1400GTR 2010

NEW

Specifications:

ZG1400CAF	
Engine Type	Inline 4-Cylinder, 4-Stroke, Liquid-Cooled, DOHC 16 valve with VVT
Displacement	1,352 cm³
Bore & Stroke	84.0 x 61.0 mm
Compression Ratio	10.7:1
Fuel System	Electronic Fuel Injection, 40 mm x 4
Ignition	Digital Electronic Fuel Injection
Transmission	6-Speed
Rake/Trail	26.1°/ 112 mm
Front Wheel Travel	113 mm
Rear Wheel Travel	136 mm
Front Tire Size	120/70ZR-17
Rear Tire Size	190/50ZR-17
Front Suspension	43 mm inverted fork with adjustable rebound damping and spring preload
Rear Suspension	Bottom link UNI - TRAK, Tera-Lever system with gas charged shock, remote adjustable spring preload and rebound damping adustment
Wheelbase	1,415 mm
Front Brake	Dual 310 mm semi-floating petal discs, dual radial-mounted, opposed 4-piston callipers
Rear Brake	270 mm single petal disc with opposed piston calliper
Fuel Tank Capacity	22.0 litres
Ground Clearance	125 mm
Seat Height	815 mm
Curb Mass (no panniers)	304 kg (inludes full fuel tank)
Colours x 2	Metallic Magnesium Gray / Flat Super Black or Candy Neptune Blue / Flat Super Black

(Specifications subject to change without notice.)

Key Features:

1,352 cm³, DOHC with Variable Valve Timing

Kawasaki Traction Control (KRTC)

Kawasaki Advanced Coactive-braking Technology (K-ACT) ABS

2010 1400GTR ABS

TRANSCONTINENTAL SUPERSPORT: EVOLUTION

Building on the continent-crossing performance of its predecessor, the 2010 1400GTR incorporates new touring features and the latest rider support technology.
Delivering both awesome supersport performance and comfortable long-distance touring potential, the GTR stands apart from its rivals.

ADVANCED RIDER SUPPORT TECHNOLOGY

NEW **KTRC (Kawasaki Traction Control)**
Kawasaki's first traction control system
- Reduces engine output when wheel spin is detected, allowing the rear tyre to regain grip
- Enables rough roads to be traversed smoothly
- Ensures grip is maintained on slippery surfaces

NEW **2nd Generation K-ACT (Kawasaki Advanced Coactive-braking Technology) ABS**
K-ACT ABS complements rider active brake control with supplementary brake force enahancement for confident, highly effective braking in all situations.

NEW **Economical Riding Indicator**
- Lets the rider know when fuel consumption is favourable

NEW **Fuel Economy Assistance Mode**
- Selectable mode that switches to a leaner fuel map prioritising fuel efficiency

NEW ENHANCED COMFORT & TOURING POTENTIAL

NEW **Taller windscreen**
- Electrically adjustable; new programmable preset positions

NEW **Raised mirrors**
- Positioned 40 mm higher for increased rear visibility

NEW **Hand Grip Warmers**
Stepless adjustable grip warmers are fitted standard. Switch is located close to the rider for easy access.

NEW **Revised Bodywork**
Revised bodywork provides great comfort.

NEW **Lockable Storage Case**
Relocating the handy storage case from the top of the tank to the left side allows it to be accessed when a tank bag is being used.

Engine

* Ninja ZX-14 based engine tuned for more low end torque and mid range power.

* First model in class with Variable Valve Timing (VVT).
* VVT delivers high torque at low to medium engine speeds with ample power at higher engine speeds.
* The VVT unit is mounted on the intake camshaft and advances or retards the camshaft timing as engine demand changes.
* Gear-driven duel secondary balancers cut vibration minimising engine wear, noise and rider fatigue.

FUEL SYSTEM

* Electronic fuel injection feeds the engine exactly the right amount of fuel giving excellent power, fuel economy, low exhaust emissions, smooth driveability and easy starting.
* Compared to the Ninja ZX-14 the diameter of the throttle valves are reduced for more linear low and mid-range throttle response and driveability.
* Because the smaller diameter throttle bodies give increased intake velocity, throttle response is very crisp from low to high-engine speeds.
* High atomising injectors are used to maximise combustion efficiency and minimise emissions.
* Dual throttle valves are fitted to significantly improve driveability. The sub throttle valves are controlled by the ECU to provide precise response.
* The ram air induction system takes cooler, high-pressure air from in front of the cowling and pushes it through the air cleaner and into the engine for maximum power output.

EXHAUST SYSTEM

* To minmise emissions, a honeycomb catalyser is used.
* The internal construction of the muffler is unchanged from the previous model, however the new end cap reduces the length by 40 mm for a more compact appearance.

NEW ECONOMICAL RIDING INDICATOR

* The Economical Riding Indicator appears on the LCD screen to indicate favourable fuel consumption. Paying attention to conditions that result in the inidicator appearing can assist riders to maximise their fuel efficiency. This handy feature is active all the time.

NEW FUEL ECONOMY ASSISTANCE MODE

* Fuel Economy Assistance Mode can be turned on and off by the rider. Turning on this mode on switches the ECU to a leaner fuel map that prioritises fuel economy over driveability. (Ignition timing and fuel injection are set for maximum fuel efficiency.) When on, the indicator appears on the LCD screen.

* Fuel Economy Assistance Mode is turned on and off by holding down the new Mode-Select button on the front of the left grip (where the passing button used to be).
* For either the Economical Riding Indicator or Fuel Economy Assistance Mode to be effective, the rider must ride in a gentle manner: less than 6,000 rpm, less than 30% throttle, under 160 km/h. Both Fuel Economy features work in any gear.

NEW KAWASAKI TRACTION CONTROL (KTRC)

* Kawasaki's first traction control system was designed, not to help riders go faster, but rather to provide rider reassurance by facilitating smooth riding on slippery surfaces.
* The system looks for difference in front and rear wheel speed. When rear wheel spin (i.e. when rear wheel speed is faster than front wheel speed) is detected, engine output is controlled to allow the rear wheel to regain grip.
* KTRC effectively enables riders to negotiate both short slippery patches (such as train tracks or manhole covers) and extended stretches of bad road (e.g. dirt, gravel, cobblestone, grass) without worry. Wheel spin is also limited when starting on a slippery surface.
* Additionally, because slower front wheel speed is interpreted as rear wheel spin, the system prevents wheelies. However, should the rear wheel lock up under engine braking (slower rear wheel speed), the system will not engage, nor is the system designed to prevent lateral slides – although limiting rear wheel spin may reduce the chance of a lateral rear wheel slide occurring.
* KTRC uses 3-way control, governing ignition timing, fuel delivery and airflow (via the sub-throttles). It is the control of the sub-throttles that enables KTRC's smooth operation.
* By default, KTRC is always ON when the engine is started.

* Riders must consciously turn the system off (using the on/off button on the left grip). Turning KTRC off will cause the KTRC lamp to come on, letting the rider know the system is no-longer standing-by.

TRANSMISSION

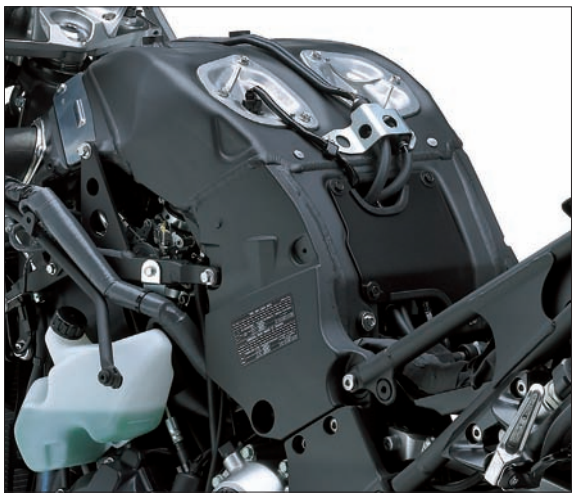
* The 1400GTR comes equipped with a 6-speed transmission.
* The sixth gear is an overdrive gear that allows engine speed to be reduced when cruising for high comfort and low fuel consumption.
* Hydraulic operated clutch with radial mounted clutch master cylinder provides a smooth clutch operation and a high-class appearance.
* Adjustable back-torque limiter "slipper" clutch helps prevent rear wheel hop when down-shifting.

SHAFT DRIVE

* The GTR uses Kawasaki's Tetra-Lever rear suspension system to almost completely eliminate the up/down movement associated with shaft drives during acceleration and deceleration, resulting in a very natural ride feel similar to chain drive with the added benefits of a shaft drive system (see rear suspension for more detail).

CHASSIS

The aluminium monocoque frame is a more advanced version of those used on the Ninja ZX-12R and Ninja ZX-14.



NEW AERODYNAMICS

* Designed in a wind tunnel the GTR's cowling and bodywork are highly aerodynamic and are specially shaped to contribute to the bikes's high speed stability.
* The side and centre cowling were redesigned to reduce the amount of heat hitting the rider.

* The wide upper cowling provides excellent wind and weather protection and its design features the aggressive styling that makes the GTR instantly recognisable as a Kawasaki.

* Electrically adjustable windscreen is now 70 mm taller and is wider at the top. The new windscreen's increased height allows air passing over the top of the screen to flow smoothly around the rider's helmet. The wider top portion of the screen results in less wind striking the rider's shoulders and upper arms.
* While the range of adjustability remains unchanged, riders now have two ways to adjust the screen. Using the button on the left grip allows stepless adjustability as on the previous model. There are also four preset positions from which the rider can choose: lowest, 1/2, 3/4, top.
* When the power is turned off, the windscreen goes to its lowest position. When the power is turned back on, the windscreen's memory function allows it to automatically return to the selected preset position. (Note that if the power is turned back on, or the screen's motion is stopped by hitting the screen adjust button while it is still trying to go down to its rest position, the system will assume there was a problem and the windscreen will stop where it is. This "problem mode" can be reset by turning the power off again and letting the screen go back down to its rest position.)
* Passages from windscreen slits direct air through the inner fairing to vents next to the instrument panel. Alleviating the lower pressure on the underside of the screen (in the cockpit area) helps prevent turbulence around the rider's head

INVERTED FRONT FORK

* Sturdy 43 mm inverted fork complements the high-rigidity frame and delivers brilliant high-speed handling performance, whether on winding roads or on high-speed expressways.
* The fork is adjustable for rebound damping and preload.
NEW * Higher oil level for the front fork offers sharper (lighter-turning) handling.

TETRA-LEVER REAR SUSPENSION

* To ensure that the GTR's massive torque is transmitted to the tarmac as efficiently as possible, a highly rigid, dual sided, 4-link swingarm is used. Kawasaki calls this the Tetra-Lever. It is designed to off-set the lifting or squatting tendency of shaft drives when the throttle is opened or closed.

* The Tetra-Lever rear suspension is supported at four points on the left and right side and mounts to Kawasaki's unique Uni-Trak suspension system.
* Power delivery to the rear wheel is smooth and direct and the high rigidity of this design gives excellent rider feedback.
* The parallel link swingarm houses the shaft drive reducing weight.

* The rear suspension has rebound damping adjustability, and is fully adjustable for preload via a remote hydraulic adjuster that negates the need for additional tools.
NEW * Fine-tuned rear suspension settings also contribute to the sharper handling. A slightly softer spring and slighter greater preload are used.

FRONT AND REAR PETAL DISC BRAKES

* Like a superport model the GTR's front brake uses a radial pump master cylinder and radial mount, opposed 4-piston callipers gripping 310 mm semi-floating petal discs. Braking performance is simply outstanding.
* Because touring riders tend to rely more heavily on the rear brake, the GTR is fitted with a 20 mm larger diameter rear disc than the ZX-14. The rear brake lever pedal's pad is larger for ease of operation.

* Like the front brakes a petal rear disc is used on the rear.
* An opposed 2-piston calliper on the rear petal disc enhances rear braking performance.

NEW 2ND GENERATION K-ACT (KAWASAKI ADVANCED COACTIVE-BRAKING TECHNOLOGY) ABS

* K-ACT (Kawasaki Advanced Coactive-braking Technology) ABS enables riders to execute controlled, balanced braking. Designed to complement riders' applied brake force, K-ACT ABS ensures ideal brake force distribution to maximise braking efficiency.
* An evolution of the K-ACT system first seen on the 2009MY Vulcan 1700 Voyager ABS, this 2nd generation system makes use of smaller, lighter K-ACT ABS unit (approximately 25% smaller and 30% lighter) and a higher-spec brake ECU capable of more detailed calculations, which results in even smoother operation.
* Rider actuation of the front brake lever and/or rear brake pedal causes brake fluid to act directly on calliper pistons per usual brake systems. Pressure sensors (one for the front brake master cylinder, and one for the rear) detect the amount of braking force the rider is applying. Then, taking into account the vehicle speed at time of initial brake application (care of vehicle speed sensors at the front and rear wheels), the brake ECU determines the amount of corresponding brake force necessary for maximum braking efficiency. A motor operates fluid pumps in front and rear pressure control units, increasing pressure to the front right calliper (based on rear pedal application) and/or rear calliper (based on front lever application) as necessary.
* Two more pressure sensors (one measuring front right caliper fluid pressure, the other measuring rear calliper fluid pressure) also provide feedback to the brake ECU.
* Like most ABS systems, K-ACT ABS is ON all the time.
* However, in keeping with this model's concept, K-ACT ABS settings are sportier than those used on the Vulcan 1700 Voyager ABS.

* On the GTR, riders can opt to choose from one of two modes to suit riding situation or rider preference. Desired mode can be selected using the K-ACT button on the left grip.
* While front brake lever effect on the rear is the same in both modes, the effect of rear brake use on the front brake is quite different.

Standard Mode: (reduced K-ACT effect)
- rider control is prioritised
- linked effect is reduced at initial pedal stroke for natural sensation when riding in the hills

High Combined Mode: (enhanced K-ACT effect)
- more pronounced linked effect from the beginning of pedal stroke
- ideal for touring/tandem/highway use

(Please note that after a given pedal stroke, the K-ACT effect for both modes is the same.)

* K-ACT ABS also incorporates an anti-lock braking function to help prevent the wheels from locking up during hard braking in a straight line.
* For maximum controllability in tight corners and when executing U-turns, K-ACT ABS's coactive function does not engage when braking is initiated at speeds below 20 km/h (12 mph). The ABS function is disengaged at speeds below 6 km/h.

DETAILED FEATURES

NEW KIPASS*1

* KIPASS (Kawasaki's Intelligent Proximity Activation Start System) is a master key system that allows remote activation of the bike's main switch. This was the first application of an electronic authorisation system on a touring machine, greatly enhancing rider convenience.
* For added security, an immobiliser function is incorporated into the ignition system.
* Now riders will receive one key fob (kept in a pocket) and a small card-type key for emergency/backup use. The new card-type key includes an immobiliser function (but no remote activation) and is highly portable, measuring a mere 30 x 40 mm (6-7 mm thick).
* The main key knob can be removed for opening the filler cap, seat and pannier locks.
* The main fob also contains a key to operate the locks in the case the key knob is lost or damaged.
* This electronic authorisation start system has insurance approval in some markets.

*1 *This system uses the encryption algorithm "MISTY" developed by MITSUBISHI ELECTRIC CORPORATION.*

TYRE PRESSURE MONITORING SYSTEM (TPMS)

* To warn riders of any tyre pressure irregularities, tyre pressure sensors are fitted as standard equipment (a first for a motorcycle).

* The system allows the rider to monitor tyre pressure while underway. When the tyre pressure falls below a pre-defined limit, a low pressure warning is displayed.
* The ability to take into account temperature changes and display values recalculated for 20°C helps prevent false warnings when air expands as the tyres warm up.

ERGONOMICS

* A spacious and comfortable riding position reduces fatigue during long rides and makes it easy for the rider to shift their weight forward or rearward.

* Compared with the ZX-14, the GTR's grips are located 96 mm further back and 100 mm higher, giving a more relaxed and upright riding position than a pure supersport bike, but a sportier riding position than conventional sport touring bikes.
* The fuel tank extends beneath the seat, contributing to mass centralisation. This layout results in an overall slim design and a more natural, more comfortable riding position.
* The front seat is relatively firm and uses thick cushion material, providing excellent comfort during long-distance tours. The passenger section of the seat is specially shaped and cushioned for comfortable tandem riding.
* To ensure a deep lean angle while offering improved comfort (thanks to less bend at the knees) during long hours in the saddle, the seat height is 15 mm higher than that of the ZX-14.
* The tandem seat is stepped to allow the passenger better forward vision and to make the passenger feel closer to the rider, all of which improves the passenger's enjoyment.
* The footpegs are lower and further forward than on the ZX-14, which, together with the higher seat, create a more relaxed riding posture.
* The passenger footpegs are also designed for less bend at the knees and a more relaxed posture.

LIGHTS

* Bright multi-reflector headlight throws a broad beam of light for confidence-inspiring night riding. Special "light-guiding lenses" at the sides of the headlight make the bike more visible from the side.
* The sporty LED taillight is located high for improved visibility from behind.
* The front turn signals are integrated into the front cowl, while the rear signals are easily visible, even with panniers

COCKPIT

* Analogue speedometer and tacho with black faces which are easy to read.

* Multi-function LCD digital display includes a fuel gauge and trip computer showing consumption and cruising range. It also includes an odometer, twin trip meters, gear position indicator, coolant temperature gauge, tyre pressure and battery voltage readings and a clock.
NEW * New outside air temperature indicator on the dash to ensure added peace of mind in low temperatures.
* A CAN (Controller Area Network) interface between the meter and the ECU uses fewer wires while allowing a greater volume of information to be exchanged.

An all purpose 70W 12 volt DC socket makes it easy to use electrical accessories.

NEW LOCKABLE STORAGE CASE

* Relocating the handy storage case from the top of the tank to the left side allows it to be accessed when a tank bag is being used.
* Volume is 0.9 litres, but a deeper shape increases usefulness: there is plenty of room for small items like sunglasses, mobile phone, audio player, etc.
* Electromagnetic lock prevents unauthorised entry when the main key is OFF. The storage case can be accessed by the push of a button when the power is ON.
* The storage case also locks automatically at speeds over 40 km/h. (The lock is released under 3 km/h.)

NEW GRIP HEATERS

* Stepless adjustable grip heaters are fitted standard.
* Switch is located close to the rider for easy access.

NEW TANK BAG HOOKS

* Hooks at the front of the tank facilitate securing a tank bag

LUGGAGE

* Large-volume panniers are integrally designed to complement the GTR's over all styling package.
* Cases are easy to detach. They easily hold a full-face helmut and are water resistant.
* Maximium capacity for each pannier is 10 kg.
* A lightweight rear rack (10 kg maximium capacity) is fitted as standard equiptment.
* There will be range of Genuine Kawasaki Accessories available, see www.kawasaki.com.au for the latest Kawasaki Accessories.

NEW Colours

Metallic Magnesium Gray with Flat Super Black

Candy Neptune Blue with Flat Super Black