2018 MODEL INFORMATION

MODEL NAME	**Versys 1000**
MARKETING CODE	**KLZ1000B**

Version: 26 September 2017

Kawasaki

ANY STREET, ANY TIME. ESPECIALLY FUN ON WINDING ROADS.

Following up on the any-street promise of its predecessor, the new Versys 1000 continues to offer maximum riding enjoyment across a wide variety of street riding situations. Whether riding solo or two-up, around the corner or around the globe, this fun-to-ride road sports bike's unique combination of a highly responsive In-Line Four engine tuned for flexibility, and a nimble chassis fitted with dynamic suspension will have riders grinning in their helmets. Add in the upright riding position and you have package that really comes into its own on twisty mountain roads. For 2015, its new styling package better reflects this fun, sporty nature, while a number of updates to the chassis and a host of new accessory items make it easier for Versys owners to ride longer and farther.

Kawasaki In-Line Four Exhilaration x Fun Package on Winding Roads

Endless revs and howling exhaust note only a 1000cc In-Line Four engine can offer

Long-travel suspension + sporty 17" wheels = fun sport riding on a variety of streets/conditions

Sporty, nimble handling care of lightweight aluminium twin-tube frame

Upright position offers a high level of control with confidence in various situations

3-mode KTRC

Power Mode Selection (Full/Low)

Advanced Technology: Assist & Slipper Clutch

- Back-torque limiter + lighter pull at the clutch lever

* Model shown with accessory parts.
* Accessories subject to change without prior notice.

Ride Longer, Ride Farther

Adjustable windshield adds comfort for highway cruising

> No tools required
> Increased adjustability: 30 mm >> 75 mm

Standard ABS: lightweight & compact ABS unit

Panniers and top case can be mounted simultaneously

Clean-mount system accommodates accessory panniers easily and without clutter

Enhanced long-range potential (accessories)

> Panniers: Perfectly integrated, clean-mount system
> Top case: Larger volume (47 L: 2 full-face helmets)
> Helmet lock

** Panniers, top case and helmet lock can all be fit with a one-key system

> LED fog lamps: illuminate the road more brightly
> Hand guards: additional wind protection
> Gear position indicator
> Other great accessories: smoked windshield, comfort gel seat, 12V DC outlet, grip warmers, frame sliders, tank/knee pads, and more

Centre stand facilitates maintenance chores

Sharp, Sporty Styling

Balance of style, wind protection, aerodynamics and airflow management

Sporty dual headlamps

KEY FEATURES

designates a key feature with primary communication priority.

Thickly padded seat - P.18

Deep cushioning and tailor-designed seat material offer superb comfort for long-distance riding.

Aluminium twin-tube frame - P.13

The frame's light weight and high rigidity contribute to sharp, firm handling. New rubber upper engine mounts contribute to reduced vibration and greater handling and stability.

Clean-mount pannier system - P.20

Revised mounting system for the accessory panniers gives them a more integrated look, and ensures the rear of the bike looks sharp when the panniers are removed.

Horizontal Back-link rear suspension - P.11

This rear suspension arrangement offers excellent performance while contributing to mass centralisation. Remote preload adjuster facilitates changes to accommodate a pillion and/or luggage. Revisions include a stiffer spring for increased stability and reduced damping for enhanced ride comfort.

Sporty 17" wheels - P.14

Lightweight 17" wheels front and back contribute to quick, sporty handling. New tyres contribute to enhanced road sports performance.

KTRC (Kawasaki TRaction Control) - P.15

The 3-mode KTRC system covers a wide variety of riding conditions. Modes 1 and 2 offer enhanced sport riding performance. Mode 3 offers increased stability when traversing slippery surfaces.

Sharp, sporty styling - P.24

Completely revised styling package blends style, wind protection, aerodynamics and airflow management. The new twin headlamp design contributes to strong Kawasaki looks, while reflecting the Versys 1000's abundant potential for fun, sporty riding.

Large-volume fuel tank - P.23

21 litre capacity enables long range between fill-ups.

Wide handlebar - P.12

Combined with the slim, upright riding position, the wide bar contributes to machine control.

* Model shown with 2018 optional accessory parts.
* Accessories subject to change without prior notice.

Centre stand - P.23

Standard centre stand facilitates maintenance chores.

*Available in all markets except China.

Assist & Slipper Clutch - P.8

Race-inspired clutch technology offers both a back-torque limiting function as well as a much lighter feel at the lever.

1,043 cm^3 liquid-cooled, 4-stroke In-line Four - P.6

Powerful engine pulls strongly from all rpm (especially in the low-mid range) and does not let up before the redline. Adding to rider exhilaration, the engine delivers superb response and an intoxicating intake howl that makes riders want to twist the throttle.

Power Mode Selection - P.16

Riders can choose from Full Power or Low Power mode.

Upright riding position - P.12

Spacious, upright riding position enables easy machine control while contributing to rider comfort.

Adjustable windscreen - P.19

Windscreen has a larger 75 mm range, adjustable without tools.

Instrumentation - P.25

Large analogue-style tachometer is complemented by a multi-function LCD screen controlled by a convenient handle switch. Revised meter face adds to sporty looks.

ø43 mm inverted front fork - P.10

New inverted fork offers composed damping and excellent action in a variety of street riding situations. Reduced damping and revised top-out spring settings contribute to increased ride comfort.

Petal disc brakes with latest-spec ABS - P.14

Larger front discs are complemented by new pad material designed to deliver stronger initial bite. ABS – standard on all models – offers additional reassurance when braking on low-grip or uneven surfaces.

Numerous genuine accessories - P.20,22

Complementing the colour-matched panniers and larger-volume top case, numerous other accessories increase touring ability and contribute to long-distance comfort. Newly available accessories include a helmet lock, LED fog lamps and a gear position indicator.

* Accessory availability varies by market.

Substantial payload - P.20

Robust trellis-style rear frame is the key to the Versys 1000's substantial payload, enabling riders to mount accessory panniers, a top case, or both.

KAWASAKI IN-LINE FOUR EXHILARATION x FUN PACKAGE ON WINDING ROADS

Both the Versys 1000's engine and chassis were designed to maximise rider enjoyment on the street. Its 1,043 cm^3 In-line Four delivers a rewarding surge of acceleration with every twist of the throttle. The chassis balance and long-travel suspension settings enable superb control and feedback, offering a high level of rider confidence in numerous street riding situations and accommodating a variety of riding styles. The almost zen-like serenity is complemented by a relaxed, upright riding position that offers a high level of machine control as well as a good vantage ahead. The nimble aluminium chassis and sporty 17" wheels enable aggressive sport riding when the mood suits.

Exciting Engine

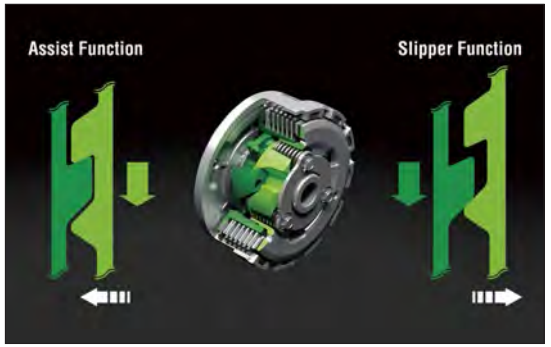
To maximise the Versys 1000's fun factor, engineers wanted to provide the most exciting engine possible. The engine needed to deliver more than just performance figures. The engine they chose was a 1,043 cm^3 In-line Four, tuned for flexibility. Superb throttle response, strong torque at all rpm (especially in the low-mid range), and a seductive intake howl ensure that every twist of the throttle delivers a physical and aural sensation that riders may easily find addictive.

* Z1000-based liquid-cooled, DOHC, 16-valve 1,043 cm^3 In-line Four with a bore and stroke of 77.0 x 56.0 mm offers strong low-mid range torque with smooth power delivery.
* Downdraft throttle bodies allow intake air to travel to the engine in the shortest possible distance, contributing to performance. While downdraft throttle bodies often use short intake funnels to maximise high-rpm performance, the Versys 1000's are longer to offer the best power characteristics for street riding excitement.
* Throttle bore is ø38 mm, chosen for low-mid range response.
* Oval sub-throttles are used to deliver extremely smooth response. The oval sub-throttles also help keep the engine slim – important since the throttle bodies are positioned between the rider's knees.
* An intoxicating intake howl contributes to the engine feel and tempts riders to twist the throttle just to enjoy the aural sensation when accelerating.
* The addition of two additional intake passages (one below the main passage, one at the bottom of the airbox) contribute to increased engine performance.
* Good over-rev characteristics mean that power does not drop off suddenly at high rpm.
* Power delivery is quite linear and, thanks to FI settings, response is both quick and silky smooth. Both characteristics facilitate control (especially for low-rpm manoeuvres or when rolling the throttle back on) and contribute to sport riding potential.
* Flexible engine character means the Versys 1000 will be just as happy cruising along at low-rpm as it is being ridden more aggressively in the mid-high rpm range.
* Connecting passageways added between the cylinders help reduce pumping loss. The increased performance helps ensure the power feeling of the previous model is maintained while achieving cleaner emissions.
* Long-type Denso 12-hole fine-atomising injectors with tapered holes (previously 8-hole injectors with straight holes) spray 60 µm droplets in a narrower spray pattern. More centrally directed fuel spray and more consistent droplet size contribute to increased combustion efficiency.
* Denso stick-type ignition coils with reversed coils (primary coil on the outside) helps minimise electrical interference.
* Revised ignition timing matches the changes to the injectors, air cleaner and exhaust.
* A secondary balancer, driven off a gear on the 6th web of the crankshaft, eliminates excess vibration. Of course, a certain amount of engine vibration was desired as part of the bike's character (vibration contributes to the feeling of acceleration, increasing linearly with rpm), so vibration was not totally eliminated.
* With the new cowling, cooling performance is improved, allowing the water-cooled oil cooler to be eliminated to save weight.
* Increased generator output (12.3 A >> 15.3 A) at idling speed (1,100 min^{-1}) ensures sufficient generating capacity with a full complement of accessories.

Exhaust System

* Large, oval-shaped connector pipes join exhaust headers 1-4 and 2-3, contributing to better performance at all rpm. (The reduced exhaust resistance results in an ideal exhaust flow.)
* Under-engine pre-chamber contributes to a more centralised mass by enabling a smaller-volume silencer.
* Single side muffler offers lower weight than twin mufflers.
* 3-way catalysers in the exhaust collector and pre-chamber ensure strict emissions regulations are met. Revised main catalyser material contributes to clean emissions.

Race-derived Clutch Technology & Improved Shift Feeling



* 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 new functions not available on the standard clutch of the previous model.
* 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. Fewer (3, vs 5 on the previous model) clutch springs translate to a 30% lighter clutch lever feel.
* When excessive engine braking occurs – as a result of quick downshifts (or an accidental downshift) – the slipper cam comes into play, forcing the clutch hub and operating plate apart. This relieves pressure on the clutch plates to reduce back-torque and help prevent the rear tyre from hopping and skidding.

Gearing

* Gear ratios were chosen to accommodate a wide range of riding situations, including sport riding, highway cruising, and riding fully loaded with passenger and luggage.
* Compared to the 2014 Z1000, 1st gear feels shorter (the shorter gearing facilitates moving off from a stop when fully loaded), while 3rd-6th gears are longer (ratios selected to enable sport riding as well as relaxed highway cruising).

Long-travel Suspension

Because real world riding occurs on streets that are often less than circuit smooth – road imperfections (bumps, potholes) are far from rare, and some streets are not even paved (cobblestone, etc) – Kawasaki engineers chose long-travel suspension to enable riders to carve corners with aplomb. While not designed for off-road use, the long-travel suspension's ability to cope with less-than-perfect street conditions allows the Versys 1000 to remain composed where bikes with stiffer, sportier set-ups would require backing off the throttle.

* At the front, the Versys 1000 is supported by a ø43 mm inverted cartridge-type fork.
* Damping mechanism is now concentrated in the right fork tube.
* Rebound and compression damping are about 30% less than on the previous model. The softer suspension action contributes to increased ride comfort.
* Longer outer tubes (length increased 20 mm) increase fork rigidity. The more composed movement contributes to increased riding stability.
* Long travel of 150 mm (unchanged from the previous model) contributes to the fork's excellent bump absorption and road holding performance.
* Top-out springs with revised a softer spring rate and increased length contribute to reduced shock at maximum extension, for increased stability.

* The fork is adjustable for rebound damping (right-side only) and preload. (Photo 1)


1

* Horizontal Back-link rear suspension positions the shock unit and linkage above the swingarm. (Photo 2)


2

* This arrangement frees up space that would be taken up by the lower linkage of a conventional Uni-Trak suspension. This enables a larger pre-chamber, which in turn allows the use of a shorter muffler, contributing to mass centralisation.
* The suspension is located far enough from the exhaust that operation is not affected by heat.
* The long-travel rear suspension has a stroke of 150 mm.
* The high-spec shock unit features a free piston that separates gas and oil for high-level, stable performance.
* Stiffer rear shock spring (106 N/m >> 109 N/m) offers increased stability and more composed movement. The stiffer spring also suits the Versys 1000's increased curb mass.
* Approximately 30% less compression damping than on the previous model results in softer suspension action that contributes to increased ride comfort.
* A remote preload adjuster means changes to suit tandem riding or luggage can be made quickly and easily by hand. The rear shock is also adjustable for rebound damping. (Photo 3)


3

Relaxed, Upright Riding Position

* Model shown with accessory parts.
* Accessories subject to change without prior notice.

* Wide handlebar offers easy control, especially for low-speed manoeuvring. Positioned to offer a natural grip, it allows the rider's elbows to be slightly bent when sitting in a relaxed, upright stance.
* The seat's slim design and the knee grip characteristics of the tank afford good freedom of movement, allowing the riders to change sitting position should they so choose. Thick urethane increases comfort and contributes to a seat height that places the rider in a position of fun controllability. The stepped shape of the seat also provides support for the rider when accelerating. (Photo 4)


4

* Footpeg position (low and forward) contributes to a spacious riding position.

* Together, all these points result in a very natural, relaxed position designed to offer the rider a high level of machine control. The upright riding position accommodates a variety of riding styles (lean-in, lean-with, lean-out), broadening the spectrum of riding enjoyment and also offers a high level of comfort, a great benefit for touring. This combination of comfort and control is one of the things that make the Versys 1000 so much fun to ride. (Photo 5)

* Model shown with optional accessory parts.
* Accessories subject to change without prior notice.

* When combined with the long-stroke suspension, the upright riding position and higher seat height offer a commanding view of the road ahead – especially advantageous when navigating city traffic or winding roads in the hills.
* The tyres and minute chassis dimension changes result in a slightly lower seat height (845 mm >> 840 mm), making it easier for riders to reach the ground with their feet.

Aluminium Twin-tube Frame

* Aluminium twin-tube frame design features frame beams that go over engine, allowing a narrow construction that is easy to grip with the knees. (Photo 6)

* Lightweight and highly rigid, the frame uses the engine as a stressed member. It contributes to handling, offering a firm, planted feeling, good stability and light, nimble turning.
* Setting the caster angle at 27° contributes to a good balance of high-speed stability and a neutral handling character that facilitates sporty street riding.
* The frame is a 5-piece cast aluminium construction, consisting of steering stem, left and right main frames, and two cross pieces. The two main frame components have open C-shaped cross sections and were die-cast to ensure a smooth surface finish.
* Reinforcing pipes join the engine hangers to the main frame, offering increased chassis rigidity to suit the long-suspension frame configuration.

* The frame uses 4 engine mounts. The upper mounts (forward of the cylinder and the upper rear crankcase mounts) are rubber; the other two (behind the cylinder and lower rear crankcase mounts) are rigid. This is what gives the frame its excellent handling characteristics. Changing the mounts forward of cylinder to rubber and eliminating the sub-frame stabilisers helps reduce vibration and adds to handling and stability. While the planted feeling of the previous model is unchanged, the handling feels more pliant.
* As much as possible welds were eliminated, contributing to appearance.
* Rear frame is a steel pipe trellis unit that enables the Versys 1000's high payload. Revisions to the gussets at the pipe joints add frame strength and rigidity to suit the new clean-mount pannier system and to accommodate the greater top case load capacity.

Sporty 17" Wheels & Tyres

* Lightweight 6-spoke wheels measure 17" – ideal for sporty street riding. (Photo 7)


7

* Tyres selected for their road sports potential offer increased cornering performance for more fun in hills, increased high-speed stability, and a stronger on-road image to go with the Versys 1000's sporty new styling.

Triple Petal Disc Brakes with Latest-spec ABS

* Larger, ø310 mm front petal discs gripped by opposed 4-piston calipers deliver stronger stopping power with good brake touch and feel. Revised brake pad material offers stronger initial bite. (Photo 8)

8

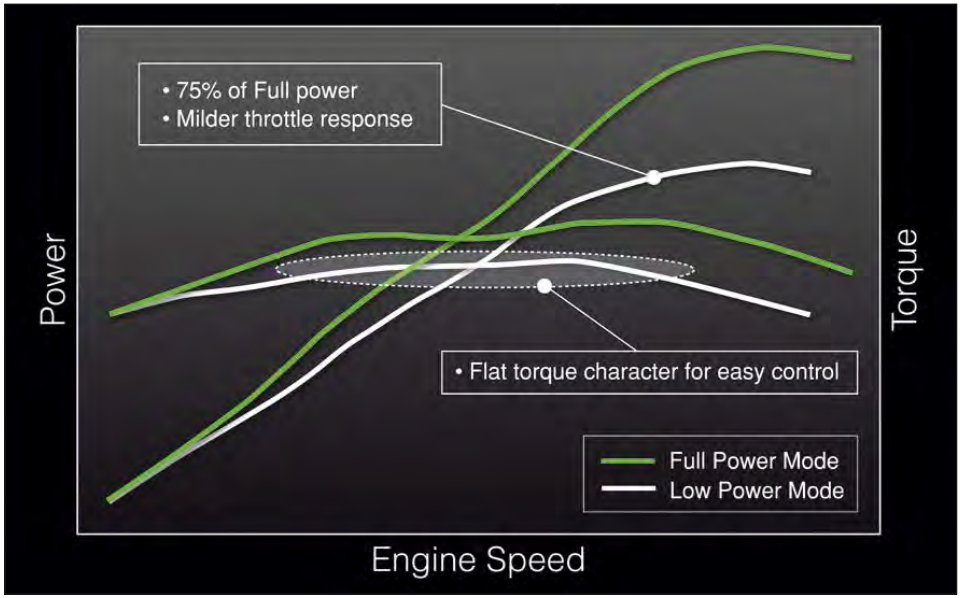
* At the rear a ø250 mm petal disc is slowed by a single-piston caliper.
* ABS is a standard feature on all Versys 1000 models.
* The high-spec ABS unit is ultra-compact, very lightweight, and enables high-precision ABS control.
* Front brake hydraulic pressure is monitored to help control rear wheel lift.
* True to the Versys 1000's envisioned riding environment, ABS settings are designed to facilitate controlled braking in a variety of street riding situations.

3-Mode 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.

* Riders can choose from three modes. Modes 1 and 2 prioritise maximum forward acceleration. Mode 3 provides rider reassurance by facilitating smooth riding on slippery surfaces. Riders may also elect to turn the system off.
* In Modes 1 and 2, highly sophisticated programming allows a degree of slip – a certain amount of slip is required to maximise acceleration. The ideal slip ratio varies according to conditions. The system looks at a number of parameters to get an accurate real-time picture of what is going on: front and rear wheel speed (slippage) and various engine, machine and rider input parameters are monitored.
* Using complex analysis, the system is able to predict when traction conditions are about to become unfavourable. By acting before slippage exceeds the range for optimal traction, drops in power can be minimised, resulting in ultra-smooth operation.
* Conditions are confirmed every 5 milliseconds, and control via ignition timing allows extremely quick reaction.
* In Mode 3 (the most intrusive) the same logic and control as in Modes 1 and 2 is employed during normal operation. However, when excessive rear wheel spin is detected, Mode 3 switches to three-way control – governing ignition timing, fuel delivery and airflow (via the sub-throttles) – and engine output is reduced to a level that allows the rear wheel to regain grip. It is the control of the sub-throttles that enables smooth operation. This fine control results in a very natural feeling: engagement is smooth, on/off transition is smooth, and stability is maintained during extended operation.
* In Mode 3, KTRC effectively enables riders to negotiate both short slippery patches (train tracks or manhole covers) and extended stretches of bad road (wet pavement, cobblestone, gravel, etc) without worry. Wheel spin is also limited when starting on a slippery surface.
* The system is also able to distinguish between torque wheelies, which are smooth, and other wheelies. In Modes 1 and 2, torque wheelies are allowed as long as acceptable acceleration is maintained. Other wheelies trigger system intervention. In Mode 3, all wheelies are prevented.
* The system uses minimal hardware but complex software. Apart from the engine ECU, the system relies on only front and rear wheel speed sensors – which means minimal additional weight (none, in the case of an ABS model like the Versys 1000, which already has wheel speed sensors).
* By default, KTRC is always ON when the engine is started. (The mode will be the same as when the engine was turned off, or in Mode 1 if the system had been turned off.) To ride with KTRC off, riders must consciously turn the system OFF (using the mode button on the left grip).

Power Mode Selection



* A choice of Full Power or Low Power modes allows riders to set power delivery to suit preference and conditions. Low Power mode limits output to approximately 75% of Full Power and uses a milder throttle response. (Reduction of both power and throttle response varies according to engine speed (rpm), throttle position and gear position.)

* Combining the various KTRC and Power Mode options, riders have eight combinations from which to choose. For example, an experienced rider on dry pavement might choose Full Power and KTRC Mode 1 for sport riding. On a wet and/or slippery road surface, Low Power and KTRC Mode 3 might be selected. Each system can be set independently to best suit rider skill/preference, riding location and road conditions.

RIDE LONGER, RIDE FARTHER

In addition to the riding excitement offered by the nimble chassis and exhilarating engine, the Versys 1000 offers the comfort and carrying capacity to allow riders to ride long and far. A highly comfortable seat and good wind protection complement the relaxed riding position, making it easy to spend a long time in the saddle. Passenger comfort is also superb, so riders can easily share the fun. A high payload and numerous accessories, including new luggage mounted with a clean-mount system, add to comfort and convenience, making it easy for riders to get away for more than a day at a time. And a large-volume fuel tank and great fuel economy allow a greater range between fill-ups.

* Model shown with accessory parts.
* Accessories subject to change without prior notice.

Rider & Passenger Comfort

* A new design tapered handlebar has a shorter rise that makes it stronger and more rigid. A fatter middle section contributes to the increased strength. (Photo 9)


9

* The handlebar mounting position is 20 mm higher to compensate for the new handlebar bend. Handgrip position is the same as before.
* Single-piece handle clamp (previously separate left/right pieces with a brace) offers increased rigidity. The new design also enables the repositioning of the ignition key switch.
* Complementing the high rigidity handlebar and handle clamps, the clamps are now rubber mounted. Two types of dampers are used: tapered dampers are used with the stud-bolt mounts to absorb vibration for increased rider comfort, while flat dampers fore and aft of the tapered dampers absorb forward/backward play in the handle to ensure excellent control.

* Thickly padded seat provides the comfort to enable 1000+ kms in the saddle. (Photo 10)


10

* The rear seat has even deeper cushioning, and is probably Kawasaki's most comfortable passenger perch.
* Seat leather material was carefully selected and a great deal of effort was spent to ensure a good fit. The front seat uses different material than the sides and rear.
* Spacious riding position is complemented by footpegs with (hollow) rubber coatings. Footpeg brackets are also rubber mounted to further dampen vibrations.
* Lightweight clutch springs reduce lever effort, contributing to reduced rider fatigue.
* Complementing the adjustable front brake lever, the clutch lever is now adjustable. Riders can choose from 6 brake lever positions and 5 clutch lever positions to suit their hand size for increased control and comfort.
* Key cylinder repositioned approximately 40 mm closer to the rider for easier access.

Wind Protection & Airflow Management

* Adjustable windscreen has a stepless range of approximately 75 mm. The greater range of adjustability (previously 30 mm) contributes to increased wind protection and comfort. Height can be adjusted without tools (using two knobs on the front of the screen) to suit rider preference. (Photo 11)


11

* Wind passages between the upper and side cowls were aerodynamically designed to help reduce air resistance while managing airflow for increased wind protection and comfort. (Photo 12)

12

* Chin spoiler below the twin headlamps helps direct wind around the upper cowl for increased stability at highway speeds as well as increased comfort for the rider. (Photo 13)


13

* Air intake between the headlamps at the cowl bottom routes fresh air into the cockpit to relieve the effect of negative pressure at high speeds. This helps prevent helmet buffeting. Fresh air is also routed to the inside of the cowl to help keep parts that generate heat cool.

Clean-mount Pannier System

* The mounting system for the accessory panniers allows the panniers to be attached and removed very simply, contributing to increased convenience. Completely revised to allow the panniers to be better integrated with the rear of the bike, the clean-mount system positions the panniers much closer to the bike centreline, and, thanks to its clean clutter-free design, ensures the rear of the bike still looks good with the panniers removed. (Photo 14)


14

High Payload & Carrying Capacity

* Robust steel pipe rear frame enables the substantial payload of 220 kg – plenty for carrying two passengers and luggage.

* A lightweight resin-construction rear carrier (6 kg maximum capacity) is fitted as standard equipment. (Photo 15)


15

* An accessory top case (and mount) can be fitted. The top case is rated for 5 kg, and with its 47 litre volume is large enough to fit two full-face helmets. (Photos 16-18)

16

17

18

* Model shown with accessory parts. * Accessories subject to change without prior notice.

* In addition to the top case, slim and stylish new 28 litre panniers are available as accessories. Each pannier can hold a full-face helmet and is rated for 5 kg – an increase compared to the 3 kg rating on the previous model. Top case and panniers can be used simultaneously. (Photos 19-20)


19


20

* Both the accessory top case and panniers are colour-matched to the body of the bike and have the Kawasaki logo stamped into their covers, ensuring an well-integrated, high-quality image. (Photo 21)


21

* One-key system means that the top case and panniers are conveniently unlocked and removed with the ignition key.

* Revised as part of the clean-mount system for the accessory panniers, the ergonomic passenger grab bars have built-in luggage hooks, providing tie-down points when carrying luggage on the rear seat.

* Taillight and rear turn signals are positioned for good visibility even when using the top-case and panniers. (Photo 22)

22

* Large under-seat storage space has room for compact rain gear or other small items. Tool kit is affixed to the bottom of the seat.

* Model shown with accessory parts.
* Accessories subject to change without prior notice.

Numerous Accessories for More Comfortable Touring

* LED fog lamps positioned in front of the radiator shrouds (just below the chin spoiler on the upper cowl) offer significantly increased night-time visibility. (Photo 23)
* Hand guards, now available as genuine Kawasaki accessories, offer increased wind protection, which translates to added comfort when riding in cold weather. They also offer general protection for the rider's hands. (Photo 24)
* Grip warmers provide increased comfort on cold days. They fully enclose the grips, ensuring excellent warmth. (Photo 25)
* Resin frame sliders and front axle sliders help protect the chassis in the event of a fall. (Photos 28-29)
* Radiator core guard protects the radiator from flying rocks or debris encountered on the road. (Photo 30)
* Convenient helmet lock can be mounted to the rear frame. It can be fit with the same one-key system as the top case and panniers, allowing all pieces to be unlocked with the ignition key. (Photo 31)

* Model shown with accessory parts.
* Accessories subject to change without prior notice.

Accessory Support

* High capacity generator develops enough electricity to power a 40 W accessory DC socket. The DC socket can be used to power small electronic devices. (Photo 32)

32

Large-volume Fuel Tank

* 21 litre fuel tank contributes to the Versys 1000's touring potential. With engine and transmission settings, range (calculated) on one tank could be 400 km. (*Range would vary depending on riding speed and conditions.) (Photo 33)

33

* New-design fuel gauge inside the fuel tank enables a very precise estimation of remaining range. By displaying an average reading, slopes do not affect the reading.

High Fuel Efficiency

* Advanced ECU programming contributes to the Versys 1000's high fuel efficiency. Careful adjustment of fuel volume and ignition timing when speed is constant improves fuel consumption without compromising driveability.

Centre Stand

* Centre stand is now a standard feature, offering increased utility and greatly facilitating maintenance work. (Photo 34)


34

SHARP, SPORTY STYLING

Sporty new looks give the Versys 1000 a stronger Kawasaki identity, while reflecting the exciting sport-riding potential offered by its nimble chassis and exhilarating In-Line Four engine.

Bodywork

* Upper cowl features a horizontally split design that reinforces the compact and sporty image of the Versys 1000. The aggressive design contributes to a strong Kawasaki identity. (Photo 35)

35

* Previously featuring vertically stacked headlamps, the Versys 1000's "face" is now adorned with twin headlamps arranged horizontally. The new layout contributes to a more aggressive, sporty Kawasaki design.
* While its primary purpose is functional, the chin spoiler below the headlamps adds to the aggressive, sporty looks.
* Front turn signals were relocated from the upper cowl beside the headlamp to the shrouds to match the new headlamp and cowl design.
* Tapered handlebar with a shorter rise adds tougher looks to the cockpit area, complemented by the new single-piece handlebar clamp.
* Wedge-shaped front brake reservoir tank adds a touch of class to the cockpit area.
* Revised mirror design contributes a fresh appearance to the new styling.
* Heel guard pads prevent paint from being rubbed off, adding to higher quality appearance in this area.
* Hairline finish for the silencer body and an aluminium die-cast end-cap design contribute to a stronger sporty image.

Instrumentation

* Tough-design multi-function instrumentation includes an analogue-style tachometer and LCD with **Gear Position Indicator**, speedometer, fuel gauge, odometer, clock, dual trip meters, current and average fuel consumption, remaining range, and external air temperature. (Photo 36)

36

* Tachometer face is now black, contributing to sporty looks and offering increased legibility.
* KTRC (3 modes + OFF), Power Mode (2 modes) and the various LCD modes (including the trip meter reset) are all controlled using the multi-function button located at the left handle.
* The Economical Riding Indicator appears on the LCD screen to indicate favourable fuel consumption. Paying attention to conditions that result in the mark appearing can assist riders to maximise their fuel efficiency. This handy feature is active all the time, although to be effective, the rider must ride in a gentle manner: less than 6,000 rpm, less than 30% throttle, under 160 km/h.

COLOUR(S)

* Metallic Flat Spark Black with Metallic Spark Black

KLZ1000BJF

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	10.3:1
Valve system	DOHC, 16 valves
Fuel system	Fuel injection: ø38 mm x 4 with oval sub-throttles
Ignition	Digital
Starting	Electric
Lubrication	Forced lubrication, wet sump

DRIVETRAIN

Transmission	6-speed, return
Final drive	Chain
Primary reduction ratio	1.627 (83/51)
Gear ratios: 1st	2.692 (35/13)
2nd	1.950 (39/20)
3rd	1.529 (26/17)
4th	1.304 (30/23)
5th	1.136 (25/22)
6th	0.958 (23/24)
Final reduction ratio	2.867 (43/15)
Clutch	Wet multi-disc, manual

FRAME

Type	Twin-tube, aluminium
Wheel travel: front	150 mm
rear	150 mm
Tyre: front	120/70ZR17M/C (58W)
rear	180/55ZR17M/C (73W)
Caster (rake)	27°
Trail	106 mm
Steering angle (left/right)	34° / 34°

SUSPENSION

Front: Type	ø43 mm inverted fork with rebound damping (right-side) and spring preload adjustability
Rear: Type	Horizontal Back-link, gas-charged, with rebound damping and remote spring preload adjustability

KLZ1000BJF

BRAKES	
Front: Type	Dual semi-floating ø310 mm petal discs
Caliper	Dual opposed 4-piston
Rear: Type	Single ø250 mm petal disc
Caliper	Single-piston

DIMENSIONS	
Overall length	2,270 mm
Overall width	895 mm
Overall height / High position	1,400 mm / 1,465 mm
Wheelbase	1,520 mm
Ground clearance	150 mm
Seat height	840 mm
Curb mass	250 kg (EUR/AUS)
Fuel capacity	21 litres

PERFORMANCE	
Maximum power	88.0 kW {120 PS} / 9,000 min^{-1} (AUS)
Maximum torque	102.0 N·m {10.4 kgf·m} / 7,500 min^{-1}

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.

VERSYS 1000 2018 Questions

1. What is the engine configuration of the VERSYS 1000?
2. Does the 2018 Versys 1000 have an Assist & Slipper Clutch?
3. What type of forks are used on the VERSYS 1000?
4. What is the length the suspension stroke in the Horizontal Back-Link Rear Suspension?
5. What type of riding position is found on the VERSYS 1000?
6. What is the seat height on the 2018 VERSYS 1000?
7. What style of frame is used on the VERSYS 1000?
8. Does the 2018 Versys 1000 meter have a Gear Position Indicator?
9. What size are the front and rear brake discs on the VERSYS 1000?
10. How many Modes does the KTRIC (Kawasaki Traction Control?
11. How many Power Modes does the VERSYS 1000 have?
12. What updates have made for the rider and passenger comfort?
13. What is the adjustability range of the windscreen?
14. What is the purpose of the chin spoiler under the head lamps?
15. What is the advantage of the Clean-mount pannier system?
16. What size are the Accessory Panniers?
17. What size is the Accessory Top Case?
18. What is the carrying capacity of the standard resin construction rear carrier?
19. Can the Top Case and Panniers be unlocked, removed with the ignition key?
20. What other Genuine Accessories are available for the 2018 VERSYS 1000?
21. Does the VERSYS 1000 have handy elecrical accessory support?
22. What is the fuel tank capacity?
23. Does the 2018 VERSYS 1000 have a centrestand?
24. With KTRC & Power Modes how many combinations can be selected?
25. Which button controls the KTRC & Power Modes selections?

Questions continue next page.

VERYS 1000 2018 Questions

26. What changes have been made to the bodywork of the VERSYS 1000?

27. What colour is the of the tachometer face?

28. When is the "ECO" (Economical Riding) Indicator likely to appear on the LCD screen?

29. What is the curb mass of the 2018 VERSYS 1000?

30. What is the ground clearance of the 2018 VERSYS 1000?

31. What is the Max Power of the 2018 VERSYS 1000?

Answers next page.

Kawasaki VERSYS 1000

Versys 1000 2017 Answers

1.	Liquid-cooled, DOHC, 16-valve 1,043 cm3 In-line Four	P7
2.	Assist & Slipper Clutch is fitted standard (sames as Ninja 300 and Ninja ZX-6R 636)	P8
3.	43 mm inverted cartridge fork	P10
4.	150 mm wheel travel	P10
5.	Relaxed upright, riding position	P12
6.	The plush seat height is 840 mm	P13
7.	Frame is 5-piece cast aluminum	P13
8.	Yes the Gear Position Indicator is a standard feature on the 2017 Meter	P25
9.	Large 310 mm front petal discs and 250 mm rear petal disc	P14
10.	3-Mode KRTC (Kawasaki Traction Control) and off	P15
11.	There are 2 Power Modes (Full Power or Low Power approx 75%)	P16
12.	New design tapered handlebars mounted 20 mm higher, hand grips in the same position, 6-way adjustments on the front brake lever and 5-way on the clutch lever. Ignition key cylinder is 40 mm closer to the rider for easier access.	P18
13.	75 mm compared to 30 mm of the previous model	P15
14.	Chin spoiler below the twin headlamps helps direct wind around the upper cowl for increased stability at highway speeds as well as increased comfort for the rider	P19
15.	The Accessory Panniers clean-mount system positions the panniers much closer to the bike centerline, and they can be attached and removed quickly	P21
16.	The new Accessory Panniers each have a 28 litre storage capacity large enough for a full-face helmet and the weight is now rated at 5kg	P21
17.	The new Accessory Top Case (and mount) is rated at 5kg and 47 litre volume large enough for two full-face helmets	P20
18.	A lightweight resin-construction rear carrier (6 kg maximum capacity) is fitted as standard equipment	P20
19.	Yes, one-key system means that the top case and panniers are conveniently unlocked and removed with the ignition key.	P21
20.	LED fog lights, hand guards, heated grips, gear position indicator, engine slider, front axle protector, radiator guard and a helmet lock	P22
21.	High capacity generator develops enough electricity to power a 40 W Accessory Accessory DC socket. The DC socket can be used to power small electronic devices.	P23
22.	21 litres fuel tank when combined with the engine and transmission settings, range (calculated) on one tank could be 400 km. (*Range would vary depending on riding speed and conditions.)	P23
23.	Yes fitted with a standard mainstand	P23
24.	8 possible combinations, (3 x KRTC modes + off and 2 x Power Modes)	P16
25.	Multi-function button located on the left hande	P25

Answers continue next page.

Kawasaki Training Academy

Versys 1000 2017 Answers

26.	**Upper cowl features a horizontally split design that reinforces the compact and sporty image of the Versys 1000. The aggressive new design contributes to a strong Kawasaki identity. Twin headlights arranged horizontally.**	**P25**
27.	**Tachometer face is is now black contributing to sporty looks and offering increased legibility.**	**P25**
28.	**To be affect the rider must ride in a gentle manner: less than 6,000 rpm, less than 30% throttle, under 160 km/h.**	**P25**
29.	**Curb mass is 250 kg**	**P10**
30.	**150 mm ground clearance**	**P29**
31.	**120 PS / 88.0 kW / 9,000 rpm**	**P29**