Kawasaki
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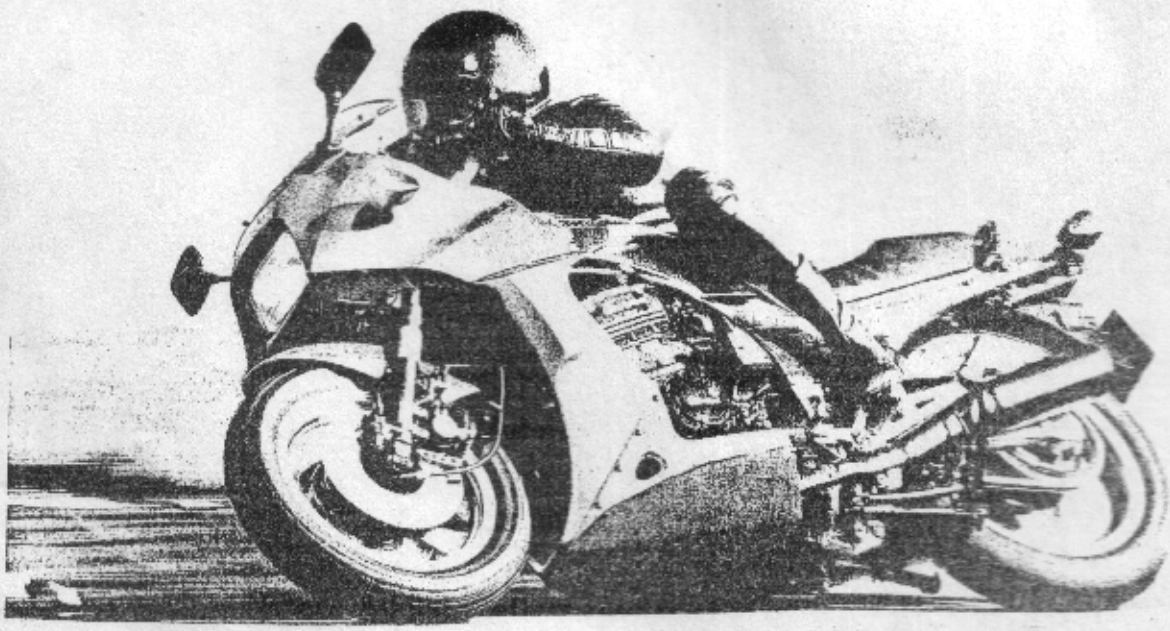
PRESS KIT

1984 Kawasaki GPz900R (ZX900-A1)



Kawasaki Heavy Industries, Ltd.

Motorcycle Group

December 15, 1983

Notes: All data reflect results of factory tests.
All data subject to change without notice.

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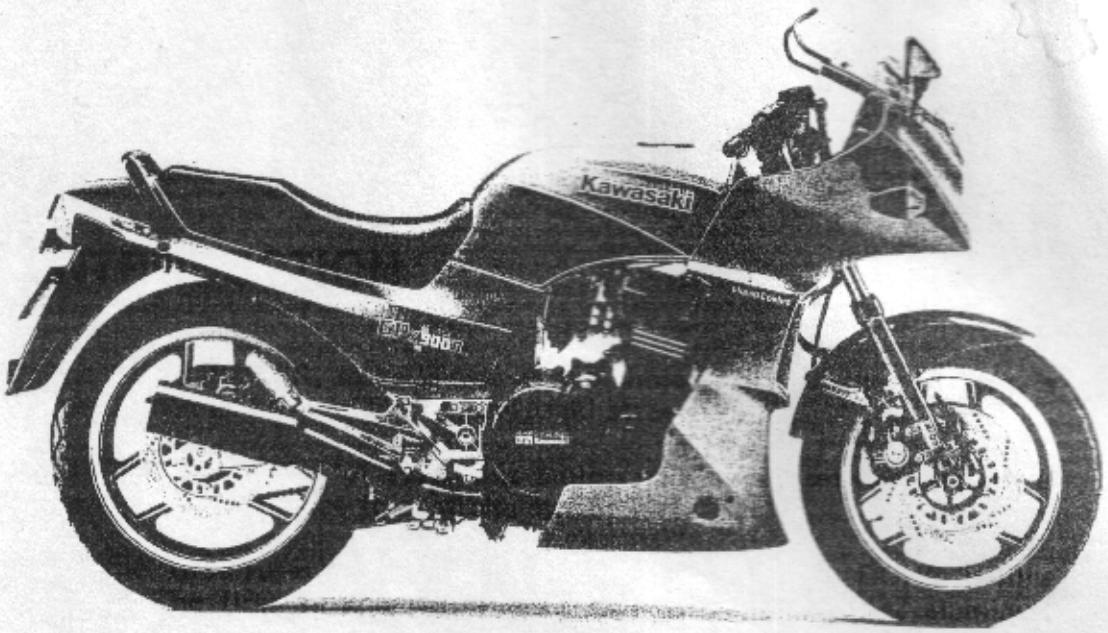


INTRODUCTION

The 1984 GPz900R, to be known as the Ninja in the U.S. and Canada, is the first in an all-new line of Kawasaki streetbikes.

Like the Model Z-1 of 1972, this motorcycle should set new standards for high-performance four-stroke streetbikes.

It's the first superbike with a liquid-cooled, 16-valve, DOHC in-line Four. The first to combine a lightweight diamond frame, aluminum rear frame section, and 16-inch front wheel. The first with a fork that delivers truly progressive wheel travel, joined with the latest rising-rate Uni-Trak rear suspension.

Lighter than some 750s, more powerful than some 1100s--it is the fastest Kawasaki streetbike ever built.

THE KAWASAKI PHILOSOPHY

Kawasaki is an engineers' company. Since its founding in 1878, engineers have always been well-represented in top management. One result of this is that Kawasaki depends primarily on the quality of its machines for market success--in other words, we believe in letting products sell themselves.

Accordingly, Kawasaki allows its engineers maximum freedom in building machines that deliver the best possible combination of performance, reliability, and efficiency. After 105 years, we still feel this philosophy is the best long-term approach.

Kawasaki Heavy Industries now has 31 major manufacturing facilities, including 13 overseas, generating about US$3.5 billion in annual sales. Our operations are divided into seven major categories:

Aircraft

This group produces complete fixed-wing aircraft, helicopters, and missiles, including the P-3C antisubmarine and sea patrol plane (under contract to Lockheed), BK-117 twin-turbine helicopter (in cooperation with Messerschmitt-Bolkow-Blohm GmbH), Kawasaki Hughes helicopter (under contract to Hughes Helicopter), and Kawasaki Vertrol helicopter (under contract to Boeing). Also responsible for production of major aircraft components (including fuselage of the new Boeing 767 and various components of the 747 passenger plane and F-15 supersonic fighter).

Energy Plant Engineering

Designs and builds such major components for thermal and nuclear power plants as high-pressure vessels, boilers, and heat exchangers. Also produces large-scale solar energy systems and geothermal power plants.

Engines & Motorcycles

Produces a full line of motorcycles with engines displacing from 50 to 1,300 cubic centimeters. Also responsible for production of diesel and gasoline engines (under contract to Isuzu Motors and Iseki & Co.), jet turbine and gas turbine engines, gears and transmissions, and generators.

Machinery

Designs and builds computer-controlled robots and hydraulic equipment for industrial use. Also produces air compressors, gas compression modules, blowers, controllable-pitch propellers, wear-resistant steel, and heavy construction machinery.

Plant Engineering

Designs and builds major plants for production of steel, cement, chemicals, and LNG. Also responsible for construction of major high-rise building frames, bridges, and storage tanks.

Rolling Stock

Produces rolling rail stock for passenger cars and locomotives (including Japan's Shinkansen), freight cars, subways, and monorails. Also produces cable car systems and fully automated guideway transit systems.

Ships

Designs and builds major vessels for transport of crude oil, LNG, LPG, containers, automobiles, refrigerated cargo, and general cargo. Other vessels include icebreakers, submarines, patrol and research boats, and marine-based industrial plants. Also responsible for construction of fixed petroleum drilling platforms, semi-submersible drilling platforms, self-elevating platforms for undersea construction work, and rocket launching facilities.

With these diverse operations under a single roof, KHI has built an vast store of engineering experience and new technology. One of the largest R&D programs in the world ensures that all divisions benefit from such new engineering advances as integrated CAD/CAM techniques, while constant technological exchange between divisions helps keep each a leader in its field.

For example, aircraft research ensures that all divisions have the latest data on lightweight, high-strength metal alloys and synthetic materials; R&D on such varied powerplants as massive oil tanker engines (producing up to 4,000 horsepower per cylinder) and sub-compact automobile engines ensures the widest range of technology on every aspect of internal combustion; research on computer-control systems for aircraft, ships, and plants provides up-to-date electronics technology; and production of industrial robots allows maximum production efficiency and quality control.

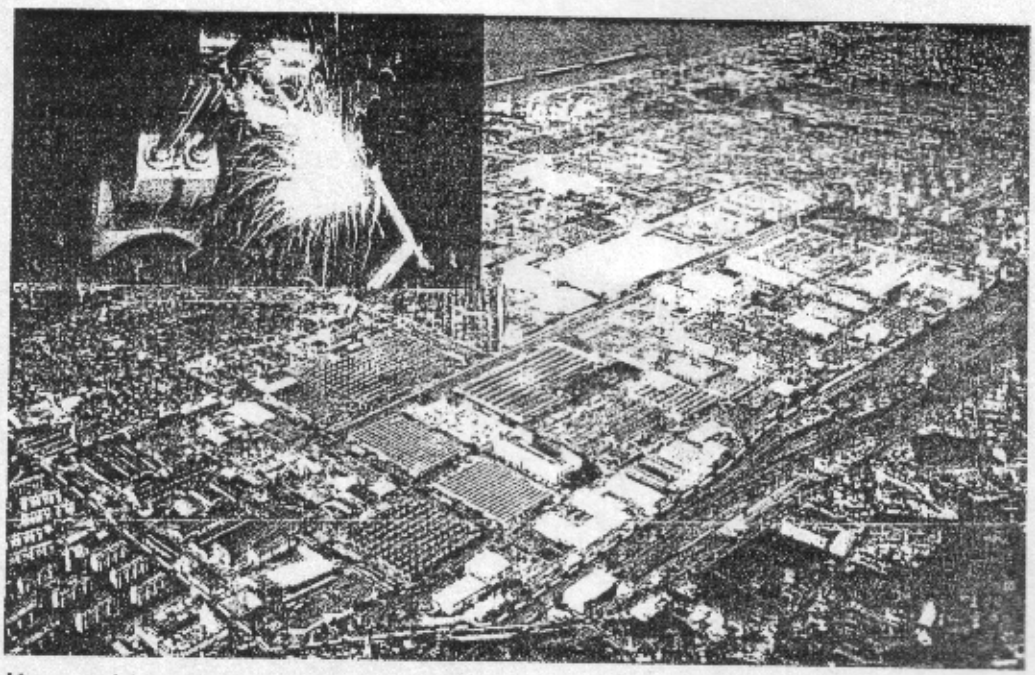
With an emphasis on high-performance and quality, the Motorcycle Group has contributed to this process by developing a complete range of two- and three-wheeled machines over the past 23 years. For 1984, this range includes such diverse machines as the Voyager, 750turbo, KDX200, and KXT250 Tecate.

Like other KHI divisions, the Motorcycle Group is centered west of Osaka, separated geographically from the other Japanese motorcycle manufacturers. This unique location and Kawasaki's favorable management image have combined to attract superior groups of engineers every year.

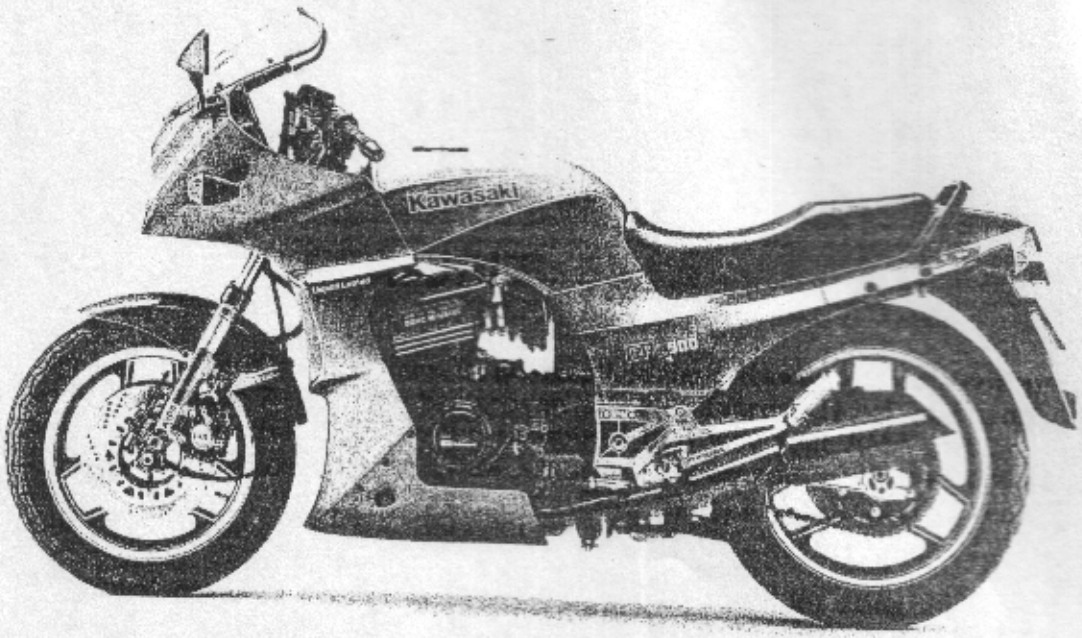
While other manufacturers have explored a wide variety of designs and market concepts, Kawasaki has opted to stay close to carefully selected basic designs, refining each to the limits of its potential. With this approach, Kawasaki has consistently set leading standards for peak performance and reliability--to the extent that these attributes have become virtual company trademarks.

It's a philosophy that produced such great two-stroke streetbikes as the A1 Samurai and H-series machines, and such trend-setting four-strokes as the W1 and, especially, the Model Z-1--perhaps the most famous streetbike in history.

It's also the philosophy behind the newest and finest of Kawasaki streetbikes: the 1984 GPz900R/Ninja.



Kawasaki robot technology at work at the Motorcycle Group's Akashi factory.



HISTORY & FEATURES

The central feature of every large-displacement Kawasaki for a dozen years, the basic Z-1 engine has proven to be an incredibly reliable sport engine, in streetbikes and in the racebikes that won four AMA 1,000 cc Superbike crowns, three FIM World Endurance Manufacturer's Championships, and a pair of FIM World Endurance Team Championships.

Continual development of various Kawasaki motorcycles using the basic eight-valve engine and double-cradle frame has kept our streetbikes highly competitive over the years. In a recent Cycle Guide comparison test against Honda's all-new V65 and Suzuki's GS1100ES and 1100 Katana, Kawasaki's 750turbo won the quarter-mile competition in 10.839 seconds, and--matched only by the GPz1100--posted the winning top speed of 233.46 kph (145.07 mph).

Realizing that time and technology would eventually catch up with the original Z-bike concept, however, Kawasaki engineers began six years ago to test and retest every practical combination of chassis and powertrain to find the one best-suited to a second-generation superbike.

Engine

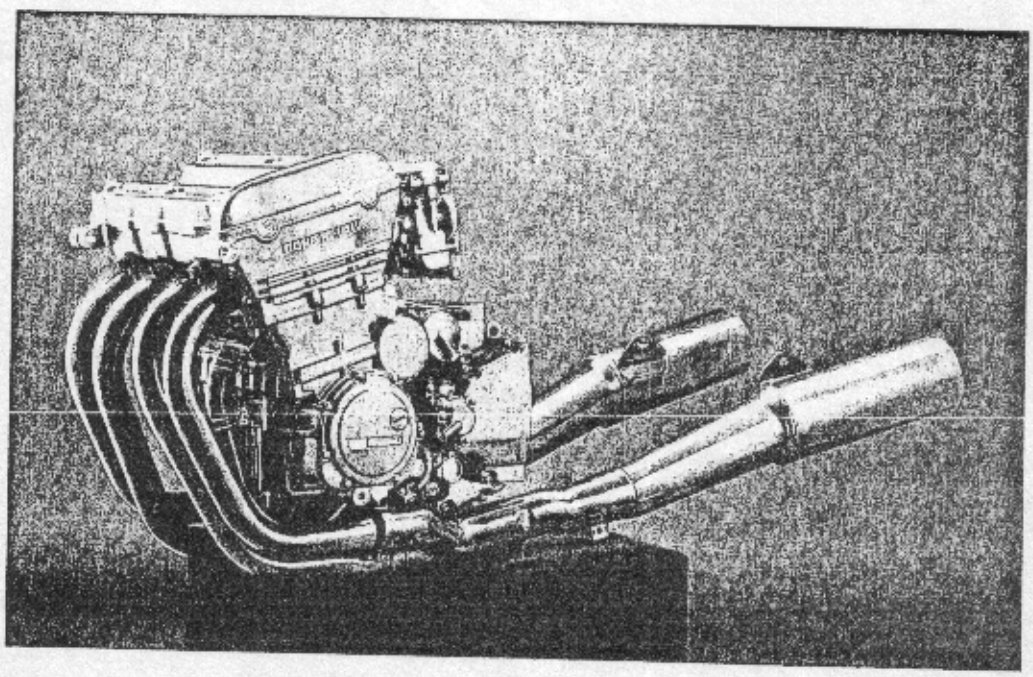
Although several other configurations--including a V-4, V-6, and in-line Six--showed promise in various areas, all were judged to offer no significant advantage over an in-line Four for sportbike use.

So the proven configuration was retained--and virtually every tenet of in-line Four design was re-evaluated. The result is an all-new engine that shares the inherent advantages of all in-line Fours (including relatively few moving parts, low mechanical loss, efficient combustion flow, evenly-spaced power strokes, perfect primary balance, and easy service), but does away with the primary drawback of previous designs: width.

Several design innovations let Kawasaki put a maximum of 115 ps (113.43 hp) and 8.7 kg-m (62.93 ft-lbs) of torque into a unit just 451 mm (17.76 in) wide. That's a full 123 mm (4.86 in) thinner than the original 903 cc Z-1 powerplant, despite an oversquare bore of 72.5 x 55 mm.

This meant the engine could be mounted about 30.5 mm (1.2 in) lower, for quicker handling, without sacrificing cornering clearance.

Although the included valve angle has been decreased more than 25 degrees (in comparison to both the 1983 GPz750 and GPz1100) to 34.9 degrees, the engine is shorter top to bottom than the original Z-1 engine, with a reduction of the distance from crank center to the top of the cam cover of 24.5 mm (.97 in). The engine is also 48.26 mm (1.9 in) shorter front to back, and--including the aluminum radiator, oil cooler, and all other engine components--is a full 5 kg (11 lbs) lighter than that of the Z-1.



A major factor in this compact design is a basic change in the in-line Four layout. Liquid-cooling meant the cam chain could be positioned outside the cylinder bank, giving the GPz900R/Ninja a wet-liner cooling system that is both highly compact and highly efficient. Another obvious space-efficient feature is the air-cooled alternator, mounted above the gearbox and driven by a silent chain off the right side of the crank.

For reliable performance up to the 10,500 rpm redline, the one-piece crank turns in five plain bearings, with inserts made of the same alloy used in other large GPz models. In addition to driving the clutch, the crank's primary gear drives a compact counterbalancer--a first on any in-line Four--that virtually eliminates secondary vibration. The teeth on both the primary gear and balancer gear are polished for reduced mechanical loss and minimal backlash.

Separate from the crankcase, the cylinder block is made of aluminum alloy, with pressed-in cast iron liners. The cylinder block is secured between the head and crankcase by 10 bolts. The base gasket is steel, and the head gasket is laminated steel.

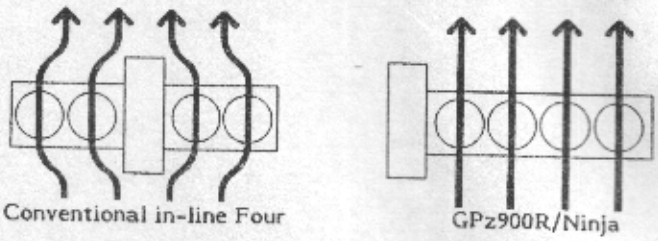
The pistons are aluminum, and connecting rods are lightweight, high-strength forged steel. Liquid cooling allows both decreases in piston clearance and ring tension and a power-boosting 11:1 compression ratio.

The narrow included valve angle (inlet 18.5 degrees and exhaust 16.4 degrees from vertical) yields shorter ports for increased breathing efficiency, compact chambers for increased combustion efficiency, and decreases in both engine size and weight. Despite the narrow included angle, Kawasaki has been able to use relatively large-diameter valves (inlet 29 mm, exhaust 24.7 mm), which also contribute to increased breathing efficiency. Duration is 290 degrees (measured from actual opening), and lift is 9.3 mm.

Also with five bearings each, the hollow, lightweight camshafts turn in the head itself. Each camshaft has four lobes, actuating two valves each through dual-finger cam followers. Valve adjusters are the solid screw-and-locknut type. The cam cover is sealed by a reuseable rubber gasket.

The cams are driven by a single silent chain from the left side of the crank. Kawasaki's new constant-load automatic tensioner ensures decreased mechanical loss and more consistent chain tension for the life of the engine, while a 7.94 mm chain pitch ensures more strength than a conventional chain without any extra weight.

Positioning the cam chain outside the cylinder bank also means the four combustion paths from airbox to exhaust pipe are as short and straight as possible (see illustration), significantly improving breathing efficiency. This also makes possible symmetrical sub-ports for each set of intake and exhaust valves, further improving breathing efficiency.



Conventional in-line Four GPz900R/Ninja

Another boost in breathing efficiency is provided by the all-new compact Keihin CVK 34 mm carburetors--another first--with semi-flat slides that ensure improved fuel atomization, quicker throttle response, and reduced intake resistance. A full 19 mm (.75 in) shorter than conventional 34 mm carburetors, these aluminum-bodied units also cut weight.

The liquid-cooling system utilizes a single aluminum cross-flow radiator, thermostat, electric fan, and water pump. Water enters the cylinder liners at the front of the engine, flows up and back to and through the head, then to the radiator. The radiator holds .73 l (.77 qts) and weighs 1.2 kg (2.65 lbs). The thermostat actuates at 87 degrees C (188.6 degrees F), and the fan actuates at 97 degrees C (206.6 degrees F). The water pump is gear-driven off the clutch from the same shaft that drives the oil pump.

Lubrication is by a special dual-stage system. In the primary oil loop, oil is drawn through the primary filter to the pump, then passed through the filter element to the crank, gearbox, head, etc. In the secondary loop, oil is passed from the pump to the four-tier oil cooler, then back to the sump.

The oil cooler loop serves a secondary function as a temporary "storage tank" (capacity .7 l, .74 qts). Sump oil level is kept at a minimum, while a special dam isolates the critical area around the balancer gear, primary gear, and clutch. This system results in a significant increase in mechanical efficiency. Lubrication efficiency also gets an extra boost since the cooler does not restrict oil flow to vital components. To help prevent leakage (maximum oil pressure 5 kg/cm², 71.1 psi), oil passes to and from the head via external lines. Total oil capacity is 4 l/qts.

The long list of other features includes:

- Large-capacity airbox. The compact engine leaves extra room for a power-boosting 6.2 l airbox.
- Maintenance-free ignition with electronic timing advancer. The timing sensors are located on the left end of the crank.
- New mufflers. In comparison to other large GPz models, these are positioned higher for increased cornering clearance.

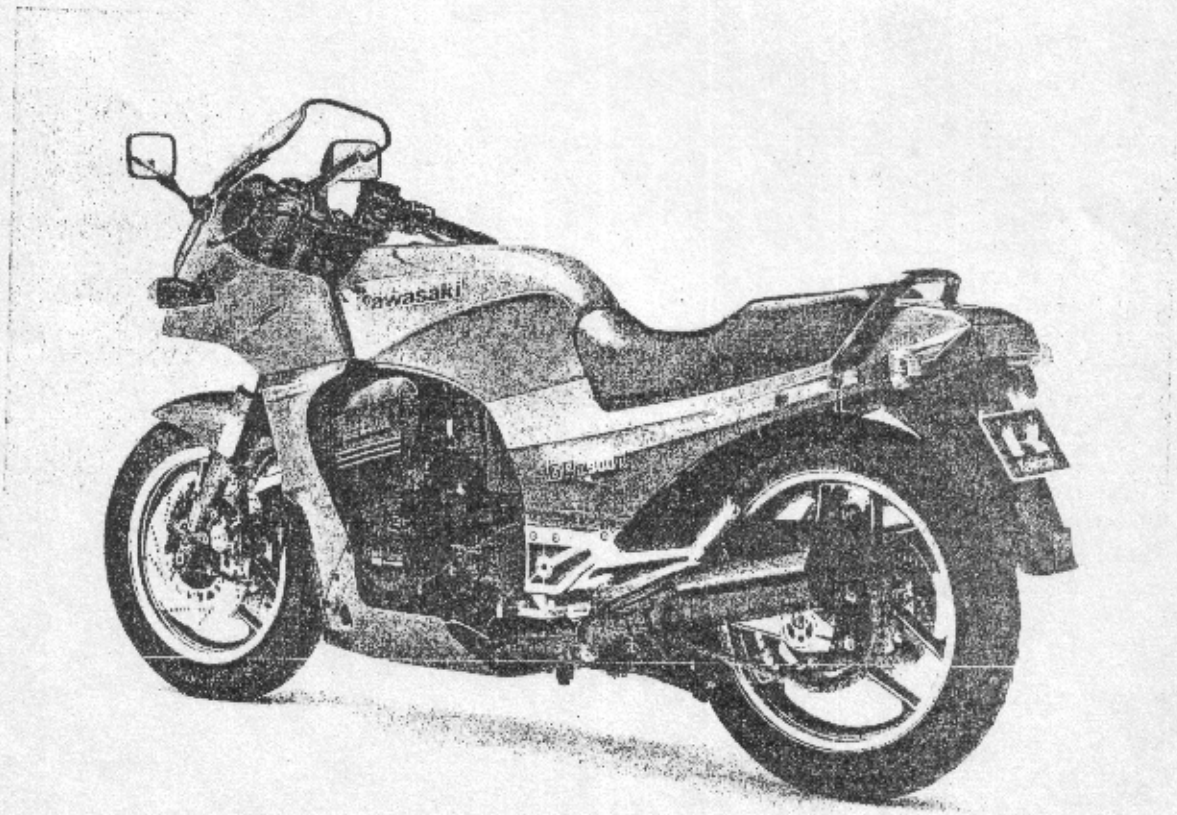
The overall result is the latest technology in an engine with a familiar profile: the world's first liquid-cooled, 16-valve, DOHC in-line Four superbike engine.

Drivetrain

As well as a new light-pull hydraulic clutch, the GPz900R/Ninja features a six-speed gearbox--a first for Kawasaki on a large-bore machine. While the new engine's wide powerband allows casual riding with minimal shifting, the new gearbox lets riders launch the bike easily off the line, hit top speeds significantly higher than the 750turbo and GPz1100, and fully exploit the engine's peak power at any speed in between. At 100 kph (62.14 mph), the engine runs at a low 4,200 rpm in top gear (see specifications for ratios).

The gearbox shafts are staggered in the vertical plane to save space and reduce mechanical loss, and the drive sprocket mounts directly on the countershaft. There are undercut dogs for third, fourth, and fifth gears, plus a positive neutral finder.

The #530 drive chain is a refined version of the lightweight silicone-lubricated sealed O-ring unit used on other large GPz models. The bolt pattern on the rear sprocket has been moved out toward the perimeter (in comparison to other GPz models) for increased strength.



Naturally, this allowed the engineers to mount the engine lower, yet still maintain a full 140 mm (5.51 in) of minimum ground clearance. Static lean angles without a rider are a full 48 degrees both left and right.

The tapered-roller-bearing steering head is secured by three tubes in the backbone sub-frame. Two are fixed to the bottom of the steering head, sweeping out at about 45-degree angles to the front engine mounts. A single tube secures the top of the steering head, and cross-bracing between all three tubes assures a highly rigid structure.

The second of three major sub-frames is an aluminum alloy unit at the rear of the engine. This sub-frame provides outboard support for the swingarm as well as supporting the rear frame section and a variety of other components.

The third major sub-frame, another first, is the aluminum rear frame section. Comprised mostly of lightweight box-section aluminum, this unit bolts to the backbone and swingarm sub-frames, and provides support for the seat and tail section.

A small steel bracket at the front of the engine helps support the radiator, oil cooler, and full fairing.

The new gas tank (22 l, 5.81 gal) was carefully contoured to work with the rider, and features a flush-mount gas cap. The cap is finished in black chrome, and its trim ring is secured by real allen bolts (a hidden bolt is fitted below the cap for theft prevention).

The new seat, with a vacuum-formed cover, has been designed for maximum support and comfort.

Aluminum alloys were also used for the new handlebar risers (700 g, 24.69 oz lighter than before) separate handlebars, dog-leg levers, new footpegs (with replaceable steel friction stubs), passenger grab rail, brake pedal, and shift lever.

(U.S. and Canadian models will have handlebar risers 30 mm (1.18 in) higher than other models.)

For convenience, the GPz900R/Ninja also features a tail section storage compartment, new retractable bungee cord hooks, and a new pair of helmet locks.

The overall result is a world-class superbike that feels like a 550. The numbers tell the story: Wheelbase is a short 1,495 mm (57.66 in), overall width is only 750 mm (29.53 in), and seat height is a low 780 mm (30.71 in). Total dry weight of the machine: 228 kg (502.65 lbs).

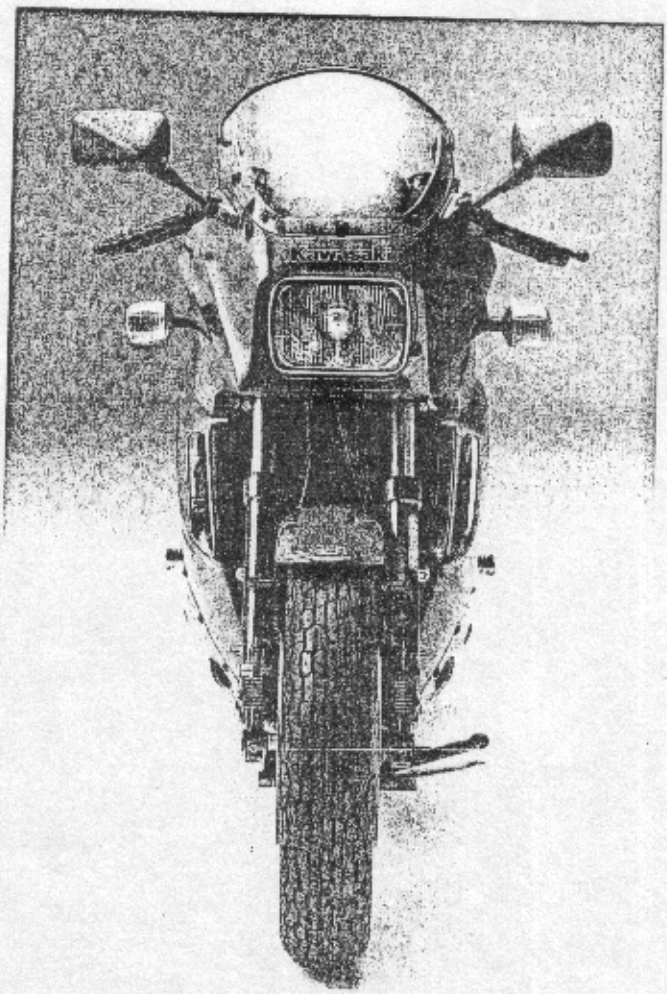
Bodywork

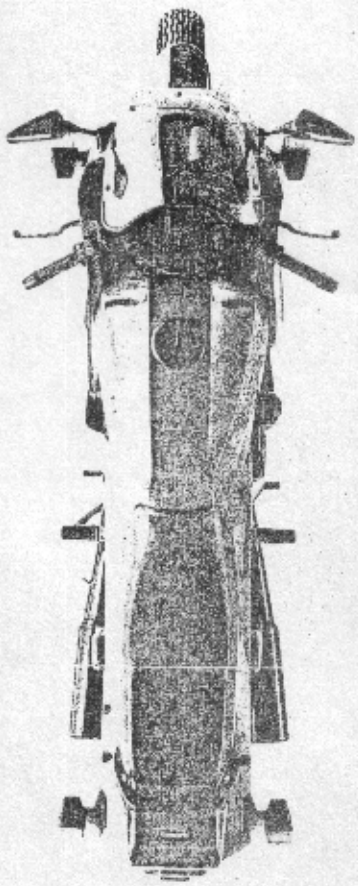
The all-new bodywork was designed with the aid of a series of computer-aided wind tunnel tests and maximum-speed rides on a 45-degree banked test track.

Though somewhat similar in appearance to those of other GPz models, the frame-mounted fairing, mirrors, tail section, and even the turn signals have been redesigned for maximum aerodynamic efficiency. These changes and about a 10 percent reduction in frontal area (compared to the 750turbo), due to the 16-inch wheel and narrowed engine, help make the GPz900R/Ninja the fastest Kawasaki streetbike ever, with a top speed conservatively rated at 245 kph (152.24 mph).

The top and middle fairing pieces, as well as most other pieces of the bodywork, are made of ABS, while the undercowl is heat- and abrasion-resistant PBT.

The right sidecover hides the remote Uni-Trak controls, and on this model is secured by a single screw.





Suspension

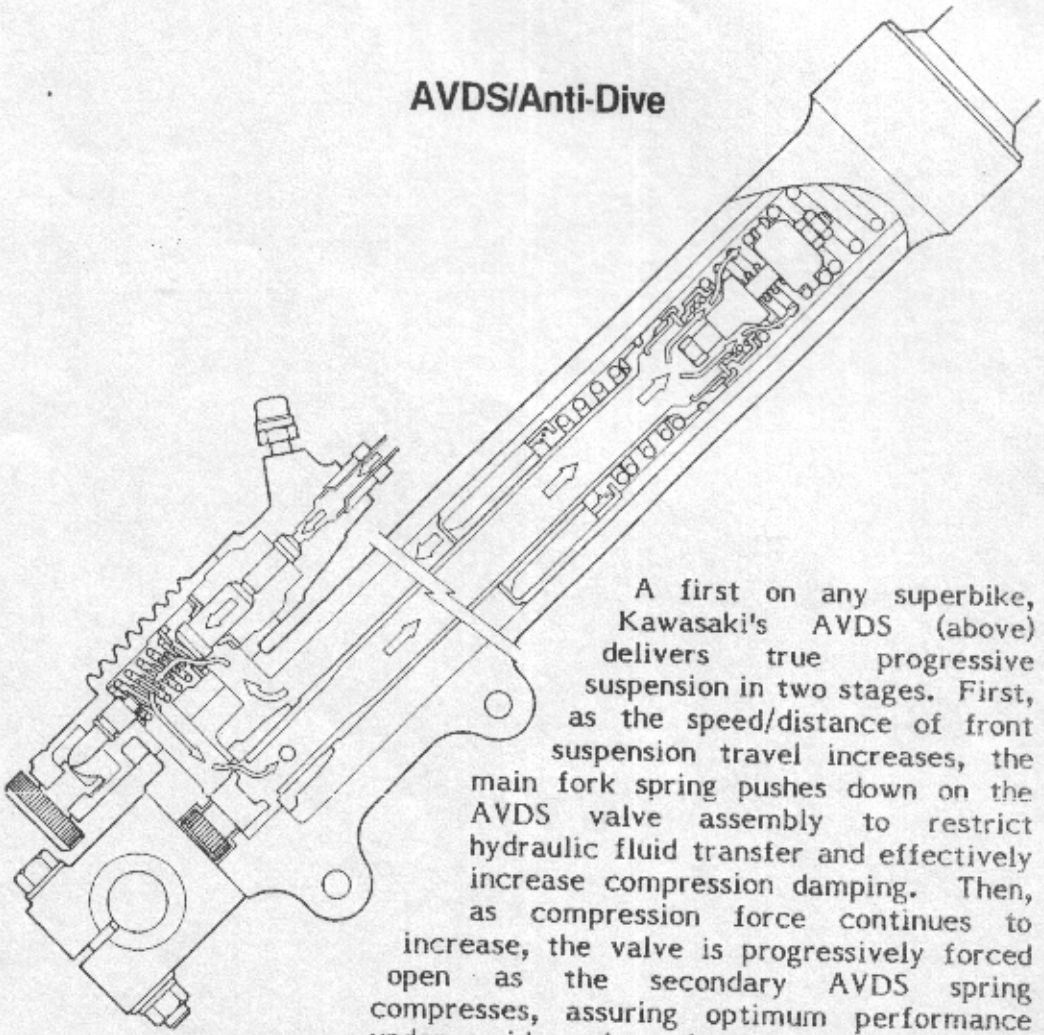
The biggest advance in the suspension department is the introduction of a true progressive fork, which responds to increases in both the speed and distance of front wheel travel by automatically increasing compression damping.

Kawasaki achieved this with the Automatic Variable Damping System (AVDS), a secondary spring-valve system (see illustration) that automatically meters hydraulic fluid transfer during compression--with results shown by the rising-rate curves on the following page. AVDS begins working after an average 50 mm (1.99 in) of suspension travel. Total travel is 140 mm (5.51 in).

Like other large GPz models, the fork features equalized air-assist.

To accommodate a wider front tire (and the fitting of larger aftermarket tires), the distance between fork tubes is up 10 mm (compared to the 1983 GPz1100) to 200 mm. Fork tube diameter is up 1 mm to 38 mm for increased rigidity.

AVDS/Anti-Dive



A first on any superbike, Kawasaki's AVDS (above) delivers true progressive suspension in two stages. First, as the speed/distance of front suspension travel increases, the main fork spring pushes down on the AVDS valve assembly to restrict hydraulic fluid transfer and effectively increase compression damping. Then, as compression force continues to increase, the valve is progressively forced open as the secondary AVDS spring compresses, assuring optimum performance under a wide variety of conditions.

The bike is also equipped with a slightly redesigned swingarm of extruded box-section aluminum and Kawasaki's exclusive eccentric-cam drive chain adjusters. Supported inboard by the steel backbone sub-frame, and outboard by the aluminum alloy sub-frame, the needle-bearing swingarm pivot also features a synthetic bushing that virtually eliminates side-to-side freeplay.

Brakes

The GPz900R/Ninja is equipped with two refined braking systems based on those of the GPz1100.

All three discs get a new drill pattern that cuts vibration and noise. And the rear caliper is now secured by a lightweight aluminum stay that cuts unsprung weight by eliminating the steel torque link used on other GPz models.

As on other GPz models, the single-piston calipers--just as powerful but not as heavy as alternative types--are fitted with Kawasaki's sintered metal pads, more fade-resistant and faster-acting in the wet than conventional pads. The machine also uses Kawasaki's high-performance brake lines, made with a super-tough synthetic fiber that restricts expansion nearly as well as braided stainless steel.

Valving in the three-way adjustable anti-dive system on the GPz900R/Ninja has been modified for quicker response. In combination with the new AVDS fork, this improved system helps keep the bike flatter during hard braking for maximum stability.

Wheels & Tires

The six-spoke aluminum-alloy wheels on the GPz900R/Ninja are a refinement of the three-spoke GPz design introduced last year.

The V-rated tires (120/80 front, 130/80 rear) are from Dunlop. Designed exclusively for this machine, these tubeless low-profile tires provide unsurpassed all-round performance.

Kawasaki

GPz900R (ZX900-A1) SPECIFICATIONS (EUROPE/OTHER)

ENGINE	Europe	Italy, other
Type	Liquid-cooled, 4-stroke, 4-cylinder, DOHC, 16-valve	←
Displacement	908 cc	←
Bore and stroke	72.5 x 55.0 mm	←
Compression ratio	11.0 : 1	←
Ignition system	Transistorised, electronic advance	←
Starting system	Electric starter	←
Lubrication system	Forced lubrication (wet sump)	←
Engine oil	SAE SE 10W40, 4.0 litres	←
Carburetion	Keihin CVK34 x 4	←
Spark plug	NGK DR8ES or ND X27ESR-U	D9EA or X27ES-U
Valve timing : Inlet	Open : 45° BTDC, Close : 65° ABDC	←
: Exhaust	Open : 65° BBDC, Close : 45° ATDC	←
Charging current & voltage	Voltage : 13.5 V	←
(night time @4,000 rpm)	Current : 23 A	←
DRIVETRAIN		
Transmission	6-speed, return shift	
Primary reduction ratio	1.732 (97/56)	
Gear ratios : 1st	2.800 (42/15)	
: 2nd	2.000 (38/19)	
: 3rd	1.590 (35/22)	
: 4th	1.333 (32/24)	
: 5th	1.153 (30/26)	
: 6th	1.035 (29/28)	
Final reduction ratio	2.882 (49/17)	
Overall reduction ratio	5.170 @top gear	
Clutch	Wet, multi-disc	
FRAME		
Type	Tubular, diamond frame	
Suspension & : Front	Air adjustable telescopic fork, 140 mm	
wheel travel : Rear	Uni-Trak, 115 mm	
Tyre size, : Front	120/80 V16, Dunlop F17/Bridgestone L303 tubeless	
make & type : Rear	130/80 V18, Dunlop K727/Bridgestone G516 tubeless	
Tyre inflation : Front	Up to 97.5 kg load: 2.25 kg/cm²	
	97.5 ~ 181 kg load: 2.50 kg/cm²	
	Over 210 kph: 2.50 kg/cm²	
: Rear	Up to 181 kg load: 2.50 kg/cm²	
	Over 210 kph: 2.90 kg/cm²	
Castor (Rake angle)	29°	
Trail	114 mm	

(cont'd)

BRAKES		
Front	Dual discs, dia. 280 mm	
Rear	Disc, dia. 270 mm	
Braking distance	12.5 m @50 kph	
ELECTRICAL EQUIPMENT	**Europe, Australia**	**Other**
Battery	12 V 14 AH	←
Headlight	12 V 60/55 W	←
Tail/Brake light	12 V 5/21 W x 2	12 V 8/27 W x 2
DIMENSIONS		
Overall length	2,200 mm	2,150 mm
Overall width	750 mm	←
Overall height	1,215 mm	←
Wheelbase	1,495 mm	←
Ground clearance	140 mm	←
Seat height	780 mm	←
Dry weight	228 kg	←
Curb weight : Front	123 kg	←
: Rear	126 kg	←
Fuel tank capacity	22.0 litres	←
PERFORMANCE	**Other**	**W. Germany, Sweden**
Maximum power	Max. 115 ps/9,500 rpm	DIN 100 ps/9,500 rpm
Maximum torque	8.7 kg-m/8,500 rpm	DIN 8.0 kg-m/8,500 rpm
S.S. 400 m (1/4 mile)	10.976 sec.	–
COLOUR		
	Firecracker red, Luminous Polaris Blue	

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.
Equipment illustrated may vary to meet individual markets.

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Front	Dual discs, dia. 280 mm	
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Battery	12 V 14 AH	←
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Kawasaki

Ninja (ZX900-A1) SPECIFICATIONS (U.S.A./CANADA)

ENGINE	
Type	Liquid-cooled, 4-stroke, 4-cylinder, DOHC, 16-valve
Displacement	908 cc (55.4 cu. in.)
Bore and stroke	72.5 x 55.0 mm (2.85 x 2.17 in.)
Compression ratio	11.0 : 1
Ignition system	Transistorized, electronic advance
Starting system	Electric starter
Lubrication system	Forced lubrication (wet sump)
Engine oil	SAE SE 10W40, 4.0 liters
Carburetion	Keihin CVK34 x 4
Spark plug	NGK D8EA or ND X24ES-U
Valve timing : Inlet	Open : 45° BTDC, Close : 65° ABDC
: Exhaust	Open : 65° BBDC, Close : 45° ATDC
Charging current & voltage (night time @4,000 rpm)	Voltage : 13.5 V Current : 23 A
DRIVETRAIN	
Transmission	6-speed, return shift
Primary reduction ratio	1.732 (97/56)
Gear ratios : 1st	2.800 (42/15)
: 2nd	2.000 (38/19)
: 3rd	1.590 (35/22)
: 4th	1.333 (32/24)
: 5th	1.153 (30/26)
: 6th	1.035 (29/28)
Final reduction ratio	2.941 (50/17)
Overall reduction ratio	5.276 @top gear
Clutch	Wet, multi-disc
FRAME	
Type	Tubular, diamond frame
Suspension & : Front	Air adjustable telescopic fork, 140 mm (5.5 in.)
wheel travel : Rear	Uni-Trak, 115 mm (4.5 in.)
Tire size, : Front	120/80 V16, Dunlop F17/Bridgestone L303 tubeless
make & type : Rear	130/80 V18, Dunlop K727/Bridgestone G516 tubeless
Tire inflation : Front	Up to 97.5 kg load: 2.25 kg/cm² (32.0 psi) 97.5 ~ 180 kg load: 2.50 kg/cm² (35.6 psi)
: Rear	Up to 180 kg load: 2.50 kg/cm² (35.6 psi)
Castor (Rake angle)	29°
Trail	114 mm (4.49 in.)

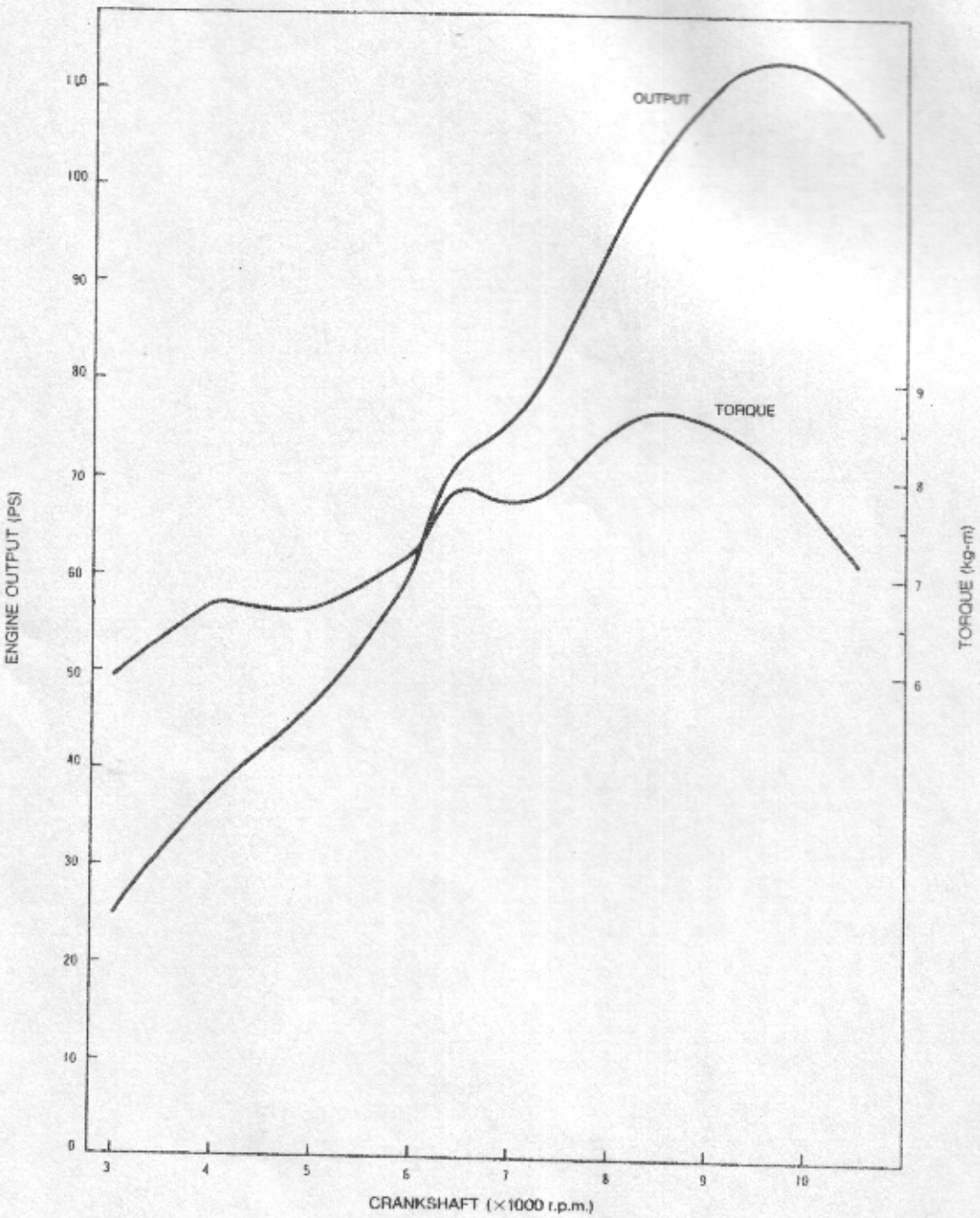
(cont'd)

Kawasaki

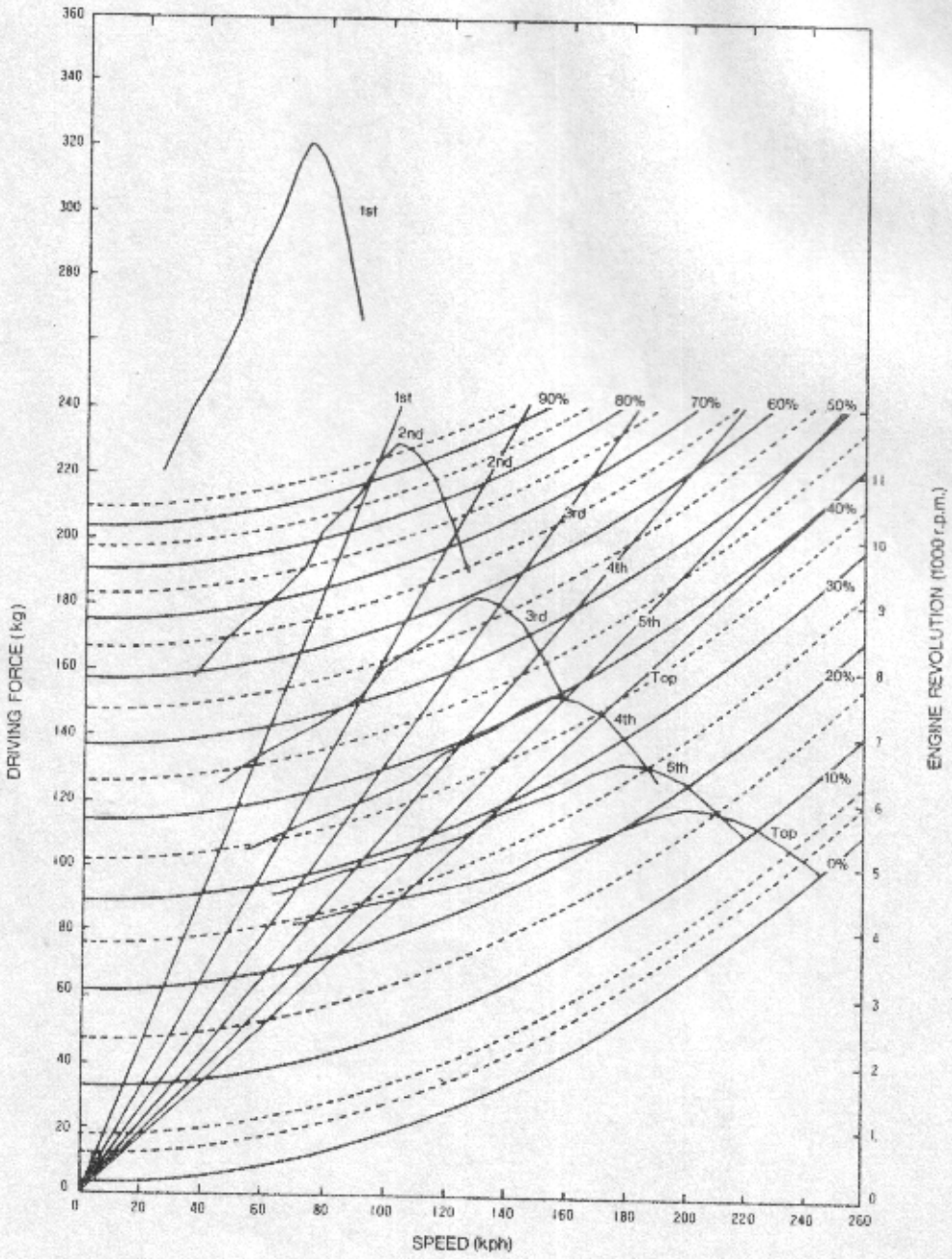
BRAKES	
Front	Dual discs, dia. 280 mm (11.0 in.)
Rear	Disc, dia. 270 mm (10.6 in.)
Braking distance	12.5 m (41.0 ft.) @50 kph (31 mph)
ELECTRICAL EQUIPMENT	
Battery	12 V 14 AH
Headlight	12 V 60/55 W
Tail/Brake light	12 V 8/27 W x 2
DIMENSIONS	
Overall length	2,150 mm (84.6 in.)
Overall width	750 mm (29.5 in.)
Overall height	1,215 mm (47.8 in.)
Wheelbase	1,495 mm (58.9 in.)
Ground clearance	140 mm (5.5 in.)
Seat height	780 mm (30.7 in.)
Dry weight	228 kg (502.6 lbs)
Curb weight : Front	123 kg (271.2 lbs)
: Rear	126 kg (277.8 lbs)
Fuel tank capacity	22.0 liters (5.8 gal.)
PERFORMANCE	
Maximum torque	62.9 ft·lbs/8,500 rpm
S.S. 400 m (1/4 mile)	10.976 sec.
COLOR	
	Firecracker Red

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.
Equipment illustrated may vary to meet individual markets.

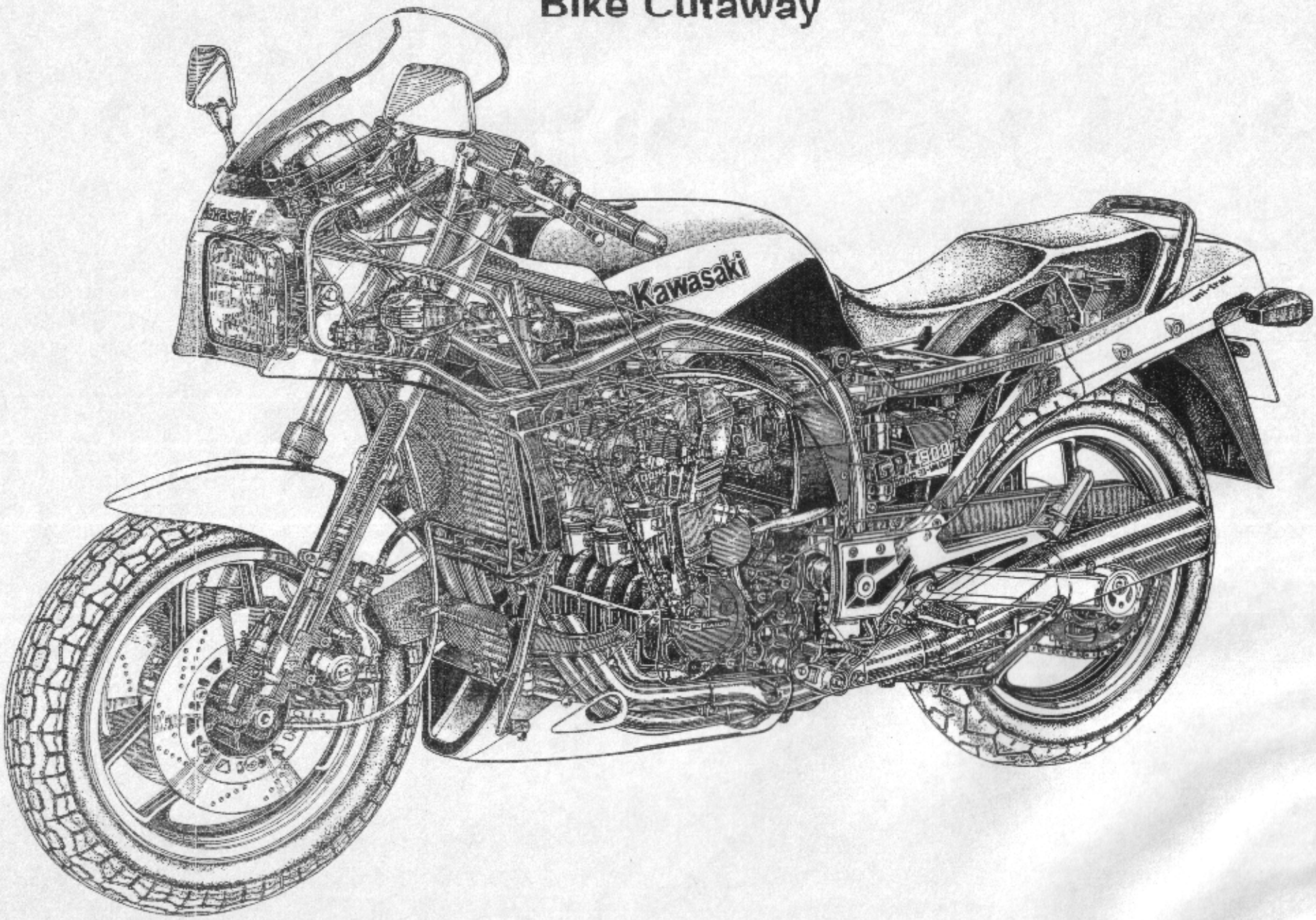
ENGINE PERFORMANCE CURVES



RUNNING PERFORMANCE CURVES



Bike Cutaway



GPz900R (ZX900-A1)