

2006 Silver Wing 400

Powerfully responsive fuel-injected 398cc liquid-cooled DOHC 8-valve parallel-twin engine delivers exhilarating acceleration and low fuel consumption. Smooth V-Matic belt-drive transmission keeps acceleration strong and effortless as it ramps quickly up to speed.

Centrestand mounting position optimised for lighter and easier parking with reduced effort, even when carrying a full load of gear.



Honda-exclusive Combined Brake System provides strong, responsive balance of front and rear braking performance whenever the left-side (rear) brake lever is used. The right-side brake lever operates only the front brake, as in conventional motorcycle brake systems.



Large, stepped dual seat provides superb riding and even touring comfort with excellent back support. Spacious spring-loaded seat opens to reveal cavernous carrying space that can carry two full-face helmets and more.

Sleek rear 'spoiler'-shaped carrier provides comfortable hand holds for pillion passengers. Can be mounted with optionally available top box for 45 litres of extra carrying capacity.

Large-capacity exhaust system features slim oval design and built-in catalyser, which combines with fuel injection system and HECS3 oxygen-sensing low-emissions system to reduce exhaust emissions below EURO-3 mandated levels.



Modern, attractive aerodynamic bodywork features distinctive Silver Wing styling with robust proportions and exceptional riding comfort and ease. Front cowl incorporates distinctive 'piggyback'-style dual multi-reflector headlight and large, clear-lens multi-reflector indicators for a sharp look combined with excellent wind protection.



Effective Honda Ignition Security System (HISS) deters joy riders and bike thieves by disabling the engine unless started by the Silver Wing's own pre-programmed key.



Conveniently positioned glove boxes feature spring-loaded hard plastic lids that remain open until pressed securely shut. The left-side container also features a key lock for extra security.

Large-capacity 16-litre fuel tank positioned low in the frame for light, effortless handling. Combines with fuel injection system to offer long-ranging riding enjoyment between fill-ups.

Sturdy, smoothly compliant 41mm motor-cycle-type front fork combines with heavy-duty dual-damper rear suspension to provide a comfortable, sure-handling ride, even when fully loaded with passenger and gear.

2006

SILVER WING 400

PRESS INFORMATION

Introduction

Featuring the very same size, shape and proportions as the original Silver Wing, as well as its same quality of construction, comfort and peerless reliability, the new Silver Wing 400 arrives as the new performance and quality leader of a rapidly growing new segment of the European scooter market.

Based on the same fundamental concept of the original Silver Wing, the new Silver Wing 400 features the same highly rated large-body aerodynamic design for exceptional riding comfort at higher speeds, the same giant under-seat carry space for incomparable utility and carrying ease, and the same spacious, well-supported seating for both rider and passenger that have won the original Silver Wing and Silver Wing ABS such a dedicated following of discerning riders.

However, the new Silver Wing 400 is no cheap imitation of its predecessor. Instead, extensive efforts were invested in assuring strong fuel-injected two-cylinder engine performance and a level of quality and comfort that would assure its standing with the best that the growing world of scooters has to offer. The Silver Wing 400's excellent build quality and attention to detail show through everywhere you look, and every ride fills you with a sense of prestige and responsive riding control that makes it hard to believe you're on a scooter.

Concern for the environment was also a top priority in the development of the new Silver Wing 400. Honda's latest HECS3 oxygen-sensing catalytic emissions reduction system was adapted to ensure such low emissions of harmful gases that this new addition to the Honda scooter line-up easily conforms with Europe's latest and most strict EURO-3 emissions regulations.

With all these features on offer, the new Silver Wing 400 takes its place as a new high-quality leader of the middle-range 400cc displacement segment of Europe's rapidly growing scooter market. With its high priority on performance, luxurious detail, and one of the most comfortable rides on two wheels, the new Silver Wing 400 is certain to attract not only admiring glances in both the showroom and on the street, but also a large number of converts to its special brand of riding ease and commuting comfort.

Development Concept

In 2001, Honda shook up Europe's burgeoning scooter market with the introduction of an all-new big scooter powered by a specially developed 600cc liquid-cooled, fuel injected parallel-twin engine. The prestigious, top-of-the-line Silver Wing offered the riding ease of a full-sized scooter built with the smooth and satisfyingly powerful performance of a 600cc engine to carry two in luxurious comfort, across town or across a country. With its large, comfortable proportions, spacious under-seat carrying capacity and exciting performance, the Silver Wing set the standard for the big scooter segment of the market for years to come.

Seeing a large displacement gap to be bridged between Honda's other 250cc large scooters and the Silver Wing, and wanting to make this superb top-of-the-line model more accessible to a wider range of potential riders who might not require all the performance offered by its big 600cc engine, the Silver Wing's development team began work on producing a smaller displacement version that could offer all the exceptional qualities of the Silver Wing, but in a less powerful and more economical package. The result of these efforts is the new Silver Wing 400.

Styling

The new Silver Wing 400 features exactly the same modern styling as its larger-displacement predecessor, with a strong emphasis on luxurious riding comfort and a sleek design that provides ample protection against the blast of wind and elements. Its sharp, aerodynamic nose features the same distinctively tapered 'piggyback'-style dual multi-reflector headlight and large, clear-lens multi-reflector turn indicators integrated into its sleek design, which extends upward to a tall windshield which provides ample wind protection and riding comfort even at higher highway speeds.

Like its sibling, the Silver Wing 400's large, stepped dual saddle provides excellent lower back support for extended riding comfort whether riding solo or with a passenger. Beneath its easy-opening, spring-loaded seat lies a cavernous carrying space designed to carry two full-face helmets or a monstrous load of touring, shopping or daily activity necessities.

Behind its tinted windscreen, the Silver Wing 400's beautifully designed instrument panel features a full complement of dials and indicators to keep its rider apprised of operating conditions with an attractive integrated look.

Colouring Concept

The new Silver Wing 400 features the same size, design and proportions as its predecessors, the Silver Wing and Silver Wing ABS. However, its colouring features a sportier-looking black accent on its wheels, front fork bottom cases, pillion steps and rear spoiler which instantly distinguish this lithe and powerful new addition to the Honda scooter line-up from its larger-displacement twin.

Like the 600cc Silver Wing, the Silver Wing 400 will be released in three striking colour variations, two of which it shares with the larger model. First is a bright metallic silver like that featured on the Silver Wing since its debut. Following this is a dark new metallic blue variation which emphasises its superb look of quality and prestige. Finally, a darker shade of metallic silver sets the Silver Wing 400 apart from its larger sibling, lending a clean and sophisticated look of urban road riding excellence.

Markings, as with the earlier models, have been kept to a minimum in order to accentuate the Silver Wing's look of prestige.

Colours

- Digital Silver Metallic
- Delta Blue Metallic
- Cyber Silver Metallic

Engine

The new Silver Wing 400 is powered by a smaller displacement 398cm³ variation of the same liquid-cooled parallel-twin engine that powers the current Silver Wing. Although smaller in displacement than the original Silver Wing, this capable, smooth-operating engine provides remarkably quick response and exhilarating acceleration at the twist of its throttle, even when travelling with a passenger. And like its predecessor, the engine is laid out in the same low and compact, forward-facing horizontal configuration for excellent mass centralisation that makes an important contribution to the Silver Wing 400's quick and easy handling.

Even though the Silver Wing 400's engine is approximately 30% smaller in displacement than its powerful predecessor, it's performance is still strong and tuned for excitement. Intensive development work on both the engine and V-Matic belt converter transmission was dedicated to ensuring that the new model accelerated with the thrust one might expect of a larger-displacement machine, but also provide the smoothest and highest top cruising speed in its class.

Honda's famed PGM-FI fuel injection system not only assures optimal motorcycle-like performance in virtually all riding conditions from mountains to seaside, it also maintains miserly fuel consumption and low exhaust emissions..

Like all Honda scooters, the Silver Wing 400 gets its power to the ground by way of a V-Matic belt drive transmission system with specially matched ratios that keep acceleration strong and riding performance smooth and effortless as it ramps quickly up to speed.

Chassis

The Silver Wing 400's chassis and frame are also fundamentally the same as its predecessors, and are constructed on a strong and highly rigid centre backbone steel tube frame designed to handle both the stresses of its engine and of two-up riding loads that might overpower a lesser machine.

To enhance driveability and reduce any hint of annoying buzz relative to its predecessors, the mounts for the Silver Wing 400's engine were changed in order to more effectively dampen out engine vibration.

The Silver Wing 400's motorcycle-based suspension system includes the same rigid yet smoothly compliant 41mm trailing-axle telescopic front fork featured on the original Silver Wing for light, responsive handling in all riding conditions, as well as the same dual conventional motorcycle dampers supporting its rear swingarm to ensure a comfortable and confident ride.

Combined Brake System

Like the original Silver Wing, the Silver Wing 400 comes equipped with Honda's exclusive Combined Brake System, which links together its front and rear disc brakes for an optimised balance of braking control that significantly enhances riding confidence. This advanced, extensively tested scooter-oriented system features a single Combined three-piston front brake calliper gripping a large-diameter 256mm rotor between sintered metal pads. At the rear, a compact dual-piston calliper stops a 240mm rotor in the same configuration as the standard Silver Wing.

In the Silver Wing brake system, the right-side brake lever operates the two outer pistons of the front brake calliper to provide strong braking control much like a conventional motorcycle brake system. However, the left-side brake lever not only controls the rear brake, as in a conventional scooter system, it also delivers a carefully regulated level of braking force to the centre piston of the 3-piston front brake calliper by way of a delay valve. This system thus provides a more smoothly controlled balance of both front and rear braking forces when only the left-side lever is used. In this case, the rear calliper is engaged first, followed soon thereafter by the engagement of the front calliper, for a more smooth and effective range of braking response.

When both levers are used, the Silver Wing 400 provides the same sharply responsive feel of braking control one would expect with many larger motorcycles.

Equipment

Honda Ignition Security System (HISS)

Like its base predecessor, the Silver Wing 400 features HISS anti-theft security to ward off potential thieves and joyriders by preventing the engine from being started by any other than its two original keys. Since HISS disables the engine at the heart of its ignition system, it cannot be bypassed by either hot-wiring the ignition or exchanging the ignition switch module, thus rendering impossible one of the most common types of vehicle theft, that of being ridden away.

Convenient Spacious Storage Capacity

Besides its cavernous under-seat carrying compartment, the Silver Wing 400 also features a pair of handy glove boxes positioned within easy reach on each of its side cockpit panels. As an improvement over the current Silver Wing, these relatively large-capacity compartments feature dual-layer lids for better sealing, and spring-loaded hinges that offer easy one-touch opening—and remain open until pressed down to close.

Modified Centrestand

The Silver Wing 400's centre stand was also refined in the interests of easier operation, with its mounting position and shape changed to offer a lighter feel and less effort required to park it on the stand, even when carrying a full load of equipment in its under-seat carrying compartment.

Optional Equipment

Like the standard Silver Wing, the Silver Wing 400 will be supplied with a wide range of optional equipment specially produced for it by Honda Access Corporation. This range of equipment includes:

Taller Windshield

Designed especially for use on all Silver Wing models, this 630mm-high windshield complements the scooter's overall styling while providing enhanced wind protection for taller riders. Its Lexan™ construction resists chipping and cracking, and fully clears WVTA (Whole Vehicle Type Approval).

Leg Deflectors

This set of dark black tinted side-mounted shields enhances wind protection by deflecting wind and cold away from the rider's feet and legs.

Cargo Net

This black elastic net hooks on under the rear carrier and/or pillion seat to more securely hold luggage or large parcels that can't fit in the carrying space under the seat.

Bike Cover

This water-resistant yet breathable cover protects the Silver Wing 400's paint and bodywork from the elements while allowing it to dry more efficiently when covered. A lower draw rope allows the cover to be tightened to avoid fluttering, which could damage paint. Two holes built into the lower front area of the cover allow a Honda Genuine U-lock to be attached.

Heated Hand Grip Kit

Heated hand grips with adjustable thermostat control and Honda-engineered battery-protection circuitry to help prevent excessive battery-power drainage when the grips are in use.

U-Lock

This compact yet sturdy U-lock can be mounted on the rear carrier or stored under the seat.

Large 45-Litre Top Box

This large, stylish 45-litre top box can store two full-face helmets and more. Equipped with a key lock and a quick-detach mount, it can be easily carried inside or left in security mounted on the rear rack.

Top Box Inner Bag

This black nylon bag features a size-adjustment zipper that permits easy expansion from 21 litres in volume to 33 litres. It also features a handy A4-sized front pocket with a silver Honda Wing logo, and an adjustable shoulder belt and carrying handle for easy transport out of the top box.

Specifications

Silver Wing 400 (ED-type)

Engine

Type	Liquid-cooled 4-stroke 8-valve DOHC parallel twin
Displacement	398cm ³
Bore x Stroke	64 x 62mm
Compression Ratio	10.8 : 1
Max. Power Output	28kW/8,000min ⁻¹ (95/1/EC)
Max. Torque	37Nm/6,500min ⁻¹ (95/1/EC)
Idling Speed	1,300min ⁻¹
Oil Capacity	2.6 litres

Fuel System

Carburation	PGM-FI electronic fuel injection
Throttle Bore	30mm
Aircleaner	Dry, cartridge-type paper filter
Fuel Tank Capacity	16 litres (including 3.5-litre reserve)

Electrical System

Ignition System	Computer-controlled digital transistorised with electronic advance
Ignition Timing	12° BTDC (idle) ~ 43° BTDC (8,250min ⁻¹)
Sparkplug Type	CR8EH-9 (NGK); U24FER9 (ND)
Starter	Electric
Battery Capacity	12V/11AH
ACG Output	441W
Headlights	12V, 55W x 1 (low) / 55W x 2 (high)

Drivetrain

Clutch Type	Automatic; centrifugal
Transmission Type	V-Matic
Belt Converter Ratios	2.450 ~ 0.900
Final Reduction	6.394
Final Drive	V-belt

Frame

Type	Centre backbone; steel tube
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Chassis

Dimensions	(LxWxH)	2,275 x 770 x 1,430mm
Wheelbase		1,595mm
Caster Angle		28° 30'
Trail		105mm
Turning Radius		2.8m
Seat Height		740mm
Ground Clearance		140mm
Dry Weight		228kg
Kerb Weight		246.4kg (F: 95.6kg; R: 150.8kg)
Max. Carrying Capacity		180kg
Loaded Weight		396kg (F: 130kg; R: 266kg)

Suspension

Type	Front	41mm telescopic fork, 120mm axle travel
	Rear	Dual conventional dampers with 5-step spring preload adjustment, 115mm axle travel

Wheels

Type	Front	U-section triple-spoke cast aluminium
	Rear	U-section triple-spoke cast aluminium
Rim Size	Front	14M/C x MT2.75
	Rear	13M/C x MT4.50
Tyre Size	Front	120/80-14M/C 58S
	Rear	150/70-13M/C 64S
Tyre Pressure	Front	200kPa
	Rear	225kPa (with passenger: 250kPa)

Brakes

Type	Front	256 x 5mm single disc with Combined 3-piston calliper and sintered metal pads
	Rear	240 x 6.5mm hydraulic disc with dual-piston calliper sintered metal pads

All specifications are provisional and subject to change without notice.