

Cruisers, Bruisers, Street Rockets OH MY!



KAWASAKI 2006

You consider yourself a free spirit, a two-wheel warrior, your entire life is about hitting the open road on a motorcycle and feeling the wind in your face – and you are not tied to any one company's "lifestyle." You are the epitome of the modern motorcyclist – you want a machine to ride in the dirt, through the trees, you want a machine to blaze the highway and carve the twisties, and you want a machine to cruise the boulevard in first-class style and bling.

For the dirt and the trees, you need a lightweight, tough, powerful machine that's nimble and strong and tough, for the street, you need a full-faired, high power, taut handling crotch rocket, and for the boulevard, you need a stylish, rumbling

V-Twin cruiser that will swing heads and power you to your next destination.

In other words, you need Kawasaki's newest 2006 motorcycles.

For you boonie bashers out there - whether you just love the dirt and trails, or a pro MX racer that needs the latest and greatest to keep ahead, Kawasaki has just deployed the ultimate 4-stroke MX weapon – the all-new KX450F. This mean little brute is deadly when it comes to off-road competition. Kawasaki has 10 years perfecting the art of the perimeter frame, and this year their efforts have come to fruition in the KX450F. The new, all-aluminum perimeter frame gives the rider ultimate control over the machine,



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bash the boonies, carve
the twisties or cruise
the boulevard, Kawasaki
has you covered.



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which is powered by an ultra short-stroke 449cc engine. Listen to these details... hand-finished intake ports, titanium intake/exhaust valves, magnesium engine covers, and more. The machine delivers power to the ground with a wide-ratio 4-speed transmission.

When you add in the fully tunable Kayaba 48mm twin-chamber inverted fork and the the newly revised UNI-TRAK rear suspension, the rider will soon discover that this 450cc bad boy handles more like a 250. And light handling and taut control are essential to getting out happy, or getting out the winner. Just ask MX champions Ivan Tedesko, Grant Langston, Darcy Lange and James Stewart. They all rode to the winner's podium on Team Green machines.

Of course, Kawasaki didn't stop there. There are major changes to the entire MX lineup over at Team Green, and the reigning king of AMA Supercross and Arenacross, the KX250F didn't escape unchanged. For 2006, Kawasaki adds the new, lighter aluminum perimeter frame, more power, more torque and less weight. The race-winning two-stroke KX250 gets some added refinement in the tuning and improved braking, coupled with even less weight - and the same braking improvements are shown in the race-bred two-stroke KX125 as well.

North America has something north of six million miles of paved highways out there, and whether your road riding is based on pure speed, exhilaration and total dominance of

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the street and track, or if you prefer a more laid-back, attitude popping boulevard cruise, look no further than the big green machine in 2006 to find the bike that will suit your needs.

For pure street-power bragging rights, the Kawasaki Ninja has been a top-notch marque for over 21 years. That's when Kawasaki stunned the world by stuffing a 900cc motor into a 750cc frame and introduced the world to the nastiest, bad-ass crotch rocket the world had ever seen.

For 2006, Kawasaki rolls out the most impressive Ninja they have ever built, the Ninja ZX-14. The designers at Kawasaki took their years of designing high performance aircraft to the motorcycle stage, and came out with a design that's sure to please the rider and turn heads at the coffee shop. The KX-14 boasts Kawasaki's single most powerful engine ever built, delivering power to the ground that will allow you to mercilessly out-accelerate the competition, carve up that twisty mountain road, or make your daily commute that much more interesting. This high-performance power plant is wedded to the bike with Kawasaki's next-generation monocoque aluminum frame that offers lightweight and responsive handling, while

keeping the bike's straight line highway performance under complete control. All of this impressive technology is tucked behind a superior, redesigned aerodynamic fairing package that is specifically designed to move the air around a rider, and look exceptionally well doing it. Note the integrated turn signals.

The fine tuning is also evident all the way down Kawasaki's impressive Ninja lineup. The best-of-class Ninja ZX-10R receives a similar aerodynamic make-over, and gets some added power from a new engine and crisper handling with a stiffer frame. The Ninja 650R is all-new from Kawasaki and represents a fine way to move up from a smaller machine, start out in street riding, or just a good example of what a great mid-range bike should be. Featuring Kawasaki's inherent performance and good looks, the Ninja 650R has a low seat height coupled to lightweight and low-effort controls. This makes it a great starter bike.

Now you've carved all your canyons and bashed all your boonies, and you want some cruising relief. Where do you turn? Kawasaki, naturally. Up until now, most cruiser fans have had to choose between a huge, heavy big-rig cruiser or a much smaller, little V-Twin that often felt like it lacked



power and charisma. No longer, as the big green machine rolls out the all-new Vulcan 900. The newest mid-size Vulcan shares many of the bling-bling traits with its larger cousins, the awesome Vulcan 2000 and 1600, packed into a smaller, more nimble mid-size package. Couple that with the new, bored-out 903cc engine, and you've got a powerful package that tops all mid-size cruisers for power, and gives the look and feel of the big babies, without the penalty of weight and price.

Look at these new features you'll find on both the Vulcan 900 Classic and 900 LT (Light Touring). There's new bodywork that keeps the cruiser heritage and extends it for the 21st century, a low-slung seat, LED taillight, and for extra added visual eye-candy, Kawi has added curved engine fins to the 4-valve-per-cylinder, liquid cooled power plant that produces more power than any other bike in its class.

This 900cc bad boy delivers this power via a belt-drive system to help keep weight and maintenance down, and delivers it to a new, wide profile 180 rear tire that gives the 900 Vulcan the classic bad-ass look and feel that continues

in the awesome rumble from the exhaust, which invokes the power and class of the much-larger and far more expensive big-Twins.

The Vulcan 900LT shares these characteristics, and features an integrated backrest and classic tombstone pillion seat for your passenger's comfort, a windscreen and built-in leather saddlebags to make the highway as comfortable as the Classic will make the boulevard. The class-leading power will feel good out on the open road, as you twist the throttle in a high speed pass up that hill.

Of course, the entire cruiser line of Kawi's is one to look at, from the single cylinder Vulcan 500 all the way through the monster Vulcan 2000, but the mid-size class is the world's hottest right now, and the Vulcan 900 is class-leading all the way.

Without a doubt, Kawasaki has made new additions to their 2006 lineup that should have motorcycle enthusiasts lining up at their Kawi dealers to offer up the down payment on these cool new rides. I know I've got my sights set on the new Vulcan 900. It looks to die for.



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