



Left: The speed and tach are easy to read, but the LCD displays aren't. Note the lower surface of the dash, which looks to be ready for speakers. The knob on the left top adjusts headlight aim, and the button next to it toggles through the various settings and resets.



Above: The electrically adjustable windshield in its lowest and highest positions. Another 60mm of height is possible by repositioning the shield on its mounts, which requires removing four screws, and is the only adjustment provided on the Standard Model ST1300. We found the new headlights very attractive.



Above: The new saddlebags are 35 liters apiece and integrate tightly into the styling of the rear end. The triangular mufflers are designed to add volume without increasing visual mass. Do you see a face in the taillights? We did.



Above: Seat adjustment mechanism allows three positions, from 30.5" to 31.75".



Left: The seating features dual density foam, and the rider's seat adjusts for both height and fore/aft—very comfortable for two, and the fairing provides much more knee room than the ST1100 did.



Below: The brakes are much more powerful than the ST1100's but we found the brake pads almost too progressive. The Linked Braking System is carried over, but with less "bias" than before.



TESTERS' LOG

The ST1300 seems to be going two directions at once. The significantly firmer suspension, smaller feel and more rigid frame say "SPORT-tourer," while the more relaxed ergos whisper "sport-TOURER". Somehow Honda pulls it all together and the bike ends up working really well for my type of riding. With my current ST1100 approaching 100,000 miles, I'm beginning to seriously think about what I might replace it with. My short list includes the new ST and the Yamaha FJR. I'm more concerned about the quality and usability of the power than the absolute quantity available, and in this regard the Honda really shines. The added power is all in the midrange, right where I want it when passing and corner carving. My tastes lean toward sportier, firmer suspension so I'm very pleased with the direction Honda has taken with this latest ST. The new bike is more fun and less utilitarian in nature than the ST1100 was.

I think I've talked myself into it—where do I sign?

—W. Jeff Bertrand

Here's how I see the contest between the ST1300 and Yamaha's FJR1300: The Honda's transmission is better, its electrical wind-

shield is more effective, and it's offered with ABS, something many riders demand from a proper sport-touring mount.

On the other hand, the Yamaha has virtually the same power curve as the Honda, but adds an additional 15 hp on top and 500 more rpm to the range, so it outperforms the ST. Also, the Yamaha's front brakes are better, without the overly progressive feel of the ST, and the FJR's LCD instruments are easier to read.

The two are too close to call on seat comfort and storage capacity, but both will handle the long miles and leave you smiling. Both have issues with engine heat, the Yamaha cooking your lap, the Honda warming your lower legs.

But I suppose, it's the Yamaha's handling that wins the contest for me. At 637 lbs. wet, it's 90 lbs. lighter than the ST, and you really feel that difference. And I like adjustable suspension—partly because Honda's systems have done so much in the past to make me want it. The big \$1500 price difference in the Yamaha's favor (vs. the Standard ST, which doesn't get the electrically adjustable windshield), makes the decision that much easier.

—Dave Searle

2003 Honda ST1300 ABS

SPECIFICATIONS AND PERFORMANCE DATA

ENGINE

Type:.....liquid-cooled, 90° V-four
Valvetrain:DOHC, 4 valves per cyl.,
adjusting shims under buckets
Size:1261cc
Bore/stroke:78.0mm x 66.0mm
Comp. ratio:10.8:1
Carburetion:Honda PGM-FI
w/ automatic choke
36mm x 4
Exhaust:4-2 with crossover

DRIVE TRAIN

Transmission:5-speed
Final drive:shaft
RPM @ 65 mph/redline3830/8500

DIMENSIONS

Wheelbase:58.7"
Rake/trail26.0°/3.9°
Ground clearance:5.2"
Seat height:30.5"-31.75"
GVWR:1056 lbs.
Wet weight:727 lbs.
Carrying capacity:329 lbs.

SUSPENSION

Front:45mm HMAS cartridge forks,
non-adjustable, 4.6" travel
Rear: ..monoshock damper, 5-position
adj. preload, adj. rebound, 4.8" travel

BRAKES

Front:.....Honda linked braking system:
with dual 310mm discs,
three-piston, single-action calipers,
Rear:316mm disc,
three-piston, single-action caliper

TIRES & WHEELS

Front:120/70ZR18 Bridgestone Battlax
BT020 on 3.50" x 18" wheel
Rear: 170/60ZR17 Bridgestone Battlax
BT020 on 5.00" x 17" wheel

ELECTRICS

Battery:12V, 11AH
Ignition:digital-mapped with
throttle position sensor
Headlight:45/45W x 2

FUEL

Tank capacity:7.7 gal.
High/low/avg. mpg:45.6/41.9/43.7

CycleStats™

PERFORMANCE

Measured top speed143.6 mph
0-1/4 mile11.47 sec.
@ 116.16 mph
0-60 mph3.49 sec.
0-100 mph8.62 sec.
60-0 mph124.3'
Power to Weight Ratio1:6.85
Speed @ 65 mph indicated61.5

M/C RATING SYSTEM

EXCELLENT
VERY GOOD
GOOD
FAIR
POOR

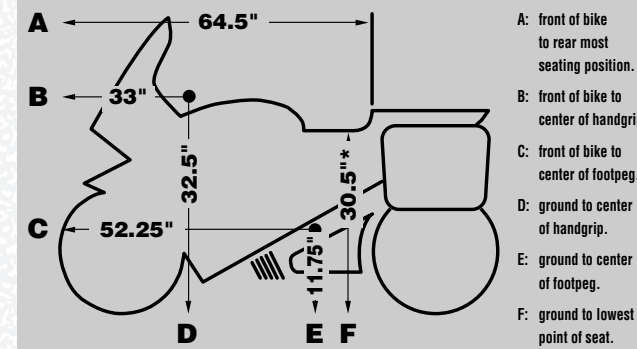
Sport-Touring

Engine ●●●●●
Transmission ●●●●●
Suspension ●●●●○
Brakes ●●●●○
Handling ●●●●●
Styling ●●●●●
Riding Impression ●●●●●
Instruments/Controls ●●●●●
Attention to Detail ●●●●●
Value ●●●●○

OVERALL RATING ●●●●○



ERGONOMICS TEMPLATE



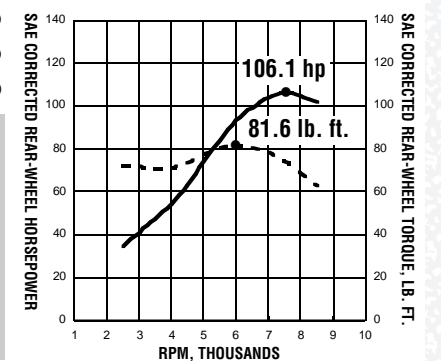
MISCELLANEOUS

Instruments:speedo, tach,
clock, odometer, dual tripmeters,
coolant temp., ambient air temp., trip
computer w/ average and instant mpg
and countdown of miles left on reserve,
Indicators: hi-beam, t/s, neutral,
oil pressure, EFI and ABS function
MSRP:\$14,499
Valve adj. interval:.....16,000 mi.
Warranty:36 mo., unlimited miles
plus 1-yr. Honda Rider's Club
Color:Metallic Dark Silver

DYNAMOMETER DATA

Low end ●●●●○
Mid-range ●●●●●
Top end ●●●●○

The new 1261cc motor is much stronger than the old 1085cc mill; with a 20% power advantage at virtually every rpm range. It cruises very smoothly, but a bit of abruptness in the new fuel injection fails to match the driveability of the ST1100's carburetors.



TEST NOTES

PICKS

- Big improvements in handling and horsepower vs. ST1100
- New adjustable seating lets you customize your comfort
- Beautiful new styling

PANS

- Slightly nervous stability at high speed
- Very progressive brake pads require caution in twisties
- LCD displays are hard to see through tinted plastic

STANDARD MAINTENANCE

Item	Time	Parts	Labor
Oil & Filter	0.5	\$12.95 + \$16	\$30.00
Air Filter	0.25	\$33.00	\$15.00
Valve Adjust	2.5	\$64.00	\$150.00
Battery Access	0.2	MF	\$12.00
Final Drive	0.2		\$12.00
R/R Rear Whl.	0.8		\$48.00
Change Plugs	0.4	\$16.00	\$24.00
Synch EFI	0.8		\$48.00
Totals	5.65	\$141.95	\$339.00

Note: Prices are estimates, actual figures not available at presstime.