



HONDA
The Power of Dreams

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GOLDWING





YEARS OF ADVENTURE

The first Gold Wing—the 1975 GL1000—was revolutionary. A motorcycle that offered superbike-level power, incredible smoothness, liquid cooling, shaft drive, and a host of technical innovations unmatched at the time in the motorcycling world. Riders across the globe recognised the genius in this machine, but especially riders who wanted to cover long distances even more so that's why the Gold Wing became a touring icon. Over the years we added bodywork, saddlebags, and increased the engine size. Now it's time to go back to our roots, to the kind of performance and handling that made those first Gold Wings such awesome bikes. Hang on, and enjoy the ride!

GOLD WING WHAT LIES BEYOND?

What lies over the horizon? Beyond our town, our state? Beyond the predictable, the expected? And what's the best way to experience it?

We ride motorcycles because they're such engaging, active, personal vehicles. Travel the same roads in a car and on a bike, eat at the same restaurants, see the same sights, and then tell us which trip is more memorable.

Honda's 2018 Gold Wing® is an all-new motorcycle, designed to put you in touch with the essential experience of riding. Changing a bike as good and as refined as a Gold Wing isn't something you take lightly. So, we set out to improve the newest model in every aspect: engineering, handling, technology, comfort, performance. The new Gold Wing is lighter, more powerful, more nimble, and more engaging. It's a better motorcycle in every way. What lies beyond? Ride there and find out.



MORE THAN MEETS THE EYE

When the time came to design the new Gold Wing engine, we had four goals. Make it lighter. Make it more compact. Make it more powerful. And make it more fun to ride. Along the way, we also gave the new bikes a new exhaust system—once you hear it, you’ll know it was worth it. The bikes offer a level of performance that’s immediately noticeable. Partly because of the engine’s power, partly because the new Gold Wings are lighter and accelerate harder and the rest because of the compact centre mass compared to previous models.



ENGINEERING

AT THE HEART OF EVERY GREAT MOTORCYCLE BEATS A GREAT ENGINE.

The new 2018 Gold Wings still use a horizontally opposed six-cylinder engine, that the only similarity. The new bikes feature a new bore and stroke, and a displacement punched out to 1833cc. What’s even more important is that they’re the first Gold Wings to use four valves per cylinder, a design based on our high-performance Unicam® head design. The new engine also features aluminium cylinder sleeves and a shorter, stiffer crank. The engine is more compact front-to-back, and lets you and your passenger move forward in the cockpit for more comfort, better handling, and a more connected feel with the bike’s steering. Other innovations include integrating the starter and alternator into one unit. The overall effect is groundbreaking: a Gold Wing that’s still a long-distance champion, but one that offers a degree of more engaging, sporting performance that all motorcyclists live for.

7-SPEED AUTOMATIC DCT

THE BEST SPORTS CARS IN THE WORLD USE THEM, AND NOW THE BEST BIKES DO TOO.

For the first time ever, both the Gold Wing and the Gold Wing Tour are available with a brand new 7-Speed Automatic DCT.

If you’re not familiar with it, think of the paddle-shift gearboxes Formula 1 cars use. DCT stands for Dual-Clutch Transmission. Inside, the transmission looks like a normal manual with strong, efficient, constant-mesh steel gears. But there’s no shift lever and no clutch lever—all your shifting is controlled by buttons on the handlebar. Or you can let the DCT function fully automatically, and the bike will upshift and downshift effortlessly. The twin clutch packs, one for odd gears, one for even, make shifting quick and seamless. The DCT has been a big hit in many Honda motorcycles, and our Africa Twin® has proven that it’s tough enough for fully loaded off-road travel. But the 2018 Gold Wings have the best DCT we’ve ever offered, and the first with seven speeds. Besides this, our DCT models offer a special low-speed “Walking” mode in addition to reverse. It’s a huge help when manoeuvring into or out of parking spaces with a passenger at the back.



TECHNOLOGY

A hundred years ago, cars had hand-cranked engines, motorcycles had manual spark advances, and your telephone—if you had one—was a wooden box screwed to the wall. Who wants to go back to that? Technology is a part of our lives today, and the smart motorcyclist embraces it. The Gold Wings offer a suite of technical/electronic features that make planning and riding easier, giving you the freedom to enjoy the parts of riding where you really want to pay attention. A large, bright 7” LCD/TFT display is front and center, giving you all the information you want.



APPLE CARPLAY INTEGRATION

A first for the motorcycle industry! Apple CarPlay™ seamlessly integrates your iPhone® with your new Gold Wing. That means you can use your iPhone to access Apple Maps, Apple Music® and other services. You’ll have access to weather, playlists and telephone numbers while aboard. Available Bluetooth®- enabled wireless headsets let you communicate easily.** And best of all, with more apps available every day, Apple CarPlay™ keeps your bike’s technology on the cutting edge.



METERS

The new Gold Wing’s cockpit meters are information centric. In addition to the basics like vehicle and engine speed, fuel level, engine temperature and dual tripmeters, you can also monitor outside air temperature, cruise-control speed, heater levels, and more.



AUDIO

The new Gold Wing’s premium audio system is an excellent example of state-of-the-art electronic technology. In addition to listening to music, with an available Bluetooth headset you can make or answer phone calls without taking off your helmet. A dedicated port lets you plug in a USB flash drive too.

**For using Apple CarPlay, connection to a commercially available Bluetooth headset is necessary.

IT'S ALL ABOUT CREATING SOLUTIONS

Electronics can frustrate you, or they make your life easier. Some systems require you to scroll through layer after layer of non-intuitive commands, pushing a button once, twice, or three times—a recipe for getting lost. The new Gold Wings take a different path: we give you a series of dedicated, easy-to-use controls mounted on the handlebar or center console. Controls like these just make sense on a motorcycle; they're tactile, positive, and you can use them while wearing gloves. All your electronics should be so user-friendly.



RIDE MODES

Gold Wing engines offer a wide range of user-friendly power, and now you can even choose between four ride modes (Tour, Sport, Rain, and Economy). Each mode varies the bike's power delivery. On the Gold Wing Tour model, it also changes suspension damping, and on all DCT models, changing modes also alters your bike's shift points.



HILL START ASSIST

This feature momentarily holds your motorcycle's position on inclines when the brakes are released and before you apply the throttle, eliminating any roll-back drama. It's a great convenience when starting from a stop on a hill.



SMART KEY

Your new Gold Wing features an electronic smart key. When the key is in close proximity (say, in your jacket pocket), you can just hop on, press a button, and ride off. An "answer back" feature lets you find your bike in the dark or in crowded rally parking.



ELECTRONIC PRELOAD SUSPENSION

The new Gold Wing Tour's suspension features four modes for varying loads. You can select (1) Rider, (2) Rider with loaded bags, (3) Rider and passenger, and (4) Rider and passenger with loaded bags.

SUSPENSION MODES

When you select a riding mode (Touring, Sport, Rain and Economy), in addition to tailoring the engine's power character, the mode also changes your suspension's damping characteristics, automatically controlling the oil flow in the front and rear shocks. This helps optimize the bike's manoeuvrability and ride under changing road conditions.

THROTTLE BY WIRE

The 2018 Gold Wing's throttle-by-wire system enables features like the exclusive Honda Selectable Torque Control (HSTC), which you'll find on the Gold Wing Tour model.



ELECTRIFYING INNOVATION

Modern motorcycle electronics let the new Gold Wings offer a collection of features impossible to imagine just a few years ago, and the stuff of science-fiction movies when the first Gold Wing appeared. Some are convenience features, some rider aids. Together, they make your new Gold Wing more fun and more enjoyable to ride.



BUILT FOR THE LONG HAUL

Before the 1980 Gold Wing Interstate, if you wanted a touring bike, you had to add a windscreen and fairing yourself. This year, we've radically rethought the Gold Wing's fairing and luggage. The bike still offers excellent wind and weather protection for both the rider and the passenger, but it's trimmer now, with a lower windscreen and more of the frame exposed. It's narrower too, making it more fun to ride on twisty roads. The Gold Wing Tour comes with a standard travel trunk, while our second model removes the trunk, making the bike even lighter and more nimble. All the luggage opens remotely and features integral dampers.

LUGGAGE All Gold Wings feature integrated saddlebags, designed to hold enough for most weekend trips. The bags open electrically with the push of a button, and lock and unlock remotely with the smart key. They're hydraulically damped for smooth operation, too.

SEATS The seats use a new material that makes it easier to move around for both the rider and the passenger. The front portion of the rider's seat is narrower, making it easier to reach the ground.

ELECTRIC WINDSCREEN You'll notice a couple of things about the new Gold Wing Tour's windscreen. First, it's electrically controlled, moving both up and down over a 4.9 inch range (4.1 inches for Gold Wing) as well as changing its angle as it raises and lowers. Plus, it automatically remembers the last setting.

LED LIGHTING All 2018 Gold Wing models feature a complete LED lighting package. All illumination is LED: the headlights, the tail lights, the turn indicators, and every bit of instrumentation.

FAIRING The new Gold Wing fairing offers excellent wind and weather protection, yet is trimmer and more aerodynamic than our previous models. It also flows more air through new ducting, helping keep you cooler on hot summer days.

NANO-TECH PAINTS Even the new Gold Wing paint is high tech, using BASF's nano technology. The darks look darker, and the lights look brighter. The paint itself has a luxurious wet appearance.





*Available in 2 variants - The Gold Wing and The Gold Wing Tour in Candy Ardent Red colour.

GOLD WING TOUR & GOLD WING

INTRODUCING THE NEW GOLD STANDARDS OF TOURING

The Honda Gold Wing is probably the best-known bike in all of motorcycling, a machine that single-handedly defines what a touring bike should be. But now it’s time to forget just about everything you thought you knew this bike was, because the new 2018 Gold Wing and Gold Wing Tour are designed for the way we ride today.

The new Gold Wing Tour and Gold Wing are more athletic and more engaging, to give you a greater sense of being one with your bike. The difference between the two? The Gold Wing Tour has a taller windscreen, a trunk, and a full complement of touring-bike features. The Gold Wing is lighter, uses a shorter windscreen, and features no-nonsense blacked-out styling. Apple CarPlay™ integration is now a standard feature, and both the Gold Wing and the Gold Wing Tour also feature standard Anti-Lock Brakes (ABS). We think you’ll find that these are the best Gold Wings you’ve ever ridden. They’re also the most engaging and fulfilling to ride. And the more you ride them, the better they’re going to feel.

SPECIFICATION

ENGINE

Type Liquid-cooled 4-stroke 24 valve SOHC flat-6
Displacement 1,833cc
Valves Per Cylinder 4
Bore x Stroke 73mm x 73mm
Compression Ratio 10.5:1
Max. Power Output 93kW/5500rpm
Max. Torque 170Nm/4500rpm

FUEL SYSTEM

Carburation PGM-FI electronic fuel injection
Air Cleaner Viscous, cartridge type paper filter
Fuel Tank Capacity 21.1 litres

ELECTRICAL SYSTEM

Starter Integrated Starter Generator system
Battery Capacity 12V/20AH
ACG Power Generation Capacity 12V/120A

DRIVETRAIN

Clutch Type (DCT) Hydraulic, wet, multiplate with oil pressure
Transmission Type 7-speed forward and reverse DCT
Gear Ratios 1st: 2.167 2nd: 1.696 3rd: 1.304 4th: 1.038 5th: 0.821
6th: 0.667 7th: 0.522 Rev: 1.190
Final Drive Enclosed shaft

FRAME

Type Aluminum die-cast, twin tube

CHASSIS

Dimensions LxWxH 2,575 x 905 x 1430mm* / 2,475 x 905 x 1340mm
Wheelbase 1695mm
Caster Angle 30.5°
Trail 109mm
Turning Radius 3.4m
Seat Height 745mm
Ground Clearance 130mm
Kerb Weight 379kg* / 364kg

SUSPENSION

Type Front Double Wishbone
Type Rear Pro Link

WHEELS

Type Front 130/70R 18
Type Rear 200/55R 16

BRAKES

System Type Electronically-controlled combined ABS system
Type Front 320mm x 4.5mm dual hydraulic disc with 6-piston calliper, floating rotors and sintered metal pads
Type Rear 316mm x 11mm ventilated disc with 3-piston calliper and sintered metal pads

*For Gold Wing Tour