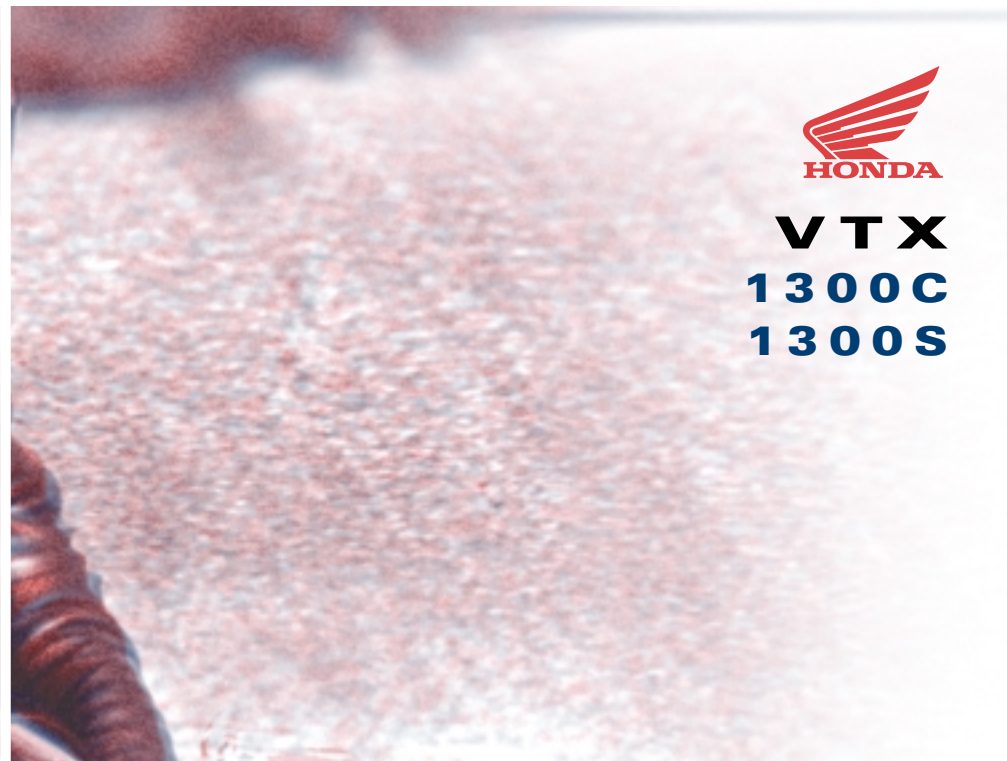
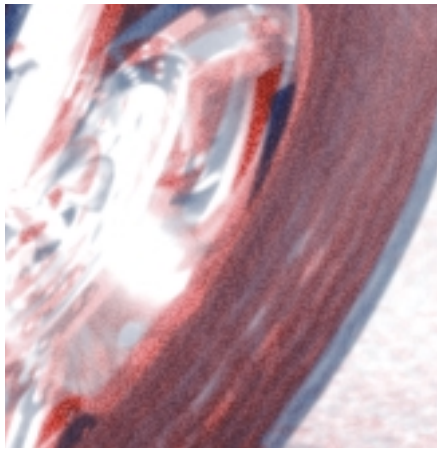




**VTX**  
**1300C**  
**1300S**

**1300C**





**PERFORMANCE FIRST** There are lots of motorcycles on the market today.

Why should you choose a Honda? Because we build them with one principal goal: Performance First.™ And performance means more than just horsepower. You can see the evidence yourself in your new Honda cruiser's fit and finish. You'll discover more the first time you ride one, like the power and handling and comfort. Other aspects you'll grow to appreciate over time, like the level of technology, or the quality of our engineering and manufacturing. And finally, there's our commitment to the environment in everything we do, and that's something that not only you but generations to come will appreciate. It's all part of the way we do business. It's all part of your new Honda Shadow.® And it's why when you choose a Honda, you can rest assured you've made the right choice.



VTX1300S / 1300C



**Think extreme. Extreme performance. Extreme style. Extreme comfort. Now think 1300—VTX1300.**

**VTX1300S/1300C** The VTX has changed the way the cruiser world thinks about motorcycles, and for good reason. But it's even changed the way we think about cruisers. Along the way, we've discovered that the VTX concept is just too important to be limited to one or two bikes. And that's why we build the VTX1300S and VTX1300C.

Think power. Think comfort. Think style. In short, think VTX. These models are built around a 1312cc 52-degree V-twin engine that's specially tuned for low-end and midrange torque, while also offering the top-end punch you'd expect out of any 1300cc motorcycle with the name Honda on the tank.

Then think about a new look—make that a couple of new looks. Let's start with the VTX1300S. It's got floorboards, a heel-and-toe shifter, laced wheels and chromed rims for a distinct, classic look. Those two-into-two pipes? You better believe they sound as good as they look. The passenger seat unbolts when you're riding solo, giving the VTX1300S another look altogether, and the tank-mounted instruments look more like a piece of modern art than something you'd see on a bike.

Next up: The VTX1300C. It's new this year, and looks like our bigger VTX1800C—cast wheels, street-rod-styled fenders, shorty dual pipes and a Metallic Silver paint scheme in addition to Black, Candy Red and Pearl Orange.

Both VTX1300 models are Hondas through and through, so they're loaded with great engineering and features designed to make them reliable—not the case with some of the other cruisers you see on the road (or, should we say, that you see beside the road). Features like shaft final drive, electronic ignition, sealed batteries and automatic camchain tensioners. The carburetor's even heated for smooth operation in cold weather!

So take your pick: VTX1300S or VTX1300C. At the end of the day, it's about which one is going to make you happier. And we guarantee, you're going to be happy.

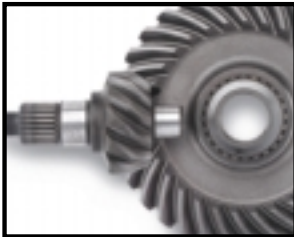


# MECHANICAL FEATURES

## Three-Valve Heads



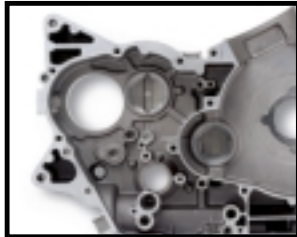
Who says cruisers aren't about power? Honda's VTX1300s use three-valve cylinder heads with two spark plugs per cylinder for excellent flow and performance.



## Shaft Final Drive

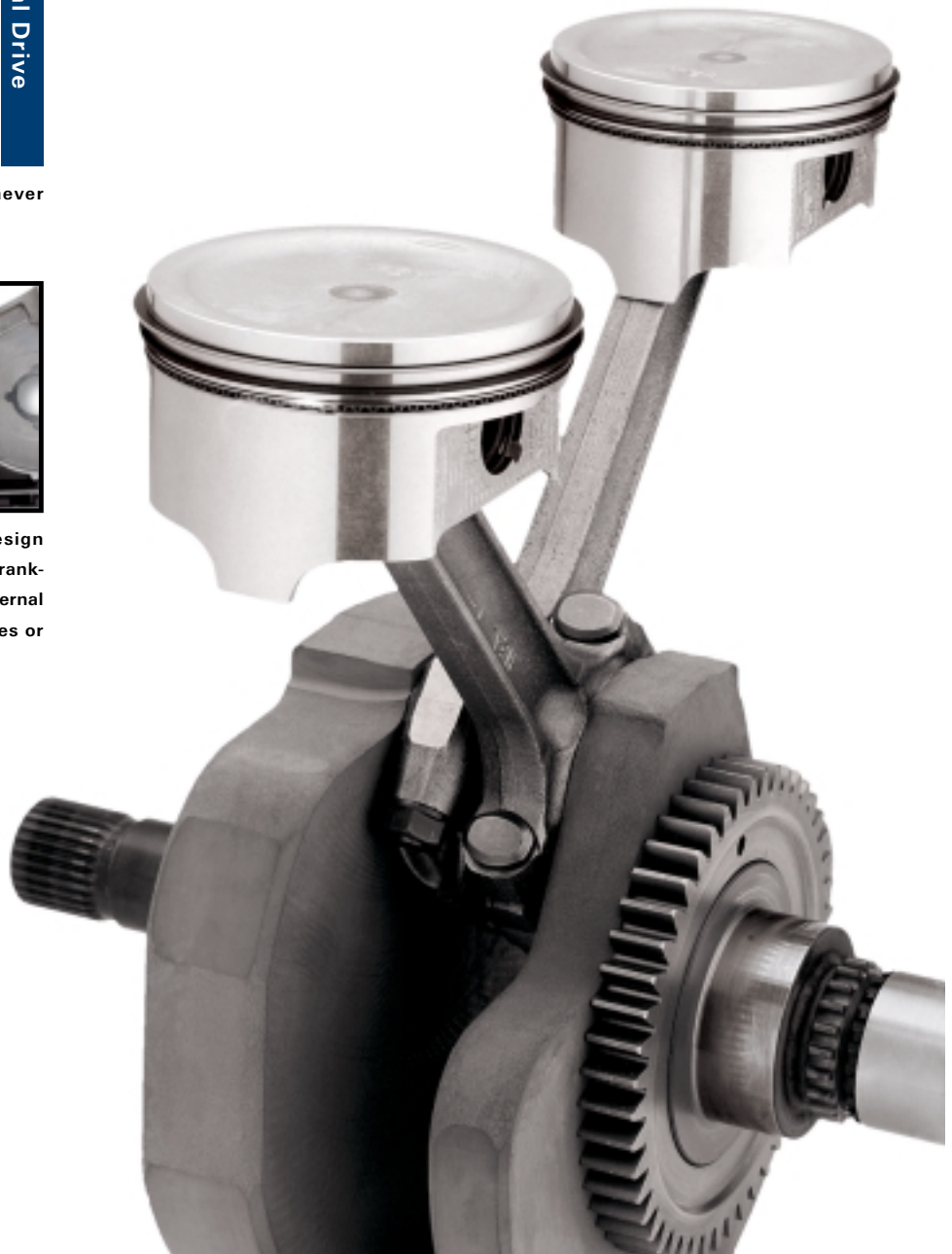
Every VTX1300 we build uses our efficient, proven shaft final drive. What's so good about it? It's quiet, dependable, and never needs adjustment.

## Dry-Sump Engine



Our dry-sump engine design scavenges oil from the crankcase and stores it in an internal reservoir, with no external oil lines or oil tank to leak or add clutter.

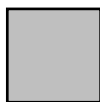
**IT'S PERFORMANCE TIME** Just because your VTX looks like a classic doesn't mean it uses 100-year-old engineering. Far from it. Like the awesome VTX1800, our 1300s are about power—the kind of smooth power and bottomless torque every rider wants. Two-up cruising? No problem. Climbing a mountain pass? Hey, this is a Honda. You keep the tank full, and when you twist the throttle, you'd better be hanging on tight and ready to smile.



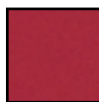
# S P E C I F I C A T I O N S



	<b>VTX 1300C</b>	<b>VTX 1300S</b>
<b>Engine</b>	1312cc SOHC liquid-cooled 52° V-twin	1312cc SOHC liquid-cooled 52° V-twin
<b>Bore and stroke</b>	89.5 x 104.3mm	89.5 x 104.3mm
<b>Compression ratio</b>	9.2:1	9.2:1
<b>Carburetion</b>	38mm CV	38mm CV
<b>Ignition</b>	Solid-state digital; two spark plugs per cylinder	Solid-state digital; two spark plugs per cylinder
<b>Transmission</b>	Five-speed	Five-speed
<b>Final drive</b>	Shaft	Shaft
<b>Front suspension</b>	41mm fork; 5.1-inch suspension	41mm fork; 5.1-inch suspension
<b>Rear suspension</b>	Dual shocks with five-position spring-preload adjustability; 3.6-inch suspension	Dual shocks with five-position spring-preload adjustability; 3.7-inch suspension
<b>Front brake</b>	Single-disc with twin-piston caliper	Single-disc with twin-piston caliper
<b>Rear brake</b>	Single-disc with single-piston caliper	Single-disc with single-piston caliper
<b>Front tire</b>	110/90-19 radial	140/80-17 bias-ply
<b>Rear tire</b>	170/80-15 radial	170/80-15 bias-ply
<b>Wheelbase</b>	65.5 inches	65.7 inches
<b>Seat height</b>	27.0 inches	27.0 inches
<b>Dry weight</b>	641 pounds	661 pounds
<b>Fuel capacity</b>	4.8 gallons, including 1.0-gallon reserve	4.8 gallons, including 1.0-gallon reserve
<b>Colors</b>	Metallic Silver, Candy Red, Pearl Orange, Black	Metallic Silver, Candy Red, Black, Pearl Dark Blue
<b>Honda Genuine Accessories™ (Partial listing)</b>	Deluxe chrome backrest with pad, deluxe chrome rear carrier, leather saddlebag (plain), leather touring bag (fringed), custom windshield, chrome light bar, chrome billet master cylinder cap, chrome billet license plate frame, cycle cover	Deluxe chrome backrest with pad, deluxe chrome rear carrier, leather saddlebag (plain), leather touring bag (fringed), chrome front fender ornament, custom windshield, chrome light bar, chrome solo seat rear carrier, chrome billet master cylinder cap, chrome billet license plate frame, cycle cover



**METALLIC SILVER**



**CANDY RED**



**PEARL ORANGE**



**BLACK**



**PEARL DARK BLUE**

# ACCESSORIES

## Custom Windshield



Savvy riders know one accessory makes a big difference on long trips: our Custom Windshield, shown here with our Chrome Light Bar (Light Bar sold separately and required for windshield installation).

## Leather Saddlebags



Our Leather Saddlebags. They're going to fit your new VTX1300 perfectly, and they're going to look perfect, too. Because the more you use them, the better these bags are going to look.



## Backrest/Rear Carrier

Check these out: our Chrome Backrest with Pad (Tall) and Chrome Rear Carrier (Square-Tube). Your passenger will love the backrest, and the carrier makes attaching an overnight bag easy.



## Front-Fender Trim

Like every Honda Genuine Accessory, our Front-Fender Trim takes its styling cues from all the other aspects of the VTX's design, so as soon as you bolt it on, it looks fully integrated.

## Studded Saddlebags



Retro-styled means leather and chrome—no two ways about it. And for our VTX, we've combined the best of both elements in our Studded-Leather Saddlebags.

## Tank Belt



There's no denying that cruisers and leather trim just seem to go together. Our Leather Tank Belt (Studded) fits right in with our other leather accessories, and with your VTX1300's style.

Visit [www.hondamotorcycles.com](http://www.hondamotorcycles.com) for more information about Honda Genuine Accessories.



## ENVIRONMENTAL COMMITMENT

At Honda, we believe in performance and leadership, and that's why we're taking a leadership position when it comes to the environment. We continue to develop low-emission technologies for our current and future motorcycles, ATVs, scooters and personal watercraft. We already produce models that exceed the stringent 2008 CARB emissions requirements years ahead of schedule. And that's the kind of performance everybody can appreciate.

## PROGRAMS THAT PERFORM

You chose your new Honda VTX because it has so many great features. But there's more—a lot more. Like all of the programs available to you as a Honda owner. Take the **Honda Protection Plans**, for example.\* They let you extend virtually all of your Honda's great warranty coverage. Then there's the **Honda Rider's Club of America**™. Open to all Honda owners,† the real-world benefits alone make it a bargain. Just call 1-800-847-HRCA.‡ Interested in customizing your VTX? Make sure you check out our selection of **Honda Genuine Accessories**. Time for service? Be sure to ask for **Pro Honda**™ Oils and Chemicals. And if you're looking for a way to pay for your new Honda VTX, we've got two great suggestions. First, ask about the **American Honda Finance Corporation**!‡ If you're a qualified buyer, your dealer can set everything up for you right in the showroom. Another easy way is to put it on the **Honda Card**™ revolving charge card.‡ You can use the Honda Card to purchase Honda parts and Honda Genuine Accessories too. And be sure to ask your Honda Dealer about MSF rider training, because sooner or later, **Stupid hurts**.® Hey, we think your VTX is the best out there. And we think you deserve the best programs and support to go with it.



## WHAT'S IN A NAME?

When you choose a new Honda VTX, you've done more than just pick a great way to enjoy life on two wheels. You've become a member of the Honda family. And that means your fun is just beginning. On this page, we've listed some of the programs available to you as a Honda owner, each one designed to help you enjoy your new Honda as much as possible. Just ask your Honda Dealer for more details. And welcome to the Honda family—we look forward to riding with you.

## BE A RESPONSIBLE RIDER

Riding a motorcycle is an exercise in responsibility—to yourself, to others, to the environment and to the sport. So remember, always wear a helmet, eye protection and protective clothing whenever you ride. Never ride under the influence of drugs or alcohol, and never use the street as a racetrack. Inspect your VTX1300 before riding and read your owner's manual. Check your HRCA guide or the HRCA website concerning reimbursement through the Honda Rider's Club of America for Motorcycle Safety Foundation rider training.‡‡ Always obey local laws, use common sense, and respect the rights of others when you ride. Make sure you have a proper license when riding on public roads, and never modify your motorcycle's exhaust system.

Specifications, programs and availability subject to change without notice. See your Honda Dealer for details on all programs. All specifications in this brochure—including colors, warranty terms, HRCA, etc.—apply only to models sold and registered in the United States. \* The Honda Protection Plans are administered by the American Honda Service Contract Corporation in the state of Florida. † One-year complimentary membership for new, unregistered motorcycles purchased from participating dealers. † Excludes personal watercraft (PWC). †† Financing available on approved credit by AHFC. † Financing available to qualified customers subject to credit approval from GE Retail Sales Finance on the Honda Card program at participating dealers. †† Maximum reimbursement \$75. California versions may differ slightly due to emissions equipment. Rearview mirrors are standard equipment on all Honda street-bikes; passenger seat is standard equipment on the VTX1300S. Performance First™ VTX™ Honda Genuine Accessories™ Honda Rider's Club of America™ HRCA® Pro Honda™ Honda Card™ and Stupid hurts™ are trademarks of Honda Motor Co., Ltd. ©2003 American Honda Motor Co., Inc. (8/03) Printed in the U.S.A. A1965