

2024 MODEL INFORMATION



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MODEL NAME **2024 Versys 1000 S**

MARKETING CODE **KLZ1000ERFNN**

INTERNAL USE ONLY

Intended as a general reference for the preparation of sales promotion and marketing material, some of the material contained herein may not apply to your market.

Photos used in this Model Information generally depict the USA model.



CONCEPT

ANY ROAD, ANY TIME

Kawasaki's Versys 1000 S is designed to offer maximum riding enjoyment across a wide variety of street riding situations.

Whether riding solo or two-up, around the corner or around the globe, this fun-to-ride road-sport bike's combination of a highly responsive In-Line Four engine tuned for flexibility, and a nimble chassis fitted with dynamic suspension is sure to have riders smiling broadly in their helmets.

The relaxed, upright riding position offers a high level of machine control, and is complemented by a highly comfortable seat and good wind protection, making it easy to spend a long time in the saddle.

ADVANTAGES 1

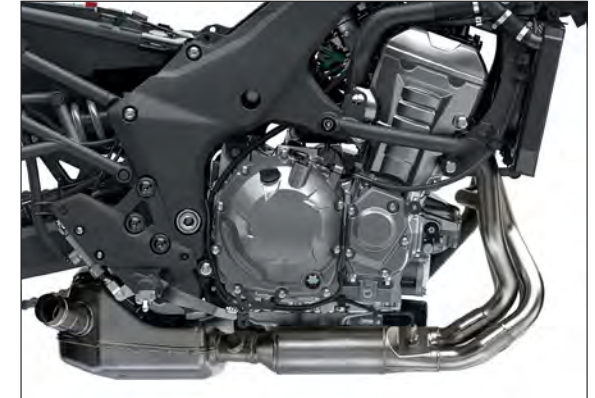
KAWASAKI IN-LINE FOUR EXHILARATION x FUN PACKAGE ON WINDING ROADS

The Versys 1000 S engine and chassis are designed to maximise rider enjoyment on the street. Its 1,043 cc In-line Four delivers a rewarding surge of acceleration with every twist of the throttle. The chassis balance and long-travel suspension settings enable superb control and feedback, offering a high level of rider confidence in numerous street riding situations and accommodating a variety of riding styles. The almost zen-like serenity is complemented by a relaxed, upright riding position that offers a high level of machine control as well as a good vantage ahead. The nimble aluminium chassis and sporty 17" wheels enable aggressive sport riding when the mood suits. And with the addition of a number of Kawasaki's top-level electronic rider support systems – and the integrated Riding Modes – riders can enjoy fun, sporty riding on the Versys 1000 S with confidence.



Exciting In-Line Four Engine

A key to the Versys 1000 S fun factor, the exciting engine, delivers more than just performance figures. The 1,043 cc In-line Four, tuned for flexibility, offers superb throttle response, strong torque at all rpm (especially in the low-mid range), and a seductive intake howl – ensuring riders are treated to a physically and aurally exhilarating sensation with every twist of the throttle.



Electronic Throttle Valves

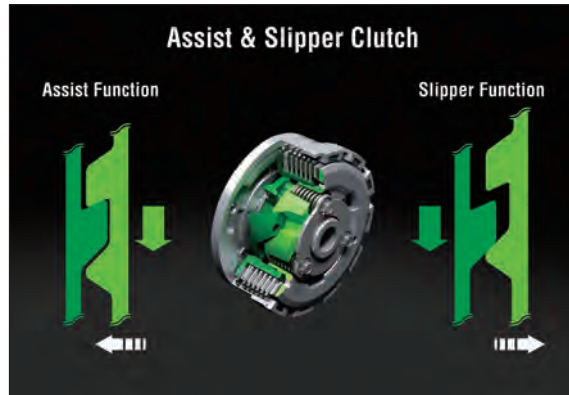
Electronic Throttle Valves enable the ECU to control the volume of both the fuel (via fuel injectors) and the air (via throttle valves) delivered to the engine. Ideal fuel injection and throttle valve position results in smooth, natural engine response and the ideal engine output.



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Assist & Slipper Clutch

Race-inspired clutch technology offers both a back-torque limiting function as well as a very light feel at the lever.



Long-Travel Suspension + Sporty 17" Wheels = Fun Sport Riding on a Variety of Streets/Conditions

Real world riding occurs on streets that are often less than circuit smooth – road imperfections (bumps, potholes) are far from rare, and some streets are not even paved (cobblestone, etc) – Kawasaki engineers chose long-travel suspension to enable riders to carve corners with aplomb.

While not designed for off-road use, the long-travel suspension's ability to cope with less-than-perfect street conditions allows the Versys 1000 S to remain composed where bikes with stiffer, sportier set-ups would require backing off the throttle.

Lightweight 17" wheels front and rear contribute to quick, sporty handling.

Upright riding position

Spacious, upright riding position offers a high level of machine control in various conditions while contributing to rider comfort.



Radial-Mount Front Brake Calipers

The ø310 mm front petal discs are gripped by highly rigid radial-mount monobloc calipers complemented by a radial-pump front brake master cylinder, contributing to superb feel and formidable stopping power.



KCMF (Kawasaki Cornering Management Function): IMU-Equipped Total Engine & Chassis Management Package

Using the latest evolution of Kawasaki's advanced modelling software and feedback from a compact Bosch IMU (Inertial Measurement Unit), KCMF monitors engine and chassis parameters throughout the corner – from entry, through the apex, to corner exit – modulating brake force and engine power to facilitate smooth transition from acceleration to braking and back again, and to assist riders in tracing their intended line through the corner. On the Versys 1000 S, KCMF oversees the following systems:

- KIBS (Kawasaki Intelligent anti-lock Brake System) (including pitching management and corner braking management)

KTRC (Kawasaki TRaction Control)

Three modes cover a wide range of riding conditions, offering either enhanced sport riding performance or the peace of mind under certain conditions to negotiate slippery surfaces with confidence.



Power Mode Selection

Riders can choose from Full Power or Low Power mode.

Integrated Riding Modes

Sport, Road, Rain, Rider (manual)

All-inclusive modes that link KTRC and Power Modes allow riders to efficiently set traction control, power delivery and suspension character to suit a given riding situation.

KQS (Kawasaki Quick Shifter)

Complementing the Versys 1000 S engine character, the quick shifter enables clutchless upshifts and downshifts for seamless acceleration and quick and easy deceleration.



ADVANTAGES 2

EVEN BETTER EQUIPPED TO RIDE LONG, RIDE FAR

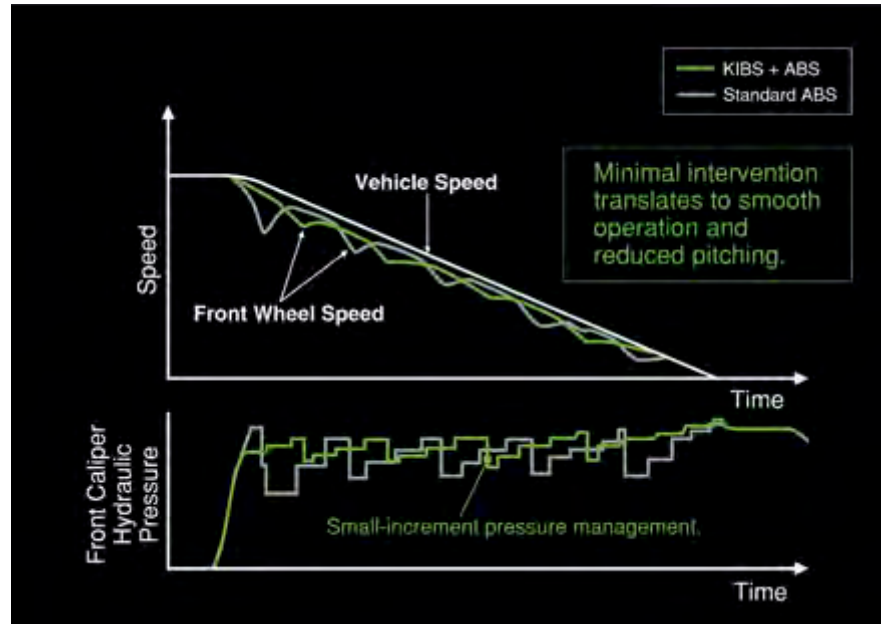
In addition to the riding excitement offered by the nimble chassis and exhilarating engine, the Versys 1000 S offers the comfort and carrying capacity to allow riders to ride long and far. A highly comfortable seat and good wind protection complement the relaxed riding position, making it easy to spend a long time in the saddle. Passenger comfort is also superb, so riders can easily share the fun. A high payload that can accommodate panniers and a top case simultaneously, and numerous accessories add to comfort and convenience, making it easy for riders to get away for multi-day trips. Electronic Cruise Control, bright headlamps, and smartphone connectivity adds to ride comfort and confidence on the road.



Supersport-grade High-precision Brake Management: KIBS (Kawasaki Intelligent anti-lock Brake System)

Kawasaki's supersport-grade high-precision brake management system is now standard equipment on the Versys 1000 S.

This is the same base system used on the Ninja H2 and Ninja ZX-10R, with programming and settings revised to suit the street performance parameters and long-travel suspension of the Versys 1000 S.



Electronic Cruise Control

Kawasaki's cruise control system allows a desired speed to be maintained with the simple press of a button. Once activated, the rider does not have to constantly apply the throttle. This reduces stress on the right hand when traveling long distances, enabling relaxed cruising and contributing to a high level of riding comfort.



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Adjustable Windscreen

Complementing the increased wind protection offered by the Versys 1000 S front cowl and wider shrouds, the stepless adjustable windscreen can be tailored to rider preference.

Windscreen height can now be easily adjusted from the rider's seat, when parked.



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Two Available Seats

Two front seats are available (one standard, one accessory): the aptly named Comfort Seat features thicker urethane cushioning to provide the comfort to enable long hours in the saddle, while offering taller riders a relaxed knee bend; and the Low Seat (20 mm lower) prioritises an easy reach to the ground. The non-standard seat is available as an accessory.)



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Twin LED Headlamps

Each of the LED headlamps features low and high beams as well as a position lamp.

Highly visible, the headlamps offer significant brightness to illuminate the way on night rides.



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LED Cornering Lights

Lights built into the shrouds help illuminate the road when cornering at night.

Each of the three lights has a fixed direction and is activated based on lean angle.

As the bike leans over, the lights come on in order, creating a wider illuminated path in the direction the bike is heading.



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Substantial payload

Robust trellis-style rear frame is the key to the Versys 1000's substantial payload, enabling riders to mount accessory panniers, a top case, or both.

* A lightweight resin-construction rear carrier (6 kg maximum capacity) is fitted as standard equipment.
(Photo 21)

* The Versys 1000 S is able to accommodate both an accessory top case and panniers simultaneously.



- * The accessory top case and panniers can be colour-matched to the body of the bike and have the Kawasaki logo stamped into their covers.
- * One-key system means that the top case and panniers are conveniently unlocked and removed with the ignition key.
- * Ergonomic passenger grab bars have built-in luggage hooks, providing tie-down points when carrying luggage on the rear seat.
- * On the standard model, a large under-seat storage space offers room for compact rain gear or other small items.

Clean-Mount Pannier System

The mounting system for the accessory panniers allows the panniers to be attached and removed very simply, contributing to increased convenience. Seamlessly integrating the panniers with the rear of the bike, the clean-mount system positions the panniers close to the bike centreline, and, thanks to its clean clutter-free design, ensures the rear of the bike still looks good with the panniers removed.



Handy power source

Conveniently located in the cockpit, a DC socket, previously an accessory, is now standard equipment.

The socket is complemented by prepared pre-wiring.

A total of 40 W of power is available.



Smartphone Connectivity

A Bluetooth chip built into the instrument panel enables riders to connect to their motorcycle wirelessly.

Using the smartphone application "RIDEOLGY THE APP," a number of instrument functions can be accessed, contributing to an enhanced motorcycling experience.

ADVANTAGES

EMOTIONAL DESIGN

The Versys 1000 S has an emotional design that beckons the rider invitingly. The flowing style features a clear line traceable from the front of the bike to the rear. A balanced use of colour and materials emphasises the functional beauty of the bike's individual parts and the sculpted bodywork shaped with rider comfort in mind.



All-LED Lighting

From the twin headlamps, compact turn signals to the taillight and licence plate bulb, the Versys 1000 S has an all-LED lighting package.



High-Class Instrumentation

Instrumentation with an advanced, high-tech design gives the Versys 1000 S cockpit a very high-class appearance.

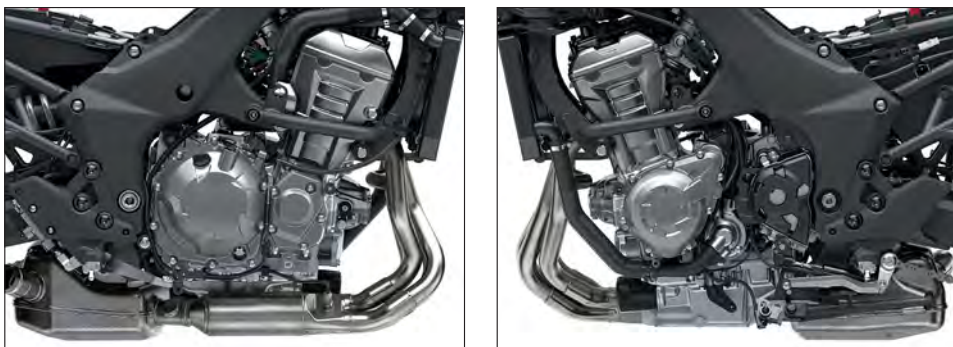
The analogue-style tachometer is complemented by a high-grade, full colour, TFT LCD screen



ENGINE

1,043 cc Liquid-Cooled, 4-Stroke In-Line Four

A key to the Versys 1000 S fun factor, the exciting engine delivers more than just performance figures. The 1,043 cc In-line Four, tuned for flexibility, offers superb throttle response, strong torque at all rpm (especially in the low-mid range), and a seductive intake howl – ensuring riders are treated to a physically and aurally exhilarating sensation with every twist of the throttle.



* Liquid-cooled, DOHC, 16-valve 1,043 cc In-line Four with a bore and stroke of 77.0 x 56.0 mm offers strong low-mid range torque with smooth power delivery.

* Downdraft throttle bodies allow intake air to travel to the engine in the shortest, most direct route possible, contributing to performance.

* Electronic Throttle Valves (ETV) enable the ECU to control the volume of both the fuel (via fuel injectors) and the air (via throttle valves) delivered to the engine. Ideal fuel injection and throttle valve position results in smooth, natural engine response and the ideal engine output.

* The ETV system is Kawasaki's first system with the accelerator position sensor located in the handle. Eliminating the throttle cable means less maintenance. To ensure a natural feel, friction is used to simulate the feel of a throttle cable.



**Non current model colour shown in this image.*

* Throttle bore is $\varnothing 38$ mm, chosen for low-mid range response.

* An intoxicating intake howl contributes to the engine feel and tempts riders to twist the throttle just to enjoy the aural sensation when accelerating.

* Good over-rev characteristics mean that power does not drop off suddenly at high rpm.

* Power delivery is even more linear and, thanks to FI settings, response is both quick and silky smooth. Both characteristics facilitate control (especially for low-rpm manoeuvres or when rolling the throttle back on) and contribute to sport riding potential.

* Flexible engine character means the Versys 1000 S will be just as happy cruising along at low-rpm as it is being ridden more aggressively in the mid-high rpm range.

- * Connecting passageways between the cylinders help reduce pumping loss.
- * Long-type 10-hole fine-atomising injectors with tapered holes spray 60 µm droplets in a narrow spray pattern. Centrally directed fuel spray and consistent droplet size contribute to high combustion efficiency.
- * A secondary balancer, driven off a gear on the 6th web of the crankshaft, eliminates excess vibration. Of course, a certain amount of engine vibration was desired as part of the bike's character (vibration contributes to the feeling of acceleration, increasing linearly with rpm), so vibration was not totally eliminated.

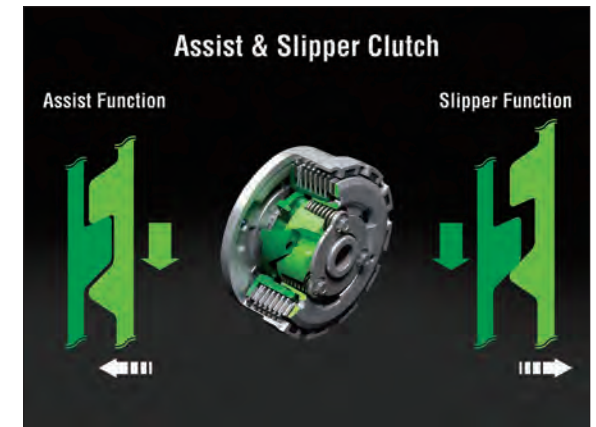
* Large connector pipes (previously oval, now round) join exhaust headers 1-4 and 2-3, contributing to better performance at all rpm. (The reduced exhaust resistance results in an ideal exhaust flow).



- * Under-engine pre-chamber contributes to a more centralised mass by enabling a smaller-volume silencer.
- * 3-way catalysers in the exhaust collector ensure strict emissions regulations are met.

Assist & Slipper Clutch

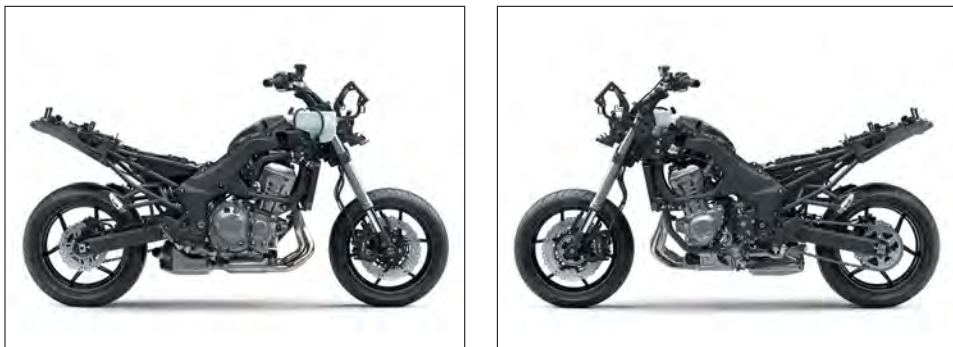
Race-inspired clutch technology offers both a back-torque limiting function as well as a very light feel at the lever.



- * Assist & Slipper Clutch uses two types of cams: an assist cam and a slipper cam, offering two functions not available on a standard clutch.
- * When the engine is driving the rear wheel the assist cam functions as a self-servo mechanism, pulling the clutch hub and operating plate together to compress the clutch plates. This allows the total clutch spring load to be reduced, resulting in a lighter clutch lever pull when operating the clutch.
- * When excessive engine braking occurs – as a result of quick downshifts (or an accidental downshift) – the slipper cam comes into play, forcing the clutch hub and operating plate apart. This relieves pressure on the clutch plates to reduce back-torque and help prevent the rear tyre from hopping and skidding.

CHASSIS

Aluminium Twin-tube Frame



- * Aluminium twin-tube frame design features frame beams that go over engine, allowing a narrow construction that is easy to grip with the knees.
- * Lightweight and highly rigid, the frame uses the engine as a stressed member. It contributes to handling, offering a firm, planted feeling, good stability and light, nimble turning.
- * The frame is a 5-piece cast aluminium construction, consisting of steering stem, left and right main frames, and two cross pieces. The two main frame components have open C-shaped cross sections and were die-cast to ensure a smooth surface finish.
- * Reinforcing pipes join the engine hangers to the main frame, offering increased chassis rigidity to suit the long-suspension frame configuration.

- * The frame uses 4 engine mounts. The upper mounts (forward of the cylinder and the upper rear crankcase mounts) are rubber; the other two (behind the cylinder and lower rear crankcase mounts) are rigid. This is what gives the frame its excellent handling characteristics.
- * As much as possible welds were eliminated, contributing to appearance.
- * Rear frame is a steel pipe trellis unit that enables the Versys 1000's high payload.

Suspension

Because real world riding occurs on streets that are often less than circuit smooth – road imperfections (bumps, potholes) are far from rare, and some streets are not even paved (cobblestone, etc) – Kawasaki engineers chose long-travel suspension to enable riders to carve corners with aplomb.

While not designed for off-road use, the long-travel suspension's ability to cope with less-than-perfect street conditions allows the Versys 1000 S to remain composed where bikes with stiffer, sportier set-ups would require backing off the throttle.

TECHNICAL DETAILS: CHASSIS

* At the front, the Versys 1000 S is supported by a $\varnothing 43$ mm inverted cartridge-type fork.



* The long-travel rear suspension has a stroke of 150 mm.



- * Long travel of 150 mm contributes to the fork's excellent bump absorption and road holding performance.
- * The fork is adjustable for rebound damping and preload (both easily adjusted on the right-side fork top).
- * Horizontal Back-link rear suspension positions the shock unit and linkage above the swingarm.
- * This arrangement frees up space that would be taken up by the lower linkage of a conventional Uni-Trak suspension. This enables a larger pre-chamber, which in turn allows the use of a shorter muffler, contributing to mass centralisation.
- * The suspension is located far enough from the exhaust that operation is not affected by heat.

* Showa's BFRC lite rear shock is a lighter, more compact version of their earlier BFRC shock. The high-spec shock unit offers numerous benefits:

- increased ride comfort
- increased traction
- independently adjustable compression and rebound damping
- reduced weight.

* In the BFRC lite shock, damping force is generated in an external Damping Force Chamber, and compression and rebound damping are generated independently. This allows the whole surface of the main piston to act as a pump, pushing oil towards the valves. This arrangement also helps to suppress pressure balance fluctuations (which can cause cavitation) as a result of shock compression and extension.

Brakes/Wheels/Tyres

* Large, $\varnothing 310$ mm front petal discs are now gripped by opposed 4-piston radial-mount monobloc calipers with differentiated diameter pistons: $\varnothing 32$ mm upper, $\varnothing 30$ mm lower.



- * The highly rigid monobloc front brake calipers contribute to superb feel and formidable stopping power.
- * Radial-pump front brake master cylinder also contributes to the superb feel offered by the calipers. Squeezing the lever produces a linear increase in brake force, facilitating control.
- * Front brake reservoir tank is made from smoked plastic, adding a classy touch to the cockpit area.
- * At the rear a $\varnothing 250$ mm petal disc is slowed by a single-piston caliper.
- * In addition to standard ABS with KIBS (Kawasaki Intelligent anti-lock Brake System). *Please see the ELECTRONICS section below for more details.*
- * Lightweight 6-spoke wheels measure 17" – ideal for sporty street riding.

* Tyres selected for their road sports potential offer superb cornering performance for more fun in the hills, great high-speed stability, and a strong on-road image to go with the Versys 1000 S sporty character.

Ergonomics

On the VERSYS 1000 S model, which features a large windscreen, the range of adjustability is 40 mm. Height can be adjusted from the rider's seat (without tools, using two knobs on the inside of the screen) to suit rider preference.



**Non current model colour shown in this image.*

* The VERSYS 1000 S large windscreen is equipped with a centrally located vent. Opening the vent reduces the negative-pressure effect in the cockpit, which means less chance of the rider being pulled forward at high speed.

* Revised upper cowling design and wider fairings provide increased wind protection, contributing to greater ride comfort.

* Wind passages between the upper and side cowls were aerodynamically designed to help reduce air resistance while managing airflow for increased wind protection and comfort.



**Non current model colour shown in this image.*

TECHNICAL DETAILS: CHASSIS

* Chin spoiler below the twin headlamps helps direct wind around the upper cowl for increased stability at highway speeds as well as increased comfort for the rider.



* Air intake between the headlamps at the cowl bottom routes fresh air into the cockpit to relieve the effect of negative pressure at high speeds. This helps prevent helmet buffeting. Fresh air is also routed to the inside of the cowl to help keep parts that generate heat cool.

* Wide handlebar offers easy control, especially for low-speed manoeuvring. Positioned to offer a natural grip, it allows the rider's elbows to be slightly bent when sitting in a relaxed, upright stance.



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* The seat's slim design and the knee grip characteristics of the tank afford good freedom of movement, allowing the rider to change sitting position should they so choose. Thick urethane increases comfort and contributes to a seat height that places the rider in a position of fun controllability. The stepped shape of the seat also provides support for the rider when accelerating.



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* Footpeg position (low and forward) contributes to a spacious riding position.

* Together, all these points result in a very natural, relaxed position designed to offer the rider a high level of machine control. The upright riding position accommodates a variety of riding styles (lean-in, lean-with, lean-out), broadening the spectrum of riding enjoyment and also offers a high level of comfort, a great benefit for touring. This combination of comfort and control is one of the things that make the Versys 1000 S so much fun to ride.



TECHNICAL DETAILS: CHASSIS

* When combined with the long-stroke suspension, the upright riding position and higher seat height offer a commanding view of the road ahead – especially advantageous when navigating city traffic or winding roads in the hills.

* Two front seats are available: the aptly named Comfort Seat features thicker urethane cushioning to provide the comfort to enable long hours in the saddle, while offering taller riders a relaxed knee bend; and the Low Seat (20 mm lower) prioritises an easy reach to the ground. Seat height is 840 mm for the Comfort Seat (unchanged from the previous model); 820 mm for the Low Seat. (the non-standard seat is available as an accessory.)



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**Non current model colour shown in this image.*

* The rear seat has even deeper cushioning, and is probably Kawasaki's most comfortable passenger perch.

* Seat leather material was carefully selected and a great deal of effort was spent to ensure a good fit.

* Spacious riding position is complemented by footpegs with (hollow) rubber pads. Footpeg brackets are also rubber mounted to further dampen vibrations.

* 6-position brake lever and 5-position clutch lever allow the rider to choose lever positions to suit their hand size for optimum control and comfort.

Other Convenient Features

* High capacity generator develops enough electricity to power a DC socket located in the cockpit. The DC socket, is a standard feature, can be used to power small electronic devices. The socket is complemented by prepared pre-wiring. A total of 40 W of power is available.



* 21-litre fuel tank contributes to the Versys 1000 S touring potential.

* Centre stand is a standard feature, offering excellent utility and greatly facilitating maintenance work.



- * In the design, the engine sub-frame is consciously presented as styling element and complements the trellis-style rear frame. In addition to a strategic use of coloured pieces, the design also displays a balanced use of metal and plastic, with each part's material reflecting its functionality.
- * The front fender design with long, slim reflectors contributes to sporty looks while offering increased protection for the fork inner tubes.
- * Seat features a stitching line that gives it a slimmer appearance. Double stitching contributes to a high-quality image.
- * Compact, sporty silencer contributes to the sophisticated styling.



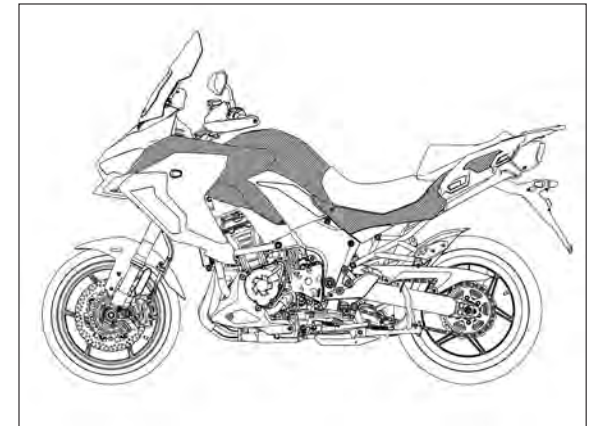
Highly Durable Paint

Kawasaki's Highly Durable Paint and Highly Durable Matte Paint (used on the fuel tank, L/R side cowls, and L/R side covers) feature a special coat that allows scratches to repair themselves, enabling the paint to maintain its high-quality finish[†].

- * Soft and hard segments in the coat work together like a chemical spring, creating a trampoline effect that absorbs impacts.
- * The Highly Durable Matte Paint is highly wear-resistant, enabling the paint's beautiful matte finish to be maintained for a long time.

[†] Notes:

1. In some cases, it takes more than one week for recovery.
2. The paint will not recover in the case of scratches caused by a coin or key, or zip fasteners.



■ Highly Durable (Matte) Paint

* On the Versys 1000 S model, the high-grade full colour display features TFT (thin-film transistor) technology, delivering a high level of visibility. The screen's background colour is selectable (black or white), and screen brightness adjusts automatically to suit available light. In addition to scrollable multi-function windows, two display modes offer riders a choice of how they want their information presented.

- Type 1: Designed with touring in mind, the easy-to-read, calm layout offers a substantial amount of information at-a-glance.



- Type 2: Designed with sport riding in mind, important information is prioritised and presented graphically for easy digestion. G-force (based on feedback from the IMU), throttle and brake force application are illustrated visually rather than numerically.



* Additional features available on the TFT meter include: average speed, total time, and ice warning.

* The Versys 1000 S model's instrumentation also features integrated Riding Modes and smartphone connectivity.

* Handle control switches put all mode selection and display options at the rider's fingertips.

* Hand covers offer increased wind protection, which translates to added comfort when riding in cold weather. They also offer general protection for the rider's hands.



**Non current model colour shown in this image.*

* Optional Accessory Grip heaters provide increased comfort on cold days. They fully enclose the grips, ensuring excellent warmth.



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Accessory Items - Protection

* Resin frame sliders (accessory) and front axle sliders (accessory) help protect the chassis in the event of a fall.



* Radiator screen (accessory) protects the radiator from flying rocks or debris encountered on the road.



* Convenient accessory helmet lock can be mounted to the rear frame. It can be fit with the same one-key system as the top case and panniers, allowing all pieces to be unlocked with the ignition key.

ELECTRONICS

KCMF (Kawasaki Cornering Management Function): Total Engine & Chassis Management Package

The strength of Kawasaki's cutting-edge electronics has always been the highly sophisticated programming that, using minimal hardware, gives the ECU an accurate real-time picture of what the chassis is doing. Kawasaki's proprietary dynamic modelling program makes skilful use of the magic formula tyre model as it examines changes in multiple parameters, enabling it to take into account changing road and tyre conditions.

Using the latest evolution of Kawasaki's advanced modelling software and feedback from a compact Bosch IMU (Inertial Measurement Unit), KCMF monitors engine and chassis parameters throughout the corner – from entry, through the apex, to corner exit – modulating brake force and engine power to facilitate smooth transition from acceleration to braking and back again, and to assist riders in tracing their intended line through the corner.

- * On the Versys 1000 S, KCMF uses IMU feedback to oversee the following system:
 - KIBS (including pitching management and corner braking management)

Enhanced Chassis Orientation Awareness: Bosch IMU (Inertial Measurement Unit)

The use of Bosch's compact IMU allows an additional layer of precision to be added to the already high-level KIBS base system.

- * IMU enables inertia along 6 DOF (degrees of freedom) to be monitored. Acceleration along longitudinal, transverse and vertical axes, plus roll rate and pitch rate are measured. The yaw rate is calculated by the ECU using Kawasaki original software.
- * Additional feedback from the IMU gives an even clearer real-time picture of chassis orientation.
- * In addition to more precise management, feedback from the IMU enables KIBS to incorporate an additional function. Corner braking management assists riders in tracing their intended line through the corner.
- * Bosch's latest IMU is highly compact and very lightweight, weighing only 40g.

KTRC (Kawasaki Traction Control)

Three modes cover a wide range of riding conditions, offering either enhanced sport riding performance or the peace of mind under certain conditions to negotiate slippery surfaces with confidence.

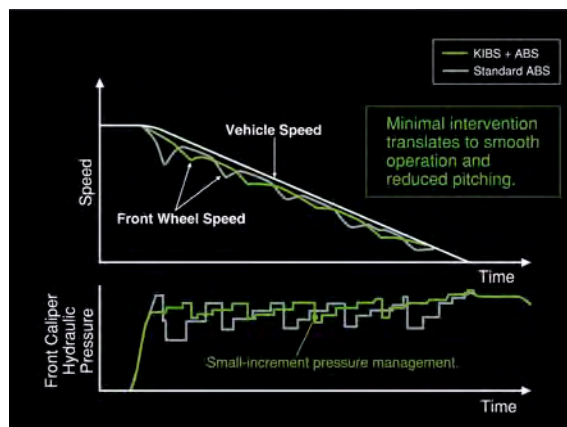


- * Riders can choose from three modes. Mode 1 prioritises forward acceleration. Mode 2 offers a balance between acceleration performance and rider reassurance. Mode 3 provides rider reassurance by facilitating smooth riding on slippery surfaces. Riders may also elect to turn the system off.
- * In Mode 1, highly sophisticated programming allows a degree of slip – a certain amount of slip is required to maximise acceleration. The ideal slip ratio varies according to conditions. The system looks at a number of parameters to get an accurate real-time picture of what is going on: front and rear wheel speed (slippage) and various engine, machine and rider input parameters are monitored.
- * Because the sophisticated software bases its dynamic analysis on the chassis' orientation relative to the track surface (rather than relative to a horizontal plane), it is able to take into account corner camber, gradient, etc, and adapt accordingly – even without input from the IMU.

- * Using complex analysis, the system is able to predict when traction conditions are about to become unfavourable. By acting before slippage exceeds the range for optimal traction, drops in power can be minimised, resulting in ultra-smooth operation.
- * The system confirms conditions every 5 milliseconds and uses ignition cut and airflow control (via the electronic throttle valves), enabling extremely quick reaction.
- * In Modes 2 and 3 (each progressively more intrusive) the same logic and control as in Mode 1 is employed during normal operation. However, when excessive rear wheel spin is detected, ignition timing is retarded and engine output is reduced to allow grip to be regained. Fine control results in a very natural feeling: engagement, on/off transition and extended operation are all smooth.
- * In Mode 3 (the most intrusive), KTRC assists riders in negotiating both short slippery patches (train tracks or manhole covers) and extended stretches of bad road (wet pavement, cobblestone, gravel) with confidence. Wheel spin is also limited when starting on a slippery surface.
- * KTRC conveniently remembers which mode was selected, so when the engine is started the mode will be the same as when the engine was turned off. (On the standard model, the system will reset to Mode 1 if the system had been turned off, requiring the rider to consciously turn KTRC off.)

KIBS (Kawasaki Intelligent anti-lock Brake System)

Kawasaki's supersport-grade high-precision brake management system is now standard equipment on the Versys 1000 S. This is the same base system used on the Ninja H2 and Ninja ZX-10R, with programming and settings revised to suit the street performance parameters and long-travel suspension of the Versys 1000 S.



* KIBS is a multi-sensing system, using input from numerous sources. In addition to front and rear wheel speed sensors (standard for any ABS system), KIBS also monitors front caliper hydraulic pressure and various information from the engine ECU (throttle position, engine speed, clutch actuation and gear position).

* High-precision brake pressure control enables the hydraulic pressure to be modulated in much smaller increments than with standard ABS systems, allows lever feel to be maintained when KIBS is active, and ensures ABS pulses feel light (not heavy).

* High-precision brake pressure control also offers a number of sport riding benefits:

1. Rear lift can be limited
2. Minimal kickback during operation
3. Accounting for back-torque

* Supersport models and models with long-travel suspension like the Versys 1000 S tend to pitch more than most motorcycles, so there is a greater tendency for the rear to lift as weight transfers forward under hard braking. By monitoring front caliper hydraulic pressure, KIBS is able to regulate pressure increases, reducing the tendency of the rear to lift. This happens in two situations: 1) Before conditions require ABS intervention, KIBS prevents the pressure from increasing too quickly, thus limiting rear lift, and 2) after ABS has decreased pressure to prevent wheel lock, KIBS ensures pressure is not returned too quickly, preventing a sudden increase that could induce rear lift. Limiting this tendency contributes to enhanced braking stability.

* Precise control of front caliper pressure also enables KIBS to minimise kickback during operation. Pressure is increased in small amounts and slips are minimised, resulting in a very smooth operating feel. This of course translates to minimal distraction to the rider during sport riding.

* By accounting for back-torque, KIBS is able to offer increased rear brake control during downshifts. KIBS parameters include throttle position, clutch actuation and gear position, allowing the system to recognise engine back-torque from downshifting or getting off the gas at high rpm. Rear wheel slip due to engine braking often triggers ABS action on standard systems, but by preventing unnecessary ABS intervention in these situations, KIBS leaves management of the rear brake in the hands of the rider.

* With feedback from the IMU, KIBS is able to incorporate an additional function: corner braking management. Should riders use the brakes beyond the entrance to a turn (i.e. trail braking) or mid-corner (e.g. to avoid an obstacle), brake force is modulated to counter the tendency of the bike to stand up under braking. This assists riders in tracing their intended line through the corner instead of running wide.

Power Mode selection

* A choice of Full Power or Low Power modes allows riders to set power delivery to suit preference and conditions. While output at lower rpm is the same, Low Power mode limits output to approximately 75% of Full Power and uses a milder throttle response. (Reduction of both power and throttle response varies according to engine speed (rpm), throttle position and gear position.)

Integrated Riding Modes Sport, Road, Rain, Rider (manual)

All-inclusive modes that link KTRC, Power Modes allow riders to efficiently set traction control, power delivery and suspension character to suit a given riding situation.

- * Riders can choose from three settings (Sport, Road, Rain) or a manual setting (Rider). In the manual Rider mode, each of the systems can be set independently.
- **Sport:** enables riders to enjoy sporty riding on winding roads.
 - **Road:** offers comfortable riding over a wide range of situations, from city riding to highway cruising and rural roads.
 - **Rain:** offers rider reassurance when riding on a wet road surface.

Riding Mode	KTRC	Power Mode
Sport	1	F
Road	2	F
Rain	3	L
Rider (manual)	1/2/3/OFF	F/L

* The riding mode can be changed while riding, using the button at the left handle.

KQS (Kawasaki Quick Shifter)

* Complementing the Versys 1000 S exhilarating engine character, a contactless-type quick shifter enables clutchless upshifts and downshifts for seamless acceleration and quick and easy deceleration.



- * During acceleration, the system detects that the shift lever has been actuated, and sends a signal to the ECU to cut ignition so that the next gear can be engaged without having to use the clutch.
- * During deceleration, the KQS system automatically controls engine speed, allowing you to downshift without operating the clutch.
- * KQS does not function below 2,500 min⁻¹.
- * The system uses a contactless-type sensor, offering very high reliability.

Electronic Cruise Control

Kawasaki's cruise control system allows a desired speed to be maintained with the simple press of a button. Once activated, the rider does not have to constantly apply the throttle. This reduces stress on the right hand when traveling long distances, enabling relaxed cruising and contributing to a high level of riding comfort.

* Operation of the Electronic Cruise Control is conveniently from the left handle. The system can be engaged with the touch of a button.



* Once the desired speed has been selected, engine output is adjusted automatically via the Electronic Throttle Valves to maintain speed when ascending or descending grades are encountered. The set speed can be adjusted using the “+” and “-” buttons.

* Operating the brake lever, clutch lever or rear brake pedal, or shifting gears causes the Electronic Cruise Control to be disengaged. Closing the throttle beyond the “zero-throttle” position is another instinctive way to disengage the system. (The system also disengages automatically in the event of large traction control intervention.)

Smartphone Connectivity

A Bluetooth chip built into the instrument panel enables riders to connect to their motorcycle wirelessly. Using the smartphone application “RIDEOLGY THE APP,” a number of instrument functions can be accessed, contributing to an enhanced motorcycling experience.

* A number of functions are available:

- **Vehicle Info:** information such as fuel gauge, odometer, maintenance schedule, etc can be viewed via the smartphone.
- **Riding Log:** GPS route information as well as vehicle running information can be logged and viewed via the smartphone.
- **Telephone notices:** when a call or mail is received by the smartphone, this is indicated on the instrument display.
- **General Settings:** general instrument display settings (such as preferred units, date, date format, etc) can be adjusted via the smartphone.
- **Vehicle Settings:** Riding Mode (Road, Sport, Rain, Rider) can be set in advance on the smartphone and uploaded when in proximity of the bike, as can riding support systems (like KQS) and the payload mode.

* Vehicle information downloaded to the app can be viewed via the smartphone. Available information includes: odometer, total time, trip A, trip B, fuel gauge, remaining range, average gas mileage, average speed, max lean angle (right/left), battery voltage, Kawasaki service reminder (set by the dealer), oil change reminder (set by the rider), plus an additional rider-selectable reminder.

- * Detailed riding logs including GPS information and vehicle running information can be recorded. While riding, the app tracks vehicle speed, rpm, gear position, throttle position, front brake fluid pressure, acceleration/deceleration, current mileage, and coolant temperature from moment to moment. Once the riding log has been saved, riders can review these items in a graphic-style display at any point along the route. The app can also display a ride summary, with information that may include: route travelled, total distance, total time, gas mileage (best/average), speed (best/average), max lean angle (right/left), etc. For the graphic-style display mode, riders can select which items are displayed, and for either display mode, riders can arrange them in their preferred order.
- * When riding (with the app ON), the bike and smartphone are always connected. When the engine is turned off, the latest vehicle information and settings are stored by the app and may be viewed on the smartphone. Any vehicle setting changes made via the app while the engine is off, or while out of range, cannot be uploaded until the ignition is turned on and the smartphone is in range with the app ON. General settings can only be updated via the app when the bike and smartphone are connected.
- * A selectable app function enables the clock on the instrument display to be updated automatically when the bike and smartphone are connected.

2024 VERSYS 1000 S - KLZ1000ERFNN:

* METALLIC DIABLO BLACK/METALLIC PHANTOM SILVER - GN1



SPECIFICATIONS

SPECIFICATIONS KLZ1000ERFNN

DIMENSIONS	
Overall length	2,270 mm
Overall width	950 mm
Overall height (High/Low position)	1,530 mm / 1,490 mm
Wheelbase	1,520 mm
Road clearance	150 mm
Seat height	840 mm
Curb mass	255 kg
Fuel tank capacity	21 litres
PERFORMANCE	
Max. power	88.2 kW {120 PS} / 9,000 min ⁻¹
Max. torque	102.0 N·m {10.4 kgf·m} / 7,500 min ⁻¹

ENGINE	
Type	Liquid-cooled, 4-stroke In-Line Four
Valve system	DOHC, 16 valves
Bore x Stroke	77.0 x 56.0 mm
Displacement	1,043 cc
Compression ratio	10.3:1
Fuel supply	Fuel injection: ø38 mm x 4
Lubrication system	Forced lubrication, wet sump
Starting system	Electric
Ignition system	Digital
DRIVETRAIN	
Driving system	Chain
Transmission	6-speed, return
Gear ratios:	
1st	2.692 (35/13)
2nd	1.950 (39/20)
3rd	1.529 (26/17)
4th	1.304 (30/23)
5th	1.136 (25/22)
6th	0.958 (23/24)
Primary reduction ratio	1.627 (83/51)
Final reduction ratio	2.867 (43/15)
Clutch type (Primary)	Wet multi-disc, manual

SPECIFICATIONS KLZ1000ERFNN

FRAME	
Type	Twin tube, aluminium
Suspension: Front	ø43 mm inverted fork with rebound damping (right-side) and spring preload adjustability
Rear	Horizontal Back-link, gas-charged, with rebound damping and remote spring preload adjustability
Wheel travel: Front	150 mm
Rear	152 mm
Caster (Rake angle)	27.0°
Trail	106 mm
Steering angle (left/right)	34° / 34°
Tyre: Front	120/70ZR17M/C (58W)
Rear	180/55ZR17M/C (73W)
Brake: Front Type	Dual semi- loading ø310 mm petal discs (Effective diameter: 277 mm)
Caliper	Dual radial-mount, monobloc, opposed 4-piston
Rear Type	Single ø250 mm petal disc (Effective diameter: 216 mm)
Caliper	Single-piston

KAWASAKI TECHNOLOGY



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.