October 30, 2024

2025 KAWASAKI Z900 ABS

PERFORMANCE. REFINEMENT. SUGOMI™

Kawasaki continues to redefine the Supernaked class with the new 2025 Z900 ABS, showcasing a perfect blend of power, agility, and advanced technology. Since its debut in 2017, the Z900 ABS has embodied Kawasaki's tradition of producing 900cc-class machines that deliver both exhilarating performance and exceptional handling. Building on its legacy, the new Z900 ABS features significant updates, including a high-revving engine with enhanced torque, agile handling, and cutting-edge electronics such as Kawasaki's first-ever turn-by-turn navigation system. With its iconic "sugomi" design elements—sharp styling, crouching stance, and dynamic performance—the Z900 ABS is set to offer riders an unmatched motorcycling experience, whether on city streets or canyon roads.

Inheriting the exciting and rider-friendly concept of its predecessors, the new Z900 ABS benefits from chassis and engine updates that contribute to even greater street-riding fun. Enhanced brakes complement its light and agile handling, and updated suspension settings and new tires contribute to increased cornering performance. The high-revving engine offers stronger low-end torque and electronic throttle valves, and an enhanced electronic riding support package includes IMU feedback and Kawasaki's latest dual-direction KQS.

2025 Z900 ABS HIGHLIGHTS

- **NEW** 948cc liquid-cooled in-line 4-cylinder engine
- **NEW** IMU-equipped electronic riding support technology
  - Kawasaki Corner Management Function (KCMF)
  - Kawasaki TRaction Control (KTRC)
  - IMU-enhanced anti-lock brake system (ABS)
  - Power Mode selection and integrated riding modes
  - Dual-direction Kawasaki Quick Shifter (KQS)
- Light, Agile Handling
- **NEW** High-Performance brakes with radial-mounted calipers
- **NEW** Dunlop Sportmax Q5A tires
- **NEW** Aggressive and stunning Sugomi design
  - Sharp, Compact front end and LED headlights
  - LED taillight with light-guiding technology
  - Metal accents
- **NEW** 5" TFT color instrumentation with lean angle indicator
- **NEW** Electronic cruise control
- Öhlins rear shock (SE model)
- Brembo front brake system (SE model)

- **NEW** RIDEOLOGY THE APP MOTORCYCLE* with available voice command and turn-by-turn navigation

ENGINE

The Z900 ABS in-line 4-cylinder engine provides a crisp and smooth throttle response, perfectly complementing its light and agile handling, allowing riders to fully enjoy spirited riding. The bike is exhilarating yet approachable, with a seamless off-on power transition that makes control the most satisfying aspect of the ride. The 948cc liquid-cooled, 4-stroke in-line 4-cylinder engine revs quickly and delivers strong mid-range power, pulling all the way to the redline for an exhilarating experience.

The bore and stroke measurements of 73.4 x 56.0mm were chosen to deliver the desired engine characteristics. Power delivery is smooth and linear, with enhanced low-end torque and the ability to rev quickly from 6,000 rpm, offering a silky-smooth response at mid-to-high rpm ranges for excellent drivability.

New updates include a revised cam profile that improves fuel economy and increases torque at lower rpm, which is beneficial for city riding and exiting slower corners.

The engine's downdraft throttle bodies ensure intake air travels the shortest possible distance, contributing to enhanced performance, while good over-rev characteristics help prevent sudden power drop-off at high rpm.

The new Electronic Throttle Valves allow the ECU to control both fuel (via injectors) and air (via throttle valves) intake, ensuring smooth and natural engine response with optimal output. This system also contributes to linear acceleration and improved fuel efficiency, with throttle bores of 36mm offering an ideal mid-range response. Thanks to the electronically controlled throttle, both up-and-down quick shifter (KQS) and cruise control are available, enhancing rider comfort and convenience.

New ECU settings provide a more linear power delivery, making the Z900 ABS more enjoyable to ride. Revised ignition timing across the rpm range has led to a 16% improvement in fuel economy, and CO2 emissions have been reduced from 132 g/km to 117 g/km compared to the previous model.

The intake and exhaust valves, measuring 29mm and 24mm respectively, are designed to enhance the thrilling mid-to-high rpm power. The pistons, formed using a casting process, are lightweight and rigid, with unnecessary material removed and hollows created to achieve optimal thickness. This gives the pistons a weight comparable to forged pistons. A V-groove on the piston's second land helps control pressure between the piston rings, preventing top ring flutter and maintaining a better gas seal, reducing blow-by gas and oil consumption.

The die-cast cylinder balances weight and rigidity, with an open-deck design that contributes to weight savings. Connecting passageways between cylinders reduces pumping loss, enhancing high-rpm performance. The lightweight crankshaft design also plays a role in the Z900 ABS quick-revving character, while a secondary balancer, driven by a gear on the crankshaft's sixth web, ensures smoother engine operation. The design of the engine and its covers lends the Z900 ABS a light, mechanical look, contributing to the engine's compact, condensed appearance.

The Z900 ABS air intake and exhaust system are designed to enhance the rider's experience with both performance and sound. The airbox shape was developed based on acoustic testing, creating a clear and evocative intake note that delights and exhilarates the rider. The sound frequency varies with engine speed, adding to the riding experience, particularly at high rpm. The airbox inlet is positioned upwards, making the intake sound more audible to the rider. Additionally, a dividing wall in the upper case enhances the clarity of the intake note. Intake funnels of varying lengths (50mm for the outer pair and 150mm for the inner pair) offer a balance between performance and sound, with the longer funnels boosting low-to-mid rpm performance, while the shorter ones contribute to the stimulating intake sound.

The exhaust system features a 4-into-1-pre-chamber-into-silencer design, with unitized header pipes and pre-chamber. The 35mm exhaust headers enhance high-rpm performance while keeping noise levels low at idle. Joint pipes between the exhaust headers improve mid-range torque for a better riding experience. A 5.5-liter pre-chamber boosts environmental performance, allowing for a smaller silencer that contributes to mass centralization and lower noise levels at idle. The silencer's dual-chamber internal design improves both performance and the exhaust sound. Catalyzers in the collector pipe and pre-chamber contribute to clean emissions. The compact silencer design complements the stylish Z design, with stainless steel used for the end cap and silencer cover to add a premium touch while maintaining a lightweight and compact appearance.

For the transmission and gearing, new optimized gear ratios were developed in coordination with the Kawasaki Quick Shifter (KQS) system. Together with fuel injection settings, they enable smooth shifting while using the quick shifter. A lightweight 525-size chain and machined rear sprocket further reduce mechanical loss in the drivetrain, enhancing the engine's performance.

The Assist & Slipper Clutch, inspired by race technology, provides a back-torque limiting function with a light feel at the lever. It uses two cams: an assist cam and a slipper cam. The assist cam functions by pulling the clutch hub and operating plate together, which compresses the clutch plates. This reduces the total clutch spring load, making the clutch lever easier to pull. When excessive engine braking occurs during quick or accidental downshifts, the slipper cam disengages the clutch hub and operating plate, reducing pressure on the clutch plates to help prevent rear tire hopping and skidding.

KAWASAKI CORNERING MANAGEMENT FUNCTION (KCMF)

Kawasaki's Cornering Management Function (KCMF) leverages advanced programming and minimal hardware to provide the ECU with a precise real-time understanding of the chassis dynamics. This proprietary dynamic modeling program examines multiple parameters to adapt to changing road and tire conditions. Using the latest evolution of Kawasaki's advanced modeling software and feedback from a compact IMU (Inertial Measurement Unit), KCMF monitors engine and chassis parameters throughout a corner—from entry, through the apex, to exit—modulating brake force and engine power to ensure smooth transitions and help riders maintain their intended line.

On the Z900 ABS, KCMF utilizes IMU feedback to enhance the function of KTRC (traction management and wheel-lift management) and the ABS system (pitching management and corner braking management). The enhanced ABS uses IMU feedback to calculate the motorcycle's lean angle and adjust brake force when riders apply brakes mid-turn (e.g., during trail braking), increase brake pressure in a corner to avoid obstacles or encounter unexpected surface changes like leaves, sand, or

wet patches. By modulating brake force, the KCMF helps to prevent erratic behavior or slippage, allowing riders to maintain their intended line through the corner or come to a controlled stop.

This comprehensive monitoring and adjustment facilitate a seamless transition between acceleration and braking, enhancing the overall stability and performance of the motorcycle during cornering.

ENHANCED CHASSIS ORIENTATION AWARENESS

The Z900 ABS features enhanced chassis orientation awareness which is achieved through the Inertial Measurement Unit (IMU). The new IMU system monitors inertia across six degrees of freedom, measuring acceleration along the longitudinal, transverse, and vertical axes, as well as roll rate, yaw rate, and pitch rate. This additional feedback provides a clearer, real-time picture of the chassis orientation, allowing for more precise management and control.

KAWASAKI TRACTION CONTROL (KTRC)

KTRC offers three modes to cover a wide range of riding conditions, enhancing sport riding performance and providing confidence on low-traction surfaces. Riders can select from Mode 1, which prioritizes forward acceleration; Mode 2, which balances acceleration performance and rider reassurance; and Mode 3, which facilitates smooth riding on challenging surfaces. The system can also be turned off for those who prefer manual control.

In Mode 1, sophisticated programming allows a degree of slip to maximize acceleration, with the system monitoring parameters such as front and rear wheel speed and various engine, machine, and rider inputs. The software bases its dynamic analysis on the chassis' orientation relative to the road surface, adapting to corner camber and gradient without needing input from the IMU. This complex analysis helps predict and address unfavorable traction conditions, minimizing power drops and ensuring smooth operation by confirming conditions every 5 milliseconds and using ignition cut and airflow control via the Electronic Throttle Valves for quick reactions.

Modes 2 and 3 employ the same logic and control as Mode 1 during normal operation. However, when excessive rear wheel spin is detected, the system retards ignition timing and reduces engine output to regain grip, resulting in a natural feel and smooth engagement. Mode 3, being the most intrusive, assists riders in negotiating challenging patches like train tracks or manhole covers and extended stretches of wet pavement, cobblestone, or gravel. It also limits wheel spin when starting on low-traction surfaces, enhancing confidence and control.

IMU-ENHANCED ABS

When braking in a straight line, the IMU feedback also helps manage pitching by adjusting brake pressure to reduce rear wheel lift during heavy braking as weight shifts forward. Specially selected settings ensure the right balance between city riding and sport riding, delivering the best performance for different riding conditions.

POWER MODES

A choice between full power and low power modes allows riders to adjust power delivery to suit their preferences and riding conditions. In both modes, the output at lower RPM remains the same, but low power mode limits the overall output to approximately 75% of full power and provides a milder throttle response. The reduction in power and throttle response varies depending on engine speed (RPM), throttle position, and gear position, offering a customizable riding experience tailored to different scenarios.

INTEGRATED RIDING MODES

The Z900 ABS features integrated riding modes that link Kawasaki TRaction Control (KTRC) and Power Modes, allowing riders to efficiently adjust traction control and power delivery for different riding conditions. Riders can choose from three pre-set modes—Sport, Road, and Rain—or opt for a manual setting (Rider) where each system can be set independently. Sport mode is designed for spirited, sporty riding, while the Road mode accommodates a wide range of scenarios, from city commutes to highway cruises and rural roads. The Rain mode provides additional reassurance when riding on wet surfaces.

Switching between riding modes is convenient and can be done while riding using the button on the left handlebar, ensuring that riders can adapt to changing conditions seamlessly. The ability to customize the Rider mode further allows riders to tailor the bike's performance to their specific preferences, making the Z900 ABS adaptable to various riding styles and environments.

KAWASAKI QUICK SHIFTER (KQS)

Complementing the exhilarating engine on the Z900 ABS is the contactless-type KQS which enables clutchless upshifts and downshifts for seamless acceleration and easy deceleration. During acceleration, the system detects the shift lever actuation and signals the ECU to retard ignition for clutchless gear engagement. During deceleration, KQS automatically controls engine speed for clutchless downshifting. The updated KQS now functions at a lower RPM, enhancing its versatility.

ELECTRONIC CRUISE CONTROL

Kawasaki's electronic cruise control system on the Z900 ABS allows riders to maintain a desired speed with the simple press of a button, eliminating the need to constantly apply the throttle. This feature reduces stress on the right hand during long-distance travel, promoting relaxed cruising and enhancing overall riding comfort. The system is conveniently operated from the left handle, where it can be engaged with the touch of a button, making it user-friendly and easily accessible.

Once the desired speed is set, the engine output is automatically adjusted via the Electronic Throttle Valves to maintain the speed, even when encountering ascending or descending grades. Riders can adjust the set speed using the "+" and "-" buttons for fine-tuning. The electronic cruise control disengages when the brake lever, clutch lever, or rear brake pedal are operated, or when gears are shifted. Additionally, closing the throttle beyond the "zero-throttle" position or large traction control interventions will automatically disengage the system.

CHASSIS

The lightweight trellis frame of the Z900 ABS is made from high-tensile steel, with components following an ideal pipeline design. Wherever possible, the frame lines are kept straight, and when bends are necessary, their angles are minimized to ensure optimal stress distribution. This design trims away all unnecessary material, resulting in an extremely lightweight frame, which is key to the Z900 ABS nimble handling.

The engine is rigidly mounted at five points—forward and aft of the cylinder head, behind the cylinder, and at the top and bottom of the crankcases—making it a stressed member, which significantly contributes to the lightweight frame and chassis.

The updated gusset behind the head pipe adjusts the rigidity balance for improved maneuverability, while the area around the pivot on the left side has been revised to accommodate the quick shifter. The lightweight extruded aluminum swingarm reduces unsprung weight, enhancing the bike's agile handling.

The twin-tube rear frame design features mostly straight lines, which help minimize vibrations felt through the seat. Additionally, the rear frame's rails follow a less upswept line, allowing for more seat cushioning and contributing to the Z900 ABS optimized riding position.

SUSPENSION

The Z900 ABS features a 41mm inverted front fork with stepless rebound damping and spring preload adjustability in the left fork tube. The adjusters are conveniently located on the fork top cap for easy access.

Updated front and rear suspension settings provide a more forward-leaning stance, giving the bike a more planted feel at the front. This improves stability when encountering bumps or gaps mid-corner, boosting rider confidence for a more enjoyable sport-riding experience.

The Horizontal Back-Link rear suspension system positions the shock unit and linkage above the swingarm, contributing to mass centralization and ensuring the suspension remains unaffected by heat from the exhaust. The rear shock also offers rebound and preload adjustability, delivering a balance between sporty performance and comfort, ideal for both street riding and spirited rides in the hills.

BRAKES AND WHEELS

Dual 300mm front disc brakes provide ample braking power while enhancing the bike's sporty image. The front features new dual radial-mounted opposed 4-piston calipers, which contribute to stronger braking, improved brake feel, and lighter weight, making control easier during sport riding. At the rear, a new 250mm disc brake with revised brake pad and brake line materials improves control. Front and rear ABS complement the powerful disc brakes.

Stylish star-pattern 5-spoke wheels are not only visually striking but also lightweight, contributing to the bike's nimble handling and light appearance. Low unsprung weight, achieved through components like the swingarm and wheels, plays a key role in the Z900 ABS light, agile

handling. The new Dunlop Sportmax Q5A tires, with an updated compound, offer a more planted feel for improved performance.

ERGONOMICS

The Z900 ABS wide, flat handlebar and relaxed, sporty riding position enable riders to fully embrace its sporty street riding potential. This position blends control and comfort, allowing for enjoyment across various riding situations. The design of the relationship between the pegs, seat, and handlebars enhances communication between the rider and the machine, fostering a confidence-inspiring feeling of control that complements the bike's agile handling. The wide handlebar not only contributes to the Supernaked Z styling but also provides a wide grip that facilitates better control, while the 33º steering angle enhances low-speed maneuverability. A narrow rear fuel tank allows riders to grip the bike easily with their knees, and the overall narrow frame and engine design keep the rider's knees and feet close together for improved comfort.

The sporty seat has been updated with thicker urethane in its rear portion, enhancing riding comfort. Its slim front and wider rear shape feature rounded corners on the left and right sides, providing additional comfort to the legs and facilitating ground reach. Thanks to the flatter seat rails of the rear frame, the seat base can be positioned lower, ensuring that even with the thicker seat urethane, the reach to the ground remains comparable to the previous model. This improved cushioning, along with a comfortable reach to the ground, allows a wide range of riders to enjoy the Z900 ABS. The new flatter seat shape not only enables the rider to shift positions comfortably when cruising but also allows for easier weight shifting during sport riding.

The seat is easily removable without tools, providing convenient access to the battery, fuse box, and toolkit. Additionally, the handlebar features rubber-mounted bar-ends that dampen vibrations, while the aluminum fat-type handlebar improves rigidity and adds to the overall sense of pride in ownership. The controls have been relocated from around the display to the handlebars for enhanced convenience, and both the clutch and brake levers are adjustable in five ways to accommodate various hand sizes for increased comfort. The rider footpegs include rubber pads to minimize vibration transmission through the feet, while rubber-mounted resin heel guards further reduce vibrations.

REFINED SUGOMI STYLING

While the Z900 ABS aggressive Z Supernaked styling has been refined, it retains the key Sugomi design elements that give it a highly distinct silhouette, including a crouching stance, low-positioned head, and upswept tail. The new, sharp, and edgy design centers around the engine, delivering unrivaled visual impact that captures and holds the attention of onlookers. Elegant, close-fitting bodywork pairs with metal styling accents to create a high-quality impression. From the intense look of the more aggressive front end to the futuristic appeal of the advanced new taillight design, the Z900 ABS compact appearance conveys a light and agile image that reflects its sporty performance.

The aggressive slant of the headlamp cowl is positioned as low as possible, extending the line from the top of the tank and creating the image of a crouching predator poised to spring into action. At the front, the new triple LED headlight design includes two upper headlights serving as low beams and a single lower headlight as the high beam. Despite their compact size, the new headlights provide excellent lighting performance. Surrounded by black plastic, the deep-set reflectors enhance the fierce

expression of the bike and elevate its front-end appearance. The sharp meter cover contributes to the aggressive Z styling by being positioned tightly to the body, while the close-fitting bodywork with minimal overhang lends a slim look and high-quality feel.

New brushed aluminum shrouds engraved with a “Z” logo accent the machine, offering a luxurious metallic appearance, and the new Z900 ABS features fewer plastic components in favor of more metal. Sharp front and rear LED turn signals enhance the aggressive aesthetic, and the elegantly sculpted fuel tank reinforces the slim and lightweight look. The design of the fuel tank cover, now separate from the shrouds, along with the knee-grip covers, exposes the frame, contributing to the naked bike’s appeal. A stylish fuel tank cap with no visible bolts adds to the sleek design, while the matte silver plating around the key cylinder provides high-grade accents for the rider’s view, enhancing the pride of ownership. The key is designed as an internal-cut type for added strength.

The area around the engine is stripped of unnecessary material, offering a clear view of the engine itself. Under cowls are unitized in design, appearing as part of the engine and emphasizing its functional beauty, which contributes to the Z900 ABS condensed mechanical look. The seat features textured material that offers excellent grip while riding, complemented by an aluminum ornament at the rear with an embossed Kawasaki logo, adding a touch of style and enhancing pride of ownership. The stylish rear seat aligns with the elegant tail cowl, which offers under-seat storage for small items.

The tail cowl has been designed to be shorter, giving the taillight a floating appearance that creates the visual of air entering from the front and escaping from the rear, thus enhancing the compact and agile image. The advanced LED taillight utilizes light-guiding technology to achieve a compact design with a cutting-edge, 3D appearance, highlighting the Z900 ABS sharp styling while contributing to a high-grade, luxurious look. Light along the taillight’s tube originates from LED point sources on either side, guided and reflected through the tube to create an attractively uniformly lit surface. Completing the all-LED lighting package is the LED license plate lamp, which further enhances the Z900 ABS sharp styling. For convenience, luggage hooks are integrated into the passenger footpeg stays, providing useful tie-down points, while the inner fender is unitized with the chain guard to keep the underside of the tail cowl clean and reinforce the aggressive Z styling.

TFT COLOR INSTRUMENTATION

The Z900 ABS features a new 5-inch all-digital TFT color instrumentation display, which is larger than that of the previous model, giving the cockpit a high-tech and premium appearance while offering additional features not found in earlier versions. The high-grade full-color display utilizes TFT (thin-film transistor) technology, ensuring a high level of visibility. Thanks to glass bonding technology, the screen is positioned closely to its glass cover and combined with IPS (in-plane switching) LCD technology, it provides a wider viewing angle and more vivid colors.

The screen’s background color automatically transitions from white to black in low ambient light, although riders can manually set it to their preferred color. Additionally, the screen brightness adjusts automatically according to the ambient light conditions, with two selectable brightness levels available for rider convenience. The display can be switched between two types: Type 1 features a bar-style tachometer at the top, accompanied by simple vehicle information or turn-by-turn directions below, while Type 2 displays a hexagonal tachometer with either an aviation-inspired lean angle indicator or turn-by-turn directions in the center.

The display incorporates turn-by-turn navigation, providing riders with clear indications of the direction and distance to the next turn, enhancing convenience and riding enjoyment. The display functions include a digital speedometer, digital 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, KQS, Electric Cruise Control, Kawasaki service reminder, oil change reminder, Riding Mode indicator, smartphone call and mail notices, smartphone battery level, headset, voice command status, and riding log status indicators. The Type 2 display further enriches the experience with additional features such as a lean angle indicator, acceleration/deceleration indicator, and maximum lean angle readings.

SMARTPHONE CONNECTIVITY

Smartphone connectivity through integrated Bluetooth® technology in the instrument panel, allows riders to connect to their motorcycle wirelessly. Utilizing the RIDEOLOGY THE APP MOTORCYCLE*, riders can access numerous instrument functions, significantly enhancing the motorcycling experience. This connectivity provides real-time data and control options directly from the rider's smartphone, making the riding experience more integrated and convenient.

A newly updated version of RIDEOLOGY THE APP MOTORCYCLE includes an available voice command feature*, enabling riders to control the app hands-free. This innovation allows riders to access information and conveniently make adjustments without taking their hands off the handlebars or their feet off the pegs.

The app offers a variety of functions that cater to different aspects of riding. Vehicle Info allows riders to view essential information such as the fuel gauge, odometer, and maintenance schedule on their smartphone. The Riding Log function logs GPS route information and vehicle running data, which can be reviewed later. Telephone notices ensure that riders are aware of incoming calls or messages by displaying notifications on the instrument panel. The Tuning options, both General Settings and Kawasaki Riding Management, allow for personalized settings and riding mode adjustments via the smartphone, which can be uploaded to the bike when in proximity. Additionally, the Navigation feature enables route planning, waypoint management, and real-time navigation, providing a comprehensive tool for any journey.

In a first for a Kawasaki model, turn-by-turn navigation* is available on the Z900 ABS and can be displayed on the instrument panel. When paired with RIDEOLOGY THE APP MOTORCYCLE, the desired destination can be selected and a simple, concise turn and distance display shown, making riding with navigation simple as all information is consolidated in a single screen.

**RIDEOLOGY THE APP and all trademarks, registered trademarks, logos, and copyrights are the property of their respective owners. Voice command and navigation functions will be available only to users who have a separate license. Feature availability may vary to meet individual markets.*

Z900 SE ABS ADDITIONAL FEATURES

In addition to the standard Z900 ABS, Kawasaki offers a Special Edition model that features higher-grade suspension with an Öhlins rear shock, Brembo front brake components, distinctive colors

and graphics, and other upgraded components. Like the Z900 ABS, the Special Edition model is equipped with a 41mm inverted front fork, which provides reassuring handling in various riding conditions, from urban environments to back roads. This high-grade fork provides compression and rebound damping adjustability, along with stepless adjustable preload, allowing for precise settings tailored to the rider's preferences and style, as well as enhancing the bike's ability to absorb bumps. The gold-colored fork outer tubes complement the Öhlins rear shock.

The Öhlins S46 rear shock, features an aluminum body with a single-tube design, a large 46mm piston, and separated internal oil and gas chambers, resulting in superior grip and handling. Additionally, the rear suspension is equipped with a remote preload adjuster, enabling adjustments without tools, making it convenient for tandem riding or when carrying luggage. Along with a plusher overall ride feel, the improved initial movement of the suspension during cornering enhances the sense of contact with the road.

The Z900 SE also boasts 300mm Brembo front discs, M4.32 radial-mount monobloc calipers (same specifications as those on the Z H2), and pads, complemented by a Nissin (Hitachi Astemo) radial-pump master cylinder and stainless-steel braided lines (available in all markets except China). This braking system delivers greater stopping power and offers a linear progression when operating the lever, facilitating precise control. Moreover, the model features a high-quality two-tone seat designed with a leather-like appearance and a hand-stitch-style sewing line along the thigh area. For added convenience, a USB Type-C outlet is mounted inside the front cowl, enhancing the overall riding experience.

KAWASAKI GENUINE ACCESSORIES

A variety of Kawasaki genuine accessories are available to enhance the Z900 ABS sharp, sporty aesthetics while also providing added comfort and convenience for longer rides. Available accessories may vary by market. Among these, the ERGO-FIT high seat provides increased comfort, with a height difference of 20mm between the taller and the standard seat. Additionally, the comfortable rear seat has been made 15mm thicker to improve passenger comfort. The pillion seat cover complements the compact tail cowl, accentuating the tail's sharp lines.

For enhanced wind protection and sporty looks, a large screen is also available. A USB Type-C outlet, which comes standard on the SE model, offers a discreet and convenient charging point for electronic devices. Other available accessories include a tank bag, rear flap, radiator screen, frame sliders, engine covers, front axle sliders, tank pad, and knee pads. An anti-reflection film for the instrument panel is also an option. All accessories are designed to be bolt-on, meaning no modifications to the bodywork are required for installation.

KAWASAKI Z900 ABS
Color: Metallic Spark Black / Metallic Carbon Black/Ebony
MSRP: $9,999
Availability: Winter 2025

KAWASAKI Z900 SE ABS
Color: Metallic Matte Graphite Gray/Ebony/Metallic Graphite Gray
MSRP: $11,849
Availability: Winter 2025

KAWASAKI Z900 ABS
Color: Galaxy Silver/Metallic Spark Black/Phantom Blue
MSRP: $10,299
Availability: Winter 2025

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ABOUT KAWASAKI

Kawasaki started full-scale production of motorcycles over a half century ago. The first Kawasaki motorcycle engine was designed based on technical know-how garnered from the development and production of aircraft engines, and Kawasaki's entry into the motorcycle industry was driven by the company's constant effort to develop new technologies. Numerous new Kawasaki models introduced over the years have helped shape the market, and in the process have created enduring legends based on their unique engineering, power, design and riding pleasure. In the future, Kawasaki Motors, Ltd. is committed to maintaining and furthering these strengths which will surely give birth to new legends.

Kawasaki Motors Corp., U.S.A. markets and distributes Kawasaki motorcycles, ATVs, side x sides, and JET SKI® watercraft through a network of approximately 1,100 independent retailers, with close to an additional 7,700 retailers specializing in general purpose engines. Kawasaki and its affiliates employ nearly 3,100 people in the United States, with approximately 260 of them located at Kawasaki's Foothill Ranch, California headquarters.

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