

# Z1000

# HOT SHEET!

## IT'S OFFICIAL:

### Owners and press love Kawasaki's nasty, new Z1000 super-standard.

So-called "standard" streetbikes have always been user-friendly and reasonably comfortable. But they've also been two or three steps behind true sportbikes when it comes to power, braking, flickability and wow-factor.

Not any more.

Kawasaki's entirely new Z1000 turns conventional naked-bike wisdom on its ear with radical new styling and the sort of high-end technical hardware found on Kawasaki's own Ninja® sportbikes.

We're not talking warmed-over, non-current technology here. We're not repackaging some old powerplant into some semi-new naked-bike chassis.

What we're talking about here is a new-from-the-ground-up sport motorcycle designed from the very beginning to not only blow enthusiasts' minds with power, braking and handling they've experienced only on supersport motorcycles – but to wow owners' more practical sides with unseen levels of comfort, ridability and real-world practicality. Its cutting-edge sportbike features and user-friendly design carve out a clean new niche between old-fashioned standard bikes and our championship-winning Ninjas.

What we're saying is that super-standards will never be the same.

The coolest thing is that owners and the enthusiast press agree wholeheartedly with us here, with magazine and website testers writing glowing impressions of the new Z.

Even better, new owners are sounding off with exemplary reports of their own. They're talking "better handling." And "nastier aesthetics." More "usable power." "Grippier" brakes. Higher levels of confidence while aboard. A 600 Supersport price level. Easier insurability. And typical Kawasaki reliability. Bottom line? The new Z1000 is a hit, with owners and testers alike sounding off to an enthusiast market hungry for something a little bit different – and a whole lot of fun.

- ▶ Aggressive new styling
- ▶ 138 horsepower
- ▶ Radial front brakes with petal rotors front and rear
- ▶ Race-spec 6-inch wide rear wheel
- ▶ All-new 1043cc inline-four with monster midrange hit
- ▶ Alloy spar frame based on the ZX-10R's
- ▶ Inverted, race-spec fork assembly
- ▶ New, linkless Uni-Trak® rear suspension
- ▶ Relaxed riding position
- ▶ Low seat height
- ▶ Intoxicating intake howl
- ▶ Grippy radial tires

*"Kawasaki's new Z1000 is simply one of the most entertaining bikes in recent memory. This bike is one hell of a lot of fun."*  
-Cycle World

*"The 2010 Kawasaki Z1000 packs a mega punch for a modest price."*  
-Motorcycle.com

*"138 horsepower, 81 pound-feet of torque, radial brakes, fully adjustable suspension and killer looks for just \$10,499...that's just a few hundred more scratch than a 600!"*  
-Super Streetbike

*"Power delivery from the new engine is nothing less than incredible..."*  
-MotorcycleDaily.com

*"...it lays down a mercifully smooth stream of linear power from 2000 rpm. Things get serious above 6500..."*  
-Motorcyclist

*"The Zed-1 retains its signature sporty-yet-relaxed riding position, which proves a sport rider can have the best of both worlds...Factor in its striking new appearance and high levels of build quality and it becomes difficult to pass on the new Z1000 when it comes time to selecting your next street bike."*  
-Motorcycle-USA.com



## COMPARISON (MSRP)

**KAWASAKI**  
Z1000 \$10,499

**Honda**  
CBR600RR \$11,199  
CBR1000RR \$13,399

**KAWASAKI**  
ZX™-6R \$10,499  
ZX™-10R \$12,999

**Suzuki** (only 2009 model available)  
GSX-R600 \$10,399  
GSX-R750 \$11,699  
GSX-R1000 \$12,899

**Yamaha**  
FZ1 \$10,290  
YZF-R6 \$10,490  
YZF-R1 \$13,290  
(LE version: \$14,500)