



2010 **VT1300** SABRE . STATELINE . INTERSTATE

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Honda Rolls Out a New Menu of V-twin Customs

After more than a quarter-century of crafting purpose-built V-twin cruisers, in 2010 Honda unveils the most radical and varied lineup of big V-twins to date, elevating the entire genre to a new and higher plane. Following the early release of the stunning 2010 Fury, a groundbreaking machine infused with loads of full-on chopper styling, this latest introduction of three brand-new Honda 1300cc models creates a delectably varied new selection of Honda customs.

Thanks to this distinctly diversified trio, riders hungry for a new machine can now peruse the Honda menu to select a uniquely crafted big V-twin—one that will fulfill just about anyone's recipe for the ideal custom. Better yet, each one can be readily sourced from any Honda dealership at a remarkably affordable price point with all the advantages of Honda's renowned engineering excellence and full warranty backing. When it comes to custom V-twin cruisers you can now indeed have it your way, no matter how your tastes may run.

Within this trio of new machines—the Sabre, Stateline and Interstate—you may notice design influences from the Fury, but each of these machines carries its own fresh style and individual take on the custom theme that offer riders a wider range of choices than ever before. To top it all off, a wide selection of Honda Genuine Accessories is also being released concurrently, giving buyers a whole host of ways to individualize the look, feel and function of their bike of choice.





2010 VT1300 Sabre

A single glance at the 2010 Sabre instantly reveals a strong, radical appearance and chassis structure as the open steering head/downtube area of the frame gives the front end an airy, see-through look derived from chopped bikes, yet a number of new elements give the bike a distinctly more aggressive attitude. The new frame features gently curved downtubes for a unique and aesthetically pleasing visual line, and the Sabre also takes advantage of an innovative slim-line radiator, which adds to the exceptionally clean lines in that most visible forward portion of the bike.

In the chassis department, the Sabre's wheelbase spans 70.0 inches, significantly longer than the wheelbase measurements of the previous series of VTX1300 bikes, which taped out around 65.5 inches. The Sabre actually carries a full 33.0 degrees of rake, which helps give it a pronounced street-wise persona. Also, a tall 21-inch front wheel and low-rider 15-inch rear wheel add to the bike's bare-knuckle handsome looks. The Sabre gains utility with its 4.4-gallon fuel tank, which still resonates with a highly stylized, curvaceous look.

In terms of rider-to-bike interface, the seat and handlebar yield a forward-leaning position with hands relatively close together for an aggressive

riding stance—a perfect match to the Sabre's custom-cool persona. The bar area offers an exceptionally clean look since all instruments and indicators now fit into a tank-mounted chromed housing. Shorty fenders front and rear add to the bike's no-nonsense pro-street performance image, making this a bike that goes just as good as it looks.

To power that performance the Sabre, along with the Stateline and Interstate, makes good use of Honda's proven and muscular 1312cc liquid-cooled 52-degree V-twin engine. This torque-laden powerplant is fed by a sophisticated Programmed Fuel Injection (PGM-FI) system featuring a 38mm throttle body for quick starts and hassle-free warm-up under all conditions plus reliable and accurate fuel metering. The engine features a single-pin crankshaft, and dual

balancers quell objectionable levels of vibration while still allowing this big Vee engine to lend its characteristic cadence to the riding experience. A specially designed exhaust system adds to the creation of an engine that churns out impressive performance while also delivering a distinctive

and highly desirable V-twin exhaust growl. With such stellar technical credentials, these four bikes all rumble and roll with satisfying authority.

Sabre MSRP: \$11,799



2010 VT1300 Stateline

The Stateline, in contrast, adopts a different persona, one in keeping with a more traditional look from within the cruiser universe. Long, deeply valanced fenders front and rear, a distinctive taillight, brawny-looking 17-inch front wheel and a frame cover in the steering head area all bespeak a classic retro style. A wider seat with more lean-back angle and a long, sweeping, wider handlebar with more pullback provides a more upright and relaxed riding stance—the

perfect way to capture that traditional cruiser experience. A blacked-out engine treatment is another classy styling touch that helps make the Stateline its own machine.

As with the other three members of this next-generation group, the Stateline takes full advantage of a slim-line radiator that hides away slickly, tucked in neatly between the frame downtubes to maintain the bike's good looks. The key here is a special top radiator hose that hides unobtrusively beneath the front valve cover, a newly patented Honda-exclusive idea that helps clean up this most visible interface area between engine and frame.

A low 26.8-inch seat height makes the Stateline a welcoming mount for riders of all statures, and all other specs line out virtually identically with the Sabre, making this a great option for rides long or short. And like the Sabre, the Stateline offers the option of Honda's Combined Braking System (CBS), which links the rear brake to the front brake caliper, along with ABS.

Stateline MSRP: \$11,699



2010 VT1300 Interstate

For those who like to focus on longer rides or perhaps simply enjoy the added weather protection afforded by a windscreen and appreciate the cargo capacity of two large saddlebags, the Interstate adds these exact amenities to the basic Stateline package. The windscreen is shaped and styled along traditional

lines and the 22-liter saddlebags are new units, leather-wrapped hard bags that capture the right look and feel while adding a high level of functionality. A unique hidden latch system begets a traditional appearance while also adding a more modern touch. In addition, the Interstate features floorboards in place of pegs for the rider, heel-and-toe shift lever and a larger brake pedal; all the better for long-range touring comfort. And the retro-style pullback handlebar makes for a comfy, just-right riding position behind the windscreen, making even the longest days a joy for the rider.

Interstate MSRP: \$12,749

Choices, choices, choices

One of the more enjoyable experiences in life occurs when you enter a highly recommended restaurant and peruse a new menu, searching through the many choices for that one particular dish to suit your personal preferences and tastes. In like manner, the addition of the Sabre, Stateline and Interstate to the Honda lineup means that just about all cruiser riders can enjoy finding the selection that will suit their specific riding tastes and preferences to a Tee. This wide variety in machine looks, style and function can also be easily spiced up by adding one or more of the many Honda Genuine Accessories available. And no matter which model a rider may favor, every one of these rides carries the full Honda guarantee of quality and performance. Indeed, given the expanded Honda lineup for 2010, cruiser fans in search of the perfect match to satisfy their riding tastes have never had it so good.





DESIGN The Journey From Mind's Eye To The Right Stuff

In this new millennium, we find that those who design new motorcycles now tend to shun pens and sketchpad in favor of more sophisticated computer-aided tools. But this expedient hardly makes the conceptualization process any easier; to gradually and progressively form the lines of a new bike until they're just right still requires plenty of brainwork and artistic eye to guide these modern-era tools.

And yes, as the next step toward conceptualizing a new motorcycle, clay mock-ups continue to play a vital role in molding three-D manifestations of new creations that still reside only in the mind's eye. Indeed, one of the most important advantages behind clay mock-ups is their solid nature. Once a design begins to approach final form, said clay mock-up can then be painted to yield a more definite and realistic precursor image of the bike

which is yet to be—a step that helps other members of the design team to view the form and develop improvements.

Here in the accompanying images you can witness embryonic stages in the birth of the new 2010 Sabre and Stateline. The clay mock-ups are easy to spot. But can you differentiate between painted clay and design features inserted by the touch of the computer's electronic "hand"?

Whether or not your eye is sharp enough to discern chicken or egg in this process as you view these images, you can at least come to better appreciate some of the efforts that are invested in the design of a new machine.



2010 Stateline Clay Mock-ups



2010 Sabre Clay Mock-ups



Honda VT1300 TWINS Stretching Styling Boundaries To The Limit

As soon as the radical 2010 Fury was unleashed, this machine drastically stretched the envelope of styling parameters for showroom-stock bikes by introducing a radical chopper visage. Now, within the same model year, Honda pushes the boundaries of bike styling farther out in three new and different directions as the 2010 Sabre, Stateline and Interstate make a breakout statement about the many faces of custom styling in the world of motorcycles.

Without a doubt, the Fury is a game-changer; behold a showroom-stock machine equipped with a high-mount steering head endowing the frame with a see-through, open-air look with plenty of breathing room between the tank/upper frame and the front cylinder head; slim and long fuel tank perched up high; ultra-low 26.7-inch seat height; big-time rake; fat 200-series rear tire paired with a slim 21-inch front wheel; a condensed, hard-tail look to the rear end; cleverly hidden slim-line radiator; and an elegantly stretched wheelbase. A game-changer indeed.

Hot on the heels of this radical departure, Honda's latest trio of brand-new bikes expands the custom theme in three fresh directions to give fans of the custom motorcycle discreet choices in style, look and feel—all the better to suit the varying tastes and preferences of individual riders. The new Sabre, Stateline and Interstate share some key design elements, yet at the same time each of these newest models strikes out on its own styling

path to create distinctively individual forms. Within this new trio the general open frame shape, curvaceous fuel tank, trick “hidden” radiator and more tie things together to create an identifiable family, yet each member still stands unique in its own way.

Here you'll find a direct visual comparison between these new models so you can easily discern the key similarities—plus the numerous unique distinctions—that make this the most interesting assortment of motorcycles to come down the pike in quite a while.



2010 Fury



2010 Stateline



2010 Interstate



2010 Sabre

1300 V-TWIN Timeline

In just a few short years, the family of 1300 V-twin bikes has skyrocketed into custom-genre stardom, proving to be wildly popular among riders all across the USA in all of its forms. Here we take a quick look back at the key model introductions leading up to this latest quartet of 2010 models.

2004 VTX1300C

To back up the theory that variety is the spice of life, the VTX1300C joins the VTX1300S, bringing some hot-rod performance-custom swagger to the lineup. It too proves to be wildly popular, selling more than 11,000 units in its first year.



2004 VTX1300C

2008 VTX1300 Touring

Touring aficionados now get their just reward with the addition of the VTX1300 Touring, a model that comes factory-ready for the long haul with windscreen, saddlebags, passenger backrest and more.



2008 VTX1300 Touring

2010 Fury, Sabre, Stateline and Interstate

With the introduction of four new motorcycles within one model year, Honda offers something for cruiser fans everywhere. From the radical wild Fury to the cross-country Interstate plus the Sabre and Stateline in between, there's now a brand-new option to fulfill just about everyone's motorcycling flights of fancy.



2010 Fury

2003 VTX1300S



2003 VTX1300S

Honda rolls out the brand-new VTX1300S featuring classic cruiser styling, floorboards, traditional spoked wheels, and an all-new 1312cc liquid-cooled V-twin engine and it proves to be an instant hit: by the close of 2003 the sales total is nearly 12,000 units.

2005 VTX1300R



2005 VTX1300R

The R joins the VTX1300 family, bringing the total to three options, and this R-model also sells big in its first year by racking up sales in excess of 8000 units.



2010 Interstate



2010 Stateline



2010 Sabre



2010 VT1300 SABRE/SABRE ABS Features And Benefits

Sometimes you just want to wear your aggression on your sleeve, and that's why the new Sabre™ is ready to do your talking for you. The Sabre's muscular pro-street style provides a classic ride, with ergonomics to match. Add an impressive 1312cc V-twin engine complete with Honda's sophisticated Programmed Fuel Injection, and you'll be rolling down the meanest streets with a bike that's as tough as it looks: the 2010 Sabre.

FEATURES

- Muscular pro-street styling with a raked-out front end for an aggressive stance.
- Stylized, curved downtubes creates a unique custom look.
- New-style wheels feature special five-spoke design.
- Specially designed tank-mounted chrome housing features a speedometer, an odometer/A&B tripmeter and indicator lights for turn signals, high beam, Neutral, oil pressure, coolant temp and clock.
- Handlebar is low, narrow, and further forward for an aggressive pro-street riding position.
- Minimalist front and rear fenders complement the Sabre's styling.
- Sleek one-piece seat design enhances the Sabre's bold design.
- 4.4-gallon fuel tank capacity.
- Slim radiator is mounted unobtrusively to accent the Sabre's clean lines.
- Low-maintenance slim-profile driveshaft provides smooth operation with no need for chain or belt guards and covers.
- Transferable one-year unlimited-mileage limited warranty; extended coverage available with a Honda Protection Plan.

ENGINE/DRIVETRAIN

- 1312cc liquid-cooled 52-degree V-twin delivers strong low-end and mid-range torque, with ample power for passing and relaxed cruising. Unique dual exhaust offers throaty exhaust note.
- Powerplant features a single-pin crankshaft to accentuate the engine's character.
- Programmed Fuel Injection (PGM-FI) incorporates a single 38mm-diameter throttle body (see 2009 Technology Section).
- Three-Valve Dual-Plug Combustion Chamber (see 2009 Technology Section).
- Five-speed transmission for exciting roll-on performance.

CHASSIS/SUSPENSION

- Combined Braking System (CBS) ABS model only (see 2009 Technology Section).
- Single rear shock provides 3.9 inches of wheel travel.
- 41mm front fork provides 4.0 inches of plush, responsive travel.

Honda GENUINE ACCESSORIES

- Boulevard Screen (tinted), Backrest and Pad (low/tall-narrow), Backrest and Rear Carrier Mounting Brackets, Leather Saddlebag (24L-plain/studded), Synthetic Saddlebag (18L-plain/studded), Saddlebag Bracket, Tank Belt (plain/studded), Rear Carrier, Custom Grips, Passenger Floorboard, Oil Dipstick, Engine Guard, Custom Footpeg, Lower Cowl Spoiler, Chrome Sidecover, Driving Light (PIAA type), Throttle Cable (braided), Clutch Cable (braided), Front Brake Hose (braided), Rear Brake Hose (braided), Audio Attachment Kit.

2010 SPECIFICATIONS

MODEL VT1300CS / VT1300CSA ABS

ENGINE TYPE 1312cc liquid-cooled 52° V-twin

BORE AND STROKE 89.5mm x 104.3mm

COMPRESSION RATIO 9.2:1

VALVE TRAIN SOHC; three valves per cylinder

INDUCTION PGM-FI with automatic enrichment circuit, one 38mm throttle body

IGNITION Digital with 3-D mapping, two spark plugs per cylinder

TRANSMISSION Five-speed

FINAL DRIVE Shaft

SUSPENSION - Front: 41mm fork; 4.0 inches travel

Rear: Single shock; 3.9 inches travel

BRAKES - Front: Single 336mm disc with twin-piston caliper

Rear: 296mm disc with single-piston caliper; Optional ABS available in Black color only

TIRES - Front: 90/90-21, Rear: 170/80-15

WHEELBASE 70.3 inches

RAKE (Caster Angle) 33°

TRAIL 115.0mm (4.5 inches)

SEAT HEIGHT 26.9 inches

FUEL CAPACITY 4.4 gallons

ESTIMATED FUEL ECONOMY 47 mpg

COLORS Black, Candy Red

CURB WEIGHT* 640 pounds (VT1300CS)

679 pounds (VT1300CSA ABS)

*Includes all standard equipment, required fluids and full tank of fuel—ready to ride.

Honda's fuel-economy estimates are based on EPA exhaust emission measurement test procedures and are intended for comparison purposes only. Your actual mileage

will vary depending on how you ride; how you maintain your vehicle; weather; road conditions; tire pressure; installation of accessories; cargo, rider and passenger weight; and other factors.

+ Meets current EPA standards.

+ Models sold in California meet current CARB standards and may differ slightly due to emissions equipment.

+ All figures are preliminary and subject to change.



2010 VT1300 STATELINE/STATELINE ABS Features And Benefits

Featuring long, low lines that embody what cruising is all about, the Stateline blends two worlds of motorcycling style: traditional looks plus progressive elements. The deeply valanced fenders arc downward in classic retro style, yet the all-new rolling chassis and overall lines bring a fresh look to the class. Add to that the deep throaty rumble of a big V-twin engine and that classic big Vee power pulse, and you have a machine that's the perfect choice for cruising—anytime you want.

FEATURES

- Progressive retro styling with a raked-out front end.
- Stylized curved downtubes creates a unique custom look.
- Blacked-out engine.
- New-style wheels.
- Specially designed tank-mounted chrome housing features a speedometer, an odometer/A&B tripmeter and indicator lights for turn signals, high beam, Neutral, oil pressure, coolant temp and clock.
- Wide retro-styled pull-back handlebars offer all-day comfort.
- Deep, long, flowing fenders for a classic look.
- One-piece seat design enhances the classic flowing lines.
- 4.4-gallon fuel tank capacity.
- Slim radiator is mounted unobtrusively to accent the Stateline's clean lines.
- Low-maintenance slim-profile driveshaft provides smooth operation with no need for chain or belt guards and covers.
- Transferable one-year unlimited-mileage limited warranty; extended coverage available with a Honda Protection Plan.

ENGINE/DRIVETRAIN

- 1312cc liquid-cooled 52-degree V-twin delivers strong low-end and mid-range torque, with ample power for passing and relaxed cruising. Unique dual exhaust offers throaty exhaust note.
- Powerplant features a single-pin crankshaft to accentuate the engine's character.
- Programmed Fuel Injection (PGM-FI) incorporates a single 38mm-diameter throttle body (see 2009 Technology Section).
- Three-Valve Dual-Plug Combustion Chamber (see 2009 Technology Section).
- Five-speed transmission for exciting roll-on performance.

CHASSIS/SUSPENSION

- Combined Braking System (CBS) ABS model only (see 2009 Technology Section).
- Single rear shock provides a comfortable ride and 3.9 inches of wheel travel.
- Large-diameter 41mm front fork provides 4.0 inches of plush, responsive travel.

Honda GENUINE ACCESSORIES

- Boulevard Screen (tinted), Backrest and Pad (low/tall-narrow), Backrest and Rear Carrier Mounting Brackets, Leather Saddlebag (24L-plain/studded), Synthetic Saddlebag (18L-plain/studded), Saddlebag Bracket, Tank Belt (plain/studded), Rear Carrier, Custom Grips, Passenger Floorboard, Oil Dipstick, Engine Guard, Custom Footpeg, Lower Cowl Spoiler, Chrome Sidecover, Driving Light (PIAA type), Throttle Cable (braided), Clutch Cable (braided), Front Brake Hose (braided), Rear Brake Hose (braided), Audio Attachment Kit.

2010 SPECIFICATIONS

MODEL VT1300CR / VT1300CRA ABS

ENGINE TYPE 1312cc liquid-cooled 52° V-twin

BORE AND STROKE 89.5mm x 104.3mm

COMPRESSION RATIO 9.2:1

VALVE TRAIN SOHC; three valves per cylinder

INDUCTION PGM-FI with automatic enrichment circuit, one 38mm throttle body

IGNITION Digital with 3-D mapping, two spark plugs per cylinder

TRANSMISSION Five-speed

FINAL DRIVE Shaft

SUSPENSION - Front: 41mm fork; 4.0 inches travel

Rear: Single shock; 3.9 inches travel

BRAKES - Front: Single 336mm disc with twin-piston caliper

Rear: 296mm disc with single-piston caliper; Optional ABS available in Black color only

TIRES - Front: 140/80-17, Rear: 170/80-15

WHEELBASE 70.3 inches

RAKE (Caster Angle): 33.0°

TRAIL 118.0mm (4.6 inches)

SEAT HEIGHT 26.8 inches

FUEL CAPACITY 4.4 gallons

ESTIMATED FUEL ECONOMY 47 mpg

COLORS Black, Candy Dark Red

CURB WEIGHT* 672 pounds (VT1300CR)

688 pounds (VT1300CRA ABS)

*Includes all standard equipment, required fluids and full tank of fuel—ready to ride.

Honda's fuel-economy estimates are based on EPA exhaust emission measurement test procedures and are intended for comparison purposes only. Your actual mileage

will vary depending on how you ride; how you maintain your vehicle; weather; road conditions; tire pressure; installation of accessories; cargo, rider and passenger weight; and other factors.

+ Meets current EPA standards.

+ Models sold in California meet current CARB standards and may differ slightly due to emissions equipment.

+ All figures are preliminary and subject to change.



2010 VT1300 INTERSTATE Features And Benefits

When you're aboard one of the coolest rides around, sometimes you just don't want the ride to end. So for riders who enjoy their long rides in high style, Honda introduces the new Interstate™. Along with good looks and a big V-twin engine, the Interstate features stylish hard leather bags that offer ample room for a long getaway and a traditional windscreen that delivers all-day riding comfort for those extra-long hauls.

FEATURES

- Stylish custom windscreen for rider and passenger touring comfort.
- Exclusive new leather-wrapped hard saddlebags are seamlessly integrated into the stylish progressive design. Unique new hidden latch system furthers the uncluttered look.
- Floorboards enhance the retro look while providing all-day touring comfort.
- Stylish new fork covers.
- Progressive retro styling with a raked-out front end.
- Stylized, curved downtubes creates a unique custom look.
- Blacked-out engine.
- New-style wheels.
- Specially designed tank-mounted chrome housing features a speedometer, an odometer/A&B tripmeter and indicator lights for turn signals, high beam, neutral, oil pressure, coolant temp and clock.
- Wider retro-styled pull-back handlebars offer all-day comfort.
- Deep, long, flowing fenders for a classic look.
- One-piece seat design enhances the classic flowing lines.
- 4.4-gallon fuel tank capacity.

- Slim radiator is mounted unobtrusively to accent the Interstate's clean lines.
- Low-maintenance slim-profile driveshaft provides smooth operation with no need for chain or belt guards and covers.
- Transferable one-year unlimited-mileage limited warranty; extended coverage available with a Honda Protection Plan.

ENGINE/DRIVETRAIN

- 1312cc liquid-cooled 52-degree V-twin delivers strong low-end and mid-range torque, with ample power for passing and relaxed cruising. Unique dual exhaust offers throaty exhaust note.
- Powerplant features a single-pin crankshaft to accentuate the engine's character.
- Programmed Fuel Injection (PGM-FI) incorporates a single 38mm-diameter throttle body (see 2009 Technology Section).
- Three-Valve Dual-Plug Combustion Chamber (see 2009 Technology Section).
- Five-speed transmission for exciting roll-on performance.

CHASSIS/SUSPENSION

- Single rear damper offers a comfortable ride, and provides 3.9 inches of wheel travel.
- Large-diameter 41mm front fork provides 4.0 inches of plush, responsive travel.

Honda GENUINE ACCESSORIES

- Boulevard Screen (tinted), Backrest and Pad (low/tall-narrow), Backrest and Rear Carrier Mounting Brackets, Leather Saddlebag (24L-plain/studded), Synthetic Saddlebag (18L-plain/studded),

Saddlebag Bracket, Tank Belt (plain/studded), Rear Carrier, Custom Grips, Passenger Floorboard, Oil Dipstick, Engine Guard, Custom Footpeg, Lower Cowl Spoiler, Chrome Sidecover, Driving Light (PIAA Type), Throttle Cable (braided), Clutch Cable (braided), Front Brake Hose (braided), Rear Brake Hose (braided), Audio Attachment Kit.

2010 SPECIFICATIONS

MODEL VT1300CT

ENGINE TYPE 1312cc liquid-cooled 52° V-twin

BORE AND STROKE 89.5mm x 104.3mm

COMPRESSION RATIO 9.2:1

VALVE TRAIN SOHC; three valves per cylinder

INDUCTION PGM-FI with automatic enrichment circuit, one 38mm throttle body

IGNITION Digital with 3-D mapping, two spark plugs per cylinder

TRANSMISSION Five-speed

FINAL DRIVE Shaft

SUSPENSION - Front: 41mm fork; 4.0 inches travel

REAR Single shock; 3.9 inches travel

BRAKES - Front: Single 336mm disc with twin-piston caliper

REAR 296mm disc with single-piston caliper

TIRES - Front: 140/80-17, Rear: 170/80-15

WHEELBASE 70.3 inches

RAKE (Caster Angle) 33.0°

TRAIL 118.0mm (4.6 inches)

SEAT HEIGHT 26.8 inches

FUEL CAPACITY 4.4 gallons

ESTIMATED FUEL ECONOMY 47 mpg

COLORS Black, Pearl Blue

CURB WEIGHT* 712 pounds

*Includes all standard equipment, required fluids and full tank of fuel—ready to ride.

Honda's fuel-economy estimates are based on EPA exhaust emission measurement test procedures and are intended for comparison purposes only. Your actual mileage will vary depending on how you ride; how you maintain your vehicle; weather; road conditions; tire pressure; installation of accessories; cargo, rider and passenger weight; and other factors.

+ Meets current EPA standards.

+ Models sold in California meet current CARB standards and may differ slightly due to emissions equipment.

+ All figures are preliminary and subject to change.





2010 VT1300 Image Gallery

2010 SABRE



10_Sabre_MetRed



10_Sabre_ABS_Black



10_Sabre_Detail_01



10_Sabre_Detail_02



10_Sabre_Detail_03



10_Sabre_Detail_04



10_Sabre_Detail_05



10_VT1300_Sabre_Action_01



10_VT1300_Sabre_ClayMock_01



10_VT1300_Sabre_ClayMock_02



10_VT1300_Sabre_ClayMock_03



10_VT1300_Sabre_ClayMock_04



10_VT1300_Sabre_ClayMock_05



10_VT1300_Sabre_ClayMock_06



10_VT1300_Sabre_ClayMock_07



10_VT1300_Sabre_Action_02



10_VT1300_Sabre_Action_03

2010 STATELINE



10_Stateline_MetRed



10_Stateline_ABS_MetRed



10_Stateline_Detail_01



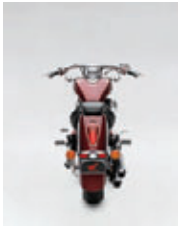
10_Stateline_Detail_02



10_Stateline_Detail_03



10_Stateline_Detail_04



10_Stateline_Detail_05



10_VT1300_Stateline_Action01



10_VT1300_Stateline_Action02



10_VT1300_Stateline_Action03



10_VT1300_Stateline_Action04



10_VT1300_Stateline_Action05



10_VT1300_Stateline_Action06



10_VT1300_Stateline_Action07



10_VT1300_Stateline_Acces_Action_01



10_VT1300_Stateline_Acces_Action_02



10_VT1300_Stateline_Acces_Action_03



10_VT1300_Stateline_Acces_Action_04



10_VT1300_Stateline_Acces_Action_05



10_VT1300_Stateline_Acces_Action_06



10_VT1300_Stateline_Acces_Action_07



10_VT1300_Stateline_Acces_Action_08

2010 INTERSTATE



10_Interstate_MetBlue



10_Interstate_Detail_01



10_VT1300_Interstate_Action_05



10_VT1300_Interstate_Action_06



10_VT1300_Interstate_ClayMock_03

V-TWIN TIMELINE



03_VTX1300S_Bl



10_VT1300_Stateline_ClayMock_01



10_VT1300_Stateline_ClayMock_02



10_Interstate_Detail_02



10_Interstate_Detail_03



10_VT1300_Interstate_Action_07



10_VT1300_Interstate_Action_08



04_VTX1300C_Org



05_VTX1300R_Mag



10_VT1300_Stateline_ClayMock_03



10_VT1300_Stateline_ClayMock_04



10_Interstate_Detail_04



10_Interstate_Detail_05



10_VT1300_Interstate_Action_09



10_VT1300_Interstate_Action_10



08_VTX1300T_Sil



10_Sabre_MetRed



10_VT1300_Stateline_ClayMock_05



10_VT1300_Stateline_ClayMock_06



10_VT1300_Interstate_Action_01



10_VT1300_Interstate_Action_02



10_VT1300_Interstate_Action_11



10_VT1300_Interstate_Action_12



10_Stateline_ABS_MetRed



10_Interstate_MetBlue



10_VT1300_Stateline_ClayMock_07



10_VT1300_Stateline_ClayMock_08



10_VT1300_Interstate_Action_03



10_VT1300_Interstate_Action_04



10_VT1300_Interstate_ClayMock_01



10_VT1300_Interstate_ClayMock_02



2010_Fury_MatSilMet

In addition to these images, videos, PDFs, Honda Genuine Accessories information and text files of this press kit are available on the enclosed DVD





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