
2002 Model Information

MARKETING CODE: **ZX1200-C**

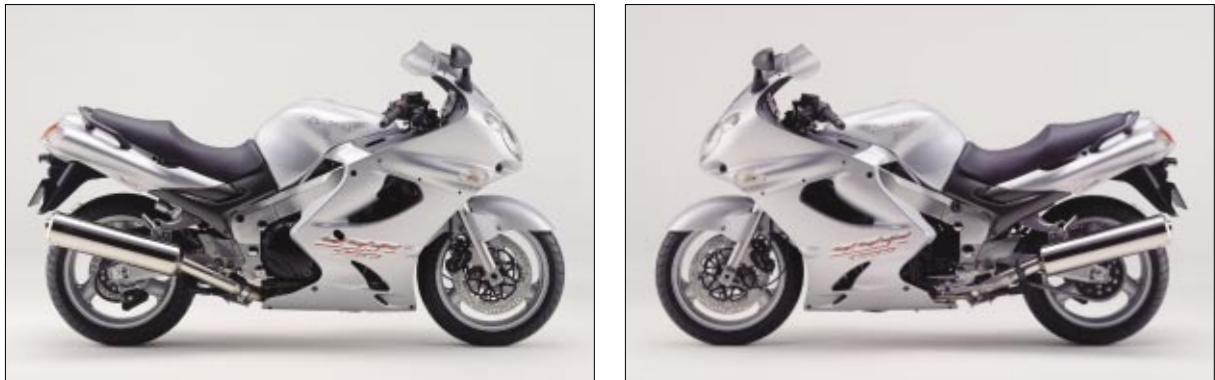
MODEL NAME: **ZZ-R1200**



Note: While material contained herein may be used in the preparation of press releases, technical service material and other SP and marketing material, please keep in mind that this information is intended for internal use only.
All data reflect factory tests. All data subject to change without notice.

MODEL CONCEPT

Many reasons can be cited for the growing popularity of sport touring machines, but foremost among them are the large numbers of former supersport riders who, as they grow older, want more comfort without sacrificing the sporty handling and high engine performance to which they have grown accustomed. The new ZZ-R1200 is the answer to their dreams.



Additionally, with the new Ninja ZX-12R and ZX-9R getting even harder-edged performance in '02, the ZZ-R1200 meets the needs of those many riders who want to both carve and tour.

Based on the famous ZZ-R1100 superbike, with its unassailable reputation for high performance, the new ZZ-R1200 gives sport touring riders everything they want in a sport tourer: awesome engine performance, sporty handling and high comfort. And, although the new machine shares much of its design with the original ZZ-R1100, significant modifications to the chassis, engine and bodywork make the ZZ-R1200 an entirely new machine.

The most obvious modification to the engine is the increase in displacement from 1,052 cm³ to 1,164 cm³. Less obvious is that the new cylinder is an all alloy unit with plated bores, new water jackets and is held down by a new bolt pattern. New cases house a new, more durable close-ratio transmission with smoother shifting, and the CVKD 40 mm carbs are now fitted with TPS for improved throttle response and more linear power delivery. The engine has also been retuned for more mid-range torque and for less emphasis on top speed. And, since touring riders want some creature comforts on those long hauls, alternator output and battery size have been upped, while an under-seat plug facilitates hook-up of various touring accessories.

Chassis improvements have been no less significant and were aimed at improving ride quality and comfort while enhancing the bike's sporty handling characteristics. Improvements are comprehensive and include a new, stiffer frame, new fork and rear suspension, new brakes and wheels and, most obviously, the elegant new fairing, tank and bodywork with sophisticated automotive-type front and rear lights and an attractive new instrument panel. The ergonomics have also been improved, with the bars moved further rearward and the pegs lowered, allowing the rider to comfortably mould himself to the ergonomically designed tank and seat.

A range of optional touring equipment, including side bags, will also be available.

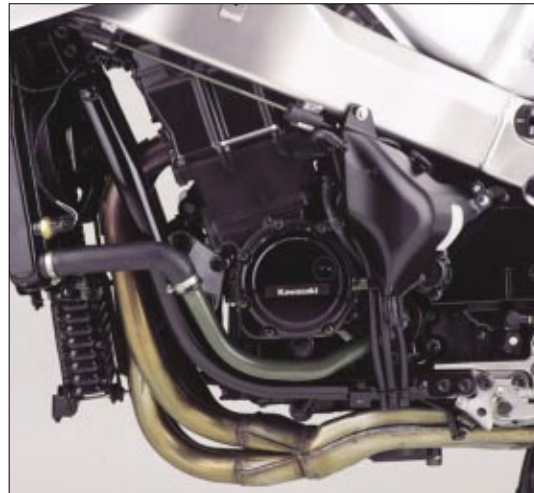
This exciting new machine is as green as it is mean, thanks to the Kawasaki Low Exhaust Emission (KLEEN) catalytic converter system which ensures that the monster power for which this machine is famous is not sacrificed on the alter of global warming.

KEY POINTS

- Powerful engine
- Sporty handling
- Superb comfort
- Elegant styling
- Environmentally friendly

MAIN FEATURES

Engine



- * Powerful, liquid-cooled, DOHC, 16-valve 1,164 cm³ engine with Twin Ram Air intake system pumps out tremendous power for sport riding or long-distance touring. Engine specially tuned for high torque and excellent throttle response in the medium rpm ranges commonly used for touring.

- * New, all-aluminium cylinder runs with plated bores for long wear, light weight and efficient heat dispersion. Water jacket design and head-bolt layout are also new.



- * New ZX-12R-type pistons have improved skirt contours and internal strengthening ribs for low friction and high durability.



- * New crankshaft has been re-balanced to suit the new pistons.
- * Highly efficient CVKD40 carburettors are now fitted with TPS for linear throttle response and idealised engine efficiency across the rev range.
- * New dual fuel pumps supply plenty of fuel to the larger displacement engine. One pump feeds cylinders 1 & 2; the other, cylinders 3 & 4.
- * The digital ignition system delivers optimum ignition timing throughout the rev range and is linked to the new TPS system for increased combustion efficiency.
- * New rocker arms feature sintered tips for improved oil retention and longer service life.
- * New twin-fan radiator system uses efficient ring fans for quiet operation and improved cooling.



- * Large, 5.6 kW {4,800 kcal} /h oil cooler thermal capacity for efficient cooling.
- * Outstanding features of the lubrication system include a dual oil pump design and a large, air-cooled oil cooler for consistent performance. One oil pump works as a scavenging pump to lower oil level and reduce windage.
- * New close-ratio 6-speed transmission has stronger gears for more reliability. Improved design delivers smoother shifting.
- * The #530 X-ring drive chain offers superior sealing for long chain life.
- * Alternator output increased for the new dual headlights and to meet the energy needs of touring accessories.
- * Oil filler cap and sight window moved from left to right side of engine for ease of maintenance.

KLEEN Catalytic Converter System

- * New, all stainless twin mufflers are equipped with dual catalysers in each muffler.



- * The catalytic converters features a metal honeycomb coated with platinum and rhodium. Carbon monoxides (CO) and hydrocarbons (HC) in the exhaust are oxidised and converted into harmless carbon dioxide (CO₂) and water (H₂O).
- * KCA feeds fresh air into the exhaust ports to assist the catalyser in oxidising CO and HC.
- * A micro-computer-controlled solenoid valve equipped to the carburettors instantly cuts the fuel supply when either the ignition is switched off with the engine turning over or when the over-rev limiter cuts in, preventing damage to the catalyser.
- * Solenoid system features an automatic test-operation function that operates the valve when the engine is started. This keeps the valve clear even when it is not activated over long periods of normal operation.
- * The fuel tank filler cap is specially designed to accept only lead-free fuel nozzles, to prevent catalyser damage caused by leaded fuels.

Frame

- * All-aluminium twin-beam frame redesigned for added stiffness, sportier handling qualities and high stability. Main beams have larger cross-sectional area for increased torsional rigidity, and the steering head has been strengthened with internal ribbing.
- * Two bolt-on downtubes cradle the engine and allow easy engine removal.
- * Steering stem bearings changed from tapered to ball bearings for smooth steering qualities.
- * Large, 35 mm steering stem contributes to precise steering qualities.
- * Steel rear sub-frame gives added strength when carrying touring gear.



- * Swingarm pivot lowered 3.5 mm for high traction, improved off-corner acceleration and enhanced ride quality.

Suspension

- * The preload adjustable 43-mm cartridge fork comes straight from the ZRX1200 and offers high rigidity, precise steering feedback and a smooth ride.
- * Front fork rake reduced from 26.5° to 25° and fork offset reduced from 35 mm to 30 mm for lighter handling qualities and improved steering feedback.
- * Inner fork tube guards help protect the tubes from damage.
- * New aluminium swingarm with 9R-type hexagonal arms has reduced stiffness to match the new frame.
- * Unlike the ZZ-R1100's eccentric rear axle adjusters, the ZZ-R1200 uses Ninja-style axle sliders.
- * All-new rear suspension linkage and improved, more linear linkage ratios improve suspension action and contribute to the bike's sporty handling qualities and high stability.
- * Remote preload adjuster for rear suspension allows easing tuning of the rear suspension.
- * Aluminium upper and lower triple clamps for lightweight strength.

- * In the rear, the Uni-Trak suspension system features a nitrogen pressurised emulsion-type rear shock.
- * The front fork features 120 mm of wheel travel, while the rear shock has 120 mm of rising-rate wheel travel.

Brakes

- * Dual, semi-floating front discs are 320 mm in diameter and 5 mm thick.
- * Powerful 4-piston front calipers with differential-bore pistons (30 mm x 34 mm) and sintered pads deliver strong stopping power and excellent feel at the lever.



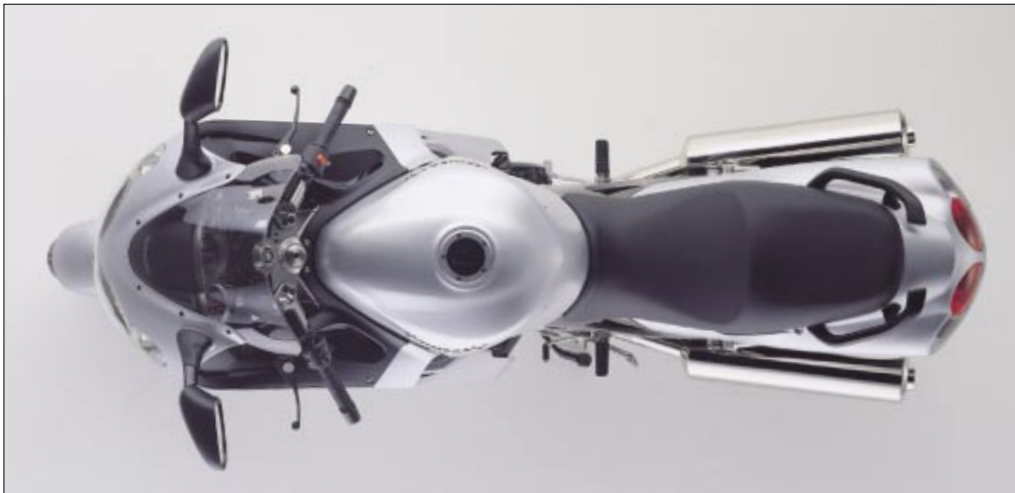
- * The 250 mm stainless-steel rear disc offers excellent heat absorption and low brake fade.
- * The opposed twin-piston rear brake caliper is lightweight and compact.



Wheels & Tyres

- * Lightweight ZRX1200 cast alloy hollow-spoke wheels reduce weight and look great. Rim widths are: 3.5-inch (front), 5.5-inch (rear).
- * Large, hollow front axle (25 mm) for high rigidity and light weight.
- * Drive-line lash reduced by using ZX-12R rear wheel coupling damper. Ride quality is very smooth, as a result.
- * Low-profile front and rear 17-inch radial tyres are ZR-rated for an excellent balance of traction and stability.

Bodywork & Aerodynamics



* If a luxury sports car manufacturer built a motorcycle, the ZZ-R1200 is what it would look like. Elegantly crafted new fairing and bodywork is as good- looking as it is comfortable and aerodynamically efficient. Wind protection is superb.



- * Avant-garde headlight design features dual, multi-reflector lamps with small “eyelets” at each edge, giving the ZZR a unique and attractive expression.
- * Aluminium coated extensions in front of the headlights enhance the futuristic look of the front cowl.



- * Unique taillight design using dual Siamese red lenses are flanked by clear turn signal lenses, giving conventional touring bike riders something pretty to look at as the ZZR disappears ahead of them.



- * Voluptuous fuel tank features an ergonomic shape and holds a capacious 23 litres.



- * Compact, aerodynamic rear view mirrors feature anti-vibration design.
- * New, one-piece front fender replaces the earlier two-piece unit. Looks and ease of removal are improved.

Other Practical Features

- * Instruments on the automotive-style panel include a tach, speedo, fuel & temp gauges and a digital clock.



- * Improved fuel gauge from the 12R ensures accurate readout of fuel level.
- * Tamper-resistant ignition switch improves security.
- * New 14 Ah MF battery replaces the earlier 12 Ah unit.
- * Accessory plug underneath the seat for touring accessories.

- * Tie-down hooks on footpeg brackets and grab rails make it easy to tie down gear.



- * “Floating” footpeg rubbers reduce transmitted vibration.
- * Convenient centre stand eases maintenance chores.
- * Storage space under seat for stowing U-Lock or other small items.



COLOUR(S)

* Galaxy Silver (EUR/USA/CAN)



* Candy Lightning Blue (EUR)



* Pearl Mystic Black (EUR/CAN/AUS)



SPECIFICATIONS

ENGINE	ZX1200-C1
Type	4-stroke In-Line Four
Displacement	1,164 cm ³
Bore and Stroke	79.0 x 59.4 mm
Compression ratio	10.6:1
Valve system	DOHC, 16 valves
Carburettor	Keihin CVKD40 x 4 (K-TRIC)
Ignition	Digital electronic
Starting	Electric
Cooling	Liquid
Lubrication	Forced lubrication, wet sump
Engine oil: Rating	API SE, SF or SG (or SH, SJ with JASO MA)
Viscosity	SAE 10W-40
Capacity	4.2 litres
Spark plug	CR9E , U27ESR-N
Valve timing: Inlet	Open: 40° BTDC; Close: 70° ABDC; Duration: 290°
Exhaust	Open: 63° BBDC; Close: 43° ATDC; Duration: 286°
Piston clearance	0.010 ~ 0.037 mm
Cylinder pressure	1,260 kPa {12.8 kg/cm ² } @ 320 rpm
Charging current & voltage (night-time @ 4,000 rpm)	23 A, 14.5 V
Exhaust	4-2-1-2
DRIVETRAIN	
Transmission	6-speed, return
Primary drive	Gear
Final drive	Sealed Chain
Primary reduction ratio	1.637 (95/58)
Gear ratios: 1st	2.733 (41/15)
2nd	1.947 (37/19)
3rd	1.590 (35/22)
4th	1.333 (32/24)
5th	1.153 (30/26)
6th	1.035 (29/28)
Final reduction ratio	2.588 (44/17)
Overall drive ratio	4.390 @ top gear
Clutch	Wet, multi-disc

FRAME	ZX1200-C1
Type	Aluminium perimeter frame
Suspension: front rear	43 mm cartridge fork Bottom-Link Uni-Trak with gas-charged shock, adjustable preload and rebound damping
Wheel travel: front rear	120 mm 120 mm
Tyre: front rear	120/70ZR17M/C (58W) 180/55ZR17M/C (73W)
Inflation: front rear	290 kPa {2.9 kg/cm ² } 290 kPa {2.9 kg/cm ² }
Caster (rake)	25°
Trail	104 mm
Steering angle (left/right)	33° / 33°
BRAKES	
Front brake	Dual semi-floating 320 mm discs
Front caliper	Opposed 4-piston calipers
Rear brake	Single 250 mm disc
Rear caliper	Opposed twin-piston caliper
ELECTRICAL EQUIPMENT	
Battery	12 V, 14 Ah
Headlight (high/low)	12 V, 60/55 W x 2
Tail/brake light	12 V, 5/21 W x 2
DIMENSIONS	
Overall length	2,160 mm
Overall width	755 mm
Overall height	1,245 mm
Wheelbase	1,505 mm
Ground clearance	130 mm
Seat height	800 mm
Dry weight	236 kg
Fuel capacity	23 litres

PERFORMANCE	ZX1200-C1
Maximum power	114 kW {155 PS}/ 9,800 rpm (A201, A202, A303, A310) 112 kW {152 PS}/ 9,800 rpm (A40A, A40B, A424, A205) 78.2 kW {106 PS}/ 9,000 rpm (A40D)
Max power with Ram Air	120 kW {163 PS}/ 9,800 rpm (A201, A202, A303, A310) 118 kW {160 PS}/ 9,800 rpm (A40A, A40B, A424, A205)
Maximum torque	125 N·m {12.7 kgf·m}/ 8,200 rpm (A201, A202, A303, A310) 124 N·m {12.6 kgf·m}/ 8,200 rpm (A40A, A40B, A424, A205) 108 N·m {11.0 kgf·m}/ 4,700 rpm (A40D)

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.