

2005
CB1300
CB1300 ABS
PRESS INFORMATION

Introduction

Honda's dynamic CB1300 was introduced to Europe's big bike riders in 2003, offering an exciting new standard of big-bore inline-4 performance, and a muscular blast of arm-pulling excitement for all those looking for a high-powered new take on a proven old standard. With styling that proudly evokes the big sportsbikes and intrepid Superbikes of the mid-80's, but brilliantly polished to modern performance standards, the breathtaking CB1300 effortlessly carries riders to the exhilarating heart of the motorcycling experience with its emphasis on the fundamentals of performance and the well-executed basics of the ride.

Designed as Honda's ultimate statement in Naked motorcycle riding enjoyment, the CB1300 features a massive, industrial-looking fuel-injected inline-4 engine that delivers a thundering roar of full-bodied performance from deep down in its highly potent rev range. This strong, visceral rush of performance provides a special attraction to more seasoned riders, whose broader range of riding interests aren't so obsessively focused on raw power, top speed, and dragging foot pegs around the corners. A leisurely blast of strong acceleration to accentuate the feel of the wind in one's face and the heft of a big machine in one's hands provides deeper satisfaction for those with the depth of experience to fully savour it.

Lately, a growing number of street riders of all age groups have come to rediscover the basic pleasures of riding high-powered Naked sportbikes, which strongly adhere to the basics of motorcycling's appeal. These riders know that max. power figures aren't everything, and in the final analysis don't really add up to the greatest riding satisfaction. It's the rest of the power curve, particularly found in a torquey midrange, that really holds the key to full-bodied riding enjoyment, and the CB1300 delivers big fistfuls of exciting midrange performance with few distractions from the pure unadulterated freedom of riding face into the wind.

This growing trend has been reflected in recent new bike sales, as the market segment represented by Naked machines has grown at a significantly faster rate than any other, especially in the higher displacement classes.

Recent polls of CB1300 riders have found many of its riders to be somewhat older and more experienced, with no pressing need to 'prove' their riding ability aboard a hardcore (and hard on the body) Supersports machine. Also, many CB1300 riders

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 a more than ample reserve of power on tap for any time it's needed, the CB1300 doesn't need to be ridden hard to deliver the fullest riding enjoyment.

With such deep general satisfaction expressed for the CB1300 in its main markets of Japan and Europe, its development team chose not to make any drastic changes to its proven formula of success. Instead they focused on making carefully considered evolutionary improvements that could broaden the big CB's overall appeal, polishing up its few rough edges in order to draw greater attention to its exceptionally high levels of performance and refinement.

Development Concept

The new 2005 CB1300 maintains essentially the same development goals established for its first edition. Under a guiding concept of 'Big Emotion' that expresses its massive feeling and superb quality of construction, the CB1300 continues to focus on overall riding enjoyment rooted in the breathtaking thrust of its big inline-4 engine and its imposing, full-bodied proportions.

However, more than just a big red-light racer designed simply to charge from signal to signal up and down the boulevard, the CB1300 delivers a wealth of ultimately satisfying riding characteristics in a near-perfect balance of performance, style and everyday riding ease. Big it is, but in a way that one can easily settle into. Power, yes, but not a power that demands to be constantly tested. Just knowing it's there is enough, with every blip of the throttle providing a reassuring reminder of the performance at one's command.

Rather than tampering with this successful formula, the CB1300's development team set out to improve upon detailed aspects of its design with carefully considered modifications that enhance and accentuate its big bike appeal, as well as its day-to-day usability and long-term riding comfort. Efforts were focused on further refinements, smoothing out any perceived rough edges in its engine response and power delivery, particularly at low speeds, and extending its comfort range to help both day-trippers and long-distance travellers enjoy the CB1300's wide range of exciting performance to the full.

Finally, for 2005, the CB1300 is also being made available in a new ABS-equipped version that complements its high-performance triple-disc brakes with the confident control of the world's most advanced motorcycle Antilock Brake System. This compact and lightweight addition provides smooth and swiftly effective braking control over virtually any road and riding conditions, and will certainly prove to be a much-appreciated boost in operating confidence when roads turn nasty.

Styling

The CB1300's dynamic styling remains basically unchanged in its new '05 version. Retaining the same muscular 80's lines and imposing proportions that have made it a proud head-turner and a bold, new powerhouse on the roads of Europe, both the standard CB1300 and its all-new ABS version feature the stark mechanical look of a big inline-4 engine proudly displayed for all to see.

Around this central point of visual focus, the CB1300's simple but purposeful double-cradle frame provides a solid mount for its selection of beautifully designed and executed components. From high-performance suspension and brake systems glistening with the rich sheen of gorgeous bare metal to its giant fuel tank and broad, compliant seat, the CB1300 exudes the highest quality in its every detail. For discerning riders who judge 'value' by everything included in what they pay for—even such intangibles as exacting detail, refined finish and flawless execution, instead of just a low price—the CB1300 adds up to be easily one of the best values to be found on two wheels.

New Slimmer Sidecovers

Remarkably, the CB1300 is more compact than its imposing proportions first lead one to believe, offering an eminently comfortable riding position and a lower-than-expected seat height for an easy and comfortable reach to the ground. Still, room was still found for a bit of improvement in order to extend the CB1300's superlative riding comfort to an even broader range of riders.

With this goal in mind, the new 2005 version of the CB1300 and the new CB1300 ABS both feature subtly redesigned sidecovers, which offer 20mm of reduced mid-section width (10mm off each side) to present 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. Seating quality was also improved with detailed changes that pay off in greater long-term riding comfort to make a large contribution to the CB1300's seamless package of riding performance.

Colouring Concept

The always impressive CB1300 (in both standard and ABS versions) will be made available in two impressive colour variations for 2005. Leading this mighty pair is a deep, rich sparkling metallic black featuring a new pattern of stripes to accentuate its mean, street-smart style. Next up is a new luxurious pearlescent blue variation which will surely draw admiring attention to its attractive hue.

The CB1300's redesigned side covers are painted in a textured matte black finish with a simple yet powerful raised 3-dimensional 'CB1300' emblem attached. The only other markings to be seen include the Honda wing mark on its fuel tank and the logo displayed prominently under its tapered tail, above the sleek LED taillight.

Both versions feature new matte black wheels set off by bright gold-coloured brake callipers for a classy accent on the big CB1300's dynamic image.

Colours

- Darkness Black Metallic
- Pearl Heron Blue

Engine

The CB1300's monstrous liquid-cooled DOHC inlin-4 engine presents a singularly impressive form, and backs up its dynamic looks with breathtaking thrusts of power. This big 1,284cm³ mill is no high-strung scream machine that needs to be wound up to a high pitch in order to deliver thrilling performance. Instead, like a quiet giant, its power comes on strong and assertive from way down low in the depths of its potent rev range.

Responding to each big handful of throttle with instant authority, particularly through its wide, full-bodied midrange, the CB leaps forward with the heady torque of a steam locomotive from virtually any speed in any gear, delivering an always satisfying surge of smoothly responsive—and profoundly exciting—acceleration. As powerful as it is, though, the big CB's response and dynamic acceleration rarely overwhelm. Delivering its peak power and torque at relatively low engine speeds, its well-mannered performance has won wide praise for smooth and stable midrange response, strong, breathtaking acceleration and overall riding feel.

Smoother Throttle Response

While the engine's overall power delivery was judged to provide a high standard of performance in line with its massive size, the CB1300's engine development team focused their attention on achieving even better day-to-day rideability and more comfortable operation that would serve to further enhance the CB1300's long-term appeal.

A common complaint with many fuel-injected engines is that response to minute throttle inputs during slow operation is often too jerky, frequently experienced as a short delay followed immediately by a sharp jolt when the throttle is opened. This sort of response is particularly noticeable at low speeds, such as when manoeuvring slowly through dense traffic. Situations like this demand smooth, predictable response, not hypersensitive bursts of power, and this smooth response is particularly important to confident control and complete riding enjoyment. Here, a smoother transition onto the throttle is the most widely desired, and the hardest to achieve.

The engine team thus focused on achieving even quicker throttle response at low engine speeds, fine-tuning the ignition and fuel injection mapping in order to instantly

deliver a graduated increase of air/fuel mixture to the combustion chambers. These minute changes help to greatly minimise any perceived delays, and result in a much more smoothly responsive surge of rev build-up, rather than jolt of unsettling acceleration.

Although the CB1300 has won renown for its easily accessible top performance, its smoother and quieter control and easier manageability at low speeds will certainly prove to be a welcome revelation among all who ride it.

Chassis

Featuring the same strong, classic double-cradle steel tube configuration used in its first generation, the CB1300's lightweight and rigid frame provides remarkably light and responsive handling while ably harnessing the power and stresses generated by the big inline-4 engine it carries. To best emphasise the big CB's feeling of performance, this frame's innovative 3-point mounting system features a single rear rubber mount designed to convey the engine's exhilarating rumble of midrange power and torque to the rider while keeping annoying buzzes of vibration to a minimum.

The CB1300's chassis also features a shorter wheelbase and lower seat height than one would expect for such an imposing machine, thus helping to 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

The CB1300 also features sporty, high-performance front and rear suspension systems that deliver an ideal combination of long-term riding comfort and swift and sure handling that feels equally comfortable negotiating crowded city streets as it does tearing through the tight curves of mountain passes. Its stout 43mm cartridge-type front fork provides supremely smooth and responsive handling that soaks up the bumps while maintaining confident control.

At the back, its big, classic standard twin-shock rear damper system supports a massive 40 x 90mm box-section aluminium swingarm to provide a plush ride, a positive delivery of the engine's enormous power to the ground, and always confident control. These massive gas-charged integrated remote-reservoir rear dampers are secured by way of an impressive pair of machine-forged aluminium lower mounts incorporated into the swingarm's axle holder end caps. Beautifully engineered raw metal fashioned with one goal in mind: to deliver top performance—the quality hallmark of both the CB1300 and the new CB1300 ABS.

High-Performance Wheels and Brakes

The CB1300's lightweight and sporty-looking U-section 5-spoke cast aluminium wheels take on the look of a professional race machine, ready to slice forward through

the air with each burst of throttle. Slightly narrower than the treads featured on most of the Supersports machines in the litre class, the CB1300's 17" rims and tyres ensure this hulking 'Super Naked' delivers remarkably light and effortless handling.

Confident control is further assured by the CB1300's fine-tuned triple-disc brakes. Using its original combination of a powerful pair of 4-piston callipers up front gripping big 310mm floating rotors and a compact dual-piston calliper rear disc brake, this system delivers top performance with superb response. The front system's brake lines have also been fine-tuned for top performance, with braided steel lines substituted in critical areas to ensure sharper and more responsive control with minimal effort.

New Antilock Brakes

Like the compact and highly refined system featured on the ABS-equipped version of the 2004 CBF600, the new ABS version of the CB1300 features a lightweight, new antilock brake system, which constantly monitors wheel movement during braking operations.

Effectively inert during most normal riding and braking operations, should the system ever detect even the slightest amount of tyre slip, which it calculates from any difference detected in the rotating speed of the two wheels, it instantly kicks into action to counteract the slip and maintain smoothly controlled braking response. In this way, the CB1300's new ABS version ensures exceptionally smooth and confidence-inspiring braking operation in otherwise extreme braking conditions, precisely where a rider—of any skill level—needs it most.

The heart of this advanced system is a small, computerised electronic control unit (ECU) operating a single, ultra-compact motor-driven modulator which oversees the operation of both front and rear brakes. This high-speed 16-bit ECU constantly monitors a pair of Hall-effect sensors, which track the rotating speed of the louvered pulsar rings attached to each wheel.

During braking, the ECU interprets the slightest variations in front and rear wheel speeds—which occur at levels far too small and fast to be felt by the rider—to be the first signs of tyre slip. The ECU then instantly commands the modulator to counteract this detected wheel speed variation before it can suddenly grow into tyre slip or wheel lock. This is achieved with a rapid cycling of brake pressure micro-intervals—Decrease-Hold-Increase, at over five cycles per second—while continuing to apply just enough

brake pressure to ensure smooth and steady deceleration without allowing either the front or rear wheel to slip and lose control.

Even on a machine of the size and mass of the CB1300 ABS, this simple and highly effective system provides smooth and confident braking control should road surfaces suddenly turn slippery or panic stops be called for. And over variable traction surfaces, such as wet crossing lines or metal plates, the added control this system provides helps maximise a rider's sense of confidence in using the CB1300 ABS's brakes to their full potential. However, in most cases a rider will never know it's there, vigilantly protecting against ever-present fear of tyre slip.

As with all other Honda models equipped with this advanced ABS, the system's ECU features a self-diagnostic program which constantly monitors all main electronic and hydraulic system components. Should any malfunction ever be detected, the system automatically shuts itself off and reverts to standard, reliable 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

Underseat Carrying Space

As featured in its first generation, both the new CB1300 and CB1300 ABS conceal a cavernous utility space under their seats (CB1300: 12.4 litres; CB1300 ABS: 11.4 litres) 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.

Large, Multi-Function Instruments

The view from the CB1300's seat is also one of the best on wheels, as every big handful of throttle comes alive with a throaty lunge at the horizon. Its large, traditional twin binnacle-style gauges house an easy view of its full-featured instruments, which include high-accuracy electronic dials, an LCD digital clock and fuel gauge, and a multi-function riding computer that calculates trip, mileage, air temperature and even important dates.

HISS (Honda Ignition Security System) Anti-Theft Protection

Like most of Honda's road bikes, the CB1300 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 keys. 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.

Adjustable Handlebar Risers

To give taller riders a more comfortable reach to the handlebars, the CB1300's forged aluminium handlebar risers can be rotated 180 degrees to shift the entire positioning of the bars 20mm forward.

Optional Equipment

The big CB1300 and CB1300 ABS also feature 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 stylish black-tinted flyscreen, 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 wards off potential tamperers and thieves with a piercing wail.

Specifications**CB1300 / CB1300 ABS (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/5,500min ⁻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 | 5° BTDC (idle) ~ 46° BTDC (3,500min ⁻¹) |
| Sparkplug Type | DPR8EA9 (NGK); X24EPR-U9 (ND) |
| Starter | Electric |
| Battery Capacity | 12V/14AH |
| 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 | | 1,510mm |
| Caster Angle | | 25° |
| Trail | | 99mm |
| Turning Radius | | 2.7m |
| Seat Height | | 790mm |
| Ground Clearance | | 135mm |
| Dry Weight | | 234.4kg (*237.9kg) |
| Kerb Weight | | 258.5kg (F: 126.4kg; R: 132.1kg) (*262kg (F: 128.2kg; R: 133.8kg)) |
| Max. Carrying Capacity | | 188kg |
| Loaded Weight | | 449.5kg (F: 220.7kg; R: 228.8kg) |

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 dual-piston calliper disc with (*ABS) and sintered metal pads |

*CB1300 ABS

All specifications are provisional and subject to change without notice.