessary, the ECU sends an electronic signal to the airbag inflator, which instantaneously responds by inflating the airbag. Inflating rapidly after the impact, the airbag can absorb some of the forward energy of the rider, reducing the velocity at which the rider may be thrown from the motorcycle and helping lessen the severity of injuries caused by the rider colliding with another vehicle or with the road.

Motorcycle Airbag System: Principal Components

- The airbag module, which contains the airbag and inflator, is positioned in front of the rider.
- The airbag ECU, positioned to the right of the module, analyses signals from the crash sensors to determine when to inflate the airbag.
- Four crash sensors attached on both sides of the front fork detect changes in acceleration caused by frontal impacts.

Functions of the Principal Components:

Airbag Module

- The airbag module contains the airbag and airbag inflator.

- The airbag inflator receives an electronic signal transmitted by the airbag ECU instructing it to release nitrogen gas to inflate the airbag.
- The airbag starts to inflate, exerting pressure on the cover of the airbag module, forcing it open.
- The size and shape of the airbag, the manner in which it is secured to the motorcycle with tethers, and the function of the deflation vents all help to maximise the effectiveness with which the system absorbs the kinetic energy of the rider, helping control the velocity at which the rider may tend to be thrown forward from the motorcycle, and thus lessening the severity of any potential injuries resulting from impact with another vehicle or with the road.
- An interval of only 0.060 seconds elapses from the instant an impact is interpreted as a collision to the moment of airbag inflation.

Airbag ECU

- The airbag ECU continuously monitors the data received from the crash sensors, and by comparing this data to standard vehicle behaviour, determines whether or not it is necessary to deploy the airbag. The data from each sensor is evaluated independently, and if it is determined to deviate from programmed standards of safe vehicle behavior by a certain predetermined degree, an electronic signal is sent to the airbag inflator, which causes the airbag to inflate.

Crash Sensors

- The crash sensors which monitor acceleration changes are attached to the front fork legs to optimize the quickness and accuracy of their detection of frontal impacts. No alteration of the structure of the motorcycle is needed. To optimize the accuracy of collision detection, a set of 4 sensors are arranged—two on each side of the front fork.

Comfort System

Introduced last year as a deluxe option, the 2007 Gold Wing now offers its cold weather Comfort Package as standard equipment. Designed to greatly expand the Gold Wing's range of riding enjoyment, the system incorporates temperature control features that better keep riders warm on cold days and nights. This package offers the following features:

- Adjustable electric handlebar grip heaters that keep hands warm as needed.
- An independently adjustable seat and backrest heater system for rider and passenger.
- A foot ventilation and heater system which directs warm air through a system of ports directly to the pedal area.

All these well-considered features combine to offer greater riding comfort for both rider and passenger when travelling at night or through colder climes, and can even comfortably extend one's riding season into the colder months.

Optional Equipment

The new 2007 GL1800 Gold Wing also offers an extensive variety and range of optionally available parts and accessories that enhance its style, riding enjoyment, convenience and security. These well-considered items include:

Comfort

- Honda Optimate 3SP battery optimiser
- Convenient wall-mounting bracket for Optimate 3SP
- Pillion armrest extension set
- Handy rear trunk handle
- Trunk inner light
- Trunk inner light with vanity mirror
- Honda navigation kit

Carrying Ease

- Fairing pouch
- Inner trunk pouch
- Pannier and trunk inner bag set
- Pannier cooler
- Pannier lid organiser
- Trunk inner cargo net
- Trunk lid organiser

Decoration

- Chrome exhaust tip (bullet type)
- Chrome exhaust tip (turn-down type)
- Chrome front mudguard rail
- Chrome front mudguard ornament
- Chrome front mudguard ornament
- Chrome front undercowl
- Chrome handlebar end set
- Chrome pannier rail set

- Chrome pillion floorboard cover set
- Chrome pillion floorboard undercover set
- Chrome screen garnish
- Chrome side fairing accent set
- Chrome side stand
- Chrome swingarm pivot cover
- Chrome trunk rail set
- Cylinder-head cover emblem set
- Front brake disc cover set
- Spoiler accent
- Trunk upper spoiler

Protection

- Chrome pannier moulding set
- Chrome trunk moulding set
- Outdoor cycle cover
- Pannier scuff pad set
- Pannier and trunk carpet set
- Protective film
- Seat cover

Audio System

- CB antenna
- CD player
- Headset (full-face helmet)
- Headset (open-face helmet)
- Pillion audio controller
- Rear speaker set

Anti-Theft

- AVERTO alarm kit

Specifications GL1800 Gold Wing ED-type

Engine

Type	Liquid-cooled 4-stroke 12-valve SOHC flat-6
Displacement	1,832cm ³
Bore x Stroke	74 x 71mm
Compression Ratio	9.8 : 1
Max. Power Output	87kW / 5,500min ⁻¹ (95/1/EC)
Max. Torque	167Nm / 4,000min ⁻¹ (95/1/EC)
Idling Speed	700min ⁻¹
Oil Capacity	4.6 litres

Fuel System

Carburation	PGM-FI electronic fuel injection with automatic choke
Throttle Bore	40mm
Aircleaner	Viscous, cartridge-type paper filter
Fuel Tank Capacity	25 litres (including 4-litre warning light reserve)

Electrical System

Ignition System	Computer-controlled digital transistorised with electronic advance
Ignition Timing	2° BTDC (idle) ~ 30° BTDC (3,500min ⁻¹)
Sparkplug Type	BKR6E011 (NGK); K20PR-U11 (ND)
Starter	Electric
Battery Capacity	12V / 18AH
ACG Output	1,000W
Headlights	12V, 55W x 2 (low) / 55W x 2 (high)

Drivetrain

Clutch	Wet, multiplate with coil springs
Clutch Operation	Hydraulic
Transmission	5-speed (including overdrive, plus electric reverse)
Primary Reduction	1.591 (78/49)
Gear Ratio	1 2.375 (38/16)
	2 1.454 (32/22)
	3 1.068 (31/29)
	4 0.843 (27/32)
	5 0.686 (24/35)
Final Reduction	2.750 (33/12)
Final Drive	Enclosed shaft

Frame

Type	Diamond; triple-box-section aluminium twin-spar
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Chassis

Dimensions	(LxWxH)	2,635 x 945 x 1,455mm
Wheelbase		1,690mm
Caster Angle		29° 15'
Trail		109mm
Turning Radius		3.3m
Seat Height		740mm
Ground Clearance		125mm
Dry Weight		369kg (*381kg)
Kerb Weight		405kg (F: 185.1kg; R: 219.9kg), *417kg (F: 190.6kg; R: 226.4kg)
Max. Carrying Capacity		200kg
Loaded Weight		602kg (F: 227kg; R: 375kg)

Suspension

Type	Front	45mm air-assist telescopic fork with anti-dive, 140mm stroke
	Rear	Pro-Link Pro-Arm with electronically controlled spring preload adjustment, 105mm axle travel

Wheels

Type	Front	Hollow-section 5-spoke cast aluminium
	Rear	Hollow-section triple-spoke cast aluminium
Rim Size	Front	18 x MT3.5
	Rear	16 x MT5
Tyre Size	Front	130/70 R18 (63H)
	Rear	180/60 R16 (74H)
Tyre Pressure	Front	250kPa
	Rear	280kPa

Brakes

Type	Front	296 x 4.5mm dual hydraulic disc with Combined 3-piston callipers, ABS, floating rotors and sintered metal pads
	Rear	316 x 11mm ventilated disc with Combined 3-piston calliper, ABS and sintered metal pads * ABS Version

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