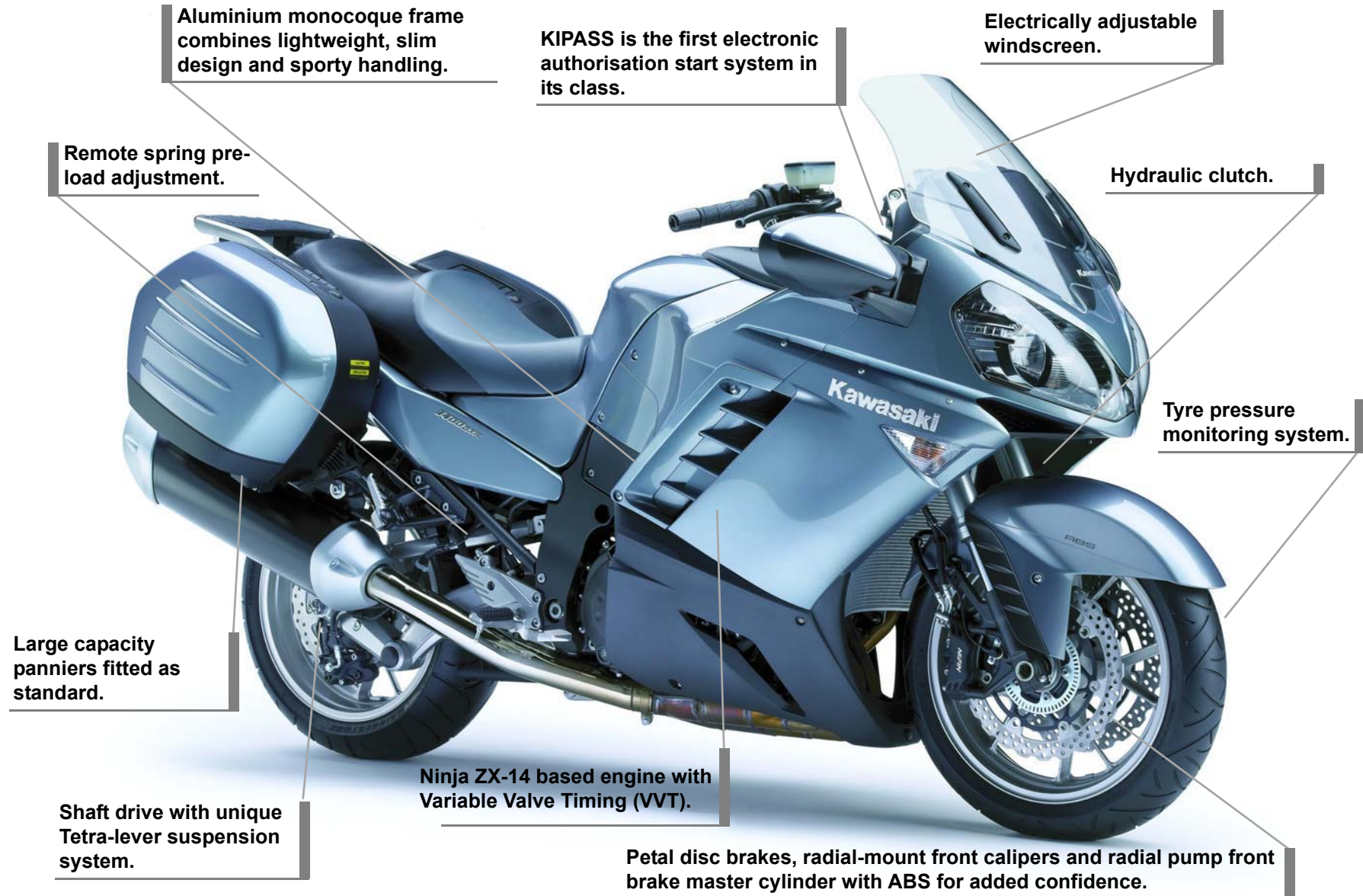


1400GTR

NEW MODEL

KEY FEATURES



Warranty: 24 months.

1400GTR

SPECIFICATIONS: ZG1400A8F

NOTE: Specifications subject to change without notice.

Engine type.....	4 stroke, liquid cooled, in-line 4 with VVT
Displacement.....	1352 cm ³
Bore & stroke.....	84 x 61 mm
Compression ratio	10.7:1
Valve system	DOHC, 16 valve, 4 valves per cylinder
Maximum power	115kW (156PS) / 8,800 rpm
	-
Maximum torque	139N-m (14.1kgf-m) / 6,200 rpm
	-
Fuel system	EFI with 4 x 40 mm Mikuni throttle bodies
Starting.....	electric
Transmission.....	6-speed, shaft drive
Frame type	aluminium monocoque
Rake / trail	26.1° / 112 mm
Suspension, F.....	43 mm inverted fork
Suspension, R	Bottom link Uni-Trak® and gas charged shock absorber with Tetra-Lever
Wheel travel, F / R	113 mm / 136 mm
Tyre, F / R.....	120/70 ZR17 / 190/50 ZR17
Brake, F	310 mm petal discs with radial mount 4-piston calipers
Brake, R.....	270 mm petal disc with 2-piston caliper
L x W x H	2,270 x 1,000 x 1,290 mm / 1,405 mm (windscreen up)
Wheelbase	1,520 mm
Seat height.....	815 mm
Fuel capacity	22 L
Dry weight.....	279 kg
Colours.....	Metallic Diablo Black or Neutron Silver

ENGINE

- Ninja ZX-14 - based engine tuned for more low and mid-range torque.
- The first model in its class with Variable Valve Timing (VVT).
- VVT delivers high torque at low and medium rpm with plenty of power at high rpm.
- The VVT unit is mounted on the intake camshaft and advances or retards the camshaft timing as engine demand changes.
- Special camshaft profiles with less lift than the Ninja ZX-14 are used to suit the VVT.
- Complementing the VVT are new pistons with reshaped crowns. Compared with the Ninja ZX-14, compression has been lowered from 12.0:1 to 10.7:1.
- Gear-driven dual secondary balancers cut vibration, minimising engine wear, noise and rider fatigue.
- Chrome composite plated cylinders are lightweight, durable, and quickly carry heat away from the combustion chamber and piston for supreme durability at high power output.

Fuel system

- Electronic fuel injection feeds the engine exactly the right amount of fuel giving excellent power, fuel economy, driveability and starting.
- Compared to the Ninja ZX-14 the diameter of the throttle valves are reduced for more linear low and mid-range throttle response and driveability.
- Because the smaller diameter throttle bodies give increased intake velocity, throttle response is very crisp from low to high-rpm.
- High atomising injectors are used to maximise combustion efficiency and minimise emissions.
- Dual throttle valves are fitted to significantly improve driveability. The sub throttle valves are controlled by the ECU to provide precise response.
- The ram air induction system takes cooler, high-pressure air from in front of the cowling and pushes it through the air cleaner and into the engine for maximum power output.

- Resonators located near the inlets reduce intake noise for quieter running.
- To minimise emissions, a honeycomb-type catalyser are used.

TRANSMISSION

- The 1400GTR comes equipped with a 6-speed transmission. The sixth gear is an overdrive gear that allows engine speed to be reduced when cruising for high comfort and low fuel consumption.
- Hydraulically operated clutch with radial mounted clutch master cylinder gives smooth clutch operation.
- Back-torque limiting clutch helps minimise rear wheel hop when downshifting at high rpm.
- Dampers fitted to the clutch cam reduce shock loads to the clutch and transmission, contributing to the smooth and seamless power delivery.

Shaft Drive

- The GTR uses Kawasaki's Tetra-Lever rear suspension system to almost completely eliminate the up/down movement associated with shaft drives during acceleration and deceleration, resulting in a very natural ride feel similar to chain drive with the added benefits of a shaft drive system (see rear suspension for more detail).

CHASSIS

- The frame is a more advanced version of those used on the Ninja ZX-12R and Ninja ZX-14 models. To reduce the influence of increased weight on the bike's handling, the GTR's frame has 20% more torsional stiffness than that of the Ninja ZX-14.
- Compared to the Ninja ZX-14 the GTR's frame has a greater caster angle, moving the front axle 30mm forward for superb straight line stability. The swingarm was also extended, moving the rear axle 30mm back. The result is a front to rear wheel weight bias only marginally different from the Ninja ZX-14.
- Despite the 60mm longer wheelbase the GTR's sporty cornering performance rivals that of many pure supersport bikes.

Aerodynamics

- Designed in a wind tunnel, the GTR's cowling and bodywork are highly aerodynamic and are specially shaped to contribute to the bike's superb high speed stability.
- The wide upper cowl gives excellent wind and weather protection, and its design features the aggressive styling that makes the GTR instantly recognisable as a Kawasaki.
- For an added measure of protection against windblast and turbulence, the GTR features an electrically adjustable windscreen specially shaped for supersport touring. The screen's height and angle are steplessly adjustable from the handlebar mounted switch.



Inverted 43 mm front fork

- Adjustable preload and rebound damping adjustment so you can tune the suspension to your riding style and road conditions.

Tetra-Lever rear suspension

- To ensure that the GTR's massive torque is transmitted to the tarmac as efficiently as possible, a highly rigid, dual sided, 4-link swingarm is used. Kawasaki calls this the Tetra-Lever. It is designed to

off-set the lifting or squatting tendency of shaft drives when the throttle is opened or closed.

- The Tetra-Lever rear suspension is supported at four points on the left and right side and mounts to Kawasaki's unique Uni-Trak suspension system.
- Power delivery to the rear wheel is smooth and direct and the high rigidity of this design gives excellent rider feedback.
- The parallel link swingarm houses the shaft drive reducing weight.



- The rear suspension has rebound damping adjustability, and is fully adjustable for preload via a remote hydraulic adjuster.



Front and rear disc brakes

- The front brake uses the same radial-pump master cylinder as the Ninja ZX-14, but with a newly designed reservoir.
- Like a supersport bike, the GTR runs radial-mount, opposed 4-piston calipers gripping semi-floating front

petal discs. Braking performance is simply outstanding.

- Because touring riders tend to rely more heavily on the rear brake, the GTR is fitted with a rear disc, 20mm larger than that of the ZX-14. The brake pedal surface area is also larger for ease of operation. Like the front brakes, a petal disc is used on the rear. It is operated by an opposed 2-piston caliper.

Anti Lock Brake System (ABS)

- The 1400GTR features independent front and rear wheel ABS. ABS settings (when the ABS commences working) were designed to offer riders the most natural feel possible - minimising the effect on the bike's sport riding characteristics.

DETAIL FEATURES

Kawasaki's Intelligent Proximity Activation Start System (KIPASS)*

- KIPASS* is a master key system that automatically detects a fob carried by the rider and activates the bike's main switch allowing the rider to unlock the steering and start the engine without having to insert a key into the ignition.
 - * This system uses the encryption algorithm "MISTY" developed by MITSUBISHI ELECTRIC CORPORATION.
- For added security, an immobiliser function is incorporated into the ignition system.



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- The main switch has a removable key knob which is used to operate the filler cap, seat and pannier locks. This knob can only be removed when the fob is in range.
- The fob contains an emergency key to operate the locks in case the key knob is lost or damaged.
- This electronic authorisation start system has insurance approval in some markets.

Tyre Pressure Monitoring System (TPMS)

- To warn riders of any tyre pressure irregularities, tyre pressure sensors are fitted as standard equipment (a first for a motorcycle).
- The system allows the rider to monitor tyre pressure while underway. When the tyre pressure falls below a pre-defined limit, a low pressure warning is displayed. The ability to take into account temperature changes and display values recalculated for 20°C helps prevent false warnings when air expands as the tyres warm up.

Ergonomics

- Compared with the Ninja ZX-14, the GTR's grips are located 96mm further back and 100mm higher, giving a more relaxed and upright riding position than a pure supersport bike, but a sportier riding position than conventional sports touring bikes.
- The front seat is relatively firm and uses thick cushion material, providing excellent comfort during long-

distance tours. The passenger section of the seat is specially shaped and cushioned for comfortable tandem riding.

- The passenger seat is stepped to allow the passenger better forward vision.



- The footpegs are lower and further forward than the Ninja ZX14 which, together with the higher seat, create a more relaxed riding posture.
- The passenger footpegs are also designed for less bend at the knees.
- Detachable leg shields divert engine heat away from the riders legs. Removing the shields allows heat from the radiator to more easily warm the legs on cold days.

Lights

- Bright multi-reflector headlight throws a broad beam of light for confidence-inspiring night riding. Special "light-guiding lenses" at the sides of the headlight make the bike more visible from the side.
- The sporty LED taillight is located high for improved visibility from behind.
- The front turn signals are integrated into the front cowl, while the rear signals are easily visible, even with panniers.

Cockpit

- Dual analogue speedometer and tachometer with black faces which are easy to read.
- Multi-function LCD digital display includes a fuel gauge and trip computer showing consumption and cruising range. It also includes an odometer, twin trip meters, gear position indicator, coolant temperature gauge, tyre pressure and battery voltage readings and a clock.
- The meter can be adjusted for language and unit settings.



- A CAN (Controller Area Network) interface between the meter and the ECU uses fewer wires while allowing a greater volume of information to be exchanged.
- An all purpose 70W AC socket makes it easy to use electrical accessories.
- To power accessories such as heated handlebar grips the generator output has been increased from that of the Ninja ZX-14.

Luggage and storage

- A handy storage compartment on top of the fuel tank is ideal for stowing small items such as sunglasses and folding maps. It features a one-push release mechanism.

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FEATURES & BENEFITS



- Fitted as standard equipment, the large-volume panniers are integrally designed to complement the GTR's overall styling package.



- The cases are easily detachable. They easily hold a full-face helmet and are water resistant. The cases are mounted as close as possible to the bike's centreline and the bike's centre of gravity. Their lightweight construction was designed to minimise their influence on the bike's centre of mass.
- Maximum capacity for each pannier is 10 kg.

- A lightweight resin construction rear carrier (10 kg maximum capacity) is fitted as standard equipment. Designed to be compatible with an accessory top case.



- A range of genuine Kawasaki accessories are available. See www.kawasak.com.au for details.



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Let the good times roll.