

Test Ride of the 2014 Kawasaki Concours 14 ABS (From a Consumer Point of View)

If you are a true street rider, this motorcycle is not for you. If you are a cruiser type of individual, this two-wheel machine is not for you either. But if you want the flexibility of both worlds, with the looks to match, then this bike is definitely for you.

This shaft driven 1.352 (1400) cc power horse is a sleekly concealed touring masterpiece with an aka of a sonic warp drive demon. Bearing the same engine as in the Ninja, this road warrior spares no horses as well as the taking of any prisoners. Having had an 83 750 LZ for years, I felt that mid life crisis coming on and decided to upgrade, some upgrade.

The best way to describe it is like going from a crop duster to F-23 jet fighter. This bike warns you when you first start it; better use one-quarter impulse power.

The shaft drive is quick, yet smooth with no up-lift when you finally get the nerve to drop the hammer. That is a good thing; due to the fact you will be too busy trying to figure out where you are going and what the hell you just passed. On the highway you are the man with un-godly amounts of power in your hands. You merge into traffic easily and with serious authority. It's like saying "How dare you be ahead of me. Now get your ass behind me, NOW."

One of the best features is the windshield's ability to move up and down. In the fully up position, it reduces the wind noise dramatically thus proving you confront of the speed you are going. Believe me when I say, in the fully down position, you better hang on to your head and tuck it low with the shield. The noise alone for a short

amount of time may make you deaf with the power this fella has in its gun belt.

The saddlebags have been engineered to a riders dream. Easy to attach and detach with one flip of the lever, they provide great storage with the ability to handle a full-face helmet and gloves. As with the USS Enterprise, this starship has its own sophistication. ABS brakes (thank God), gas shocks, heated handle bars, a fully functional instrument cluster with digital read outs, Tire Pressure Monitoring System (TPMS), Kawasaki's Intelligent Proximity Activation Start System (KIPASS) providing remote main switch activation and an immobilizer function (cause you do not want anyone taking this baby), and Kawasaki Advanced Coactive-braking Technology (K-ACT). K-ACT links the front and rear brake systems through a very sophisticated, high-speed ECU that receives input and feedback from a total of four pressure sensors. As you apply brake force— front or rear—the ECU looks at the force applied, initial vehicle speed and which brake is being used. It then complements rider input by sending fluid pressure to the opposing brake for maximum braking efficiency while maintaining ABS control.



The system has two modes: Standard Mode, which prioritizes rider control and High Combined Mode, which is ideal for highway, touring and two-up riding. Any system less than this and you might as well be a freight train trying to stop before hitting a car at a crossing. You will get years of pleasure out of this motorcycle due to the thrill, as it will always be exciting.

CONCOURS® 14 ABS		REAR SUSPENSION / WHEEL TRAVEL	Tetra-Lever with stepless rebound damping adjustment and remote spring preload adjuster / 5.4 in.
ENGINE	Four-stroke, liquid-cooled, DOHC, four valves per cylinder, inline-four with VVT	FRONT BRAKES	Dual floating 310mm petal discs with four-piston callipers with ABS
DISPLACEMENT	1,352cc	REAR BRAKES	Single 270mm petal disc with ABS
BORE X STROKE	84.0 x 61.0mm	FUEL CAPACITY	5.8 gal.
MAXIMUM TORQUE	102.0 lb-ft @ 6,200 rpm	SEAT HEIGHT	32.1 in.
COMPRESSION RATIO	10.7:1	CURB WEIGHT	688.0 lbs.
FUEL SYSTEM	DFI® with four 40mm throttle bodies	OVERALL LENGTH	87.8 in.
COOLING SYSTEM		OVERALL HEIGHT WINDSCREEN LOWERED / RAISED:	50.8 in. / 57.7 in.
IGNITION	TCBI with Digital Advance	OVERALL WIDTH	39.4 in.
TRANSMISSION	6-Speed	OVERALL HEIGHT	
FINAL DRIVE	Tetra-Lever shaft drive	COLOR(S)	Metallic Spark Black, Candy Cardinal Red
RAKE/TRAIL	26.1 degrees/4.4 in.	WARRANTY	36 Months
FRAME TYPE		GOOD TIMES™ PROTECTION PLAN	12, 24 or 36 months are available
FRONT TIRE SIZE	120/70 ZR-17		
REAR TIRE SIZE	190/50 ZR-17		
WHEELBASE	59.8 in.		
FRONT SUSPENSION / WHEEL TRAVEL	43mm inverted, telescopic fork with adjustable rebound damping and spring preload / 4.4 in.		