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2003 honda vtx 1800 specs

See all HONDA VTX1800 Reviews By MCN Staff - Updated on 21 November 2014 MCN Rating: 4 out of 5 (4/5) Owners' Rating: 4.8 out of 5 (4.8/5) The Honda VTX1800 is a performance cruiser that packs plenty of power, with a classy design and a V-twin engine. It also features Honda's linked braking system. However, its low ground clearance means cornering needs to be done slowly. In terms of reliability, the VTX1800 has a strong engine that produces 115 ft/lbs of torque at 3000rpm. The VTX1300, on the other hand, lacks a bit of punch but still offers good performance. Both bikes have durable build quality and excellent finish. The VTX1800 is more expensive than some competitors, but it comes with a range of accessories and a credible dual seat. It's also worth noting that the 1300 variant has a slightly bigger gas tank and better mudguards, making it more practical in rainy conditions. Some owners have praised the bike for its balance and launch power, stating that it handles well despite its size. Others have noted that it starts reliably every time, regardless of weather conditions. I've put a lot of miles on this bike with its many extras - Cobra pips, air box, LED lights. It's been taken care of extremely well and I'd give it a perfect score. This is my evaluation of the 2005 VTX-1800 R Spec 3 Version: The only thing Honda missed was some essential equipment that should've come with it from the factory, but they still managed to create a reliable machine that's easy on maintenance and can be customized to any level. The ride quality & brakes are top-notch, with one of the best braking systems I've experienced in over 50 years of riding! You can easily ride all day without getting tired, even at high speeds. The V-Twin engine is smooth and powerful, never giving me any issues. It's a "sleeper" that packs a punch when you need it to. The reliability & build quality are also superb, with the bike still running strong after living outdoors for years. I've only had to do minor maintenance like oil changes and replacing front fork seals. The value is unbeatable compared to its rivals, especially considering its age - 15 years old! I bought it in 2018 for a steal at \$3500. The writer often has to buy motorcycle parts from the US because they're cheaper than what UK dealers offer. The prices in the UK are inflated, and even if dealers do import parts, they're still too expensive. This is frustrating, especially since there aren't as many VTX bikes in the UK as there are in the US. Despite this issue, the writer and their group still enjoy riding and appreciate the qualities of their Honda VTX 1800 motorcycles. The second part of the text appears to be a review of the Honda VTX 1800 motorcycle, covering its ride quality, brakes, reliability, build quality, and value compared to other similar bikes. The Honda VTX1800R, C, N, and F models were produced from 2007 to 2008. The models came in various configurations, including dual and single cylinder variants. Dimensions: - Length: 2455 mm (103.5 in) - VTX1800S/R - Width: 930 mm (36.6 in) - VTX1800S/R; 940 mm (37 in) - VTX1800C - Height: 1125 mm (44.3 in) - VTX1800S/R; 1130 mm (44.5 in) - VTX1800C - Seat height: 701 mm (27.6 in) - VTX1800C; 695 mm (27.4 in) - VTX1800S/R; VTX1800F Performance: - Engine type: Water-cooled, 4-stroke, 2-cylinder V-twin - Displacement: 1795 cm³ - Compression ratio: 9.0:1 - Max power: 106 hp (78 kW) at 5000 rpm - Max torque: 162.7 Nm Suspension and brakes: - Front suspension: Inverted telescopic fork, 45 mm stroke - Rear suspension: Swingarm with twin-shock, 100 mm travel - Brakes: Double disc front, single disc rear with 296 mm and 316 mm discs respectively. Fuel capacity and trail: - Fuel capacity: 20.0 l (5.28 US gal) - VTX1800S/R; 17.0 l (4.49 US gal) - VTX1800F; 18.0 l (4.76 US gal) - VTX1800C - Trail: 163 mm (6.4 in) - VTX1800S/R; 146 mm (5.7 in) - VTX1800F Honda VTX1800 is a large cruiser bike with an impressive performance profile. The engine produces 106 horsepower at 5000 rpm and 120 lb-ft of torque at 3500 rpm, thanks to its advanced PGM-Fi electronic fuel injection system. The bike accelerates from 0-60 mph in just 3.81 seconds and reaches a top speed of 217 km/h (135 mph). It features a wet clutch and multi-plate drive train with five-speed constant mesh transmission. The Honda VTX1800 comes in various models, including R, S, C, N, F, and T, each with its unique design features. The bike has a large gas tank with 17-litre capacity, offering extended cruising range. It also boasts a wide, low-profile front tire and an aggressive rear tire for superb handling and traction. In terms of specifications, the bike has a shaft primary reduction ratio of 1.571 and final reduction ratio of 3.091. The gear ratios are as follows: I (2.353), II (1.478), III (1.111), IV (0.871), and V (0.697). The electrical system features a transistorized ignition and an alternator with 400W capacity at 5000 rpm. The Honda VTX1800 is known for its street-rod styling, minimalist front and rear fenders, and comfortable riding position. It's also notable for its powerful engine, advanced fuel injection system, and robust construction. The Honda VTX engine boasts impressive dimensions, including 101mm cylinder bores and large connecting rods, which contribute to its exceptional power output and durability. The engine's high-performance design features an offset dual-pin crankshaft and balance weights, minimizing harsh vibrations and ensuring a smooth ride. A unique dry-sump oil system allows for improved power and reduced engine height, providing optimal rider ergonomics. The engine's fuel delivery system includes 12 nozzle orifices in each of the two Denso high-pressure fuel injectors, producing an atomized fuel mixture that enhances combustion efficiency and power. The cylinder head features three valves, with large intake valves and a huge exhaust valve, ensuring optimal airflow for the air/fuel charge. The engine also incorporates several advanced technologies, including individual digital 3-D fuel injection and ignition maps, electronic CPU, and maintenance-free automatic camshaft-chain tensioners. A reliable electric-starter system and reliable clutch ensure smooth operation, while a sturdy eight-plate clutch with clutch-center damper assures seamless gear shifting. The chassis features a massive tubular steel frame, large front fork, and dual chromed rear shocks, providing a comfortable ride and responsive handling. The braking system is equipped with two three-piston front calipers and a single two-piston rear caliper, ensuring confident stopping power. Honda VTX 1800 Model Overview The Honda VTX 1800 is a powerful and stylish motorcycle that offers exceptional performance, handling, and customization options. ##### Key Features - The bike features outer pistons of the front calipers, which are activated by the rear brake pedal to deliver precise braking control. - Satin-finish cast aluminum wheels add to the bike's premium look, while the 130/70R-18 radial front tire enhances street-rod styling and provides superb handling. - The aggressive 180/70R-16 radial rear tire puts the VTX engine's awesome power to the ground, delivering exceptional traction. ##### Additional Features - A dragster-style seat with a low, 695mm seat height provides confidence during low-speed maneuvers. - Chopped front and rear steel fenders complement the VTX's street rod styling, while the large, handsomely finished gas tank offers extended cruising range. - The tank-mounted chrome nacelle houses various components, including the fuel cap, tripmeter/odometer reset, and indicator/warning lights for the turn signals. ##### Engine Specifications - The Honda VTX 1800 features a liquid-cooled 52-degree V-twin engine with 1795cc capacity. - It has an compression ratio of 9.0:1 and a SOHC valve train with three valves per cylinder. - The bike is equipped with a PGM-Fi carburetion system, automatic choke, and a reliable 300-watt alternator. ##### Specifications - Engine type: Liquid-cooled 52-degree V-twin - Bore x stroke: 101 x 112 mm - Compression ratio: 9.0:1 - Valve train: SOHC with three valves per cylinder - Carburation system: PGM-Fi with automatic choke - Transmission: Five-speed final drive - Front suspension: 45mm inverted fork with 130mm travel - Rear suspension: Dual shocks with five-position spring preload adjustability and 100mm travel Honda VTX: The Ultimate Performance Cruiser The Honda VTX is the largest and most powerful cruiser produced by Honda, boasting a 1795cc V-twin engine with impressive specifications. ##### Engine and Drivetrain • 1795cc liquid-cooled V-twin engine with 106 hp at 5000 rpm and 120 lb-ft of torque at 3500 rpm • Advanced PGM-Fi electronic fuel injection system for maximum power output and immediate throttle response • High-performance suspension features a 45mm inverted front fork ##### Suspension and Brakes • Dual shocks with five-position spring preload adjustability in the rear suspension • Front brakes: two 296 mm discs with 3 piston calipers; Rear brakes: single 316 mm disc with 3 piston caliper • Rake: 32.4°; Trail: 152mm / 5.7 in; Wheelbase: 1717 mm / 67.6 in ##### Chassis and Frame • Double cradle frame made of steel • Front suspension features a 45mm inverted fork with 130 mm / 5.1 in front wheel travel • Rear suspension features dual shocks with five-position spring preload adjustability and 100 mm / 3.9 in rear wheel travel ##### Wheels and Tires • Front tire: 130/70 R18; Rear tire: 180/70 R16 • Cast aluminum wheels with dragster-style seat • The VTX's engine features a unique design, including an offset dual-pin crankshaft and two primary-shaft-mounted balance weights • The engine mounting system uses carefully matched engine hangers and rubber engine mounts to eliminate unwanted vibration • A 4.5-litre airbox supplies cool, clean air to the engine, while two 42mm-diameter throttle bodies deliver air to two Denso 50-psi high-pressure fuel injectors • Dry weight: 319.7 kg / 714 lbs • Fuel capacity: 15.5 Litres / 4.3 US gal The VTX's advanced engine management system includes an electronic CPU that provides precise digital 3-D fuel injection and ignition maps for each cylinder. This optimizes fuel mixture and spark advance settings, resulting in exceptional rideability. Additionally, the CPU-controlled emission control system reduces emissions of hydrocarbons (HC), carbon monoxide (CO), and nitrous oxides (NOx) using an air injection system and three-way exhaust catalyzer. The engine's unique dry-sump oil system features a closed-crankcase design and places the oil tank within the gearbox case. This setup allows for improved power, reduced engine height, and enhanced rider ergonomics. The radiator with cooling fan maintains consistent engine temperature for optimal performance and longevity. Other notable features include maintenance-free automatic camshaft-chain tensioners and a reliable electric-starter system. The VTX's suspension system consists of a massive tubular steel frame that contains the engine's power, giving the bike a long, low stance. The large 45mm inverted front fork provides ample wheel travel, while dual chromed rear shocks feature an advanced internal valve system for a comfortable ride. Braking is handled by two three-piston front calipers and a single two-piston rear caliper. Other notable features include beautiful cast aluminum wheels, wide low-profile radial tires, and aggressive styling elements such as chopped fenders and a dragster-style seat. The bike's paint job features Illusion Red and Illusion Blue with ChromaFlair brand light pigment, which alters hue depending on lighting conditions. A large 17-litre gas tank offers extended cruising range, while the tank-mounted chrome nacelle houses various indicators and warning lights. The engine boasts a premium finish with extensive chrome plating on various components such as the cylinder head covers and spark plug covers. The silver-coated crankcases and cylinders have milled fin edges, adding to its custom street-rod appearance. Its distinctive headlight housing features a powerful 55W/60W halogen bulb for excellent visibility in all conditions. A large speedometer with clear numerals is also part of the design. The bike's ergonomic setup includes a semi-swept handlebar and comfortably padded handgrips, providing an upright riding position. Additionally, it comes equipped with a reliable alternator and a durable maintenance-free battery. The hydraulic clutch and push-to-cancel turn-signal switch offer convenient features for riders. Furthermore, the bike is backed by a transferable one-year warranty with unlimited mileage.

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