



HOMAGE TO THE LEGEND

True Spirit

There's no place for fake in the lifestyle you choose. Kawasaki alone has the heritage to deliver yesterday's values to today's riders in a truly authentic Modern Classic bike.

The viscera spirit of a 1970s legend

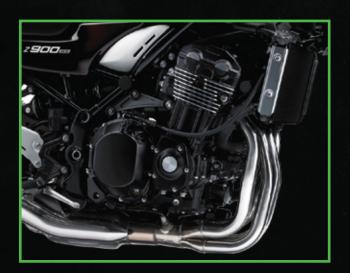
Kawasaki's original king of cool Z1 – finds expression in the Z900RS, to satisfy the very essence of the rider you are now.

This lightweight and compact engine spools up quickly and delivers solid and smooth performance when pushed but is versatile enough to be ridden in traffic with ease.



Strong, Smooth In-Line Four Engine

Like the ZI, the Z900RS features a 900cc-class In-Line Four - an engine configuration that inherently offers a great balance of power and manageability. Tuning focuses on the low-mid range. Revs build in a measured, but very determined manner, giving the rider a sense of connected ness between the throttle and rear wheel.



Kawasaki The liquid-cooled, DOCH, 16-valve 948cc In-Line Four engine unit is based on that of the Z900, but for the RS, Kawasaki engineers wanted to create an engine character completely different from its Supernaked counterpart. Downdraft throttle bodies allow intake air to travel to the engine in the shortest possible distance, contributing to performance.





Synchronous Ride Feel

Thanks to its smooth In-Line Four tuned for string low-mid range torque, and unhurried handling care of its lightweight trellis frame, the ride feel of the Z900RS is unique in the retro category. Both engine and chassis responses were carefully designed to not be too quick, making it easier to feel at one with the bike.



Kawasaki's First Tuned Exhaust Note

While Kawasaki In-Line Four engines are historically renowned for their great-sounding exhausts, this is the first time Kawasaki has conducted sound research to craft a model's idea exhaust note. Designed to elicit rider response, the sound tuning focused on the engine's initial roar to life, idling and low-speed riding where the rider is best able to enjoy the exhaust's deep rumble.





Lightweight Trellis Frame

Complementing a light overall weight (noticeable as soon as the bike is lifted off its side-stand), frame rigidity and chassis geometry tuning were selected to deliver light and natural handling. Like the engine, the chassis responds to rider input predictably, going where the rider wants it to without resistance. In keeping with its retro sport model character, the Z900RS stance is less forward-leaning than the Z900.

Chassis

Original cast wheels feature flat spokes designed to look like classic wire-spoked wheels. Designed using Kawasaki's advanced analysis technology, the wheels offer a balance of light weight and stylish looks contributing to both handling and a design suited to the retro category.

Machining on the spokes contributes to the bike's high-quality image, low unsprung weight (thanks to parts like the swingarm and wheels) greatly contributes to the light, natural handling.



Radial-Mount Front Brakes

300 mm front discs gripped by radial-mount calipers provide sure, strong stopping power. Radial-pump front brake master cylinder strong stopping power.

The machined monobloc callipers feature an alumite coating and are laser-etched with a Kawasaki logo, adding to the bike's high-quality sporty looks.

Relaxed Riding Position

Whether navigating city streets or winding through the hills, the Z900RS relaxed riding position, more upright than that of the Z900, offers both comfort and control, accommodating both leisurely riding or running at a more spirited pace.

Wide, flat handlebar contributes to the retro sport styling while offering a wide grip to facilitate control. Relative to the Z900, the handle grips are 30 mm wider (total), and 65 mm higher and 35 mm back (closer to the rider), offering a more upright riding position.



Kawasaki

With a seamless blend of Z1-inspired styling elements and modern craftsmanship - from the iconic teardrop fuel tank to the innovative oval LED taillight - the Z900RS offers timeless good looks with an exquisite attention to detail and superb fit-and-finish that results in a very high-quality appearance.

The centrepiece of the Z900RS design, the beautiful teardrop fuel tank is reminiscent of the Z1. The frame was completely redesigned to accommodate the tank's ideal position and slim shape. Only after the fuel tank position was fixed, the seat length, tandem seat and tail cowl length were all balanced for the optimal retro sport model proportions.

ENGINE

Type Liquid-cooled, 4-stroke In-Line Four, DOHC

Displacement 948 cc

Bore x Stroke 73.4 x 56.0 mm

Compression Ratio 10.8:1

Fuel Supply Fuel Injection

Lubrication System **Forced Lubrication Wet**

Starting System **Electric Starter Ignition System** B&C (TCBI EL. ADV. D.)

FRAME

Type Tubular, Diamond

Suspension: **Telescopic Fork** Front

> Rear Horizontal Back-link SWG. ARM

Wheel Travel: Front 120mm Rear 140mm

Caster (Rake Angle) 25.0

98mm Steering Angle (left/right) 35/35

Front 120/70ZR17M/C (58W) Tyre: 180/55ZR17M/C (73W) Rear

Brake: Front Dual disc (267mm) Single Disc (216mm) Rear

DIMENSIONS

2,100 mm Overall Length Overall Width 865 mm Overall Height 1.150 mm Wheelbase 1.470 mm **Road Clearance** 135 mm Seat Height 835 mm **Curb Mass** 215 kg 17 litres **Fuel Capacity**

DRIVETRAIN

Chain **Driving System** 6-speed, Return Shift **Transmission**

Primary Reduction ratio 1.627 (83/52) Final Reduction ratio 2,800 (42/15) Clutch Type (Primary) Wet, Multi-disc

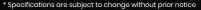
PERFORMANCE

Max. Power 82.0 kW / 8,500 rpm

Max. Torque 95.5 Nm / 6,500 rpm

LIGHT

Headlight (High/Low) LED/LED Brake/Tail Light LED



^{**} Pictures displayed are for illustration purposes only. Actual product may vary.

2900_{RS}

True Spirit is the tag line and hashtag for Z900RS.

As originators of the 900 Super Four (Z1) in 1972, Kawasaki is in a unique position to use that Z knowledge and heritage to create a new machine.

A machine suited and equipped for the modern environment yet harking back to not just the True Spirit of the Z family but also the True Spirit of what makes riding a motorcycle so special.

Kawasaki Technology























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