

**KAWASAKI HEAVY INDUSTRIES, LTD.**  
**Consumer Products & Machinery Group**

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MARKETING CODE: **ER500C/D**

MODEL NAME: **ER-5 (EUR/AUS)**



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# MODEL CONCEPT

The popular ER-5 gets an exciting new look for the 2001 model year, with a new tank, new seat, seat cowl and many other improvements that further enhance the wide appeal of this fashionable and functional machine. The ER-5 is specially developed for new riders, younger riders and those many customers moving up from smaller bikes to their first 'real' bike. The ER-5 is also an ideal bike for older riders returning to motorcycling after an absence of some years, female riders, and anyone else seeking a good-looking, all 'round middleweight machine.



The engine remains unchanged for 2001. This responsive, reliable and highly economical parallel twin powerplant has an established reputation for dependability and manageable performance. Mounted in a lightweight chassis featuring a distinctive 'designer' look, it combines fashion with functionality like nothing else in motorcycling.

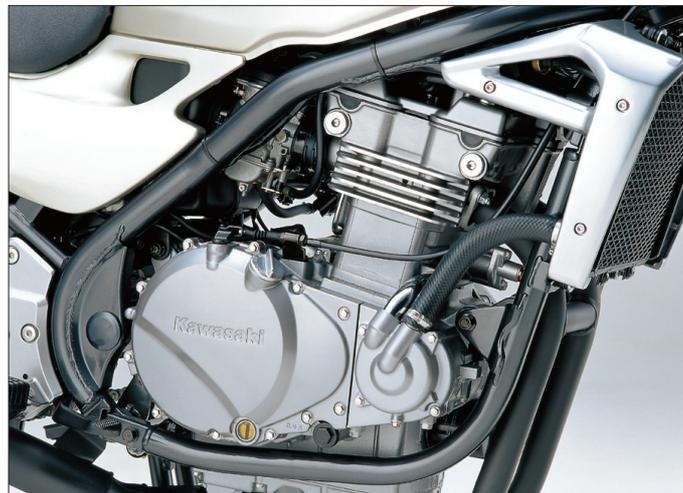
The new ER-5 combines a sleeker more modern design with proven Kawasaki engine and chassis technology. Like a well-fitting pair of jeans, its natural riding position makes the rider feel right at home in the saddle. It is the perfect machine for young people who want their wheels to look as good as they do; a motorcycle that offers street cred in terms of capability and style.

# KEY POINTS

- \* Responsive parallel twin engine offers manageable performance.
- \* Light weight makes this bike easy to ride.
- \* Powerful front-disc brake with new twin-piston caliper.
- \* Ideal entry-level machine.
- \* 'Real bike' appeal.
- \* Functionality and reliability with style.
- \* Durable engine keeps you out of the shop and on the road.
- \* Updated look for 2001MY includes restyled tank, seat and seat cowls.

# MAIN FEATURES

## Engine



- \* Liquid-cooled, 498 cm<sup>3</sup>, DOHC, 4-stroke Twin is specially tuned to pump out a wide range of responsive power for commuting, running errands or light touring.
- \* Oversquare bore and stroke of 74 x 58 mm ensures responsive performance across the rev range.
- \* Smooth shifting 6-speed transmission is equipped with Kawasaki's convenient Positive Neutral Finder.
- \* Highly efficient DOHC 8-valve cylinder head for efficient breathing, high combustion efficiency and excellent fuel economy.
- \* Long-life paper air cleaner is easy to access for quick maintenance.
- \* Large-capacity radiator is discreetly mounted in front of the engine and ensures stable engine temperatures over a variety of riding conditions.
- \* Two-into-one, stainless steel exhaust pipes mate with a stylish muffler for quiet high performance and a hot look.
- \* Dual CVK 34 mm constant-velocity carburetors contribute to the low levels of fuel consumption and sharp throttle response.
- \* Engine specially tuned to deliver a wide spread of responsive power, from low rpm to high.
- \* Push-button electric starter for added convenience.
- \* Maintenance free digital ignition for a hot spark, quick starts and efficient combustion.
- \* Easy to operate, high-capacity clutch delivers smooth shifting and outstanding durability in daily riding conditions.

## Kawasaki Clean Air (KCA) System†

- \* The ER-5's environmentally friendly engine features KCA, which feeds fresh air into the exhaust for reduced emissions. Using a reed valve located in the cylinder head it feeds air into each exhaust port, just downstream of the exhaust valve. This extra air in the exhaust system decreases two pollutants: carbon monoxide and unburned hydrocarbons. A vacuum operated valve shuts off the system during deceleration to prevent backfiring.
  - \* Through this system Kawasaki has eliminated the traditional drawbacks associated with the excessively lean carburation often used to lower emissions. Power, rideability and cold starting characteristics are all excellent, and emissions are reduced.
- † System adopted in limited markets.

## Frame

- \* Sturdy, lightweight double cradle frame delivers balanced handling qualities and a compact overall design.
- NEW** \* Upper frame rails have been reshaped to ease maintenance.
- \* Seat height is a moderate 800 mm.
  - \* Natural riding position is very comfortable and makes the ER-5 perfect for commuting to work or school or taking the occasional weekend trip.

## Suspension

- \* Flex-resistant front fork with 37 mm stanchions offers precise steering and a smooth ride.
- NEW** \* Simple yet elegant dual rear shocks are 46 mm longer and have their upper mounts moved rearward and upward for improved looks and a comfortable ride. Rear shock travel has been increased by 14 mm.



- NEW** \* Inner tube protectors added to forks and rear shocks helps prevent rocks from marring the operating surfaces.

## Brakes / Wheels / Tyres

**NEW** \* Powerful, 280 mm front disc brake is operated by a new twin-piston differential-bore (34 mm & 27 mm) caliper with improved feel and ample braking performance. This new caliper offers the equivalent performance of a 30.2 mm twin-piston caliper. The ventilation hole pattern in the disc has also been improved.



\* Compact 160 mm rear drum brake complements the simple, uncluttered design of the ER-5's rear-end.



\* Lightweight cast alloy wheels for a clean, functional look.  
**NEW** \* New tread patterns give the bike a lighter feel and sportier handling characteristics.

## Ergonomics / Styling

**NEW** \* Plush, deeply padded (20 mm thicker), stepped seat with firmer padding and new design gives a comfortable ride and has plenty of room for a passenger.

\* Stylish grab rail looks great and improves passenger comfort.



**NEW** \* Restyled fuel tank gives the bike a more voluptuous look and has increased fuel capacity (up to 17 litres) for longer range between fill-ups.

**NEW** \* New flush-fitting fuel cap seals better and gives improved operability.



**NEW** \* New side covers and new seat cowl give the new ER-5 a cooler, more modern look.

**NEW** \* New seat lock offers easier operation.

**NEW** \* New rear fender complements the complete restyling.



- \* Intermediate handlebars and standard mounted footpegs contribute to the relaxed, natural riding position.
- \* Speedometer and tachometer set in chrome pods accentuates the modern design.



## Other Practical Features

**NEW** \* Fuel gauge accuracy and visibility improved.

**NEW** \* New ignition switch resists tampering.

- \* Adjustable clutch and brake levers for rider comfort.
- \* Large headlight throws plenty of light for night riding.



- \* Maintenance-free battery.
- \* Centrestand equipped for easy servicing.
- \* Space for U-lock under seat.



- \* Low effort controls make the ER-5 easy to operate.
- \* Frame-mounted muffler reduces vibration at the foot pegs for enhanced comfort.
- \* Handlebars feature vibration-absorbing weights for enhanced rider comfort.
- Ergonomically designed switches are convenient and easy to operate.

# COLOUR(S)

**NEW** \* Metallic Champagne Gold (EUR)



**NEW** \* Pearl Purplish Black Mica (EUR/AUS)



**NEW** \* Candy Lightning Blue (EUR/AUS)



# SPECIFICATIONS

<b>ENGINE</b>	<b>ER500-C1/D1</b>
Type	4-stroke Parallel Twin
Displacement	498 cm <sup>3</sup>
Bore and Stroke	74 x 58 mm
Compression ratio	9.8:1
Valve system	DOHC, 8 valves
Carburetor	Keihin CVK34 x 2
Ignition	Digital
Starting	Electric
Cooling	Liquid
Lubrication	Forced lubrication, wet sump
Engine oil	API SE, SF or SG (or SH, SJ with JASO MA) SAE 10W40
Engine oil capacity	3.4 litres
Spark plug	DR9EA (NGK), X27ESR-U (Denso)
Valve timing: Inlet Exhaust	Open: 31° BTDC; Close: 51° ABDC; Duration: 262° Open: 56° BBDC; Close: 26° ATDC; Duration: 262°
Piston clearance	0.043 ~ 0.070 mm
Cylinder pressure	1,370 kPa (14.0 kgf/cm <sup>2</sup> ) @ 450 rpm
Charging current & voltage (night-time @ 4,000 rpm)	6.0 A, 14.5 V
Exhaust	2-into-1
<b>DRIVETRAIN</b>	
Transmission	6-speed, return
Primary drive	Hi-Vo chain
Final drive	Chain
Primary reduction ratio	2.652 (61/23)
Gear ratios: 1st	2.571 (36/14)
2nd	1.722 (31/18)
3rd	1.333 (28/21)
4th	1.125 (27/24)
5th	0.961 (25/26)
6th	0.851 (23/27)
Final reduction ratio	2.470 (42/17)
Overall drive ratio	5.581 @ top gear
Clutch	Wet, multi-disc

<b>FRAME</b>	<b>ER500-C1/D1</b>
Type	Double cradle, box-section, high-tensile steel
Suspension: front rear	37 mm telescopic fork Dual shocks with adjustable preload
Wheel travel: front rear	125 mm 114 mm
Tyre: front rear	110/70-17 54H 130/70-17 62H
Inflation: front rear	225 kPa (2.25 kgf/cm <sup>2</sup> ) 250 kPa (2.5 kgf/cm <sup>2</sup> )
Caster (rake)	27°
Trail	102 mm
Steering angle (left/right)	37° / 37°
<b>BRAKES</b>	
Front	Single 280 mm disc
Front caliper	2-piston caliper
Rear	Drum
<b>ELECTRICAL EQUIPMENT</b>	
Battery	12 V, 10 Ah
Headlight (high/low)	12 V, 60/55 W
Tail/brake light	12 V, 5/21 W
<b>DIMENSIONS</b>	
Overall length	2,070 mm
Overall width	730 mm
Overall height	1,070 mm
Wheelbase	1,430 mm
Ground clearance	125 mm
Seat height	800 mm
Dry weight	179 kg
Fuel capacity	17 litres

<b>PERFORMANCE</b>	<b>ER500-C1/D1</b>
Maximum power	37 kW (50.3 PS)/ 9,000 rpm (ER500C) 25 kW (34 PS)/ 8,000 rpm (ER500D)
Maximum torque	45 N·m (4.6 kgf·m)/ 7,200 rpm (ER500C) 37 N·m (3.8 kgf·m)/ 4,500 rpm (ER500D)

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.