

VT750DC Shadow Spirit

2008 Press Information



Introduction

Low and lean, cool and sporty, the Shadow Spirit welcomes you to the cruising experience with comfortable proportions and strong, easily accessible riding performance. Settle into its low, contoured seat, put your feet up and get ready for a blissful experience in every ride, forgetting all the cares of the day. Twist its throttle and the Spirit surges quickly up to speed or cruises lazily down the road with an appealing pulse of V-twin rumble. Handling is smooth and easy, with raised handlebars giving you light and responsive control over the road ahead. All this and more makes the Shadow Spirit a deeply satisfying riding machine that opens whole new vistas of cruising enjoyment with eye-catching style and proven Honda reliability for the best fit and best styling at the best value money can buy.

- Fuel-injected, liquid-cooled V-twin engine pumps out a soul-stirring surge of power.
- HECS3 oxygen-sensing catalytic exhaust gas converter system minimises emissions of harmful exhaust gases to ensure full compliance with strict EURO-3 emissions regulations.
- Gorgeous chrome-plated dual staggered shotgun exhausts.
- Tall, slim and attractive 21" spoked front wheel.
- Fat 15" rear tyre provides plenty of grip and a powerful look.
- Low-slung gunfighter saddle is the lowest in its class.
- New Digital Silver Metallic colour variation.

Colours

- Graphite Black
- Digital Silver Metallic



Specifications

General	
Model	VT750DC Shadow Spirit
Mold Type	ED-type
Engine	
Type	Liquid-cooled 4-stroke 6-valve SOHC 52° V-twin
Displacement	745cm ³
Bore x Stroke	79 x 76mm
Compression Ratio	9.6 : 1
Max. Power Output	33.5kW / 5,500min ⁻¹ (95/1/EC)
Max. Torque	65Nm / 3,500min ⁻¹ (95/1/EC)
Idling Speed	1,200min ⁻¹
Oil Capacity	3.2 litres
Fuel System	
Carburation	PGM-FI electronic fuel injection with automatic choke
Throttle Bore	34mm
Aircleaner	Viscous, cartridge-type mesh net filter
Fuel Tank Capacity	14.6 litres (including 3.5-litre reserve)
Electrical System	
Ignition System	Fully transistorised electronic
Ignition Timing	8° BTDC (idle) ~ 50° BTDC (5,500min ⁻¹)
Sparkplug Type	DPR7EA-9 (NGK); X22EPR-U9 (ND)
Starter	Electric
Battery Capacity	12V / 11.2AH
ACG Output	399W
Headlights	12V, 55W x 1 (low) / 60W x 1 (high)
Drivetrain	
Clutch	Wet, multiplate with coil springs
Clutch Operation	Mechanical; cable-actuated
Transmission	5-speed
Primary Reduction	1.763 (67/38)
Gear Ratios	2.400 (36/15)
	2 1.550 (31/20)
	3 1.174 (27/23)
	4 0.960 (24/25)
	5 0.852 (23/27)
Final Reduction	3.091 (34/17)
Final Drive	Enclosed shaft
Frame	
Type	Double-cradle; steel tube

Chassis		
Dimensions		2,440 x 835 x 1,130mm
Wheelbase		1,655mm
Caster Angle		34° 30'
Trail		158mm
Turning Radius		3.4m
Seat Height		650mm
Ground Clearance		133mm
Kerb Weight		247.8kg (F: 112.6kg; R: 135.2kg)
Max. Carrying Capacity		180kg
Loaded Weight		427.8kg (F: 195.3kg; R: 232.5kg)
Suspension		
Type	Front	41mm telescopic fork, 115mm axle travel
	Rear	Dual conventional dampers with 5-step adjustable spring preload, 90mm axle travel
Wheels		
Type	Front	Chromed steel rim/wire spoke
	Rear	Chromed steel rim/wire spoke
Rim Size	Front	21M/C x MT2.15
	Rear	15M/C x MT3.50
Tyre Size	Front	90/90 21M/C (54S)
	Rear	160/80 15M/C (74S)
Tyre Pressure	Front	200kPa
	Rear	200kPa (with passenger: 250kPa)
Brakes		
Type	Front	296 x 6mm hydraulic disc with dual-piston calliper and sintered metal pads
	Rear	180mm leading/trailing drum