GI1000

The Honda Gold Wing is a series of touring motorcycles manufactured by Honda. Gold Wings feature shaft drive , and a flat engine. Total sales are more than ,, most of them in the U. Over the course of its production history, the Gold Wing had many design changes. The Gold Wing with its flat-four shaft-drive powertrain used technologies both from earlier motorcycle [18] [19] and automotive designs. Although preceded by the water-cooled Suzuki GT two-stroke triple, [22] [23] the Gold Wing was the first Japanese production motorcycle with a water-cooled four-stroke engine. During its development, the CB was known within Honda as their "King of Motorcycles"; [26] so Honda's next big thing would be deemed the "King of Kings". The H-D Electra Glide was a comfortable, high-maintenance and high-vibration motorcycle with a loyal cult following. The Gold Wing's secondary target market was Europe, where riders prioritised handling and performance over luxury. In , the project team broke from Honda practice [17] to produce an experimental prototype motorcycle, code-named "M1". Instead of the usual transverse engine layout with a chain final drive, the M1 had a longitudinal engine suitable for shaft drive. The M1 had a cc liquid-cooled [16] flat-six engine , twice the displacement of the CB. The brainstorming team's M1 project was never intended as a production prototype. Nonetheless, the M1 should be seen as the primordial Gold Wing because so many of its distinctive features appeared on the GL The Project team finally settled on a layout that became the characteristic Gold Wing: a liquid-cooled flat-four SOHC engine, with a gear-driven generator that contra-rotated to counteract the engine's torque reaction. Final drive was by shaft. Small fairings had been mounted on two of the show models at the US dealer show in Las Vegas. The original cubic centimetres The real fuel tank was under the seat, in order to keep the center of mass as low as possible. There were no significant changes in the standard Gold Wing for the K1 model. In the third model year K2 Honda began refining the Gold Wing, although the changes for were small, such as exhaust pipe heat shields, revised seat and handlebar, as well as a new fuel gauge. Wire-spoke wheels were replaced with Honda's new ComStar wheels , but the existing tires with inner tubes remained. Honda sold more than 97, units of the GL in the United States between and After five years of the GL, the second-generation Gold Wing was released in as a model, and the GL would be continued through the model year. The GL was manufactured in Japan until May when Honda started building models at the Marysville Motorcycle Plant in Ohio [8] [66] which had been making frames and parts for various models since Engines were still being built in Japan, but Honda began to market the machine as being made in America. Honda responded by increasing the displacement of the Gold Wing, and then followed-up by announcing the first Japanese full-dress tourer. The wheelbase was lengthened over that of the GL, and air suspension was added. Ridden by Emilio Scotto , the GL is the bike that toured the world. All the Gold Wings had transmission ratios revised again to lower engine rpm at cruising speeds, new brakes with twin-piston calipers and wider tires on smaller wheels. Transmission gear ratios were revised yet again for the Gold Wings to lessen engine speed on the highway. Cast aluminum eleven-spoke wheels replaced the ComStars. The front suspension was endowed with TRAC anti-dive forks with an integrated fork brace, [53] and the rear suspension worked even with no air pressure. Honda went beyond the mechanical makeover of the naked Gold Wing in March by releasing the first Japanese turn-key tourer, the Interstate model GLI with a factory-installed full fairing , saddlebags and a removable trunk, plus a long list of optional extras including a stereo system. Likewise, the saddlebags and trunk were intended to carry the baggage of two people. The GLI '82 model offered more options, such as a new stereo, a channel CB transceiver , and an on-board compressor to adjust the suspension air pressure. Starting in , Honda offered three different Gold Wing models. The GLA '83 received the same engine and running gear updates of the other models. The Aspencade also got new front and rear brakes, with internally ventilated front discs only , as well as a digital LCD instrument panel and some additional amenities for rider and passenger. Honda hit back at the Milan motorcycle show late that year by announcing a new Gold Wing that pushed its four-cylinder engine design to its limits. The bored and stroked boxer produced more power and torque; a new final drive ratio gave the GL taller gearing in order to reduce noise and vibration. This led to the decline of aftermarket manufacturers such as the Vetter Fairing Company. The GL's competitors were becoming more numerous. Last of the big Japanese manufacturers to do so, Suzuki finally entered the marketplace in with their full-dress tourer, the GV Cavalcade with a DOHC , four valves per cylinder, V4 engine. With three versions of the Gold Wing boxer motor spanning a dozen years, by further development of the flat-four engine was regarded as being constrained by the law of diminishing returns. During the same time period, gear ratios had been raised to decrease engine RPM boosting fuel economy and reducing vibration as well as noise levels which in turn made pulses through the drivetrain seem rougher to the rider because firing intervals were farther apart. The obvious way to deliver power more smoothly as Irimajiri-san had demonstrated with the M1 engine was to step up from four

cylinders to six. Having introduced the full-dress Interstate with the GL, Honda used the GLI '84 to refine the Gold Wing's fairing so that it would come across as a basic part of the bike and not as an afterthought. The new model Interstate still called De Luxe in Europe had an automotive-style instrument panel up front and increased luggage capacity in back: 38 liters 1. Despite giving the Gold Wing taller gearing the year before, in Honda shortened the overall gearing to improve performance. Unlike the analog instruments of the Interstate, the Aspencade had a dashboard with an LCD digital display. In Dolby noise reduction was added to the audio system, which was replaced with an improved Panasonic system in In Honda marked the tenth anniversary of the Gold Wing by launching a gold-painted Limited Edition model GLL luxuriously equipped with cruise control, auto-leveling rear suspension, an electronic trip computer and a four-speaker audio system. A new design team began work on the fourth-generation Gold Wing in Honda describes prototype testing as involving sixty developmental stages, and building fifteen different test bikes, including one made from a GL frame coupled with the original M1 engine so that a six-cylinder could be compared to a four-cylinder head-on. New Gold Wing engine design goals were smoothness, quietness and enormous power. The biggest difference was that the flat-four engine was replaced with a flat-six engine. Honda also enclosed the entire motorcycle in plastic, giving it a seamless appearance. The seat height was lowest yet on a Gold Wing, the passenger back rest and trunk were integrated, and a central mechanism locked the trunk lid and saddlebags. Rear suspension air pressure was adjusted by an on-board compressor. One major innovation was the addition of a "reverse gear", which was actually a creative use of the electric starter motor linked to the transmission. Because of the size and weight, Honda felt that some people would have problems backing it up. The new Gold Wing had grown in nearly every dimension. For Honda modified the brake discs, and raised the price. Brake discs were modified again in , as were the carbs and camshafts, without a price increase. The following year, to celebrate the 10th Anniversary of American-made Gold Wings, every bike produced for came with a numbered plaque and anniversary edition insignia. There were three '91 models: Aspencade indicated the regular GL model; the luxurious Special Edition from the year before carried on as the SE model; and the Interstate name denoted a stripped-down model. Beginning in , all GL rocker arms pivoted on needle bearings, and the cruise control was updated to directly read crankshaft speed for enhanced precision. All models got commemorative emblems, cosmetic changes, a thinner and narrower seat and suspension improvements which reduced ground clearance, contributing to an even lower seat height offsetting the weight gain. Yet another milestone was reached in mid when a Gold Wing Aspencade was the millionth Honda motorcycle made in America to roll off the assembly line at the Marysville Motorcycle Plant. The Valkyrie was the first naked GL since A Gold Wing styling makeover extended to the engine with redesigned valve covers , but no price increase. The Gold Wings had chrome-plated valve covers , Canadian and American models also had gold-plated 25th Anniversary emblems marking 25 years since the first GL debuted for the model year. The model was the last GL Aspencade model. The original 15th Anniversary Special Edition model had a vented windshield, additional lights, upgraded sound system, two-tone paint with special insignia, adjustable passenger floorboards and adjustable foot pegs as well as foot heaters for the rider. The GLSE '97 had powertrain updates. More significantly, the export model got an exhaust air-injection system along with carburetor modifications in order to pass Japan's new emission regulations. The GLI '91 model had its weight and price cut by eliminating the reverse gear, cruise-control, the passenger footboards, and by replacing the audio system with a small Kenwood radio. The seat was lowered by 0. In the Kenwood radio was, in turn, replaced by a new Panasonic watt-per-channel sound system with intercom. As with the other 20th Anniversary models, the cost of a GLI '95 jumped. The last GLI was the model. The GL's extruded aluminium frame, comprising 31 elements barely half the GL's number resulted in an overall weight decrease. Options included ABS braking. The model had further options: an airbag , [13] in-dash GPS called Internavi , with audio information provided through the speakers and headset cables, plus a rider "comfort package" comprising saddle heating, heated grips, and adjustable engine-air vents ahead of the driver's foot pegs. The model year was the last to be produced in the United States, and no model year Gold Wings were produced while manufacturing was transferred to Japan in A revised fairing gave better protection to the rider's legs, with vents channelling warm engine air onto the rider's feet. For its 6th generation in Honda produced a completely redesigned Gold Wing. Its new robotically welded frame has a double wishbone front suspension , resembling the Duolever from BMW. Options include automatic dual clutch transmission with a forward and reverse "walking mode". It had a higher performance engine, based on the GL, in a cruiser -style frame. The Valkyrie Tourer version had a windshield and saddlebags. A more touring-oriented version was introduced in as the Valkyrie Interstate with a

full fairing, saddlebags and trunk. It was released as a naked bike, but also had a Tourer and an Interstate model. These two incarnations lasted relatively short and were re-absorbed by the Goldwing line. These Valkyrie models were dropped due to slow sales, leaving the standard Valkyrie, which was discontinued after the model year and since then intermittently new Valkyrie models introduced into the market as "limited" editions. The F6B is basically a greatly stripped-down version of the 'standard' Gold Wing with most of the chrome trim being 'blacked out', giving the F6B a look that should appeal to many cruiser buyers. It is affectionately known as the Bagger. The seat is changed for both the passenger and the rider with the most obvious difference being that the passenger no longer has the oversize backrest â€" a result of the removal of the trunk. The basic design is, otherwise, the same as the full blown Gold Wing except that there is no reverse gear and early models did not have cruise control. For this model is now just called the standard Gold Wing. From Wikipedia, the free encyclopedia. Main article: Honda Valkyrie. Retrieved 31 December Cycle World. Retrieved 11 December New York Times. Retrieved 9 November Washington Times. Retrieved 21 November Honda Media Newsroom. American Honda Motor Co. Archived from the original on 8 September Retrieved 4 December Last but certainly not least is the Gold Wing, the true icon of two-up long-distance luxury travel with U. Retrieved 19 March Automotive News. Crain Communications. Society of Automotive Engineers of Japan. Archived from the original on 23 April Retrieved 12 November A long-distance touring model rather than a sport model, it incorporated innovative technologies and ideas. Bonnier Corp. Retrieved 6 December Ultimate MotorCycling. 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April Archived from the original on 2 December Retrieved 23 November Retrieved 23 March Chicago Tribune. Retrieved 8 December Los Angeles Times. I'm not dead, just touring. Joshua Placa 28 July Retrieved 17 December La saga GoldWing in French. Archived from the original on 19 December Orlando Sentinel. Retrieved 15 November It is often said that Harley-Davidson is the last American motorcycle manufacturer. Perhaps the last American-owned manufacturer would be more accurate. Honda has been building motorcycles in America since the late '70s at its plant in Marysville, Ohio. Retrieved 15 December Gold Wing European Federation. Archived from the original on 9 January We ride a motorcycle that can take us from one end of Europe to the other with ease and comfort â€" just with a twist of the wrist. And that was to provide something just short of a full-dress touring bike in a slightly more manageable and cheaper form, at the behest of the European, not US, market. Retrieved 26 February Retrieved 16 January The Biker eNews. Phillip Floria. Archived from the original on 5 December GoldWing-Technik Details in German. GoldWing Freunde Region Stuttgart. Archived from the original on 3 February Ed Youngblood. Archived from the original on 1 February Introduced in , the Honda GL was a stunning technical achievement. The original, unfaired Gold Wing was the world's biggest, heaviest, and second fastest bike available at the time only the mighty Kawasaki Z1 was swifter. Novel features included a liquid-cooled flat four engine, belt-driven overhead cams, shaft drive, triple disk brakes, under-seat fuel tank, counter-rotating alternator, two oil pumps, 'floating' piston pins, faux top shelter 'tank' and detachable back-up kick-start arm, to mention a few. Retrieved 13 November Goldwing Chrome. Gold Wing Chrome. Archived from the original PDF on 8 October Motorcyclist Illustrated. December Goldwing Owners Club of Great Britain. Archived from the original on 4 February Archived from the original on 24 March Retrieved 13 January Steve Saunders Goldwing Page. Archived from the original on 4 July Retrieved 18 January Web Partners. Archived from the original on 5 April As we got comfortable with each other, Honda gave us permission to use our loaner GLs to make hardware to fit up my own Windjammer III fairing. Consequently, we had Windjammer brackets for GLs before Honda dealers even had the motorcycles. Honda Werther. Archived from the original on 15 October Archived from the original on 16 January Retrieved 15 January Archived from the original on 20 February Department of Transportation. Parts Manual. Retrieved 16 November Archived from the original on 19 February Archived from the original PDF on 21 June Retrieved 19 November Archived from the original PDF on 13 November Retrieved 3 December Honda Goldwing GL October

Retrieved 18 November Archived from the original on 5 February Retrieved 27 January Archived from the original on 30 June Retrieved 26 January Motorcycle News. Bauer Media. Retrieved 14 November Archived from the original on 24 November The Auto Channel. August The modern Gold Wing's appearance really hasn't changed since its last overhaul 12 years ago, which included the addition of two more cylinders and upped the displacement to cc's. On the 25th anniversary we get a couple of gold emblems proclaiming it as such, with few other modifications. Now Honda has come almost full circle by adding a full fairing, radio, and touring trunk. Add a pinch of '50s retro style, and you've got the Valkyrie Interstate. Retrieved 20 November Independent Online. Independent Newspapers. Retrieved 25 November The architecture of the flat-six engine is the same as the GL of , with a low 9. The only significant changes in more than 36 years of production have been the addition of two extra cylinders and the substitution of two 40mm Keihin throttle bodies for the original downdraught carbs. Motorcyclist Online. Source Interlink Media. June Archived from the original on 25 June As we chronicled last month, the Gold Wing will get many useful enhancements but not the complete overhaul many were hoping for. Honda GL Gold Wing". Retrieved 26 November The Honda shines in the luggage department, too, showing how decades of real-world research pays off. Capacity of the trunk and saddlebags is enormous, and their operation is very car-like, so you can stuff in your junk and snick it shut with one hand. Motorcycle USA. Unchanged is the familiar cc Flat Six powering the Honda. The Wing also remains a heavyweight touring platform, tipping the scales at a staggering â€" pounds, depending on the options. Thankfully, the electric Reverse system remains a standard feature. Also standard fare on the base Gold Wing are five-position heated grips, seat and backrest. Retrieved 10 March Ultimate Motorcycling. Immediate Media Co. The Gold Wing F6C has a new aluminium subframe, new styling and steering geometry and radiators mounted on the sides instead of the front. Motorcycle Daily. Retrieved 1 December If anything, the new Valk is a Rune for the masses, as it uses much the same formula, albeit for a broader audience. Bikeland Media. Veteran reviewers agree the F6B and the Gold Wing already carve corners far better than anyone who hasn't ridden them can believe. The Valkyrie goes beyond the F6B in handling and other areas, especially in stripping weight; down to a svelte pounds wet. Like the original, which debuted way back in , the new Valky bases off the Gold Wing, picking up the existing SOHC, valve opposed-six-cylinder engine trussed into an aluminum twin-spar frame. Cycle News. Archived from the original on 25 November That, combined with a low seat height of Honda List of Honda motorcycles. Honda Motor Company. Oberg Honda Malaysia Racing Team. Categories : Honda motorcycles Six-cylinder motorcycles Shaft drive motorcycles Motorcycles powered by flat engines Touring motorcycles Motorcycles introduced in Namespaces Article Talk. Views Read Edit View history. Help Learn to edit Community portal Recent changes Upload file. Download as PDF Printable version. Wikimedia Commons. Digital electronic. F: Single shock double wishbone Contact breaker [46]. Steel full-duplex cradle. F: Dual discs , single-piston calipers R: Single disc, opposed 2-piston caliper. Japan '79â€"80; Marysville, Ohio '80â€" F: Dual discs , 1-piston calipers '80â€"81 R: Single disc, 1-piston caliper '80â€"81 F: Dual discs , 2-piston calipers '82â€"83 R: Single disc, 2-piston caliper '82â€" Honda Gold Wing GL F: Air-assisted, anti-dive telescopic fork, 5. F: Dual discs , 2-piston calipers R: Single disc, 2-piston caliper. Electronic Solid-state Digital. F: Anti-dive fork 5. F: Dual discs , 3-piston calipers R: Single disc, 3-piston caliper. Wikimedia Commons has media related to Honda Goldwing. CM Twinstar. CB Four. GL Gold Wing. CD Benly. CB Super Dream. CB Nighthawk. VTR Interceptor. VT Spada. CBN Super Dream. Honda NT Sport touring. VTR US. VTR Asia-Pacific. CB twin. NT Hawk. CBF Hornet. VTRF Superhawk. CBRF Hurricane. VFR Interceptor. PC Pacific Coast. NTV Deauville. VTC Shadow. CMXC Rebel. VFC Magna. GLC Valkyrie. NX Transcity US sales ended NX Dominator. XLV Varadero. Verza CB Verza. MegaPro CBR Streetfire. CMX Rebel. NM4 Vultus. VF Magna. VTCX Fury. VTT Shadow Ace. VTCS Sabre. ST Pan-European. VFRX Crossrunner. VFRX Crosstourer. The Honda GL is a motorcycle produced by Honda from to After showing the world what it could do with the CB in , Honda was ready to do it again in Honda had recently weathered a downturn following the retirement of its founder, Sochiro Honda , but when the GL Gold Wing arrived that year, it had become clear that Honda was a leader if not "the" in motorcycle technology. It was powered by a water-cooled opposed four flat four engine that displaces cc. The camshafts of its flat-four engine were driven by cogged belts. The GL came equipped with shaft drive , as opposed to being chain driven. This adds a level of smoothness, reduces maintenance, and avoids the problem of chain oil being slung everywhere. Most motorcycles made by other companies up to that point used a gas tank mounted in front of the rider, on top of the "backbone" of the bike. The GL had a "faux" tank, that was nothing more than a cover for the electronics, and a housing for the air filter. The real tank was located between the two side covers for a lower center of gravity. It was rumored that the project design

had been subcontracted to Porsche and that the original prototype had been fitted with an air-cooled flat-six like the famous Porsche car. Interestingly enough the Gold Wing would eventually become a flat six with the GL. The bare-bones version at kg pounds was often dressed up with a fairing, saddlebags , luggage rack and box to increase the weight even more. In the first five years of production, Honda sold almost , copies. The original Gold Wing has since grown to a cc then cc then cc six-cylinder and then cc with a talk of a cc in the future. It featured gold pin striping, special LTD side cover badges, a chromed radiator guard and screen, a quilt patterned seat, gold anodized spoked wheels, a gold stamped GL owners manual, and a leather key case. The LTD's fender is also slightly flared. The GL engines had electric start, with a kick starter as a backup. The kick starter is geared very well, and actually doesn't require "kicking". The engine can be started using the "kick start" lever, using one's hand. The model GL added a small instrument panel to the top of the faux gas tank where there was previously only a fuel gauge. The new gauge cluster included a voltage meter, and coolant temperature which was previously on the tachometer. The exhaust was also changed to a chromed pipe with mufflers, as opposed to the "horseshoe" muffler design of the The model GL has been termed by some as the "ugly duckling" though it is mechanically same to the model. Changes for were cosmetic. Rectangular turn signals replaced the previous round ones, control levers were changed from silver to black, and twin-bulb taillight with CBX-type ribbed lenses replaced the single-bulb unit. Fairings, common on newer Gold Wings, were an add-on accessory. The exhaust system was black with a solid chrome shield and chrome tailpipe. The spoke wheels had aluminum rims. The SOHC engine displaced cc and had only two valves per cylinder. The engine was an opposed four cylinder similar to the BMW. Interestingly, it also duplicated the BMW by incorporating a shaft drive. The transmission was a five-speed. It was available in only one color: Custom Candy Brown. The wheel rims were gold anodized and the spokes were plated a gold color. All emblems and striping were gold. The Radiator shroud was chrome plated and the saddle was dual contoured like the wing. A special tool kit with a leather type bag. Fairings, common on newer Gold Wings, were still an add-on accessory. The handlebars were higher and recontoured than in the previous two years. The saddle had a dual contour. An instrument panel was added to the center pod. The exhaust system was new and solid chrome. The wheels now had five "spokes" and were silver comstar wheels. As in the previous year an instrument panel was added to the center pod. The exhaust system was solid chrome. The turn signals were rectangular rather than round. The tail light had a ribbed lens and two bulbs. The control levers were black. The silver comstar wheels had five "spokes. From CycleChaos. Honda GL Manufacturer Honda. Liquid cooled, four stroke, opposed boxer four cylinders, SOHC. Western Power Sports. Namespaces Page Discussion. Views Read Edit View history. This page was last edited on 23 December , at Front: 2xmm discs 2 piston calipers Rear: Single mm disc 1 piston caliper. Honda GN4 10W Service Manual. It was, in fact, evolutionary, built to appeal to the American bigger-is-better theory. Today, the Honda Gold Wing is an icon for the cross-country touring motorcycle. Price-point analysis is an unrefined art, dedicated to the unvarnished truth of the bottom line. The second consideration was how many of the new model they could sell. Instead, he wanted to light a new path with a very different motorcycle that would have the cycle-buffs applauding. They saw how popular the 1,cc Harley-Davidson was in the U. Soichiro knew his new bike needed a smooth, four-cylinder engine. Both designs had been tried with limited success in the s, with the Matchless Silver Hawk V-four and the Zundapp K boxer four. Soichiro settled on a flat four, but it was almost a flat six. The GL Gold Wing the name came from the Honda logo, a golden wing introduced in late had a cc opposed four-cylinder engine, a wheelbase of This was a hundred pounds more than the Z-1, which many pundits thought was the motorcycle the GL was supposed to beat. This was not necessarily so; the Z-1 was a rev-happy machine, sullen under 5,rpm, arm-socket-wrenching above. The GL, which had almost the same power and performance, was calm, quiet, and comfortable. Honda was broadening the field, rather than going head to head. Evolutionary There was little truly remarkable or innovative about the GL, yet it was so well executed it seemed like the Gold Wing represented a new frontier in motorcycle technology. Scott motorcycles in England had been water cooled for over half a century, right up to the mids, and Colonel H. Holden of the Royal Engineers had his water-cooled, flat-four-powered motorcycle on the market in Then there was the matter of operating the overhead camshafts, one on each bank of cylinders, Bevel-driven overhead cams had been around since before World War I, followed by chain-driven and gear-driven cams, but in toothed rubber and fabric timing belts were a decided rarity. Belts are both less expensive and quieter than chains or gears, the only drawback being the need to change belts before they wear out and break. On the Wing this is an easy job, done by removing the front cover from the engine. An interesting touch is a gear-driven alternator rotating in the opposite direction of the crankshaft, helping to counter-balance the slight sideways surge of the

longitudinal crankshaft when the throttle is blipped at rest, a phenomenon that BMW riders know well. The idea was to deliver power smoothly. Another interesting feature is the complicated linkage operating the four 32mm Keihin carburetors, allowing one cable to open and close the quartet. Carrying 5gal of gas up high would give the rider 35 extra pounds to balance, but down low it helps to centralize mass. This is a big bike, and Honda wanted to reduce any balance issues to their most manageable proportions. This left the faux tank to become a small glove box. Pop the top and the sides fall away, revealing all the fuses and electrical paraphernalia, a top-off tank for the cooling system, a tool kit and a kick-starter lever, just in case. To keep the wheelbase within acceptable lengths, the multi-plate wet clutch and five-speed transmission are tucked under the engine. A Hy-Vo chain provides primary drive, and a shock-absorbing system is built into the countershaft sprocket and connected to a shaft final drive. The rear wheel on the GL was a smallish 17in, but with a fat 4. It also sported a disc brake, a relative novelty, and people oohed and aahed over that fact, not appreciating that Harley had been using one for several years. The front wheel was a more standard 19in, with dual discs. Large side-panels kept the under-seat gas tank from view, but gave the bike a slightly porky air. When journalists got their first taste of the GL, they were pleasantly surprised. With a claimed 80hp, it turned second quarter-miles at over mph. And it was a helluva lot smoother than a Z-1, especially when consuming mile days; with a top speed of mph you could go as fast as you wanted for as long as you wanted. The Gold Wing is also unbelievably quiet. The liquid cooling keeps engine noise well abated, while a gigantic exhaust system gives a whispery exhaust note, even at 8,rpm. The only real disappointment is the suspension, with rather stiff 37mm front forks giving 5. The factory thought some riders might try to dice with sport bikes, and best to be too tough than too weak, but limited cornering clearance kept the seriously sport-minded crowd away, as they preferred the Honda CBF Super Sport. Tour master The Gold Wing really appealed to travelers wanting to go from St. Louis to Denver in a day. Touring motorcycle riders took the bike to heart, and the aftermarket boomed like nothing ever seen before, from frame-mounted fairings to hundreds of chrome doodads to make your Wing, well, yours. More than 13, Wings were sold in the U. Realizing that mid-range power was more important to these riders than top end, for the cams were changed and carbs reduced to 31mm for more low-end muscle, at the expense of a half-second in quarter-mile times. The forks were upgraded slightly, providing an inch more travel and better damping, and new shocks were fitted with improved damping characteristics. Early reports of weak braking in wet-weather conditions roused the interest of the U. Department of Transportation, so new discs, calipers and pads were added. A recall was also made on all earlier models so that dealers could install new rear brake pads. The saddle was improved, as was the whole styling motif. The Gold Wing was a wild success; according to Honda over 97, GLs were sold in this country from through And come , major changes were in order. It was now a real American motorcycle. Motorcycle Classics is America's premier magazine for collectors and enthusiasts, dreamers and restorers, newcomers and life long motorheads who love the sound and the beauty of classic bikes. Sign In. Register Today! The Honda Gold Wing GL has a horizontally-opposed flat four that keeps weight down low, and is actually 1in shorter and 3. Photos by Clement Salvadori. The real tank is under the seat. Not as big as it looks: Compared to current touring bikes, the GL seems small and lithe. Continue Reading. Share your thoughts. Related Content. Ariel Red Hunter Print. Add to cart. Chief Print. Classic Honda Motorcycles. Triumph TR Print. The MV Agusta Museum. Red Eliason. All in the Family: Yamaha XS The sound and the fury: celebrate the machines that changed the world! Join Today! Designed primarily for the wide-open spaces of the US market, the GL was a mediocre sales success for Honda at first. The original target was the rider looking for superbike performance in a unique, comfortable package. I agree with the many experts who have selected the original GoldWing as one of the best motorcycle designs ever. One example: the Guggenheim Museum selected the original Honda GL as one of the featured machines in the wildly popular Art of the Motorcycle exhibition series â€" limited to the top 75 models ever! Approximately , machines were made for worldwide distribution during models years Collector interest has grown dramatically in the last decade especially for original, unmolested examples. Clean low mileage examples are quite scarce and command a significant premium. General Guidelines:. Full documentation from prior enthusiast owners is the best bet. Otherwise, assume maintenance has not been performed and factor this into your negotiation. Originality rules! Collectors are driving up the value of pristine, original specimens. They look for examples as close as possible to showroom condition. None of the GLs came equipped with fairings, bags, racks, windshields, etc. Today, most GLs are equipped with such period, aftermarket accessories. Even if you desire these bits, their presence is a negotiating chip in your favor. Clarify your purchase intentions. Do you want a collectible, concours show bike or an economical and rewarding touring rig? Lots of engines have been swapped over the years. You

should also check to make sure that the bike you are evaluating has the correct carbs for that model year. Carb code location is explained here. Most collectible GL models are:. Less collectible GL models are:. Least collectible GL models are:. These had questionable to some styling changes, were a bit heavier and had slightly softer cams that reduced peak performance a bit. Still very desirable! Specific Issues:. The OEM muffler is also one of the best performing and quietest mufflers ever produced. Bikes with sound OEM mufflers command a significant premium. MAC, Jardine, JAMA and a few others make mufflers to fit the GL, but they leave something to be desired in terms of appearance, finish, sound level and performance. Absence of the correct OEM muffler warrants a major value deduction. Engines â€" GL are stone cold dependable in terms of internal engine component reliability. Honda engineers overbuilt the engine internals, so well-cared-for bikes routinely rack up prodigious mileage totals with minimal issues beyond routine maintenance. There is no provision on the early engines for controlling slack in the primary chain. It is of no real concern and can be controlled through accurate tune-ups with special attention to ignition timing and carb synchronization. GLs have solid mechanical valve lifters that require periodic adjustment. Accurate valve lash is critical for maximum performance and smooth idle. This means that if either of the rubber belts that drive the camshafts ever breaks, catastrophic engine damage will occur instantly as the pistons crash into the valves. Look for evidence that this required maintenance has been done recently. In most cases, you will need to budget for an immediate replacement! Accessory items like starters, water pumps, and fuel pumps are the only typical engine-related failure items. Fortunately, any of these can be replaced without engine removal. In fact, stator problems are quite rare compared to later four-cylinder GoldWings. Most charging problems on GLs are fairly easy to diagnose and remedy. Occasionally, a voltage regulator will fail. Even rarer is rectifier failure. Stator reliability is a good thing since replacement requires engine removalâ€¡a rather laborious task. Even though the hardware Honda specified is bulletproof, there is a significant issue of stator output. Bikes with fairings or numerous accessories will typically have shoddy wiring associated with these installations. Poor wiring should be investigated and resolved. Ignition â€" The factory coils are rather anemic and the original breaker point ignition is a hassle for most owners and many mechanics! However, you will want to retain these bits for a show bike. Otherwise, an aftermarket ignition like Dyna and good aftermarket coils are decent upgrades. Make sure the installation and wiring was performed to a high standard â€" often this is not the case. If you retain the original ignition setup, proper setting of the points and ignition timing is crucial for good performance. Look here for help on performing this maintenance. Weak batteries affect more than starting â€" they actually compromise ignition performanceâ€¡especially on bikes with OEM ignitions. Budget for a new battery unless you can verify that the battery is fresh. Brakes â€" GLs have outstanding brakes for their vintage. In fact, the GL was among the first bike to offer triple disks. The braking system is simple and easy to repair. Most problems arise due to lack of use and failure to replace brake fluid at recommended intervals. Assume that any GL you buy will need brake system rejuvenation. Many bikes still have the OEM hoses. These are way overdue for replacement! Fork seals â€" Honda made numerous running changes to fork seals. The current design is quite good. Fork seal replacement on a GL is easier than most bikes. Carburetors â€" Most GL carb problems result from a lack of use. The idle fuel jet passages are incredibly small and are easily plugged by fuel residues. For this reason, a product like Stabil should be used continuously in the fuel. Properly cleaned and adjusted GL carbs will stay that way for a very long time so long as they are not allowed to gum up from lack of use. Carb synchronization is very critical, but it must be done after the ignition settings are perfect. This vendor has the best resources to rebuild and service GL carburetors: Check for mismatched carbs before purchase. There is a unique carb code chart here. Do not interchange engines with carbs intended for a different model! GLs with single carb conversions are in the market. You will also find GLs with GL carbs. Body Panels â€" GLs have body panels made from metal, fiberglass and plastic. There are unique colors associated with each year. For example, yellow bikes were only made for the model year. Also, there are minor year-to-year variations in the pinstriping details. All panels will interchange, so be sure any bike under consideration has the right panels for its year of production. It is very difficult and expensive to re-paint to a high standard, so re-painted bikes usually get deductions. These should be evaluated for trueness, loose spokes, and corrosion problems. The restoration of spoked wheels is straightforward but expensive! Later bikes will have Comstars. These should be carefully examined for cracks, rivet failure, and other defects. Early bikes with Comstars receive a value deduction for non-originality. Frames â€" Examine carefully for rust damage. Especially vulnerable is the removable frame member under the left side of the engine which serves as the mount for the side stand. These will collapse on severely rotted examples. Spares â€" Since the GL was manufactured in significant numbers, sourcing

replacement parts is not overly difficult given the vintage. Honda does a decent job of maintaining an inventory of new spares. Aftermarket industry support for the GL is significant and growing. For obsolete NOS parts, here are some vendors that provide excellent support for this model:. If you want to find the best selection online for motorcycle parts, visit our stores below:. Love your site and blog. Speaker LED low beam headlight flickering. The dash indicator high-beam blue light also LED also flickers on low beam. Could this be a Reserve Lighting Unit problem? Should I bypass it per Clymer manual? Thanks for your advice. Is the frame the same as I know that the had air suspension and a longer wheel baseâ€¦did that change the frame? Thanks for all the sharing â€" considering purchase of a 78 goodwill g purple but hey, I am woman;. Great info here, very helpful. There is also the possibility of your local Honda dealer may have an ancient one as we call them that is familiar with the earlier wings. In most cases any real motorcyclist should be able to assist you. Using our tips along with a fellow cyclist you may end up with that perfect machine to enjoy. Just recently my son purchased my original GL off a member of the new Zealand Gold Wing riders NZ is were we live after seeing a photo of it in a Club magazine three or four years after I sold, it back around , and sending an email to the then owner, asking for first option on purchasing it when he was ready to sell it. It will be nice to welcome the old girl back home again, where my son intends to bring her back to her former glory with a complete birthday makeover, to as near as original as possible. Wonderful story. Good luck on the makeover! Send pics when your done to: customerservice randakks. It was an all original until I dropped and cracked a side panel. Still have the pieces but ordered a replacement and have that too. Has been garaged for over a year, but was running great before. Looks awesome. If interested, email me and I can send u pics. I have cleaned an flushed all master cylinders and they are in perfect condition. They work well and both bikes now fire up beautifully. I replaced all fuel lines with new braided proper diameter lines with new filters. I have taken all connections apart to check for any corrosion, cleaned with wire brush and reassemble with dielectric grease. I purchased your spin on adapter and am running synthetic Mobil One oil. I have not taken apart steering head or messed with fork tubes. They all look good. Do you have any further suggestions for reliability, safety in the coming season. I am running bikes with stabil all the time going forward and plan to avoid any ethanol gas as much as possible. Should I run premium gas. Bikes are bone stock otherwise. No need for premium fuel. Puts some miles on it, then evaluate. I have read much about tubeless vs tube. I have read they are tubeless. What is the smart safe choice? Thank you very much. The tires on both bikes were way older than I imagined.. I bought a new Black GL in I, for one, loved the design changes that put the gauge console on top of the pod. For a heavy bike the COG was very low and it rode like a dream. Hopefully some dayâ€¦. The dealer told me it was the 5th one sold in Ft. Worth at the time. Warranty was 6 months or 6K, I ran it out of Warranty in 1 month. I rode over it 85K. Sadly the second owner died on it. All rights reserved. Introduced in , the Honda GL was a stunning technical achievement. Honda used the GL to showcase its considerable engineering prowess and put other motorcycle marques on notice that it was a force to be reckoned with. In addition to its prodigious power, the original Wing was especially smooth, comfortable and reliable. The clever packaging resulted in a high degree of mass centralization that made the GL easy to handle despite its heft. General Guidelines: 1. Specific Issues: 1. Related posts: Early vs. Comments Mike Munday says:. May 18, at pm. Ric Jones says:. February 5, at pm. October 10, at pm. Norton Muzzone says:. October 12, at am. GL frames interchange mostly with GLs. Ditto for GL, GL, etc. Jerry A. Robinson, U. April 13, at pm. Randakk says:. April 14, at pm. Elizabeth Winchester says:. September 22, at am. September 22, at pm. Brett Boyle says:. August 14, at am. August 27, at pm. Alex Fernandez says:. June 6, at am. June 15, at pm. Francis says:. April 10, at pm. Dan Jacobsen says:. January 1, at pm. January 6, at pm. January 9, at am. TJ Oman says:. October 17, at am. Jim Ratcliff says:. April 16, at am. Return to top of page. Parts for the early years of these Vintage Motorcycles. Almost all parts are unavailable at Honda. We are filli

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