

2003 CB1300



Large 12.4-litre carrying space under seat provides a convenient location for securely and easily packing a host of riding necessities.



Dual-canister-look instruments feature advanced electronic operation and convenient new multi-function riding computer.



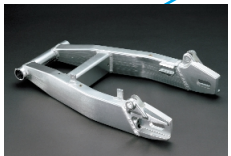
Offset handlebar risers can be rotated 180 degrees to shift the bar forward 20mm, providing a more comfortable reach for larger riders.



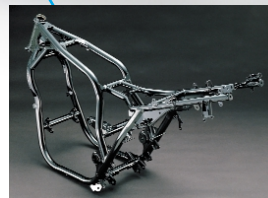
Brilliant multi-segment LED taillight integrated into slim underside of tail cowl.



Dual conventional integrated remote reservoir dampers feature larger damper rods and adjustable rebound damping for responsive operation.



Lightweight and rigid extruded aluminium swingarm features large forged endcaps incorporating the lower damper mounts for optimum strength and performance.



Sporty 4-2-1 stainless steel exhaust system features large capacity canister-style silencer and built-in catalytic heat tubes for low emissions.



Impressive all-new 1300cc liquid-cooled inline-4 engine with instantly responsive fuel injection system delivers a breathtaking lunge of torque-filled acceleration.



Wide-diameter 310mm floating front disc brake rotors stopped by 4-piston callipers for top performance and assured control.

Lightweight new U-section 5-spoke wheels mount medium-width rubber for lighter handling and effortless control.

Sturdy double-cradle steel tube frame designed for light weight and compact dimensions, and tuned for sure, responsive cornering control.

2003

CB1300

PRESS INFORMATION

Introduction

Honda currently produces a wide range of successful motorcycles geared toward virtually every taste and riding style. From hardcore sportbikes equally as comfortable on the racetrack as they are on the street to easy-riding cruisers directed toward a slower pace of riding enjoyment and adventure bikes raring to explore far-off lands, Honda's varied stable of motorcycles show a passion for all kinds of riding enjoyment unmatched by any other manufacturer.

A decade ago, Honda released an unfaired, or 'Naked' sportbike called the CB1000, nicknamed the 'Big One,' which combined the stark beauty of machined metal with a satisfying rush of powerful, full-bodied performance. While not a major best-seller, the CB1000 proved to have a strong appeal for a wide cross-section of riders with no obsessions about having the 'biggest' or 'fastest,' but simply wanting a strong, reliable 'standard' that looks tough and delivers a mean punch, with a little extra in the way of quality of execution and attention to detail to set it apart from the rest. Over the years, the CB1000 also became a favourite base model for hot rod customising, with both looks and performance taken to some remarkable extremes in the pursuit of a more personal statement of performance.

In recent years, a growing number of street riders have been rediscovering the joys of Naked sportbikes, which stay close to the basic fundamentals of motorcycling's appeal: exciting performance with little in the way of added 'accoutrements' to distract from the pure enjoyment of riding face into the wind. This trend has been reflected in recent new bike sales, as the market segment

represented by Naked machines has grown at a significantly faster rate than any other, especially in the higher displacements.

Honda has recently enjoyed several big hits in this segment, led by its two best-selling mid-displacement Hornets. Up in the large-displacement segment of the market, the Hornet 900 and 1100cc X-Eleven has gathered a discerning and dedicated niche of aficionados who appreciate their levels of performance and unique styling, although their appeal has not been quite so widespread.

Returning to the drawing board, Honda's 'Naked bike' development team drew up a list of the factors that most appeal to them personally as riders and lovers of the motorcycle riding experience. Primary among these points of appeal was the 'Fun Factor' that encompasses the exhilaration of high performance, an acute responsiveness that makes the machine feel like a personal extension of the rider's will, and all the sensations of a big engine's sound and vibration that cause a rider to feel really alive when on the move. All difficult to quantify factors that an experienced rider instantly knows but can't quite put into words, never mind tally up on a performance chart. Therefore, expressing this deeply felt riding experience in a new, large-displacement motorcycle proved to be a challenge that required much concentrated thought and testing of every part to get just right. The final result of these efforts come together in the new CB1300, a big, brute of a 'naked' standard with a heart-stopping blast of performance that really puts the fun into the 'out-in the open' Naked bike riding experience.

Development Concept

In setting out to create the ultimate new Naked motorcycle, one that surpasses anything that has gone before, the CB1300's design team first drew up a list of key points to serve as a guide in the new machine's development. This list initially centred on the broad main themes of a 'captivating charm,' a highly 'impressive power,' and the 'cutting quality' of a sword. The team also sought to emphasise the attractions of 'Control,' 'Sound' and 'Vibration' in a bike that delivers a strong 'gut feel' that is just as powerful as the new machine would ultimately look.

Obviously, at the top of its list of physical requirements came a mean, lean and newly developed inline-4 engine to power the beast, and without a doubt, the new CB1300's biggest attraction is its prodigious thrust of torque, accompanied by a thundering roar of performance that must be experienced first-hand to be fully appreciated. This full-bodied power and torque curve starts rising quickly low in the engine's rev range, its dynamic thrust extending relentlessly through to its ultimate power peak.

Riders of big unfaired 'standard' motorcycles are often older and more seasoned, having developed a wider range of riding interests than the single-minded pursuit of the sort of screaming performance that demands a racer's crouch, so they rarely find it necessary to wind their bikes up to redline speeds in order to enjoy themselves to the fullest. With this in mind, the CB1300's development team chose to focus the main thrust of its engine performance on the low to middle ranges, where the thrilling result of whacking open the throttle brings the quickest and most breathtaking rewards.

Of course, a motorcycle's performance isn't complete without the handling to go with its power, so the big CB was also designed to offer a remarkably compact form that almost seems to contradict its imposing proportions. Handling and suspension settings were configured to be light and effortless, making the CB1300 is so responsive in the corners that it feels like a much smaller and lighter machine.

Still, prodigious power and razor-sharp performance are not the only factors in achieving maximum riding satisfaction. An inherent sense of quality, as seen in the attention to detail given every part's design and manufacture, and felt in every sensation the machine imparts, also pays big dividends in overall riding enjoyment and satisfaction. The CB1300's development team devoted many extra hours to achieving that certain unmistakable feeling of quality in every part touched, every sound heard and every vibration felt. All combine to impart a true sense of value and solid reliability, making this truly a machine that can be described as more than the sum of its parts.

Finally, 'Sound' and 'Vibration' make all the difference in the experience of a high-powered motorcycle like the CB1300. 'Whisper quiet' and 'silky smooth' are certainly fine attributes that have their place, but on some other motorcycle, not this one. With a bike like the CB, one wants to feel that power building like a thunderstorm, that's where a major part of its excitement lies. Take that stimulation away and interest soon wanes. So the CB1300's development team sought to enhance its impressive feel with just the right sound and feel to exhilarate its rider with the fun of riding and the breathtaking thrill of big inline-4 acceleration, not to mention the sounds and feeling of a quality, well-made machine.

It's been ten years since the CB1000 made its mark in motorcycle history. Ten years that have seen a lot of changes in the world of motorcycles. One thing, though, has remained very much unchanged. That is our love of bikes—and particularly of inline-4's—and the deeply satisfying thrill they provide. As a personal statement from the originators of the production inline-4, the CB1300 is now poised to open a new door to the heart of the riding experience, and expand the range of exhilaration and fun to be found there. With its doubly impressive new liquid-cooled inline-4 engine and powerful looks, the new CB1300 embodies the true spirit of riding enjoyment in a way that must be experienced to be fully understood. All we can say is, 'Try it, you'll like it.'

Styling

There's simply no mistaking the bold, new CB1300's bloodline. This is none other than direct descendent of the litre-class musclebikes of the early '80s, which dominated Superbike racing and thrilled riders everywhere with their howling performance and all-round ease of enjoyment. Times may have changed, but the appeal of a basic, unfaired powerhouse of a motorcycle that gives a jolt of adrenaline with each twist of its throttle never quite goes out of fashion.

Designed with special attention given to emphasising the fundamentals of performance, the CB1300 exudes a look of imposing purpose, the shape and finish of each of its parts refined to accentuate the inherent quality of its design and construction. From pedals and pillion stays to triple-clamps and even the aluminium brackets holding its large multi-reflector headlight, the look of finely finished metal can be seen everywhere in steel and forged aluminium parts that bespeak strength and integrity. Even the front fork stanchion tubes feature a special buff finish that produces a shine more brilliant than chrome for a look and feel of the highest quality.

The centrepiece on any naked machine is its fuel tank, and the big CB's broad, impressive 21-litre fuel tank features an angular form that dominates the rider's view while tapering aggressively back to project a silhouette of barely restrained impulse. Its impelling lines carry back through the deeply stepped tandem seat to join together in a slim, sharply angled tail cowl that sweeps upward with the sleek aero look of Honda's popular Hornet line, leaving a wide opening of space over the rear wheel that lightens its look of power and agility.

Remarkably, this beast offers eminently comfortable mid-sized proportions that easily accommodate riders of nearly all sizes. Hard to imagine just looking at it, but settling into its seat, the rider is pleasantly surprised to be greeted with a seating position that's not too big and certainly not too small, its seat positioned comfortably low for an easy reach to the ground and a solid hip rest from which to tuck in and experience the CB's monstrous thrust of acceleration. Even the pillion seat has been specially designed, with a broad seating area and a comfortable hump in front to help keep passengers from sliding forward into the rider during hard braking operations. A large, colour-matched resin grab rail behind the seat provides a firm and comfortable grip that is thankfully resistant to extremes of heat and cold.

A Purpose-Built Powerhouse of Performance

Looming out from beneath the fuel tank, the CB's monstrous liquid-cooled inline-4 powerplant conjures up images of lunging, tyre-shredding power output with its starkly sculpted exterior designed to exude a minimum of flash and a maximum of the bare essentials associated with high performance. Finished in a no-nonsense matte bronzed silver that accentuates its every bulge with a look of finely machined quality, this unique engine stands out with impressive cam turrets towering over a lean and sinewy cylinder block that shows the results of concentrated efforts made to trim away all unnecessary 'fat,' leaving only the barest essentials of performance on view. Crowned by a clear-coated aluminium cover with chrome-plated caps on the ends of their camshafts, the cam turrets reach down to surround an unusually deep recess that provides a clear view and easy access to the engine's spark plugs.

The engine's case covers also exhibit a stark look of raw, clear-coated aluminium, complementing the engine's gorgeous bronzed silver finish to accentuate its look of technical elegance and 'take no prisoners' aggression.

The finishing touch on this formidable powerplant's look and feel of high performance is an aggressive 4-into-2-into-1 stainless steel exhaust system that squeezes tightly together under the engine, the left-side #1 pipe crossing under pipes #2 and #3 to join with #4 for a midrange power-boosting and singularly impressive sounding 360-degree exhaust configuration. The system then feeds into a large, buffed, canister-style silencer that impressively underlines the CB1300's exhilarating sport riding intentions.

Large LED Taillight

The CB's slim, upturned seat cowl terminates in a sharp, aggressive knife edge that integrates a newly designed multi-segment LED taillight into its sleek and sporty lines. Inset flush into the underside of the cowl, this large, impressive display features two 9-segment arrays of LEDs arranged in circular patterns that point directly back to effectively mimic the classic Honda dual-bulb taillight configuration. This new LED design also makes possible one of the slimmest and lightest taillights in motorcycling, producing a brilliant glow that really grabs attention when it's needed most.

Colouring Concept

The impressive, new CB1300 will be released in three colour variations that beautifully complement its distinctive look of power and poise. Leading the trio is an unmistakably Honda red and white combination that extends a tradition that goes back decades. Times may change, but not this truly historic Honda image. Following this is a brilliant metallic silver like that seen on several of Honda's latest Super Sport machines, which provides a fitting highlight to the CB's incomparable look of performance and quality, its fuel tank's only markings being the black outline of the Honda Wing Mark. Finally, a fathomless metallic black provides a perfect expression of the CB1300's luxurious quality of construction, with a rich lustre that comes alive with shimmering sparkles in the bright light of the sun. This majestic hue is contrasted by a silver Honda Wing Mark surrounded by a glittering gold border to provide a modest touch of class to this bold performance powerhouse.

The CB1300's side covers are painted in a textured matte black finish with a simple yet powerful raised 3-dimensional 'CB1300' emblem attached. The only other markings to be seen include the Honda logo displayed prominently under the tail, above the taillight, and a small 'PGM-FI' mark on the covers over the engine's intake system.

Colours

- Pearl Fadeless White (with Candy Alameda Red)
- Darkness Black Metallic
- Force Silver Metallic

Engine

Looming as the central point of focus in this new 'Performance Naked's' overall design, the CB1300's newly developed liquid-cooled inline four-cylinder engine bears an unmistakable resemblance to the big, finless four that powered the CB1000 of a decade before. Bigger and more muscular-looking in every dimension than any other four on the road, the engine's tall head gives strong visual emphasis to its direct-actuation dual overhead cam configuration, with tall cam turrets rising high over the cylinder block. Camshafts are positioned close together to realise a narrower included valve angle and thus straighter intake and exhaust ports for higher combustion efficiency and a more responsive power delivery.

While a powerful look is certainly important to the fundamental concept of this machine, it's the CB1300's astounding feeling of rocket-like torque and acceleration from the first twist of its throttle that really sets it apart from the other big 4's in its class. The CB's development team concentrated on emphasising the sound and feel of power emanating from this mighty beast with a progressive torque curve that literally leaps upward in performance as revs build, with simply amazing throttle response and no perceptible delays or flat spots in its power deliver to distract from its sheer, joyful explosion of energy.

Forceful throttle operation is simply not necessary with this engine. Eye-opening thrusts of torque comes on strong everywhere in its wide powerband, without much twisting required at the throttle; a light touch being greeted with deeply satisfying results. And as strong and responsive as this engine may be, its performance never feels out of control. Handling is easy, with valve timing, intake & exhaust settings

and fuel injection mapping all carefully tuned to ensure a maximised feeling of responsive control and a minimum of abrupt lurches as power suddenly and unexpectedly comes on tap. Response is smooth and confident, even in the stop-and-go of rush hour traffic.

The rider can also rest assured knowing that there's a wide margin of performance waiting in reserve, easily accessed with a little more input at the throttle. Words simply cannot do justice to the awe-inspiring feeling of power that rumbles forth from the CB1300. Again, as you'll hear us say over and over, 'Try it, you'll like it.' This bike really must be ridden to be fully appreciated.

This superb 'feel' of power also plays an important role in the CB1300's brand of riding enjoyment, so a totally smooth, counterbalanced engine was ruled out in favour of the more visceral feel of ripples of power-packed vibration tuned toward the lower register, for a powerful, soul-stirring rumble of propulsion instead of a high-pitched buzz. Toward this aim, attention was also directed to reducing or even eliminating high-frequency mechanical noises that might interfere with the full enjoyment of the engine's raw, low-end thrust of acceleration. The engine's three points of attachment to the frame incorporate a single, precisely located rubber mount to reduce the transfer of buzzy mechanical vibration to both the frame and rider, and further emphasise its exhilarating feeling of power and torque.

'Flangeless' Sleeve Design

While most conventional cylinder sleeves are cast into the cylinder block with their top rims, or flanges, countersunk flush with the top deck of the cylinder block, the big CB's sleeves have no top flange, but are instead set in 3mm below the surface of the top deck. Similar to the configuration used for the 2002 VFR, this 'flangeless' design improves the surface-to-surface mating of the head to the

cylinder block and permits use of a thinner, lighter head gasket in assembly, as only one material with the same heat expansion properties comes into contact with the gasket. Within these sleeves, a set of standard large-bore skirted pistons pound out zooming thrusts of power.

Instantaneously Responsive Fuel Injection

Fundamental to the new CB1300's impressive performance is its smoothly responsive PGM-FI fuel injection system. This system utilises the latest 12-hole high-pressure injectors for optimal fuel atomisation, feeding into the large-bore cylinders through essentially the same 36mm throttle bodies used in the Hornet 900. Control is provided by the same high-speed 32-bit RISC (Reduced Instruction Set Computer) ECU processor developed for the new CBR600RR, with newly configured 3D programming maps specially optimised for a breathtaking low-to-midrange power delivery.

The system's ignition timing maps were also optimised for each individual gear in order to counteract minute variances in engine performance, and thus achieving unprecedented smoothness of response, more linear acceleration and a seamless power delivery through every gear and engine speed combination.

Needless to say, the CB1300's new fuel injection system also delivers an absolutely amazing burst of throttle response, with the sharp, strong and authoritative grunt of power one might associate more with a big rheostat-operated motor instead of an internal combustion engine.

Newly Developed Damper-Equipped Clutch

Since the big CB's engine has the performance potential to deliver arm-pulling, tyre-shredding power, it obviously requires a rugged transmission that is equally up

to the job. The CB1300's 5-speed transmission features a heavy-duty 8-plate clutch with newly developed friction plate material for top performance coupled with lighter weight. The centre of the clutch basket has also been equipped with a set of newly developed hard rubber dampers that take the hard, jolting mechanical edge out of shift operation by softening the initial drop of the clutch before metal touches metal during both upshifts and downshifts for a smoother, more natural feeling of pure, unadulterated acceleration.

Further improvements to the basic design of the transmission include modifications to the design of the shift drum and complete revision and optimisation of everything from springs to the shift pedal in the quest for a highly enhanced gear change feel and slickly seamless operation. This new hydraulic clutch also features a 5-position adjustable lever and a new design that minimises loss for smoother, easier and more responsive operation.

High-Efficiency Clutch Slave Cylinder

The CB1300's clutch slave cylinder features an advanced, new O-ring piston configuration which replaces the conventional cap-type component found in most hydraulic motorcycle clutches to minimise play and realise more direct and responsive operation, especially in the clutch's initial stages of its operation.

Incorporating technologies originally developed for and now widely used in the most advanced racing machines, this innovative design ensures superb clutch response and excellent reliability under extreme operating conditions.

Now being used for the first time in a production Honda motorcycle, this clutch actuation system combines with the CB1300's new friction plate material to realise fully 10% easier operation than other comparable hydraulic systems, while ensuring

greater reliability under constant exposure to its unique engine's remarkable torque output.

360° 4-2-1 Exhaust System

The CB1300's rumbling roar of power exits out a specially tuned 360-degree 4-into-2-into-1 stainless steel exhaust system that first joins cylinders 1 & 4 and 2 & 3 together to maximise the engine's low-end torque delivery and emphasise the big inline-4's rampaging feel of displacement and dynamic drive. The system terminates into a gigantic stainless steel canister-style silencer that pours forth a thrilling sound, accentuated by a bolt-in end cap specially designed to reduce unwanted high-frequency resonance and noise.

To minimise exhaust emissions, heat tubes coated with a catalytic material are installed in each of the four exhaust headers, while a built-in AI (Air Induction) system delivers a shot of fresh air into the exhaust port of each cylinder to ensure more complete combustion of exiting exhaust gases. The combination of these systems and the CB's high-accuracy fuel injection system ensure complete compliance with current EURO-2 emissions regulations while still maintaining a dynamic power delivery and impressive sound..

Temperature-Taming Cooling Capacity

The CB1300's liquid-cooling system has been specially designed for peak efficiency and stable operating temperatures and performance, regardless of weather and riding conditions. Its 400mm-wide radiator combines with a high-output water pump to provide more than ample cooling capacity, while its bottom bypass thermostat works to shorten initial warm-up times. The engine's spin-on oil filter mounts on a compact liquid-cooled oil cooler that rapidly wicks away engine heat to maintain an optimal oil temperature for peak performance.

Chassis

Built on a classic double-cradle frame design, the CB1300's chassis components maintain only a very basic visual link to the past; its design and performance are instead firmly rooted in the here and now. Incorporating many of the most recent advances in chassis design for light, responsive handling, and an easygoing riding demeanour, the CB1300's double-cradle chassis was designed for light weight and compact dimensions that are singularly surprising for such an otherwise imposing beast. Featuring a strong double-tube backbone and carefully considered gusseting for an optimised balance of rigidity that helps this big machine settle securely into the sweepers while maintaining a fluid agility for easy changes of line, the CB's frame carries the engine in a composite 3-point mounting system that utilises a single rear rubber mount to transfer an exhilarating thrum of midrange vibration to the rider that viscerally emphasises its feel of performance, while effectively shutting out any annoying buzzes of high-frequency vibration.

Amazingly, though carrying a bigger, more powerful engine and all the furnishings of top performance, the new CB has a shorter wheelbase than the CB1000 of a decade before (down from 1,540 to 1,515mm), and weighs all of 3kg less than its forebear. Its riding position is also remarkably compact, with a low seat height and an easy reach to the adjustable handlebars, and though its fuel tank may seem enormous, the CB's carefully trimmed proportions and centralised mass make it feel like a much smaller machine while on the move—even when crawling through dense city traffic.

Suspension

The CB1300's high-performance suspension system has also been designed to be fully up to the job of handling the engine's dynamic performance with unruffled confidence and smoothly responsive control. Its sturdy 43mm cartridge-type front fork tubes feature low-friction dust seals for reduced stiction that ensures superbly smooth and responsive operation, tracking the road with supreme sport riding confidence while soaking up unsettling surface irregularities and maintaining ample wheel travel.

The big CB's traditional dual-damper rear suspension is coupled to one of the most impressive box-section aluminium swingarm's in the business, and together they provide another of the main points of focus that exemplify the technological quality of its construction. The swingarm's hefty 40 x 90mm extruded spars are capped by machine-forged aluminium axle holders welded onto their ends with a diagonal bead that ensures a larger surface area and stronger joint. These axle holders also incorporate the lower mounts of the rakishly tilted dampers in their rugged design. Leaning aggressively forward for longer axle travel and more progressive operation, this pair of integrated remote reservoir dampers feature new piston configurations and larger 14mm damper rods for greater cushioning control. They also feature 7-step adjustable spring preload and adjustable rebound damping that ensures a plush ride, a positive delivery of the engine's enormous power to the ground, and always confident control.

Wheels and Brakes

The CB1300's impressive 5-spoke wheels feature a modern U-section spoke design that seems to slice forward through the air. Like the wheels seen on many recent professional race machines, these all-black rims offer lighter weight and

excellent structural strength and rigidity while providing a strong visual emphasis on the CB1300's sport riding capabilities.

The big CB's 17" front and rear rims mount wide-body tyres produced by both Michelin and Dunlop, which are intentionally not quite as wide as the tyres most frequently found on the latest Supersport machines, in order to ensure this hulking 'Super Naked' delivers remarkably light and effortless handling.

Brakes were not only selected for top performance, but to also provide responsive operation and the most confidently assured control for such a big Naked machine. Its set of lightweight opposed 4-piston callipers are similar in design to those used on the ever-popular CBR900RR FireBlade, but thoroughly revised to provide the most optimum braking control this class of riding machine. These improvements include:

- Optimised hydraulic ratios.
- Smaller-diameter master cylinder and calliper and pistons for reduced friction and its resultant operating resistance.
- A change from dual-diameter calliper pistons to same-diameter pistons for an optimised balance of braking force over the entire surface area of the sintered metal brake pads.
- Careful selection and matching of brake lines for reduced expansion for a light yet truly responsive feel at the levers.

All of which combine to realise superb brake response and confidently easy control under all operating conditions.

The CB's large-diameter 310mm drilled floating rotors also feature a slimmer and lighter weight design which combine with a new inner hub design to achieve a lighter

configuration for reduced unsprung weight and sharper, more responsive braking performance.

The rear brake was also completely redesigned for a significant contribution to reduced unsprung weight with a lighter and more compact new pin-slide single-piston calliper replacing the earlier 2-piston calliper, and coupled with a smaller diameter 256mm rotor (down from the CB1000's 276mm disc). Remarkably, this new system maintains the same responsive feel and highly effective balance of braking control.

The front brake's hand lever also features a 6-position setting to best fit a wide range of hand sizes. Its compact master cylinder and precisely matched combination of Teflon and rubber brake lines assure light actuation and excellent feel that improves effective stopping power for greatly enhanced braking confidence to match its wide 310mm rotors.

This aggregate combination of lightweight wheels and brakes at the machine's farthest extremities also makes a significant contribution to improved mass centralisation for lighter handling and easier changes of direction that belie the CB1300's seemingly oversized proportions.

Equipment

Multi-Function Instruments and Riding Computer

The CB1300's large, full-featured instrument assembly features a modern dual-canister look that calls to mind the muscle bikes of the '80s. Its high-accuracy, fully electronic dials feature large back-lit characters on a black background and unique self-illuminated needles that actually light up for a more eye-catching night-time display. Inside the tachometer unit is an LCD digital clock and 6-segment fuel gauge which gradually begins extinguishing its segments one-by-one when the fuel tank gets down to its last 4 litres of fuel. Between the two dials reside the usual assortment of LED indicators—including a blinking H.I.S.S warning light and a fuel injection system failure indicator—and an advanced new riding computer display.

Programmable Riding Computer

The CB1300's large centrally positioned liquid crystal information display provides convenient access to a wealth of riding information accessible through the rubber-covered selector buttons positioned in the lower corners of the instrument panel.

Its button-selectable readouts include:

- Odometer
- Dual trip meter
- Ambient air temperature
- Coolant temperature
- Stop watch
- Dual trip meter
- Countdown trip meter (useful for indicating distance left to destination or next fill-up)

- Daily accumulated mileage (measured from the first engine start of the calendar day through to the last switch-off of the ignition, even if the day's last stretch of riding extends past midnight)
- Date warning display (indicated by a blinking bike display, this warning can be used as a reminder of important dates, from scheduled service intervals to birthdays or any date one might care to programme)

The instrument panel also features an eye-catching startup routine, which quickly sweeps the dials up to full scale and then back down again while all the panel LEDs and LCD segments light up and then extinguish to confirm that they are in working order.

H.I.S.S (Honda Ignition Security System) Anti-Theft Protection

Like most of Honda's most recent road bikes, the CB1300 comes fully equipped with Honda's highly capable H.I.S.S. anti-theft system, which features a fail-safe electronic interlock that prevents the engine from being started in any other way than using the motorcycle's two original keys. Totally disabling the engine at the very heart of its ignition system, this system cannot be bypassed by either hot-wiring the ignition or exchanging the ignition switch module, thus effectively deterring joyriders and greatly reducing the possibility of ride-away theft. A blinking red warning LED on the instrument panel constantly blinks at a 5-second interval for a period of 24 hours, providing a strong message for would-be bike thieves to look elsewhere.

Adjustable Handlebar Risers

Not only can the CB1300's tube-type handlebar be adjusted forward and back slightly in the conventional range of adjustment, the handlebar's offset risers, mounted atop the forged aluminium upper triple-clamp, can be rotated 180 degrees to shift the entire positioning of the bar forward 20mm, thus providing a more comfortable reach to the bars for larger riders.

Remarkable Carrying Capability

The CB1300 also offers something quite rare for a Naked sportbike, or even a Supersport for that matter: carrying space, and lots of it. To be exact, a full 12.4 litres of space located right under the seat, designed to give its rider more freedom to cope with larger carrying needs without worrying about where to put it all. Room enough to carry a rain suit, goggles, gloves, road maps, magazines, or even a quick bite to eat. There's also room to carry any of several sizes of U-locks or other anti-theft devices, if so desired. The locking seat also keeps this compartment's contents safely out of sight, and thus out of the mind of potential troublemakers.

Optional Equipment

- A dark grey-tinted clear polycarbonate bikini screen is designed to surround the headlight and provide a measure of wind deflection from the rider's chest area at speed. Its compact and stylish design also includes a pair of specially configured air vents that help reduce the screen's effect on handling at higher speeds.
- 'Mushroom' type body protectors like those seen on many professional race machines are designed to mount directly to the frame at either side of the engine. Featuring a spring-loaded configuration, these protectors are designed to pivot and compress slightly to greatly reduce the shock of a falling impact on the machine, while sturdily protruding enough to help to protect the fuel tank, engine and other externals from excessive damage. Their 'mushroom' end caps are made of the same hard, durable nylon-based material used to make the knee pucks used on road racer leathers.
- A sturdy rear carrier with built-in fold-down pillion hip pad. The carrier's pad pivots front and back on a cam design that anchors it in a comfortable forward position for pillion riders, yet folds down and clicks into position flush with the top surface of the carrier. Large, comfortable grab rails are provided on either side of the carrier frame.
- A motion and vibration-sensitive anti-theft alarm that wards off potential tamperers and thieves with a piercing wail.
- A 3-piece adhesive-backed tank protector pad set designed to be attached anywhere extra protection from scuffing and scratches is desired.
- A rugged, full-coverage bike cover
- U-locks of several sizes, all designed to fit in the CB1000's copious underseat carrying space.

Specifications

CB1300 (ED-type)

Engine

Type	Liquid-cooled 4-stroke 16-valve DOHC inline-4
Displacement	1,284cm ³
Bore x Stroke	78 x 67.2mm
Compression Ratio	9.6 : 1
Max. Power Output	85kW/7,500min ⁻¹ (95/1/EC)
	F-type 78kW/7,500min ⁻¹ (95/1/EC)
Max. Torque	117Nm/6,000min ⁻¹ (95/1/EC)
	F-type 115Nm/6,000min ⁻¹ (95/1/EC)
Idling Speed	1,000min ⁻¹
Oil Capacity	4.6 litres

Fuel System

Carburation	PGM-FI electronic fuel injection
Throttle Bore	36mm
Aircleaner	Dry, cartridge-type paper filter
Fuel Tank Capacity	21 litres (including 4-litre warning light reserve)

Electrical System

Ignition System	Computer-controlled digital transistorised with electronic advance
Ignition Timing	5° BTDC (idle) ~ 31° BTDC (7,500min ⁻¹)
Sparkplug Type	CR8EHVX-9 (NGK)
Starter	Electric
Battery Capacity	12V/14AH
ACG Output	420W/5,000min ⁻¹
Headlight	12V 55W x 1 (low) / 60W x 1 (high)

Drivetrain

Clutch	Wet, multiplate with coil springs
Clutch Operation	Hydraulic
Transmission Type	5-speed
Primary Reduction	1.652 (88/56)
Gear Ratios	1 3.083 (37/12)
	2 2.062 (33/16)
	3 1.545 (34/22)
	4 1.272 (28/22)
	5 1.130 (26/23)

Final Reduction 2.277 (41/18)
Final Drive #530 114-link sintered link chain

Frame

Type Double-cradle; steel tube; dual backbone

Chassis

Dimensions (LxWxH) 2,220 x 790 x 1,120mm
Wheelbase 1,515mm
Caster Angle 27° 00'
Trail 99mm
Turning Radius 2.7m
Seat Height 790mm
Ground Clearance 135mm
Dry Weight 224kg
Kerb Weight 252kg (F: 124kg; R: 128kg)
Maximum Carrying Capacity 188kg
Loaded Weight 445kg (F: 170kg; R: 275kg)

Suspension

Type Front 43mm cartridge-type telescopic fork, 120mm axle travel
Rear Dual conventional dampers with 5-step adjustable spring preload, 116mm axle travel

Wheels

Type U-section 5-spoke cast aluminium
Rim Size Front 17M/C x MT3.50
Rear 17M/C x MT5.50
Tyre Size Front 120/70 ZR17M/C (58W)
Rear 180/55 ZR17M/C (73W)
Tyre Pressure Front 250kPa
Rear 290kPa

Brakes

Type Front 310 x 4.5mm dual disc with 4-piston callipers and sintered metal pads
Rear 256 x 6mm single-piston calliper disc with sintered metal pads

All specifications are provisional and subject to change without notice.