WORLD'S FIRST JAPANESE FULL-DRESS V-TWIN TOURER

Designed for those riders set their sights beyond the horizon, the new VN1700 Voyager offers everything needed for comfortable long-distance touring with or without a passenger.

Kawasaki's first full-dress V-Twin, the new Voyager is equipped with a large front cowling and windscreen, as well as leg shields for superior protection from the wind and the elements. Ample storage care of a top-mounted trunk, hard panniers and dual glove boxes ensure that all the touring necessities, and even a few luxuries, can be accommodated.

Essential touring features like electronic cruise control and a 6-speed transmission with an overdrive gear are joined by Kawasaki's latest innovative technology. K-ACT (Kawasaki Advanced Coactive-braking Technology) ABS complements rider active brake control with supplementary brake force enhancement for confident, highly effective braking in all situations. Kawasaki's first fully electronic throttle valve (ETV) system offers smooth, natural engine response.

New 1700cc long-stroke liquid-cooled V-Twin engine offers increased torque and power output for superior passing performance. The new powerplant is mounted in a compact, lightweight frame that delivers light handling.

Taking inspiration from 60s sports cars, the VN1700 Voyager's bodywork is a study of muscular curvature. Both bodywork and engine covers received the meticulous attention to detail and exquisite craftsmanship expected of all Kawasaki cruisers, let alone a flagship model, resulting in contoured forms that look good from any angle and are as pleasing to the touch as they are to the eye.

Offering a metric alternative to V-Twin tourers, the new VN1700 Voyager combines Kawasaki reliability with the performance, comfort and amenities that long-distance touring riders demand.

Engine

PERFORMANCE: THE RIDE

Newly designed engine is based on that of the VN2000. The new engine offers both significant power and torque gains and superior passing performance. The 1700cc engine is mounted in a new frame designed for light weight and light handling. The Voyager's compact package offers ease of manoeuvrability.

Powerful 1700cc V-Twin engine

- Long-stroke, liquid cooled, SOHC, 8-valve 1,700 cm3 V-Twin engine was designed to deliver high levels of torque. Bore and stroke measure 102 x 104 mm. Torque is approximately 15% greater than that of the VN1600D.
- Valve system is based on that of the VN2000, but uses a SOHC arrangement instead of OHV for more direct engine feel and easier merging onto freeways.
- Large capacity airboxes are located on either side of the engine.
- Twin mufflers (one on each side) are based on the same construction as those on the VN2000.
- Semi-dry sump (like that on the VN2000) allowed the crankshaft to be lowered, enabling a longer stroke without increasing engine height.
- Both pistons are connected to a single crankpin. Primary balance is satisfied care of two counter-balance shafts.
- Small-diameter iridium spark plugs reach deep into the combustion chamber for high combustion efficiency, especially at low-load operation (near idling).
- Belt final drive is quiet and efficient and helps reduce maintenance chores. Using carbon fibre instead of Kevlar as a tensile material, the belt offers high strength (tensile strength is increased by 40%) with a slim size and light weight. Belt width (28 mm) is more comparable to that of the VN900 models (26 mm) than that of the VN2000 (40 mm).
- The clutch features six damping springs for 3-stage progressive damping that contributes to smoother feeling when getting back on the gas.

Superior passing performance

- Engine tuning offers superior acceleration in the 50-70 mph (80-113 km/h) range. Even in overdrive, the engine pulls strongly in this speed range, facilitating overtaking at highway speeds.

Chassis

Light handling

- Designed from the start to be as light and slim as possible, the frame minimises the number of forged parts and trims any unnecessary meat. The only forged parts (the down-tube joint, engine brackets, side-stand bracket, rear fender/shock absorber bracket) are areas that require additional strength. The new frame is lighter than that of the VN1600A, with greater torsional rigidity.
- More compact in design, the VN1700 has a shorter wheelbase than both the VN2000 and VN1600. The compact design contributes to light handling.
- Shorter distance between the seat and frame head pipe facilitates handling at low speeds, especially when executing U-turns.
- Mounting the front cowling to the frame rather than the handlebars contributes to light handling when manoeuvring at low speeds.
- Tyre choice and suspension settings also contribute to the light handling.

TOURING FEATURES

A number of features facilitate long-distance touring and rider and passenger comfort.

Wind protection

- Large windscreen and front cowling protect rider and passenger from wind and elements.
- With the front cowling mounted to the frame, any wind buffeting is transferred to the bike rather than the handlebars, contributing to reduced rider fatigue on long trips.
- Leg shields have air vents that allow airflow to the legs to be adjusted.

Ample storage

- 50 litre lockable trunk is large enough to fit two full-face helmets.
- Top-opening panniers are also sealed and lockable, with a volume of 38 litres each.
- Up front, lockable glove boxes provide a handy place for storing small items and accessories. An iPod jack (optional connector required) is located in the left-side glove box.

Comfort

- Sculpted seat designed for both comfort and easy reach to the ground.
- Upright riding position and floorboard contribute to all-day touring comfort.
- Roomy passenger seat is complemented by padding on the trunk that provides back and arm support.
- Rear floorboards contribute to passenger comfort.
- Dual adjustable rear air-shocks ensure a comfortable ride feel.

speed transmission with overdrive

- 6th gear is an overdrive gear, contributing to stress-free riding and better fuel economy when cruising at highway speeds.

Long range

- 20 litre fuel tank offers a substantial range, helping to minimise fuel stops when out on the open road.

Suspension / Brakes

Coactive Braking (Voyager ABS only)

- 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.
- Rider actuation of the front brake lever and/or rear brake pedal causes brake fluid to act directly on caliper pistons per usual brake systems. Pressure sensors (one for the front brake master cylinder, and one for the rear) detect the amount of braking force the rider is applying. Then, taking into account the vehicle speed at time of initial brake application (care of vehicle speed sensors at the front and rear wheels), the brake ECU determines the amount of corresponding brake force necessary for maximum braking efficiency. A motor operates fluid pumps in front and rear pressure control units, increasing pressure to the front right caliper (based on rear pedal application) and/or rear caliper (based on front lever application) as necessary.
- Two more pressure sensors (one measuring front right caliper fluid pressure, the other measuring rear caliper fluid pressure) also provide feedback to the brake ECU.
- K-ACT ABS also incorporates anti-lock braking function to help prevent the wheels from locking up during hard braking in a straight line.
- For maximum controllability in tight corners and when executing U-turns, K-ACT ABS's coactive function does not engage when braking is initiated at speeds below 12 mph (20 km/h). The ABS function is disengaged at speeds below 4 mph (6 km/h).

Styling

KAWASAKI CRAFTSMANSHIP

Kawasaki Cruisers have always been a showcase of craftsmanship and attention to detail. The VN1700 Voyager is no exception. With 60s-era American sports cars as a design theme, all surfaces have a muscular curvature that flows from one end of the bike to the other. Like on the VN2000 models and VN900 models before them, design of the engine covers and bodywork on the VN1700 models received meticulous care to ensure the bikes not only look good from any angle, but also that their elegant form is as pleasing to the touch as to the eye.

Engine

- Basic engine structure has a great impact on a V-Twin engine's appearance. Using a semi-dry sump enabled the engine's long-stroke configuration without increasing its height.
- The line created by the top of the airbox and the cylinder heads forms a curved lined that continues to flow through the bike.
- Deeply chromed engine covers have curved upper surfaces. Their three-dimensional form adds volume and gives a quality appearance.
- Like those on the VN2000, the edges of the fins receive a special NC treatment that makes them gleam in sunlight.
- All the non-chromed parts of the engine have a matt black finish that further accentuates the chromed parts.
- Slim design of the belt drive contributes to appearance.

Bodywork

- Muscular front cowling is reminiscent of American sports cars in its sculpted, flowing design. Chromed headlamp cover and twin fog lights contribute to the look.
- The elegantly shaped fuel tank tapers at the rear, contributing to the VN1700's curvaceous figure, its lines flowing through the rest of the bike. The fuel tank's curves have constantly varying radii, giving the bike a dynamism that is both powerful and sexy. Its hand-sculpted contours are pleasing both to the eye and to the touch.
- Kawasaki craftsmanship is also evident in the styling motif of the front fender.
- Liberal use of chrome contrasts nicely with the bodywork's deep, lustrous paint. In addition to the engine, the front and rear guards are chromed, as are the accents on the panniers and trunk. Even the trunk brackets are fully chromed.
- Motif from the front fender continues on the rear fender.
- The VN1700 Voyager is the first Kawasaki V-Twin tourer to feature an elegant LED taillight.
- In addition to the taillight on the rear fender, a large LED taillight mounted on the rear of the trunk is highly visible and contributes to the VN1700 Voyager's appearance.

Dashboard

- Instrument layout and large round dials give the VN1700 Voyager's console a classic automotive appearance. This image is reinforced by the font used on the instrumentation. Even the radio has a classic look, reminiscent of 8-track players from the 60s.

Additional Features

CUTTING-EDGE CRUISER: LOADED WITH THE LATEST TECHNOLOGY

As a flagship model, the VN1700 Voyager comes equipped with a number of new systems, many Kawasaki firsts. K-ACT (Kawasaki Advanced Coactive-braking Technology) ABS ensures smooth braking control for confident, highly effective braking. Kawasaki's first fully electronic throttle valve system offers smooth, natural engine response and easy starting in cold conditions. Electronic cruise control and multi-function instrumentation complete with an audio system compatible with iPod and other systems are also standard equipment.

ETV (Electronic Throttle Valve) System

- Kawasaki's first fully electronic throttle actuation system enables the ECU to control the volume of both the fuel (via fuel injectors) and the air (via throttle valves) delivered to the engine. Ideal fuel injection and throttle valve position results in smooth, natural engine response.
- Control of both fuel injection and airflow enables precise cold-engine idling speed control.
- The simple system makes it easy to incorporate other systems, like electronic cruise control (please see below).
- Twisting the throttle grip actuates a throttle pulley on the throttle body. The Accelerator Position Sensor (APS), also located on the throttle body, sends a signal to the ECU, which then actuates the throttle valves via a DC motor. Throttle position is confirmed to the ECU by Throttle Position Sensor (TPS).
- Redundancy in the system (APS and TPS each send two sets of signals to the ECU) ensures some control is maintained in case of failure.
- Because the throttle grip is connected to cables, the feel at the grip is like a standard cable-operated throttle.

Electronic cruise control

- Operation of the electronic cruise control is conveniently from the right handle.
- Electronic cruise control can be activated between 30 mph (47 km/h) and 85 mph (137 km/h) in 3rd gear or above.
- Operating the brake lever, clutch lever or rear brake pedal causes the electronic cruise control to be disengaged. Closing the throttle beyond the "zero-throttle" position is another instinctive way to disengage the electronic cruise control.

Multi-function instrumentation and audio system

- Multi-function LCD display in the centre of the instrument console is controlled by switches on the right handle. Features include a gear position indicator, clock, odometer, dual trip meters, remaining range and average fuel consumption.
- Pushing the “S” switch to the left (“MODE-A”) toggles the middle display between “RANGE” (remaining cruising range) and “AVERAGE” (average fuel consumption). Pushing the “S” switch to the right (“MODE-B”) toggles the upper display from “ODO” to “TRIP-A” to “TRIP-B” and back.
- Audio system with twin speakers features radio (FM/AM/WX in N. America, FM/MW/LW in Europe and FM/AM in Australia) and compatibility with an iPod, XM tuner or CB radio unit.
- The audio system (and iPod) can be operated by switches on the left handlebar.
- Ignition switch allows on-position key removal, preventing key bunches from damaging the luxurious chrome finish around the ignition area while the bike is in operation. Turning the ignition switch collar to the “OFF” position turns the engine off and necessitates re-insertion of the key to restart. “ACC” position allows accessories to be used while the engine is off.
- Dual 35 W fog lights have a dedicated On/Off switch and can be adjusted vertically.
- ACG with rare earth magnets puts out 155 W for powering accessories. 12 V socket located below the right-side glove box provides a power source for optional accessories.
- Front and rear guards help protect the bike’s bodywork in the case of a stationary fall.

Specifications

ENGINE	
Engine type	Liquid-cooled, 4-stroke V-Twin
Displacement	1,700 cm³
Bore x stroke	102 x 104 mm
Compression ratio	9.5:1
Valve/Induction system	SOHC, 8 valves
Fuel system	Fuel injection:φ42 mm x 2
Ignition	Digital
Starting	Electric
Lubrication	Forced lubrication, semi-dry sump
DRIVETRAIN	
Transmission	6-speed, return
Final Drive	Belt
Primary reduction ratio	1.515 (50/33)
Gear ratios: 1st	3.077 (40/13)
Gear ratios: 2nd	1.900 (38/20)
Gear ratios: 3rd	1.407 (38/27)
Gear ratios: 4th	1.143 (32/28)
Gear ratios: 5th	0.967 (29/30)
Gear ratios: 6th	0.806 (29/36)
Final reduction ratio	2.250 (72/32)
Clutch	Wet multi-disc, manual
FRAME	
Frame type	Double-cradle, steel
Wheel travel, front	140 mm
Wheel travel, rear	80 mm
Tyre, front	130/90B16M/C 67H
Tyre, rear	170/70B16M/C 75H
Rake/Trail	30˚ / 177 mm
Steering angle, left / right	35˚ / 35˚
SUSPENSION	
Suspension, front	45 mm telescopic fork
Suspension, rear	Swingarm with twin air-assisted shocks Rebound damping: 4-way
BRAKES	

Brakes, front	Dual 300 mm discs Dual 4-piston
Brakes, rear	Single 300 mm disc Twin-piston

DIMENSIONS

Fuel capacity	20 litres