

2005
CB1300S
PRESS INFORMATION

Introduction

Late last year, at the Bologna Motor Show held in December, Honda reintroduced a refined new version of its “Big Naked” flagship, the mighty and majestic CB1300. Featuring one of the most singularly impressive inline-4 engines ever to straddle two wheels, and styling strongly reminiscent of the hard-charging Superbikes of the mid-1980s, the CB1300 has made a name for itself by providing breathtaking acceleration and satisfying performance combined with well-rounded ergonomics and impeccable quality of finish in a big, bruising musclebike for a new era in riding enjoyment.

Simultaneous to the dramatic reintroduction and refinement of the popular CB1300, Honda also released a new ABS (Antilock Brake System)-equipped version of the very same machine. The new CB1300-ABS extends the all-day, all-weather riding ease and confidence of ABS to its premier Naked machine for a match made in motorcycle heaven.

In constant monitoring of market trends and interviews with riders, it has become evident that a rapidly growing number of street riders of all age groups have come to rediscover the basic pleasures of riding a high-powered Naked sportbike, and the strong visceral sensation of thrusting acceleration and speed with the wind in one’s face. These riders know that maximum power figures mean nothing if it takes a long time to get there, and staying cranked up to that max. power figure doesn’t make for the greatest in long-term riding satisfaction. In fact, it gets old fast.

Instead, it’s the rest of the power curve, particularly found in a torquey, scintillating midrange, that really holds the key to most exhilarating surges of day-to-day riding enjoyment, and the CB1300 has won renown for delivering big lunges of exciting midrange performance with little to distract its rider from the pure unadulterated freedom of riding face to the wind.

Now, soon following after that impressive reintroduction, Honda decided to take the big CB’s gut appeal and extend its enjoyment to a wider range of riding—and even touring—pleasure.

Recent polls of CB1300 riders have found that many regularly use their prized possessions for all-day touring, pleasantly finding that Honda’s biggest CB is an eminently comfortable mount for long rides over the mountains and broad expanses that make up the Continent and beyond. Having more than ample reserves of power on tap

for any time it's needed, the CB1300 doesn't need to be ridden hard to deliver the fullest and most satisfying riding enjoyment.

And while there's no denying that the CB1300 has the performance and ergonomics for long-distance travel and limited highway touring, all that high-speed wind, while exhilarating for short periods of time, can become a major source of withering exhaustion if continued on for hour after long hour, day after day.

Wanting to turn the mighty CB1300 into a much more satisfying touring machine, while still maintaining much of the "feel" that makes this monster Naked machine so special, Honda's engineers dug into their bag of tricks—and their motorcycle history—for a gorgeously formed piece of wind-deflecting bodywork that would best complement the CB1300's stark, mechanical lines while greatly enhancing its long-term riding comfort for one, or even two.

Development Concept

While maintaining the same fundamental development goals laid out for the newly refined 2005 CB1300 and its new ABS version, Honda's famed "Project Big One" group set out to create a sleek yet highly effective new fairing that would provide ample protection for rider and passenger from the worst of the wind's ravages without kicking the CB1300 out of its place as the King of the Fun Nakeds and charging headlong into touring territory.

This called for a special fairing. One that not only provides ample wind protection, but also compact and sporty proportions, and further reinforces the CB1300's strong visual ties to the Superbikes of the '80s. For inspiration, the team looked back to the only fully faired motorcycle Honda was making at the time, the race-oriented CB1100R, and in particular its 1983 iteration, the CB1100RD.

While the original—and legendary—CB1100RD was fitted with a full-coverage fairing, it was decided from the very start that any fairing to grace the CB1300 must be of a frame-mounted half-cowl configuration similar to the 1981 CB1100RB, so that the new bodywork's lines would not interfere in any way with the full and dramatic view of its tall and singularly beautiful engine.

The result is a stunning work of high-speed art that beautifully complements the lines and look of the base CB1300, while providing just the desired amount of wind protection, long-distance riding comfort and touring convenience to make it a popular selection for a much broader world of riding fun.

Styling

With essentially the same basic lines as the newly updated CB1300 and CB1300-ABS models released in December at Bologna, the new CB1300S stands out prominently in the large-displacement ‘standard’ segment of the market with a compact yet highly aerodynamic new half fairing that leaves no mistaking its high-powered—and high-speed—performance capabilities. With an eye on Honda’s racing history, the new fairing’s look and red-and-white colour scheme borrow unmistakable design cues from both the half-cowled first-edition CB1100RB, and one of Honda’s most famous street racers of the ’80s, the 1983 CB1100RD. With its bold red-and-white paint job, the big CB’s fuel tank also bears a striking resemblance to Honda’s famed hero of the endurance raceways, a point the team sought to emphasise in the design of the new fairing.

Primarily designed to achieve more comfortable expressway riding enjoyment without isolating rider and passenger from the intimate experience of power and speed, this compact fairing provides good, but not extensive wind protection, in order to retain an emphasis on the feel of the wind and that intangible sense of riding freedom. The main goal in this lightweight half fairing’s development was to reduce wind fatigue when touring at 120km/h or more. It was also designed to be both stylish and elegant, and show off that impressive block of CB DOHC inline-4 engine to maximum effect.

Aerodynamic Styling

Leading with an insolent-looking protruding lower lip encompassing the bottom edge of the single-element multi-reflector headlight’s clear plastic shell, the fairing extends up and back in swooping curves that ideally complement the lines of its front fender and fuel tank. The fairing’s long, tinted windscreen features air dams at its sides to direct air away from the rider, and a slightly curved lip at its top edge to better deflect wind up and away from the rider’s chest and neck area, and help realise more comfortable cruising at speeds over 160km/h.

This broader range of wind protection is also enhanced by the air intake vents located on both sides of the wide headlight—evoking those prominent louvers first seen on the 1982 CB1100RC. Air rushing into these ports at speed accelerates through the sides of the fairing and exits from expanding side ports that have been wind tunnel

tested not only to draw air through these passages, but to create outward-facing jet streams that widen the area of wind protection around the rider's lower body and knees. These unique ports also provide a significant contribution to the CB1300S' high-speed handling stability and ultimately to enhanced rider confidence and control.

Integrated Instrument Panel Features Blue Backlighting

The fairing's elegantly built-in instrument panel features fully electronic instrumentation, with the main dials illuminated from the back by a soft, pale blue glow that's easy on the eyes at night, in contrast with the soft amber backlighting used on the CB1300 and CB1300-ABS' meters. Also equipped with Honda's highly effective HISS immobiliser system, the CB1300S comes alive at the turn of its programmed key with a distinctive startup display which swings the speedometer and tachometer needles to full throw and gradually back again as the figures on the multi-function LCD flash.

Handy Glove Boxes Add to Storage Capacity

Convenient lids on either side of the rider's cockpit area flip up to reveal handy 1-litre capacity storage compartments that offer plenty of space for small riding essentials. The left-side pocket also features a key lock for added security whenever leaving the bike unattended. This extra carrying capacity and convenience augments the spacious 11.4-litre carrying compartment located under the CB1300S' broad, comfortable seat.

Slim Sidecovers

To ensure optimum riding ease for the widest possible range of individuals, the CB1300S incorporates the same slimmer profile sidecovers introduced on the previously refined CB1300 and CB1300-ABS. Offering a slimmer form in the leg area when at stop, and a straighter and easier reach to the ground for riders of all inseam lengths, these sidecovers complement the big CB's enhanced seating quality and aerodynamically designed new frame-mounted fairing with detailed changes that pay off in greater long-term riding comfort and makes a large contribution to the CB1300S' seamless package of riding performance.

Unmatched Quality of Execution

Like the new CB1300 and CB1300-ABS, the main attraction of the new CB1300S is still its monstrous 1,284cm³ liquid-cooled DOHC inline-4 engine and the fine workmanship displayed in its every component part. From traditional style high-performance suspension and brake systems glistening with the rich sheen of gorgeous bare metal to its giant 21-litre fuel tank and broad, compliant stepped seat, the CB1300S glistens with the highest quality in its every detail. For discerning riders who look for 'value' in less tangible assets than simply power, performance and a low price, but instead focus on non-quantifiable features such as exacting detail, refined finish and flawless execution—the CB1300S, with its beautifully executed new half fairing, easily adds up to be one of the best values in motorcycling.

Colouring Concept

The dynamic CB1300S will be released in two eye-catching colour variations. The first features rich red patches over a pearlescent white base which evokes the big CB's distinctive ties to the Bol d'Or racers of old. A red front fender also adds a further touch of distinction from the earlier CB1300 naked releases. Following this is a solid metallic black version that emphasises the CB1300S' sleekly attractive lines, and ensures that the new CB1300S really stands out as a motorcycle with character.

Like its two recently released sibling, the CB1300S' redesigned side covers are painted in a textured matte black finish with a simple yet powerful raised 3-dimensional "CB1300S" emblem attached. The only other markings to be seen include the traditional Honda wing mark on the sides of its fuel tank, and the Honda logo displayed prominently under its tapered tail, above the large, sleek 18-segment LED taillight.

In keeping with the fairing's matte black interior, the large, brushed aluminium upper triple-clamp seen on the standard and ABS versions has also been finished in matted black, for a darker and meaner look of performance.

In tune with the earlier released CB1300 versions, the CB1300S' matte finish metallic black painted wheels are set off by bright gold-coloured brake callipers for a classy accent on the impressive CB1300S' dynamic image.

Colours

- Pearl Fadeless White (with Arcadian Red)
- Darkness Black Metallic

Engine

The CB1300S' monstrous inline-4 engine is unchanged from the earlier re-release of the CB1300 and CB1300-ABS, and delivers the same breathtaking performance throughout its wide rev range. No high-revving screamer, this giant's power comes on strong and assertive from down in the depths of its potent, torque-filled rev range, and rolls quickly and forcefully up to highway speeds with the easy, assured gait of a steam locomotive.

This big, fuel-injected mill responds effortlessly, and with instant authority, from virtually any speed in any gear, delivering a deeply satisfying surge of smoothly responsive—and profoundly exciting—acceleration. As powerful as it is, though, the big, elegantly faired CB1300S' smooth response and dynamic acceleration rarely overwhelm—unless you want them to. Its engine is designed to deliver its peak power and torque at relatively low engine speeds, for well-mannered performance that has won wide acclaim for its smooth and stable midrange response, strong, breathtaking acceleration and reassuring overall riding feel.

Smoother Throttle Response

Big fuel-injected engines all seem to share a common complaint in the low speed handling department, as power often seems to leap ahead unexpectedly, rather than surging smoothly and linearly as the throttle is lightly controlled. Like the previously released CB1300 and CB1300-ABS, the new CB1300S comes equipped with detailed modifications made to its fuel injection and ignition systems for smoother response, and specially redesigned clutch and wheel dampers that buffer out any remaining jolts of annoying jerkiness at lower speeds. Designed with a tighter fit that starts absorbing and smoothing out the shocks almost instantly, these in-line damper systems combine with the 2005 models' enhanced fuel injection system to make throttle control perhaps the smoothest and most predictable ever experienced.

Chassis

The CB1300S shares the identical chassis and suspension setups of its naked siblings. A classically strong and lightweight double-cradle steel tube frame provides remarkably light and responsive handling, while effectively harnessing the power generated by its big inline-4 engine. A 3-point mounting system featuring a single rear rubber mount transmits the engine's exhilarating rumble of midrange power and torque to the rider while keeping annoying buzzes of vibration to a minimum.

The CB1300S' short wheelbase and low seat height are almost surprising for such a visually imposing machine, and help ensure light, responsive handling that feels like a much smaller sportsbike while on the move, even when crawling through stop-and-go traffic.

High-Performance Suspension Systems

Like its siblings, the CB1300S features sporty, high-performance front and rear suspension systems, including a stout 43mm cartridge-type front fork for smooth and responsive handling that soaks up the bumps while maintaining confident control, whether dodging through crowded city streets or tearing around the tight curves of mountain passes.

A classic pair of twin-shock rear dampers with integrated gas-charged remote reservoirs take up position in the rear, supporting a massive 40 × 90mm box-section aluminium swingarm for a plush ride, a solid delivery of the engine's enormous power to the ground, and always confident control.

High-Performance Wheels

The CB1300's lightweight and sporty-looking U-section 5-spoke cast aluminium wheels look like they were taken off a professional race machine. Slightly narrower than the treads featured on most litre-class Super Sports machines, the CB1300's 17" rims and tyres ensure this proud beast delivers remarkably light and effortless handling, even at high-velocity expressway speeds.

Confident Braking Control

Braking is another area where the CB1300S emphasises confident control, with fine-tuned triple-disc brakes including a pair of 310mm 4-piston calliper floating front disc brakes and a compact 256mm single-piston-calliper unit in the rear.

The big CB1300S also comes standard equipped with Honda's most advanced Antilock Brake System, or ABS, which, like all Honda's Antilock Brake Systems, constantly monitors the speeds of both wheels and prevents even the hint of tyre slip by making minute adjustments in brake pressure which are so fine and so fast that the rider hardly has any idea that the system is in operation.

Identical in design to the ABS featured on the standard, unfaired CB1300 ABS, this system helps maximise a rider's sense of confidence and ease in using the CB1300S' brakes to their full stopping potential, especially when road surfaces fail to offer optimal braking conditions.

As with all other Honda models equipped with this advanced ABS, the system's central ECU features a self-diagnostic program which constantly monitors all main electronic and hydraulic system components. Should any malfunction—no matter how small—ever be detected, the system automatically shuts itself off and reverts to standard, reliable triple-disc brake operation, while an LED warning light on the instrument console provides a visible indication of system failure and the need for timely service.

Equipment

Large, Multi-Function Instruments

From the CB1300S' wide, plushly padded seat, the view over its new windscreen is one of the best on wheels, as every big handful of throttle comes alive with a throaty lunge at the horizon. Immaculately built into the fairing's interior panel are a pair of large fully electronic speedometer and tachometer gauges featuring pale blue backlighting, and a central multi-function LCD readout of travelling parameters and air temperature. Another LCD readout of fuel level and clock is located within the tachometer dial. Indicators are centralised between the two main dials for easy view, and the whole assembly is crowned by a brilliant pair of yellow turn indicators.

HISS (Honda Ignition Security System) Anti-Theft Protection

Like most of Honda's most modern road bikes, the CB1300S comes fully equipped with Honda's highly effective HISS anti-theft system, which prevents the engine from being started by any way other than the motorcycle's two original pre-programmed keys. Unless the correct key is inserted, this system totally disables the engine at the very heart of its ignition system, and cannot be bypassed by either hot-wiring the ignition or switching ignition modules, thus greatly reducing the possibility of ride-away theft and hopefully vandalism.

Underseat Carrying Space

Like its first generation and current stablemates, the new CB1300S conceal a giant 11.4-litre capacity utility space under its stepped seat designed to easily hold such long-distance riding necessities as a rain suit, goggles, gloves, road maps, magazines, or even some light snacks. Room is also provided to carry any of several sizes of U-locks or other anti-theft devices, and for extra security, the locking seat keeps the contents of this giant compartment safely out of sight, and thus out of the mind of potential troublemakers.

Optional Equipment

The big CB1300S also features a wide assortment of specially produced optional parts and equipment designed to make the riding even more enjoyable. This wide range of equipment includes a convenient rear carrier featuring built-in fold-down pillion hip pad, bolt-on mushroom-type nylon engine guards, adhesive tank pad protectors, and even a motion and vibration-sensitive anti-theft alarm that warns off potential tamperers and thieves with a piercing wail.

Specifications**CB1300S (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)
Max. Torque	117Nm/6,000min ⁻¹ (95/1/EC)
Idling Speed	1,000min ⁻¹
Oil Capacity	4 litres

Fuel System

Carburation	PGM-FI electronic fuel injection
Throttle Bore	36mm
Aircleaner	Dry, cartridge-type paper filter
Fuel Tank Capacity	21 litres (including 4.5-litre warning light reserve)

Electrical System

Ignition System	Computer-controlled digital transistorised with electronic advance
Ignition Timing	1° BTDC (idle) ~ 46° BTDC (3,500min ⁻¹)
Sparkplug Type	DPR8EA9 (NGK); X24EPR-U9 (ND)
Starter	Electric
Battery Capacity	12V/12AH
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 (76/46)
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	2.167 (39/18)
Final Drive	#530 sintered link chain

Frame

Type Double-cradle; steel tube

Chassis

Dimensions (LxWxH) 2,220 x 790 x 1,120mm
Wheelbase 1,515mm
Caster Angle 25°
Trail 99mm
Turning Radius 2.7m
Seat Height 790mm
Ground Clearance 135mm
Dry Weight 236kg
Kerb Weight 264kg (F: 130kg; R: 134kg)
Max. Carrying Capacity 188kg
Loaded Weight 455kg

Suspension

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

Wheels

Type Front U-section 5-spoke cast aluminium
Rear 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, ABS and sintered metal pads
Rear 256 x 6mm single-piston calliper disc with ABS and sintered metal pads

All specifications are provisional and subject to change without notice.