



GL1500SE Gold Wing

Introduction

Honda's proud touring flagship, the venerable Gold Wing passes its 25-year milestone this year with colours flying. Offering the same renowned combination of confident performance—generated by its smooth and powerful 1,520cm³ flat-six engine—luxurious comfort and impeccable quality, the Gold Wing traverses towns and continents in a style and level of prestige unchallenged by any other touring machine.

It's a fact, the "Gold" turns twenty-five. Its many years of experience and evolution or revolutions have made it a machine which is now a legend. It must be said that its balance, its amazing ease of handling relative to size and, of course, its engine which is sheer poetry are all part of the allure. The GL1500 indeed

has a 1,500cm³ flat-six engine. With extraordinary flexibility, smoothness, torque and power available, there is no dissent on this flat-6.

Designed entirely for GT use, the comfort and appeal of the Gold Wing are therefore unrivalled.

Introduced in 74 - Manufactured in USA - TOURING





GL1500SE Gold Wing

Colouring Concept

For the year 2000, the Gold Wing's gorgeous elegance is further emphasised with lustrous new chrome-plated head covers and a sporty new, low-contrast two-tone blue colour variation that gives an unmistakable impression of modernity and strength. Carried over from the preceding year are a richly appointed two-tone red that exudes a light and easy-going aura of enjoyment and a majestic pearlescent green with dark green accents to accentuate its sedately attractive style. Seats and interior trim for all three variations are done entirely in black.

Colours

- Pearl Coronado Blue
(with Dark Coronado Blue)
- Candy Spectra Red
(with Candy Garnet Red)
- Pearl Merced Green
(with Dark Merced Green)





GL1500SE Gold Wing

Close-up

New Features

- New chrome-plated headcovers replace current buffed and clear-coated pieces.
- Meter faces changed from black characters on white background to white-on-black.
- New colour variation.

General Features

- The flat-six 12 valve water cooled engine is the smoothest and most flexible on the market. Very powerful and with enormous torque (15.3kg-m at 4,000rpm), it has very low inertia and shows its willingness at all times. And what an impressive sound!
- Integral braking (the pedal operates the rear disc and one of the front discs) guarantees stability and safety.
- The fairing and the large screen protect the rider and passenger very effectively.
- The riding position, saddle and suspension endow the GL with the best comfort of current bikes.
- When it rains, a bike cover stored in the saddle stops your Gold Wing from getting wet.
- The engine is protected by a chromed tubular guard.
- The passenger is provided with a large backrest and wide running boards, for comfort worthy of a saloon.
- The stereo radio-cassette which is part of the standard equipment is particularly sophisticated: two loudspeakers in front and two at the rear, main controls on the handlebars and automatic volume setting according to ambient noise level.
- The equipment list is among the most comprehensive in the motorcycle industry: the traditional instruments plus clock and instrument panel gauges, a system for managing air temperature inside the fairing, a compressor to correct suspension settings or to re-inflate a tyre, electric reversing, etc.
- Given its overall size, the GL1500 is incredibly easy to handle. Along the same lines, it is very easy to place on its central stand thanks to a well designed lifting handle.
- The shaft and universal joint drive guarantee reliability and peace of mind on a machine of this type. Very smooth and quiet, it contributes to the exceptional overall appeal.
- The GL1500 enjoys a two year warranty and benefits from the quality of the Honda service network.



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Evolution

At the end of 1972, the Gold Wing prototype was already a 1,470cc flat-6 cylinder. But this engine was too long and was replaced by a more compact 4 cylinder with a gearbox under the engine. The 1974 GL1000 came bursting out with unheard of technical innovations. The choke was on the instrument panel, the kick-start could be removed, the steering lock was linked to the starter, the fuel tank was under the saddle, the clutch turned in the opposite direction to the engine to limit torque effect, the three brakes were disc, etc. In 1978, the GL1000KZ got wire wheels and a reinforced frame. Its stand was improved.

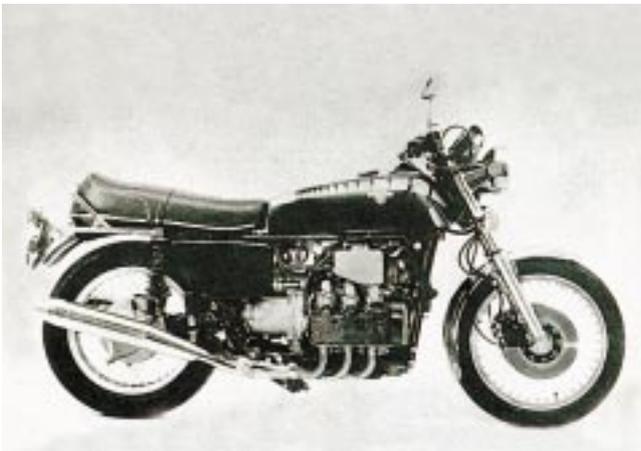
In 1979, the GL became an 1100cc by increasing the bore by 3mm. This was the first Honda made in the USA. This Gold came equipped

with carburetors with accelerator pumps, electronic lighting, air fork (angle of 60.5° instead of 52°), rear combined oleo-pneumatic shock

absorbers and new brake callipers. Its gearbox staging was modified. In 1980 the GL1100 DX came with a fairing, saddlebags and top-case.

*Prototype AOK
Flat-Six 1,470cm³
80PS at 8,000rpm*

1972



*GL1000
Introduced in 1974*

1974





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Evolution

In 1982 the GL1100/2 had new discs, callipers with juxtaposed pistons and coupled braking. The fork was fitted with an anti-dive system and the fifth gear was lengthened to reduce fuel consumption. The Aspencade version had a compressor to pump up the suspension and tyres, a radio, running board, elbow rests for the pillion passenger and a digital instrument panel.

In 1984 the GL1200 arrived on the scene, with its new cylinder capacity obtained through an increase in the stroke (66mm instead of 61.4mm). This was to be the last “flat-4”.

At the end of 87, after 5 years’ gestation, Honda introduced the “flat-6” GL1500 with 60 different prototypes and 20 engines. The GL1500 came with a reverse gear. The carburettor had an electronic management system

to ensure optimum performance at any temperature or altitude.

For 1998, the GL1500 Gold Wing SE came with new cylinder head covers, casing protection and disc brake covers. The instrument panel had a white background. The seat was two-tone, set lower and with a redesigned passenger seat. The silencers and mudguards were new. All this to embellish the undisputed must have when it comes to GT bikes.

GL1100DX

Fairing, panniers and top-case

1980



GL1200 Aspencade

Last flat-four

1984



First apparition of the 1,520cm³ Flat-Six and the reverse gear.

1987



Small modifications on the saddle, the exhaust pipes, the dashboard, the cylinder head covers and the disc brake covers.

1998





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Colour Overview

1993



1994



GL1500SE - 20006 - E



GL1500SE Gold Wing

Colour Overview

1995



GL1500SE - 2007 - E



GL1500SE Gold Wing

Colour Overview

1996



GL1500SE - 20008 - E



GL1500SE Gold Wing

Colour Overview

1997



GL1500SE - 20009 - E



GL1500SE Gold Wing

Colour Overview

1998



GL1500SE - 200010 - E



GL1500SE Gold Wing

Colour Overview

1999



GL1500SE - 200011 - E



GL1500SE Gold Wing

Specifications

Specifications

GL1500SE Gold Wing (ED-type)

Engine	Liquid-cooled 4-stroke 12-valve SOHC horizontally opposed 6-cylinder
Bore × Stroke	71 × 64mm
Displacement	1,520cm ³
Compression Ratio	9.8 : 1
Carburettors	33mm CV-type × 2
Max. Power Output	100PS/5,200rpm (DIN) (74kW/5,200min ⁻¹)
Max. Torque	15.3kg-m/4,000rpm (DIN) (150Nm/4,000min ⁻¹)
Ignition	Fully transistorised electronic
Starter	Electric
Transmission	5-speed
Final Drive	Enclosed shaft
Dimensions	(L×W×H) 2,615 × 955 × 1,495mm
Wheelbase	1,690mm
Seat Height	740mm
Ground Clearance	115mm
Fuel Capacity	23 litres
Wheels	Front/Rear Cast aluminium alloy
Tyres	Front 130/70-18 63H Rear 160/80-16 75H
Suspension	Front 41mm air-assist fork, 140mm axle travel Rear Single hydraulic damper with coil spring and single air spring, 105mm axle travel
Brakes	Front 296mm dual hydraulic disc with dual-piston callipers and sintered metal pads Rear 316mm hydraulic disc with dual-piston calliper and sintered metal pads
Dry Weight	372kg

All specifications are provisional and subject to change without notice.