Kawasaki
Let the good times roll.

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2004 Model Information

MARKETING CODE: **KLV1000A**

MODEL NAME: **KLV1000**

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OVERALL CONCEPT

Part Tourer, part Sport bike, the KLV1000 is not easily categorised. Designed primarily for road use, but capable of continuing onward when the pavement stops, this multi-role machine combines the convenience and comfort of a touring model with sporty performance care of a powerful V-Twin engine and a lightweight aluminium chassis. And if you have lots to take with you on your cross-continent trek, the KLV1000 happily accommodates. With this new model, Kawasaki provides a motorcycle that caters to riders with an adventurous spirit.

The KLV1000's key sales features can be summarised as follows:

- **Versatile Chassis** – Chassis dimensions and wheelbase chosen for high-speed stability *and* sporty handling. Long-travel suspension delivers a comfortable ride over a wide range of road surfaces *and* provides excellent feedback for sport riding. Dry weight is closer to that of a sport bike than that of a tourer.

- **Handy Touring Features** – Comfortable riding position and convenient features like a large-capacity fuel tank, adjustable windscreen, luggage rack and optional panniers make all-day touring a breeze.

- **Compact, Powerful Engine with High Technology Features** – 90° V-Twin engine delivers strong, accessible power across the rev range. Valve train and shaft arrangement contribute to a compact package. High-tech features include plated aluminium cylinders, forged pistons and a digital fuel injection system with dual throttle valves.

KEY SALES FEATURES

VERSATILE CHASSIS

Chassis

* Aluminium-alloy twin-spar frame is lighter than the steel frames found on competitors, and combined with an aluminium-alloy swingarm contributes to a low dry weight of 208 kg – more in line with that a sport bike than that of a tourer.
* Chassis geometry balances stability and comfort with responsive handling. The wheelbase of 1,550 mm is sufficiently long to ensure stable high-speed cruising, while not so long that it blunts steering responses. And an overall height of 1,340 mm means the KLV1000 is tall enough to allow a relaxed riding position without being top-heavy.
* The twin mufflers are high-mounted for additional clearance. They also add to the bike's sporty look.

Suspension

* Wheel travel (F: 160 mm; R: 162 mm) is sufficient to maintain comfort on a wide range of surface conditions, while the 43 mm cartridge fork and piggyback rear mono-shock are damped to provide excellent feedback when sport riding.
* Rear shock features adjustable rebound damping and a convenient, knob-operated hydraulic spring preload adjuster, so spring preload can be easily adjusted without tools to compensate for varying luggage loads or a passenger. (Photo 1)

Brakes/Wheels/Tyres

* Dual floating 310 mm front discs gripped by twin-piston callipers are ready to slow you down should you get a little overzealous. A 260 mm disc and single-piston calliper slow the rear wheel.
* Lightweight cast aluminium wheels and tubeless radial tyres contribute to low unsprung weight. The 19M/C x MT2.50 front wheel carries a 110/80R19M/C tyre; the 17M/C x MT4.00 rear wheel runs with a 150/70R17M/C tyre.

HANDY TOURING FEATURES

Engine

* 6-speed transmission with broadly spread ratios delivers impressive low-rpm acceleration and effortless highway cruising.
* Smooth-shifting transmission with multi-plate clutch has light clutch-lever pull thanks to a hydraulic actuation system.

Chassis

* Large-capacity, 22-litre tank combined with low overall weight and efficient fuel consumption results in a riding range comparable to that of a dedicated tourer.
* Generously padded seat and high bars encourage an upright riding position, and with the aerodynamic front fairing, contribute to comfort that lets you ride all day long. The windscreen is manually adjustable with three positions covering a vertical range of 50 mm. (Photo 2)


2


3

* Luggage rack features an integrated rubber pad to help hold a sports bag in place, and in case additional storage is needed the KLV1000 is designed to accept panniers and a top case (optional equipment). (Photo 3)
* Pannier and top cases, larger windscreen, handlebar heater and centre stand are available as options.

COMPACT, POWERFUL ENGINE WITH HIGH TECHNOLOGY FEATURES

Engine

* Liquid-cooled, DOHC, 8-valve, 90° V-Twin engine has a bore and stroke of 98 x 66 mm and a 996 cm^3 displacement. (Photo 4)
* Valve train arrangement contributes to a shorter engine height. Instead of driving the cams with a conventional chain looped under the crankshaft and over the top of large-diameter cam sprockets, each set of cams is turned by an idler gear located between and below the cam gears. A link-plate chain runs between the idler gear and an intermediate gear, which is driven off the crankshaft at half crankshaft speed. Making the necessary speed reduction between the crankshaft and intermediate gear allows the cam gears to be made smaller, for shorter cylinder heads and thus a reduced overall engine height.
* Vertically staggered transmission shafts reduce front-to-rear engine length. An extremely short crankshaft allows a narrow engine design.
* Aluminium-alloy cylinders plated with a nickel-phosphorus-silicon-carbide coating are light, with excellent heat transfer allowing tighter, more efficient, piston-cylinder clearance.
* Forged aluminium-alloy pistons feature short cutaway skirts, lightweight wrist pins and L-shaped piston rings for improved sealing and efficiency at high-rpm.
* Piston temperature is controlled via oil jets at the base of each cylinder which direct cool streams of oil onto the underside of the piston domes.
* The digital fuel injection delivers optimum fuel combustion efficiency, yielding a linear throttle response and improved fuel efficiency, as well as contributing to low-rpm torque and reduced emissions.
* Each of the two 45 mm throttle bodies features dual throttle valves: a primary valve operated by the rider via the twist grip and a secondary valve controlled by the ECU via a torque motor. The primary valve determines maximum throttle opening. Reading the primary throttle valve position, engine rpm and gear position, the ECU progressively opens the secondary throttle valve to maintain optimum intake velocity.
* Injectors are positioned 30° from the throttle-body centreline and direct fuel spray down the intake ports and onto the back of the intake valves. This configuration contributes to improved fuel atomisation and reduced emissions.
* Optimum fuel volume required by each cylinder is determined by throttle opening and engine rpm (under heavy load conditions), and by intake air pressure and engine rpm (under light load conditions).

ADDITIONAL FEATURES

Engine

* Idling Speed Control system facilitates cold starting. The system reads engine coolant temperature and automatically sets the primary and secondary throttle valve openings for increased idling speed until the coolant reaches normal operating temperatures.
* A secondary air system controlled by the ECU directs fresh air from the airbox into the exhaust ports to reduce CO and HC emissions, as necessary. On European models, the ECU also alters fuel delivery based on readings from an exhaust-system oxygen sensor, and an exhaust catalyser system further reduces emissions to ensure that Euro II limits are met.
* An oil cooler is fitted standard. A spin-on oil filter facilitates maintenance chores.

Chassis

* Dual multi-reflector headlights and high-intensity brake lights increase conspicuousness and allow your adventures to continue well after dark. Each headlight features a high-beam/low-beam bulb so both headlights are illuminated regardless of setting. (Photos 5,6)


5


6

* Ultra-thin instrument cluster features a lightweight step-motor tachometer and speedometer with LED back lighting. An LCD display featuring a digital odometer, dual trip meters, coolant-temperature gauge, fuel gauge and digital clock and a range of indicator lights (turn signal, high beam, neutral) are located between the two dials. (Photo 7)


7

* Lower engine cover and hand guards contribute to the KLV1000's sporty look.

COLOUR(S)

* Pearl Blazing Orange



SPECIFICATIONS

ENGINE	KLV1000-A1
Type	Liquid-cooled, 4-stroke 90° V-Twin
Displacement	996 cm^3
Bore and Stroke	98 x 66 mm
Compression ratio	11.3:1
Valve system	DOHC, 8 valves
Fuel system	Fuel injection: ø 45 mm x 2
Ignition	Electronic (transistorised)
Starting	Electric
Lubrication	Forced lubrication, wet sump with oil cooler
DRIVETRAIN	
Transmission	6-speed, return
Final drive	Chain
Primary reduction ratio	1.838 (57/31)
Gear ratios: 1st	3.000 (36/12)
2nd	1.933 (29/15)
3rd	1.500 (27/18)
4th	1.227 (27/22)
5th	1.086 (25/33)
6th	0.913 (21/23)
Final reduction ratio	2.411 (41/17)
Clutch	Wet multi-disc, manual
FRAME	
Type	Twin-spar, aluminium
Wheel travel: front	160 mm
rear	159 mm
Tyre: front	110/80R19M/C (59H)
rear	150/70R17M/C (69H)
Caster (rake)	26.3°
Trail	111 mm
Steering angle (left/right)	40° / 40°

SUSPENSION	KLV1000-A1
Front: Type	43 mm cartridge fork
Spring preload	Fully adjustable
Rear: Type	Bottom-Link
Rebound damping	Stepless
Spring preload	Fully adjustable
BRAKES	
Front: Type	Dual floating 310 mm discs
Calliper	Dual twin-piston
Rear: Type	Single 260 mm petal disc
Calliper	Single-piston
DIMENSIONS	
Overall length	2,295 mm
Overall width	910 mm
Overall height	1,395 mm
Wheelbase	1,535 mm
Ground clearance	165 mm
Seat height	840 mm
Dry weight	208 kg
Fuel capacity	22 litres
PERFORMANCE	
Maximum power	72.0 kW {98 PS} / 7,600 rpm
Maximum torque	101 N·m {10.3 kgf·m} / 6,400 rpm

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.