

VN800 Classic



KEY POINTS:

- Middleweight cruiser
- Low stepped seat
- 16 inch front wheel
- Tank mounted speedometer with warning lamps
- 48-spoke custom wheels
- Mono shock rear suspension for 'Hard-tail' look
- Genuine Kawasaki accessories available
- 25 kW power down kit available

SPECIFICATIONS

VN800B6F

Engine type	4-stroke, liquid cooled, V-twin
Displacement	805 cm ³
Bore x stroke	88.0 x 66.2 mm
Compression ratio	9.5:1
Valve system	SOHC, 8 valves, 4 valves per cylinder
Maximum power	40.5 kW (55 PS) / 7,000 r/min
Maximum torque	64 N·m / 3,300 r/min
Fuel system	1 x 36 mm Keihin CVK carburettor
Ignition	digital TCBI
Starting system	electric
Transmission	5-speed
Frame type	steel double cradle
Rake / trail	32° / 123 mm
Suspension, front	41 mm fork
Suspension, rear	Uni-Trak® with gas charged shock absorber
Wheel travel, front / rear	150 mm / 100 mm
Tyre, front / rear	130/90 16 / 140/90 16
Brake, front	300 mm disc with dual piston caliper
Brake, rear	180 mm drum
L x W x H	2,380 x 940 x 1,125 mm
Wheelbase	1,600 mm
Seat height	705 mm
Fuel capacity	15 L
Dry weight	235 kg
Colours	Metallic Spark Black



VN800 Classic (VN800B6F)

FEATURES AND BENEFITS:

ENGINE

805 cm³, 55° V-twin, SOHC engine

- Torque from idle to redline.
- A gear-driven balancer cuts vibration, minimising engine wear, noise and rider fatigue.
- Rubber mounted engine further reduces vibration felt by the rider.
- Silent cam chains with concealed automatic tensioner for reduced noise and maintenance.
- Tensioner is concealed to preserve the engine's clean look.
- Digital TCBI ignition ensures accurate ignition timing at all engine speeds.
- Liquid cooled with an automatic cooling fan to ensure consistent temperatures for maximum efficiency and reliability.
- Finned cylinders and heads combine with liquid cooling to provide exceptional thermal control.

Fuel system

- 36 mm Keihin CVK carburettor is equipped with an accelerator pump for quick throttle response.
- Two stage air intake with paper air filter element.

Exhaust system

- To minimise emissions a pipe type catalyser is used.
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TRANSMISSION

5-speed transmission

- Designed to handle the engine's unique power characteristics.
 - The engine's broad torque curve only needs five speeds for great acceleration and relaxed highway cruising.
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CHASSIS

Double cradle high tensile steel frame

- Right down-tube unbolts for easy engine access.

41 mm front fork

- Excellent rigidity and 150 mm of travel.
- 32° rake angle for excellent straight line stability.

Uni-Trak® rear suspension

- Single shock absorber with 7-way cam-type preload adjuster.
- Shock and linkage are tucked in out of sight to give the swingarm a clean, uncluttered look.

- Sleek swingarm design engineered for looks and rigidity. The result is style with precision handling and good tyre and chain life.
- Triangulated, steel swingarm looks like a 'hard tail'.

Front disc and rear drum brakes

- A 300 mm front disc with dual piston caliper and a rear 180 mm drum ensure excellent stopping power and feel.

Detail features

- A low stepped seat provides comfortable riding for two.
- 48-spoke custom wheels
- Chromed steel rims and spokes.
- 'Spool-style' polished aluminium front hub.
- Tank mounted speedometer includes warning lamps.
- Compact instrument panel design complements the bike's clean look.