

Kawasaki Z1000







King Kawasaki Z1000: the legendary giant continues to grow with refinements and improved performance.

The undisputed King is now a better King. It takes experience to improve as you go and Kawasaki engineers have the benefit of the experience of many thousands of Z900/1000 owners around the world from which to draw. Kawasaki Z1000 owners are hard to please but they'll be pleased with the refinements this year.

The new Z1000 is more comfortable to ride and handles better.

Now, the awesome power is easier to control and safer to apply on any road, anytime, anywhere. Now you'll have more confidence than you've ever known before.

Subtle design changes make important differences to riding comfort and road-holding

The big Kawasaki Z1000 has more power to burn than most people can

imagine. But the Z1000 is not for everyone. It's for the motorcycle elite. The connoisseur. The rider who knows what riding a superbike is all about. Kawasaki knows why you ride... and the Z1000 is surely one way you'll know riding satisfaction beyond your dreams.

The compact Z1000 power plant displaces 1015 cc. Four cylinders, double overhead cams, precision-engineered parts finished and fitted together to fine tolerances help make this engine respond to the throttle with remarkable smoothness.

Power isn't everything, torque is more important. The Z1000 has a remarkably flat torque curve. Power comes on from 2,600 rpm gently but breaks loose at 4,500 rpm so fast you'd better have a good grip of the situation.

When you catch your breath you'll

be blazing down the highway with the mega-thrust of a rocket. And you'll be riding a little lower this year because the handlebars are lower. On the long haul you'll appreciate the new riding position the new handlebars allow which results in less buffeting from the wind and less fatigue. It's a matter of improved ergonomics. Riding styles change with the times and Kawasaki responds with what the majority demand.

If you've any experience riding the Z900/1000 you'll feel the difference in the handling of this year's machine. There is no substitute for experience and over the years the big Z has been improving its road manners. Needle roller bearings were fitted to the swing arm last year and proved successful in maintaining stability in high speed

corners. This year Kawasaki fitted another pair of needle roller bearings alongside the others to further improve rear frame rigidity, tracking and overall handling. Tests have concluded there's less friction and wear so the rear wheel remains stable longer. Also, because the rear shock absorbers will be more active, you will enjoy a higher comfort level. Rear chassis compliance to road surfaces, speed, contour, machine and rider weight all combine to make this Z1000 a safer and more predictable handler. Some rear frame members have also been increased in diameter and strengthened.

Notice the new rearward location for the front disc brake calipers and the redesigned master brake cylinder. The brakes retain their outstanding performance providing reliable

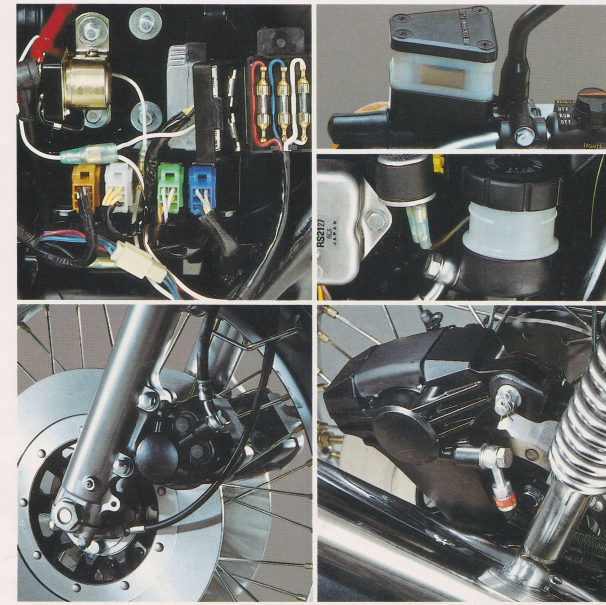
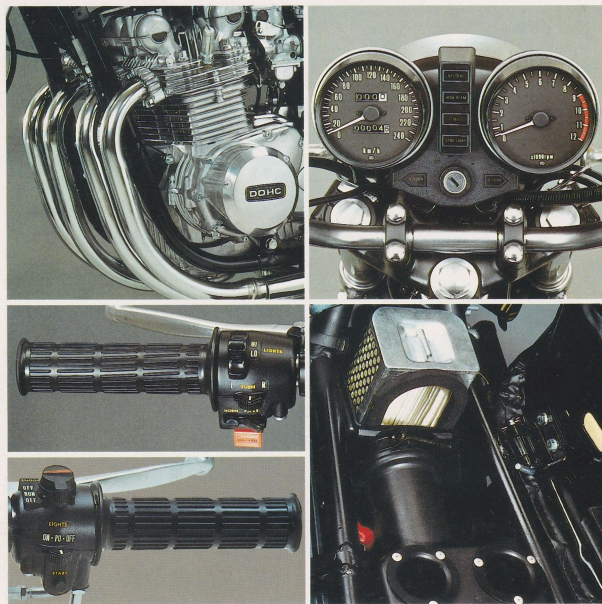
stopping in all conditions.

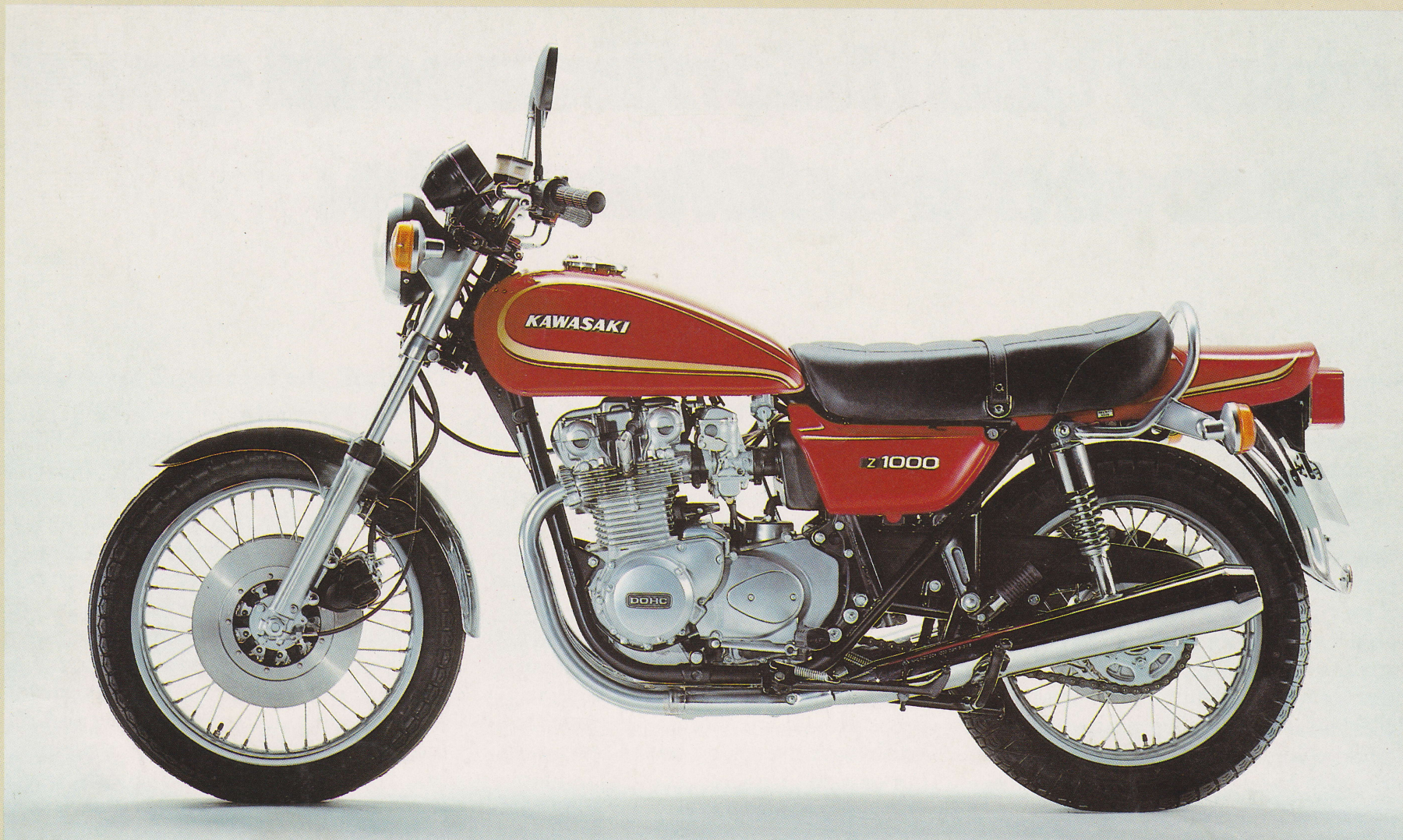
The new master cylinder has a see-through transparent window to check fluid levels and a cap with multiple screws to fasten it to the body, instead of the simple screw-on cap used formerly. This helps discourage anyone wishing to tamper with the fluid and other mischief.

For greater convenience there is a new automatic vacuum-type fuel tap. Now, to start, adjust the choke and press the electric starter—no need to fiddle with the on/off tap as before. As the engine turns over it sucks in fuel and starts immediately. New carburetor settings have been adopted this year which will further improve throttle response and benefit fuel economy. The starter lock-out system has been retained.

The thrill, the rush, the Z experience

Nothing can describe the real pleasure you get from riding the King. Everyone feels it a slightly different way. But there's always the thrill of knowing you're riding the Top Bike. And there's always the rush of adrenaline, a tingle in your nerve ends when you turn it on an empty road and the awesome power jets you ahead like a manned missile. But the Z experience is much more. It's also pride of ownership, surprisingly low running and maintenance costs, and all the things which make motorcycling fun. The Z1000 is for the fortunate few who want to experience this pleasure to the full. Are you ready for it?





Colours available: Luminous Green, Luminous Red

Z1000-A2 SPECIFICATIONS

ENGINE

Type	4-stroke, 4-cylinder, in-line, transversely mounted, air-cooled, DOHC
Displacement	1,015 cc (61.92 cu. in.)
Bore and stroke	70 × 66 mm (2.76 × 2.60 in.)
Compression ratio	8.7 : 1
Ignition system	Battery and coil
Starting system	Electric starter and kick
Lubrication system	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	3.25H-19 4PR
	Rear	4.00H-18 4PR

BRAKES

Front	Dual disc brake, effective disc dia. 250 mm (9.843 in.)
Rear	Disc brake, effective disc dia. 250 mm (9.843 in.)
Braking distance	11 m @ 50 kph (36.1 ft @ 31 mph)

DIMENSIONS

Length, overall	2,240 mm (88.2 in.)
Width, overall	815 mm (32.1 in.)
Height, overall	1,160 mm (45.7 in.)
Wheelbase	1,505 mm (59.3 in.)
Ground clearance	160 mm (6.3 in.)
Dry weight	245 kg (540 lbs.)
Fuel tank capacity	16.7 litres (3.67 Imp. gal.)

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.

 **Kawasaki**
ENGINE AND MOTORCYCLE GROUP