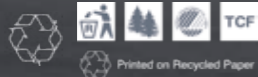


HONDA
The Power of Dreams

HONDA
The Power of Dreams

Cruiser



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DISTINCTLY DIFFERENT

ICONIC STYLING. INNOVATIVE ENGINEERING. OUTSTANDING PERFORMANCE. DURABILITY AND RELIABILITY. ALL THE QUALITIES YOU SHOULD EXPECT IN A CUSTOM MOTORCYCLE. THAT'S WHAT HONDA DELIVERS IN ITS 2010 CUSTOM RANGE.

Exceptional handling, superior comfort and renowned dependability. Honda quality is evident in every component. It's the attention to detail that counts. The fit and finish. The 'built to last' commitment. Easy to run, easy to maintain. Machines that provoke envious glances as you cruise by. And all with Honda's outstanding V-twin performance. Stand out from the crowd.

03 VT1300CX

07 VT750S

VISUALLY DARING 100 PERCENT HONDA CHOPPER MASTERFUL V-TWIN



A CHOPPER. IT'S ABOUT THE WAY YOUR BIKE LOOKS, THE WAY IT SOUNDS,
AND THE WAY IT FEELS WHEN YOU'RE RIDING IT.



The VT1300CX. A true original chopper. Its striking head-turning impact is created by contradictory elements. Its raked-out chopper look with a see-through, open-air front, offset by a powerful, gleaming engine dominating the hard-tail rear end. The slim fuel tank perched high is countered by an ultra-low seat. The VT1300CX is visually daring and great to ride.



1	2
3	4

1. FRAME – All-new high-tensile steel frame has an open, minimalist style.
2. WHEELBASE – Stretched-out 1,805 mm wheelbase not only has the looks, but provides a comfortable ride.
3. SEAT – Ultra-low 678 mm seat height makes it easy to flat-foot it when stationary.
4. WHEELS – Custom-style cast wheels sport a fat 200 mm rear tyre, paired with a slim 90 mm front tyre.



VT1300CX



LOW AND LEAN STRONG AND CONFIDENT



Graphite Black



Glint Wave Blue Metallic

VT1300CX



THE VT1300CX CAPTURES THE ESSENCE OF THE CHOPPER STYLE – A MOTORCYCLE THAT FEELS RIGHT, LOOKS RIGHT AND SOUNDS RIGHT.

The engine is the soul of the VT1300CX. Fire it up and waves of muscular V-twin power floods the senses. This 1312cc fuel injected liquid-cooled powerhouse produces hugely satisfying performance and pumps out an awesome sound. Low fuel consumption and a reliable, maintenance-free driveshaft mean more time spent on the road and less in the garage. Optional advanced Combined Antilock Brake System is available for the ultimate in secure and confident braking. It's all about the ride.

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- 1. PGM-FI** – Programmed Fuel Injection for excellent throttle response and fuel economy.
- 2. EXHAUST** – Dual exhaust offers a throaty exhaust note.
- 3. ENGINE** – Long-stroke V-twin engine features a single-pin crankshaft for plenty of power and character.



PGM-FI



C-ABS



EURO 3

Engine Liquid-cooled SOHC 52° V-twin

Displacement 1,312 cm³

Bore × Stroke 89.5 × 104.3 mm

Compression Ratio 9.2 : 1

Max. Power Output 42.5 kW / 4,250 min⁻¹ (95/1/EC)

Max. Torque 107 Nm / 2,250 min⁻¹ (95/1/EC)

Carburation PGM-FI with automatic enricher circuit

Ignition System Digital with 3-dimensional mapping, 2 sparks per cylinder

Starter Electric

Transmission 5-speed

Final Drive Shaft

Dimensions (L×W×H) 2,575 × 900 × 1,150 mm

Wheelbase 1,805 mm

Seat Height 678 mm

Ground Clearance 126 mm

Fuel Tank Capacity 12.8 litres

Fuel Consumption 20.3 km/l

Suspension Front 45 mm telescopic fork with 130 mm stroke

and 102.4 mm axle travel

Suspension Rear Monoshock with adjustable rebound damping

and 35-position spring preload adjustability, 95 mm axle travel

Wheels Front 9-spoke cast aluminium

Wheels Rear 7-spoke cast aluminium

Tyres Front 90/90 - R21M/C

Tyres Rear 200/50R - R18M/C

Brakes Front Combined 3-piston calliper and ABS

Brakes Rear Combined twin piston and ABS

Frame Double-cradle; steel

Caster Angle 32°

Trail 90 mm

Kerb Weight 303 kg (F: 128 kg; R: 175 kg) *309 kg (F: 131 kg; R: 178 kg)

**TRADITIONAL APPEAL
EXHILARATING ACCELERATION
ALL-ROUND ENJOYMENT**

THE NEW VT750S COMBINES EASY HANDLING, COMFORT AND SATISFYING POWER WITH STYLING THAT SETS IT APART.



The clean simplicity of the VT750S silhouette. The deep rumble of its V-twin engine. Traditional classic custom features. Combine these with the smooth performance of a thoroughly contemporary machine and you have an exciting motorcycle with universal attraction. Designed for all-round enjoyment, its light, agile handling, sleek proportions with a low seat height and natural upright seating position will appeal to all kinds of riders – relative newcomers and experienced riders alike. The VT750S – an all-rounder with attitude.



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2 3

1. INSTRUMENT PANEL – Large easy-to-read speedometer enclosed in a single dial instrument panel.
2. EXHAUST – Stylish twin mufflers on the exhaust system provide cool looks and an exhilarating sound.
3. BRAKES – Assured stopping power from the large 296mm front disc brake with a responsive dual-piston calliper.



VT750S

AIR-COOLED LOOK LUXURIOUS CHROME-FINISH UPRIGHT RIDING POSITION



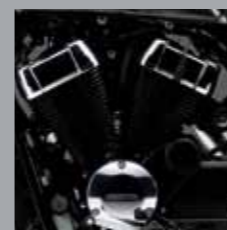
VT750S



THE STREETWISE STANCE OF THE VT750S CANNOT FAIL TO IMPRESS. WITH CLASSIC V-TWIN POWER, IT'S BUILT FOR THE GOOD TIMES AND IS ALWAYS FUN TO RIDE.



Robust and dependable. That's the 745cc liquid-cooled V-twin engine of the VT750S. Built to pump out strong, satisfying and controllable power over a broad rev range. Versatile power for quick weekend blasts or light touring and with low fuel consumption it's ideal for everyday transport or trouble-free commuting. Easy starting, instant throttle response and smooth, satisfying acceleration are assured by Honda's PGM Fuel Injection system. Solo or two-up, the VT750S will deliver everything you'd expect.



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- 1. ENGINE** – The strong impact of the black-painted engine contrasts with the gleaming chrome of the exhaust pipes.
- 2. SUSPENSION** – At the rear forward-tilted dual conventional dampers with adjustable spring pre-load provide smooth progressive damping.
- 3. FRONT FORK** – Sturdy 41mm front forks and a 19" front wheel add to the feeling of precise, responsive control.



PGM-FI



HECS3



EURO 3

Engine Liquid-cooled 4-stroke 6-valve SOHC 52° V-twin
Displacement 745 cm³
Bore x Stroke 79 x 76 mm
Compression Ratio 9.6 : 1
Max. Power Output 31.7 kW / 5,500 min⁻¹ (95/1/EC)
Max. Torque 61.8 Nm / 3,250 min⁻¹ (95/1/EC)
Carburation PGM-FI electronic fuel injection with automatic choke
Ignition System Fully transistorised electronic
Starter Electric
Transmission 5-speed
Final Drive O-ring sealed chain
Dimensions (LxWxH) 2,297 x 874 x 1,120 mm
Wheelbase 1,569 mm
Seat Height 737 mm
Ground Clearance 155 mm
Fuel Tank Capacity 10.7 litres
Fuel Consumption 24.4 km/l
Suspension Front 41 mm telescopic fork, 118 mm axle travel
Suspension Rear Dual conventional dampers with 5-step adjustable spring preload, 90 mm axle travel
Wheels Front Steel rim/wire spoke
Wheels Rear Steel rim/wire spoke
Tyres Front 100/90 - 19M/C
Tyres Rear 150/80 - 16M/C
Brakes Front 296 x 6 mm hydraulic disc with dual-piston calliper and sintered metal pads
Brakes Rear 180 mm leading/trailing drum
Frame Double-cradle; steel tube
Caster Angle 31° 18'
Trail 123 mm
Kerb Weight 229.5 kg (F: 101.2 kg; R: 128.3 kg)