



GOLDWING



THE ART OF
LUXURY TOURING





4 DECADES OF LUXURY

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!



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Honda's luxurious Gold Wing 'Tour' – a flagship completely reborn in 2018 – with radical weight reduction, double wishbone front suspension, brand-new, flat six-cylinder engine and 7-speed Dual Clutch Transmission option, glides into 2022 featuring more luggage capacity, a more relaxed pillion position, new seat material and upgraded audio quality and we will have the Goldwing with an Airbag. The comprehensive spec sheet includes many a new features, some even underlining its status as a flagbearer for new technology. Prepare to be enthralled.



GOLD WING

The New Taut Styling

The Gold Wing Tour's lines exude a honed, athletic ethos. Its styling presents a unique silhouette and counterpoints comfort with the dynamic abilities of chassis and engine – completing the traditional Gold Wing premium level of fit, finish and materials. Gold Wing's 'face' is daringly forward-slanting; combined with the compact fairing proportions, it presents an energetic frontal signature. The key line of the body, stretching front to back, highlights the differing upper and lower bodywork functions. A central element is the fairing, with its sharp and solid flat surfaces, and its nuanced aerodynamic detailing. Adding a tension that hints at the performance potential on offer. Also, on display is the motorcycle itself, on the whole – the double wishbone front suspension, flat six-cylinder engine and the exhausts – in all their functional beauty. Drawn together, the design elements create cutting edge style, underpinned by incredible levels of engineering and electronics.



The Electric Screen

An extended electric screen operated from the left handlebar provides excellent wind protection yet, at the same time, a sense of space and freedom when required. Screen angle and height adjustment is step-less. Available as options are a larger screen, a fully adjustable deflector for the arms and upper body, and fixed deflectors for the lower legs and feet.



GOLDWING



Seating Comfort

The rider and the pillion are separated comfortably on the seat, allowing the rider to enjoy a total focus on riding the bike. The rider's seat shape is supportive, allowing movement and easy ground reach, while the pillion gets to enjoy a relaxing backrest that is adjustable from 16° to 23°. All of this with a luxurious new suede/synthetic leather seat cover.



Trunk Capacity Expansion

Gold Wing now comes with an increased trunk capacity from 50ℓ to 61ℓ (34mm, width 48mm, and height 46mm to rear). All this extra space will let you store two XXL sized helmets with an intercom much comfortably in the given space.



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Navigation with Apple CarPlay™

The navigation system on Gold Wing is displayed on a 7-inch, full-colour TFT liquid crystal display screen in the central area of the instruments, and it includes a gyrocompass – which means guidance is continued even inside a tunnel. It also allows cancellation of any waypoint or ‘go home’ instruction operation while riding. You can now do a thoroughly detailed journey planning with the all updated maps that offer the possibility of entering up to 99 different waypoints. And in other news, the Gold Wing Tour is compatible with Apple CarPlay™ and Android Auto™, so you can utilise the personalised information and content from your smartphone, such as telephone numbers and music playlists. Bluetooth connectivity has been adopted too, and there are two USB Type-C sockets to plug in to.



Cruise Control with TBW and Riding Modes

When riding, the speed that's been set with the Cruise Control Switch (located on the right handlebar) is shown in the bottom left area of the speedometer. Through TBW (Throttle By Wire), the system achieves a smooth transition to the specified speed and an ultra-smooth operation, especially when going uphill. For the DCT variant (in AT mode) after completing the deceleration with the Cruise Control System in operation – and resuming the previous speed – the Gold Wing returns to the pre-set with an appropriate shifting schedule.



Full LED Illumination

All lighting is LED and the Gold Wing Tour is equipped with dual LED fog lights. The lower portion of the headlights uses 5 polished optical lenses on both sides to create a Jewel-Eye low beam light signature. While using high beam (in the upper portion), it creates a stereoscopic impression. The front indicators are housed in the mirrors and the indicators also auto-cancel; the system compares front and rear wheel speed difference and calculates when to cancel the indication relative to the riding situation.



TECHNICAL SPECIFICATIONS

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
Oil Capacity	5.6L (DCT)
CO ₂ Emissions	127g/km

BODY DIMENSIONS

Length	2,615mm
Width	DCT 905mm
Height	1,430mm
Wheel Base	1695mm
Caster Angle	30.5°
Trail	109mm
Turning Radius	3.4m
Seat Height	745mm
Ground Clearance	130mm
Kerb Weight	DCT with Air Bag 390kg

FRAME & SUSPENSION

Type	Aluminium Die-Cast, twin tube
Type Front	Double Wishbone
Type Rear	Pro Link

ELECTRICAL SYSTEM

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

WHEELS & BRAKES

Type Front	130/70R18 M/C 63H
Type Rear	200/55R16 M/C 77H
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

FUEL SYSTEM

Carburettor	PGM-FI Electronic Fuel Injection
Throttle Bore	50mm
Air Cleaner	Viscous, cartridge type paper filter
Fuel Tank Capacity	21.1L

DRIVETRAIN

Clutch Type	(DCT) Hydraulic, wet, multiplate with oil pressure
Transmission Type	7-speed forward and reverse DCT
Primary Reduction	1.795 (79/44)
Gear Ratios	(DCT) 1 st : 2.167 2 nd : 1.696 3 rd : 1.304 4 th : 1.038 5 th : 0.821 6 th : 0.667 7 th : 0.522 Rev: 1.190
Final Reduction	Engine side 0.972 Rear Wheel side 2.615
Final Drive	Enclosed shaft



Gunmetal Black Metallic
Dual Clutch Transmission (DCT) with Airbag



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