

**Kawasaki**

Let the Good Times Roll

# VERSYS 1100/S/SE



# **DESTINATION EVERYWHERE**

## **AN EVEN MORE WELL-ROUNDED PACKAGE**



Since the introduction of the Versys 1000 in 2012, Kawasaki has updated and released new models in the series to continue to offer the best riding experience on the street. Whether riding solo or two-up, around the corner or around the globe, this highly versatile machine's long-travel suspension makes it well-equipped to handle a wide variety of road surfaces. Its relaxed, upright riding position, highly comfortable seating for both rider and passenger, and good wind protection are key ingredients for covering long distances.

Complementing its touring potential and comfort features, the combination of a highly responsive In-Line Four engine tuned for flexibility, and a nimble chassis fitted with dynamic suspension will have riders grinning from ear to ear. For 2025, three new Versys 1100 models with increased engine displacement offer even greater versatility, comfort, and riding excitement.

**VERSYS**

Developed by Kawasaki specifically for on-road excitement, the Versys' In-Line Four engine receives an increase in displacement from 1,043 cm<sup>3</sup> to 1,099 cm<sup>3</sup>. This increases maximum power from 120 PS to 135 PS. Greater mid-high rpm torque makes the riding experience even more enjoyable, while higher power output at high rpm makes the engine roar for an aurally and physically enjoyable ride. Overall, with a more powerful and more refined engine, the new Versys models perform well in a variety of on-road riding situations.

The new models also receive several upgrades aimed at improving touring potential. The updated Kawasaki Quick Shifter (KQS) feature now functions from a lower minimum rpm, while new gear ratios enhance touring comfort. In addition, riders can now use voice control via their smartphone for added convenience.

The open road beckons, and the new Kawasaki Versys 1100 is the perfect partner to conquer it. With its updated and even more well-rounded package, this bike offers comfort and exhilaration in equal measures, making it ideally suited to riders who enjoy touring, sport riding and everything in between.





## **01 FUN TO RIDE: VERSATILE PERFORMANCE FOR A WIDE RANGE OF RIDING SITUATIONS**

Both the Versys 1100's engine and chassis were designed to maximise rider enjoyment on the street. Whether in town, exploring backroads or heading for the horizon, its In-Line Four engine delivers a rewarding surge of acceleration with every twist of the throttle – even more so with its increased displacement. The increase in engine performance is paired with excellent chassis balance and long-travel suspension settings enabling superb control and feedback, and offering a high level of rider confidence in numerous street riding situations.

## **02 TOURING COMFORT AND ADVANTAGE PERFORMANCE TO RIDE LONG AND FAR**

Not only is the Versys 1100 exciting to ride, but it also offers the comfort and carrying capacity to allow riders to ride long and far. A highly comfortable seat and good wind protection complement the relaxed riding position, making it easier to spend a long time in the saddle. Passenger comfort is also superb, making it easy to share the fun. Long-travel suspension capably handles a wide range of road conditions, adding to rider confidence, while on the SE model, electronic suspension with Skyhook Technology further contributes to ride comfort for both rider and passenger. A high payload can accommodate panniers and a top case simultaneously, and numerous accessories add to comfort and convenience – especially welcome on multi-day trips.

## **03 EMOTIONAL, WELL-INTEGRATED DESIGN**

The Versys 1100's emotional design beckons the rider invitingly. The flowing styling features a clear line of colour traceable from the front of the bike to the rear. A balanced use of colour and materials emphasises the functional beauty of the bike's individual parts and the sculpted bodywork shaped with rider comfort in mind.

## Sporty Design with Excellent Wind Protection

The Versys 1100's bodywork has flowing lines that lend a sporty look while offering both rider and passenger excellent wind protection, contributing to long-distance ride comfort.

## Updated Kawasaki Quick Shifter (KQS)

KQS enables clutchless upshifts and downshifts for seamless acceleration and quick and easy deceleration. The improved KQS feature operates in a wider range of rpm, with the minimum changing from 2,500 min<sup>-1</sup> to 1,500 min<sup>-1</sup>, giving riders smooth shifts even when in town or doing slower-speed riding for added riding comfort.

## In-Line Four Engine with Added Power

An increase in displacement from 1,043 cm<sup>3</sup> to 1,099 cm<sup>3</sup> gives the Versys 1100's engine a boost in power from 120 PS to 135 PS. The more robust mid-range and increased high-rpm power contribute to increased comfort when cruising on the highway, facilitating long-distance touring. The climb from low through high rpm is even more exhilarating, while superb throttle response, strong torque at all rpm, and a seductive intake howl further contribute to riding excitement.



## Electronic Cruise Control

The electronic cruise control system allows a desired speed to be maintained with the simple press of a button. It reduces stress on the right hand when traveling long distances, enabling relaxed cruising and contributing to a high level of riding comfort.

## TFT Instrumentation (S, SE variant)

Instrumentation with an advanced, high-tech design gives the cockpit a very high-class appearance. The analogue-style tachometer is complemented by a highgrade full colour TFT LCD screen.

## Adjustable Windshield

Complementing the wind protection offered by the Versys 1100's front cowl and wide shrouds, a steplessly adjustable windshield can be tailored to rider preference, contributing to comfortable highway cruising. Windshield height can be easily adjusted from the rider's seat.

## Handlebar-Mounted USB-C Outlet

A USB Type-C socket mounted on the left handlebar offers riders a convenient power source.

## Cornering Lights (S, SE variant)

Lights built into the shrouds help illuminate the road when cornering. Each of the three lights has a fixed direction and is activated based on lean angle.

## Grip Heaters and Hand Covers (S, SE variant)

Grip heaters keep riders' hands with Showa's Skyhook Technology (SE) warm in cold weather, while hand covers offer increased wind protection, further contributing to comfort.

## Long-Travel Suspension + Sporty 17" Wheels = Ride Comfort on a Variety of Streets/ Conditions

The long-travel suspension's ability to cope with less-than-perfect street conditions allows the Versys 1100 to remain composed on many kinds of roads. Lightweight 17" wheels front and rear contribute to quick, sporty handling.



## ENGINE

### 1,099 cc Liquid-Cooled, 4-Stroke In-Line Four

A key to the Versys 1100's fun factor, the exciting engine delivers more than just performance figures. The larger-displacement 1,099 cm<sup>3</sup> In-Line Four now offers even more well-rounded engine performance.

#### NEW

- Receiving an increase in displacement (1,043 cm<sup>3</sup> >> 1,099 cm<sup>3</sup>), the new liquid-cooled, DOHC, 16-valve 1,099 cm<sup>3</sup> In-Line Four has a bore and stroke of 77.0 x 59.0 mm and offers impressive high-end power and strong torque throughout the rev range.
- The 3 mm longer stroke results in increased torque (102.0 N·m (10.4 kgf·m) >> 112.0 N·m (11.4 kgf·m)) along with an increase from 120 PS to 135 PS, which facilitates use of the mid- and high-rpm range for even more riding excitement.
- Middle two intake funnels are 45 mm longer than the outer intake funnels, which adds to better torque between 4,000 and 7,000 rpm.
- Throttle bore is ø38 mm, chosen for low-mid range response and an exhilarating climb to high rpm. Its lightweight design offers 130 g in weight savings.
- Intake ports were optimised to suit the throttle body change and are now narrower in relation to the bike's increased displacement. The resulting higher intake flow velocity in the low- to mid-rpm range benefits low-mid range torque.
- ECU settings optimised for the higher engine displacement, with throttle valve opening characteristics revised up to the rev limit (ignition cutoff).
- Cam profiles with a lower valve lift contribute to increased low-mid rpm range torque. New valve springs match the revised lift.
- To match the longer stroke, a fine-tuned piston shape offers increased durability.
- Cylinder head position is 3.3 mm higher as a result of the updated engine's longer stroke.
- Flywheel mass is heavier to suit the increased engine displacement, contributing to increased rideability in the low-mid rpm range.
- An oil cooler has been added for improved cooling performance.





## Assist & Slipper Clutch

Race-inspired clutch technology offers both a back-torque limiting function as well as a very light feel at the lever.

## Transmission

### NEW

- 5th and 6th gears have an improved power feel, with the torque sensation in the low-mid rpm range retained, while offering a more exhilarating feel in the higher rpm range.
- A longer primary reduction ratio (1.627 >> 1.528) combined with a shorter secondary reduction ratio (2.733 >> 2.800) results in longer overall gearing that optimises power feel for the higher-displacement engine.

## Suspension

- At the front, the Versys 1100 is supported by a  $\varnothing 43$  mm inverted cartridge-type fork.
- Long travel of 150 mm contributes to the fork's excellent bump absorption and road holding performance.
- The fork is adjustable for rebound damping and preload (both easily adjusted on the right-side fork top).
- Horizontal Backlink rear suspension positions the shock unit and linkage above the swingarm.
- The SE model features KECS (Kawasaki Electronically Controlled Suspension) with Showa's Skyhook technology, including a  $\varnothing 43$  mm Showa cartridge fork and a BFRC lite rear shock (like that of the Ninja ZX-10R supersport model) equipped with an electronically controlled preload adjuster. Please see the ELECTRONICS section below for more details.
- Showa's high-spec BFRC lite rear shock offers numerous benefits:
  - Excellent ride comfort
  - Ample traction
  - Independently adjustable compression and rebound damping
  - Light weight.

## Brakes/Wheels/Tyres

Large, ø310 mm front discs are gripped by opposed 4-piston radial-mount monobloc calipers with differentiated diameter pistons: ø32 mm upper, ø30 mm lower.

### NEW

- The rear brake disc is a larger diameter (ø250 mm >> ø260 mm) for added stopping power to match the increased engine displacement. A single-piston caliper slows the rear disc.
- Round brake discs (previously petal) contribute to modern looks.
- In addition to standard ABS, all three models are equipped standard with KIBS (Kawasaki Intelligent anti-lock Brake System).

## Comfortable Ergonomics

Adjustable windshield has a stepless range of approximately 65 mm on the standard model. On the S and SE models, which feature a large windshield, the range of adjustability is 40 mm. Height can be adjusted from the rider's seat (without tools, using two knobs on the inside of the screen) to suit rider preference.

The S and SE models' large windshield is equipped with a centrally located vent. Opening the vent reduces the negative-pressure effect in the cockpit, which means less chance of the rider being pulled forward at high speed.

## All-LED Lighting

- Compact LED turn signals complement the sleek styling.
- LED licence plate lamp completes the all-LED lighting package.
- On the S and SE models, LED cornering lights, sets of three lights built into the shrouds, help illuminate the road when cornering. Each of the three lights has a fixed direction and is activated based on lean angle. As the bike leans over, the lights come on in order, creating a wider illuminated path in the direction the bike is heading.

## Other Convenient Features

USB Type-C outlet is mounted to the handlebars and equipped as standard, adding convenience in many kinds of riding situations.



Centre stand is a 29 standard feature, offering excellent utility and greatly facilitating maintenance work.

## ELECTRONICS

### KQS (Kawasaki Quick Shifter) (S, SE variant)

For the Versys 1100, KQS has been updated to function at lower engine speeds, which makes shifting when riding in town or at a slower pace when touring easier and more enjoyable.

### NEW

KQS now functions at a lower rpm (2,500 rpm >> 1,500 rpm), making shifts at slower riding speeds smoother, easier and more comfortable, which is especially beneficial when riding in town.

### Smartphone Connectivity

A new version of RIDELOGY THE APP MOTORCYCLE now offers a voice command feature† that lets riders control the app while keeping hands and feet free to control of the motorcycle.



## MODEL SPECIFICATIONS

### ENGINE

Type	4-Stroke In-Line Four, DOHC, 16 Valve, Liquid Cooled
Displacement	1,099 cc
Bore x Stroke	77.0 x 59.0 mm
Compression Ratio	11.8:1
Fuel Supply	Fuel Injection : ø38mm X 4
Lubrication System	Forced Lubrication, Wet Sump
Starting System	Electric Starter
Ignition System	Digital

### FRAME

Type	Twin-tube, Aluminium	
Suspension:	Front	[SE Model] ø43 mm inverted fork with KECS-controlled compression and rebound damping, manual spring preload adjustability, and top-out springs [STD/S Models] ø43 mm inverted fork with rebound damping (right-side) and spring preload adjustability
	Rear	[SE Model] Horizontal Back-link, BFRC lite gas-charged shock with piggyback reservoir, KECScontrolled compression and rebound damping, and electronic spring preload adjustability [STD/S Models] Horizontal Back-link, gas-charged, with rebound damping and remote spring preload adjustability
Wheel Travel:	Front	150 mm
	Rear	152 mm
Caster (Rake Angle)		27.0°
Trail		106 mm
Steering Angle (left/right)		34° / 34°
Tyre:	Front	120/70ZR17M/C (58W)
	Rear	180/55ZR17M/C (73W)

Brake:	Front	Dual semi-floating ø310 mm discs
	Rear	Single ø260 mm disc

### DIMENSIONS

Overall Length	2,270 mm
Overall Width	[s/SE Models] 950 mm [STD Model] 895 mm
Overall Height	[s/SE Models] 1,530 mm / 1,490 mm [STD Model] 1,465 mm / 1,400 mm
Wheelbase	1,520 mm
Ground Clearance	150 mm
Seat Height	820 mm
Curb Mass	[SE Model] 260 kg [s Model] 257 kg [STD Model] 255 kg
Fuel Capacity	21 litres

### DRIVETRAIN

Driving System	Chain
Transmission	6-speed, Return Shift
Primary Reduction ratio	1.528 (81/53)
Final Reduction ratio	2.800 (42/15)
Clutch Type (Primary)	Wet multi-disc, Manual

### PERFORMANCE

Max. Power	99 kW / 9,000 rpm
Max. Torque	112 N·m / 7,600 rpm

### LIGHT

Headlight (High/Low)	LED/LED
Brake/Tail Light	LED

# Kawasaki

Let the Good Times Roll



**VERSYS 1000**  
Metallic Matte Graphene  
Steel Gray / Metallic Diablo Black



**VERSYS 1000 S**  
Pearl Robotic White / Metallic Diablo Black



**VERSYS 1000 ABS**  
Metallic Graphite Gray / Metallic Diablo Black

\* Specifications are subject to change without prior notice

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

## VERSYS 1000 / S / ABS

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