2012 MODEL INFORMATION

MODEL NAME **Ninja ZX-14R / Ninja ZX-14R ABS** (USA/CAN/AUS/S.E. Asia (B2))
ZZR1400 ABS (EUR)

MARKETING CODE **ZX1400E/F**

Version: 10 Oct 2011

INTERNAL USE ONLY

Intended as a general reference for the preparation of sales promotion and marketing material, some of the material contained herein may not apply to your market.

Kawasaki
Let the good times roll.

U.S. model shown

KING OF ALL SPORT BIKES

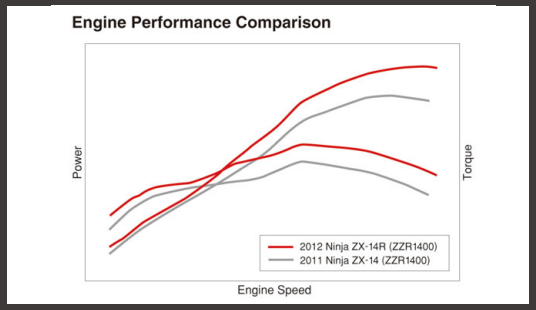
LATEST AND GREATEST IN A LONG LINE OF FLAGSHIP MODELS

Directly descended from the original Ninja, Kawasaki's newest flagship is the ultimate blend of Extreme Excitement and Everyday Versatility. Not only is it the world's fastest accelerating production motorcycle, but superb handling and balanced performance (care of advanced technology and numerous comfort features) ensure riders are equally at home carving up twisty roads in the hills, heading across the border to meet friends for lunch or deftly weaving through city traffic, as they are hurtling down the dragstrip. The Ninja ZX-14R proudly stands at the head of Kawasaki's Ninja line-up, but its almighty performance makes it the King of All Sport Bikes.

EXTREME EXCITEMENT

Fastest accelerating production motorcycle on the planet

- More torque at all rpm
- Significantly more power in mid-high rpm range



Back-torque limiter

New aluminium monocoque frame: slim + ideal balance of flex & rigidity to match the more powerful new engine

- Sporty handling to rival supersport models and superb stability at very high speeds
- Swingarm also revised to match more powerful new engine

Sportier suspension settings

- Improved road holding and firmer bottoming resistance
- Greater stability in corners allows more composed cornering
- Superb high-speed stability maintained

Lightweight new wheels further contribute to light handling

- Total weight savings: 1.39 kg

Flagship quality, magnificent styling, commanding presence

- More aggressive front face

- Combination of curves and sharp edges to create dynamic design

- Voluminous tail design and large-volume silencers create a well-balanced high-impact rear view
- Perfectly integrated single seat cover
  * US models only

Superb attention to detail

- Instrument dials with stainless steel rings, Flying K logo
- Sculpted upper triple clamp
- Drilled billet steering stem nut

EVERYDAY VERSATILITY

Easy-to-handle engine and chassis package

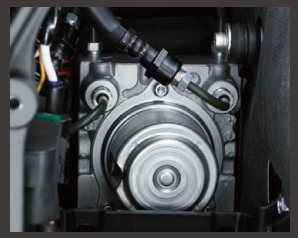
- Smooth power delivery
- Light, neutral handling

Increased fuel efficiency

- Fuel consumption is about 8% better than predecessor

Optimised ABS settings

- Improved ABS performance on bumpy road conditions



NUMEROUS COMFORT FEATURES

Natural riding position facilitates long-distance riding

U.S. model shown

Front of seat is slimmer to facilitate reaching the ground

Gunfighter-style seat offers hip support, adds to rider comfort

Bodywork offers both superb wind protection and stability in the very high speed range

New fairing design offers improved heat management

- Second radiator fan contributes to increased cooling performance

European model shown

Dual secondary balancers ensure a silky smooth engine

- Unwanted engine vibration eliminated

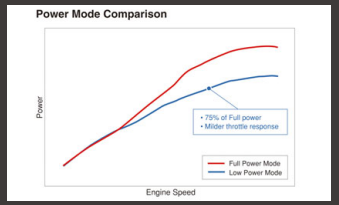
Convenient multi-function button on handle

- Enables scrolling through LCD modes without removing hand from grip

EXTREME EXCITEMENT x EVERYDAY VERSATILITY: ADVANCED TECHNOLOGY

KTRC (Kawasaki TRaction Control)

- 3 modes cover a wide range of conditions
- Increased sport riding performance & enhanced stability in low-grip situations



Power Mode selection

- 2 modes: Full Power + Low Power (about 75% of Full)

AT A GLANCE

Gunfighter-style seat – P.17

Sculpted seat design provides support to the rider's hips during strong acceleration.

Ergonomics – P.17

Bar/seat/pegs relationship offers a relaxed sport riding position, facilitating long-distance riding.

Back-torque limiter – P.10

A first for this series, the back-torque limiter smoothes downshifts and helps prevent rear wheel hop.

Instrumentation – P.24

Easy-to-read dual-dial speedo/tachometer with black faces are complemented by a multi-function LCD screen controlled by a convenient handle switch.

Aluminium monocoque frame – P.12

Kawasaki's unique aluminium monocoque frame enables a slim overall package and offers a superb balance of rigidity and chassis flex. The new frame's completely revised chassis rigidity was designed to harness the significantly greater output of the new engine.

Sportier suspension settings – P.13

Firmer springs and revised damping settings give the Ninja ZX-14R sportier handling while maintaining its superb high-speed stability.

Triple petal disc brakes – P.14

Petal disc brakes with lightweight aluminium inner rotors, radial-mount front brake calipers and radial-pump front brake master cylinder deliver impressive braking performance with superb feel.

ABS – P.15

Models with front and rear ABS are also available in certain markets. Optimised settings deliver improved ABS braking performance on bumpy road conditions.

Kawasaki's most powerful motorcycle engine yet – P.6

Increased displacement and thorough engine tuning ensure the all-new 1,441 cm^3 liquid-cooled, 4-stroke In-line Four produces unparalleled levels of power and torque.

Longer, stronger swingarm – P.12

10 mm longer swingarm complements the revised chassis rigidity.

Aerodynamics – P.16

Sophisticated aerodynamics contribute to stability at high speeds, reduced drag and increased wind protection.

Superb attention to detail – P.25

Flagship-quality touches include stainless steel rings around the instrument dials, sculpted upper triple clamp and a drilled billet steering stem nut.

Quadruple projector-beam headlights – P.22

Even with its more aggressive visage, the Ninja ZX-14R's lineage is clear from its four powerful projector-beam headlights.

Heat management – P.18

New fairing design and a second radiator fan facilitate heat dissipation.

KTRC (Kawasaki TRaction Control) – P.19

The 3-mode KTRC system covers a wide variety of riding conditions. Modes 1 and 2 offer enhanced sport riding performance. Mode 3 offers increased stability when traversing slippery surfaces.

Power Mode selection – P.20

Riders can choose from Full Power or Low Power mode.

Lightweight wheels – P.14

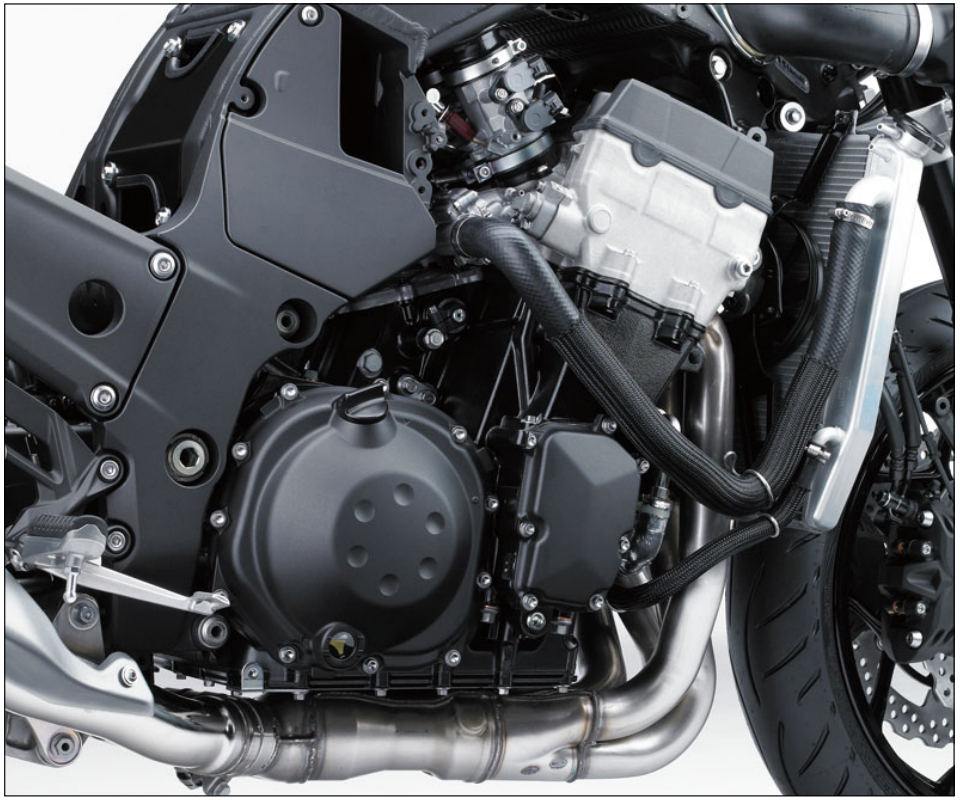
Elegant 10-spoke wheels reduce unsprung weight by almost 1.4 kg, contributing the Ninja ZX-14R's more flickable, sportier handling.

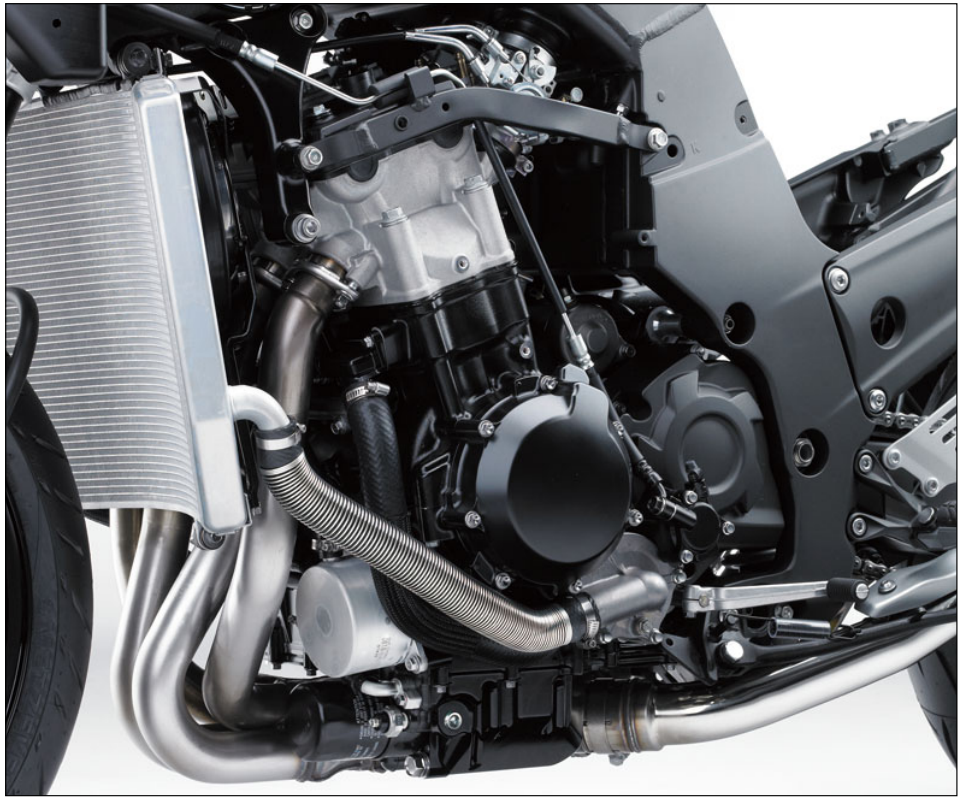
Dual secondary balancers – P.9

Dual secondary balancers tame unwanted vibration from the massively powerful engine.

STRONGEST ACCELERATING PRODUCTION MOTORCYCLE ON THE PLANET

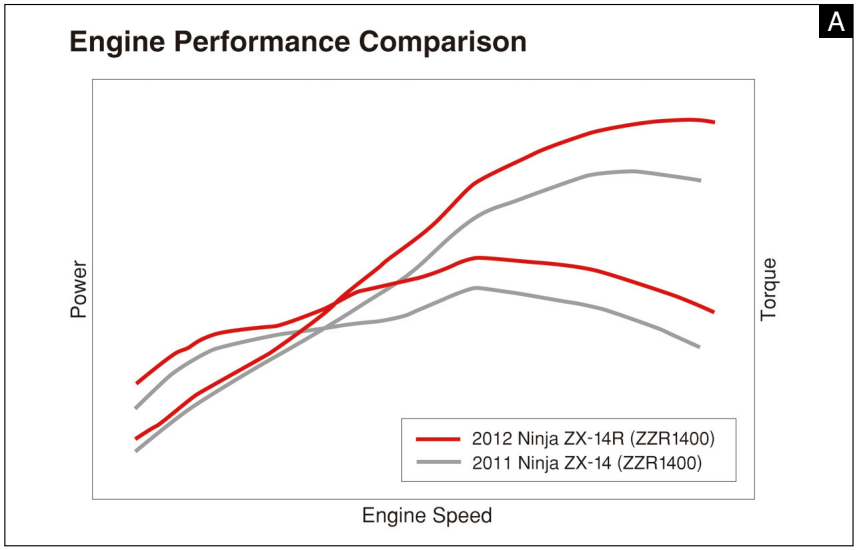
Designed to settle the issue of supremacy in the flagship class once and for all, the Ninja ZX-14R's new engine boasts an increased displacement and thorough engine tuning to deliver heady levels of power and unrivalled acceleration. The step up in performance over its predecessor is readily apparent, with more available torque across the rev range and substantially higher upper-end power. And with the notably stronger acceleration, twisting the throttle past 4,000 rpm may result in a sensation not entirely unlike that experienced by astronauts breaking free from the Earth's gravitational pull.





Dominant Performance

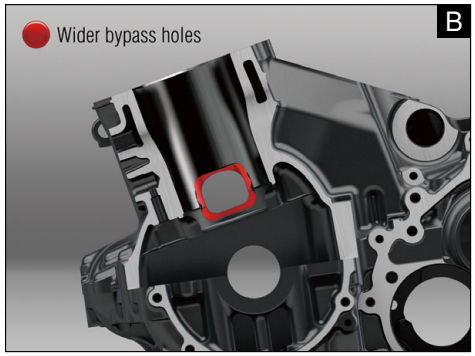
* 4 mm longer stroke increases displacement of the powerful In-Line Four engine to 1,441 cm³. Bore and Stroke are now 84 x 65 mm.
* Compared to its predecessor, the new engine offers more torque at all rpm, and substantially more power in the mid-high rpm range. Acceleration from 4,000 rpm and up is notably stronger. (Illustration A)



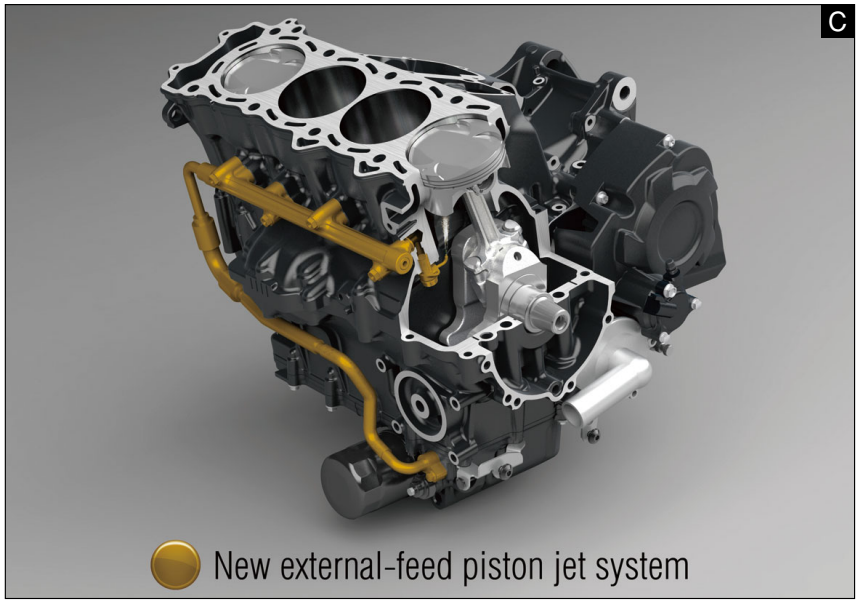
* Torque is strong enough to pull away from lights in almost any gear: at 2,000 rpm there is 9.5 kgf·m of torque available! And this figure jumps significantly from 3,000 rpm.
* Cylinder head features precision-crafted combustion chambers. Previously cast along with the head, the milled combustion chambers increase compression ratio to 12.3:1 (previously 12.0:1). The higher combustion ratio contributes to the overall increase in performance.
* Both intake and exhaust ports have revised shapes for increased performance. Additionally, the intake ports are now polished, contributing to smoother intake airflow. Exhaust ports have a greater diameter, facilitating the expulsion of spent fuel-air mixture.
* ø33.4 mm intake valves feature longer (+0.4 mm) stems. An induction hardening treatment on the valve faces and a new valve seat material contribute to increased performance as well as high reliability. ø28.3 mm exhaust valves are heat treated for high strength and high-rpm reliability.
* Revised cam profiles and increased lift for both intake and exhaust contribute to the increased performance.

  IN: 9.1 mm >> 9.3 mm
  EX: 8.5 mm >> 9.3 mm
* Stronger cam chain matches the increased performance as well as the taller cylinder height. New cam sprockets and chain guides match the engine changes.
* New hydraulic cam chain tensioner features a mechanical ratchet system that ensures pressure on the cam chain is maintained when the engine is cold (and hydraulic pressure is low), reducing mechanical noise.
* Forged pistons have thinner crowns that match the new combustion chambers and a revised skirt design that alleviates stress. Matched to the higher piston velocities, the new pistons are stronger and lighter (by approximately 6 g each), reducing reciprocating weight and contributing to increased performance.

* Bypass holes between cylinders 1-2 and 3-4 idealised to minimise pumping loss. The reduction in power-robbing pumping loss was a big contributor to the new engine's increased performance.
(Illustration B)



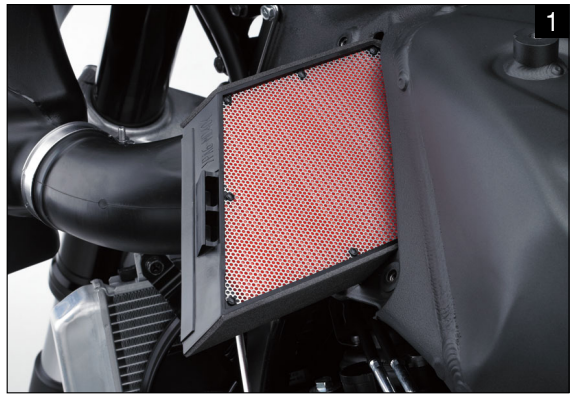
* A new external-feed piston jet system ensures that a constant jet of cooling oil is sprayed on the underside of the pistons. External feed sources oil from the oil pump and delivers it to jets positioned on the exhaust side of each cylinder. The revised jet nozzle shape and position enhances the cooling effect, contributing to increased performance.
(Illustration C)



* Connecting rods are 3 mm longer (112.5 mm >> 115.5 mm) to match the new stroke. To match the increased performance, the small ends are beefier (outer diameter is 1 mm larger). To account for the increased play that comes with the longer stroke, the big end bolts are made from stronger material (approximately 30% greater tensile strength) and fastened with greater torque – a tuner's trick that contributes to increased performance.

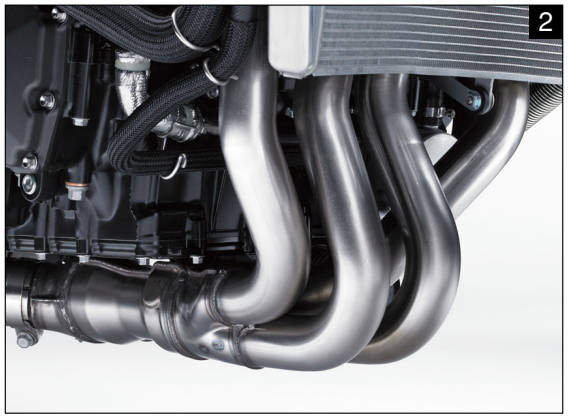
* Crankshaft is also stronger to suit the greater performance. Main journal diameter is now ø40 mm (previously ø38 mm).

* Air cleaner element is larger, thicker and (along with filter material with a revised folding pattern and pitch) offers a greater effective filter surface. The effective surface is approximately 10% greater and offers a decrease in flow resistance of about 60%. The result is increased filtering performance and reduced filling resistance – which both contribute to increased performance.
(Photo 1)



* ø44 mm throttle bodies are complemented by a new throttle body assembly that features a remote ISC valve. In addition to the benefit of not having to make idle speed adjustments, ISC helps reduce emissions during deceleration (when the throttle is rolled off). Lower emissions make is possible to use smaller catalysers, thereby contributing to increased performance.

* Larger header pipes (ø38.1 mm straight >> ø38.1- ø42.7 mm tapered) and a reshaped collector also add to the increased performance. (Photo 2)



* Commensurate with the increased performance, larger silencers ensure that noise and emissions regulations are met. (Photo 3)

Silky Smooth Engine

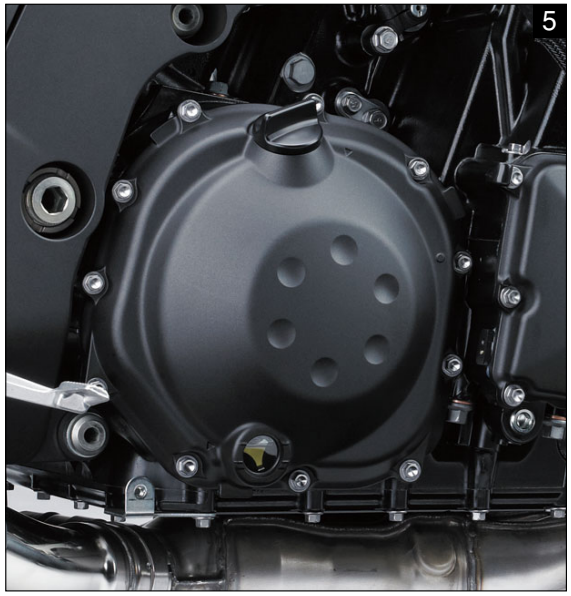
* One of the inherent benefits of an In-Line Four engine configuration is its perfect primary balance.
* Complementing the perfect primary balance, dual secondary balancers further reduce unwanted engine vibration, ensuring a supremely smooth engine.

Stronger, Shorter-geared Transmission

* While the increased engine performance already delivers significantly increased torque, shorter gearing care of a larger rear sprocket (41T >> 42T) further accentuates the stronger acceleration.
* Heat and surface treatment for all the gears ensures the durability to cope with the incredible loads from the powerful engine as well as greater wear resistance for the parts of the gear that come in contact with the shift forks.
* Stronger 530-size chain features larger pins and inner plates to match the engine's greater power and torque. (Photo 4)

Series-first Back-torque Limiter

* Easily adjustable back-torque limiting clutch facilitates smooth downshifts and helps prevent rear wheel hop, which becomes more likely with the increased back-torque. (Photo 5)


5

* In addition to assisting with control, the back-torque limiter also helps protect the drivetrain.

Increased Fuel Efficiency

* Despite the increased displacement, more advanced ECU programming gives the Ninja ZX-14R better fuel efficiency than its predecessor. Careful adjustment of fuel volume and ignition timing when speed is constant improves fuel consumption by approximately 8% – an achievement realised without compromise to driveability. (Photo 6)


6

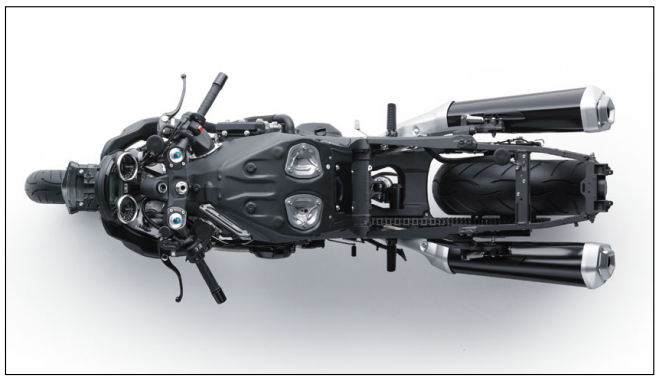
SPORTIER HANDLING. SAME SUPERB HIGH-SPEED STABILITY.

With the new Ninja flagship, Kawasaki engineers wanted to keep the same general handling character (light & neutral) and relaxed, sport riding position of the predecessor, but to give it a sportier edge. A new frame with completely revised chassis rigidity, sportier suspension with improved absorption performance and firmer bottoming resistance, and lighter wheels with new tyres enabled them to achieve their goal. The Ninja ZX-14R sheds its weight as soon as it gets underway, it is easier to become one with the bike, neutral handling is complemented by increased feedback from the chassis (which facilitates sport riding), and the suspension's increased road holding helps realise sportier handling while ensuring rock steady high-speed stability.





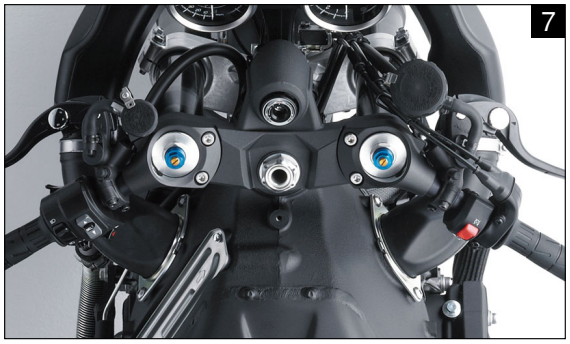




Aluminium Monocoque Frame

* While basic geometry is inherited from its predecessor, rigidity of the aluminium monocoque frame was completely revised to suit the new engine's greater output. Deceptively, the frame looks unchanged, but more than half of its components are new. (Illustration D)

* Steering head rigidity was increased. This area in particular contributes to the improved handling. (Photo 7)



* Eliminating the air filter guide rails enables the use of a larger air filter.

* The back-plate for the battery (mounted inside the monocoque frame) is formed from aluminium (previously plastic), contributing to increased rigidity.

* Revised construction method for the swingarm pivot sections also adds to the increased rigidity.

* The engine is rigid-mounted, further contributing to the monocoque frame's inherent torsional rigidity. Using the engine as a stressed member allows the frame to be made lighter.

* Using multiple construction methods – the steering head is a massive gravity casting (contributing to the high rigidity), the main monocoque section is a pressing, and the swingarm pivot sections are high-vacuum die cast pieces – allows the frame to be made very stiff where stiffness is needed and more flexible where flexibility is needed. Being able to control the wall thickness of the various components makes it possible to attain a light frame with an idealised stiffness balance.

Stronger, Longer Swingarm

* Gusseting on the swingarm increases rigidity to match the greater output. (Photo 8)

* Swingarm is 10 mm longer to suit the new final gear ratio. (This also contributes to the slightly longer wheelbase.)

Sportier Suspension

* Stiffer springs for both the front fork and rear suspension deliver a firmer, sportier feel. Along with the new springs, damping settings were also revised to suit the significantly greater output.
(Photos 9-12)

* With the new settings, the majority of the suspension action takes place higher in the stroke (compared to on the predecessor, where action took place closer to the bottom of the stroke with the suspension almost fully compressed). The result is that absorption and road holding performance are both improved, helping to achieve a sportier character as well as high-speed stability.

* Rubber dampers added to the front fork contribute to firmer bottoming resistance.

Lightweight Wheels

* All-new wheels offer significant weight savings over those of the predecessor. The front wheel is 360 g lighter and the rear wheel saves 1030 g, for a total reduction of 1.39 kg. (Photo 13)


13

* The reduced rotational inertia and lower unsprung weight increase the bike's flickability, contributing to the sportier handling.

* Elegant 10-spoke design features machined spoke edges, giving the wheels a lightweight, high-quality appearance. On the special graphics edition models, the wheels have two-tone colouring, further adding to their quality appearance. (Photo 14)


14

U.S. model shown

High-performance Tyres

* High-speed radial tyres are rated to 300 km/h, ensuring superb stability in the ultra-high speed range.

Triple Petal Disc Brakes

* ø310 mm petal brake discs, radial-mount front calipers and a radial-pump brake master cylinder offer impressive braking performance and superb feel. (Photos 15-16)

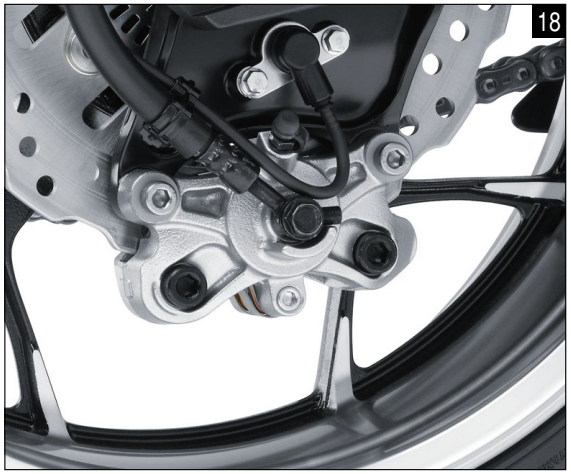
* Aluminium front disc inner rotors (ø200 mm) reduce unsprung weight while ensuring ideal rigidity.


15


16

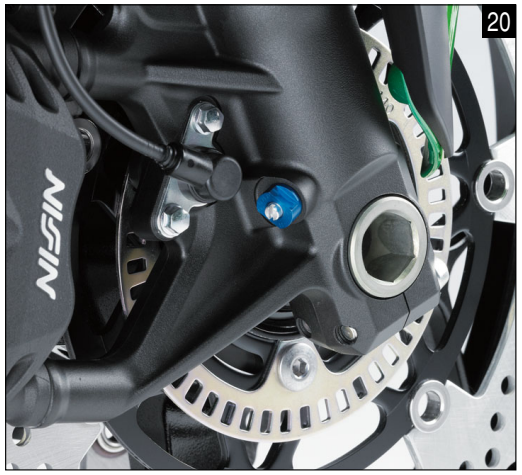
* A ø250 mm petal disc with twin-piston caliper slows the rear. (Photo 17)

* Silver painted brake calipers add to the quality appearance of the special graphics edition Ninja ZX-14R. (On standard models the calipers are black.) (Photo 18)



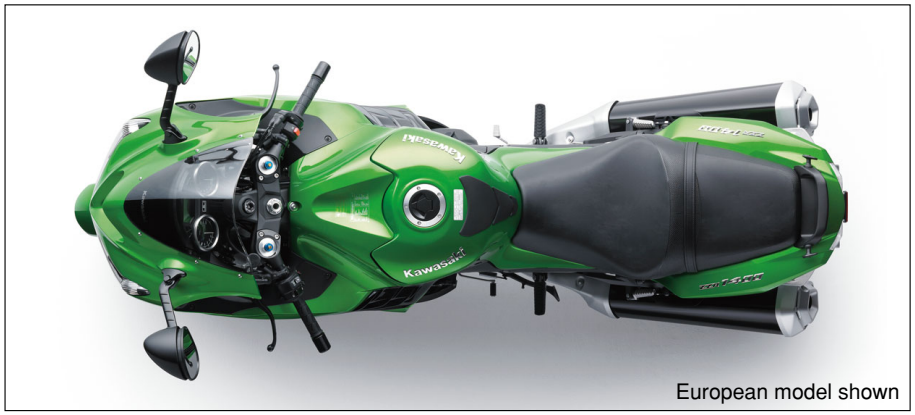
Improved ABS Performance

* ABS models are available in certain markets. Revised ECU programming based on test rider and customer feedback results in improved ABS braking performance on bumpy road conditions (e.g. uneven surfaces encountered when riding in the hills, cobblestone streets in some towns, etc). (Photos 19-20)



Aerodynamics

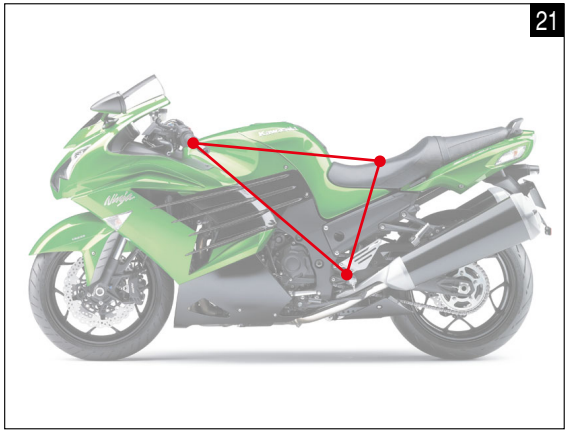
* Sculpted by the wind, the Ninja ZX-14R's bodywork offers high aerodynamic performance that reduces drag, and contributes to stability and wind protection at highway speeds.


European model shown


European model shown

Ergonomics

* The Ninja ZX-14R offers a very relaxed sport riding position. Compact without being cramped, the bars are positioned so that riders do not have to stretch to reach them. (Photo 21)



* The narrow engine, monocoque frame and waisted fuel tank make it easy to keep knees close together when riding. (Photo 22)

* Low-set footpegs give ample legroom.

* The new gunfighter-style seat contributes to both design impact and ergonomics. Its sculpted shape provides hip support during strong acceleration. Slimmer at the front, it also facilitates the reach to the ground when stopped at lights. (Photo 23)

* A depression in the fuel tank cover facilitates tucking in behind the screen. (Photo 24)

* Sculpted indents in the side of the tank cover ensure there is plenty of room for the rider's hands when manoeuvring at low speeds. Steering angle is an ample 31° in each direction.

Heat Management

* Radiator is equipped with two cooling fans (previously one: ø185 mm). The second fan (ø130 mm) provides increased cooling performance. (Photo 25)

* The more pronounced fin design of side fairings is more than just ornamental. The fairing outlets facilitate heat dissipation, allowing hot engine air to escape more quickly. Heat to the arms and legs of the rider is significantly reduced, increasing rider comfort. (Photo 26)

European model shown

* A heat guard added to the exhaust joint pipe protects the rider's calf from heat when stopped.

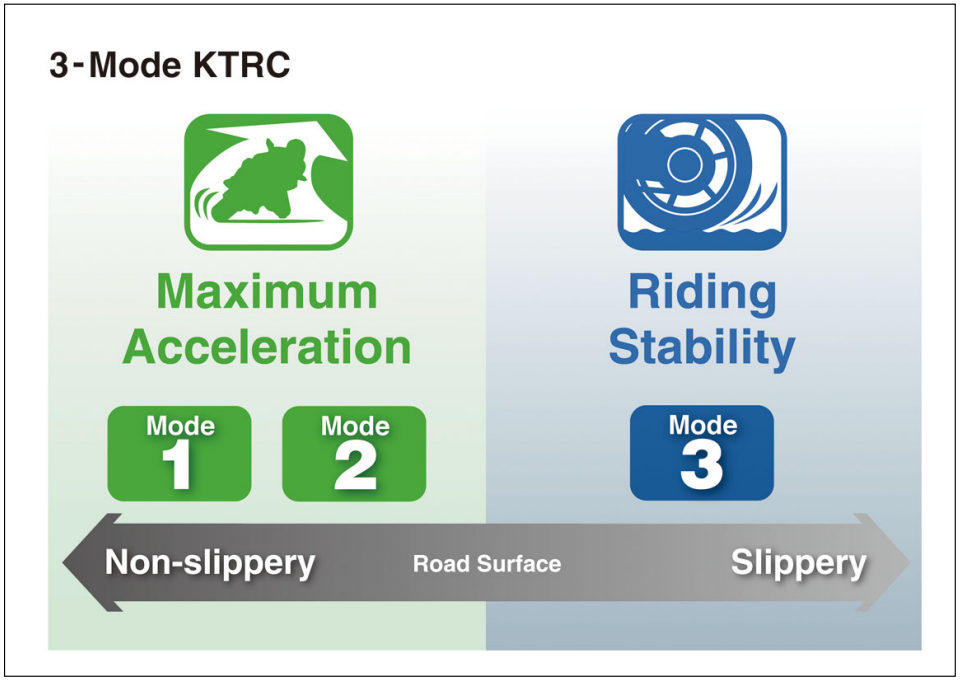
* Heel guards rearward of the passenger footpegs offer heat protection for the passenger as well as scuff protection for the silencers. (Photo 27)

ADVANCED ELECTRONIC RIDING AIDS

While the Ninja ZX-14R's mighty engine performance was intended to be experienced unfiltered, riders may elect to take advantage of the some of the advanced electronic riding aids provided to suit riding conditions or preference.

3-Mode KTRC (Kawasaki TRaction Control)

The KTRC system offered on the Ninja ZX-14R combines the best elements of Kawasaki's two traction control systems, S-KTRC and KTRC. Three modes cover a range of riding conditions, offering either enhanced sport riding performance or the peace of mind to negotiate slippery surfaces with confidence.

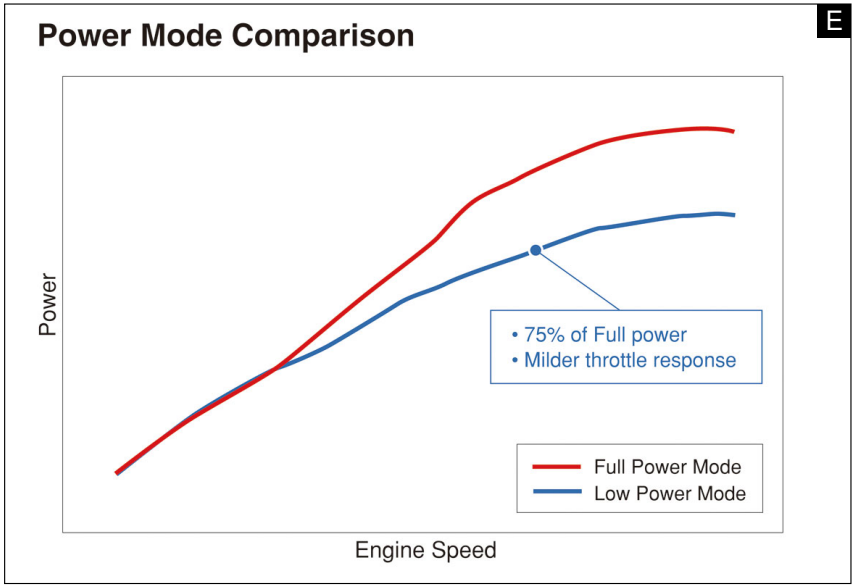


* Riders can choose from three modes. Modes 1 and 2 prioritise maximum forward acceleration (like the S-KTRC system on the 2011 Ninja ZX-10R). Mode 3 is similar to the KTRC system offered on the 2010 1400GTR ABS (Concours 14 ABS), providing rider reassurance by facilitating smooth riding on slippery surfaces. Riders may also elect to turn the system off.
* Compared to the three modes offered by the Ninja ZX-10R's S-KTRC (which was designed to allow riders to enjoy experimenting with various combinations of settings as they tune their bike for particular corners on the circuit), the effects of Modes 1, 2 and 3 are much easier to distinguish and cover a much wider range of riding conditions.
* In Modes 1 and 2, 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.
* Using complex analysis, the system is able to predict when traction conditions are about to become unfavourable. By acting before slippage exceeds the range for optimal traction, drops in power can be minimised, resulting in ultra-smooth operation.
* Conditions are confirmed every 5 milliseconds, and control via ignition timing allows extremely quick reaction.

* In Mode 3 (the most intrusive) the same logic and control as in Modes 1 and 2 is employed during normal operation. However, when excessive rear wheel spin is detected, Mode 3 switches to three-way control – governing ignition timing, fuel delivery and airflow (via the sub-throttles) – and engine output is reduced to a level that allows the rear wheel to regain grip. It is the control of the sub-throttles that enables smooth operation. This fine control results in a very natural feeling: engagement is smooth, on/off transition is smooth, and stability is maintained during extended operation. (While the KTRC offered on the 1400GTR purposely delayed intervention to let riders know the rear wheel was spinning, intervention in Mode 3 is essentially delay-free.)
* In Mode 3, KTRC effectively enables riders to negotiate both short slippery patches (such as train tracks or manhole covers) and extended stretches of bad road (e.g. wet pavement, cobblestone, gravel, etc) without worry. Wheel spin is also limited when starting on a slippery surface.
* The system is also able to distinguish between torque wheelies, which are smooth, and sudden wheelies, which can be dangerous. In Modes 1 and 2, torque wheelies are allowed as long as acceptable acceleration is maintained. Sudden wheelies trigger system intervention. In Mode 3, all wheelies are prevented.
* The system uses minimal hardware but complex software. Apart from the engine ECU, the system relies on only front and rear wheel speed sensors – which means minimal additional weight (none, in the case of ABS models, which already have wheel speed sensors).
* By default, KTRC is always ON when the engine is started. (The mode will be the same as when the engine was turned off, or in Mode 1 if the system had been turned off.) Riders must consciously turn the system off (using the on/off button on the left grip).

Power Mode Selection

* A choice of Full Power or Low Power modes allows riders to set power delivery to suit preference and conditions. Low Power mode limits output to approximately 75% of Full Power and uses a milder throttle response. (Reduction of both power and throttle response varies according to engine speed (rpm), throttle position and gear position.) (Illustration E)



* Combining the various KTRC and Power Mode options, riders have eight combinations from which to choose. For example, an experienced rider on dry pavement might choose Full Power and KTRC Mode 1 for sport riding. On a wet and/or slippery road surface, Low Power and KTRC Mode 3 might be selected. Each system can be set independently to best suit rider skill/preference, riding location and road conditions.

PRESENCE & PRECISION:
IMPOSING APPEARANCE FROM AFAR. IMPECCABLE QUALITY UP CLOSE.

Like its predecessor, the Ninja ZX-14R exudes an aura of power and assurance found only in the world's most powerful machines. Its essential character is maintained, making its lineage clear for all to see, but where the design of its predecessor favoured curved lines and rounded surfaces, the new design combines curves with sharp edges that create dynamic surfaces. Unlike the recent trend in supersport and super-naked design towards mass-forward designs with minimalist tails, a voluminous tail design and more balanced approach to front-rear impact ensure that Kawasaki's latest Ninja flagship cuts an imposing figure from any angle. And befitting a flagship model, extra care with fit & finish and attention to detail result in a machine that is equally impressive when viewed from a more intimate proximity.

U.S. model shown

Sculpted Styling

* More aggressive design for the characteristic quadruple projector beam headlights contributes to the increased impact of the front cowling. (Photo 28)

* Central Ram Air duct, a key design element of all Ninja supersport bikes, reinforces the bike's Kawasaki identity.
* From the side, the front and rear of the bike are visually balanced, giving the Ninja ZX-14R a very solid-looking appearance.
* Because the monocoque frame goes over the engine and does not protrude through the fairing, an uninterrupted fairing design is possible.

* Thematic quadruple fins of the side fairings are maintained, although their design is more 3-dimensional, contributing to a more dynamic image of the side of the bike. (Photo 29)

European model shown

* More aggressive, larger-volume tail maintains the LED taillight and integrated rear turn signals of the predecessor. (Photo 30)

* The more substantial tail volume creates a more integrated rear view: the tail cowl, rear tyre and twin silencers have good visual and spatial balance. (Photo 31)

* Larger-volume silencers contribute to the dramatic impact of the rear. Their pentagonal design enables the requisite silencer volume while ensuring that the bike's deep bank angle could be maintained.

* Single seat cover (standard on U.S. models only) integrates perfectly with the design of the tail and contributes to imposing rear view. (The single seat cover can be used on European and Southeast Asian models, but removing the passenger tail grip and luggage hooks is required.) (Photo 32)

U.S. model shown

Multi-function Instrumentation

* Nestled in the canopy is an instrument cluster with dual analogue-style speedometer and tachometer. Black faces with white font make them easy to read at a glance. (Photo 33)

* Multi-function digital display now includes external air temperature and a more precise remaining range function. (In addition to a more precise fuel gauge, the ECU also keeps track of injected fuel volume when calculating remaining range readings.)

* Other features on the multi-function display include a fuel gauge, gear position indicator, odometer, clock and dual trip meters. Numerous modes including current and average fuel consumption, remaining range, battery voltage and the newly added external air temperature are all controlled using a multi-function button located at the left handle. (Photos 34-37)

* KTRC (3 modes + OFF), Power Mode (2 modes) and initial instrument settings (language, clock set, etc) are also controlled using the multi-function button.

* The Economical Riding Indicator appears on the LCD screen to indicate favourable fuel consumption. Paying attention to conditions that result in the mark appearing can assist riders to maximise their fuel efficiency. This handy feature is active all the time, although to be effective, the rider must ride in a gentle manner: less than 6,000 rpm, less than 30% throttle, under 160 km/h.

Fit & Finish, Attention to Details

* As much as possible, cowling fasteners are placed out of sight. Bodywork is connected using hidden hooks, or with fasteners located on the inside surface. With the bodywork's excellent fit, this results in a clean, uninterrupted surface. (Photo 38)

* Pressed stainless-steel rings around the instrument dials add a high-class touch, as does the Flying K emblem at the centre of the console. (Photo 39)

* The meter casing and the cockpit inner panels (to the left and right of the instrumens) have the same surface pattern, creating an integrated look.

* The inner panels have a flat design, facilitating customisation of the cockpit area by adding switches, lights or after-market accessories.

* Sculpted design of the upper triple clamp complements the high-quality image of the cockpit area. On the special graphics edition, the upper triple clamp features contrasting sections: painted finish vs. hairline finish with a clear coat. (Photos 40-41)

U.S. model shown

* Specially designed, drilled billet steering stem nut adds another quality touch. The miniature work of art, representative of this model's high attention to the smallest detail, serves as a visual reminder of the Ninja ZX-14R's regal status.

* Machined finish on the fuel tank cap contributes to the high-quality image. (Photo 42)

* High-quality sculpted rubber tank pad protector, provided standard, protects the finish of the lustrous paint on the fuel tank. (Photo 43)

Increased Carrying Convenience
(EUR/S.E. Asia (B2) only)

* European and Southeast Asian models feature retractable luggage hooks that tuck in neatly at the rear of the front seat. These are complemented by two hooks on the passenger tail grip. Idealised hook placement (not too close together) enables large-sized items to be securely attached to the rear seat. (Photos 44-46)

* The retractable hooks and grab bar can be mounted on U.S. models, but require tail cowl modification.

MARKET VARIATIONS

Some features are unavailable in certain markets. Variations are as follows:

	USA/CAN	EUR/AUS	S.E. Asia (B2)
Lower cowling rear centre panel 	○	○	× Available as accessory, but centre stand must be removed
Centre stand	×	×	○
Luggage hooks 	× Rear fairing modification required	○	○
Passenger tail grip 	×	○	○
Single seat cover 	○	× Removal of luggage hooks and tail grip required	× Removal of luggage hooks and tail grip required

COLOUR(S)

* Golden Blazed Green (EUR/S.E. Asia (B2))

* Golden Blazed Green with special graphics (USA/CAN)

* Metallic Spark Black (EUR/USA/AUS/S.E. Asia (B2))



* Candy Surf Blue (USA)



ZX1400ECF/FCF

ENGINE

Type	Liquid-cooled, 4-stroke In-Line Four
Displacement	1,441 cm^3
Bore and Stroke	84.0 x 65.0 mm
Compression ratio	12.3:1
Valve system	DOHC, 16 valves
Fuel system	Fuel injection: ø44 mm x 4 (Mikuni)
Ignition	Digital
Starting	Electric
Lubrication	Forced lubrication, wet sump with oil cooler

DRIVETRAIN

Transmission	6-speed, return
Final drive	Sealed chain
Primary reduction ratio	1.556 (84/54)
Gear ratios: 1st	2.611(47/18)
2nd	1.947 (37/19)
3rd	1.545 (34/22)
4th	1.333 (32/24)
5th	1.154 (30/26)
6th	1.036 (29/28)
Final reduction ratio	2.471 (42/17)
Clutch	Wet multi-disc, manual

FRAME

Type	Monocoque, aluminium
Wheel travel: front	117 mm
rear	124 mm
Tyre: front	120/70ZR17M/C (58W)
rear	190/50ZR17M/C (73W)
Caster (rake)	23º
Trail	93 mm
Steering angle (left/right)	31º / 31º

SUSPENSION

Front:	Type	43 mm inverted fork with top-out springs
	Compression damping	18-way
	Rebound damping	15-way
	Spring preload	Fully adjustable
Rear:	Type	Bottom-Link Uni-Trak with gas-charged shock
	Compression damping	Stepless
	Rebound damping	Stepless
	Spring preload	Fully adjustable

ZX1400ECF/FCF

BRAKES

Front: Type	Dual semi-floating 310 mm petal discs
Caliper	Dual radial-mount, opposed 4-piston, 4-pad
Rear: Type	Single 250 mm petal disc
Caliper	Opposed, twin-piston

DIMENSIONS

Overall length	2,170 mm
Overall width	770 mm
Overall height	1,170 mm
Wheelbase	1,480 mm
Ground clearance	125 mm
Seat height	800 mm
Curb mass	265 kg (ZX1400E) 268 kg (ZX1400F)
Fuel capacity	22 litres

PERFORMANCE

Maximum power	147.2 kW {200 PS} / 10,000 rpm (EUR/AUS/S.E. Asia (B2)) 78.2 kW {106 PS} / 8,500 rpm (FRA)
Maximum power with Ram Air	154.5 kW {210 PS} / 10,000 rpm (EUR/AUS/S.E. Asia (B2))
Maximum torque	162.5 N·m {16.6 kgf·m} / 7,500 rpm (EUR/AUS/S.E. Asia (B2)) 120.1 N·m {12.2 kgf·m} / 4,500 rpm (FRA)

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 vehicle and its 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. Equipment illustrated and specifications may vary to meet individual markets. Available colours may vary by market.