



Press Information 2001



Gold Wing



Gold Wing

Development Concept

For over a quarter of a century, Honda's world-renowned touring flagship, the illustrious Gold Wing, has proudly stood at one of the pinnacles of motorcycle design, a perfectly executed avatar of the specialty full-dress touring machine, and the undisputed standard of the industry for luxurious comfort, spacious carrying capacity and flawlessly smooth performance.

For several years now, Honda's Gold Wing design team has wrestled with the problem of improving upon what is already the finest example of its breed on the road

today. However, rather than merely changing a bit of bodywork and making its engine bigger and more powerful, the team set out to incorporate a full menu of Honda's

latest innovations in design, safety and environmental friendliness to ensure the Gold Wing's premier standing in the motorcycling world for many years to come.





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Development Concept

The new 2001 Honda Gold Wing breaks with its own traditions of touring excellence with all-new insights into the limitless pleasures of motorcycle touring. Yes, it has a bigger engine, and yes, it has new bodywork. However, that's only

the beginning of a long list of new performance, comfort and safety features that adds up to the biggest, most revolutionary change seen in the Gold Wing since its famous six-cylinder engine was introduced back in 1987. The all-new 21st century

Gold Wing shatters all known touring standards with a combination of world-class performance, athletic handling and supreme comfort that reasserts its standing as the CEO of motorcycles. Nothing else comes close.





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Colouring Concept

For the new millennium, the astounding new Gold Wing 1800 expresses its luxurious prestige and incomparable quality in three superb new colour variations. Leading the way is a startling new paint development called 'Pearl Canyon Red' that alters its red base hue as lighting conditions change to produce a brilliant range of different colours and deeply expressive reflections. What better way to herald the newest generation of the world's most luxurious motorcycle?

The new Gold Wing's other colours include a gorgeous pearlescent blue that exemplifies the superb quality of design and execution inherent in the new King of the Road, and a dark yet lustrous black that exudes an unmistakable impression of modernity and understated strength. These colours contrast with the rugged powder-coated Silver finish featured on the new Gold Wing's aluminium frame and other internal components, which helps ensure this new 'leader of industry' will remain beautiful for years to come.

Colours

- Pearl Canyon Red
- Pearl Apollo Blue
- Black





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Styling

- The Gold Wing's all-new aerodynamic bodywork is functional as well as beautiful, with a remarkable 10 percent lower drag coefficient than the previous design.
- A simple yet ingenious, ratcheting windshield adjustment system provides six settings over nearly 100mm of travel. Manually operated, the mechanism eliminates the weight and complexity of electric motors.
- Ergonomically designed saddle with low, 740mm seat height features a plush pillion seat with an additional 50mm more room than the previous model. Integral backrest and side supports provide all-day riding comfort.
- Wind tunnel-tested, flow-through ventilation system.





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Engine

- Powerful, new 1,832cm³ liquid-cooled horizontally-opposed six-cylinder engine produces smooth, effortless power—87kW (119PS) of max. power output and 167Nm (17kg-m) of torque—while exceeding even Europe's strict planned EURO-2 emissions regulations.
- Exhaustive testing and redesign yield a remarkable weight reduction of nearly 1.1kg over the previous design.
- Low, forward engine placement and solid engine mounting ensure excellent road handling characteristics and impressive low-speed manoeuvrability.
- All-new, in-line parallel two-valve cylinder head design lines up all valves directly under the camshaft for a remarkably compact new head and head cover shapes that free up space to allow the rider's foot and seating position to be moved farther forward.

Direct, shim-under-bucket valve actuation requires no 1,000km service check-up and no valve clearance inspection for the first 51,200 kilometres.

- Silent-type cam chain with automatic tensioner replaces earlier engine's belt drive to contribute to the engine's smaller dimensions while ensuring reliable, maintenance-free operation.
- Free-breathing 6.9-litre aircleaner supplies a large volume of cool, clean air to the engine.
- New PGM-FI programmed fuel injection system features two 40mm-diameter throttle bodies delivering air to six specially-designed Keihin high-pressure fuel injectors. Fuel is delivered through four nozzle tips per injector, producing a finely atomised, highly combustible fuel mixture for optimum efficiency and power.

- PGM-FI system's electronic CPU features two digital 3-D fuel injection maps and one digital 3-D ignition map for each cylinder, creating ideal fuel mixture and spark advance settings for superb performance and driveability. High-accuracy knock control sensor modulates ignition advance to improve midrange performance.
- CPU-controlled HECS3 emission control system utilises two oxygen sensors (one in each exhaust pipe) to constantly deliver a precise air/fuel mixture while two exhaust catalysers reduce emissions further, making the 2001 Gold Wing one of the cleanest large-displacement gasoline-powered motorcycles on the road today. Emissions of carbon monoxide (CO), hydrocarbons (HC) and nitrogen oxides (NO_x) are all well below Europe's strictest standards for the next several years.

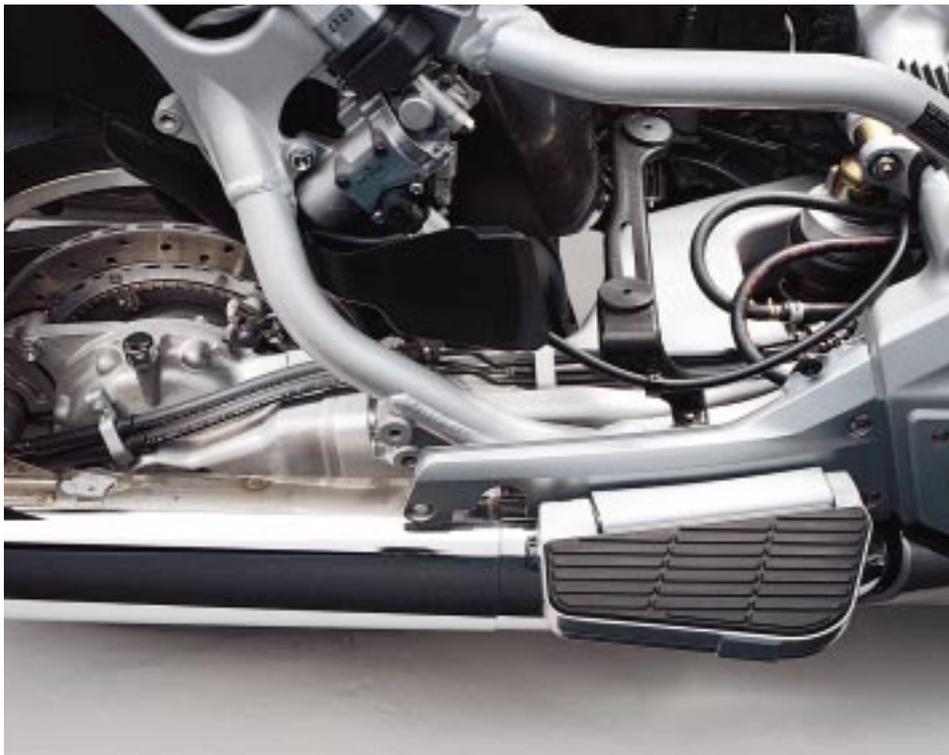




Gold Wing

Engine

- Rotary Air Control Valve (RACV) provides auto-choke function and maintains precise idle control under widely varying engine loads and operating temperatures.
- High-pressure formed, sintered iron Nickalloy™ crankshaft bearing caps ensure quiet engine operation throughout the engine's operating temperature range.
- Compact water pump is mounted behind the engine and driven directly by the crankshaft, reducing complexity and weight.
- High-efficiency engine cooling system features a series-flow coolant flow pattern that improves cold-start rideability while providing rapid engine warm-up.
- Two side-mounted radiators improve cooling efficiency and use low-air-pressure areas created by side cowls to draw cooling air through the radiators and around the rider at highway speeds. Below 25km/h, two thermostat-controlled fans pull cooling air through the radiators into the fairing, keeping hot air away from the rider.
- Sturdy eight-plate clutch features maintenance-free, hydraulically-assisted operation.
- Impressive stainless steel 6-into-2 exhaust system produces a pleasing, powerful sound.
- Powerful 1,100W alternator uses a dual-damper system to minimise alternator noise.
- Smooth-shifting five-speed transmission includes overdrive fifth.





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Chassis

- Beautiful multi-box-section dual-spar aluminium frame is over 11kg lighter than the previous steel design.
- Innovative aluminium frame is specifically engineered for optimum rigidity with tuned flex. This combination of rigidity and flexibility produces excellent handling, luxurious riding comfort and superb road feel.
- Inherently smooth flat-six Gold Wing engine also serves as a stressed frame member. The solid engine mounting system utilises specially designed hangers and carefully matched mounting bolts to provide both excellent road feel and minimal engine vibration.

- New engine's more compact dimensions permit more forward positioning in the frame for enhanced handling while allowing the riding position to be moved fully 50mm farther forward compared to the previous GL1500. The nearly ideal resulting ergonomics include shortened handlebars for a more direct, sports-touring-class riding feel and more room in the pillion area for even greater passenger comfort.
- Unique, driveshaft-damping system utilises a double-pipe structure, with a rubber-bonded coating applied to the inner pipe to absorb road shock

and engine torque. The long-life design reduces weight in the Pro Arm assembly and simplifies rear wheel maintenance.

- Smaller, lighter final gearcase assembly achieved through the redesign of the pinion gear and ring gear assemblies. This new design eliminates wheel alignment splines and assures accurate rear wheel alignment after servicing.





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Suspension and Brakes

- Massive 45mm hydraulic front fork houses a cartridge damper with 140mm of travel for a smooth yet superb ride in all road conditions.
- All-new anti-dive system minimises front fork dive when braking. System utilises brake fluid pressure generated in the secondary Dual-CBS master cylinder mounted on the left fork leg, and is activated by input from either the front brake lever or the rear brake pedal. This first-ever application of anti-dive with Dual-CBS produces

enhanced stability when manoeuvring at both low speeds and highway speeds.

- Pro-Link-mounted rear shock provides 105mm of plush travel for either relaxed or sporting riding.
- All-new, computer-controlled adjustable hydraulic rear suspension preload is easily set by the rider with push-button controls and features a two-position memory.

- The Gold Wing's rigid Pro Arm single-sided, cast aluminium swing-arm provides simplified servicing of the rear wheel and tyre while assuring optimum handling.





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Suspension and Brakes

- Cast aluminium 18 × 3.5" front and 16 × 5" rear wheels are lightweight and strong.
- Radial touring tyres are specially engineered for the Gold Wing, providing a combination of excellent traction, cornering grip and tyre life.
- Dual full-floating 296mm front discs and single 316mm ventilated rear disc all feature Dual Combined Brake System (Dual-CBS) three-piston callipers for excellent stopping power. Large-diameter rear brake rotor features a steel ventilator rotor sandwiched between two thin stainless steel brake rotors.

- Honda's Dual-CBS features a secondary master cylinder and a three-stage proportional control valve (PCV) to couple the three-piston callipers of the dual front and single rear disc brakes. Using the front brake lever activates the outer two pistons of the right-side front calliper, the centre piston of the left-side front calliper and—acting through the secondary master cylinder and an inline proportional valve—the outer two pistons of the rear calliper. The rear brake pedal operates the centre piston of the rear brake calliper, the centre piston of the right-side front brake calliper, and the outer pistons of the left-side front brake calliper. A delay valve

sensitive to the rider's pedal pressure smoothes front brake engagement.

- Antilock Brake System features an electric-motor-driven modulator which provides rapid and precise braking-pressure adjustments, resulting in smooth ABS operation and more confident control during hard braking. The system incorporates an integrated electronic control unit (ECU), self-diagnostics with an interactive ECU test function, and automatic protection against system failure.





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Touring Features

- All-new, slow-speed electric reverse system now engaged with the simple push of two thumb controls on the right handlebar.
- All-new, lightweight electronic cruise control system utilises a 16-bit CPU-controlled, motor-actuated throttle mechanism that is 2.5-times more sensitive to speed variation and responds 40% more rapidly than the previous system.





Gold Wing

Touring Features

- Specially designed luggage set features a remote control key-lock, permitting pop-open rear trunk operation and a remote lock/unlock feature for the trunk and the panniers. If remote locking is attempted while a lid is open, the emergency lights flash to alert the rider.

- The Gold Wing's trunk provides 61 litres of storage capacity with an additional 5 litres of storage available if the optional CD-changer is not installed. Two full-face helmets

fit easily into the trunk. The two panniers provide over 40 litres of storage each, resulting in a total of nearly 147 litres of storage space—more storage capacity than found on any other touring motorcycle.

- The pannier lids feature hydraulic dampers for smooth operation.

- Storage pockets located in the fairing and rear trunk feature oil-damped doors for smooth operation.

- Soft-touch elastomer provides a luxurious feel to the front console, front and rear pocket covers and the passenger armrests.

- Large 25-litre fuel tank houses the PGM-FI fuel pump and provides excellent long-distance cruising range.





Gold Wing

Equipment

- Completely redesigned instrument cluster includes white-on-black analogue displays for speedometer, tachometer, coolant temperature and fuel level, and features adjustable backlighting and high-luminescence red pointers. High-resolution LCD graphic displays for odometer, trip-meter, clock, ambient temperature,

audio modes, reverse operation, rear suspension setting, and trunk-open are legible in all lighting conditions.

- Brilliant new multi-reflector headlight system features two 55W H7 low beam and two 55W H7 high beam bulbs with large, computer-designed reflectors. In high beam

operation, all four bulbs produce a distinctive front lighting signature.

- New motorised headlight aiming system is operated by a dial switch located on the left fairing panel and provides 2.5 degrees of adjustment below horizontal.





Gold Wing

Equipment

- State-of-the-art multiplex audio system features two enclosed 25W stereo speakers for full-spectrum music reproduction with superb bass output. Features include twelve UKW, six MW and six LW station presets, station auto-select, RDS (Radio Data System) for auto-

matic Europe-wide reception of networked radio station broadcasts, headset-ready intercom, auxiliary adapter, ambient audio enhancement, auto-volume control and audio mute. Intuitively designed, console-mounted controls provide all setup functions, while ergonomically-designed

controls mounted on the left-side handlebar facilitate rider-activated audio selection. A hooded, high-resolution LCD display is easy-to-read in all riding conditions. Options include a trunk-mounted 6-disk CD changer, intercom headsets and two 25-watt rear speakers.



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Equipment

- Anti-theft Honda Ignition Security System (H.I.S.S.) electronically matches the motorcycle's two uniquely programmed ignition keys to the ECU. The engine can only be started by one of the two keys supplied with the vehicle, and cannot be hot-wired or bypassed with the use of another key or even another combination switch, thus helping prevent rideaway thefts. The combination switch also features rugged, tamper-resistant construction.
- Cylinder head covers feature new "HONDA 1800" emblem.
- Engine and pannier guards help protect the Gold Wing's bodywork in case of a tip-over.

- Maintenance-free features include: automatic choke, RACV automatic idle, PGM-FI programmed fuel injection, automatic cam chain tensioner, sealed battery, electronic cruise control, hydraulically-adjusted rear suspension.
- Handsome two-piece aluminium handlebars are lightweight and strong.
- Adjustable brake and clutch levers.
- Self-cancelling turn signals.
- Handlebar switches and controls use internationally approved graphic symbols instead of word labels.

- Extensive tool kit.
- Dual electric horns.
- New 20AH YTX maintenance-free battery.
- Dual helmet locks.
- Fold-down antennae for easy storage.
- Padded passenger handrails.
- Easy-to-use centrestand.
- Convenient ignition switch/fork lock for added security.





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Optional Equipment

(Accessory availability and specifications are subject to change without notice.)

- Audio accessories include: CD Changer; Rear Speaker Set; Audio Headsets (2 types: 'Open' & 'Full-Face' helmets); Passenger Audio Controller
- Air management accessories include: Tall Windscreen; Windscreen Side Air Deflectors (2 sizes: 'Standard' & 'Tall'); Fairing Side Air Deflectors; Rear Spoiler with Brake Light (3 colours); Lower Trunk Spoiler (3 colours); Lower Saddlebag Spoiler (3 colours)

- Functional touring accessories include: Heated Grips with Thermostat Control
- Touring convenience accessories include: Removable Pannier Bag/Trunk Liner Set ('Standard' & 'Deluxe' types); Trunk Net; Pannier/Trunk Mat Set; Seat Weather Cover; Cycle Cover; Front Nose Mask; Trunk Vanity Mirror with Light; Trunk Inner Light.
- Chrome appearance accessories include: Chrome Front Lower Cowl; Chrome Rear Lower Cowl; Chrome Front Fender Ornament; Chrome Front Fender Extension; Chrome Front Disc Covers; Chrome Pillion Floorboard Under

- Cover; Chrome Side Fairing Accent; Chrome Windshield Trim; Chrome Trunk Rack; Chrome Front Fender Rail; Chrome Pannier Rails; Chrome Trunk Rail; Chrome Pannier Scuff Pads; Chrome Pannier Moulding Kit, Chrome Trunk Moulding Kit; Chrome Sidestand; Chrome Exhaust Tips ('Turndown,' 'Tapered' & 'Oval Tail' styles)
- Special badging and accent accessories include: Front Fender Ornament, Cylinder Head Cover Gold Emblem Set, Special Cylinder Head Cover Emblems (3 designs), Instrument Panel Accent ('Wood,' 'Aluminium,' & 'Carbon' types)



Gold Wing

Specifications

Specifications

GL1800 (ED-Type) (95/1/EC-values)

Engine	Liquid-cooled 4-stroke 12-valve SOHC horizontally opposed 6-cylinder
Bore × Stroke	74 × 71mm
Displacement	1,832cm ³
Compression Ratio	9.8 : 1
Carburation	PGM-FI electronic fuel injection with automatic choke
Max. Power Output	87kW/5,500min ⁻¹
Max. Torque	167Nm/4,000min ⁻¹
Ignition	Computer-controlled digital transistorised with electronic advance
Starter	Electric
Transmission	5-speed (including overdrive, plus electric reverse)
Final Drive	Enclosed shaft
Dimensions	(L×W×H) 2,633 × 947 × 1,454mm
Wheelbase	1,692mm
Seat Height	740mm
Ground Clearance	125mm
Fuel Capacity	25 litres
Wheels	Front 18 × MT3.50 cast aluminium Rear 16 × MT5.00 cast aluminium
Tyres	Front 130/70R18 63H Rear 180/60R16 74H
Suspension	Front 45mm air-assist hydraulic telescopic fork with anti-dive, 140mm stroke Rear Single-sided Pro-Arm with Pro-Link and electronically-controlled spring preload adjustment with two memory presets, 105mm axle travel
Brakes	Front 296 × 4.5mm dual full-floating disc with Combined three-piston callipers and sintered metal pads Rear 316 × 11mm ventilated disc with Combined three-piston calliper and sintered metal pads
Dry Weight	363kg

All specifications are provisional and subject to change without notice.

All the pictures shown feature the A-type model.