

2008 KAWASAKI CONCOURS™ 14 AND CONCOURS 14 ABS: SPORT TOURING WITHOUT COMPROMISE

Supersport performance with long-distance touring comfort

The new Concoours™ 14 and Concoours 14 ABS combine breathtaking engine performance, impeccable handling and a comfortable riding position with clean, convenient shaft drive, locking hard luggage, an electrically adjustable windscreen and a host of other features to create the most impressive long-distance, high-speed machine on the market today.

An aluminum monocoque chassis, radial-mount brake calipers, inverted fork, and ram air induction are all features riders expect to find on top-of-the-line supersport machines. However, instead of riding a high-strung racetrack missile, they can enjoy these high-performance features on Kawasaki's new Concoours 14 sport touring motorcycles. They are the first representatives of an entirely new genre of high-performance motorcycle: the Transcontinental Supersport.

Because it's a Kawasaki, the Concoours 14 is naturally designed to do much more than just take a rider from point A to point B. Thanks to its sporting heritage, the new Concoours 14 is not only an awe-inspiring road burner, it can also carve up mountain roads like a true supersport bike. For those riders who cross state lines the way others cross town, this machine offers more excitement than anything else in its category.

The Concoours 14 may be a physically impressive machine, but as soon as riders flip the side stand up, they'll be astonished at the bike's lightweight feel. The confidence-enhancing ABS brake system (Concoours™ 14 ABS) features radial-mount

front calipers operated by a radial-pump master cylinder, for the superb control and powerful, reliable braking performance that continent-crossing sport riders expect. Belying its tourer-like appearance, the Concours 14's phenomenally responsive handling characteristics make the other bikes in its category seem like transports by comparison. This provides the Concours 14 rider with a feeling of complete control for spirited, confident journeys.

In addition to an incredible level of sporting performance, the new Concours 14 has the functional touches of a Grand Touring machine. Features include KI-PASS (Kawasaki's Intelligent Proximity Activation Start System), the first "smart" key ignition system in its class, and an accessory power outlet located near the cockpit for powering portable electronics, grip heaters and other accessories. There's also an electrically adjustable windscreen, shaft drive and detachable, locking side cases, so the Concours 14 is always ready for a high-speed ride to the local hangout or that favorite spot... fifteen hundred miles away.

The Concours 14 is much more than a sportbike with tacked-on touring features; it's an integrated high-speed touring system. Wind protection for rider and passenger is based on a supersport-style design philosophy, aerodynamically curving wind around the riders to reduce buffeting that occurs when wind curls around screens that simply "block" the wind. Additionally, maintenance chores on long-distance trips are minimized thanks to quiet and reliable shaft drive. Featuring a special four-link design, the Tetra-Lever shaft drive system significantly reduces driveline lash during sport riding and helps ensure smooth acceleration when exploiting the engine's incredible power output. In fact, power delivery to the rear wheel is so smooth and so direct that it gives the same natural ride quality as a chain.

The Concours 14's touring prowess doesn't stop there. The included hard luggage features a slim, integrated design which mounts the cases closer to the machine's centerline for excellent mass centralization. Sensors in the front and rear wheels monitor tire pressure and display this information on the instrument panel, giving riders peace of mind during two-up high-speed riding or when carving up a mountain road.

With all the equipment needed for safe and exciting long-distance riding mated to a decidedly supersport core, the new Concours 14 amplifies all the best riding features

that motorcycling has to offer. Motorcyclists carry a driver's license, but Concours 14 riders should bring their passports, too.

Kawasaki Motors Corp., U.S.A. (KMC) markets and distributes Kawasaki motorcycles, ATVs, personal watercraft and utility vehicles through a network of more than 1,500 independent retailers, with an additional 7,700 retailers specializing in power products and general purpose engines. KMC and its affiliates employ nearly 2,400 people in the United States, with 400 of them located at the Irvine, California headquarters.

Kawasaki's tagline, "Let the good times roll.™", is recognized worldwide and the brand has become synonymous with powerful, stylish motorcycles for over four decades. Information about Kawasaki's complete line of recreational products and Kawasaki affiliates can be found on the Internet at www.kawasaki.com.

#

2008 Kawasaki Concours™ 14

Features and Benefits

Key Features:

- Most powerful production sport tourer
- Next generation monocoque aluminum frame
- Comfortable long distance riding position
- Low-maintenance shaft drive

1,352cc Four-Cylinder, DOHC Engine with Variable Valve Timing (VVT)

- Tuned to provide smooth power across a wide rev range
- Variable valve timing improves the engine's flexibility and efficiency by altering the camshaft profiles to suit different rpm ranges
- Carefully planned engine design keeps it compact and narrow
- Chrome composite plated aluminum cylinder bores are lightweight, durable, and quickly carry heat away from the combustion chamber and piston for supreme durability under high loads

Gear-Driven Dual Engine Balancers

- Already in perfect primary balance, dual secondary balancers virtually eliminate unwanted vibrations for extremely smooth engine operation and enhanced rider comfort

Ram Air Induction

- Ram Air ducts produce a straighter path to the airbox for maximum intake efficiency
- This system takes cooler, high-pressure air, guides it through the air filter and into the engine for maximum power output

Digital Fuel Injection

- Throttle bodies are fitted with sub-throttle valves that are controlled by the ECU to provide smooth, precise response similar to constant velocity carburetors
- 32-bit electronic control unit works with dual throttle valve system to further enhance throttle response and control
- A digital computer feeds the engine exactly the amount of fuel it needs for cleaner emissions and maximum fuel economy

Digital Ignition

- Digital Timing Advance enhances low-and mid-range power
- Four individual spark plug-mounted ignition coils fire each spark plug independently to achieve the optimum timing for that cylinder at that instant
- ECU includes an idle speed control system for easier starting and warm-up

Radial Pump Clutch Master Cylinder

- Hydraulic clutch features a radial-pump clutch master cylinder for smooth and precise clutch engagement

Monocoque Aluminum Frame

- The frame is a hollow aluminum box that arches over the engine from the steering head to the swing arm pivot; it is narrow, strong, rigid and very light
- Engine is rigidly mounted to increase the monocoque's torsional rigidity. Plus using the engine as a stressed frame member decreases the frame's weight by approximately four pounds
- Engine positioned forward in the frame, wheelbase and front/rear weight balance were carefully designed to achieve high-speed stability and responsive handling
- Massive steering head casting contributes to frame rigidity

Radial-mount Petal-type Front Disc Brakes

- Radial mounted four-piston front brake calipers. Instead of mounting the calipers with threaded tabs cast near the top of the caliper, the radial design utilizes integrated mounting points at both the top and bottom of the caliper, with the mounting bolts inserted through the rear of the caliper instead of the side/front. This makes the caliper more rigid, which improves brake feel over a wider range of operation
- A separate brake pad is used for each piston. One large pad can deform with the heat generated by hard braking, resulting in a loss of brake feel at the lever. Individual pads provide increased cooling efficiency and can absorb more heat without deforming so they maintain consistent brake feel under extreme conditions
- Petal design front and rear brake rotors provide enhanced cooling and better warp resistance
- Radial-pump front brake master cylinder improves brake performance and lever feel

Tetra-Lever Shaft Drive

- Unique four-link design significantly reduces driveline lash during sport riding and provides smooth acceleration when exploiting the engine's incredible power output
- Virtually maintenance free, the Tetra Lever system dramatically reduces routine maintenance requirements

Antilock Brake System (Concours™ 14 ABS)

- ABS brakes boost safety and rider confidence in low-traction conditions and may enhance evasive maneuvering in an emergency

Bodywork Optimized for Sport Touring

- Fairing design promotes smooth airflow around the rider and passenger with minimal buffeting
- Integrated, locking hard luggage offers plenty of storage, without disrupting the Concours 14's style or performance
- Electrically adjustable vented windscreen
- Large, comfortable seat offers long-distance comfort for both rider and passenger
- Glove box mounted on the fuel tank cover

Full Instrumentation

- Easy to read speedometer and tachometer
- Multi-function LCD digital display includes an odometer, two trip meters, fuel gauge, gear position indicator and a clock
- A CAN (Controller Area Network) interface between the gauges uses fewer wires while allowing a greater volume of information, such as estimated fuel mileage, to be exchanged
- Kawasaki Smart key system (KI-PASS)
- Tire pressure sensors

2008 Kawasaki Concours™ 14 Specifications*

Engine:	Four-stroke, liquid-cooled, DOHC, four valve per cylinder, inline-four with VVT
Displacement:	1,352cc
Bore x stroke:	84.0 x 61.0mm
Maximum torque:	TBD
Compression ratio:	TBD
Fuel Injection:	DFI
Ignition:	TCBI with Digital Advance
Transmission:	Six speed
Final drive:	Tetra-Lever shaft drive
Rake / trail:	TBD
Front Tire:	TBD
Rear Tire:	TBD
Front suspension / wheel travel:	Inverted, telescopic fork / TBD
Rear suspension / wheel travel:	Tetra-Lever / TBD
Brakes, front:	Dual floating petal discs with four-piston calipers
Brakes, rear:	Single petal disc
Fuel capacity:	TBD
Seat height:	TBD
Wheelbase:	TBD
Overall length:	TBD
Overall height:	TBD
Overall width:	TBD
Dry weight:	TBD
Color:	Concours 14 ABS: Neutron Silver Metallic Diablo Black Concours 14: Neutron Silver
MSRP Concours™ 14 ABS / Concours 14:	TBD / TBD
Warranty:	12 Months
Wholesale distributor:	Kawasaki Motors Corp., U.S.A.

KAWASAKI'S 2007 NINJA® ZX™ -6R DELIVERS 600-CLASS POWER WITH HANDLING INSPIRED BY 125 GP MACHINES

Quicker and more exciting than any middleweight Ninja sportbike in history

Designed to place its rider on the top step of the podium, the new Ninja® ZX™ -6R sportbike elevates 600-class power and handling to the next level. Considering the stellar capabilities of last year's ZX-6R, Kawasaki's designers knew it would take a special combination of middleweight power and nimble handling characteristics if they were to make the next leap in middleweight performance. To hone the incredible new machine into an exciting racetrack weapon, Kawasaki appointed a former 125cc Grand Prix racer as the ZX-6R's chief development rider. The result is an all-new 600 capable of cornering speeds previously unknown to the middleweight class while retaining the wide spread of power that is pure Ninja.

To be quickest around the racetrack a motorcycle requires a wide powerband and plenty of over-rev. The ZX-6R's all-new engine was redesigned from the crankcase up for the first time in ten years, leading to an ultra-high-rpm powerplant that produces more mid-range torque than any of its predecessors. The result is a fat powerband with a linear torque curve for hard-hitting acceleration across the entire rev range. The Ninja ZX-6R's impressive over-rev capability mimics a true race bike, allowing riders to stay on the gas where lower-revving machines are forced to shift.

The Ninja ZX-6R's all-new engine was also specially designed to reduce internal friction. That's because low-friction engines tend to be more responsive, making it easier for the rider to modify cornering lines with minor throttle adjustments. The new engine components were also made stronger, stiffer and more compact, resulting in an

engine which is about 40mm smaller in both width and length than its predecessors. This compact engine allowed the chassis designers to create a slim and compact chassis. Other racing technology includes a close-ratio cassette transmission that makes it easy to keep the Ninja ZX-6R screaming at its horsepower peak and a slipper clutch which allows quicker downshifts without upsetting the rest of the chassis.

In designing the Ninja ZX-6R's chassis, the development team concentrated on creating a motorcycle that would make fast entry and mid-corner speeds feel easy. A compact, lightweight design allows it to maintain more cornering speed throughout the turn while entry speeds are enhanced by the slipper clutch and powerful radial-mounted front brake calipers. Complementing this track-biased package are fully-adjustable front and rear suspension units. The entire package of frame, suspension, engine and bodywork was designed to enhance the ZX-6R's fun-to-ride factor by offering a more exciting ride. The results are faster cornering speeds, quicker lap times and even more worried looks on the competition's faces.

The frame and swingarm were developed with an optimized balance of rigidity, so the Ninja ZX-6R responds instantly and precisely to the rider's every command. Mass centralization, engine mount locations and a variety of other factors were optimized to help ensure instant turn-in characteristics. Once in the turn, the Ninja ZX-6R holds a line with precision and tracks through the apex as if it were on rails.

All these features mean chassis feedback is very precise, with the ZX-6R communicating every move directly to the rider. The machine responds more precisely and predictably to control inputs and shifts in body weight. The result is a motorcycle that makes the rider feel like a part of the machine.

The new Ninja ZX-6R offers the power of a high-performance 600 Supersport racer mated with the nimble handling characteristics of a small-displacement GP machine. Let the competition compromise performance for rider-friendliness; the new ZX-6R was designed to take home trophies and set the quickest lap times, while being more exciting to ride than anything else in the middleweight sportbike category. The Ninja ZX-6R is a pure expression of Kawasaki's racing philosophy.

Kawasaki Motors Corp., U.S.A. (KMC) markets and distributes Kawasaki motorcycles, ATVs, personal watercraft and utility vehicles through a network of more than 1,500 independent retailers, with an additional 7,700 retailers specializing in power products and general purpose engines. KMC and its affiliates employ nearly 2,400 people in the United States, with 400 of them located at the Irvine, California headquarters.

Kawasaki's tagline, "Let the good times roll.™", is recognized worldwide and the brand has become synonymous with powerful, stylish motorcycles for over four decades. Information about Kawasaki's complete line of recreational products and Kawasaki affiliates can be found on the Internet at www.kawasaki.com.

#

2007 Kawasaki Ninja® ZX™ -6R

Features and Benefits

Key Features

- Incredible power-to-weight ratio
- Race-oriented performance
- Track-tuned handling
- Aggressive new aerodynamic styling

High-Revving 599cc Four-Cylinder, DOHC Engine

- New compact, narrow and lightweight design features a tri-axis crankshaft and transmission shaft layout to optimize the engine's center of gravity. This helps reduce pitch changes during heavy braking and gives the rider more-accurate feedback from the chassis
- Narrow engine design allows excellent ground clearance

Four-Valve Cylinder Head

- Compact valve train reduces cylinder head height
- Intake ports and coolant passages were developed using flow analysis for efficient cylinder filling, more power, and maximum cooling efficiency
- Forged sintered aluminum spring retainers are half the weight of steel retainers and allow higher rpm

Forged Pistons

- Forged pistons are lighter, stronger and more heat resistant than cast versions.

Ram Air Induction

- Central ram air duct produces a straighter path to the airbox for maximum intake efficiency and provides the mounting surface for the instrument panel, eliminating brackets and weight
- Flow analysis used to design efficient ducts to the airbox that also prevent water from reaching the air filter
- Compact airbox and air cleaner are highly efficient and contribute to the compact riding position

Digital Fuel Injection

- Shorter throttle bodies deliver improved over-rev characteristics
- Smaller throttle bore diameter helps produce more torque in the mid-range
- Ultra-fine atomizing injectors improve combustion efficiency, for better power output and lower fuel consumption

TCBI Ignition with Digital Advance

- High-speed 32-bit ECU processor provides precise engine management
- Spark plug-mounted ignition coils are compact and help reduce weight

Pre-chamber Equipped Under-seat Muffler

- New exhaust pre-chamber is located below the engine and contributes to better mass centralization
- Revised under-seat silencer is significantly smaller and lighter to help mass centralization and allow for a more aerodynamic tailsection
- New exhaust header design contributes to improved exhaust efficiency

Six-Speed Transmission

- New cassette-type transmission features a racing-style gear stack to allow easier trackside ratio changes
- Close ratio transmission increases circuit performance

Racing-Style Slipper Clutch

- Racing-type slipper clutch reduces chassis disturbance when making rapid downshifts. This allows the rider dedicate more attention to braking and setting up for the corner
- Optional springs, spring retainers and shims are available to fine-tune the clutch for specific track conditions

Gear Position Sensor

- The convenient gear position sensor gives instant information to the rider, this is especially useful for improving consistency when testing new settings on the racetrack
- The system compatible with the semi-automatic shifters (legal in AMA Supersport racing) which temporarily cut ignition to facilitate clutchless shifts at full-throttle

Lightweight Twin Spar Aluminum Perimeter Frame

- Combination of pressed and cast aluminum components are welded to form the twin-spar perimeter-type frame. By combining cast and pressed pieces frame weight is kept to a minimum while still providing high strength and stability for responsive handling
- Chassis features optimum center of gravity for easy roll response, this is particularly important when riding through a series of esses or returning to vertical as the rider exits a corner

Uni-Trak[®] Rear Suspension

- New Uni-Trak[®] rear suspension system features pillow ball upper mount in place of the earlier bushings for a more direct feel and improved feedback
- Compact frame and engine allow a longer swingarm, which makes it easier to control rear wheel powerslides
- Rear shock is fully adjustable for preload, compression and rebound damping. Ride height can be adjusted by adding/removing optional 1mm shims at the upper shock mount
- Equipped with a top-out spring which improves the rear wheel's ability to follow the road surface when the rear end is light due to hard braking
- Small piggyback shock reservoir is designed to save weight

41mm Inverted Cartridge Front Fork

- New fully-adjustable 41mm inverted cartridge fork provides exceptional rigidity
- Equipped with top-out springs which allow the front wheel to better follow the road surface when the front end is light due to hard acceleration
- The main fork spring is located at the bottom of the fork. Because the spring is completely submerged in oil, cavitation is minimized, resulting in stable suspension performance even under demanding racetrack conditions
- Stiff settings are suitable for track use

Radial Mounted Front Disc Brakes

- Radial mounted four-piston, four-pad front brake calipers improve brake feel over a wider range of operation
- A separate brake pad is used for each piston. One large pad tends to deform with the heat generated by hard track style riding, resulting in a loss of brake feel at the lever. Individual pads provide increased cooling efficiency and can absorb more heat without deforming so they maintain consistent brake feel lap after lap
- Petal design brake discs offer excellent cooling and warp resistance

Aerodynamic Bodywork

- New design is the most aerodynamically efficient of any Ninja sportbike available today
- Light and compact projector beam headlights allow a more aerodynamic fairing
- The new Ram Air duct is small but highly efficient
- The exhaust system includes an under-engine resonator which allows the use of a smaller under-seat muffler. This helps to minimize drag by allowing a cleaner tail section design
- Integrated front and rear turn signals reduce wind resistance
- Three-piece front fender designed for aero efficiency
- Different color panels create a sporty, aggressive image

Riding Position

- New ultra-compact chassis places the rider in a ideal position to take advantage of the ZX-6R's improved handling capabilities, by improving the man-machine interface
- Slimmer fuel tank design makes it easier for the rider to grip the tank and seat when hanging off in a turn

Advanced Electronic Instrumentation

- Multifunction odometer, tripmeter, clock and lap timer/stopwatch

2007 Kawasaki Ninja® ZX™ -6R Specifications*

Engine:	Four-stroke, liquid-cooled, DOHC, four valves per cylinder, inline-four
Displacement:	599cc
Bore x stroke:	67.0 x 42.5mm
Maximum torque:	TBD
Compression ratio:	13.9:1
Fuel injection:	DFI® with four 38mm Keihin throttle bodies, oval sub-throttles, two injectors per throttle body
Ignition:	TCBI with digital advance
Transmission:	Six speed
Final drive:	X-ring chain
Rake / trail:	TBD / TBD.
Frame type:	Aluminum perimeter
Front tire:	120/65 ZR17
Rear tire:	180/55 ZR17
Wheelbase:	TBD
Front suspension / wheel travel:	41 mm inverted cartridge fork with top-out springs, stepless rebound damping, stepless compression damping, fully-adjustable spring preload / TBD
Rear suspension / wheel travel:	Bottom-Link Uni-Trak® with gas-charged shock, top-out spring and pillow ball upper mount, dual-range (high/low-speed) stepless compression damping, 25-way Adjustable rebound damping, fully-adjustable spring preload / TBD
Front brakes:	Dual 300mm petal-type rotors with four-piston, four-pad calipers
Rear brake:	Single 210mm petal-type rotor with single-piston caliper
Fuel capacity:	4.5 gal.
Seat height:	TBD
Dry weight:	TBD
Color choices:	Lime Green, Two-tone: Lime Green / Flat Stoic Black, Ebony, Passion Red
MSRP:	TBD
Warranty:	12 Months
Wholesale distributor:	Kawasaki Motors Corp., U.S.A.

KAWASAKI'S NEWEST VERSION OF THE Z1000 OFFERS STYLE, FUN, AND PERFORMANCE

Kawasaki engineers have literally upped the ante in the naked bike arena with the introduction of the newly-redesigned 2007 Z1000. Offering both increased performance and the styling to complement the visceral riding enjoyment it provides, this purpose-built Kawasaki is sure to find a home in the garages of both practical motorcyclists—and those simply seeking a smile-producing weekend ride.

This latest incarnation of the Z1000 features a seriously bulked-up performance capability that is created by refocusing engine and chassis characteristics for serious street riding. With one liter of superbike technology, the Z1000's boosted engine performance provides greater exhilaration when passing or pulling out of corners. This version of Kawasaki nakedness has been tuned to satisfy the most demanding musclebike riders. Not only will its reconfigured torque measurements provide low-end get-up-and-go, but the increased pull follows through its mid-range, giving the rider extra thrust for conquering most road challenges.

Placing maneuverability at the forefront of the engineering task, Kawasaki has developed a new engine sub-frame and re-engineered chassis rigidity balance to provide truly outstanding feedback, enabling the rider to read and respond to all motorcycle behaviors, in all speed ranges.

Improvements in mass centralization and revised ergonomics have significantly enhanced the synergy between rider and machine. The handlebars of the

Z1000 have been positioned closer to the rider, and combined with a slimmer saddle, the result offers a more compact riding position. This, in turn, lets the rider take full advantage of the motorcycle's greater stability and sharp, nimble, handling characteristics, while making short work of their favorite ribbon of asphalt.

A big increase in the "Fun to Ride" factor is an unavoidable side-effect when you couple a more powerful engine with a more maneuverable chassis. When it comes right down to it, isn't that what motorcycling is all about?

This particular model—perhaps more than any other—speaks to the intrinsically raw desire of the dedicated motorcyclist. While providing maneuverable, functional transportation in any daily environment, it provides the ability to unleash the fun-seeker in every rider. And it does it with Kawasaki performance and styling characteristics unmatched in the naked bike category.

Kawasaki Motors Corp., U.S.A. (KMC) markets and distributes Kawasaki motorcycles, ATVs, personal watercraft and utility vehicles through a network of more than 1,500 independent retailers, with an additional 7,700 retailers specializing in power products and general purpose engines. KMC and its affiliates employ nearly 2,400 people in the United States, with 400 of them located at the Irvine, California headquarters.

Kawasaki's tagline, "Let the good times roll.™", is recognized worldwide and the brand has become synonymous with powerful, stylish motorcycles for over four decades. Information about Kawasaki's complete line of recreational products and Kawasaki affiliates can be found on the Internet at www.kawasaki.com.

#

NEW 2008 KAWASAKI KLR650 REFINES ON-ROAD CAPABILITIES FOR IMPROVED TOURING PERFORMANCE

Tougher, faster, more comfortable and better-performing than ever

The new KLR650 is well suited to life on the highways, deserts, mountains or even the challenging terrain of today's urban jungle. For 21 years, the Kawasaki KLR650 has been the smart choice for riders seeking reliable on and off-road performance. Now, the 2008 KLR650 features thorough updates aimed at making it a better tour-ready dual-purpose bike than ever before.

Featuring new suspension and brakes, the KLR650 is a fun, functional commuter during the week and an adept dirt road blaster on weekends. The new 41mm front forks now have less static sag for a taut, smooth ride on pavement. Front suspension travel is reduced from 9.1 in. to 7.9 in. A redesigned UNI-TRAK[®] linkage reduces sag and compliments the new front suspension by reducing rear wheel travel from 8.1 in. to 7.3 in. The 2008 KLR650 features enhanced stopping power, thanks to a new 280mm petal-style front brake rotor that's similar to ones used on Kawasaki's Ninja[®] sportbikes. Rear braking performance is also improved, thanks to a new rear brake calliper. These new suspension and brake upgrades boost the KLR650's on-road performance, without diminishing its versatile off-road capabilities.

Several new refinements help make the KLR650 an even more worthy touring companion. There's a larger rear luggage rack that's 3.5 in. longer and 5.1 in. wider than the old rack, and a new, narrower tail section which makes it easier to mount saddlebags. Wind protection is also improved with all-new bodywork featuring a taller windscreen and large shrouds. A large 6.1-gallon fuel tank and miserly fuel economy

mean the new KLR650 retains its legendary range between fill-ups.

Riders will be able to take full advantage of the KLR's range, thanks to a revised seat design and new urethane foam for greater long-distance comfort. A high-capacity 36W alternator powers a new higher-output headlight and offers extra capacity to power the add-on electronic gadgets touring riders can't live without.

The KLR650 motor, already renowned for being rugged, reliable and powerful, is now even better. There's improved throttle response from a new throttle position sensor and revised ignition mapping, and revised cam timing contributes to improved high-rpm performance. A redesigned cylinder head boasts new intake porting for greater low-end torque and quicker throttle response in city traffic, as well as improved top-end power for high-speed cruising on the open road.

More on-road competence doesn't mean less off-road fun. The KLR650 has a U.S. Forest Service-approved spark arrestor for access to any road open to licensed vehicles, and a tough engine guard protects the engine from loose rocks and gravel. With an optional Kawasaki tank bag and soft luggage on the larger standard rear rack, KLR650 owners can tote enough gear for an extended trip to any remote location.

All these improvements mean that more than ever, the new KLR650 is the ideal go-farther, multi-surface motorcycle for riders craving on and off-road adventure.

Authentic Kawasaki Accessories are available through Kawasaki dealers or they can be purchased on the Internet at www.kawasaki.com.

Kawasaki Motors Corp., U.S.A. (KMC) markets and distributes Kawasaki motorcycles, ATVs, personal watercraft and utility vehicles through a network of more than 1,500 independent retailers, with an additional 7,700 retailers specializing in power products and general purpose engines. KMC and its affiliates employ nearly 2,400 people in the United States, with 400 of them located at the Irvine, California headquarters.

Kawasaki's tagline, "Let the good times roll.™", is recognized worldwide and the brand has become synonymous with powerful, stylish motorcycles for over four decades. Information about Kawasaki's complete line of recreational products and Kawasaki affiliates can be found on the Internet at www.kawasaki.com.

#

2008 Kawasaki KLR650

Features and Benefits

651cc Four-stroke Single

- Revised cam timing contributes to improved high-rpm performance
- New intake porting offers greater low-end torque
- New piston rings are thinner and have more tension, for improved oil consumption
- New one-piece exhaust pipe features smoother bends for improved exhaust efficiency at all rpm
- Special tuning to improve low- and mid-range power
- Light, silent cam chain reduces engine noise
- Oil-level window permits easy and accurate inspection

Liquid Cooling

- New Denso radiator is thin and lightweight. Fitted with a lightweight and thin cooling fan, the new radiator has a greater cooling area and offers a 20% increase in cooling efficiency
- Maintains consistent engine temperatures for long engine life and sustained power during hard use
- Allows tighter engine clearances for quieter running
- Automatic fan keeps things cool in all conditions
- Includes a temperature gauge

Four-valve Cylinder Head

- Better breathing for more power at all rpm
- Compact combustion chamber allows increased compression ratio with less detonation
- The use of a secondary air (ASV) system helps reduce harmful exhaust emissions
- Provides maximum valve area for optimum flow
- Boosts low-end torque

Double Engine Balancer

- Engine runs smoothly from idle to redline for rider comfort and less fatigue on long rides

Fully Transistorised Ignition

- Fully transistorised ignition unit replaces the earlier analog CDI for better ignition performance
- More precisely controls timing no matter how fast the rpm changes
- Fewer moving parts for long, trouble-free life

Five-speed Transmission

- Designed to handle the engine's unique power characteristics
- The engine's broad torque curve only requires five speeds for off-road and relaxed highway cruising
- O-ring drive chain reduces maintenance and increases chain service life

Handlebar-mounted Choke

- Convenient location makes starting and warm-up easier

Revised Front Suspension

- New, beefier 41mm front fork is offers increased rigidity. (Previous unit was 38mm)
- Re-calibrated suspension offers less static sag and now offers greater on-road riding performance.
- Front suspension stroke was reduced from 9.1 in. to 7.9 in.
- Air-adjustable front forks
- High-mounted front fender for any adventure-touring situation

Revised UNI-TRAK® Rear Suspension

- Rear suspension travel was reduced from 8.1 in. to 7.3 in.
- New D-section swingarm contributes to the bike's excellent traction
- Redesigned UNI-TRAK® linkage compliments front suspension changes
- Progressive rate provides a smoother, more controlled ride
- Features a five-way preload shock absorber with four-way rebound damping

Stronger Wheels

- New 4mm spokes (up from 3.5mm) provide increased wheel stiffness, enhanced handling performance and improved steering response.

Semi-double Cradle Frame

- Made of high-tech, round-section, high-tensile steel

Engine Guard

- Protects engine from rocks and trail debris when the going gets tough

Detachable Rear Subframe

- Simplifies maintenance by providing better access to the rear shock, airbox and carburetor
- Large rear cargo rack included

Front and Rear Disc Brakes

- New lightweight front and rear petal discs offer excellent braking.
- Front brake disc diameter increased from 260mm to 280mm.
- New rear calliper offers improved feel and power

Electric Starter

- Easy and convenient starting

Lighting and USFS-Approved Spark Arrestor

- New dual-bulb headlamp offers greater night visibility
- New high-mounted turn signals improve the KLR650's visibility at night or under poor visibility conditions
- Rear taillight parking light
- U.S. Forest Service-approved spark arrestor

Large 6.1-gallon Fuel Tank

- Significant capacity permits adventure touring

Additional Comfort and Touring Features

- All-new bodywork features a larger fairing, which contributes to increased wind protection
- New, easy-to-read instrument panel is mounted to the frame, contributing to lighter steering
- Full instrumentation includes a large-face speedometer, tachometer, odometer, trip meter and water temperature gauge
- Firmer urethane seat foam offers greater comfort for long-distance riding
- Seat height is lower, but reduced suspension sag means the rider's ability to reach the ground is about the same
- Alternator output has been increased from 14.5A to 17A. Total capacity is 36W to provide ample power for the new headlight as well as add-on grip heaters and other accessories
- Optional extended warranty

2008 Kawasaki KLR650 Specifications*

Engine:	Four-stroke, DOHC, four-valve single
Displacement:	651cc
Bore x stroke:	100.0 x 83.0mm
Compression ratio:	9.5:1
Cooling:	Liquid
Carburetion:	Keihin CVK40 w/ Throttle Position Sensor (TPS)
Ignition:	Fully transistorized
Transmission:	Five-speed
Final drive:	Chain
Frame:	Semi-double cradle, high-tensile steel
Rake / trail:	28 degrees / 4.4 in.
Front suspension / wheel travel:	41mm telescopic fork / 7.9 in.
Rear suspension / wheel travel:	UNI-TRAK [®] single-shock system with 5-way preload and stepless rebound damping / 7.3 in.
Front tire:	90/90x21
Rear tire:	130/80x17
Front brake / rear brake:	Hydraulic disc / Disc
Overall length:	TBD
Overall width:	TBD
Overall height:	TBD
Ground clearance:	TBD
Seat height:	TBD
Dry weight:	TBD
Fuel capacity:	6.1 gal.
Wheelbase:	TBD
Color choices:	Candy Lime Green, Sunbeam Red, Blue21
MSRP:	TBD
Wholesale distributor:	Kawasaki Motors Corp., U.S.A.

KAWASAKI NINJA® ZX™ -14: THE WORLD'S MOST POWERFUL PRODUCTION MOTORCYCLE DOMINATES THE COMPETITION AT THE DRAGSTRIP AND ON THE STREET

Awesome power meets outstanding balance to deliver the ultimate ride

Dominant is a word often misused to describe products which don't actually fulfill that promise. However, it is precisely the right word to describe Kawasaki's Ninja® ZX™ -14. Since its debut in March of 2006, this motorcycle has won every major magazine comparison test it participated in. Earning universal praise for massive torque, effortless power, stable handling and a comfortable riding position, the 1352cc Ninja ZX-14 has set the highest performance standard in the motorcycle industry.

The ZX-14 isn't just a straight line wonder. It also excels with light, neutral handling and comfortable ergonomics which challenge dedicated sport touring motorcycles for rider comfort. Indeed, this most powerful of all Kawasaki-branded motorcycles was created to do everything right.

Just because a motorcycle has overwhelming power, doesn't mean it has to be intimidating to ride. With electronics tuned to deliver a predictable spread of torque in low-gear/low-rpm situations, the Ninja ZX-14 inspires far more rider confidence than expected from such a powerful motorcycle. A twist of the throttle delivers a seamless spread of torque that is so linear, the "power band," becomes irrelevant. Those that have ridden a ZX-14, marvel at a power delivery which makes it possible to pull away smoothly from a total stop in almost any gear.

The ZX-14's chassis design is every bit the equal of its power plant. An advanced version of Kawasaki's unique aluminum monocoque design, its frame is lightweight and very strong. By utilizing this frame technology, engineers were able to concentrate on delivering a slim, compact package.

Offering a very relaxed sport riding position, the ZX-14 is compact without being cramped, and its bars are positioned so riders don't have to stretch to reach them. The narrow engine, monocoque frame, and fuel tank make it easy for riders to keep their knees close together in any riding conditions. Footpegs are low-set to give ample legroom and the low seat height and narrow seat front make it a cinch to plant both feet on the ground when stopped. Its comfort levels might make the rider think they are on a dedicated sport tourer, but one twist of the ZX-14's throttle is all it takes to remind them they are on the world's quickest, fastest and most powerful production motorcycle.

Kawasaki engineers and designers have created a motorcycle that turns its Ram Air and fuel-injected engine into the core of a powerful, torque-producing, aerodynamic stunner that will draw attention from onlookers whether on the road, or parked on the roadside.

When the rider is stopped, the motorcycle will be the center of attention. Because the monocoque frame goes over the engine and doesn't protrude through the fairing, the fairing design lines are uninterrupted, giving it a smooth, flowing appearance from front to rear. Quadruple projector beam headlights adorn the ZX-14's front cowl, with the outer lenses containing high beams and position lamps. Low beams are located behind the two center lenses. The turn signals are cleanly integrated into the fairing and rear cowl, and a LED tail lamp features a unique "V" design. Overall, the ZX-14's aerodynamics remind users that Kawasaki is indeed an aircraft maker. This blending of form, power, and handling characteristics have delivered a motorcycle with appeal that extends far outside of its high performance audience.

All told, Kawasaki brought its engineering and design expertise to the forefront of motorcycle creation. The Ninja ZX-14 lives up to its Ninja heritage, and far surpasses the competition. The meaning of the word "dominant" has found its true definition.

Kawasaki Motors Corp., U.S.A. (KMC) markets and distributes Kawasaki motorcycles, ATVs, personal watercraft and utility vehicles through a network of more than 1,500 independent retailers, with an additional 7,700 retailers specializing in power products and general purpose engines. KMC and its affiliates employ nearly 2,400 people in the United States, with 400 of them located at the Irvine, California headquarters.

Kawasaki's tagline, "Let the good times roll.™", is recognized worldwide and the brand has become synonymous with powerful, stylish motorcycles for over four decades. Information about Kawasaki's complete line of recreational products and Kawasaki affiliates can be found on the Internet at www.kawasaki.com.

#

2007 Kawasaki Ninja® ZX™ -14

Features and Benefits

Key Features:

- Distinctive Ninja® styling
- Most powerful production Kawasaki motorcycle to date
- Next generation monocoque aluminum frame
- Comfortable riding position

1,352cc Four-Cylinder, DOHC Engine

- Tuned to provide smooth power across a very wide rev range while raising Kawasaki's legendary horsepower standards to a new level
- Carefully planned engine design keeps it compact and narrow
- Chrome composite plated aluminum cylinder bores are lightweight, durable, and quickly carry heat away from the combustion chamber and piston for supreme durability at high power outputs

Gear-Driven Dual Engine Balancers

- Already in perfect primary balance, dual secondary balancers virtually eliminate unwanted vibrations for extremely smooth engine operation and rider support

Ram Air Induction

- Central Ram Air duct produces a straighter path to the airbox for maximum intake efficiency
- This system takes cooler, high-pressure air from in front of the fairing and guides it through the air cleaner and into the engine for maximum power output

Digital Fuel Injection

- 44mm Mikuni throttle bodies are fitted with sub-throttle valves that are controlled by the ECU to provide precise response and make DFI® performance smoother, with response similar to constant velocity carburetors
- 32-bit electronic control unit works with dual throttle valve system to further enhance throttle response and control
- A digital computer feeds the engine exactly the amount of fuel it needs for cleaner emissions and maximum fuel economy

Digital Ignition

- Digital Timing Advance enhances low-and mid-range power
- Four individual spark plug-mounted ignition coils fire each spark plug independently to achieve the optimum timing for that cylinder at that instant
- ECU includes an idle speed control system for easier starting and warm-up

Radial Pump Clutch Master Cylinder

- Hydraulic clutch features a radial-pump clutch master cylinder for smooth and precise clutch engagement

Next-Generation Monocoque Aluminum Frame

- Evolved from the ZX-12R, the frame is a hollow aluminum box that arches over the engine from the steering head to the swing arm pivot. It is narrow, strong, rigid and very light
- Engine is rigidly mounted to increase the monocoque's torsional rigidity. Plus using the engine as a stressed frame member decreases the frame's weight by approximately four pounds
- Engine positioned forward in the frame, wheelbase and front/rear weight balance were carefully designed to achieve high-speed stability and responsive handling
- Massive head pipe casting contributes to frame rigidity
- The monocoque section houses the air box and air filter in a space-saving design that actually simplifies air cleaner maintenance. Two screws hold a plate on the left side of the frame that allows air cleaner access
- The battery is also housed within the frame and has simple access through the back side of the frame
- The steering head and swing arm pivot areas are cast aluminum for superior strength and rigidity

Inverted 43mm Cartridge Type Front Fork

- Damping rates offer stiff initial action to resist front-end dive when braking
- Stepless damping adjustment improves suspension performance

Bottom-Link Uni-Trak® Rear Suspension

- Linkage rates provide linear suspension action
- The bottom-link design concentrates the weight lower in the chassis for a lower center of gravity, which makes the motorcycle more nimble

Radial Mounted Petal Front Disc Brakes

- Radial mounted four-piston front brake calipers. Instead of mounting the calipers with threaded tabs cast near the top of the caliper, the radial design utilizes integrated mounting points at both the top and bottom of the caliper, with the mounting bolts inserted through the rear of the caliper instead of the side/front. This makes the caliper more rigid, which improves brake feel over a wider range of operation
- A separate brake pad is used for each piston. One large pad can deform with the heat generated by hard braking, resulting in a loss of brake feel at the lever. Individual pads provide increased cooling efficiency and can absorb more heat without deforming so they maintain consistent brake feel stop after stop
- Petal design brake discs provide better cooling and warp resistance
- Radial-pump front brake master cylinder improves brake performance and lever feel
- Wheel rims feature center ribs which are slightly offset so tire balance weights can be located precisely along the wheel's centerline.

Wind Tunnel-Designed Bodywork

- Since the monocoque frame goes over the engine the fairing is uninterrupted by protruding frame spars, adding to the extremely long and low styling. Both the front and rear turn signals are integrated into the bodywork and have clear lenses to enhance the appearance
- Quadruple projector beam headlights give the ZX-14 a distinctive upper fairing. The outer lights contain position lamps and the high beams, while the low beams are in the center lamps
- Lightweight Denso radiator with high-density cores provides maximum cooling efficiency

Full Instrumentation

- Dual analog speedometer and tachometer with white faces are easy to read
- Multi-function LCD digital display includes an odometer, two trip meters, fuel gauge, gear position indicator and a clock
- Programmable shift indicator lamp illuminates at pre-set rpm to signal rider upshift
- Programmable clutch engagement lamp illuminates at pre-set rpm to signal the rider to engage the clutch
- CAN (Controller Area Network) interface between the meter uses fewer wires while allowing a greater volume of information, such as estimated fuel mileage, to be exchanged

2007 Kawasaki Ninja® ZX™ -14 Specifications*

Engine:	Four-stroke, liquid-cooled, DOHC, four valve per cylinder, inline-four
Displacement:	1,352cc
Bore x stroke:	84.0 x 61.0mm
Maximum torque:	113.5 lb-ft @ 7,500 rpm
Compression ratio:	12.0:1
Fuel Injection:	DFI® with 44mm Mikuni throttle bodies (4)
Ignition:	TCBI with Digital Advance
Transmission:	Six speed
Final drive:	X-Ring chain
Rake / trail:	23 degrees / 94 mm.
Front Tire:	120/70 ZR17
Rear Tire:	190/50 ZR17
Wheelbase:	57.5 in.
Front suspension / wheel travel:	43mm inverted cartridge fork with adjustable preload, stepless rebound and compression damping adjustments / 4.6 in.
Rear suspension / wheel travel:	Uni-Trak® with adjustable preload, stepless rebound and compression damping adjustments, adjustable ride height / 4.8 in.
Front Brakes:	Dual floating petal discs with four-piston calipers
Rear Brakes:	Single petal disc
Overall length:	85.4 in.
Overall width:	29.9 in.
Overall height:	46.1 in.
Seat height:	31.5 in.
Dry weight:	474 lbs.
Fuel capacity:	5.8 gal.
Color:	Diablo Black, Candy Plasma Blue, Special Edition: Pearl Crystal White
MSRP:	TBD
Warranty:	12 Months
Wholesale distributor:	Kawasaki Motors Corp., U.S.A.