

NT700V Deauville

2008 Press Information



Introduction

Slim, lightweight and highly versatile, the uniquely designed Deauville does double duty as both a friendly and dependable city commuter and a capable light tourer that's sleekly styled to make the most of all your riding needs. Designed to be a true European traveller, the Deauville's capable V-twin engine provides plenty of power for all the roads you want to travel, while its broad seat and relaxed riding position provide superb long-term comfort for one or two. The Deauville's beautifully integrated bodywork incorporates a set of large-volume, easy-access panniers into its design, to carry all you need for weekday business or week-ends enjoying all the freedom of the road. Wherever your travels take you, the Deauville's performance, comfort and convenience make every ride a distinctive pleasure.

- Sleekly designed bodywork features large, integrated panniers with locking lids.
- New 5-position adjustable windscreen requires no tools to adjust. Height adjustment easily performed by sliding the windscreen up or down to the desired indent position.
- Responsive and reliable liquid-cooled, fuel-injected 680cc V-twin engine delivers strong, reassuring power through a clean and quiet shaft final drive.
- HECS3 oxygen-sensing catalytic exhaust gas converter system minimises emissions of harmful exhaust gases to ensure full compliance with strict EURO-3 emissions regulations.
- Specially equipped ABS version offers smooth, responsive braking performance of Honda's advanced Antilock Brake System for superbly smooth stopping control.
- Wide range of attractive optional features and accessories also available to help you expand your riding possibilities.
- New Spangle Silver Metallic colour variation.

- Pearl Concourse Black
- Bloom Red Metallic

Colours

- Spangle Silver Metallic



Specifications

General	
Model	NT700V Deauville
Mold Type	ED-type
Engine	
Type	Liquid-cooled 4-stroke 8-valve SOHC 52° V-twin
Displacement	680cm ³
Bore x Stroke	81 x 66mm
Compression Ratio	10 : 1
Max. Power Output	48.3kW / 8,000min ⁻¹ (95/1/EC)
Max. Torque	66.2Nm / 6,500min ⁻¹ (95/1/EC)
Idling Speed	1,200min ⁻¹
Oil Capacity	3.2 litres
Fuel System	
Carburation	PGM-FI electronic fuel injection
Throttle Bore	40mm
Aircleaner	Dry, cartridge-type paper filter
Fuel Tank Capacity	19.7 litres (including 3.5-litre reserve)
Electrical System	
Ignition System	Digital transistorised with electronic advance
Ignition Timing	10° BTDC (idle) ~ 45° BTDC (8,900min ⁻¹)
Sparkplug Type	DPR8EA-9 (NGK); X24EPR-U9 (DENSO)
Starter	Electric
Battery Capacity	12V / 14AH
ACG Output	452W
Headlights	12V, 55W x 1 (low) / 55W x 1 (high)
Drivetrain	
Clutch	Wet, multiplate with coil springs
Clutch Operation	Mechanical; cable-actuated
Transmission	5-speed
Primary Reduction	1.763 (67/38)
Gear Ratios	2.571 (36/14)
	2 1.688 (27/16)
	3 1.300 (26/20)
	4 1.084 (29/27)
	5 0.923 (24/26)
Final Reduction	3.091 (34/11)
Final Drive	Enclosed shaft
Frame	
Type	Diamond; steel twin-spar

Chassis	
Dimensions	2,218 x 810 x 1,320mm (raised windscreen: 1,491mm)
Wheelbase	1,476mm
Caster Angle	28° 50'
Trail	115mm
Turning Radius	3.2m
Seat Height	805mm
Ground Clearance	156mm
Kerb Weight	257kg (F: 113kg; R: 144kg), *259kg (F: 114kg; R: 145kg)
Max. Carrying Capacity	197kg
Loaded Weight	408kg (F: 145kg; R: 262kg), *410kg (F: 146kg; R: 264kg)
Suspension	
Type	Front 41mm telescopic fork, 115mm axle travel
	Rear Single damper with adjustable preload, 122.5mm axle travel
Wheels	
Type	Front S-section triple-spoke cast aluminium
	Rear S-section triple-spoke cast aluminium
Rim Size	Front 17 x MT3.50
	Rear 17 x MT4.50
Tyre Size	Front 120/70 ZR17 (58W)
	Rear 150/70 ZR17 (69W)
Tyre Pressure	Front 250kPa
	Rear 290kPa
Brakes	
Type	Front 296 x 4.5mm dual hydraulic disc with Combined 3-piston callipers and sintered metal pads
	Rear 276 x 6mm hydraulic disc with dual-piston calliper and sintered metal pads

* ABS version