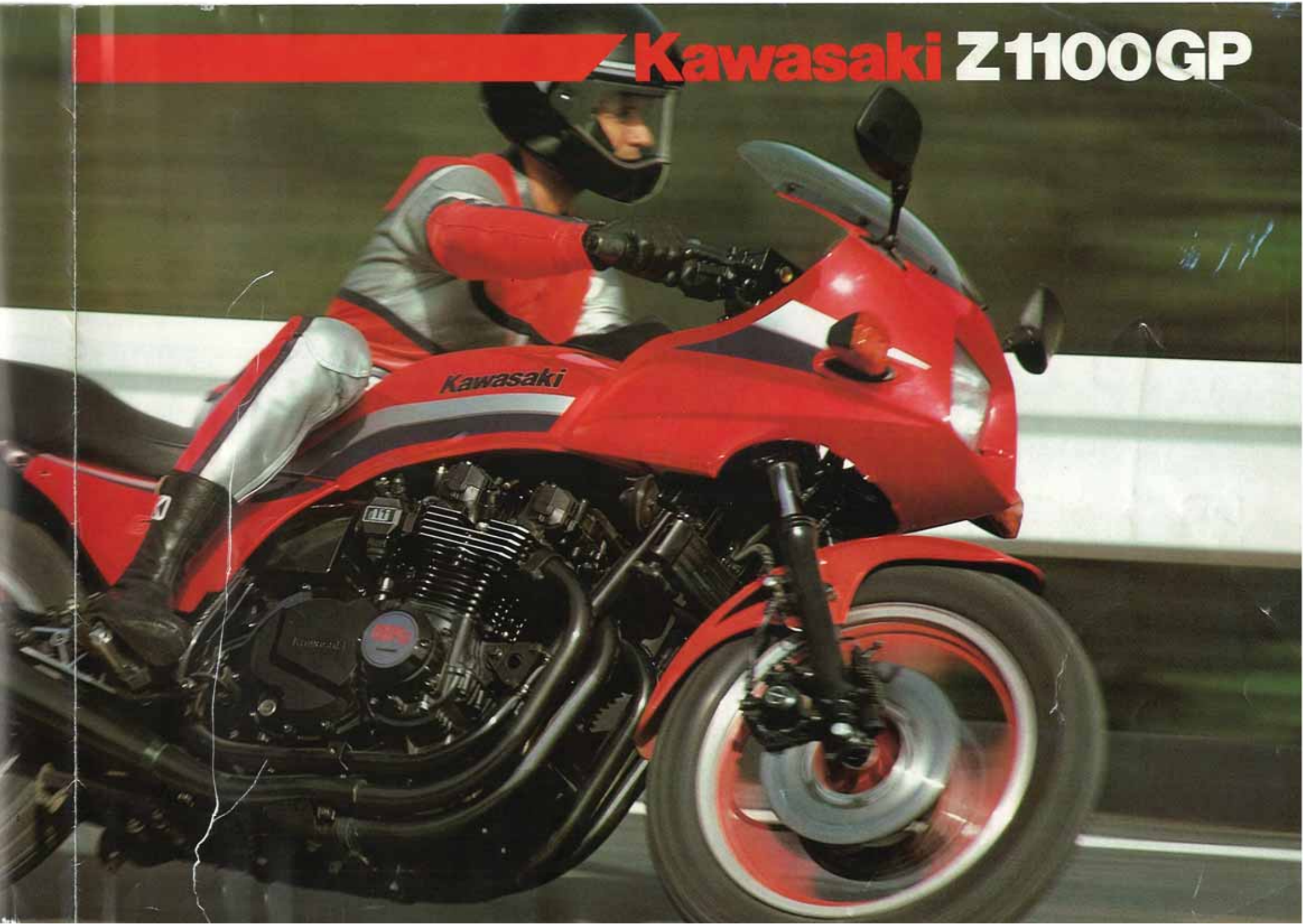


Kawasaki Z1100GP



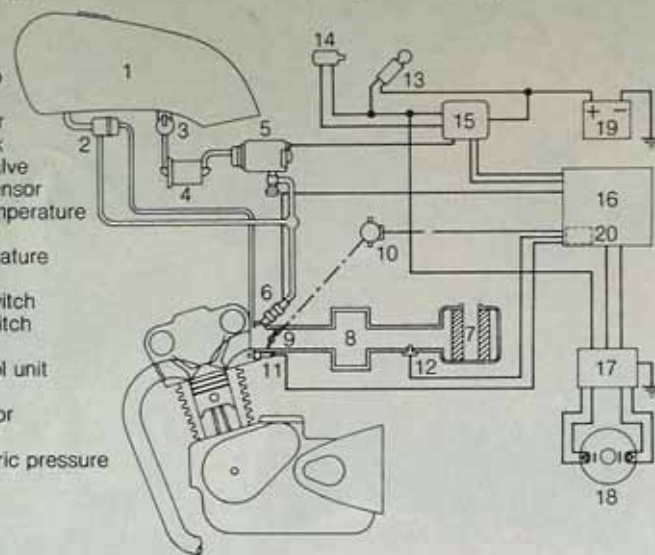
If you're a motorcyclist, you've heard about the Z1100GP. It was designed with one thing in mind: Performance. It's a special machine with a special appeal, a motorcycle that is definitely not for the frivolous or faint-hearted. If you're serious about motorcycling, read on. If not, then you're looking at the wrong machine...



THE STANDARD BY WHICH OTHERS ARE JUDGED... THE STANDARD Z1100GP.

1. Fuel tank
2. Fuel pressure regulator
3. Fuel tap
4. Fuel filter
5. Fuel pump
6. Injector
7. Air cleaner
8. Surge tank
9. Throttle valve
10. Throttle sensor
11. Engine temperature sensor
12. Air temperature sensor
13. Ignition switch
14. Starter switch
15. Relay
16. DFI control unit
17. Ignitor
18. Timing rotor
19. Battery
20. Atmospheric pressure sensor

Digital Fuel Injection System



The Z1100GP is the top model in Kawasaki's acclaimed GP line-up, and offers all the performance and special features that you would expect a motorcycle in that position to have. This year it's an even more exciting machine than before, with an all-new frame, more engine power, and a Uni-Trak rear suspension that offers progressive action for significantly improved handling.

The engine has been redesigned, and has larger valves, a reshaped combustion chamber, and a number of other innovations that provide increased power. Ignition is by a transistorised, breakerless system, and timing advance is now electronic. Our

revolutionary Digital Fuel Injection (DFI) system is featured, and provides the reliability and performance that made it an instant success from the day it was introduced. Sensors measure the throttle opening, engine revs, air temperature, engine temperature, and atmospheric pressure. This information is sent to the DFI microcomputer, which instantaneously computes the fuel injection rate for optimum performance. And this year's DFI boasts two major improvements. In the unlikely event of a sensor failure, there is now a fail-safe feature that allows the engine

to continue running. And there's also a self-diagnostic function that lets the rider know which sensor is malfunctioning.

Then there's the suspension system, which offers even better handling than before, thanks to a number of design changes. The equalised, air-adjustable front forks have been fitted with anti-dive units, so stability during heavy braking is much improved. The Z1100GP has also been equipped with a Uni-Trak rear suspension this year.

It has an air-adjustable shock with 4-way damping, and provides significantly improved tyre adhesion that is sure to please aggressive sport riders.

The frame is all new, and the swingarm is a lightweight aluminium unit.

Chain adjustment has been greatly simplified with the introduction of an eccentric-cam adjuster on

the rear axle—making it easy to keep the rear wheel perfectly aligned when making adjustments. Wide tread tubeless tyres are included as standard equipment, and both the swingarm and the new 3-spoke wheels are designed to accommodate extra-wide tyres.

The look of the machine is decidedly GP—From the sleek mini half fairing to the all-in-one styling and "black" tail-light. The mini half fairing offers improved aerodynamics and wind shielding, and is frame-mounted so that steering is lighter.

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Z1100GP... THREE LETTERS AND FOUR NUMBERS THAT HAVE COME TO STAND FOR THE ULTIMATE IN PERFORMANCE. ONE RIDE, AND YOU'LL KNOW WHY.

and unaffected by high-speed buffeting. And, of course, there's the Z1100GP's comfortable riding position, which has been so lavishly praised by the motorcycling press. You can spend hours, even days, on this machine without experiencing rider fatigue—just that incredible sense of exhilaration that only a GP can provide. Ride one today, and taste the GP experience for yourself.



Design changes in the 1089cc 4-stroke powerplant have significantly boosted power output. Various engine components have been strengthened to handle the power increase, and ensure reliable performance under racing conditions. Transistorised, breakerless ignition and electronic timing advance mean that no ignition maintenance is required.



The oil cooler has been increased in size to a 4-tier unit. Engine temperatures stay low, even under racing conditions, and engine life is prolonged. Also visible are the dual horns that give this machine the voice of authority that it deserves.



Front fork dive during heavy braking alters the centre of gravity and adversely affects steering and handling stability. The Z1100GP's front forks are equipped with anti-dive units that overcome this problem and permit late braking when powering into corners at speed. 3-way adjustability is also provided.

The mini half fairing is frame-mounted for light and responsive steering, and houses a powerful 60/55W quartz-halogen headlight.

3-spoke cast alloy wheels are low in weight, and can accommodate extra-wide tyres



Deluxe instrumentation is distinctly sport-oriented. Speedometer and tach are prominently displayed right behind the fairing, so that you can see them without losing sight of the road. There's also a sub-panel on the fuel tank that has an LCD fuel gauge and warning indicators for various functions.



Based on input from sensors that record throttle opening, engine revs, air temperature, engine temperature, and atmospheric pressure, the DFI system's "black box" precisely computes the fuel/air mixture for optimum performance.



Eccentric-cam adjusters on the rear axle are similar to those found on works racers, but are being introduced on a production machine for the first time ever. Chain adjustment is fast and easy, and wheel alignment is positive. The swingarm itself is made of aluminium.



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Clip-on handlebars are fitted with comfortable dog-leg levers.

Front engine mounts are rubber-cushioned for reduced vibration.

One-piece aluminium brackets support sleek black chrome exhaust pipes and new aluminium footpegs.



Dual front disc brakes provide the all-weather stopping power of sintered metal pads.

Uni-Trak suspension features progressive action for unsurpassed tyre adhesion.



ZX1100-A1 SPECIFICATIONS

ENGINE

Type 4-stroke, 4-cylinder, air-cooled, DOHC
 Displacement 1,089 cc
 Bore x stroke 72.5 x 66.0 mm
 Compression ratio 9.5 : 1
 Ignition system Transistorised, breakerless

DRIVETRAIN

Transmission 5-speed, return shift

FRAME

Type Tubular, double cradle
 Tyre size: Front 110/90V18
 Rear 130/90V17

BRAKES

Type: Front Dual discs, effective dia 246 mm
 Rear Disc, effective dia 236 mm

DIMENSIONS

L x W x H 2,320 x 740 x 1,275 mm
 2,270 x 740 x 1,275 mm*

Wheelbase 1,565 mm
 Ground clearance 140 mm
 Seat height 800 mm
 Dry weight 244 kg
 Fuel tank capacity 20.4 litres

PERFORMANCE

Max. power 120 ps/8,750 rpm
 Max. torque 10.2 kg-m/8,000 rpm

*Except Europe and Australia

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 motorcycles and their performance capabilities but these specifications may not apply to every machine supplied for sale. Kawasaki Heavy Industries, Ltd. reserves the right to alter specifications without prior notice.

Colour: Firecracker Red

Equipment illustrated may vary to meet individual markets.

モーターショップトム

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Wear a helmet. Enjoy safe riding.



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MOTORCYCLE GROUP

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