2010 MODEL INFORMATION

MODEL NAME	1400GTR ABS / 1400GTR
MARKETING CODE	ZG1400C/D

Kawasaki
Let the good times roll.

INDEX

OVERVIEW ---------- P.3

KEY FEATURES ---------- P.4

ADVANCED RIDER SUPPORT TECHNOLOGY ---------- P.4

IMPROVED ERGONOMICS & COMFORT ---------- P.10

ENHANCED TOURING PERFORMANCE ---------- P.13

HIGH-QUALITY FLAGSHIP DESIGN & DETAILS ---------- P.16

ADDITIONAL FEATURES ---------- P.19

POWER CHARACTERISTICS FOR SPORTING LONG-DISTANCE RIDING ---------- P.19

TRANSFERRING POWER TO THE TARMAC ---------- P.21

PRECISE CONTROL AND "NATURAL" HANDLING ---------- P.22

COLOURS ---------- P.25

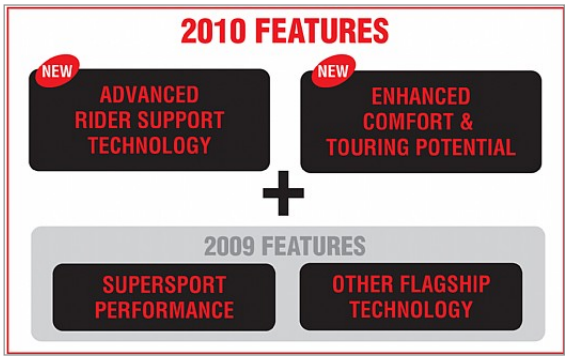
SPECIFICATIONS ---------- P.26

FLAGSHIP 1400GTR SPORT-TOURER: EVOLUTION

Building on the impressive performance of its predecessor, the 2010 1400GTR incorporates new touring features and the latest rider support technology. Delivering both impressive performance and comfortable long-distance touring potential, the GTR stands apart from its rivals.

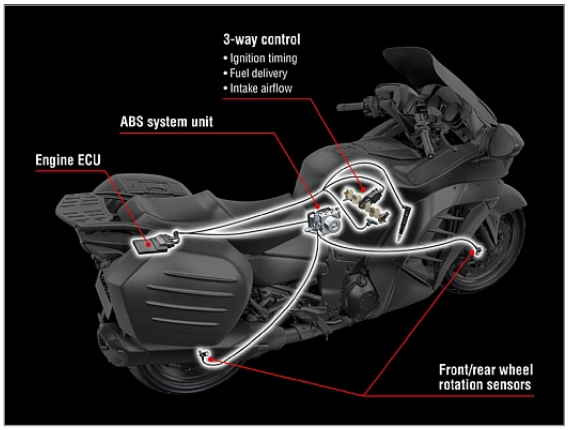
ADVANCED RIDER SUPPORT TECHNOLOGY

Already a showcase for the latest Kawasaki technology, the new 1400GTR adds a number of new systems designed to offer rider assistance. KTRC, Kawasaki's first traction control system, gives riders the piece of mind to negotiate slippery surfaces with confidence. K-ACT (Kawasaki Advanced Coactive-braking Technology) ABS complements rider active brake control with supplementary brake force enhancement for confident, highly effective braking in all situations. The Economical Riding Indicator and Fuel Economy Assistance Mode offer long-distance riders support in maximising their fuel efficiency.



KTRC (Kawasaki Traction Control)

* Kawasaki's first traction control system was designed, not to help riders go faster, but rather to provide rider reassurance by facilitating smooth riding on slippery surfaces.
* The system looks for difference in front and rear wheel speed. When rear wheel spin (i.e. when rear wheel speed is faster than front wheel speed) is detected, engine output is controlled to allow the rear wheel to regain grip.
* KTRC effectively enables riders to negotiate both short slippery patches (such as train tracks or manhole covers) and extended stretches of bad road (e.g. dirt, gravel, cobblestone, grass) without worry. Wheel spin is also limited when starting on a slippery surface.
* Additionally, because slower front wheel speed is interpreted as rear wheel spin, the system prevents wheelies. However, should the rear wheel lock up under engine braking (slower rear wheel speed), the system will not engage, nor is the system designed to prevent lateral slides – although limiting rear wheel spin may reduce the chance of a lateral rear wheel slide occurring.
* KTRC uses 3-way control, governing ignition timing, fuel deliver and airflow (via the sub-throttles). It is the control of the sub-throttles that enables KTRC's smooth operation.



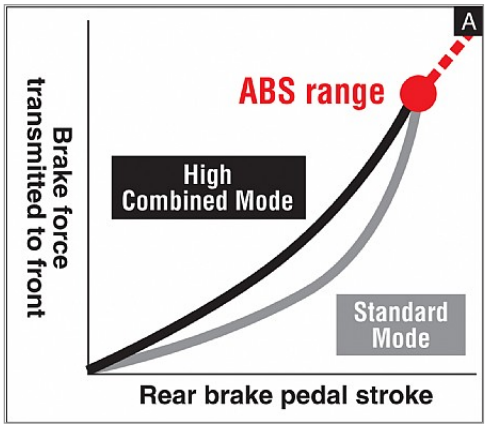
* This fine control results in a very natural feeling: engagement is smooth, on/off transition is smooth, and stability is maintained during extended operation. The system was also designed to give just the right amount of feedback to the rider just prior to engaging and while operating.
* By default, KTRC is always ON when the engine is started. Riders must consciously turn the system off (using the on/off button on the left grip). Turning KTRC off will cause the KTRC lamp comes on, letting the rider know the system is no longer standing by.

* The system does not add any additional weight. KTRC direction is provided by the engine ECU and the system uses the ABS wheel rotation sensors, so no additional sensors were necessary. Models without ABS equipment (ZG1400D) do not feature KTRC.

2nd Generation K-ACT (Kawasaki Advanced Coactive-braking Technology) ABS (ZG1400C only)

* K-ACT (Kawasaki Advanced Coactive-braking Technology) ABS enables riders to execute controlled, balanced braking. Designed to complement riders' applied brake force, K-ACT ABS ensures ideal brake force distribution to maximise braking efficiency.
* An evolution of the K-ACT system first seen on the 2009MY VN1700 Voyager ABS, this 2nd generation system makes use of a smaller, lighter K-ACT ABS unit (approximately 25% smaller and 30% lighter) and a higher-spec brake ECU capable of more detailed calculations,
which results in even smoother operation.

* Rider actuation of the front brake lever and/or rear brake pedal causes brake fluid to act directly on caliper pistons per usual brake systems. Pressure sensors (one for the front brake master cylinder, and one for the rear) detect the amount of braking force the rider is applying. Then,
  taking into account the vehicle speed at time of initial brake application, the brake ECU determines the amount of corresponding brake force necessary for maximum braking efficiency. A motor in the control unit operates front and rear fluid, increasing pressure to the front right
  caliper (based on rear pedal application) and/or rear caliper (based on front lever application) as necessary.
* Two more pressure sensors (one measuring front right caliper fluid pressure, the other measuring rear caliper fluid pressure) also provide feedback to the brake ECU.
* Like most ABS systems, K-ACT ABS is ON all the time. However, in keeping with this model's concept, K-ACT ABS settings are sportier than those used on the VN1700 Voyager ABS.
* On the GTR, riders can opt to choose from one of two modes to suit riding situation or rider preference. While front brake lever effect on the rear is the same in both modes, the effect of rear brake use on the front brake is quite different.
  Standard Mode: (reduced K-ACT effect)
  - rider control is prioritised
  - linked effect is reduced at initial pedal stroke for natural sensation when riding in the hills
  High Combined Mode: (enhanced K-ACT effect)
  - more pronounced linked effect from the beginning of pedal stroke
  - ideal for touring/tandem/highway use (Please note that after a given pedal stroke, the K-ACT effect for both modes is the same.)
  Desired mode can be selected using the K-ACT button on the left grip.



* K-ACT ABS also incorporates an anti-lock braking function to help prevent the wheels from locking up during hard braking in a straight line.

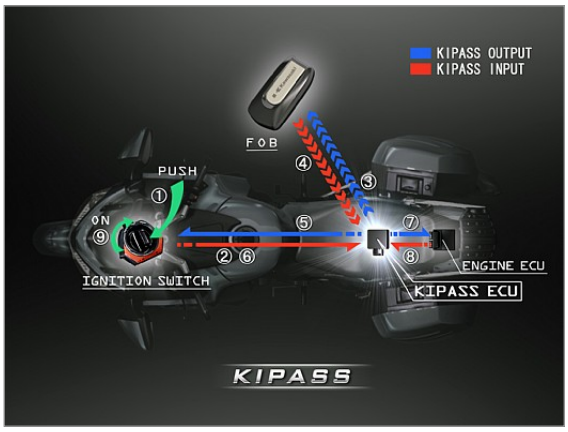
* For maximum controllability in tight corners and when executing U-turns, K-ACT ABS's coactive function does not engage when braking is initiated at speeds below 20 km/h (12 mph). The ABS function is disengaged at speeds below 6 km/h (4 mph).
* The 2nd generation K-ACT ABS also features a low-battery mode designed to maintain the ABS function as best possible when the battery charge is low. Should abundant use of the K-ACT function cause the battery charge to be reduced below a given amount (the hydraulic unit motor draws a substantial current), the system will continue normal operation at first. But from the next application of the brakes, the K-ACT function will be suspended and ABS signal frequency reduced to conserve power. In low-battery mode, ABS timing and pressure relief functions are maintained, so brake effectiveness is unaffected (although riders will notice that ABS operation is not as smooth). To warn the rider, the K-ACT lamp will flash and "Low Battery" will be displayed on the LCD screen. The system resets when the engine is turned off.

Economical Riding Indicator & Fuel Economy Assistance Mode

* The Economical Riding Indicator appears on the LCD screen to indicate favourable fuel consumption. Paying attention to conditions that result in the mark appearing can assist riders to maximise their fuel efficiency. This handy feature is active all the time.
* Fuel Economy Assistance Mode can be turned on and off by the rider. Turning on this mode on switches the ECU to a leaner fuel map that prioritises fuel economy over driveability. (Ignition timing and fuel injection are set for maximum fuel efficiency.) When on, a mark appears on the LCD screen.
* Fuel Economy Assistance Mode is turned on and off by holding down the new Mode-Select button on the front of the left grip (where the passing button used to be).
* For either the Economical Riding Indicator or Fuel Economy Assistance Mode to be effective, the rider must ride in a gentle manner: less than 6,000 rpm, less than 30% throttle, under 160 km/h. Both work in any gear.

KIPASS

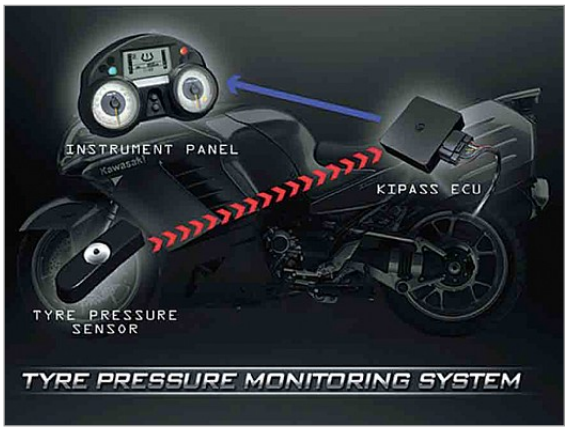
* KIPASS (Kawasaki's Intelligent Proximity Activation Start System) is a master key system that allows remote activation of the bike's main switch and steering lock. This was the first application of an electronic authorisation system on a touring machine, greatly enhancing rider convenience.
* For added security, an immobiliser function is incorporated into the ignition system.



* Now riders will receive one key fob (kept in a pocket) and a small card-type key for emergency/backup use. The new card-type key includes an immobiliser function (but no remote activation) and is highly portable, measuring a mere 30 x 40 mm (6-7 mm thick).

Tyre Pressure Monitoring System (TPMS)

* To warn riders of any tyre pressure irregularities, tyre pressure sensors are fitted as standard equipment.
* The system allows the rider to monitor tyre pressure while underway. When tyre pressure falls below 220 kPa, a low pressure warning is displayed. The ability to take into account temperature changes and display values recalculated for 20°C helps prevent false warnings when air expands as the tyres warm up.

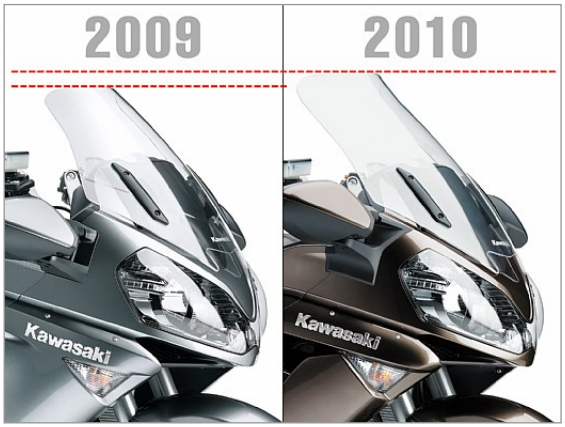

INSTRUMENT PANEL
KIPASS ECU
TYRE PRESSURE SENSOR
TYRE PRESSURE MONITORING SYSTEM

IMPROVED ERGONOMICS & COMFORT

A number of changes vastly improve rider comfort, making long-distance sport riding even easier than before. A larger windscreen offers increased wind protection and new heat-dissipating bodywork offers increased heat protection.

Increased Wind Protection

* Electrically adjustable windscreen is now 70 mm taller and is wider at the top. The new windscreen's increased height allows air passing over the top of the screen to flow smoothly around the rider's helmet. The wider top portion of the screen results in less wind striking the rider's shoulders and upper arms.



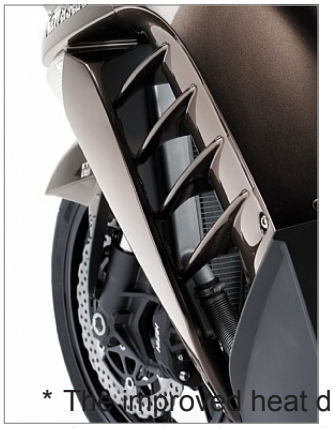
* While the range of adjustability remains unchanged, riders now have two ways to adjust the screen. Using the button on the left grip allows stepless adjustability as on the previous model. There are also four preset positions from which the rider can choose: lowest, 1/2, 3/4, top.

* When the power is turned off, the windscreen goes to its lowest position. When the power is turned back on, the windscreen's memory function allows it to automatically return to the selected preset position. (Note that if the power is turned back on, or the screen's motion is stopped by hitting the screen adjust button while the it is still trying to go down to its rest position, the system will assume there was a problem and the windscreen will stop where it is. This "problem mode" can be reset by turning the power off again and letting the screen go back down to its rest position.)
* Passages from the windscreen slits direct air through the inner fairing to vents next to the instrument panel. Alleviating the lower pressure on the underside of the screen (in the cockpit area) helps prevent turbulence around the rider's head.

* Wind deflectors (available in Europe as a KME accessories) can be fit between the upper and centre cowlings to help reduce the effect of lateral winds.

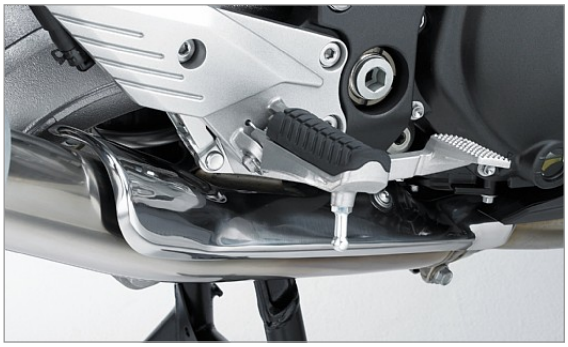
Increased Heat Protection

* CFD analysis was also used to redesign the side and centre cowlings. The redesigned fairing outlets and inner guide surfaces facilitate heat dissipation, allowing hot air to escape more quickly. The sides are also wider, further reducing the amount of hot air hitting the rider.



* The improved heat dissipation contributes to increased rider comfort. Hot air from the engine that used to hit the rider (especially in the shins) is noticeably reduced.

* An exhaust pipe guard added to the upper part of the centre pipe helps protect the rider from heat when stopped.



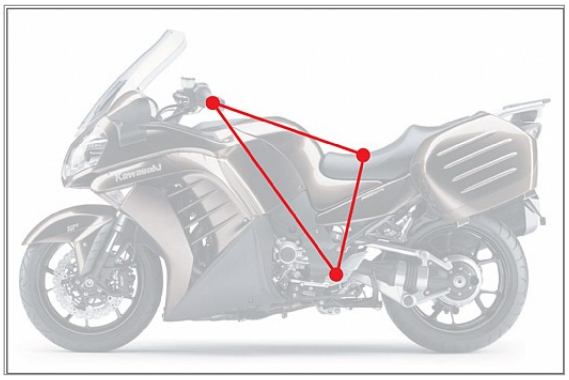
Ergonomics

* A spacious and comfortable riding position reduces fatigue during long rides and makes it easy for the rider to shift their weight forward or rearward.

* Compared with the ZZR, the GTR's grips are located 96 mm further back and 100 mm higher, giving a more relaxed and upright riding position than a pure supersport bike, but a sportier riding position than conventional sport touring bikes.

* The fuel tank extends beneath the seat, contributing to mass centralisation. This layout results in an overall slim design and a more natural, more comfortable riding position.
* The front seat is relatively firm and uses thick cushion material, providing excellent comfort during long-distance tours. The passenger section of the seat is specially shaped and cushioned for comfortable tandem riding.

* To ensure a deep lean angle while offering improved comfort (thanks to less bend at the knees) during long hours in the saddle, the seat height is 15 mm higher than that of the ZZR.
* The footpegs are lower and further forward than on the ZZR, which, together with the higher seat, create a more relaxed riding posture.
* The tandem seat is stepped to allow the passenger better forward vision and to make the passenger feel closer to the rider, all of which improves the passenger's enjoyment.
* The passenger footpegs are also designed for less bend at the knees and a more relaxed posture.



ENHANCED TOURING PERFORMANCE

Complementing the increased comfort, a number of new features, like grip warmers, a relocated storage case and tank bag hooks, offer added convenience, further increasing the 1400GTR's touring performance.

Grip Warmers

* Stepless adjustable grip warmers are fitted standard.
* Switch is located close to the rider for easy access.

Lockable Storage Case

* Relocated the handy storage case from the top of the tank to the left side allows it to be accessed when a tank bag is being used.
* Volume is 0.9 litres, but a deeper shape increases usefulness: there is plenty of room for small items like sunglasses, mobile phone, audio player, etc.
* Electromagnetic lock prevents unauthorised entry when the main key is OFF. The storage case can be accessed by the push of a button when the power is ON.
* The storage case also locks automatically at speeds over 40 km/h. (The lock is released under 3 km/h.)

Tank Bag Hooks

* Hooks at the front of the tank facilitate securing a tank bag.

Spacious Panniers

* The large-volume panniers are integrally designed to complement the GTR's overall styling package. The cases are easily detachable. Water-resistant, they easily hold a full-face helmet. The cases are mounted as close as possible to the bike's centreline and the bike's centre of gravity. Their lightweight construction was designed to minimise their influence on the bike's centre of mass.

* Maximum capacity for each pannier is 10 kg.

Rear Carrier

* A lightweight resin-construction rear carrier (10 kg maximum capacity) is fitted as standard equipment. It was designed to be compatible with an accessory top case.

Accessory Support

* An all-purpose AC socket makes it easy to use electrical accessories. Its capacity is 40 W.

New Accessories

* New accessories include engine guards, a larger top case, tank bag, GPS bracket, low seat and side spoilers.

HIGH-QUALITY FLAGSHIP DESIGN & DETAILS

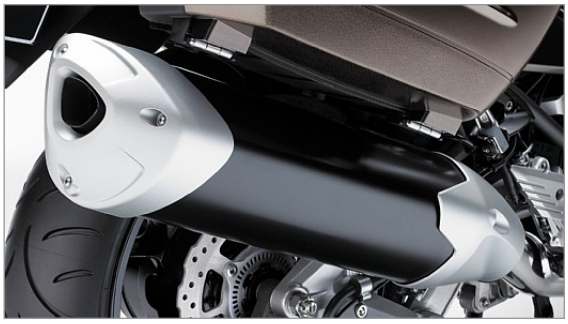
In true flagship style, the 1400GTR's imposing presence is enhanced by improved fit and finish, and a sharper, more aggressive appearance.

Better Finish, Higher Quality Design

* Improved fit and finish result in higher quality, more luxurious feel.

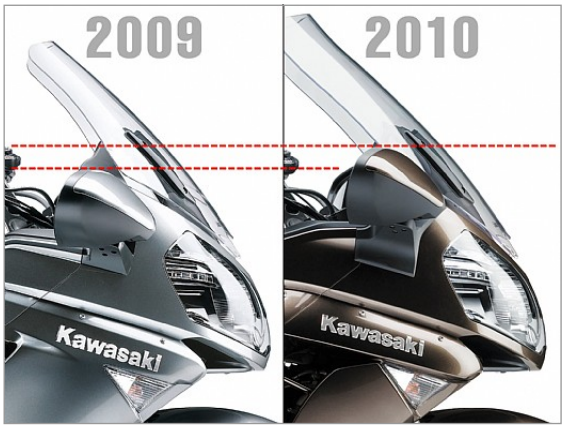
Silencer Design

* Revised end cap design gives the silencer a more compact appearance.
* Internal construction is unchanged, but the end cap itself is 40 mm shorter.



Repositioned Mirrors

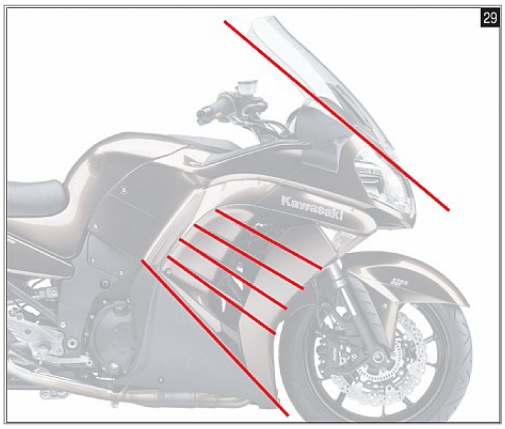
* Mirrors are 40 mm higher, offering increased rearward visibility.
* The repositioned mirrors also offer improved protection for the rider's hands.



Bodywork

* Designed in a wind tunnel, the GTR's cowling and bodywork are highly aerodynamic and are specially shaped to contribute to the bike's superb high-speed stability.
* The wide upper cowl gives excellent wind and weather protection, and its design features the aggressive styling that makes the GTR instantly recognizable as a Kawasaki.

* Revisions to the bodywork and repositioning of the mirrors create a greater number of forward-slanting lines, giving the GTR a sharper, more aggressive look.

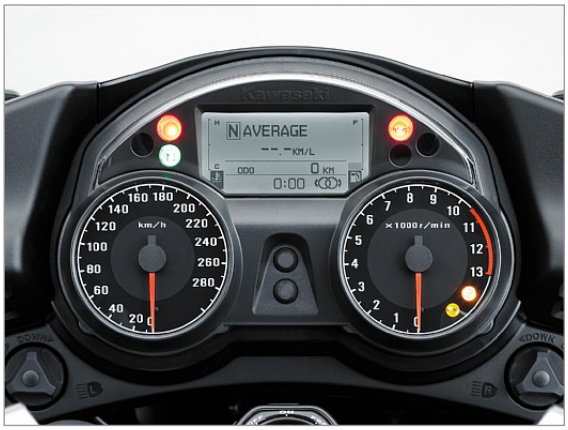


Lights

* Bright multi-reflector headlight throws a broad beam of light for confidence-inspiring night riding. Special “light-guiding lenses” at the sides of the headlight make the bike more visible from the side.
* The sporty LED taillight is located high for improved visibility from behind.
* The front turn signals are integrated into the front cowl, while the rear signals are easily visible, even with the panniers attached.

Sporty Instrumentation

* Sporty, multi-function instrumentation is the same type as found on the ZZR1400 and features an easy-to-read black instrument panel.
* Multi-function display now includes outside air temperature. The sensor is located at the intake duct (the furthest point from the engine). The value is locked when travelling under 20 km/h as engine heat affects the reading.



* Other new instrument functions include the K-ACT mode indicator, Economical Riding Indicator, and Fuel Economy Assistance Mode mark.

* Mode-Select button on the front of the left grip (where the passing button used to be) increases convenience by allowing the rider to change LCD modes without having to take their hand off the grip. Riders can toggle through average fuel consumption, instant fuel consumption, remaining range, tyre pressure, battery voltage and outside temperature.

POWER CHARACTERISTICS FOR SPORTING LONG-DISTANCE RIDING

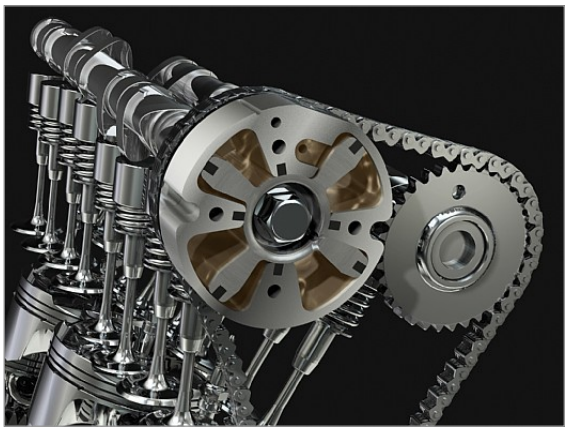
Power comes from a ZZR1400-based engine tuned for more low- and mid-range torque. This liquid-cooled, 16-valve, In-Line Four features variable valve timing for high torque output at low and medium rpm. Acceleration off the line and when overtaking are simply spectacular, and the engine spins up effortlessly in the higher rpm range.
Thanks to a finely tuned fuel injection map, off-idle throttle application and throttle response across the rev range are smooth and natural.

Dual Ram Air

* The 1400GTR features Kawasaki's Ram Air System. Dual Ram Air ducts located on the upper cowl feed the engine the steady flow of cool air needed for high performance. Resonators located near the inlets reduce intake noise for quiet running.

Variable Valve Timing

* With variable valve timing (the first in its category), camshaft timing varies in response to rpm and throttle position. The result is high torque output in the low and medium rpm ranges and awesome high-rpm power on top end. Combustion efficiency is also improved, contributing to enhanced fuel efficiency.
* An ECU-controlled OCV (Oil Control Valve) changes the pressure of oil in the chambers of an actuator located at the end of the intake camshaft. As the pressure changes, oil is fed into or out of the chambers via holes in the crankshaft. The changing volume of oil causes the actuator to move, rotating the camshaft, thereby changing valve timing.
* The intake timing is retarded at low rpm, reducing the valve overlap for cleaner, more efficient combustion in the low-rpm range.



Engine Details

* The FI system, featuring sub-throttles, uses a throttle valve diameter of 40 mm (compared to 44 mm for the ZZR1400) to ensure linear low and mid-range throttle response and increased driveability. The smaller diameter throttle bodies also increase intake velocity, resulting in very crisp throttle response across the rev range.

* Ultra-fine atomising injectors contribute to the GTR's sensitive throttle response, enabling minute throttle adjustments.
* The combination of the fuel injection system, which makes use of feedback from O2 sensors, and the variable valve timing ensures exhaust emissions are clean, allowing the GTR to clear the stringent Euro-III emissions regulations.
* Special cam profiles are used to suit the variable valve timing.
* Pistons use crowns designed to suit the variable valve timing. Compression ratio is 10.7:1.
* To ensure high crankcase rigidity, the cast cylinders are integral with the upper crankcase. Plated cylinders reduce operating friction, and along with piston clearance, contribute to extremely quiet engine operation.
* ACG flywheel mass set to enhance the low-rpm torque characteristics.
* Like the ZZR1400, the GTR features dual balancer shafts ensuring a super-smooth ride quality.

Exhaust System

* GTR-specific stainless steel exhaust pipes are tuned for sporty yet very responsive power characteristics. A 4-2-1 layout is used, and a catalyser and O2 sensor contribute to clean emissions.
* A single tri-oval muffler contributes to reduced weight and less noise (versus a dual muffler arrangement).

TRANSFERRING POWER TO THE TARMAC

Clutch

* Like Kawasaki's Ninja supersport bikes, the GTR comes standard with a back-torque limiting clutch that helps minimise rear wheel hop when downshifting at high rpm. The result is smoother corner entries and impressive corner exits.
* Dampers fitted to the clutch cam reduce shock loads to the clutch and transmission, contributing to smooth and seamless power delivery.
* Operation of the hydraulic clutch is equally smooth and very light, thanks to a radial pump master cylinder.

Transmission

* The 1400GTR comes equipped with a 6-speed transmission.
* The sixth gear is an overdrive gear that allows engine speed to be reduced when cruising for high comfort and low fuel consumption.

Tetra-Lever Rear Suspension

* To ensure that the GTR's massive torque is transmitted to the tarmac as efficiently as possible, a highly rigid, dual-sided, 4-link swingarm is used. Called the Tetra-Lever, it is designed to offset the lifting or squatting tendency of shaft drives when the throttle is opened and closed. Two-point jointed shafts are used, ensuring a smooth power delivery to the road surface. The ride quality and chassis behaviour are very natural and feel similar to chain drive, with added benefits of the very direct "shaft drive feel." The high rigidity of this swingarm design gives excellent rider feedback, contributing to the unique GTR sport riding experience.

PRECISE CONTROL AND "NATURAL" HANDLING

Aluminium Monocoque Frame

* For a combination of light weight, slim design and sporty handling characteristics, the 1400GTR uses a high-rigidity aluminium monocoque frame.
* This unique frame is a more advanced version of the frame first used by the Ninja ZX-12R and ZZR1400. It delivers very stable yet highly responsive handling characteristics — just what is needed for a transcontinental supersport bike.
* Stiffer steering head, upper plate and swingarm bracket give the GTR's frame 20% more torsional stiffness than that of the ZZR1400, ensuring that light, natural handling is preserved.
* Compared with the ZZR1400, the GTR's frame has a greater caster angle, moving the front axle 30 mm forward. The swingarm was also extended, moving the rear axle 30 mm further back. The result is a front/rear wheel weight bias only marginally different from the ZZR1400. And because the GTR was developed primarily with baggage attached, when riding two-up or with baggage, its impeccable handling is a quick twist of the remote preload adjuster away.
* The backbone of the monocoque frame doubles as an airbox, contributing to the GTR's compact and narrow dimensions.
* The fuel tank is centrally located on the chassis and extends vertically below the seat. The battery and ABS unit are also centrally located, ensuring both excellent front/rear and vertical mass centralisation.
* Thanks to the Tetra-Lever swingarm, the virtual swingarm pivot location remains ideal, reducing the up/down movement associated with conventional shaft drives.
* 26.1° castor angle (ZZR's is 23°) ensures superb straight-line stability.
* Riding stability is excellent, thanks in part to the 1,520 mm wheelbase (60 mm longer than that of the ZZR). In spite of this, the GTR's sporty cornering performance rivals that of many pure supersport bikes.

Inverted Front Fork

* Sturdy 43 mm inverted fork complements the high-rigidity frame and delivers brilliant high-speed handling performance, whether on winding roads or on high-speed expressways.
* The fork is adjustable for rebound damping and preload.
* Higher oil level for the front fork offers sharper (lighter-turning) handling.

Tetra-Lever Rear Suspension

* The Tetra-Lever rear suspension is supported at four points on the left and right side and mounts to Kawasaki's unique Uni-Trak suspension system. This system almost completely eliminates the up/down movement associated with shaft drives during acceleration and deceleration, resulting in a very natural ride feel.

* On any motorcycle the opposing forces of the inertia of the bike pushing backwards on the swingarm and the pavement pushing forward on the rear tyre results in torque that tends to rotate the final drive. With conventional swingarms, this rotation occurs about the swingarm pivot. By using jointed levers, the Tetra-Lever system creates a longer effective swingarm, moving the point of rotation (or "virtual swingarm pivot") forward. The benefit is that vertical movement that results from this rotational force (the cause of "shaft effect") is minimised.
* While using arms that were in perfect parallel would completely eliminate this shaft effect, a certain amount of rotation was desired to offset the shift in weight balance that occurs under acceleration and deceleration. With the GTR, the Tetra-Lever settings were designed to deliver pitching characteristics closely resembling those of a chain-drive motorcycle.
* To ensure both high comfort during long-distance touring and sporty handling performance, the link characteristics, linkage ratios, stroke length, spring rates and damping characteristics were specially calibrated for the GTR. The suspension offers excellent bump absorbing performance, and is only minimally affected when riding with pillion or with luggage on board.
* The rear suspension has rebound damping adjustability, and is fully adjustable for preload via a remote hydraulic adjuster that negates the need for additional tools.

* Fine-tuned rear suspension settings also contribute to the sharper handling. A slightly softer spring and slighter greater preload are used.

Single-piece Swingarm

* One-piece cast aluminium swingarm is lightweight and rigid.

* The dual-sided Tetra-Lever design has much more torsional rigidity than single-sided swingarms, an essential component of the GTR's sport riding potential.
* Using the torque rods on top of the unit as stressed members reduces the loads on the swingarm. Locating the swingarm pivot inside the frame (as on a chain drive bike) results in a very rigid structure.

Excellent Braking Performance

* Like a supersport bike, the GTR uses a radial-pump master cylinder and radial-mount, opposed 4-piston calipers gripping semi-floating 310 mm petal discs. Braking performance is simply outstanding.

* Because touring riders tend to rely more heavily on the rear brake, the GTR is fitted with a 270 mm rear disc (20 mm larger than that of the ZZR). Large brake pedal surface area eases operation. Like the front brakes, a petal disc is used at the rear. It is operated by an opposed 2-piston caliper.

Wheels & Tyres

* The lightweight front and rear wheels feature the same sporty design as the ZZR1400's. However, to meet the greater loads associated with the weight of the shaft drive and luggage, the rear wheel is stronger and more rigid.
* Tyre size is the same as that on the ZZR (Front=120/70ZR17; Rear=190/50ZR17).
* New front and rear tyres contribute to sharper (lighter-turning) handling while maintaining stability.
* New Bridgestone BT021F front tyre also has thicker rubber for longer wear life.

Metallic Magnesium Gray / Flat Super Black (ABS)

Candy Neptune Blue / Flat Super Black (ABS)

Candy Neptune Blue / Flat Super Black

SPECIFICATIONS

ENGINE	
Engine type	Liquid-cooled, 4-stroke In-Line Four
Displacement	1,352 cm³
Bore x stroke	84.0 x 61.0 mm
Compression ratio	10.7:1
Valve/Induction system	DOHC, 16 valves with variable valve timing
Fuel system	Fuel injection: ø40 mm x 4
Ignition	Digital
Starting	Electric
Lubrication	Forced lubrication, wet sump
DRIVETRAIN	
Transmission	6-speed, return
Final Drive	Shaft
Primary reduction ratio	1.556 (84/54)
Gear ratios: 1st	3.333 (50/15)
Gear ratios: 2nd	2.412 (41/17)
Gear ratios: 3rd	1.900 (38/20)
Gear ratios: 4th	1.545 (34/22)
Gear ratios: 5th	1.292 (31/24)
Gear ratios: 6th	1.074 (29/27)
Final reduction ratio	2.036 (14/22 x 32/10)
Clutch	Wet multi-disc, manual
FRAME	
Frame type	Monocoque, pressed-aluminium
Wheel travel, front	113 mm
Wheel travel, rear	136 mm
Tyre, front	120/70ZR17M/C (58W)
Tyre, rear	190/50ZR17M/C (73W)
Rake/Trail	26.1˚ / 112 mm
Steering angle, left / right	31˚ / 31˚

SUSPENSION	
Suspension, front	43 mm inverted fork with adjustable rebound damping and spring preload
Suspension, rear	Bottom-Link Uni-Trak with gas-charged shock, Tetra-Lever. Rebound damping: Stepless Spring preload: Fully adjustable
BRAKES	
Brakes, front	Dual semi-floating 310 mm petal discs Dual radial-mount, opposed 4-piston, 4-pad
Brakes, rear	Single 270 mm petal disc Opposed 2-piston
DIMENSIONS	
Dimensions (L x W x H)	2,230 mm x 790 mm x 1,345 mm / 1,465 mm (High position)
Wheelbase	1,520 mm
Ground Clearance	125 mm
Seat height	815 mm
Curb Mass	300 kg (304 kg ABS)
Fuel capacity	22 litres
PERFORMANCE	
Maximum power	114 kW {155 PS} / 8,800 rpm. 78.2 kW {106 PS} / 8,000 rpm (FRA)
Maximum power with RAM Air	117.6 kW {160 PS} / 8,800 rpm
Maximum torque	136 N.m {13.9 kg$f$.m} / 6,200 rpm. 121 N.m {12.3 kg$f$.m} / 4,500 rpm (FRA)

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 vehicle and its 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 and specifications may vary to meet individual markets. Available colours may vary by market.