

# CONCOURS™

**Kawasaki**  
Let the good times roll.





# PERFORMANCE YOU'LL NEVER

My first bike was a beat-up 125, just right for the only place a 12-year-old could ride—in the dirt.

Then I got my license at 16, and my first streetbike. I owned a few other second-hand bikes in college, but it wasn't until years after graduation that I had enough saved to buy right off the showroom floor.

And while my friends went for Britbikes or Japanese middleweights, I had my heart set on a Kawasaki Z1—the biggest, baddest sportbike that had ever set rubber to the road.

I finally got that Z1—and later when that bike moved out and my wife moved in, I missed all the good times that big Kawasaki had brought me.

That is, until I picked up a Kawasaki Concours.

The first time I saw it was on the cover of a motorcycle magazine. They'd named it Bike of the Year—but what they really meant was Bikes of the Year.

Ridden solo, the Concours gives me the performance that Kawasaki is so famous for. (You should see the faces of teenage kids when they pull up to see what I'm riding.)

Yet, with the saddlebags packed and the big fairing parting the wind, the Concours lets me show my lady just how good a weekend on the road can be. (Says it makes her feel 10 years younger. I try not to let on.)

Of course, there are a couple other bikes like the Concours. But they just can't match the power and handling. Not to mention the price.

And when it comes to quality, well, Kawasaki's famous for a lot more than performance.

Consider the engine. It's the same basic powerplant that's been proving itself for hundreds of thousands of miles in Kawasaki's top-of-the-line sportbikes.

But now it's been tuned especially for strong mid-range response—right in the part of the powerband that you can use most.

And then there's the chassis. The sophisticated diamond frame utilizes the engine as a stressed member, cutting weight and lowering the center of gravity for road manners that no other long-range machine can even hope to match.

Add special extras like a computer-designed engine balancer, air-assisted suspension front and rear, and a plush contoured saddle, and you've got a machine so smooth and comfortable that you wouldn't have dreamed it possible 15 years ago.

I'd recommend the Concours to anyone who's sharp enough to take the best of two worlds for the price of one.

Because it brings you closer to everything around you—instead of shutting you away in a box.

Just like my old Z1.  
Only better.



- Each spacious saddlebag detaches with the flip of a single lockable latch.
- Liquid-cooled 997cc engine with four valves per cylinder lets the good times roll on any kind of street ride.
- Three disc brakes with sintered metal pads ensure state-of-the-art stopping power.
- Dry weight with saddlebags is just 584 pounds—about 20% less than full-dress tourers.
- Advanced radial tires front and rear offer sure-footed handling and long tread life.
- 7.5-gallon fuel tank ensures a touring range of approximately 300 miles.
- A dynamic engine balancer cuts vibration for exceptional long-range comfort.
- Six-speed transmission with overdrive top gear lets the engine turn a relaxed 3,300rpm at 55 mph.
- Wide, roomy seat offers excellent comfort and support for long tours or brisk sport riding.
- Kawasaki shaft drive is clean, smooth, and virtually maintenance-free.



**NEVER OUTGROW**





## SPECIFICATIONS

|                   |                                                       | 1988 ZG1000-A3     |                                                     |
|-------------------|-------------------------------------------------------|--------------------|-----------------------------------------------------|
| Engine type       | 4-stroke In-Line Four                                 | Suspension, rear   | Air-adjustable UNI-TRAK® with 4-way rebound damping |
| Displacement      | 997 cc                                                | Tire, front        | 110/80 VR18 tubeless radial                         |
| Bore x stroke     | 74 x 58 mm                                            | Tire, rear         | 150/80 VR16 tubeless radial                         |
| Compression ratio | 10.2:1                                                | Brakes, front/rear | Dual discs/disc                                     |
| Valve system      | DOHC, 16-valve                                        | Wheelbase          | 61 inches                                           |
| Cooling systems   | Independent liquid and oil                            | Rake/trail         | 28.5°/4.8 inches                                    |
| Carburetion       | Keihin CVK32 x 4                                      | Seat height        | 32 inches                                           |
| Ignition          | Maintenance-free electronic                           | Fuel capacity      | 7.5 gallons                                         |
| Starting          | Electric                                              | Dry weight         | 584 pounds                                          |
| Transmission      | 6-speed                                               | Color              | Candy Persimmon Red                                 |
| Frame type        | High-tensile steel diamond with aluminum rear section |                    |                                                     |
| Suspension, front | Air-adjustable equalized 41 mm fork                   |                    |                                                     |

## KEEP THE GOOD TIMES ROLLING

Ride responsibly. Kawasaki believes safety begins with us and ends with you. Always wear a helmet, eye protection, and proper apparel. Passengers too. Ride defensively. Obey the Basic Speed Law. Never ride under the influence of drugs or alcohol. Riding is more fun on a well-maintained motorcycle... follow the instructions in your owner's manual. Remember, riding safe is smart.

## KEEP YOURSELF COVERED

Get the Good Times Protection Plan—only from Kawasaki. It extends the protection on specified major components of most Kawasaki products. Depending on the model, you stretch coverage up to 24, 36, or 48 months. If a specified component is found defective in material or workmanship, Kawasaki will repair or replace it free. There's no deductible on claims. The Protection Plan can be transferred to another owner with no fee. And it's honored by every authorized Kawasaki dealer in the continental U.S. You can sign up as long as your machine is under original warranty. Tell your dealer you want the best protection in the industry—the Kawasaki Good Times Protection Plan.

## 24 MONTHS, UNLIMITED MILES

Kawasaki's 24-month/unlimited mileage limited warranty is one of the finest. Coverage can be stretched up to four years on specified major components with the Kawasaki Good Times Protection Plan. See your dealer for details.

## ADD TO YOUR FUN

Kawasaki offers hundreds of quality accessories to make your good times even better. Ask your dealer for details.



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 Specifications subject to change without notice. Availability may be limited. Always wear a helmet and appropriate apparel. Call 1-800-447-4700 for the Motorcycle Safety Foundation beginner or expert course near you.

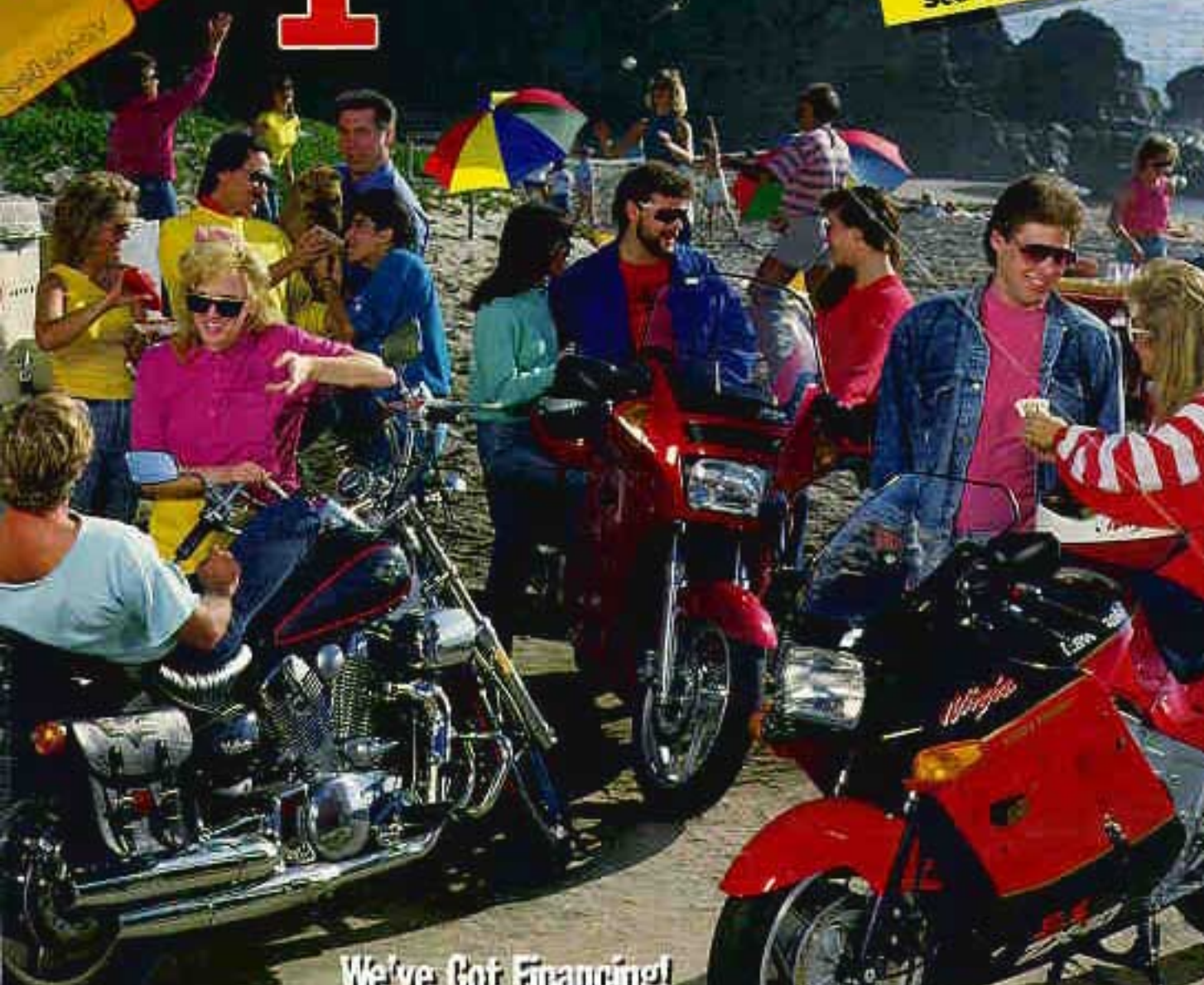
Kawasaki 1988

# Good Times

**5000 PRIZES!**

Win A  
Free Trip  
To  
Australia

See Pages 10 & 11



**We've Got Financing!**

PAGE 5

**21 Vacation Ideas • 10 Best Roads In America**

PAGE 20

PAGE 20

**10 Deals You Can't Refuse • Best Buy Of 1988**

PAGE 38

PAGE 9

**Incredible New  
Ninja 1000**

PAGE 8

**Plus JET SKI®, ATV's, MXer's and plenty of Good Times for all!**

## R.S.V.P. Black Tie And Leathers

**C**oncours. The name itself oozes sophistication, style and life in the fast lane. A perfect name for a sport touring motorcycle that feels equally at home scaling the snow-flaked passes of the high Rockies, or pulling into a Beverly Hills restaurant.

How did Kawasaki, a short three years ago, manage to create a sport touring phenomenon virtually overnight? Well, they didn't. The technology that formulated the Concours was, like a fine brandy, a distillation of the very hottest of the supersports and the most civilized of the world class touring machines.

The Concours is designed, like a Mercedes or Jaguar, for the rider who's already arrived. He's left behind the hotdogging, pavement scraping days but still enjoys, upon command, the raw surge of superbike dominance.

A discriminating rider appreciates all that is seen and unseen about the Concours. At its heart beats a liquid cooled, 16-valve Ninja 1000R engine, modified for extra torque and midrange power via smaller carburetors and reduced cam timing. Call it user-friendly, but rest assured, the fierce edge is still there, and ready to respond when you need it, or just simply want it. Four valves per cylinder let the engine breathe deeply at high speed and still crank out solid torque at cruising speeds.

Triple disc brakes guarantee Grand Prix stopping power while a special clutch design reduces the chance of rear wheel hop and shock loads to the drivetrain under hard engine braking. Shaft drive—clean, quiet, and low maintenance—is standard.

The Concours pushes the high tech envelope to the max, with features such as long wearing and better adhering radial tires, and Kawasaki's unique Uni-Trak rear suspension which automatically provides stiffer rising rate springing under compression.

Comfort and convenience get four star attention as well. The large but streamlined fairing offers protection from the elements while detachable saddlebags carry 20-pound payloads each. A luggage rack, hidden under the removable rear spoiler, adds even more to the Concours load carrying capacity. Fill up the 7.5 gallon fuel tank, and you're ready for 250 miles of adventure.

The ZG1000 is an iron fist in a velvet glove, custom tailored for the man who knows what he wants. The Concours delivers touring comfort and Ninja excitement, wrapped in a package of elegant sizzle. It's reserved for those who understand the sport touring concept, and want the finest example of the art.



*The ZG1000 is a first class ticket to high adventure and high style in one fell swoop. Romance never suffered on a Concours either. The air ducts in the fairing are functional.*



*The saddlebags and secret tail rack hidden under the rear spoiler are designed for long distance getaways. Don't worry if your shirts come unbuttoned inside a Concours saddlebag. High performance does weird things to luggage. The bags come off for solo sorties.*

