

# 2025 MODEL INFORMATION



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MODEL NAME

**Z900 / Z900 (70 kW) / Z900 SE**

Photos used in this Model Information generally depict the EUR model.



Z900SE and Z900

## CONCEPT

# SUGOMI REFINED: SHARPER SUPERNAKED WITH CUTTING-EDGE TECH DELIVERS A FEAST FOR THE SENSES

Kawasaki has long believed that Supernaked models should be more than supersport machines stripped of their full-fairing bodywork. When the Z900 debuted in 2017, its 948 cm<sup>3</sup> In-Line Four engine mounted in a lightweight frame was a reflection of Kawasaki's affinity for the 900cc class. Like many legendary Kawasaki 900cc-class In-Line Four machines (Z1, Ninja/GPz900R,

Ninja ZX-9R), the Z900's package delivers a sublime balance of power and handling – ideal for a Supernaked model. Every twist of the throttle is rewarded by crisp, smooth response and exhilarating acceleration, and although the engine becomes more exciting the higher the revs climb, its smooth power delivery makes it extremely manageable. The lightweight chassis offers the same duality; nimble handling lends itself to spirited sport riding, while the Z900's light weight facilitates control.

The popular Z900 has seen a number of evolutions, including the addition of the Z900SE, a special edition model with higher-grade suspension and brake components. For 2025, the Z900's refined *sugomi* design catches the eye with sharp, edgy styling that makes effective use of metal parts as it hints at the sharp *sugomi* performance within. Of course, the key *sugomi* design elements that give the Z900 its highly distinct silhouette—a crouching stance, low-positioned head and upswept tail—have been maintained.

Inheriting the exciting and rider-friendly concept of its predecessors, the new Z900 benefits from chassis and engine updates that contribute to even greater street-riding fun. Its light, agile handling is complemented by enhanced brakes, updated suspension settings and new tyres that contribute to increased cornering performance, while the high-revving engine offers stronger low-end torque and electronic throttle valves. An enhanced electronic riding support package includes IMU feedback and Kawasaki's latest dual-direction KQS, and when it's time to get from point A to point B, comfort-enhancing features like electronic

cruise control and Kawasaki's first turn-by-turn navigation system help ensure a smooth and enjoyable journey.

On the street or in the hills, the new Z900 will be the envy of other riders, and its unmistakable styling and exciting performance will undoubtedly contribute to a richer motorcycling life.

\**Sugomi* describes core performance and styling elements found in Kawasaki's Z supernaked models. Imbued with *sugomi*, their performance excites; a ride on a Z supernaked is a visceral experience that stimulates the senses; engine and chassis tuning deliver a high level of control. *Sugomi* is also evident in their sharp styling, dynamic crouching form, and distinct silhouette.



Z900



Z900 SE

## POINTS TO PUSH

## 01 SUGOMI PERFORMANCE

Offering excitement that increases as the revs climb, *sugomi* performance ensures that riding the Z900 is a visceral experience. The crisp response of its In-Line Four engine is perfectly balanced by its light, agile handling. Exhilarating without being overly intimidating, the combination is simply sublime.

### NEW RIDEOLGY THE APP MOTORCYCLE with Voice Command and Turn-by-Turn Navigation\* – P.24

In a Kawasaki first, turn-by-turn navigation can be displayed on the instrument panel, allowing the rider to see where the next turn should be made, while compatibility with RIDEOLGY THE APP MOTORCYCLE allows the rider to control various functions by voice.

\*Voice command and navigation functions will be available only to users who have a licence. Feature availability varies by market.

### NEW LED Taillight with Light-Guiding Technology – P.15

The advanced LED taillight features light-guiding technology to achieve a futuristic design with a cutting-edge, 3D appearance that highlights the Z900's sharp, edgy styling while contributing to a high-grade look.

### NEW Latest Dunlop Sportmax Q5A Tyres – P.10

Featuring a new tyre compound, Dunlop Sportmax Q5A tyres deliver a strong, planted feel when cornering for enjoyable sport riding.

### Light, Agile Handling – P.8

Key to the Z900's agile handling is a chassis composed of lightweight components, including its trellis frame. Revised suspension settings for the new model allow riders to enjoy sport riding with more confidence.

### NEW Electronic Cruise Control – P.22

With the push of button, riders are able to easily maintain a set speed, making highway cruising even more comfortable.

## 02 REFINED SUGOMI STYLING

The Z900's sharp and edgy new design, which is centred around the engine, offers unrivalled impact that catches and holds the attention of all who view it. Elegant, close-fitting bodywork is complemented by metal styling accents, contributing a high-quality impression. From the intense look of the more aggressive front end to the futuristic impression of the advanced new taillight design, the Z900's condensed appearance conveys a light, agile image that reflects its sporty performance.

### High-Quality Seat – P.12

The new, more comfortable seat is flatter to allow the rider to shift around and take a variety of riding positions for increased comfort, especially on longer rides. The seat also has rounder edges on the sides for more comfort and an easier reach to the ground, while its new shape also allows the rider to easily shift their weight during sport riding.



### NEW IMU-Equipped Electronic Riding Support Technology

Kawasaki's highly sophisticated electronic management systems offer rider support to allow riders to more fully experience how the Z900 is fun and rewarding to control. IMU feedback adds greater precision to the ABS.

- > KCMF – P.20
- > KTRC – P.20
- > Enhanced ABS – P.21
- > Power Modes – P.21
- > QQS – P.22

### NEW In-Line Four Engine – P.5

Powerful 948 cm<sup>3</sup> liquid-cooled, 4-stroke In-line Four engine has a quick-revving character and a strong mid-range hit that pulls strongly to the redline. Adding to rider exhilaration, a distinct intake note encourages the rider to twist the throttle. Silky smooth power delivery facilitates control while contributing to rider comfort and confidence. Precise control from the new electronic throttle valves contribute to smooth, linear acceleration, giving riders added confidence and enjoyment when cornering.

## 03 FULLY-LOADED SUPERNAKED

Complementing the Z900's exciting engine and nimble handling performance, comfort-enhancing features like the highly informative large new display, voice command, and electronic cruise control enhance daily riding pleasure.

### NEW 5" TFT Instrumentation – P.23

5" all-digital TFT colour instrumentation is larger than the previous model's display and gives the cockpit a high-tech, high-grade appearance. The glass-bonded display with IPS (in-plane switching) LCD technology offers superb visibility.

### NEW Compact LED Headlights and Sharp, Compact Front End – P.14

A major part of a sharper-looking new front end is the new sharper, more compact headlights, which were designed to be an integral part of the Z's *sugomi* styling. They enable a sleeker front cowl, creating a compact, aggressive looking view from the front, sure to resonate with fans of the Supernaked Z. The headlights are surrounded by black plastic parts that appear like eye shadow if the headlights were eyes, enhancing the looks of the front end.

### NEW Metal Accents – P.14

Brushed aluminium side shrouds, plated parts around the key cylinder, and a metal ornament located above the seat featuring the Kawasaki logo are attractive accents that give the Z900 a high-quality, metallic look.

### NEW High-Performance Brakes with Radial-Mount Calipers – P.10

Front brakes with new radial-mount 4-piston calipers offer a linear brake touch with excellent control.

### High-Grade Equipment (SE) – P.26

Brembo brake components and higher-grade suspension components, including an Öhlins rear shock, not only offer improved handling characteristics for even greater control and increased excitement, but also add highlights to the eye-catching styling.

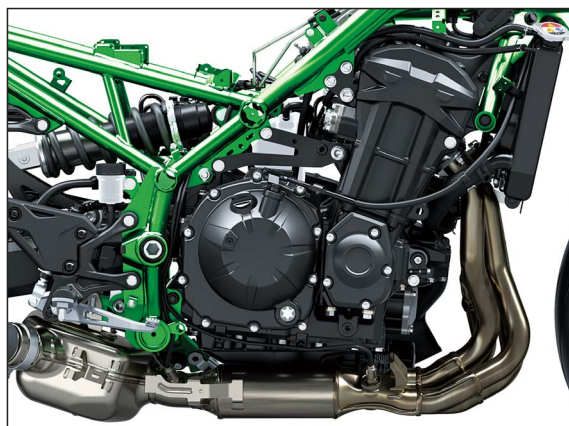


## TECHNICAL DETAILS

# ENGINE

## Exciting In-Line Four Engine

The crisp, smooth response of the Z900's In-Line Four engine closely matches its light, agile handling to let the rider experience the enjoyment of spirited riding. Exhilarating and approachable at the same time, the smooth transition of off-on power makes controlling the bike precisely the best part of riding it. The 948 cm<sup>3</sup> liquid-cooled, 4-stroke In-line Four engine's quick-revving character and strong mid-range pulls strongly to the redline for a calculated thrill.



\* Liquid-cooled, DOHC, 16-valve 948 cm<sup>3</sup> In-Line Four offers impressive power (91.0 kW (124 PS))<sup>†</sup>, strong torque, and excellent response.

<sup>†</sup> EUR-spec

\* Bore and stroke of 73.4 x 56.0 mm were chosen to achieve the desired engine character.

\* Power delivery is quite linear, but improved low-end torque is combined with the ability to spin up quickly from about 6,000 min<sup>-1</sup> onwards as well. Silky smooth response from mid-high rpm ensures excellent driveability.

**NEW** \* Updated cam profile contributes to improved fuel economy and increased torque at lower rpm—especially useful for riding in town and for driving out of slower-speed corners.

\* Downdraft throttle bodies allow intake air to travel to the engine in the shortest possible distance, contributing to performance.

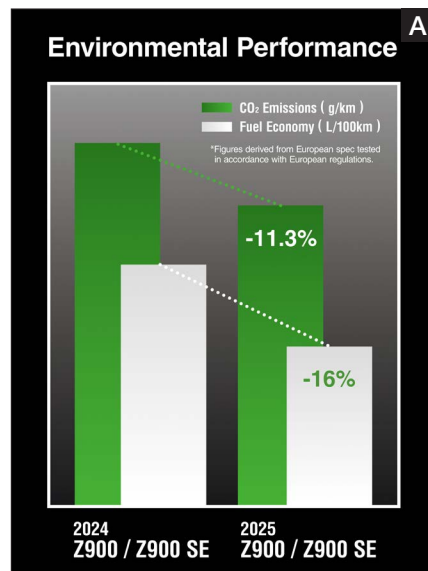
\* Good over-rev characteristics mean that power does not drop off suddenly at high rpm.

**NEW** \* Electronic Throttle Valves enable the ECU to control the volume of both the fuel (via fuel injectors) and the air (via throttle valves) delivered to the engine. Ideal fuel injection and throttle valve position results in smooth, natural engine response and the ideal engine output. The system also contributes to both linear acceleration and fuel economy. Throttle bores of ø36 mm offer ideal mid-range response. (There are no sub-throttles as with the previous model.)

**NEW** \* KQS (both up and down) and Electronic Cruise Control are available as features thanks to the Electronic Throttle Valves, improving convenience and comfort.

**NEW** \* Carefully determined ECU settings contribute to power delivery with a linear feel, making the Z900 easier and more enjoyable to ride.

- NEW** \* The new ECU settings (including revised ignition timing across the rpm range) also contribute to a fuel economy improvement of 16%. (Illustration A)



- NEW** \* Compared to the previous model, CO<sub>2</sub> emissions are reduced from 132 g/km to 117 g/km.
- \* Complementing the port designs, intake and exhaust valves measure  $\varnothing 29$  mm and  $\varnothing 24$  mm respectively, chosen for their contribution to the exciting mid-high rpm power feeling.
  - \* Lightweight and rigid, the pistons are formed using a unique casting process (similar to a forging process) that sees unnecessary material removed and hollows created to achieve the ideal thickness. This enables a light weight on par with forged pistons.
  - \* A V-groove on the piston's 2nd land helps control pressure between the piston rings by idealising the gas volume between them. This helps prevent fluttering of the top ring, so a better gas seal is maintained, reducing blow-by gas and oil consumption.
  - \* Die-cast cylinder offers an ideal balance of weight and rigidity. Its open-deck design contributes to weight savings.

- \* Connecting passageways between the cylinders help reduce pumping loss, which contributes to high-rpm performance.
- \* Lightweight crankshaft design contributes to the Z900's quick-revving character.
- \* A secondary balancer, driven off a gear on the 6th web of the crankshaft, contributes to an even smoother engine.
- \* Design of the engine, head covers and engine covers gives the engine a light, mechanical look, and contributes to the engine's condensed appearance.

## Enhanced Intake Note and Exciting Exhaust Sound

- \* Shape of the airbox was designed based on acoustic tests carried out in a sound room. For the rider, the clear, evocative intake note of the Z900 creates feelings of delight and exhilaration.
- \* The frequency of the note varies with engine speed, adding to riding impact – especially at high rpm.
- \* Airbox inlet faces upwards, making the intake note easier to hear for the rider.
- \* Dividing wall in the centre of the upper case contributes to the high, clear intake note.
- \* Intake funnels of varying length (50 mm for the outer pair; 150 mm for the inner pair) offer a balance between performance and the intake sound. The longer inner pair contribute to low-mid rpm performance, while the shorter outer pair contribute to the stimulating intake sound.

## Exhaust System

- \* The exhaust system features a 4-into-1-pre-chamber-into-silencer layout. The header pipes and pre-chamber are unitised.
- \*  $\varnothing 35$  mm exhaust headers contribute to high-rpm performance, as well as a low exhaust noise levels at idle.
- \* Joint pipes linking the exhaust headers (headers 1-4, 2-3 are linked) contribute to stronger mid-range torque for improved feeling.
- \* 5.5 L pre-chamber contributes to environmental performance, enables a smaller silencer design (contributing to mass centralisation), and contributes to low noise levels at idle.
- \* Silencer's dual-chamber internal construction contributes to performance as well as the exhaust note.
- \* Catalysers in the collector pipe and pre-chamber contribute to clean emissions.
- \* Compact silencer design contributes to the stylish Z design. Use of stainless-steel material on the end-cap and silencer cover adds a high-quality feel, while contributing to a design that looks compact and light. (Photo 1)



## Transmission & Gearing

- NEW** \* Optimised gear ratios were prepared in concert with the new KQS system. Along with the FI settings, they contribute to extremely smooth shifting when using the quick shifter.
- \* Lightweight-type (except on BRA models) 525-size chain and lightweight machined rear sprocket match the engine's output, while contributing to low mechanical loss in the drive train.

## Assist & Slipper Clutch

Race-inspired clutch technology offers both a back-torque limiting function as well as a very light feel at the lever.

- \* Assist & Slipper Clutch uses two types of cams: an assist cam and a slipper cam, offering two functions not available on a standard clutch.
- \* When the engine is operating at normal rpm the assist cam functions as a self-servo mechanism, pulling the clutch hub and operating plate together to compress the clutch plates. This allows the total clutch spring load to be reduced, resulting in a lighter clutch lever pull when operating the clutch.
- \* When excessive engine braking occurs – as a result of quick downshifts (or an accidental downshift) – the slipper cam comes into play, forcing the clutch hub and operating plate apart. This relieves pressure on the clutch plates to reduce back-torque and help prevent the rear tyre from hopping and skidding.

# CHASSIS

## Lightweight Trellis Frame

- \* Components of the high-tensile steel trellis frame follow the ideal pipe line. The lines of the frame were made as straight as possible, and when bends were necessary their angles were made as small as possible, resulting in a design that disperses stress extremely well. (Photo 2)

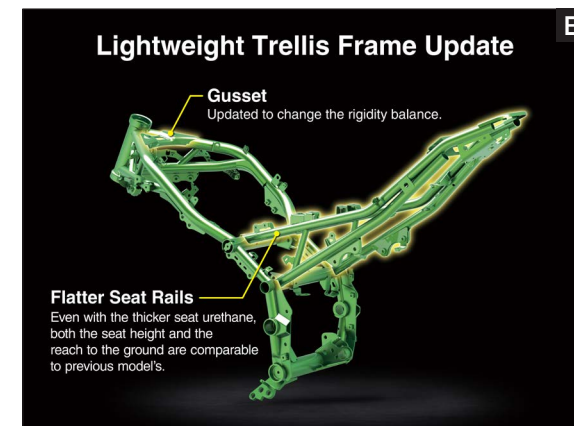


2

- \* Frame design trims all unnecessary material, resulting in an extremely lightweight frame—a key to the Z900's light, nimble handling.

- \* Rigid-mounted at five points (forward and aft of the cylinder head, behind the cylinder, at the top and bottom of the crankcases), the engine is a stressed member, greatly contributing to the light weight of the frame and chassis.

- NEW** \* The gusset behind the head pipe is updated to change the rigidity balance for improved manoeuvrability. The area around the pivot on the left side has been revised to accommodate the quickshifter. (Illustration B)



B

- \* The lightweight design of the extruded aluminium swingarm contributes to low unsprung weight, which in turn contributes to the bike's light, nimble handling.
- \* Twin-tube type rear frame's simple design uses primarily straight lines and helps minimise vibration transferred through the seat.
- NEW** \* The rear frame's rails follow a less upswept line to make room for more seat cushioning and contribute to the Z900's optimised riding position.



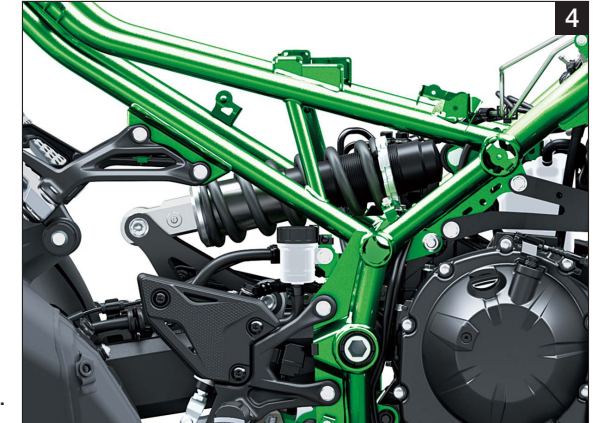
## Inverted Front Fork & Horizontal Back-Link Rear Suspension

- \*  $\varnothing 41$  mm inverted front fork features stepless rebound damping and spring preload adjustability in the left fork tube. Adjusters are conveniently located on the fork top cap. (Photo 3)



- NEW** \* Updated front and rear suspension settings contribute to a more forward-leaning stance. The more planted feel from the front end contributes to an even more composed feeling when encountering bumps and gaps mid-corner, increasing confidence for more enjoyable sport riding.

- \* Rear suspension positions the shock unit and linkage above the swingarm. This arrangement contributes to mass centralisation while ensuring that the suspension is located far enough from the exhaust that operation is not affected by heat. (Photo 4)



- \* The rear shock features rebound and preload adjustability.
- \* Settings offer both sporty performance (contributing to light handling on the street and in the hills) and comfort.

## Brakes/Wheels/Tyres

\* Dual  $\varnothing 300$  mm front disc brakes deliver plenty of braking power while contributing to the bike's sporty image.

**NEW** \* At the front, dual radial-mounted opposed 4-piston calipers offer contribute to stronger braking, improved brake touch and lighter weight, facilitating control during sport riding. (Photo 5)



**NEW** \*  $\varnothing 250$  mm rear disc brake with revised brake pad material and updated brake line material provides enhanced control. (Photo 6)



\* Complementing the very effective disc brakes, front and rear ABS provides an added degree of reassurance.

\* Stylish star-pattern 5-spoke wheels contribute to light weight, while their high rigidity benefits handling. They also contribute to the bike's light looks.

\* Low unsprung weight (thanks to parts like the swingarm and wheels) greatly contributes to the light, nimble handling.

**NEW** \* Featuring a new tyre compound, Dunlop Sportmax Q5A tyres contribute to a more planted feeling. (Photos 7-8)



## Ergonomics for Control

With the wide, flat handlebar and relaxed, sporty riding position, the rider is easily able to capitalise on the Z900's sporty street riding potential. The riding position offers a blend of control and comfort that allows the rider to enjoy a variety of riding situations.



\* The relationship between pegs, seat and handlebars was designed to enhance communication between rider and machine, giving the rider a confidence-inspiring feeling of control that complements its agile handling.

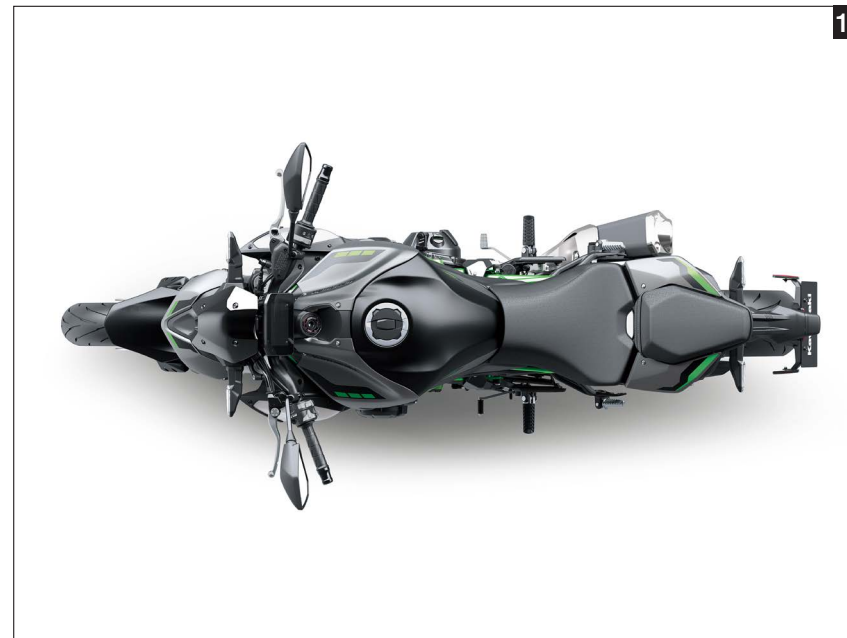
\* Wide, flat handlebar contributes to the Supernaked Z styling while offering a wide grip to facilitate control. Wide 33° steering angle facilitates low-speed manoeuvring. (Photo 9)



\* Fuel tank is narrow at the rear, making it easy for riders to grip the bike with their knees. (Photo 10)



\* The narrow frame and engine create a narrow overall package, allowing the rider to keep his or her knees and feet close together. (Photo 11)



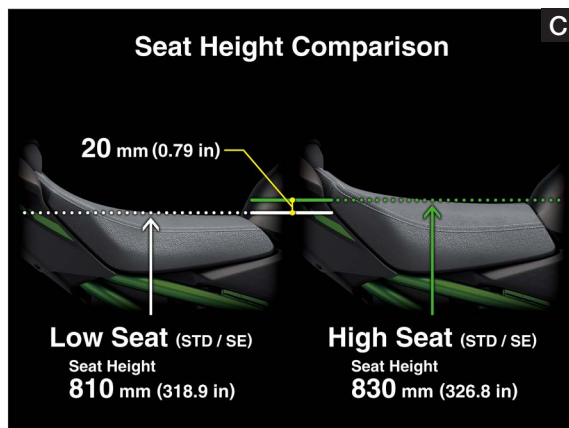


**NEW** \* Slim at the front and wide at the rear, the sporty front seat's shape has been updated with thicker urethane in its rear portion offering increased riding comfort. The corners on the left and right sides are rounded off to offer more comfort to the legs when seated and to facilitate reaching the ground. (Photo 12)



12

**NEW** \* Two seats were prepared. With the ERGO-FIT High seat, the seat height is 830 mm. With the ERGO-FIT Low seat, the seat height is 810 mm. Which seat is fit standard varies by market. (Illustration C)



C

**NEW** \* Thanks to the rear frame's flatter seat rails allowing the seat base to be positioned lower, even with the thicker seat urethane the reach to the ground is comparable to the previous model. The better cushioning complemented by a comfortable reach to the ground allows a wide range of riders can enjoy what the Z900 has to offer.

**NEW** \* In addition to allowing the rider to shift around and take a variety of riding positions when cruising, the seat's flatter new shape also enables the rider to more easily shift their weight during sport riding.

\* The seat can be removed without tools, offering easy access to the battery, fuse box and tool kit.

\* Handlebar features rubber-mounted bar-ends to dampen vibrations.

**NEW** \* Aluminium fat-type handlebar offers improved rigidity, while adding to a sense of pride in ownership.

**NEW** \* Switches are no longer located around the display as in the previous model, as they have been relocated to the handlebars for added convenience. (Photos 13-14)



13



14



- \* Both clutch and brake levers are 5-way adjustable, able to accommodate a variety of hand sizes for increased comfort.
  - \* Rider footpegs feature rubber pads to reduce vibration transmitted through the feet. Rubber-mounted resin heel guards further dampen vibrations.
- NEW** \* The U.S. model has a higher handlebar (30 mm higher), for a slightly more upright riding position. A taller meter cover complements the revised position.

## Refined Sugomi Styling

While the Z900's aggressive Z Supernaked styling has been refined, the key *sugomi* design elements that give it its highly distinct silhouette—a crouching stance, low-positioned head and upswept tail—have been maintained. The sharp and edgy new design, which is centred around the engine, offers unrivalled impact that catches and holds the attention of all who view it. Elegant, close-fitting bodywork is complemented by metal styling accents, contributing a high-quality impression. From the intense look of the more aggressive front end to the futuristic impression of the advanced new taillight design, the Z900's condensed appearance conveys a light, agile image that reflects its sporty performance.



\* The aggressive slant of the headlamp cowl, which is positioned as low as possible, is an extension of the line running down from the top of the tank, creating the image of a crouching predator ready to spring into action. (Photo 15)



15

**NEW** \* At the front is a triple LED headlight design with the two upper headlights being the low beams, and the single lower headlight being the high beam. Belying their compact size the new headlights deliver excellent lighting performance. (Photo 16)



16

**NEW** \* The headlights are surrounded by black plastic parts—similar to eye shadow if the headlights were eyes. The deep-set position of the reflectors makes the unlit parts of the headlights appear dark, creating a fierce expression and enhancing the front-end look.

\* Sharp meter cover contributes to the aggressive Z styling. It is positioned as tight to the body as possible.

\* Close-fitting bodywork with minimum overhang contributes to a slim appearance and a high-quality image.

**NEW** \* Brushed aluminium shrouds engraved with a “Z” logo provide an eye-catching accent on either side of the machine. Their metallic appearance stands out, creating a sense of luxury. Overall, the new Z900 features fewer plastic parts in favour of more metal ones. (Photo 17)



17

\* Sharp front and rear LED turn signals complement the aggressive Z styling.

\* Elegantly sculpted fuel tank contributes to the aggressive Z styling, while emphasising the bike’s slim and light looks.

**NEW** \* The design of fuel tank cover (now separate from the shrouds) and knee-grip covers reveal the frame, contributing to a look befitting a naked bike.

\* Stylish fuel tank cap has no visible bolts.

**NEW** \* Matte silver-plating around the key cylinder provides high-grade accents where riders can see them while they are on the bike, enhancing pride of ownership.

**NEW** \* The key is an internal-cut type for added strength.

\* Area around the engine is trimmed of unnecessary material, creating a clear view of the engine.

\* Under cowls have a unitised design that makes them look like part of the engine. Emphasising the functional beauty of the engine, they contribute to the condensed, mechanical look.

**NEW** \* The seat features a textured material offering excellent hold while riding, with an aluminium ornament at the rear with the Kawasaki logo embossed for a touch of style, adding to pride of ownership. (Photo 18)



\* Stylish rear seat complements the elegant tail cowl. Under-seat storage has space for small items.

**NEW** \* The tail cowl was designed to be shorter and to make the taillight appear to be floating, creating an image of air entering from the front and escaping from the rear, adding to the compact and agile image. (Photos 19-20)



**NEW** \* The advanced LED taillight features light-guiding technology to achieve a compact design with a cutting-edge, 3D appearance that highlights the Z900's sharp, edgy styling while contributing to a high-grade, luxurious look. Light along the taillight's tube originates from LED point sources on the left and right sides and is guided and reflected through the tube, creating an attractive uniformly lit surface. (Photo 21)



21

- \* LED licence plate lamp complete the all-LED lighting package, adding to the Z900's sharp styling.
- \* Luggage hooks are built into the passenger footpeg stays, providing convenient tie-down points.
- \* Inner fender unitised with the chain guard helps keep the underside of the tail cowl clean and contributes to the aggressive Z styling.

## Numerous Accessories

A number of Kawasaki genuine accessories allow riders to further enhance the Z900's sharp, sporty looks or offer added comfort or convenience for longer rides. (Available accessories vary by market.)

**NEW** \* ERGO-FIT high and low seats offer increased comfort or a more relaxed reach to the ground. The seat height varies by 20 mm. (Photos 22-23)



ERGO-FIT High Seat

22

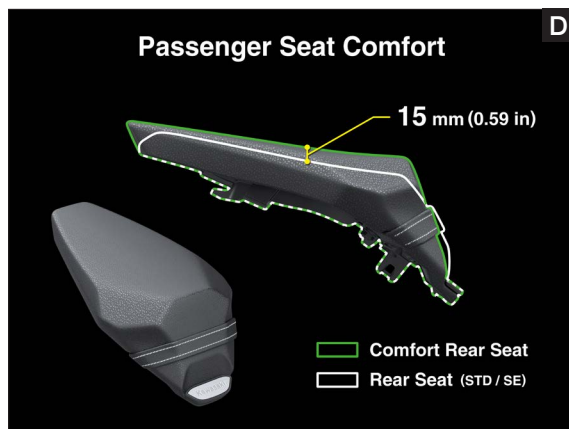


ERGO-FIT Low Seat

23



**NEW** \* Comfort rear seat is 15 mm thicker, contributing to passenger comfort. (Photo 24, Illustration D)



**NEW** \* Pillion seat cover complements the compact tail cowl, emphasising the tail's sharp lines. (Photo 25)



**NEW** \* Middle and high meter covers offer increased wind protection, while contributing to sporty looks. (Photos 26-27)



**NEW** \* A USB Type-C outlet (standard equipment on the SE model) offers a discreet and convenient charging point. (Photo 28)



**NEW** \* Other available accessories include a tank bag, rear flap, radiator screen, frame sliders, engine covers, front axle sliders, tank pad, knee pads and rim tape. Anti-reflection film for the instrument panel is also available. (Photos 29-39)



**NEW** \* For European 70-kW models, KQS is available as an accessory.

\* All of the accessories are bolt-on (i.e. no modification to the bodywork is required).

## ELECTRONICS

### KCMF (Kawasaki Cornering Management Function): Total Engine & Chassis Management Package

KCMF monitors engine and chassis parameters throughout the corner – from entry, through the apex, to corner exit – modulating brake force and engine power to facilitate smooth transition from acceleration to braking and back again, and to assist riders in tracing their intended line through the corner.

- NEW** \* On the Z900, KCMF oversees the following systems. IMU feedback is incorporated in control of the enhanced ABS.
- KTRC
  - ABS (including pitching management and corner braking management)

### Enhanced Chassis Orientation Awareness: IMU (Inertial Measurement Unit)

- NEW** \* IMU enables inertia along 6 DOF (degrees of freedom) to be monitored. Acceleration along longitudinal, transverse and vertical axes, plus roll rate, yaw rate and pitch rate are measured.
- NEW** \* Additional feedback from the IMU gives an even clearer real-time picture of chassis orientation, enabling more precise management.

### KTRC (Kawasaki Traction Control)

Kawasaki's advanced traction control system provides both enhanced sport riding performance and the confidence to negotiate low-traction surfaces with confidence. Three rider-selectable modes offer progressively greater levels of intrusion to suit the riding situation and rider preference.

- \* The system looks at a number of parameters to get an accurate real-time picture of what is going on.
- \* Mode 1, the least intrusive, helps to manage traction during cornering. Designed with sport riding in mind, it facilitates acceleration out of corners by maximising forward drive from the rear wheel.
- \* In Mode 2, intervention occurs earlier, offering a balance of sport riding support and enhanced rider confidence.
- \* In Mode 3, the most intrusive, when excessive wheel spin is detected, engine output is reduced to allow grip to be regained, effectively enabling riders to negotiate both short, challenging patches (train tracks or manhole covers) and extended stretches of low-traction conditions (wet pavement, cobblestone, gravel) with confidence.



## IMU-Enhanced ABS

- NEW** \* Feedback from the IMU enables an additional function: corner braking management. In addition to front and rear wheel speed sensors (standard for any ABS system), the enhanced ABS uses information from the IMU to calculate the motorcycle's lean angle. Should riders use the brakes beyond the entrance to a turn (i.e. trail braking), increase brake force mid-corner (e.g. to avoid an obstacle), or encounter a sudden change in surface traction (e.g. fallen leaves, loose sand or a wet patch), brake force is modulated to suppress erratic vehicle behaviour and slippage. This assists riders in holding their intended line through the corner instead of running wide, or in coming to a controlled stop.
- NEW** \* When slowing in a straight line, IMU-feedback also helps to manage pitching, allowing the ABS to modulating brake pressure to help suppress rear wheel lift as weight transfers forward under heavy braking.
- NEW** \* Specially selected settings strike the ideal balance between riding in town and sport riding, ensuring the right performance for the right riding situation.

## Power Mode Selection

- \* A choice of Full Power or Low Power modes allows riders to set power delivery to suit preference and conditions. Low Power mode limits output to approximately 75% of Full Power. (The reduced power, which varies according to engine speed (rpm) and throttle position, offers enhanced manageability.)

## Integrated Riding Modes: Sport, Road, Rain, Rider (manual)

All-inclusive modes that link KTRC and Power Mode allow riders to easily set traction control and power delivery to suit a given riding situation.

- \* Riders can choose from three settings (Sport, Road, Rain) or a manual setting (Rider). In the manual Rider mode, each of the systems can be set independently.
  - **Sport:** enables riders to enjoy sporty riding.
  - **Road:** covers a wide range of situations, from city riding to highway cruising and rural roads.
  - **Rain:** offers rider reassurance when riding on a wet road surface.

Riding Mode	KTRC	Power Mode
<b>Sport</b>	1	F
<b>Road</b>	2	F
<b>Rain</b>	3	L
<b>Rider (manual)</b>	1/2/3/OFF	F/L

- \* The riding mode can be changed while riding, using the button at the left handle.

## KQS (Kawasaki Quick Shifter)

Allowing riders to take even greater advantage of the Z900's exhilarating engine character, the quick shifter enables clutchless upshifts and downshifts for seamless acceleration and easy deceleration.



- NEW** \* During acceleration, the system detects that the shift lever has been actuated and sends a signal to the ECU to cut ignition so that the next gear can be engaged without having to use the clutch.
- NEW** \* During deceleration, the KQS system automatically controls engine speed, allowing riders to downshift without operating the clutch.
- NEW** \* The system uses a contactless-type sensor, offering very high reliability.
- NEW** \* KQS functions from as low as 1,500 min<sup>-1</sup>, making shifts at slower riding speeds smooth, easy and comfortable, which is especially beneficial when riding in town.

## Electronic Cruise Control

Kawasaki's cruise control system allows a desired speed to be maintained with the simple press of a couple of buttons. Once activated, the rider does not have to constantly apply the throttle. This reduces stress on the right hand when traveling long distances, enabling relaxed cruising and contributing to a high level of riding comfort.

- NEW** \* Operation of the Electronic Cruise Control can be conveniently done from the left handle. (Photo 40)



- NEW** \* Once the desired speed has been selected, engine output is adjusted automatically via the Electronic Throttle Valves to maintain speed when ascending or descending grades are encountered. The set speed can be adjusted using the "+" and "-" buttons.
- NEW** \* Operating the brake lever, clutch lever or rear brake pedal causes the Electronic Cruise Control to be disengaged, as will shifting into 1st or 2nd gear, which are outside the systems operating parameters. Closing the throttle beyond the "zero-throttle" position is another instinctive way to disengage the system. (The system also disengages automatically in the event of large traction control intervention.)

## TFT Colour Instrumentation

A 5" all-digital TFT colour instrumentation is larger than the previous model's display and gives the cockpit a high-tech, high-grade appearance. It also offers additional features unavailable on the previous model.

- NEW** \* High-grade full colour display features TFT (thin-film transistor) technology, delivering a high level of visibility. Glass bonding technology allows the screen to be positioned close to its glass covering, and along with IPS (in-plane switching) LCD technology enables a wider viewing angle and more vivid colours.
- NEW** \* The screen's background colour automatically changes from white to black when ambient light is low, or it can be manually set to black or white per the rider's preference. Similarly, screen brightness is adjusted automatically to suit available ambient light, with two rider-selectable levels of brightness available.

- NEW** \* The display can be switched between two display types. Type 1 shows a bar-style tachometer along the top with simple vehicle information or turn-by-turn directions below it. Type 2 shows a hexagonal tachometer with either an aviation-style attitude indicator-inspired lean angle indicator (for an added bit of fun while riding) or turn-by-turn directions in the centre. (Photos 41-42)



- NEW** \* In a Kawasaki first, the display can show turn-by-turn navigation to give the rider a simple indication of the direction of and distance to the next turn, adding to convenience and riding enjoyment.
- NEW** \* Display functions include: digital speedometer, digital tachometer, gear position indicator, shift lamp, fuel gauge, odometer, dual trip meters, current and average fuel consumption, remaining range, average speed, total time, coolant temperature, clock, battery voltage, KQS, Electric Cruise Control, Kawasaki service reminder, oil change reminder, Riding Mode indicator, smartphone call and mail notices, smartphone battery level, headset, voice command status and riding log status indicators, RIDEOLGY THE APP indicator, Economical Riding Indicator, and turn-by-turn navigation display. The Type 2 display also offers a lean angle indicator, acceleration/deceleration indicator, and maximum lean angle.

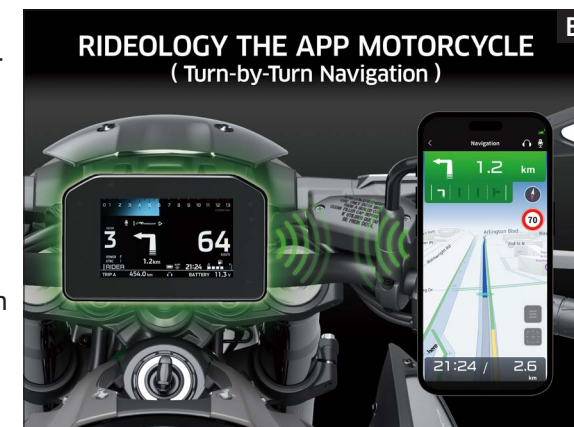
## Smartphone Connectivity

Bluetooth technology built into the instrument panel enables riders to connect to their motorcycle wirelessly. Using the smartphone application “RIDEOLGY THE APP MOTORCYCLE,” a number of instrument functions can be accessed, contributing to an enhanced motorcycling experience.

- NEW** \* A new version of RIDEOLGY THE APP MOTORCYCLE now offers a voice command<sup>†</sup> feature that lets riders control the app while keeping hands and feet free to control the motorcycle.

<sup>†</sup> Voice command feature availability varies by market.

- NEW** \* In a first for a Kawasaki model, turn-by-turn navigation can be displayed on the instrument panel. When paired with RIDEOLGY THE APP MOTORCYCLE, the desired destination can be selected and a simple, concise turn and distance display shown, making riding with navigation simple as all information is consolidated in a single screen. (Illustration E)





\* A number of functions are available.

- **Vehicle Info:** information such as fuel gauge, odometer, maintenance log, etc can be viewed via the smartphone.
- **Riding Log:** GPS route information as well as vehicle running information can be logged and viewed via the smartphone.
- **Telephone notices:** when a call or mail is received by the smartphone, this is indicated on the instrument display.
- **Tuning – General Settings:** general instrument display settings (such as shift-up indicator timing, etc) can be adjusted via the smartphone.
- **Tuning – Kawasaki Riding Management:** Riding Mode (Road, Sport, Rain, Rider) can be set in advance on the smartphone and uploaded when in proximity of the bike, as can riding support systems (like KQS).
- **Navigation:** when the smartphone and vehicle are linked, turn-by-turn navigation can be displayed on the instrument panel. Riders may also see route information on their smartphones, search for place names and store names to navigate, add waypoints and change the order of routes, among other functions.

\* Please refer to the “RIDEOLOGY THE APP MOTORCYCLE” App Info for more detailed function information.

\* Voice Command and Navigation functions will be available only to users who have a licence. Support for these functions varies depending on the country. Please refer to the owner’s manual for details.

## MODEL VARIATIONS

### Special Edition Model

In addition to the standard Z900, a Special Edition model with higher-grade suspension (including an Öhlins rear shock), Brembo front brake components, special colour and graphics and other exclusive equipment will also be available.



\* ø41 mm inverted front fork offers reassuring handling in riding situations ranging from in-town to back roads. The high-grade fork features compression and rebound damping adjustability in addition to stepless adjustable preload, enabling precise settings to suit rider preference and riding style, and offering a better ability to soak up bumps. Gold-coloured fork outer tubes match the Öhlins rear shock. (Photo 43)



\* Öhlins S46 rear shock (same construction as that of the Z1000 R Edition) features an aluminium body with single-tube construction, large ø46 mm piston and internal oil and gas chambers separated by a floating piston, resulting in a superior sense of grip and handling. Like the front fork, the Öhlins rear shock contributes to a suppler ride feel. (Photo 44)



- \* The rear suspension is fitted with a remote preload adjuster, which makes it easy to adjust settings without tools to suit tandem riding or luggage.
- \* In addition to the plusher overall ride feel, while cornering, improved movement in the initial part of the suspension stroke from both the front and rear suspension contributes to a reassuring sense of contact with the road.

\* ø300 mm Brembo front discs, M4.32 radial-mount monobloc calipers (same spec as the Z H2) and pads complemented by a Nissin (Hitachi Astemo) radial-pump master cylinder and stainless-steel braided lines (in all markets except CHN) deliver greater stopping power and offer a linear progression when operating the lever that facilitates precise control. (Photos 45-46)



**NEW** \* A high-quality two-tone seat with a real leather-like look features a Kawasaki-first hand-stitch-style sewing line along the thigh area (lower part of the seat). (Photo 47)



**NEW** \* Mounted inside the front cowl is a USB Type-C outlet for added convenience. (Photo 48)



## 70/35 kW Model (EUR)

For the European market, 70 kW and 35 kW models offer access to Z Supernaked excitement for a wider range of riders.

- \* KTRC (3 modes, plus OFF) is featured standard. Power modes (and Integrated Riding Modes) are not available.
- \* QQS may be fit as an accessory.



## COLOUR(S) Z900:

\* Metallic Matte Graphene Steel Gray / Metallic Flat Spark Black / Candy Flat Blazed Green



\* Metallic Spark Black / Metallic Carbon Gray / Ebony



\* Metallic Carbon Gray / Metallic Graphite Gray / Candy Persimmon Red



## Z900 (SE):

\* Metallic Graphite Gray / Ebony



**Note for Distributors: Sales release timing may vary by market. Please do not post specs from markets other than your own on web sites and in brochures.**

**Official specifications are currently available for EUR/USA/CAN/AUS/S.E. Asia (B1/B3)/IDN/MYS/THA/PHL/ARG/Mid. East only.  
Official figures for other markets will be added as they become available. Please be ready to update your information.**

## SPECIFICATIONS / Z900 / Z900 (SE)

DIMENSIONS	
Overall length	2,065 mm
Overall width	830 mm
Overall height Z900	1,075 mm (EUR/)
Z900 SE	1,110 mm (EUR)
Wheelbase	1,450 mm
Road clearance	145 mm
Seat height	830 mm (EUR)
Curb mass Z900	213 kg (EUR/S.E.)
Z900 SE	214 kg (EUR)
Dry mass Z900	193 kg (EUR)
Z900 SE	194 kg (EUR)
Fuel tank capacity	17 litres

PERFORMANCE	
Max. power	91.0 kW {124 PS} / 9,500 min <sup>-1</sup> (EUR) 85.0 kW {116 PS} / 9,000 min <sup>-1</sup> (EUR-85kW)
Max. torque	97.4 N·m {9.9 kgf·m} / 7,700 min <sup>-1</sup> (EUR)
Fuel consumption CO <sub>2</sub> emissions	4.8 L/100 km [WVTA model] (EUR) 117 g/km (EUR)



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## Z900 / Z900 (SE)

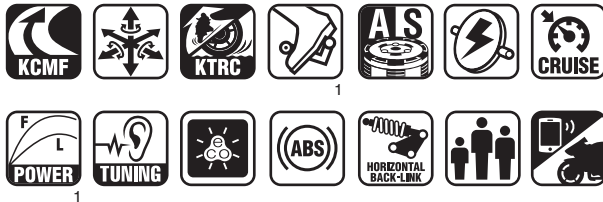
ENGINE	
Type	Liquid-cooled, 4-stroke In-Line Four
Valve system	DOHC, 16 valves
Bore x Stroke	73.4 x 56.0 mm
Displacement	948 cm <sup>3</sup>
Compression ratio	11.8:1
Fuel supply	Fuel injection: ø36 mm x 4
Lubrication system	Forced lubrication, wet sump
Starting system	Electric
Ignition system	Digital
DRIVETRAIN	
Driving system	Chain
Transmission	6-speed, return
Gear ratios:	
1st	2.600 (39/15)
2nd	1.950 (39/20)
3rd	1.600 (24/15)
4th	1.389 (25/18)
5th	1.217 (28/23)
6th	1.069 (31/29)
Primary reduction ratio	1.627 (83/51)
Final reduction ratio	2.933 (44/15)
Clutch type (Primary)	Wet multi-disc, manual

FRAME	
Type	Trellis, high-tensile steel
Suspension: Front	Z900
	Z900 SE
Rear	Z900
	Z900 SE
Wheel travel: Front	120 mm
Rear	140 mm
Caster (Rake angle)	24.7°
Trail	110 mm
Steering angle (left/right)	33° / 33°
Tyre: Front	120/70ZR17M/C (58W)
Rear	180/55ZR17M/C (73W)
Brakes: Front Type	ZR900S/V
	Z900 SE
Caliper	Z900
	Z900 SE
Rear Type	
Caliper	

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## KAWASAKI TECHNOLOGY



1: Z900 SE

The specifications mentioned here apply to and have been achieved by production models under standard operating conditions. We intend only to give a fair description of the vehicle and its performance capabilities, but these specifications may not apply to every machine supplied for sale. Kawasaki Motors, Ltd. reserves the right to alter specifications without prior notice. Equipment illustrated and specifications may vary to meet individual markets. Available colours may vary by market. The vehicle sub-brand and model names contained herein are trademarks or registered trademarks of Kawasaki Heavy Industries, Ltd. All other trademarks, registered trademarks, logos and copyrights are the property of their respective owners.