
Vulcan 1600 Classic



KEY POINTS:

- Electronic Fuel Injection (EFI)
- Hydraulically operated clutch
- Shaft drive
- Long, low chassis
- Tank mounted ignition switch with on position key removal
- Self cancelling turn signals
- Large diameter halogen headlight
- Genuine Kawasaki accessories available

SPECIFICATIONS VN1600-A3

Engine type	4-stroke, liquid cooled, V-twin
Displacement	1,552 cc
Bore & stroke	102 x 95 mm
Compression ratio	9.0:1
Valve system	SOHC, 8 valves, 4 valves per cylinder
Maximum power	49 kW (67 PS) / 4,700 rpm
Maximum torque	127 N·m (13 kgf·m) / 2,700 rpm
Fuel system	EFI with 2 x 36mm Mitsubishi throttle bodies
Ignition	digital TCBI (ECU controlled)
Starting system	electric
Transmission	5-speed
Frame type	steel double cradle
Rake / trail	32° / 168 mm
Suspension, front	43 mm fork
Suspension, rear	swingarm with dual shock absorbers
Wheel travel, front / rear	150 / 95 mm
Tyre, front	130 / 90 16
Tyre, rear	170 / 70 16
Brake, front	300 mm dual discs with dual piston calipers
Brake, rear	300 mm disc with dual piston caliper
L x W x H	2,505 x 1,040 x 1,130 mm
Wheelbase	1,680 mm
Seat height	680 mm
Fuel capacity	20 litres
Dry weight	307 kg
Colours	Metallic Majestic Red

Vulcan 1600 Classic (VN1600-A3)

FEATURES AND BENEFITS

ENGINE

1552 cc, V-twin, SOHC engine

- 1552 cc engine delivers abundant low and mid range power and torque.
- Two spark plugs per cylinder increase the combustion efficiency.
- Compact combustion chamber for increased compression ratio without detonation on today's fuels.
- Cam timing and lift enhance low and mid-range power.
- Silent cam chains with automatic tensioner for reduced noise and maintenance.
- Hydraulic valve lash adjusters keep valves quiet with no adjustment required.
- Tuned for maximum low-end torque.
- Digital TCBI ignition ensures accurate ignition timing at all engine speeds.
- Liquid cooled with an automatic cooling fan to ensure consistent temperatures for maximum efficiency and reliability.
- The dual rotor, high output alternator produces 30 amps at only 1,000 rpm to power the many accessories customers like to add.

Fuel system

- Electronic fuel injection feeds the engine exactly the right amount of fuel giving excellent power, fuel economy, driveability and starting.
- Airflow is controlled by two 36 mm Mitsubishi throttle bodies.
- ECU controlled secondary air system valve reduces emissions.
- A honeycomb type catalyser located in the muffler pre-chamber further reduces exhaust emissions while allowing full power and torque output.

TRANSMISSION

Hydraulic clutch release

- Lightweight clutch operation.
- No adjustment makes maintenance easier.

Shaft drive

- A reliable, quiet and low-maintenance system.

CHASSIS

Double cradle high tensile steel frame

- The frame features twin 40 mm square tubes welded into a single backbone producing a rigid and compact frame.
- Fewer welds enhance overall appearance.

Conventional 43 mm front fork

- Large diameter inner tubes are rigid for excellent stability.
- Rebound damping is 4-way adjustable so you can tune the suspension to your riding style and road conditions.

Rear suspension

- Simple dual rear shocks with adjustable preload and rebound damping have been designed for elegance and comfort.

Front and rear disc brakes

- Dual 300 mm front discs with dual piston calipers and a rear 300 mm disc with a dual piston caliper ensure excellent stopping power and feel.

DETAIL FEATURES

- Flangeless fuel tank has a 20 litre capacity.
- Semi-keyless ignition switch located at top-front of fuel tank.
- Thin, integrated instrument package provides less protrusion from top of tank.
- The electric design of the instrument panel reduces weight and eliminates the front wheel drive unit and cable.
- The turn signals automatically turn off after 8 seconds and a distance of 65 metres has been travelled.
- Digital odometer, trip meter and clock.
- Wide, dished cast wheels with tubeless tyres.