

# Vulcan 1700 Classic ABS 2010



## Specifications:

### VN1700FAF

Engine Type	4-Stroke, Liquid-Cooled, SOHC 4-Valve Cylinder Heads, 50° V-Twin
Displacement	1,700 cm <sup>3</sup>
Bore & Stroke	102.0 x 104.5 mm
Compression Ratio	9.5:1
Fuel System	Fuel Injection, 42 mm x 2 with ETV
Ignition	TCBI with Digital Advance
Transmission	6-Speed, with Positive Neutral Finder and Belt Final Drive
Rake/Trail	30.0°/ 169 mm
Front Wheel Travel	140 mm
Rear Wheel Travel	80 mm
Front Tire Size	130/90-16
Rear Tire Size	170/70-16
Front Suspension	43 mm Hydraulic Telescopic Fork
Rear Suspension	Twin Air-Assist Shocks with 4-way Rebound Damping
Wheelbase	1,665 mm
Front Brake	Dual 300 mm discs, Opposed-4 Pistons Callipers with K-ACT II ABS
Rear Brake	Single 300 mm disc, Twin-Piston Calliper with K-ACT II ABS
Fuel Tank Capacity	20.0 litres
Ground Clearance	140 mm
Seat Height	720 mm
Curb Mass	349 kg (includes full fuel tank and all fluids at correct levels)
Colours	Ebony

(Specifications subject to change without notice.)

## Key Features:



1,700 cm<sup>3</sup>, 50° V-Twin, Liquid-Cooled



Dual Slash Cut Muffler



300 mm Dual Front Discs with K-ACT ABS



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## 2010 VULCAN 1700 CLASSIC ABS

The Vulcan 1700 Classic ABS represents the latest evolution of Kawasaki's big-bore V-Twin cruisers. The muscular engine utilizes an overhead cam to help boost acceleration, while the long-stroke design helps deliver more torque and horsepower. The Vulcan 1700 Classic is also fitted with Kawasaki's first fully electronic throttle valve (ETV) system that provides better performance, throttle response and increased fuel mileage. A six-speed transmission with overdrive and carbon fiber drive belt deliver the power to the rear wheel, while a compact chassis and tuned suspension provide light handling. It's all finished off with bodywork and engine covers that further distinguish the Vulcan 1700 Classic as Kawasaki's latest big-bore cruiser.



### 50° V-Twin Engine

- \* Long stroke, liquid-cooled, SOHC muscular engine designed to deliver high levels of torque and raw power.
- \* Liquid-cooled A/C generator reduces the temperature of generator stator coils and thus increases output to handle additional accessories.
- \* Semi-dry sump design reduces overall engine height and keeps excess oil away from the crank to prevent power-robbing stirring loss. Oil is stored in the transmission, which eliminates the need for an oil tank. Triple oil pumps (2 scavenge and 1 feed pump) help reduce stirring loss and provide superb oil circulation.
- \* Water jackets surround only the top quarter of the cylinders and the polished-edge fins match the cylinder heads while attractively tapering to the cylinder bases.
- \* High-performance forged pistons are lightweight, stronger and more heat resistant than cast versions. Oil jets help cool the pistons for added durability.
- \* Dual primary engine balancers and rubber engine mounts help isolate high-frequency vibration while providing the rider with the core power-pulse feeling of the muscular engine.
- \* Single-pin crankshaft for that classic V-twin rumble and characteristic pulse.
- \* A cam damper mounted to the end of the crankshaft protects the drive train by damping large torque fluctuations yet helps emphasise the pleasant torque pulse.

### 4-Valve Cylinder Head

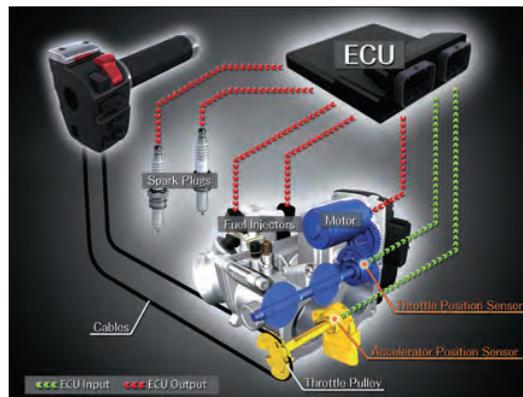
Overhead cam with hydraulic valve lash adjusters for performance and ease of maintenance.

### Digital Fuel Injection

- \* Dual 42mm throttle bodies with Atomising Fuel Injectors produce a fine fuel mist for better combustion and fuel consumption.

### Electronic Throttle Valve (ETV)

The throttle pulley operates an acceleration position sensor (APS) that uses the ECU to send a signal to a small motor that actually operates the throttle valves. This makes throttle pull very light for reduced rider fatigue and the more precise throttle control results in better performance, smoother running and increased fuel mileage.



- \* Using a cable-operated APS eliminates expensive switch housing electronics that can be damaged and costly to replace should the motorcycle get tipped on its right side.

### TCBI with Digital Advance

- \* Microprocessor controlled timing provides precise engine management.

### Dual Slash-Cut Mufflers

- \* Big slash-cut mufflers look great and contain honeycomb catalysers to reduce emissions.

### 6-Speed Transmission

- \* Overdrive 5th-6th gear reduces rpm at higher speeds and helps increase fuel mileage.
- \* Gear position sensor communicates with the ECU to help reduce fuel consumption and adjust timing to provide better power feeling, and an indicator on the speedometer allows the rider to monitor current gear position at a glance.

### Belt Drive

- \* Lower unsprung weight than shaft drive to improve ride quality and suspension action.



- \* Carbon fiber belt provides much more strength than Kevlar while allowing the belt to be narrower.
- \* More efficient so more power reaches the rear wheel.
- \* Low maintenance and low noise.



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## Frame

- \* Large steel box-section backbone frame is very rigid and helps contribute to high stability and lightweight handling at low speeds.
- \* Shorter wheelbase than the Vulcan 1600 and 2000 models add to the Vulcan 1700's low-speed agility.
- \* Low profile reduces seat height for an easier reach to the ground.
- \* Compact but not cramped riding position.

## Front Forks

- \* Large inner tubes, wide pitch and low offset for rigidity and stability.
- \* Steering lock incorporated into ignition switch secures the front forks.

## Dual Air-Assisted Rear Shocks

- \* Air shocks provide a wide range of adjustment to match the load or riding preference.



- \* 4-way rebound damping for easy selection of the optimal settings.



## Generation II K-ACT ABS Triple Disc Brakes

- \* K-ACT (Kawasaki Advanced Coactive-braking Technology) ABS enables riders to execute controlled, balanced braking. Designed to complement riders' applied brake force, K-ACT ABS ensures ideal brake force distribution to maximise braking efficiency.
- \* K-ACT ABS also incorporates an anti-lock braking function to help prevent the wheels from locking up during hard braking in a straight line.
- \* An evolution of the system first seen on the 2009 Vulcan 1700 Voyager ABS, this 2nd generation system makes use of a smaller, lighter K-ACT ABS unit and a higher spec ECU capable of more calculations resulting in even smoother operation.

## Classic Styling

- \* LED taillight provides excellent visibility when activated, and makes a strong visual statement with chrome surround.



- \* Tank, seat, fenders and details designed with a classic 1960's feel.
- \* Adjustable front brake and clutch levers and master cylinders enhance rider comfort and styling.

## Electric Speedometer

- \* Thin, integrated instrument package provides less protrusion from the top of the tank.
- \* Electric design reduces weight and eliminates the front wheel drive unit and cable for a cleaner look.
- \* Analog speedometer face evokes memories of the '60s.
- \* Gear position indicator makes it easy to determine which-gear the transmission is in at a glance.
- \* Right side handlebar switch (with 4 way hazard flashers) allows the rider to easy scroll through the digital displays for the odometer, trip meter, clock, fuel range and average fuel consumption.

## Push-to-Cancel Turn Signals

- \* No fumbling, just a simple push on the switch cancels the turn signals.



## NEW for 2010

- \* Improved heat management with a revised front header piper exhaust cover and hot air heat guide plate behind the radiator.
- \* 2nd Generation K-ACT ABS more compact with higher specs for smoother operation.
- \* New colour: Ebony

## Authentic Kawasaki Accessories

See the current applicable Kawasaki accessory catalog or [www.kawasaki.com.au](http://www.kawasaki.com.au) for all of the latest Authentic Kawasaki Accessories available for this model.



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