



GOLDWING

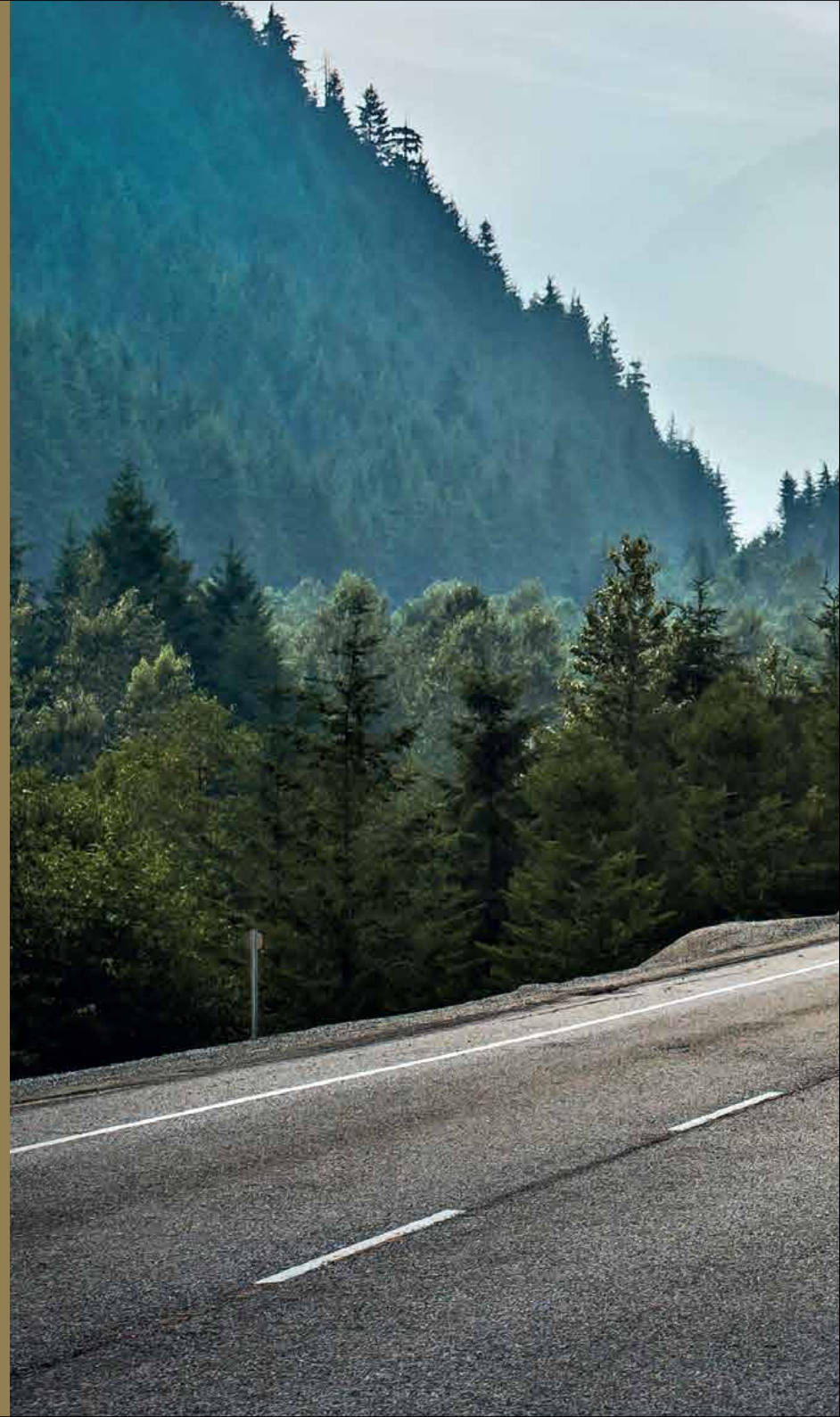




## YEARS OF ADVENTURE

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The first Gold Wing—the 1975 GL1000—was revolutionary. A motorcycle that offered superbike-level power, incredible smoothness, liquid cooling, shaft drive, and a host of technical innovations unmatched at the time in the motorcycling world. Riders across the globe recognised the genius in this machine, but especially riders who wanted to cover long distances even more so, that's why the Gold Wing became a touring icon. Over the years we added bodywork, saddlebags, and increased the engine size. Now it's time to go back to our roots, to the kind of performance and handling that made those first Gold Wings such awesome bikes. Hang on, and enjoy the ride!



A person wearing a black helmet and jacket is riding a red Honda Gold Wing motorcycle away from the camera on a two-lane asphalt road. The road has a double yellow line in the center and white lines on the edges. The road is flanked by dense evergreen forests and leads into a valley with rolling hills and mountains in the background under a hazy sky. The motorcycle is positioned in the lower center of the frame, moving towards the horizon.

## GOLD WING WHAT LIES BEYOND?

What lies over the horizon? Beyond our town, our state? Beyond the predictable, the expected? And what's the best way to experience it?

We ride motorcycles because they're such engaging, active, personal vehicles. Travel the same roads in a car and on a bike, eat at the same restaurants, see the same sights, and then tell us which trip is more memorable.

Honda's Gold Wing® motorcycle is designed to put you in touch with the essential experience of riding. Changing a bike as good and as refined as a Gold Wing isn't something you take lightly. So, we set out to improve the newest model in every aspect: engineering, handling, technology, comfort, performance. The Gold Wing is lighter, more powerful, more nimble, and more engaging. It's a better motorcycle in every way. What lies beyond? Ride there and find out.

## MORE THAN WHAT MEETS THE EYE

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When the time came to design the Gold Wing engine, we had four goals. Make it lighter. Make it more compact. Make it more powerful. And make it more fun to ride. Along the way, we also gave this bike an exhaust system—once you hear it, you'll know it was worth it. The bike offers a level of performance that's immediately noticeable. Partly because of the engine's power, partly because the Gold Wing is lighter and accelerates harder, and the rest because of the compact centre mass compared to previous models.



## ENGINEERING

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### AT THE HEART OF EVERY GREAT MOTORCYCLE BEATS A GREAT ENGINE.

The Gold Wing uses a horizontally opposed six-cylinder engine. This bike features a bore and stroke, and a displacement punched out to 1833cc. What's even more important is that the Gold Wing uses four valves per cylinder, a design based on our high-performance Unicam® head design. The engine also features aluminium cylinder sleeves and a shorter, stiffer crank. It is more compact front-to-back, and lets you and your passenger move forward in the cockpit for more comfort, better handling, and a more connected feel with the bike's steering. Other innovations include integrating the starter and alternator into one unit. The overall effect is groundbreaking: a Gold Wing that's still a long-distance champion, but one that offers a degree of more engaging, sporting performance that all motorcyclists live for.

## 7-SPEED AUTOMATIC DCT

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### THE BEST SPORTS CARS IN THE WORLD USE THEM, AND NOW THE BEST BIKES DO TOO.

For the first time ever, the Gold Wing is available with a brand new 7-Speed Automatic DCT.

If you're not familiar with it, think of the paddle-shift gearboxes Formula 1 cars use. DCT stands for Dual-Clutch Transmission. Inside, the transmission looks like a normal manual with strong, efficient, constant-mesh steel gears. But there's no shift lever and no clutch lever—all your shifting is controlled by buttons on the handlebar. Or you can let the DCT function fully automatically, and the bike will upshift and downshift effortlessly. The twin clutch packs, one for odd gears, one for even, make shifting quick and seamless. The DCT has been a big hit in many Honda motorcycles, and our Africa Twin® has proven that it's tough enough for fully loaded off-road travel. But the Gold Wing has the best DCT we've ever offered, and the first with seven speeds. Besides this, our DCT models offer a special low-speed "Walking" mode in addition to reverse. It's a huge help when manoeuvring into or out of parking spaces with a passenger at the back.



## TECHNOLOGY

A hundred years ago, cars had hand-cranked engines, motorcycles had manual spark advances, and your telephone—if you had one—was a wooden box screwed to the wall. Who wants to go back to that? Technology is a part of our lives today, and the smart motorcyclist embraces it. The Gold Wing offers a suite of technical/electronic features that make planning and riding easier, giving you the freedom to enjoy the parts of riding where you really want to pay attention. A large, bright 7" LCD/TFT display is front and center, giving you all the information you want.



### **Apple CarPlay™ INTEGRATION**

Apple CarPlay™ seamlessly integrates your iPhone® with your Gold Wing. That means you can use your iPhone to access Apple Maps, Apple Music® and other services. You'll have access to weather, playlists and telephone numbers while aboard. Available Bluetooth®-enabled wireless headsets let you communicate easily.\*\* And best of all, with more apps available every day, Apple CarPlay™ keeps your bike's technology on the cutting edge.



### **METERS**

The Gold Wing's cockpit meters are information centric. In addition to the basics like vehicle and engine speed, fuel level, engine temperature and dual tripmeters, you can also monitor outside air temperature, cruise-control speed, heater levels, and more.



### **AUDIO**

The Gold Wing's premium audio system is an excellent example of state-of-the-art electronic technology. In addition to listening to music, with an available Bluetooth headset you can make or answer phone calls without taking off your helmet. A dedicated port lets you plug in a USB flash drive too.

## IT'S ALL ABOUT CREATING SOLUTIONS

Electronics can frustrate you, or they make your life easier. Some systems require you to scroll through layer after layer of non-intuitive commands, pushing a button once, twice, or three times—a recipe for getting lost.

The Gold Wing takes a different path: we give you a series of dedicated, easy-to-use controls mounted on the handlebar or center console. Controls like these just make sense on a motorcycle; they're tactile, positive, and you can use them while wearing gloves. All your electronics should be so user-friendly.



### RIDE MODES

The Gold Wing engine offers a wide range of user-friendly power, and now you can even choose between four ride modes (Tour, Sport, Rain, and Economy). Each mode varies the bike's power delivery, and on all DCT models, changing modes also alters your bike's shift points.

### SUSPENSION MODES

When you select a riding mode (Touring, Sport, Rain and Economy), in addition to tailoring the engine's power character, the mode also changes your suspension's damping characteristics, automatically controlling the oil flow in the front and rear shocks. This helps optimize the bike's manoeuvrability and ride under changing road conditions.



### HILL START ASSIST

This feature momentarily holds your motorcycle's position on inclines when the brakes are released and before you apply the throttle, eliminating any roll-back drama. It's a great convenience when starting from a stop on a hill.

### THROTTLE BY WIRE

The Gold Wing's throttle-by-wire system enables features like the exclusive Honda Selectable Torque Control (HSTC).



### SMART KEY

Your Gold Wing features an electronic smart key. When the key is in close proximity (say, in your jacket pocket), you can just hop on, press a button, and ride off. An "answer back" feature lets you find your bike in the dark or in a crowded rally parking.



## ELECTRIFYING INNOVATION

Modern motorcycle electronics let the Gold Wing offer a collection of features impossible to imagine just a few years ago, and the stuff of science-fiction movies when the first Gold Wing appeared. Some are convenience features, some rider aids. Together, they make your Gold Wing more fun and more enjoyable to ride.





## BUILT FOR THE LONG HAUL

Before the 1980 Gold Wing Interstate, if you wanted a touring bike, you had to add a windscreen and fairing yourself. We've radically rethought the Gold Wing's fairing and luggage. The bike offers excellent wind and weather protection for both the rider and the passenger, but it's trimmer now, with a lower windscreen and more of the frame exposed. It's narrower too, making it more fun to ride on twisty roads.

**LUGGAGE** Gold Wing features integrated saddlebags, designed to hold enough for most weekend trips. The bags open electrically with the push of a button, and lock & unlock remotely with the smart key. They're hydraulically damped for smooth operation, too.

**SEATS** The seats use a material that makes it easier to move around for both the rider and the passenger. The front portion of the rider's seat is narrower, making it easier to reach the ground.

**ELECTRIC WINDSCREEN** You'll notice a couple of things about the Gold Wing's windscreen. First, it's electrically controlled, moving both up and down over a 4.1 inch range as well as changing its angle as it raises and lowers. Plus, it automatically remembers the last setting.

**LED LIGHTING** Gold Wing models feature a complete LED lighting package. All illumination is LED: the headlights, the tail lights, the turn indicators, and every bit of instrumentation.

**FAIRING** The Gold Wing fairing offers excellent wind and weather protection, yet is trimmer and more aerodynamic than our previous models. It also flows more air through new ducting, helping keep you cooler on hot summer days.

**NANO-TECH PAINTS** Even the Gold Wing paint is high-tech, using BASF's nano technology. The darks look darker, and the lights look brighter. The paint itself has a luxurious wet appearance.





# GOLD WING

## INTRODUCING THE NEW GOLD STANDARDS OF TOURING

The Honda Gold Wing is probably the best-known bike in all of motorcycling, a machine that single-handedly defines what a touring bike should be. But now it's time to forget just about everything you thought you knew this bike was, because the Gold Wing is designed for the way we ride today.

The Gold Wing is more athletic and more engaging, to give you a greater sense of being one with your bike. The Gold Wing has a taller windscreen, a trunk, and a full complement of touring-bike features. Apple CarPlay™ integration and Anti-Lock Brakes (ABS) are standard features. We think you'll find that this is the best Gold Wing you've ever ridden, also the most engaging and fulfilling to ride. We are sure that the more you ride this, the better it is going to feel.

## SPECIFICATION

### ENGINE

**Type** Liquid-cooled 4-stroke 24 valve SOHC flat-6

**Displacement** 1,833cc

**Valves Per Cylinder** 4

**Bore x Stroke** 73mm x 73mm

**Compression Ratio** 10.5:1

**Max. Power Output** 93kW/5500rpm

**Max. Torque** 170Nm/4500rpm

### FUEL SYSTEM

**Carburation** PGM-FI electronic fuel injection

**Fuel Tank Capacity** 21.1 litres

### ELECTRICAL SYSTEM

**Starter** Integrated Starter Generator system

**Battery Capacity** 12V/20AH

**ACG Power Generation Capacity** 12V/120A

### DRIVETRAIN

**Clutch Type** (DCT) Hydraulic, wet, multiplate with oil pressure

**Transmission Type** 7-speed forward and reverse DCT

**Final Drive** Enclosed shaft

### FRAME

**Type** Aluminum die-cast, twin tube

### CHASSIS

**Dimensions LxWxH** 2,575 x 905 x 1430mm

**Wheelbase** 1695mm

**Seat Height** 745mm

**Ground Clearance** 130mm

**Kerb Weight** 379kg

### SUSPENSION

**Type Front** Double Wishbone

**Type Rear** Pro Link

### WHEELS

**Type Front** 130/70R 18M/C 63H

**Type Rear** 200/55R 16M/C 77H

### BRAKES

**System Type** Electronically-controlled combined ABS system

**Type Front** 320mm x 4.5mm dual hydraulic disc with 6-piston calliper, floating rotors and sintered metal pads

**Type Rear** 316mm x 11mm ventilated disc with 3-piston calliper and sintered metal pads

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# HONDA

The Power of Dreams

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