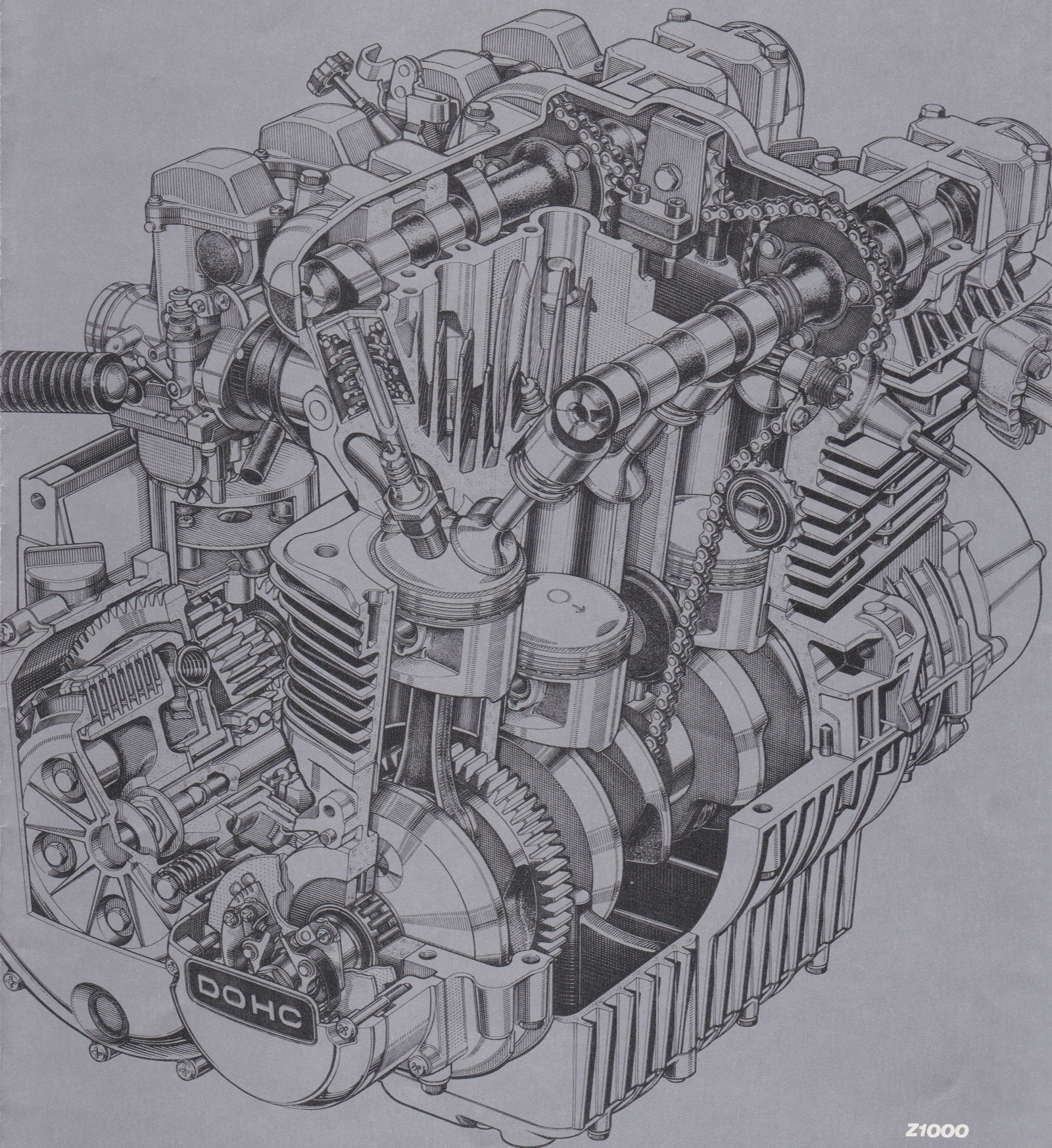
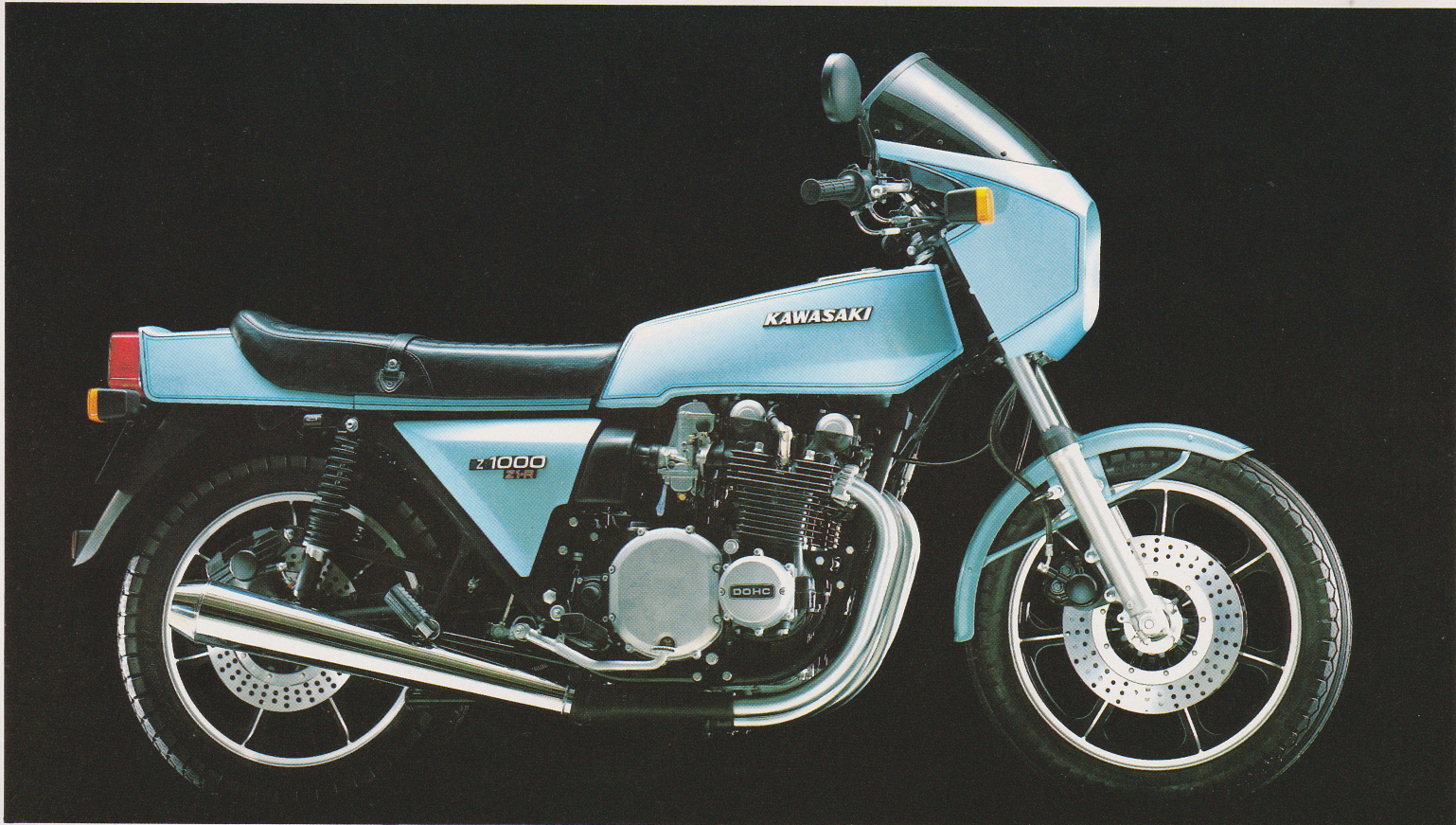


# Kawasaki **Zseries** 4-strokes



Z1000



## Z1-R

This is the King Kawasaki in a new suit of clothes. The aerodynamic quarter fairing bores a neat hole in the wind. The sleek style has function. But the big thrill is to experience the amazing power thrust from the 1,015 cc engine. It has 7 hp more than the Z1000 because it breathes better. And it handles predictably with improved-performance rear suspension units, drilled disc brakes, beefy tyres and a strengthened, stiffer frame.

## Z1000

If you've any experience riding the Z900/1000 you'll feel the difference in the handling of this year's machine. A double pair of needle roller bearings were fitted to the swing arm to make the rear end more responsive and improve handling. Other changes: rearward location disc brake calipers, automatic vacuum-type fuel tap, safety-designed master cylinder, new carburetor settings to further improve throttle response and fuel economy. The King Kawasaki Z1000 is better than ever this year.





## Z750

This traditional twin is a smooth alternative to a massive multi. It's a big bore vertical twin which is simpler, slimmer, lighter and costs less to buy and run. The Z750 may have the basic engine format of yesteryear but the execution is as advanced as modern technology allows. It has dynamic balancers which make it smooth like a four and this year the new design generator with heavier flywheel makes it smoother yet. New needle roller bearings for the swing arm and other refinements keep the Z750 as up-to-date as ever.

## Z650

Some people think of this bike as a junior version of the Z1000. They look a lot alike but it's a sprinter first and a tourer second. The feisty Z650 sports Kawasaki's most advanced 4-cylinder engine and scares off many 750s when it comes to acceleration. The difference is this mover not only offers supersports performance in a compact package — it's surprisingly economical, reliable and durable, too.





## Z400B

Kawasaki engineers went back to the drawing board and re-designed the Z400 engine for this year. It's still the same vertical twin with dynamic balancers but engine response is sharper, maintenance easier and a new 6-speed gearbox is fitted to give this conservative looker more sports appeal. It still makes a great all-rounder: a go-to-work commuter on weekdays and a weekend tourer. Fully equipped with electric starter, disc brake, complete instrumentation.

## Z200

The Z200 is a super-simple, super-reliable and super-economical little roadster for everyday commuters. The single cylinder engine is started electrically and there's a powerful disc brake up front for sure, safe stops. If you're a beginner, this is the bike for you. It's forgiving and a great way to learn your riding skills so one day soon you can graduate to a bigger Kawasaki, like the Z1-R!



# **The Z Dynasty: Introducing the top of the line Kawasaki Z1-R supersports**

*The Kawasaki Z1-R is an extension of the Kawasaki Z1000 legend. It's the supersports version of the established King Kawasaki tuned for extra performance. It also handles with greater precision and is dressed in high style gear. The Z1-R will be the fulfillment of your ambition to own the most brilliant performance bike on the market today.*

## **The rest of the Z Dynasty**

*Other models in the Z series offer the same high standard of engineering and are established favourites in their own various classes. The Z1000 is still the superbike which sets the standard by which all high-performance road burners are judged. The Z650 with a four cylinder engine is a mid-dieweight sprinter which out-performs most 750s. Kawasaki's big bore Z750 and conservative Z400E are vertical twins in the British tradition but feature advanced technology dynamic balancers which make them super-smooth.*

*Lastly, the super-simple single cylinder Z200 which offers commuters remarkable economy but is still a whole lot of fun to ride.*

*Kawasaki has got your number. It comes after Z.*



SPECIFICATIONS	Z1000-D1	Z1000-A2	Z750-B3	Z650-B2	Z400-B1	Z200-A1
<b>ENGINE</b>						
Type	4-stroke	4-stroke	4-stroke	4-stroke	4-stroke	4-stroke
	4-cylinder	4-cylinder	2-cylinder	4-cylinder	2-cylinder	1-cylinder
	air-cooled	air-cooled	air-cooled	air-cooled	air-cooled	air-cooled
	DOHC	DOHC	DOHC	DOHC	SOHC	SOHC
Displacement : cc (cu. in.)	1,015 (61.92)	1,015 (61.92)	745 (45.45)	652 (39.77)	398 (24.28)	198 (12.1)
Bore and stroke : mm (in.)	70 x 66 (2.8 x 2.6)	70 x 66 (2.8 x 2.6)	78 x 78 (3.1 x 3.1)	62 x 54 (2.4 x 2.1)	64 x 62 (2.5 x 2.4)	66 x 58 (2.6 x 2.3)
Compression ratio	8.7 : 1	8.7 : 1	8.5 : 1	9.5 : 1	9.5 : 1	9.0 : 1
Ignition system	Battery and coil	Battery and coil	Battery and coil	Battery and coil	Battery and coil	Battery and coil
Starting system	Electric starter and kick	Electric starter and kick	Electric starter and kick	Electric starter and kick	Electric starter and kick	Electric starter and kick
Lubrication system	Forced lubrication (wet sump)	Forced lubrication (wet sump)	Forced lubrication (wet sump)	Forced lubrication (wet sump)	Forced lubrication (wet sump)	Forced lubrication (wet sump)
<b>TRANSMISSION</b>						
Type	5-speed, constant mesh, return shift	5-speed, constant mesh, return shift	5-speed, constant mesh, return shift	5-speed, constant mesh, return shift	6-speed, constant mesh, return shift	5-speed, constant mesh, return shift
Shift pattern	1-N-2-3-4-5	1-N-2-3-4-5	1-N-2-3-4-5	1-N-2-3-4-5	1-N-2-3-4-5-6	1-N-2-3-4-5
Clutch	Wet, multi-disc	Wet, multi-disc	Wet, multi-disc	Wet, multi-disc	Wet, multi-disc	Wet, multi-disc
<b>FRAME</b>						
Type	Tubular, double cradle	Tubular, double cradle	Tubular, double cradle	Tubular, double cradle	Tubular, double cradle	Tubular, single cradle
Suspension : Front	Telescopic fork	Telescopic fork	Telescopic fork	Telescopic fork	Telescopic fork	Telescopic fork
Rear	Swing arm	Swing arm	Swing arm	Swing arm	Swing arm	Swing arm
Tyre size : Front	3.50H — 18 4PR	3.25H — 19 4PR	3.25H — 19 4PR	3.25H — 19 4PR	3.00S — 18 4PR	2.75 — 18 4PR
Rear	4.00H — 18 4PR	4.00H — 18 4PR	4.00H — 18 4PR	4.00H — 18 4PR	3.50S — 18 4PR	3.25 — 17 6PR
<b>BRAKES</b>						
Front	Dual disc brake	Dual disc brake	Single disc brake	Single disc brake	Single disc brake	Single mechanical disc brake
Effective disc dia : mm (in.)	250 (9.8)	250 (9.8)	250 (9.8)	250 (9.8)	231 (9.1)	206 (8.1)
Rear	Disc brake	Disc brake	Disc brake	Drum	Drum	Drum
Dia : mm (in.)	Effective disc dia : 250 (9.8)	Effective disc dia : 250 (9.8)	Effective disc dia : 230 (9.0)	180 x 40 (7.1 x 1.6)	160 x 30 (6.3 x 1.2)	130 x 28 (5.1 x 1.1)
Braking distance : m @ kph (ft. @ mph)	12.5 @ 50 (41.0 @ 31)	11 @ 50 (36.1 @ 31)	12 @ 50 (39.4 @ 31)	12 @ 50 (39.4 @ 31)	13.5 @ 50 (44.3 @ 31)	12 @ 50 (39.4 @ 31)
<b>DIMENSIONS</b>						
Length, overall : mm (in.)	2,235 (88.0)	2,240 (88.2)	2,180 (85.8)	2,220 (87.4)	2,070 (81.5)	1,980 (78.0)
Width, overall : mm (in.)	800 (31.5)	815 (32.1)	815 (32.1)	765 (30.1)	775 (30.5)	700 (27.6)
Height, overall : mm (in.)	1,295 (51.0)	1,160 (45.7)	1,150 (45.3)	1,145 (45.1)	1,070 (42.1)	1,030 (40.6)
Wheelbase : mm (in.)	1,505 (59.3)	1,505 (59.3)	1,450 (57.1)	1,420 (55.9)	1,365 (53.7)	1,280 (50.4)
Ground clearance : mm (in.)	125 (4.9)	160 (6.3)	155 (6.1)	140 (5.5)	135 (5.3)	150 (5.9)
Dry weight : kg (lbs.)	246 (542)	245 (540)	218 (481)	211 (465)	168 (370)	126 (278)
Fuel tank capacity : litres (imp. gal.)	13 (2.86)	16.7 (3.67)	14.5 (3.19)	16.8 (3.70)	14.0 (3.08)	9.3 (2.05)

The specifications mentioned here apply to and have been achieved by production models under standard operating conditions. We intend only to give a fair description of the motorcycles and their

performance capabilities but these specifications may not apply to every machine supplied for sale. Kawasaki Heavy Industries, Ltd. reserves the right to alter specifications without prior notice.

