

**2** The ST has a wonderfully refined motor, if not the most powerful, and the greatest fuel range. Its windshield and its rear seat are favored over the others. Rider comfort is very good, its steering is light and seating adjustable. But its instruments were hard to read and the brakes too progressive.



Left: The speedo 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. But efforts to contain the heat from reaching the rider have made the fairing compartments very hot in warm weather.



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 whisper quiet, even at top speed—so much so that some felt they detract from the ST's sportiness.



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. The absence of bungee hook points makes the nice rear rack less useful.



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



### TESTERS' LOG

harsh. I could not relax while riding on the back. I could feel every small bump very sharply in the seat and footpegs. No amount of suspension adjustment seemed to improve the GT's comfort. The ST's suspension, on the other hand, felt the cushiest from the back seat, with the FJR just...er, behind.

The ST was also best for the passenger in the wind noise department. Windscreen down was acceptable, and when the windscreen was fully up, it was very quiet and calm. The FJR was somewhat noisy in the down position by comparison, but acceptable in the fully-up position. The GT's windscreen, up or down, did very little to help with wind noise for the passenger. When it was in the fully-down position, there was a fair amount of buffeting and wind pressure around my helmet.

—Nancy Foote

BMW was instrumental in shaping the sport-touring class.

Unfortunately for them, they have waited too long to update their long-in-the-tooth 1200. If all you do is ride in a straight line with an occasional twist in the road, you will probably enjoy the GT, but I look for more turns and less straightaways. Unfortunately, the overall weight and extremely heavy feel of the front end at low speeds will wear you out if you aren't a real BMW enthusiast and in good physical condition, too. I'm sorry to see the adjustable handlebars of the RS replaced with fixed bars, the reach for me is a little long. The windscreen appears to be an afterthought as are the pieces used to enlarge the fairing. While the road holding ability of the Telelever and Paralever is what I have come to expect, the harshness of the suspension was disappointing.

The Honda ST is like visiting with an old friend; we have seen a lot of miles together. Improvements in ducting and channeling

## 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/redline .....3830/8500

#### DIMENSIONS

Wheelbase: .....58.7"  
Rake/trail .....26.0°/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: ....44.0/37.0/41.6

## CycleStats™

#### PERFORMANCE

Measured top speed .....143.6 mph  
0-1/4 mile .....11.47 sec.  
@ 116.16 mph  
0-60 mph .....3.49 sec.  
0-100 mph .....8.62 sec.  
60-0 mph .....124.3'  
Power to Weight Ratio .....1:6.85  
Speed @ 65 mph indicated .....61.5

#### M/C RATING SYSTEM

EXCELLENT  
VERY GOOD  
GOOD  
FAIR  
POOR

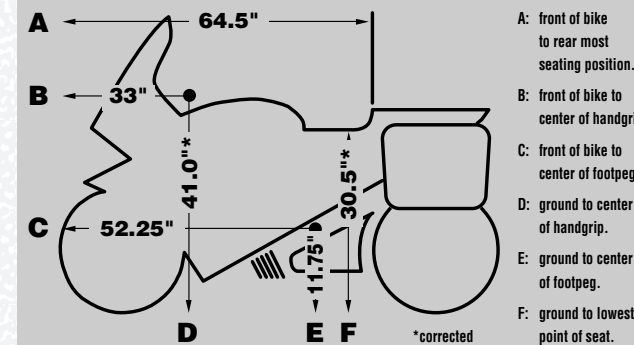
#### Sport-Touring

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

OVERALL RATING ●●●●○



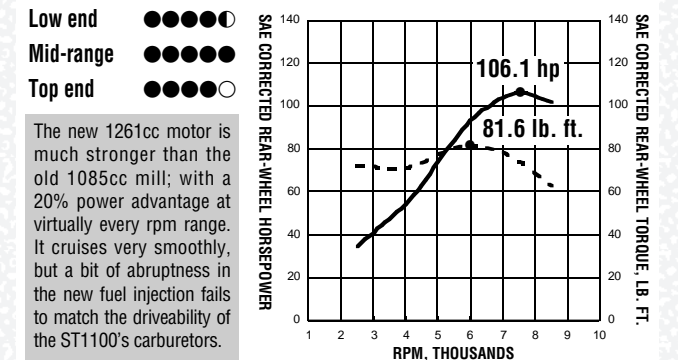
#### ERGONOMICS TEMPLATE



#### 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



#### TEST NOTES

##### PICKS

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

##### PANS

- Where are cruise control and self-cancelling turnsignals?
- 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
<b>Totals</b>	<b>5.65</b>	<b>\$141.95</b>	<b>\$339.00</b>

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