



HONDA *Come ride with us.*

VT600C SHADOW

Development Concept

Introduced to the European market in 1988, the VT600C Shadow is one of the first pioneers of Europe's rapidly expanding American Custom market segment and a steady presence on the European motorcycle scene. A long-running favorite offering a comfortable balance of long-and-low proportions and an easy, laid-back riding position with a wider, swept-back handlebar for relaxed and comfortable cruising, the Shadow makes riding a pleasure beyond words. This is largely due to the stimulating sound, feel and performance of its traditional 583cm³ liquid-cooled 52° V-twin

engine. This rugged and reliable power plant puts out plenty of low-to-midrange torque for satisfying cruising performance. The engine features dual sparkplugs and three valves per cylinder for optimal combustion efficiency.

Virtually unchanged since its introduction—but for the look of its luxurious paint and the shape of its tank emblem—the Shadow has continued to claim a large following of riders who want the sound and feel of the American Custom experience, but in an easily manageable size, and at an easily affordable price.

Following the introduction of the VT750C2 Shadow American Classic Edition, which offers a more luxurious image with the wider and lower proportions of its 'American Classic' design, Honda set out for 1998 to expand the VT600C Shadow's appeal to a broader range of riders—including entry-level riders and returnees to the sport—with a 'slimming program' designed to maintain its distinctive 'chopper' appeal while trimming its price to a more readily attractive level.





VT600C SHADOW

Colouring Concept

With its highly attractive street cruiser looks and easy-riding long-and-low proportions, the popular mid-sized VT600C Shadow continues to win new converts to the high-styled American Custom riding experience. For 1998, the Shadow sheds its more busy two-tone look for simple and direct single colour schemes that accentuate its stark, stylish presence on the boulevards and the back roads of Europe. In solid black, the Shadow takes on a mean, 'devil may care' attitude that sets off its brilliant chrome to stunning effect. Candy red give the Shadow a brighter, more fun-oriented look that's ready to roll anywhere, any time.

Pearlescent green shimmers in the sun with a deep, delicious sheen that accentuates its mark of distinction.

New Features

- New single carburettor of a simpler, lighter design. Produces stronger low-to midrange performance for more pleasing pulses of power at idle and during acceleration.
- Entire intake tract carefully redesigned to achieve optimal balance of engine performance. Air intake flow changed; now enters under left side of steering head and sweeps around to aircleaner element mounted under chrome-plated cover.

- New direct air injection system meets EURO-1 regulations by shooting jets of fresh air into exhaust ports for more complete combustion.

- All markets now receive 5-speed transmission (previously, 4-speed transmission supplied to Swiss market).

- New aluminium die-cast foot steps same as used on VT750C2. Step bracket, shift lever and brake pedals now painted black instead of chromed.

Colours

- Black
- Candy Glory Red
- Pearl Sierra Green



Specifications**Specifications****VT600C Shadow (ED-type)**

Engine		Liquid-cooled 4-stroke SOHC 52° V-twin
Bore × Stroke		75 × 66mm
Displacement		583cm ³
Compression Ratio		9.2 : 1
Carburettors		34mm CV-type × 1
Max. Power Output		39PS /6,500rpm (DIN) (29kW/6,500min ⁻¹)
Max. Torque		4.99kg-m/3,500rpm (DIN) (48.9Nm/3,500min ⁻¹)
Ignition		Fully transistorized electronic
Starter		Electric
Transmission		5-speed
Final Drive		'O'-ring sealed chain
Dimensions	(L×W×H)	2,355 × 840 × 1,130mm
Wheelbase		1,600mm
Seat Height		690mm
Ground Clearance		140mm
Fuel Capacity		11 litres (including 3.4-litre reserve)
Wheels	Front/Rear	Steel rim/wire spoke
Tyres	Front	100/90-19
	Rear	170/80-15
Suspension	Front	39mm telescopic fork, 145mm axle travel
	Rear	Hidden telescopic monoshock, 90mm axle travel
Brakes	Front	296mm hydraulic disc with dual-piston caliper
	Rear	160mm leading/trailing drum
Dry Weight		199kg

All specifications are provisional and subject to change without notice.

