

Kawasaki Z900



The King is still the King!

The Kawasaki 900 Z1 was born a King. Today the king is known as the Kawasaki Z900 and it's better than ever. In three years it has become the best-selling supersports tourer in the world and every year it's refined, improved.

This year is no exception.

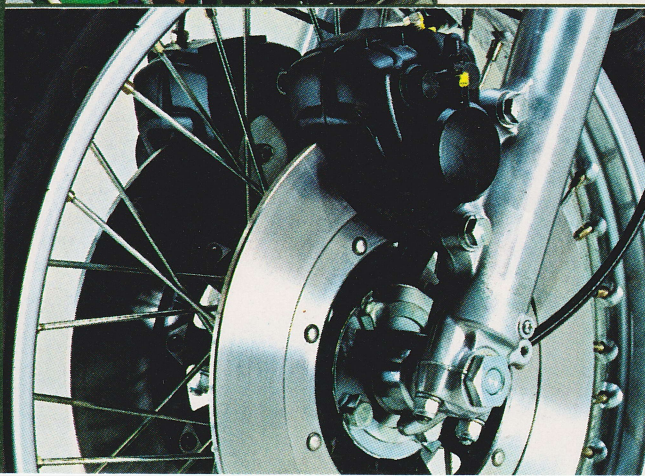
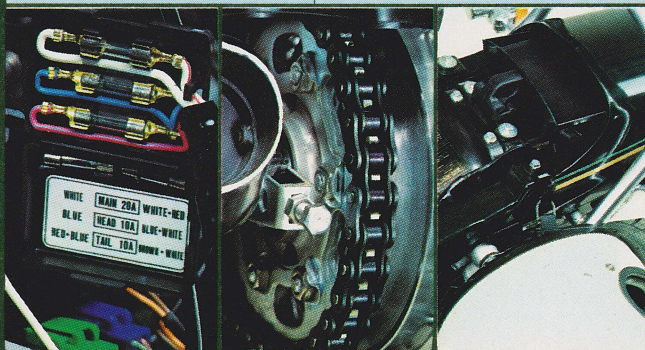
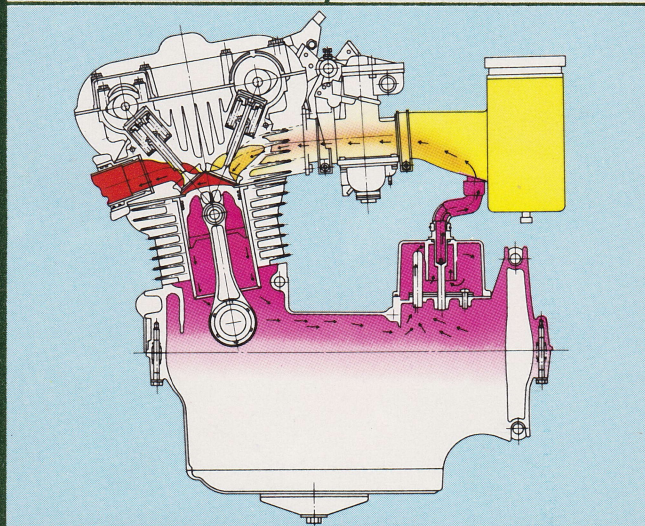
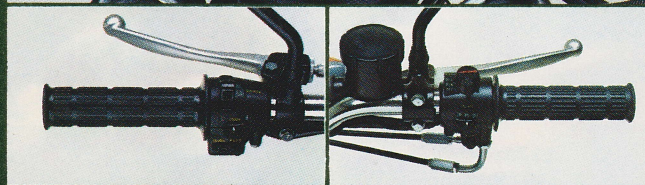
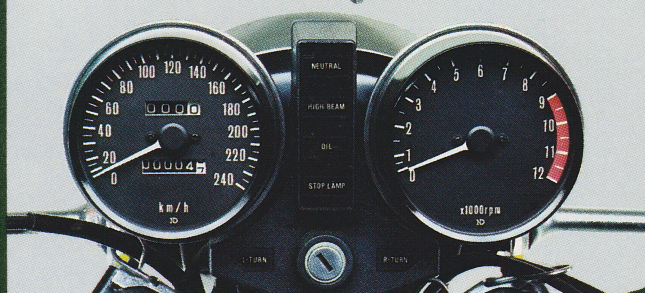
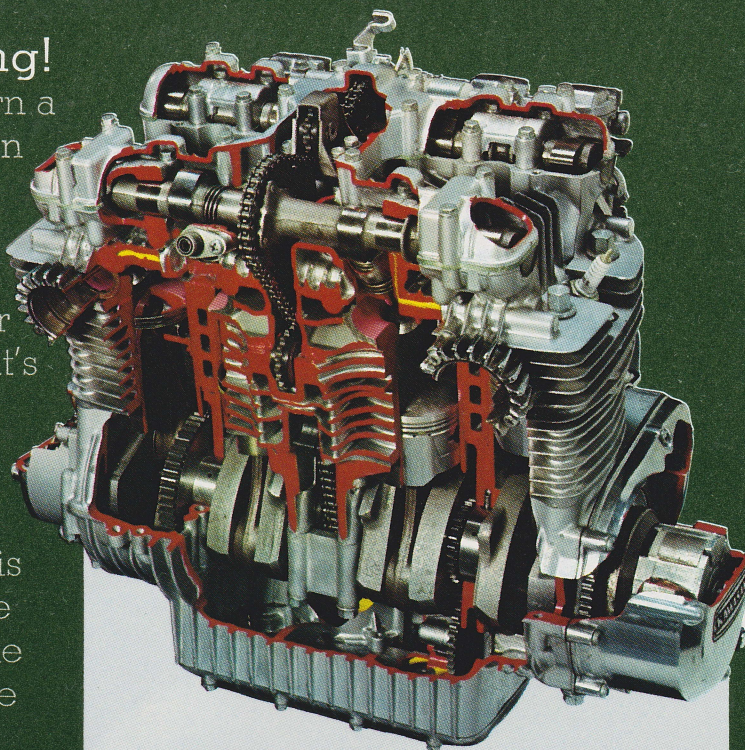
But the qualities for which this machine is famous remain the same: the awesome power, the smoothness, the reliability, the ease of handling. Why make changes for the sake of change? Kawasaki has concentrated on details like making the seat more comfortable, the engine kill switch more convenient to use and the rear shocks more efficient.

There are also some totally new features and surprising new functions. The fuel tank can be locked. The same key needed for the ignition also works the tank and seat locks. It's more convenient. A new buzzer reminds you to turn off the turn-signals when you've rounded the corner. There's a new hazard warning system that flashes all four turning signals:

A new electrical safety feature ensures that if there is a fuse malfunction concerning the lighting system, the turnsignals and starter motor will still work enabling the machine to be operated normally, until the blown fuse is replaced.

They all add up to making the Kawasaki Z900 a King that's more complete.

The King's Power comes from the mighty twin cam 4-cylinder 4-stroke engine. Imagine turning loose 81 hp at 8,500 rpm in one smooth motion. Smooth power whenever you want it. Brute force when you need it. Effortless



power for touring. Instant response for spine-tingling acceleration to blow away the competition. A reserve of power you can count on. This is the heart of the King. It's what has made this Kawasaki the long distance champion in endurance racing.

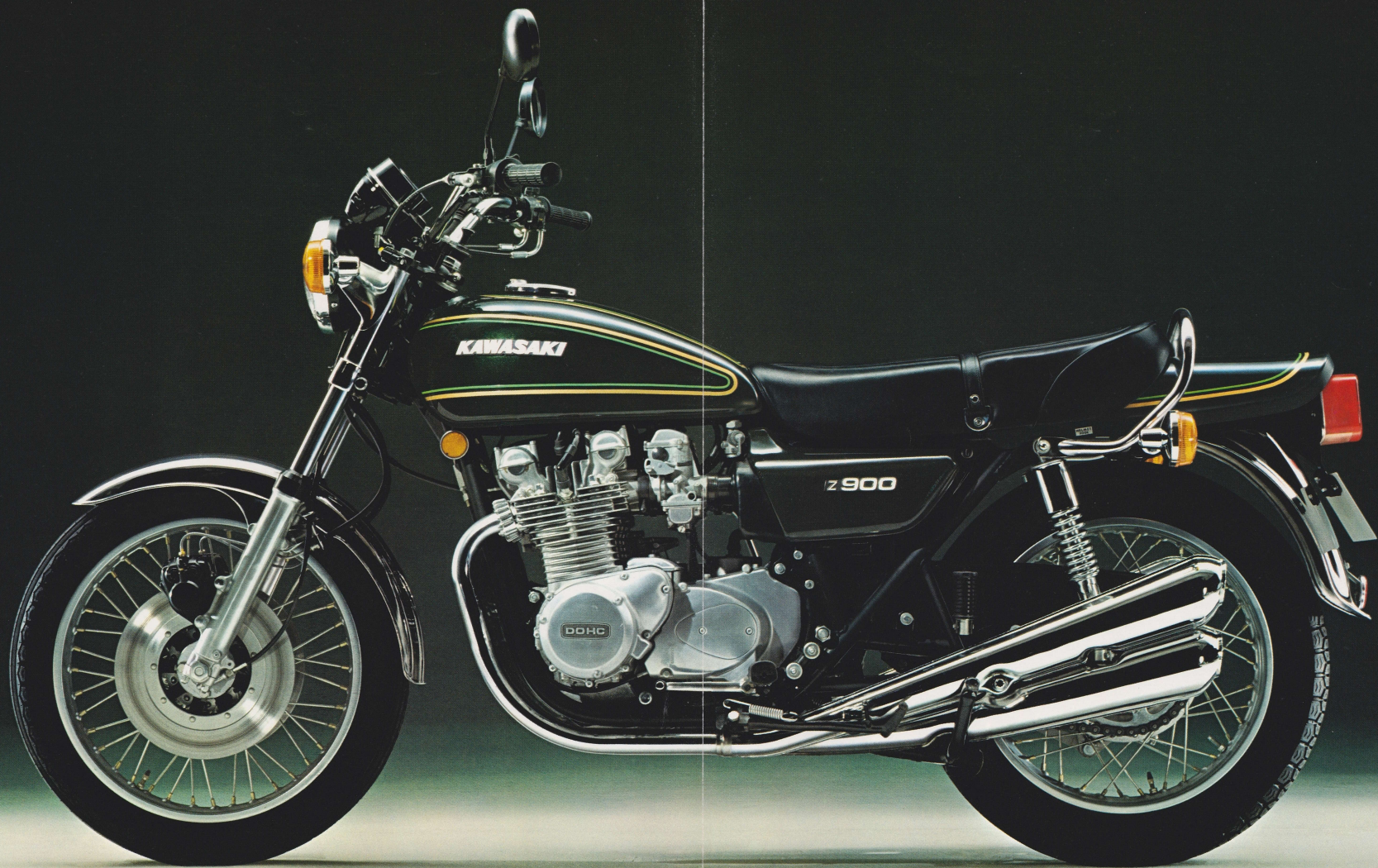
The King is also "clean" because the anti-pollution PCV (Positive Crankcase Ventilation) system recycles blow-by gasses through the four miserly Mikuni carburetors to reduce hydrocarbon emissions by 40 percent. And you can feed the King low or lead-free fuel because the valve seats are made of specially sintered alloy so they won't be harmed.

All this power and performance can be yours. And it's not going to cost you a King's ransom to keep because the Kawasaki Z900 is also as economical to run as some machines half its size. The fuel economy is remarkable.

All the King's horses are easy to handle. The frame is a racing-style double cradle that's strong and stable. The rear swing arm, double-acting front forks and improved rear suspension units all give increased confidence whatever the road surface and condition.

Swinging around mountain switchbacks, cruising the long straightways or tooling around town can all be handled with equal security.

Getting all the horses onto the road with minimum loss is the heaviest chain you've ever seen. And the great thing about it is that you don't have to worry about it—it takes care of itself. It's self-lubricating. The rollers carry their own grease. Wear is minimized and you can run a long way or a year before you need to replace the chain.

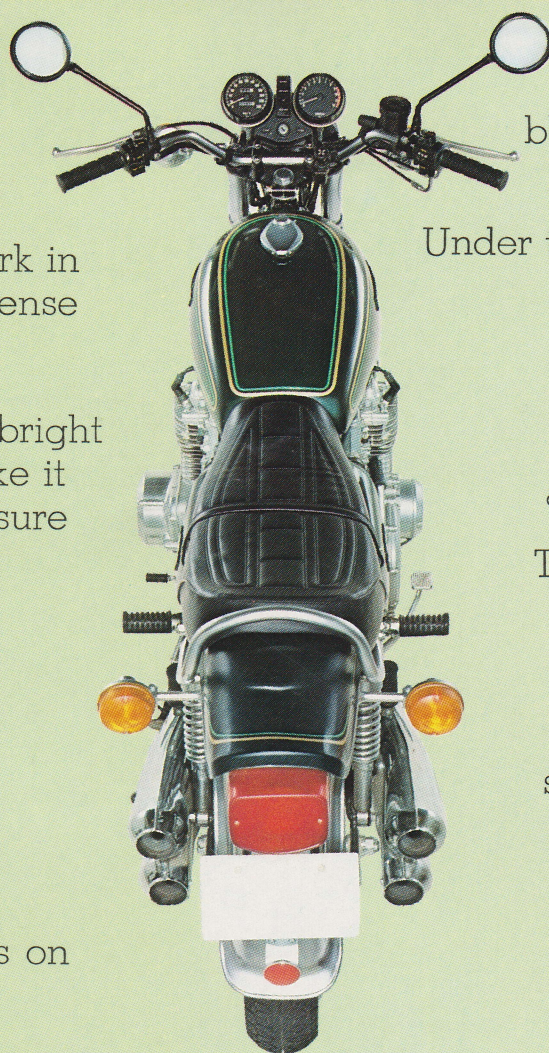




The King's safety—and yours—has received special consideration. Mighty dual disc brakes up front and the giant drum at rear work in perfect harmony. They give you a sense of security.

The huge headlight throws a long, bright beam. And the red taillight looks like it came off a locomotive. You can be sure of seeing and being seen. The turn signals have indicators in the instruments cluster. There's also a high beam warning lamp and one that indicates if your rear lamp is inoperative.

The large speedometer with odometer and tripmeter, and the tachometer have big white numbers on



black faces so you can read road and engine speeds at a glance.

Under the seat you'll find a comprehensive tool kit and behind it a neat little compartment to carry your maps.

Lower the seat and you'll automatically lock a couple of helmets in their holders.

The Kawasaki Z900 is an enthusiast's motorcycle. It's born to be ridden with confidence and designed to fulfill the needs of a skilful rider.

It performs with strength and safety and beyond your expectation. It's a machine you can be proud to own a long time.

Long lives the King!

Z900-A4 SPECIFICATIONS

PERFORMANCE

Maximum horsepower	81 hp/8,500 rpm
Maximum torque	7.3 kg-m/7,500 rpm (52.8 ft-lb/7,500 rpm)
Acceleration	SS 400 m (¼ mile): 12.3 sec.
Climbing ability	30°
Minimum turning radius	2.5 m (98.4 in.)

ENGINE

Type	4-stroke, 4-cylinder, in-line, transversely mounted, air-cooled, DOHC
Displacement	903 cc (55.1 cu. in.)
Bore and stroke	66.0 x 66.0 mm (2.6 x 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 - H19 4PR
Rear	4.00 - H18 4PR

BRAKES

Front	Dual disc brake, disc dia. 245 mm (9.6 in.)
Rear	200 x 35 mm (7.87 x 1.38 in.), drum
Braking distance	11 m @ 50 kph (36.1 ft @ 31 mph)

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	241 kg (531 lbs.)
Fuel tank capacity	17 litres (3.7 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.



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