Legacy Motor Cars
44 Ingram Dr,
Toronto, ON M6M 2L6
(416) 247-8999,

2003 Harley Davidson VRSC

1HD1HAZ423K839017 STK: 1007R

Other/Don’t Know

0 Kms

Your Price: $10,500

Features & Options

Harley-Davidson VRSC (V-Twin Racing Street Custom), or V-Rod, was a line of V-twin muscle bikes, produced by Harley-Davidson from 2001 until 2017. It is notable as the first Harley-Davidson street motorcycle to feature a modern engine with DOHC and liquid cooling. The VRSC models were absent in Harley-Davidson's 2018 model line announcements. The VRSC was introduced in 2001 in a single model called the V-Rod The V-Rod was developed to compete against Japanese and American muscle bikes. The "V-Rod" made use of the Revolution engine, developed jointly with Porsche[7] that, for the first time used overhead cams and liquid cooling. Unlike other Harley production motorcycles, a 60-degree V-twin engine, the radiator and the hydroformed frame members support the round-topped air cleaner cover. The fuel tank on the V-Rod is located underneath the seat, placing the rider on top of it, rather than the usual frontal placement. The "tank" in this case is actually the cover for the air box and coolant fill port. Loosely based on the VR-1000 Superbike, Harley-Davidson builds it as a platform for drag-racing competition machines. All VRSC models are produced at Harley-Davidson's Vehicle and Powertrain Operations facility in Kansas City, Missouri. The V-Rod's engine, called Revolution, while based[8] on the VR-1000 Superbike engine the Revolution was jointly developed and engineered with the German sports car manufacturer Porsche. The VRSC marks Harley's first collaboration with Porsche since the Nova project, which, like the V-Rod, was a radical departure from Harley's traditional lineup until it was cancelled by AMF in 1981 in favor of the Evolution engine.[9] A derivative of the Revolution called the Revolution X was later used on the entry-level Harley-Davidson Street, first released in 2014. Public Receptionbikes. The "V-Rod" made use of the Revolution engine, developed jointly with Porsche[7] that, for the first time used overhead cams and liquid cooling. Unlike other Harley production motorcycles, a 60-degree V-twin engine, the radiator and the hydroformed frame members support the round-topped air cleaner cover. The fuel tank on the V-Rod is located underneath the seat, placing the rider on top of it, rather than the usual frontal placement. The "tank" in this case is actually the cover for the air box and coolant fill port. Loosely based on the VR-1000 Superbike, Harley-Davidson builds it as a platform for drag-racing competition machines. All VRSC models are produced at Harley-Davidson's Vehicle and Powertrain Operations facility in Kansas City, Missouri. The V-Rod's engine, called Revolution, while based[8] on the VR-1000 Superbike engine the Revolution was jointly developed and engineered with the German sports car manufacturer Porsche. The VRSC marks Harley's first collaboration with Porsche since the Nova project, which, like the V-Rod, was a radical departure from Harley's traditional lineup until it was cancelled by AMF in 1981 in favor of the Evolution engine.[9] A derivative of the Revolution called the Revolution X was later used on the entry-level Harley-Davidson Street, first released in 2014. Public Receptionbikes. The "V-Rod" made use of the Revolution engine, developed jointly with Porsche[7] that, for the first time used overhead cams and liquid cooling. Unlike other Harley production motorcycles, a 60-degree V-twin engine, the radiator and the hydroformed frame members support the round-topped air cleaner cover. The fuel tank on the V-Rod is located underneath the seat, placing the rider on top of it, rather than the usual frontal placement. The "tank" in this case is actually the cover for the air box and coolant fill port. Loosely based on the VR-1000 Superbike, Harley-Davidson builds it as a platform for drag-racing competition machines. All VRSC models are produced at Harley-Davidson's Vehicle and Powertrain Operations facility in Kansas City, Missouri.