

2017 NINJA 1000



2017 NINJA 1000 THE REFINED SPORT TOURER WITH ADVANCED ELECTRONICS OFFERS DREAM COMBINATION: NINJA + TOURING

Now in its third iteration, an even more polished Ninja 1000 continues to offer the comfort and convenience to enable sport riding enthusiasts to take their seductively styled machines touring. Complementing the even smoother power delivery and extremely composed handling, the new model features increased touring performance care of improved wind protection, greater comfort and the clean-mount pannier system. All-new Ninja family styling deepens its sporty image. And loaded with the latest electronics technology that Kawasaki has to offer, the new Ninja 1000 is even better equipped to meet a wide range of rider needs.

Engine:	
Type	Liquid-cooled, 4-stroke In-Line Four
Displacement	1,043 cm ³
Bore and Stroke	77.0 x 56.0 mm
Compression ratio	11.8:1
Valve system	DOHC, 16 valves
Fuel system	Fuel injection: ø38 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	1.627 (83/51)
1st	2.600 (39/15)
2nd	1.950 (39/20)
3rd	1.600 (24/15)
4th	1.389 (25/18)
5th	1.238 (26/21)
6th	1.107 (31/28)
Final reduction ratio	2.733 (41/15)
Clutch	Assist and Slipper, Wet Multi-Plate Manual
Frame:	
Type	Aluminium twin-tube
Wheel travel:	
Front	120 mm
Rear	144 mm
Tyre:	
Front	120/70ZR17M/C (58W)
Rear	190/50ZR17M/C (73W)
Caster (rake)	24.5°
Trail	102 mm
Steering angle (left/right)	31° / 31°

Suspension:	
Front	41 mm inverted fork with compression and rebound damping and spring preload adjustability
Rear	Horizontal Back-link, gas-charged rear shock with rebound damping and spring preload adjustability
Brakes:	
Front:	Dual semi-floating 300 mm petal discs
Caliper	Dual radial-mount, monobloc, opposed 4-piston with ABS
Rear:	Single 250 mm petal disc
Caliper	Single-piston with ABS
Dimensions:	
Overall length	2,100 mm
Overall width	790 mm
Overall height	1,185 mm / 1,235 mm
Wheelbase	1,440 mm
Ground clearance	130 mm
Seat height	815 mm
Curb mass	235 kg (includes full fuel tank and all fluids at correct levels)
Fuel capacity	19 L
Performance:	
Maximum power	105 kW @ 10,000 rpm
Maximum torque	111 N-m @ 7,300 rpm

Colours:



Candy Lime Green / Metallic Spark Black /
Metallic Carbon Gray / Metallic Graphite
Gray

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.

Kawasaki Technology - Click on the Icon to view more information



Sport and Touring Perfectly Blended - Key Features

- Ninja Supersport styling with comfort
- Kawasaki latest IMU-enhanced electronic package
- KTRC (Kawasaki Traction Control)
- KCMF (Kawasaki Cornering Management Function)
- KIBS (Kawasaki Intelligent anti-lock Brake System)
- Power Mode Selection
- Euro 4 compliant 1043cm³ Liquid Cooled, In-line Four
- Assist and Slipper Clutch
- Clean Mount Pannier System
- Remote preload on the rear suspension
- Large Volume Tank
- Relaxed Riding Position
- Taller Double Bubble Adjustable Windscreen
- Wider Fairing Increases Wind Protection
- Wider Rider's seat and longer and reshaped Passengers Seat



Sharp Ninja Styling

All-new bodywork includes a much sharper front cowl with a decidedly closer resemblance to Kawasaki's Ninja supersport models. The more aggressive visage is complemented by fierce new LED headlamps. The dynamic and sporty bodywork reflects the Ninja 1000's exciting street riding potential.



- Supersport-style full-fairing bodywork gives the Ninja 1000 a distinct, head-turning look. The sleek styling also offers a good measure of wind protection, facilitating short touring runs.
- Front cowl design is much sharper, giving the Ninja 1000 a much sportier appearance and greatly increasing its Ninja family resemblance.
- Chin spoilers similar to those on the Ninja H2 and Ninja ZX-10R strengthen the resemblance.
- Sharp, compact design of the LED headlamps contributes to the Ninja 1000's fierce expression.
- Wider fairings offering increased wind protection cover a portion of the frame for a very integrated look.
- Front turn signals are built into the fairings. Their more compact design contributes to the Ninja 1000's sportier image.
- Both Riders and Passenger seat deliver increased comfort.
- 5-way adjustable clutch lever can be set to suit the size of the rider's hands, contributing to rider comfort.



Power Mode Selection

A choice of Full Power or Low Power modes allows riders to set power delivery to suit preference and conditions.



Sporty instrument panel

All-new instrument layout panel features a large analogue tachometer flanked by warning lamps on one side, and a gear position indicator and multi-function LCD screen on the other. Gear position indicator increases shifting precision and confidence, while also lending to the Ninja 1000's sporty image. Complementing a new shift-up indicator lamp, the tachometer's needle changes colour (from white to pink to red) to indicate the rider-selectable shift-up timing. In



Cool Air System

With the airbox nestled between the frame beams, intake air can be affected by engine heat. The Cool Air system routes cool air to the airbox from ducts at the front of the side fairings, minimising performance loss due to heated intake air. This should not be confused with Ram Air, where force-fed air becomes pressurised in the airbox

addition to the digital speedometer and gear position indicator, display functions include: odometer, dual trip meters, remaining range, current and average fuel consumption, external temperature, coolant temperature, clock and the Economical Riding Indicator.

Exhilarating Engine

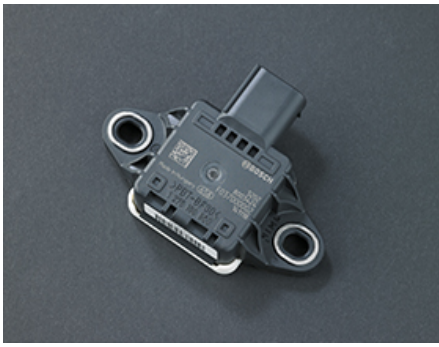
Engine tuning focused on the feeling the rider gets when opening the throttle. Strong torque is complemented by direct throttle response. Revised engine settings offer even smoother power delivery and cleaner emissions.

- Liquid-cooled, DOHC, 16-valve 1,043 cm³ In-line Four offers impressive power (105 kW (143 PS)) and strong torque.
- Good over-rev characteristics mean the power does not drop off suddenly at high rpm
- Power delivery is quite linear, but the engine spins up noticeably faster from about 7,000 rpm onwards. Silky smooth response from mid-high rpm ensures excellent driveability
- Revised ECU settings contribute to even smoother power delivery, facilitating control and contributing to rider comfort and confidence, and deliver cleaner emissions, ensuring various market regulations (including Euro 4) are cleared.

Enhanced Intake Note

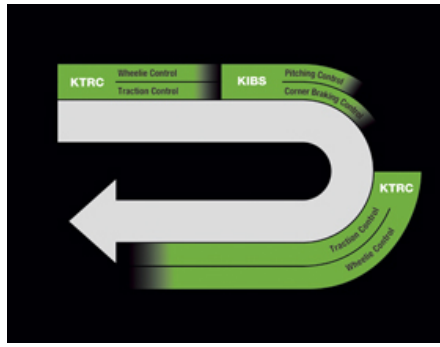
Designed specifically so that the acceleration could be enjoyed aurally as well as physically, the carefully crafted auditory note of the intake is a key component of the street riding exhilaration offered by the Ninja 1000.





Advanced Electronics

The Ninja 1000 is equipped with KCMF (Kawasaki Cornering Management Function), Kawasaki's latest IMU-enhanced electronics package.



KCMF (Kawasaki Cornering Management Function): Total Engine & Chassis Management Package

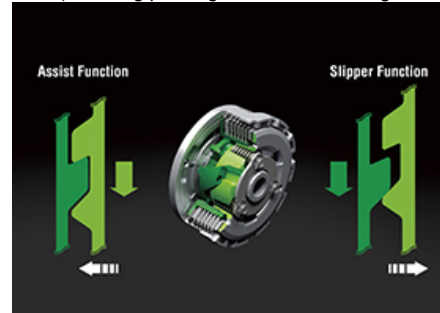
Using the latest evolution of Kawasaki's advanced modelling software and feedback from a compact Bosch IMU (Inertial Measurement Unit) that gives an even clearer real-time picture of chassis orientation, KCMF monitors engine and chassis parameters throughout the corner ? from entry, through the apex, to corner exit ? modulating brake force and engine power to facilitate smooth transition from acceleration to braking and back again, and to assist riders in tracing their intended line through the corner. On the Ninja 1000, KCMF oversees the following systems:

KTRC (including traction and wheelie control)
KIBS (including pitching and corner braking control)



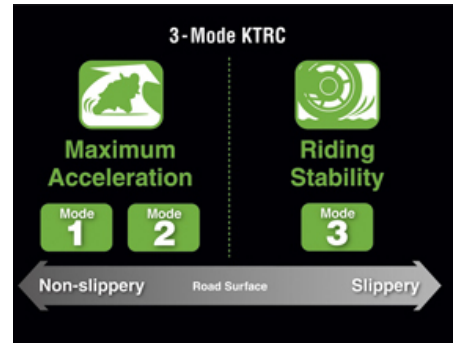
KIBS (Kawasaki Intelligent anti-lock Brake System)

Kawasaki's supersport-grade high-precision brake management system take into account the particular handling characteristics of supersport motorcycles, ensuring highly efficient braking with minimal intrusion during sport riding. KIBS also incorporates corner braking control, modulating brake force to counter the tendency of the bike to stand up when braking mid-corner.



Assist and Slipper Clutch

Assist & Slipper Clutch was developed based on feedback from racing activities. The clutch uses two types of cams (an assist cam and a slipper cam), offering two functions not available on a standard clutch. When the engine is operating at normal rpm the assist cam functions as a self-servo mechanism, pulling the clutch hub and operating plate together to compress the clutch plates. This allows the total clutch spring load to be reduced, resulting in a lighter clutch lever pull when operating the clutch.



KTRC (Kawasaki TRaction Control)

Three modes cover a wide range of riding conditions, offering either enhanced sport riding performance or the peace of mind to negotiate slippery surfaces with confidence. Feedback from the IMU enables more precise control.



LED Headlamps

In addition to contributing to the Ninja 1000's sharper looks, dual LED headlamps (each featuring low and high beams, as well as a LED position lamp) offer significantly increased brightness, casting their light wider and farther forward. The lamps offer significantly increased brightness, casting their light wider and farther forward. On the low-beam setting, lateral illumination is 1.3 to 1.5 times brighter, with a wider light projection area; on the high-beam setting, forward projection distance increases 1.4 times.



Comfortable Ergonomics

The Ninja 1000's relaxed riding position was designed to accommodate everything from city riding



Comfortable Seats

Both rider and passenger seats deliver increased comfort. The redesigned rider seat has a wider seat



Exhaust System

The exhaust system features a 4-into-2-pre-chamber-into-2 layout. Silencer

to touring to sport riding. This blend of comfort and control allows the rider to enjoy a variety of riding situations. Relatively upright position (compared to supersport models) offers both control and comfort. Separate, raised handlebars contribute to the sporty, comfortable riding position. The handlebar stays are mounted to the fork tube tops, which extend above the upper triple clamp.

5-way adjustable clutch and brake levers can be set to suit the size of the rider's hands, contributing to rider comfort. Mirrors are positioned 20 mm farther outward and have a greater range of movement, offering easier adjustability.



area, offering greater support, and enabling longer stretches at time without having to stop due to discomfort.

The passenger seat is longer (+25 mm), with 3 mm thicker urethane padding and a design that swells at the front (25 mm thicker) to help keep tandem riders from sliding forward, all contributing to increased passenger comfort. Dampers on the underside of the seat help reduce vibration. Ergonomically sculpted passenger grips are easy to hold and are naturally positioned, contributing to passenger comfort.



end-caps create a quad-style image. Joint pipes linking the exhaust headers contribute to increased feeling and response at all rpm. Revisions to the main and pre-catalysers contribute to cleaner emissions, ensuring Euro 4 regulations are cleared. Thanks to the under-engine pre-chamber, silencer volume could be kept to 3 litres each and silencer weight to 3,500 g each, greatly contributing to mass centralisation and a lower centre of gravity.



Front Suspension

The direct handling of the Ninja 1000 can be largely attributed to the suspension settings. The bike responds quickly to rider input and soaks up bumps and ruts.

41mm inverted front forks feature stepless compression and rebound damping and spring preloads adjustability.

Rear Suspension

The rear shock features rebound and preload adjustability. Load the bike up with a pillion and luggage and then easily adjust the rear suspension via the remote adjuster.

Revised shock settings and linkage ratio offer suppler suspension action for improved bump absorption and firmer cushioning. The new linkage also results in a lower seat height (820 mm >> 815 mm).

Front and Rear Brakes

The Ninja 1000 features Tokico monobloc calipers. Achieving the ideal braking characteristics required a redefinition of what Kawasaki's ideal braking was to be. Where the previous model offered very linear brake power application, the brakes on the Ninja 1000 have a firm initial touch, followed by a controlled increase in brake force.

- 300mm twin front brake petal discs are gripped by 4-piston radial mounted monobloc calipers.
- The rear brake features a single piston, pin-slide caliper gripping a 250mm petal disc.
- See KIBS for more details on the Ninja 1000 brakes

Everyday Versatility

With a relaxed riding position that can accommodate everything from city riding to touring to sport riding, and numerous bike-life-enhancing features, the Ninja 1000 complements its street riding excitement with a depth not available on Super-Naked or supersport models.

Touring and two-up potential is increased thanks to the genuine luggage accessories, comfortable seats and easy adjustability. The Ninja 1000's relaxed riding position is designed to accommodate everything from city riding to touring to sport riding. This blend of comfort and control allows the rider to enjoy a variety of riding situations.

- The wider mirrors and the separate, raised handlebars contribute to the sporty and comfortable riding position.
- Now that the standard tandem grips are compatible with the clean-mount system, mounting the panniers is as simple as sliding them onto the slots on the grips and the pannier supports integrated into tandem footpeg stays.
- The front and the rear foot pegs are rubber coated for comfort and grip.

(Optional accessory panniers shown in this image)





Optional Integrated Panniers (Accessory)

Talk to your Kawasaki Dealer about fitting the optional panniers to the Ninja 1000.

The optional panniers requires, colour coded covers, one key lock system and deco strips and fitment.

Colours



Adjustable Windscreen

A new, taller double-bubble windshield also contributes to the increased wind protection. As before, the windshield is adjustable by hand (without tools), with three available positions to suit rider preference.

Adjustment can be done by hand (no tools required) by depressing the release button. Adjustment pair could be dc



Large-volume Fuel Tank

19 litre fuel tank offers a substantial touring range. Dynamic fuel tank design with tall upper surface features supersport-style flared edges with a trim shape at the rear, a shape that is easy to grip with the knees. Steel construction facilitates the use of a magnetic tank bag



Candy Lime Green / Metallic Carbon Gray



Metallic Spark Black / Metallic Graphite Gray