



Kawasaki Motors Corp., U.S.A.

Contact:  
Kawasaki Media Relations  
949-770-0400 ext. 2777  
pr@kmc-usa.com  
[www.kawasaki.com](http://www.kawasaki.com)

**UNDER EMBARGO UNTIL 11/4/14**

## **2015 KAWASAKI CONCOURS®14 ABS**

***The ultimate backroad Supersport Tourer receives enhancements to make it even more comfortable and capable***

The 2015 Kawasaki Concours14 ABS is a remarkable machine because its power and poise will be familiar to riders of supersport motorcycles, yet its upright riding position offers far greater comfort than its superbike siblings. Riders can enjoy its high-powered but flexible 1,352cc engine derived from the world class Kawasaki Ninja® ZX™-14R, and for extended sport touring, the motorcycle's chassis is tuned for comfort and poise.

The 2015 model benefits from a raft of enhancements, including a revised first gear ratio, lighter steering at low speed, stiffer rear suspension for enhanced carrying capacity, a new windshield, revised ABS braking and a new rear luggage base. Having come to define the sport touring motorcycle category, these revisions keep the sophisticated Kawasaki Concours14 ABS at the top of the pile with its ample performance and nimble athleticism, making it equally at home carving canyons as it is traversing interstate highways.

### **HIGHLIGHTS OF THE 2015 KAWASAKI CONCOURS®14 ABS:**

- 1,352cc supersport engine derived from Ninja ZX-14R but tuned for long journeys
- **NEW** First gear ratio for easier starts from a standstill and low-speed maneuvering
- **NEW** Steering stem seal provides lighter steering at low speeds
- **NEW** Stiffer rear suspension settings for enhanced control and carrying ability
- **NEW** Sculpted seat for improved comfort (optional Touring Seat available)
- **NEW** Electrically adjustable windshield with three-position vent
- **NEW** Exhaust heat shield improves rider comfort when stationary
- **NEW** Revised ABS settings to reduce the linked braking effect
- **NEW** Silver bezels on instrumentation

The 2015 Kawasaki Concours14 ABS is about more than just power. The four-cylinder engine boasts Variable Valve Timing (VVT) for economy and fluid responses, providing the kind of torque that makes relaxed, sixth-gear overtaking maneuvers par for the course.

Kawasaki's supersport expertise means the Concours14 ABS motorcycle also has a suite of technology from the latest K-ACT ABS brakes to KTRC traction control and a Fuel Economy Assistance Mode to help the rider optimize his extended time in the saddle. For convenience it also has a Tire Pressure Monitoring System (TPMS) as well as KIPASS keyless starting technology.

For 2015, the Kawasaki Concours14 ABS has been further enhanced with a series of key refinements. Kawasaki kept all of the standout performance, comfort and convenience items that already make the Concours14 ABS so popular, and have added some strategic upgrades. These include a revised first gear ratio to make it easier to pull away from a standstill. There is also a new seat that is narrower at the front to help the rider reach the ground more easily. The seat is sculpted at the front for improved comfort, while at the rear, the seat is flatter and longer for the passenger. The adjustable rear suspension was stiffened on the 2015 model to maintain the motorcycle's legendary stability when carrying a passenger and full luggage.

Other updates to the 2015 Kawasaki Concours14 ABS include refinements to the ABS system, which reduces the linked effect on the front brake when the rear brake is applied. There is also a new steering stem seal, which helps to reduce steering effort at slower speeds. And once speeds climb, the new windshield reduces the aerodynamic load on the rider with its integrated, adjustable vent.

## **ALL-DAY COMFORT**

The 2015 Kawasaki Concours14 ABS starts with a highly capable platform and adds several key enhancements, such as the new seat that has rounded edges to make it easier for riders to reach the ground. The seat is also sculpted to offer greater support but is wider and longer towards the rear to give the passenger a better experience. Other seat upgrades include a slip-resistant cover and double-stitched detailing to increase its visual appeal.

Owners who wish to use the 2015 Kawasaki Concours14 ABS for long distance touring will be pleased to hear that Kawasaki Genuine Accessories also offers an optional Touring Seat, which will provide enhanced comfort for extended journeys and is more resistant to heat accumulation when exposed to the sun.

The handlebar is more upright and closer to the rider than the Ninja ZX-14R. This reinforces its touring comfort yet is still more sporty than traditional sports touring motorcycles.

Additional new comfort features include a two-position adjustable vent on the electrically raised windshield. This windshield improves the airflow around the rider and reduces the buffeting effect, since the vent removes the low-pressure zone in the cockpit.

The passenger will appreciate the new rubber-padded footpegs that are designed to reduce vibrations. Additionally, a new heat shield has been designed to deflect engine heat away from the rider when he comes to a stop, helping to maintain comfort.

Finally, the stiffer rear suspension on the 2015 Kawasaki Concours14 ABS helps it remain one of the most compliant sports-oriented touring bikes available. The stiffer setting enhances the ride while carrying a passenger and full saddlebags. What's more, the rear suspension has a remote preload adjuster that allows the rider to tune the handling to their individual preference, without using any tools. It can also be adjusted to compensate for the addition of a passenger and full saddlebags.

## **POWERTRAIN**

The heart of the Concours14 ABS supersport touring package is its amazing and sophisticated 1,352cc DOHC inline-four powerplant. Although it is based on the same engine as the world-class Kawasaki Ninja ZX-14R, in this application it has been tuned for excellent low- and mid-range power. In addition to the exhilarating low-end torque, it delivers a top-end rush that will have riders nipping at the heels of sportbike riders when the need arises.

A key element of its tremendous power band is the Variable Valve Timing (VVT), which alters the camshaft valve timing according to parameters such as RPM and engine load. The result is the enhanced low- and mid-range power without sacrificing that top-end shove.

Advanced fuel injection, ram-air induction and decades of experience building the world's most potent supersport engines has created a simply astonishing powerplant, one that makes the 2015 Concours14 ABS a force to be reckoned with in the sport-touring segment. And yet its advanced electronics mean the rider can use the Fuel Economy Assistance Mode to prioritize fuel savings, offering a significant increase in fuel economy and allowing the rider to travel farther on each tank of fuel.

## **CHASSIS**

The 2015 Kawasaki Concours14 ABS uses a stiff monocoque frame that provides excellent handling characteristics and a high degree of rider feedback. Cradling the engine from the

top, the compact structure keeps the motorcycle narrow, helping it to be more nimble than its competitors.

Kawasaki's Superbike World Championship-winning expertise can be seen throughout the bike, particularly in areas such as the 43mm, inverted front forks and radial-mounted brakes. At the rear, there is an almost maintenance-free, four-link Tetra-Lever suspension system, which then reduces the shaft drive squatting and lifting effect when the rider gets on or off the power. The suspension uses stepless rebound damping adjustment and has a remote spring preload adjuster that doesn't require any tools to tune to the rider's preference or compensate for the weight of a passenger and luggage.

The braking system retains its 310mm petal-style front rotors with four-piston calipers, as well as the 270mm petal-style rear rotor, single-piston caliper. New for the 2015 model year the Kawasaki Advanced Coactive-braking Technology (K-ACT) ABS system has revised master cylinders and a new ABS module. The system links the front and rear brakes for the most effective brake force distribution and the revisions reduced the linked effect on the front brake when the rear brake is applied. This has the effect of making the braking feel more natural during low-speed maneuvers such as a U-turn. The small, lightweight ABS ECU also allows the rider to choose one of two ABS modes to suit riding conditions or rider preference.

In Standard Mode the linked effect is reduced at initial lever stroke for a natural sensation when sport riding. In the High Combined Mode, there is a more pronounced linking effect from the beginning of the lever pull, making it ideally suited for touring and two-up highway use.

The rider also benefits from the inclusion of Kawasaki Traction Control (KTRC), which uses the ABS sensors to detect wheel speed. Once wheelspin is detected, the system helps the rear tire traction.

New for the 2015 Kawasaki Concours14 ABS is a revised first gear ratio, which makes it easier to start the motorcycle from a standstill and to maneuver at low speeds. There is also a new low-friction steering stem seal, which contributes to lighter steering at low speeds, making the bike easier to maneuver in tight spaces.

## **STYLING & CONVENIENCE**

The styling of the 2015 Kawasaki Concours14 ABS reflects its nature as a comfortable sport touring motorcycle with sportbike DNA. While it boasts an aggressive cowling and sporty fairing design, it has a large, electrically adjusted windshield with a three-position vent. In

conjunction with the front cowling, these parts help protect the rider and passenger from the elements, reducing fatigue on long rides.

For 2015, the Concours14 ABS will be available in a choice of Candy Lime Green or Metallic Spark Black, reflecting its sporty and sophisticated character.

The standard KQR™ (Kawasaki Quick Release) Hard Saddlebags are color-matched to the bodywork and can be removed and fitted in a matter of seconds thanks to the ingenious mounting system. The bags are locked with Kawasaki's One Key system. This allows them to be locked with the bike's ignition key, and the same applies to the optional Kawasaki Genuine Accessories color-matched KQR 47-liter Top Case.

Another interesting technology involving the Kawasaki ignition key is KIPASS (Kawasaki Intelligent Proximity Activation Start System). It's basically a smart key system that allows a rider to keep the electronic key in their pocket, while leaving the ignition key in the motorcycle at all times. The key sends out a signal to the KIPASS ECU, and when in range, the ignition key is turned to the "On" position. No more digging in pockets for the ignition key with riding gloves on. The ignition key also allows access to the KQR Hard Saddlebags.

For the rider's convenience, there is a fairing storage box, allowing the rider to stow small items. Additionally, there is a DC power socket to charge smartphones or navigation devices while on the move. The 2015 Kawasaki Concours14 ABS continues to have standard heated grips, which provide comfort and warmth even in harsh conditions.

New for 2015 are silver bezels around the main instrument dials. These add an extra dose of class to the already well-appointed instrumentation.

## **ACCESSORIES**

A range of optional Kawasaki Genuine Accessories are available at authorized Kawasaki dealers. These include a Top Case, Tank Bag, Touring Seat, protective Cover and more.

## **ABOUT KAWASAKI**

Kawasaki Heavy Industries, Ltd. (KHI) 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's commitment to maintaining and furthering these strengths will surely give birth to new legends.

Kawasaki Motors Corp., U.S.A. (KMC) markets and distributes Kawasaki motorcycles, ATVs, side x sides, and Jet Ski® watercraft through a network of almost 1,200 independent retailers, with close to an additional 7,400 retailers specializing in general purpose engines. KMC and its affiliates employ nearly 3,100 people in the United States, with approximately 300 of them located at KMC's Irvine, California headquarters.

Kawasaki's tagline, "Let the good times roll.™", is recognized worldwide. The Kawasaki brand is synonymous with powerful, stylish and category-leading vehicles. Information about Kawasaki's complete line of powersports products and Kawasaki affiliates can be found on the Internet at [www.kawasaki.com](http://www.kawasaki.com).

# # #

## 2015 Kawasaki Concours®14 ABS

### Features and Benefits

#### Key Features

- **NEW** Master cylinder and ABS module for Kawasaki Advanced Coactive-braking Technology (K-ACT) ABS brakes, with reduced link effect on the front brake when the rear brake is applied
- **NEW** First gear ratio for easier starting from a standstill and low-speed maneuvers
- **NEW** Steering stem seal provides lighter steering at low speeds
- **NEW** Stiffer rear suspension settings for enhanced carrying ability
- **NEW** Sculpted seat for improved comfort and easier reach to the ground (optional Touring Seat available)
- **NEW** Windshield with adjustable vent and electric height adjustment
- **NEW** Exhaust heat shield improves rider comfort when stationary
- **NEW** Silver bezels on instrumentation
- 1,352cc inline-four with variable valve timing based on the Ninja® ZX™ -14R engine, provides smooth power across a wide rev range
- Kawasaki Traction Control (KTRC) reduces engine output when wheelspin is detected, helping rear tire traction
- Aluminum monocoque frame is lightweight, narrow and rigid
- Tetra-Lever rear suspension offsets the lifting and squatting tendencies of shaft drive when the rider comes on and off the power
- Fuel Economy Assistance Mode prioritizes fuel savings, for a significant mileage boost
- Standard heated grips help provide comfort even in harsh conditions
- Convenient Kawasaki Intelligent Proximity Activation Starting System (KIPASS) allows the rider to keep the ignition key in the bike and an electronic fob in his to start the motorcycle
- Includes a 36 month limited factory warranty that can be supplemented with up to an additional 36 months of Kawasaki Protection Plus. That's a total of up to an amazing *SIX YEARS* of coverage!

#### 1,352cc Four-cylinder, DOHC Engine with Variable Valve Timing (VVT)

- Tuned to provide smooth power across an extremely wide rev range, the Concours14 ABS has power to spare
- Variable Valve Timing improves the engine's flexibility and efficiency by altering camshaft profiles to boost low-end and mid-range torque without sacrificing top-end power
- Its compact and narrow engine design minimizes weight for maximum handling and performance
- Chrome composite-plated aluminum cylinder bores are lightweight, durable and quickly carry heat away from the combustion chamber and piston for supreme durability under high loads

#### Gear-driven Dual Engine Balancers

- Already in perfect primary balance, the Concours14's inline four-cylinder engine uses dual secondary balancers to virtually eliminate unwanted vibrations for enhanced rider comfort

#### Ram Air Induction

- Ram air ducts provide a straight path for cool, high-pressure air to enter the air box for maximum intake efficiency and power

#### Digital Fuel Injection (DFI®)

- A computer feeds the engine exactly the amount of fuel it needs for cleaner emissions and maximum fuel economy
- A 32-bit ECU works with the dual throttle-valve system to further enhance throttle response and control

#### Digital Ignition

- Four individual spark plug-mounted ignition coils fire each spark plug independently to achieve optimum timing
- An idle speed control system included in the ECU provides easy starting and warm-up

### **KTRC Traction Control**

- Kawasaki's Traction Control (KTRC) system reduces engine output when wheelspin is detected, helping rear tire traction
- Advanced, three-way control (airflow, ignition timing, fuel delivery) gives KTRC smooth operation and natural feel
- KTRC adds no weight, since it uses the existing ECU and ABS sensors

### **Brakes**

- **NEW** Brake master cylinders
- Dual floating 310mm petal-style front rotors with four-piston calipers and ABS
- Single 270mm petal-style rear rotor, single-piston caliper, ABS
- Radial design uses mounting points at the top and bottom of the caliper, with mounting bolts inserted through the rear of the caliper for increased rigidity and optimum braking feel
- Separate brake pads for each caliper piston provide increased cooling efficiency and more consistent brake feel under extreme conditions
- Petal-style front and rear brake rotors provide enhanced cooling and great warp-resistance
- Radial-pump front brake master cylinder improves brake performance and lever feel

### **Second Generation K-ACT ABS**

- **NEW** Revised ABS settings to reduce linked braking effect
- Second generation K-ACT (Kawasaki Advanced Coactive-braking Technology) ABS links front and rear brakes for most effective front-rear brake force distribution
- Small and lightweight K-ACT ABS unit with a high-spec ECU is capable of detailed calculations for ultra-smooth operation
- The rider can choose one of two modes to suit riding situation or rider preference: The linked effect from front brake lever actuation is largely the same in both modes, but the linked effect when actuating the rear brake pedal is quite different
- In Standard Mode, the linked effect is reduced at initial pedal stroke for natural sensation when sport riding
- In High Combined Mode, there's a more pronounced linked effect from the beginning of the pedal stroke – ideal for touring and two-up highway use

### **Fuel Economy Assistance Mode**

- Activating Fuel Economy Assistance Mode changes the engine to a more economy-oriented map, which prioritizes fuel economy for a significant MPG boost
- Fuel Economy Assistance works in any gear, provided the engine is below 6000rpm, the throttle opening less than 30 percent, and speed less than 80mph

### **KIPASS Keyless Ignition System**

- The Concours14 ABS supersport tourer comes with one key fob (kept in a pocket) and a small card-type key for emergency/backup use
- The card-type key includes an immobilizer function (but no remote activation) and is highly portable, measuring just 1.2 x 1.6 x 0.25 inch

### **Radial Pump Clutch Master Cylinder**

- A hydraulic radial pump clutch master cylinder delivers smooth, precise clutch engagement

### **Monocoque Aluminum Frame**

- Hollow aluminum box sections arch over the engine from the steering head to the swingarm pivot for a narrow, rigid and very light frame
- The rigidly mounted engine acts as a stressed frame member to increase the frame's torsional rigidity while reducing weight
- Forward engine positioning, wheelbase length and front/rear weight balance were carefully designed to achieve high-speed stability and responsive handling

### **Suspension**

- **NEW** Stiffer rear suspension with remote preload adjuster that doesn't require any tools to tune to the rider's preference or compensate for the weight of a passenger and luggage

- 43mm inverted, telescopic front fork with adjustable rebound damping and spring preload. There is 4.4" of front wheel travel
- Four-link Tetra-Lever rear suspension reduces shaft drive effect by limiting squat and lift when power is applied or the throttle is shut
- Rear suspension has stepless rebound damping adjustment and remote spring preload adjuster. There is 5.4" of rear wheel travel

#### **Tetra-Lever Shaft Drive**

- Unique four-link design offsets lifting and squatting tendencies of shaft drive when the throttle is opened and closed, significantly reduces driveline lash during sport riding, and provides smooth acceleration when exploiting the engine's incredible power output
- Virtually maintenance-free, the Tetra-Lever system dramatically reduces routine maintenance requirements

#### **Plenty of Storage**

- Concours14 ABS has standard KQR™ (Kawasaki Quick Release) Hard Saddlebags. These hold a large volume of gear and are easily detachable. They are also water-resistant and easily hold a full-face helmet on each side
- The cases are mounted as close as possible to the bike's centerline and center of gravity, with lightweight construction that minimizes their influence on handling
- A lightweight rear carrier is designed to be compatible with a Kawasaki Genuine Accessories Top Case
- An all-purpose 40-watt DC accessory socket is mounted on the dash, providing convenient access to power for personal electronics

#### **Full Instrumentation**

- **NEW** Silver bezels around the main instruments
- Easy-to-read speedometer and tachometer, multi-function LCD digital display including an odometer, two trip meters, fuel gauge, gear position indicator, tire pressure indicator and a clock are just a partial listing of the 2014 Concours14's display capabilities
- Controller Area Network (CAN) interface between the gauges uses fewer wires and allows a greater volume of information to be exchanged than in traditional instrument panels
- Other key instrument functions include the K-ACT mode indicator, Economical Riding Indicator, and Fuel Economy Assistance Mode mark
- Multi-function display includes outside air temperature, whose sensor is located at the intake duct (the farthest point from the engine)
- The Mode Select button on the front of the left grip lets the rider change LCD modes adjacent to the grip, toggling through average fuel consumption, instant fuel consumption, remaining range, tire pressure, battery voltage and outside temperature

#### **Comfort & Touring Potential**

- **NEW** TPMS sensors to warn of tire deflation
- **NEW** Tank pad to protect the paintwork from clothing scratches
- **NEW** Cushioned passenger footpegs
- **NEW** Larger electrically adjustable windscreen with a three-position vent reduces upper-body turbulence to reduce rider fatigue
- Aggressive fairing with specially designed venting facilitates heat dissipation, greatly reducing the amount of hot air transmitted to the rider
- When the power is turned off, the windscreen goes to its lowest position. When the power is turned back on, the windscreen's memory function returns it to the selected preset position
- Passages from windscreen slits direct air through the inner fairing to vents next to the instrument panel; alleviating the lower pressure helps prevent turbulence around the rider's head
- An exhaust pipe guard attached to the upper part of the exhaust mid-pipe helps protect the rider from heat when stopped
- Stepless adjustable grip heaters are standard, with an easy-to-reach switch located in front of a lockable storage case on the inner left fairing panel
- This lockable storage case in the left fairing inner panel uses an electromagnetic lock to prevent entry when the engine is off
- Mirrors are positioned to increase rear visibility and provide optimal hand protection from the wind

- Attachment hooks at the front of the tank facilitate securing a tank bag
- 5.8-gallon fuel tank provides long-range touring capability

#### **Quality Fit and Finish & Design**

- Top-shelf fit and finish results in a high quality and luxurious feel
- Stylish muffler end cap gives the silencer a compact appearance

#### **Kawasaki Genuine Accessories**

- 47-liter Top Case, mounts to the standard rear luggage rack using a carrier plate, is color-matched to the bodywork and uses Kawasaki's One Key system
- Tank Bag can be mounted to the fuel tank using a secure mounting system, and easily removed for portability
- Touring Seat for extra comfort on extended rides
- Cover to protect the motorcycle when parked or stored for extended periods

## 2015 Kawasaki Concours®14 ABS Specifications\*

Engine	Four-stroke, liquid-cooled, DOHC, four valves per cylinder, inline-four with VVT
Displacement	1,352cc
Bore x Stroke	84.0 x 61.0mm
Compression Ratio	10.7:1
Fuel System	DFI® with four 40mm throttle bodies
Cooling System	Liquid
Ignition	TCBI with Digital Advance
Transmission	Six-speed
Final Drive	Tetra-Lever shaft drive
Frame Type	Monocoque Aluminum
Rake/Trail	26.0 degrees / 4.4 in
Front Suspension / Wheel Travel	43mm inverted, telescopic fork with adjustable rebound damping and spring preload / 4.4 in
Rear Suspension / Wheel Travel	Tetra-Lever with stepless rebound damping adjustment and remote spring preload adjuster / 5.4 in
Tire, Front	120/70 ZR-17
Tire, Rear	190/50 ZR-17
Brakes, Front	Dual floating 310mm petal-style rotors with four-piston calipers, ABS
Brakes, Rear	Single 270mm petal-style rotor, single-piston caliper and ABS
Overall Length	87.8 in
Overall Width	39.4 in
Overall Height (windshield DN/UP)	52.9 in / 57.7 in
Ground Clearance	4.9 in
Seat Height	32.1 in
Curb Weight*	690.2 lb
Fuel Capacity	5.8 gal
Wheelbase	59.8 in
Color Choices	Candy Lime Green, Metallic Spark Black
MSRP	<b>TBD</b>
Warranty	36 Month Limited Warranty
Kawasaki Protection Plus (optional)	12, 24, or 36 months
Wholesale distributor:	Kawasaki Motors Corp., U.S.A. 9950 Jeronimo Road, Irvine, California 92618 <a href="tel:949-770-0400">949-770-0400</a> , <a href="http://www.kawasaki.com">www.kawasaki.com</a>

\*Specifications are subject to change. Media are encouraged to visit [www.kawasaki.com](http://www.kawasaki.com) for most current specifications.

\*\*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).