



HONDA *Come ride with us.*

DEAUVILLE



Introduction

Honda's development teams keep an ever-watchful eye on trends in the world's motorcycle markets and have, over the years, noted the extensive adoption of lower-priced standard midsized motorcycles to commuting and business purposes with the addition of aftermarket panniers and large rear-mounted top boxes for carrying daily business necessities.

One oft-adapted model has been Honda's own long-standing NTV650 Revere, which over its ten years in production has established a solid reputation for providing ample performance and comfort in a simple, modern configuration. Closer investigation revealed that fully 52% of current Revere riders mounted pannier bags and 20% added large-capacity top boxes in order to expand its carrying capability. However, since most of these additional pieces of

'bolt-on' luggage are adapted to rather than designed especially for each motorcycle, they tend to leave a considerable amount to be desired in the aesthetics department and thus often look like unwieldy afterthoughts that ruin the appearance of the motorcycles on which they're mounted.

With this in mind, Honda set about trying to develop an attractive, well-thought-out answer to general urban commuter needs. One that

incorporates most of the functional features a business commuter might want in a motorcycle, but in a clean, stylish form that still permits other equipment to be added as desired.



Introduction

The new Deauville does offer the ready, torquey power delivery of its V-twin engine coupled with long-term riding comfort and versatile carrying capacity that allows it to perform when called upon for spirited rides and longer distance touring travel, either solo or with a passenger. Since price in this class of motorcycle is by necessity a major deciding factor, extensive efforts during the development

were made to keep the production costs down. In the case of new parts and components such as the bodywork, costs were kept in line by manufacturing the parts at Honda's Montesa factory in Spain or subcontracting to local European parts manufacturers, as well as supplying compatible parts from other Honda factories around the world, depending on cost-efficiency.



Styling Concept

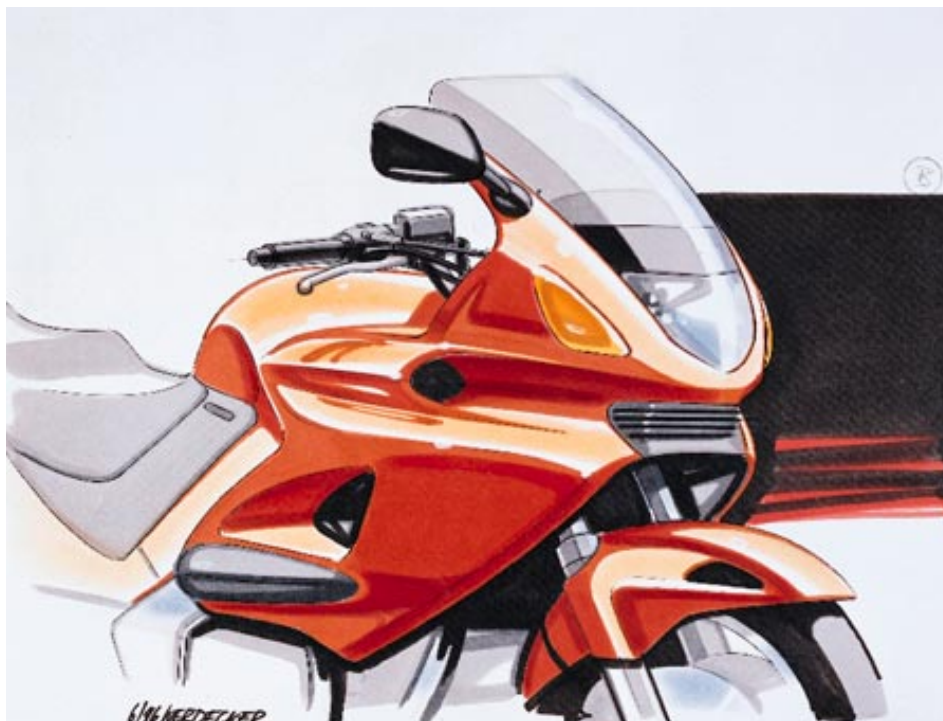
Since this all-new concept in commuter motorcycles was to be based entirely on the engine and frame of the NTV650 Revere, the Deauville's development team was freed from much of the work and expense that usually goes into designing a new motorcycle.

Thus, with the basic framework already decided upon, the team was allowed to focus on creating an attractive, highly aerodynamic exterior design that offers maximum comfort and daily riding convenience. A 'sculpture on wheels' that incorporates many European-oriented design innovations and styling touches that should strongly appeal to the suited commuting

businessman who prefers the freedom and convenience of a motorcycle to other more conventional modes of transport.

One of the main priorities in the new Deauville's design was to maintain a relatively narrow silhouette in order to offer maximum riding, manoeuvring and passing ease in heavy urban traffic

conditions, since too large and bulky a design would entirely defeat the central purpose of this new commuter. So, even with its integrated pannier bags installed, the Deauville's compact proportions ensure light and nimble handling in heavy traffic conditions while still providing effective wind protection on a par with larger machines.

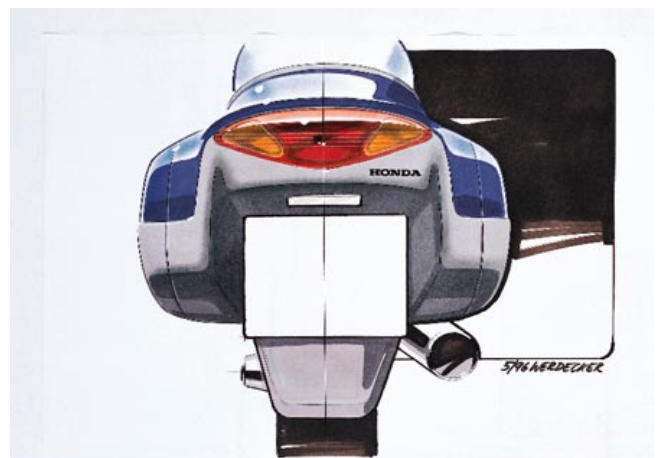
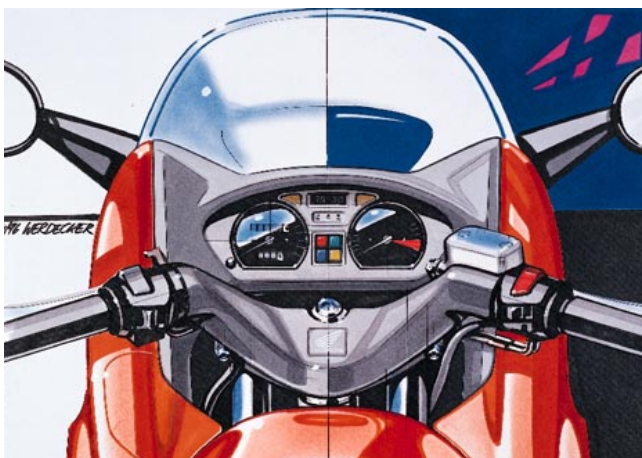
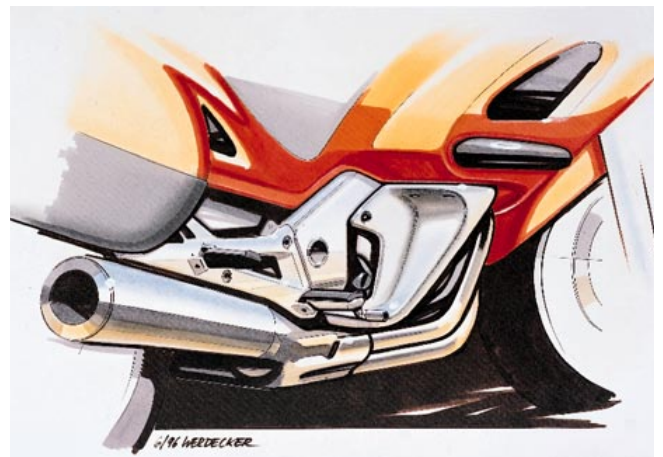


Styling Concept

The fairing's fully integrated design incorporates not only the forward cowl and fuel tank, but also a pair of smoothly integrated, aerodynamic pannier bags which boldly distinguish this new European sports machine from all other motorcycles in its midrange displacement class. Besides featuring excellent exterior aerodynamics, the Deauville's attractive half-fairing also enhances engine cooling efficiency by flowing cooling air through from a pair of large forward-positioned ports to the rear

cylinder and exhaust pipe, where heat would normally tend to accumulate in this enclosed configuration.

One theme carried through the entire fairing design is the use of the triangle. Seen in the shapes of the Deauville's meter panel, headlight area, turn indicators, side ports, seat area and even the one-piece integrated taillight, these triangular shapes tie the bodywork together with a central unifying design theme.



Colouring Concept

The sleekly styled new Deauville expresses its light, responsive performance and broad versatility in three fashionable colour variations. These include a brilliant metallic orangish brown that strikes a modern, trendy note, a sultry purplish black that emphasizes this commuter's look of prestige, and a metallic light brown that will surely attract admiring glances to the bright, attractive personality of this new-concept road machine.

Colours

- Pyrenees Brown Metallic
- Pearl Raspberry Black
- Sandy Beige Metallic



Air Management

Designed and manufactured entirely at Honda's European facilities, the new Deauville's fairing design was specially formulated to meet the unique requirements of Europe's narrow urban streets and crowded avenues for a slim, comfortable and convenient mode of two-wheeled transportation that can slip through the traffic with incomparable ease.

As narrow as it is, this fully integrated, aerodynamic half fairing design provides the rider with excellent protection against the wind, elements and engine heat, and curves gracefully back to incorporate a beautifully styled pair of panniers.

The fairing's large forward air ducts are designed to direct cooling air to the engine's cylinders, and particularly the rear cylinder and exhaust pipe, to enhance overall cooling efficiency. Hot air passing through the radiator is pulled out of the engine cavity through the fairing's large side panel ports.

Above these ports are located a pair of cleanly integrated, frame-mounted fairing bumpers like those first introduced on the CBR1000F. Featuring easily replaceable plastic covers, these bumpers help protect the fairing from damage in the event of a stationary fall.



Air Management**Fully Integrated Pannier Bags**

Moulded gracefully into the tail section of the fairing design, the Deauville's stylish rear panniers were designed to provide a conveniently large carrying capacity (Left-side: 18 litres; Right-side: 16 litres) for both the busy commuter and the leisurely touring rider. Providing sealed protection against the elements, their hinged locking lids open out for easy access and can be easily replaced with larger optionally available lids that greatly expand each pannier's carrying capacity (Left-side: 29 litres; Right-side: 27.7 litres).

Provisions for Car Stereo Installation

The black plastic panels on the left and right side of the fairing's cockpit area provide a convenient location for installing a pair of 10cm stereo speakers.

The Deauville also provides for such an installation with a pre-installed wiring harness that features connection leads in one of the panniers and speaker wires extending all the way to the cockpit's two 'speaker panels.'

Aerodynamic Front Fender Design

As found on other models, the Deauville's front fender features innovative ducts on either side of its forward portion. At higher speeds, these ducts create low-pressure zones that draw up jets of air from under the fender to enhance ground feel and handling. The jets also enhance rider wind protection by blowing air up into the cockpit area to create a high-pressure zone behind the wind-screen that helps deflect oncoming wind away from the upper chest and head area.



Engine

The Deauville is powered by essentially the same 52° V-twin engine that has driven the popular NTV650 Revere for the last ten years. Powerful and reliable, its three-valve-per-cylinder/dual sparkplug head configuration ensures optimal combustion efficiency and top performance.

Its offset dual-pin crankshaft combines with a larger, more massive flywheel, modified valve and ignition timing and a shorter, smaller-diameter exhaust system to provide the dual benefits of stronger low-to-midrange torque and minimized vibration for long-term riding comfort.

Other modifications—including a larger-volume aircleaner (up from 3 to 4.5 litres) and a smaller exhaust silencer (down from 6 to 4.5 litres) also contribute to the engine's impressive low-to-midrange power output, more linear torque and excellent overall balance of performance, while ensuring that the new

Deauville easily clears Europe's EURO-1 emissions regulations and all local noise controls.



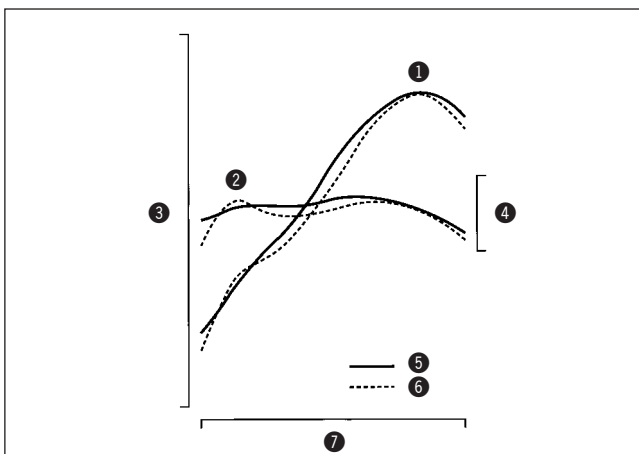
Engine

The V-twin engine's inherent slimness and compact proportions also play an important role in making possible the Deauville's narrow overall design. For optimal cooling efficiency in the heat of stop-and-go city traffic, the new Deauville uses a larger-volume radiator with a 50% thicker core than that used on the Revere, for a major increase

in cooling capacity (from 10,400 to 12,640kCal).

Like the Revere, its wide-ratio 5-speed transmission feeds the engine's power to the rear wheel by way of a clean, quiet, maintenance-free enclosed shaft drive system.

Engine Performance Curve



Engine Performance Curve

- ① Power
- ② Torque
- ③ Power Output (PS)
- ④ Torque (Kgf-m)
- ⑤ Deauville
- ⑥ NTV650
- ⑦ Engine Speed (rpm)



Chassis

The Deauville's five-sided, rectangular-section twin-spar perimeter-style steel frame is basically the same unit created for the Revere. Now manufactured locally, this slim, simply configured frame provides a superb balance of rigidity and strength for smooth, precise handling over a wide range of riding situations.

Rugged, Compliant Suspension

The Deauville's 41mm air-assist telescopic front fork provides light, responsive handling and smooth operation for easy, confident control over all the varying road surfaces one is likely to encounter on the roads of Europe.

Positioned further rearward than usual, the Deauville's long-travel rear suspension uses a single heavy-

duty damper mounted between the shaft drive's rear differential and the seat rail. Providing a comfortable, well-controlled ride for one or two, the damper offers remote-adjustable spring preload by way of knob located under the right-side sidecover. To further ensure a high-quality ride, the rear wheel's differential is fitted with internal dampers that smooth out drivetrain roughness during acceleration and engine braking.



Chassis**Wheels and Brakes**

The new Deauville rides on stylish cast aluminium triple-spoke wheels that feature a unique S-section volute-pattern spoke design. Finished in attractive Starlight Silver Metallic paint, these wheels mount wide-bodied radial tyres for a superb balance of performance and control.

Braking duties are performed by a set of triple disc brakes. Up front, a pair of lightweight and responsive Brembo dual-piston calipers grip wide-diameter 296mm drilled rotors between resin mould pads. At the rear, a 276mm drilled rotor is stopped by a lightweight single-piston caliper mounting the same resin mould pads.



Equipment

The new Deauville also comes equipped with a variety of extra features to make commuting and touring a more pleasurable experience.

- A large-capacity 19-litre fuel tank offers long touring or commuting range on a single fillup.
- Left and right side 'glove box' pockets provide convenient locations for holding smaller necessities.
- The hand-hold for the Deauville's centrestand is neatly concealed under the left-side sidecover air vent for optimal leverage and easy lifting onto the stand.
- The Deauville's underseat compartment has been specially designed to carry one of several varieties of 'U'-type security lock or cable lock. (Lock not included.)



Optional Equipment

Planned optional equipment includes a sturdy and spacious rear carrier, a large, stylish, specially made and colour-matched locking top box, and a convenient, large-volume tank bag.

- A convenient see-saw-type gear change lever will be made optionally available to help minimize shoe scuffing by permitting easy shifts with only a push down on either of its two rubber-tipped levers.
- The fairing's excellent wind protection can also be extended downward with a pair of optionally available side-mounted lower shields that deflect the wind, cold and wet away from rider feet and legs.
- A handy 12-volt accessory socket combines with the Deauville's built-in wiring harness to facilitate installation of such aftermarket electrical components as a radio or car stereo.



Optional Equipment

- Optional heavy-duty fabric inner pannier liners feature strong carrying handles and zippered centre panels that let them be easily expanded to fit the larger sized lids.
- Optional electric grip heaters provide an extended range of comfort when riding during the cold winter months.
- Saddlebags feature two sizes of interchangeable hinged cover for easily expanded carrying volume (Standard Left-side: 18 litres; Right-side: 16 litres; Optional Left-side: 29 litres; Right-side: 27.7 litres)

*Photo: (full option)*

Specifications**Specifications****Deauville (ED-type)**

Engine		Liquid-cooled 4-stroke 6-valve SOHC 52° V-twin
Bore × Stroke		79 × 66mm
Displacement		647cm ³
Compression Ratio		9.2 : 1
Carburettors		36.5mm slant-type CV × 2
Max. Power Output		55.7PS/8,000rpm (DIN, 95/1 EC) (41kW/8,000min ⁻¹)
Max. Torque		5.6kg-m/6,000rpm (DIN, 95/1 EC) (55Nm/6,000min ⁻¹)
Ignition		Digital transistorized with electronic advance
Starter		Electric
Transmission		5-speed
Final Drive		Enclosed shaft
Dimensions	(L×W×H)	2,220 × 770 × 1,260mm
Wheelbase		1,475mm
Seat Height		810mm
Ground Clearance		150mm
Fuel Capacity		19 litres
Wheels		'S'-section triple-spoke cast aluminium
Tyres	Front	120/70-ZR17 (58W)
	Rear	150/70-ZR17 (69W)
Suspension	Front	41mm telescopic fork, 115mm axle travel
	Rear	Single damper with adjustable preload, 120mm axle travel
Brakes	Front	296mm dual disc with dual-piston calipers and resin mould pads
	Rear	276mm disc with single-piston caliper and resin mould pads
Dry Weight		223kg