



VT1100C3 Shadow

Introduction

The luxuriously appointed VT1100C3 Shadow makes its mark on the factory custom scene with a uniquely attractive design that strongly evokes the classic, 'streamlined' design trends of the 1930s. The designers took their inspiration from this post-Art Deco period when streamlining reigned supreme, and have created a machine of unrivalled purity and flowing lines.

The long and low silhouette of the VT1100C3 Shadow is superbly enhanced by a broad fuel tank; a thick, fully shrouded front fork and a monstrous chromed headlight with elegantly integrated speedometer. Its wide proportions emphasised by plush, wide dual-solo seats; deeply valanced fenders

and fat, wide whitewall tyres mounted on glittering wire-spoked wheels; the Shadow C3 combines the look of the old with the technology of the new in a big-bore V-twin cruising machine of timeless appeal, that has been worked on to deliver maximum character at low rpm, including the throb!

Introduced in 98 - Manufactured in USA - CUSTOM



VT1100C3 SHADOW - 20001 - E



VT1100C3 Shadow

Colouring Concept

For the last year of the 20th Century, the Shadow C3 saunters down the highway in two delightful two-tone colouring schemes that call to mind the wide-open roads of an earlier time. First on the menu is a deeply hued pearlescent red set off with silver side patches, that is styled to put its rider into a slow and easy cruising frame of mind. Emphasising the C3's retro looks is a bright solid orange contrasted with pearlescent white side patches that offers a strong appeal to those who enjoy being seen rather than merely blending in with the crowd.

Colours

- Pearl Sedona Red
(with Pearl Twilight Silver)
- Somerset Orange
(with Pearl Antique White)



VT1100C3 SHADOW - 20002 - E



VT1100C3 Shadow

Close-up

Features

- Spoked wheels with whitewall tyres, generous wraparound mudguards, wide and heavily sculpted tank, low handlebars, refined mechanical components, a long 2-in-1 fish-tailed exhaust, ... Classical elegance is all there.
- Not a single extraneous element upsets the eye or interrupts the harmony of the overall effect. Wiring, hoses and other lines are hidden and show the care given to detail finish, as does the ever-present chrome plating.
- The V-twin has been reworked to obtain maximum sensation at low rpm. It is fitted in particular with a single throw crankshaft that offers maximum character.
- The engine and the handlebars are flexibly mounted in order to reduce vibration at high rpm for maximum comfort.
- Clean and designed to last and be forgotten, the shaft drive fits in perfectly with the custom philosophy.
- The long chromed exhaust silencer, which incorporates both parallel tubes, shows the harmony achieved between aesthetics and mechanical function.
- Two spark plugs per cylinder ensure trouble-free starting.
- The location of controls, the soft seat and footrests offer a natural driving position that guarantees the greatest ease of handling and allows you to “burn up the road” free from fatigue.
- Thanks to its low seat height and large handlebars, the VT1100C3 is quite unobtrusive in town. Large rubber covered running boards provide a relaxed ride with immediate access to the gear selector and brake pedal at the same time.
- The big tyres and the suspension provide road holding and ride comfort beyond reproach.
- The VT1100C3 has a two-year warranty and benefits from the quality of the Honda dealer network.



VT1100C3 Shadow

Evolution

The Honda VT1100 Shadow was introduced in the USA in 1987. The R&D department, which is based in California, had the final say in the design of the machine. The engine of the first VT1100, designed in Japan, was a 45° V-twin, 3 valve and two-spark plug heads, water-cooled. With 74.5PS at 6,000rpm, it is currently the most powerful V-twin fitted to a custom machine. Another record is the rear tyre (170/80 × 15) the largest ever fitted to a production machine.

The 1994 VT1100 boasted a few changes: the gearbox had 5 speeds instead of 4, the engine was reworked to reduce the maximum torque rpm which went from 8.95kg-m at 4,500rpm to 9.7kg-m at 2,750rpm while the power output was reduced by 14PS.

In 1995 there was further evolution with the VT1100C2 American Classic Edition that was really new. The American Classic Edition was inspired on the Harleys and Indians

of the fifties, with wraparound mudguards, big tyres and spoked wheels. The VT1100C2 adopted a single throw crankshaft.

Vibration was kept in check by mounting the engine flexibly in the reinforced frame.

The C2 only claimed 50.3PS at 4,500rpm, which was 24 less than the first VT and 10 less than the previous model. On the other hand, maximum torque was developed at an even lower speed to offer greater pull.

VT1100C
Introduced in 1987.

1987





VT1100C3 Shadow

Evolution

For 1998, the VT1100C3 Shadow, given the name of Aero, takes on the post-Art Deco style of the thirties. The engine gains 5PS and torque is increased by 5%. The exhausts merge, sharing part of the large external casing, which reveals two separate outlets at its "fishtail" end. The forks and swing arm have been extended. The seat is 5mm lower. The distance between centres of the

fork tubes has been increased from 230 to 260mm. The tyres are of the "low profile" type with white sidewalls. The large diameter headlight includes a built-in speedometer with an LCD odometer and trip recorder. The new Shadow Aero blends retro chic with comfort, not forgetting sounds and sensations as well as manufacturing quality.

VT1100C

1994



VT1100C2 American Classic Edition

1996



VT1100C3 Aero

1998



VT1100C3 SHADOW - 20005 - E



VT1100C3 Shadow

Colour Overview

1998



1999



VT1100C3 SHADOW - 20006 - E



VT1100C3 Shadow

Specifications

Specifications

VT1100C3 Shadow (ED-type)

Engine	Liquid-cooled 4-stroke 6-valve SOHC 45° V-twin
Bore × Stroke	87.5 × 91.4mm
Displacement	1,099.2cm ³
Compression Ratio	8 : 1
Carburettors	36mm CV-type × 2
Max. Power Output	58PS/4,750rpm (DIN) (43kW/4,750min ⁻¹)
Max. Torque	9.8kg-m/2,500rpm (DIN) (96Nm/2,500min ⁻¹)
Ignition	Computer-controlled digital transistorised with electronic advance
Starter	Electric
Transmission	5-speed
Final Drive	Enclosed shaft
Dimensions	(L×W×H) 2,540 × 975 × 1,135mm
Wheelbase	1,680mm
Seat Height	725mm
Ground Clearance	145mm
Fuel Capacity	16 litres (including 4.8-litre reserve)
Wheels	Front 17 × MT3.00 steel rim/wire spoke Rear 15 × MT3.50 steel rim/wire spoke
Tyres	Front 140/80-17H Rear 170/80-15 M/CH
Suspension	Front 41mm telescopic fork, 127mm axle travel Rear Dual conventional dampers with 5-step spring pre-load, 95mm axle travel
Brakes	Front 316mm hydraulic disc with dual-piston calliper and sintered metal pads Rear 276mm hydraulic disc with single-piston calliper and sintered metal pads
Dry Weight	279kg

All specifications are provisional and subject to change without notice.