

# 2004 Transalp

Smooth-shifting 5-speed transmission takes optimal advantage of engine's strong low-to-midrange power characteristics for swift and easy acceleration where it's needed most.



**NEW** Optionally available low-profile seat is 30mm lower than standard, and contoured to provide shorter riders—especially women riders—with an easier, more confident reach to the ground.

Strong and lightweight double-cradle frame uses box-section rails surrounding engine as a stressed member for excellent overall rigidity, enhanced high-speed manoeuvrability and easy two-up riding control.



Unique exhaust system features large-volume sub-chamber with built-in heat tube located under swingarm pivot and compact silencer under side of seat for both enhanced mass centralisation and lower emissions to meet EURO-2 regulations.



Extensive range of optional accessories includes large-volume panniers and top box, taller windscreen, an advanced radio/CD player/communications system and much, much more.

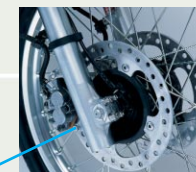
Progressive Pro-Link rear suspension provides abundant axle travel for comfortable two-up riding over everything from smooth tarmac to bumpy rutted trails.



Powerful liquid-cooled 647cm<sup>3</sup> V-twin engine delivers abundant torque for stronger low-to-midrange power coupled with smooth performance that enhances two-up touring capability, especially at higher speeds and when passing on upgrades.



Beautifully contoured aerodynamic fairing provides a comfortable long-term riding experience. Deflecting wind off rider and passenger, its sleek design integrates a large multi-reflector headlight and indicators into its shapely curves.



Responsive pair of dual-piston calliper front disc brakes complemented by single rear disc brake for enhanced stopping control.

Lightweight wire spoke wheels with hollow-section rims mount diamond-patterned dual-purpose tyres which also provide excellent control on high-speed motorways.

# **2004 XL650V TRANSALP PRESS INFORMATION**

When Honda's unique, 'Rally Touring' Transalp first appeared on the European motorcycling scene back in 1987, it sent a small shock wave through the mid-displacement class by introducing a new genre of road and trail-going motorcycle as yet unimagined in the mix of hard-charging sportbikes and street-focused standards that then dominated the class. Based in part on the intrepid Paris-Dakar racers that had recently gained monumental popularity with their participation in that exciting New Year's rally across the rugged face of the African continent, the Transalp tempered its innately adventuresome spirit with superbly comfortable ergonomics and a much appreciated ability to cruise the Continent's high-speed motorways with confident performance and remarkable riding ease.

Now into its third generation following a Year 2000 total upgrade of its design and configuration, the Transalp continues to proudly assert its unique position in the realm of Adventure Touring motorcycles with its attractive and sleekly integrated bodywork design featuring a compact yet comfortably protective front fairing and windscreen, its powerful, widely useable engine performance, and its light and nimble handling all perfectly balanced to carry it to the furthest corners of the Continent and beyond.

As always, the Transalp receives its smooth and impressive motivation from a slim, strong and soundly constructed 650cc liquid-cooled V-twin engine which provides both the low-end grunt to haul two passengers and a full touring load through the mountains that gave it its name, and the smooth, high-revving endurance to fly to the far horizon on long-distance motorway cruises. Nimble and assured handling on both city streets and weather-beaten country trails are provided by the Transalp's compliant, long-travel front and rear suspension systems, and sporty dual-purpose tyres, while its responsive set of triple-disc brakes provides confidently assured braking control.

# Colouring Concept

The new Transalp is available in three distinctive colour variations for 2004. First in line is a vivid, new pearlescent blue, which combines with a brightly contrasting metallic silver to accentuate the Transalp's go-anywhere riding capability. A subtle new metallic black projects a look of well-bred urban sophistication, while a sparkling metallic silver exudes a modern and attractive look of northern European styling sense.

## Colours

- Pearl Breezy Blue (with Sparkling Silver Metallic)
- Mute Black Metallic
- Shield Silver Metallic

# New Features

## **New Optionally Available Low-Profile Seat**

Over the last few years, the European motorcycle market has witnessed a significant and ever-growing surge in the number of women who have recently become attracted to the sport. Not content to merely sit on the back and watch the world float by as somebody else drives, these women have taken upon themselves to learn the basics and pursue a full-fledged motorcycle license with the goal of piloting their own bikes whenever and wherever they want to go.

Remarkably, the versatile Transalp has also been enjoying a resurgent popularity among these new converts, as well as with more seasoned women riders looking to expand their range of riding enjoyment without having to contend with more size and weight than they feel they can comfortably handle. However, as impressive as the Transalp's list of proven attractions may be, frequently these factors alone are not enough to win the hearts and minds of these important new riders.

Although the ranks of women riders are certainly growing, sometimes a frustratingly simple lack of stature (as measured by trouser inseam length) prevents many of these potentially satisfied owners and riders from being able to fully enjoy the sort of motorcycling fun and exhilaration that attracted them to the sport in the first place. For people of shorter stature, and many women in particular, the disappointing realisation made upon first climbing aboard a desirable new motorcycle that one's reach to the ground is a bit too far for comfort tends to negate all the other appealing features and potential riding fun that one may have been looking forward to enjoying. And while some shorter riders may just be able to touch a toe to the ground while mounted, this hardly translates into an overriding sense of security when stopped at a traffic light or manoeuvring at a crawl in dense traffic conditions.

Therefore, to help shorter riders—of either sex—more confidently enjoy all the riding pleasure that the Transalp has on offer, its development team set out to broaden its appeal by specially developing a lower seat that could be made optionally available to those in need of its shorter and more reassuring reach to the ground. Built on essentially the same moulded resin pan as the seat installed on the standard model, this new one-

piece tandem seat is not only a full 30mm shorter in height where it counts the most, it has also been specially contoured with a slimmer, more rounded profile that permits a much easier, more relaxed reach to the ground when at stop. This new seat's lower height and narrower contours translate into significantly greater riding ease and comfort for a broad range of riders, thus helping to bring all the riding and touring enjoyment the Transalp has long had on offer within much easier reach, as well.

Plans are to make this new seat available through the Honda Access Corporation accessories list along with the Transalp's current extensive assortment of optional equipment. Replacement is as easy as unlocking and lifting off the standard seat, and sliding the new seat on in its place. The removed standard-height seat can then be stored away and reinstalled at any time.

### **New Daylight Headlight**

In keeping with the latest vehicle safety regulations, the new Transalp features an always-on daytime headlight, which helps maximise the machine's visibility to other motorists at all hours of the day or night. A new hazard light switch takes up position in place of the previous headlight switch in the right-side switch pod, and flashes the Transalp's indicators for an attention-getting warning to other traffic when stopped or when trouble is spotted ahead.

### **New Corrosion-Fighting Treatment**

The years have certainly proven that the Transalp is built to travel long distances in comfort and reliable confidence. To further ensure its long-term dependability, a stronger new anti-rust treatment has been given to such components as the wheel spokes, spoke nipples, disc brake rotors and other less visible parts to better fight off corrosion and further ensure the Transalp's long-term dependability.

### **New EURO-2 Emissions Compliance**

Essentially unchanged from the previous year, the Transalp features a highly effective exhaust port Air Induction system to ensure more complete combustion of exhaust gases, and a catalytic heat tube built into the exhaust system's intermediate sub-chamber to help clean the exhaust of harmful gases. Although this system has

consistently and easily conformed with earlier EURO-1 exhaust regulations, for 2004 the Transalp also officially passes Europe's stricter EURO-2 regulations as proof of its environmentally friendly performance and design.

## Specifications

## XL650V Transalp (ED-type)

### Engine

Type	Liquid-cooled 4-stroke 6-valve SOHC 52° V-twin
Displacement	647cm <sup>3</sup>
Bore x Stroke	79 x 66mm
Compression Ratio	9.2 : 1
Max. Power Output	39kW/7,500min <sup>-1</sup> (95/1/EC)
Max. Torque	55Nm/5,500min <sup>-1</sup> (95/1/EC)
Idling Speed	1,200min <sup>-1</sup>
Oil Capacity	2.9 litres

### Fuel System

Carburation	34mm slant-type CV-type carburettor x 2
Aircleaner	Viscous, cartridge-type paper filter
Fuel Tank Capacity	19 litres (including 3-litre reserve)

### Electrical System

Ignition System	Digital transistorised with electronic advance
Ignition Timing	10° BTDC (idle) ~ 32° BTDC (6,000min <sup>-1</sup> )
Sparkplug Type	DPR8EA-9 (NGK); X24EPR-U9 (ND)
Starter	Electric
Battery Capacity	12V/12AH
ACG Output	310W
Headlights	12V 60W x 1 (low) / 55W x 1 (high)

### Drivetrain

Clutch	Wet, multiplate with coil springs
Clutch Operation	Mechanical; cable-actuated
Transmission Type	5-speed
Primary Reduction	1.763 (67/38)
Gear Ratios	1 2.500 (35/14) 2 1.722 (31/18) 3 1.333 (28/21) 4 1.111 (30/27) 5 0.961 (25/26)
Final Reduction	3.200 (48/15)
Final Drive	O-ring sealed chain

## Frame

Type Semi-double-cradle; box-section steel tube

## Chassis

Dimensions (LxWxH) 2,260 x 920 x 1,315mm  
Wheelbase 1,505mm  
Caster Angle 28°  
Trail 108mm  
Turning Radius 2.47m  
Seat Height 843mm (optional seat: 813mm)  
Ground Clearance 192mm  
Dry Weight 191kg  
Kerb Weight 212kg (F: 102 kg; R: 110 kg)  
Max. Carrying Capacity 180kg  
Loaded Weight 362 kg (F: 133 kg; R: 229 kg)

## Suspension

Type Front 41mm leading-axle telescopic fork, 200mm axle travel  
Rear Pro-Link with adjustable compression damping, 172mm axle travel

## Wheels

Type Front Aluminium rim/wire spoke  
Rear Aluminium rim/Tangentially Located (TL) spoke  
Rim Size Front 21 x 1.85  
Rear 17 x 2.50  
Tyre Size Front 90/90-21 54S  
Rear 120/90-17 64S  
Tyre Pressure Front 200kPa  
Rear 200kPa

## Brakes

Type Front 256 x 4mm dual hydraulic disc with dual-piston callipers and sintered metal pads  
Rear 240 x 5mm hydraulic disc with single-piston calliper and resin mould pads

All specifications are provisional and subject to change without notice.