

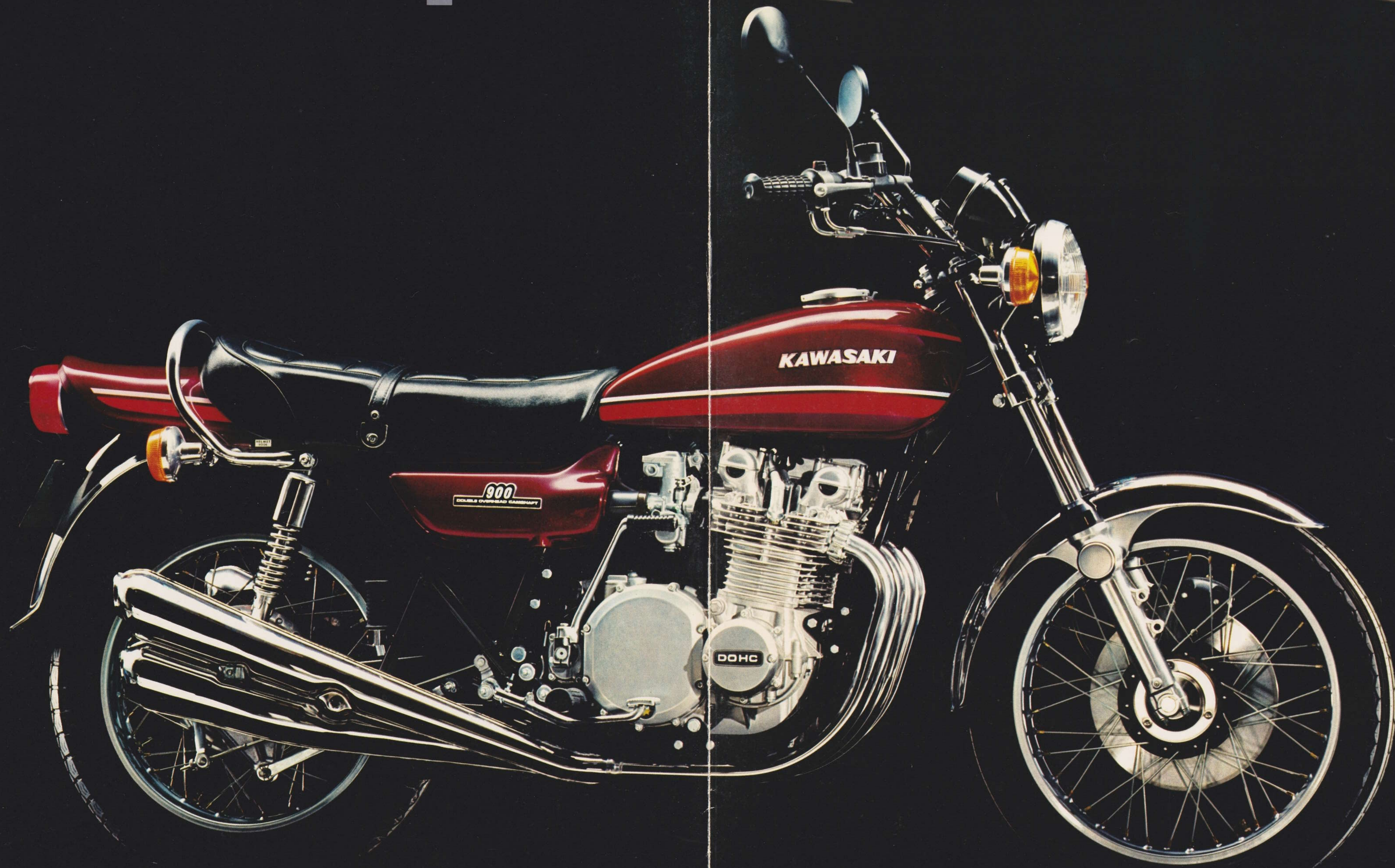
 **Kawasaki**



Kawasaki 900 super 4 MODEL Z1

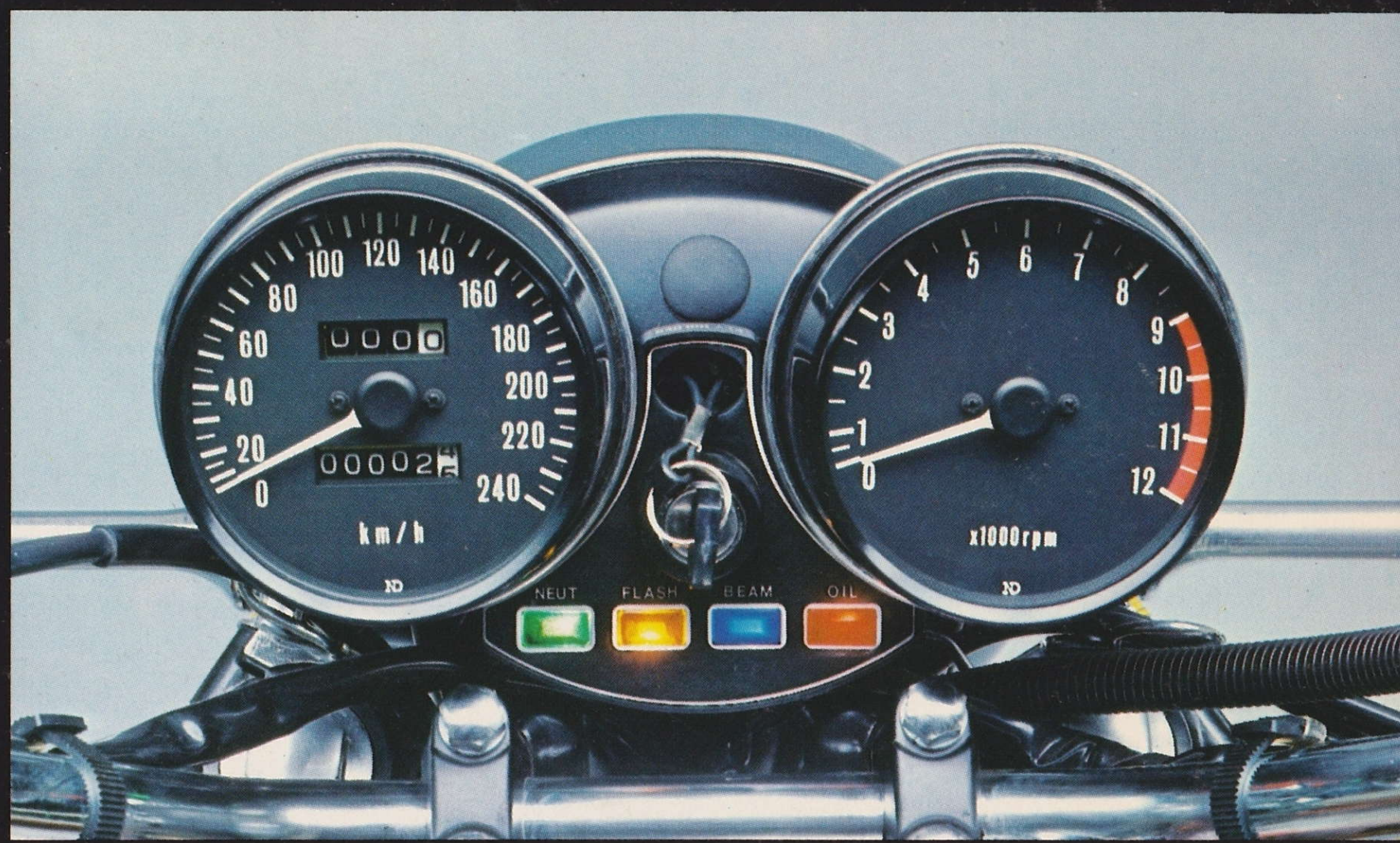
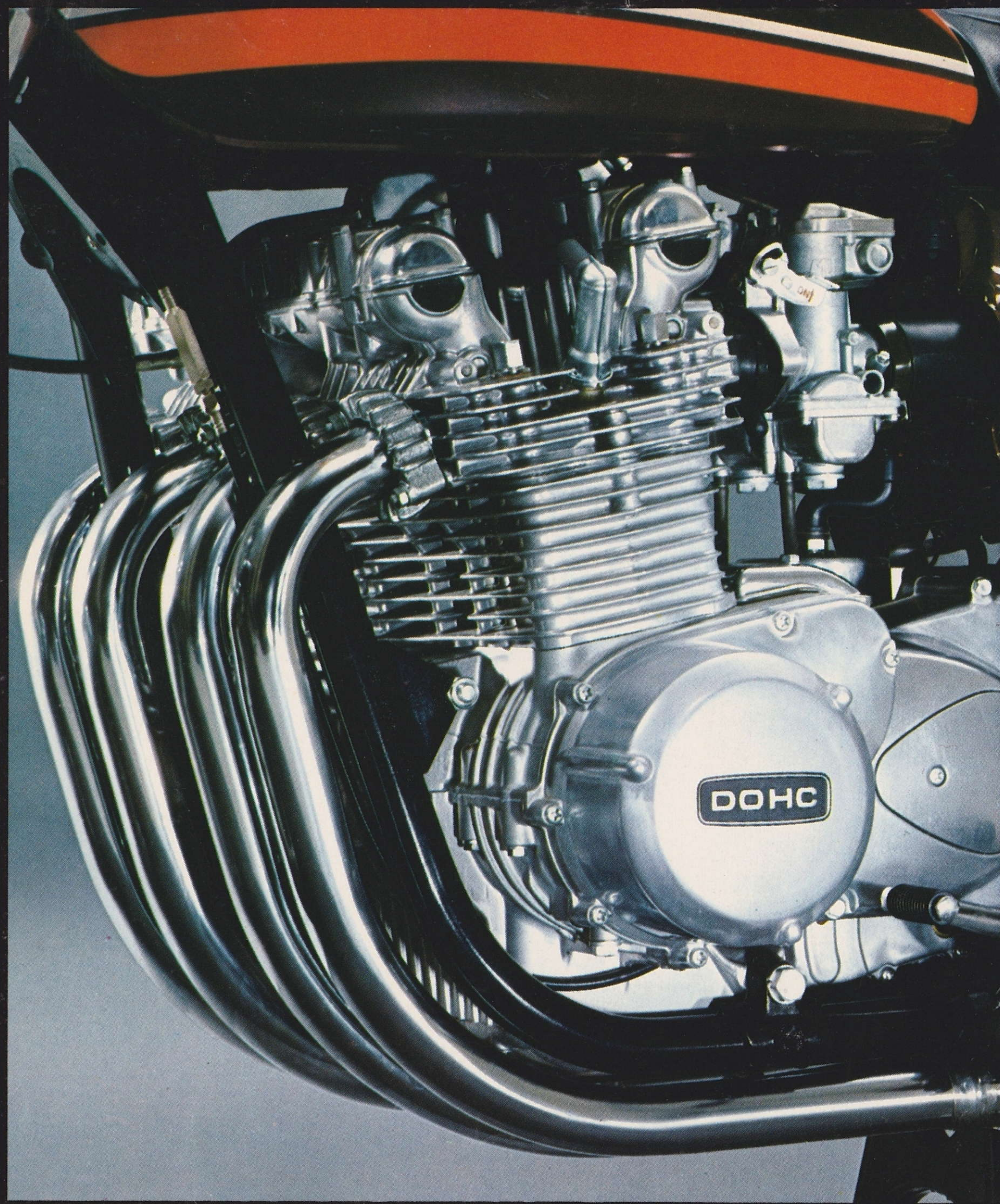
Masterpiece.

The more you know about motorcycles
the more you appreciate it.



900 super 4 model Z1





Leader of the supertourers

We introduced the Kawasaki 900 super4 after five years of exhaustive development and we haven't stopped proving it.

This Kawasaki enjoys worldwide acclaim because it has adopted the best engineering concepts of the times and even reached into the future for tomorrow's ideas. It's the most technically advanced, efficient and powerful motorcycle you can buy.

It delivers the explosive acceleration expected from a trail-blazing superbike and also has the long-legged, distance-devouring talent of a transcontinental tourer. It's the first real super sports tourer. Supertourer. The Kawasaki 900 super4 is the leading supertourer because it's strong, fast, steady and more capable than any other in its class.

Always a reserve of power

This machine will blast you through the 400 meters (1/4-mile) in 12 seconds flat and run steadily at any cruising speed you care to choose. But awesome power is not everything. We think, how the power comes on is more important.

The Z1's rocket-like acceleration is beautiful because it's so easy. And maintaining high average speeds on the highway is easy, also, because there is always a reserve of power to overtake quickly or zoom over any mountain. Engine response is instant. And the bike handles with a sureness born of engineering excellence and many years of road racing experience.

Awesome power

The brightly polished, twin cam 900cc 4-cylinder, 4-stroke power plant delivers 82 hp at 8,500 rpm and massive torque. Smooth, luxurious power. What's more, an anti-pollution PCV (Positive Crankcase Ventilation) system expels 40% fewer hydrocarbons because unburned blow-by gasses are recycled through the four carburetors and consumed. This good citizen attitude is carried further: four mufflers emit a low exhaust noise level.

Another bonus: you can burn cheaper regular-grade gasoline and the Z1 won't complain. Or even use low- or no-lead fuel without fear because the specially hard sintered valve seats resist wear and maintain engine efficiency.

Built-in safety

It takes more than a great engine to make a great motorcycle. It takes great brakes, great frame, great transmission and all equipment. So, the go-fast Z1 has a dependable stop-fast disc brake up front and a giant drum brake on the rear wheel. Together, they work with the kind of effective co-ordination that gives you more confidence than you ever had before. And a double disc set-up is an option if you want to go one better. Another option is an engine/transmission oil cooler.

The frame is a double loop "featherbed" design which has earned its place in motorcycle racing's heritage. The Kawasaki version is strong and flex-free.

Getting all the Z1's power on the road was no easy trick. It took a lot of doing not to

lose many horses on the way. The heavy duty clutch and rugged 5-speed gearbox handles all the power easily. And the gear ratios are matched to the engine's power curve.

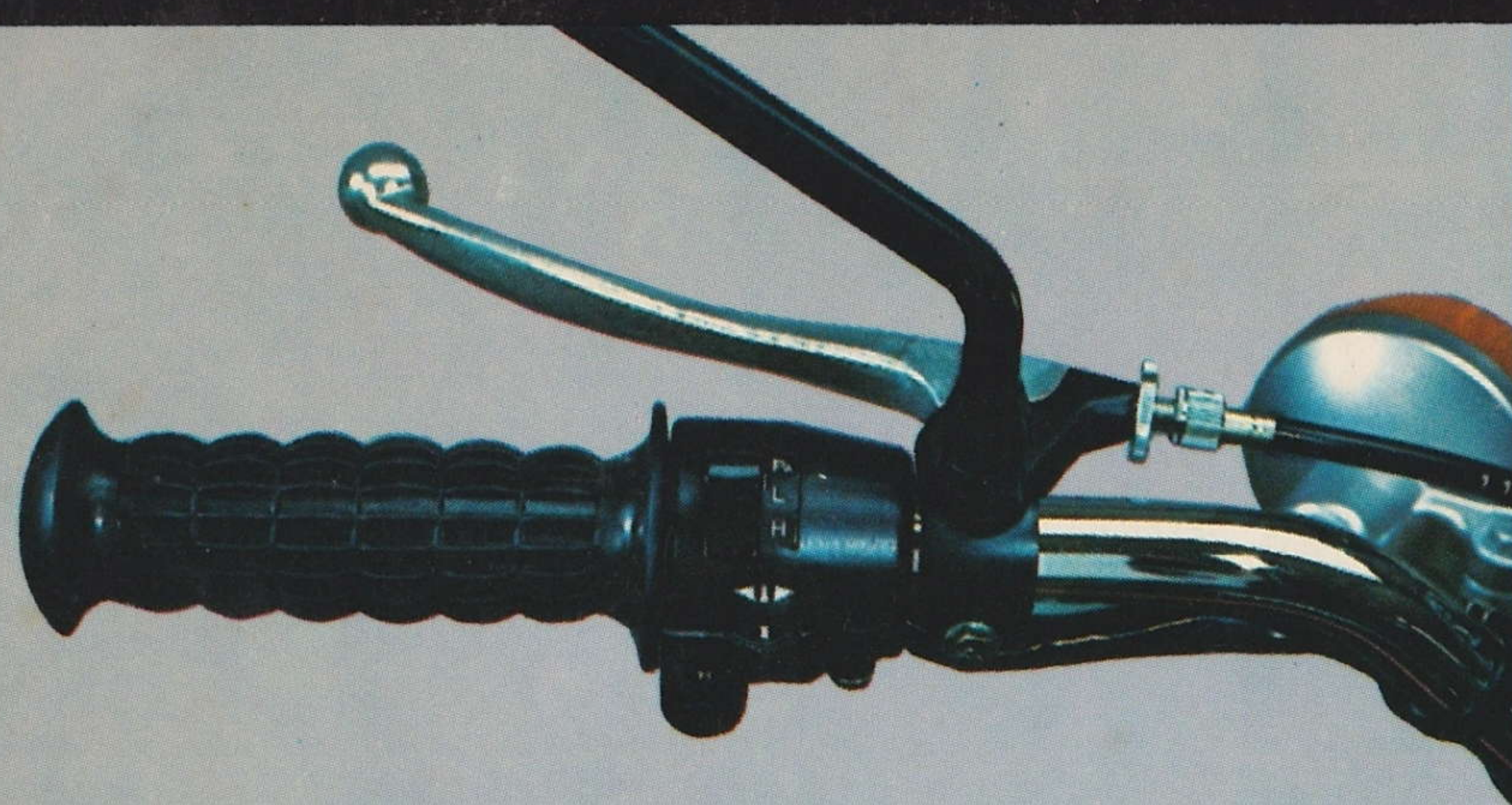
The final drive is the strongest, most massive endless-type chain you've ever seen. It's the most efficient way to get power to the back wheel with least power loss from the engine. And it has a positive feed chain oiler which portions out lubrication in direct proportion to the need—automatically.

Attention to detail

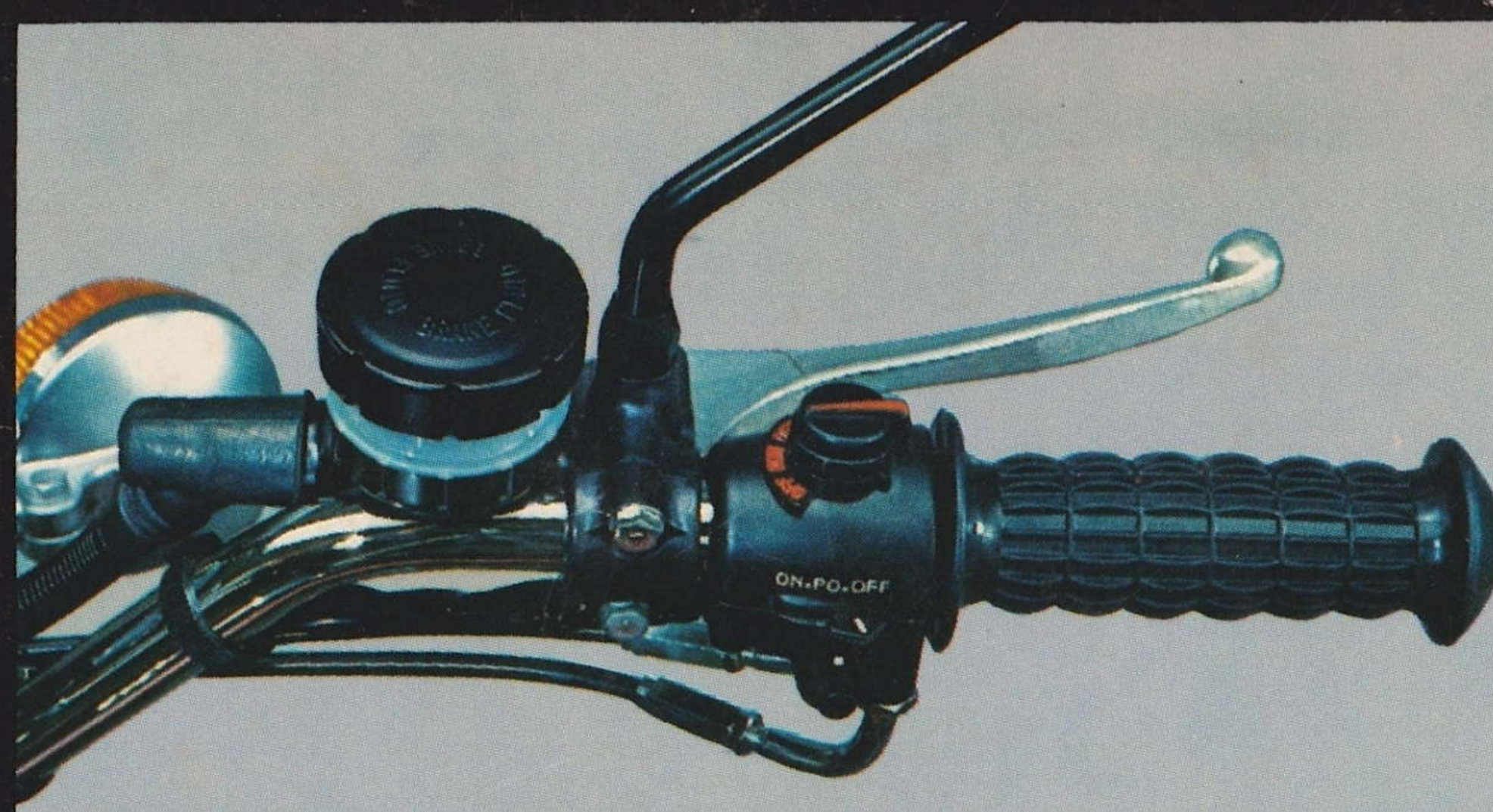
Beautiful instruments are useless unless they are accurate, can be read instantly, and the information is available day and night. The Kawasaki's neat, non-glare black speedometer and tachometer are all business. And the huge headlight, turn signals, and tail light are unmistakable. They're powerful, intense and add to your safety.

Add it all up and you've got to believe that this Kawasaki 900 super4 is unlike any other motorcycle on the road. It is our engineering statement for today and our highest reach in the state of the art of motorcycle design. It is sophistication by simplification. That's what makes it so easy to live with because maintenance is both simple and infrequent.

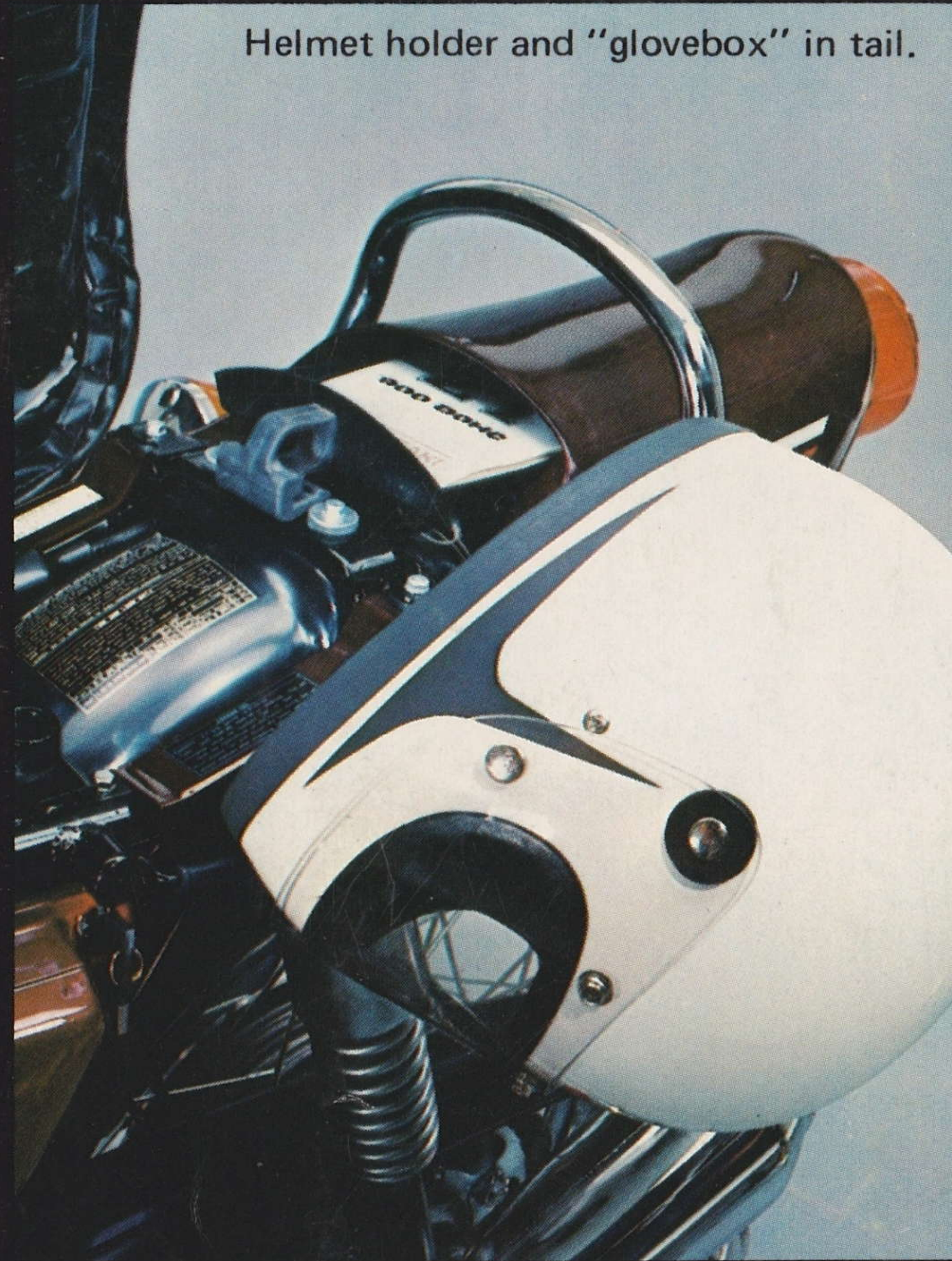
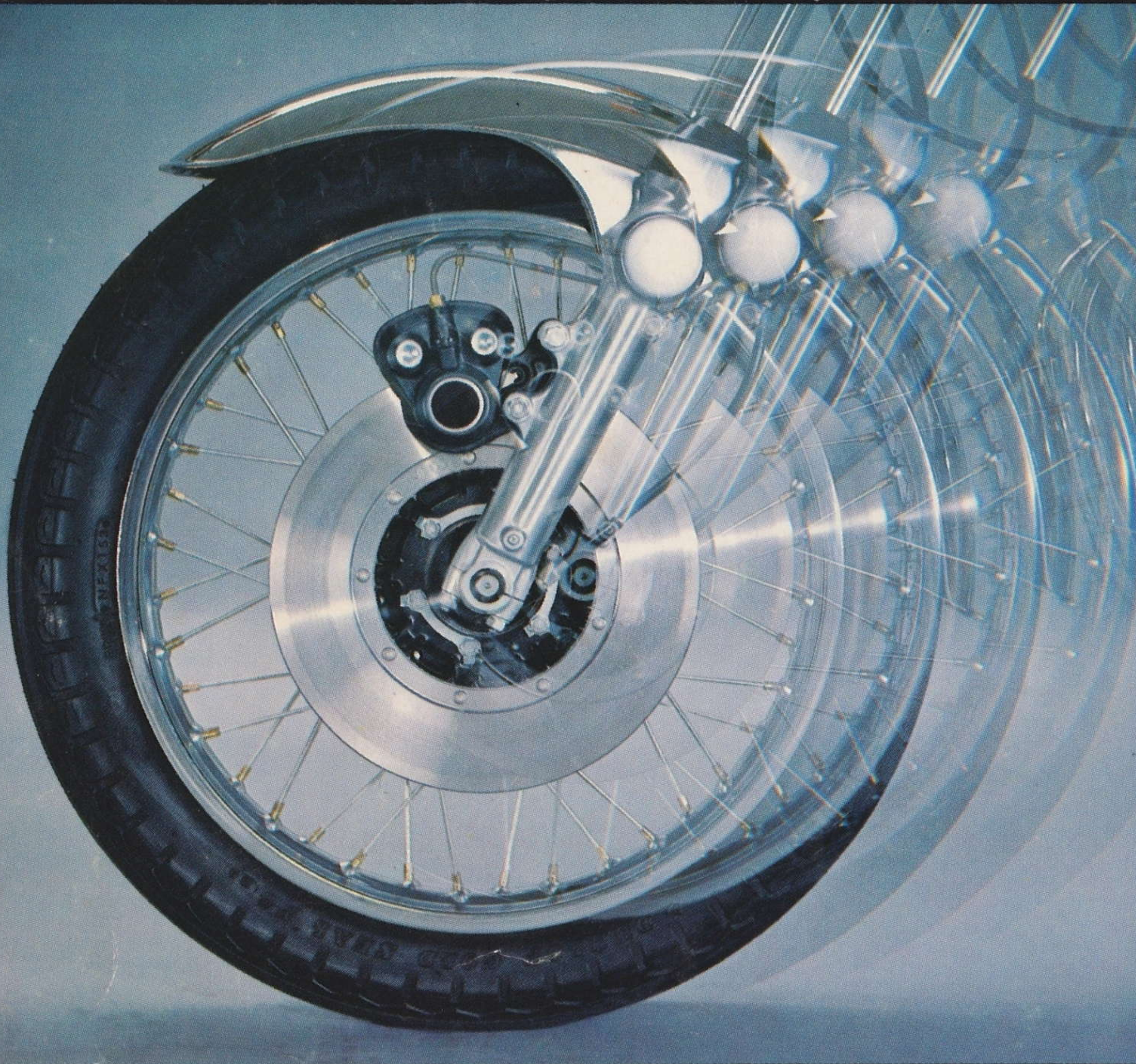
If you are an experienced rider and want the ultimate experience in an altogether super sports tourer, this Kawasaki is your one choice. A test ride will convince you.



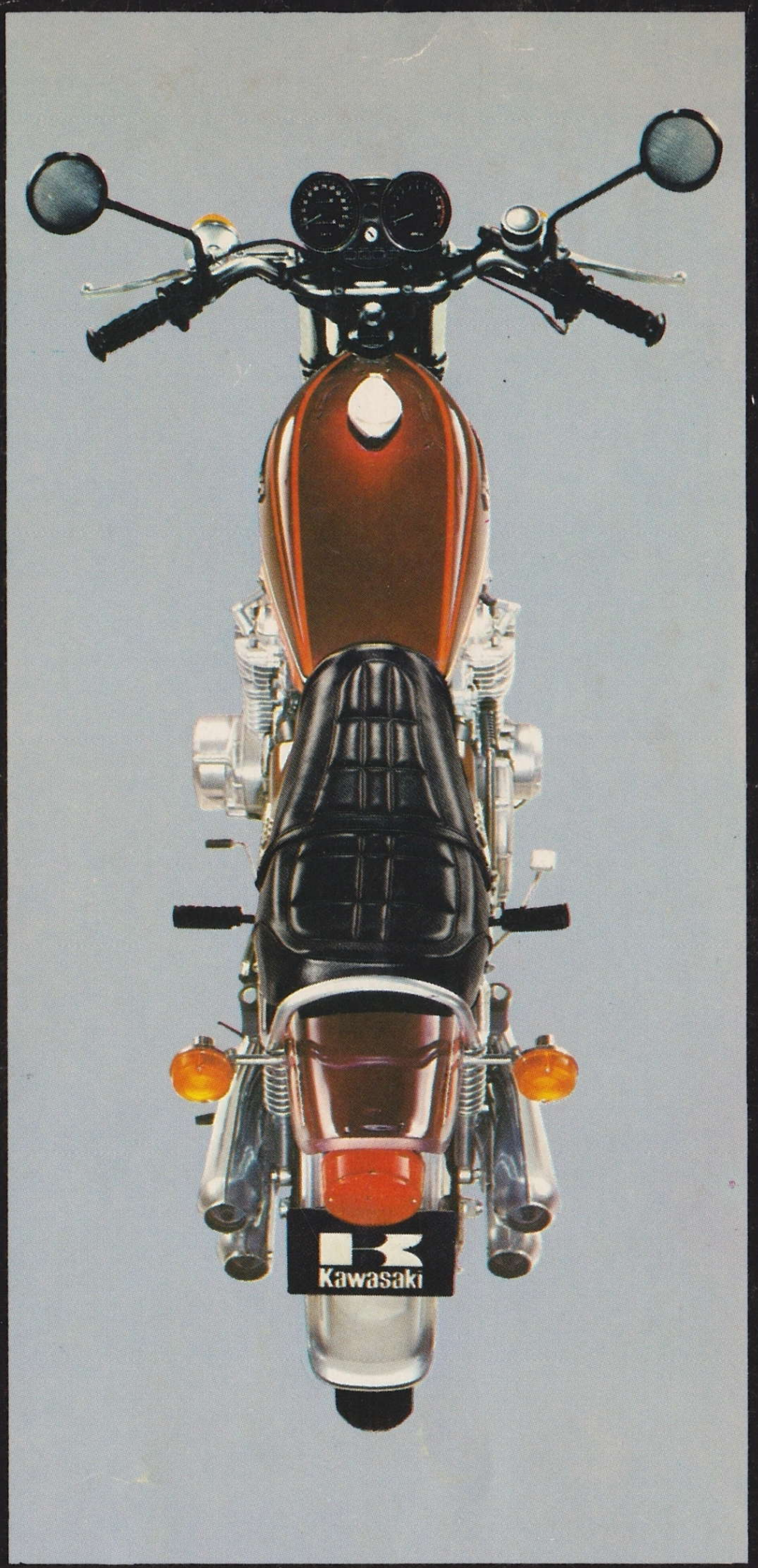
Light switch, indicators, horn and clutch.



Starter, kill switch, throttle, brake lever.



Helmet holder and "glovebox" in tail.



SPECIFICATIONS

PERFORMANCE

Maximum horsepower	82 hp/8,500 rpm
Maximum torque	7.5kg-m/7,000rpm (54.3ft-lb/7,000rpm)
Acceleration	SS 400 m (1/4 mile): 12 sec.
Climbing ability	30°
Minimum turning radius	2.5 m (98.5 in.)
Fuel consumption	17km/l @113kph (48 mile/lmp. gal. @70mph)

ENGINE

Type	4-stroke, 4-cylinder, in-line, transversely mounted, air-cooled, DOHC
Displacement	903 cc (55.1 cu. in.)
Bore and stroke	66 × 66 mm (2.6 × 2.6 in.)
Compression ratio	8.5 : 1
Ignition system	Battery and coil
Starting system	Electric starter and kick
Lubrication	Forced lubrication (wet sump)

TRANSMISSION

Type	5-speed, constant mesh, return shift
Shift pattern	1-N-2-3-4-5
Clutch	Wet, multi-disc

FRAME

Type	Tubular, double cradle
Suspension: Front	Telescopic fork
Rear	Swing arm
Tyre size: Front	3.25 - 19 4PR
Rear	4.00 - 18 4PR

BRAKES

Front	Disc brake, disc dia. 296 mm (11.65 in.) single
Rear	200 × 35 mm (7.9 × 1.4 in.)
Braking distance	11m/50kph (36 ft/31mph)

DIMENSIONS

Length, overall	2,245 mm (88.4 in.)
Width, overall	865 mm (34.1 in.)
Height, overall	1,170 mm (46.1 in.)
Wheelbase	1,490 mm (58.7 in.)
Ground clearance	165 mm (6.5 in.)
Dry weight	230 kg (506 lbs.)
Fuel tank capacity	18 litres (3.96 lmp. gal.)

Specifications subject to change without notice.

Two colour combinations available: red with red stripe and green with yellow stripe.

KAWASAKI
HEAVY INDUSTRIES, LTD.
MOTORCYCLE DIVISION