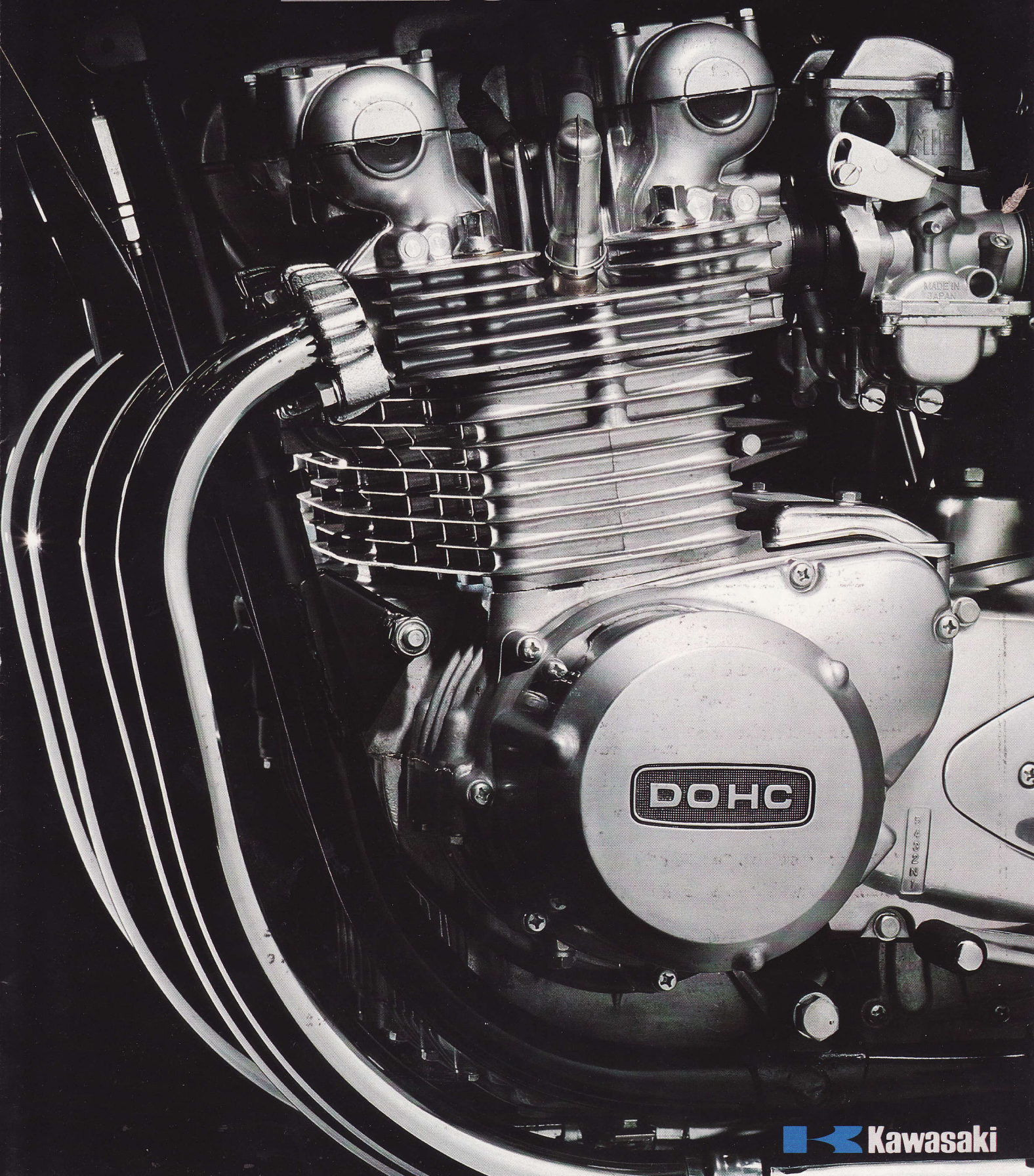


# NEW 4-STROKE SERIES





# Z1000

## Move over Z900, Z1000 is here.

The new Z1000 is different from its predecessor. The bigger bore makes for more cubes, more power but a gentle disposition. It's easier to ride because there's more torque in a wider power band.

The twin cam 4-cylinder giant can be gentle as a lamb in traffic or chill your blood with excitement with awesome acceleration. And as a long distance tourer you'll appreciate its endless stamina and surprisingly modest fuel consumption.

Z1000 is even smoother than the Kawasaki Z900 because of a new, weightier crankshaft, better breathing and exhaust systems.

The four Mikuni carbs have new jets and settings precisely calibrated to allow dramatic power when you want it and also economy. And the neat-looking 4-into-2 exhausts with a crossover pipe below the

frame to smooth the impulses, lead to a couple of long bazookas for mufflers. Performance and economy are up and db's are down. That's progress.

### Starter lock-out system.

The starter lock-out system means the engine cannot be started in gear with the clutch engaged. The electric starter can only be activated if the clutch

is disengaged.

This is a simple and foolproof system to stop an accidental great leap forward—when you don't want it.

### New rear disc brake.

### Double front discs.

A new disc brake is fitted to the rear wheel.

It has a giant 290 mm diameter disc and is swept on each side with brake pads.

It allows better braking action in the wet—and eye-popping braking with the double disc pulling you

down from high speed to safer, surer, straighter stops.

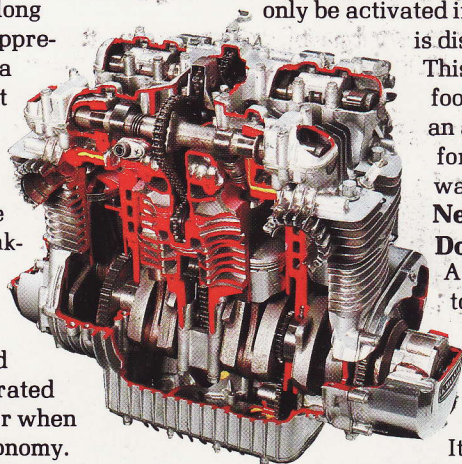
## Up-dated ideas and old friends.

A number of refinements make the King Kawasaki easy to live with. The massive, newly designed chain resists stretching and lasts longer and chain "snatch" is reduced with a new cushion-drive sprocket shock absorber at the rear hub.

The same sturdy double cradle frame is retained but improvements have been made to the bearing on the swing arm. This helps the confident-handling qualities.

All electrical wiring now runs through the handlebar—not along it. And there's a 3-way fuse system and outage signal to tell you of any malfunction in the tail light. Turn signals are audible and the hazard system can be operated from a redesigned switch built into the left hand grip.

The full instrumentation and styling is of royal standard. Come ride the King Kawasaki Z1000 and feel like a king yourself.





# The Z Dynasty: A royal line from King Kawasaki Z1000 to Z200.

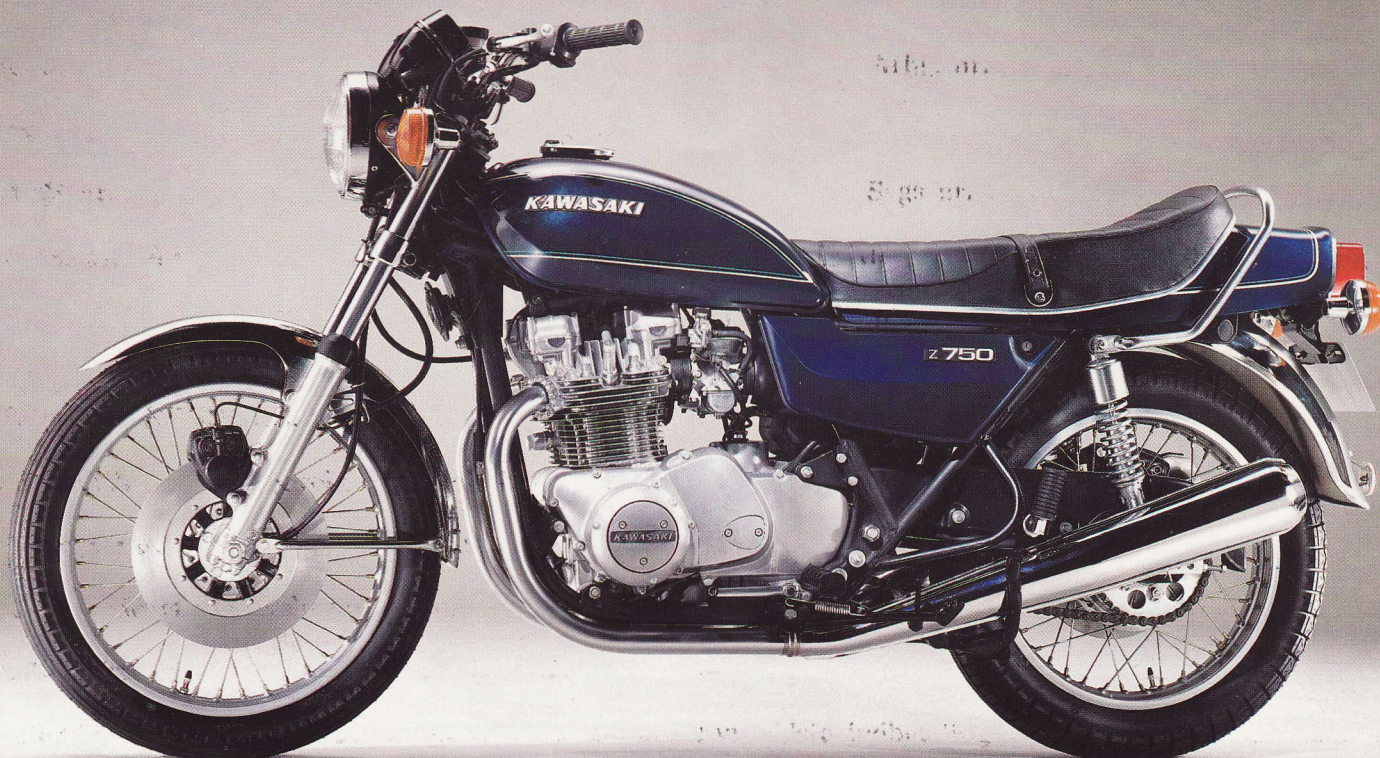
If heredity means anything you know this Kawasaki line is something special. The founder of the Z Dynasty was the Kawasaki Z900 which has reigned from 1972. Then came the Z750 and Z400 from the royal bloodlines.

The new King Kawasaki is the Z1000. And brand new off-springs are the Z650 and Z200. The line gets longer and your choice of Kawasaki 4-stroke models gets wider.

This is the way it's going to be. There is a growing demand for Kawasaki motorcycles with 4-stroke engines. So Kawasaki continues to develop more and different kinds of 4-stroke engines which meet noise and emission controls, the need for more economy of fuel, and reduced maintenance costs.

Now there are two multis, two twins and a single in the line-up. All have the same high standard of Kawasaki engineering quality and advanced technology. All have the PCV (Positive Crankcase Ventilation) anti-pollution system built-in. It recycles blow-by gasses through the carbs and helps reduce hydrocarbon emissions by 40%. All have sintered alloy superhard valve seats to allow lead-free fuel to be used without problems. All good thinking.

The Z Dynasty is here to stay. Kawasaki has got your number. It comes after Z.



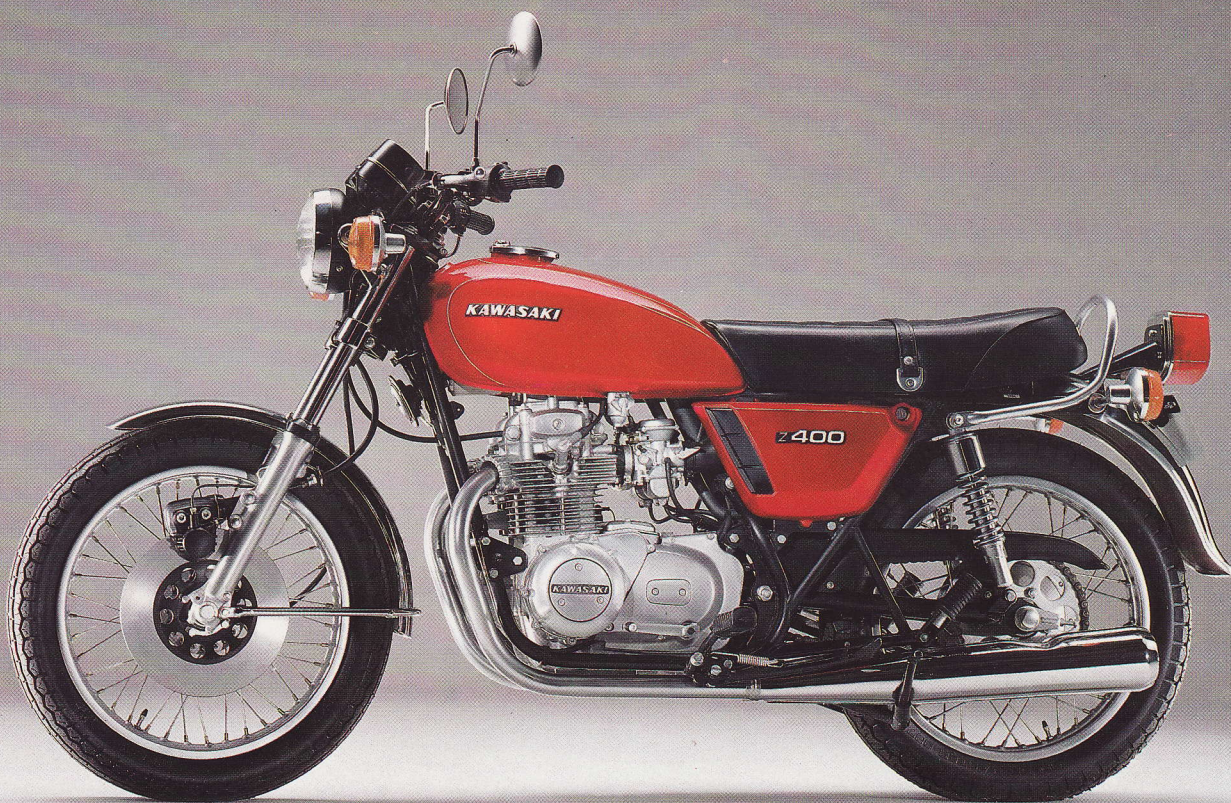
# Z750

# Z650

Here is a big bore bike with double overhead camshafts that adds new life to the great tradition of vertical twins. It has counter-rotating dynamic balancers which make this twin as smooth as a four! There's no other big bike with all these refinements. Full equipment includes: disc brakes both front and rear, 5-speed gearbox, 2 carbs, starter lock-out system, complete instrumentation.

This new machine is a sports bike. A sprinter. And also a tourer. It's a twin cam 4-cylinder marvel of advanced technology that's more than a match for most bigger bikes. Power-to-weight ratio is exceptional. Full equipment includes: disc brake, 4-into-2 exhausts, 5-speed gearbox, 4 carbs, starter lock-out system, complete instrumentation.





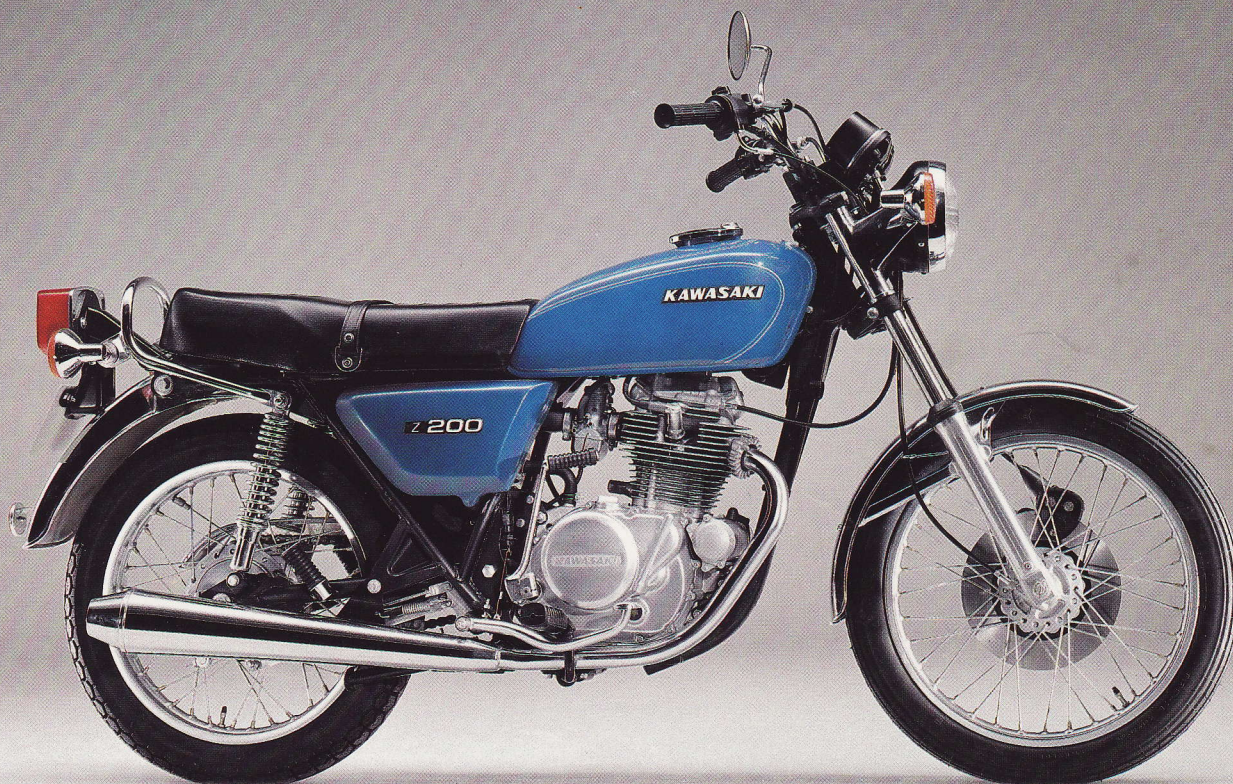
# Z400

# Z200

Call it a junior version of the Z750.

It's the only middleweight twin with dynamic balancers. It's smooth around town and silky in the country. A neat all-rounder. Full equipment includes: disc brake, 5-speed gearbox, 2 carbs, audible turn signals, complete instrumentation.

The all-new single cylinder commuter that's just as much fun to take out of town. It's super simple, super economical, super reliable, and super fun! Full equipment includes: mechanical disc brake, 5-speed gearbox, fool-proof side stand, complete instrumentation, ignition key steering lock device.



SPECIFICATIONS	Z1000-A1	Z750-B2	Z650-B1	Z400-D4	Z200-A1
<b>PERFORMANCE</b>					
Maximum horsepower: hp/rpm	83/8,000	55/7,000	64/8,500	36/8,500	N.A.
Maximum torque: kg-m/rpm (ft-lb/rpm)	8.1/6,500 (58.7/6,500)	6.0/3,000 (43.4/3,000)	5.8/7,000 (41.9/7,000)	3.3/7,500 (23.9/7,500)	N.A.
Acceleration: SS400m (1/4 mile)	11.9 sec.	13.6 sec.	12.4 sec.	14.4 sec.	N.A.
Climbing ability	30°	26°	30°	24°	N.A.
Minimum turning radius: m (in.)	2.4 (94.5)	2.5 (98.4)	2.4 (94.5)	2.3 (90.6)	2.0 (78.7)
<b>ENGINE</b>					
Type	4-stroke	4-stroke	4-stroke	4-stroke	4-stroke
	4-cylinder	2-cylinder	4-cylinder	2-cylinder	1-cylinder
	air-cooled	air-cooled	air-cooled	air-cooled	air-cooled
	DOHC	DOHC	DOHC	SOHC	SOHC
Displacement: cc (cu.in.)	1,015 (61.92)	745 (45.45)	652 (39.77)	398 (24.3)	198 (12.1)
Bore and stroke: mm (in.)	70 x 66 (2.76 x 2.60)	78 x 78 (3.07 x 3.07)	62 x 54 (2.44 x 2.13)	64 x 62 (2.52 x 2.44)	66 x 58 (2.60 x 2.28)
Compression ratio	8.7 : 1	8.5 : 1	9.5 : 1	9.4 : 1	N.A.
Ignition system	Battery and coil	Battery and coil	Battery and coil	Battery and coil	Battery and coil
Starting system	Electric starter and kick	Electric starter and kick	Electric starter and kick	Electric starter and kick	Electric starter and kick
Lubrication system	Forced lubrication (wet sump)	Forced lubrication (wet sump)	Forced lubrication (wet sump)	Forced lubrication (wet sump)	Forced lubrication (wet sump)
<b>TRANSMISSION</b>					
Type	5-speed, constant mesh, return shift	5-speed, constant mesh, return shift	5-speed, constant mesh, return shift	5-speed, constant mesh, return shift	5-speed, constant mesh, return shift
Shift pattern	1-N-2-3-4-5	1-N-2-3-4-5	1-N-2-3-4-5	1-N-2-3-4-5	1-N-2-3-4-5
Clutch	Wet, multi-disc	Wet, multi-disc	Wet, multi-disc	Wet, multi-disc	Wet, multi-disc
<b>FRAME</b>					
Type	Tubular, double cradle	Tubular, double cradle	Tubular, double cradle	Tubular, double cradle	Tubular, single cradle
Suspension: Front	Telescopic fork	Telescopic fork	Telescopic fork	Telescopic fork	Telescopic fork
Rear	Swing arm	Swing arm	Swing arm	Swing arm	Swing arm
Tyre size: Front	3.25H—19 4PR	3.25H—19 4PR	3.25H—19 4PR	3.25S—18 4PR	2.75—18 4PR
Rear	4.00H—18 4PR	4.00H—18 4PR	4.00H—18 4PR	3.50S—18 4PR	3.25—17 4PR
<b>BRAKES</b>					
Front	Dual disc brake	Single disc brake	Single disc brake	Single disc brake	Mechanical single disc brake
effective disc dia: mm (in.)	245 (9.646)	245 (9.646)	245 (9.646)	226 (8.9)	250 (9.84)
Rear	Disc brake	Disc brake	Drum	Drum	Drum
dia: mm (in.)	Effective disc dia. 250 (9.843)	Effective disc dia 230 (9.0)	180 x 40 (7.087 x 1.575)	180 x 30 (7.09 x 1.18)	130 x 28 (5.12 x 1.10)
Braking distance: m@kph (ft.@mph)	11@50 (36.1@31)	12@50 (39.4@31)	12@50 (39.4@31)	13.5@50 (44.3@31)	N.A.
<b>DIMENSIONS</b>					
Length, overall: mm (in.)	2,240 (88.2)	2,180 (85.8)	2,220 (87.4)	2,080 (81.9)	1,933 (76.1)
Width, overall: mm (in.)	875 (34.4)	815 (32.1)	850 (33.5)	775 (30.5)	754 (29.7)
Height, overall: mm (in.)	1,180 (46.5)	1,150 (45.3)	1,145 (45.1)	1,050 (41.3)	1,061 (41.8)
Wheelbase: mm (in.)	1,505 (59.3)	1,450 (57.1)	1,420 (55.9)	1,370 (53.9)	1,283 (50.5)
Ground clearance: mm (in.)	160 (6.3)	155 (6.1)	140 (5.5)	125 (4.9)	156 (6.14)
Dry weight: kg (lbs.)	245 (540)	218 (481)	211 (465)	175 (386)	N.A.
Fuel tank capacity: litres (imp.gal.)	16.5 (3.63)	14.5 (3.19)	16.8 (3.70)	14.0 (3.1)	8.8 (1.94)

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 motorcycles and their 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.

\*N.A. = Not available at this time.



Use your head. Wear a helmet. Enjoy safe riding.

**KAWASAKI**  
HEAVY INDUSTRIES, LTD.  
ENGINE AND MOTORCYCLE GROUP  
IMPORT:

**CARL ANDERSEN**

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