

**Kawasaki**  
Let the good times roll.

*Ninja*





# *Unbeatable Performance*

When it comes to supersport performance, we created Ninja to be No. 1. Street or track, on the straights or in the corners, no other machines can match a Ninja's unbeatable combination of awesome power, brilliant handling and aggressive styling.



\* Professional riders on closed course.  
\* Pre-production Ninja ZX-6R model shown.  
\* Models shown with optional seat covers.



Ninja ZX-6R



\* Professional riders on closed course.  
\* Pre-production model with optional seat cover shown.

## *Class Bully*

Whatever the playground, wherever the road, the new Ninja ZX-6R is the bike that others fear to challenge. Loaded with Kawasaki attitude and always ready for a fight, this bike is the bad boy of the pack. Don't let other middleweights push you around, ride a 6R.

# Ninja ZX-6R



Lime Green / Flat Stoic Black



Metallic Raw Titanium / Flat Stoic Black



Candy Plasma Blue / Flat Stoic Black

In 1985, Kawasaki rocked the world with the release of the awesome GPZ600R, the bike that brought big-bike performance and technology to the 600 class. That tradition lives on in the new Ninja ZX-6R. With class-leading engine and chassis technology, incredible handling performance and loads of high-intensity Ninja attitude, the 6R will have litre-bike riders looking over their shoulders.

### ■ AERODYNAMICS

The new Ninja ZX-6R has the best drag coefficient of any Ninja to date. A completely new fairing and all new bodywork slip through the air with less resistance, contributing to improved top-end performance. Any resemblance to our MotoGP bike is purely intentional.

### ■ ERGONOMICS

You can't ride well, or quickly, if you're not comfortable. From the depression in the fuel tank (to let you tuck in better) to a perfect relationship between bars, pegs and seat, the new 6R shares its rider-friendly ergonomics with the ZX-10R. Not surprising, since both bikes are rated "best in class."

### ■ AESTHETICS

"I thought you were on a 10R." That's what they'll say when they catch you up at the pumps. A new cowling with a hungrier Ram Air duct, new bodywork and MotoGP styling cues give the new 6R the incredible look and feel of the all-conquering 10R.



\* Pre-production model with optional seat cover shown.

# Ninja ZX-6R

## ENGINE

Screaming 16-valve, 636 cm<sup>3</sup> engine gets a serious power boost with a new cylinder head, new cylinders, larger intake and exhaust valves, and racier cams.



## DUAL INJECTION

For high power and hard-hitting torque across the rev range, the 6R engine employs extra-fine fuel atomisers in the 38 mm throttle bodies plus a set of secondary injectors located in the airbox.



## OVAL SUB-THROTTLES

Engines need air to breathe. The 6R is the first production motorcycle to feature a set of trick, large-area oval sub-throttles. The oval-shaped design allows intake efficiency to be increased without compromising the slim engine design.



## EXHAUST DEVICE

Delivering smooth throttle response in the low- and mid-range, and huge power at top end, the new 6R's under-seat muffler is equipped with an electronically controlled exhaust valve which automatically tunes the exhaust for maximum performance at all rpm.



## BACK-TORQUE LIMITER

Also new for '05 is a racing-style back-torque limiter, for smooth downshifting from high rpm. Specially designed for Kawasaki's World Supersport racing machines, this technology is now standard equipment on the new 6R.



Already the most dominant middleweight in its category, for '05 the Ninja ZX-6R gets more power from a re-worked engine, more track-oriented handling from a new short-wheelbase aluminium chassis, a new fork and much, much more. Why so many upgrades? Because at Kawasaki, the best is just a starting point.



## 1 FRONT COWL

Don't mess with me! Aggressive new look, improved aerodynamics, flush-surface signals and a more efficient Ram Air intake give the new 6R the meanest face in town.

## 2 UNDER-SEAT EXHAUST

Track bred. Racing-style, all-stainless under-seat exhaust system improves the bike's aerodynamics, increases cornering clearance and looks very, very cool.

## 3 SUSPENSION

Track or street. Complementing the sturdy 41 mm fork is a race-developed, bottom-link rear suspension system with new linkage ratios and settings. Of course, both are fully adjustable.



## 4 INSTRUMENTS/IMMOBILISER

Good to go. Lightweight instrument package with bar-type LCD tacho and digital LCD speedo includes adjustable shift indicator lamp and lap timer. Immobiliser prevents jealous creeps from playing with your pride and joy.



### ■ CHASSIS

Even the frame is new for '05. Short-wheelbase, aluminium perimeter frame makes the 6R the bike to beat when the tarmac starts to twist and turn.



### ■ FRONT BRAKE

Spinning between the legs of the fully adjustable inverted fork are 300 mm petal front disc brakes gripped by radial-mount calipers operated by a radial-mount brake master cylinder. Powerful stuff.



### ■ SWINGARM

New, 10R-style braced, aluminium swingarm is lightweight and super stiff – one more reason for the 6R's brilliant handling performance.

# Ninja ZX-6RR

"Wanna race?" The Ninja ZX-6RR is a special racing version of the ZX-6R. Designed to win in unmodified 600 supersport racing, the 6RR features a race-tuned engine, a close-ratio transmission, friction-reducing TiSiCN coating on the front fork tubes, and much more. The ZX-6RR, because 2<sup>nd</sup> place is first loser.



Lime Green

## SPECIFICATIONS

Engine type	Liquid-cooled, 4-stroke In-Line Four	Suspension, rear	Bottom-Link Uni-Trak with gas-charged shock, stepless rebound and (high/low-speed*) compression damping, spring preload adjustability and top-out spring
Displacement	636 cm <sup>3</sup> / 599 cm <sup>3</sup> *	Wheel travel, front/rear	120/135 mm
Bore x stroke	68.0 x 43.8 mm / 67.0 x 42.5 mm*	Tyre, front/rear	120/65ZR17M/C (56W), 180/55ZR17M/C (73W)
Compression ratio	12.9:1 / 13.9:1 *	Brake, front	Dual semi-floating 300 mm petal discs with radial-mount opposed 4-piston, 4-pad calipers
Valve system	DOHC, 16 valves	Brake, rear	220 mm petal disc with single-piston caliper
Maximum power	95.5 kW (130 PS)/14,000 rpm / 90.5 kW (123 PS)/14,000 rpm*	L x W x H	2,065 x 715 x 1,110 mm / 2,075 x 715 x 1,120 mm*
Maximum power with Ram Air	100 kW (136 PS)/14,000 rpm / 95 kW (129 PS)/14,000 rpm*	Wheelbase	1,390 mm / 1,400 mm*
Maximum torque	70.5 Nm (7.2 kgfm)/11,500 rpm / 67 Nm (6.8 kgfm)/12,000 rpm*	Seat height	820 mm
Fuel system	Fuel Injection: ø38 mm x 4 with oval sub-throttles and dual injection	Fuel capacity	17 litres
Ignition	Digital	Dry weight	164 kg
Starting	Electric, with immobiliser	Colours	Lime Green / Flat Stoic Black, Metallic Raw Titanium / Flat Stoic Black or Candy Plasma Blue / Flat Stoic Black
Transmission	6-speed, return		Lime Green*
Frame type	Perimeter, pressed aluminium		
Rake/Trail	25°/106 mm / 25.5°/109 mm*		
Suspension, front	41 mm inverted cartridge fork with rebound and compression damping, spring preload adjustability and top-out springs		

\*Ninja ZX-6RR

Specifications and model availability may vary by market.

\* Pre-production models shown.



Ninja ZX-10R



\* Professional riders on closed course.  
\* Model shown with optional seat cover.

## *Hard Core – Just Like You*

You crave the adrenal rush of high horsepower. You live for the high-rpm scream that makes the hairs on the back of your neck stand on end. Your motto: Leave no corner uncarved. You were born for the Ninja ZX-10R.

# Ninja ZX-10R



Metallic Raw Titanium / Metallic Flat Graystone

What's it like to ride a bike with more than one horsepower for every kg of weight? Think afterburner. Like a shark in a *koi* pond, the 10R eats weaker bikes with ease. Handling and braking performance are just as dominant, thanks to Kawasaki's chassis-first design philosophy. The Ninja ZX-10R. Predatory.



## 1 ENGINE

Ultra-compact liquid-cooled, 998 cm<sup>3</sup>, 4-cylinder, 16-valve engine is a masterpiece of hypersports technology. Force-fed by a Ram-Air-boosted fuel injection system it pumps out a level of excitement that will blow your mind.

## 2 CHASSIS

For narrowness, lightness and high rigidity, the main beams of this short-wheelbase frame arch over the engine, not around it. Together with a long, stabiliser-equipped swingarm, this race-bred frame is the secret to the 10R's impeccable handling.

## 3 ERGONOMICS

The 10R's ergonomics are specially designed to keep your body happy during the cut and thrust of high-performance riding. From the concave fuel tank to a perfect seat/pegs/handlebar relationship, the 10R fits you like a racing glove.

## 4 SUSPENSION

Fully adjustable inverted 43 mm fork with lightweight aluminium internals features DLC (Diamond-Like Carbon) on the inner tubes for smooth action. At the rear, a fully adjustable Uni-Trak system keeps the rear wheel hooked up and driving.

### • IMMOBILISER

You'll sleep well knowing that the electronic immobiliser system fitted to the ignition ensures that the engine only starts when you want it to.



Lime Green / Metallic Flat Graystone



Metallic Spark Black / Metallic Flat Graystone



## SPECIFICATIONS

Engine type	Liquid-cooled, 4-stroke In-Line Four	Suspension, rear	Bottom-Link Uni-Trak with gas-charged shock, adjustable preload, stepless rebound/compression damping and top-out spring
Displacement	998 cm <sup>3</sup>	Wheel travel, front/rear	120/125 mm
Bore x stroke	76.0 x 55.0 mm	Tyre, front/rear	120/70ZR17M/C (58W), 190/50ZR17M/C (73W)
Compression ratio	12.7:1	Brake, front	Dual semi-floating 300 mm petal discs with radial-mount opposed 4-piston, 4-pad callipers
Valve system	DOHC, 16 valves	Brake, rear	220 mm petal disc with single-piston caliper
Maximum power	128.4 kW (175 PS)/11,700 rpm	L x W x H	2,045 x 705 x 1,115 mm
Maximum power with Ram Air	135.3 kW (184 PS)/11,700 rpm	Wheelbase	1,385 mm
Maximum torque	115 Nm {11.7 kgf·m}/9,500 rpm	Seat height	825 mm
Fuel system	Fuel Injection: ø43 mm x 4	Fuel capacity	17 litres
Ignition	Digital	Dry weight	170 kg
Starting	Electric, with immobiliser	Colours	Lime Green / Metallic Flat Graystone, Metallic Raw Titanium / Metallic Flat Graystone or Metallic Spark Black / Metallic Flat Graystone
Transmission	6-speed, return		
Frame type	Backbone/Twin-tube, pressed/die-cast aluminium composite		
Rake/Trail	24° /102 mm		
Suspension, front	43 mm inverted cartridge fork with adjustable preload, 16-way rebound/compression damping and top-out springs		

Specifications and model availability may vary by market.

# Ninja ZX-12R



## 1 INSTRUMENTS

Efficient cockpit layout makes it easy to scan the instruments. Everything you need to know about the 12R's impressive performance.

## 2 ENGINE

Hypersports horsepower from a liquid-cooled, 1,199 cm<sup>3</sup>, 4-cylinder, 16-valve, DOHC engine force-fed with Ram Air. Digital fuel injection features fine-atomising injectors with dual throttle valves. Turbine smooth and awesomely powerful, this engine's performance is simply stunning.



Candy Plasma Blue

You've outgrown the repli-racer crouch. But you still have that itch that only high horsepower can scratch. Your idea of "going for a ride" means two or three hundred miles in 5<sup>th</sup> or 6<sup>th</sup> gear. Only one bike fills the bill: the awesome Ninja ZX-12R. With huge power, superb handling and plenty of don't-mess-with-me attitude, this big, brash bike is designed for the experienced rider who knows the difference between the real thing and the wannabes. In other words, this bike is designed for you.

## MONOCOQUE FRAME

The Ninja ZX-12R is the world's only hyperbike to use an aluminium monocoque frame. Expensive to produce, benefits include light weight, impressive stiffness and a much narrower layout than conventional twin-beam frames.

## AERODYNAMICS

A long history of building high-performance aircraft taught us a lot about defeating drag. Those winglets that look like canards at the front of the fairing enhance laminar airflow at high speeds. The Ram Air duct is centrally located at the area of highest pressure. The ZX-12R is a half-century of aerodynamics disguised as a motorcycle.

### SPECIFICATIONS

Engine type	Liquid-cooled, 4-stroke In-Line Four	Suspension, rear	Bottom-Link Uni-Trak with gas-charged shock, piggy-back reservoir, adjustable preload and stepless rebound/compression damping
Displacement	1,199 cm <sup>3</sup>	Wheel travel, front/rear	120/140 mm
Bore x stroke	83 x 55.4 mm	Tyre, front/rear	120/70ZR17M/C (58W), 200/50ZR17M/C (75W)
Compression ratio	12.2:1	Brake, front	Dual semi-floating 320 mm discs with radial-mount opposed 4-piston, 4-pad calipers
Valve system	DOHC, 16 valves	Brake, rear	230 mm disc with opposed twin-piston caliper
Maximum power	131 kW (178 PS)/10,500 rpm	L x W x H	2,085 x 740 x 1,200 mm
Maximum power with Ram Air	140 kW (190 PS)/10,500 rpm	Wheelbase	1,450 mm
Maximum torque	134 N·m (13.7 kgf·m)/7,500 rpm	Seat height	820 mm
Fuel system	Fuel Injection: ø46 mm x 4	Fuel capacity	19 litres
Ignition	Digital	Dry weight	210 kg
Starting	Electric, with immobiliser	Colours	Candy Plasma Blue
Transmission	6-speed, return		
Frame type	Press backbone (monocoque), aluminium		
Rake/Trail	23.5°/98 mm		
Suspension, front	43 mm inverted cartridge fork with adjustable preload and stepless rebound/compression damping		

Specifications and model availability may vary by market.

Always ride responsibly within the law and with respect for other road users. Improve your skills with training whether expert or novice. Always ride within the limits of your skills, your experience, and your machine. Wear an approved helmet and protective clothing. Adhere to the instructions and maintenance schedule in your owner's manual. Never drink and ride. Remember you are an ambassador for motorcycling and act accordingly. The actions pictured here took place under controlled conditions with professional riders. Never attempt any action which is potentially dangerous. Data are intended to describe motorcycles and their performance capabilities fairly but may not apply to every machine. Specifications likely to change without notice. Illustrated equipment and available colours may vary by market.

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