

# VT1300CX

**2010** Press Information



## Introduction

Choppers have existed on the fringes of the motorcycling scene for decades. They are built and owned by a diverse mix of riders who are united by a passion for the machine itself and the emotions aroused by owning and riding it. Like other genres of motorcycle, choppers have evolved over the years. Early, often crude home-built efforts have inspired ever greater innovation and true choppers are now something of an art form with highly desirable looks and attitude. The Honda VT1300CX is a true original in the genre – a radical concept offered in a unique package that's accessible to nearly every rider. The VT1300CX is visually daring and great fun to ride, with a feel and sound that place the rider squarely in the chopper domain. It also delivers the same functionality, quality and reliability you would expect from a Honda, and at an affordable price.

## Development concept

The process of designing a new motorcycle involves many things. Precise calculations, measurements and specifications must be determined and tried in various combinations before the best result is achieved. At Honda, these factors are also blended with an additional element – a love for the machine. The new VT1300CX is an example of what happens when our designers and engineers are allowed to carry their passion to the extreme. Stunningly creative and with radical, head-turning looks, this motorcycle is a milestone. The VT1300CX is the offspring of people who get excited about creating new motorcycles; true enthusiasts who understand what it means to get completely involved with their creation. It captures the essence of the chopper genre – a motorcycle that simply feels right, looks right and sounds right when it's done well, rather than the result of a precise formula. Their extensive experience in building motorcycles of all types has allowed our engineers to incorporate this essence with the handling, functionality and ride expected of a Honda. The creation of the VT1300CX posed a considerable challenge. A delicate balance needed to be found between the extended chopper look with its stretched wheelbase and exaggerated steering rake and the rideability expected from every Honda. The design focus began with the high steering head and open look in the front end, and radiated outward from there. Extensive cooperation took place between the styling team in the USA at Honda Research Americas (HRA) and the Honda engineers in Japan. Original sketches were refined many times. This is a machine that's designed and constructed for people who have always longed for a chopper. Its classic profile and the defiant attitude it expresses are instantly recognisable. However, this chopper has a unique difference. It taps directly into a lust for riding; and you can simply ride and enjoy it without the costs, compromises and headaches traditionally attached to chopper performance. In other words, it's a chopper that's 100 per cent Honda.

## Styling

For cruisers and choppers, style is king. The focus of the VT1300CX is its raked-out chopper styling, incorporating a visual balance of positive and negative space between the airy front end and the more substantial engine and rear end. Its high-mount steering head gives the frame a see-through, open-air look with plenty of breathing room between the upper frame and the front cylinder head. Its long, slim fuel tank is perched up high, while its seat is ultra-low. The fat 200mm rear tyre is paired with a slim 90mm front wheel that's wrapped in an attractively close-fitting fender. A striking visual impact is created by the multi-faceted nine-spoke front and seven-spoke rear wheel design.

The condensed, hard-tail look of the rear end is accentuated by the exaggerated rake and stretched wheelbase which stretches a full 1,805mm between axles, giving a soft ride as well as a characteristic look. Clean lines and curves in every part of the bike emphasise a Spartan return to basics. Equally important, a close-up inspection of the VT1300CX reveals an attention to detail which has been carried to the extreme. The prominent chrome headlight accentuates the frame and fork angles. Even the LED tail-light complements the shape of the rear fender, which also lacks visible fender stays – all for the purpose of giving the rear a simple and elegant shape. Smooth, clean lines also define the swingarm and the driveshaft on the left side. Clean-cut execution and careful crafting create a chopper with the distinct air of a full-on hand-built custom bike, but one that can be owned and maintained for a fraction of the cost.

## Colouring concept

The VT1300CX comes in two colours. A striking metallic blue provides an eye-catching option for this masterful V-twin, while the intense black accentuates its extravagant styling.

### Colours

- Graphite Black
- Glint Blue Wave Metallic

## Engine

The engine is the soul of the VT1300CX. Fire it up and waves of muscular V-twin power, sound and feel flood the senses. Based on Honda's proven and muscular VTX1300 motor, it is a 1312cc liquid-cooled 52-degree V-twin with a single-pin crankshaft, dual balancers and a new Programmed Fuel Injection system. The engine is cooled by a compact radiator that's neatly concealed between the frame's downtubes. Maintaining the neat, uncluttered look, the top radiator hose is hidden away beneath the front head cover. A newly designed dual exhaust system and new camshafts add to the creation of an engine that produces hugely satisfying performance and awesome sound. Low fuel consumption (the VT1300CX delivers an impressive 20km per litre\*) and a clean, reliable, maintenance-free shaft drive mean more time spent on the road and less in the garage. It's all about the ride.

\*WMTC Mode tested by Honda.

## Chassis

The long, low VT1300CX chassis is lean and uncluttered. Within the all-new high-tensile steel frame, each separate element shares cascading effects with other interrelated parts, resulting in a fluidity of design that is remarkable even in the chopper field. The slim and voluptuously styled fuel tank is perfectly angled and balanced with the handlebar shape and size and the stout 45mm fork handles suspension duties with easy confidence. The distinctive alloy wheels have a single, powerful 336mm front disc brake complemented by a 296mm disc brake at the back. An advanced Combined Antilock Brake System is available as an option, providing the ultimate in secure and confident braking. This is the first time an ABS has been applied in our Custom category and it has been specially tailored to fit the minimalistic VT1300CX styling. Thus the system modulator has been placed low down under the swingarm and is invisible on the bike's exterior. The sleek lines of what appears to be a rigid hard-tail rear end actually cloak an ingenious single-shock rear suspension system with an aluminium swingarm, adjustable rebound damping and 35-position spring preload adjustment. This combination provides riding comfort that's far and above the norm for a chopper.

## Optional equipment

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Honda considers the VT1300CX as a base for additional customising by owners who want to add an individual touch. A full line of accessories will be available from Honda Access upon its release. These include:

- A tubular chrome backrest and an optional stylish backrest pad for pillion comfort.
- A wide, low boulevard screen with attractive chrome stays for extra protection against the elements.
- A colour-matched front spoiler made from injection-moulded ABS material and styled for a sporty, custom appearance.
- A chrome-plated steel rear fender panel that completes the solo seat look.

# Specifications

General		
Model		VT1300CX
Mold Type		ED-type
Engine		
Type		Liquid-cooled SOHC 52° V-twin
Displacement		1,312cm <sup>3</sup>
Bore x Stroke		89.5 x 104.3mm
Compression Ratio		9.2 : 1
Max. Power Output		42.5kW / 4,250min <sup>-1</sup> (95/1/EC)
Max. Torque		107Nm / 2,250min <sup>-1</sup> (95/1/EC)
Idling Speed		900min <sup>-1</sup>
Oil Capacity		4.3 litres
Fuel System		
Carburation		PGM-FI with automatic enricher circuit
Throttle Bore		38mm
Aircleaner		Viscous, cartridge-type mesh net filter
Fuel Tank Capacity		12.8 litres
Fuel Consumption		20.3 km/l (WMTC Mode*)
Electrical System		
Ignition System		Digital with 3-dimensional mapping, 2 sparks per cylinder
Ignition Timing		8° BTDC (idle) ~ 57.7° BTDC (5,250min <sup>-1</sup> )
Sparkplug Type		DCPR6E (NGK); XU20EPR-U (DENSO)
Starter		Electric
Battery Capacity		12V / 11.2AH
ACG Output		381W
Headlights		12V, 55W x 1 (low) / 60W x 1 (high)
Drivetrain		
Clutch		Wet, multiplate with coil spring
Transmission		5-speed
Primary Reduction		1.758
Gear Ratios	1	1.900
	2	1.231
	3	0.912
	4	0.757
	5	0.676
Final Reduction		2.661
Final Drive		Shaft
Frame		
Type		Double-cradle; steel

Chassis		
Dimensions	(LxWxH)	2,575 x 900 x 1,150mm
Wheelbase		1,805mm
Caster Angle		32°
Trail		90mm
Turning Radius		4.1m
Seat Height		678mm
Ground Clearance		126mm
Kerb Weight		303kg (F: 128kg; R: 175kg), *309kg (F: 131kg; R: 178kg)
Max. Carrying Capacity		160kg
Loaded Weight		463kg , *469kg
Suspension		
Type	Front	45mm telescopic fork with 130mm stroke and 102.4mm axle travel
	Rear	Monoshock with adjustable rebound damping and 35-position spring preload adjustability, 95mm axle travel
Wheels		
Type	Front	9-spoke cast aluminium
	Rear	7-spoke cast aluminium
Rim Size	Front	21M/C x MT2.15
	Rear	18M/C x MT6.25
Tyre Size	Front	90/90 R21M/C ()
	Rear	200/50 R18M/C ()
Tyre Pressure	Front	225kPa
	Rear	280kPa (with passenger: 280kPa)
Brakes		
Type	Front	336mm single disc with twin-piston caliper (*Combined 3-piston calliper and ABS)
	Rear	296mm disc with single-piston caliper (*Combined twin piston and ABS)

\* 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. - All specifications are provisional and subject to change without notice.

