



Z 900 SE

LATEST EVOLUTION OF Z
SUGOMI STYLING

While the Z900 distinctive sugomi design element (crouching stance, low-positioned head and upswept tail) remain unchanged, its eye-catching styling benefits from a number of updates that make its aggressive design even sharper.

SUGOMI DESIGN

A key visual component is the new headlamp cowl which was positioned as low as possible, extending the line running down from the top of the tank to create the image of a crouching predator's muscular shoulders and dropped head. The new LED headlamp design also borrows from the image of a predator on the hunt, its slim shape and dark, reflectorless construction creating an intense, glaring visage, much like a predator whose eyes have locked onto its prey. The condensed, dynamic form is reinforced by all-new bodywork that fits much closer to the engine and frame. As before mass is concentrated at the front, with the light tail cowl a mere wisp, as if drawn with the flick of a pen. The dichotomy creates a dynamic design with all lines, and the viewer's eye, drawn to the front.

SUGOMI PERFORMANCE

To achieve the sugomi concept, Kawasaki engineers designed both the engine and chassis to offer more direct response. Twisting the throttle offers the sensation of a very linear connection to the rear wheel, with crisp response accompanied by a satisfying surge of acceleration. Adding to the sensory experience are the finetuned intake howl on acceleration and the characteristic In-line Four exhaust note at high rpm. The chassis, too, offers more direct response.

The new SFF-BP front suspension and new radial-mount monobloc calipers contribute to increased control, and a more aggressive riding position puts the rider in a more forward-leaning position, not unlike a predator eager for the hunt.



THE HISTORY OF Z SERIES

Over the past half-century, Z series models have created countless legends, and their name has become a byword for Kawasaki motorcycles. The legend began with the Z1, the highest performing production motorcycle the world had ever seen. Around the world, the impact of the Z1 was felt not once, but twice. The first time was for its incredible performance. Riders around the world were intoxicated by the awesome power produced by its engine—the first In-Line Four in its class with DOHC, and displacing an unheard of 903 cm³.

The second time was for the Z1's evocative styling. The development brief called for a design that was slim, sleek, and sexy. In other words, a 900cc-class bike that didn't look or feel heavy, with a design that could slice through the air expressing its astonishing speed and performance. True to its name, the Z1 embodied the ultimate in performance and styling, firmly establishing Kawasaki's reputation for building big, high-performance motorcycles.

As the last letter of the alphabet, Z represents the ultimate. That is the reason why the Kawasaki 900 super4 was nicknamed the Z1. Since then, the Z moniker has been inherited by many other models developed to be the ultimate machines in their categories. These Z models have grown into one of Kawasaki's core motorcycle brands. Although their shapes, styles and riding environments have evolved over the years, the models crowned with the Z mark continue to deliver the ultimate in riding excitement.

The 2010s saw the idea of Sugomi introduced as a core development concept for Z Supernaked models. This marked a major shift in the post-2003 modern Z series. During the same period, as the retro sport movement picked up speed in Europe and the U.S., the Z1-channeling Z900RS broke cover and quickly claimed its place at the centre of the movement.

The Japanese word sugomi describes the intense aura or energy given off by a person or object of greatness and felt by the viewer. Someone, or something, possessing sugomi inspires awe, leaves an indelible impression, is imposing in stature or ability, and commands respect. In the new Z1000, sugomi was evident both in its fiercely intense design and the exhilarating performance it delivered, radiating as a palpable energy. With a stiffer, more direct and responsive ride feel, and the dynamic styling of a predator stalking its prey, the Z1000 incorporated Sugomi into its performance and styling to offer a more intense riding experience. Since then, Sugomi has been the core concept driving the ride feel and design of Supernaked Z models and is still used today.





HIGH-GRADE Z900 VARIATION:

EVEN GREATER RIDING & VISUAL IMPACT

The new Z900 SE, based on the widely acclaimed Z900, offers a fresh variation for 2022. Maintaining the “Exciting and Easy” concept of the standard Z900 model, it retains the aggressive Z sugomi styling and agile handling that Z models are known for, while boasting a new Brembo brake package and higher-grade suspension components, including an Öhlins rear shock.

These not only offer improved handling characteristics for even greater control and increased excitement, but also add highlights to the eye-catching styling.

KTRC (Kawasaki Traction Control)

Kawasaki's advanced traction control system provides both enhanced sport riding performance and the peace of mind to negotiate low-traction surfaces with confidence. Three rider-selectable modes offer progressively greater levels of intrusion to suit the riding situation and rider preference.

- The system looks at a number of parameters to get an accurate real-time picture of what is going on.
- Mode 1 : The least intrusive, helps to manage traction during cornering. Designed with sport riding in mind, it facilitates acceleration out of corner by maximising forward drive from the rear wheel.
- Mode 2 : Intervention occurs earlier, offering a balance of sport riding support and enhanced rider confidence.
- Mode 3 : The most intrusive, when excessive wheel spin is detected, engine output is reduced to allow grip to be regained, effectively enabling riders to negotiate both short, challenging patches (train tracks or manhole covers) and extended stretches of bad roads (wet pavement, cobblestone, gravel) with confidence.

Z 900 SE



Stronger Frame

While maintaining the Z900 highly acclaimed handling, revisions to the frame add strength to the swingarm pivot area. Front and rear suspension settings were updated to match the new frame.

Smoother Acceleration / Deceleration

Revised clutch damper springs and updated FI settings contribute to smoother acceleration and deceleration.

Integrated Riding Modes : Sport, Road, Rain (Manual)

All-inclusive models that link KTRC and Power Mode allow rider to easily set traction control and power delivery to suit a given riding situation.

- Rider can choose from three setting (Sport, Road, Rain) or a manual setting (Rider).
- The riding mode can be changed while riding, using the button at the left handle.

TFT Color Instrumentation

The new 4.3' all-digital TFT colour Instrumentation given the cockpit a high-tech, high-grade appearance. The new meter also offers additional features unavailable on the previous model.

- High-grade full colour display features TFT (thin-film-transistor) technology, delivering a high level of visibility. The screen's background colour is selected (black & white), and screen brightness automatically switches between three rider-set levels to suit available light.
- Display functions include; digital speedometer, digital bar-style tachometer, gear position indicator, shift lamp, fuel gauge, odometer, dual trip meters, current and average fuel consumption, remaining range, average speed, total time, coolant temperature, clock battery, voltage, Kawasaki service reminder, oil change reminder, Riding Mode indicator, smartphone call and mail notices, Bluetooth indicator, and Economical Riding Indicator.



Smartphone Connectivity

A Bluetooth technology built into the instrument panel enables rider to connect to their motorcycle wirelessly. Using the smartphone application "RIDEOLOGY THE APP" a number of instrument functions can be accessed, contributing to an enhanced motorcycling experience.



Brembo Brakes

Front brake package with Brembo components (discs, calipers, pads) offers stronger stopping power and contributes to even more precise control and greater ease of use.

- 300 mm Brembo front discs, M4 32 radial-mount monobloc calipers (same spec as the Z-H2) and pads complemented by a Nissin radial-pump master cylinder and stainless-steel braided lines (in all markets except CHN) deliver greater stopping power and offer a linear progression when operating the lever that facilitates precise control.



Supple Suspension

A large-diameter inverted fork with greater adjustability complemented by Ohlins rear suspension offer both increased ride comfort and a more planted feel.

- 41 mm inverted front fork offers reassuring handling in riding situations ranging from in-town to winding roads. The high-grade fork features compression and rebound damping adjustability in addition to stepless adjustable preload, enabling precise settings to suit rider preference and riding style, and offering a better ability to soak up bumps. Gold-coloured fork outer tubes match the Ohlins rear shock.
- Ohlins S46 rear shock (same construction as that of the Z1000R Edition) features an aluminium body with single-tube construction, large 46 mm piston and internal oil and gas chambers separated by a floating piston, resulting in a superior sense of grip and handling. Like the front fork, the Ohlins rear shock contributed to a suppler ride feel.
- The rear suspension is fitted with a remote preload adjuster, which makes it easy to adjust setting without tools to suit tandem riding or luggage.
- In addition to the plusher overall ride feel, while cornering, improved movement in the initial part of the suspension from both the front and rear suspension contributed to a reassuring sense of contact with the road.



ENGINE

Type	4-Stroke In-Line Four, DOHC, 16 Valve, Liquid Cooled
Displacement	948 cc
Bore x Stroke	73.4 x 56.0 mm
Compression Ratio	11.8:1
Fuel Supply	Fuel Injection
Lubrication System	Forced Lubrication, Wet Sump
Starting System	Electric Starter
Ignition System	B&C (TCBI EL. ADV. D.)

FRAME

Type		Trellis, High-tensile Steel
Suspension:	Front	41 mm Inverted Fork with Compression and Rebound Damping and Spring Preload Adjustability
	Rear	Horizontal Back-link, Öhlins S46 Gas-charged Shock with Rebound Damping and Spring Preload Adjustability
Wheel Travel:	Front	120 mm
	Rear	140 mm
Caster (Rake Angle)		24.9
Trail		110 mm
Steering Angle (left/right)		33/33
Tyre:	Front	120/70ZR17M/C (58W)
	Rear	180/55ZR17M/C (73W)

Brake:	Front	Dual semi-floating 300mm Brembo Discs with Dual Radial-mount, Brembo M4.32 Monobloc, Four Piston Calipers, ABS
	Rear	Single Disc (216 mm)

DIMENSIONS

Overall Length	2,130 mm
Overall Width	825 mm
Overall Height	1,115 mm
Wheelbase	1,455 mm
Ground Clearance	145 mm
Seat Height	800 mm
Curb Mass	213 kg
Fuel Capacity	17 litres

DRIVETRAIN

Driving System	Chain
Transmission	6-speed, Return Shift
Primary Reduction ratio	1.627 (83/51)
Final Reduction ratio	2.933 (44/15)
Clutch Type (Primary)	Wet, Multi-disc

PERFORMANCE

Max. Power	92.2 kW / 9,500 rpm
Max. Torque	98.6 Nm / 7,700 rpm

LIGHT

Headlight (High/Low)	LED/LED
Brake/Tail Light	LED

Z 900 SE

Metallic Spark Black /
Candy Lime Green



* Specifications are subject to change without prior notice

** Pictures displayed are for illustration purposes only. Actual product may vary.

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