



## 2011 MODEL INFORMATION

MODEL  
NAME

**Ninja ZX-10R**

## INDEX

<b>OVERVIEW</b>	-----	<b>P.3</b>
<b>KEY FEATURES</b>	-----	<b>P.4</b>
<b>NEW ENGINE</b>	-----	<b>P.4</b>
<b>NEW FRAME</b>	-----	<b>P.9</b>
<b>NEW SUSPENSION</b>	-----	<b>P.12</b>
<b>OTHER PERFORMANCE FEATURES</b>	-----	<b>P.15</b>
<b>CUTTING-EDGE TECH TO HELP RIDER EXPLORE THE LIMIT</b>	-----	<b>P.19</b>
<b>AGGRESSIVE &amp; ELEGANT STYLING</b>	-----	<b>P.23</b>
<b>ADDITIONAL FEATURES</b>	-----	<b>P.27</b>
<b>COLOUR(S)</b>	-----	<b>P.28</b>
<b>SPECIFICATIONS</b>	-----	<b>P.29</b>

# EXPLORE THE LIMIT



Ninja ZX-10R models have always pursued the highest circuit performance. To remain competitive, each successive model has offered more power and more control. The latest machine is no exception. Featuring a new engine, new frame and new suspension, Kawasaki's newest litrebike flagship represents the first complete redesign since the Ninja ZX-10R's debut, and offers a significant jump in base performance.

Designed to enable a greater number of riders to experience the thrill of riding a superbike at the limit, the new Ninja ZX-10R is loaded with cutting-edge technology. New features like Kawasaki's new race-type traction control system (S-KTRC) and supersport-grade ABS (KIBS) are there to assist riders explore the limit.

## KEY FEATURES

### NEW ENGINE

Designed for both stunning maximum power and manageability, the all-new engine offers a 147.1 kW (200.1 PS) output (without Ram Air), increased throttle control and an engine character that enables more time at full throttle.

#### Engine

- \* The new engine offers linear power delivery right to its heady peak power. Great care was taken to ensure ideal engine manageability during all parts of the corner: getting off the throttle in corner entry, getting back on the throttle mid-corner, opening the throttle on corner exit. Peak torque was moved to the higher rpm range, eliminating the torque peaks and valleys that made it difficult for racers to open the throttle with confidence. Keeping mid-range torque at a level no more than necessary further facilitates getting back on the gas.
- \* The new engine features a completely revised crank/transmission shaft layout: the transmission input shaft is now located above the other two. Further, relative to the output shaft, the crankshaft is now located about 10 degrees higher. The new layout contributes to a higher centre of gravity and more centralised mass, enabling even more nimble handling.
- \* Cylinder bores are machined with a “dummy” head bolted in place, yielding improved bore circularity and cylindricity. As a result of the increased precision, lower tension piston rings can be used, reducing mechanical loss.
- \* The new engine also features offset cylinder shafts: relative to the crankshaft, the cylinder bore centres are positioned 2 mm toward the exhaust side of the engine. This results in reduced lateral piston force at the point of maximum combustion pressure (reducing mechanical loss) and lower piston loads (enabling the use of lighter pistons).



## KEY FEATURES

- \* Larger intake valves (30 mm >> 31 mm) and wider intake ports are complemented by 24.5 mm exhaust valves and completely revised exhaust ports. The new arrangement contributes to more efficient breathing, reduced engine braking effect, more linear power delivery and increased control on throttle opening.



- \* High-lift cams offer increased valve lift and revised valve overlap.  
IN: 9.7 mm >> 10.3 mm  
EX: 8.5 mm >> 9.1 mm
- \* This also contributes to the idealised engine braking, offering improved rear wheel traction, as well as greater stability and increased control on corner entry. The changes also facilitate carrying speed into corners (also due to revisions to the chassis), and, along with the engine's overall character, increase the ability to control the chassis using the throttle.
- \* Larger-diameter intake tappets (26.5 mm >> 29 mm) are used to suit the high-lift cams.
- \* New lightweight pistons features shorter skirts (20 mm >> 16.5 mm). Using thinner oil rings (1.5 mm >> 1.2 mm) accommodates the deeper recesses necessary to suit the higher-lift cams.
- \* Camshafts made of chromoly (formerly cast iron) contribute to weight savings. The camshafts receive a revised soft nitriding treatment and the cam portions receive a lapping treatment to ensure sufficient durability to handle the heavier valve springs needed for use with high-power cams and increased operating speed.
- \* Connecting rods feature stronger rods and big ends to suit the increased power output.
- \* The crankshaft is made from harder material features stronger pins and journal fillets. Durability of the gear teeth was also increased.
- \* New ignition stick coils have greater secondary coil current. The improved combustion efficiency results in improved performance and driveability.
- \* A single-shaft secondary balancer helps reduce engine vibration. Its use allows a number of vibration-damping parts to be simplified, contributing to weight savings. (In particular, handlebar weights could be reduced, improving steering response.)

## KEY FEATURES

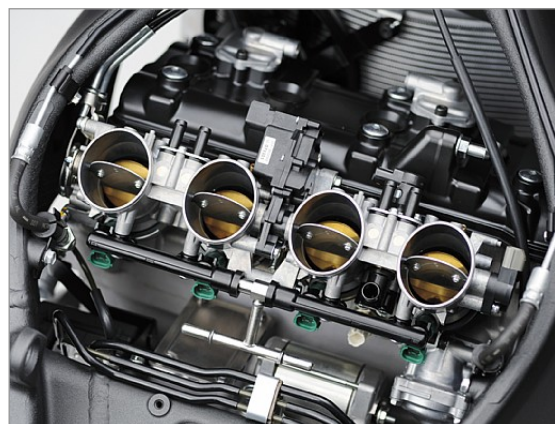
- \* New engine ECU weighs a mere 242 g (previously 305 g) and is small enough to be mounted in a slot built into the airbox body. While the ECU body itself adds to weight savings, a shorter harness contributes significantly to both weight savings and mass centralisation. Finally, an increased number of ECU connector pins (68 >> 78) offers greater functionality.
- \* A compact new battery is both smaller and lighter, weighing less than half that of the previous battery (4130 g >> 2040 g). ABS models (ZX1000K) require a slightly larger battery, but at 3080 g, even this offers significant weight savings.
- \* New lightweight fuel pump contributes to weight savings.

### Ram Air / Airflow / Dual injection

- \* Ram Air intake is positioned closer to front of the bike (where air pressure is higher), contributing to increased airbox filling efficiency.



- \* New airbox has a higher ceiling, allowing air to enter the intake funnels from above, for more efficient breathing. Airbox volume has also increased (8 litres >> 9 litres) and a new air filter offers a greater effective area (up approximately 48%), both of which further contribute to efficient breathing.
- \* Oval intake funnels (velocity stacks) contribute to flow efficiency.
- \* Throttle bodies features larger  $\varnothing 47$  mm main throttle valves (previously  $\varnothing 43$  mm) for increased power and improved throttle control. Oval sub-throttle valves are also correspondingly larger.



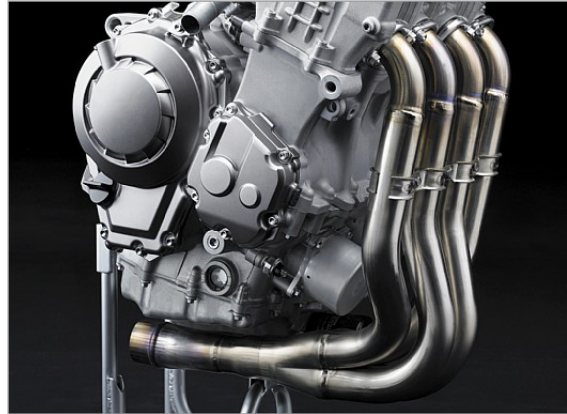
- \* An ISC (Idle Speed Control) valve mounted on the throttle body unit automatically adjusts idle speed for more stable performance. In addition to helping meet emissions requirements, this device contributes to easier starting and improved driveability from stops.

## KEY FEATURES

- \* Secondary fuel injectors contribute to top-end power output and power characteristics in the high-rpm range. While the lower injectors operate all the time, operation of the upstream injectors is determined by the degree of throttle opening and engine rpm.

### Exhaust system

- \* New exhaust header pipes, formed from heat-resistant titanium alloy, have almost the same length and diameter as their race-use counterparts. (This feature makes it easier for riders to increase exhaust performance (for track applications) without having to replace the entire exhaust system.)
- \* Header collectors (4-2 and 2-1 sections) are hydroformed, resulting in a simple, lightweight construction.
- \* A larger-volume pre-chamber (formed from stainless steel) contains two catalysers and an exhaust device located at the pre-chamber exit. The pre-chamber enables both reduced exhaust noise and high performance, and contributes greatly to mass centralisation.
- \* Smaller silencer (also formed from stainless steel) features a straight-pipe construction, offering improved performance and contributing to mass centralisation. Thanks to the larger pre-chamber, the silencer finishes before the rear axle, adding to the compact image of the new machine.



### Cassette transmission

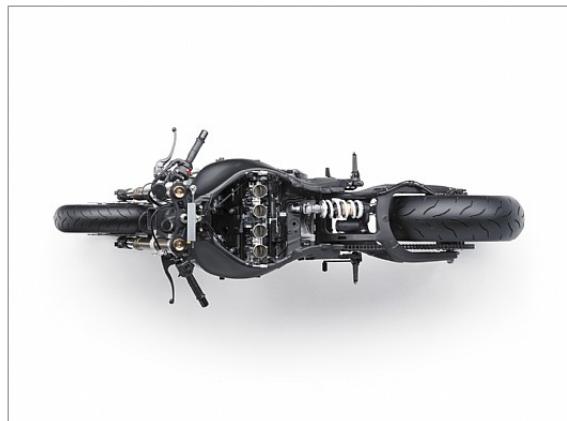
## KEY FEATURES

- \* Race-style cassette transmission facilitates gear ratio changes to suit track conditions. With the revised engine layout, the “cassette” is located high enough that it can be accessed without having the engine oil drain out.
- \* Fine-tuned primary and final reduction ratios minimise rear end movement (squat/lift) on acceleration/deceleration. The more composed rear enables greater freedom with suspension settings.  
Primary reduction ratio: 1.611 (87/54) >> 1.681 (79/47)  
Final reduction ratio: 2.412 (41/17) >> 2.294 (39/17)
- \* Closer 4th, 5th and 6th gear ratios complement the Ninja ZX-10R’s circuit performance.



## NEW FRAME

The chassis, featuring an all-new aluminium twin-spar frame, was completely re-evaluated for enhanced handling, high controllability and significant weight savings.



### Aluminium Twin-spar frame

## KEY FEATURES

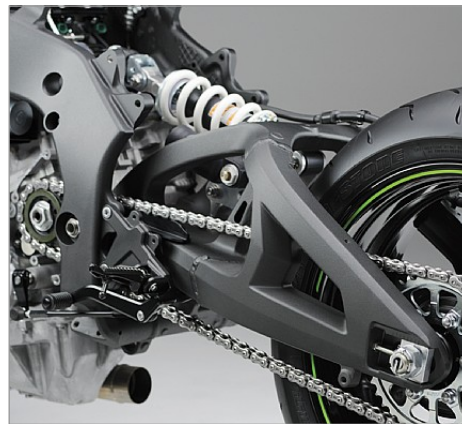
- \* The new twin-spar frame traces a more direct line from the head pipe to the swingarm pivot. This delivers more linear behaviour, translating to greater control. Frame twist was designed to be as close to the main pipes as possible, which further facilitates rider control.



- \* Frame also offers increases cornering stability and a high level of feedback.
- \* The new frame is an all-cast construction consisting of only seven pieces. This afforded engineers a great deal of design freedom. Wall thickness could be minimised while ensuring the required strength and rigidity.
- \* Fewer pieces also means fewer welds, contributing to a higher-quality appearance and reduced variance in production.
- \* Engine hangers (for the upper engine mounts) are unitised with the frame's main pipes, contributing to weight savings.

### Aluminium swingarm

- \* Like the frame, the swingarm is an all-cast (3-piece) construction. The swingarm's rigidity balance was designed to complement the frame.



- \* Complex design contributes to appearance and a high-quality image.



## Chassis geometry

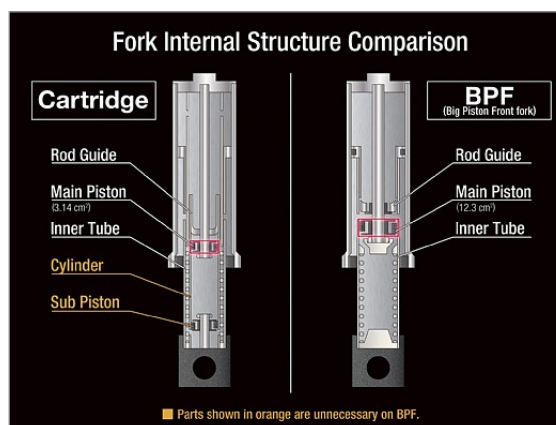
- \* While the CofG is 4 mm lower than that of the ZX1000F, relocating the engine shafts to position heavy items closer to CofG (crankshaft is 28 mm higher; transmission input shaft is 107 mm higher) contributes to the Ninja ZX-10R's enhanced handling qualities.
- \* Swingarm length was balanced with power delivery and pivot location to achieve the best forward driving force. A longer swingarm moves less with wheel travel, smoothing the reaction to engine input; a shorter swingarm pushes the rear wheel to the ground more firmly and moves more, making it easier to feel. With the smoother engine, using a shorter swingarm was possible.
- \* A steeper rake and shorter trail contribute to more flickable handling.  
2010 Rake: 25.5° Trail: 110 mm  
2011 Rake: 25° Trail: 107 mm
- \* The revised geometry also contributes to greater feel from the front. With greater weight on the front, it is easier to load the front tyre when on the brakes. Cornering stability is also improved, especially from mid-corner to exit, where there is a reduced tendency to wheelie.
- \* Modifying or removing the exhaust pre-chamber (for racetrack applications only) enables 2 chain links to be removed. This offers riders the possibility to alter chassis geometry (shortening the wheelbase by 16 mm) to suit preference when circuit riding.



## NEW SUSPENSION

### BPF (Big Piston Front fork)

- \* The new BPF with  $\varnothing 43$  mm inner tubes is one of the great contributing factors to the new Ninja ZX-10R's enhanced composure under braking. Compared to a cartridge-type fork of the same size, the BPF features a main piston almost twice the size ( $\varnothing 39.6$  mm vs  $\varnothing 20$  mm on ZX1000F); oil inside the BPF acts on a surface area almost four times the size. The larger surface area allows the damping pressure to be reduced while ensuring the damping force remains the same. Reducing the damping pressure allows the slide pipe to move more smoothly, which is especially noticeable at the initial part of the stroke. The result is greater control as the fork begins to compress and very calm attitude change as vehicle weight shifts forward when reducing speed, and thus greater chassis stability on corner entry.
- \* Because the BPF eliminates many of the internal components used in a cartridge-type fork, construction is simplified resulting in lighter overall fork weight.



## KEY FEATURES

- \* Compression and rebound damping adjustment are located at the top of each fork tube. Preload adjustment is at the bottom.

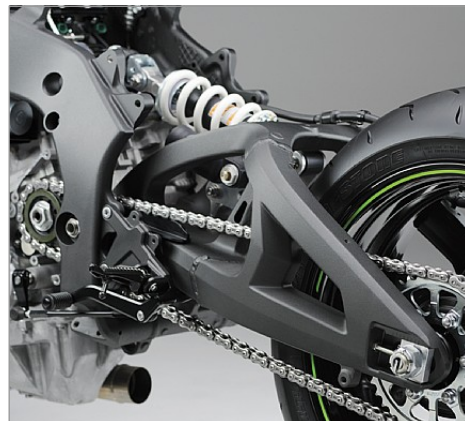


## Horizontal Back-link rear suspension

- \* New rear suspension positions the shock unit and linkage above the swingarm.



- \* The new arrangement offers a number of benefits, including increased road holding (especially in the final third of the stroke range), smoother suspension action from initial through mid-stroke (even with hard settings), increased stability and feedback when cornering, as well as contributing to mass centralisation.
- \* The Horizontal Back-link rear suspension arrangement frees up space taken up by the Uni-Trak suspension lower linkage, enabling a larger pre-chamber, which in turn allows the use of a shorter muffler and contributes to mass centralisation.

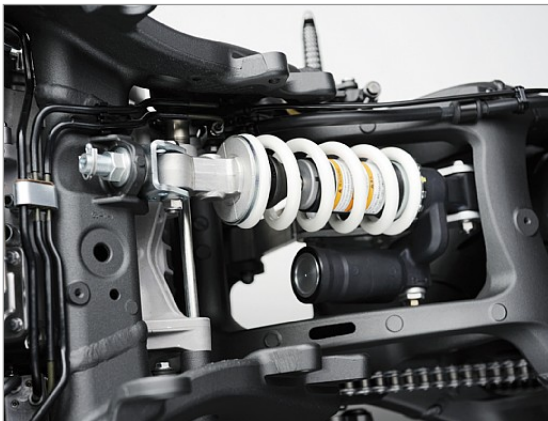


## KEY FEATURES

\* Further, the arrangement positions the shock's upper link (mounted to the frame's upper cross member) further from the swingarm pivot. Where the area between the upper cross member and swingarm pivot was previously a concentration of high rigidity, the increased distance between the two allows this rigidity to be spread out, contributing to enhanced rigidity tuning and improved chassis balance.



\* The fully adjustable shock features a piggyback reservoir and dual (low and high-speed) compression damping, which enables the fine-tuning needed for circuit riding.



\* Between the BPF and Horizontal Back-link rear suspension, pitching control on the new Ninja ZX-10R is excellent.

\* Minimal effect from engine/exhaust heat translates to stable damping performance.

## OTHER PERFORMANCE FEATURES

### Completely revised engine-chassis package

- \* The new engine layout, engine position in the frame, twin-spar frame, Horizontal Back-link rear suspension and larger pre-chamber with smaller silencer create a completely revised engine-chassis package.
- \* The resultant improved flex character and increased mass centralisation offer high controllability on all situations.

### Reduced weight

- \* Compared to its predecessor, the new Ninja ZX-10R weights significantly less.  
Curb mass 2010: 208 kg  
In 2011: 198 kg (non-ABS model)
- \* The greatest contributing factor is the new frame. The all-cast construction allowed wall thickness to be optimised, and the frame was made from fewer pieces.
- \* Other chassis components like the new BPF, gravity-cast wheels and rear brake caliper with smaller piston also contribute, as does a lighter harness made possible due to the relocated ECU.

### Ergonomics

- \* Fine-tuned rider's triangle sees the seat height lowered 17 mm, the footpegs moved 5 mm down and 2 mm forward and handlebar position maintained but with a reduced down angle. The revised position enables both circuit and street riding. Increased rider confidence also enables more aggressive riding.
- \* The lower seat height contributes to an easier reach to the ground.



## KEY FEATURES

- \* New fuel tank offers an even better ergonomic fit with the rider's forearm and inner thigh when cornering.



- \* Adjustable footpegs can be lowered a further 15 mm for a more relaxed position when street riding.



## Lightweight wheels

- \* New gravity-cast wheels feature a 3-spoke design. The lighter wheels reduce unsprung weight, saving 330 g (front) and 490 g (rear).

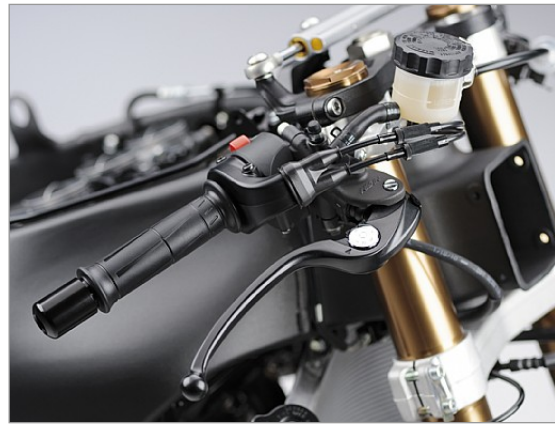


## Brakes



## KEY FEATURES

- \* Radial-pump front brake master cylinder operates Tokico radial-mount brake calipers with dual pads for formidable stopping performance, superb initial bite characteristics and a high level of control care of progressive feel after the initial bite.



- \*  $\varnothing 310$  mm petal discs are 5.5 mm thick for efficient heat dissipation. Because these brakes are less influenced by heat, brake feel remains more consistent and more responsive during extended periods of heavy use – such as during a race or a trackday.



- \* Aluminium rotor carriers reduce unsprung weight, and feature 10 buttons which rigidly support the disc rotor and contribute to heat dissipation for stable braking performance.
- \* Slowing the rear is a  $\varnothing 220$  mm disc gripped by a single-piston caliper. Piston diameter is  $\varnothing 30$  mm.



## Back-torque limiter

- \* Easily adjustable back-torque limiting clutch facilitates smooth downshifts. This highly acclaimed feature is one of the main contributors to the rear's stable composure under hard braking.

## Öhlins steering damper

## KEY FEATURES



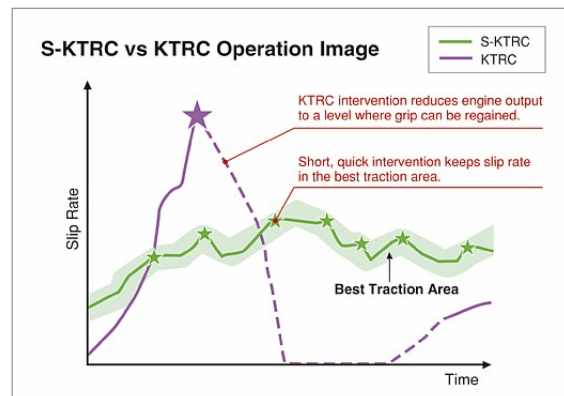
- \* Adjustable Öhlins steering damper with twin-tube design is fitted as standard equipment. The second tube, which acts like a reservoir tank, and the damper internals, ensure stable damping performance even under racing conditions. This race-quality unit was developed in collaboration with Öhlins specially for the Ninja ZX-10R.

## CUTTING-EDGE TECH TO HELP RIDER EXPLORE THE LIMIT

A number of new high-tech features facilitate rider control and assist riders experience the thrill of riding a high-powered superbike at the limit. S-KTRC (Sport-Kawasaki TRaction Control), Kawasaki's predictive race-type traction control, helps riders push harder on the racetrack by maximising acceleration. KIBS (Kawasaki Intelligent anti-lock Brake System), Kawasaki's supersport-grade high-precision ABS, uses high-precision control to offer added braking reassurance in emergency situations while minimising intrusion during hard sport riding. Power Mode selection offers riders a choice of power delivery to suit conditions.

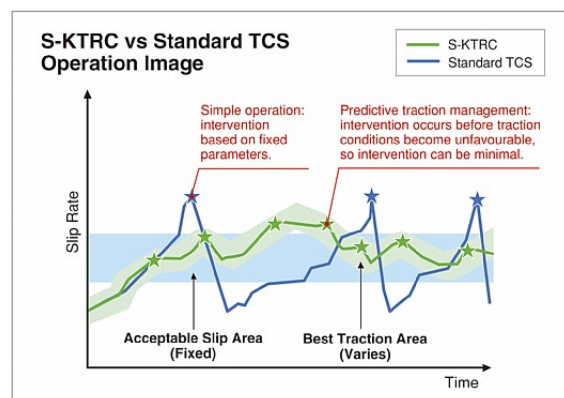
### Predictive race-type traction control: S-KTRC (Sport-Kawasaki TRaction Control)

\* Highly sophisticated system is based on MotoGP racing technology. Unlike the KTRC system used on the 1400GTR ABS (Concours 14 ABS in N. America), which was designed to offer rider reassurance when traversing slippery surfaces, S-KTRC, which was designed to maximise forward motion, allows riding at the edge of traction.



\* The quickest acceleration requires a certain amount of slip, so, in order to optimise traction, S-KTRC actually allows slip. The ideal slip ratio varies according to conditions. The system looks at a number of parameters to get an accurate real-time picture of what is going on: front and rear wheel speed (slippage),  $\Delta$  engine rpm,  $\Delta$  throttle position,  $\Delta$  slippage,  $\Delta$  acceleration, etc.

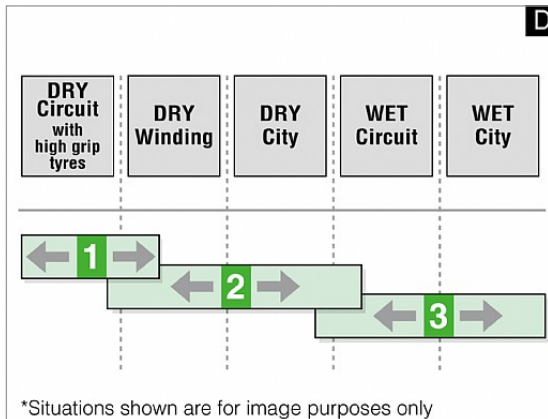
\* Using complex analysis, the system is able to predict when traction conditions are about to become unfavourable. By acting before slippage exceeds the range for optimal traction, drops in power can be minimised, resulting in ultra-smooth operation.



\* The system is also able to distinguish between torque wheelies, which are smooth, and sudden wheelies, which can be dangerous. Torque wheelies are allowed as long as acceptable acceleration is maintained. Sudden wheelies trigger system intervention.

## KEY FEATURES

- \* S-KTRC confirms conditions every 5 milliseconds and governs ignition, which allows extremely quick reaction.
- \* There are three available modes, which riders can set according to preference (and skill level). Each mode is able to accommodate a range of riding conditions. Of course, engine manageability is such that riders can opt to turn the system OFF without fear of making the bike uncontrollable.



- \* S-KTRC uses minimal hardware but complex software. Apart from the engine ECU, the system relies on only front and rear wheel speed sensors – which means minimal additional weight.
- \* A level meter on the instrument's LCD lets the rider know when the system is operating.

## Supersport-grade high-precision ABS: KIBS (Kawasaki Intelligent anti-lock Brake System) (ZX1000K only)

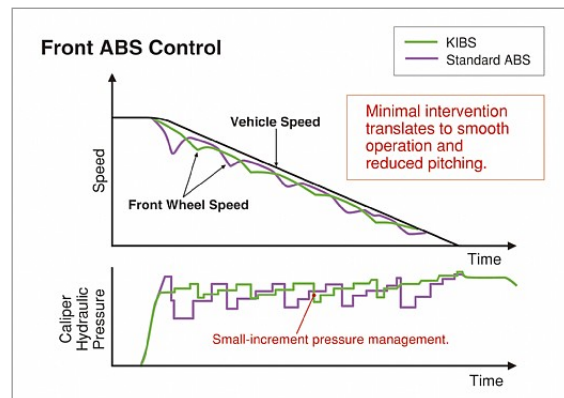
- \* KIBS is a multi-sensing system, using the input from numerous sources. In addition to front and rear wheel speed sensors (standard for any ABS system), KIBS also monitors front caliper hydraulic pressure and various information from the engine ECU (throttle position, engine speed, clutch actuation and gear position). It is the first mass-production motorcycle system to feature communication between the engine ECU and ABS ECU.



## KEY FEATURES



- \* This high-precision brake pressure control enables the system to avoid reduced brake performance due to excessive pressure drops, allows lever feel to be maintained when KIBS is active, and ensures ABS pulses feel smooth (not heavy).
- \* High-precision brake pressure control also offers a number of sport riding benefits:
  1. Rear lift suppression
  2. Minimal kickback during operation
  3. Accounting for back-torque
- \* Supersport models pitch more than most motorcycles, so there is a greater tendency for the rear to lift under hard braking. By monitoring front caliper hydraulic pressure, KIBS is able to regulate pressure increases, reducing the tendency of the rear to lift. This happens in two situations: 1) Before conditions require ABS intervention, KIBS prevents the pressure from increasing too quickly, thus suppressing rear lift, and 2) after ABS has decreased pressure to prevent wheel lock, KIBS pressure is not returned too quickly, preventing a sudden increase that could induce rear lift. Suppressing this tendency contributes to enhanced braking stability.
- \* Precise control of front caliper pressure also enables KIBS to minimise kickback during operation. Pressure is increased in small amounts and slips are minimised, resulting in a very smooth operation feeling. This of course translates to minimal distraction to the rider during sport riding.



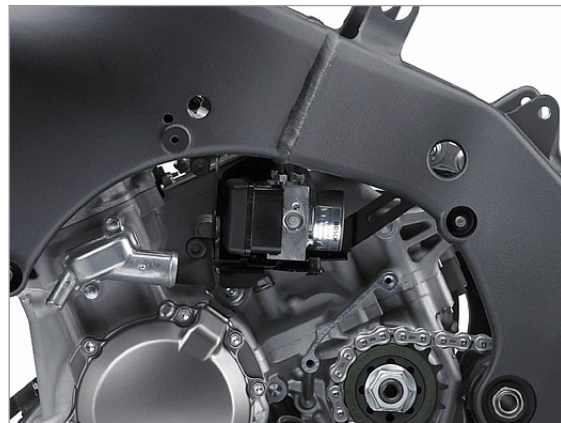
- \* By accounting for back-torque, KIBS is able to offer increased rear brake control during downshifts. KIBS parameters include throttle position, clutch actuation and gear position, allowing the system to recognise engine back-torque from downshifting or getting off the gas at high rpm. Rear wheel slip due to engine braking often triggers ABS action on standard systems, but by preventing unnecessary ABS intervention in these situations, KIBS enables rear brake control to be maintained.

## KEY FEATURES

- \* KIBS features the world's smallest and lightest ABS unit. The BOSCH unit was designed specifically for motorcycle use, and makes its first appearance on a mass-production machine.

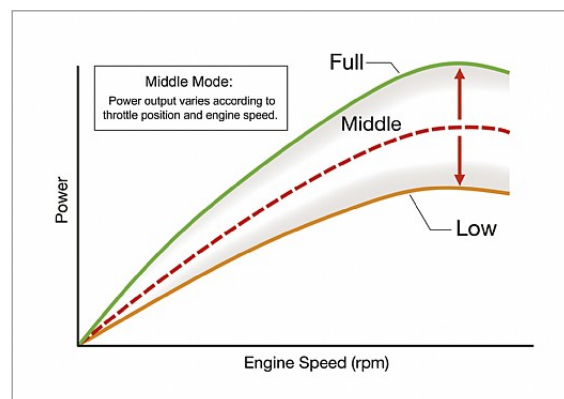


- \* The ABS unit is approximately 45% smaller (by volume) and 800 g lighter than current units. The system adds only 3 kg compared to the non-ABS models – 1 kg of which is accounted for by a larger battery.
- \* The unit is located close to the bike's centre of gravity, behind the left engine cylinder.



## Power Mode selection with variable Middle mode

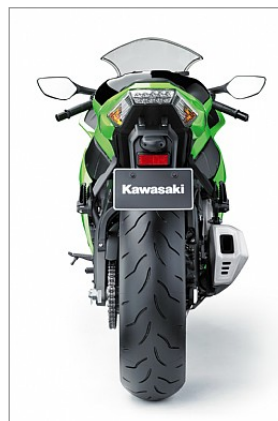
- \* KIBS is a multi-sensing system, using the unput from numerous sources. In addition to Full power mode, the Ninja ZX-10R comes with two additional modes (Middle, Low), allowing riders to select power delivery to suit preference and conditions.  
Full - Full power operation  
Middle - Variable operation depending on throttle application  
Low - Limited operation (about 60% of full)



- \* In Middle mode, performance varies according to throttle position and engine speed. At less than 50% throttle opening, performance is essentially the same as Low mode. By opening the throttle more than 50%, riders can gain access to the performance range between the Low and Full power curves.

## AGGRESSIVE & ELEGANT STYLING

The sleek curves of the new Ninja ZX-10R give it an air of aggression with a hint of elegance – an image not unlike that of a black panther: graceful, muscular and deadly at the same time. Viewed from the side, the lowered front fairing and centralised mass offer a concentrated, compact package. High-quality fit and finish and superb attention to detail ensure that Kawasaki's latest supersport flagship cuts an impressive figure, whether viewed from afar or up close.



### Bodywork

- \* Completely revised bodywork uses curved rather than edged surfaces. Coloured and black pieces work together to create a sharp, aggressive image.
- \* Large openings in the fairings aid engine heat dissipation.



## KEY FEATURES

- \* Line-beam headlamps enable front cowl to be made shorter, contributing to the sharp, aggressive design.



- \* Cowl-mounted mirrors features integrated LED(2-bulb) turn signals (a first on a Japanese mass-production model). The turn signals are connected via couplers, facilitating mirror removal for trackday use.



- \* Cowl-mounted mirrors features integrated LED (2-bulb) turn signals (a first on a Japanese mass-production model). The turn signals are connected via couplers, facilitating mirror removal for trackday use.



- \* Design of the sculpted fuel tank follows the same theme of “curves.” Fuel tank capacity is 17 litres.





## KEY FEATURES

- \* Compact tail cowl culminates with an elegant LED (9-bulb) taillight.
- \* European models feature rear turn signals built in to the tail cowl. North American models feature compact turn signals attached to the rear flap assembly.



- \* Rear flap featuring pipe-style stays is easily removable for trackdays.



- \* Rear inner fender elegantly incorporates a rear brake hose guide, contributing to the clean lines at the rear of the bike.



## Instrumentation

## KEY FEATURES

- \* The centrepiece of the new instrument panel is the highly visibly LED-backlit bar-graph tachometer – a mass-production first.



- \* The tachometer also functions as a shift indicator: the LEDs will flash when the set rpm is reached. Riders can set the shift indicator rpm according to preference.
- \* The multi-function LCD features two display modes: Standard and Race. Switching to Race Mode alters the display as follows:  
Main LCD: Speed => Gear position  
Right side: Clock => Speed  
To switch to Race Mode, toggle the multi-mode display on the left side to Lap Timer.
- \* Additional functions include: odometer, dual trip meters, average fuel consumption, instant fuel consumption, Power Mode (x3), S-KTRC (x4), S-KTRC level indicator, low fuel indicator, Economical Riding Indicator (please see below), water temperature and a host of indicator lamps.
- \* The Economical Riding Indicator appears on the LCD screen to indicate favourable fuel consumption. Paying attention to conditions that result in the mark appearing can assist riders to maximise their fuel efficiency. This handy feature is active all the time, although to be effective, the rider must ride in a gentle manner: less than 6,000 rpm, less than 30% throttle, under 160 km/h.
- \* A light sensor built in to the instrument panel adjusts the LED and LCD brightness automatically.  
LED: Daytime: 100% Twilight: 20% Night: 8%  
LCD: Daytime: 100% Twilight: 100% Night: 40%  
LED brightness may also be set manually at 100%, 75% or 50%.

## **ADDITIONAL FEATURES**

## COLOUR(S)

### Lime Green / Ebony



### Ebony / Flat Ebony



## SPECIFICATIONS

<b>ENGINE</b>	
Engine type	Liquid-cooled, 4-stroke In-Line Four
Displacement	998 cm <sup>3</sup>
Bore x stroke	76.0 x 55.0 mm
Compression ratio	13.0:1
Valve/Induction system	DOHC, 16 valves
Fuel system	Fuel injection: $\phi$ 47 mm x 4 (Keihin) with oval sub-throttles, dual injection
Ignition	Digital
Starting	Electric
Lubrication	Forced lubrication, wet sump with oil cooler
<b>DRIVETRAIN</b>	
Transmission	6-speed, return
Final Drive	Sealed chain
Primary reduction ratio	1.681 (79/47)
Gear ratios: 1st	2.600 (39/15)
Gear ratios: 2nd	2.053 (39/19)
Gear ratios: 3rd	1.737 (33/19)
Gear ratios: 4th	1.571 (33/21)
Gear ratios: 5th	1.444 (26/18)
Gear ratios: 6th	1.348 (31/23)
Final reduction ratio	2.294 (39/17)
Clutch	Wet multi-disc, manual
<b>FRAME</b>	
Frame type	Twin spar, cast aluminium
Wheel travel, front	120 mm
Wheel travel, rear	125 mm
Tyre, front	120/70ZR17M/C (58W)
Tyre, rear	190/55ZR17M/C (75W)
Rake/Trail	25.5°/ 110 mm
Steering angle, left / right	27° / 27°

## SPECIFICATIONS

<b>SUSPENSION</b>	
Suspension, front	43 mm inverted fork with rebound and compression damping, spring preload adjustability and top-out springs
Suspension, rear	Horizontal Back-link with gas-charged shock and top-out spring Compression damping: Stepless, dual-range (high/low-speed) Rebound damping: Stepless Spring preload: Fully adjustable
<b>BRAKES</b>	
Brakes, front	Dual semi-floating 310 mm petal discs, 10-button aluminium rotor carrier Caliper: Dual radial-mount, opposed 4-(aluminium) piston
Brakes, rear	Single 220 mm petal disc Caliper: Single-bore pin-slide, aluminium piston
<b>DIMENSIONS</b>	
Dimensions (L x W x H)	2.075 x 715 x 1.115 mm
Wheelbase	1,425 mm
Ground Clearance	135 mm
Seat height	813 mm
Curb Mass	198 kg / 201 kg (ABS)
Fuel capacity	17 litres
<b>PERFORMANCE</b>	
Maximum power	147.1kW {200.1PS} / 13,000 rpm
Maximum power with RAM Air	TBC
Maximum torque	114.3 N•m {11.7kgf•m} / 11,500 rpm

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. Available colours may vary by market.