

2023 MODEL INFORMATION

Kawasaki

Let the Good Times Roll



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MODEL NAME **JET SKI SX-R 160**

MARKETING CODE **JS1500APFNN**

Version: 01 FEB 2023

Intended as a general reference for the preparation of sales promotion and marketing material, some of the material contained herein may not apply to your market.

Photos used in this Model Information generally depict the USA model.



CONCEPT

4-STROKE STAND-UP OFFERS UNPRECEDENTED RIDING EXPERIENCE

For over 50 years, Kawasaki JET SKI personal watercraft have been a source of high-powered thrills on the water. Continually pushing the limits of fun and performance, PWC have evolved into sophisticated, high-performance machines that feature the latest in engine and hull technology.

Increasingly strict emissions regulations resulted in cleaner running machines, but for the compact stand-up models an environmentally friendly solution remained elusive... until now.

As the pioneer of personal watercraft and the creator of the original mass-produced stand-up model, Kawasaki is pleased to present the JET SKI SX-R 160, a model sure to define the standard for stand-up power and handling.

Powered by a 1,498 cc 4-stroke In-Line Four, the broad spread of power that delivers strong acceleration from any rpm. This massive power is harnessed in a hull design that allows riders to use their whole body as they skilfully control this exciting model.

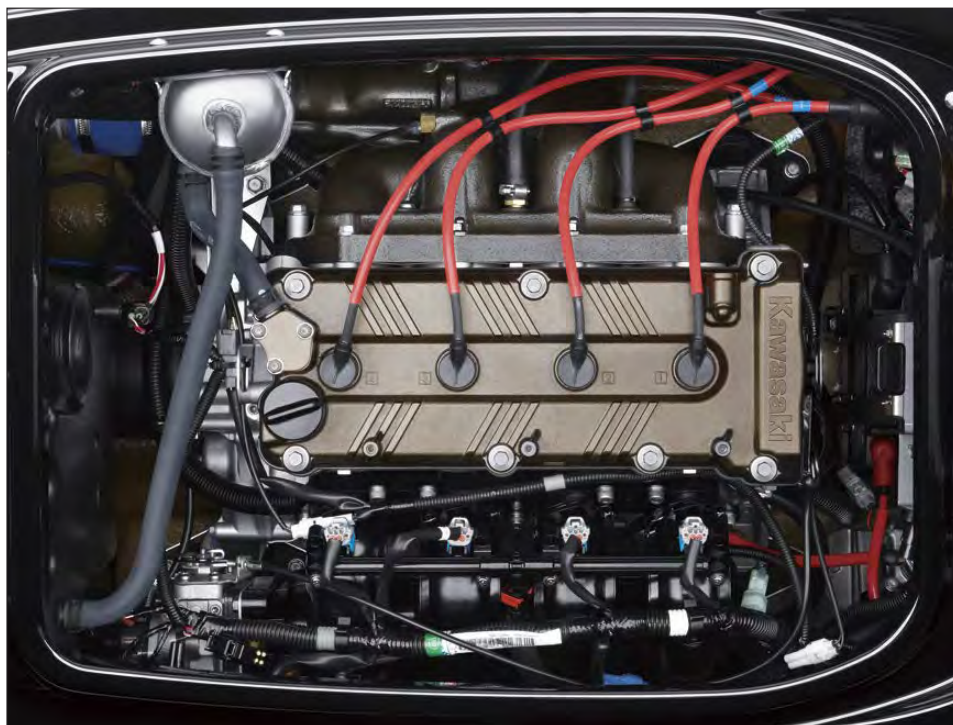


1973 WSAA/WSAB

ADVANTAGES 1

UNPRECEDENTED RIDING EXPERIENCE: BIG 4-STROKE POWER

A high top speed, the easy-to-manage broad spread of power from the 4-stroke powerplant facilitates control.



Massive power

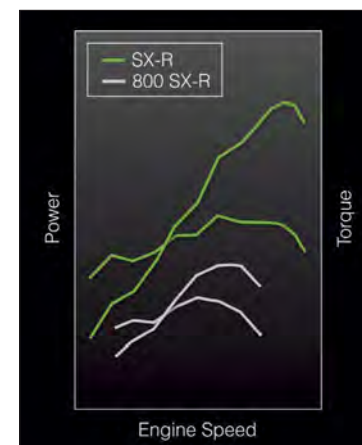
The JET SKI SX-R 160 offers a 4-stroke In-Line Four engine – based on that of Kawasaki's highly successful runabout race platform and enables a quick top speed.

Its flat torque curve ensures that the big power is available from very low rpm. The SX-R 160 delivers the impressive performance that racers crave: acceleration is overwhelmingly stronger, and slalom course times are markedly quick.



Manageable 4-stroke power

The broad range of 4-stroke power offered by the SX-R 160 is very manageable and facilitating control.



ADVANTAGES 2

UNPRECEDENTED RIDING EXPERIENCE: RIDER-ACTIVE HULL

Designed to house the large engine, the long wide stand-up hull offers the best of both worlds: agile handling and superb stability. This combination ensures the high performance required for racing while offering recreational riders a package they can handle with confidence.



Superb cornering performance

Development of the hull incorporated from racing feedback. Its agile handling, complemented by great stability and power, allows high cornering speed. Corner grip of the well-balanced machine.



Exceptional stability

The hull's large size contributes to excellent stability in both straight lines and in turns. Sitting high in the water when stopped, the hull's stability facilitates boarding.



Wide deck

Large, wide floor area gives riders room to move around and makes it easier to get accustomed to a stand-up PWC.



Sleek & sharp styling

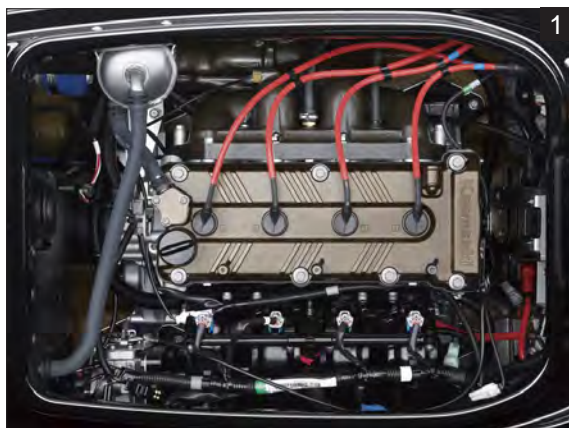
Reflecting its high race potential, the SX-R 160's sleek and sharp lines gives the machine a distinct Kawasaki Look. MX- style handlebar adds to the sporty looks.



ENGINE

Marine 1,498 cc 4-Stroke In-Line Four Engine

* DOHC, 16-valve, fuel-injected, 4-stroke In-Line Four engine displaces 1,498 cc and has a bore/stroke ratio of 83.0 x 69.2 mm. Compression is 10.6:1. (Photo 1)



* Electronic fuel injection system delivers hard-hitting throttle response.

Fuel injection also ensures easy, hassle-free starting with the push of a button.

* Throttle body diameter of $\varnothing 60$ mm ensures quick response and high power output at all rpm.

* Valve sizes measure $\varnothing 33.4$ mm (IN) and $\varnothing 28.3$ mm (EX).

* Narrow valve angles (IN=12°, EX=13°) ensure a highly efficient combustion chamber shape.

* All-aluminium cylinder with electroplated bores is light, long wearing and offers superior heat dispersion.

* Coolant water is force-fed from the jet pump. Filter at the inlet prevents debris from entering the system.

* Front cam drive allows for an extremely tight valve angle for efficient engine breathing. With the drive on the front end of the crank, the short, highly rigid crank offers tremendous torsional rigidity and facilitates small bearing journal sizes for low frictional loss. The forged crank rides in five plain bearings.

* Silent cam chain reduces mechanical noise.

* Redesigned to fit in a stand-up hull, the slim, compact water muffler takes up about 20% less space than that of the STX-15F. It also contributes to low weight.

* Double-walled water-cooled exhaust manifold provides efficient cooling.

* Sound absorbing box inside the water muffler contributes to low exhaust noise.

* Plastic intake manifold designed with feedback from ULTRA 310 Series models contributes to low-rpm acceleration and response.

* Large-capacity airbox reduces intake noise for quiet operation.

Propulsion

* High-rpm jet pump contributes to the SX-R 160's impressive top speed and acceleration.

* Water intake is via a special low-resistance stainless steel intake grate. Its design, although slightly long. (Photo 2)



* Ø148 mm oval-edged, 3-blade, cast stainless-steel impeller delivers strong acceleration, high efficiency and low cavitation. Tough cast stainless-steel aerofoil is less likely to suffer damage, helping to prevent cavitation erosion.

* The jet pump drive-line features a large rubber damper to absorb shock loads from the powerful engine, and to reduce drive-line noise.

* Strong drive shaft complements the engine power; the drive shaft is supported by a sealed bearing.

* A cast-aluminium steering nozzle transfers the engine's massive thrust. Specially designed for the SX-R 160, the nozzle (Ø87 mm in diameter, 102 mm long) ensures the light operation ideal for a stand-up machine. (Photo 3)



HULL

Hull & Deck

*The hull design offers an ideal combination of high stability and superb cornering performance. (Photos 4-5)



* Matching the power of the 4-stroke engine, the hull and the large size contributes to excellent stability in both straight lines and in turns. (Photo 6)



- * Turning performance is exceptional. The SX-R 160 accommodates various riding styles, offering riders the choice of making deeply banked turns or cornering using less lean angle.
- * The SX-R 160's strong power and superior corner "grip" enable quick corner exits. This corner grip is a product of the shape of the hull design, which draws on years of experience with stand-up PWC development and a wealth of feedback from racing. Coming out of the corner there is no loss of driving force as the hull effectively uses the grip to hook around the corner.
- * Hull constructed of strong yet lightweight spray-up fibreglass uses a V-shape design to achieve its combination of agility and stability.

TECHNICAL DETAILS: HULL

- * Injection-moulded sponsons contribute to overall stability as well as sharp, clean turning performance and a very solid feel when banking. (Photo 7)



Previous model shown.

- * In a first for a stand-up ski, the hull features a Kawasaki Splash Deflector (KSD): a lateral strip on the forward section of the hull reduces water splash, especially at speed and in rough water. (Photo 8)



- * The engine was positioned as low and as far aft as possible (closer to the rider), contributing to the SX-R 160's high stability.
- * The large hull sits high in the water, contributing to stability when stopped or when moving at very low speeds. This stability makes it much easier to board.

- * Commensurate with its large hull, the deck features a large, wide floor area (especially at the front), offering greater freedom of movement. (Photo 9)



Previous model shown.

- * Deck has a forward slant, making it easier for riders to brace against the SX-R 160's strong acceleration.
- * The high side deck fins are easy to use as a point of leverage for the legs. Pads on the inside of the deck fins contribute to grip. (Photo 10)



Previous model shown.

- * The handle pole is reinforced to ensure the durability is to match the increased power and higher top speed. Its pivot was positioned to reduce the amount of forward/backward movement at the grips, to minimise rider fatigue, particularly during long races. (Photo 11)



Previous model shown.

Convenience & Practical Features

- * Combined with the efficient 4-stroke engine, the 23 litre fuel tank offers a great range.
- * Indent beneath the handle pole offers convenient storage for small items like rope, flare, etc. Items are secured with a rubber net. (Photo 12)



Previous model shown.

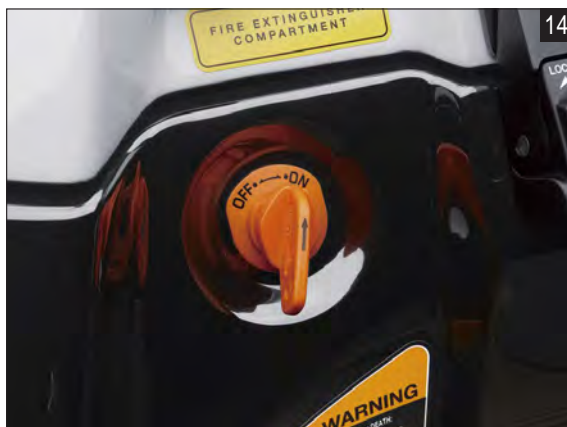
- * Engine and fuel warning lamps built into the handle pole pad offer at-a-glance information. (Photo 13)



Previous model shown.

- * Key-operated magnetic ignition switch discourages theft. (Photo 14)

Previous model shown.



- * Wrist lanyard connected to the engine stop switch automatically stops the engine should the operator fall overboard.
- * Handlebar made from stainless steel offers increased corrosion resistance.
- * Bilge drain plugs in the hull facilitate after-use draining.
- * Integrated flotation cells make the SX-R 160 virtually impossible to sink.

Sleek & Sharp Styling

- * The SX-R 160's sleek and sharp styling, lines were carefully crafted to give the machine a distinct Kawasaki look (especially from the front) while contributing to a compact-looking package. (Photo 15)
- * The engine hood not only looks great, it gives easy access to the engine compartment, making it easy to install performance parts and to perform maintenance. Hood made of SMC (Sheet Moulding Compound). (Photo 16)



TECHNICAL DETAILS: HULL

- * Full-circumference bumper contributes to the SX-R 160's aggressive look while helping to protect the hull.

Previous model shown.

- * MX-style handlebar features a sporty pad that contributes to the ski's racy looks.
(Photo 17)



- * Racy graphics add to the sleek styling while hinting at the SX-R 160's high level of performance.
(Photo 18)



JS1500APFNN

* Ebony / Lime Green



JS1500APFNN

ENGINE	
Type	4-stroke In-Line Four
Displacement	1,498 cc
Bore and Stroke	83.0 x 69.2 mm
Compression ratio	10.6:1
Valve system	DOHC, 16 valves
Fuel system	Fuel injection: ø60 mm x 1
Ignition	Digital
Starting	Electric
Cooling	Inducted water
Lubrication	Forced lubrication, semi-dry sump
DRIVE SYSTEM	
Coupling	Direct drive from engine
Type	Axial flow, single stage
Thrust	4,250 N {433 kgf}
Impeller diameter	ø148 mm
Steering	Steerable nozzle

PERFORMANCE	
Max. power	118 kW {160 PS} / 7,500 min ⁻¹
Max. torque	152 N·mm {15.5 kgf·m} / 7,250 min ⁻¹
DIMENSIONS	
Overall length	2,655 mm
Overall width	765 mm
Overall height	840 mm
Curb mass	250 kg
Fuel capacity	23 litres

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.