

2006 Gold Wing



Powerful 1,832cm³ liquid-cooled horizontally-opposed six-cylinder engine with PGM-FI fuel injection system features all-new Linear Air/Fuel (LAF) low emissions system, which more accurately controls both carburetion and emissions for unprecedented reductions in harmful emissions. Measured output is less than half the limits imposed by strict new EURO-3 regulations.



Viscously damped ACG drive replaces conventional spring damper system for significantly reduced mechanical noise and lighter weight.



Heated seats and backrests featured on Comfort Package version, with independent six-level temperature controls. Rider seat temperature is controlled by a large rotating dial on the front panel.



Responsive Dual Combined Antilock Brake System provides confidently controlled braking operation and smooth, effortless stops.



Comfort Package version also features new foot ventilation/heater system with air vents directed at the rider's pedal area. A handy lever on the front panel controls temperature settings.

Heated hand grips featured on Comfort Package version. Front panel provides a convenient dial for six steps of temperature control.



Giant panniers and rear trunk renowned for providing copious carrying capacity that makes possible many days of comfortable touring pleasure.

Large quad headlights provide brilliant illumination for a clear view of the night-time road ahead. Front indicators integrated into the large rear-view mirrors.

Massive aluminium twin-spar frame and rugged, responsive suspension systems ensure both a luxurious ride and swift, sportsbike-like handling.



2006

GOLD WING

PRESS INFORMATION

Introduction

Over its more than three decades of travelling the world's highways, the majestic Gold Wing has become almost an institution of luxurious two-wheeled touring pleasure, and the rolling standard against which all other touring motorcycles are compared. Its smoothly impressive six-cylinder engine performance, remarkably responsive yet neutral handling and unrivalled carrying capability all combine to create one of the most impressive, enjoyable and ultimately satisfying touring machines to traverse the highways of Europe and the world. More than just a riding machine, the Gold Wing offers a long distance touring experience *par excellence*.

Constructed on a lightweight and rigid aluminium twin-spar frame designed to ensure a light and easy balance of handling, the Gold Wing receives its remarkable power from 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 and Antilock Brake Systems, which work in seamless concert to ensure smooth, unruffled braking control over all the varying road surfaces the Gold Wing might encounter, while 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 aboard the Gold Wing and experience in luxury beyond the scope of anything else on two wheels.

For its new 2006 edition, the Gold Wing maintains its excellent style and performance, while introducing a separate new deluxe Comfort Package variation that provides an extended range of riding enjoyment whenever the weather turns cold. Likewise, attention has been paid to the Gold Wing's class-leading concern for the environment, and introduces for the first time ever a newly developed low emissions system that reduces exhaust emissions to far below government mandated limits, for the cleanest exhaust in its performance class.

First and foremost in all the features that make seeing the world on a motorcycle one of the most enjoyable activities there is, the new Gold Wing stays ahead with its remarkably integrated concept of performance and luxury, and with new developments designed to pamper riders with the utmost in comfort and quality. When horizons call, leave it to the Gold Wing to answer.

Styling

The Gold Wing's boldly impressive 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 2006, 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.

Colouring Concept

Colour variations for 2006 include a new solid black that exudes a worldly cosmopolitan charm, a rich metallic silver that highlights the Gold Wing's inherent technological excellence, and a deep new 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's powerful 1,832cm³ liquid-cooled horizontally-opposed six-cylinder engine produces smooth, effortless power and breathtaking hill-climbing torque. The engine's advanced PGM-FI programmed fuel injection system features two 40mm-diameter throttle bodies delivering air to six specially-designed Keihin high-pressure fuel injectors for optimum efficiency and power, as well as low fuel consumption and low exhaust emissions. Mounted low in the chassis, this unique motorcycle engine also contributes to the Gold Wing's inherently smooth and stable handling and control. New features for 2006 include:

Highly Advanced New LAF Low-Emissions System

The new 2006 Gold Wing features a newly developed Linear Air/Fuel (LAF) sensor low-emissions system, which replaces its previous oxygen feedback sensor system. This new system more effectively micro-manages the control of the induction system's air/fuel mixture to exert more linear control over exhaust emissions based on ideal targeted ratios for all engine speeds and loads. With much closer tolerances and faster response than the earlier system, its LAF sensors monitor differences in exhaust gas oxygen levels and transmit their signals to a new LAF microcomputer, which predicts and corrects for changes in exhaust gas output depending on engine speed, temperature and other parameters. The new system thus maintains smooth and strong engine performance while dramatically reducing emissions to nearly half of Europe's strict EURO-3 regulated levels, making it the undisputed leader of the industry for low-pollution exhaust emissions.

Viscously Damped ACG

A new viscously coupled ACG drive damper replaces the previous spring damper system to significantly reduce mechanical noise. The new system is also 500g lighter in weight than the damper system it replaces.

The new ACG also features higher electrical output to confidently power more accessories.

New Cruise Control Cancellation Mechanism

Providing a small but significant improvement in operating ease, the new Gold Wing also features a newly developed, throttle-actuated cruise control cancellation mechanism that flips the throttle back to normal operation by backing off the throttle. Requiring less effort than the previously used mechanism, this new system provides a smoother and more high-quality feel of operation. As before, the cruise control can also be cancelled by operating either the brake or the clutch.

Chassis

The Gold Wing's massive, beautifully constructed multi-box-section dual-spar aluminium frame is specifically engineered for light weight and optimum rigidity with tuned flexibility. The Gold Wing's flat-six engine also contributes to rigidity and balance as an integral stressed frame member. This combination of rigidity and flexibility produces excellent handling, luxurious riding comfort and a superb road feel that belies its size and weight.

Assuring swift and sure handling is a massive 45mm cartridge-type hydraulic front fork offering 140mm of smooth travel for a superb ride in all road conditions. At the rear, a rigid single-sided, cast aluminium Pro Arm swingarm is supported by a single Pro-Link damper that is equally up to the task of relaxed cruising or more sporty riding styles. 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.

Superb 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 fulfilling and delightful.

New 'Comfort Package'

For 2006, the Gold Wing introduces a new Comfort Package model variation that greatly expands its range of riding enjoyment by incorporating new temperature control features to better keep riders warm on cold days and nights. This package features the following new developments.

- New adjustable electric handlebar grip heaters keep hands warm as needed. Adjustment can easily be made with a gloved hand to any of six temperature setting by way of a large dial on the right side of the forward cockpit panel.
- New seat heater system, which provides comfortable, fully independent adjustable control of seat temperatures for both rider and passenger. Heater elements are not only built into the seats, but also into the rider hip pad and passenger backrest. Seat temperature settings are controlled by a large dial on the left side of the forward cockpit panel, and are six-step variable up to 40° C. The passenger's heated seat and backrest also feature an independent temperature control dial conveniently located near the left-side arm rest.
- New foot ventilation and heater system directs warm air to the pedal area through a new system of ports, and can be controlled by way of a lever on the left side of the front cockpit panel.

Specifications

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 Type	5-speed (including overdrive, plus electric reverse)
Primary Reduction	1.591 (78/49)
Gear Ratios	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

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 366kg (*369kg)

Kerb Weight 402kg (F: 183kg; R: 219kg)
(*405kg (F: 185kg; R: 220kg))

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 MT3.50
Rear 16 x MT5.00

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

* 'Comfort Package' version

All specifications are provisional and subject to change without notice.