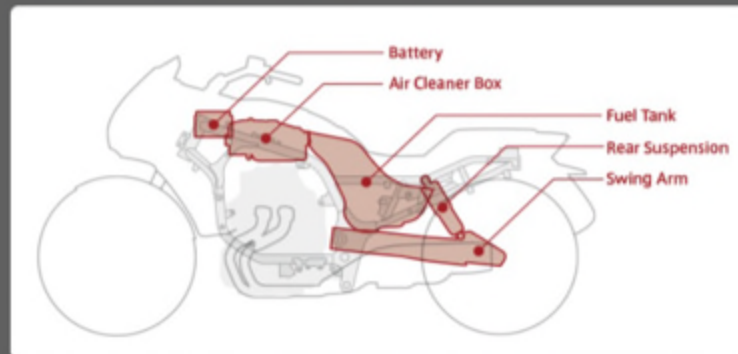
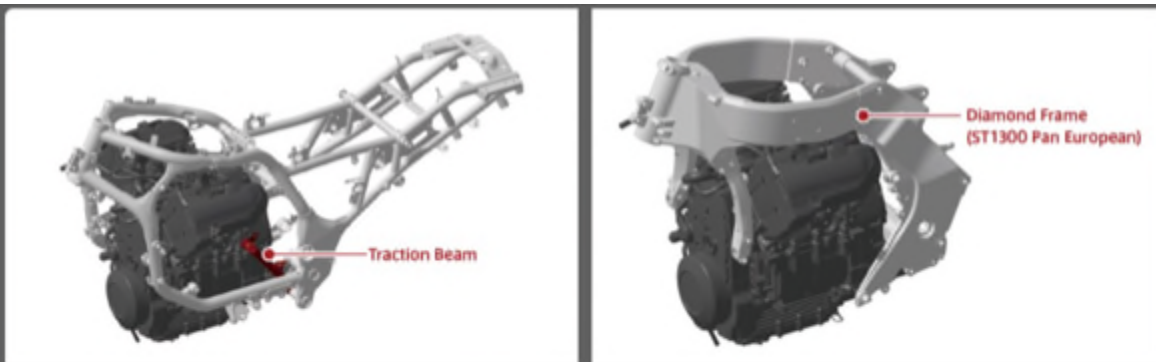


**Matsui** : Is the fuel tank lowered into the frame from above?



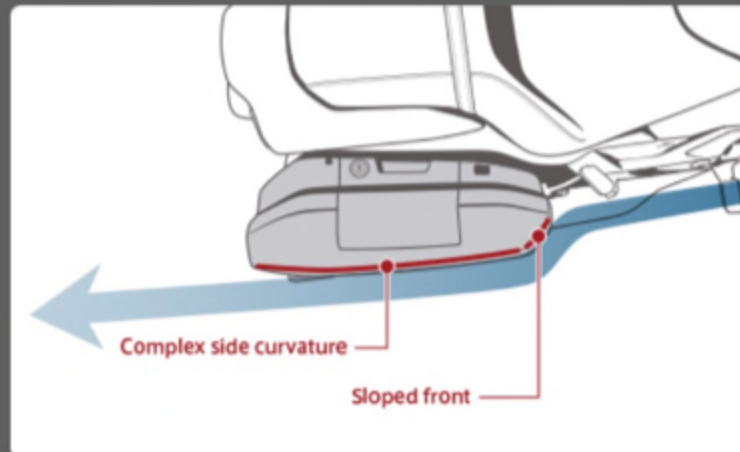
### Unique Packaging

Component placement, and even the assembly sequence, was carefully considered to realize a design that expresses both a flowing low and long cruiser proportion, and the intensity of its longitudinal V4 engine.



### Double Cradle Frame and Traction Beam

The same V4 engine mounted on the ST1300 Pan European's highly rigid Diamond frame is equally at home on the CTX1300's Double Cradle frame which places emphasis on consistent flexibility through corners and symmetry in its bowing. The engine is mounted on the frame with a separate "Traction Beam" to allow more weight to be distributed to the rear, providing a solid, stable riding feel.



### **Aerodynamic Pannier Cases**

The Pannier cases are designed with a sloped front edge and complex side curvature to adjust surface airflow and suppress wind turbulence, and increase aerodynamic characteristics.

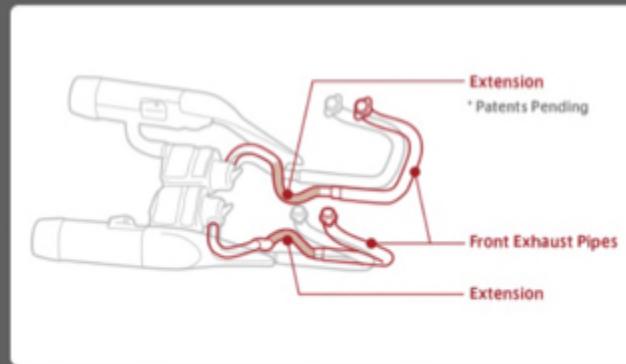
**Misaki (CTX1300 Project Leader)** : We had to lengthen the air intake. But if we wanted to keep the low and long proportion, we couldn't lengthen the intake upwards, and had to find a way to fit it into the air cleaner box.



### **Air Intake Layout**

Air intake layout was thoroughly tested to increase low- to mid-range torque.

Engine characteristics tuned for relaxed cruising were achieved by lengthening the air intake piping within the air cleaner box.



### **Exhaust Pipe Layout**

Of the two cylinders on each bank of the engine, one front exhaust pipe is extended, creating an enveloping effect on the exhaust sound, which creates the illusion of the two cylinders on each bank firing simultaneously, resulting in a unique, percussive V4 sound.