



2004 Model Information

MODEL CODE: **ZX600-B2**

MODEL NAME: **Ninja ZX-6R**



MODEL CONCEPT

With the development of the 2003 Ninja ZX-6R and ZX-6RR, Kawasaki made a dramatic departure from the broad-spectrum appeal of the earlier machines, both bikes are much more race track focused. As the aggressive styling of the new ZX-6R and ZX-6RR implies, their engines, chassis, riding positions and overall performance are oriented towards serious sports riding, track days and full-on racing.

The 2004 ZX-6R retains the 636 cc displacement of last year's 6R and has not needed major changes. The 2003 ZX-6R has won praise from motorcycle journalists the world over for its broad spread of engine power and its race track oriented chassis.

The ZX-6R uses the same lightweight aluminium frames with a central Ram Air ducts the RR. Some of the many other advanced features include an inverted front fork, radial-mounted front brake calipers, lighter wheels and the trickiest instrument package this side of a GP circuit.

KEY POINTS

The inline 4-cylinder engine is powerful, lighter and more compact
Electronic fuel injection boosts power across the rpm range
Valve train designed for high-rpm operation
Close-ratio transmission



Lightweight aluminium frame with central Ram Air duct
Fully adjustable inverted front fork
Radial-mounted, 4-piston front brake calipers
Racing-type instruments include shift indicator & lap timer
Aggressive new styling package includes LED tail light

MAIN FEATURES

Engine

Liquid-cooled, DOHC, 16-valve 636 cc 4-cylinder engine delivers incredible performance, especially in the high rpm ranges.

Electronic fuel injection with large-bore 38 mm throttle bodies for high engine output and low emissions. Sub-throttles ensure smooth, linear power characteristics.

A high speed, 32 bit CPU is used which gives precise engine management.

Shorter, lighter plug-mounted ignition coils are fitted.

Extremely narrow included valve angle of 25° allows the fitting of large valves in a compact, highly efficient combustion chamber.

Intake valves use single springs of oval-shaped wire which are lightweight and give improved valve control at high rpm.

Oil feed to the cams is internal, eliminating exterior oil lines keeping weight down.

An exhaust cam angle sensor added to the cylinder head provides information for the fuel injection, and a lightweight new front cam-chain guide is fitted.

The plated, all-aluminium cylinder has short skirts for reduced weight, and the water passageways are shaped for improved cooling performance.

The 6-speed transmission uses close ratios for 3rd, 4th, 5th and 6th gears, for improved track performance.

Centrally mounted Ram Air duct, just like our MotoGP bike improves Ram Air effect and contributes to lighter chassis weight.

The radiator is light, small and aerodynamic.

Frame

The all-aluminium perimeter frame offers exceptional strength and torsional rigidity while delivering crisp and stable handling performance.

Centrally mounted Ram-Air duct is integrated with the steering head. This simplified design reduces weight and improves Ram Air efficiency. It also allows frontal area to be reduced via a narrower, more aerodynamically efficient front fairing. Extruded aluminium swingarm with internal ribbing offers high stiffness and low weight. Hexagonal shape looks cool. Steering head bearings use ball bearings for light, responsive steering.

Suspension

Fully adjustable inverted front fork runs stiff 41 mm tubes for high fork rigidity and superior steering feedback. Top-out springs are fitted for stable performance throughout the stroke range.

Race-developed Bottom-Link Uni-Trak rear suspension delivers a smooth ride and excellent cornering performance.

Nitrogen gas-charged rear shock with piggyback reservoir is fully adjustable for rebound/compression damping, and uses a threaded collar spring preload adjuster.

A top-out spring is also added to the rear shock for improved action.

Brakes

Radial-mounted, 4-piston front brake calipers deliver exceptional feel and performance — widely used in racing. Four independent brake pads are used in each caliper for more even wear and improved heat resistance.

Semi-floating, radially drilled, 280 mm stainless steel front disc rotors are 6 mm thick for high heat capacity and mount on flat disc carriers without offset for reduced weight.

Small diameter rear brake disc measures 220 mm in diameter for low unsprung weight.

Rear brake caliper mounts directly to the swingarm, negating the need for an independent brake tie-rod.

Bodywork

MotoGP-style fairing and bodywork give the machine a distinctively racy look.

Fairing offers an exceptionally low drag coefficient for slippery aerodynamics.

Central Ram Air duct gives the front of the bike a very aggressive look.

Lightweight and very bright dual multi-reflector headlight.

Riding position is track oriented. Handlebar, seat and footpeg locations give an ideal position for high performance riding. Ergonomically shaped seat and tank allow rider to mould himself to the bike.

Swingarm-mounted inner fender looks cool and keeps the underside of the bike cleaner.

Other Practical Features

Instrument cluster features a bar-type LCD tach, digital LCD speedo, an adjustable shift indicator lamp, and a stopwatch-style lap timer — this in addition to digital temp gauge, clock, tripmeter, etc. and a comprehensive range of indicator lamps. The shift indicator lamp has three settings: Off, Low and Bright.

LED taillight is very light, highly compact and very durable. It also looks exceptionally cool.

Tamper resistant ignition switch.

MF-type battery reduces periodic maintenance.

Quick-detach rear seat allows easy mounting of the optional single-seat cover.

Also available as options are rear shock shims to adjust the rear ride height.

COLOUR(S)

Lime Green

Candy Blazing Orange

SPECIFICATIONS

ENGINE

Type	4-stroke In-Line Four
Displacement	636 cc
Bore and Stroke	68.0 x 43.8 mm
Compression ratio	12.8:1
Valve system	DOHC, 16 valves
Fuel injection	Ø 38 mm x 4
Ignition	Digital
Starting	Electric
Cooling	Liquid
Lubrication	Forced lubrication, wet sump
Exhaust	4-2-1 with special power-boosting baffle

DRIVETRAIN

Transmission	6-speed, close ratio
Primary drive	Gear
Final drive	Sealed Chain
Clutch	Wet, multi-disc

FRAME

Type	Perimeter, pressed-aluminium
Suspension:	front 41 mm inverted cartridge fork with rebound and compression damping, spring preload adjustability and top-out springs
	rear Bottom-Link Uni-Trak with gas-charged shock, stepless rebound and compression damping, spring preload adjustability and top-out springs
Wheel travel:	front 120 mm
	rear 135 mm
Tyre:	front 120/65ZR17M/C (56W)
	rear 180/55ZR17M/C (73W)
Caster (rake)	24.5
Trail	95 mm
Steering angle (left/right)	27/27

BRAKES

Front	Dual semi-floating 280 mm discs
Front calipers	Radial mount, opposed 4-piston
Rear	Single 220 mm disc
Rear caliper	Single-bore pin-slide

ELECTRICAL EQUIPMENT

Battery	12 V, 8 Ah
Headlight	(high/low) 12 V, 55/55 W x 2
Tail/brake light	12 V, 0.5/5 W (LED)

DIMENSIONS

Overall length	2,025 mm
Overall width	720 mm
Overall height	1,100 mm

Wheelbase	1,400 mm
Seat height	825 mm
Dry weight	161 kg
Fuel capacity	18 litres

PERFORMANCE

Maximum power	118PS / 13,000 rpm
Maximum power with Ram Air	125PS / 13,000 rpm
Maximum torque	67 Nm / 11,000 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.