



2007 MODEL INFORMATION

MODEL NAME | **Z750/Z750 ABS**

MARKETING CODE | **ZR750L/M**

INTERNAL USE ONLY

Intended as a general reference for the preparation of sales promotion and marketing material, some of the material contained herein may not apply to your market.

Kawasaki
Let the good times roll.

Version: 23 Oct 2006



PRECISION TOOL FOR SERIOUS STREET RIDING

The new Z750 combines great street performance and aggressive styling. Specially designed for high-level street riding, this new-age street-fighter offers a perfect balance of engine and chassis performance. A broad and meaty powerband delivers hard-hitting acceleration over a smooth and linear torque curve, while the slim chassis delivers quick and nimble cornering performance. The Z750's suspension settings and tyres are tuned to deliver rider-responsive handling characteristics over a wide range of road surfaces and riding conditions. In fact, this well-balanced performance envelope is the Z750's most noteworthy characteristic. Offering just the right amount of power in a responsive and sharp-looking package, the new Z750 just may be the best balanced machine of the new model year.



ABS model shown

Perfectly Balanced Z

The development aim for the New “Z” Series is “True Street Performance.” And while both the new Z1000 and new Z750 share this quality, their approaches are radically different. Where the Z1000 kicks out massive power in an overt display of performance, the Z750 is more subtle, delivering crisp, quick-revving power and sharp handling, all with superb rider feedback. “Perfect balance” is the term which best describes the new Z750. With avant-garde styling that perfectly expresses the performance of this sharp-edged street tool, the Z750 cuts the way to the future.



Sharp Handling

The Z750 delivers superb handling performance over a wide range of riding situations that encompasses city streets, the highway and in the twisties. A slim and compact chassis gives the Z750 superb manoeuvrability and precise handling. Chassis upgrades include a re-positioned steering head and a new 41 mm inverted fork. Compared with the earlier conventional fork, this rugged unit is tuned to cope with the heavier loads of sporty riding and dramatically improves ride feel and ride quality as well.

Sensitive Chassis

The new chassis delivers superb rider feedback. The chassis' stiffness balance has been idealised to give high feedback across the entire speed range. In addition, an improved relationship between the seat, handlebars and footpeg positions further enhances communication between rider and machine. The new Z750 gives the rider a confidence-inspiring feeling of control that perfectly complements its accurate and precise handling qualities.



Sensual Power

Complementing the Z750's new chassis is a re-tuned power unit. The liquid-cooled, 748 cm³, 16-valve, In-line Four has more accelerative and overtaking power – just what's needed to excel in today's urban riding environment. Reconfigured intake ports, new cam profiles and other changes to the intake system result in a flatter mid-range torque curve. In addition to this improvement in mid-range power, the new Z750's quick-revving character offers seamless access to the high-rpm exhilaration of the previous model. Kawasaki's uncompromising approach to performance has significantly improved the Z750's rideability. The stunning performance and specifications of this re-tuned engine are the key to the new Z750's sporty personality. These uprated power characteristics are accentuated by a unique new silencer and twin-outlet end-cap emitting a sensual 4-cylinder exhaust note that is pure Kawasaki.

The new Z750 – finally, a perfectly balanced machine that offers serious street riders performance that can be used to its maximum potential.

KEY FEATURES

SMOOTH, EFFORTLESS POWER, RIGHT 'ROUND THE DIAL

Whether in town, in the hills or on the highway, what makes a performance naked truly excel in real-world street riding situations is powerful acceleration and passing power, and heaps of gutsy low- and mid-range torque. The new Z750 gets improved low- and mid-range power characteristics care of a revised exhaust system. New ignition mapping further improves the 750's already impressive high-rpm performance. The result is a much flatter, more linear power curve, from low rpm to high that offers a quick-revving engine character with satisfying grunt. Contributing to this performance are a change to ultra-fine atomising injectors and the addition of oval sub-throttles. Together, these improvements to the intake system deliver improved throttle response across the rpm range. However, improvements to the Z750's engine do not stop there. A reduction in internal operating friction and new engine mounts significantly improve the quality of the engine's power, while transmitting its excellent "power feel" directly to the rider.

Features for enhanced low-mid range performance

- * New short-style silencer with tri-ovular cross-section features a unitised exhaust device added just upstream of the silencer entrance to help "tune" back-pressure waves for enhanced response in the low-mid range. Twin-outlet silencer end-cap contributes to the new Z image.
- * New cam profiles optimise low-mid range performance.
- * Smaller diameter intake and exhaust ports contribute to improved low- and mid-range performance.
- * Meatier crank webs increase flywheel mass (about 7% increase from 06MY) for more satisfying mid-range power feeling.

Changes for increased overall performance and riding sensation

- * New fuel injection system is managed by a high-precision ECU.
- * Ultra-fine injectors and smaller-bore throttle bodies (down to 32 mm from 34 mm) with oval sub-throttles offer ultra-smooth response across the rev-range.
- * New ignition pulse rotor offers improved high-rpm performance.
- * The new engine mount positions are closer to the engine's centre of gravity. Relocating the engine mounts behind the cylinder greatly reduces engine vibration transmitted to the rider. (Please also see Highly Communicative Chassis / Frame.)
- * Transmission set lever with ball bearings and a revised shift change drum result in superb shift feel and smoother shifting.
- * A revised oil pump gear ratio contributes to reduced mechanical loss.
- * New lightweight, high-efficiency radiator offers improved cooling.

HIGHLY COMMUNICATIVE CHASSIS

The new Z750 was designed to deliver riding exhilaration on city streets, winding roads, and highways. To achieve this, the chassis stiffness balance was completely revised. The result is significantly more rider feedback than that of the previous model.

Further, the head pipe was moved 10 mm forward, reducing weight on the front wheel and slightly lengthening the wheelbase. These modifications give the new Z750 more nimble and more responsive handling characteristics, together with a very stable feel.

In short, the new chassis delivers excellent rider feedback and brilliant cornering performance, all with a high level of stability, and, like the engine, chassis tuning reflects the Z750's target of real-world riding superiority. Riders are offered a supreme feeling of confidence and a more conscious understanding of the bike's performance for a more gratifying riding experience.

Frame

- * A new cast aluminium engine sub-frame allows the front engine mounts to be relocated. Previously located at the front of the cylinder head, the new mounts are behind the cylinder, closer to the engine's centre of gravity. The result is less engine vibration transmitted to the rider (particularly at the handlebars) for a much improved ride quality.
- * Through the use of a combination of rigid and rubber mounts, chassis tuning delivers a very planted feel and high levels of feedback. The result is a superb level of control: the rider is better able to understand what the bike is doing.

Suspension

- * A new, 41 mm inverted fork replaces the previous model's conventional unit, giving a superb ride feel and improved rider feedback. Smooth action in the top half of the stroke is complemented by firmer damping in the bottom half. This gives the feeling of a long-stroke suspension initially, followed by a solid, planted feel in corners – a combination which makes the bike both easier to ride as well as facilitating sport riding.
- * At the rear, the Bottom-link Uni-Trak rear suspension features a nitrogen gas-charged shock. The rear suspension settings complement those of the front fork: suspension action is excellent, offering exceptional road holding. Since the rear shock also offers a greater "stroke feel" the bike's pitching motion is very easily understood, enabling riders of various skill levels to get a taste of the Z riding experience.
- * Ride quality was also given substantial consideration when deciding final suspension settings. The superior ride quality offered by the new suspension is particularly noticeable when riding in town.

Brakes

- * Revised brake package includes triple petal disc brakes, just like on our Ninja supersport machines. Superb stopping power, reduced unsprung weight and improved heat dissipation are the result.
- * A larger rear disc (increased from 220 mm to 250 mm) offers improved rear brake control. (Front discs are 300 mm as before.)
- * Customers looking for an added degree of reassurance when braking (e.g. in wet conditions) can also choose models with front and rear ABS (available in certain markets).

IMPROVED MAN-MACHINE INTERFACE

The new Z750 offers superb control – there is no sense of delay when manoeuvring the bike. This is thanks in part to the revised engine and chassis tuning, but also to the fine-tuned riding position.

When considering the best position for in-town riding, a slightly more upright position was deemed best. The handlebar is slightly closer to the rider, offering greater control. The width below the seat is approximately 40 mm narrower, which with an overall slimmer design, better enables riders to reach the ground with both feet. The narrower fuel tank shape allows riders to better hold the bike with their legs. The foot guards have moved inwards, further contributing to the slimmer riding position. In town, in the twisties or on the highway, the revised riding position contributes to the superb machine control, enabling riders to focus on their riding and offering an excellent ride quality.

ADDITIONAL FEATURES

- * New instrumentation gives at-a-glance information to the rider. Analogue-style tachometer is complemented by an LCD display with digital speedometer, odometer, tripmeter, water temp, fuel gauge, clock, etc. Minimising the time the rider needs to look at the meter allows greater concentration on the road.
 - * Immobiliser function incorporated into the ignition switch on most European models helps prevent theft.
-

COLOUR(S)

- * Candy Lime Green
- * Ebony
- * Atomic Silver

ENGINE	ZR750L7F/M7F
Type	Liquid-cooled, 4-stroke In-Line Four
Displacement	748 cm ³
Bore and Stroke	68.4 x 50.9 mm
Compression ratio	11.3:1
Valve system	DOHC, 16 valves
Fuel system	Fuel injection: ø32 mm x 4 (Keihin) with oval sub-throttles
Ignition	Digital
Starting	Electric
Lubrication	Forced lubrication, wet sump
DRIVETRAIN	
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	2.866 (43/15)
Clutch	Wet multi-disc, manual
FRAME	
Type	Tubular backbone (with engine sub-frame), high-tensile steel
Tyre: front	120/70ZR17M/C (58W)
rear	180/55ZR17M/C (73W)

SUSPENSION	ZR750L7F/M7F
Front: Type Rear: Type Rebound damping Spring preload	41 mm inverted fork with rebound damping and spring preload adjustability Bottom-Link Uni-Trak with gas-charged shock Stepless 7-way
BRAKES	
Front: Type Caliper Rear: Type Caliper	Dual semi-floating 300 mm petal discs Dual twin-piston Single 250 mm petal disc Single-piston

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.