
2003 Model Information

MARKETING CODE: **ZR1000-A**

MODEL NAME: **Z1000**



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All data reflect factory tests. All data subject to change without notice.

MODEL CONCEPT

Mount a fuel-injected Ninja ZX-9R-based engine in a lightweight chassis, equip it with Ninja running gear, and wrap in the sexiest bodywork this side of a fashion show and what do you get? The new Z1000 — a hard-body super-Naked with hard-charging performance.



In addition to the electronic fuel injection system, the 9R-based engine gets a displacement boost to 953 cm³ for heaps of gutsy torque in the medium speed ranges.

Other modifications include re-cast head with more horizontal intake tracts, finning added to the head for good looks, and a comprehensive package of internal modifications to give it awesome thrust in the medium rpm ranges.

Nimble handling performance comes from a lightweight Diamond frame of large-diameter thin-walled tubing. This stiff frame runs an inverted front fork, Uni-Trak rear suspension with 9R-type aluminium swingarm, and 9R wheels for brilliant cornering performance. Other top-shelf equipment includes dual 300 mm front disc brakes, aluminium handlebars and virtually the same high-tech instrument package as the new Ninja ZX-6R.

By definition, a Naked has to look good with no clothes on, and the Z1000 certainly does.

The Z1000's attractive figure is highlighted by four polished stainless steel mufflers, a seat assembly with LED tail light and voluptuous lines that make it an instant head-turner.

As much a sports bike as a Naked, the Z1000's high performance, responsive handling and knockout good looks move this exciting new machine to the head of the Naked class.

KEY POINTS

- Ninja ZX-9R-based engine
- Electronic fuel injection
- Displacement increased to 953 cm³ for massive mid range
- Inverted front fork
- Dual 300 mm front disc brakes
- Lightweight Diamond frame
- Ninja ZX-9R-type Uni-Trak rear suspension
- Seat cowl with LED rear light
- Lightweight new digital instrument cluster
- Quad mufflers of heat-treated stainless steel
- “Supermodel” styling

MAIN FEATURES

Engine



* Liquid-cooled, 953 cm³, DOHC, 16-valve 4-cylinder engine specially tuned for high torque output in the medium rpm ranges.

* Electronic fuel injection runs 38 mm throttle bodies fitted with sub-throttles for smooth, linear throttle response and low exhaust emissions.

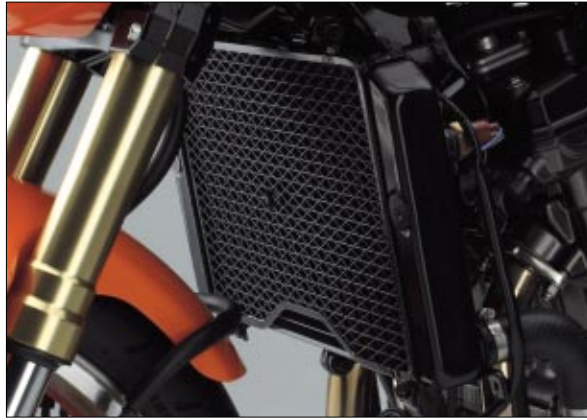


- * New cylinder head casting has more horizontal intake tracts and larger combustion chamber to suit the increased bore size. Fins cast into the head improve external appearance.
- * Secondary air system reed valve made smaller to reduce weight. Exhaust emission reduction effect also increased.
- * All-aluminium, closed-deck cylinder block with plated cylinders is light, long-wearing and offers excellent heat dispersion.



- * Right-side cam drive allows extremely tight valve angles for efficient engine breathing.
- * The forged crank is a modified 9R unit.
- * New crankcases use repositioned front case bolts of larger diameter to prevent case flex with the larger engine displacement.
- * Narrow included valve angle (IN=12°, EX=13°) allows a flat, highly efficient combustion chamber. The cylinder head has a large squish area that promotes turbulence to increase flame propagation for superior combustion efficiency.
- * New single valve springs with reduced spring pressure reduce mechanical noise and weigh less.
- * Camshaft profiles modified for more low- and mid-range power. Tappet noise is also reduced.
- * New front cam-chain guide is lighter, easier to mount and gives more accurate valve timing.
- * New plug-mounted ignition coils are fitted to suit the new injection system.
- * Digital ignition with timing sensor mounted on the right end of the crankshaft.
- * New, more compact 32-bit ignition CPU delivers highly accurate information for the electronic fuel injection system.
- * New ACG has idealised flywheel mass to suit the new engine's power characteristics.
- * K-TRIC throttle position sensor linked to the ignition system ensures ideal ignition timing under all throttle settings. 10 mm twin-electrode plugs enhance combustion efficiency.
- * In-tank, electric fuel pump delivers a constant supply of fuel in all riding conditions.
- * Liquid-cooled oil cooler keeps oil temperatures under control.

- * Large-area radiator with electric fan maintains operating temperatures at the proper level.



- * New transmission gears of stronger material feature “crowned” tooth mating surfaces for improved load carrying ability. Shift cam has modified profiles and new spring loads for improved shift feel, and the clutch release lever has a modified ratio for improved action.
- * Quad mufflers of polished stainless steel are heat-treated to an attractive golden colour.



- * Use of KLEEN (Kawasaki Low Exhaust Emission) catalyser system helps keep exhaust emissions environmentally friendly. Depending on the market, a honeycomb catalyser system reduces emissions.

Frame & Swingarm

- * Rigid yet lightweight Diamond frame of large-diameter thin-walled tubes contributes to the Z1000's responsive handling performance. Engine is mounted as a stressed member for high chassis rigidity. Detachable right front-top engine mount eases maintenance.



- * Ninja ZX-9R-type extruded aluminium swingarm is lightweight, rigid and looks great.
- * Steering head uses caged ball bearings for light steering qualities.

Suspension

- * Inverted front fork with 41 mm tubes delivers brilliant steering performance. This good-looking unit is preload and rebound adjustable.
- * Bottom-Link Uni-Trak rear suspension features a nitrogen gas-charged shock with piggyback reservoir, stepless spring preload and rebound damping adjustment.



Brakes

- * Front, semi-floating, 300 mm discs are gripped by lightweight 4-piston calipers from the 9R for impressive braking performance.



- * Front discs are 6 mm thick for high resistance to heat-induced fade.
- * Rear disc brake uses a lightweight 220 mm rotor with single-piston caliper.



- * Rear brake caliper holder designed for low weight and mounts directly to swingarm, negating the need for an independent brake torque-rod.

Wheels & Tyres

- * Rim widths and wheel sizes are also of 9R origin (ZX900F), for great handling. Polished rims contrast nicely with painted hubs and spokes.
 - F: MT3.50 x 17
 - R: MT6.00 x 17
- * 17-inch radial tyres deliver excellent traction.
 - F: 120/70ZR17M/C (58W)
 - R: 190/50ZR17M/C (73W)
- * Large diameter front and rear axles are hollow, for high rigidity and low weight.

Bodywork & Ergonomics



* The sexy lines of the Z1000 are defined by its many stylishly crafted body components. The seat cowl with LED tail light, swingarm-mounted inner fender, and front fender were all designed to give the Z1000 an aggressive, sporty image.



* Naughty bikini cowl accentuates the bike's provocative lines.



* An optional single-seat cover can be mounted in place of the passenger seat, giving the bike an even more performance-oriented image. (For US and Canadian models, the single-seat cover is a standard part.)



- * Fuel tank is made of galvanised steel to resist corrosion.
- * Seating position is very comfortable and allows the rider to mould himself/herself to the machine naturally.
- * Dual, multi-reflector headlights enhance the Z1000's cheeky attitude.

Other Practical Features

- * Lightweight, compact instrument cluster features a bar-type LCD tach, and digital LCD speedo, in addition to a digital temp gauge, clock, tripmeter, fuel gauge and a comprehensive range of indicator lamps.



- * Tamper resistant ignition switch.
- * Rubber-mounted aluminium handlebars.
- * MF-type battery reduces periodic maintenance.
- * Forged side stand is very strong and tucks nicely out of the way for ample cornering clearance.
- * Lightweight #525 chain contributes to low rolling resistance and efficient power delivery.
- * Seat uses special low-slip surface material for high comfort.

COLOUR(S)

* Pearl Blazing Orange



* Black Pearl



* Lime Green



SPECIFICATIONS

ENGINE	ZR1000-A1
Type	4-stroke In-Line Four
Displacement	953 cm ³
Bore and Stroke	77.2 x 50.9 mm
Compression ratio	11.2:1
Valve system	DOHC, 16 valves
Fuel injection	Ø 38 mm x 4
Ignition	Digital
Starting	Electric
Cooling	Liquid
Lubrication	Forced lubrication, wet sump
Engine oil: Rating	API SE, SF, SG, SH (with JASO MA) or SJ (with JASO MA)
Viscosity	SAE 10W-40
Capacity	3.8 litres
Spark plug	CR9EK, U27ETR
Valve timing: Inlet	Open: 38° BTDC ; Close: 66° ABDC ; Duration: 284°
Exhaust	Open: 57° BBDC ; Close: 31° ATDC ; Duration: 268°
Piston clearance	0.010 ~ 0.032 mm
Cylinder pressure	1,520 kPa {15.5 kgf/cm ² } @ 320 rpm
Charging current & voltage (night-time @ 4,000 rpm)	7 A, 14 V
Exhaust	4-into-2-into-4
DRIVETRAIN	
Transmission	6-speed, return
Primary drive	Gear
Final drive	Sealed Chain
Primary reduction ratio	1.714 (84/49)
Gear ratios: 1st	2.571 (36/14)
2nd	1.941 (33/17)
3rd	1.556 (28/18)
4th	1.333 (28/21)
5th	1.200 (24/20)
6th	1.095 (23/21)
Final reduction ratio	2.625 (42/16)
Overall drive ratio	4.929 @ top gear
Clutch	Wet, multi-disc

FRAME	ZR1000-A1
Type	Diamond, high-tensile steel with detachable right front-top engine mount
Suspension: front	41 mm inverted cartridge fork with stepless rebound damping and spring preload adjustability
rear	Bottom-Link Uni-Trak with gas-charged shock, stepless rebound damping and spring preload adjustability
Wheel travel: front	120 mm
rear	138 mm
Tyre: front	120/70ZR17M/C (58W)
rear	190/50ZR17M/C (73W)
Inflation: front	250 kPa {2.5 kgf/cm ² }
rear	290 kPa {2.9 kgf/cm ² }
Caster (rake)	24°
Trail	101 mm
Steering angle (left/right)	33° / 33°
BRAKES	
Front	Dual semi-floating 300 mm discs
Front calipers	Opposed 4-piston calipers
Rear	Single 220 mm disc
Rear caliper	Single-piston caliper
ELECTRICAL EQUIPMENT	
Battery	12 V, 8 Ah
Headlight (high/low)	12 V, 55/55 W x 2
Tail/brake light	12 V, 0.5/3.8 W (LED) for EUR/AUS 12 V, 0.5/5 W (LED) for USA/CAN
DIMENSIONS	
Overall length	2,080 mm
Overall width	770 mm
Overall height	1,055 mm
Wheelbase	1,420 mm
Ground clearance	145 mm
Seat height	820 mm
Dry weight	198 kg
Fuel capacity	18 litres

PERFORMANCE	ZR1000-A1
Maximum power	93.4 kW {127 PS}/ 10,000 rpm
Maximum torque	95.6 N·m {9.7 kgf·m}/ 8,000 rpm

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.