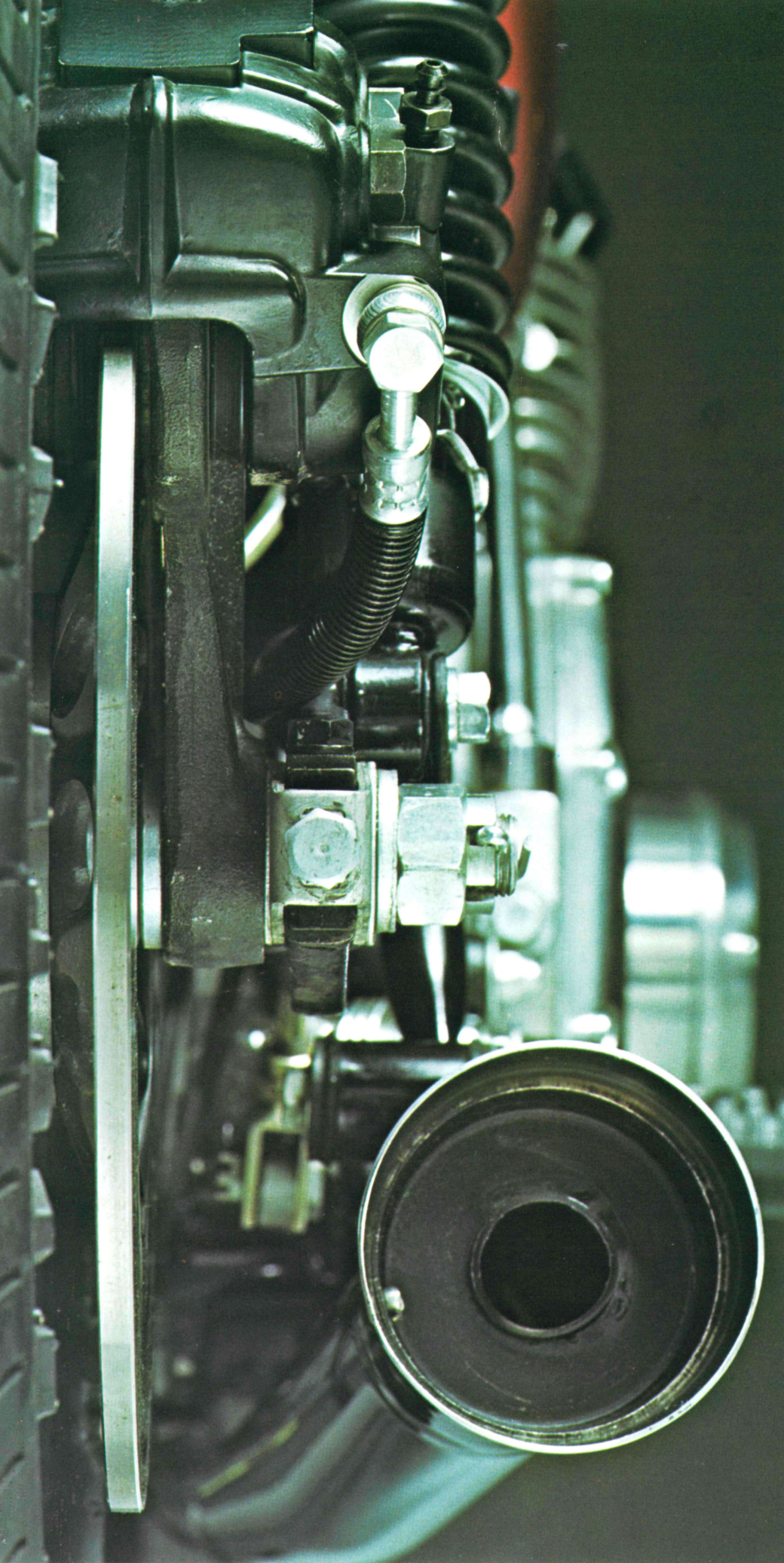


A close-up photograph of a red motorcycle fuel tank. The tank is decorated with a yellow and white double-line border. In the center, there is a badge with the text 'KZ900' in large, white, block letters with black outlines, and 'LTD' in smaller, red and white block letters with black outlines below it. The top of the image shows a portion of a black leather seat with white stitching. The bottom of the image shows the black metal frame of the motorcycle, including a chain link and several silver bolts.

KZ900
LTD



Kawasaki KZ900 LTD

Like a fine wine, it takes special ingredients to create a classic motorcycle. Kawasaki introduced the Z1 in 1973 and performance records have been regularly established and shattered since. The Z1 set more than fifty land speed and endurance records while still in its infancy. Through the years, its legend has grown to the point that motorcyclists of every type regard it as a classic in the true sense of the word.

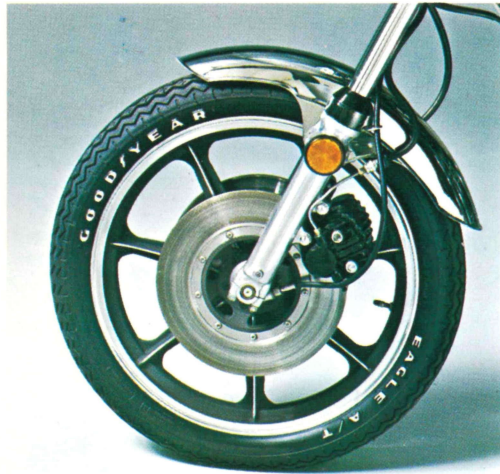
Heart-stopping power, functional styling and a liveability uncommon to most superbikes made the Z1 an international success. As its fame and popularity grew, Kawasaki realized that the man whom the original Z1 was designed for now rode the same machine as the tourer, commuter, and weekend rider. The enthusiast and his appreciation for fine motorcycles had influenced other motorcycle users; the Z1 was as functional for limited uses as it was for the demands made by serious riders.

With the introduction of the first Z1, Kawasaki made a policy statement. The Z1 represented Kawasaki's recognition of motorcycling's nucleus, the enthusiast.

Kawasaki has renewed its enthusiast pledge with the introduction of the KZ900 LTD, a limited version of Kawasaki's modern classic. The LTD stands as another policy statement to enthusiasts everywhere reaffirming Kawasaki's appreciation of their needs.

The LTD represents more than just a motorcycle. It is Kawasaki's mechanical expression of that feeling known only by a special few. It's present when the green flag drops at Daytona, at San Jose amidst the roar of the crowd and the thunder of the straightaway rush, at California's Saddleback Park as that first wave of riders crests the downhill. It's a feeling of involvement. A feeling of motorcycles. The LTD cannot be reserved for occasional use. It's an enthusiast's machine.

Kawasaki Limited Edition



the LTD a performance look that lives up to the performance delivery of the 903cc engine and five speed transmission.

The subtle roar of the KZ900 powerplant has been modified. Dan Gurney, of car racing fame, developed a special two-into-one collector system especially for the LTD. The result is a unique and stimulating exhaust note with better exhaust clearance.

Although the legendary Kawasaki motor and power train remain, cosmetic changes and functional improvements have been added to give the KZ900 additional appeal and rider comfort.

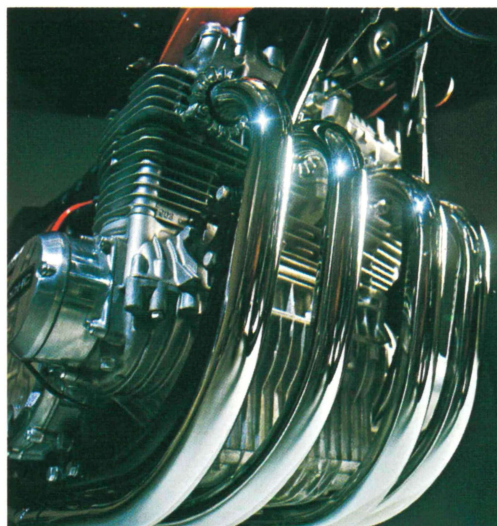
Disc brakes front and rear highlight the LTD's functional good looks. The front assembly features increased diameter tandem discs. The rear wheel disc is accompanied by a newly designed chain guard.

Goodyear Eagle tires mounted on Morris Magnesium rims give



The LTD ride is smoother due to suspension changes in the front and rear. Boge shocks especially developed for the KZ900 are standard on the LTD. Coupled with the custom seat, the LTD swallows up the open highway with maximum rider comfort.

Cosmetically, the LTD features: re-styled side-covers and fuel tank, a shorter front fender, re-styled rear fender and deck, shorter turn-signal mounting



brackets, new vibration free mirrors on a shorter stem, different headlight housing and mounting bracket, and chrome instrument housing.

Cycle magazine called the KZ900 the "King". Enthusiasts the world over agree. On the race track, city street, and open road, the Kawasaki KZ900 proved itself to be the sort of motorcycle Americans need and want. The KZ900 LTD takes that idea one step further. The King now becomes the most elegant sports motorcycle of them all.



LTD

Kawasaki is a company involved with consumer concerns. The Kawasaki KZ400 was designed specifically with the commuter in mind. Designed by Americans for use in American traffic the KZ400 provides commuters with reliable and economic transportation, while still providing an enjoyable motorcycle experience.

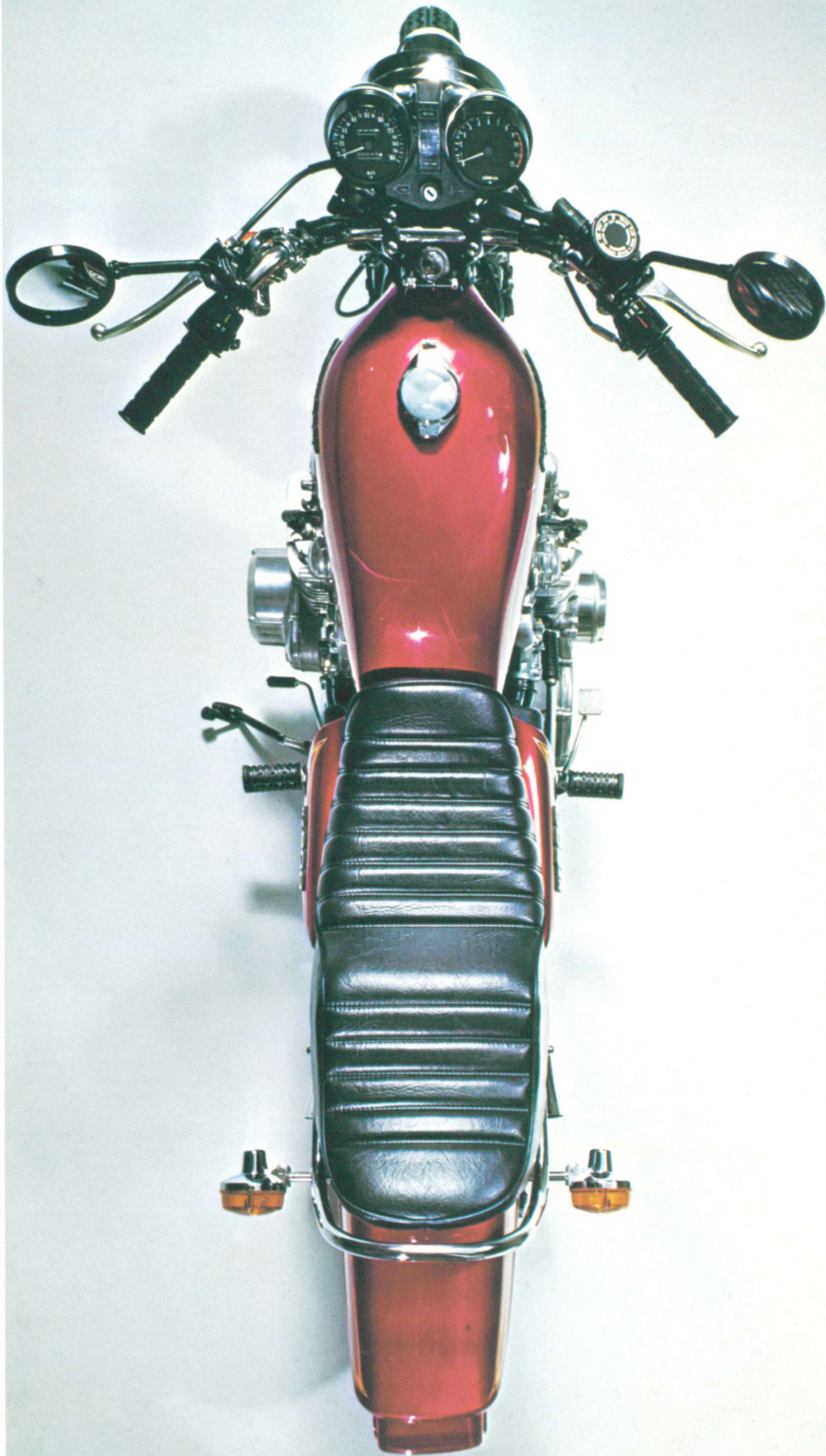
With the introduction of the KZ900 LTD Kawasaki is again building a motorcycle with a specific purpose in mind. The familiar 903 cc power-plant remains, but its breathing has been improved. Kawasaki asked motorcycle enthusiast and sometime car driver Dan Gurney to design an exhaust system with good looks and precision engineering. The LTD features Gurney's two-into-one collector.

From our exploits around Daytona, Laguna Seca, Road Atlanta, Imola, Paul Ricard and the rest of the international racing circuit, we determined tires and wheels were part of the winning recipe. Goodyear Eagle tires and Morris magnesium wheels are featured on the LTD as they were on the H2 and KR750.

With adequate power, a "notice-serving" exhaust system and sure footed traction established, Kawasaki asked other experts what they felt American riders would need and ask for. Better styling demands resulted in a lustrous paint scheme, restyled tank, side cover, rear deck and striping. With these changes in mind, the final modifications were obvious. If the enthusiast had a machine such as this he would ride it whenever possible, for as long as possible. That meant long hours in the saddle. A new seat for the LTD along with modified suspension became the final ingredients.

The LTD is truly an expression of American motorcycling. It represents alterations in a proven idea suggested by people who know through experience. The LTD is the result of bench racing comments, of after dinner ideas, of "letters-to-the-editors", and phone calls to Kawasaki. It is a response to the man in Florida, the college student in Vermont, and the free spirit in California. Some manufacturing trends are dictated by computer tables and marketing formulas.

The KZ900 LTD is the fruition of the thousands of ideas and comments made by American motorcyclists about the Z1. Kawasaki listened and the LTD is our response.



Kawasaki KZ900 LTD Specifications

Dimensions

Overall length:	2,200mm (86.6 in)
Overall width:	865mm (34.1 in)
Overall height:	1,170mm (46.1 in)
Wheelbase:	1,490mm (58.7 in)
Road clearance:	165mm (6.5 in)
Seat height:	820mm (32.3 in)
Dry weight:	233 kg (514 lb)
Fuel tank capacity:	17 l (4.5 U.S. gal)

Styling Modifications

Exhaust system:	4-into-2
Seat:	custom contoured dual seat; re-shaped passenger hand rail
Tank:	slimmer shape
Headlight mounting:	new bracket on triple clamps; front turn signals on handlebars
Shells:	chrome
Handlebars:	longer, pull-back style
Fenders:	shortened
Chain guard:	slim styling, chrome
Color and marking:	new color and pin-striping; "LTD" on sidecovers

Engine

Type:	DOHC 4-stroke, 4 cylinder, air-cooled
Bore and stroke:	66.0 x 66.0mm (2.60 x 2.60 in.)
Displacement:	903 cc (55.08 cu. in)
Compression ratio:	8.5:1
Maximum horsepower:	81 bhp 8,500 rpm
Maximum torque:	7.3 kg-m 7,500 rpm (32.8 ft-lb 7,500 rpm)

Valve Timing

Intake:	Open 30° BTDC; Close 70° ABDC; Duration 280°
Exhaust:	Open 70° BBDC; Close 30° ABDC; Duration 280°
Carburetors:	Mikuni VM 26SS x 4
Lubrication system:	Forced lubrication, wet sump
Engine oil:	SAE 10 W 40
Engine oil capacity:	3.7 l (3.9 U.S. qt)
Starting system:	Electric starter & kick
Ignition system:	Battery & coil
Ignition timing:	20° BTDC @ 1,500 rpm / 40° BTDC @ 2,350 rpm
Spark plugs:	NGKB8ES

Transmission

Type:	5-speed, constant mesh, return shift
Clutch:	Wet, multi-disc
Gear ratios:	1st: 3.17 (38/12) 2nd: 2.19 (35/16) 3rd: 2.67 (35/21)

4th:	1.38 (29/21)
5th:	1.22 (28/23)

Primary reduction ratio:	1.73 (97/56)
Final reduction ratio:	2.33 (35/15)
Overall drive ratio:	4.92 (5th)

Frame

Type:	Tubular, double cradle
Castor:	64°
Trail:	90mm (3.5 in)
Wheels:	one piece, cast alloy
Tires:	Front: Goodyear Eagle A/T MJ90-19 Rear: Goodyear Eagle A/T MT90-16T

Suspension type:

Front:	telescopic fork
Rear:	swing arm
Front:	double disc, trailing callipers
Rear:	single disc

Brakes:

Electrical Equipment

Maximum generator output:	210 W @ 8,000 rpm
Battery:	12 V 10AH
Headlight:	12 V 50/35 W
Tail/brake light:	12 V 8/23 W 3/32 cp)

Performance

SS 1/4 mile:	12.3 sec.
Climbing ability:	30°
Braking distance:	11m @ 50 kph (36.1 ft @ 31 mph)
Minimum turning radius:	2.5m (98.4 in)

