

HESKETH VULCAN

TECHNICAL SPECIFICATION

ENGINE & GEARBOX

| | |
|----------------------------|--|
| Engine type | <i>Air cooled 90° V-twin</i> |
| Capacity | <i>1192.5 cc</i> |
| Bore | <i>98.0 mm</i> |
| Stroke | <i>78.0 mm</i> |
| Compression Ratio | <i>9.75 : 1</i> |
| Main Bearings | <i>Ball and roller</i> |
| Big end bearings | <i>Plain – pressure fed</i> |
| Small end bearings | <i>Plain – fully floating pin</i> |
| Valve gear | <i>Double overhead camshafts 4 valves per cylinder Bucket tappets Chain driven</i> |
| Power | <i>87 PS (86 bhp) @ 6500 rpm</i> |
| Gross torque | <i>92 Nm (67ft lb) @ 4800 rpm</i> |
| Carburation | <i>2 Dell'Orto PHF– 36 mm choke with accelerator pumps</i> |
| Air cleaner | <i>Disposable paper elements</i> |
| Lubrication | <i>Semi-wet sump Holbourn Eaton rotary pump</i> |
| Oil Filter | <i>Disposable cartridge</i> |
| Ignition | <i>Computer mapped system Gear driven ignition pick up</i> |
| Primary drive | <i>Helical gear with 1.81 : 1 reduction</i> |
| Clutch | <i>Wet multi-plate 152 mm diameter Hydraulically actuated</i> |
| Gearbox | <i>Five speed unit construction 5 speed constant mesh</i> |
| Overall gear ratios | <i>1) 3.710, 2) 2.748 3) 2.061 4) 1.662, 5) 1.334</i> |
| Final drive | <i>5/8" x 3/8" sealed roller chain</i> |
| Final Drive Ratio | <i>3.067 : 1</i> |

CHASSIS

| | |
|---------------------------|---|
| Frame | <i>Duplex, Reynolds 531 bronze welded</i> |
| Suspension | <i>Front – 43 mm adjustable telescopic Rear – Twin shock Maxton or Ikon</i> |
| Wheels | <i>Front 36-spoke 18 x 2.50 in Rear 40-spoke 17 x 4.25 in Lightweight aluminium rims - anodised</i> |
| Tyre size | <i>Front – 110/90V18 – Tubed radial Rear – 150/70V17 – Tubed radial</i> |
| Brakes | <i>Front – twin 305 mm floating discs 2-piston callipers (4 or 6 option) Rear – single 260 mm disc 2-piston callipers</i> |
| Exhaust system | <i>Stainless steel twin pipes and silencers</i> |
| Electrics | <i>Lucas alternator RM24 – 12v x 15 amp Lucas starter 5M90 Battery 12v x 18 ampere hours Bosch 180 mm headlamp with H4 bulb</i> |
| Fuel tank capacity | <i>23 litres + 2.3 litres reserve</i> |
| Oil capacity | <i>3.9 litres</i> |

EQUIPMENT

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|---|
| <i>Tachometer</i> |
| <i>Speedometer</i> |
| <i>Trip and total mileage recorders</i> |
| <i>Quartz clock</i> |
| <i>Battery condition indicator - option</i> |
| <i>Oil pressure light</i> |
| <i>Neutral light</i> |
| <i>Generator light</i> |
| <i>Main beam warning</i> |
| <i>Horn</i> |
| <i>Turn indicators – self cancelling</i> |
| <i>Steering lock</i> |
| <i>Side stand</i> |
| <i>Centre stand - option</i> |
| <i>Mirrors</i> |
| <i>Tool kit</i> |

OVERALL DIMENSIONS

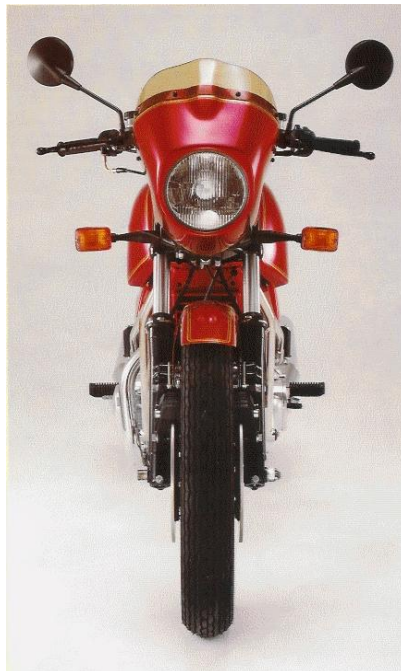
| | |
|-------------------------|-----------------|
| <i>Wheelbase</i> | <i>1560 mm</i> |
| <i>Length</i> | <i>2235 mm</i> |
| <i>Seat height</i> | <i>optional</i> |
| <i>Ground clearance</i> | <i>160 mm</i> |
| <i>Handlebar width</i> | <i>730 mm</i> |
| <i>Dry weight aprox</i> | <i>240 kg</i> |

PERFORMANCE

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|-----------------------------------|--|
| Speed in gears at 6000 rpm | <i>1st = 42 mph 2nd = 65 mph 3rd = 88 mph 4th = 106 mph 5th = 118 mph</i> |
| Fuel consumption touring | <i>50 mpg</i> |
| Tank range touring | <i>200 miles plus 20 miles on reserve</i> |

COLOUR OPTIONS

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|---|--|
| Paintwork | <i>Regal Red with black lining Regal Red with gold lining Empire Black with gold lining Empire Black with red lining - or to your choice</i> |
| Wheel rims | <i>Anodised gold or aluminium - or to suit colour scheme</i> |
| <i>We will build to your Personalised specification</i> | |
| PRICE GUIDE - plus VAT | |
| <i>Nickel frame</i> | <i>£17,000</i> |
| <i>Black enamel frame</i> | <i>£14,000</i> |



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HESKETH VULCAN

CLASSIC SPORTS TOURER

The 2006 Hesketh Vulcan is the culmination of over 25 years continuous development of the sports touring motorcycle launched by Lord Hesketh in 1982. True to his vision for creating the next generation classic machine in the spirit of George Brough and Phil Vincent, the new machine offers all the performance, comfort and safety of a modern sports tourer together with elegant classic lines.

The total upgrade has been developed and executed as an integrated package. All engine improvements have been crafted to provide a superbly balanced engine with power and torque in abundance. In addition, the chassis redesign incorporates enhanced comfort and safety features for tireless long distance touring.



Major developments incorporated in the new V range for 2006 include:-

- **Engine and Gearbox**
 - Increased capacity of 1200cc to provide massive torque and a relaxed long distance capability
 - Refined oil management system to increase engine longevity and time between services
 - New overhead valves with improved cams to reduce noise and increase efficiency with unleaded fuels
 - Digital computer ignition system custom mapped over the entire rev range to take full advantage of the revised valve timing
 - Introduction of two-dog gears and improved change mechanism to provide positive, quicker gear changes

- **Chassis**
 - New adjustable front and rear suspension selected to provide road holding and comfort for long distance high speed touring
 - New spoked wheels with alloy rims to enable use of up to date radial tyres and maintain the classic style
 - New front and rear brake discs and callipers to provide enhanced safety under all conditions

To create a machine tailored specifically to your personal specification, many features of the Hesketh may be selected from a range of options including frame, paint and wheels finish, rear suspension, front brake callipers and adjustable seat and footrest height.

Elegant classic styling combined with a refined 90° V-twin engine makes the new Hesketh V1000 the finest sports touring motorcycle ever and a true delight to ride.

Seize the opportunity for a test ride in 2007 by contacting Mick Broom – contact details over the page.