

2004 VTX1300S PRESS INFORMATION

The classic lines of retro styling flowing around a big, shiny V-twin engine. What more could you possibly ask for in a bike designed for a pleasant day's cruising? The VTX1300S offers quality, style and ample power for cruising the boulevard, touring in the country, or setting out with no destination in mind. Its engine's single-pin crankshaft provides a strong seat-of-the-pants feel of big V-twin performance, while a twist of its throttle unleashes an effortless blast of low-to-midrange performance that will take your breath away. Detailing is impeccable, with the strong influence of an earlier time evident the design of its deeply valanced fenders, wide, saddle-type seat, and large, curvaceous fuel tank topped by speedometer and indicators all built into a sparkling chrome instrument display. Its beautifully chromed dual exhaust pipes produce a pleasing, throaty exhaust note, and its every detail glitters in polished paint, metal and chrome. Settling into its wide, low and comfortable riding position, the VTX provides a comfortable upright view of the world that's perfect for more relaxed riding speeds and lazy days of back road cruising. Whatever way you like to travel, the VTX lets you sit back and enjoy the ride.

Colours

- Black
- Durango Red Metallic

Specifications**VTX1300S (ED-type)****Engine**

| | |
|-------------------|--|
| Type | Liquid-cooled 4-stroke 6-valve SOHC 52° V-twin |
| Displacement | 1,312cm ³ |
| Bore x Stroke | 89.5 x 104.3mm |
| Compression Ratio | 9.2 : 1 |
| Max. Power Output | 55kW/5,000min ⁻¹ (95/1/EC) |
| Max. Torque | 123Nm/3,000min ⁻¹ (95/1/EC) |
| Idling Speed | 900min ⁻¹ |
| Oil Capacity | 4.3 litres |

Fuel System

| | |
|--------------------|---|
| Carburation | 38mm CV-type carburettor |
| Aircleaner | Viscous, cartridge-type paper filter |
| Fuel Tank Capacity | 18 litres (including 3.7-litre reserve) |

Electrical System

| | |
|------------------|--|
| Ignition System | Digital transistorised with electronic advance; two spark plugs per cylinder |
| Ignition Timing | 4.1° BTDC (idle) ~ 27° BTDC (3,000min ⁻¹) |
| Sparkplug Type | DCPR6E, DCPR7E (NGK); XU22EPR-U, XU22EPR-U (ND) |
| Starter | Electric |
| Battery Capacity | 12V/14AH |
| ACG Output | 364W |
| Headlight | 12V 55W x 1 (low) / 60W x 1 (high) |

Drivetrain

| | |
|-------------------|--|
| Clutch | Wet, multiplate with coil springs |
| Clutch Operation | Mechanical; cable-actuated |
| Transmission Type | 5-speed |
| Primary Reduction | 1.9354 (47/47 x 60/31) |
| Gear Ratios | 1 1.9000 (38/20) 2 1.1481 (31/27) 3 0.9117 (31/34) 4 0.7777 (28/36) 5 0.6969 (23/33) |
| Final Reduction | 2.6616 (17/18 x 31/11) |
| Final Drive | Enclosed shaft |

Frame

Type Double-cradle; steel tube

Chassis

Dimensions (LxWxH) 2,575 x 960 x 1,125mm
Wheelbase 1,669mm
Caster Angle 32°
Trail 144mm
Turning Radius 3.2m
Seat Height 686mm
Ground Clearance 130mm
Dry Weight 300kg
Kerb Weight 320kg (F: 146kg; R: 174kg)
Max. Carrying Capacity 150kg
Loaded Weight 470kg (F: 178kg; R: 292kg)

Suspension

Type Front 41mm telescopic fork, 130mm axle travel
Rear Dual conventional dampers with 5-step adjustable spring preload, 94mm axle travel

Wheels

Type Steel rim/wire spoke
Rim Size Front 17M/C x MT3.00
Rear 15M/C x MT3.50
Tyre Size Front 140/80–17M/C 69H
Rear 170/80–15M/C 77H
Tyre Pressure Front 225kPa
Rear 225kPa (with passenger: 250kPa)

Brakes

Type Front 336 x 6mm hydraulic disc with dual-piston calliper and sintered metal pads
Rear 296 x 6mm hydraulic disc with single-piston calliper and sintered metal pads

All specifications are provisional and subject to change without notice.