2027
Z500 ABS

Kawasaki
Let the Good Times Roll®



NEGRO EBONY/GRIS METALLIC CARBON



POTENCIA

Motor	4-stroke, Parallel Twin, DOHC, liquid-cooled
Cilindrada	451cc
Diámetro por carrera	70.0 x 58.6mm
Relación de compresión	11.3:1
Potencia máxima	51.0 hp[1] @ 10,000 rpm
Par motor máximo	31.7 lb-ft @ 7,500 rpm
Sistema de combustible	DFI® with dual 32mm throttle bodies
Encendido	TCBI with Electronic Advance
Transmisión	6-speed
Transmisión final	Sealed chain
Asistencia electrónica para el piloto	Economical Riding Indicator, Anti-lock Brake System (ABS)

RENDIMIENTO

Suspensión delantera/recorrido del neumático	41mm hydraulic telescopic fork/4.7 in
Suspensión trasera/recorrido del neumático	Horizontal back-link with adjustable spring preload/5.1 in
Neumático delantero	110/70-17
Neumático trasero	150/60-17
Frenos delanteros	Single 310mm semi-floating disc with 2-piston caliper and ABS
Frenos traseros	Single 220mm disc with single-piston caliper and ABS

DETALLES

Tipo de chasis	Trellis, high-tensile steel
Ángulo de dirección/Avance	24.5°/3.6 in
Largo total	78.5 in
Ancho total	31.5 in
Altura del asiento	41.5 in
Distancia al suelo	5.7 in
Altura del asiento	30.9 in
Peso seco estimado	337.4 lb** 50-State Model; 335.2 lb** 49-State Model
Peso en orden de marcha	368.2 lb* 50-State Model; 366.0 lb* 49-State Model
Depósito de combustible	3.7 gal
Distancia entre ejes	54.1 in
Características especiales	ERGO-FIT®, LCD Instrumentation with Smartphone Connectivity via RIDEOLOGY THE APP MOTORCYCLE
Colores disponibles	Ebony/Metallic Carbon Gray
Garantía	Garantía limitada de 12 meses

Escanear con cámara para ver videos, caracterís-ticas clave y más.

*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).
**Dry weight does not include all necessary materials and fluids to operate correctly, full tank of fuel (more than 90 percent capacity) and tool kit (if supplied).
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[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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