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# 2005 Model Information

MARKETING CODE: **ZR750K**

MODEL NAME: **Z750S**



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All data reflect factory tests. All data subject to change without notice.

# OVERALL CONCEPT

Following the release of the popular Z750, Kawasaki expands its Sports line-up with a new half-cowling-equipped “Z” model, the Z750S. Offering all the exciting Ninja-based performance of the Z750, the “S” broadens the bike’s repertoire, making it more suitable for high-speed roadwork, touring and tandem riding.



In addition to the cowling, a number of unique features distinguish the Z750S from its brethren. A new tandem seat provides excellent passenger accommodations while an aggressive new headlamp design and sleek new seat cowl with Ninja-style LED tail lamp further enhance the “Z” look.

For sport riding, touring or riding with pillion, the new Z750S does it all in illimitable Kawasaki style.

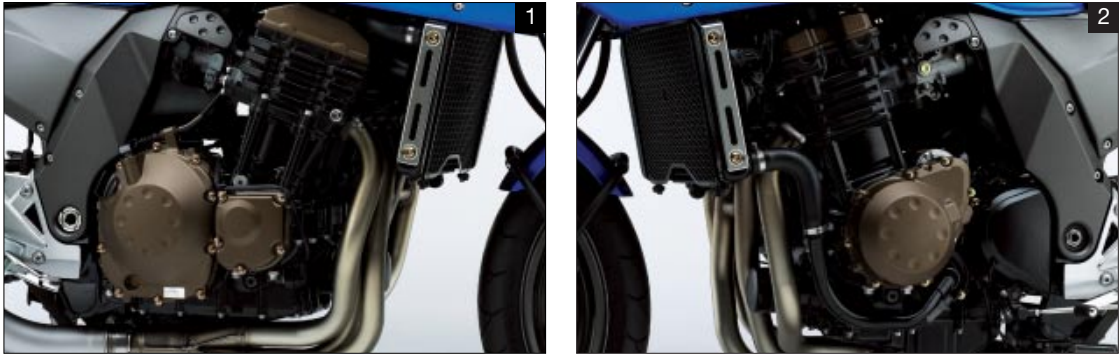
The Z750S’s key sales features can be summarised as follows:

- **Same Ninja-Based Performance as Z750 for Aggressive Sport Riding Potential** – Engine and chassis package based on that of the Z750 ensures ample performance for sport riding. Recalibrated posture and suspension settings result in sure-footed handling characteristics.
- **Comfortable High-Speed Cruising** – Half cowling provides effective wind protection when cruising at highway speeds.
- **Comfortable Tandem Riding** – Comfortable new one-piece tandem seat and grab bars increase passenger stability and security.
- **Updated “Z” Styling** – Z1000-based design features a half cowling and new seat cowl. “Z” style headlamp has a unique, sculpted screen, giving the Z750S a look all its own. Ninja-style LED tail lamp complements the rear.

# KEY SALES FEATURES

## SAME NINJA-BASED PERFORMANCE AS Z750 FOR AGGRESSIVE SPORT RIDING POTENTIAL

### Engine



- \* Same responsive Z1000-based liquid-cooled engine as the Z750 with revised ECU settings to compensate for the different airflow characteristics caused by the half cowling. (Photos 1,2)
- \* Efficient 4-valve, DOHC cylinder head displaces 748 cm<sup>3</sup> from a bore and stroke of 68.4 x 50.9 mm.
- \* Z1000-based cylinder head features re-shaped intake and exhaust ports, a modified combustion chamber and adjusted valve pitch to suit the reduced bore size.
- \* Electronic fuel injection system delivers brilliant throttle response across a wide, smooth powerband.
- \* 34 mm throttle bodies with dual throttle valves and automotive-style fine-atomising injectors deliver instant cold starting, excellent power characteristics and good fuel consumption.
- \* 4-into-1 stainless-steel exhaust system mates to a stylish oval-section muffler. Exhaust pipes #1 and #4, and #2 and #3 are joined to give smooth throttle response at all rpm.
- \* Large, Z1000 radiator eliminates the need for an oil cooler, resulting in a more compact, cleaner engine package. Quiet-running ZX-12R-type ring fan helps reduce noise.
- \* Smooth-shifting 6-speed transmission has a gear for every situation, from low-speed city traffic to high-speed highway use.

## Chassis

- \* The Z750S inherits the handling qualities of the Z1000 and Z750. Revised posture, tyres and suspension settings suit a wide range of riding applications from highway cruising and two-up riding to sport riding. Compared to the Z750, handling is more stable.
- \* Stiff, box-section swingarm helps to reduce chassis flex and contributes to the bike's excellent road-holding qualities. (Photo 3)



## Suspension

- \* Sturdy 41 mm fork delivers a supple ride and gives excellent steering feedback across the speed range.
- \* Linkage-equipped rear gas shock features 4-way rebound damping and 7-way preload adjustability for a smooth ride and excellent road holding qualities.
- \* Lightweight aluminium suspension linkage reduces chassis weight and contributes to the responsive rear suspension action.

## Brakes

- \* Dual 300 mm front discs operated by twin-pot calipers deliver confidence-inspiring stopping performance in town and on the highway. (Photo 4)



- \* The lightweight 220 mm rear disc is operated by a lightweight single-pot caliper.

# COMFORTABLE HIGH-SPEED CRUISING

## Bodywork

- \* New half cowling and windscreen offer effective wind protection when riding in a slightly crouched position. (Photos 5,6)



- \* Duct in the centre of the cowling creates an “air curtain” which reduces wind buffeting at higher speeds and improves rider comfort. This patented feature is available only from Kawasaki. (Photo 7)



## Ergonomics

- \* Natural riding position makes it easier for riders to reach the ground with their feet. This confidence-inspiring quality will prove especially popular with intermediate riders and ladies.
- \* An ideal relationship between pegs, seat and handlebars gives a spacious and relaxed riding position that helps reduce fatigue, even on long highway rides.
- \* Elegantly waisted rear tank section makes it easy for riders to grip the bike with their knees.

# COMFORTABLE TANDEM RIDING

## Ergonomics

- \* One-piece seat with plush padding gives added comfort to both rider and pillion. One-piece construction offers passenger more freedom of movement than a separate pillion pad would. (Photo 8)



- \* Stylish grab bars provide additional passenger stability/security. Position and shape of the grab bars were designed to ensure they would be easy to use while not interfering with the styling.



# UPDATED "Z" STYLING

## Styling/Bodywork



- \* Centrepiece of the Z750S's dynamic new styling is the 3-piece half cowling. Its two-tone design, gives the bike a compact, focused look. (Photo 9)



- \* Headlamp based on that of the Z1000 features a uniquely sculpted screen that shows the Z750S's lineage, yet gives it a look all of its own.
- \* Attractive new turn signals complement the overall design of the bike.
- \* Stylish Ninja ZX-10R mirrors are mounted to the half cowling.
- \* The Z750S's lines flow from the muscular tank, through the one-piece seat, out to the attractively sculpted seat cowl. Seat shape balances the design of the new half cowling.
- \* Flush-surface LED tail light from the Ninja ZX-10R curves up slightly over the top of the seat cowl, making the Z750S very visible to the drivers of high vehicles. (Photo 10)



- \* The Z750S features an attractive oval-section muffler. The appearance of the brushed-finish centre section is complemented by the highly polished end caps.
- \* Independent passenger footpeg brackets give the bike a lighter look and make it easy to fit after-market parts. (Photo 11)



- \* The surface treatments combine glossy and matt finishes that further enhance the Z750S's sporty image.
- \* Gold-coloured engine bolts will also be used for added contrast and to enhance the machine's high-quality appearance.



## Wheels

- \* Like the Z750, the front and rear wheels feature a six-spoke design with “H” cross-section spokes. This lightweight and stylish design is also used on the Ninja ZX-10R wheels.

## Instruments

- \* Compact step-motor speedometer features an LCD display with digital readouts for odometer, twin tripmeter and clock as well as an LED water temperature warning lamp. Tachometer houses both a fuel gauge and an LED fuel-injection warning lamp (which doubles as an immobiliser lamp on non-North American models). Other instrumentation includes turn signal, high beam, neutral, and oil warning lamps. (Photo 12)



- \* Instrumentation is mounted in an attractive inner cowl for a high-quality finish.

# ADDITIONAL FEATURES

## Engine

- \* Designed for litre-class performance, the Z1000 base engine ensures high reliability and long-term durability.
- \* Use of KLEEN (Kawasaki Low Exhaust Emission) catalyser system helps keep exhaust emissions environmentally friendly. Metal honeycomb catalyser helps ensure that emissions meet Euro-II regulations.

## Chassis

- \* Ample fuel tank capacity gives the Z750S a long cruising range between fill-ups.

## Other

- \* Immobiliser function incorporated into the ignition switch on most European models helps prevent theft.
- \* Two helmet locks conveniently provided: one under the seat, one external on the seat cowling.
- \* Accessory equipment includes a rear top case.

## COLOUR(S)

- \* Candy Plasma Blue



- \* Pearl Magma Red



- \* Metallic Spark Black



# SPECIFICATIONS

<b>ENGINE</b>	<b>ZR750-K1</b>
Type	Liquid-cooled, 4-stroke In-Line Four
Displacement	748 cm <sup>3</sup>
Bore and Stroke	68.4 x 50.9 mm
Compression ratio	11.3:1
Valve system	DOHC, 16 valves
Fuel system	Fuel injection: ø 34 mm x 4 (Keihin)
Ignition	Digital
Starting	Electric
Lubrication	Forced lubrication, wet sump
<b>DRIVETRAIN</b>	
Transmission	6-speed, return
Final drive	Sealed chain
Primary reduction ratio	1.714 (84/49)
Gear ratios: 1st	2.571 (36/14)
2nd	1.941 (33/17)
3rd	1.555 (28/18)
4th	1.333 (28/21)
5th	1.200 (24/20)
6th	1.095 (23/21)
Final reduction ratio	2.867 (43/15)
Clutch	Wet multi-disc, manual
<b>FRAME</b>	
Type	Diamond, high-tensile steel with detachable right front-top engine mount
Wheel travel: front	120 mm
rear	126 mm
Tyre: front	120/70ZR17M/C (58W)
rear	180/55ZR17M/C (73W)
Caster (rake)	25°
Trail	107 mm
Steering angle (left/right)	33° / 33°

<b>SUSPENSION</b>	<b>ZR750-K1</b>
Front: Type	41 mm telescopic fork
Rear: Type	Bottom-Link Uni-Trak
Rebound damping	4-way
Spring preload	7-way
<b>BRAKES</b>	
Front: Type	Dual semi-floating 300 mm discs
Caliper	Dual twin-piston
Rear: Type	Single 220 mm disc
Caliper	Single-piston
<b>DIMENSIONS</b>	
Overall length	2,080 mm
Overall width	780 mm
Overall height	1,180 mm
Wheelbase	1,425 mm
Ground clearance	165 mm
Seat height	805 mm
Dry weight	199 kg
Fuel capacity	18 litres
<b>PERFORMANCE</b>	
Maximum power	81 kW {110 PS}/ 11,000 rpm (40A, 40B) 80 kW {109 PS}/ 11,000 rpm (303, 310) 79 kW {107 PS}/ 10,500 rpm (201, 202, 205) 78.2 kW {106 PS}/ 11,000 rpm (40D) 72 kW {98 PS}/ 11,000 rpm (40A-72kW) 25 kW {34 PS}/ 7,000 rpm (40A-25kW)
Maximum torque	75 N·m {7.6 kgf·m}/ 8,200 rpm (40A, 40B, 201, 202, 205, 303, 310) 73 N·m {7.4 kgf·m}/ 8,200 rpm (40D) 72 N·m {7.3 kgf·m}/ 8,000 rpm (40A-72kW) 49 N·m {5.0 kgf·m}/ 3,500 rpm (40A-25kW)

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 Heavy Industries, 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.