



Specifications:

ZX1400CBF

Engine Type	Inline 4-Cylinder, 4-Stroke, Liquid-Cooled, DOHC 16-Valves
Displacement	1,352 cm ³
Bore & Stroke	84.0 x 61.0 mm
Compression Ratio	12.0:1
Fuel System	Digital Fuel Injection, 44 mm x 4 with sub throttles
Ignition	TCBI Digital Electronic Fuel Injection
Transmission	6-Speed, with Positive Neutral Finder
Rake/Trail	23.0°/ 91 mm
Front Wheel Travel	117 mm
Rear Wheel Travel	122 mm
Front Tire Size	120/70-ZR17
Rear Tire Size	190/50-ZR17
Front Suspension	43mm inverted fork with adjustable preload, stepless compression and rebound damping
Rear Suspension	Uni-Trak with adjustable preload, stepless rebound and compression damping adjustment and adjustable ride height
Wheelbase	1,460 mm
Front Brake	Dual 310 mm semi-floating petal discs, with radial-mounted, Opposed 4-Pistons Callipers
Rear Brake	250 mm single petal disc with Opposed-Piston calliper
Fuel Tank Capacity	22.0 litres
Ground Clearance	125 mm
Seat Height	800 mm
Curb Mass	257 kg (includes full fuel tank and all fluids at correct levels)
Colours x 2	Metallic Diablo Black Candy Persimmon Red

(Specifications subject to change without notice.)

Key Features:



1,352 cm³, Inline 4-Cylinder, Liquid-Cooled



Distinctive Ninja Styling



Dual Analogue Meters with Easy to Read White Faces and LCD Display



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2011 NINJA ZX-14

When it comes to power, Kawasaki is King. From legendary machines, like the Z1 and GPz900R, to modern superbikes, like the ZZR-1100 and Ninja ZX-12R, Kawasaki's flagship machines have set the performance standards other have followed. The Ninja ZX-14 has them following again.

The 1,352cm³ engine is force fed with Ram Air and fuel injection to produce Kawasaki's most powerful motorcycle engine ever mass produced.

Careful engine and fuel injection tuning yield a very linear torque delivery that gives the Ninja ZX-14 a softer, more rider-friendly side, yet when the revs reach 6,000 there is a very noticeable power surge that carries all the way to redline.

Equally as impressive is the Ninja ZX-14's light-weight handling characteristics. Kawasaki's next-generation aluminum monocoque frame provides solid stability at speed while being extremely responsive when the road gets twisty. It's the ideal balance between all-out sport handling and high-speed stability.

1,352cc Four-Cylinder, DOHC Engine

- * The most powerful production Kawasaki motorcycle engine ever.
- * Tuned to provide smooth power across a very wide rev range while raising the legendary Kawasaki horsepower standards to a new level.
- * Carefully planned engine design keeps it compact and narrow.
- * Chrome composite plated (aluminum cylinder bores are lightweight, durable, and quickly carry heat away from the combustion chamber and piston for supreme durability at high power outputs.
- * Intake porting optimises flow for more power.

Gear-Driven Dual Engine Balancers

- * Already in perfect primary balance, dual secondary balancers virtually eliminate unwanted vibrations for extremely smooth engine operation and rider comfort.

Ram Air Induction

- * Central Ram Air duct produces a straighter path to the airbox for maximum intake efficiency. Similar inlet design to the Ninja ZX-6R and Ninja ZX-10R gives the Ninja ZX-14 consistent Kawasaki Ninja styling.
- * This system takes cooler, high-pressure air from in front of the fairing and guides it through the air cleaner and into the engine for maximum power output.

Digital Fuel Injection

- * 44mm Mikuni throttle bodies are fitted with sub-throttle valves that are controlled by the ECU to provide precise response and make DFI performance smoother, with response similar to constant velocity carburetors.
- * Fuel injector nozzles disperse the finely-atomized fuel over a wider area to help boost power.
- * 32-bit electronic control unit works with dual • throttle valve system to further enhance throttle response and control. A digital computer feeds the engine exactly the • amount of fuel it needs for cleaner emissions and maximum fuel economy.

TCBI Ignition with Digital Advance

- * Digital timing advance enhances the low and mid range power.
- * Stick coils with high secondary coil current improve combustion efficiency, performance and rideability.

High-Flow Exhaust System

- * Wide entrances to the connecting pipes joining headers 1-4 and 2-3 enhance torque, particularly in the low rpm range.
- * Internal construction of the mufflers is designed for maximum exhaust flow.pear to flow from the cowlng.

Low Emissions

- * In addition to the honeycomb catalyzers in each muffler, a third catalyzer is located in the collector.
- * Larger secondary air system ports feed more air into the exhaust system to reduce emissions.

Radial Pump Clutch

- * Hydraulic clutch features a radial-mount clutch master cylinder for very smooth clutch operation

Kawasaki Positive Neutral Finder

- * Just lift the shift pedal from first gear at a stop to find neutral easily, every time.
- * A Kawasaki exclusive.

Next-Generation Monocoque Aluminum Frame

- * The frame is a hollow aluminum box that arches over the engine from the steering head to the swing arm pivot. It is narrow, strong, rigid, and very light.
- * Engine is rigidly mounted to increase the monocoque's torsional rigidity.
- * Plus using the engine as a stressed frame member decreases the frame's weight by approximately four pounds.
- * Engine positioned forward in the frame, wheelbase and front/rear weight balance were carefully designed to achieve both high-speed stability and responsive handling.
- * The monocoque section houses the air box and air filter in a space-saving design that actually simplifies air cleaner maintenance.
- * Two screws hold a plate on the left side of the frame that allows air cleaner access.
- * The battery is also housed within the frame and has simple access through the right side of the frame.
- * The steering head and swing arm pivot areas are cast aluminum for superior strength and rigidity

Inverted 43mm Cartridge Type Front Fork

- * Damping rates offer stiff initial action to resist front-end dive when braking.
- * Stepless damping adjustment improves suspension performance.

Bottom-Link Uni-Trak Rear Suspension

- * Linkage rates provide linear suspension action.
- * The bottom-link design concentrates the weight lower in the chassis for a lower center of gravity, which makes the bike more flickable.

Radial Mounted Petal Front Disc Brakes

- * Radial mounted 4-piston front brake callipers.
- * Instead of mounting the callipers with threaded tabs cast near the top of the caliper, the radial design utilises integrated mounting points at both the top and bottom of the caliper, with the mounting bolts inserted through the rear of the caliper instead of the side/front. This design makes the caliper more rigid, which improves brake feel over a wider range of operation.



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Front Brake Continued....

- * A separate brake pad is used for each piston.
- * One large pad can deform with the heat generated by hard track style riding, resulting in a loss of brake feel at the lever. Individual pads provide increased cooling efficiency and can absorb more heat without deforming so that they maintain consistent brake feel lap after lap.
- * Petal design brake discs provide better cooling and warp resistance.
- * Radial-pump front brake master cylinder improves brake performance and lever feel.

Wind Tunnel-Designed Bodywork

- * Since the monocoque frame goes over the engine the fairing is uninterrupted by protruding frame spars, adding to the extremely long and low styling.



- * Both the front and rear turn signals are integrated into the bodywork and have clear lenses to enhance the appearance.



- * Quadruple projector beam headlights give the Ninja ZX-14 a distinctive nose. The outer lights contain front position lamps and the high beams, while the dual low beams are in the center lamps.

Full Instrumentation

- * Dual analog speedometer and tachometer with white faces are easy to read.



- * Multi-function LCD digital display includes an odometer, two trip meters, gear position indicator and a clock.
- * Programmable shift indicator lamp illuminates at pre-set rpm to signal rider upshift.
- * Programmable clutch engagement lamp illuminates at pre-set rpm to signal the rider to engage the clutch.
- * A CAN (Controller Area Network) interface between the meter uses fewer wires while allowing a greater volume of information, such as estimated fuel range and fuel consumption, to be exchanged.

Immobiliser system

- * ECU controlled key recognition immobiliser system works as soon as the ignition key is removed.
- * This system is classed as an approved security device by Kawasaki Insurances, for more detail see your Kawasaki Dealer.

Standard Seat Cover

- * The stylish passenger Seat Cover is fitted standard.

New for 2011

New colour: Candy Lime Green and Ebony or or Metallic Spark Black with Red Graphics.

Authentic Kawasaki Accessories

See the current applicable Kawasaki accessory catalog or www.kawasaki.com.au for all of the latest Authentic Kawasaki Accessories available for this model.



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