

2020 MODEL INFORMATION



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MODEL NAME **W800**

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CONCEPT

EVOLUTION OF JAPAN'S ORIGINAL BIG BIKE: CORE MODEL WITH RICH CHARACTER JOINS THE W800 STREET / W800 CAFE

Like the W800 STREET and W800 CAFE, the W800 is a motorcycle that appeals to a wide range of riders, offering easy handling and a high level of craftsmanship (*kodawari*). But of the three modernised retro models, the W800 is the truest to the looks and feel of the original W, allowing riders to understand the pleasure and pride of riding a machine from the 60s. Its 19" front wheel contributes to unhurried steering even more closely matched to the classic ride feel of the early W models. And model-specific handlebar and seat contribute to a relaxed riding position.

Like the W800 STREET and CAFE, the air-cooled Vertical Twin engine with 360-degree crankshaft delivers a rich engine pulse and a hearty roar with every twist of the throttle – all while meeting Euro4 emissions regulations. The striking engine design once again features an iconic bevel-gear-driven cam, a signature Kawasaki W mark present since the W650 and previous W800. However, compared to the blacked-out engine design of the W800 STREET and CAFE, the W800's silver engine shines like a jewel, complementing the bike's vivid colouring and lustrous paint. Numerous chromed parts enhance the W800's classic looks, further strengthening its resemblance to the W1.

With the arrival of the W800, riders in search of a taste of history can now enjoy three flavours of W.

CHANGES FROM W800 STREET / W800 CAFE

Vintage Ride Feel: Larger 19" Front Wheel

* Large-diameter 19" front and 18" rear wheels give the W800 its classic handling: a fine balance of relaxed, light turning and straight-line stability. The large front wheel especially contributes a characteristic unhurried steering feeling. By comparison, the 18"/18" wheels of the W800 STREET and CAFE deliver slightly sportier handling. (Photos 1-2)



Vintage-Style Riding Position: Standard Handlebar & Seat



* The W800 handlebar puts the rider in a relaxed riding position, between that of the upright, "classic bike" style position of the W800 STREET and the sporty forward-leaning position of the W800 CAFE. (The handlebar position is the same as that of the previous W800.) (Photos 3-4)



* Long, comfortable tuck & roll seat with thick, ribbed padding has plenty of room for rider and passenger. The front of the seat was shaped to facilitate the reach to the ground, and the seat features piping around the edge. (Photo 5)



High-Quality Looks

In addition to the model-specific colour & graphics, a number of features further distinguish the W800 from the W800 STREET and CAFE while contributing to its high-quality looks.



CHANGES FROM W800 STREET / W800 CAFE

* Unlike the predominantly black engines of the W800 STREET and CAFE, the W800's engine is mostly a brilliant silver, which draws attention to its classic form and inherent beauty. (Photo 6)



- * The engine's iconic bevel-gear cover is finished in chrome, adding a sparking highlight.
- * The throttle body cover is a steel piece, finished in a rich black paint.

* Chrome tank emblems complement the tank's lustrous paint. Knee pads on the tank feature the same design as the W800 CAFE. (Photo 7)



* Faces on the classic dual-dial instrumentation feature model-specific typeface, reflecting the character of the W800. (Photo 8)



CHANGES FROM W800 STREET / W800 CAFE

* Large round turn signals with orange lenses (instead of compact clear turn signals) add to the classic styling. Chrome turn signal bodies contribute to the high-quality looks.



(Photos 9-10)



* Front and rear fenders are formed from steel and are chrome-plated for long life and great looks, in the traditional style. Numerous other chrome parts add brilliant highpoints to complement the W800's lustrous paint. These include: the handlebar, headlamp brackets, mirrors, chain cover, shift lever, brake pedal and oil filter cover.

* Buff & clear-coat finishing treatment on the fork outer tubes and the engine's crankcase cover contribute to their high-quality appearance. Compared to their blacked-out counterparts on the W800 STREET and CAFE, the bright pieces look much lighter.

Convenient Equipment

* Centre stand, featured standard, facilitates maintenance chores. Large stepping surface make it easy to lift the bike onto the stand. (Photo 11)



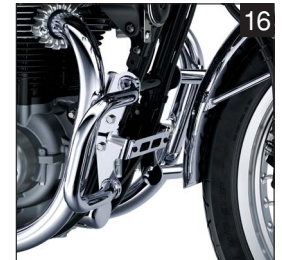
Numerous Accessories

A number of Kawasaki genuine accessories allow riders to personalise the W800's classic looks or offer added comfort or convenience. (Available accessories vary by market.)

* The seats from the other W800 models are interchangeable, making the low-profile STREET seat and the CAFE seat easy options for riders looking to personalise their ride. (Photos 12-13)



* Other available accessories include: grip heaters, helmet lock, tie-down hooks, chrome small engine guard, chrome rear carrier, chrome large tandem grip, chrome throttle body cover, and chrome taillight bracket. (Photos 14-20)



MODEL VARIATIONS

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Now riders can choose from three models, each with a distinct style and riding position.

FEATURE	W800	W800 STREET	W800 CAFE
773 cm ³ Vertical Twin engine	✓	✓	✓
Engine colour	All silver	All black	Black/silver
Wheel size	19"/18"	18"/18"	18"/18"
Wheel rim colour	Silver alumite	Silver alumite	Black alumite
Handlebar	Standard handlebar, chrome	Upright-style handlebar, black	Clubman-style handlebar, black
Seat	Standard seat	Low-profile seat	Cafe seat
F/R fender design	Standard, chrome	New design, painted	New design, painted
Turn signal design	Large, round, orange	Compact, clear	Compact, clear
ABS	✓	✓	✓

COLOUR(S)

* Metallic Dark Green



SPECIFICATIONS

DIMENSIONS	
Overall length	2,190 mm
Overall width	790 mm
Overall height	1,075 mm
Wheelbase	1,465 mm
Road clearance	125 mm
Seat height	790 mm
Curb mass	226 kg
Fuel tank capacity	15 litres
PERFORMANCE	
Max. power	35.0 kW {48 PS} / 6,000 min ⁻¹
Max. torque	62.9 N·m {6.4 kgf·m} / 4,800 min ⁻¹

ENGINE	
Type	4st, 2-cyl, SOHC, A/C
Bore and Stroke	77.0 x 83.0 mm
Displacement	773 cm ³
Compression ratio	8.4:1
Fuel supply	Fuel injection (ø34 x 2)
Lubrication system	Forced Lub. Wet
Starting system	EL. Starter
Ignition system	B&C (TCBI EL. ADV. D.)
DRIVETRAIN	
Driving system	Chain
Transmission	5-speed, return
Gear ratios: 1st	2.353 (40/17)
2nd	1.591 (35/22)
3rd	1.240 (31/25)
4th	1.000 (28/28)
5th	0.852 (23/27)
Primary reduction ratio	2.095 (88/42)
Final reduction ratio	2.467 (37/15)
Clutch type (Primary)	Wet, multi-disc

SPECIFICATIONS

FRAME

Type	Tubular double-cradle
Suspension: Front	Telescopic fork
Rear	Swingarm, oil shock
Wheel travel: Front	130 mm
Rear	107 mm
Caster (Rake angle)	27.0°
Trail	108 mm
Steering angle (left/right)	37° / 37°
Tyre: Front	100/90-19M/C 57H
Rear	130/80-18M/C 66H
Brake: Front Type	Single disc
Effect. dia	295 mm
Rear Type	Single disc
Effect. dia	242 mm

The specifications mentioned here apply to and have been achieved by production models under standard operating conditions. We intend only to give a fair description of the vehicle and its performance capabilities but these specifications may not apply to every machine supplied for sale. Kawasaki Heavy Industries, Ltd. reserves the right to alter specifications without prior notice. Equipment illustrated and specifications may vary to meet individual markets. Available colours may vary by market.

QUICK START

KAWASAKI TECHNOLOGY



ENGINE	
Type	Air-cooled, 4-stroke Vertical Twin
Valve system	SOHC, 8 valves
Fuel system	Fuel injection: ø34 mm x 2 with sub-throttles
Ignition	Digital
Starting	Electric
Lubrication	Forced lubrication, wet sump
DRIVETRAIN	
Clutch	Wet multi-disc, manual
FRAME	
Type	Double-cradle, high-tensile steel
SUSPENSION	
Front	ø41 mm telescopic fork
Rear	Twin shocks with spring preload adjustability
BRAKES	
Front: Type Caliper	Single ø320 mm disc Twin-piston
Rear: Type Caliper	Single ø270 mm disc Twin-piston