

LET THE GOOD TIMES ROLL



UPDATED FOR
AUGUST '93


Kawasaki

93

GENUINE Kawasaki ACCESSORIES



T

he range of Kawasaki clothing and accessories is both increasing and ever-changing – the one constant factor being that every garment carries the 'Genuine Kawasaki Accessory' logo, your assurance of quality.

The ZXR, ZZ-R and Kawasaki leisure jackets are all made to the same style from black heavyweight polycotton, have shoulder vents in contrasting colours and warm padding. A 'Good Times' jacket (not illustrated) is also available, featuring the Kawasaki logo and strap line.

Less discreet is the Team Green Paddock Jacket. Warmly lined, showerproof (4oz PU-coated nylon), it has all the lettering embroidered for a very high quality image.

While the above leisure jackets should not be worn on a motorcycle, the Summer Jacket is ideal for wearing over leathers or similar protective clothing when riding. Lined, but not padded, it has a mandarin-style collar and is made from showerproof 4oz PU-coated nylon.

The T-shirts feature double collars and lined sleeves in contrasting colours, and matching caps are available to suit the ZXR, ZZ-R and Zephyr versions.

All clothing is available in Adult Medium, Large and Extra Large sizes.

TO ORDER

All the items illustrated (except the Kawasaki Riders Club exclusive items) can be obtained via your local authorised Kawasaki dealer. Alternatively, call the Kawasaki Merchandising Service (Tel: 0827 289485, Fax: 0827 286300) and quote your VISA or ACCESS card for a fast mail order service.

Team Green Paddock Jacket



ZXR Jacket and ZXR T-Shirt

Zephyr T-shirt

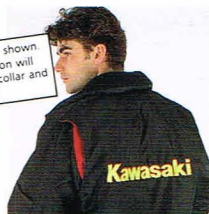


Above: Team Green Leisure Suit made from 'breathable' ICI Tactel with 100% cotton lining. Also available in Children's sizes.



Summer Jacket

Note: prototype jacket shown. Production version will have mandarin collar and revised pockets



Above: Backpacks have a zipped outer pocket and are made from very heavy duty nylon as are the Stuffa bags with a zipped pocket at each end, measuring approx. 24x24x50cm. Umbrellas are available in Red/White, Blue/White or Team Green.



Team Green Cap



Above Right : Team Green T-shirt and Team Green Polo Shirt – the latter being white pique-style shirt in polyester/nylon.

ZZ-R Jacket



ZZ-R T-shirt



'Good Times' T-shirt



Kawasaki Mug

Team Green Mug

Turtle-neck Shirt

Ideal under leathers or sweatshirt. Available in blue, black or white





The items featured here are **EXCLUSIVE** to Kawasaki Riders Club members, and can **ONLY** be obtained by mail order direct from the KRC by calling (0472) 351124 and quoting your membership number. Both **ACCESS** and **VISA** cards are accepted.

All the items produced in leather have been (discreetly) embossed with the Kawasaki Riders Club logo, while the clothing is available in Adult Small, Medium, Large and Extra Large

Riders Club T-Shirt



Riders Club Sweatshirt



Cloth Badge

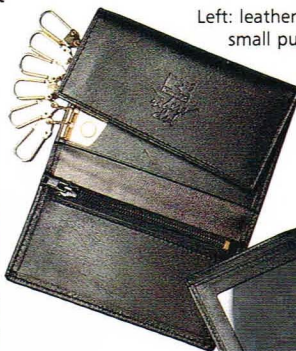


Riders Club Polo Shirt

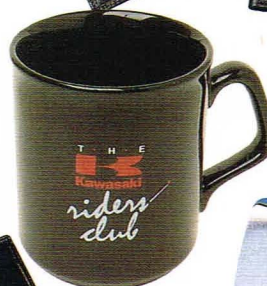
Credit Card Wallet has pockets for cards as well as banknotes. Made from soft leather.



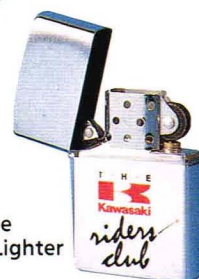
Left: leather Key Holder even incorporates small purse for 'emergency' cash.



Below: hip-pocket style leather Window Wallet has clear window for season ticket/identity card.



Riders Club Mug



Genuine Zippo Lighter

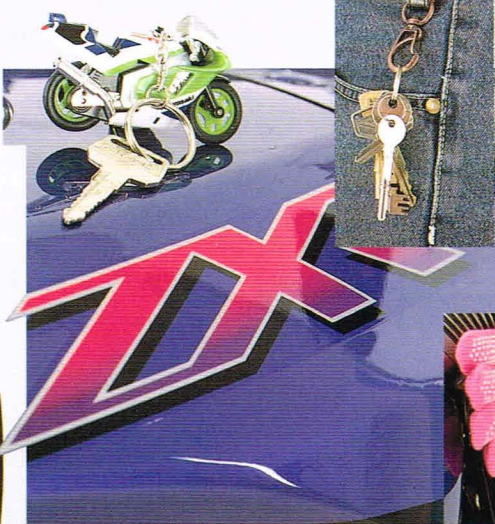
THE KAWASAKI COLLECTION

A unique selection of high-quality accessories sourced from Kawasaki Japan now available from your local Kawasaki dealer, or from Kawasaki Merchandising Service (Tel: 0827 289485, Fax: 0827 286300).

The very superior 'Bum Bag' features a wealth of zipped pockets, including one that incorporates a key ring clip and (Japanese!) coin holder. Got a ZXR? Then the ZXR Key Ring is a MUST: it even makes a noise and pulls wheelies! The Belt Clip Key Ring is a neat alternative: stylish and easily fastened over any belt. Avid race-goers will appreciate the Pit Pass Holder – it even incorporates a pair of foam earplugs.



Should any enthusiast work on his bike without a pair of these Mechanic's Gloves? They've even got rubber pimples for a safer grip and heat protection!



ALWAYS...

Ride responsibly within the Law and with respect for other road users. Improve your skills with training whether expert or novice. Ride within the limits of your skills, your experience and your machine. Wear an approved helmet and correct protective clothing. Adhere to the instructions and maintenance schedule in your Owners Manual. Never drink and ride. Remember you are an ambassador for motorcycling, and act accordingly.

UNLEADED PETROL

Protect the environment – use unleaded petrol. Every Kawasaki road motorcycle built since 1973 has been designed to operate on unleaded petrol (such as is available in the UK – BS7070 Premium or above), and no adjustments of any kind are required.

IMPORTANT

Action pictures show professional riders under controlled conditions.

Whilst every care has been taken in the compilation of this publication, neither Kawasaki Motors (UK) Ltd nor their Agents

can accept responsibility for errors or omissions contained therein.

The product specifications detailed here are only intended to give a fair description of the motorcycles, and may not apply to every machine supplied for sale.

Kawasaki Motors (UK) Ltd reserve the right to alter specifications without prior notice.

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**NEW
FOR '93**

ZZ-R1100

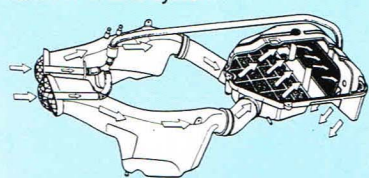
**THE KING IS DEAD
LONG LIVE THE KING**

The original ZZ-R1100 is a hard act to follow. In 3 years it established itself as being *THE* sports/tourer, the specialist press heaping particular praise on its engine. Not just for the (considerable) performance potential, but also the seamless manner in which it was delivered.

It could be pottered through town or let loose on Elvington's runway, where in 1990 it set *SIX* National records in the ACU Production 1300cc Class. This proved that the stock ZZ-R1100 was the fastest production machine in Britain over the distances of quarter mile, mile and kilometre, from both standing and flying starts!

Much of the engine's success stemmed from the Formula 1 developed forced air induction employed, and this has now been updated to a **Twin Ram Air** intake system to deliver a still higher volume of air to the carburettors. To maximise this advantage the engine benefits from a number of refinements and breathes out through larger volume silencers.

Ram Air intake system

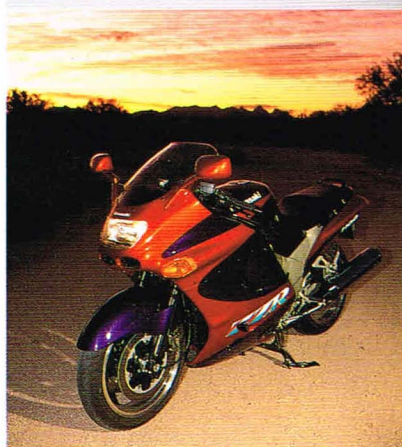


The twin air scoops under the headlamp give a clue to the fairing's redesign which has cleverly given more wind protection to the rider's hands and upper body while enhancing the sporty looks. However, the most striking visual difference concerns the large Y-shaped alloy castings that serve as rear engine mounts/swing arm pivots.

But this is no cosmetic exercise, for the new ZZ-R1100 has an all-new chassis based on the same technology developed in the ZXR World Superbike racing programme. It comprises sheet aluminium pressings for the main frame rails which are then welded to rigid (hollow) cast aluminium Y-sections plus another at the steering head.



Ebony/Jupiter Grey Mica



Metallic Violet Royal/Candy Sungod Orange



Topping other improvements that include larger diameter (now 320mm) semi-floating front discs and a big 24 litre fuel tank (complete with fuel gauge) is the close attention paid to fit and finish, evidenced by the deep gleam of the paintwork and

touches like the fairing's flush fitting, painted, inner cowl complete with useful storage pocket.

The first ZZ-R1100 may have been a hard act to follow, but that's what Kawasaki has achieved. Long live the King!

ALL THE STATES AND MORE

When Mike Allen talks of a Grand Tour he means it, having completed some 15,000 miles circulating the USA with excursions into Mexico and Canada, in just 5 weeks.

To raise cash for the **Make-A-Wish Foundation**, he obtained sponsorship for every State visited. That totalled 48, and he collected some £3,000 for the charity.

His bike – a '92 ZZ-R1100 loaned by Kawasaki Motors (UK) Ltd – proved ideal. When Virgin airlines landed it in New York it had 4,600 miles on the clock and had all his gear – including camping equipment – packed within a set of Givi panniers.

Mike describes it as the perfect

machine for his trip, which often entailed riding from 9am to 9pm, and sometimes longer. Even on the day he covered 700 miles, he suffered no aches or pains.

There was never a hint of a mechanical problem, and apart from a service in Vancouver, routine maintenance comprised simply oiling the chain each day from an aerosol and filling up with petrol.



ZEPHYR 1100

Big is back in style



Luminous Vintage Red

Traditional doesn't mean boring. Not when it refers to a Kawasaki built in the legendary 'Big Zed' mould of a four cylinder air cooled engine housed in a twin-shock frame.

Add modern refinements in the form of wide section tyres, adjustable piggy-back shock absorbers, box section swing arm and 4-piston calipers for the semi-floating front discs and you

have a machine with real pulling power.

A very practical bike with a modest price tag. Spoil yourself!



Pearl Galaxy Mica



1000GTR

TOUR IN STYLE

Designed as a fully integrated tourer, from the tuned-for-torque liquid cooled engine to the built-in (but quickly detachable) panniers and large fairing.

Who needs maintenance hassles on holiday? That's why the GTR has shaft drive, the effective dampers ensuring a sweet gearchange.

Daily commuting and 2-up touring place very different loads on a motorcycle, so both the front forks and the Uni-Trak rear suspension are air adjustable.

Ebony



GTRs CAPTURE THE ACTION



Kawasakis have been the official motorcycles for the prestigious 'Kellogg's Professional Tour of Britain' cycle race since 1987, with Sport for Television Ltd being supplied with a fleet of seventeen 1000GTRs and Two GPZ900Rs.

The bikes are used by television cameramen to capture those close-in shots

that make cycle racing such compulsive viewing, by the race referees and also by the marshals to get ahead of the racing pack and halt road traffic to let them pass safely by.

Helicopters keep in radio contact with the motorcycle-mounted camera crews, directing them to where the action is, keeping the viewer fully in the picture.

GPZ900R

TREND SETTER

Ebony/Pearl Cosmic Grey

This is the bike that set new standards when it was launched in '84, the slim liquid cooled 16-valve engine giving litre-plus performance for less weight than many 750s of that era. No wonder it filled the first 3 places in the Isle of Man's TT Production race that year. Since then all its virtues have been retained, but handling and braking have been updated by adding a modern 'front end' – namely 17in front wheel, 41mm diameter fork stanchions and 4-piston calipers for the twin disc brakes. Wider tyres grace both wheels too.



Firecracker Red/Ebony

ZEPHYR 750

Luminous Vintage Red



LOOKS FAMILIAR



Pearl Boulogne Green

Into bikes in the late '70s/early '80s? Then the Zephyr 750 will seem pretty familiar, as it resembles a lightly customised 'Z1', from its torquey 4-cylinder aircooled engine to the curvaceous petrol tank, prominent round headlamp and duck-tail housing for the rear light.

But examine the detailing and take a ride, and you'll see that the Zephyr belongs to the modern era. Adjustable piggy-back gas shock absorbers control a rigid box section aluminium swing arm, while twin semi-floating 300mm dia. front discs with dual piston calipers means REAL stopping power.

Above all, it's very much a sports bike – with a built-in grin-factor!

GT 750

HONEST PERFORMER



Blue

Very much a 'traditional' machine, the GT750 offers practicality with value for money. The twin rear shock absorbers are air-adjustable (like the front forks) to allow the rider to set-up his machine for different conditions, from solo riding to two-up holiday mode.

As a tourer, commuter or despatch rider's wage earner, the GT750 has few rivals. The relative simplicity of the rubber-mounted air cooled four cylinder engine combines with shaft drive to cut maintenance costs, while providing ample power.

**NEW
FOR '93**

ZXR750

TRACK PROVEN
FOR STREET SUCCESS

1 If you are in the market for a racer-replica, then the latest ZXR750 is the **ONLY** one to choose, as anyone who has witnessed the way in which John Reynolds and Brian Morrison have dominated the '92 UK Superbike Championships will confirm. Why settle for second best?

The machines which these **TEAM GREEN** racing with **SILKOLENE** riders campaigned were modified to use a Ram Air intake, with an air scoop below the nose of the fairing. As the machine velocity increases, so air is forced into the airbox, in effect increasing the intake air pressure. With special attention paid to balancing the differences between air pressure inside the carb venturi and the float bowl, a 'forced' fuel system is employed which ensures a precise supply of fuel to the engine, especially at high speeds.



Guess what the '93 ZXR750 (and ZXR750R) features! The only difference is that the intake is to the left of the headlight.

But a pressurised air supply is not the only update on the new ZXR750 (model code ZX750-L1). The engine also benefits from high compression pistons, a new camshaft with higher lift and higher duration timing, revised digital ignition and a larger free-flowing air filter to complement the new intake



Ebony/Metallic Eventide



system. If most of those changes sound like they have come from the '92 ZXR750R motor, then you could be right. . . Certainly, the nett result is a significant boost to the machine's sporting potential, though retaining CV carburetors ensure street tractability.

While modifying the light and stiff Works-style pressed sheet aluminium perimeter chassis to accept the Ram Air ducting, the opportunity was taken to add extra gusseting to the steering head, and also to produce a still more rigid swing arm to handle the extra engine output. This latter item now comprises a one-piece aluminium pivot casting welded to extruded

box-section aluminium arms, giving 30% extra torsional rigidity.

Close attention has also been paid to the suspension. At the front the forks have new 41mm dia. upside-down units with threaded preload adjustment and 12 rebound damping settings, while at the rear both the shock absorber and the Uni-Trak's linkage have been revised. Result of this development is a softer spring rate and damping matched to a more linear rising rate action, better suited to road use.

Lots of performance needs powerful brakes – and the ZXR's got them: 320mm semi-floating front discs with 4-piston calipers.

Lime Green/Pearl Alpine White/Blue 36



**NEW
FOR '93**

ZXR750R

*There's no arguing
with results*

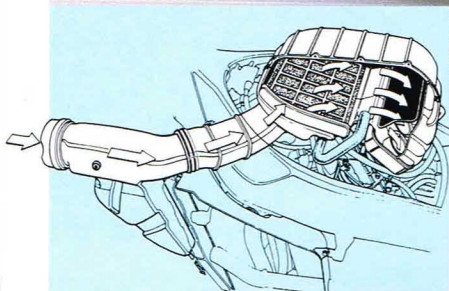
The ZXR750R (ZX750-M1) is a limited edition and more track-orientated (though still fully street-legal) version of the new-for-'93 ZXR750 (ZX750-L1), with a higher specification that is reflected in its price tag, but which nevertheless still represents superb value for money.

To save weight there is no provision for a pillion passenger, and the fuel tank is made of aluminium. 39mm flat-slide, smooth bore carburettors with accelerator pumps release extra performance, and there's a close-ratio cluster in the gearbox to take maximum advantage of this. Michelin Hi-Sports tyres are fitted as standard.

In keeping with its likely habitat of the race track, the ZXR750R has variable damping for both front and rear suspension – the front forks featuring 7 settings, with 12 for the rear shock with its remote reservoir. The latter's preload can be varied via a threaded collar, while ride height can be adjusted by means of a threaded top shock mount.



Lime Green/Pearl Alpine White/Blue 36



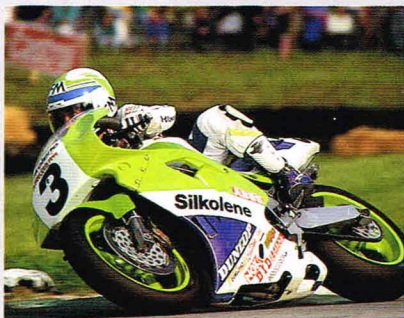
WINNING WAYS

The 1992 road race season began with Scott Russell winning the fastest ever Daytona 200 race on his Team Muzzy Kawasaki ZXR750R, and ended with British riders Carl Fogarty and Terry Rymmer being crowned FIM World Endurance Champions for their efforts on the Kawasaki France ZXR750R – in the process giving Kawasaki their second successive World Championship in this class.

Team Green's year began with Brian Morrison breaking his elbow in practice for the first race of the season, and ended with John Reynolds breaking a foot in one of the last!

But the season was far from disastrous for this pair, as together they dominated British 750cc racing, setting numerous record laps, achieving a number of 1-2 victories, a whole host of first places – and John Reynolds winning both the MCN TT Superbike Championship AND the MCN Supercup Championship. Brian ended the season in style by winning its last race and taking the Powerbike International title.

Remember that those successes were achieved against the cream of British riders in a couple of championships that has seen some epic battles – as the millions who watched the full Supercup series on TV will appreciate. A great advert for motorcycling in general – and Kawasaki in particular!



**NEW
FOR '93**

KLX650

APART FROM
THE HERD

Ebony



All too often the term 'big trail bike' is applied to any over 600cc machine fitted with long travel suspension, wide 'bars and an upright seating position and far removed from an off-road ancestry.

But while rival products are becoming porkier and porkier, Kawasaki have taken the opposite approach with the KLX650.

For this machine is based directly on an enduro racer (the KLX650R – not available in the UK), but 'softened' to make it more practical and suited to all-round daily use.

The KLX650's engine is lighter, more compact all round, more powerful – and more refined – than that fitted to the earlier KLR650. A single counterbalance shaft dampens vibration while the well proven Kawasaki Automatic Compression Release allows the electric motor to spin the engine over easily for reliable starting.

Solid state ignition ensures timing efficiency, and a thermostatically controlled fan keeps the temperature of the liquid cooled engine down under adverse conditions. A heavy flywheel means a smooth power delivery together with stable idling, and combined with the high torque of the engine results in lots of mid-range 'grunt'.

Styling is just like that of the latest series of KX moto-cross racers – and so is the frame itself: a very rigid perimeter design, with twin top rails that provide excellent bracing for both the headstock and the swing arm pivots. The fuel tank slots between the top frame rails to carry this load low in the chassis, helping reduce the centre of gravity and improve mass centralisation – while also aiding a slim centre section.

Compared to the pure-enduro racer, the KLX650 has a longer wheelbase and more conservative geometry for greater stability, with extra gusseting on the rear sub frame to cope with the weight of a pillion passenger.

The 43mm diameter upside-down cartridge style front forks are very similar to those of the KDX250 enduro racer, and give 285mm of travel.

Complementing this is a progressive action, bottom link Uni-Trak rear suspension system that has a gas shock absorber controlling a box section swing arm.

Keeping everything in check is a large (290mm dia) semi-floating front disc brake, backed by a 230mm rear disc.

Despite the race-bike image, rider-friendly features include a sturdy rear carrier that doubles as pillion grab rail, speedometer with trip recorder plus tachometer.



Lime Green



In the UK, a motorcycle is stolen every 7 minutes – don't become one of the victims.

All Kawasaki motorcycles are fitted with a handlebar steering lock, so use it EVERY time you park, even if it is only for a few minutes.

In addition invest in a secondary, high security, locking system – ideally one that allows you to secure the machine to something solid such as a metal post or another machine. A chain looped through a wheel won't stop a bike being lifted into the back of a van.

Options include a chain and padlock, flexible steel cable protected by hardened steel locks, or a U-lock. Whatever you decide, choose a high quality system like the respected ABUS range. You get what you pay for. A professional thief will recognise a cheap ineffective system instantly. It's his job.

Consider adding an alarm system too, very useful when the machine is parked within your hearing range.

Commuters should avoid parking in the same place every day, while those who leave their machines outside their homes overnight should leave it in full view under a strong waterproof cover. Thieves prefer to know exactly what they are stealing.

Keep your bike in a garage? Then make sure it is secure. Once inside, thieves have ample time to work on overcoming your chains and padlocks.



**NEW
FOR '93**

ZZ-R600

THE NEW CLASS LEADER?

Take one of the best middleweights around, boost its performance by adding a Twin Ram Air intake system, modify the engine to allow it to gain maximum benefit from the ensuing increased breathing efficiency, and give it an all-new lightweight chassis developed from the Works racing programme. Then redesign the instrument console (incorporating a fuel gauge rather than warning lights), fit higher speed-rated tyres, give the rider increased wind protection, add a few extra rider-friendly features and then pay extra close attention to quality, from the depth of paintwork to overall fit and finish.

The result is the new Kawasaki ZZ-R600: leaner, meaner and better than ever before.

But Kawasaki have not taken the ZZ-R600 down the racer-replica route. Far from it. Certainly it's a sports bike (with its enhanced power and handling characteristics there's no doubting that!) but it's very much designed for the 'real world'. Comfort has remained high on the designers' list of priorities – and they remembered the pillion passenger too! – while power delivery is far from being all top-end biased.

Not only is the engine more responsive, it is also smoother. The valve train has been extensively lightened and ultra-narrow valve stems used for best breathing.

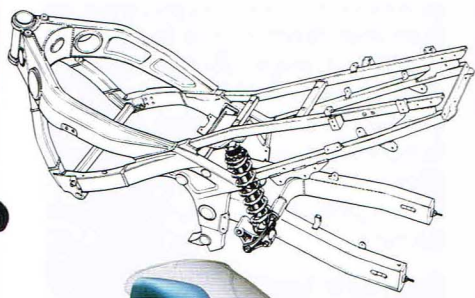
Lighter flywheels, pistons and con-rods all add to the significant reduction in reciprocating weight, while attention has also been paid to reducing friction and mechanical/pumping losses, boosting power.

An electric fuel pump feeds petrol to the four 36mm semi-down draught carburettors, and a new exhaust system improves breathing while smoothing the power delivery.

The chassis is all new, though retaining the distinctive cradle format of its predecessors. The main frame rails (like those on the ZZ-R1100) are now made



Metallic Blue Violet/
Luminous Rose Opera



Ebony/Pearl Teal Green

from sheet aluminium pressings welded to lightweight aluminium castings at the steering head and swing arm pivots. The swing arm is all-new too: a cast alloy pivot section welded to box section aluminium extrusions.

The benefit of all this development is a chassis that has greater strength and rigidity allied to lower weight, which together with a 10mm reduction in wheelbase means class-leading handling.

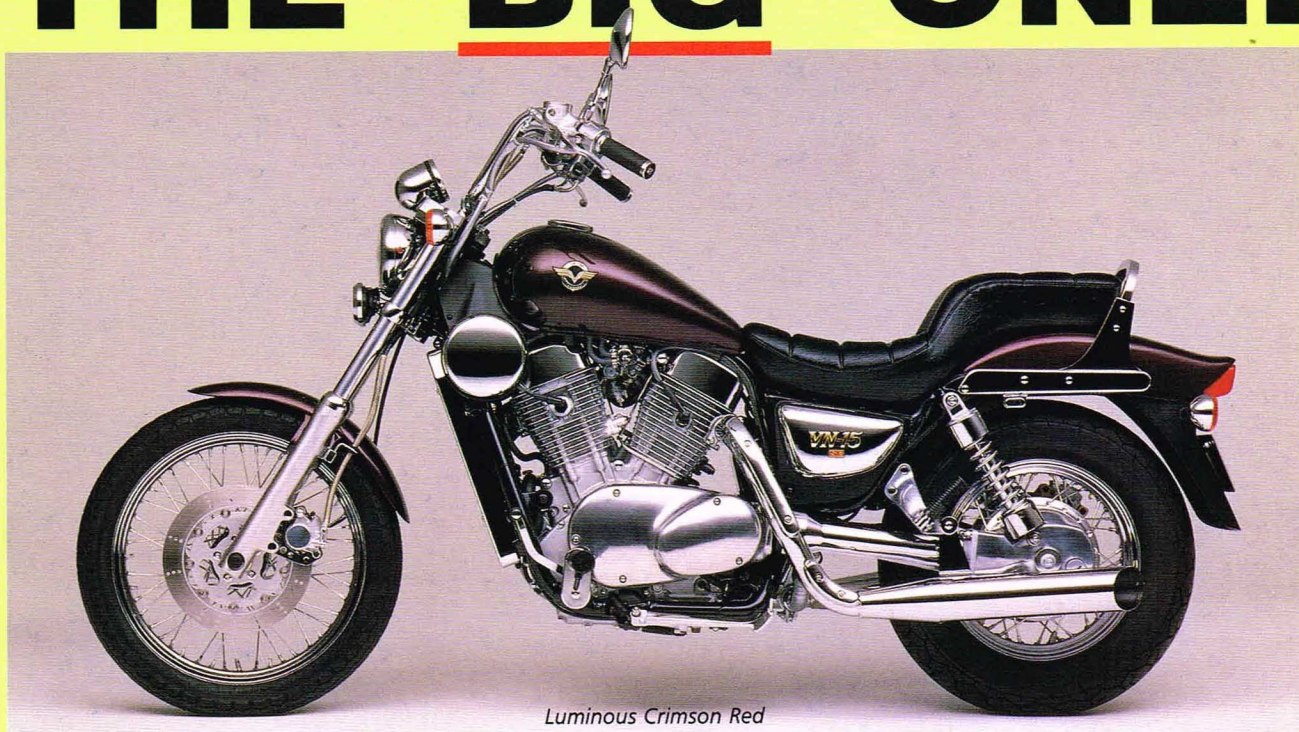
While redesigning the fairing to accommodate the twin air intakes under the headlight, the opportunity was taken to make it sleeker, yet at the same time provide more protection for the rider's shoulders and hands. Moving the handlebars rearwards has increased rider comfort, while new wheel hub dampers mean smoother riding (especially around town) and improved gear changing.

'93' SPRING SUPPLEMENT

VN1500

RE-INTRODUCED
FOR '93

THE • BIG • ONE!



Luminous Crimson Red

With a whopping 1470cc V-twin engine and full American Custom styling, this machine is impossible to ignore! You would expect such an engine

that 'peaks' at just 5,000rpm to deliver a massive amount of torque – and it does, resulting in truly impressive roll-on performance. A gear driven balance shaft plus rubber engine mounts dampen vibration, while

shaft drive, hydraulic valve lash adjusters and digital ignition mean less work at service time. High quality abounds from the many hand polished aluminium or chrome parts through to the thick and glossy paintwork.

VN750

RE-INTRODUCED
FOR '93

While a V-twin is THE traditional configuration for a Custom bike, there's nothing old-

fashioned about this power unit as it features liquid cooling, 4-valve heads (each with twin spark plugs) and digital ignition. Hydraulic valve lash adjusters and shaft final drive reduce maintenance chores too.

Forward-mounted footrests complement the pulled-back 'bars and for a really smooth ride the rubber mounted engine incorporates a balance shaft.

Built for 'go' as well as 'show', the VN750 offers big bike feel with modest running costs.

HI-TECH MEETS CUSTOM

Pearl Windsor Green/Pearl Teal Green



GPX600R

RE-INTRODUCED
FOR '93

Sporting bargain



Firecracker Red/Metallic Canyon Silver



Want a high performance middleweight but lack the necessary funds? Then look no further.

Fore-runner to the ZZ-R series and a proven race winner for Team Green during the 1988 season, the GPX600R has an excellent pedigree. The rigid FAST (Featherweight Aluminium and Steel Technology) frame uses 16in. diameter wheels front and

rear for fast steering characteristics and employs bottom-link Uni-Trak rear suspension.

As for the liquid cooled, 16-valve engine it is renowned for its robustness as well as its power delivery.

**NEW
FOR '93**

EL250

SCOOT
IN STYLE

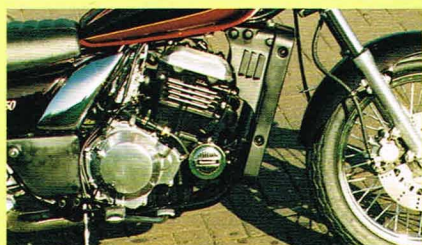
Long and low with a conventional riding position, this is more Cruiser than Custom, with a definite drag strip image.

Ideal for the budget-conscious rider, or those wanting their first step-up from a Learner machine, the EL250 is distinctive, fun and affordable.

The engine is an 8-valve, twin cylinder, liquid cooled, 4-stroke which has more than proved itself in its previous role of powering the ZZ-R250.



Cosmic Splendour Red/Candy Wine Red



T · H · E



Kawasaki

riders club

**Organised by
Kawasaki, exclusively
for Kawasaki owners**

W

ant to join a national club with like-minded enthusiasts and enjoy a host of real-world benefits? Then the Kawasaki Riders Club is for you!

Topping the attractions is a comprehensive breakdown/rescue service that covers riding in both the UK and virtually the whole of Europe, as well as providing other advantages.

The Club – created by Kawasaki and organised by former British Road Race Champion Roger Burnett – will publish a quarterly newsletter to keep members informed of various activities and additional features. Events confirmed for '93 include 'Rideaways' to both UK and European venues, 'Club Parades' at various UK road race events and 'Fun Runs' to Mallory Park with the opportunity to ride on the track. The latter will also be open to non-member Kawasaki riders as well.

Members are also provided with

a brochure detailing all the stores – both nationally and locally – where their membership card can be used to obtain discounts on literally hundreds of goods and services, holidays and dining out. In addition, they have the opportunity to buy exclusive 'Club' clothing and a dedicated telephone line to answer queries.

Cost of membership – which is exclusive to Kawasaki owners – is £80 per annum: excellent value considering the breakdown/rescue package alone is worth around £65 and that by taking advantage of the discounts available, the initial investment can easily be recouped. Ask your authorised Kawasaki dealer for further details.

ONE YEAR'S FREE MEMBERSHIP WILL BE GIVEN TO ALL PURCHASERS OF A NEW KAWASAKI STREET MOTORCYCLE FROM AN AUTHORISED DEALER BETWEEN 8th MARCH AND 31st DECEMBER 1993.

T · H · E



Kawasaki

**— MOTOR —
CYCLE NEWS**

junior

ROAD · RACE



SCHOOL

N

ow youngsters aged 13 to 15 years of age can sample the fun – and thrill – of motorcycle road racing, thanks to a new scheme run by former British Champion Roger Burnett, sponsored by both Kawasaki and Motor Cycle News.

The schools, held at Brands Hatch, each comprise of a briefing, over an hour's track time and instruction in basic maintenance before concluding with the presentation of a Certificate. Cost of attending is £65 including VAT.

Everything is provided, from track-prepared Kawasaki AR80s to all protective clothing (including leathers), public liability insurance and petrol. Participants should already have some basic motorcycle skills.

Leading professional motorsports instructor John Stephens will be assisting Roger, so all tuition will be in small groups to ensure personal attention.

Dates confirmed are: April 24th, May 29th, July 10th, August 5th, 12th, 19th and 23rd, September 11th, 12th and 18th. Interested? Call Roger Burnett on (0472) 351124.

The School has been approved by the Auto Cycle Union (the sport's governing body) who regard it as an ideal way to learn the basics of racecraft in safety.

Attending the School would be an ideal 'first step' for those considering the ACU's new road race class specifically designed for this age group, riding 51-100cc machines. Normal production race rules apply concerning modifications and tyres, with races taking part on kart tracks.

GREEN FOR GO!

H

aving dominated UK Superbike road racing last season, Team Green racing with Silkolene will naturally be THE team to watch in '93. There are three riders under this banner, all using race-kitted ZXR750Rs, headed by the highly experienced Scot, Brian Morrison, who put in so many good rides for the team in '92.

New recruits are leading Superbike privateer Matt Llewellyn and Ulsterman Jamie Patterson who last season won

both the 750cc Irish short Circuit Championship and the Endeavour Award for Best

Newcomer in the Regal 600 class – less than 14 months after his first road race!



Brian Morrison rides in 'Team Green racing with Silkolene' colours once again in '93.

NEW! MORE SOFT LUGGAGE

The Kawasaki Luggage range described elsewhere in this brochure is now available, with the multi-function tank bag being produced in three colour options: Traditional Black, Team Green (Green/Blue/White) or Orange/Violet – the latter being a limited edition to suit the ZZ-R1100 with those colours.

In addition, there are a couple of 'Tour Pacs' available. These are very handy either to supplement traditional touring luggage – ideal for carrying those items needed en route – or for carrying odds and ends when



travelling light. Trail riders find them invaluable for holding tubes, tools and Mars bars!

Strongly made in nylon with quick-release buckles on the broad belts, the small version has a zippered pocket with an external pouch sealed with a Velcro-flap.

The large edition has three large zippered pockets each with a smaller external pouch, which again uses Velcro to seal the flaps. Both bags are available in Team Green colours only. Ask about these new products at your local authorised Kawasaki dealer.

RIDE LIKE AN EX-WORLD CHAMP!

World Endurance Champion in '91, and runner-up in '92 (behind Kawasaki ZXR750R mounted Carl Fogarty and Terry Rymer), Alex Vieira has always worn a very distinctive helmet. Now you can ride in the same colours that Alex made famous in the latest addition to the Kawasaki by FM helmet range. Made from a glass-fibre and kevlar mix, this FM Force 1 helmet is finished to

a very high standard and is available in sizes 52-64.



PARIS-DAKAR WINNER!

Former French Enduro Champion Jean-Marie Benerotte rode a Kawasaki KLE500 to win the 'Silhouette' class for production bikes in the 1993 Paris-Dakar rally, acknowledged as the toughest race of all. He also placed fourth overall in the 12,000km event.

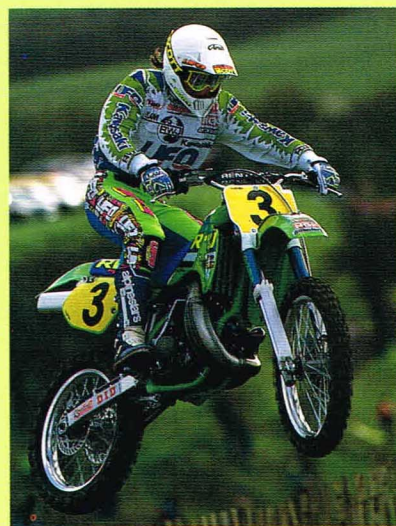
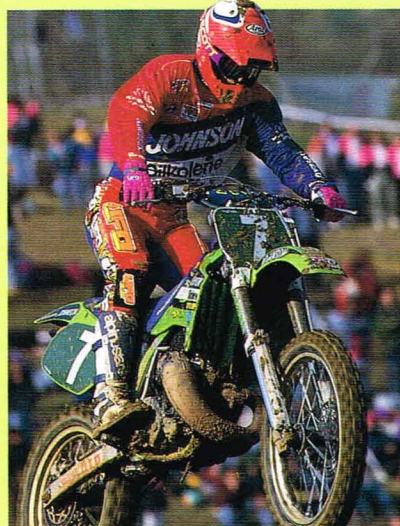
His bike, entered by French dealers BG Motos/Mulhouse, proved completely reliable. It had a stock engine, but the swing arm was reinforced and fitted with an 18in. diameter rear wheel, while the front forks were fitted from an earlier KX moto-cross model.

WORLD CHAMPIONSHIP QUEST

Working in conjunction with private teams, Kawasaki are contesting both the 250cc AND 500cc World Moto-Cross Championships in '93.

Action Workshop Kawasaki racing with Silkolene have signed top American rider Billy Liles and the fast-rising Belgian youngster Marnicq Bervoets to ride in all the 250cc Grand Prix events, riding Works-supplied machines. Meanwhile British riders Jared Smith and Brian Wheeler will be riding for Team RWJ Kawasaki racing with Silkolene in the 500cc class of both the World and British Championships. In addition, this pair will contest the 250cc British Championships.

Third member of this team is former Schoolboy rider Tony Marshall, who's priority will be the 125 and 250cc British Championships.



Top left are Billy Liles and Marnicq Bervoets of Action Workshop Kawasaki, while top right are Team RWJ Kawasaki riders (l to r) Jared Smith, Tony Marshall and Brian Wheeler.

GT550

PRACTICAL CHOICE

Providing good all-round performance, comfort and with the convenience of shaft drive, no wonder the GT550 is by now the 'definitive' machine for despatch riders.

Of course, when you depend on your machine for a living, then reliability is of paramount importance – and that's what the GT550 delivers. The relative simplicity of the aircooled 'four' power unit and its robustness means that many working bikes have clocked up over 100,000 miles.

But it is not just professional riders who appreciate the superb value for money offered. Long distance commuters and tourers appreciate the same virtues – as well as the air adjustable suspension front and rear and the low vibration levels of the rubber mounted engine.



Candy Persimmon Red



ZEPHYR 550

Luminous Vintage Red



**GOOD
LOOKS
NEVER
DATE**

The smallest in the Zephyr 'family', the 550 shares all the attributes of its larger brethren – traditional styling, air cooled four cylinder engine, adjustable rear suspension, first class handling – but with a lower initial purchase price and associated running costs, especially with regards to insurance.

Sharing the same power unit as the GT550, longevity is assured – as is its all-round practicality. You don't have to have a large capacity engine to eat the miles or provide lost of fun!

Nothing has been skimped on the Zephyr 550. A rigid, box section aluminium swing arm aids the excellent handling which in turn is enhanced by the wide section, low profile tyres. An oil cooler keeps engine temperatures more consistent even under adverse conditions, and twin semi-floating front disc brakes gripped by dual-piston calipers keep safety well to the fore.

STOP THIEF!

Increasingly, Kawasaki motorcycles are being fitted with devices aimed at helping prevent theft, but it is emphasised that owners should take the initiative and secure their machines to something solid with a good quality U-lock or padlock/chain.

Anti-theft ignitors – which prevent a thief from 'hot wiring' the ignition by by-passing the ignition switch are fitted as

standard to the following models and all subsequent machines in the same series:

ZX1100-D, ZX750-J2, ZX750-K1, ZX750-L, ZX750-M, ZR750-C2, KLX650-C, ZX600-E, KLE500-A2, ZX400-L2, and KDX125-A2/B2.

In addition, stronger ignition switches are being phased in, which use longer keys that enable the teeth to engage deeper in the locks, plus a tougher internal mechanism. All new-for-'93 models will feature these switches.

Pearl Boulogne Green



EN500

Custom Cruiser

Punchy performance and slim lines are provided by the torquey vertical twin

4-stroke engine, which has the refinement of both liquid cooling and 8 valves, while gear driven balance shafts dampen vibration.

Forward footrests and pulled-back 'bars' mounted above well-raked front forks give a laid-back riding position, while a toothed belt final drive means a very smooth transmission requiring only a minimum of maintenance, and no messy lubrication.

Plenty of chrome and polished alloy add to the high quality feel for maximum owner satisfaction.



Cosmic Super Red/Pearl Gentry Grey

GPZ500S

FUN ON A BUDGET

Few things in life are practical as well as fun – but the GPZ500S is an obvious exception!

It's practical because with a 498cc liquid cooled twin cylinder engine running costs are modest, while the slim lines combined with low weight aid the fun aspect. For with its lightweight box section chassis it handles, and with a torquey, free-revving engine, the GPZ500S is in its element on twisting back roads. Sixteen inch wheels front and rear indicate it's ability to make rapid directional changes, yet the GPZ500S is also a capable motorway cruiser.

Though styled as a modern-day café racer, the riding position is far from extreme, and the fairing proves effective at keeping the wind blast at bay.

Vibration is kept to a minimum by both a balance shaft and partial rubber mounting of the engine, so it's a smooth all-round performer.



Ebony/Pearl Gentry Grey



Candy Cardinal Red/Pearl Alpine White

THE FORGOTTEN FRIEND

Tucked away beneath a saddle or behind a side panel, it's all too easy to overlook your bike's battery – yet it is just as important to service this item as any other part of your motorcycle if you want reliability and long service life. Your owners handbook will state the need to check the electrolyte level and to top-up with distilled (not tap!) water when necessary. And if your machine is not used for long periods at a time, then it should be periodically charged.

However, for a growing number of Kawasaki owners, such chores are becoming a memory, as an ever increasing number of models are being fitted with Maintenance Free batteries.

These new-generation batteries are completely sealed, so there is no risk of acid spillage, and as the name suggests, there is no need for any maintenance whatsoever – though naturally the terminals should be kept clean.

But their advantage lies deeper than that. Under heavy load conditions (such as when operating the starter motor) they give some 30% more power than equivalent conventional designs. Further, their self-discharge rate is just 0.2% per day, compared to 0.5 to 1.0% of 'normal' batteries. In real terms, that means when a conventional battery may be totally discharged in 7 months, a maintenance free battery would last 15!

Other bonus points include the ability to fully recover with just a simple recharge after being left 'flat' for a considerable period.

KLE500

Street friendly

Stand by for something different: a street-enduro machine designed for city commuting, winding back roads and even touring – yet with the style of an off-road bike.

Developed from the well proven GPZ500S, the 8-valve liquid cooled vertical twin engine has been tuned for extra low and mid-range power.

Slim and light, the KLE500's top cowling and knuckle fenders complement the styling and work together to deflect wind from the rider's torso and hands.

Long travel suspension soaks up the worst road surfaces, stability being assured by both the double cradle chassis and the meaty 41mm dia. front forks.



Candy Cardinal Red



JUST DESERTS

The 1992 Paris-Le Cap marathon (replacing the famed Paris-Dakar that year) lived up to expectations of being the toughest race of all for motorcycles, with less than half the 99 entries completing the full distance.

Team P&P Italy entered two riders – Gido Maletti and Walter Surini – on Kawasaki KLE500s, despite the fact that these motorcycles are not even promoted as trail bikes, and that the event's rules prohibited substantial frame changes.

Although they lost contact with their back-up truck early on, both riders completed the race, finishing in very creditable 19th and 20th places overall.

More than that, Maletti won the 500cc Class of the 'Marathon' Category, while Surini won the 500cc Class of the 'Silhouette' Category, having been placed in that section by the event organisers after his success in winning the Incas Rally the previous year.

Assistant Team Manager Bruno Birbes commented: "The engine was really extraordinary. We noticed no oil consumption and very low fuel consumption, just 10-15 km/l depending on the different courses."



Luminous Windsor Green

ZXR400

A WOLF IN WOLF'S CLOTHING

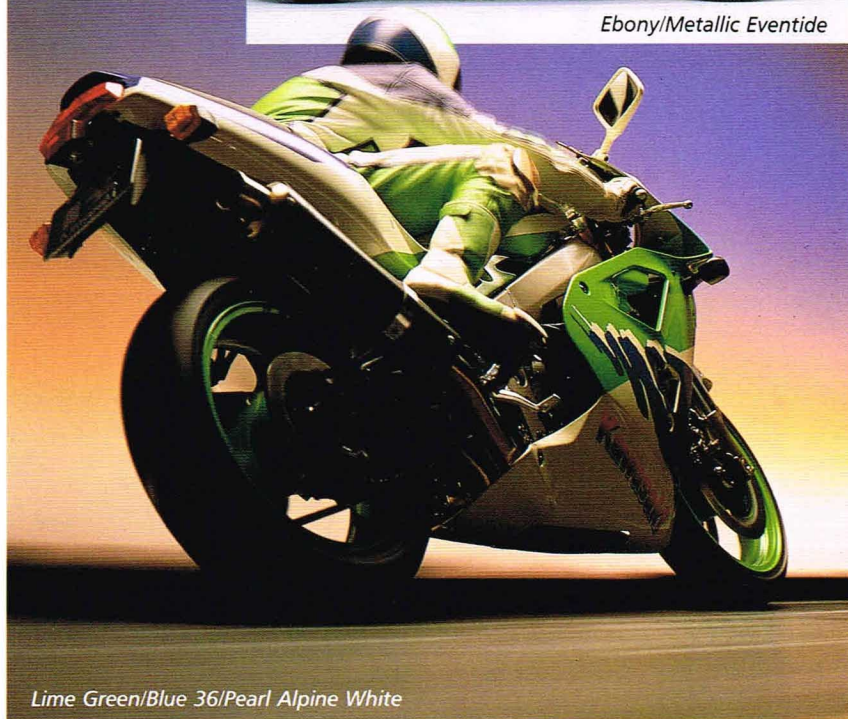
Only a little smaller than the ZXR750, quite a bit cheaper and perhaps even more nimble, this is a stunning sports machine. Who cares if it's 'only' a 400 when you can have this much fun?

When it comes to value for money, just look at what you get: a liquid cooled 16-valve engine which redlines at 14,500rpm, Works-racer style chassis made from sheet aluminium pressings, 41mm dia. upside-down forks, twin semi-floating front discs and 4-piston calipers. And a very competitive price tag.

All of which means you certainly won't be short-changed by the ZXR400's specification. Or its looks. Or the way it performs.



Ebony/Metallic Eventide



Lime Green/Blue 36/Pearl Alpine White

GPz 305

'A little belter'

Fun, fun, AFFORDABLE fun! That's what sums up this twin cylinder sports bike – but it is also highly practical, being capable of motorway cruising as well as back-roads fun.

The engine likes to rev and the six speed gearbox lets you make full use of its potential. If you have a restricted budget but want a 'real' sports bike, then look no further!

Toothed belt final drive is long lasting, gives a very smooth transmission and reduces maintenance to a minimum.

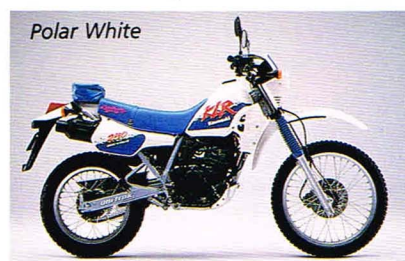


Ebony
Firecracker Red

KLR250 VERSATILITY

This liquid cooled 4-stroke single has class-leading power thanks to liquid cooling and a 4-valve head, yet is very civilised with its dual counter-rotating balance shafts to dampen vibration.

Long travel suspension, good ground clearance, low weight (just 118kg dry) plus 4-stroke pulling power makes the KLR250 a great off-road machine too, while the Kawasaki Automatic Compression Release (KACR) makes for easy starting.



Polar White

GOING GREAT GUNS



The army's two leading motorcycle display teams – the Royal Artillery's Flying Gunners and the Territorial Army's Blue Arrows – both rely on Kawasaki KLR250 trail bikes.

Despite the tough time these teams give their bikes (they are in constant demand throughout the summer at a wide range of outdoor events), the KLRs have proved extremely reliable. Important when relying on split-second timing, or forming a 17-man pyramid on just five machines. . .

The machines themselves are in remarkably standard trim. Indicators have been removed to save a little weight and extra hand holds added – and that's about it. Except of course the exhausts have been altered to make more noise, the stock machines are deemed too quiet to create an atmosphere of excitement!



Ebony

KH125

CAPTAIN SENSIBLE

LEARNER LEGAL

1f the racer or trail bike image is not to your liking, then the KH125 offers conventional styling for the 'Learner' or commuter rider with the bonus of being exceptionally good value for money.

Very well equipped – and now with 12 volt electrics – it is powered by a disc valve 2-stroke engine that has a broad power band.



Ebony
Sunbeam Red

L LEARNERS L START HERE

For information on taking up (or even getting back to!) motorcycling, visit your local authorised Kawasaki dealer, and ask for a **FREE** copy of **WAY AHEAD**.

This 48-page colour publication details virtually everything you need to know, from which bikes you can ride to the type of licence required. Current legislation, Basic Training and the Accompanied Rider Test are explained and there's advice on clothing, maintenance and keeping on the right side of the Law, as well as features on the world of motorcycling that can be opened up to you.

Complementing this is the Virgin Vision video **'PASS THE MOTORBIKE TEST'**, sponsored by Kawasaki and Norwich Union. Packed with practical advice, TV presenter Gareth 'Gaz Top' Jones takes you through the whole learning process, from buying your first bike to gaining a licence and taking advanced training.

This extremely useful hour-long video costs around £10.99, and is available from Kawasaki dealers or most video retail outlets.

PROFESSIONAL TRAINING

Today, anyone obtaining a Provisional Licence for a moped or motorcycle must successfully complete a Basic training Course before they are allowed to ride on public roads.

Note that this is a **BASIC** course. Our recommendation is that novices should invest in further training which will teach them extra skills and help pass the Accompanied Rider Test to gain a full motorcycle licence.

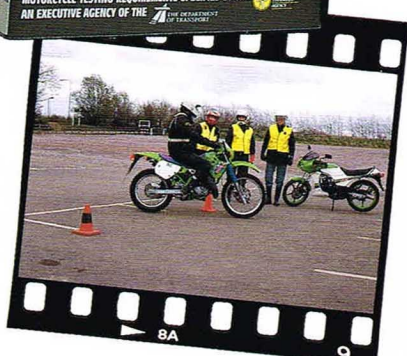
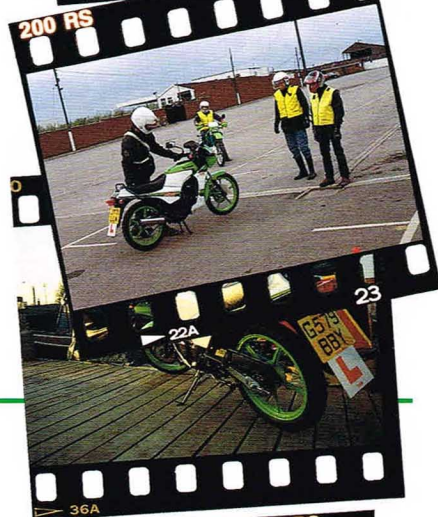
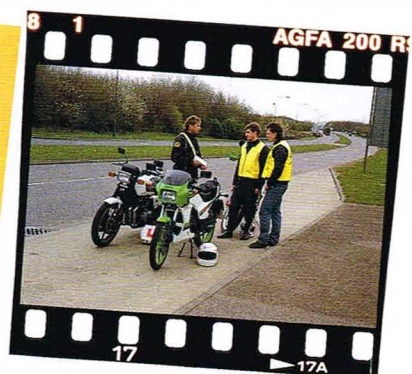
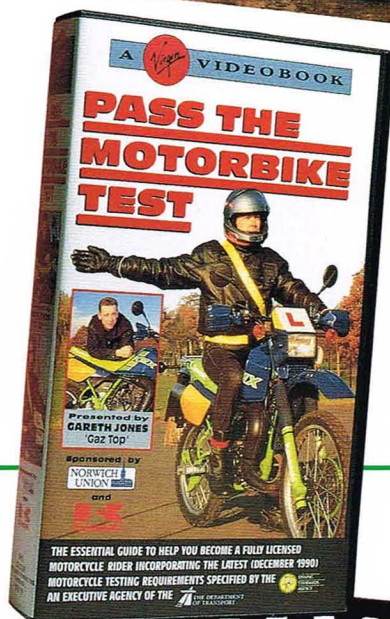
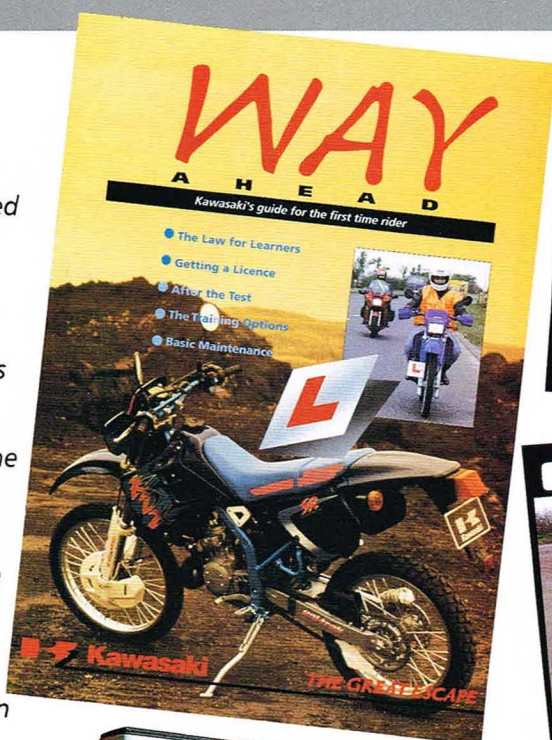
There are many training centres around, both nationwide concerns and privately run local companies. Ask your nearest Kawasaki dealer for advice, as he will be in touch with training schemes in his area. Alternatively, look up 'Motor Cycle Training' in Yellow Pages,

or 'phone County Hall and ask the Road safety officer for details.

Most professional training organisations can provide training to suit your specific needs. A growing number offer intensive courses which culminate in gaining a Full Licence in days rather than months, sometimes even having residential facilities. These 'full time' courses can be very useful for both those returning to two

wheels after a long absence, as well as car drivers who wish to gain a motorcycle licence in a short space of time.

For the more experienced rider, we recommend instruction in Advanced Riding techniques. Again, there are several organisations to choose from, often basing their training on Police techniques. Whether or not you can match their high standards, you are bound to benefit from such a course.



KMX125

Smart Learner

LEARNER LEGAL

Lime Green



An excellent all-round performer, the KMX125 is easy to handle and offers superb value for money.

There's a wide spread of power from the liquid cooled engine thanks to the Kawasaki Integrated Power-valve System (KIPS), and a balance shaft dampens vibration.



Ebony

Long travel (230mm front and rear) suspension pays dividends on or off-road, while the disc brakes front and rear give ample stopping power. No need to

spend money with the accessory people either, the MX style disc brake covers, fork gaiters and knuckle fenders are standard equipment.

TRAIL RIDERS

When trail riding always wear suitable protective clothing and observe the following guide-lines issued by the Land Access & Rights Association:

1. Trail riding is only legal on unsurfaced public roads ('green lanes'). It is an offence to use footpaths or bridleways without permission.
2. Respect the countryside and those who work in it. Take care to shut gates and protect livestock.
3. Show consideration to others. take great care near horses – slow right down and stop if necessary.
4. Ensure that you and your machine fulfil all legal requirements as for normal highway use.
5. Ride at a leisurely, unobtrusive pace.
6. Never ride on common land, the beach, sand dunes or any open land without permission.

Best advice of all is to join either the **Trail Riders Fellowship** (Glebe House, The Square, St Columb Minor, Cornwall) or the **Welsh Trail Riders Association** (23 Balaclava Road, Roath Park, Cardiff). Then you can enjoy the company of like-minded enthusiasts, learn more about your rights and where to ride, and help keep the trails open for all to enjoy.

KDX125SR



Blue



Lime Green

PRETTY TRICK

Parentage of the KDX125SR is obvious: it's based on Kawasaki's moto-cross racers with their advanced perimeter frames and upside-down front forks which together provide superb chassis rigidity.

The similarity extends to the engine too: both racer and roadster have liquid cooled 2-strokes with crankcase reed valve induction, employing the Kawasaki Integrated Power-valve System (KIPS) to very effectively broaden the power band.

Full moto-cross styling looks tremendous on the street, where the long travel suspension absorbs the discomfort of pot-holed roads and the upright riding position is comfortable.

Two versions are available – one 'Learner Legal' (model B2) and the other (A2) a full-power variant designed to appeal to the full licence holder who wants a light, nimble handling, trail bike with an excellent power-to-weight ratio.

LEARNER LEGAL or FULL POWER

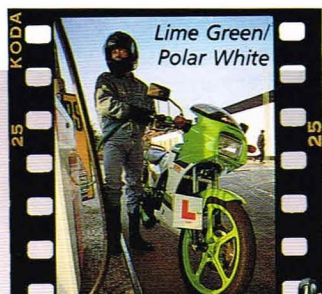
AR125 TOP VALUE FOR MONEY

Time and again, the motorcycle Press have applauded the AR125 as offering the Learner rider with superb value for money.

In particular, the liquid cooled 2-stroke engine's unique Rotary Reed Induction System has been singled out for praise, as it

produces a broad spread of power. This in turn makes the machine more forgiving when in inexperienced hands.

The sporty looks are matched by a high specification – despite the AR125 enjoying a very real price advantage over class rivals.



Ebony

LEARNER LEGAL

AR50 BIKING STARTS HERE

Though it looks like a sports motorcycle, the AR50 is legally a moped. The specification includes race-track proven Uni-Trak rear suspension, cast alloy wheels, a sports riding position with wind-cheating quarter fairing and a disc front brake.

The robust aircooled 2-stroke engine with reed valve induction is both simple to maintain and economical, and is mated to a close-ratio gearbox.

High on features and looks, it's a REAL Kawasaki!

Ebony



LEARNER LEGAL



Sunbeam Red

KE100

BIKING ON

A BUDGET

LEARNER LEGAL

A 100cc engine makes a lot of economic sense: teenagers in particular appreciate the lower insurance rates that they often attract. Make that machine a dual-purpose trail bike – and one with an attractive price tag at that – and the



Polar White



Lime Green

KE100 is hard to ignore. Easy to ride and great fun, it makes a great first bike.

The 2-stroke engine is well proven: reliable and easy to maintain, with a broad range of power due to its rotary disc valve induction.

MOPED LAW

The Law states that a moped must not have an engine bigger than 50cc, weighs no more than 250kg and has a top speed of 30mph, with a 5mph tolerance. Pedals are NOT required, but an identification plate must be fitted to the front of the frame. There is no restriction as to styling: scooters, step-thrus or

sports machines like the Kawasaki AR50 are all legally mopeds, providing they comply with the specification outlined above.

The minimum age to ride a moped is 16 – a year younger than that permitted to ride motorcycles – and note that passengers are NOT permitted.

All Learner riders must take a Basic Training course and gain a Certificate of Completion (DL196) before being permitted to ride on Public Roads – ask your dealer for details.

However, those who hold a Provisional Licence issued before 1st December 1990 can ride on L-plates without taking Basic Training, and those who hold a full Car or Motorcycle licence. The latter have automatic entitlement to a full moped licence, and can ride a moped without L-plates, and carry a pillion passenger.

We advise those with no previous moped/motorcycle experience to take professional training even if the Law does not insist upon it.

K R S

Kawasaki Rider Services

Appreciating the enthusiasm and loyalty of their customers, Kawasaki offers an exclusive 'customer care' programme known as Kawasaki Rider Services (KRS), available from all authorised Kawasaki dealers. It comprises three separate schemes, namely:

FINANCE

Buying your new or used Kawasaki is easy with KRS Finance. Your dealer can arrange this for you, and the scheme is provided by the motorcycle division of Lloyds Bowmaker, the country's leading motorcycle finance supplier, and part of the Lloyds Bank group.

With KRS Finance you get on the road quickly, with the minimum of fuss, and with the cost spread over a period of time. You can even include extra costs such as insurance, road tax and clothing. The all-important aspect of training, be it Basic or Advanced, can also be included within the package. Ask your dealer for a written quotation on the Kawasaki of your choice.

MECHANICAL BREAKDOWN INSURANCE

A new Kawasaki motorcycle has a manufacturer's 12 month/ unlimited mileage warranty. Wise Biker Protection Ltd as part of the KRS scheme, offers

Mechanical Breakdown Insurance for motorcycles no longer covered by the Kawasaki warranty (including secondhand machines).

As the UK's leading company in the field, Wise Biker offers new Kawasaki owners the most comprehensive extended cover available. Apart from a few obvious exceptions (mainly bodywork items, battery and exhaust systems), the policy is nearly the same as Kawasaki's own warranty. The maximum single claim is limited to the current retail value of the machine!

Used machines up to 5 years old (no mileage limit) can also enjoy the benefits of a comprehensive scheme, covering most of the main mechanical and electrical components.

12 or 24 month (renewable) policies are available with no mileage limitation, giving cover against breakage caused by a mechanical defect.

Ask your dealer for precise details of terms and components covered – and you'll see that the Kawasaki rider has more 'protection' available than those on lesser machines.

Selling your machine privately with a valid KRS Mechanical Breakdown Insurance policy? Then it's value is enhanced as the policies are transferable.

SECURITY

All authorised Kawasaki dealers can supply the DATATAG system of vehicle marking, which is proving an effective deterrent to motorcycle theft.

A motorcycle carrying the distinctive 'DATATAG' hologram sticker means that the rightful owner of the machine (and all its major components) can be identified, rendering those items unsaleable on the stolen-parts market.

The system comprises 5 electronic transponders bearing a unique identification code plus a number of Selectamark etching sets.

The transponders are hidden inside the frame, wheels, petrol tank and saddle, while the etching sets are used on mirrors, fairings, side panels and other plastic mouldings.

The key to the success of the system is that Police forces have been issued with the special scanners that are essential to 'read' the electronic transponders, and that a massive computerised databank has been established so that the rightful owner can be traced.

Naturally, DATATAG kits can be applied to used as well as new motorcycles.

Kawasaki



K-CARE INSURANCE

- * Exclusive to Kawasaki owners
- * Full choice of cover available to ALL over 16 year olds
- * Fair premium, based on rider and machine
- * Discount for voluntary excess
- * Discount for fitting DATATAG
- * Underwritten by Norwich Union

**Ask your Kawasaki dealer for a quotation
or telephone brokers Lowndes Lambert
on 0345 515516 (all calls charged at local rate)**

SPECIFICATIONS

MACHINE (MODEL)	ENGINE	TRANSMISSION		SUSPENSION		WHEELS		DIMENSIONS			
	CAPACITY/TYPE	GEARS	FINAL DRIVE	FRONT	REAR	TYRES FR/REAR	BRAKES FR/REAR	WBASE (mm)	SEAT HT. (mm)	WGHT. (Kg)	FUEL TANK (Ltrs)
VN1500 (VN1500-B6)	1470cc V-twin 4-stroke, liquid cooled. SOHC. 8-valves	4	Shaft	Tele-forks	Twin shock absorbers with spring preload adjustment.	100/90-19 150/90-15	Single disc Single disc	1,630	745	249	12
ZZ-R1100 (ZX1100-D1)	1052cc four cylinder, in-line 4-stroke, liquid cooled. DOHC. 16-valves.	6	O-ring chain	43mm dia. tele-forks with preload & damping adjustment.	Uni-Trak with preload and damping adjustment.	120/70ZR17 180/55ZR17	Twin discs Single disc	1,495	780	233	24
ZEPHYR 1100 (ZR1100-A2)	1062cc four cylinder, in-line 4-stroke, air cooled. DOHC. 8-valves.	5	O-ring chain	43mm dia. tele-forks with rebound damping adjustment.	Twin shock absorbers with compression and rebound damping adjustment.	120/70V18 160/70V17	Twin discs Single disc	1,500	795	242	19
1000GTR (ZG1000-A7)	997cc four cylinder, in-line 4-stroke, liquid cooled. DOHC. 16-valves.	6	Shaft	Air adjustable tele-forks.	Uni-Trak with air and damping adjustment.	110/80VR18 150/80VR16	Twin discs Single disc	1,555	815	265	28.5
GPZ900R (ZX900-A8)	908 cc four cylinder, in-line 4-stroke, liquid cooled. DOHC. 16-valves.	6	O-ring chain	41mm dia. tele-forks.	Uni-Trak with air and damping adjustment.	120/70V17 150/70V18	Twin discs Single disc	1,500	790	234	22
ZXR750 (ZX750-L1)	749cc four cylinder, in-line 4-stroke, liquid cooled. DOHC. 16-valves. 11.5:1 comp. ratio. CVK 38mm carburetors.	6	O-ring chain	41mm upside-down tele-forks, adjustable preload and 12-way rebound damping adjustment.	Uni-Trak with adjustable preload and 4-way rebound damping adjustment.	120/70ZR17 180/55ZR17	Twin discs Single disc	1,430	800	205	18
ZXR750R (ZX750-M1)	749cc four cylinder, in-line 4-stroke, liquid cooled. DOHC. 16-valves. 11.5:1 comp. ratio. FVKD 39mm carburetors.	6	O-ring chain	41mm upside-down tele-forks, adjustable preload and 12-way rebound, 7-way comp. damping adjustment.	Uni-Trak with adjustable preload and 4-way rebound, 20-way comp. damping adjustment.	120/70ZR17 180/55ZR17 Michelin Hi-Sports	Twin discs Single disc	1,430	800	200	17
ZEPHYR 750 (ZR750-C3)	738cc four cylinder, in-line 4-stroke, air cooled. DOHC. 8-valves.	5	O-ring chain	41mm dia. tele-forks.	Twin shock absorbers with damping adjustment.	120/70H17 150/70H17	Twin discs Single disc	1,455	780	201	17
VN750 (VN750-A9)	749cc V-twin 4-stroke, liquid cooled. DOHC. 8-valves.	5	Shaft	Tele-forks	Twin shock absorbers with air assisted springing and damping adjustment.	100/90-19 150/90-15	Twin discs Drum	1,585	750	223	13.5
GT750 (Z750-P7)	738cc four cylinder, in-line 4-stroke, air cooled. DOHC. 8-valves.	5	Shaft	Air adjustable tele-forks.	Twin shock absorbers with air assisted springing and damping adjustment.	100/90H19 120/90H18	Twin discs Single disc	1,480	800	220	24.3
KLX650 (KLX650-C1)	651cc single cylinder, 4-stroke, liquid cooled. DOHC. 4-valves.	5	O-ring chain	43mm upside-down tele-forks.	Uni-Trak with preload adjustment.	90/90-21 130/80-17	Single disc Single disc	1,510	885	153	12
ZZ-R600 (ZX600-E1)	599cc four cylinder, in-line 4-stroke, liquid cooled. DOHC. 16-valves.	6	O-ring chain	41mm dia. tele-forks.	Uni-Trak with spring preload and damping adjustment.	120/60ZR17 160/60ZR17	Twin discs Single disc	1,430	780	195	18
GPX600R (ZX600-C6)	592cc four cylinder in-line 4-stroke, liquid cooled. DOHC. 16-valves.	6	O-ring chain	38mm dia. tele-forks.	Uni-Trak with air and damping adjustment.	110/80V16 130/90V16	Twin discs Single disc	1,425	755	180	18
ZEPHYR 550 (ZR550-B4)	553cc four cylinder in-line 4-stroke, air cooled. DOHC. 8-valves.	6	O-ring chain	39mm dia. tele-forks.	Twin shock absorbers with damping adjustment.	110/80H17 140/70H18	Twin discs Single disc	1,435	770	179	15
GT550 (Z550-G8)	553cc four cylinder in-line 4-stroke, air cooled. DOHC. 8-valves.	6	Shaft	Air adjustable tele-forks.	Twin shock absorbers with air assisted springing and damping adjustment.	100/90H19 120/90H18	Twin discs Drum	1,475	800	201	21.5
KLE500 (KLE500-A3)	498cc parallel twin 4-stroke, liquid cooled. DOHC. 8-valves.	6	O-ring chain	41mm dia. tele-forks.	Uni-Trak with spring preload adjustment.	90/90S21 130/80S17	Single disc Single disc	1,510	835	178	15
GPZ500S (EX500-A6)	498cc parallel twin 4-stroke, liquid cooled. DOHC. 8-valves.	6	O-ring chain	Tele-forks.	Uni-Trak with spring preload adjustment.	100/90H16 120/90H16	Single disc Drum	1,440	770	169	18
EN500 (EN500-A3)	498cc parallel twin 4-stroke, liquid cooled. DOHC. 8-valves.	6	Toothed belt	Tele-forks.	Twin shock absorbers with spring preload adjustment.	100/90S19 140/90S15	Single disc Drum	1,555	730	186	11
ZXR400 (ZX400-L3)	398cc four cylinder, in-line 4-stroke, liquid cooled. DOHC. 16-valves.	6	O-ring chain	41mm dia. upside-down cartridge tele-forks.	Uni-Trak with preload and damping adjustment.	120/60V17 160/60V17	Twin discs Single disc	1,385	760	159	16
GPZ305 (EX305-B9)	306cc parallel twin 4-stroke, air cooled. SOHC. 4-valves.	6	Toothed belt	Air adjustable tele-forks.	Uni-Trak with spring preload adjustment.	90/90S18 110/80S18	Twin discs Drum	1,355	770	147	17
KLR250 (KLE250-D8)	249cc single cylinder 4-stroke, liquid cooled. DOHC. 4-valves.	6	Chain	Air adjustable tele-forks.	Uni-Trak with spring preload and damping adjustment.	3.00-21 4.60-17	Single disc Drum	1,415	855	118	11
EL250 (EL250-D4)	248cc parallel twin 4-stroke, liquid cooled. DOHC. 8-valves.	6	O-ring chain	Tele-forks	Twin shock absorbers with spring preload adjustment.	100/90-17 140/90-15	Single disc Drum	1,490	725	140	11
KDX125SR (KDX125-A2)	124cc single cylinder 2-stroke, reed valve induction and 2-stage KIPS. Liquid cooled.	6	Chain	41mm dia. upside-down tele-forks.	Uni-Trak with spring preload adjustment.	80/100-21 4.10-18	Single disc Single disc	1,400	860	107	9
KDX125SR (KDX125-B2)	124cc single cylinder 2-stroke, reed valve induction and 2-stage KIPS. Liquid cooled.	6	Chain	41mm dia. upside-down tele-forks.	Uni-Trak with spring preload adjustment.	80/100-21 4.10-18	Single disc Single disc	1,400	860	107	9
KMX125 (KMX125-B7)	124cc single cylinder 2-stroke, reed valve induction and 2-stage KIPS. Liquid cooled.	6	Chain	Tele-forks.	Uni-Trak with spring preload and damping adjustment.	2.75-21 4.10-18	Single disc Single disc	1,375	865	98	9.3
AR125 (AR125-B8)	123cc single cylinder 2-stroke, Rotary Reed Induction System. Liquid cooled.	6	Chain	Tele-forks.	Uni-Trak with spring preload adjustment.	2.75-18 3.00-18	Single disc Drum	1,310	795	107	11.5
KH125 (KH125-K7)	123cc single cylinder 2-stroke, disc valve induction. Air cooled.	5	Chain	Tele-forks.	Twin shock absorbers with spring preload adjustment.	2.75-18 3.00-18	Single disc Drum	1,260	780	95.5	13.5
KE100 (KE100-B11)	99cc single cylinder 2-stroke, disc valve induction. Air cooled.	5	Chain	Tele-forks.	Twin shock absorbers with spring preload adjustment.	2.75-19 3.00-17	Drum Drum	1,285	805	85	9
AR50 (AR50-C10)	49cc single cylinder, 2-stroke, reed valve induction. Air cooled.	5	Chain	Tele-forks.	Uni-Trak with spring preload adjustment.	2.50-18 2.75-18	Single disc Drum	1,195	785	78	9.6

Dealer stamp



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