

2011 Z1000

\$10,599 MSRP

Introduction

It's a rare thing: a new from the ground up motorcycle that feels so right and works so well right out of the crate that it has the press swooning and owners crooning. These well-sorted but rare bikes are often described as "happy motorcycles," and it's become crystal clear during the last year that Kawasaki's Z1000 – completely redesigned in 2010 – is a very happy machine. It's a realization that comes after just a mile or two in the saddle, and it's one that confirms the fact that this motorcycle's design team worked a special bit of magic during development.

Details & Features

Key Features

- 1,043cc inline-four with DFI produces a massive amount of torque
- Lightweight aluminum frame specifically designed for the Z1000
- Fully adjustable inverted front fork with settings designed for sporty performance
- Horizontal rear monoshock features stepless rebound damping and spring preload adjustability
- Radial-mounted four-piston front brake calipers and radial-pump front brake master cylinder combine with 300mm discs to provide superior stopping power
- Digital instrument panel tilts to accommodate different viewing angles
- Aggressive styling makes a bold fashion statement

DOHC, 16-valve 1,043cc Engine

- Liquid-cooled inline-four offers substantial power at all rpm levels, providing effortless acceleration in almost any situation
- Bore and stroke dimensions of 77.0 x 56.0 mm offer the best possible balance of peak power and low and mid-range flexibility
- 38mm downdraft throttle bodies allow intake air to travel to the engine in the shortest possible distance
- Oval sub-throttles help keep the engine slim – a good thing since the throttle bodies are positioned between the rider's knees
- Soft rev limiter provides good overrev character; power doesn't drop off suddenly at high rpm
- The crankshaft is positioned low in the crankcase assembly to allow a longer stroke without adding engine height
- A secondary balancer, driven off a gear on the sixth web of the crankshaft, eliminates excess vibration

Cool Air System

- The intake system routes cool air to the airbox from ducts above the radiator shrouds, minimizing performance loss due to heated intake air
- Positioning the ducts close to the rider allows the intake sound to be heard – and enjoyed – by the rider
- A resonator inside the airbox reduces noise at low rpm, and enhances intake sound at high rpm

Exhaust System

- The exhaust system features a 4-into-2-pre-chamber-into-2 layout. Silencer end-caps maintain the quad-style image
- Main and pre-catalyzers provide cleaner emissions
- Thanks to the under-engine pre-chamber, silencer volume is reduced, and silencer weight is low. Exhaust system offers excellent mass centralization and contributes to a low center of gravity

Fuel Tank	<ul style="list-style-type: none"> • Slim-type fuel pump features an integral fuel gauge • Fuel tank design and slim-type fuel pump minimizes unused volume inside the tank; fuel capacity is 4.0 gallons
Aluminum Backbone Frame	<ul style="list-style-type: none"> • Aluminum backbone frame designed specifically for the Z1000 (and similar in concept to the Ninja® ZX™-10R's) helps make the bike narrow and easy to grip with the knees for maximum rider comfort and feedback • Lightweight and highly rigid, the frame uses the engine as a stressed member for a firm, planted feeling and enhanced stability • Frame is tuned to transmit the ideal level of engine feedback directly to the rider • The frame's five-piece construction consists of steering stem, left and right main frames, and two cross pieces. The two main frame components have open C-shaped cross sections • As much as possible, welds were eliminated for simplicity and appearance. The frame beams and swingarm brackets are now single die-cast pieces • The frame uses four engine mounts; three mounts are rigid, while the upper rear crankcase mount is rubber • The rear sub-frame is a three-piece aluminum die-casting construction, which is light, strong and optimizes mass centralization • The sub-frame is an example of form and function combined, negating the need for side covers and allowing underseat narrowness for a shorter reach to the ground
Horizontal Rear Monoshock	<ul style="list-style-type: none"> • Rear suspension design positions the shock unit and linkage above the swingarm where it's less exposed to exhaust heat and contributes to mass centralization • Visible from the outside, the horizontal monoshock contributes to the Z1000's aggressive appearance • Linkage characteristics are the same as those of a standard Uni-Trak® rear suspension: Wheel movement versus shock stroke is the same ratio • The shock features stepless rebound damping and spring preload adjustability
Fully Adjustable Fork	<ul style="list-style-type: none"> • The Z1000's 41mm inverted fork is adjustable for compression damping, rebound damping and spring preload – and is protected from harm by a cool-looking shroud • Settings are designed for both sporty performance and excellent comfort
Handlebar, Grips and Footpegs	<ul style="list-style-type: none"> • The tubular handlebar is rigid mounted, contributing to sharp, direct handling • A wide, flat bend handlebar offers a design similar to those on off-road bikes for excellent control • Tapered-type grips, like those used on supersport models, offer a more direct feel • Ninja ZX-10R-style footpegs with knurled surfaces offer good grip, direct feel and control, and no-nonsense looks • The passenger footpeg brackets incorporate convenient luggage hooks
Brakes	<ul style="list-style-type: none"> • The Z1000's 300mm front petal-style brake discs are gripped by opposed four-piston radial-mount calipers. (Caliper piston size is 4x30 mm) • A radial-pump front brake master cylinder contributes to the superb control and feel offered by these high-end calipers • The rear brake is a single piston, pin-slide caliper gripping a 250mm petal-style disc. The caliper is mounted below the swingarm, and located by a torque rod
Instrumentation	<ul style="list-style-type: none"> • A distinctive tilting instrument panel with multifunction LCD display behind an orange lens covers all systems

Engine	Four-stroke, liquid-cooled, DOHC, four valves per cylinder, inline-four
Displacement	1043 cc
Bore x Stroke	77.0 x 56.0mm
Compression Ratio	11.8:1
Fuel System	DFI® with four 38mm Keihin throttle bodies, oval sub-throttles
Ignition	TCBI Digital Advance
Transmission	6-Speed
Final Drive	X-Ring Chain
Frame Type	Aluminum Backbone
Rake/Trail	24.5 deg. / 4.1 in.
Front Suspension / Wheel Travel	41 mm inverted cartridge fork with stepless compression and rebound damping, adjustable spring preload / 4.7 in.
Rear Suspension/Wheel Travel	Horizontal monoshock with stepless rebound damping, adjustable spring preload / 5.4 in.
Front Tire Size	120/70 ZR17
Rear Tire Size	190/50 ZR17
Wheelbase	56.7 in.
Front Brakes	Dual 300mm petal-type rotors with radial-mount four-piston calipers
Rear Brakes	Single 250mm petal-type rotor with single-piston caliper
Fuel Capacity	4.0 gal.
Seat Height	32.1 in.
Overall Length	82.5 in.
Overall Width	31.7 in.
Overall Height	42.7 in.
Color Choices	Candy Lime Green / Ebony, Ebony
Warranty	12 months
Good Times™ Protection Plan	12, 24, 36 or 48 months