

VT750C Shadow



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2008 Press Information



Introduction

Honda's 750cc class American Custom cruisers have long had a strong reputation for offering comfortable style, exhilarating yet easily accessible performance and effortless control for riders of all sizes, and all at a remarkably reasonable price. Not too big and not too small, the Shadow 750 and Shadow Spirit provide ample power for strong acceleration combined with the soothing sound and feel of a mid-displacement V-twin engine. Monstrous power figures and blazing acceleration aren't generally the most important considerations for riders in this segment. Instead these classic cruisers are more about sitting back and enjoying the easy pleasures of the open road, and looking and feeling good while doing it. Their power rolling on strongly and effortlessly with an easy twist of the throttle. Their size, weight and proportions have also proven to be ideal for a wide cross-section of riders, while their low seat heights offer an important attraction for riders of shorter stature, especially for the ladies.

The Shadow 750 was introduced in 2004 as the latest version of this model to offer an attractive mix of classic and modern design themes. Its retro cruiser heritage is beautifully expressed in deeply valanced fenders, fat tyres, a remarkably low saddle-type seat and chrome-shrouded front fork tubes that convey an attractive and timeless retro look. Positioned far enough up the displacement ladder to provide a full-bodied reserve of performance, yet distant enough from the litre and over class to offer a fully satisfying and economical alternative to sportier models that is also less expensive to insure and maintain, the Shadow appeals to both newer and more experienced riders with its comfortable long-and-low proportions, easy operation and lower cost.

With an eye toward further expanding the appeal of the Shadow 750 while bringing it up to date with the enhanced performance and lower emissions available through Honda's latest fuel injection technology, the Shadow receives a host of significant upgrades that further enhance its exceptional sense of style, comfort and riding ease. For those who share a deep appreciation for the basic essentials of the motorcycle riding experience, the new VT750C Shadow offers an exhilarating way to answer the call of the open road.

Development Concept

In planning the next update of the Shadow, Honda's American Custom development team sought to strengthen its fundamental goals of offering superb long-and-low cruising style combined with the greater appeal of enhanced riding ease to newer and less experienced riders. The Shadow's existing design, comfort and performance features not only maximise overall riding enjoyment, but also provide a welcome boost in confidence for new riders while helping to more easily develop better riding skills.

Power comes from essentially the same 750cc liquid-cooled V-twin engine currently used by the Shadow Spirit, and offers a wide range of strong acceleration at the simple turn of its throttle. Its pulsating feel of torque and power can be felt through the seat of the pants from virtually anywhere within its broadly accessible rev range. Its shaft final drive system ensures that the Shadow is as easy to maintain as it is to ride. The Shadow's appeal is also augmented by one of the lowest seat heights in the cruiser class, offering a supremely easy reach to the ground and easier, more confident control that smaller stature entry and re-entry riders can more readily appreciate.

Building on this highly desirable basic configuration, major changes from the previous Shadow 750 include:

- A new PGM-FI fuel injection system with HECS3 low-emissions system.
- Attractive new dual shotgun mufflers that accentuate the engine's V-twin pulses.
- A more comfortable new handlebar position and cast aluminium handlebar risers.
- A modified front disc brake.



Styling

With its new fuel injections system ensuring easier starts, smoother, more responsive performance and greatly reduced fuel consumption and exhaust emissions, the new VT750C Shadow makes complete riding enjoyment much more easily accessible to a wider range of riders. Its always attractive retro styling is highlighted by a new dual shotgun exhaust that delivers a soul-stirring throb of sound and feeling for the perfect accompaniment to any time spent in its saddle. All beautifully comes together in Honda's latest generation 750cc class V-twin Custom for the best fit and best styling at the best value money can buy.

The Shadow has won a strong following representing a broad cross-section of riders drawn to its potent blend of street-cruising low-rider looks combined with superb riding comfort that continues to feel right even after hours of watching the world float by from the big easy chair of its saddle. Its deeply valanced front and rear mudguards feature a distinctive 'aero' look that tapers back at their lower edges to provide an unmistakable image of flowing motion. This expression of rearward flow also extends through the engine's chrome-plated teardrop aircleaner, its straight rear mudguard bracket/grab rails, its new bullet-shaped indicator shells, and even the license-plate holder, all highlighted by the attractive new dual staggered shotgun exhausts reaching back along its lower right side.

The Shadow's classic long, low and muscular profile is complemented by a large pair of shrouded front fork tubes that grab attention as they surround the wide-profile front tyre with the shimmering shine of bare metal. Mounted on glistening zinc-plated and resin-coated wire-spoked wheels, the Shadow's fat tyres provide another popular point of attraction with a timeless look of retro-cruiser style that seems to span decades.

New, More Attractive and Comfortable Handlebars

Mounted atop the fork's large cast aluminium upper triple-clamp, the new Shadow features an attractive new pair of cast and polished aluminium handlebar risers that catch the eye as one's hands reach to grip the bars. These rubber-mounted risers also effectively damp out most of the high-frequency buzz of vibration felt at the grips.

The handlebars themselves have been repositioned relative to the earlier Shadow 750, with grips now 16mm further forward, 17mm higher and 26mm closer together for a more relaxed grip that reduces stress on the wrists and enhances long-term riding comfort. This new position also provides a more natural hand angle for easier low-speed manoeuvrability.



New Design Instrument Panel

As always, from its rider's perspective, the central role in the Shadow's design is played by its wide, beautifully curved fuel tank. This new larger-volume 14.6-litre tank (up from 14.0 litres) combines with the improved fuel economy of the Shadow's new fuel injection system to extend its single charge riding range by another helpful 32 kilometres.

Prominently positioned on the crown of the tank is a large, attractive chrome-plated speedometer assembly that incorporates all gauges and indicator lights into its sleek new neo-retro design. The large-diameter dial of its fully electronic speedometer features a new design that provides easier visibility at cruising speeds while still managing to remain discreetly out of the direct line of sight when the rider is focusing on the road ahead. Its repositioned indicator lights include a new low fuel warning lamp built into the fork's upper triple-clamp, where it is sure to catch the eye.

Lighting the Road Ahead

The Shadow's VTX-style headlight features an immaculately polished shell with an elongated bullet shape that provides a strong point of visual focus and a brilliant illumination of the night-time road ahead. The headlight's distinctive aero look also extends to the Shadow's indicators, which complement the bike's long lines with discreetly stylish curves. Mounted on the rear mudguard, the Shadow's large, angular taillight smoothly integrates into the lines of the oversized mudguard.

Low Saddle-Type Solo Seat

The Shadow's wide, supple saddle-type solo rider's seat is one of the lowest and most comfortable in its class, giving riders of all sizes and levels of riding experience an easy reach to the ground that inspires confidence when at stop. This lower seat height also offers the added appeal of a closer feel of the road rushing by underneath, which dramatically enhances the sensations of cruising that really set American Custom cruisers apart from the rest.

Mounted atop the rear mudguard behind the rider's seat, the Shadow's comfortable pillion seat can be easily detached with the removal of three bolts, for an ultra-clean look of custom cruiser style when set up for solo street prowling.

Colouring Concept

The sleek, new Shadow VT750C will hit the road in two traditionally attractive American Custom colours, a solid black, and a timeless two-tone candy red with white, which both strongly express the straightforward and uncomplicated comfort and appeal one looks for in a custom cruiser. These simple hues also provide an attractive base to complement the Shadow's eye-catching glint of chrome and metal.

Colours

- Graphite Black
- Candy Glory Red (with Classical White)

Engine

The new Shadow's responsive, hard accelerating liquid-cooled 52° V-twin engine is based on a dependable old stalwart in the Honda stable of engines. Essentially the same unit that has provided strong, dependable power to all Honda's 750cc V-twin cruisers over the years, its SOHC three-valve cylinder heads mount dual spark plugs for assured combustion efficiency and an instant thrust of strong power. Its long-stroke single-pin crankshaft configuration combines with extra crankshaft and ACG mass to provide a solid, staggered feel of power pulses and a lower rpm torque peak that enhances the feeling of V-twin power. Large-diameter main shaft and journals provide greater structural strength and ensured reliability.

This well-proven engine also makes a significant contribution to the Shadow's long and low proportions, with short heads that permit a lower frame backbone that translates to a lower, more comfortable seat and fuel tank. Although liquid-cooled for assured performance and reliability, its one-piece aluminium cylinders feature cast-in fins that give a traditional air-cooled look which accentuates the attractive, uncluttered simplicity of its design.

New PGM-FI Electronic Fuel Injection System

In the interests of achieving smoother, stronger performance, more dependable starting, improved fuel economy and cleaner exhaust emissions that meet or surpass current EURO-3 regulations, the new VT750C Shadow has been fully equipped with Honda's latest PGM-FI fuel injection system. The system's compact single 34mm throttle body features an idle air control valve (IACV) that minutely controls the volume of incoming air to maintain ultra-smooth idling operation. It then feeds the air intake to the cylinders through dual forked downdraft manifolds each equipped with a single fuel injector mounted high for a straight shot down the intake ports. The fully digital system's accurate monitoring of fuel flow also assures low fuel consumption for longer rides between fill-ups.



With its new fuel injection system, the Shadow's engine response is smooth and predictable. Performance comes alive with a satisfying surge of pulsating acceleration from deep within the lower revs of its powerband, and reacts to each twist of the throttle with impressive power and torque. The engine's enhanced low-to-midrange performance and close-ratio transmission further combine with the Shadow's quiet and smooth shaft drive to deliver a deeply satisfying surge of acceleration from anywhere in its wide powerband.

New Dual Shotgun Exhaust System

The Shadow's eye-catching new dual staggered shotgun exhaust pipes reach back alongside its engine and rear chassis with an eye-catching shine of deeply polished chrome that provides a powerful visual accent on the bike's classically styled custom looks. True to the Shadow's classic custom form, these new pipes combine attractive lines with more clearly distinctive V-twin power pulses for invigorating boulevard cruising performance.

Low Emissions Easily Conform with EURO-3

In the interests of minimising the Shadow's impact on the environment, each of the system's two pipe is equipped with its own oxygen sensor, which feeds back information to the fuel injection system's ECU to accurately control emissions by way of a 300-cell catalyser element. Both of these components play integral roles in the Shadow's new HECS3 low emissions system and its full compliance with strict EURO-3 emissions regulations while maintaining strong performance and a distinctive V-twin sound. A radiator bypass thermostat also contributes to the Shadow's low emissions by quickly heating up the engine to ensure optimal catalyser temperatures for the most efficient neutralisation of harmful exhaust gasses.

Quiet, Maintenance-Free Shaft Final Drive

As before, the Shadow features the smooth and silent operation of an enclosed shaft final drive rather than the chain final drive found on most cruisers in its class. Shaft drive offers cleaner operation and minimal maintenance. It also enhances the sensation of the engine's power pulses, while providing a more direct delivery of power to the tyre for a more impressive-feeling surge of acceleration.

Chassis

The latest generation of Honda's popular line of 'Long and Low' American-style cruisers, the new Shadow offers one of the lowest seat heights available in a large-displacement cruiser, providing a relaxing laid-back cruising experience without peer.

At the heart of its well-balanced chassis configuration is a lightweight and rigid double-cradle steel frame first introduced on the 2007 Shadow Spirit and constructed around a large-diameter round-section single tube backbone and pressed steel pivot plates that combine to lower the overall height of the chassis, and by extension the fuel tank and seat. The design also features a cast sub-frame for the seat rails that supports the Shadow's large, classically styled deeply valanced rear mudguard.

A Visceral Feeling of Power

The pulsating feel of the engine powering up to speed is one of the most integral part of the cruising experience, and the new Shadow's frame delivers these sensations with a 'seat of the pants' transmission of just enough primary vibration to feel the engine's full exciting rumble of acceleration, but never enough to become a backside-numbing irritation. Solid damper weights installed in the Shadow's new rubber-mounted handlebars and solid-mounted step plates with hollow rubber step pads help keep secondary vibration from numbing other extremities by inhibiting the transmission of annoying buzzes of vibration to the hands and feet.

Comfortably Supple Suspension

Ensuring relaxed and responsive handling while attracting attention with its stout, shiny retro look, the new Shadow's massive shrouded 41mm hydraulic front fork provides a full 116mm of compliant axle travel that comfortably soaks up the bumps while offering confident control in virtually all riding situations. The fork's long stanchion tubes are gripped by a massive billet aluminium upper triple-clamp, which provides a distinctive design and the glint of bare metal to complement the impressive look of the chrome-plated fork and headlight. Tying the two lower sliders together is a solid, 4mm-thick brace plate mounted under the wide valanced front mudguard that ensures optimal rigidity and confident control.

Rear suspension duties are handled by an attractive pair of chrome-plated conventional dampers supporting the shaft drive rear swingarm. The dampers are tilted forward for more progressive damping that maintains both a comfortable ride and precise control. Both rear dampers offer five steps of spring preload adjustment to ensure the best setup for weight and riding conditions.

Fat Tyres, Chrome Wheels and Impressive Brakes

Like its predecessor, the new VT750C Shadow rides on complaint large-carcass tyres front and rear. Wrapped around beautifully glittering zinc-plated and resin-coated wire spoke wheels, both its large 120/90-17 front tyre and big 160/80-15 rear tyre provide a wide footprint that grabs attention while gripping the road with impressive authority.

For 2008, the Shadow's front brake was moved from the left side of the wheel to the right to complement the weight of the new dual shotgun exhaust system and ensure optimum balance of weight and gyroscopic effect for enhanced steering neutrality and smooth, effortless control. Its responsive hydraulic dual-piston calliper grips a wide, 296mm drilled rotor between sintered metal pads to ensure strong and confident braking performance.



Equipment

A conventional 180mm leading/trailing drum brake takes up duty at the rear to slow things down in an unruffled hurry. Even the rear brake's foot pedal linkage contributes to the new Shadow's clean, uncluttered good looks by being routed out of sight under the side of the engine.

Honda Ignition Security System (HISS)

As it has been since 2004, the Shadow is also be equipped with Honda's highly effective HISS (Honda Ignition Security System) for effective prevention against rideaway theft. The ignition switch is programmed to accept only the two keys that are originally supplied with each machine. Since the engine is totally disabled at the very heart of its digital ignition system, no other key can turn the switch or start the engine, and neither can the bike be hot-wired and ridden away. A blinking red indicator LED on the Shadow's tank-mounted instrument panel warns off potential thieves with an attention getting display.

Optional Equipment

The new Shadow will also be equipped with an extensive selection of optional accessories, which have been specially designed by Honda Access Corporation for the finest in fit and finish. Among other offerings, these accessories include.

- A chrome-plated radiator guard set which helps protect the radiator from damaging impacts while also dressing up the bike. As always, Honda fit and finish are flawless.
- A compact Averta alarm unit with motion detector, siren and back-up battery to provide extra protection against vandalism and theft. A low-consumption sleep mode protects battery from drainage.
- A durable, water-resistant cycle cover designed to protect bodywork against weather and the sun's UV rays. Manufactured from breathable fabric which allows the vehicle to dry while covered, it features lower ties to keep the cover from flapping in the wind and damaging paint. Two holes built into the lower front edge facilitate the attachment of a U-lock.
- A chrome-plated pillion backrest with pad and carrier that enhances both pillion passenger comfort and convenience with a sturdy mount to lean on or load up.
- A large-coverage fork-mounted windscreen made of highly durable Lexan®, which provides ample protection against the wind while featuring the attractive accent of chrome-plated stays.
- A compact and handy leather handlebar pouch in either plain, studded or fringed finish, which provides a convenient place to store tools or other small belongings.
- Comfortable heated handlebar grips featuring adjustable temperature and integrated circuitry to protect the battery.
- A beautiful black leather tank belt which provides a stylish accent and features a small built-in pocket for extra riding convenience.
- A handsome set of 18-litre black leather saddlebags with durable polymer bases, metal buckles, studs and chrome-plated mounting stays.
- A large-capacity 17-litre leather top case which locks onto the rear carrier for secure transport. Its solid black leather construction is offered in plain, fringed or studded finish highlighted by polished buckles for an appropriately 'western' look.
- Chrome-plated mudguard trim and swingarm pivot covers which have been meticulously buffed and polished for an attractive accent and a smooth, long-lasting finish.



Specifications

General		
Model		VT750C Shadow
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		64Nm / 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		13° BTDC (idle) ~ 24° BTDC (5,500min ⁻¹)
Sparkplug Type		DPR7EA-9 (NGK); X22EPR-U9 (ND)
Starter		Electric
Battery Capacity		12V / 14AH
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	1	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	(LxWxH)	2,510 x 920 x 1,125mm
Wheelbase		1,640mm
Caster Angle		34°
Trail		160.9mm
Turning Radius		3.2m
Seat Height		658mm
Ground Clearance		130.8mm
Kerb Weight		256.3kg (F: 117.6kg; R: 138.7kg)
Max. Carrying Capacity		180kg
Loaded Weight		406.3kg (F: 140.5kg; R: 265.8kg)
Suspension		
Type	Front	41mm telescopic fork, 116mm axle travel
	Rear	Dual conventional dampers with 5-step adjustable spring preload, 90mm axle travel
Wheels		
Type	Front	Steel rim/wire spoke
	Rear	Steel rim/wire spoke
Rim Size	Front	17M/C x MT3.00
	Rear	15M/C x MT3.50
Tyre Size	Front	120/90 17M/C (64S)
	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