

I'm not a bot





The Honda VTX1800S and its variants (VTX1800F, VTX1800C, and VTX1800T) are high-performance motorcycles with distinct features and service intervals. The VTX series is known for its powerful V-twin engine, which was launched in 2001. Initially, three variants were introduced: the Classic (VTX1800C), the Sporty (VTX1800S), and later, the touring-focused VTX1800F. In 2015, a new variant called the VTX1800F was added. The recommended service schedule for the Honda VTX1800S varies depending on mileage intervals of every 4000 miles or 6400 km, with staggered services starting at 8000 miles and later at 12, 20, etc. For every 8000 miles or 12800 km, a comprehensive service is recommended, which includes changing the oil and filter, spark plugs, valve clearances, and other checks. Important maintenance items for the VTX1800S include: \* Engine oil: SAE 10W-40 JASO T 903 standard MA, Pro Honda GN4 10W-40 or HP4 \* Oil filter: Changed every time an oil change is performed \* Clutch fluid: Serviced at the same time as brake fluid \* Final drive oil: Replaced periodically To perform maintenance on the VTX1800S, you'll need specific tools and consumables, including a torque wrench for oil drain bolts and an oil catch pan. - For oil filter installation (HF204RC or equivalent), use Pro Honda coolant, mixed at a 50/50 ethylene glycol pre-mix ratio. - Install NGK IFR5L11 spark plugs and torque them correctly to 1.0-1.1mm gap settings. - Use OEM or EBC brake pads for better performance (\*Front: OEM 06455-MAT-E22, EBC FA261HH; Rear: OEM 06435-MCH-006, EBC FA261HH). - Perform oil changes using Pro Honda Shaft Drive Oil and maintain a regular schedule. The massive engine of the VTX is definitely a beast to handle. With its crankshaft weighing in at nearly 20 kilos (or over 40 pounds), it's clear that power isn't an issue - but delivering that torque requires some finesse, particularly when using the shaft final drive setup. It's enough to make one think twice before attempting any high-octane stunts like burnouts! Despite its size, however, the VTX is surprisingly easy to live with on a daily basis. Starting the bike is as straightforward as you'd expect from a classic Honda model, and cruising around town at low RPMs is a breeze - just be gentle on the throttle, as response times can be quite quick. When navigating tight corners or roundabouts, even slight adjustments to your throttle input can have a significant impact on your trajectory. The VTX's impressive power output also makes it more than capable of cruising effortlessly well beyond national speed limits - reportedly up to 120 mph (193 km/h) and above. As for customization options, Honda offered the big VTX bikes in various forms, including tourers, classic cruisers, and "naked" cruisers (the VTX1800N). With many owners opting for aftermarket modifications like exhaust upgrades and handlebar changes to enhance their riding experience, you can expect to see some variations on this theme.

2008 honda vtx 1800 oil capacity. 2004 honda vtx 1800 oil capacity. Vtx1800 oil capacity. 2002 honda vtx 1800 oil capacity. 2005 honda vtx 1800 oil capacity. Honda vtx 1800 final drive oil capacity. Honda vtx 1800 front fork oil capacity. 2006 honda vtx 1800 oil capacity. Honda vtx 1800 fork oil capacity. Honda vtx 1800 engine oil capacity. Honda vtx 1800 oil level. 2007 honda vtx 1800 oil capacity.