

## 2009 Model Information

MODEL CODE: **VN900C9F**

MODEL NAME: ***Vulcan 900 Custom***



### **A TRUE FACTORY CUSTOM BIKE**

The Vulcan 900 Custom is a factory built custom bike that really stands out from the crowd – it is the result of Kawasaki's pursuit of the essence of a true custom motorcycle. A study in contrasts, its low-set rear, massive rear tyre and solid disc wheel are juxtaposed against a clean and lightweight front end.

This dichotomy adds to the dynamism of the svelte bodywork whose seductive curves trace voluptuous lines that machines alone are incapable of forming.

#### **OVERVIEW**

To achieve the front end's lightweight image, a thin, 21" wheel was chosen. But for a true custom machine, a simple wire spoke wheel just wouldn't do. Instead, a spoke-style cast wheel with spokes whose shape was handcrafted to form an elegant 3D double-flanged design was created.

This unique 21" cast wheel would be an eye-catcher even on a one-off custom bike.

Then, to complete the clean, simple front end, a minimalist headlamp and straight bar (both chromed of course) were added.

The fuel tank, the centrepiece of the Vulcan 900 Custom's design, received equally meticulous attention. Its carefully sculpted contours create an intricate play of light and shadows that, like a beautiful woman, attracts both the eye and the hand. And it is as the hand flows along the tank's delicate curvature that its subtle shape, specially crafted to be pleasing to both the eye and to the touch, can be fully appreciated.

## KAWASAKI CUSTOM

In designing the Vulcan 900 Custom, its appearance was considered from both on and off the bike.

Sitting in the low seat, riders will notice its raised front and low rear. The sporty, narrow handlebar positions the rider's hands forward and up, while the clean front affords a clear view through the handle section beyond the elegant curves of the sculpted tank.

Off the bike, the light front and low-set rear create a balanced contrast that gives the bike dynamism even when parked. Designed to look good from all angles, the carefully crafted bodywork creates delicate patterns of light and shadow, enhancing the Custom's overall appearance.

### Sculpted Bodywork

Although the Custom is a Vulcan 900 Series model, in order to achieve its custom image, Kawasaki designers completely re-evaluated its bodywork, treating it as if it were a completely new model.

★Central to the Vulcan 900 Custom's design is its fuel tank. Possessing a dynamic tension and presence all its own, it naturally draws the eye. Unlike some custom machines that use flashy designs to attract attention, the beauty of the Custom's tank lies in its subtlety. Painstakingly crafted, its delicate twin-valley theme gives birth to a graceful play of light and shadows along the soft curves of the tank.

★The twin-valley design theme is continued in the rear fender. Like the tank, it is composed exclusively of curves with constantly varying radii, its hand-sculpted contours designed to be pleasing to both the eye and to the touch.

★The unique lens cut of the tail lamp contributes to the design of the rear fender.

### 21" Cast Front Wheel

The key feature in achieving the Custom's light-looking front end is its thin, 21" wheel. The wheel's large diameter also helps raise the front of the bike, further contributing to the light image. For size alone a more traditional wire-spoke wheel would have sufficed, but a cast design was deemed necessary to achieve the impact of a true custom.

★Arranged in pairs, the wheel's 18 "spokes" were designed by hand. Tapered and flanged in two directions, every line and surface of the 3D spokes is exquisitely curved.

★While 21" cast wheels are rare enough in custom-building circles, they were unheard of on a mass-production machine. However, through persistence, a way was found to realise the extremely high precision tolerances required to mass produce the "spoke-style" casting – an achievement compounded by the complexity of the spoke design.

★Further contributing to the front end's light appearance is the simplicity of the design of the headlamp area, fork and handlebar. The crisp, clean lines created by this minimalist approach are accentuated by a liberal use of chrome.

★The headlamp itself is small and isolated; there is no central fork cover or headlamp bar.

The headlamp, headlamp mount, lower triple clamp and turn signals are all chromed.

★The sporty, straight-style handlebar adds to the bike's custom styling. Instead of handlebar clamps, twin tubes elegantly curve back from the upper triple clamp.

★Both the handlebar and twin tubes are completely chromed. The small, minimalist fender and lack of front fork covers also contribute to the clean lines in this area.

★To accentuate the lightweight image of the front end, the rear was designed to be low and solid looking. This contrast contributes to the Custom's sense of dynamism as the eye travels from the front of the bike to the rear.

★The 15" cast rear wheel was chosen to contrast the "light," tall front wheel. Its solid disc design helps give the rear a solid "squatting" image.

★The massive 180 mm rear tyre gives the rear of the bike a powerful image. The tyre's high profile adds to the weighty appearance of the rear, the large amount of dark rubber juxtaposing the light image created by the front of the bike.

★The relatively straight cut of the bottom of the rear fender complements the lines of the bike and opens up space to show off more of the rear tyre.



## Engine

Like the bodywork, a great deal of time was devoted to designing the engine covers.

By eschewing mechanically geometric shapes, covers that feel pleasant to the touch were created. The result is added enjoyment when polishing the engine.

★Liquid-cooled, 903 cc V-Twin powerplant features the same combustion chamber and intake/exhaust porting design concept as that of the mighty VN2000.

★An electronic fuel injection system controlled by dual throttle valves ensures silky smooth response and easy-to-control torque characteristics.

★Automotive-type fine-atomising injectors improve performance, fuel economy and emissions.

★Deeply chromed engine covers have curved upper surfaces. Their 3D design adds volume and gives a quality appearance.

★Deep fins on the cylinder and cylinder head were also designed to increase the appearance of engine volume. Fin pitch and size were chosen to make the engine look big.

★Like those on the Vulcan 2000 and other Vulcan 900 Series models, the edges of the fins receive a special NC treatment that makes them gleam in sunlight.

★All the non-chromed parts of the engine are finished in a black powder coat.

★Dual slash-cut mufflers give the Custom a wild air. The mufflers are angled so that they look good when the bike is on its side stand.

★To achieve their curvaceous shape, the exhaust pipes leading up to the mufflers were initially sculpted by hand, then created with 3D imaging. Automotive-type fine-atomising injectors improve performance, fuel economy and emissions.

## Other Custom Features

A number of other features contribute to the bike's custom appearance.

★The chromed tank-mounted instrument console is slim and lightweight, contributing to the bike's elegant lines.

★Designed with custom-style looks in mind, the one-piece "gunfighter" seat comfortably accommodates rider and pillion. The ergonomics of the front part of the seat make use of the same research used to design



the Vulcan 900 Classic's ultra comfy bucket seat.

★Using footpegs instead of floorboards contributes to the Custom image.

★The shift lever is a standard up-down type.

★The chromed footpegs, shift lever and rear brake lever contribute to the custom's elegant appearance.



Candy Burnt Orange



Metallic Midnight Sapphire Blue



Special Edition Ebony

## SPECIFICATIONS

## VN900C9F

### ENGINE

Type	Liquid-cooled, 4-stroke V-Twin
Displacement	903 cc
Bore and Stroke	88 x 74.2 mm
Valve system	SOHC, 8-valves
Fuel system	Fuel Injection: 34 mm x 2 with dual throttles
Ignition	Digital
Starting	Electric
Lubrication	Forced lubrication, wet sump

### DRIVETRAIN

Transmission	5-speed, return
Clutch	Wet multi-disc, manual
Final drive	Belt

### FRAME

Type	Double cradle, high tensile steel tube
Tyre: front	80/90 x 21
rear	180/70 x 15

### SUSPENSION

Front: Type	41 mm telescopic fork
Rear: Type	Uni-Trak, single shock

### BRAKES

Front: Type	Single 300 mm disc
Caliper	Dual-piston
Rear: Type	Single 270 mm disc
Caliper	Dual-piston

### DIMENSIONS

Overall length	2,405 mm
Overall width	895 mm
Overall height	1,120 mm
Wheelbase	1,645 mm
Seat height	685 mm
Curb Mass*	277 kg
Fuel capacity	20.0 litres

### PERFORMANCE

Maximum power	54 PS (40 kW) / 6,000 rpm
Maximum torque	82 N-m / 3,700 rpm

\*Curb mass is the weight with all fluids including fuel, plus tool kit etc. This is an accurate ready to ride weight.

The specifications mentioned here apply to and have been achieved by production models under standard operating conditions. We intend only to give a fair description of the vehicle and its performance capabilities but these specifications may not apply to every machine supplied for sale. Kawasaki Heavy Industries, Ltd. reserves the right to alter specifications without prior notice. Equipment illustrated, colours and specifications may vary to meet individual markets.

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