

ST1300 Pan-European

2008 Press Information



Introduction

Performance, comfort and style — all come together in the swift and luxurious Pan-European. Its elegant, aerodynamic bodywork integrates copious carrying capacity that transports two and a full load with confidence and ease on every intercity journey that sparks your imagination. Its host of performance and comfort features are specially designed to give you smoothly responsive control and regal riding comfort that grows with every passing day. Commanding respect like it commands the road, the Pan-European invigorates your senses with every new vista it reveals. Isn't it time you set out across the Continent in both style and comfort? Let the Pan-European take you and you'll see motorcycle touring in a whole new way.

- Honda-unique 1,261cm³ fuel-injected, longitudinally-mounted V4 engine pours out exhilarating rushes of effortless acceleration.
- HECS3 oxygen-sensing catalytic exhaust gas converter system minimises emissions of harmful exhaust gases to ensure full compliance with strict EURO-3 emissions regulations.
- Advanced aluminium twin-spar frame with high-performance Super Sports suspension systems.
- Dual Combined Brake System ensures smoothly responsive braking control.
- ABS version features the added confidence-inspiring stopping control of Honda's most advanced antilock brake system.
- New Candy Glory Red colour variation.

Colours

- Candy Glory Red
- Achilles Black Metallic
- Digital Silver Metallic



Specifications

General	
Model	ST1300 Pan-European
Mold Type	ED-type
Engine	
Type	Liquid-cooled 4-stroke 16-valve DOHC 90° V-4
Displacement	1,261cm ³
Bore x Stroke	78 x 66mm
Compression Ratio	10.8 : 1
Max. Power Output	93kW / 8,000min ⁻¹ (95/1/EC)
Max. Torque	125Nm / 6,000min ⁻¹ (95/1/EC)
Idling Speed	1,000min ⁻¹
Oil Capacity	4.7 litres
Fuel System	
Carburation	PGM-FI electronic fuel injection
Throttle Bore	36mm
Aircleaner	Dry, cartridge-type paper filter
Fuel Tank Capacity	29 litres (with 5-litre LCD-indicated reserve)
Electrical System	
Ignition System	Computer-controlled digital transistorised with electronic advance
Ignition Timing	8° BTDC (idle) ~ 35° BTDC (3,500min ⁻¹)
Sparkplug Type	CR7EH-9 (NGK); W22FER9 (DENSO)
Starter	Electric
Battery Capacity	12V / 14AH
ACG Output	742W
Headlights	12V, 55W x 2 (low) / 60W x 2 (high)
Drivetrain	
Clutch	Wet, multiplate with coil springs
Clutch Operation	Hydraulic
Transmission	5-speed
Primary Reduction	1.785 (75/42)
Gear Ratios	2.571 (36/14)
	2 1.722 (31/18)
	3 1.285 (27/21)
	4 1.041 (25/24)
	5 0.862 (25/29)
Final Reduction	2.833 (34/12)
Final Drive	Enclosed shaft with integrated dampers
Frame	
Type	Diamond; triple-box-section aluminium twin-spar

Chassis		
Dimensions		2,270 x 860 x 1,390mm (with panniers: 1,630mm)
Wheelbase		1,490mm
Caster Angle		26°
Trail		98mm
Turning Radius		2.9m
Seat Height		790mm (±15mm)
Ground Clearance		135mm
Kerb Weight		324kg (F: 153kg; R: 171kg), *329kg (F: 152kg; R: 177kg)
Max. Carrying Capacity		196kg
Loaded Weight		525kg (F: 186kg; R: 339kg)
Suspension		
Type	Front	45mm air-assist telescopic fork, 120mm axle travel
	Rear	Single-side conventional damper with adjustable preload and rebound damping, 123mm axle travel
Wheels		
Type	Front	Hollow-section triple-spoke cast aluminium
	Rear	Hollow-section triple-spoke cast aluminium
Rim Size	Front	18M/C x MT3.50
	Rear	17M/C x MT5.00
Tyre Size	Front	120/70 ZR18M/C (59W)
	Rear	170/60 ZR17M/C (72W)
Tyre Pressure	Front	290kPa
	Rear	290kPa
Brakes		
Type	Front	310 x 5mm dual floating hydraulic disc with Combined 3-piston callipers, (*ABS) and sintered metal pads
	Rear	316 x 7mm hydraulic disc with Combined 3-piston calliper, (*ABS) and sintered metal pads

* ABS version