2025

# Z900RS SE ABS

Kawasaki
Let the Good Times Roll®

METALLIC GRAPHITE GRAY/EBONY

## POWER

| | |
|---|---|
| **Engine** | 4-stroke, 4-cylinder, DOHC, 16-valve, liquid-cooled |
| **Displacement** | 948cc |
| **Bore x Stroke** | 73.4 x 56.0mm |
| **Compression Ratio** | 10.8:1 |
| **Maximum Horsepower** | 110.0 hp[1] @ 8,500 rpm |
| **Maximum Torque** | 72.3 lb-ft @ 6,500 rpm |
| **Fuel System** | DFI® with Keihin 36mm throttle bodies |
| **Ignition** | TCBI with Electronic Advance |
| **Transmission** | 6-speed, return shift |
| **Final Drive** | Sealed chain |
| **Electronic Rider Aids** | Economical Riding Indicator, Kawasaki TRaction Control (KTRC - 3 Modes), Anti-lock Brake System (ABS) |

## PERFORMANCE

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|---|---|
| **Front Suspension / Wheel Travel** | 41mm inverted telescopic fork with (13-way) adjustable compression and rebound (11-way) damping, spring preload (15-turn)/4.7 |
| **Rear Suspension / Wheel Travel** | Horizontal back-link swingarm, Öhlins S46 shock with 30-position adjustable rebound damping and stepless spring preload adjustability/5.5 in |
| **Front Tire** | 120/70-17 |
| **Rear Tire** | 180/55-17 |
| **Front Brakes** | Dual 300mm discs with Brembo M4.32 monobloc four-piston calipers and ABS |
| **Rear Brakes** | Single 250mm disc with single-piston caliper and ABS |

## DETAILS

| | |
|---|---|
| **Frame Type** | Trellis, high tensile steel |
| **Rake/Trail** | 25.0°/3.9 in |
| **Overall Length** | 82.7 in |
| **Overall Width** | 34.1 in |
| **Overall Height** | 45.3 in |
| **Ground Clearance** | 5.1 in |
| **Seat Height** | 33.3 in |
| **Curb Weight** | 474.1 lb* 50-State Model |
| **Fuel Capacity** | 4.5 gal |
| **Wheelbase** | 57.9 in |
| **Color Choices** | Metallic Graphite Gray/Ebony |
| **Warranty** | 12 Month Limited Warranty |

Scan with camera to view videos, key features and more.

*Curb weight includes all necessary materials and fluids to operate correctly, full tank of fuel (more than 90 percent capacity) and tool kit (if supplied).
[1]This vehicle's HP was measured according to ISO standard 4106. This ISO standard measures HP differently than the SAE standards by which the horsepower of many cars is measured, and as a result the referenced HP measurement may be higher than if it were measured by an SAE standard.
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