



# Z 900



LATEST EVOLUTION OF  
**Z SUGOMI STYLING**

The Z900 distinctive sugomi design element (crouching stance, low-positioned head and upswept tail) remains unchanged, its eye-catching styling benefits from a number of updates that makes it look more aggressive and sharper.



# DESIGN

A key visual component is the new headlamp cowl which has been positioned as low as possible, extending the line running down from the top of the tank to create the image of a crouching predator's muscular shoulders and dropped head. The new LED headlamp design also borrows the image of a predator on the hunt, its slim shape and dark, reflectorless construction creates an intense, glaring visage, much like a predator whose eyes have locked onto its prey. The condensed, dynamic form is reinforced by an all-new bodywork that fits much closer to the engine and frame. Just like before, mass is concentrated at the front, with the light tail cowl a mere wisp, as if it was drawn with the flick of a pen. The dichotomy creates a dynamic design with all lines, and the viewer's eye, drawn to the front.

# PERFORMANCE

To achieve the sugomi concept, Kawasaki engineers designed both the engine and chassis to offer more direct response. Twisting the throttle offers the sensation of a very linear connection to the rear wheel, with crisp response accompanied by a satisfying surge of acceleration. Adding to the sensory experience are the fine-tuned intake howl on acceleration and the characteristic In-line Four exhaust note at high rpm. The chassis, too, offers more direct response.

The new SFF-BP front suspension and new radial-mount monobloc calipers contribute to increased control, and a more aggressive riding position puts the rider in a more forward-leaning position, like a predator eager for the hunt.

# SUGOMI





# THE HISTORY OF Z SERIES

Over the past half-century, Z series models have created countless legends, and their name has become a byword for Kawasaki motorcycles. The legend began with the Z1, the highest performing production motorcycle the world had ever seen. Around the world, the impact of the Z1 was felt not once, but twice.

The first time was for its incredible performance. Riders around the world were intoxicated by the awesome power produced by its engine, the first In-Line Four in its class with DOHC, and displacing an unheard of 903 cm<sup>3</sup>.

The second time was for the Z1's evocative styling. The development brief called for a design that was slim, sleek, and sexy. In other words, a 900cc-class bike that didn't look or feel heavy, with a design that could slice through the air expressing its astonishing speed and performance. True to its name, the Z1 embodied the ultimate in performance and styling, firmly establishing Kawasaki's reputation for building big, high-performance motorcycles.

As the last letter of the alphabet, Z represents the ultimate. That is the reason why the Kawasaki 900 super4 was nicknamed the Z1. Since then, the Z moniker has been inherited by many other models developed to be the ultimate machines in their categories. These Z models have grown into one of Kawasaki's core motorcycle brands. Although their shapes, styles and riding environments have evolved over the years, the models crowned with the Z mark continue to deliver the ultimate in riding excitement.

The 2010s saw the idea of Sugomi introduced as a core development concept for Z Supernaked models. This marked a major shift in the post-2003 modern Z series. During the same period, as the retro sport movement picked up speed in Europe and the U.S.. The Z1-channeling Z900RS broke cover and quickly claimed its place at the centre of the movement.

The Japanese word sugomi describes the intense aura or energy given off by a person or object of greatness and felt by the viewer. Someone, or something, possessing sugomi inspires awe, leaves an indelible impression, is imposing in stature or ability, and commands respect. In the new Z1000, sugomi was evident both in its fiercely intense design and the exhilarating performance it delivered, radiating as a palpable energy. With a stiffer, more direct and responsive ride feel, and the dynamic styling of a predator stalking its prey, the Z1000 incorporated Sugomi into its performance and styling to offer a more intense riding experience. Since then, Sugomi has been the core concept driving the ride feel and design of Supernaked Z models and is still used today.





# **REFINE RIDER-FOCUSED SUPERNAKED :**

**NEW EYE-CATCHING STYLING.  
EVEN MORE EXCITING & EASY**

The Z900 maintains the “Exciting & Easy” concept of its predecessor, while offering the next step in aggressive Z sugomi styling. A host of advanced new features including integrated Riding Modes (combining newly added KTRC and Power modes), New TFT colour instrumentation, smartphone connectivity, all LED lighting and cleaner emission.

The Z900 engine and chassis are extremely well matched, making it an excellent all-rounder, able to cater to wide range of riders. Its rider-friendly character (further enhanced with the additional of traction control) is complemented by agile handling and a responsive throttle.



## KTRC (Kawasaki Traction Control)

Kawasaki's advanced traction control system provides both enhanced sport riding performance and the peace of mind to negotiate low-traction surfaces with confidence. Three rider-selectable modes offer progressively greater levels of intrusion to suit the riding situation and rider preference.

- The system looks at a number of parameters to get an accurate real-time picture of what is going on.
- Mode 1 : The least intrusive, helps to manage traction during cornering. Designed with sport riding in mind, it facilitates acceleration out of corner by maximising forward drive from the rear wheel.
- Mode 2 : Intervention occurs earlier, offering a balance of sport riding support and enhanced rider confidence.
- Mode 3 : The most intrusive, when excessive wheel spin is detected, engine output is reduced to allow grip to be regained, effectively enabling riders to negotiate both short, challenging patches (train tracks or manhole covers) and extended stretches of bad roads (wet pavement, cobblestone, gravel) with confidence.

**Z 900**



## Smoother Acceleration / Deceleration

Revised clutch damper springs and updated FI settings contribute to smoother acceleration and deceleration.

## Stronger Frame

While maintaining the Z900 highly acclaimed handling, revisions to the frame add strength to the swingarm pivot area. Front and rear suspension settings were updated to match the new frame.

## Integrated Riding Modes : Sport, Road, Rain (Manual)

All-inclusive models that link KTRC and Power Mode allow rider to easily set traction control and power delivery to suit a given riding situation.

- Rider can choose from three setting (Sport, Road, Rain) or a manual setting (Rider),
- The riding mode can be changed while riding, using the button at the left handle.



## TFT Colour Instrumentation

The new 4.3" all-digital TFT colour instrumentation gives the cockpit a high-tech, high-grade appearance. The new meter also offers additional features unavailable on the previous model.

- High-grade full colour display features TFT (thin-film-transistor) technology, delivering a high level of visibility. The screen's background colour is selected (black & white), and screen brightness automatically switches between three rider-set levels to suit available light.
- Display functions include; digital speedometer, digital bar-style tachometer, gear position indicator, shift lamp, fuel gauge, odometer, dual trip meters, current and average fuel consumption, remaining range, average speed, total time, coolant temperature, clock battery, voltage, Kawasaki service reminder, oil change reminder, Riding Mode indicator, smartphone call and mail notices, Bluetooth indicator, and Economical Riding Indicator.

## Smartphone Connectivity

A Bluetooth technology built into the instrument panel enables rider to connect to their motorcycle wirelessly. Using the smartphone application "RIDEOLGY THE APP" a number of instrument functions can be accessed, contributing to an enhanced motorcycling experience.



**MODEL SPECIFICATIONS : Z900**

**ENGINE**

Type	<b>4-Stroke In-Line Four, DOHC, 16 Valve, Liquid Cooled</b>
Displacement	<b>948 cc</b>
Bore x Stroke	<b>73.4 x 56.0 mm</b>
Compression Ratio	<b>11.8:1</b>
Fuel Supply	<b>Fuel Injection</b>
Lubrication System	<b>Forced Lubrication, Wet Sump</b>
Starting System	<b>Electric Starter</b>
Ignition System	<b>B&amp;C (TCBI EL. ADV. D.)</b>

**FRAME**

Type	<b>Tubular, Diamond /</b>	
Suspension:	Front	<b>Telescopic Fork</b>
	Rear	<b>Horizontal Back-link Swingarm</b>
Wheel Travel:	Front	<b>120 mm</b>
	Rear	<b>140 mm</b>
Caster (Rake Angle)	<b>24.9</b>	
Trail	<b>110 mm</b>	
Steering Angle (left/right)	<b>33/33</b>	
Tyre:	Front	<b>120/70ZR17M/C (58W)</b>
	Rear	<b>180/55ZR17M/C (73W)</b>
Brake:	Front	<b>Dual disc (266 mm)</b>
	Rear	<b>Single Disc (216 mm)</b>

**DIMENSIONS**

Overall Length	<b>2,130 mm</b>
Overall Width	<b>825 mm</b>
Overall Height	<b>1,080 mm</b>
Wheelbase	<b>1,455 mm</b>
Ground Clearance	<b>145 mm</b>
Seat Height	<b>800 mm</b>
Curb Mass	<b>213 kg</b>
Fuel Capacity	<b>17 litres</b>

**DRIVETRAIN**

Driving System	<b>Chain</b>
Transmission	<b>6-speed, Return Shift</b>
Primary Reduction ratio	<b>1.627 (83/51)</b>
Final Reduction ratio	<b>2.933 (44/15)</b>
Clutch Type (Primary)	<b>Wet, Multi-disc</b>

**PERFORMANCE**

Max. Power	<b>92.2 kW / 9,500 rpm</b>
Max. Torque	<b>98.6 Nm / 7,700 rpm</b>

**LIGHT**

Headlight (High/Low)	<b>LED/LED</b>
Brake/Tail Light	<b>LED</b>

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*Metallic Spark Black*



*Metallic Matte Graphenesteeel Gray*

\* Specifications are subject to change without prior notice

\*\* Pictures displayed are for illustration purposes only. Actual product may vary.

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