

**Kawasaki**  
Let the good times roll.

Version: 10 Feb 2006

# 2006 MODEL INFORMATION

MODEL NAME (EUR)

**ZZR1400**

MODEL NAME (USA)

**Ninja ZX-14**

MARKETING CODE

**ZX1400A/B**

**ZX14**  
.COM

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### Flagship

A manufacturer is defined by the motorcycles it makes, and the defining characteristic of Kawasaki motorcycles has always been power, lots of power. This, combined with their excellent handling qualities and overall balanced performance has made Kawasaki superbikes the most feared and respected machines in motorcycling. From legendary machines like the Z1 and GPZ900R to modern hyper-bikes like the ZZ-R1100 and Ninja ZX-12R, Kawasaki's flagship machines have set the performance standards that others have followed.

This tradition continues with the incredible new ZZR1400, a machine which delivers as yet unheard of levels of performance and excitement. Whether accelerating like a jet on afterburner or slicing effortlessly up a curvy mountain road, gobbling up the miles on the way to lunch across the border or moving deftly through traffic on the way to work, the ZZR1400 leaves all other big-bore road burners far behind.

Powered by an all-new engine force-fed with Ram Air and fuel injection, the ZZR1400 churns out unheard of levels of thrust. This is Kawasaki's most powerful engine ever. Every twist of the wrist brings a shot of adrenaline straight to the rider's cerebral cortex.

The chassis is equally impressive. The ZZR1400 runs an advanced version of Kawasaki's unique aluminium monocoque frame. Lightweight and very stiff, this sophisticated frame gives the bike both responsive handling qualities and incredible highway stability.

The ZZR's aerodynamics are what one would expect from a manufacturer of high-performance aircraft. Shaped by the wind, the bike's sophisticated aerodynamics package was designed to help maximise the sport riding experience.

The ZZR1400 is a supremely balanced supersport machine in the mould of such flagship models as the Z1 and the ZZ-R1100. Part Ninja, part legend and all excitement, the new ZZR1400 makes the other contenders for hyper-bike honours seem bland by comparison.

Like its predecessors, the ZZR1400 was designed to set the standards for two-wheeled excitement. The rider who throws his leg over a ZZR1400 will know that he sits astride the world's most powerful production motorcycle, a machine offering unparalleled levels of engine and chassis performance – in short, a supersport machine the likes of which the world has never seen.

### **Kawasaki's Most Powerful Engine Ever**

One press of the starter button tells the rider that this is the most powerful street bike in the world. Yet in spite of the ZZR1400's incredible performance, careful engine tuning allows almost anyone to enjoy the bike's softer, more rider-friendly side. And it is this duality that makes the big ZZR such a tantalising machine to own and ride.

### **Next Generation Aluminium Monocoque Frame**

Impressive as the ZZR's engine performance is, and it is very impressive, it is the lightweight handling qualities which will favourably impress so many riders. Never has a "big bike" offered such lightweight and responsive handling. The secret? Kawasaki's next generation aluminium monocoque frame.

### **Latest Evolution of Kawasaki Aerodynamics**

For a combination a high-speed stability and low drag, the ZZR1400 features an advanced aerodynamics package based on Kawasaki's many years of developing high-performance aircraft. Whether zooming cross-continent or carving up esses in the mountains, the ZZR slips through the air with finesse.

### **The Aura of Power**

In a world where performance is everything, the new ZZR1400 has it all: the ride quality riders expect in flagship machine, turbine-smooth power across a mile wide rev-range, and the unmistakable presence that emanates from the world's most powerful machines.

### POWER – AND THEN SOME

No company knows more about In-line Fours than Kawasaki. From the early Z1 to our factory MotoGP bikes, our knowledge about the parallel four-cylinder engine is unsurpassed. The virtues of this design are many: powerful, smooth running and very compact, if it's a Kawasaki superbike, it has to be an In-Line four. Each component of this amazing engine was thoroughly developed to deliver the perfect balance of power, torque and ridability.

#### 1,352 cm<sup>3</sup> In-line Four

- \* All-new engine evolved from that of the Ninja ZX-12R and ZZR models features a bore and stroke of 84 x 61 mm.
- \* Layout was carefully planned to maintain a compact engine. Engine width is approximately the same as that of the 12R.

#### Power Feeling

- \* Twisting the throttle on the ZZR gives the kind response you would expect from a large-bore machine: a seamless spread of awesome torque, right 'round the dial.
- \* Thanks to the fuel injection and thorough engine tuning, response is extremely smooth, making it easier to enjoy the ZZR's impressive performance.
- \* The torque delivery is very linear, so there is no "power band" per se, but riders will notice the "afterburner range" from 6,000 rpm onwards.
- \* The sheer amount of available torque makes pulling away from lights in almost any gear possible. (At 2,000 rpm, there is 10 kgfm of torque available!)

### BALANCED CHASSIS PACKAGE

The ZZR1400 runs Kawasaki's next generation aluminium monocoque frame. Rock steady at speed, and offering responsive handling characteristics, this advanced chassis design strikes an ideal balance between sport riding, and high-speed work on the highway.

#### Aluminium Monocoque Frame

- \* All-new aluminium monocoque frame represents a further evolution of the frame first used on the Ninja ZX-12R. This advanced design makes possible a very slim, compact package.
- \* Already inherently more rigid than twin-spar frames, with the engine rigid-mounted the monocoque's torsional rigidity is further increased. Using the engine as a stressed member allows the frame to be made lighter.
- \* Massive head pipe casting also contributes to the high rigidity.
- \* Like the 12R, the airbox is located in the frame, which contributes to the compact layout.

#### Ideal Weight Balance

- \* Our engineers made full use of the design freedom given them by the engine's compact size. The engine's position forward in the frame, the wheelbase and front/rear wheel weight balance were all carefully chosen to achieve both high-speed stability and responsive handling.
- \* The wheelbase of the ZZR1400 is shorter than that of the ZZR1200 but longer than that of the Ninja ZX-12R.

#### Suspension

- \* Inverted 43 mm cartridge fork and New Uni-Trak linkage rear suspension complement the highly rigid frame, offering both great controllability at high speeds and superb road holding ability when sport riding in the hills. (Photos 1,2)



1



2

ABS model shown

## HOW WE DID IT

### Mass Centralisation

- \* Engine and chassis components were all designed to maximise mass centralisation.
- \* The combination of the monocoque frame with rigid-mounted engine and a mass located at the centreline gives the ZZR extreme stability at high speeds.
- \* Fuel reservoir is located at the rear of the “tank” and extends below the seat, further contributing to the centralised mass.
- \* Newly designed wheels feature centre ribs which are slightly offset so that tyre balance weights can be located at the wheel centreline. (Photo 3)



### FLAGSHIP RIDE QUALITY

In spite of the ZZR's awesome performance, the machine is surprisingly non-intimidating. This is due as much to the seamless power delivery, as it is to the smooth ride and its rider-friendly ergonomics. On the ZZR1400, the typical weekend jaunt leaves the rider refreshed and invigorated – not unlike the sensation one enjoys when arriving in Paris after a trans-Atlantic flight on the Concorde.

### Ergonomics & Aerodynamics



- \* Despite its long and low appearance, the ZZR offers a very relaxed sport riding position. Compact without being cramped, the bars are positioned so that riders do not have to stretch to reach them.
- \* The narrow engine, monocoque frame and waisted fuel tank make it easy to keep knees close together when riding. (Photo 4)
- \* Low-set footpegs give ample legroom.
- \* The low seat height and narrow seat front make it easy to reach the ground when stopped at lights.





### Ergonomics & Aerodynamics cont'd

- \* A depression in the fuel tank cover facilitates tucking in behind the screen. (Photo 5)



- \* The ZZR's multifunctional aerodynamics package reduces drag, adds stability at highway speeds and keeps you out of the wind when sport riding in the hills.

### Smooth Engine Characteristics, Power to Spare

- \* Already in perfect primary balance, the ZZR engine uses a secondary balancer to tame unwanted vibrations, resulting in an extremely smooth engine.
- \* Direct-actuation shift lever is lighter than conventional linkage-type arrangements and offers a more direct feel. (Photo 6)



- \* High engine power and torque means riders do not have to shift as often – no matter what gear you are in, there is always enough power on tap. (Another benefit is that riding at lower rpm yields better fuel economy.)

## HOW WE DID IT

### PRESENCE

The ZZR1400 exudes an aura of power and assurance found only in the world's most powerful machines. As befits its flagship status, the ZZR offers a combination of avant-garde design, meticulous craftsmanship and attention to detail. Whether parked in front of a café or zooming effortlessly down the highway, this is a machine people will notice.



ABS model shown

## HOW WE DID IT

### “Pull out of the way and let it pass” Styling

- \* The ZZR1400's bodywork gives it extremely long and low styling. The front cowl extends well over the front wheel and the fairing almost hides the front wheel. (Photo 7)
- \* All the lines of the bike move from front to rear, giving the bike an impression of speed even when it standing still.
- \* Because the monocoque frame goes over the engine and does not protrude through the fairing, an uninterrupted fairing design is possible.



- \* Quadruple projector beam headlights adorn the ZZR's front cowl. The outer lights contain position lamps and the high beams. Low beams are in the two centre lamps. All four beams on creates enough light to turn night into day. (Photo 8)
- \* Central Ram Air duct like that of the Ninja supersport bikes gives the ZZR a consistent Kawasaki face.



### “Pull out of the way and let it pass” Styling cont'd

- \* Twin mufflers are reminiscent of the ZZ-R1100, another legendary Kawasaki flagship.
- \* Front and rear turn signals are integrated into the fairing and rear cowl. Clear lenses with orange bulbs contribute to the high quality appearance.
- \* All-new LED tail lamp features a unique “V” design. This view of the bike and the quadruple projector beams in your rear-view will be the most common views of the ZZR on the move. (Photo 9)



### Details

- \* Raised “Kawasaki” and model emblems contribute to the classy styling.
- \* Fuel tank features a flush-surface tank cap.
- \* A small under-cowl forward of the rear wheel contributes to the bike’s flowing lines. (Available in certain markets on models not fit with a centre stand.)
- \* A tandem seat cover (depending on market, this is an optional part) complements the aerodynamic styling. Removing the cover reveals the seat beneath.

## HOW WE DID IT

### OTHER PREMIUM FEATURES

A variety of other attractive features further set the ZZR apart from other, less ambitious machines.

#### Instrumentation

- \* Nestled in the canopy is an instrument cluster with dual analogue speedometer and tachometer. White faces make them easy to read. (Photo 10)
- \* Multi-function LCD digital display includes a fuel gauge, gear position indicator, dual trip meters, odometer and clock.
- \* Use of CAN interface between the meter and the ECU reduces the number of cables and allows a greater volume of information (e.g. fuel consumption) to be exchanged.



#### Triple Petal Disc Brakes

- \* The ZZR1400's large-diameter petal brake discs, radial-mount front calipers and a radial-mount brake master cylinder offer impressive braking performance and superb feel. (Photos 11,12)



US model shown



#### ABS

- \* Models with front and rear ABS (available in certain markets) offer an added degree of braking reassurance.

### Radial Clutch Master Cylinder

- \* Hydraulically operated clutch features a radial-mount clutch master cylinder for worry-free, silky smooth clutch operation. (Photo 13)



## ADDITIONAL FEATURES

### Engine

- \* Idling Speed Control system contributes to easy starting.
- \* Lightweight Denso radiator with high-density cores provides efficient cooling.

### Chassis

- \* Immobiliser function incorporated into the ignition switch on most non-American models helps prevent theft.
- \* Large-volume fuel tank maximises playtime between fill-ups.
- \* A centre stand (depending on market, this is an optional part) eases routine maintenance chores. A grip below the seat makes it easy to lift the bike onto the stand.

## COLOUR(S)

### ZX1400A

GRY: Pearl Meteor Gray (EUR)



BLU: Candy Thunder Blue



RED: Passion Red (USA/CAN/AUS)



BLK: Ebony (USA/CAN/AUS)



## COLOUR(S)

### ZX1400B (ABS)

GRY: Pearl Meteor Gray (EUR)



BLU: Candy Thunder Blue (EUR)





# SPECIFICATIONS



<b>ENGINE</b>	<b>ZX1400A6F/B6F</b>
Type	Liquid-cooled, 4-stroke In-Line Four
Displacement	1,352 cm <sup>3</sup>
Bore and Stroke	84 x 61 mm
Compression ratio	12.0:1
Valve system	DOHC, 16 valves
Fuel system	Fuel injection: ø44 mm x 4 (Mikuni)
Ignition	Digital
Starting	Electric
Lubrication	Forced lubrication, wet sump with oil cooler
<b>DRIVETRAIN</b>	
Transmission	6-speed, return
Final drive	Sealed Chain
Primary reduction ratio	1.541 (94/61)
Gear ratios: 1st	2.625 (42/16)
2nd	1.947 (37/19)
3rd	1.545 (34/22)
4th	1.333 (32/24)
5th	1.154 (30/26)
6th	1.036 (29/28)
Final reduction ratio	2.412 (41/17)
Clutch	Wet multi-disc, manual
<b>FRAME</b>	
Type	Monocoque, aluminium
Wheel travel: front	117 mm
rear	122 mm
Tyre: front	120/70ZR17M/C (58W)
rear	190/50ZR17M/C (73W)
Caster (rake)	23°
Trail	94 mm
Steering angle (left/right)	30° / 30°
<b>SUSPENSION</b>	
Front: Type	43 mm inverted fork with top-out springs
Compression damping	13-way
Rebound damping	11-way
Spring preload	Fully adjustable
Rear: Type	Bottom-Link Uni-Trak with gas-charged shock
Compression damping	Stepless
Rebound damping	Stepless
Spring preload	Fully adjustable

# SPECIFICATIONS



<b>BRAKES</b>	<b>ZX1400A6F/B6F</b>
Front: Type Caliper	Dual semi-floating 310 mm petal discs Dual radial-mount, opposed 4-piston, 4-pad
Rear: Type Caliper	Single 250 mm petal disc Opposed, twin-piston
<b>DIMENSIONS</b>	
Overall length	2,170 mm
Overall width	760 mm
Overall height	1,170 mm
Wheelbase	1,460 mm
Ground clearance	125 mm
Seat height	800 mm
Dry weight	215 kg (ZX1400A) 218 kg (ZX1400B)
Fuel capacity	22 litres
<b>PERFORMANCE</b>	
Maximum power	140 kW {190 PS} / 9,500 rpm (201, 202, 205, 303, 40A, 40B) 132.6 kW {180 PS} / 9,000 rpm (310) 78.2 kW {106 PS} / 8,500 rpm (40D)
Maximum power with Ram Air	147.1 kW {200 PS} / 9,500 rpm (201, 202, 205, 303, 40A, 40B)
Maximum torque	154 N·m {15.7 kgf·m} / 7,500 rpm (201, 202, 205, 303, 40A, 40B) 147.4 N·m {15.1 kgf·m} / 7,500 rpm (310) 114 N·m {11.6 kgf·m} / 4,500 rpm (40D)

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.