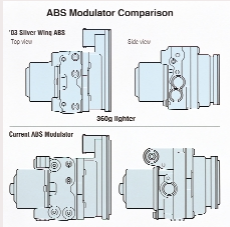


2003 SILVER WING ABS



NEW Advanced Combined-ABS provides strong, responsive, and smoothly controlled front and rear braking performance no matter which brake lever is used. Compact new ABS modulator minimises tyre slip for enhanced braking confidence on potentially slippery road surfaces.

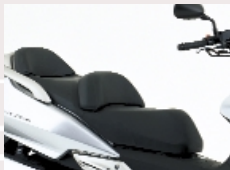
NEW Sleek rear 'spoiler'-shaped carrier provides comfortable hand holds for pillion passengers. Can be mounted with optionally available top box for 45 litres of extra carrying capacity.



NEW Like the standard Silver Wing, the Silver Wing ABS will be supplied with a wide range of optional equipment specially produced for it by Honda Access Corporation.



NEW Modern, aerodynamic front cowl styling incorporates distinctive 'piggy-back'-style dual multi-reflector headlight and large, clear-lens multi-reflector indicators for a sharp look combined with excellent wind protection.



NEW Large, stepped dual seat provides superb riding and touring comfort with excellent back support. Spring-loaded seat opens to reveal cavernous carrying space that can carry two full-face helmets and more.

NEW H.I.S.S. (Honda Ignition Security System) deters joy riders and bike thieves by disabling the engine unless started by the Silver Wing's own pre-programmed key.



NEW Large-capacity exhaust system features slim oval design and built-in catalyser, which combines with fuel injection system to reduce exhaust emissions below EURO-2 mandated levels.



NEW Unique fuel-injected 582cm³ liquid-cooled DOHC 8-valve parallel-twin engine delivers instantaneous response, breathtaking acceleration and low fuel consumption.



NEW Sturdy, responsive 41mm motorcycle-type front fork combines with heavy-duty dual rear dampers to provide a comfortable, sure-handling ride, even when fully loaded with passenger and gear.

NEW Large-capacity 16-litre fuel tank positioned low for light, effortless handling. Combines with fuel injection system to offer long-ranging riding enjoyment between fill-ups.

2003

SILVER WING

ABS

PRESS INFORMATION

Development Concept

Introduced in 2001 as a stunning new benchmark in large-displacement scooter design, Honda's prestigious, top-of-the-line Silver Wing brings together the riding ease of a full-sized scooter built to carry two in luxurious comfort with the smooth and powerful performance of an all-original 600cc liquid-cooled parallel-twin engine.

Providing the comfort and accommodations of a car, but without the urban traffic and parking hassles that can often go with it, the Silver Wing slips through crowded city streets with the same pleasurable ease that it flies along empty highways for quick escapes from the troubles of the day.

With such impressive features as its advanced yet highly compact fuel-injected DOHC parallel-twin engine providing an instantly strong surge of power and acceleration, a sturdy frame and suspension system for responsive, sportbike-level handling and control, and the confident operating ease of Honda's advanced Combined Brake System, the superb Silver Wing has won wide praise and a fast following for extending the pleasures of riding and touring to the user-friendly scooter class.

Now, two years after the Silver Wing's auspicious debut, Honda ups the ante with an advanced new version that features all the full-sized riding enjoyment and convenience of the original Silver Wing, but with the addition of a new Antilock Brake System like that featured on several of Honda's top road bikes. This compact, new ABS works in perfect harmony with the Silver Wing's responsive and confidence-inspiring Combined Brake System to maximise riding enjoyment while further emphasising its prestigious standing as the flagship of Honda's scooter lineup and the leading exponent of Europe's growing 'big scooter' market.

Utilising the very latest in automotive antilock brake technology, the new Silver Wing ABS was developed to provide an unparalleled level of braking ease that greatly enhances riding control and confidence over all the varying road conditions encountered on the streets of Europe. Already hailed as a remarkable achievement in scooter design and performance, the Silver Wing's new ABS version will surely win admirers and satisfied customers as it comfortably plies the urban highways and country byways of the Continent.

Styling

The new Silver Wing ABS features exactly the same modern styling as its standard version predecessor, exhibiting a strong emphasis on luxurious riding comfort and a highly aerodynamic design that provides ample protection against the blast of wind at speed. Its sharp, aerodynamic nose incorporates a distinctive 'piggyback'-style dual multi-reflector headlight and large, clear-lens multi-reflector turn indicators into its sleek design, and extends upward to a tall windshield which provides superior wind protection and riding comfort even at higher highway speeds.

The Silver Wing ABS's large, stepped dual saddle provides excellent lower back support for extended riding comfort whether riding solo or with a passenger, and beneath the easy-opening, spring-loaded seat lies a cavernous carrying space designed to carry two full-face helmets or a monstrous load of touring or shopping essentials.

Behind its resin-sheathed handlebars, the Silver Wing ABS's beautifully apportioned instrument panel features an additional ABS LED positioned at the left of the bottom row of indicator lights to provide the rider with an instant indication of system failure.

Colouring Concept

Like the standard version Silver Wing, the Silver Wing ABS will be released in three striking colour variations, leading off with the same bright metallic silver colour featured on its debut model. A new, darker metallic grey variation adds a stronger emphasis to the Silver Wing ABS's look of quality and prestige, while a pearlescent blue variation carries over from the current standard model to lend a lively look of street smart vitality and sophistication.

Markings have been kept to a minimum in order to accentuate the Silver Wing's look of prestige. The new ABS model, therefore, differs from the standard version only in the addition of a stylish ABS marking on its front fender.

Colours

- Force Silver Metallic
- Magnum Grey Metallic
- Pearl Great Blue

Engine

The new Silver Wing ABS is powered by the same 582cm³ liquid-cooled parallel-twin engine that powers the current Silver Wing. Laid out in a compact, forward-facing horizontal configuration for excellent mass centralisation that contributes to quick and easy handling, this smooth-operating and highly capable engine provides ample reserves of power for instantaneous response and breathtaking acceleration at the twist of its throttle, even when travelling with a passenger.

Honda's famed PGM-FI fuel injection system not only assures optimal motorcycle-like performance in virtually all riding conditions from mountains to seaside, it does so while maintaining miserly fuel consumption and low exhaust emissions, which are further reduced by the use of a catalyser element built into its exhaust system.

Like all Honda scooters, the Silver Wing ABS gets its power to the ground by way of a V-Matic belt drive transmission system that keeps riding performance smooth, strong and effortless as it ramps the rider up to speed with a quiet, stepless whoosh of acceleration.

Chassis

Again essentially the same as its current predecessor, the new Silver Wing ABS is built on a centre backbone steel tube frame designed for more than ample strength and rigidity to handle the stresses of its powerful engine and two-up riding loads that would overpower a lesser machine. Its motorcycle-based suspension system includes a rigid yet smoothly compliant 41mm trailing-axle telescopic front fork, and dual conventional motorcycle dampers supporting the rear swingarm for a comfortable and confident ride.

New Combined Antilock Brake System

The most important new feature of the Silver Wing ABS is its highly advanced and smoothly responsive Combined Antilock Brake System, which augments the current Wing's fully hydraulic Combined Brake System with the addition of a compact and lightweight new Antilock Brake System (ABS) that significantly enhances the Silver Wing's braking control by minimising the tyres' tendency toward slippage when the brakes are applied while travelling on wet or low-traction road surfaces.

Fully Hydraulic Combined Brake System

Like the standard Silver Wing and the smaller-displacement Jazz, the Silver Wing ABS is stopped by front and rear disc brakes linked together by Honda's exclusive Combined Brake System for an optimised balance of braking control that significantly enhances riding confidence. This advanced, scooter-oriented system features a single Combined three-piston brake calliper up front gripping a large-diameter 276mm rotor—fully 20mm larger than the disc mounted on the standard model—between sintered metal pads. At the rear, a compact dual-piston calliper stops a 240mm rotor in essentially the same configuration as the standard Silver Wing.

In this specially designed scooter system, the right-side brake lever controls the two outer pistons of the front brake calliper, providing strong braking control much like a conventional motorcycle brake system. The left-side brake lever not only controls the rear brake, it also delivers a measured level of braking force to the centre piston of the Combined front brake calliper by way of a delay valve that assures a more smoothly controlled balance of braking forces when only the left-side lever is used. In this case, the rear calliper is engaged first, followed soon thereafter by the engagement of the front calliper.

When both levers are used, the Silver Wing provides a sharply responsive feel of braking control on a par with many larger motorcycles. Braking forces in all applications continue to build progressively until wheel lock is detected, in which case the newly incorporated Antilock Brake System takes over, modulating brake pressure to maintain optimal braking performance while minimising tyre slip.

New Combined Antilock Brake System

Like several of Honda's flagship sport and touring models—and the current JAZZ ES-ABS scooter—the new Silver Wing ABS is not only equipped with a fully hydraulic Combined Brake System, it also features an advanced, new Antilock Brake System (ABS) in a totally integrated Combined ABS configuration. Similar to the system featured on the JAZZ ES-ABS, and differing from the Dual-Combined ABS systems featured on Honda's bigger road bikes, this remarkably compact braking system is called the Hydraulic Combined Antilock Brake System, or H-C ABS for short.

The Silver Wing's H-C ABS system features three main components:

- A pair of Hall-effect wheel speed sensors like those mounted on the ABS versions of the Gold Wing, Pan-European and VFR, which monitor the toothed pulser rings mounted on each wheel to detect the most minute differences in

front and rear wheel rotation speed, and gauge tyre slip before a wheel actually stops.

- A compact new, second-generation brake pressure modulator that fully integrates a motorised pump and three complete sets of solenoid-operated valves working in combination to maintain a steady level of hydraulic pressure to all brake calliper pistons under all operating conditions.

- A high-accuracy electronic control unit (ECU) built into the modulator unit, which continually monitors the wheel speed sensors and instantaneously controls the modulator to help prevent tyre slip or wheel lock while braking.

ABS Operation

The electronic signals generated by the wheel speed sensors are constantly monitored by the ECU in order to calculate tyre slip. If any slip is detected during braking—even in amounts too small to be perceived by the rider—the ECU immediately commands the ABS modulator to momentarily reduce hydraulic pressure to the brake line(s) in question, thus helping to prevent wheel lock. The three basic stages of ABS operation are:

- **Pressure DECREASE Mode:** The instant the ECU detects any tendency towards wheel lock, it rapidly reduces hydraulic pressure to the corresponding brake calliper(s) by closing the IN valve between the master cylinder and the calliper, and opening the OUT valve leading to the pump and reservoir chamber, in order to immediately drain-off excess pressure.

- **Pressure HOLD Mode:** Following a predetermined decompression interval wherein the detected tyre slip is countered and stopped, the ECU closes the OUT valve to HOLD braking force at a constant level and permit the slipping wheel to recover its rotational speed.

- **Pressure INCREASE Mode:** Once the ECU detects full wheel speed recovery, it then reopens the IN valve to allow the pump to reapply pressure to the calliper until tyre slip is again detected.

This rapid cycle of pressure DECREASE, HOLD, and INCREASE is repeated approximately 5 to 6 times per second, making possible nearly instantaneous correction of changes in wheel rotation while ensuring highly accurate independent control of hydraulic pressure to each set of brake calliper pistons.

Remarkable Braking Performance

The Silver Wing's already excellent braking response and performance are dramatically improved with the addition of ABS, with stopping distances comfortably shortened both compared to a scooter or motorcycle with conventional brakes, and compared to the standard Silver Wing with its Combined Brake System. Braking correction over changing traction surfaces, such as wet crossing lines or metal plates, is also excellent.

While the Silver Wing's current Combined Brake System provides strong, responsive and confident braking control, especially for riders with limited riding experience—or those who feel uncomfortable releasing the throttle to use the standard right-hand front brake lever—the further addition of this integrated Antilock Brake system provides smoother, faster and more dependable braking control over a wider range of road surfaces, resulting in a great boost in rider confidence and control.

New, Ultra-Compact Modulator

The new Silver Wing ABS's H-C ABS features a newly developed modulator integrating three sets of solenoid valves (one for the outer pistons of the front calliper, one for the rear calliper, and one for the Combined centre piston of the front calliper), a motor and the ECU into one compact, modular design that mounts under the front cowl, beneath the instrument panel. This latest generation modulator is remarkably 15% smaller and lighter than the unit currently used on the JAZZ EC-ABS, and the total system adds only about 2kg to the overall weight of the standard Silver Wing. This new modulator also

features more advanced internal componentry for greatly enhanced brake feel with less kickback felt at the levers under heavy braking.

Self-Diagnostic Failsafe System

The H-C ABS system's ECU also features a self-diagnostic program which constantly monitors all main electronic and hydraulic ABS components. If any malfunction is detected, the system automatically shuts itself off and reverts to standard Combined Brake operation, with the yellow LED warning light on the instrument console providing a visible indication of system failure and the need for timely service.

General Precautions

Although the Silver Wing ABS's advanced H-C ABS provides highly effective support for most braking operations, there are still limits to the assistance this integrated system can give a rider. These limits vary, and necessarily depend on tyre and road surface conditions, as well as on the rider's experience, ability and riding behaviour. Thus, even with the addition of ABS, the basics of motorcycle riding remain unchanged: The rider must pay careful attention to both the vehicle and surrounding conditions in order to judge the limits of riding safety and then strictly observe those limits.

Equipment

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

Like its base predecessor, the Silver Wing ABS features the anti-theft security of H.I.S.S. to ward away potential thieves and joyriders by preventing the engine from being started by any other than the motorcycle's two original keys. Since the 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 rendering impossible one of the most common types of motorcycle theft, that of being ridden away.

Daytime Headlight

In an ongoing effort to enhance traffic visibility and thus rider safety, the new Silver Wing ABS has also been equipped with a daytime headlight that switches on the instant that the engine is started.

Optional Equipment

Like the standard Silver Wing, the Silver Wing ABS will be supplied with a wide range of optional equipment specially produced for it by Honda Access Corporation. This range includes:

Taller Windshield

Designed especially for use on the Silver Wing, this 630mm-high windshield complements the scooter's overall styling while providing enhanced wind protection for taller riders. Its Lexan[®] construction resists chipping and cracking, and fully clears WVTA (Whole Vehicle Type Approval).

Leg Deflectors

This set of brown-tinted side-mounted shields enhances wind protection by deflecting wind and cold away from the rider's feet and legs.

Cargo Net

This black elastic net hooks on under the rear carrier and/or pillion seat to more securely hold luggage or parcels that can't fit in the capacious carrying space under the seat.

Bike Cover

This water-resistant yet breathable cover protects the Silver Wing's paint and bodywork from the elements while allowing it to dry when covered. A lower draw rope allows the cover to be tightened to avoid fluttering, which could damage paint. Two holes built into the lower front area of the cover allow a U-lock to be attached.

U-Lock

This compact yet sturdy U-lock can be mounted on the top box carrier or stored under the seat.

Large 45-Litre Top Box

This large, stylish 45-litre top box, with colour-matched lid, can store two full-face helmets and more. Equipped with a key lock and a quick-detach mount, it can be easily carried inside or left in security mounted on the rear rack.

Top Box Inner Bag

This nylon bag features a size-adjustment zipper that permits easy expansion from 21 litres in volume to 33 litres. It also features a handy A4-sized front pocket with a silver Honda Wing logo, and an adjustable shoulder belt and carrying handle for easy transport out of the top box.

Heated Handlebar Grips

Patented 360° heat adjustable grip heater. Integrated circuit automatically protects the battery from drain.

Specifications

SILVER WING ABS (ED-type)

Engine

Type	Liquid-cooled 4-stroke 8-valve DOHC parallel twin
Displacement	582cm ³
Bore x Stroke	72 x 71.5mm
Compression Ratio	10.2 : 1
Max. Power Output	37kW/7,000min ⁻¹ (95/1/EC)
Max. Torque	54Nm/5,500min ⁻¹ (95/1/EC)
Idling Speed	1,300min ⁻¹
Oil Capacity	2.6 litres

Fuel System

Carburation	PGM-FI electronic fuel injection
Throttle Bore	32mm
Aircleaner	Dry, cartridge-type paper filter
Fuel Tank Capacity	16 litres (including 3.5-litre reserve)

Electrical System

Ignition System	Computer-controlled digital transistorised with electronic advance
Ignition Timing	12° BTDC (idle)
Sparkplug Type	CR8EH-9 (NGK); U24FER9 (ND)
Starter	Electric
Battery Capacity	12V/11AH
ACG Output	450W
Headlights	12V 55W x 1 (low)/55W x 1 (high)

Drivetrain

Clutch Type	Centrifugal; automatic
Transmission Type	V-Matic
Belt Converter Ratios	2.100 ~ 0.850
Final Reduction	6.016
Final Drive	V-belt

Frame

Type Centre backbone; steel tube

Chassis

Dimensions (LxWxH) 2,275 x 770 x 1,430mm
Wheelbase 1,595mm
Caster Angle 28° 30'
Trail 105mm
Turning Radius 2.9m
Seat Height 740mm
Ground Clearance 140mm
Dry Weight 229.6kg
Kerb Weight 247.4kg (F:98.2kg; R: 149.2kg)
Maximum Carrying Capacity 180kg
Loaded Weight 397.4kg (F: 145kg; R: 252.4kg)

Suspension

Type Front 41mm telescopic fork, 120mm axle travel
Rear Dual conventional dampers with 5-step spring preload adjustment, 115mm axle travel

Wheels

Type Hollow-section triple-spoke cast aluminium
Rim Size Front 14M/C x MT2.75
Rear 13M/C x MT4.50
Tyre Size Front 120/80-14M/C 58S
Rear 150/70-13M/C 64S
Tyre Pressure Front 200kPa
Rear 225kPa (with passenger: 250kPa)

Brakes

Type Front 276 x 6mm hydraulic disc with Combined 3-piston calliper, ABS and sintered metal pads
Rear 240 x 6.5mm hydraulic disc with dual-piston calliper, ABS and sintered metal pads

All specifications are provisional and subject to change without notice.