

**2002**

**PAN-EUROPEAN  
PAN-EUROPEAN  
ABS**

**PRESS INFORMATION**

# Introduction

Astoundingly enough, it has been twelve years since the ST1100 Pan-European debuted on the European motorcycle scene and changed the face of motorcycle touring forever. Twelve years of providing strong, reliable performance, superb handling and luxurious comfort for a rider, passenger and nearly everything they might carry on a long holiday of exploring the Continent and beyond. Not to mention solid proof of the Pan-European's staying power and versatility.

Yes, there have been improvements along the way, notably the 1992 addition of the ST's deluxe ABS-TCS version, which introduced Honda's very first motorcycle-type Antilock Brake System combined with a unique Traction Control System to help minimise the chance of tyre slip over a wide range of riding conditions. This was followed by the remarkable 1996 integration of two highly effective Honda-developed braking control systems that showcased a new Dual Combined Brake System coupled with a smaller, lighter and more effective second generation of its phenomenally smooth-operating Antilock Brake System. Still, over the years the Pan-European has stayed true to its ideals of providing excellent long-term touring comfort and a roomy and elegant way to travel.

A detailed study of the Pan-European's broad cross-section of owners turned up a dedicated and discerning group of riders who are always on the lookout for the highest quality they can find in a sports touring motorcycle. One that can provide an exhilarating—yet supremely comfortable—ride for days on end, and not just for themselves. Most riders especially appreciate the Pan-European's easy ability to share the enjoyment of a long week-end's touring adventure with wives or 'significant others' along for the ride. Although the Pan-European has generally satisfied the desires of these riders,

one can't help wanting more in the way of power and performance, not to mention carrying ability. And a striking, all-new design would certainly accentuate its wide range of enjoyment.

Over all this time, Honda has, of course, toyed with the idea of completely renewing and redesigning the Pan-European, but with so much right about its proven sports touring flagship, one fundamental question that always came up was 'Why mess with a good thing?' However, now, at the dawning of a new century, and with the pace of new technology gradually beginning to leave the Pan-European behind, it was decided that the time had finally come to develop an all-new Pan-European. Not merely a quick release of pretty new bodywork and a bigger engine, but a total renewal of every component related to its superb balance of performance, convenience and creature comforts, infusing it with all of Honda's latest advances in technology and innovation in order to see it and its owners comfortably through at least another decade of touring enjoyment with top performance and an even more impressive aerodynamic design.

# Development Concept

Although the current Pan-European continues to provide excellent riding satisfaction, the primary goal in its redesign was to completely surpass it with an entirely new model that can provide even sportier performance, higher reliability and greater care for the preservation of the world's fragile environment.

Early in the design stages of the new Pan-European, the development concept 'Vantage and Prestige' was formulated as a guide to achieving the most comfortable high-speed sports touring with unrivalled power and handling for its class, and the longest touring range between fill-ups. In assessing what improvements should be included in the new machine, the Pan-European's development team singled-out its vehicle weight as being in need of a slimming programme. Riders, especially recently, are looking for lighter weight that translates to more responsive acceleration and overall handling. An advanced new aluminium frame and swingarm were thus called for, as were lighter, more advanced components such as the latest Dual Combined and Antilock Brake Systems, all of which add up to an astounding 15kg weight reduction, a 50mm shorter wheelbase, and more centralised mass for sportier handling.

Stronger power, a longer touring range and greater concern for the environment were also desired changes, and these were achieved with a complete reworking of the Pan-European's unique longitudinally mounted V4 engine, the addition of Honda's most advanced, high-efficiency PGM-FI fuel injection system and, in a new deluxe model, its ultra-clean HECS3 catalytic converter system, which combine to ensure the lowest emissions in the Pan-European's class. And although the same basic V4 engine configuration as the original Pan-European was maintained, extensive modifications were made to

make it more compact, more efficient, more powerful and even more attractive when stripped of bodywork.

In regards to its touring range, to really live up to the Pan-European name in terms of 21<sup>st</sup> Century performance, the team set as its goal the sort of fuel economy that would make possible a non-stop, high-speed cruise from the German heartland capital of Frankfurt to the foothills of the pinnacled glory of the Alps—or approximately 380km—on a single tankful of fuel. As the current Pan-European was only designed to make it as far as Munich, this sort of range would indisputably reassert the Pan-European's claim to European touring pre-eminence.

More luxurious touring comfort and better wind protection were also primary design objectives for the new Pan-European, with the sports riding potential of the VFR on winding roads and Gold Wing levels of comfort on the autobahns confirming that the new Pan-European is not only a fantastic tourer, but also delivers swift and exciting sports bike performance whenever the mood or situation calls for it.

With all this and exciting new features like its 3-position adjustable seat height and push-button adjustable windscreen providing quick and easy response to changing riding conditions, the new 2002 Pan-European is proudly positioned to zoom to the head of its sports touring class with an easy twist of its throttle, and stay ahead from one end of the Continent to the other for many years to come.

# Styling

Unchanged since its first introduction in 1990, the ST1100 Pan-European has remarkably retained its modern look of mature sophistication and sports touring refinement throughout the ensuing years. But after 12 years in production, and millions of kilometres travelled by thousands of owners, the time had finally come to start with a clean slate for a new design that incorporates all the latest technologies and design advances that Honda has developed over the years.

The all-new Pan-European's dynamic new integrated, full-coverage bodywork features an 'Aero-Ellipse' form that incorporates striking parabolic lines in its design to accentuate its look of speed while contributing to the machine's feeling of stability at high speeds.

Designed first and foremost to provide excellent protection against the wind and elements during long-distance rides, the Pan-European's new fairing flows air both around and through its body panels, with air vents in the cockpit area and air flow under the windscreen contributing to an expanded range of rider and passenger wind protection. Even the integrated rear-view mirror cowls offer increased hand protection at high speeds.

Distinctive 'V' lines are also incorporated into the design of its front cowl, taillight and meter panel to give a strong visual identification with its unique V4 engine, which has proudly powered the Pan-European since its first introduction. In fact, the Pan-European's V4 engine plays such an important role in its design that the engine itself was redesigned for a more attractive look when all its 'clothes' are off. And the new fairing shows off the impressive styling of its new head covers to maximum visual effect.

Both the Pan-European's exterior and passenger area have been designed for the most highly refined comfort and luxury in a sports touring motorcycle,

providing an ultimately comfortable touring experience for two while maintaining relatively slim and sleek proportions that aren't too large and cumbersome for crowded urban traffic conditions.

The fairing's large, new dual multi-reflector headlights integrated into the nose of its front cowl produce a brilliant range of illumination for night-time riding security, and feature corner-located position lights for easy visibility in the early twilight hours. Front indicators are integrated into the fronts of the rear-view mirror cowls, providing brilliant indication while cleanly conforming to the curves of the fairing. At the rear, the Pan-European's streamlined seat cowl terminates in a large integrated taillight assembly that features bright multi-reflector brake light and indicator elements housed in an impressively distinctive aero form.

Another feature retained from the current Pan-European is its rugged, plastic-covered body protector stays, which extend outward from the frame to help protect the bodywork from potential damage in the event of a tip-over or low-speed spill.

Even the Pan-European's metalwork has been completely redesigned, with stylish new die-cast aluminium pillion step holders reaching back from their countersunk mounts on the frame to provide a more comfortable position for long-distance rides.

### **New Dual-Element Fuel Tank**

In a bid to increase the Pan-European's touring range while allowing room for its new aluminium twin-spar frame and adjustable seat, a new dual-element fuel tank was devised, which places the largest portion of the fuel higher up in a new conventionally positioned 20.8-litre fuel tank, and the remainder in an 8.2-litre sub-tank located low in the chassis. This new system

replaces the current model's under-seat fuel tank for a 1-litre increase in fuel capacity and a more even distribution of the fuel's volume and weight. A new, flush-surface-mounted aircraft-style filler cap with a combination key lock eases fill-ups, while a multi-segment LCD indicator on the Pan-European's stylish new instrument panel provides a clear readout of fuel levels.

### **Luxurious Amenities**

The Pan-European's seating and cockpit area are at least as comfortable and luxurious as its bodywork is sleek and beautiful. Featuring broad, compliant rider and passenger seating as well as ample room to adjust one's position, the Pan-European provides unrivalled long-term riding comfort. Even its new aero-look resin grab rails are designed to provide a comfortable grip for pillion passengers, and feature locking levers cleanly incorporated into their designs to release the Pan-European's beautiful integrated panniers.

In the cockpit area, the Pan-European's gorgeously integrated instrument panel features a large centralised speedometer and smaller left-side rev counter, as well as a large LCD readout of other operating parameters, including a dual-reading temperature gauge that shows both coolant and ambient temperature readouts. This informative display features a classic, high-quality design with sweeping curves that enhance its visibility. On the left-side of the instrument panel is a convenient dial to adjust the height of headlight beam to compensate for differences in carrying load.

### **New 3-Position Adjustable Seat**

With long-term touring comfort being the highest priority item in the new Pan-European's design, seating accommodations play an even more important role in its overall balance of control and comfort. Determining the optimum

seating position on a motorcycle has always been a matter of compromise, with no one position offering the best comfort for all rider sizes and shapes. However, the new Pan-European changes everything with an ingenious new 3-position seat design that allows the rider's section to be raised or lowered by one 15mm step from its 790mm central seat height setting to better conform with a wider range of rider sizes. And not only does the seat move up and down, its position also moves 12.5mm farther forward and closer to the handlebars at its lowest setting, and the same distance back at its top setting for the most effective adjustment to varying body sizes. Adjustments are easily made by detaching the pillion passenger seat, lifting out the rider's solo seat section and fitting it smoothly and solidly into place in any of the three available lock-in positions. The new Pan-European's riding position is also a bit more upright compared to its current iteration, with new forged aluminium handlebars positioned to ensure long-term riding satisfaction for a broader cross-section of touring and everyday riders.

### **New, Push-Button Adjustable Windscreen**

Although most tall, rigidly mounted windscreens provide ample protection for high-speed touring on the autobahns, this can sometimes translate into too much 'protection' on winding roads in the hills where spirited rides and quick handling are the order of the day. The deluxe Pan-European ABS solves this dichotomy of performance with an innovative motor-adjustable windscreen that can be raised and lowered for optimum comfort. This system provides smooth, stepless operation at the push of a button, and can even be adjusted while riding at full touring speeds. Moving along curved runners, this unique creation not only offers a full 188mm range of height adjustment, but moves through a rising arc that lowers the screen's angle at lower positions for a

compact frontal profile that's more conducive to spirited sports riding, and raises it at its higher range for greater wind protection and ultimate touring comfort. To further extend its range of protection, the shield's screw mounts can be raised 60mm to better match its range of adjustment to taller rider sizes and preferences.

### **Exceptional Carrying Capacity**

European touring riders—and Pan-European owners—often set out for trips that last over a week at a time on average, and thus require more space to pack their touring necessities than they would need for the average week-end ride. The original Pan-European has won renown for offering ample carrying capacity in its large, integrated, colour-matched panniers and optional rear trunk to meet most two-up touring needs. Securely locking in place and easily detached with a simple key, these panniers have helped make packing, travelling and hotel check-ins all quick and easy operations that don't detract from the joys of touring.

Following in the mould of the original Pan-European, the new 2002 Pan-European features large-volume, beautifully designed pannier bags that offer even greater volume, as well as greater ease of use. Its two compact yet roomy, aerodynamically designed panniers each feature a capacity of 35 litres, and combine with its large, new 45-litre optional trunk for a total capacity of 115 litres. Adding fully 12 litres to the carrying capacity of the current Pan-European, this enormous capacity exceeds that of the average 103-litre large-sized hard suitcase while being considerably easier to carry to and from the bike. Each pannier can hold a full-face helmet and much more, and the optional rear trunk is big enough to carry two helmets, or enough clothing and equipment for the tour of a lifetime.

These new panniers also feature strong stopper straps that hold the lids open to approximately 90 degrees for easier access without fear of dropping any of their contents while the bags are mounted on the bike. The straps can be easily detached to allow the panniers to be fully opened like a suitcase for packing or unpacking on a hotel bed.

Carrying convenience also extends to the forward fairing's handy side pockets. The left-side pocket offers the carrying volume of a standard automobile console component and features key lock security; the right-side pocket is covered by a weather-resistant resin lid. Both allow the rider to place smaller travelling necessities within easy reach.

# Colouring Concept

The new 2002 Pan-European and fully equipped Pan-European ABS will both be touring the highways and byways of Europe in three splendid colour variations that draw maximum attention to their luxurious new curves and peerless quality of construction. In candy red, the two new Pan-Europeans present a lively and sporty image of excitement that beautifully accentuates the undulating surfaces of their bodywork. A deep, new metallic silver expresses the high quality of construction and modern designs of both machines, and in a dark metallic green, the two Pan-Europeans exude a rich sense of luxury that calls to mind the finest sports sedans.

## Colours

- **Candy Ambassador Red**
- **Tower Silver Metallic**
- **Amazonia Green Metallic**

# Engine

The Pan-European's unique, longitudinally mounted V-4 engine is like nothing else on the road today. Proven over many years and millions of kilometres, it delivers inherently strong, torque-filled power and smooth, steady performance. For 2002, this always reliable engine continues the Pan-European's tradition of excellence with a broad range of specialised changes that add up to a major overall improvement on its well-established attractions with the addition of Honda's latest motorcycle technologies.

First on its next-generation agenda was giving the Pan-European a stronger jolt of passing power that more effectively corresponds to the heavy loads associated with two-up touring, with its primary goal being the strongest roll-on performance in its displacement class. This was achieved with, among other advancements, a boost in its engine's displacement figures, taking it up from 1,084 to 1,261cm<sup>3</sup> with increases to both its bore and stroke. This helped realise a breathtaking thrust of roll-on performance—as measured within the speed ranges of 120 – 160km/h and 160 – 200km/h—that is breathtakingly faster than that of its nearest sports touring competitor.

The Pan-European's new engine is also more compact and shorter in overall length than that of the current model. This was achieved by moving the ACG from its current position at the back of the engine to a new location nestled in the 'V' of the cylinder blocks, where it is driven by a compact and precise gear train. Up front, the current model's wide belt-driven cam drive was replaced with a slim, new chain drive for lighter weight, while the combined result of these changes is a 60mm reduction in engine length and a major reduction in the number of their respective component parts. Also, in order to realise a lower centre of gravity for the engine, its crankshaft was lowered 20mm within the crankcase.

The engine's four-valve-per-cylinder double-overhead cam design continues to ensure strong, reliable performance and superb combustion efficiency. Its cam-over-bucket direct valve actuation keeps operation simple while reducing maintenance requirements, and when routine maintenance does become necessary, the engine's head covers are positioned for easy access that allows even major operations to be performed with ease.

### **New Cylinders and Pistons**

Like several of Honda's most high-performance Super Sport motorcycles, the new Pan-European now features advanced aluminium composite cylinder sleeves that are lighter in weight, more resistant to wear and more effective at transferring heat than conventional iron sleeves. Riding inside these new sleeves are lighter weight new aluminium pistons which feature a new 'Lube-Coat' surface process that reduces friction and contributes to the engine's sharper response and acceleration.

### **New PGM-FI Electronic Fuel Injection System**

Following in the path led by such high-tech sports bikes as the VFR and CBR1100XX Super Blackbird, the Pan-European now also features a new Honda PGM-FI fuel injection system that provides precise control over engine operations, ensuring quick starts and smooth performance, whatever the weather and altitude. Mounted deep in the V of the two cylinder banks, the system's 36mm throttle bodies and new 8-hole injectors deliver instant, full-bodied throttle response, stronger power and better fuel economy. The Pan-European's computerised electronic ignition also makes a significant contribution to this increased power output, and ensures optimal performance throughout the engine's wide powerband.

A new, large-capacity aircleaner sits over the injectors, providing large volumes of cool, smooth-flowing air to the cylinders through newly configured intake ports.

The Pan-European's new 4-into-2 exhaust system terminates into a pair of attractive triangular-section stainless steel silencers that taper inward from top to bottom to provide a luxurious underline to its beautifully designed new panniers. The Standard version features pollution-cleaning heat tubes installed in the pipes leading into each silencer, while the ABS version also features the catalyser elements of a full Honda HECS3 oxygen-sensing low-emissions system installed in front of each silencer.

The Pan-European's 5-speed transmission has also had its combined ratios lowered approximately 6% compared to the current model, contributing to quicker acceleration and roll-on performance, especially when loaded for tandem touring. Power still feeds to the rear wheel by way of a clean, quiet and maintenance-free shaft final drive system that has been modified for lighter weight and even more reliable operation.

The Pan-European also features a new U-type radiator with a new ring-type electric fan that more effectively draws air through the radiator to ensure stable operating temperatures in hot, dense traffic conditions.

### **New Dual-Shaft Balancer for Supremely Smooth Performance**

From the start of its development, one of the primary goals in the design of the new Pan-European was achieving super-smooth performance and the near-total elimination of annoying high-frequency engine vibration. Rubber-mounting is certainly one possible solution, but this 'quick-fix' was negated by the need to incorporate the Pan-European's unique longitudinally mounted V4 engine as an integral stressed member in its lightweight new aluminium twin-

spar frame. Besides, rubber mounting only counteracts the worst of the symptoms, rather than the source of the problem.

Therefore, the Pan-European's engine design team went straight to the heart of both primary and secondary engine and chassis vibration, and cancelled it out with the addition of a pair of new gear-driven balancer shafts installed in the lower crankcase, to the left side of the crankshaft. Here, the first shaft is directly driven off the side of the crankshaft at a 2:1 gear ratio. The second shaft is positioned directly below the first, and takes its drive directly off the first balancer shaft's drive gear to rotate in the opposite direction. The combination of these two balancers counteracts the effects of the crankshaft's rotating counterweights, almost totally eliminating secondary vibration to realise remarkably smooth performance throughout the engine's rev range and assure a supremely comfortable ride for the long-distance touring rider.

# Chassis

One of the most visible changes in the new Pan-European, besides its stunning new bodywork, is its massive yet lightweight new all-aluminium frame. No mere styling exercise, this new frame delivers Super Sport-level performance and more confident high-speed handling than ever before.

Featuring wide triple-box-section spars reaching back from a massive cast aluminium steering head to solid cast pivot plates, this frame surrounds the engine in a diamond configuration, incorporating it as a central stressed member for exceptional rigidity and handling performance. Its new configuration also allows the more compact new engine to be positioned 40mm farther forward for enhanced ride feel and handling. Simultaneously, this modification allows the rider's seating position to be moved farther forward—and closer to the steering head—for further enhanced control and 10mm more legroom between knees and engine head covers.

This new frame also resulted in changes to its geometry and a 50mm shorter wheelbase (at 1,500mm), which combine with the above improvements to realise more neutral and responsive handling, even under the weight of a full touring load. Attached to the back of the frame is a highly rigid tubular steel seat rail designed to carry the weight of two and all their touring gear while ensuring optimum control.

## **New Aluminium Swingarm**

The Pan-European's hefty steel swingarm has also been dramatically lightened with new aluminium construction. Featuring the same right-side tunnel to enclose its maintenance-free drive shaft, this cast unit also incorporates a box-section extruded aluminium rail on its left side, providing superb tracking characteristics and a sportier feeling of control.

## **New Suspension System**

For sport bike-level handling, the new Pan-European now mounts large, new 45mm-diameter H-MAS cartridge-type front fork tubes, up from the 41mm units mounted on the current standard model and the 43mm stanchions used on its CBS-ABS+TCS variation. The fork's H-MAS configuration helps resist front-end dive during braking manoeuvres, thus eliminating the need for the Pan-European's original TRAC antidive system.

The Pan-European's new aluminium swingarm is supported by a single, linkless monoshock damper that offers heavy-duty performance to handle heavy loads with smoothly compliant performance. In the Pan-European's deluxe ABS version, a large, easily accessible control knob is also provided for quickly and easily adjusting the damper's hydraulic preload.

Lightweight cast aluminium triple-spoke wheels mount high-performance tubeless tyres, the 17-inch rear featuring a larger, new 170/60 profile for top high-speed performance, even under the weight of a full touring load.

## **Newly Simplified Dual Combined Brake System**

The Pan-European's Dual Combined Brake System has now been brought effectively up to date with modifications that lighten and simplify its operation. Featuring a trio of three-piston callipers stopping a new pair of large-diameter floating disk brake rotors up front and a solid mounted rotor at the rear, the system delivers a confidence-inspiring balance of front and rear brake operation that brings it to a quick and sure stop with minimal effort, whether the rider uses both the hand and foot brake levers or only one of the two.

New to the system is an easily adjustable hand brake lever and a more compact secondary master cylinder integrated into the left front brake

calliper's new cast aluminium pivoting mount in the same lightweight configuration currently used on the VFR and XL1000V Varadero.

As before, the hand brake lever controls the two outer pistons of both front callipers and the centre piston of the rear brake calliper (by way of the secondary master cylinder), resulting in an optimal balance of front and rear braking forces. The foot brake pedal actuates the two outer pistons of the rear brake calliper and both centre pistons of the front callipers, with a delay valve installed before the right-side calliper to slow its reaction and thereby reduce initial front brake response and its resulting front-end dive when the foot brake pedal is lightly used.

As in the current system, the compact secondary master cylinder integrated into the left-side calliper's pivoting mount increases rear calliper brake pressure through a proportional control valve (PCV) as its own braking force increases in response to front brake lever actuation. This results in a smoothly progressive application of combined braking forces that starts with the front brakes and gradually introduce a balancing amount of rear braking force as front brake pressure increases.

### **Antilock Brake System**

Like the current Pan-European, the new 2002 model will be released in two versions—a standard and a deluxe 'ABS' model—distinguished primarily by the addition of Honda's famed Antilock Brake System. This system is the newest, lightest and most compact system Honda makes, and works in seamless combination with its advanced Dual Combined Brake System to provide an unrivalled level of braking comfort and confidence.

Instantaneously sensing the most minute suggestion of tyre slip during braking operations, the system's high-accuracy ECU directs its compact and

lightweight motor-driven modulators to rapidly cycle through a precisely calculated cycle of pressure Release, Hold and Increase stages of operation to ensure such smoothly controlled deceleration that most riders will scarcely notice whether the ABS has been enabled or not.

# Equipment

## **Honda Ignition Security System (H.I.S.S.)**

Honda's latest anti-theft system features a fail-safe electronic interlock that prevents the engine from being started by any other than the motorcycle's two original keys. Since H.I.S.S. disables the motorcycle at the heart of its ignition system, it cannot be bypassed by either hot-wiring the ignition or exchanging the ignition switch module, thus effectively deterring joyriders and reducing the possibility of ride-away theft.

Like the CBR1100XX Super BlackBird, this system also features a blinking red LED built into the instrument panel that visually warns-off potential thieves by blinking constantly for a period of 24 hours, then switches off while the system itself remains fully active and alert. A large, diamond-shaped H.I.S.S. sticker on the top of the fuel tank also clearly indicates the presence of this highly effective security system.

# Optional Equipment

A wide range of optional equipment has been designed and produced by Honda Access Corporation especially for the new Pan-European. These components were all designed in close co-operation with the Pan-European's development in order to realise the most closely integrated components of the highest possible production quality. This extensive collection includes fully 22 separate pieces designed to increase the Pan-European's long-term riding enjoyment, enhance its prestige, and assure its owners' total satisfaction.

This list of optional equipment includes:

- Strong fabric trunk and pannier inner bags that protect their contents while offering handy straps for carrying ease.
- A large-capacity 45-litre rear trunk made large enough to carry two full-face helmets and more.
- A large-capacity tank bag with multiple compartments for more efficient carrying of riding essentials.
- An RDS radio system that automatically changes reception frequencies to seamlessly follow favourite stations across the continent.
- A multi-disk CD changer for long hours of convenient listening enjoyment.
- A rugged, padded tank protector.

And a further host of comfort and convenience features that surpass anything available in motorcycling up till now.

## Specifications

## PAN-EUROPEAN (ED-type)

|                    |   |
|--------------------|---|
| Engine             | Liquid-cooled 4-stroke 16-valve DOHC 90° V-4  |
| Bore × Stroke      | 78 × 66mm   |
| Displacement       | 1,261cm <sup>3</sup>  |
| Compression Ratio  | 10.8 : 1  |
| Carburation        | PGM-FI electronic fuel injection  |
| Max. Power Output  | 87kW/8,000min <sup>-1</sup> (95/1/EC)   |
| Max. Torque        | 117Nm/6,500min <sup>-1</sup> (95/1/EC)  |
| Ignition           | Computer-controlled digital transistorised with electronic advance  |
| Starter            | Electric  |
| Transmission       | 5-speed   |
| Final Drive        | Enclosed shaft with integrated dampers  |
| Dimensions (L×W×H) | 2,282 × 935 × 1,332mm (with panniers)   |
| Wheelbase          | 1,500mm   |
| Seat Height        | 790mm (±15mm adjustable)  |
| Ground Clearance   | 145mm   |
| Fuel Capacity      | 29 litres (with 4-litre LCD-indicated reserve)  |
| Wheels             | Front/Rear Hollow-section triple-spoke cast aluminium   |
| Tyres              | Front 120/70 ZR18M/C<br>Rear 170/60 ZR17M/C   |
| Suspension         | Front 45mm air-assist telescopic fork, 117mm axle travel<br>Rear Single-side conventional damper with adjustable preload and rebound damping, 120mm axle travel                       |
| Brakes             | Front 310mm dual hydraulic disc with Combined three-piston callipers and sintered metal pads<br>Rear 316mm hydraulic disc with Combined three-piston calliper and sintered metal pads |
| Dry Weight         | 276kg   |

All specifications are provisional and subject to change without notice.

## Specifications

## PAN-EUROPEAN ABS (ED-type)

|                    |   |
|--------------------|---|
| Engine             | Liquid-cooled 4-stroke 16-valve DOHC 90° V-4  |
| Bore × Stroke      | 78 × 66mm   |
| Displacement       | 1,261cm <sup>3</sup>  |
| Compression Ratio  | 10.8 : 1  |
| Carburation        | PGM-FI electronic fuel injection  |
| Max. Power Output  | 87kW/8,000min <sup>-1</sup> (95/1/EC)   |
| Max. Torque        | 117Nm/6,500min <sup>-1</sup> (95/1/EC)  |
| Ignition           | Computer-controlled digital transistorised with electronic advance  |
| Starter            | Electric  |
| Transmission       | 5-speed   |
| Final Drive        | Enclosed shaft with integrated dampers  |
| Dimensions (L×W×H) | 2,282 × 935 × 1,332mm (with panniers)   |
| Wheelbase          | 1,500mm   |
| Seat Height        | 790mm (±15mm adjustable)  |
| Ground Clearance   | 145mm   |
| Fuel Capacity      | 29 litres (with 4-litre LCD-indicated reserve)  |
| Wheels             | Front/Rear Hollow-section triple-spoke cast aluminium   |
| Tyres              | Front 120/70 ZR18M/C<br>Rear 170/60 ZR17M/C   |
| Suspension         | Front 45mm air-assist telescopic fork, 117mm axle travel<br>Rear Single-side conventional damper with adjustable preload and rebound damping, 120mm axle travel                                 |
| Brakes             | Front 310mm dual hydraulic disc with Combined three-piston callipers, ABS and sintered metal pads<br>Rear 316mm hydraulic disc with Combined three-piston calliper, ABS and sintered metal pads |
| Dry Weight         | 283kg   |

All specifications are provisional and subject to change without notice.