



ST1100 Pan-European

Introduction

Honda's popular ST1100 Pan-European has long established itself as Europe's premier long-distance touring motorcycle, setting the standards of comfort and style in the minds of all riders who enjoy transcontinental sport touring.

Its aerodynamic, fully integrated design and smooth, strong and responsive 1,100cc V4 engine combine to provide the intrinsic features which this bike has claimed for itself since its introduction: protection, comfort, range, versatility, sound road-holding. As far as the engine is concerned, the V4 which is fitted to this authentic GT

meets no dissent over its power, its torque as well as its flexibility in day-to-day use. Enough quality to make the ST the benchmark of its category ... Endless hours of touring enjoyment await you with a minimum of discomfort, leaving you refreshed and relaxed after a long day in the saddle.

Introduced in 89 - Manufactured in Japan - TOURING



ST1100STD - 20001 - E



ST1100 Pan-European

Colouring Concept

For the year 2000, the standard ST's mature demeanour is emphasised with two elegant colour schemes; a luscious new candy red that delights the eye with its deep, luxurious lustre, and a rich metallic blue carried over from the previous year that emphasises the ST's look of quality and high calibre in any setting.

Both colour variations feature elegantly executed gold accent stripes and markings colour-coordinated with gold wheels that project an image of sleek agility, and rugged grey resin undercowls and pannier bottoms that stand up well against the ravages of the road.

Colours

- Candy Graceful Red
- Midi Blue Metallic



ST1100STD - 20002 - E



ST1100 Pan-European

Close-up

New Features

- New colour variation.
- New darker gold accent stripes and markings.

General Features

- Side guards protect the frame and bodywork in the event of a fall.
- The 16 valve V4 is water cooled. Originating from automotive technology, it has unrivalled reliability and only requires a minimum of maintenance. Very torquey and well rounded, it is exactly what a GT engine should be.
- The capacious shaped panniers are totally sealed and very easy to remove. They are colour-keyed to the machine.
- The universal joint shaft drive is an assurance of reliability and peace of mind.
- Located under the saddle, the petrol tank lowers the centre of gravity significantly.
- The screen effectively protects the riders head and upper body. The air intakes in the cowl prevent the helmet from being disturbed by buffeting.
- A retractable lifting handle helps the Pan-European to be placed easily on its central stand.
- The instrument panel is sober, legible, fitted with a clock and manual headlamp height adjustment which is very accessible. The fairing houses 2 glove-boxes (of which 1 is lockable).
- The ST1100 not only enjoys a two year warranty but also benefits from the quality of the Honda service network.



ST1100 Pan-European

Evolution

Designing a successful European GT bike is a real challenge. For example, you need real comfort for two people, independence for at least 300km, excellent protection, a big engine that can be forgotten but which remains powerful... all this in a bike with safe road holding, manoeuvrability on smaller roads and little bulk for easy everyday use.

The ST1100's engine has an innovative design with an original longitudinal V4. The advantage of this kind of engine is that it is well adapted for using a secondary transmission by universal joint and it makes it easy to place the petrol tank behind the engine, partly below the saddle, to help the centre of gravity. Finally, it makes it easier to work on.

Another particular aspect of this engine is its technology in eliminating noise, vibrations and transmission jolts. No less than three shock absorbers come between the clutch and the rear wheel. The first, coming out of the clutch, limits the variations in engine torque. The second is integrated into the universal joint, absorbing shocks arising from

changes in speed and the third is in the rear hub. An extremely effective balancing wheel has the job of totally eliminating vibrations. To reduce engine noise, the camshafts are governed by a combined system, comprising cam belt and automatic slack adjustment pinions.

*GT Pan-European
Introduced in 1989.*

1990



ST1100ABS-TCS

*Anti-lock braking system –
Traction Control System.*

1995



ST1100STD - 20004 - E



ST1100 Pan-European

Evolution

The German review 'Das Motorrad' carried out a long distance test over 100,000km without any problem and 'Moto Journal' rode for 20,000km flat out, in under three weeks, comment only on the need to add a half litre of oil between the two oil changes (carried out after 12,000km as recommended by the manual).

In 1991, the Pan-European was the first Honda to have ABS fitted to its braking system as well as TCS (Traction Control System), which is the first anti-spin system when accelerating on slippery ground.

An original technique for a bike, which reduces engine power through the ignition, whenever a sensor on the back wheel detects slipping. ABS plus TCS give the Pan a unique advantage in safety measures. In the same year, comfort was improved by a revised riding position and a less slippery saddle.

For 1996, the Pan was fitted a new fork of greater diameter, a new, larger alternator, and in particular a brand new braking system with bigger front discs, three-piston callipers and a new, more powerful generation of ABS that costs less.

The best bit was adding CBS (Combined Brake System) which has been fitted to the CBR1000F since 1993.

This system shares the braking load between the front and rear callipers, thanks to two independent hydraulic systems. The ABS-CBS twinning gives comfort and braking effectiveness that was hitherto unequal on a bike.

ST1100 ABS-TCS-CBS

New integral braking system sharing the load between front and rear brake callipers.

1996



Fiftieth anniversary model recognisable by its golden colour and its badges.

1999



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ST1100 Pan-European

Colour Overview

1993



1994



ST1100STD - 20006 - E



ST1100 Pan-European

Colour Overview

1995



1996



ST1100STD - 20007 - E



ST1100 Pan-European

Colour Overview

1997



1998



1999



ST1100STD - 20008 - E



ST1100 Pan-European

Specifications

Specifications

ST1100 Pan-European (ED-type)

Engine	Liquid-cooled 4-stroke 16-valve DOHC 90° V4
Bore × Stroke	73 × 64.8mm
Displacement	1,084cm ³
Compression Ratio	10 : 1
Carburettors	34.5mm CV-type × 4
Max. Power Output	100PS/7,500rpm (DIN) (74kW/7,500min ⁻¹)
Max. Torque	11.3kg-m/6,000rpm (DIN) (111Nm/6,000min ⁻¹)
Ignition	Computer-controlled digital transistorised
Starter	Electric
Transmission	5-speed
Final Drive	Enclosed shaft with integrated dampers
Dimensions (L×W×H)	2,285 × 935 × 1,405mm (with panniers)
Wheelbase	1,555mm
Seat Height	800mm
Ground Clearance	145mm
Fuel Capacity	28 litres
Wheels	Front/Rear Hollow-section triple-spoke cast aluminium
Tyres	Front 110/80-V18 Rear 160/70-V17
Suspension	Front 41mm air-assist fork with TRAC, 150mm axle travel Rear Single-side conventional damper with adjustable pre-load and rebound, 120mm axle travel
Brakes	Front 316mm dual hydraulic disc with dual-piston callipers and sintered metal pads Rear 316mm hydraulic disc with dual-piston calliper and sintered metal pads
Dry Weight	287kg

All specifications are provisional and subject to change without notice.