

2004 Model Information

MARKETING CODE: **VN1600B**

MODEL NAME: **VN1600 Mean Streak (EUR)**
Vulcan 1600 Mean Streak (USA/CAN/AUS)



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OVERALL CONCEPT

For the 2004 model year the Mean Streak gets meaner than ever thanks to a host of upgrades to engine and chassis which further boost this “long, low and sporty” cruiser’s already impressive performance. While most Kawasaki cruisers focus on the relaxed, feel-good riding ethic of main-stream cruising, the Mean Streak’s more aggressive styling and top-shelf chassis components give it a hard-core performance-cruiser image that no competing machine can match.



The main differences between the VN1600 Mean Streak and VN1500 Mean Streak can be described as follows:

- **Increased Engine Performance:**

- The new engine is based on a modified version of the VN1600A (VN1600 Classic) engine and boosts the Mean Streak’s displacement from 1,470 cm³ to 1,552 cm³. Power characteristics in the low and medium rpm ranges are significantly improved, and off-idle acceleration is much stronger. Modifications to the cylinder heads increase its power output even further over the VN1600A power unit.

- **Other updates:**

- Chassis upgrades include a stiffer swingarm to suit the more powerful engine, new seat mounts to reduce vibration and host of cosmetic upgrades which refine and improve the machine’s appearance.
- The larger external dimensions of the VN1600A engine’s heads and cylinders give the new Mean Streak a more muscular image to back up its more muscular performance. Other cosmetic touches include new tank graphics, new mirror assemblies, polished master cylinders for the clutch and front brake, new grips and a new finish for the cast wheels.

The Mean Streak’s other key sales features can be summarised as follows:

- **Engine Tuned for High Performance** – For hard-hitting acceleration and gutsy throttle response across the rev range, the Mean Streak is equipped with electronic fuel injection featuring big-bore 40 mm throttle bodies. Compared to other cruisers in the VN line-up, the Mean Streak’s engine tuning favours high-rpm operation for increased power output and superb off-the-line acceleration.

- **Low-and-Long Chassis with Supersport Components** – Contributing the Mean Streak's aggressive image is a stretched out chassis design straight from the world of custom cruisers. The combination of a low seat height, a sturdy chassis and supple suspension system give the Mean Streak the handling performance of sports cruiser with the look of a power cruiser. A number of high-performance components more commonly found on supersport machines than on cruisers, like an inverted front fork, large-diameter dual front disc brakes, and 17" cast wheels with radial tyres, place Mean Streak at the high-performance end of the cruiser spectrum.
- **Custom Styling** – With a styling package that features a flangeless tank, triple-spoke cast wheels with an attractive new finish and straight handlebar and plenty of polished aluminium and chrome componentry, the Mean Streak is already very close to being a true custom machine straight out of the factory.

KEY SALES FEATURES NEW FOR 2004

INCREASED ENGINE PERFORMANCE

Engine



- * Use of the VN1600A base engine increases the Mean Streak's displacement from 1,470 cm³ to 1,552 cm³, resulting in a significant boost to torque and horsepower. Low- and mid-range performance is greatly enhanced as a result, and off-idle acceleration is much stronger. (Photo 1)
- * Modifications to the VN1600A base engine include 37 mm valves from the VN1500P (VN1600A intake valves are 33 mm) and larger diameter intake ports for increased intake efficiency.
- * The intake and exhaust cams were also modified to deliver improved performance in the low- and mid-range.
- * The 5-speed transmissions on U.S. models have shorter gearing, so the transmission gears in these models have been strengthened to handle the added power.

KEY SALES FEATURES MAINTAINED FROM VN1500P

ENGINE TUNED FOR HIGH PERFORMANCE

Engine

- * The Mean Streak runs a sophisticated electronic fuel injection system for easy starting, smooth running, high performance and reduced exhaust emissions. Sensors include intake vacuum, water temp and intake air temp.
- * Large-bore 40 mm throttle bodies deliver hard-hitting power across the rpm range and gutsy roll-on performance in every gear.
- * Regular sports-type gear shift lever (as opposed to cruiser heel and toe type) allows for slicker shifting.
- * High-capacity oil pump delivers high oil volume to ensure reliable lubrication during extended periods of high-speed, high-temperature operation.
- * Large-capacity radiator is tailored to suit the contours of the Mean Streak and provides efficient cooling capacity.
- * Although the Mean Streak appears to sport stylish twin straight pipes, the configuration is actually 2-1-2. Large-diameter exhaust pipe with inner diameter of 38.1 mm contributes to the impressive power characteristics. Pre-chamber honeycomb-type catalyser keeps emissions friendly. Integrated chrome muffler cover conceals single-pipe catalyser section to maintain straight pipe image.

LONG-AND-LOW CHASSIS WITH SUPERSPORT COMPONENTS

Chassis

- * The Mean Streak's stable handling qualities come courtesy of a double cradle high-tensile steel frame with a long wheelbase.
- * To suit the increased performance of the larger displacement engine, a new, more rigid swingarm with a redesigned cross bar and a gusset added to the left-side tube is featured.
- * Riding position is like that of an American low-rider custom cruiser. Handlebar shape, hip point and footpeg position were all selected for optimum low-ride ergonomics. Seat height is a low 700 mm.
- * Large tapered roller bearings are used in the steering head for high stability and high chassis rigidity.

Suspension

- * Sporty 43 mm inverted front fork provides first-rate compression and rebound damping, excellent steering feedback and surefooted handling. Guards protect against damage to the lower fork legs.
- * Dual rear air-assisted shocks deliver superb comfort and high stability. Laid-down shock orientation also contributes to the Mean Streak's low-and-long profile. 4-way rebound damping allows tuning for varying load and riding conditions.

Brakes

- * High-spec front brakes deliver top-performance braking, with 6-piston callipers gripping huge, dual 320 mm x 5 mm semi-floating front discs. Differential-bore calliper pistons measure 24, 27 and 27 mm.
- * Large 300 mm diameter rear disc and twin 30 mm rear piston brake calliper contribute further to the Mean Streak's impressive braking capabilities.
- * Front master cylinder diameter is 15.87 mm; rear master cylinder measures 14 mm.

Wheels & Tyres

- * Stylish triple-spoke cast wheels enhance the Mean Streak's custom cruiser image and accommodate the tubeless radial tyres. 17-inch wheels (front: J17xMT3.50, rear: J17xMT5.00) contribute to the bike's excellent handling characteristics and high-performance/sporty image.
- * The Mean Streak runs high-traction radial tyres. The massive 170 mm rear tyre is the largest that can be accommodated without interfering with the shaft line. Front tyre size is 130/70R17M/C (62H); rear is 170/60R17M/C (72H).

CUSTOM STYLING

Engine

- * Black engine coating with polished fins gives the engine a sporty look. The edges of the cylinder fins are now machine finished for a cleaner, higher-quality appearance.
- * Larger, VN1600A type valve covers and the fins on the crankcase result in a more muscular, more massive looking engine.
- * Oil lines to the cylinder heads have been re-routed for cleaner external appearance.

Bodywork/Styling

- * Clean-looking flangeless tank has a 17 litre capacity, minimising refuelling stops. A raised emblem on the tank is one of many high-class finishing touches on the Mean Streak. New chameleon tank graphics change colour depending from what angle they are viewed. (Photos 2,3)



- * Ignition switch is located prominently on the fuel tank and allows on-position key removal, preventing key bunches from damaging the tank's lustrous paintwork whilst the bike is in operation. Turning the ignition switch collar to the "off" or the "park" position (illuminating the tail lamp) turns the engine off and necessitates re-insertion of the key to restart.
- * Separate electronic speedometer and tachometer units are mounted on the top triple-clamp. Other instrumentation includes odometer, tripmeter, clock, and low fuel warning lamp. (Photo 4)



- * Compact headlamp body and attractive tail lamp design enhance appearance.
- * Custom-style seat with low-profile integrated passenger pad enhances the bike's low-and-long lines.

Wheels

- * New colour coating for the wheels gives them a true custom look and makes the wheels easier to clean.

Details

- * VN1600A-style mirrors give the Mean Streak a more modern image. (Photo 5)



- * The clutch and front brake master cylinders are now polished, for a cleaner, more elegant image.
- * New handlebar grips from the VN1600A eliminate the earlier end caps for a cleaner look.

ADDITIONAL FEATURES

Engine

- * Secondary air valve switching changed from pressure activation to solenoid activation (controlled by ECU) to reduce exhaust emissions.
- * Reliable shaft drive is clean, quiet and requires minimal maintenance.
- * Balancer reduces engine vibration for smooth running.

Chassis

- * Newly designed damping rubbers mounted on the seat where the seat contacts the frame rails reduce vibration for enhanced ride comfort.
- * Steering lock is located at the bottom of the steering head for easy access.

Other

- * Auto-cancelling turn signals.

COLOUR(S)

* Pearl Blazing Orange (EUR)



* Metallic Spark Black



* Candy Thunder Blue (USA/CAN)



* Candy Lime Green (USA/CAN/AUS)



SPECIFICATIONS

ENGINE	VN1600-B1
Type Displacement Bore and Stroke Compression ratio Valve system Fuel system Ignition Starting Lubrication	Liquid-cooled, 4-stroke V-Twin 1,552 cm ³ 102 x 95 mm 9.0:1 SOHC, 8 valves Fuel injection: Ø 40 mm x 2 Digital Electric Forced lubrication, wet sump
DRIVETRAIN	
Transmission Final drive Primary reduction ratio Gear ratios: 1st 2nd 3rd 4th 5th Final reduction ratio Clutch	5-speed, return Shaft 1.517 (85/56) 2.500 (40/16) 1.590 (35/22) [1.750 (35/20) for USA/CAN] 1.192 (31/26) [1.333 (32/24) for USA/CAN] 0.965 (28/29) [1.074 (29/27) for USA/CAN] 0.781 (25/32) [0.867 (26/30) for USA/CAN] 2.619 (15/21 x 33/9) Wet multi-disc, manual
FRAME	
Type Wheel travel: front rear Tyre: front rear Caster (rake) Trail Steering angle (left/right)	Double-cradle, high-tensile steel 150 mm 87 mm 130/70R17M/C (62H) 170/60R17M/C (72H) 32° 144 mm 38° / 38°

SUSPENSION	VN1600-B1
Front: Type	43 mm inverted telescopic fork
Rear: Type	Swingarm with twin air-assisted shocks
Rebound damping	4-way
Spring preload	Fully adjustable
BRAKES	
Front: Type	Dual semi-floating 320 mm discs
Calliper	Dual 6-piston
Rear: Type	Single 300 mm disc
Calliper	Twin-piston
DIMENSIONS	
Overall length	2,410 mm
Overall width	850 mm
Overall height	1,100 mm
Wheelbase	1,705 mm
Ground clearance	125 mm
Seat height	700 mm
Dry weight	290 kg
Fuel capacity	17 litres
PERFORMANCE	
Maximum power	54 kW {73 PS} / 5,300 rpm
Maximum torque	125 N·m {12.7 kgf·m} / 2,800 rpm (EUR/AUS) 128 N·m {13.1 kgf·m} / 2,500 rpm (USA/CAN)

The specifications mentioned here apply to and have been achieved by production models under standard operating conditions. We intend only to give a fair description of the vehicle and its performance capabilities but these specifications may not apply to every machine supplied for sale. Kawasaki Heavy Industries, Ltd. reserves the right to alter specifications without prior notice. Equipment illustrated and specifications may vary to meet individual markets. Available colours may vary by market.