

**Kawasaki**

Let the Good Times Roll



**Z1100** 

**SUGOMI AWAKENS**

**MODENAS**  
Motosikal Dan Enjin Nasional

**UNTAMED SUGOMI DESIGN  
WITH FULL FUNCTIONALITY:**

## **KAWASAKI'S TOP NATURALLY ASPIRATED Z**

“Sugomi” is a word describing the fundamental concept behind the design and ride feel of Z Supernaked models.

The 2014 Z1000 was the first model to introduce sugomi. At the time, the Z1000's fierce design and visceral performance shocked the world. This concept has been passed down to subsequent Z models and continues to be refined today.

The Z1100 is the culmination of the unique performance and styling of sugomi, condensed into Kawasaki's largest-displacement Z model. It inherits untamed sugomi styling, sharp and direct handling, and linear throttle response, and fuses the three to create an irreplaceable experience only possible on the new Z1100.



The Z1100 takes its place at the top of Kawasaki's naturally aspirated Z series. For performance-focused, sport-minded riders who prefer a more upright riding position for exciting rides carving twisty roads, this is the pinnacle to aim for.

## RIDING POSITION OFFERING ENHANCED CONTROLLABILITY

An updated handlebar position, now wider and further forward, brings better response to rider inputs, making the handling feel lighter and sharper in every speed range for a controllable machine character.

## 5" INSTRUMENTATION WITH SMARTPHONE CONNECTIVITY

5" all-digital TFT colour instrumentation lends the cockpit a high-tech, high-grade appearance. Smartphone connectivity lets the rider use several functions through RIDELOGY THE APP MOTORCYCLE.

## ADVANCED ELECTRONICS PACKAGE INCLUDING ETV AND IMU

The addition of Electronic Throttle Valves (ETV) delivers more precise and responsive engine control, enabling cruise control and the latest dual-direction KQS, while a complement of rider support technology, enhanced by an IMU, helps riders enjoy their machine's sport riding performance to the fullest.

- KCMF
- IMU
- KTRC
- KIBS
- Power Modes
- Integrated Riding Modes
- KQS
- Electronic Cruise Control

## HIGHEST-LEVEL SUPERNAKED PERFORMANCE

A highly rigid aluminium twin-tube frame, SFF-BP forks and Horizontal Back-link suspension, in addition to monobloc calipers paired with large 310 mm brake discs create a sharp, direct response to rider inputs, making every twist of the throttle a visceral experience, connecting the rider directly to the road.



## 1,098 CC IN-LINE FOUR: INCREASED DISPLACEMENT FOR BETTER LOW-MID RANGE

The engine in Kawasaki's top naturally aspirated Z Supernaked displaces 1,099 cm<sup>3</sup> and delivers 11.5 kgf·m of torque. The liquidcooled, 4-stroke In-Line Four engine pulls even more strongly in the low-to-mid rpm range—which riders will notice immediately and use often.

## SUGOMI STYLING

Looks befitting Kawasaki's top-of-the-line naturally aspirated Supernaked machine feature sugomi styling elements. Even at rest, the Z1100 looks ready to pounce, tense with energy waiting to be released. This is expressed in the sharp lines and aggressively curved surfaces found throughout the bodywork, engine covers, and menacing front end.

## BREMBO FRONT BRAKES AND ÖHLINS SUSPENSION

At the front, Brembo brakes with radial-mount monobloc calipers deliver strong and highly controllable stopping power, while the Öhlins S46 shock absorber at the rear provides a plush feel and ample adjustability to tailor the setup to the rider's preferences. The result of these two is refined on-road riding performance.

From mid- to high-rpm, riders will enjoy the strong performance and sharp throttle response of the large-displacement engine.



## ENGINE

### 1,098 CC LIQUID-COOLED, 4-STROKE IN-LINE FOUR

The engine in Kawasaki's top naturally aspirated Z Supernaked displaces 1,098 cc and delivers 11.5 kgf·m of torque. The liquid-cooled, 4-stroke In-Line Four engine pulls even more strongly in the low-to-mid rpm range—which riders will notice immediately and use often. From mid- to highrpm, riders will enjoy the strong performance and sharp throttle response of the large-displacement engine. Engine performance is enhanced by electronic throttle valves and updated ECU settings to create a thrilling riding experience.

ENGINE PERFORMANCE COMPARISON



Power

Torque

Engine Speed



### CLEAN, HIGH-PERFORMANCE EXHAUST SYSTEM

- The exhaust system has a 4-2-1-into pre-chamber-into-1 arrangement, contributing to the Z1100's aggressive looks.
- There is now one additional O2 sensor (two in total), and one additional catalyser inside the exhaust collector (three in total).
- The silencer is mounted at a higher angle to accentuate the sugomi styling and create a sporty, dynamic image.
- Updated exhaust system with a single silencer offsets the weight of the larger displacement engine, keeping the Z1100 to a trim 221 kg.

### ALUMINIUM TWIN-TUBE FRAME

The highly rigid aluminium frame features a high degree of mass centralisation, creating a balance between sharp turning and firm handling.

### BRAKES/WHEELS/TYRES

A high-performance brake package includes radial-mount monobloc calipers and radial-pump front brake master cylinder. These contribute to a strong initial bite, superb brake feeling and formidable stopping power. Complementing the brakes are lightweight wheels and high-performance tyres that result in a sharp, sporty package.

### KCMF (KAWASAKI CORNERING MANAGEMENT FUNCTION): TOTAL ENGINE & CHASSIS MANAGEMENT PACKAGE

On the Z1100, KCMF uses IMU feedback to oversee the following systems:

- KTRC (including traction management and wheel-lift management)
- KIBS (including pitching management and corner braking management)

### ENHANCED CHASSIS ORIENTATION AWARENESS: IMU (INERTIAL MEASUREMENT UNIT)

The use of a compact IMU allows an additional layer of precision to be added to the already high-level KTRC and KIBS systems.

- IMU enables inertia along 6 DOF (degrees of freedom) to be monitored. Acceleration along longitudinal, transverse and vertical axes, plus roll rate and pitch rate are measured. The yaw rate is calculated by the ECU using Kawasaki original software.
- Additional feedback from the IMU gives an even clearer real-time picture of chassis orientation.
- IMU is highly compact and very lightweight, weighing only 40 g.

## KTRC (KAWASAKI TRACTION CONTROL)

Three modes cover a wide range of riding conditions, offering either enhanced sport riding performance or enabling riders to negotiate low-traction surfaces with confidence.

- Riders can choose from three modes. Mode 1 prioritises forward acceleration. Mode 2 offers a balance between acceleration performance and rider reassurance. Mode 3 provides rider reassurance by facilitating smooth riding on challenging surfaces. Riders may also elect to turn the system off.
- In Mode 1, highly sophisticated programming allows a degree of slip – a certain amount of slip is required to maximise acceleration. The ideal slip ratio varies according to conditions. The system looks at a number of parameters to get an accurate real-time picture of what is going on: front and rear wheel speed (slippage) and various engine, machine and rider input parameters are monitored.
- In Modes 2 and 3 (each progressively more intrusive) the same logic and control as in Mode 1 is employed during normal operation. However, when excessive rear wheel spin is detected, ignition timing is retarded and engine output is reduced to allow grip to be regained. Fine control results in a very natural feeling: engagement, on/off transition and extended operation are all smooth.
- In Mode 3 (the most intrusive), KTRC assists riders in negotiating both short challenging patches (train tracks or manhole covers) and extended stretches of bad road (wet pavement, cobblestone, gravel) with confidence. Wheel spin is also limited when starting on a lowtraction surface.



## KIBS (KAWASAKI INTELLIGENT ANTI-LOCK BRAKE SYSTEM)

KIBS, Kawasaki's supersport-grade brake management system, uses high-precision control to regulate brake pressure during sporty riding.

- KIBS is a multi-sensing system, using input from numerous sources. In addition to front and rear wheel speed sensors (standard for any ABS system), KIBS also monitors front caliper hydraulic pressure and various information from the engine ECU (throttle position, engine speed, clutch actuation and gear position). It is the first mass-production brake system to link the ABS ECU (Electronic Control Unit) and engine ECU.
- High-precision brake pressure control enables the hydraulic pressure to be modulated in much smaller increments than with standard ABS systems, allows lever feel to be maintained when KIBS is active, and ensures ABS pulses feel light (not heavy).

## INTEGRATED RIDING MODES: SPORT, ROAD, RAIN, RIDER (MANUAL)

All-inclusive modes that link KTRC and Power Mode allow riders to efficiently set traction control and power delivery to suit a given riding situation.

- Riders can choose from three settings (Sport, Road, Rain) or a manual setting (Rider). In the manual Rider mode, each of the systems can be set independently.
  - Sport: enables riders to enjoy sporty riding.
  - Road: covers a wide range of situations, from city riding to highway cruising and rural roads.
  - Rain: offers rider reassurance when riding on a wet road surface.

## KQS (KAWASAKI QUICK SHIFTER)

- Complementing the Z1100's exhilarating engine character, the contactless-type quick shifter enables clutchless upshifts and downshifts for seamless acceleration and quick and easy deceleration.
- During acceleration, the system detects that the shift lever has been actuated, and sends a signal to the ECU to retard ignition so that the next gear can be engaged without having to use the clutch.
- During deceleration, the KQS system automatically controls engine speed, allowing you to downshift without operating the clutch.

## ELECTRONIC CRUISE CONTROL

Kawasaki's cruise control system allows a desired speed to be maintained with the simple press of a button. Once activated, the rider does not have to constantly apply the throttle. This reduces stress on the right hand when traveling long distances, enabling relaxed cruising and contributing to a high level of riding comfort.

- Operation of the Electronic Cruise Control can be conveniently done from the left handle. The system can be engaged with the touch of a button.



## MODEL SPECIFICATIONS

**Kawasaki**  
Let the Good Times Roll

### ENGINE

Type	Liquid-cooled, 4-stroke In-Line Four DOHC, 16 valves
Bore x Stroke	77.0 x 59.0 mm
Displacement	1,098 cc
Compression ratio	11.8:1
Fuel supply	Fuel injection: 38 mm x 4
Lubrication system	Forced lubrication, wet sump
Starting system	Electric
Ignition system	Digital

### FRAME

Type	Twin-tube, aluminium	
Suspension:	Front	41 mm inverted fork with compression and rebound damping and spring preload adjustability
	Rear	Horizontal Back-link, Öhlins S46 gas-charged rear shock with rebound damping adjustability and remote spring preload adjustability
Wheel Travel:	Front	120 mm
	Rear	136 mm
Caster (Rake Angle)	24.5°	
Trail	101 mm	
Steering Angle (left/right)	29° / 29°	
Tyre:	Front	120/70ZR17M/C (58W)
	Rear	190/50ZR17M/C (73W)
Brakes:	Front	Dual semi-floating 310 mm Brembo discs (Effective diameter: 280 mm)
	Rear	Dual radial-mount, Brembo M4.32 monobloc, opposed 4-piston

Brakes:	Rear	260 mm disc (Effective diameter: 226 mm) Single-piston
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### DIMENSIONS

Overall Length	2,055 mm
Overall Width	825 mm
Overall Height	1,085 mm
Wheelbase	1,440 mm
Road Clearance	125 mm
Seat Height	815 mm
Curb Mass	221 kg
Fuel Capacity	17 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	100 kW / 9,000 rpm
Max. Torque	113 N·m / 7,600 rpm

### LIGHT

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



Metallic Matte Graphenesteel Gray / Metallic Matte Carbon Gray



\* Specifications are subject to change without prior notice

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

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### Kawasaki Technology



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**ROADSIDE ASSISTANCE**  
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## MODENAS

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