

2006 Deauville



More modern and attractive instrument panel design features four attractive dials for speedometer, tachometer, fuel and temperature gauges, and a large central LCD readout of odometer, dual trip, fuel consumption and clock displays.



Ever-on hazard light switch remains on even when the ignition key is removed, until turned off by pressing the hazard light switch. Cannot be turned on again until the ignition key is re-inserted.



Larger-capacity fully integrated panniers (Left-side: 24 to 27.4 litres; Right-side: 19.5 to 26.7 litres), with smoother-walled interiors for enhanced loading ease. A large new through-hole between the two containers also provides additional carrying capacity and packing ease.



Twin-spar steel tube frame mounts light-handling and smoothly responsive 41mm front fork and heavy-duty adjustable single-shock rear suspension. A new spring pre-load adjuster knob facilitates rear suspension settings.



Fuel-injected, liquid-cooled V-twin engine features newly developed four-valve cylinder heads and larger displacement (up from 647 to 680cc) for a significant boost in power and acceleration. The engine's new fuel injection system contributes to higher power, sharper and smoother response, lower exhaust emissions and increased fuel economy, while lighter pistons and connecting rods ensure smoother operation. Clean and quiet shaft final drive completes the package.



Large piggyback-style dual multi-reflector headlight provides brilliant night-time illumination in a sleekly elegant configuration. Stylish new clear-lens indicators with amber-coloured bulbs accentuate the new Deauville's modern look of elegance.



Two-position adjustable windscreen can be set 170mm higher and tilted upward for enhanced wind protection at higher speeds.

Broader, more fulsome front cowl design provides greatly enhanced wind protection at higher speeds. New rear-view mirror stalks have also been extended by 55mm each to provide an easier view to the sides and back of the Deauville.



Convenient, larger-capacity glove boxes provide plenty of room to carry smaller necessities close at hand. New spring-loaded weather-resistant hard plastic lids open with a touch and remain open until pressed firmly closed. The left side compartment also features the extra security of a key lock.



Confidently responsive Combined Disc Brake System provides smooth and reliable stopping power with a carefully measured combination of front and rear braking forces whenever the rear brake pedal is pressed. A new ABS version of the Deauville extends its braking capability with the smooth, confidence-inspiring performance of Honda's advanced Antilock Brake System.



2006

DEAUVILLE

PRESS INFORMATION

Introduction

Honda's sleek and stylish Deauville debuted in 1998 as a new concept in mid-sized motorcycles designed to offer both versatile commuting ease and convenience, and the confident ability to quickly set out on a few enjoyable days of light touring. Featuring a compact half-fairing integrating a set of medium-capacity panniers into its sleek, aerodynamic form, the Deauville won an immediate and growing following for its modern looks, the ample power and performance of its slim, liquid-cooled V-twin engine, and its easy compatibility with busy urban lifestyles. Its satisfying two-up touring capability has also been an added plus, and a welcome attraction to many riders who enjoy extending their riding over days at a time, or bringing a spouse or friend along to share in the fun.

In 2002, the Deauville saw its built-in carrying capacity increased in size and volume to enhance both its convenience as a daily commuter and its range as a tourer with nearly a 30% increase in carrying space. The same year, the Deauville also received a new version of Honda's excellent Combined Brake System, providing an extra measure of assured control whenever the rear brake pedal is used, while maintaining strong, conventional front brake lever operation.

Since then, the Deauville has continued to provide its riders with a deeply satisfying mix of performance, comfort, convenience and style, all at an easily affordable, value-packed price that makes it a highly attractive all-round alternative to a car or public transport for daily commutes to work and back.

Now, four years after its most recent update, the Deauville's development team again set out to build on this popular motorcycle's proven strengths with a list of desired refinements gleaned from feedback from riders received over the years. These refinements included such basic improvements as expanded carrying capacity and stronger performance as important fundamental steps toward achieving a further evolution of the Deauville's proven 'Multi-Use' concept.

Development Concept

The incomparable Deauville has been travelling the packed urban avenues and wide open highways of Europe for eight years now, providing smooth and reliable mid-sized performance in a comfortably integrated commuting and touring package. Its value-added combination of convenience and quality features, including its built-in panniers and shaft final drive, have won the Deauville the admiration of a dedicated group of riders who value its excellent all-round versatility, confident riding ease and strong yet not overwhelming performance.

After eight years on the road, the Deauville's development team decided the time had come to make some substantial improvements to not only its look and serviceability, but also to its performance, as well. A host of detailed changes in the Deauville's bodywork were incorporated to project a more modern look while also enhancing its range of riding comfort when used in longer-distance touring applications. From its new headlight and adjustable windscreen to its significant increase in its carrying capacity, the new Deauville's evolutionary changes expand its versatility and riding comfort for a new generation of commuting and touring enjoyment.

Improved engine performance was, of course, also one of the primary goals in the new Deauville's development. However, rather than merely boosting displacement in the most straightforward approach to stronger performance, the team set out to thoroughly revise its slim yet powerful liquid-cooled V-twin engine with such radical changes as lighter new 4-valve heads and electronic fuel injection replacing the carburettor-mounted 3-valve heads it has used from the very start. The Deauville's new, freer breathing combustion chambers and improved fuel delivery system combine to realise remarkably improved power output and performance. In fact, its stronger surge of power, especially as it translates to roll-on performance, is much more impressive than its mere 33cm³ increase in displacement would suggest.

Time has also caught up with the Deauville in terms of environmental compatibility, and its long-featured carburettor-equipped engine became a perfect candidate for a new fuel-injected boost in its performance and reduction in its emissions. Electronic fuel injection, of course, makes possible the minutely accurate control of fuel metering, and in combination with an exhaust system-mounted catalyser, this advanced computerised system can achieve greatly increased combustion efficiency

for both exceptionally low emissions of harmful exhaust gases and significant reductions in fuel consumption.

Renowned for providing a superb balance of comfort and control, the Deauville's basic light-handling chassis configuration been left virtually unchanged. However, in the interests of enhancing overall riding control and confidence, a new ABS version was also created, which extends the remarkably smooth and responsive braking capability of Honda's advanced Antilock Brake System to those riders who will settle for nothing less than the best that the Deauville has to offer.

The Deauville's extensive range of optional equipment and accessories has also been further expanded with an eye towards extended touring convenience and comfort, and even goes so far as to include a compact and highly useful electronic navigation system. Like all the features of the new Deauville, its assortment of optional equipment is intelligently conceived and sure to provide the utmost in riding satisfaction.

Styling

From its first inception, the unique Deauville has been specially designed to meet Europe's distinct requirements for comfortable and convenient two-wheeled transportation with a touch of style and curvaceous comfort, and in a size that's comfortably compatible with Europe's often narrow urban streets. Its sleekly contoured, aerodynamic form slips smoothly through crowded urban avenues and narrow streets with remarkable ease, while its sleek three-quarter fairing design provides both an attractive look and built-in carrying convenience, thanks to its fully integrated set of large-capacity panniers. Built especially to meet the needs of a discerning cross-section of motorcycle commuters who also enjoy a bit of light touring, the Deauville combines satisfying performance with innovative design to offer a remarkably wide range of riding enjoyment.

For 2006, the newly improved Deauville shows off its advancements in design and function with an impressive new look. Its new bodywork provides a wider, more effective area of protection against wind and elements, while projecting a more touring-oriented look. Its riding position is easier and more relaxed, and a host of carefully considered details really set it apart from its earlier iterations.

Even the Deauville's fuel tank has been modified, with a one-litre larger capacity that combines with the new engine's new fuel injection system and improved fuel efficiency to offer longer touring ranges between fuel stops.

As always, the Deauville also features a set of rugged, frame-mounted bumpers concealed behind moulded resin covers that help protect its bodywork in the event of a stationary fall or tip-over.

New Piggyback-Style Dual Multi-Reflector Headlight

One of the first changes in the Deauville's look to catch the eye is its new dual multi-reflector headlight, which features a sharply tapered piggyback design that positions its brilliant high beam directly over its ever-on low beam under a single, compact clear-face flush-surface lens. This headlight configuration has been well proven to provide exceptional night-time illumination and riding confidence on such highly regarded Honda models as the CBR1100XX Super Blackbird.

Other lighting changes include new clear-lens turn indicators with amber bulbs that contribute a more modern accent on the Deauville's attractive new overall design.

New 2-Position Windscreen

The Deauville's wide-coverage windscreen has also been enlarged and improved with new mounting hardware that not only offers a 170mm change in screen height, but also a change in screen angle. To change the windscreen position, its angled mounting brackets are reversed in position to not only raise the screen, but also tilt it several degrees forward, providing more effectively enhanced wind protection at higher touring speeds.

To the sides of the windscreen, the Deauville's rear-view mirror stalks have been extended in length by 55mm each to offer a further enhancement to riding ease by providing an easier at-a-glance view to the sides and rear of machine in all riding conditions.

New Instrument Panel Design

The new 2006 Deauville also features a more modern and attractive new instrument panel, with an eye-catching four-dial façade integrating new fuel and coolant temperature gauges around its larger rev counter and speedometer dials. A large central LCD readout of odometer, dual trip, and clock displays, as well as momentary and average fuel consumption is prominently positioned for easy recognition above a standard set of indicator lights which includes a blinking HISS (Honda Ignition Security System) light and an ABS system failure warning light on the ABS version.

More Comfortable Riding Position

The new Deauville's riding position has also been modified for greater long-term riding and touring comfort. Its spacious contoured seat features a denser layer of urethane foam for enhanced compliance and a softer feel along with a lower seat height, while its handlebar position has been raised approximately 30mm for a slightly more upright and comfortable position that contributes to easier manoeuvring through city traffic and greater long-term comfort while cruising on the highways.

The Deauville's side covers have also been redesigned with a narrower overall width that doesn't protrude into the leg area, thus permitting an easier reach to the

ground for a wider cross-section of riders, and will certainly be a welcome change for shorter riders.

For the passenger, a thoroughly redesigned seat contour with thicker padding and a slightly raised hump in the front centre of its wide seating area provides welcome long-term riding comfort with less sliding forward under braking forces.

Increased Carrying Capacity

The Deauville's unique built-in pannier bags have been significantly increased in size and carrying capacity. While maintaining their elegantly integrated look, the left-side pannier was increased in volume from 24 to 27.4 litres, while the right-side bag was boosted in size from 19.5 to a full 26.7 litres, for an overall increase of fully 10.6 litres in carrying volume.

Besides this sizeable increase in capacity, the Deauville's new panniers feature a unique through-hole reaching across between the two bags which offers an extra 2.6-litres of space that can be used to carry longer articles with greater ease, as well as offering greater freedom in packing irregularly shaped items.

Access is, as always, an easy one-touch affair, with elegantly designed lift-up latches integrated into the bases of the large, wrap-around pillion grab rail and secured with the ignition key.

As before, the Deauville's pannier capacity can be increased with the addition of an optionally available set of larger-volume pannier lids.

Even the Deauville's handy glove boxes, located on both sides of its fuel tank, have been increased slightly in size for added carrying ease, and now feature new spring-loaded hard plastic lids that conveniently remain open until lightly pressed closed. The left-side compartment also provides the added security of a key lock.

Colouring Concept

The new 2006 Deauville will be made available in five attractive colour variations that exude a high sense of quality and prestige in this elegantly styled machine's every reflected hue. Leading the group is a soft light brown colour with metallic highlights that complements the engine's grey tone to exude a look of subtle sophistication. A pastel-like greenish metallic blue follows, accentuating the Deauville's look of fine quality and luxurious finish. The multi-coloured reflections seen in its pearlescent black variation project an image of stars in a night sky, while an elegantly composed dark metallic grey calms the senses while on the move. Finally, a bright white will also be offered as a special variation that will appeal to fleet users and riding professionals, providing a neutral base for applying identifying markings.

Colours

- Dusk Beige Metallic
- Petrol Blue Metallic
- Pearl Concours Black
- Anchor Grey Metallic
- Shasta White

Engine

The Deauville's slim, smooth and powerful liquid-cooled V-twin engine has won a following for delivering a wide range of strong performance day in and day out. With a history extending back nearly 18 years to the long-running NTV650 Revere, this incredibly hard-working engine has received few major modifications in its long lifetime of service. However, after six years of carrying the Deauville around the Continent with confidence and remarkable reliability, the time has finally come for some fundamental improvements, including a significant boost in power.

To achieve these aims, new combustion chamber heads were designed, displacement was increased, a new fuel injection system added, and a host of components redesigned to improve performance while achieving a 1.4kg reduction in engine weight, which also has a pronounced effect on performance and handling.

Larger Displacement

In the interests of boosting the Deauville's power output without resorting to major modifications to the engine's basic overall construction figures, its cylinder bores and pistons were increased by 2mm (from 79 to 81mm) while stroke was left untouched, resulting in a 33cm³ increase in total capacity, from 647 to 680cm³. While this displacement boost is responsible for some of the Deauville's significant boost in power and torque, it is but one factor in the new engine's total performance equation, and the engine's other modifications complement this increase in displacement to provide a remarkable improvement in overall engine performance.

Even though the Deauville mounts larger-diameter pistons, they, along with their connecting rods, have also been made considerably lighter than before, for sharper throttle response and acceleration.

New 4-Valve Heads

Besides increasing the engine's displacement by 33cm³, the Deauville's development team also set out to reap the performance benefits that can be achieved through better breathing. This was done by designing an all-new 4-valve head to replace the 3-valve heads that have been used on this engine since its initial development.

Unchanged from before, this new 4-valve head configuration is actuated by a single chain-driven overhead cam, and permits smoother, more efficient flow of intake

and exhaust gasses through the combustion chamber, as well as more complete filling of the combustion chamber on the intake stroke. The slightly more compact combustion chamber also features a higher compression ratio (up from 9.2 to 10.0 : 1) for enhanced power characteristics.

Making another contribution to the engine's stronger, more efficient combustion are the heads' new single centralised spark plugs, which replace the dual side-mounted plugs that this venerable V-twin engine has used from its first debut. This new centre rooftop placement ensures a quicker and more efficient spread of the combustion flame across the top surfaces of the engine's lighter, new cast aluminium pistons, for stronger thrusts of power within its higher compression cylinders.

These new heads also feature straighter new intake port designs for enhanced intake efficiency that combines with the Deauville's new PGM-FI fuel injection system and larger-capacity aircleaner, as well as the new four-valve head design to realise increased filling and combustion efficiency that results in stronger power output.

New PGM-FI Fuel Injection System

Like most of Honda's finest road bikes, the new 2006 Deauville now features one of Honda's most advanced PGM-FI electronic fuel injection systems for accurate fuel delivery, easy starting, highly responsive throttle control and exceptionally low exhaust emissions. The system features two 40mm throttle bodies integrated into one crossed unit and high-performance 12-hole injectors for optimised atomisation and air/fuel ratio that results in stronger power, more responsive throttle control and smoother, flatter power output from low to high revs, along with a more linear and powerful feel of performance. Not only does this new system contribute to the Deauville's increase in power output, it is also responsible for providing an 8% increase in fuel economy compared to its previous smaller-displacement engine configuration.

Lower Emissions

As with most of Honda's electronic fuel injection systems, the Deauville's highly evolved system makes a major contribution toward reducing exhaust emissions by means of its integrated HECS3 oxygen-sensing catalytic converter system, with a large-capacity 300-cell catalyser element installed in the exhaust system, just ahead of the silencer. This system effectively minimises the emissions of carbon dioxide (CO),

hydrocarbons (HC) and nitrous oxides (NO_x) while maintaining strong and smooth performance throughout the engine's impressive powerband, and is responsible for reducing the Deauville's emissions to well below strict new EURO-3 emissions regulations.

New Starter Motor

Among the Deauville's lightened components are the thinner-wall castings of its aluminium heads and headcovers, and its new electric starter motor. This new motor features a radial disc-type commutator replacing the conventional cylindrical piece and reducing the length of the motor by over 6mm while making the unit lighter and simpler in design. The new motor's multi-polar design realises a significant increase in generated torque along with its smaller design.

Stronger Performance

All these modifications to the Deauville's engine add up to much stronger performance, especially in its wide midrange, for a more impressive surge of roll-on acceleration whenever the throttle is opened wide, even when carrying a full load of passenger and gear. Maximum power output has been improved by 4.7kW in overall engine performance (from 43.6 to 48.3kW), while maximum torque has seen an increase of fully 15% (from 55 to 66.2Nm) in hard-accelerating thrust that greatly improves its two-up touring performance potential.

The engine's notable increase in power output also invariably results in an increase in operating temperatures, which has been countered with a new liquid-cooled oil cooler, which wicks away temperature buildup in the engine's lubrication system and helps maintain smooth and strong long-term operating stability and reliability.

Stronger engine performance also places extra stress on other areas, such as the transmission, and to pre-empt any potential for problems, the gear box's top gear was shot-peened for increased structural strength. As always, the Deauville features smooth, silent and maintenance-free shaft final drive, which keeps its riding experience clean, quiet and friendly.

Finally, if anything sets apart the experience of riding a motorcycle with a V-twin engine, it is the exhilarating sound that engine produces as it rolls up to speed. The new Deauville provides pure, unadulterated satisfaction with a pleasing rumble of V-twin

sound, especially in the lower registers. Just another appealing feature in the new Deauville's unique approach to touring and commuting comfort.

Chassis

Essentially unchanged since its first debut, the Deauville's lightweight yet ruggedly constructed twin-spar steel frame wraps closely around its slim V-twin engine to provide both agile handling and reassuringly neutral control. Suspension duties are taken care of by a rigid and responsive 41mm front fork offering smoothly responsive handling, and combines with a heavy-duty single-shock rear suspension system to assure a comfortable, well-controlled ride for one or two and a full load of touring gear.

The rear damper's new spring preload adjuster features a large, easy-access adjustment knob located on the left side, which offers 40 click steps of adjustment, 8 below and 32 above a standard, rider-only pre-set. Etched indicator lines facilitate adjustment.

Combined Brake System

Since 2002, the Deauville has features a specially configured Combined Brake System to assist in assuring smoothly balanced braking control in virtually all riding situations. The system features a pair of new design Combined three-piston front brake callipers gripping wide 296mm drilled disc brake rotors, and a conventional dual-piston calliper disc brake in the rear.

The front hand brake operates like most conventional motorcycle disc brake systems, actuating all three pistons in the right-side calliper and the outer two pistons of the left-side calliper. The rear brake pedal, however, engages a combined actuation of both the rear brake and, by way of a proportional control valve (PCV), the centre piston of the front left-side brake calliper, thus helping to maintain an optimised balance of braking in high-pressure applications of the rear brake pedal for more stable braking operation.

New ABS Version

The new Deauville also offers the option of a separate new version equipped with Honda's remarkably smooth and efficient Antilock Brake System (ABS) in addition to its standard equipped Combined Brake System. Like the systems featured on several other Honda models, the Deauville ABS's compact and highly advanced ABS provides

exceptionally smooth and confidence-inspiring braking control in the most extreme braking conditions, where riders of all skill levels need it most.

At the heart of this system is a single, ultra-compact motor-driven modulator that controls the operation of both front and rear brakes, and is overseen by a high-speed 16-bit computerised ECU. Constantly monitoring a set of Hall-effect sensors mounted to the Deauville's front and rear brake calliper mounts, the ECU tracks the rotating speed of a pair of louvered pulsar rings attached to the centres of the wheels. The slightest hint of tyre slippage—registered as a minute fluctuation in the relative speeds of the front and rear wheels, and usually far too small for the rider to detect—causes the ECU to initiate control over the modulator and stop tyre slip before it begins with a rapid cycling of brake pressure Decrease-Hold-Increase micro-intervals (no less than five cycles per second) that continue to apply just enough brake pressure to provide smooth and steady deceleration, but without allowing either the front or rear wheel to lock up and lose control.

Demonstrating Honda's firm commitment to safer braking systems, this Combined ABS system represents one of the simplest and most effective such systems in motorcycling, providing the ultimate in riding confidence and control. The further addition of this advanced ABS version gives the Deauville a dramatic improvement in its already excellent braking response, resulting in significantly greater braking comfort and confidence compared to other commuting and touring motorcycles equipped with conventional brakes. Over variable traction surfaces, such as wet crossing lines, cobblestone streets or metal plates, this added control can make all the difference in maximising a rider's confidence and security, and would certainly prove to be a welcome feature for riders yet to develop the skill and confidence to operate a motorcycle's brakes to their full potential.

As with all other Honda models equipped with this advanced ABS, the system's main ECU features a self-diagnostic programme which constantly monitors all main electronic and hydraulic system components. If any malfunction is detected, the system automatically shuts itself off and reverts to standard, fully reliable Combine brake operation, while a red LED warning light on the instrument console provides a visible indication of system failure and the need for timely service.

Equipment

New Ever-On Hazard Light Switch

The new '06 Deauville also features new blinking hazard light circuitry that allows operation even after the ignition is switched off and the key removed. This all-new function allow the rider to switch on the hazard lights and leave the Deauville securely locked for a period of time with the lights continuing to flash.

When on, the hazard lights can be easily turned off by pressing the hazard light switch again, and don't require that the key be placed back in the ignition switch to switch off. However, once switched off, the hazard lights cannot be switched back on again until the key is inserted and the ignition switched on, thus minimising the possibility of tampering with its operation. A highly useful feature which may be seen on other Honda models in the near future.

Higher-Output ACG

The Deauville is famous for offering an extensive range of optional accessories to further augment its riding enjoyment, and that range of equipment is further expanded for 2006. In order to ensure that the Deauville can more effectively power these accessories, its ACG has been boosted in output from 308W to 452W, a 50% increase in electrical power output to allow it to more effectively power a range of added accessories while still keeping the battery fully charged.

Optional Equipment

Honda Access proudly presents a broad range of new, specially developed and highly innovative optional equipment and accessories for the new 2006 Deauville designed to improve upon every aspect of its riding and touring enjoyment.

- New front and rear fog lights enhance the ability to see and be seen in poor weather conditions. Featuring contoured shapes that mount attractively to the undersides of the Deauville's bodywork, these bright 35W front lights provide excellent illumination and high visibility. At the rear, a newly developed LED fog light mounts on the base of the rear fender and provides a brilliant warning to approaching vehicles while minimising battery consumption.
- Larger-volume pannier lids in matching body colours further expand the panniers' carrying volume from 27.4 to 33.5 litres (right side) and from 26.7 to 37 litres (left side), permitting the carrying of not only much larger objects, but also more in the way of touring gear.
- A large, stylish 45-litre locking top box in matching body colours, which attaches via a quick-mount locking system. This top box also features a built-in pillion back rest and can easily and securely carry two full-face helmets and more.
- An injection-moulded resin rear carrier with moving top box mounting system.
- Custom-made fabric inner pannier bags and top box bags in standard and deluxe editions with strong carrying handles and zippered centre panels that permit expansion to fit the larger sized lids.
- A convenient, attaché case-like magnetic tank bag (rain cover included).
- Good news for all music lovers. A compact digital amplifier which can be easily connected to an MP3 player, a portable CD player or any other audio device via its stereo mini jack.
- A speaker kit for the dash area provides excellent sound quality while an automatic speed sensitive volume control system raises or lowers the volume depending on your cruising speed. With offset voice coils, these compact waterproof speakers deliver excellent frequency response and directivity.

- A convenient GPS navigation system for enhanced long-distance touring with an indispensable Honda-original hand controller. This compact unit installs on the centre section of the handlebars with its special mounting kit.
- A set of knuckle visors that mount on the edge of the fairing to extend its range of wind protection beyond the hands and forearms.
- New 5-step adjustable electric grip heaters to provide an extended range of cold weather riding comfort. A Honda-developed battery protection circuit prevents battery drainage while the grip heaters are in use.
- A set of soft polyurethane knee pads to protect knees from the edges of the fairing while offering enhanced wind protection.
- A large, moulded lower cowl that contributes a stylish accent while protecting the underside of the engine and the rider's feet from the elements and splash thrown up from the front wheel.
- A front mudguard extension which reaches down below the rear of the mudguard to provide enhanced protection against water and grime thrown up by the front wheel.
- A handy 12-volt accessory socket that combines with the Deauville's built-in wiring harness to facilitate the use of components such as a cell phone or other light electrical accessories.
- A motion-and vibration-sensitive Averta alarm system that emits a piercing wail if tampering is detected.
- Clear urethane seals to protect paint and plastic from scratches and scuffs.
- A water-and UV-resistant bike cover which allows the motorcycle to dry while covered. Two holes in the lower portion allow the motorcycle and cover to be securely locked with a Genuine Honda U-lock.

Specifications

Deauville (ED-type)

Engine

Type	Liquid-cooled 4-stroke 8-valve SOHC 52° V-twin
Displacement	680.2cm ³
Bore x Stroke	81 x 66mm
Compression Ratio	10 : 1
Max. Power Output	48.3kW/8,000min ⁻¹ (95/1/EC)
Max. Torque	66.2Nm/6,500min ⁻¹ (95/1/EC)
Idling Speed	1,200min ⁻¹
Oil Capacity	3.2 litres

Fuel System

Carburation	PGM-FI electronic fuel injection
Throttle Bore	40mm
Aircleaner	Dry, cartridge-type paper filter
Fuel Tank Capacity	19.7 litres (including 3.5-litre reserve)

Electrical System

Ignition System	Digital transistorised with electronic advance
Ignition Timing	10° BTDC (idle) ~ 45° BTDC (8,900min ⁻¹)
Sparkplug Type	DPR8EA-9 (NGK); X24EPR-U9 (ND)
Starter	Electric
Battery Capacity	12V/14AH
ACG Output	452W
Headlight	12V, 55W 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)
Secondary Reduction	0.939 (31/33)
Gear Ratios	1 2.571 (36/14) 2 1.688 (27/16) 3 1.300 (26/20) 4 1.074 (29/27) 5 0.923 (24/26)
Final Reduction	3.091 (34/11)
Final Drive	Enclosed shaft

Frame

Type Diamond; steel twin-spar

Chassis

Dimensions (LxWxH) 2,218 x 810 x 1,320mm (raised windscreen: 1,491mm)

Wheelbase 1,476mm

Caster Angle 28° 50'

Trail 115mm

Turning Radius 3.1m

Seat Height 806mm

Ground Clearance 156mm

Dry Weight 236kg (*239kg)

Kerb Weight 257kg (F: 113kg; R: 144kg)
(*259kg (F: 114kg; R: 145kg))

Max. Carrying Capacity 197kg

Loaded Weight 407kg (F: 145kg; R: 262kg)
(*410kg (F: 146kg; R: 264kg))

Suspension

Type Front 41mm telescopic fork, 115mm axle travel
Rear Single damper with adjustable preload, 122.5mm axle travel

Wheels

Type Front S-section triple-spoke cast aluminium
Rear S-section triple-spoke cast aluminium

Rim Size Front 17 x MT3.50
Rear 17 x MT4.50

Tyre Size Front 120/70 ZR17 (58W)
Rear 150/70 ZR17 (69W)

Tyre Pressure Front 250kPa
Rear 290kPa

Brakes

Type Front 296 x 4.5mm dual hydraulic disc with Combined 3-piston callipers and sintered metal pads

Rear 276 x 6mm hydraulic disc with dual-piston calliper and sintered metal pads

* ABS version

All specifications are provisional and subject to change without notice.