Vulcan 1600 Classic

2003 Sales Guide

MODEL NAME: **Vulcan 1600 Classic**
MODEL CODE: **VN1600-A1**

KEY FEATURES

- New, long and low!
- A new frame with a longer wheelbase and lower seat height.
- More power and torque than ever before with huge low down punch from a stroked 1,552cc version of the famous Vulcan 1500 Classic Fi engine.
- More comfort due to better ride position and improved ride quality from quality suspension.
- All-new bodywork improves appearance.
- Dual front disc brakes for greater stopping power.
- Cast wheels are stylish and easy to clean.
- Shaft drive for smooth, maintenance free drivability.
- 170 mm rear tyre gives better grip and looks great.
- New flangeless fuel tank and raised tank emblem improves appearance.
- Tank-mounted ignition switch with on-position key removal.

Colour: Black Pearl

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Let the good times roll.

FEATURES AND ADVANTAGES:

Engine

- New engine based on that of the VN1500N gets a 5 mm longer stroke, boosting displacement to 1,552 cm3. The powerful, liquid-cooled V-twin engine is tuned for low and mid-range power to deliver gutsy acceleration in the typical cruising range of 100-130 km/h.
- Oversquare 102 x 95 mm bore and stroke ensures punchy response and a broad spread of satisfying power. Balancer reduces engine vibration for smooth running while leaving a definite V-Twin feel.
- Fuel injection system gives easy starting, smooth running, high performance and reduced exhaust emissions. Sensors include intake vacuum, water temp and intake air temp. Free-breathing SOHC 4-valve heads deliver impressive performance throughout the rev range.
- Use of dished piston heads allows the 9:1 compression ratio to remain unchanged from the VN1500N. Other modified parts include the rods and crankshaft and the camshaft profiles have been modified for increased performance.
- Enhanced engine appearance: fin shape and number of fins on the heads and crankcase; new engine and air cleaner covers; base colour of the engine now silver; stain-coat bolts and fasteners used; oil lines re-routed for a less cluttered appearance.
- Revised electronic fuel injection settings give increased power feel. Catalysers built into each of the mufflers ensure that emissions regulations are met. A catalyser located in the chamber and an ECU which controls the secondary air system reduce emissions.
- Five-speed transmission with smooth shift action is geared for a comfortably low rpm at highway cruising speeds. Stronger teeth with a harder surface finish capably handle the increased torque of the new engine.
- Use of cork-based friction plates with more grooves in friction material improves clutch feel and reduces stiction of the plates when the engine is cold.
- Reliable shaft drive is clean, quiet and requires minimal maintenance.
- High-capacity oil pump delivers high oil volume to ensure reliable lubrication during extended periods of high-speed, high-temperature operation.
- Vertical, returnless-type pump inside the fuel tank prevents fuel starvation during hard braking or acceleration.
- Large-capacity radiator with from the VN1500P provides efficient cooling capacity. New ring-type cooling fan is quieter and more efficient.
- Low-maintenance features like automatic valve lash adjusters, automatic cam chain tensioners and an electronic ignition keep the VN1600 out of the shop and on the road.

Frame & Swingarm

- New frame uses twin 40 x 40 mm square cross section tubes to create a single backbone. Detachable right-side downtube allows engine to be removed more easily. Use of the single backbone accommodates the larger capacity fuel tank.
- Overall the VN1600 is longer and lower than its predecessor. The longer wheelbase (lengthened by approximately 20 mm) and longer swingarm (30 mm longer) provide even more stability when cruising and contribute to the Classic image.
- Seat height has been lowered, giving the new Classic more of a “low rider” bias than the VN1500N.
- Unitised head pipe gussets mean less welding, which improves the bike’s appearance.
- Large ball bearings are used in the steering head for high stability and high chassis rigidity.

Suspension

- New 43 mm telescopic front fork provides increased rigidity, superb steering feedback and excellent ride quality. Increasing the fork pitch from 240 mm to 270 mm and reducing the fork offset by 10 mm to 15 mm enhances cruising stability.
- Dual rear oil shocks deliver superb comfort and high stability. The shocks are mounted at a more upright angle for improved ride quality.

Brakes/Wheels & Tyres

- Dual 300 mm x 5 mm front discs (VN1500N had a single front disc) and larger 300 mm rear disc deliver impressive stopping power and look great.
- Dished cast wheels look great and allow the use of tubeless tyres. The new wheels are MT3.00-16M/C for the front, and MT4.50-16M/C for the rear.
- New tubeless tyres offer increased reassurance against the fear of a blow-out. Front tyre size remains unchanged however the wider rear tyre (width increased from 150 mm to 170 mm) gives the VN1600 a tougher look. Front tyre size is 130/90-16; rear is 170/70-16.

SPECIFICATIONS:

Engine type	4-stroke, V-Twin
Displacement:	1,552cc
Bore & Stroke:	102.0 x 95.0mm
Compression Ratio:	9.0:1
Cooling:	Liquid
Fuel Injection:	Electronic 36mm x 2
Ignition:	Digital
Starting:	Electric
Transmission:	5-Speed, pos. neutral finder
Rake Angle:	32°
Wheel Travel (front/rear):	150 / 95mm
Front Tyre Size:	130/90-16
Rear Tyre Size:	170/70B-16
Ground Clearence:	130mm
Wheelbase:	1,680mm
Front Susp:	43mm telescopic fork
Rear Susp:	Dual rear shock with 4-way adj. rebound damping.
Brakes (front)	Dual 300mm discs, 2-PC
Brakes (rear)	300mm disc, 2-PC
Fuel Tank Capacity:	20 litres
Seat Height:	680mm
Dry Weight:	307kg
Warranty:	24 months
Kawasaki Riders Club:	12 months

Note: Specifications subject to change without notice.
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