

# Z1000

■  Kawasaki



**Inside every Kawasaki Z1000  
there's more than a little Z900**



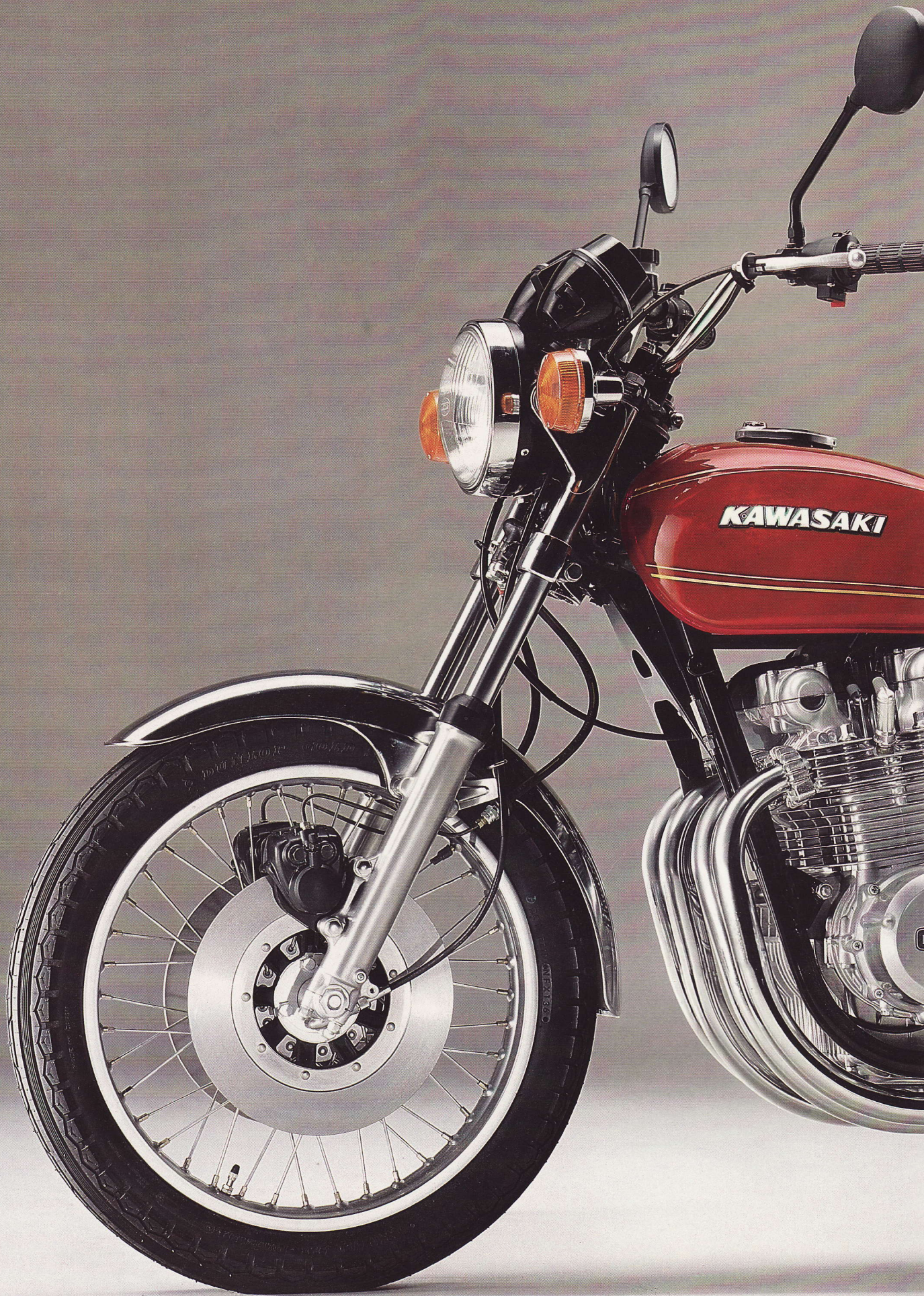
It had to happen. The fabulous Z900 had to become the Z1000. The King Kawasaki lives on. Bigger. Stronger. And kinder. The once, now and future King rules with confidence.

The Kawasaki Z1000 is more motorcycle than the Z900 in many ways but in one way it's the same: it's for experienced riders only.

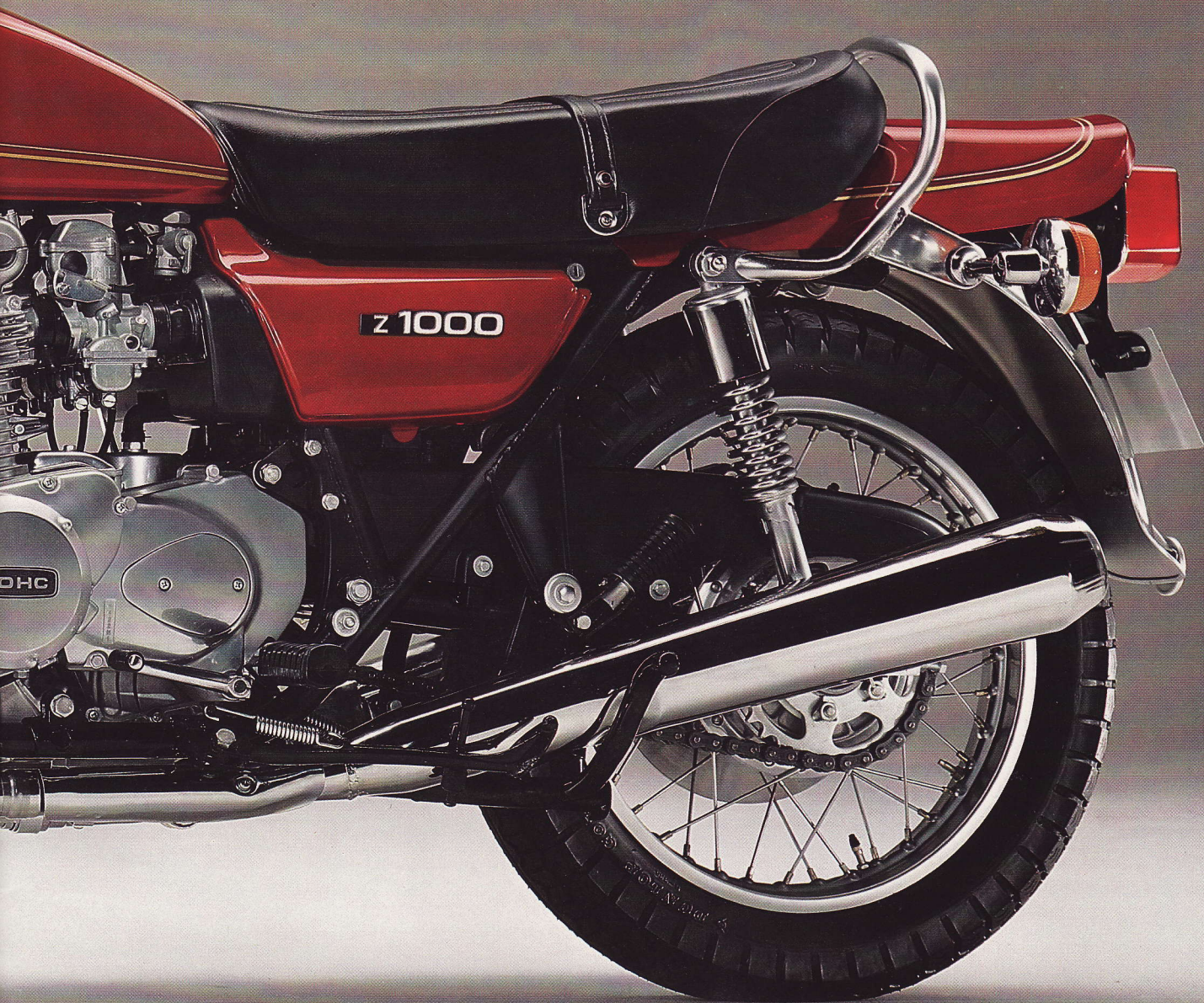
So if you have had experience riding a good motorcycle for any length of time, you can handle the King Kawasaki. But be respectful because there's more power and performance in your grip than you've ever handled before. The Z1000 can chill your blood with excitement and give you more satisfaction to ride than any other big road burner.

Own the Kawasaki Z1000... and you know you've arrived.





**1015cc, DOHC, 83HP, 4-cylinder 4-stroke, double**



**front discs, single rear disc, 4-into-2 exhaust system.**

# Moving on. The Kawasaki Z1000 continues to develop the state of the art where the trusty Z900 left off.

When Kawasaki unleashed the mighty Z900 onto the market in 1972, it was an immediate hit. It incorporated all the advanced design concepts that made for sensational performance. It was a major breakthrough into a new world of big bikes and it became class leader because it delivered what experienced road riders wanted. And two years in succession Z900-based machines won the world's toughest long distance endurance race, the 24-hour Bol d'Or at Le Mans.

Every year Kawasaki made minor changes—sometimes little things you'd hardly notice that made the machine better. That's engineering evolution. This year it's more of the same.

## **Bigger bore. More cubes.**

The Z900 displaced 903 cc. The Z1000 displaces 1015 cc. The extra cubes were gained by boring out the cylinders a whisker. But what this has meant to the performance is amazing. The engine has more torque than ever which makes it easier to handle in traffic and it has more power to use on the highway. The engine is different in several other ways too. The crankshaft has heavier webbing and this helps to reduce vibration, especially at idling and low engine speeds. And the engine casings are 2—6 mm thicker to reduce the not unpleasant sounds of the precision-machined twin-cam 4-stroke engine.

## **New 4-into-2 exhaust system**

A striking difference is the new 4-into-2 exhaust system. It is made even more efficient by the scavenging action of the cross-over pipe below the engine which helps smooth power impulses. The two large-diameter pipes lead into two long bazookas—mean looking mufflers which emit exhaust noise levels 3 db lower than the old 4-muffler system.

Engine breathing has also been improved. Intake noise is silenced

by a large foam-wall canister air cleaner leading to the new plenum chamber specially designed to provide a better air flow. New jets and settings in the four Mikuni carbs are precisely calibrated and offer more fuel economy than the remarkable figures obtained by the old Z900!

The PCV (Positive Crankcase Ventilation) system which recycles blow-by gasses through the carbs is an important anti-pollution device. It helps cut hydrocarbon emissions by 40%. And the super-hardened valve seats allow no-lead gasoline without harm.

## **New rear disc brake. Double front discs**

A new disc brake is fitted to the rear wheel. It has a giant 290 mm diameter disc and a huge swept area. It means better braking action in the wet—and eye-popping braking with the double front discs pulling you down from high speed in a very short distance. It all adds up to safer, surer, straighter stops. You can believe in these stoppers.

## **Starter lock-out system**

The new starter lock-out system

means the engine cannot be started in gear with the clutch engaged. The electric starter can only be activated if the clutch is disengaged with the gear already selected. This is a simple and foolproof system like found on cars today. All it takes is a small electric switch and a little wire to stop an accidental great leap forward—when you don't want it.

## **Z1000 up-date items and old friends**

With the new nomenclature come many new ideas and improvements. Kawasaki tries to make your life easier with a newly designed chain. The massive size 630 unit resists stretching and lasts longer. There's also a new cushion-drive sprocket which reduces chain "snatch".

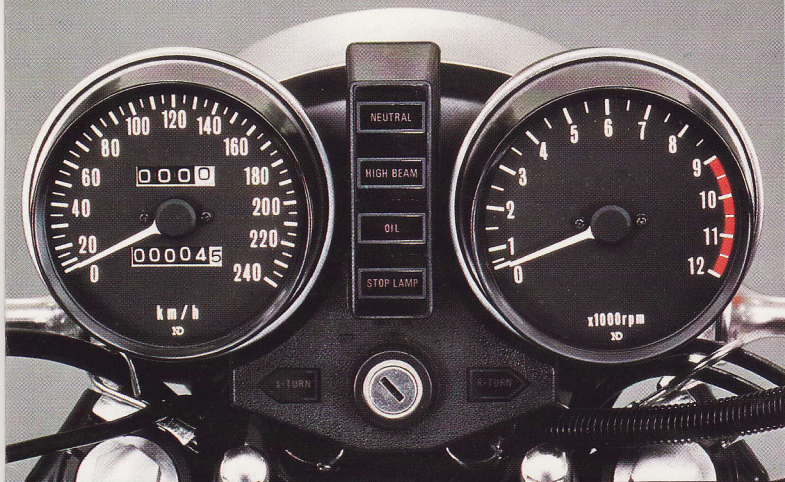
Kawasaki's 5-speed gearbox is creamy-smooth to use, gear selection is precise and neutral just an easy-to-find notch up from first. Inside, it's beefy and built to last.

The same sturdy double cradle frame is retained. It's solid, strong and stable. The new bearing on the swing arm is more sensitive to movement and this makes a subtle difference when cornering. All electrical wiring now runs through the handlebar—not along it. Neater. And there's a 3-way fuse system and outage indicator to tell you if your tail light has blown. The turn signal "beeper" is retained and so has the hazard system, which has a new switch built into the left hand grip. The simple one-key system works all locks including the main switch, tank cap, steering lock and seat lock. And the seat has a new patterned surface which should enhance comfort.

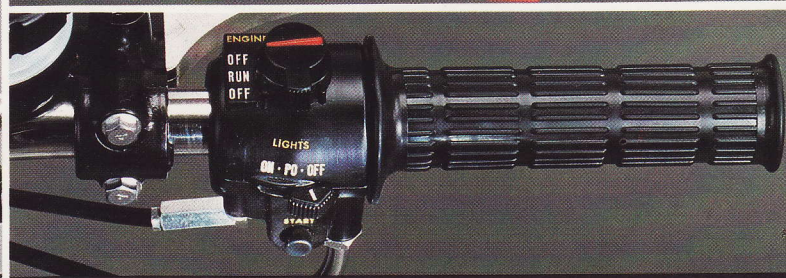
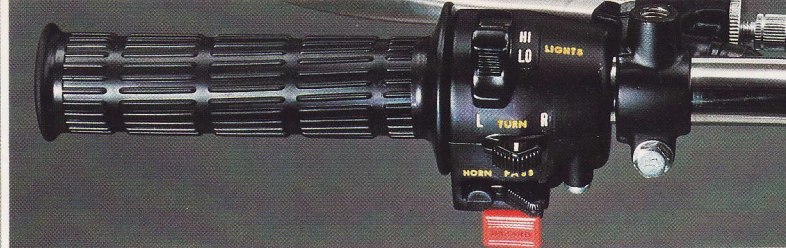
Finally, the styling. It's simple. It fits the King Kawasaki Z1000. Nothing fancy. A little understated. Royal livery.

Like the Z900 the Z1000 will earn a reputation for reliability. It does not need tender loving care, but a little respect for a fine machine will reward you with years of trouble-free riding.





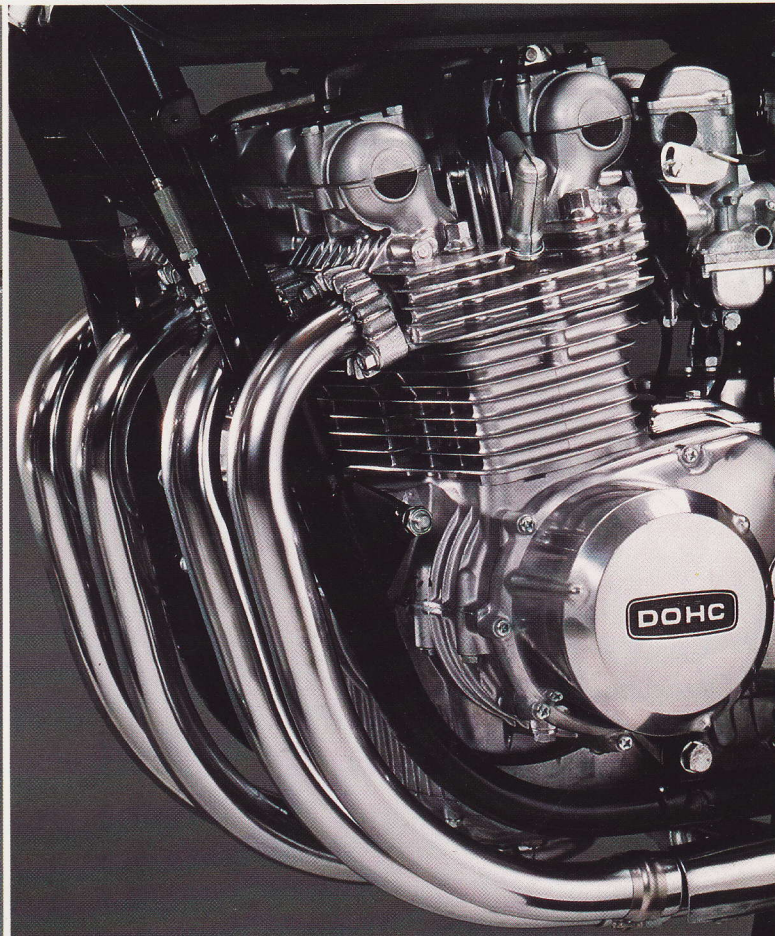
Total information and easy-to-read.



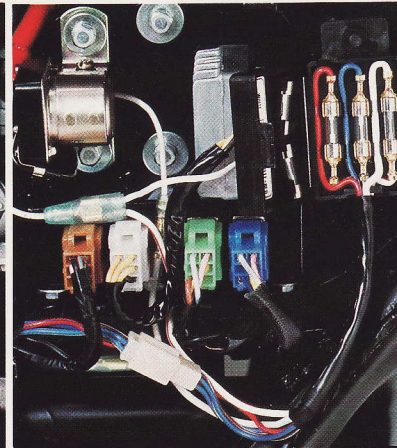
Easy-to-use integrated switches.



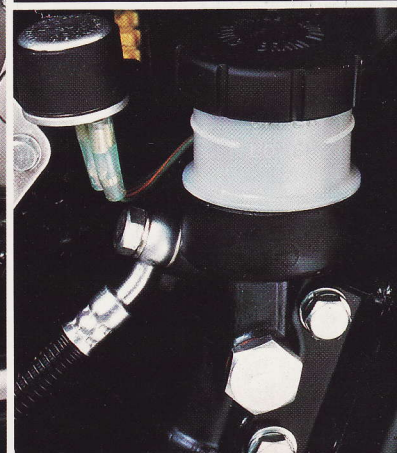
Perfectly proportioned.



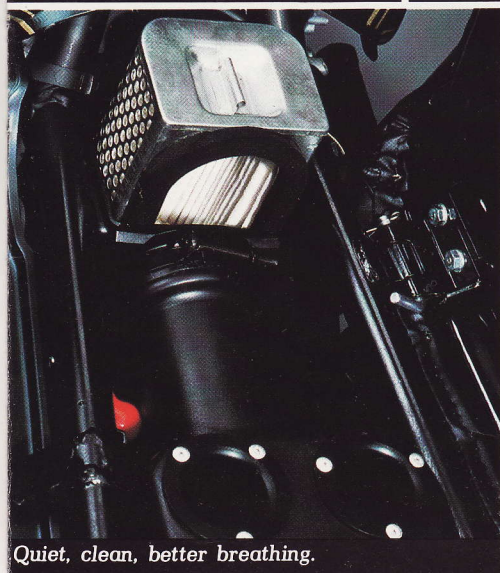
The business department: great output and efficiency.



3-way fuse system.



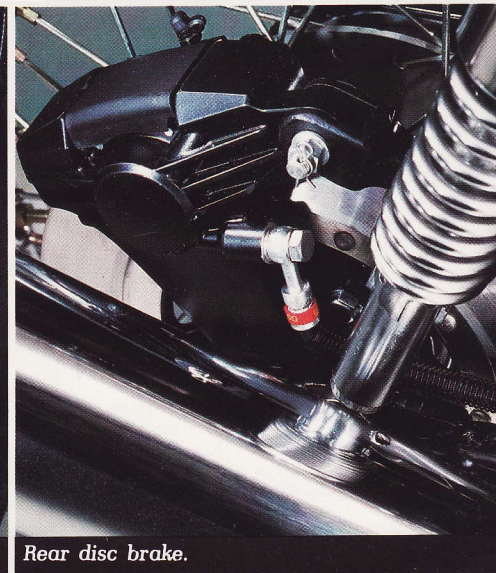
Rear disc master cylinder.



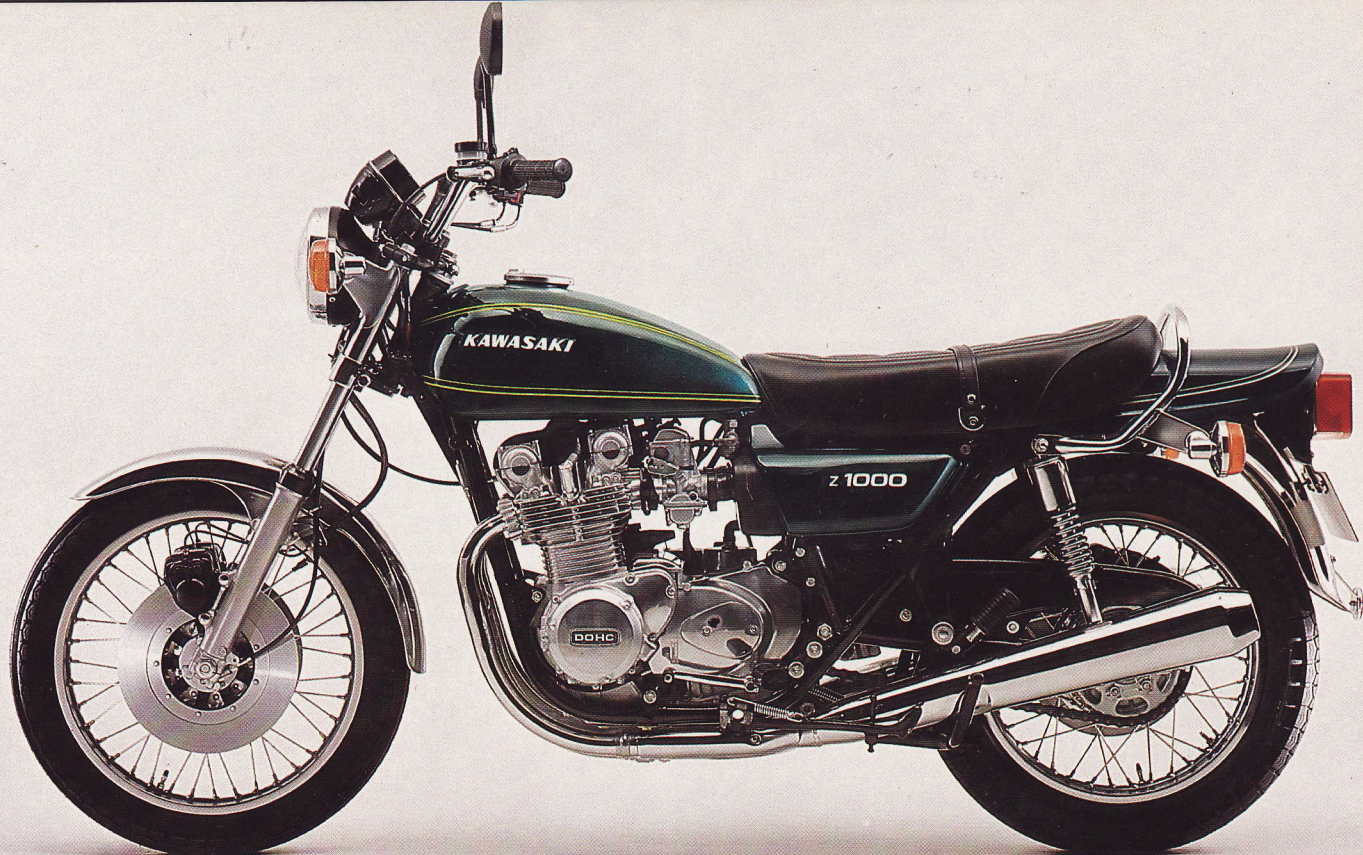
Quiet, clean, better breathing.



A pair of super stoppers.



Rear disc brake.



Colours available: Diamond Wine Red, Diamond Sky Blue

## Z1000-A1 SPECIFICATIONS

### PERFORMANCE

Maximum horsepower	83 hp/8,000 rpm
Maximum torque	8.1 kg-m/6,500 rpm (58.7 ft-lb/6,500 rpm)
Acceleration	SS 400 m (1/4 mile): 11.9 sec.
Climbing ability	30°
Minimum turning radius	2.4 m (94.5 in.)

### 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 x 66 mm (2.76 x 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

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

### 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. 245 mm (9.646 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	875 mm (34.4 in.)
Height, overall	1,180 mm (46.5 in.)
Wheelbase	1,505 mm (59.3 in.)
Ground clearance	160 mm (6.3 in.)
Dry weight	245 kg (540 lbs.)
Fuel tank capacity	16.5 litres (3.63 Imp. gal.)

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



Use your head. Wear a helmet. Enjoy safe riding.

N. J. Strandberg & Sønner A/S  
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