Ninja 250R

KEY FEATURES

In the city or on twisty country roads, the lightweight rider-friendly Ninja 250R is fun to ride. With an engine character that can be fully exploited, a compact easy handling chassis and full fairing supersport styling worthy of the Ninja name, this model was developed to offer street performance to riders of all skill levels.

- ***Highly compact parallel twin engine is tuned to deliver smooth, step-free power.***
- ***Electronic fuel injection feeds the engine exactly the right amount of fuel.***
- ***Full fairing and low stepped seat gives the Ninja 250R a presence just like our larger supersports models.***
- ***Chassis provides a smooth, rider friendly package that offers confidence-inspiring stability at both high and low speeds.***
- ***17" lightweight wheels and petal shaped brake discs.***
- ***25 kW compliant.***

Warranty: 24 months.
Warranty*Plus* available for additional 24 months for private users only. (Not available in all markets).

SPECIFICATIONS: EX250KBF

NOTE: Specifications subject to change without notice.

Engine type.	**4-stroke, liquid cooled, parallel twin**
Displacement.	**249 cm³**
Bore & stroke	**62.0 x 41.2 mm**
Compression ratio.	**11.6:1**
Valve system	**DOHC, 4 valves per cylinder**
Maximum power.	**24 kW (33.0 PS) / 11,000 r/min**
Maximum torque.	**22.0 N·m / 8,200 r/min**
Fuel system.	**EFI with 2 x 28 mm Keihin throttle bodies**
Starting.	**electric**
Transmission.	**6-speed**
Frame type.	**steel tubular diamond**
Rake / trail.	**27° / 85 mm**
Suspension, F.	**37 mm fork**
Suspension, R.	**Uni-Trak with gas charged shock absorber**
Wheel travel, F / R.	**120 / 130 mm**
Tyre, F / R.	**110/70-17 / 130/70-17**
Brake, F.	**290 mm disc with dual piston caliper**
Brake, R	**220 mm disc with dual piston caliper**
L x W x H.	**2,085 x 715 x 1,115 mm**
Wheelbase.	**1,400 mm**
Seat height.	**790 mm**
Fuel capacity.	**17 L**
Curb mass	**169 kg**
Colours	**Pearl White, Ebony (EX250KBF) or Lime Green/Ebony (EX250KBFA only)**

ENGINE

- Highly durable 4-stroke parallel twin is tuned to deliver smooth, step-free power.
- The latest generation Denso radiator offers superior cooling performance while minimising space and weight.

Fuel injection system

- High atomising injectors are used to maximise combustion efficiency and minimise emissions.
- Dual throttle valves are fitted to significantly improve driveability. The sub-throttle valves are controlled by the ECU to provide precise response.

Exhaust system

- The 2-1 exhaust system contributes to low- and mid-range torque and helps achieve a smooth, step-free power curve.
- Dual catalysers, one in the collector pipe and one in the silencer, ensure strict emission regulations are met.
- Using two catalysers enables power loss to be minimised.
- Locating the first catalyser as close to the exhaust ports as possible maximises its efficiency.

TRANSMISSION

- Involute splines reduce friction and backlash between gears for easier gear meshing and ensure smooth shifting under power.
- Spring-type clutch damper contributes to smooth clutch feel, reducing jerkiness at low speeds and minimising shocks when rolling on and off the throttle.

CHASSIS

- The frame is constructed of thick-walled tubing for strength and rigidity.

Front suspension

- Firm settings keep pitching motion to a minimum.

Rear suspension

- Uni-Trak rear suspension with 5-way adjustable spring preload.

Front and rear disc brakes

- 290 mm front petal disc with a twin piston caliper and a rear 220 mm petal disc with a twin piston caliper ensure excellent stopping power and feel.

Ergonomics

- The Ninja 250R features styling that would not be out of place on our larger supersport models. The striking full-fairing bodywork has a superb fit and finish that looks as good up close as it does from a distance.
- A slightly forward-slanting seat and wide, raised bars offers a natural riding position.
- Front cowl and windscreen offer the rider a substantial amount of wind protection.
- Aggressive dual-lamp headlight design contributes to the sharp image.
- Slim tail cowl and separate seats further enhance the supersport look.
- An optional single seat cover can replace the pillion seat for an even more aggressive image.

DETAIL FEATURES

- Attractive instrument panel features an easy-to-read large face analogue speedometer and tachometer, odometer, trip meter and warning lamps.
- Clear-lens turn signals contribute to the high-quality look.
- The Ninja 250R features 17" wheels like our larger supersport models.
- Sporty low-profile tyres contribute to easy, neutral handling at low-speeds.

Changes for 2011

- New colour.
- Special edition colour scheme also available (EX250KBFA).

Ninja 250R

Ninja 250R

Highly confidence-inspiring, the precise engine and chassis control offered by the Ninja ZX-6R enables riders to maximise the excitement that comes from actively controlling a high-performance track-focused machine. Ninja ZX-6R Performance version is also available in some markets.

- ***Lightweight engine tuned for good low- and mid-range performance as well as high RPM power.***
- ***Fuel injection gives silky smooth performance.***
- ***Showa Big Piston Fork (BPF) for ultimate front suspension performance.***
- ***Close ratio cassette type transmission with back torque limiter "slipper" clutch.***
- ***The chassis' rigidity balance and mass centralisation give confident, flickable handling.***
- ***Ohlins steering damper fitted as standard.***

Warranty: 24 months.
Warranty*Plus* available for additional 24 months for private users only. (Not available in all markets).

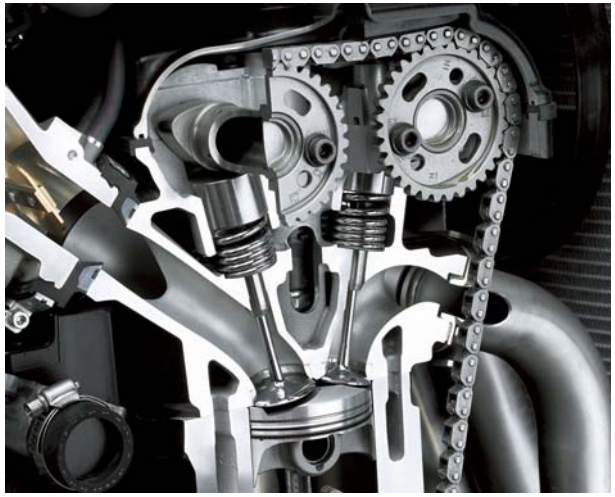
SPECIFICATIONS: ZX600RBF

NOTE: Specifications subject to change without notice.

Engine type.	**4-stroke, liquid cooled, in-line 4**
Displacement.	**599 cm³**
Bore & stroke	**67.0 x 42.5 mm**
Compression ratio.	**13.3:1**
Valve system	**DOHC, 4 valves per cylinder**
Maximum power.	**94.1 kW (128 PS) / 14,000 r/min (Fr.78.2 kW /14,000 r/min)**
Max power + ram air.	**98.5 kW (134 PS) / 14,000 r/min**
Maximum torque.	**66.7 N·m / 11,800 r/min (Fr. 60.0 N·m / 11,000 r/min)**
Fuel system.	**EFI with 4 x 38 mm Keihin throttle bodies**
Starting.	**electric**
Transmission.	**6-speed**
Frame type.	**aluminium perimeter**
Rake / trail.	**24° / 103 mm**
Suspension, F.	**41 mm inverted fork**
Suspension, R.	**Uni-Trak with gas charged shock absorber**
Wheel travel, F / R.	**120 / 134 mm**
Tyre, F / R.	**120/70 ZR-17 / 180/55 ZR-17**
Brake, F.	**300 mm discs with radial mount 4-piston calipers**
Brake, R	**220 mm disc with single piston caliper**
L x W x H.	**2,090 x 710 x 1,115 mm**
Wheelbase.	**1,400 mm**
Seat height.	**815 mm**
Fuel capacity.	**17 L**
Curb mass	**191 kg**
Colours	**Lime Green/Ebony or Ebony/Flat Ebony**

ENGINE

- Engine development focused as much on controllability as performance gain. Throttle response is silky smooth, delivering precise control at all rpm. This enables the rider to extract the bike's full potential.
- While the high-rpm performance of previous models is maintained, powerful mid-range torque means stronger drive out of corners.
- Lightweight camshafts with high-load profiles improve overall performance.



- Molybdenum coating on the piston and reduced tension on the piston rings reduce mechanical loss.
- Magnesium engine covers help reduce weight.
- For racing applications, noise reducing pads inside the engine covers can be removed to reduce weight even further.
- Ignition stick coils increase combustion efficiency for improved performance and driveability.

Fuel system

- Long throttle bodies increase the distance between the oval sub-throttles and round main throttles resulting in smoother airflow and better driveability.
- Cylindrical guides at the top of the air cleaner box ensure more accurately sprayed fuel mist from the secondary injectors for improved combustion efficiency.
- Double bore intake funnels feature inlets at two different heights, allowing performance increases in both the mid- and high-rpm ranges.

Exhaust system

- The exhaust layout with a short side muffler keeps weight low down, contributing to a much lighter feel when turning in. Use of a pre-chamber further contributes to mass centralisation.
- The exhaust collector layout contributes to improved low- and mid-range power.
- An exhaust pre-chamber under the engine makes efficient use of space, reducing exhaust noise and helping to minimise silencer volume.
- Catalysers in the collector box ensure emissions regulations are met.

TRANSMISSION

- The close-ratio cassette type transmission makes it easy to keep the ZX-6R in the powerband.
- Adjustable back-torque limiter "slipper" clutch helps prevent wheel hop when downshifting.

CHASSIS

- The chassis settings and frame rigidity are fine tuned for light handling. Together with careful mass centralisation this makes the ZX-6R easier to tip into corners. The superb combination of mid-corner stability and ability to change lines on command results in confidence-inspiring performance.
- Detailed frame design contributes to rider feedback. The front engine mounts and head pipe offer a more direct feel from the front. The rigidity balance of the swingarm and around the swingarm pivot area give a clear feeling of rear wheel traction. A steep rake angle enhances communication from the front tyre.
- The naturally aggressive ergonomics package is fine tuned to offer riders a better “fit” and to enhance the high level feedback that communicates to the rider what the bike is doing.
- The 2-piece sub-frame is an aluminium die-casting consisting of a front and rear section. This layout enables a very precise and very lightweight construction. The sub-frame is also very narrow allowing the rear of the bike to be slim.

Aerodynamics / Ergonomics

- The cowling offers riders excellent wind protection and was designed to better withstand side winds.

- Intake ducts at the lower front fairings direct cool air into the engine compartment, contributing to more effective heat dissipation from the engine and radiator.
- Position lamps are integral in the projector beam headlamps.
- Flush mounted front turn signals further reduce wind resistance.
- An inner fender helps keep the undertail clean.
- The seat is designed to allow the rider to rest against the rear seat step. This contributes to the excellent feedback the rider gets from the chassis.
- The front of the seat is narrow contributing to the slim riding position and offering a shorter reach to the ground.

Front suspension

- The Big Piston Fork (BPF) is one of the main contributing factors to the great composure under braking.

- Compared to a cartridge type fork of the same size, the BPF features a piston that is almost twice as big. Oil inside the fork acts on a surface area almost four times the size. This allows the damping pressure to be reduced while ensuring damping remains the same. Reducing damping pressure allows the slide pipe to move more smoothly, which is especially noticeable at the initial part of the stroke. The result is greater control as the fork begins to compress and very calm attitude change as vehicle weight shifts forward when reducing speed and thus greater chassis stability on corner entry.
- Because the BPF eliminates many of the internal components used in a cartridge type fork, construction is simplified and weight reduced.
- Compression and rebound damping adjusters are located at the top of each fork tube. Preload adjustment is at the bottom.

Uni-Trak® rear suspension

- The bottom link design concentrates the weight lower in the chassis for an ideal centre of gravity.
- Adjustable preload and compression/rebound damping so you can tune the suspension to your riding style and road conditions.
- Additionally the compression damping features high and low speed stepless adjustment.

Front and rear disc brakes

- The front radial mount calipers have individual front brake pads for each piston to prevent pad deformation due to heat.

- Petal shaped discs are lighter and able to withstand higher temperatures without warping.
- Radial action front master cylinder delivers impressive stopping performance and feel.
- The rear brake pedal is mounted coaxially with the footpeg for increased braking efficiency and feel.

Immobiliser system

- ECU controlled key recognition immobiliser system works as soon as the ignition key is removed.
- The fuel injection light flashes to indicate the immobiliser system is active.
- This system has insurance approval in some markets.

DETAIL FEATURES

- The instrument panel gives at-a-glance information to the rider.

- Functions include odometer, trip meter, coolant temperature, clock, lap timer and lap counter and fuel injection, oil pressure and immobiliser warning lamps.
- Gear position indicator ensures the rider knows exactly which gear they are in.
- An adjustable Ohlins steering damper with relief valve and twin tube design is fitted as standard equipment. The second tube, which acts like a reservoir tank, and the damper internals, ensure stable damping performance. Even if the damping fluid gets hot it will not froth.

- The seat-pegs-bar relationship contributes to the bike's natural riding position.
- The fuel tank shape allows the rider to rest the inside of their arm on the tank when leaning into a turn. The larger contact patch contributes to increased feedback.

- Slim, waisted fuel tank makes it easy for the rider to grip the tank with their knees or to hang off in turns.
- LED rear lamp is brighter, weighs less and is more compact than a conventional unit.

- 25kW and 72 kW power down kit available.

Changes for 2011

- New colours.

Ninja ZX-6R Performance (not all markets)

- The Ninja ZX-6R Performance version includes genuine Kawasaki accessory Akrapovic slip on silencer, race style bubble screen and colour matched rear seat cover as standard.

Ninja ZX-6R

Ninja ZX-6R

Z1000SX & Z1000SX ABS (NEW MODEL)

The Z1000SX offers performance and handling characteristics for maximum street riding excitement. A full-fairing and touring and tandem-riding enhancements combine to deliver a unique package more than able to satisfy a rider's every desire.
Z1000SX Tourer and Z1000SX City versions are also available in some markets.

- ***Supersport-style full-fairing combines wind protection and good looks.***
- ***Relaxed riding position for all kinds of rider styles.***
- ***The large capacity engine gives high power and great acceleration feeling.***
- ***Three position adjustable windscreen.***
- ***Thick seat foam for rider and passenger comfort.***
- ***Horizontal back-link rear suspension design.***
- ***19 litre fuel tank for increased range.***

Warranty: 24 months.
Warranty*Plus* available for additional 24 months for private users only. (Not available in all markets).

SPECIFICATIONS: ZX1000GBF / HBF

NOTE: Specifications subject to change without notice.

Engine type.	**4-stroke, liquid cooled, in-line 4**
Displacement.	**1,043 cm³**
Bore & stroke	**77.0 x 56.0 mm**
Compression ratio.	**11.8:1**
Valve system	**DOHC, 4 valves per cylinder**
Maximum power.	**101.5 kW (138 PS) / 9,600 r/min (Fr. 78.2 kW / 9,100 r/min)**
Maximum torque.	**110 N·m / 7,800 r/min (Fr. 95 N·m / 7,500 r/min)**
Fuel system.	**EFI with 4 x 38 mm Keihin throttle bodies**
Starting	**electric**
Transmission.	**6-speed**
Frame type.	**aluminium backbone**
Rake / trail.	**24.5° / 102 mm**
Suspension, F.	**41 mm inverted fork**
Suspension, R.	**Horizontal back-link monoshock with gas-charged shock absorber**
Wheel travel, F / R.	**120 mm / 138 mm**
Tyre, F / R.	**120/70 ZR17 / 190/50 ZR17**
Brake, F.	**300 mm discs with radial mount 4-piston calipers**
Brake, R.	**250 mm disc with single piston caliper**
L x W x H.	**2,105 x 790 x 1,170 / 1230 (windscreen up) mm**
Wheelbase.	**1,445 mm**
Seat height.	**820 mm**
Fuel capacity.	**19 L**
Curb mass	**ZX1000G 228 kg / ZX1000H 231 kg**
Colours	**Candy Lime Green/Ebony or Ebony**

INTRODUCTION

- Whether looking to move on from a supersport or super-naked ride, or step up from a mid-size sport model, the Z1000SX offers performance and versatility.

- Riding excitement is about more than just performance figures. Riding impact comes from the sensations the rider feels. Twisting the throttle results in a strong response from all rpm, the engine pulling strongly right to redline. Superb throttle response and power delivery with a hit in mid-range make accelerating an exhilarating experience.

ENGINE

- Engine tuning focussed on the feeling the rider gets when opening the throttle. Open the throttle at any rpm and the engine pulls strongly.
- A secondary balancer driven off the crankshaft eliminates excess vibration.
- Power delivery is quite linear, but the engine spins up noticeably faster from 7,000 r/min onwards. Silky smooth response from mid-high rpm ensures excellent driveability.
- Good over-rev characteristics mean that power does not suddenly drop off.

Fuel system

- Electronic fuel injection feeds the engine exactly the right amount of fuel giving excellent power, fuel economy, driveability and starting.
- Ultra-fine injectors and small bore throttle bodies with oval sub-throttles offer ultra-smooth response across the rev range.

- Downdraft throttle bodies allow intake air to travel the shortest possible distance, offering improved performance. Longer funnels are used to offer the best power characteristics for street riding.
- The fuel tank has a 19 litre capacity for increased range.

Cool air system

- Cool air is routed to the airbox from ducts in the fairing and through the frame to minimise power loss due to heated air. This not a ram-air system.
- A resonator inside the airbox reduces noise at low rpm, and enhances intake sound at high rpm.

Exhaust system

- The 4-into-2 exhaust system features quad style mufflers.

- Using shorter mufflers and an under-engine pre-chamber offers improved mass-centralisation and a lower centre of gravity.
- An exhaust device is located upstream of the right silencer to help tune back-pressure waves for enhanced response in the low-mid range.
- Main and pre-catalysers ensure emissions are clean.

CHASSIS

- To deliver a high riding impact, Kawasaki engineers wanted a quick-steering and light-handling package.

- The aluminium backbone frame was designed specifically for the Z1000. The frame beams go over the engine, allowing a narrow construction that is easy to grip with the knees.
- Lightweight and highly rigid, the frame uses the engine as a stressed member.
- The frame uses 4 engine mounts. All engine mounts are rigid except the upper rear crankcase mount, which is rubber. The high rigidity (also due to using the engine as a stressed member) contributes to lighter, firmer handling while maintaining stability.
- Frame welds are minimised to improve appearance.
- The rear sub-frame is a 3-piece aluminium construction resulting in light weight, further contributing to mass centralisation.

Front suspension

- Fully adjustable 41 mm front fork offers both sporty performance (contributing to light handling) and comfort.
- Adjustable preload and compression and rebound damping so you can tune the suspension to your riding style and road conditions.

Back-link Horizontal Monoshock rear suspension

- The shock unit and linkage are above the swingarm. This locates the suspension far enough from the exhaust so that its operation is not affected by heat.

- Visible from the outside, the back-link horizontal monoshock contributes to the appearance of the bike.
- Adjustable preload and rebound damping so you can tune the suspension to your riding style and road conditions.

- The swingarm features eccentric axle adjusters for easy adjustment.

Front and rear disc brakes

- The front brake's radial mount calipers and radial pump master cylinder offer formidable stopping power and superb braking control.
- Petal shaped discs are lighter and able to withstand higher temperatures without warping.
- The rear caliper is mounted below the swingarm. This frees up space for the ABS sensor (ZX1000HBF only).

Immobiliser system

- ECU controlled key recognition immobiliser system works as soon as the ignition key is removed.
- This system has insurance approval in some markets.

DETAIL FEATURES

- Supersport style full fairing offers a good measure of wind protection.

- The leading edges of the fairing feature a slat-style design. This feature directs wind around the bike, enabling the fairing to be slimmer in the middle.

- The fairing flairs at the rear preventing hot air from the engine hitting the rider's legs.
- The front turn signals are built into the fairing.
- The front fender contributes to the aerodynamics and racy look.
- The slim and compact tail cowl moves mass away from the rear and features a LED tail light.
- The sporty instrument panel includes a large analogue tachometer and multi-function LCD screen. Functions include speedometer, odometer, dual trip meters, fuel gauge, and clock.
- The adjustable windscreen has 3 positions ranging from sporty to maximum wind protection.
- Lightweight supersport style wheels lower unsprung weight.

- A relatively upright riding position offers both comfort and control.
- Separate, raised handlebars contribute to the sporty but comfortable riding position.
- The rider's seat features thick padding for comfort.
- The passenger's seat is wide and long with thick padding. Dampers on the underside of the seat help reduce vibration.
- Sculptured aluminium passenger grips are positioned and shaped to offer a comfortable grip.
- Both the front and rear footpegs are rubber coated. Further, the rider footpegs are rubber mounted minimising vibration.
- Under seat storage is approximately twice the size of that on the standard Z1000.
- A hazard warning light switch is located on the left switchgear.
- 72 kW power down kit available.

Z1000SX Tourer (not all markets)

- The Z1000SX Tourer comes with genuine Kawasaki accessory colour matched 35 litre panniers as standard.

Z1000SX City (not all markets)

- The Z1000SX City comes with a genuine Kawasaki accessory colour matched 35 litre top case as standard.

Z1000SX & Z1000SX ABS (NEW MODEL)

Z1000SX & Z1000SX ABS (NEW MODEL)

Hyper-sports motorcycling scales dynamic levels with the ZZR1400. High performance 1352 cm³ engine mated to a monocoque chassis and highly efficient aerodynamic bodywork put it at the top of its class.
ZZR1400 Performance version is also available in some markets.

- ***Designed and tested in a wind tunnel, the bodywork has high aerodynamic efficiency.***
- ***Multi-function display and immobiliser system.***
- ***Petal shaped front and rear brake discs with radial mount front calipers and direct action front brake and clutch master cylinders.***
- ***Monocoque aluminium frame.***
- ***ABS fitted as standard.***
- ***Quadruple projector beam headlamps.***
- ***Genuine Kawasaki accessories available.***

Warranty: 24 months.
Warranty*Plus* available for additional 24 months for private users only. (Not available in all markets).

SPECIFICATIONS: ZX1400DBF

NOTE: Specifications subject to change without notice.

Engine type	**4-stroke, liquid cooled, in-line 4**
Displacement	**1,352 cm³**
Bore & stroke	**84.0 x 61.0 mm**
Compression ratio	**12.0:1**
Valve system	**DOHC, 4 valves per cylinder**
Maximum power	**142 kW (193 PS) / 9,500 r/min (Fr.78.2 kW / 8,000 r/min)**
Max power + ram air	**149.5 kW (203 PS) / 9,500 r/min**
Maximum torque	**154 N·m / 7,500 r/min (Fr. 119 N·m / 4,500 r/min)**
Fuel system	**EFI with 4 x 44 mm Mikuni throttle bodies**
Starting	**electric**
Transmission	**6-speed**
Frame type	**aluminium monocoque**
Rake / trail	**23° / 94 mm**
Suspension, F	**43 mm inverted fork**
Suspension, R	**Uni-Trak with gas charged shock absorber**
Wheel travel, F / R	**117 / 122 mm**
Tyre, F / R	**120/70 ZR-17 / 190/50 ZR-17**
Brake, F	**310 mm discs with radial mount 4-piston calipers**
Brake, R	**250 mm disc with dual piston caliper**
L x W x H	**2,170 x 760 x 1,170 mm**
Wheelbase	**1,460 mm**
Seat height	**800 mm**
Fuel capacity	**22 L**
Curb mass	**261 kg**
Colours	**Candy Lime Green/Ebony or Ebony**

ENGINE

- Careful engine and fuel injection tuning result in the most powerful motorcycle production engine Kawasaki has ever produced.

- The engine is designed to deliver the perfect balance of power, torque and driveability.
- The sheer amount of torque available makes pulling away in almost any gear possible (at 2,000 r/min the engine produces over 98 N·m of torque).
- Gear-driven dual secondary balancers cut vibration, minimising engine wear, noise and rider fatigue.
- Chrome composite plated cylinders are lightweight, durable, and quickly carry heat away from the combustion chamber and piston for supreme durability at high power output.

Fuel system

- High atomising injectors with a large spray angle disperse atomised fuel over a wider area for an improved burn and reduced emissions.
- Dual throttle valves are fitted to significantly improve driveability. The sub throttle valves are controlled by the ECU to provide precise response.
- An oval throttle pulley improves throttle control, opening less initially but increasing as more throttle is applied.
- The ECU is a 32 bit unit to provide the control circuit required to operate dual throttles.
- The ram air induction system takes cooler, high-pressure air from in front of the cowling and pushes it through the air cleaner and into the engine for maximum power output.
- To minimise emissions, three honeycomb-type catalysers are used.

CHASSIS

- The aluminium monocoque frame runs over the engine minimising the width of the bike. Lightweight and very stiff, this sophisticated frame gives the bike both responsive handling qualities and incredible stability.
- Already more rigid than a twin spar design, with the engine solidly mounted the monocoque's torsional rigidity is further increased. Using the engine as a stressed member allows the engineers to make the frame lighter. The air box and battery are housed inside the frame contributing to the compact layout.
- Our engineers made full use of the design freedom given to them by the engine's compact size. The engine's forward position in the frame, the wheelbase and front/rear wheel weight balance were all carefully chosen to achieve both high speed stability and lightweight, responsive handling.

- The steering head and swing arm pivot areas are cast aluminium for superior strength and rigidity.
- The fuel reservoir is located at the rear of the tank and extends below the seat, contributing to the centralised mass.

Aerodynamics

- The aerodynamic bodywork gives the ZZR1400 extremely long and low styling. The front cowl extends well over the front wheel and almost hides it from above. The lines of the bike move from front to rear, giving the bike an impression of speed even when standing still.

- A depression in the fuel tank cover makes it easier to tuck in behind the screen.
- Front and rear turn signals are integrated into the fairing and rear cowl. Clear lenses with orange bulbs contribute to the high quality appearance.

Front suspension

- Damping rates offer stiffer initial action to resist front-end dive when braking.
- Adjustable preload and compression/rebound damping adjustment so you can tune the suspension to your riding style and road conditions.

Uni-Trak® rear suspension

- The bottom link design concentrates the weight lower in the chassis for a lower centre of gravity making the bike more manoeuvrable.
- Adjustable preload and compression/rebound damping so you can tune the suspension to your riding style and road conditions.

Front and rear disc brakes

- The front radial mount calipers have individual front brake pads for each piston to prevent pad deformation due to heat.

- Petal shaped discs are lighter and able to withstand higher temperatures without warping.
- Direct action front brake master cylinder improves control and feel.

Anti-lock Brake System (ABS)

- A Nissin system is equipped to prevent wheel lock up during heavy braking.

Immobiliser system

- ECU controlled key recognition immobiliser system works as soon as the ignition key is removed.
- The fuel injection light flashes to indicate the immobiliser system is active.
- This system has insurance approval in some markets.

DETAIL FEATURES

- Hydraulically operated clutch with a direct action master cylinder for smooth clutch operation.
- Low seat height and a narrow seat make it easy to reach the ground.
- Low set footpegs give plenty of legroom.
- The cockpit contains an easy to read analogue speedometer and tachometer. A multi-function LCD digital display includes an odometer, twin trip meters, gear position indicator, coolant temperature and fuel gauges, shift and engage lamps and a clock. The meter can display in English and French languages.
- Use of a CAN (Controller Area Network) interface between the ECU and multi-function meter allows a greater volume of information to be exchanged (such as fuel consumption data) while reducing the number of wires.
- Optional centre stand kit includes a lifting handle that attaches to the left hand passenger footrest bracket (right hand handle also available for appearance purposes).
- Optional single seat cowl available (requires removal of the passenger grab rail).
- 72 kW power down kit available.

Changes for 2011

- New colours.

ZZR1400 Performance (not all markets)

- The ZZR1400 Performance version includes genuine Kawasaki accessory Akrapovic carbon or titanium silencers, rear seat cover and a bubble screen as standard.

ER-6n & ER-6n ABS

The ER-6n's light handling and rider friendly ergonomics make it fun and easy to ride. Coupled with a torquey and fuel efficient parallel twin engine, this bike suits a wide variety of riders and roads. Ideal for the novice rider but with the capability to satisfy more experienced users.

- ***Slim seat design makes reaching the ground with both feet easy.***
- ***Rubber engine and handlebar mounts together with rubber coated footpegs minimise vibration.***
- ***Ergonomic passenger grips are easy and comfortable to grab.***
- ***The stacked instrument cluster features a fuel gauge.***
- ***ABS Version available (ER650DBF).***
- ***Genuine Kawasaki accessories and 25 kW power down kit available.***

Warranty: 24 months.
Warranty*Plus* available for additional 24 months for private users only. (Not available in all markets).

SPECIFICATIONS: ER650CBF / DBF

NOTE: Specifications subject to change without notice.

Engine type.	**4-stroke, liquid cooled, parallel twin**
Displacement.	**649 cm³**
Bore & stroke	**83.0 x 60.0 mm**
Compression ratio.	**11.3:1**
Valve system	**DOHC, 4 valves per cylinder**
Maximum power.	**53 kW (72.1 PS) / 8,500 r/min**
Maximum torque.	**66 N·m / 7,000 r/min**
Fuel system.	**EFI with 2 x 38 mm Keihin throttle bodies**
Starting.	**electric**
Transmission.	**6-speed**
Frame type.	**steel tubular diamond**
Rake / trail.	**24.5° / 102 mm**
Suspension, F.	**41 mm fork**
Suspension, R.	**swingarm with single gas charged shock absorber**
Wheel travel, F / R.	**120 / 125 mm**
Tyre, F / R.	**120/70 ZR-17 / 160/60 ZR-17**
Brake, F.	**300 mm discs with dual piston calipers**
Brake, R	**220 mm disc with single piston caliper**
L x W x H.	**2,100 x 760 x 1,100 mm**
Wheelbase.	**1,405 mm**
Seat height.	**785 mm**
Fuel capacity.	**15.5 L**
Curb mass	**ER650CBF 200 kg / ER650DBF 204 kg**
Colours	**Metallic Flat Sage Green, Pearl White or Metallic Spark Black**

ENGINE

- Compact engine tuned for low and mid-range performance.

- Vibration is minimised by the use of rubber upper-rear engine mounts.
- A wide radiator increases cooling efficiency.

Fuel system

- Fuel injection settings give smooth response (especially below 4,000 r/min) and contribute to the ER-6n's quick revving character.
- Dual throttle valves are fitted to significantly improve driveability. The sub-throttle valves are controlled by the ECU to provide precise response.
- Auto fast idle ensures the catalyser quickly reaches its optimum operating temperature to minimise emissions.

Exhaust system

- Curved S-shaped header pipes help tune the exhaust system.

- Compact catalyser minimises weight.

TRANSMISSION

- 6-speed cassette type transmission helps keep the engine compact.
- Transmission ratios selected for ideal urban riding performance.

CHASSIS

Tubular 'diamond' high tensile steel frame

- The design of the frame, rear suspension and swingarm create an integrated line running from the steering head to the hub.

Suspension

- The suspension delivers a supple ride and gives excellent feedback across the speed range.
- The design on the lower ends of the forks adds to the high-quality look.

- On the ABS model the front fork's spring rates are slightly stiffer in order to optimise braking performance.
- Direct action offset rear shock absorber with pre-load adjustment delivers a smooth and supple ride.

Front and rear disc brakes

- Dual 300 mm front petal discs with sliding pin calipers and a rear 220 mm petal disc with single piston caliper ensure excellent stopping power and feel.
- The ER650D model is fitted with an ABS system to prevent wheel lock up during heavy braking.

DETAIL FEATURES

- The stacked dual headlamp features two position lamps.
- The headlamp shroud contributes to the ER-6n's aggressive image.

- The tall fuel tank adds to the bike's crouching appearance. The flush fuel cap contributes to the sleek lines.
- The side shrouds have built in, clear turn signals.

- Viewed from the side, the tail cowl and seat's sharp design is evident.

- Narrowing of the frame just behind the fuel tank allows for a slim seat, making the reach to the ground even easier.
- Aluminium passenger grips are easy to grab.
- The thin LED tail lamp and rear turn signals reinforce the high-quality image.
- A long front fender minimises mud splash.

- A rear inner fender helps keep the underside clean and contributes to the sporty look.
- Vibration felt by the rider and passenger is minimised by using a rubber mounted handlebar and rubber coated rider and pillion footpegs.
- The elegant design of the one-piece rider/passenger footpeg stays complements the swingarm and stabiliser.
- An inner cover inside the front cowl cleans up the appearance in this area.
- The turn signal switch gear incorporates a hazard warning light switch.
- The stacked instrument cluster has a sharp design.

- Analogue-style speedometer uses white LED backlights for excellent visibility at night. The multi-function LCD screen has amber backlighting. Features include a fuel gauge, bar-style digital tachometer, clock, odometer and dual trip meters.
- The belly pan adds to the smooth flowing lines.

- The mirror design is similar to the Z1000 and Z750 models.

Changes for 2011

- New colours.

The ER-6f offers a package that is both fun and easy to ride, and matches its sporty performance with aggressive Ninja supersport styling. Coupled with a torquey and fuel efficient parallel twin engine, this bike suits a wide variety of riders and roads.

- ***Slim seat design makes reaching the ground with both feet even easier.***
- ***Rubber engine and handlebar mounts together with rubber coated footpegs reduce vibration.***
- ***Ergonomic passenger grips are easy and comfortable to grab.***
- ***MotoGP inspired instrument console.***
- ***ABS version available (EX650DBF).***
- ***Genuine Kawasaki accessories and 25 kW power down kit available.***

Warranty: 24 months.
Warranty*Plus* available for additional 24 months for private users only. (Not available in all markets).

SPECIFICATIONS: EX650CBF / DBF

NOTE: Specifications subject to change without notice.

Engine type.	**4-stroke, liquid cooled, parallel twin**
Displacement.	**649 cm³**
Bore & stroke	**83.0 x 60.0 mm**
Compression ratio.	**11.3:1**
Valve system	**DOHC, 4 valves per cylinder**
Maximum power.	**53 kW (72.1 PS) / 8,500 r/min**
Maximum torque.	**66 N·m / 7,000 r/min**
Fuel system.	**EFI with 2 x 38 mm Keihin throttle bodies**
Starting.	**electric**
Transmission.	**6-speed**
Frame type.	**steel tubular diamond**
Rake / trail.	**25° / 106 mm**
Suspension, F.	**41 mm fork**
Suspension, R.	**swingarm with single gas charged shock absorber**
Wheel travel, F / R.	**120 / 125 mm**
Tyre, F / R.	**120/70 ZR-17 / 160/60 ZR-17**
Brake, F.	**300 mm discs with dual piston calipers**
Brake, R	**220 mm disc with single piston caliper**
L x W x H.	**2,100 x 760 x 1,200 mm**
Wheelbase.	**1,410 mm**
Seat height.	**790 mm**
Fuel capacity.	**15.5 L**
Curb mass	**EX650CBF 204 kg / EX650DBF 208 kg**
Colours	**Candy Burnt Orange/Flat Super Black or Metallic Spark Black/Flat Super Black**

ENGINE

- Compact engine tuned for low and mid-range performance.
- Vibration is minimised by the use of rubber upper-rear engine mounts.
- A wide radiator increases cooling efficiency.

Fuel system

- Fuel injection settings give smooth response (especially below 4,000 r/min) and contribute to the ER-6f's quick revving character.
- Dual throttle valves are fitted to significantly improve driveability. The sub-throttle valves are controlled by the ECU to provide precise response.
- Auto fast idle ensures the catalyser quickly reaches its optimum operating temperature to minimise emissions.

Exhaust system

- Curved S-shaped header pipes help tune the exhaust system.
- Compact catalyser minimises weight.

TRANSMISSION

- 6-speed cassette type transmission helps keep the engine compact.
- Transmission ratios selected for ideal urban riding performance.

CHASSIS

Tubular 'diamond' high tensile steel frame

- The design of the frame, rear suspension and swingarm create an integrated line running from the steering head to the hub.
- Narrowing of the frame just behind the fuel tank allows for a slim seat, making the reach to the ground even easier.

Suspension

- The suspension delivers a supple ride and gives excellent feedback across the speed range.
- The design on the lower ends of the forks adds to the high-quality look.

- On the ABS model the front fork's spring rates are slightly stiffer in order to optimise braking performance.

- Direct action offset rear shock absorber with pre-load adjustment delivers a smooth and supple ride.

Front and rear disc brakes

- Dual 300 mm front petal discs with sliding pin calipers and a rear 220 mm petal disc with single piston caliper ensure excellent stopping power and feel.
- The EX650D model is fitted with an ABS system to prevent wheel lock up during heavy braking.

DETAIL FEATURES

- Headlamp design features: twin position lamps – just like on our Ninja supersport models. The designed shape of the multi-reflector headlamp is an example of the attention to detail on this model.

- The side cowling design combines coloured and black panels to create a compact appearance – an approach similar to that used on the Ninja ZX-10R.
- The front and side cowlings (especially the top corners at the front) have distinctive Ninja design elements.

- Windscreen set at a sharp angle contributes to the supersport image. A lip at the top of the screen helps to deflect air away from the rider. A duct in the centre of the cowling creates an “air curtain” which reduces wind buffeting at higher speeds and improves rider comfort.
- Front turn signals are integral with the side cowlings, adding to the bike’s supersport styling.
- Clear turn signal lenses with orange bulbs further enhance the machine’s high-quality appearance.
- Viewed from the side, the tail cowl and seat’s sharp design is evident.
- The thin LED tail lamp and rear turn signals reinforce the high-quality image.
- Long front fender minimises mud splash. Two-tone design gives it a light, compact appearance.

- Large aluminium passenger grips are easy for passengers to grab.

- The rear inner fender helps keep the underside clean and contributes to the sporty look.
- Vibration felt by the rider is minimised by using a rubber mounted handlebar and rubber coated rider and pillion footpegs.
- The elegant design of the one-piece rider/passenger footpeg stays complements the swingarm and stabiliser.

- The multi-function instrumentation includes a fuel gauge, digital speedometer, clock, odometer, dual trip meters and a bar-style digital tachometer.

- The layout allows the clock and trip meter to be viewed simultaneously. Red backlighting for the LCD screen adds to the sporty image.
- Panelling around the instrument panel gives the inside of the front cowl a clean, finished appearance.
- Supersport-style mirror design is similar to that on the Ninja ZX-6R.

- The tall fuel tank design adds to the bike's crouching appearance. The flush fuel cap contributes to the sleek lines.
- The turn signal switch gear incorporates a hazard warning light switch.

Changes for 2011

- New colours.

Take the nimble dimensions of a sports 600, pack a potent 750 in-line four engine into it and the result is the exciting Z750. You can use all of the power while seeking out the bends for maximum exhilaration in real-world riding situations.

- ***748 cm³ engine with fuel injection, high-capacity ECU, ultra-fine injectors and throttle bodies with oval sub-throttles all contribute to overall performance.***
- ***Adjustable inverted front fork.***
- ***Twin-outlet muffler design for an aggressive image.***
- ***Triple petal disc brakes and Nissin calipers.***
- ***ABS version available (ZR750MBF).***
- ***Genuine Kawasaki accessories and 25 kW power down kit available.***

Warranty: 24 months.
Warranty*Plus* available for additional 24 months for private users only. (Not available in all markets).

SPECIFICATIONS: ZR750LBF/ MBF

NOTE: Specifications subject to change without notice.

Engine type.	**4-stroke, liquid cooled, in-line 4**
Displacement.	**748 cm³**
Bore & stroke	**68.4 x 50.9 mm**
Compression ratio.	**11.3:1**
Valve system	**DOHC, 4 valves per cylinder**
Maximum power.	**77.7 kW (106 PS) / 10,500 r/min**
Maximum torque.	**78 N·m / 8,300 r/min**
Fuel system.	**EFI with 4 x 32 mm Keihin throttle bodies**
Starting.	**electric**
Transmission.	**6-speed**
Frame type.	**steel tubular backbone**
Rake / trail.	**24.5° / 103 mm**
Suspension, F.	**41 mm inverted fork**
Suspension, R.	**Uni-Trak with gas-charged shock absorber**
Wheel travel, F / R.	**120 mm / 125 mm**
Tyre, F / R.	**120/70 ZR17 / 180/55 ZR17**
Brake, F.	**300 mm discs with dual piston calipers**
Brake, R	**250 mm disc with single piston caliper**
L x W x H.	**2,085 x 805 x 1,100 mm**
Wheelbase.	**1,440 mm**
Seat height.	**815 mm**
Fuel capacity.	**18.5 L**
Curb mass	**ZR750LBF 226 kg ZR750MBF 230 kg**
Colours	**Lime Green/Ebony, Pearl Alpine White or Ebony**

ENGINE

- The 748 cm³ engine is tuned to deliver a broad spread of smooth, linear power across the rev range.
- Large crankshaft webs increase flywheel mass for more satisfying mid-range power feeling.

Fuel system

- Electronic fuel injection feeds the engine exactly the right amount of fuel giving excellent power, fuel economy, driveability and starting.
- Ultra-fine injectors and small bore throttle bodies with oval sub-throttles offer ultra-smooth response.

Exhaust system

- Joined header pipes help enhance low end power.
- A catalyser and oxygen sensor minimise emissions.

- Short-style silencer features an exhaust device added just upstream of the silencer entrance to help “tune” back pressure waves for enhanced response in the low-mid range.

CHASSIS

- High-tensile steel alloy frame is constructed of large diameter, thin-walled tubing for strength and rigidity.
- Cast aluminium engine subframe allows the front engine mounts to be located behind the cylinder to minimise engine vibration.
- Through the use of a combination of rigid and rubber mounts, chassis tuning delivers a very planted feel and high levels of feedback. The result is a superb level of control: the rider is better able to understand what the bike is doing.

Front suspension

- The inverted front fork delivers brilliant steering performance. Smooth action in the top half of the stroke is complemented by firmer damping in the bottom half - a combination which makes the bike easier to ride as well as facilitating sport riding.
- Adjustable preload and rebound damping so you can tune the suspension to your riding style and road conditions.

Rear suspension

- The Bottom-link Uni-Trak rear suspension features a nitrogen charged rear shock with adjustable preload and rebound damping.
- Lightweight cast aluminium components provide quick suspension response.

Front and rear disc brakes

- Petal shaped discs are lighter and able to withstand higher temperatures without warping.
- A large rear disc offers superb brake control.

- The ZR750M model is fitted with an ABS system to prevent wheel lock up during heavy braking.

Immobiliser system

- ECU controlled key recognition immobiliser system works as soon as the ignition key is removed.
- The fuel injection light flashes to indicate the immobiliser system is active.
- This system has insurance approval in some markets.

DETAIL FEATURES

- Aggressive bikini front cowl with twin-bulb, multi-reflector headlight.

- Analogue-style tachometer is complemented by an LCD display with digital speedometer, odometer, tripmeter, water temp, fuel gauge and clock.

- 6-spoke, ZX-10R style wheels add to the sporty appearance.
- LED rear light is brighter, weighs less and is more compact than a conventional light unit.
- 72 and 25 kW power down kits available.

Changes for 2011

- New colours.

Z750 & Z750 ABS

Z750 & Z750 ABS

Z750 & Z750 ABS

Bold and exciting, the stunning Z1000 was conceived with complete design freedom for a completely unique appearance. Huge visual and riding impact and minute attention to detail combine in Kawasaki's greatest ever Super Naked style machine.

- ***The large capacity engine gives high power and great acceleration feeling.***
- ***Aluminium backbone frame.***
- ***Short quad mufflers continue the classic Z1000 styling.***
- ***Horizontal back-link rear suspension design.***
- ***Styling gives the Z1000 a powerful, dynamic design.***
- ***Machined edge 5-spoke wheels.***
- ***Tilting instrument panel.***

Warranty: 24 months.
Warranty*Plus* available for additional 24 months for private users only. (Not available in all markets).

SPECIFICATIONS: ZR1000DBF / EBF

NOTE: Specifications subject to change without notice.

Engine type.	**4-stroke, liquid cooled, in-line 4**
Displacement.	**1,043 cm³**
Bore & stroke	**77.0 x 56.0 mm**
Compression ratio.	**11.8:1**
Valve system	**DOHC, 4 valves per cylinder**
Maximum power.	**101.5 kW (138 PS) / 9,600 r/min (Fr. 78.2 kW / 9,100 r/min)**
Maximum torque.	**110 N·m / 7,800 r/min (Fr. 95 N·m / 7,500 r/min)**
Fuel system.	**EFI with 4 x 38 mm Keihin throttle bodies**
Starting	**electric**
Transmission.	**6-speed**
Frame type.	**aluminium backbone**
Rake / trail.	**24.5° / 103 mm**
Suspension, F.	**41 mm inverted fork**
Suspension, R.	**Horizontal back-link monoshock with gas-charged shock absorber**
Wheel travel, F / R.	**120 mm / 138 mm**
Tyre, F / R.	**120/70 ZR17 / 190/50 ZR17**
Brake, F.	**300 mm discs with radial mount 4-piston calipers**
Brake, R.	**250 mm disc with single piston caliper**
L x W x H.	**2,095 x 805 x 1,085 mm**
Wheelbase.	**1,440 mm**
Seat height.	**815 mm**
Fuel capacity.	**15 L**
Curb mass	**ZR1000DBF 218 kg / ZR1000EBF 221 kg**
Colours	**Candy Lime Green/Ebony or Ebony/New Flat Black**

INTRODUCTION

- Supersport-based engines and chassis offer high performance, but the number of riders who are able to enjoy this performance on the street is limited. Rather than pursuing speed and performance figures, Z1000 development focused on the excitement derived from riding a sport bike on the street, thereby achieving a high riding impact.

ENGINE

- Engine tuning focussed on the feeling the rider gets when opening the throttle. Open the throttle at any rpm and the engine pulls strongly.

- A secondary balancer driven off the crankshaft eliminates excess vibration.
- Power delivery is quite linear, but the engine spins up noticeably faster from 7,000 r/min onwards. Silky smooth response from mid-high rpm ensures excellent driveability.
- Crankshaft and transmission shafts are arranged in a straight line to offer the best look for a Super Naked model.
- Good over-rev characteristics mean that power does not suddenly drop off.

Fuel system

- Electronic fuel injection feeds the engine exactly the right amount of fuel giving excellent power, fuel economy, driveability and starting.
- Ultra-fine injectors and small bore throttle bodies with oval sub-throttles offer ultra-smooth response across the rev range.

- Downdraft throttle bodies allow intake air to travel the shortest possible distance, offering improved performance. Longer funnels are used to offer the best power characteristics for a Super Naked model.
- The fuel tank design features supersport-style flared edges with a slim shape at the rear making it easy to grip with the knees during sports riding.

Cool air system

- Cool air is routed to the airbox from ducts above the shrouds and through the frame to minimise power loss due to heated air. This not a ram-air system.
- A resonator inside the airbox reduces noise at low rpm, and enhances intake sound at high rpm.
- The positioning of the ducts allows the rider to more easily hear the intake sound.

Exhaust system

- The 4-into-2 exhaust system features quad style mufflers.

- Using shorter mufflers and an under-engine pre-chamber offers improved mass-centralisation and a lower centre of gravity.
- An exhaust device is located upstream of the right silencer to help tune back-pressure waves for enhanced response in the low-mid range.
- Main and pre-catalysers ensure emissions are clean.

CHASSIS

- To deliver a high riding impact, Kawasaki engineers wanted a quick-steering and light-handling package.
- The aluminium backbone frame was designed specifically for the Z1000. The frame beams go over the engine, allowing a narrow construction that is easy to grip with the knees.

- Lightweight and highly rigid, the frame uses the engine as a stressed member.
- The frame uses 4 engine mounts. All engine mounts are rigid except the upper rear crankcase mount, which is rubber. The high rigidity (also due to using the engine as a stressed member) contributes to lighter, firmer handling while maintaining stability.
- Frame welds are minimised to improve appearance.
- The rear sub-frame is a 3-piece aluminium construction resulting in light weight, further contributing to mass centralisation.

Front suspension

- Fully adjustable 41 mm front fork with new settings offers both sporty performance (contributing to light handling) and comfort.
- Adjustable preload and rebound damping so you can tune the suspension to your riding style and road conditions.
- In addition to protecting the inverted fork's inner tubes, fork covers reinforce the low, mass-forward image.

Back-link Horizontal Monoshock rear suspension

- The shock unit and linkage are above the swingarm. This locates the suspension far enough from the exhaust so that its operation is not affected by heat.

- Visible from the outside, the back-link horizontal monoshock contributes to the appearance of the bike.
- Linkage ratios were set so that rear wheel movement vs. shock stroke is the same as with standard Uni-Trak rear suspension.
- Adjustable preload and rebound damping so you can tune the suspension to your riding style and road conditions.

- The swingarm features eccentric axle adjusters for easy adjustment.

Front and rear disc brakes

- The front brake's radial mount calipers and radial pump master cylinder offer formidable stopping power and superb braking control.
- Petal shaped discs are lighter and able to withstand higher temperatures without warping.
- The rear caliper is mounted below the swingarm. This frees up space for the ABS sensor (ZR1000EBF only).

Immobiliser system

- ECU controlled key recognition immobiliser system works as soon as the ignition key is removed.
- This system has insurance approval in some markets.

DETAIL FEATURES

- The handlebar is rigidly mounted which contributes to the sharper handling. It is also thicker at the centre and tapers to the grips.
- Supersport style tapered grips offer a more direct feel.
- A slim, compact line-beam type headlamp is used allowing the front cowl to be made smaller. Locating the bulbs slightly higher in the headlamp unit gives the Z1000 a fierce look when viewed from the front.
- The ignition key cylinder is located at the front of the tank, allowing the front cowl to be more compact and the instrument panel to be positioned closer to the rider for enhanced visibility.

- The fully digital instrument panel includes digital speedometer, bar-style digital tachometer, odometer, two trip meters, fuel gauge, and clock.

- The meter can be easily repositioned using the adjuster on the left side.

- The 5-spoke cast wheels complement the Z1000's sharp design.
- ZX-10R-style footpegs with knurling offer good grip, more direct feel and control, and also contribute to the sporty looks.
- Narrow seat design makes it easier to reach the ground with both feet.
- Compact pillion seat matches the design of the tail section.
- The passenger footpeg stays incorporate convenient luggage hooks.
- The taillight features red LEDs and a transparent lens.
- 72 kW power down kit available.

Changes for 2011

- New colour schemes.

Z1000 & Z1000 ABS

Z1000 & Z1000 ABS

Ninja ZX-10R & Ninja ZX-10R ABS (NEW MODEL)

Featuring a new engine, new frame, new suspension and new electronics package, Kawasaki's newest Ninja ZX-10R represents the first complete redesign since its 2004 debut, and offers a significant jump in base performance.

- ***All-new more powerful engine with race style cassette transmission.***
- ***New aluminium perimeter frame.***
- ***Big Piston front Fork (BPF) and horizontal back-link rear suspension.***
- ***Sport-Kawasaki TRaction Control (S-KTRC).***
- ***Power mode selection with variable middle mode.***
- ***Kawasaki Intelligent anti-lock Brake system (KIBS) (ZX1000K only).***
- ***High quality Ohlins steering damper fitted as standard.***

Warranty: 24 months.
Warranty*Plus* available for additional 24 months for private users only. (Not available in all markets).

SPECIFICATIONS: ZX1000JBF / KBF

NOTE: Specifications subject to change without notice.

Engine type	**4-stroke, liquid cooled, in-line 4**
Displacement	**998 cm³**
Bore & stroke	**76.0 x 55.0 mm**
Compression ratio	**13.0:1**
Valve system	**DOHC, 4 valves per cylinder**
Maximum power	**147.1 kW (200 PS) / 13,000 r/min (Fr. 78.2 kW / 12,500 r/min)**
Max power + ram air	**154 kW (209 PS) / 13,000 r/min**
Maximum torque	**112 N·m / 11,500 r/min (Fr. 78 N·m / 5,200 r/min)**
Fuel system	**EFI with 4 x 47 mm Keihin throttle bodies**
Starting	**electric**
Transmission	**6-speed**
Frame type	**aluminium twin spar**
Rake / trail	**25° / 107 mm**
Suspension, F	**43 mm inverted fork**
Suspension, R	**Horizontal back-link monoshock with gas-charged shock absorber**
Wheel travel, F / R	**120 / 140 mm**
Tyre, F / R	**120/70 ZR-17 / 190/55 ZR-17**
Brake, F	**310 mm discs with radial mount 4-piston calipers**
Brake, R	**220 mm disc with single piston caliper**
L x W x H	**2,075 x 715 x 1,115 mm**
Wheelbase	**1,425 mm**
Seat height	**813 mm**
Fuel capacity	**17 L**
Curb mass	**ZX1000JBF 198 kg / ZX1000KBF 201 kg**
Colours	**Lime Green/Ebony or Ebony/Flat Ebony**

INTRODUCTION

- Designed to enable a greater number of riders to experience the thrill of riding a superbike at the limit, the new Ninja ZX-10R is loaded with cutting-edge technology. Features like Kawasaki's new race-type traction control system (S-KTRC), power selection mode and supersport-grade ABS (KIBS)(ZX1000K only) are there to assist riders explore the limit.

ENGINE

- The all-new engine offers linear power delivery right to its peak power. It delivers high power output, increased throttle control and an engine character that enables more time at full throttle.

- A new crankshaft/transmission shaft layout contributes to a higher centre of gravity and more centralised mass. The new layout contributes to the nimble handling.
- New lightweight pistons feature shorter skirts than the previous model, thinner piston rings and a deeper recess in the crown to suit the high lift cams.
- The cylinder bores are machined with improved precision allowing lower tension piston rings to be used, reducing mechanical loss.
- Larger intake valves and wider, polished, intake ports are complemented by large exhaust valves and completely revised exhaust ports. This arrangement contributes to more efficient breathing, reduced engine braking effect, more linear power delivery and increased control on throttle opening.
- Lightweight camshafts feature a special treatment to ensure sufficient durability to handle the heavier valve springs needed for use with high power cams and increased operating speed.
- Stronger crankshaft and connecting rods ensure high durability.
- A single shaft secondary balancer is added to help reduce engine vibration. Its use allows a number of vibration damping parts to be simplified contributing to weight savings.
- A small, lightweight engine ECU with extended functionality is located in the airbox body.
- Locating the ECU in the airbox body allows the wiring harness to be made shorter significantly saving weight.

Fuel system

- The ram air intake is located closer to the front of the bike (where air pressure is higher), contributing to increased air box filling efficiency.
- The new air box has a higher ceiling, allowing air to enter the intake funnels from above for more efficient breathing.
- Air box volume is increased and a new air filter offers a greater effective area.
- Oval intake funnels contribute to air flow efficiency.
- The throttle bodies feature larger 47 mm diameter main throttle valves and correspondingly larger sub-throttle valves for increased power and control.
- An Idle Speed Control (ISC) valve mounted on the throttle body automatically adjusts idle speed. In

addition to helping meet emission requirements this device contributes to easy starting and improved driveability.
- Secondary fuel injectors improve top-end power output and power characteristics in the high-rpm range.
- Under normal operating conditions only the primary injectors operate. Operation of the secondary injector is determined by the degree of throttle opening and engine speed.
- A lightweight fuel pump contributes to weight savings.

Sport-Kawasaki TRaction Control (S-KTRC)

- S-KTRC is a highly sophisticated system based on MotoGP technology. Unlike the KTRC system used on the 1400GTR which was designed to offer rider reassurance when travelling in slippery conditions, S-KTRC is designed to maximise forward motion allowing riding at the edge of traction.

- There are 3 modes available for riders to select according to their preference and skill level. S-KTRC mode selection is on the left handlebar.
- The quickest acceleration requires a certain amount of slip, so, in order to optimise traction, S-KTRC actually allows slip. The ideal slip ratio varies according to conditions. The system looks at a number of parameters including front and rear wheel speeds, engine rpm, throttle position, acceleration, etc.
- S-KTRC confirms conditions every 5 milliseconds and governs the ignition system which allows extremely quick reaction of the system.
- Using complex analysis, the system is able to predict when traction conditions are about to become unfavourable. By acting before slippage exceeds the range for optimal traction, drops in power can be minimised resulting in ultra-smooth performance.
- S-KTRC uses minimal hardware but complex software. Apart from the engine ECU, the system only relies on front and rear wheel speed sensors minimising additional weight.
- A meter on the instrument panel lets the rider know when the system is operating.

Power mode selection

- In addition to full power mode, two additional power modes can be selected (Middle and Low). Middle power is variable while Low mode limits operation by about 40%.
- When in Middle mode with the throttle open less than 50% performance is essentially the same as Low mode. When the throttle is opened further than 50% riders can gain access to the performance range between the Low and Full power curves.
- Power mode selection is on the left handlebar.

Exhaust system

- The exhaust header pipes are made from lightweight titanium alloy and have almost the same diameter and length as the race system.
- A larger volume pre-chamber contains two catalysers and an exhaust device is located at the pre-chamber exit. The pre-chamber enables both high performance and reduced noise, and contributes to mass centralisation.
- The smaller silencer features a straight-pipe design, offering improved performance and contributing to mass centralisation.

TRANSMISSION

- A race style cassette transmission allows the gear ratios to be easily changed to suit track conditions.
- Fine tuned primary and final drive ratios minimise rear end movement (squat / lift) on acceleration / deceleration. This allows a greater choice of suspension settings.
- Closer 4th, 5th and 6th gear ratios complement the ZX-10R's circuit performance.
- Adjustable back-torque limiter "slipper" clutch helps prevent wheel hop when downshifting.

CHASSIS

- The new engine layout, engine position in the frame, new frame and swingarm and front and rear suspension creates a completely new chassis package.
- The improved flex character and increased mass centralisation gives high controllability in all situations.
- Compared to the previous model the new ZX-10R weighs 10kg less (non ABS model).

- Revised geometry contributes to greater feel from the front. With greater weight on the front, it is easier to load the front tyre when on the brakes. Cornering stability is also improved, especially from mid corner to exit where there is reduced tendency to wheelie.
- An adjustable Ohlins steering damper is fitted as standard equipment.

Twin-spar frame

- The new aluminium twin-spar frame traces a more direct line from the head pipe to the swingarm pivot. Frame twist was designed to be as close to the main pipes as possible, which increases rider control.
- The new frame offers increased cornering stability, a high level of feedback and is the greatest factor in the weight reduction.
- The frame is an all-cast construction of only seven pieces. This gave a great deal of design freedom. Wall thickness could be minimised while ensuring the frame had the required strength and rigidity.
- Fewer pieces also means fewer welds for a cleaner appearance.
- The engine hangers for the upper engine mounts are part of the frame contributing to weight savings.
- The swingarm is also an all-cast construction of three pieces with a rigidity balance designed to complement the frame.
- The swingarm length was balanced with power delivery and pivot location to achieve the best forward driving force. A longer swingarm moves less with wheel travel, smoothing the engine.

Aerodynamics / Ergonomics

- All-new body work uses curves rather than edges. Large openings in the fairing aid heat dissipation.

- Line beam headlamps enable the front fairing to be made smaller. The LED position lamp located at the top of the ram air duct helps ensure high visibility.
- The mirrors have the indicators built into them and are connected by couplers, making mirror removal for track days easy.
- The riding position has been fine tuned with the seat height lowered 17 mm, the footpegs moved down 5 mm and forward 2 mm and the handlebar position is maintained with a reduced down angle. The revised position increases rider confidence allowing more aggressive riding.
- A new fuel tank design gives an improved fit with the rider's forearm and inner thigh when cornering.
- Adjustable footpegs can be lowered a further 15 mm for a more relaxed riding position.

Front suspension

- The Big Piston Fork (BPF) is one of the main contributing factors to the great composure under braking.
- Compared to a cartridge type fork of the same size, the BPF features a piston that is almost twice as big. Oil inside the fork acts on a surface area almost four times the size. This allows the damping pressure to be reduced while ensuring damping remains the same. Reducing damping pressure allows the slide pipe to move more smoothly, which is especially noticeable at the initial part of the stroke. The result is greater control as the fork begins to compress, very calm attitude change as the vehicle weight shifts forward when reducing speed, and greater chassis stability on corner entry.
- Because the BPF eliminates many of the internal components used in a cartridge type fork, construction is simplified and weight reduced.
- Compression and rebound damping adjusters are located at the top of each fork tube. Preload adjustment is at the bottom.

Back-link Horizontal Monoshock rear suspension

- The shock unit and linkage are above the swingarm. This locates the suspension far enough from the exhaust so that its operation is not affected by heat.
- This arrangement offers a number of benefits, including increased road holding (especially in the final third of the stroke range), smoother suspension action from initial to mid-stroke (even with hard settings), increased stability and feedback when cornering, and it contributes to mass centralisation.

- Arranging the rear suspension like this allowed the designers freedom to spread out areas of high rigidity in the frame to further tune the chassis and improve chassis balance.
- The rear shock absorber features a piggyback reservoir.
- Adjustable preload, compression (low and high-speed) and rebound damping so you can tune the suspension to your riding style and road conditions.

Front and rear disc brakes

- Dual brake pads (instead of 4 individual pads) are used in the Tokico radial mount calipers.
- While stopping performance is the same as a 4-pad caliper, the dual pads offers superb initial bite characteristics and increased control care of the progressive feel after the initial bite.
- 5.5 mm thick brake discs give efficient heat dissipation. Because the brakes are influenced less by heat, brake feel remains more consistent and responsive during extended heavy use such as during track riding.
- Radial action front master cylinder delivers impressive stopping performance and feel.
- Petal shaped discs are lighter and able to withstand higher temperatures without warping.

Kawasaki Intelligent anti-lock Brake System (KIBS) (ZX1000K only)

- KIBS is a multi-sensing system, using inputs from numerous sources. In addition to the front and rear wheel speed sensors (standard for any ABS system), KIBS also monitors front caliper hydraulic pressure and various information from the engine ECU (throttle position, engine speed, clutch actuation and gear position).
- The high-precision brake pressure control enables the system to avoid reduced brake performance due to excessive pressure drops, allowing the lever feel to be maintained when KIBS is active and ensures ABS pulses feel smooth.
- This high level of control offers a number of sports riding benefits such as rear lift suppression and minimal kickback during operation.
- Supersports models pitch more than most motorcycles, so there is a greater tendency for the rear to lift under hard braking. KIBS counters this by monitoring the front caliper hydraulic pressure and, if necessary, regulating the pressure increase and suppressing the tendency for the rear to lift.
- KIBS also offers increased rear brake control during downshifts by monitoring gear position and clutch actuation.

- KIBS uses the world's smallest and lightest ABS unit and is also the first mass produced motorcycle system where the engine ECU communicates with the ABS system.

Immobiliser system

- ECU controlled key recognition immobiliser system works as soon as the ignition key is removed.
- The fuel injection light flashes to indicate the immobiliser system is active.
- This system has insurance approval in some markets.

DETAIL FEATURES

- The centrepiece of the new instrument panel is the highly visible LED backlit bar graph tachometer - a mass production first. The tachometer also acts as a shift indicator. The LEDs flash when the set rpm is reached. Riders can set the shift indicator rpm to suit their preference.

- The multi-function LCD features standard and race display modes. Switching to race mode alters the display showing gear position more prominently.
- Functions include odometer, dual trip meters, average fuel consumption, instant fuel consumption, power mode (x3), S-KTRC (x4), S-KTRC level indicator, economical riding indicator, coolant temperature, clock, lap timer and lap counter and fuel injection, oil pressure and immobiliser warning lamps.
- Gear position indicator ensures the rider knows exactly what gear they are in.
- A light sensor built into the instrument panel automatically adjusts the LED and LCD brightness.
- Cast 3-spoke wheels reduce unsprung weight.
- A compact battery is both smaller and lighter, weighing less than half that of the previous battery. KIBS models feature a slightly larger battery to cope with the extra electrical load the ABS system requires but it is still significantly lighter.
- The mirror stays with their integrated turn signals are easily removable, making it easy to prepare the machine for track riding.
- The license plate holder is also quickly detachable for track riding.

- The LED rear lamp makes the bike more visible to following drivers.
- The rear indicators are built into the body work.
- The rear inner fender incorporates a rear brake hose guide and helps keep the underside clean.
- Genuine Kawasaki accessories and 72 kW power down kit available.

The 1400GTR incorporates touring features and the latest rider support technology. Delivering both awesome supersport performance and comfortable long-distance touring potential, the GTR stands apart from its rivals.
1400GTR Grand Tourer version is also available in some markets.

- ***Traction control system (KTRC).***
- ***Rider controlled electronic brake system (K-ACT) with ABS.***
- ***Electronic authorisation start system (KIPASS).***
- ***Shaft drive with unique Tetra-lever suspension system.***
- ***Electrically adjustable windscreen.***
- ***Large capacity panniers.***
- ***Tyre pressure monitoring system.***
- ***Grip warmers.***
- ***Economy riding mode and indicator.***

Warranty: 24 months.
Warranty*Plus* available for additional 24 months for private users only. (Not available in all markets).

SPECIFICATIONS: ZG1400CBF

NOTE: Specifications subject to change without notice.

Engine type.	**4-stroke, liquid cooled, in-line 4 with VVT**
Displacement.	**1,352 cm³**
Bore & stroke	**84.0 x 61.0 mm**
Compression ratio.	**10.7:1**
Valve system	**DOHC, 4 valves per cylinder**
Maximum power.	**114 kW (155 PS) / 8,800 r/min (Fr. 78.2 kW / 8,000 r/min)**
Max power + ram air.	**117.6 kW (160 PS) / 8,800 r/min**
Maximum torque.	**136 N·m / 6,200 r/min (Fr. 121 N·m / 4,500 r/min)**
Fuel system.	**EFI with 4 x 40 mm Mikuni throttle bodies**
Starting.	**electric**
Transmission.	**6-speed, shaft drive**
Frame type.	**aluminium monocoque**
Rake / trail.	**26.1° / 112 mm**
Suspension, F.	**43 mm inverted fork**
Suspension, R.	**Uni-Trak with gas charged shock absorber and Tetra-Lever**
Wheel travel, F / R.	**113 mm / 136 mm**
Tyre, F / R.	**120/70 ZR17 / 190/50 ZR17**
Brake, F.	**310 mm discs with radial mount 4-piston calipers**
Brake, R.	**270 mm disc with 2-piston caliper**
L x W x H.	**2,230 x 790 / 1,000 (with sidebags) x 1,345 mm / 1,465 mm (windscreen up)**
Wheelbase.	**1,520 mm**
Seat height.	**815 mm**
Fuel capacity.	**22 L**
Curb mass	**304 / 312 kg (with sidebags)**
Colours	**Metallic Dark Green/Flat Super Black or Ebony/Flat Super Black**

ENGINE

- ZZR1400-based engine tuned for more low-end and mid-range torque.
- The first model in its class with Variable Valve Timing (VVT).
- VVT delivers high torque at low- and medium-rpm with plenty of power at high-rpm.
- The VVT unit is mounted on the intake camshaft and advances or retards the camshaft timing as engine demand changes.
- Gear-driven dual secondary balancers cut vibration, minimising engine wear, noise and rider fatigue.

Fuel system

- Electronic fuel injection feeds the engine exactly the right amount of fuel giving excellent power, fuel economy, driveability and starting.
- Compared to the ZZR1400, the throttle valve diameters are reduced for more linear low- and mid-range throttle response and driveability.
- Because the smaller diameter throttle bodies give increased intake velocity, throttle response is very crisp from low- to high-rpm.
- High atomising injectors are used to maximise combustion efficiency and minimise emissions.
- Dual throttle valves are fitted to significantly improve driveability. The sub throttle valves are controlled by the ECU to provide precise response.
- The ram air induction system takes cooler, high-pressure air from in front of the cowling and pushes it through the air cleaner and into the engine for maximum power output.

Exhaust system

- To minimise emissions, two oxygen sensors and a honeycomb-type catalyser are used.

Economical Riding Indicator and Fuel Economy Assistance Mode

- The economical riding indicator appears on the LCD screen to indicate favourable fuel consumption. Adjusting riding style so that the indicator frequently appears allows riders to maximise their fuel efficiency.
- Fuel economy assistance mode can be turned on or off by the rider. Turning this mode on switches the ECU to a leaner fuel map. Ignition timing and fuel injection are then set for maximum fuel economy.

Kawasaki Traction Control (KTRC)

- KTRC was not designed to help riders go faster, but to provide reassurance by giving a smooth ride on slippery surfaces.
- The system looks for a difference in front and rear wheel speed. When the system detects wheelspin, engine output is controlled to allow the rear wheel to regain grip.
- KTRC governs ignition timing, fuel delivery and sub-throttle airflow delivering fine control resulting in a very natural feeling.

- The system was also designed to give just the right amount of feedback to the rider just prior to engagement and during operation.
- KTRC enables riders to safely negotiate short slippery patches such as drain covers and extended stretches of bad road such as cobblestone, gravel, etc. Wheel spin is also limited when starting on a slippery surface.
- Because slower front wheel speed is interpreted as wheelspin this system prevents wheelies. However, should the rear wheel lock up under engine braking, the system will not engage. The system is not designed to prevent lateral slides - although limiting rear wheel spin may reduce the chance of lateral slides occurring.
- A switch on the handlebar allows the user to switch off the system although it is always on at start-up.

TRANSMISSION

- The 1400GTR comes equipped with a 6-speed transmission. The sixth gear is an overdrive gear that allows engine speed to be reduced when cruising for high comfort and low fuel consumption.
- Hydraulically operated clutch with radial mounted clutch master cylinder gives smooth clutch operation.
- Adjustable back-torque limiter “slipper” clutch helps prevent wheel hop when downshifting.

Shaft drive

- The GTR uses Kawasaki’s Tetra-Lever rear suspension system to almost completely eliminate the up/down movement associated with shaft drives during acceleration and deceleration. This results in a very natural ride feel similar to chain drive with the added benefits of a shaft drive system (see Tetra-Lever rear suspension for more detail).

CHASSIS

- The aluminium monocoque frame is a more advanced version of those used on the Ninja ZX-12R and ZZR1400 models.
- Compared to the ZZR1400 the GTR’s frame has a greater caster angle, moving the front axle 30mm forward for superb straight line stability. The swingarm was also extended, moving the rear axle 30mm back. The result is a front to rear wheel weight bias only marginally different from the ZZR1400.
- Despite the 60mm longer wheelbase the GTR’s sporty cornering performance rivals that of many pure supersport bikes.

Aerodynamics

- Designed in a wind tunnel, the GTR’s cowling and bodywork are highly aerodynamic and are specially shaped to contribute to the bike’s superb high speed stability.

- The side and centre cowlings are designed to minimise the amount of hot air from the engine hitting the rider.
- The wide upper cowl gives excellent wind and weather protection.
- The electrically adjustable screen is tall and is wide at the top allowing air passing over the top of the screen to flow smoothly around the rider’s helmet.
- The wide top portion reduces the amount of air that hits the rider’s shoulders.
- Riders have two ways to adjust the screen. Using the button on the left grip allows stepless adjustability or the rider can use one of the 4 pre-set positions.
- Windscreen slits direct air through fairing vents next to the instrument panel to equalise pressure behind the screen reducing turbulence around the rider’s head.

Inverted 43 mm front fork

- Adjustable preload and rebound damping so you can tune the suspension to your riding style and road conditions.
- Increased oil levels in the front forks offer sharper (lighter-turning) handling.

Tetra-Lever rear suspension

- To ensure that the GTR’s massive torque is transmitted to the tarmac as efficiently as possible, a highly rigid, dual sided, 4-link swingarm is used. Kawasaki calls this the Tetra-Lever. It is designed to off-set the lifting or squatting tendency of shaft drives when the throttle is opened or closed.

- The Tetra-Lever rear suspension is supported at four points on the left and right side and mounts to Kawasaki’s unique Uni-Trak suspension system.
- Power delivery to the rear wheel is smooth and direct and the high rigidity of this design gives excellent rider feedback.

- The parallel link swingarm houses the shaft drive reducing weight.

- The rear suspension has adjustable rebound damping, and preload can be adjusted via a remote hydraulic adjuster.

Front and rear disc brakes

- Like a supersport bike, the GTR's front brake uses a radial pump master cylinder and radial-mount, opposed 4-piston calipers gripping semi-floating front petal discs. Braking performance is simply outstanding.
- Because touring riders tend to rely more heavily on the rear brake, the GTR is fitted with a rear disc 20mm larger than that of the ZZR1400. The brake pedal surface area is also larger for ease of operation. Like the front brakes, a petal disc is used on the rear. It is operated by an opposed 2-piston caliper.

Kawasaki Advanced Coactive-braking Technology (K-ACT) ABS

- K-ACT ABS assists riders to execute controlled, balanced braking. Designed to complement the rider's applied brake force, K-ACT ABS ensures ideal brake force distribution to maximise braking efficiency.
- When the rider applies the front and/or rear brake, brake fluid operates the caliper pistons as in a normal brake system. Pressure sensors at the front and rear detect the amount of force the rider is applying. The brake ECU then calculates the best force to achieve maximum braking efficiency. A motor then increases the pressure to the front and/or rear as necessary.
- K-ACT ABS also incorporates an anti-lock function to help prevent wheels locking during hard braking in a straight line.
- An evolution of the system first seen on the 2009 VN1700 Voyager ABS, this 2nd generation system makes use of a smaller, lighter K-ACT ABS unit and a higher spec ECU capable of more calculations resulting in even smoother operation.
- K-ACT settings on this model are sportier than those used on the VN1700 Voyager ABS.

- Riders can select one of two modes. The standard mode gives a reduced K-ACT effect and rider control is prioritised for sportier riding. The second mode gives an enhanced K-ACT effect, ideal for touring.
- The coactive function is disengaged at speeds below 20 km/h (12 mph) for maximum control in tight turns and the ABS function is disengaged below 6 km/h (4 mph).

DETAIL FEATURES

Kawasaki's Intelligent Proximity Activation Start System (KIPASS)*

- KIPASS* is a master key system that automatically detects a fob carried by the rider and activates the bike's main switch allowing the rider to unlock the steering and start the engine without having to insert a key into the ignition. (* This system uses the encryption algorithm "MISTY" developed by MITSUBISHI ELECTRIC CORPORATION).
- For added security, an immobiliser function is also incorporated into the ignition system.
- The main switch has a removable key knob which is used to operate the filler cap, seat and pannier locks. This knob can only be removed when the fob is in range.
- The fob contains an emergency key to operate the locks in case the key knob is lost or damaged.
- This electronic authorisation start system has insurance approval in some markets.

Tyre Pressure Monitoring System (TPMS)

- To warn riders of any tyre pressure irregularities, tyre pressure sensors are fitted as standard equipment.
- The system allows the rider to monitor tyre pressure while underway. When the tyre pressure falls below a pre-defined limit, a low pressure warning is displayed. The ability to take into account temperature changes and display values recalculated for 20°C helps prevent false warnings when air expands as the tyres warm up.

Ergonomics

- The handlebars give a more relaxed and upright riding position than a pure supersport bike, but a sportier riding position than conventional sports touring bikes.
- The front seat is relatively firm and uses thick cushion material, providing excellent comfort during long-distance tours. The passenger section of the seat is specially shaped and cushioned for comfortable tandem riding.

- The passenger seat is stepped to allow the passenger better forward vision.
- The footpegs are positioned to give a relaxed riding riding posture.
- The passenger footpegs are also designed for less bend at the knees.
- The mirrors are placed higher for improved rear visibility.

Lights

- Bright multi-reflector headlight throws a broad beam of light for confidence-inspiring night riding. Special “light-guiding lenses” at the sides of the headlight make the bike more visible from the side.
- The sporty LED taillight is located high for improved visibility from behind.

- The front turn signals are integrated into the front cowl, while the rear signals are easily visible, even with panniers.

Cockpit

- Analogue speedometer and tacho with black faces which are easy to read.

- Multi-function LCD digital display includes a fuel gauge and trip computer showing consumption and cruising range. It also includes an odometer, twin trip meters, gear position indicator, coolant temperature gauge, tyre pressure and battery voltage readings and a clock.
- The meter functions include outside air temperature, K-ACT mode indicator, Economical Riding Indicator and Fuel Economy Assistance Mode.
- The display can be changed using the mode select button on the left handlebar.
- The meter display can also be adjusted for language and unit settings.
- A CAN (Controller Area Network) interface between the meter and the ECU uses fewer wires while allowing a greater volume of information to be exchanged.
- An all purpose 40W socket makes it easy to use electrical accessories.
- Grip warmers are fitted as standard.

- The temperature control switch is located on the left fairing for easy access.

Luggage and storage

- The left storage area carries 0.9 litres and features an electromagnetic lock that prevents unauthorised entry when the power is off and automatically locks at speeds over 40 km/h.
- Hooks at the front of the fuel tank make fitting a tank bag easier.

- The large-volume panniers are integrally designed to complement the GTR's overall styling package.
- The cases are easily detachable. They easily hold a full-face helmet and are water resistant.
- Maximum capacity for each pannier is 10 kg.
- A lightweight rear carrier (10 kg maximum capacity) is fitted as standard equipment.
- A range of genuine Kawasaki accessories are available. See www.kawasaki.eu for details.

Changes for 2011

- New colours.

1400GTR Grand Tourer (not all markets)

- The 1400GTR Grand Tourer comes equipped with genuine Kawasaki accessory 47 litre top case, interior bags and other items as standard.

The KLX125 is an entry level dual-purpose model with a chassis specially designed to offer light weight and a low seat height for easy handling. Sharp modern styling completes a package that is fun to ride even for highly experienced riders.

- ***Air-cooled, single cylinder engine is simple, reliable and low-maintenance.***
- ***Sophisticated fuel injection just like the systems used on our bigger bikes.***
- ***Electric starter for easy starting.***
- ***Low seat height gives new riders added confidence.***
- ***Small wheels and tyres enhance manoeuvrability.***
- ***Petal disc brakes for superb stopping power.***
- ***Digital display instrument panel.***

Warranty: 24 months.
Warranty*Plus* available for additional 24 months for private users only. (Not available in all markets).

SPECIFICATIONS: KLX125CBF

NOTE: Specifications subject to change without notice.

Engine type.	**4-stroke, air cooled, single cylinder**
Displacement.	**125 cm³**
Bore & stroke	**54.0 x 54.4 mm**
Compression ratio.	**9.5:1**
Valve system	**SOHC, 2 valves**
Maximum power.	**7.6 kW (10.3 PS) / 8,000 r/min**
Maximum torque.	**10.0 N·m / 6,400 r/min**
Fuel system.	**EFI with 20 mm Keihin throttle body**
Starting	**electric**
Transmission.	**5-speed**
Frame type.	**steel semi-double cradle**
Rake / trail.	**27.2° / 101 mm**
Suspension, F.	**33 mm telescopic fork**
Suspension, R.	**Uni-trak with gas-charged shock absorber**
Wheel travel, F / R.	**175 / 180 mm**
Tyre, F / R.	**70/100-19 / 90/100-16**
Brake, F.	**240 mm disc with dual piston caliper**
Brake, R	**190 mm disc with single piston caliper**
L x W x H.	**1,980 x 770 x 1,090 mm**
Wheelbase.	**1,285 mm**
Seat height.	**830 mm**
Fuel capacity.	**7.0 L**
Curb mass	**113 kg**
Colours	**Lime Green**

INTRODUCTION

- Lightweight and compact, with a low seat height, simple and reliable engine and hassle-free electric starting, the KLX125 offers a highly accessible user-friendly package, making it ideal for new riders.
- With all chassis components designed specifically for the 125 cm³ class (rather than borrowed from larger-displacement models), the KLX125 has very well-balanced proportions that add to its sharp appearance.

ENGINE

- Low maintenance air cooled, single cylinder design.

- The compact, fuel injected engine delivers smooth response.
- Electric starter eliminates the need for a kick-starter, simplifying the engine and saving weight.

Fuel system

- Electronic fuel injection feeds the engine exactly the right amount of fuel giving excellent power, fuel economy, driveability and starting.

- The FI system takes inputs from various sensors and other sources to control the fuel injector, fuel pump, ignition coil and idle speed control valve.
- The throttle body is equipped with an idle speed control valve to ensure stable idling when starting from cold, riding at high altitudes, or restarting a hot engine. Engine speed is adjusted automatically, so riders do not need to.

Exhaust system

- A highly efficient split type catalytic converter and oxygen sensor minimise emissions.

TRANSMISSION

- 5-speed transmission offers a gear for every type of situation.
- The five plate clutch uses three different types of friction plates to ensure durability while reducing clutch noise.

CHASSIS

- The steel perimeter frame was custom-built for the 125 cm³ class. Its high rigidity, compact size and light weight offer excellent handling qualities and contribute to easy manoeuvrability.

- The frame was also designed to be easy to grip with the legs, offering superior chassis control to the rider.
- Low seat height combined with the slim chassis makes reaching the ground easy.

Front and rear suspension

- Combined with the highly rigid frame, highly capable suspension ensures excellent handling and feedback. Like all the other chassis components, the front and rear suspension were designed specifically for the 125 cm^3 class.
- 33 mm telescopic fork with 175 mm stroke and Uni-Trak rear suspension is ideal for a dual purpose machine, able to handle both on- and off-road conditions.

Wheels and tyres

- The KLX125 features a 19” front wheel and 16” rear. Selected as the best match for the 125 cm^3 class-specific chassis, small rim and tyre sizes contribute to the compact package and enhance manoeuvrability.

Front and rear disc brakes

- Petal brake discs front and rear provide superb stopping power. In addition to helping reduce unsprung weight, the wave shape of the petal discs helps clean the brake pads for more efficient braking performance.

DETAIL FEATURES

- The KLX125 features sharp, modern looks complemented by ideal proportions.
- Compact 7.0 litre fuel tank contributes to low overall machine weight and minimises weight above the centre of gravity.

- Fully digital instrument panel includes digital speedometer, bar-type tachometer, clock, odometer, trip meter and FI and low fuel warning lamps.
- 35 W headlamp uses a quartz halogen bulb and multi-reflector lens, allowing a compact design.
- Compact taillight and useful tool bag contribute to the stylish appearance of the rear.

Changes for 2011

- New colour and graphics.

KLX125

The D-TRACKER 125 is an entry level Supermoto style model. Its chassis is specially designed to offer light weight and a low seat height for easy handling. Sharp modern styling completes a package that is fun to ride even for highly experienced riders.

- ***Air-cooled, single cylinder engine is simple, reliable and low-maintenance.***
- ***Sophisticated fuel injection just like the systems used on our bigger bikes.***
- ***Electric starter for easy starting.***
- ***Low seat height gives new riders added confidence.***
- ***Inverted front fork and small wheels and tyres enhance manoeuvrability.***
- ***Petal disc brakes for superb stopping power.***
- ***Digital display instrument panel.***

Warranty: 24 months.
Warranty*Plus* available for additional 24 months for private users only. (Not available in all markets).

SPECIFICATIONS: KLX125DBF

NOTE: Specifications subject to change without notice.

Engine type.	**4-stroke, air cooled, single cylinder**
Displacement.	**125 cm³**
Bore & stroke	**54.0 x 54.4 mm**
Compression ratio.	**9.5:1**
Valve system	**SOHC, 2 valves**
Maximum power.	**7.6 kW (10.3 PS) / 8,000 r/min**
Maximum torque.	**10.0 N·m / 6,400 r/min**
Fuel system.	**EFI with 20 mm Keihin throttle body**
Starting	**electric**
Transmission.	**5-speed**
Frame type.	**steel semi-double cradle**
Rake / trail.	**26° / 94 mm**
Suspension, F.	**35 mm inverted fork**
Suspension, R.	**Uni-trak with gas-charged shock absorber**
Wheel travel, F / R.	**150 / 180 mm**
Tyre, F / R.	**100/80-14 / 120/80-14**
Brake, F.	**240 mm disc with dual piston caliper**
Brake, R	**190 mm disc with single piston caliper**
L x W x H.	**1,900 x 770 x 1,060 mm**
Wheelbase.	**1,255 mm**
Seat height.	**805 mm**
Fuel capacity.	**7.0 L**
Curb mass	**114 kg**
Colours	**Ebony**

INTRODUCTION

- Lightweight and compact, with low seat height, simple and reliable engine and hassle-free electric starting, the D-TRACKER 125 offers a highly accessible, package, making it ideal for new riders.
- With all chassis components designed specifically for the 125 cm³ class (rather than borrowed from larger-displacement models), the D-TRACKER 125 has very well-balanced proportions that add to its sharp appearance.

ENGINE

- Low maintenance air cooled, single cylinder design.

- The compact, fuel injected engine delivers smooth response.
- Electric starter eliminates the need for a kick-starter, simplifying the engine and saving weight.

Fuel system

- Electronic fuel injection feeds the engine exactly the right amount of fuel giving excellent power, fuel economy, driveability and starting.

- The FI system takes inputs from various sensors and other sources to control the fuel injector, fuel pump, ignition coil and idle speed control valve.
- The throttle body is equipped with an idle speed control valve to ensure stable idling when starting from cold, riding at high altitudes, or restarting a hot engine. Engine speed is adjusted automatically, so riders do not need to.

Exhaust system

- A highly efficient split type catalytic converter and oxygen sensor minimise emissions.

TRANSMISSION

- 5-speed transmission offers a gear for every type of situation.
- The five plate clutch uses three different types of friction plates to ensure durability while reducing clutch noise.

CHASSIS

- The steel perimeter frame was custom-built for the 125 cm³ class. Its high rigidity, compact size and light weight offer excellent handling qualities and contribute to easy manoeuvrability.
- The frame was also designed to be easy to grip with the legs, offering superior chassis control to the rider.
- Low seat height combined with the slim chassis makes reaching the ground easy.

Front and rear suspension

- The D-TRACKER 125 is equipped with a 35 mm inverted fork. With the spring in the left tube and damping force provided by the right tube, the fork offers both performance and light weight. The fork's settings and 150 mm stroke are ideal for road and Supermoto type use.
- Front fork guards protect the inner tubes and add to the Supermoto look.
- Uni-Trak rear suspension featuring a single gas charged shock absorber is ideal for all conditions.

Wheels and tyres

- The D-TRACKER 125 features 14” wheels front and rear. Selected as the best match for the 125 cm³ class-specific chassis, small rim and tyre sizes contribute to the compact package and enhance manoeuvrability.

Front and rear disc brakes

- Petal brake discs front and rear provide superb stopping power. In addition to helping reduce unsprung weight, the wave shape of the petal discs helps clean the brake pads for more efficient braking performance.

DETAIL FEATURES

- The D-TRACKER features sharp, modern looks complemented by ideal proportions.
- Compact 7.0 litre fuel tank contributes to low overall machine weight and minimises weight above the centre of gravity.

- Fully digital instrument panel includes digital speedometer, bar-type tachometer, clock, odometer, trip meter and FI and low fuel warning lamps.
- 35 W headlamp uses a quartz halogen bulb and multi-reflector lens, allowing a compact design.

- Compact taillight and useful tool bag contribute to the stylish appearance of the rear.

Changes for 2011

- New graphics.

D-TRACKER 125

The KLX250 is fully street legal, but the fun doesn't have to stop there. This lightweight dual-purpose motorcycle is equally at home on or off-road.

- ***Fuel injected, single cylinder, DOHC, liquid cooled engine.***
- ***Chassis based on the KLX300R Enduro racer.***
- ***43 mm inverted front fork with adjustable damping.***
- ***Fully adjustable Uni-Trak rear suspension.***
- ***All-digital instrument console gives at-a-glance information.***
- ***Petal shaped brake discs.***
- ***Compact front lamp and sharp tail lamp design.***
- ***Motocross style graphics.***

Warranty: 24 months.
Warranty*Plus* available for additional 24 months for private users only. (Not available in all markets).

SPECIFICATIONS: KLX250SBF

NOTE: Specifications subject to change without notice.

Engine type.....4-stroke, liquid cooled, single cylinder
Displacement.....249 cm³
Bore & stroke.....72.0 x 61.2 mm
Compression ratio. 11.0:1
Valve system.....DOHC, 4 valves
Maximum power. .....16 kW (22 PS) / 7,500 r/min
Maximum torque. .....20.5 N·m / 7,000 r/min
Fuel system. .....EFI with 34 mm Keihin throttle body
Starting.....electric with automatic compression release (ACR)
Transmission.....6-speed
Frame type.....steel semi double cradle
Rake / trail.....26.5° / 105 mm
Suspension, F.....43 mm inverted fork
Suspension, R. .....Uni-trak with gas-charged shock absorber
Wheel travel, F / R. .....255 / 230 mm
Tyre, F / R. .....3.00-21 51P / 4.60-18 63P
Brake, F. .....250 mm disc with dual piston caliper
Brake, R.....240 mm disc with single piston caliper
L x W x H. .....2,200 x 820 x 1,205 mm
Wheelbase. .....1,430 mm
Seat height.....890 mm
Fuel capacity.....7.7 L
Curb mass.....138 kg
Colours.....Bright White

ENGINE

- The compact, fuel injected engine delivers smooth response in the rpm range most used in daily riding. From mid-range onward, the engine revs quickly and easily.
- The engine is mounted low in the frame contributing to a low centre of gravity.
- Gear driven balancer cuts vibration, minimising engine wear, noise and rider fatigue.
- Dual high capacity radiators like those used on our KX motocross bikes deliver superior cooling efficiency.

Fuel system

- Electronic fuel injection feeds the engine exactly the right amount of fuel giving excellent power, fuel economy, driveability and starting.
- A high atomising injector is used to maximise combustion efficiency and minimise emissions.

Exhaust system

- The KLX250 features a stainless steel exhaust with honeycomb catalyser.

TRANSMISSION

- The 6-speed transmission has ratios specially selected for dual purpose use.

CHASSIS

- High-tensile steel alloy frame is constructed of box and tubular sections creating a slim, lightweight package.
- The rake angle and short wheelbase contribute to quick handling while the high rigidity of the frame ensures straight line stability.
- The lightweight, highly rigid D-section swingarm helps keep unsprung weight low.

Front suspension

- Inverted 43 mm front fork comes with 16-way compression damping adjustment so you can tune the suspension to your riding style and conditions.

Rear suspension

- Uni-Trak rear suspension with gas-charged shock with remote reservoir has 16-way compression and rebound damping and fully adjustable preload.

Front and rear disc brakes

- Petal shaped brake discs offer impressive stopping performance.
- Petal shaped discs are lighter and able to withstand higher temperatures without warping.

DETAIL FEATURES

- The front cowl with the two-bulb headlamp and motocross style front and rear fenders and radiator shrouds give the KLX250 an aggressive image.
- Sharp tail lamp design offers high visibility to following drivers and further contributes to the aggressive image.
- Slim, upright riding position helps the rider stay relaxed and makes the bike easier to control.
- Footpegs are positioned close to the bike's centreline for a slim riding position.
- All-digital instrument console gives at-a-glance information. Features include a digital bar-graph tachometer, digital speedometer, clock, and dual trip meters. The fuel-injection lamp also doubles as a low-fuel warning lamp.
- Chain adjusters like those used on our KX motocross bikes allow precise adjustment of the drive chain to minimise drivetrain power loss.

Changes for 2011

- New colour and graphics.

Highly acclaimed for its versatility and a riding character best understood by riding it, the Versys features engine characteristics, chassis balance and suspension settings all selected to maximise rider enjoyment on the street. Versys City and Versys Tourer versions are also available in some markets.

- ***Sharp styling and image.***
- ***Engine mount and footpeg design reduce vibration transmitted to the rider and passenger.***
- ***Slim upright riding position and long travel suspension for highly agile handling.***
- ***3-way adjustable windshield.***
- ***Under engine muffler lowers centre of gravity and increases passenger comfort.***
- ***Wide range of genuine Kawasaki accessories.***
- ***25 kW power down kit available.***

Warranty: 24 months.
Warranty*Plus* available for additional 24 months for private users only. (Not available in all markets).

SPECIFICATIONS: KLE650CBF / DBF

NOTE: Specifications subject to change without notice.

Engine type.....4-stroke, liquid cooled, parallel twin
Displacement.....649 cm³
Bore & stroke.....83.0 x 60.0 mm
Compression ratio. 10.6:1
Valve system.....DOHC, 4 valves per cylinder
Maximum power. .....47 kW (64 PS) / 8,000 r/min
Maximum torque. .....61 N·m / 6,800 r/min
Fuel system. .....EFI with 2 x 38 mm Keihin throttle bodies
Starting.....electric
Transmission. 6-speed
Frame type. .....steel tubular diamond
Rake / trail. .....25° / 108 mm
Suspension, F. .....41 mm inverted fork
Suspension, R. .....Swingarm with single gas charged shock absorber
Wheel travel, F / R. .....150 / 145 mm
Tyre, F / R. .....120/70 ZR17 / 160/60 ZR17
Brake, F. .....300 mm discs with dual piston calipers
Brake, R.....220 mm disc with single piston caliper
L x W x H. .....2,125 x 840 x 1,330 mm
Wheelbase. .....1,415 mm
Seat height. .....845 mm
Fuel capacity. .....19 L
Curb mass.....KLE650CBF 206 kg / KLE650DBF 209 kg
Colours.....Metallic Imperial Red or Metallic Spark Black

ENGINE

- Rubber upper-rear engine mounts reduce vibration transmitted to the rider.
- Performance and feel were optimised for the mid-range (3,000-6,000 r/min). However, in the low-rpm range (below 3,000 r/min), power delivery is very smooth, and even above 6,000 r/min the power and torque curves continue on without dropping off suddenly.
- The above settings result in a performance that favours speeds most used in everyday riding (80-120 km/h).
- Cooling passageways in the engine reduce the amount of external cooling hoses giving the engine a clean, uncluttered appearance.

Fuel system

- Electronic fuel injection feeds the engine exactly the right amount of fuel giving excellent power, fuel economy, driveability and starting.
- The fuel injection settings were selected primarily to deliver a strong, powerful feeling when the throttle is opened.
- The 19 litre fuel tank combined with excellent fuel economy offers an ample touring range.

Exhaust system

- Under-engine exhaust muffler aids mass centralisation.

- The under-engine muffler allows for a slimmer pillion seating position and a more natural pillion footpeg position. It also helps keep heat away from the rider and passenger.
- Curved S-shaped header pipes with a balance tube help tune the exhaust system for smooth power and torque curves.
- To minimise emissions a honeycomb type catalyser is used.

TRANSMISSION

- Cassette type transmission helps keep the engine compact.
- Transmission ratios selected for ideal urban riding performance.

CHASSIS

- High-tensile steel alloy frame is constructed of large diameter, thin-walled tubing for strength and rigidity.
- Chassis dimensions provide a balance of flickability and high speed handling.
- Pillion footpeg stays and the reinforced sub-frame were designed to accommodate the accessory panniers and top case. The sub-frame's additional

strength contributes to increased stability when carrying luggage or a passenger.
- While the Versys was not designed for off-road use, both the front fork and rear shock combine long travel with stiff springs. This gives the benefits of both off-road style and sport bike suspension, offering excellent road-holding in a wide range of street riding conditions and superb feedback for aggressive sport riding.
- The long stroke of the front fork and rear shock allow experienced riders to actively control the bike's front-rear weight balance. Purposely increasing braking force to compress the front suspension before a corner reduces the rake, resulting in quicker steering. Alternatively, the rider can opt to brake less aggressively, maintaining the bike's attitude for smooth, stable turn-in.
- 17" wheels front and back contribute to quick, sporty handling and accommodate a wide variety of sport tyres.

Front suspension

- In addition to being tapered, the outer tubes of the front fork are relatively short (even at full compression a large portion of the inner tube remains visible) to provide the ideal stiffness balance to complement the chassis settings.
- Delivers a supple ride and gives excellent feedback across the speed range.
- Adjustable preload and rebound damping so you can tune the suspension to your riding style.

Rear suspension

- Direct action offset rear shock absorber with preload and rebound damping adjustment delivers a smooth and supple ride.

- The high grade Showa rear shock unit uses a free piston and 2-stage damping valves to ensure smooth action at the initial part of the compression stroke and firmer damping near full compression, giving a more planted feel.
- Lightweight gull-type swingarm accommodates the long rear-wheel travel while reducing unsprung weight.

Front and rear disc brakes

- Dual 300 mm front petal discs with dual piston calipers and a rear 220 mm petal disc with single piston caliper ensure excellent stopping power and feel.
- Petal shaped discs are lighter and able to withstand higher temperatures without warping.

Anti-lock Brake System (ABS) Version (KLE650DBF)

- A Bosch system is equipped on ABS versions to prevent wheel lock up during heavy braking.

DETAIL FEATURES

- The front cowl (including instrument panel and headlight unit) is mounted directly to the frame, minimising its effect on handling.
- A slim, upright riding position with wide handlebars offers both a naturally relaxed riding posture and great controllability, and allows riders to experiment with a number of riding styles. The clear, unobstructed view afforded by the tall seat height and upright riding position make it easy to see and avoid potential problems on the road ahead.
- Complementing the wide handlebar, the footpegs are positioned low and slightly forward of the seat.
- Footpegs with hollow rubber covers help reduce unwanted vibration.
- Slim front turn signals are positioned high to help make the bike more visible.
- Diamond-shaped mirrors offer a clear, blur-free view.

- LED tail light featuring a transparent red lens is compact, lightweight and helps give the tail a clean, tidy look.
- The short style fuel tank positions the rider closer to the handlebar for increased control.

- The instrument panel features white LED backlighting for increased visibility at night. Features include a digital speedometer, analogue-style tachometer, digital fuel gauge, odometer, dual trip meter, clock and LED indicator lamps.

- The adjustable windshield has three different settings (raised, standard and tilted forward), allowing riders to tailor its position to suit their preferences.
- The turn signal switch gear incorporates a hazard warning light switch.
- Each part of the two-piece seat was designed with different thickness and firmness of urethane, optimising comfort for both rider and passenger.
- The pillion position was also designed to offer a natural seating position. Grab bars are easy to hold and positioned to give freedom of movement.
- Designed for passenger comfort even when panniers are attached.
- Rubber coated passenger footpegs add to the improved level of comfort.
- Hooks on the underside of the tail cowl provide additional tie-down points for securing luggage.

Changes for 2011

- New colours.

Versys City (not all markets)

- The Versys City comes with genuine Kawasaki accessory hand guards, high screen, tank pad and 30 litre top case as standard.

Versys Tourer (not all markets)

- The Versys Tourer comes with genuine Kawasaki accessory hand guards, vario screen, tank pad and 35 litre panniers as standard.

Versys & Versys ABS

Versys & Versys ABS

VN900 Classic

KEY FEATURES

Full size cruiser in a middleweight package has comfortable ergonomics and is easy to manoeuvre. Ultra-low stepped seat inspires confidence and provides comfortable two-up cruising.
VN900 Light Tourer version is also available in some markets.

- ***Electronic fuel injection feeds the engine exactly the right amount of fuel.***
- ***Triangulated, steel swingarm looks like a "hard tail".***
- ***A gear driven balancer and rubber engine mounts reduce vibration.***
- ***Rider footboards and heel-toe gear shifter add to the big cruiser image.***
- ***Belt drive is reliable, quiet and low-maintenance.***
- ***Genuine Kawasaki accessories and 25 kW power down kit available.***

Warranty: 24 months.
Warranty*Plus* available for additional 24 months for private users only. (Not available in all markets).

SPECIFICATIONS: VN900BBF

NOTE: Specifications subject to change without notice.

Engine type.....4-stroke, liquid cooled, V-twin
Displacement.....903 cm³
Bore & stroke.....88.0 x 74.2 mm
Compression ratio. 9.5:1
Valve system.....SOHC, 4 valves per cylinder
Maximum power. .....37 kW (50 PS) / 5,700 r/min
Maximum torque. .....78 N·m / 3,700 r/min
Fuel system. .....EFI with 2 x 34 mm Denso throttle bodies
Starting.....electric
Transmission. .....5-speed, belt drive
Frame type. .....steel double cradle
Rake / trail. .....32° / 160 mm
Suspension, F. .....41 mm fork
Suspension, R. .....Uni-Trak with gas-charged shock absorber
Wheel travel, F / R. .....150 / 103 mm
Tyre, F / R. .....130/90 16 / 180/70 15
Brake, F. .....300 mm disc with dual piston caliper
Brake, R.....270 mm disc with dual piston caliper
L x W x H. .....2,465 x 1,005 x 1,065 mm
Wheelbase. .....1,645 mm
Seat height. .....680 mm
Fuel capacity. .....20 L
Curb mass.....282 kg
Colours.....Ebony

ENGINE

- Deep fins on the cylinder and cylinder head and curved chrome engine covers are designed to make the engine look big and give the machine a high quality appearance. The edges of the fins have been treated with a special coating to catch the light and add to the appearance.

- The combustion chamber and intake and exhaust ports use the same design as the VN2000.
- Long, curved intake tracts narrow as they reach the combustion chamber resulting in improved torque and low-rpm response.
- Lightweight nut-less connecting rods, like those on the VN2000, contribute to low vibration levels.
- Silent cam chains with concealed automatic tensioner for reduced noise and maintenance.
- Tensioner is concealed to preserve the engine's clean look.
- Finned cylinders and heads combine with liquid cooling to provide exceptional thermal control.

Fuel system

- Airflow is controlled by two x 34 mm throttle bodies.
- High atomising injectors are used to maximise combustion efficiency and minimise emissions.

Exhaust system

- Dual slash cut mufflers add to the styling.

- Honeycomb type catalysers are located in the mufflers and help the VN900 meet stringent EURO-III regulations.

TRANSMISSION

- 5-speeds provide a gear for every situation, from short city streets to cruising down the open road.

CHASSIS

Double cradle high tensile steel frame

- The frame is finished in matt black to highlight the engine.

Front suspension

- 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.

Front and rear disc brakes

- Single 300 mm front disc with a dual piston caliper and a rear 270 mm disc with a dual piston caliper ensure excellent stopping power and feel.

DETAIL FEATURES

- The large 20 litre fuel tank tapers elegantly at the rear.

- Tank mounted speedometer includes warning lamps.
- The compact instrument panel design complements the bike's clean look.
- A combination of wide handlebars and an ideal relationship between the bars, seat and footboards result in a comfortable riding position.

- Tapered rear fender is designed to show off the large rear tyre.
- Ergonomically designed front bucket seat and a 'cushy' pillion pad make two-up cruising a pleasure.

Changes for 2011

- New colour.
- Special edition colour scheme featuring white wall tyres and special graphics also available (VN900BBFA).

VN900 Light Tourer (not all markets)

- The VN900 Light Tourer includes genuine Kawasaki accessory standard screen and leather panniers as standard.
- Two VN900 Light Tourer kits are available. One kit includes windshield, passenger backrest, 15 litre saddlebags and lightbar. The second kit includes windshield, windshield lowers, windshield emblem and 15 litre saddlebags. Contact Kawasaki for details.

VN900 Classic

VN900 Custom

KEY FEATURES

The gap between factory and custom bike narrows even further in the VN900 Custom. Hard-core styling and a new colour scheme combined with real-world riding ability shows that form can follow function.

- ***Class leading acceleration, light, sporty handling and cruising stability.***
- ***Electronic fuel injection feeds the engine exactly the right amount of fuel.***
- ***Triangulated steel swingarm looks like a "hard tail".***
- ***A gear driven balancer and rubber engine mounts reduce vibration.***
- ***Unique 21" cast front wheel and solid disc rear wheel.***
- ***Belt drive is reliable, quiet and low-maintenance.***
- ***Genuine Kawasaki accessories and 25 kW power down kit available.***

Warranty: 24 months.
Warranty*Plus* available for additional 24 months for private users only. (Not available in all markets).

SPECIFICATIONS: VN900CBF

NOTE: Specifications subject to change without notice.

Engine type.	**4-stroke, liquid cooled, V-twin**
Displacement.	**903 cm³**
Bore & stroke	**88.0 x 74.2 mm**
Compression ratio.	**9.5:1**
Valve system	**SOHC, 4 valves per cylinder**
Maximum power.	**37 kW (50 PS) / 5,700 r/min**
Maximum torque.	**78 N·m / 3,700 r/min**
Fuel system.	**EFI with 2 x 34 mm Denso throttle bodies**
Starting	**electric**
Transmission.	**5-speed, belt drive**
Frame type.	**steel double cradle**
Rake / trail.	**33° / 182 mm**
Suspension, F.	**41 mm fork**
Suspension, R.	**Uni-Trak with gas-charged shock absorber**
Wheel travel, F / R.	**150 / 103 mm**
Tyre, F / R.	**80/90 21 / 180/70 15**
Brake, F.	**300 mm disc with dual piston caliper**
Brake, R	**270 mm disc with dual piston caliper**
L x W x H.	**2,405 x 895 x 1,120 mm**
Wheelbase.	**1,645 mm**
Seat height.	**685 mm**
Fuel capacity.	**20 L**
Curb mass	**278 kg**
Colours	**Flat Ebony**

ENGINE

- Deep fins on the cylinder and cylinder head and curved engine covers are designed to make the engine look big and give the machine a high quality appearance. The edges of the fins have been treated with a special coating to catch the light and add to the appearance.

- The finned cylinders and heads combine with liquid cooling to provide exceptional thermal control.

Exhaust system

- Dual slash-cut mufflers with honeycomb catalysers.

TRANSMISSION

- The shift lever is a standard up-down type rather than the heel-toe shifter used on the Classic.

CHASSIS

Double cradle high tensile steel frame

- The frame is finished in matt black to highlight the engine.
- The 900 Custom's long wheelbase makes it extremely stable on the highway.
- The fork offset and rake geometry were set such that the bike does not self-steer. The result is light, low-effort handling at low speeds.
- The low seat combined with a frame that is slim beneath the seat makes it easy to reach the ground with both feet when stopped.

Front suspension

- 33° rake angle for excellent straight line stability.
- To enhance the lightweight look of the front end there is no central fork cover, headlamp bar or front fork covers.

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.

DETAIL FEATURES

- 21" cast front wheel gives the VN900 Custom a classic cruiser stance.

- Tapered and flanged in two directions, every line and surface of the 3D spokes is exquisitely curved.
- To accentuate the lightweight image of the front end, the rear was designed to be low and solid looking.
- The 15” cast rear wheel was chosen to contrast the “light,” tall front wheel. Its solid disc design helps give the rear a “squatting” appearance.

- The relatively straight cut of the bottom of the rear fender complements the lines of the bike and opens up space to show off more of the rear tyre.
- The sporty, straight-style handlebar adds to the bike’s custom styling.
- The small, minimalist front fender also contributes to the clean lines in this area.

- The tank-mounted instrument console is slim and lightweight, contributing to the bike’s elegant lines.
- Designed with custom-style looks in mind, the one-piece seat comfortably accommodates rider and pillion.
- Using footpegs instead of floorboards adds to the custom image.

Changes for 2011

- New colour scheme features flat black paint work with red trim.
- The exhaust colour is changed from chrome to black.
- Black wheels with red bands on the rim edge.

VN900 Custom

VN1700 Classic ABS

Whether looking to ride around town or to escape the city for the day, the VN1700 Classic offers a great V-twin pulse, effortless handling and timeless looks.
VN1700 Light Tourer version is also available in some markets.

- ***1,700 cm³ V-twin engine delivers superior passing performance.***
- ***Electronic throttle valve system.***
- ***6-speed transmission includes an overdrive gear.***
- ***K-ACT rider controlled electronic brake system with ABS.***
- ***Compact chassis designed to reduce weight for lighter handling.***
- ***Belt drive.***
- ***LED taillight.***

Warranty: 24 months.
Warranty*Plus* available for additional 24 months for private users only. (Not available in all markets).

SPECIFICATIONS: VN1700FBF

NOTE: Specifications subject to change without notice.

Engine type.....4-stroke, liquid cooled, V-twin
Displacement.....1,700 cm³
Bore & stroke.....102.0 x 104.0 mm
Compression ratio. 9.5:1
Valve system.....SOHC, 4 valves per cylinder
Maximum power. .....55 kW (74 PS) / 5,000 r/min
Maximum torque. .....135 N·m / 2,750 r/min
Fuel system. .....EFI with dual 42 mm Mikuni throttle body
Starting.....electric
Transmission. .....6-speed, belt drive
Frame type. .....steel double cradle
Rake / trail. .....30° / 169 mm
Suspension, F. .....43 mm fork
Suspension, R. .....swingarm with dual air assisted shock absorbers
Wheel travel, F / R. .....140 / 80 mm
Tyre, F / R. .....130/90B-16 / 170/70B-16
Brake, F. .....300 mm discs with dual piston calipers
Brake, R.....300 mm disc with dual piston caliper
L x W x H. .....2,500 x 1,025 x 1,155 mm
Wheelbase. .....1,665 mm
Seat height. .....720 mm
Fuel capacity. .....20 L
Curb mass.....349 kg
Colours.....Ebony

INTRODUCTION

- The VN1700 Classic features a powerful 1,700 cm³ engine, electronic throttle-valve system and 6-speed transmission with overdrive.
- The VN1700 Classic also features K-ACT (Kawasaki Advanced Coactive-braking Technology) ABS. This system complements the rider's brake control with supplementary brake force enhancement and anti-lock brakes for confident, highly effective braking in all situations.

ENGINE

- 1,700 cm³ long-stroke, liquid cooled V-Twin engine is designed to deliver high levels of torque for superior passing performance.

- Both pistons are connected to a single crank pin. Primary balance is taken care of by two counter balance shafts.
- Small diameter iridium spark plugs reach deep into the combustion chamber for high efficiency.
- Using a semi-dry sump enabled the engine's long-stroke design without increasing its height.
- Engine tuning offers superior acceleration in the 80-113 km/h (50-70 mph) range. Even in overdrive, the engine pulls strongly in this speed range, facilitating overtaking at highway speeds.
- Large capacity air boxes are located on either side of the engine.

Fuel system

- Kawasaki's fully electronic throttle actuation system enables the ECU to control the volume of both the fuel (via fuel injectors) and the air (via throttle valves) delivered to the engine. Ideal fuel injection and throttle position results in smooth, natural response.

Exhaust

- Dual slash cut mufflers add to the styling.

TRANSMISSION

- 6th gear is an overdrive gear, contributing to stress free riding and better fuel economy when cruising at highway speeds.

- Belt drive is quieter and requires less maintenance than a chain and is lighter than a shaft drive.

CHASSIS

Double cradle high tensile steel frame

- Designed from the start to be as light and slim as possible, the frame minimises the number of forged parts.
- The VN1700 has a shorter wheelbase than previous Kawasaki cruisers. The compact design contributes to light handling.
- A short distance between the seat and frame head pipe facilitates handling at low speeds, especially when executing U-turns.

Rear suspension

- Dual adjustable rear air shock absorbers ensure a comfortable ride.

- The chrome covers contribute to the luxurious finish of the rear of the bike.

Kawasaki Advanced Coactive-braking Technology (K-ACT) ABS

- K-ACT ABS assists riders to execute controlled, balanced braking. Designed to complement the rider's applied brake force, K-ACT ABS ensures ideal brake force distribution to maximise braking efficiency.
- When the rider applies the front and/or rear brake, brake fluid operates the caliper pistons as in a normal brake system. Pressure sensors (one for the front brake and one for the rear) detect the amount of force the rider is applying. The brake ECU then calculates the best force to achieve maximum braking efficiency. A motor then increases the pressure to the front and/or rear as necessary.
- K-ACT ABS also incorporates an anti-lock function to help prevent wheels locking during hard braking in a straight line.

- The coactive function is disengaged at speeds below 20 km/h (12 mph) for maximum control in tight turns and the ABS function is disengaged below 6 km/h (4 mph).

DETAIL FEATURES

- The elegantly shaped fuel tank tapers at the rear, contributing to the VN1700's flowing lines.
- Ignition switch allows on-position key removal, preventing key bunches from damaging the chrome finish around this area while the bike is in use.

- Multi-function LCD displays on the tank mounted instrument cluster are controlled by switches on the right handlebar. Features include a gear position indicator, fuel gauge, clock, odometer, dual trip meters, remaining range and average fuel consumption.

- Sculptured seat and upright riding position ensures riding comfort.
- Low seat height and shape make it easy to reach the ground.

- The Classic style headlamp enhances the timeless lines of the bike.

- LED tail lamp on the rear fender ensures high visibility and contributes to the appearance.

Changes for 2011

- The drive belt width is reduced from 28 mm to 26 mm.
- The wheels and ABS rotors are now the same design as the VN1700 Voyager ABS.
- The first gear ratio is revised for smoother shifting into second.
- Taller teeth on third and fourth gears reduce gear noise.

VN1700 Light Tourer (not all markets)

- The VN1700 Light Tourer is equipped with genuine Kawasaki accessory windscreen and 15 litre leather panniers as standard.

VN1700 Classic Tourer ABS

KEY FEATURES

Large windshield, hard panniers, passenger floorboards and luxury backrest enable comfortable two-up touring. Complete with K-ACT ABS and cruise control the VN1700 Classic Tourer is ideal for cruising or touring with or without a passenger.

- ***1,700 cm³ V-twin engine delivers superior passing performance.***
- ***Electronic throttle valve system with cruise control.***
- ***6-speed transmission includes an overdrive gear.***
- ***K-ACT rider controlled electronic brake system with ABS.***
- ***Compact chassis designed to reduce weight for lighter handling.***
- ***Touring windshield and wind deflectors.***
- ***Lockable panniers.***
- ***High comfort seat with passenger backrest.***

Warranty: 24 months.
Warranty*Plus* available for additional 24 months for private users only. (Not available in all markets).

SPECIFICATIONS: VN1700DBF

NOTE: Specifications subject to change without notice.

Engine type.....4-stroke, liquid cooled, V-twin
Displacement.....1,700 cm³
Bore & stroke.....102.0 x 104.0 mm
Compression ratio. 9.5:1
Valve system.....SOHC, 4 valves per cylinder
Maximum power. .....54 kW (73 PS) / 5,000 r/min
Maximum torque. .....136 N·m / 2,750 r/min
Fuel system. .....EFI with dual 42 mm Mikuni throttle body
Starting.....electric
Transmission.....6-speed, belt drive
Frame type.....steel double cradle
Rake / trail.....30° / 169 mm
Suspension, F.....43 mm fork
Suspension, R. .....swingarm with dual air assisted shock absorbers
Wheel travel, F / R. .....140 / 80 mm
Tyre, F / R. .....130/90B-16 / 170/70B-16
Brake, F. .....300 mm discs with dual piston calipers
Brake, R.....300 mm disc with dual piston caliper
L x W x H. .....2,500 x 1,025 x 1,465 mm
Wheelbase. .....1,665 mm
Seat height.....730 mm
Fuel capacity.....20 L
Curb mass.....382 kg
Colours.....Ebony/Metallic Moondust Gray

INTRODUCTION

- The VN1700 Classic Tourer features a powerful 1,700 cm³ engine, electronic throttle-valve system and 6-speed transmission with overdrive.
- Touring features include a large windshield, cruise control, hard panniers, rider and passenger floorboards and luxury backrest for comfortable two-up touring.
- The VN1700 Classic Tourer also features K-ACT (Kawasaki Advanced Coactive-braking Technology) ABS. This system complements the rider's brake control with supplementary brake force enhancement and anti-lock brakes for confident, highly effective braking in all situations.

ENGINE

- The 1,700 cm³ long-stroke, liquid cooled V-Twin engine is designed to deliver high levels of torque for superior passing performance.

- Both pistons are connected to a single crank pin. Primary balance is taken care of by two counter balance shafts.
- Small diameter iridium spark plugs reach deep into the combustion chamber for high efficiency.
- Using a semi-dry sump enabled the engine's long-stroke design without increasing its height.
- Engine tuning offers superior acceleration in the 80-113 km/h (50-70 mph) range. Even in overdrive, the engine pulls strongly in this speed range, facilitating overtaking at highway speeds.
- Large capacity air boxes are located on either side of the engine.

Fuel system

- Kawasaki's fully electronic throttle actuation system enables the ECU to control the volume of both the fuel (via fuel injectors) and the air (via throttle valves) delivered to the engine. Ideal fuel injection and throttle position results in smooth, natural response.
- The simple system makes it easy to incorporate other systems, like cruise control.

Cruise control

- The cruise control system is operated from the right handlebar switchgear.
- Cruise control can be activated between 47 km/h (30 mph) and 137 km/h (85 mph) in 3rd gear or above.
- Once set, fine adjustment is available on the right hand switchgear.
- Operating the front brake, clutch or rear brake causes the cruise control to disengage. Closing the throttle beyond the "zero-throttle" position is another instinctive way to disengage the cruise control.

TRANSMISSION

- 6th gear is an overdrive gear, contributing to stress free riding and better fuel economy when cruising at highway speeds.
- Belt drive is quieter and requires less maintenance than a chain and is lighter than a shaft drive.
- The clutch features six damping springs for progressive damping that contributes to a smoother feeling when getting back on the throttle.

CHASSIS

Double cradle high tensile steel frame

- Designed from the start to be as light and slim as possible, the frame minimises the number of forged parts.
- The VN1700 has a shorter wheelbase than previous Kawasaki cruisers. The compact design contributes to light handling.
- A short distance between the seat and frame head pipe facilitates handling at low speeds, especially when executing U-turns.

Rear suspension

- Dual adjustable rear air shock absorbers ensure a comfortable ride.

Kawasaki Advanced Coactive-braking Technology (K-ACT) ABS

- K-ACT ABS assists riders to execute controlled, balanced braking. Designed to complement the rider's applied brake force, K-ACT ABS ensures ideal brake force distribution to maximise braking efficiency.
- When the rider applies the front and/or rear brake, brake fluid operates the caliper pistons as in a normal brake system. Pressure sensors (one for the front brake and one for the rear) detect the amount of force the rider is applying. The brake ECU then calculates the best force to achieve maximum braking efficiency. A motor then increases the pressure to the front and/or rear as necessary.
- K-ACT ABS also incorporates an anti-lock function to help prevent wheels locking during hard braking in a straight line.

- The coactive function is disengaged at speeds below 20 km/h (12 mph) for maximum control in tight turns and the ABS function is disengaged below 6 km/h (4 mph).

DETAIL FEATURES

- A large adjustable handlebar mounted windshield protects the rider and passenger from the elements.
- A sub-windshield and deflectors increase wind protection performance.
- The sub-windshield covers the area between the windshield and headlamp when the main windshield is raised.

- The fork mounted deflectors help direct air away from the rider's legs.

- Top opening panniers are sealed and lockable, with a volume of 38 litres each.

- Sculptured seat with passenger backrest and integrated grab bars, upright riding position and rider and passenger footboards ensures long distance comfort.
- 20 litre fuel tank offers a substantial touring range.
- Ignition switch allows on-position key removal, preventing key bunches from damaging the chrome finish around this area while the bike is in use.

- Multi-function LCD displays on the tank mounted instrument cluster are controlled by switches on the right handlebar. Features include a gear position indicator, fuel gauge, clock, odometer, dual trip meters, remaining range and average fuel consumption.
- LED tail lamp on the rear fender ensures high visibility and contributes to the appearance.
- Front and rear guards help protect the bike in the event of a stationary fall.

- Convenient helmet locks located on the left and right-side pannier guards.

Changes for 2011

- The drive belt width is reduced from 28 mm to 26 mm.
- The first gear ratio is revised for smoother shifting into second.
- Taller teeth on third and fourth gears reduce gear noise.
- The mufflers now feature tapered ends to reduce noise levels.
- New colour.

VN1700 Voyager ABS

Featuring a frame-mounted front fairing, large storage capacity, and a powerful V-Twin engine with cruise control, Kawasaki's VN1700 Voyager is a full dress tourer that offers everything needed for long-distance touring with or without a passenger.

- ***Full touring cowling, windshield, and leg shields.***
- ***Lockable panniers, trunk and storage compartments.***
- ***High comfort seat with passenger backrest and wrap around arms.***
- ***6-speed transmission includes an overdrive gear.***
- ***K-ACT rider controlled electronic brake system with ABS.***
- ***Audio entertainment system with iPod compatibility.***
- ***Meter, audio and cruise control functions are controlled from the handlebars.***

Warranty: 24 months.
Warranty*Plus* available for additional 24 months for private users only. (Not available in all markets).

SPECIFICATIONS: VN1700BBF

NOTE: Specifications subject to change without notice.

Engine type.....4-stroke, liquid cooled, V-twin
Displacement.....1,700 cm³
Bore & stroke.....102.0 x 104.0 mm
Compression ratio. 9.5:1
Valve system.....SOHC, 4 valves per cylinder
Maximum power. .....54 kW (73 PS) / 5,000 r/min
Maximum torque. .....136 N·m / 2,750 r/min
Fuel system. .....EFI with dual 42 mm Mikuni throttle body
Starting.....electric
Transmission. .....6-speed, belt drive
Frame type. .....steel double cradle
Rake / trail. .....30° / 177 mm
Suspension, F. .....45 mm fork
Suspension, R. .....swingarm with dual air assisted shock absorbers
Wheel travel, F / R. .....140 / 80 mm
Tyre, F / R. .....130/90-B16 / 170/70-B16
Brake, F. .....300 mm discs with 4-piston calipers
Brake, R.....300 mm disc with dual piston caliper
L x W x H. .....2,560 x 995 x 1,550 mm
Wheelbase. .....1,665 mm
Seat height. .....730 mm
Fuel capacity. .....20 L
Curb mass.....406 kg
Colours.....Ebony/Pearl Meteor Gray

INTRODUCTION

- The Voyager is equipped with a large front cowling and windshield, as well as leg shields for superior protection from wind and the elements. Ample storage care of a top mounted trunk, hard panniers and dual glove boxes ensures all the touring necessities, and even a few luxuries, can be accommodated.
- Essential touring features like cruise control and a 6-speed transmission with an overdrive gear are joined by Kawasaki's latest innovative technology. K-ACT (Kawasaki Advanced Coactive-braking Technology) ABS complements the rider's brake control with supplementary brake force enhancement for confident, highly effective braking in all situations.
- Other features include ETV (Electronic Throttle Valve) system which offers smooth, natural engine response and easy starting in all conditions. Cruise control and multi-function instrumentation complete with an audio system compatible with iPod and other systems are also standard equipment.

ENGINE

- The 1,700 cm³ long-stroke, liquid cooled V-Twin engine is designed to deliver high levels of torque for superior passing performance.
- Engine tuning offers superior acceleration in the 80-113 km/h (50-70 mph) range. Even in overdrive, the engine pulls strongly in this speed range, facilitating overtaking at highway speeds.
- Both pistons are connected to a single crank pin. Primary balance is taken care of by two counter balance shafts.
- Small diameter iridium spark plugs reach deep into the combustion chamber for high efficiency.
- Using a semi-dry sump enabled the engine's long-stroke design without increasing its height.

- Large capacity air boxes are located on either side of the engine.

Fuel system

- Kawasaki's fully electronic throttle actuation system enables the ECU to control the volume of both the fuel (via fuel injectors) and the air (via throttle valves) delivered to the engine. Ideal fuel injection and throttle position results in smooth, natural response.
- The simple system makes it easy to incorporate other systems, like cruise control.

Cruise control

- The cruise control system is operated from the right handlebar switchgear.
- Cruise control can be activated between 47 km/h (30 mph) and 137 km/h (85 mph) in 3rd gear or above.
- Once set, fine adjustment is available on the right hand switchgear.
- Operating the front brake, clutch or rear brake causes the cruise control to disengage. Closing the throttle beyond the "zero-throttle" position is another instinctive way to disengage the cruise control.

TRANSMISSION

- 6th gear is an overdrive gear, contributing to stress free riding and better fuel economy when cruising at highway speeds.
- Belt drive is quieter and requires less maintenance than a chain and is lighter than a shaft drive.
- The clutch features six damping springs for progressive damping that contributes to a smoother feeling when getting back on the throttle.

CHASSIS

Double cradle high tensile steel frame

- Designed from the start to be as light and slim as possible, the frame minimises the number of forged parts.
- The VN1700 has a shorter wheelbase than previous Kawasaki cruisers. The compact design contributes to light handling.
- A short distance between the seat and frame head pipe facilitates handling at low speeds, especially when executing U-turns.

Rear suspension

- Dual adjustable rear air shock absorbers ensure a comfortable ride.

Kawasaki Advanced Coactive-braking Technology (K-ACT) ABS

- K-ACT ABS assists riders to execute controlled, balanced braking. Designed to complement the rider's applied brake force, K-ACT ABS ensures ideal brake force distribution to maximise braking efficiency.
- When the rider applies the front and/or rear brake, brake fluid operates the caliper pistons as in a normal brake system. Pressure sensors (one for the front brake and one for the rear) detect the amount of force the rider is applying. The brake ECU then calculates the best force to achieve maximum braking efficiency. A motor then increases the pressure to the front and/or rear as necessary.
- K-ACT ABS also incorporates an anti-lock function to help prevent wheels locking during hard braking in a straight line.
- The coactive function is disengaged at speeds below 20 km/h (12 mph) for maximum control in tight turns and the ABS function is disengaged below 6 km/h (4 mph).

DETAIL FEATURES

- The large front cowling and windshield protect the rider and passenger from the elements.

- Mounting the front cowling to the frame contributes to light handling. With the cowling mounted this way any wind buffeting is transmitted to the frame rather than the handlebars, contributing to reduced rider fatigue on long trips.
- Leg shields have adjustable air vents for rider comfort.
- Instrument layout and large round dials give the console a classic automotive appearance. This image is reinforced by the font used on the instrumentation.

- Audio system with twin speakers is compatible with an iPod or CB radio. The audio system can be operated from switches on the left handlebar.
- Multi-function LCD display in the centre of the instrument console is controlled by switches on the right handlebar.
- Features include a gear position indicator, clock, odometer, dual trip meters, remaining range and fuel consumption.

- The 50 litre lockable trunk is large enough to fit two full-face helmets.

- Top opening panniers are also sealed and lockable, with a volume of 38 litres each.
- Lockable glove boxes provide a handy storage location for smaller items. The optional iPod jack is in the left-side glove box.

- Sculptured seat with passenger backrest, upright riding position and rider and passenger footboards ensures long distance comfort.
- 20 litre fuel tank offers a substantial touring range.
- Ignition switch allows on-position key removal, preventing key bunches from damaging the chrome finish around this area while the bike is in use.
- LED tail lamps on the rear fender and trunk ensure high visibility and contributes to the appearance.
- Dual 35 W fog lights can be adjusted vertically.
- High output 655 W generator for powering accessories.
- 12 V power outlet socket located on the right side provides a power source for optional accessories.
- Front and rear guards help protect the bike in the event of a stationary fall.

Changes for 2011

- The drive belt width is reduced from 28 mm to 26 mm.
- The first gear ratio is revised for smoother shifting into second.
- Taller teeth on third and fourth gears reduce gear noise.
- The mufflers now feature tapered ends to reduce noise levels.
- New colour.

VN1700 Voyager Custom ABS (NEW MODEL)

The newest addition to the VN1700 line-up, Kawasaki's first "Bagger" model follows a wide-and-low concept. A number of blacked-out parts and numerous original-design styling components give the VN1700 Voyager Custom ABS a hard, sporty image and its own distinct look.

- ***Large frame mounted front cowl, blacked-out wind deflector, and leg shields.***
- ***Lockable, integrated panniers.***
- ***6-speed transmission includes an overdrive gear.***
- ***K-ACT rider controlled electronic brake system with ABS.***
- ***Audio entertainment system with iPod compatibility.***
- ***Meter, audio and cruise control functions are controlled from the handlebars.***

Warranty: 24 months.
Warranty*Plus* available for additional 24 months for private users only. (Not available in all markets).

SPECIFICATIONS: VN1700KBF

NOTE: Specifications subject to change without notice.

Engine type.....4-stroke, liquid cooled, V-twin
Displacement.....1,700 cm³
Bore & stroke.....102.0 x 104.0 mm
Compression ratio. 9.5:1
Valve system.....SOHC, 4 valves per cylinder
Maximum power. .....54 kW (73 PS) / 5,000 r/min
Maximum torque. .....136 N·m / 2,750 r/min
Fuel system. .....EFI with dual 42 mm Mikuni throttle body
Starting.....electric
Transmission.....6-speed, belt drive
Frame type.....steel double cradle
Rake / trail.....30° / 177 mm
Suspension, F.....45 mm fork
Suspension, R. .....swingarm with dual air assisted shock absorbers
Wheel travel, F / R. .....140 / 80 mm
Tyre, F / R. .....130/90-B16 / 170/70-B16
Brake, F. .....300 mm discs with 4-piston calipers
Brake, R.....300 mm disc with dual piston caliper
L x W x H. .....2,510 x 970 x 1,290 mm
Wheelbase. .....1,665 mm
Seat height.....730 mm
Fuel capacity.....20 L
Curb mass.....383 kg
Colours.....Ebony

INTRODUCTION

- In typical "Bagger" fashion, the VN1700 Voyager Custom ABS follows a wide-and-low concept. Its design is based on that of the VN1700 Voyager, but it is much more than a Voyager with the top case removed.

- The Voyager Custom ABS features newly designed parts such as engine shrouds, side covers, rear fender, mufflers and side bags.
- Numerous blacked-out parts contribute to a hard, sporty image.
- Essential touring features like cruise control and a 6-speed transmission with an overdrive gear are joined by Kawasaki's latest innovative technology. K-ACT (Kawasaki Advanced Coactive-braking Technology) ABS complements the rider's brake control with supplementary brake force enhancement for confident, highly effective braking in all situations.
- Other features include ETV (Electronic Throttle Valve) system which offers smooth, natural engine response and easy starting in all conditions. Cruise control and multi-function instrumentation complete with an audio system compatible with iPod and other systems are also standard equipment.

ENGINE

- The 1,700 cm³ long-stroke, liquid cooled V-Twin engine is designed to deliver high levels of torque for superior passing performance.
- Engine tuning offers superior acceleration in the 80-113 km/h (50-70 mph) range. Even in overdrive, the engine pulls strongly in this speed range, facilitating overtaking at highway speeds.
- Primary balance is taken care of by two counter balance shafts.
- Using a semi-dry sump enabled the engine's long-stroke design without increasing its height.
- Large capacity air boxes are located on either side of the engine.

Fuel system

- Kawasaki's fully electronic throttle actuation system enables the ECU to control the volume of both the fuel (via fuel injectors) and the air (via throttle valves) delivered to the engine. Ideal fuel injection and throttle position results in smooth, natural response.
- The simple system makes it easy to incorporate other systems, like cruise control.

Cruise control

- The cruise control system is operated from the right handlebar switchgear.
- Cruise control can be activated between 47 km/h (30 mph) and 137 km/h (85 mph) in 3rd gear or above.
- Once set, fine adjustment is available on the right hand switchgear.
- Operating the front brake, clutch or rear brake causes the cruise control to disengage. Closing the throttle

beyond the “zero-throttle” position is another instinctive way to disengage the cruise control.

TRANSMISSION

- 6th gear is an overdrive gear, contributing to stress free riding and better fuel economy when cruising at highway speeds.
- Belt drive is quieter and requires less maintenance than a chain and is lighter than a shaft drive.

CHASSIS

Double cradle high tensile steel frame

- Designed from the start to be as light and slim as possible, the frame minimises the number of forged parts.
- The VN1700 has a shorter wheelbase than previous Kawasaki cruisers. The compact design contributes to light handling.
- A short distance between the seat and frame head pipe facilitates handling at low speeds, especially when executing U-turns.

Rear suspension

- Dual adjustable rear air shock absorbers ensure a comfortable ride.

Kawasaki Advanced Coactive-braking Technology (K-ACT) ABS

- K-ACT ABS assists riders to execute controlled, balanced braking. Designed to complement the rider’s applied brake force, K-ACT ABS ensures ideal brake force distribution to maximise braking efficiency.

- When the rider applies the front and/or rear brake, brake fluid operates the caliper pistons as in a normal brake system. Pressure sensors (one for the front brake and one for the rear) detect the amount of force the rider is applying. The brake ECU then calculates the best force to achieve maximum braking efficiency. A motor then increases the pressure to the front and/or rear as necessary.
- K-ACT ABS also incorporates an anti-lock function to help prevent wheels locking during hard braking in a straight line.
- The coactive function is disengaged at speeds below 20 km/h (12 mph) for maximum control in tight turns and the ABS function is disengaged below 6 km/h (4 mph).

DETAIL FEATURES

- The large front cowling and small, smoked windshield help protect the rider and passenger from the elements.
- Mounting the front cowling to the frame contributes to light handling. With the cowling mounted this way any wind buffeting is transmitted to the frame rather than the handlebars, contributing to reduced rider fatigue.

- Louvre style fog lamp covers can be replaced with accessory fog lamps.
- Engine shrouds match the front cowl and front engine guards protect the bike in case of a stationary fall.
- Ignition switch allows on-position key removal, preventing key bunches from damaging the chrome finish around this area while the bike is in use.
- Instrument layout and large round dials give the console a classic automotive appearance. This image is reinforced by the font used on the instrumentation.

- Audio system with twin speakers is compatible with an iPod or CB radio. The audio system can be operated from switches on the left handlebar.
- Multi-function LCD display in the centre of the instrument console is controlled by switches on the right handlebar.
- Features include a gear position indicator, clock, odometer, dual trip meters, remaining range and fuel consumption.

- The panniers are sealed and lockable with a capacity of 35 litres each.
- Strut covers fill the gap between the panniers and the rear fender.
- LED tail lamp on the rear fender ensures high visibility and contributes to the appearance.

- One-piece seat is designed for both comfort and an easy reach to the ground.
- Twin helmet holders are located under the seat.
- High output generator for powering accessories.
- 20 litre fuel tank offers a substantial touring range.

- Genuine Kawasaki accessories available.