

**A Few 2003 Kawasakis Revealed...More To Come!**



**ZR1000**

Easily the most radical naked bike yet from Japan, the ZR1000 is based on the ZX900F. With its displacement boosted from 899cc to 953cc and equipped with fuel injection, it should be very quick.

Its styling puts other naked bikes in the shade, with four stainless steel silencers and sharply angled bodywork set off with a red seat. Although the chassis appears to be aluminum, the shiny panels fore and aft of the motor hide a new, large-diameter, thin-walled tubular diamond frame. Up front, gold-anodized, rebound adjustable, inverted Showa forks roll on a red three-spoke front wheel set off with a bright machined rim. The passenger pegs are mounted on brackets that sweep from below to let the rear section seem to float in the air, and the rear fender is mounted to the swingarm. This one takes the "streetfighter" to a whole new level.

**VULCAN 1600 Classic**

If you believe "bigger is better," the 2003 Vulcan 1600 Classic could be your bike. Pistons, rods and crank were all modified to increase the displacement from 1470cc to 1552cc. The cylinder head and air cleaner have been restyled and the motor is finished in silver now, rather than black. Digital fuel injection and new camshafts are tuned to maximize low- and mid-range torque.

"Longer and lower" is the other theme: A new single backbone-type chassis is 100mm narrower, the swingarm is 300mm longer, the wheelbase is stretched 20mm, while the fenders, sidecovers and seat height are all lower to enhance the look. A wider rear tire and a larger rear disc assist with stopping. The fork tubes are now 43mm, up from 41mm for better handling, and "chamberless" dual mufflers improve the sound. Serious competition, indeed.



**Ninja ZX-6R**

The long-awaited revamp of the popular ZX-6R surprises with a displacement increase to 636cc (as sold in Europe last year), throwing an extra measure of mid-range torque into the equation, and busting the established 600cc class limits. Now with fuel injection, a revised lighter-weight, timing-adjustable valve train and a centrally located ram-air duct passing around the steering head, its increased power could make it the over-dog in the 600cc class.

In addition, a new chassis promises to take the handling to the next level, with inverted 41mm Kayaba forks, radially mounted brakes, a new rear shock and a more aggressive riding position.

Lighter, faster and more compact, it's a serious contender for the middleweight crown in 2003.



**Ninja ZX-6RR**

Because Kawasaki could not defend its AMA 600cc Supersport Championship with a 636cc machine, Big Green has decided to add a dedicated street-legal track bike to its 2003 line-up.

Meet the ZX-6RR, precisely 600cc of red-hot performance, with a long-rod, short-stroke engine that uses special lighter pistons and an exclusive back-torque limiter clutch. Its chassis is equipped with a variable-position swingarm pivot for ultimate tuneability, and, like the ZX-6R, the instrument panel includes a lap timer, stopwatch and 12,000-16,000 rpm adjustable shift light. The RR's taillight is a lightweight LED unit. A limited production model, just 8% of the ZX-6Rs imported will be RRs. Order yours now!



**2003 Harley-Davidson Centennial Models**

AS THE WORLD'S oldest continuously active motorcycle company (in production since 1903), the big news for Harley-Davidson's 2003 model lineup are the 100th anniversary touches they have lavished on each of their models. Special badges, decals and colors mark the centennial offerings, demand for which Harley expects to be, well...robust. No, in fact, H-D expects demand for their 2003 models to be so crazed that they have allocated 14 month's worth of production to the 2003 models. This production schedule, which will end in September 2003, will mean that only 10 month's worth of production will be allocated to 2004 model year Harley-Davidsons. This should be a wise marketing decision, because demand for the 2003 Harleys will, in large part, be due to consumers wanting the collectible colors and badges of the historic anniversary models.

100th Anniversary colors include a special two-tone Sterling Silver and Vivid Black or Vivid Black and Gunmetal Pearl paint scheme combinations. We thought these combinations looked equally attractive on the Sportsters, Dynas, Softails and Tourers. Carryover colors from 2002 models are also available in case the anniversary colors aren't your thing. Also for 2003, select models will come with two-tone cast wheels (available on the FXDL Low Rider, Electra Glide, and Road Glide models).

Styling elements of the centennial models include 100th anniversary tank emblems, embossed seat emblems, crankcase emblems, centennial model nameplates, and special detailing on the derby, air cleaner and timing covers.

In terms of substantive changes, Harley-Davidson has redesigned the mirrors on all Sportster and Dyna models, and designed a

2003 Centennial V-Rod



2003 Centennial Fat Boy



new chrome exhaust system for the XL 1200 Sport. Back for 2003 is the famous orange 883R race-inspired model, which comes with an upswept chrome exhaust.

All of the Dyna models feature repositioned rider footpegs and rear brake pedals for 2003. The FXDX Super Glide Sport comes with a new chrome exhaust, while the FXDXT T-Sport features a black and chrome engine, and additional chrome components, including primary and battery covers.

The Softail family of models will sport a 150mm wide rear tire, except for the FXSTD Deuce, which

**Left: The FXSTDSE Softail Deuce from the Custom Vehicle Operations group features a 95 cu. in. motor and a host of custom parts including gold leaf graphics. Just 3000 will be produced, priced at \$25,995.**

already wears a 160mm rear tire, and FLSTS Springer, which will get a new 140mm rear tire.

The Touring lineup also remains relatively unchanged for 2003, except for a new CD player.

Last, but not least, the V-Rod will also be available with its aluminum bodywork painted for the first time, naturally in the anniversary silver and black paint scheme option, which looked particularly stunning on the performance cruiser. A new security system is also offered on the V-Rod.

While these list of changes appear relatively minor compared to their changes for 2002, Harley-Davidson asserts that the centennial styling touches consumed much of their design team's man hours, and that

the rest of the minor changes were borne out of customer recommendations. The styling touches are all very classy, and the centennial models are sure to be sought after by collectors and Harley aficionados alike. —LT Snyder



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