ZRX1200R

New for 2001
Candy Lime Green/
Vivid Purple Mica

New for 2001
Black Pearl /
Metallic Blue Violet

New for 2001
Available in California

Revised for 2001
Double Cradle
Tubular Steel Frame

Revised for 2001
Wide Wheels and Tires

250mm Rear Disc
Brake with Opposed
Two Piston Caliper

Large Capacity
Fuel Tank with
Fuel Gauge

Revised for 2001
4-into-1 Exhaust
System

Revised for 2001
Tubular, Bridged,
Alloy Swingarm with
Eccentric Chain
Adjusters

Revised for 2001
Fully-Adjustable,
Cartridge-Type,
43mm Front Fork

Revised for 2001
Fully-Adjustable,
Nitrogen-Charged
Rear Shocks with
Piggy-Back Reservoirs

Floating Dual Disc
Front Brakes with
6-Piston Calipers

Four Valves per
Cylinder

Kawasaki Throttle Responsive
Ignition Control (K-TRIC)

Revised for 2001
Liquid Cooled
4-Cylinder Engine

New for 2001
Electro-Plated
Aluminum Cylinders

Revised for 2001
5-Speed Transmission

FEATURES AND ADVANTAGES:

Liquid Cooled, 4-Cylinder Engine

- *Displacement increased from 1052cc to 1164cc for more power throughout the powerband.*
- *Bore is 3mm bigger and stroke is increased 1.4mm.*
- *New engine cases, cylinder, cylinder head, and cams are used.*
- *New intake and exhaust camshafts for more mid-range and top-end power.*
- *New crankshaft with more inertia to match the larger displacement and provide acceleration and smooth power delivery.*

Electroplated Cylinders

- *Electroplated aluminum cylinders transfer heat quicker than steel allowing tighter piston-to-cylinder clearances for more power.*
- *The all-aluminum cylinder is 3.3 pounds lighter than last year's cylinder with steel liners.*

Kawasaki Throttle Responsive Ignition Control (K-TRIC)

- A throttle position sensor tells the igniter how hard the engine is working so its microcomputer can determine the best ignition timing.

4-into-1 Exhaust System

- *New stainless steel outer head pipe is lighter and more durable than the steel pipe used before.*
- *California models feature a pipe-type catalyzer in the exhaust for maximum power with less emissions.*
- *Features new lightweight stainless steel muffler.*

Liquid Cooling

- More even running temperature means no "power fade" on hot days and longer engine life.
- Automatic fan keeps things cool even in traffic.

5-Speed Transmission

- *New shift drum with new profiles improves shifting.*
- *A diaphragm spring is added between the primary gear and clutch housing to cut engine vibration.*
- *New clutch plates improve the clutch release action.*
- Features involute splines on gears and shafts for smooth, positive gear shifting.

Dual Front Disc Brakes

- Opposed 6-piston calipers work on 310 mm floating discs to produce eye-popping stopping power.

Rear Disc Brake

- Opposed 2-piston caliper works with a 250 mm disc to produce quick, sure stops.

Double Cradle Tube Frame

- Features large diameter, 42.7mm x 2.0mm steel tubes and new brace at the steering head for more rigidity.
- *The swingarm pivot now sits 5mm lower in the frame to reduce negative chain torque reactions. This keeps the rear end more planted in corners, especially when getting on the throttle at the exit.*
- 25° Steering head angle is the same as used on the ZX-7R for quick, responsive steering.
- Having the short wheelbase of a sport bike assures good maneuverability.

43mm, Fully-Adjustable, Conventional Cartridge-Type Front Fork

- *Stiffer springs and new damping match the revised rear suspension.*
- Offers 12 position compression and rebound damping adjustment as well as fork spring preload adjusters to match rider weight and riding style to the road conditions.

Tubular, Bridged Alloy Swingarm

- *Larger oval aluminum tubing is 17% stiffer for more rigidity to handle the extra power, wider rear wheel, and improve handling.*
- Eccentric chain adjusters ease chain adjustment, help assure spot-on wheel alignment.

Fully-Adjustable Rear Shocks

- *Lower shock mount moved 12mm forward to change the progressive rate for more supple action.*
- Nitrogen charged external reservoirs maintain constant damping even on hard rides.
- Aluminum shock bodies keep weight down and add to the bike's overall good looks.

SPECIFICATIONS — ZR1200-A1

Displacement	1,164 cc
Bore and Stroke	79.0 x 59.4 mm
Compression Ratio	N/A
Carburetor	Keihin CVK 36 x 4
Transmission	5-Speed
Rake Angle	25°
Front Wheel Travel	4.9 in.
Rear Wheel Travel	4.6 in.
Front Tire Size	120/70 ZR17
Rear Tire Size	180/55 ZR17
Wheelbase	57.6 in.
Fuel Tank Capacity	5.3 gal.
Seat Height	31.1 in.
Dry Weight	N/A
Warranty	12 months
Good Times Protection Plan	24 or 36 months

NOTE: Specifications subject to change without notice.

Ask about the Good Times Owner's Club and the Good Times Credit Plan.

Wide Wheels and Tires

- *Wider rear rim and tire get the added power to the ground.*
- *Hard plastic cush drive from the ZX-12R cuts drive line lash for instant acceleration.*

Genuine Kawasaki Accessories

- Accessories include tank bra, locks, alarm, cover and more. Check out the current Kawasaki Motorcycle Accessory catalog or ***www.buykawasaki.com*** for complete applications.

Kawasaki 2001

Kawasaki

2001 ZRX1200R

TECHNICAL SUMMARY

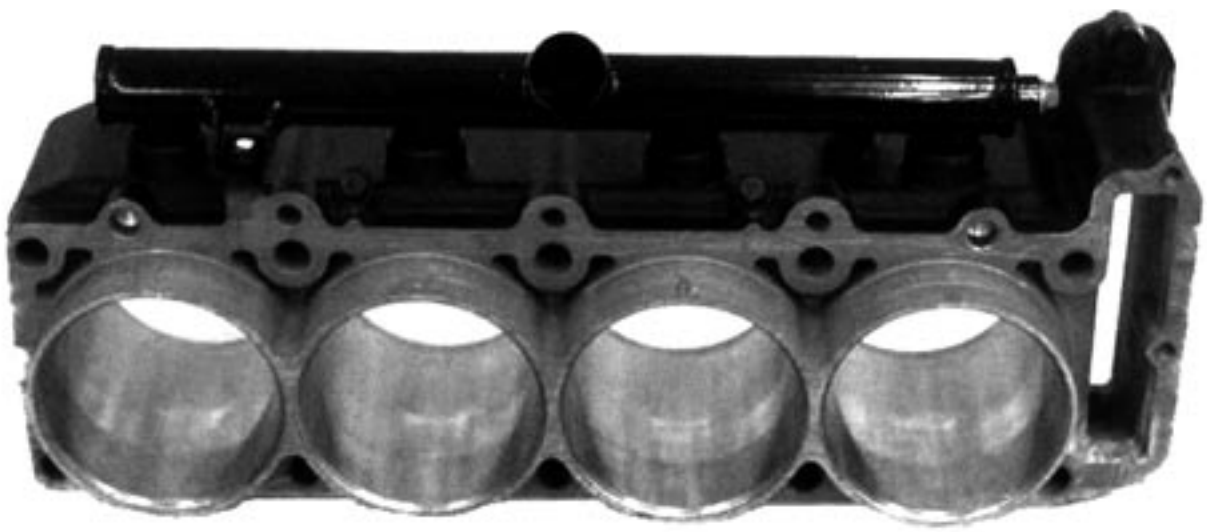
The highly successful ZRX1100 just got better. Add much more power and torque, mix in a more rigid frame and swingarm, sprinkle it with new geometry for better suspension and handling and you have the recipe of a winner. This winner is now available in California as well, so everyone can enjoy.
Bon appétit!

MAJOR FEATURES

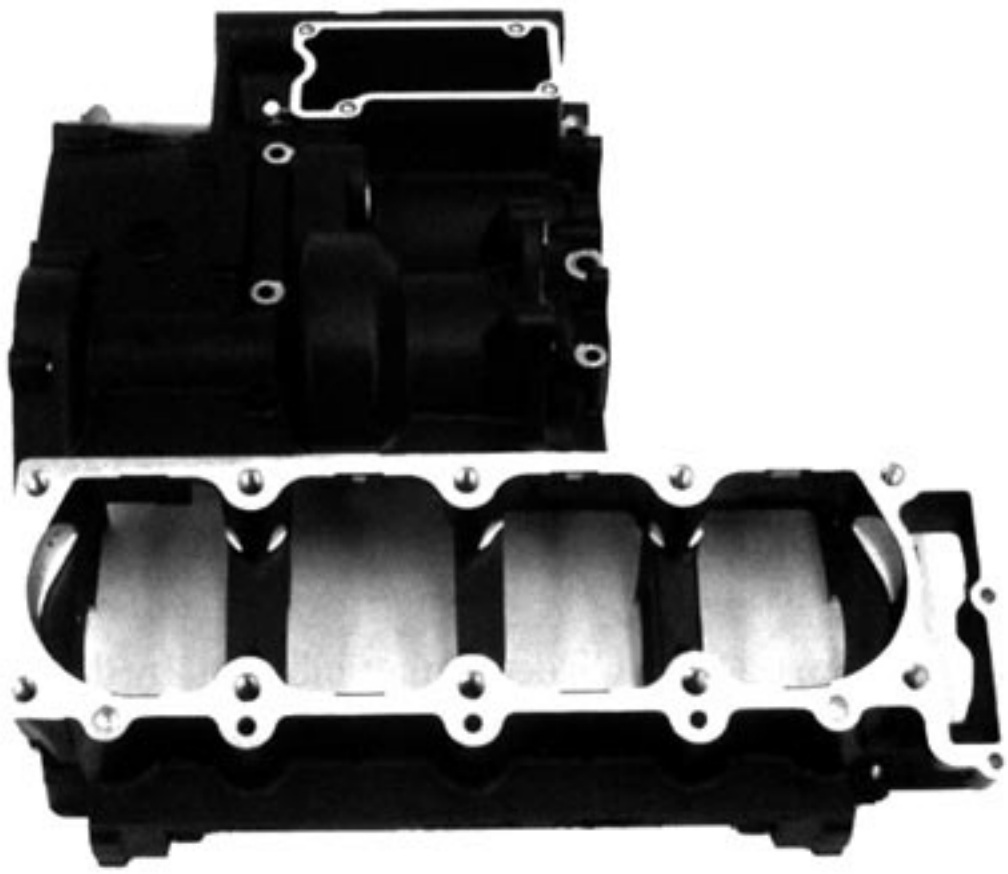
- New bigger bore and longer stroke increase displacement more than 10% and boost horsepower by approximately 13%. The dome of the piston is more dished to fight detonation in the larger cylinder bore. It also has a larger opening to the connecting rod. New piston rings are specially designed to cut oil consumption.

	2000	→	2001
Bore	76mm		79mm
Stroke	58mm		59.4mm
Displacement	1052cc		1164cc

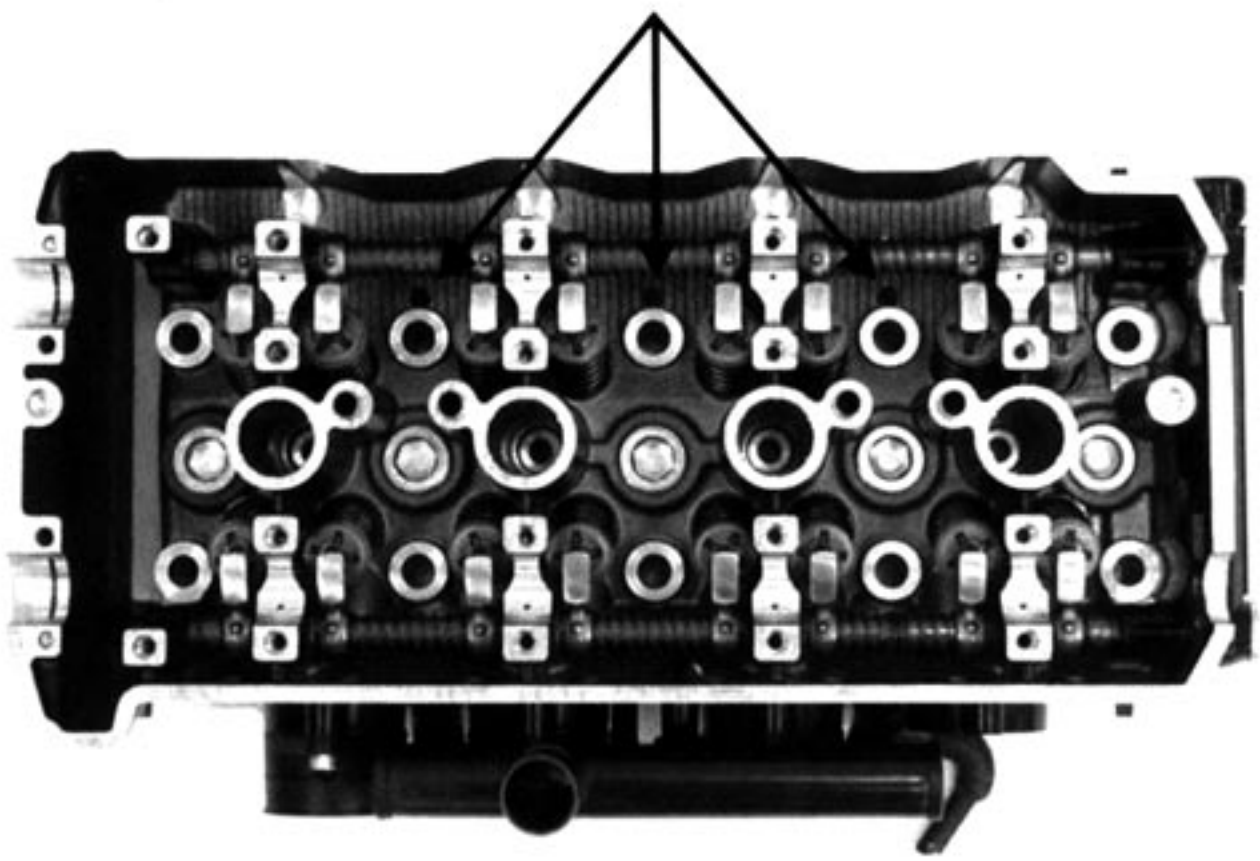
- New all-aluminum electroplated cylinders are 3.3 pounds lighter and transfer heat so much quicker than steel that substantially less piston-to-cylinder clearance can be used. This results in more power.



- The larger bore and stroke require a new crankshaft with more inertia to work with the larger pistons and crankcases. The pitch between the cylinders is the same as the ZRX1100, but the cam chain sits 3mm further outward to avoid the larger bore and the clutch side is 2mm wider. The total engine width increases only 5mm.



- Lubrication is improved with the addition of oil return passages in the cylinder head on the exhaust side between each cylinder. The ZRX1100 used the cam chain galley alone for the oil return.



- New cam profiles work with the bigger displacement motor for more power with a fat torque curve. The cams are 3mm wider to bridge the larger cylinders.

- Shifting is improved thanks to a new shift drum with a new cam profile.
- Engine vibration has been reduced, especially around 2000 rpm due to a new diaphragm spring added between the primary gear and clutch housing.
- New clutch plates improve the clutch release action.
- New exhaust header pipes use stainless steel for the inner and outer pipes. The ZRX1100 outer pipes were steel. Since the larger engine has no dips in the power curve, the duplex balance tube is removed from the head pipes.
- The muffler is now constructed of polished stainless steel instead of brushed aluminum.
- California models use a pipe-type catalyzer in the exhaust system for maximum power with less emissions.
- An oil seal is added to the shift shaft by the shift lever to ensure there are no leaks.
- The water pump mechanical seal now has a special carbon coating for durability.
- The valve cover gasket is now made of a more durable material to prevent oil leaks.
- A wire strainer is added to the fuel inlet T-fitting to keep debris from the fuel tank out of the carburetors.
- Taller final gearing is used because of the power increase. The larger displacement motor easily pulls the gearing and benefits with lower operating rpm at highway speeds for a smoother ride.

	2000	→	2001
Rear Sprocket	45-teeth		42-teeth

CHASSIS

- The swingarm pivot is 5mm lower than the ZRX1100 to substantially improve suspension response and handle the increased power output. The lower position puts the swingarm pivot closer to intersecting a line drawn between the countershaft and rear axle. This minimizes drive chain torque reaction which occurs when the drive chain pulls on the swingarm as power is delivered to the rear wheel. This torque reaction negatively affects suspension performance and chain life.

- The lower shock mount is moved 12mm further forward to work with the new swingarm pivot position. The result is better suspension action in all conditions.

- The frame has an added gusset near the steering stem to increase rigidity for improved steering precision.

- Steering offset changes from 30mm to 28mm for more road holding ability with the wider rear rim and tire.

	2000	→	2001
Steering offset	30mm		28mm

- A wider rear rim and tire get the added power to the ground.

	2000	→	2001
Rear Rim	5.0 inches		5.5 inches
Tire	170/60 x ZR17		180/55 x ZR17

- The rear wheel now uses a hard plastic cush drive from the ZX-12R instead of the softer rubber drive on the ZRX1100. This helps eliminate gear lash for instant acceleration.
- The front of the seat is raised slightly to ensure the desired profile with the lower swingarm pivot position.
- Slightly stiffer fork springs and new damping settings work in harmony with the revised rear suspension.
- The top shock mount bolts now have extensions to use as bungee hooks.
- New fork protectors extend above the fork seals to help shield the upper fork tubes from rocks and debris.
- The gas cap uses two spring retainers instead of one to help seal the fuel in.
- New mirrors reduce vibration to improve rearward vision.
- A higher capacity 14-amp-hour battery fits in the same size space as last year.

	2000	→	2001
Battery	Yuasa YTX12		Furikawa FTZ14