2020 NINJA ZX-10R

Kawasaki

CHAMPIONSHIP

SUPERSPORT MOTORCYCLES

When it comes to supersport performance, nothing comes close to Kawasaki Ninja supersport motorcycles. The Ninja ZX-10R was once again the reigning champion of the 2018 season in FIM WorldSBK, securing the first-ever ‘four of a kind’ with Jonathan Rea’s fourth-consecutive championship. Bred and refined in the most competitive ranks in the world, Kawasaki’s race-winning technology makes its way onto the Ninja family of supersport motorcycles. With ample muscle for the track and enough refinement for the street, the Ninja supersport line brings the best of both worlds to supersport enthusiasts.

NEW

NINJA ZX-10R

CHAMPION'S CHOICE

Hailing from the proving grounds of the FIM Superbike World Championship, the new Kawasaki Ninja ZX-10R motorcycles are the direct result of decades of world-class road racing innovation. Handling, style and increased power come together with sophisticated next-level electronics that have helped Kawasaki Racing Team (KRT) rider Jonathan Rea claim four consecutive WorldSBK number one plates. Reach your full potential on the track with the championship-proven performance of the Ninja ZX-10R.

CHAMPIONSHIP-PROVEN POWER

KAWASAKI QUICK SHIFTER

All 2020 Ninja ZX-10R motorcycles come standard with a dual-direction Kawasaki Quick Shifter (KQS) system. Clutchless upshifts and downshifts enable seamless acceleration and deceleration that will help trim seconds off your lap times. While designed for track riding, KQS is also useful on the street, keeping the power delivery smooth as you shift gears.

Ninja ZX-10R Lime Green/Ebony/Metallic Graphite Gray

Ninja ZX-10R Lime Green/Ebony/
Metallic Graphite Gray

ADVANCED TECHNOLOGY

Cutting-edge electronics are central to the Ninja ZX-10R motorcycle's superior track performance. A Bosch® Inertial Measurement Unit (IMU) sensor and Kawasaki's proprietary dynamic modeling software helps to manage handling performance, power delivery and braking.

Professional rider shown on a closed course.

POWER & HANDLING

The 998cc engine has been updated with finger-follower valve actuation to increase engine performance and deliver more power across the entire rpm range. For exceptional handling, the electronic steering damper is jointly developed with Öhlins to provide just the right amount of damping based on what the bike is doing. Using input from the rear wheel speed sensor provided by the engine's Electronic Control Unit (ECU), the electronic steering damper's ECU determines the vehicle's speed as well as the degree the bike is accelerating or decelerating.

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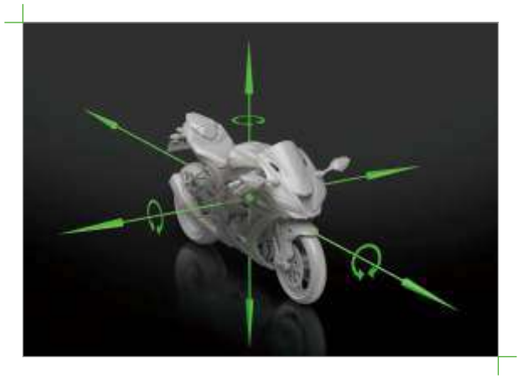
NEW FINGER-FOLLOWER VALVE ACTUATION

Designed by Kawasaki's World Superbike engineers, the new valve train is an example of top-level racing technology brought to the Ninja ZX-10R. The new system contributes to increased performance as well as greater reliability during high-rpm operation.

NEW CYLINDER HEAD READY FOR HIGH-LIFT CAMS

Previously a feature unique to the Ninja ZX-10RR, now the cylinder head of all models provides the clearance to accommodate race-kit high-lift cams.



KCMF (KAWASAKI CORNERING MANAGEMENT FUNCTION): IMU-EQUIPPED TOTAL ENGINE & CHASSIS MANAGEMENT PACKAGE

Using the latest evolution of this advanced modelling software and feedback from a compact Bosch IMU (Inertial Measurement Unit), KCMF monitors engine and chassis parameters throughout the corner – from entry, through the apex, to corner exit – modulating brake force and engine power to facilitate smooth transition from acceleration to braking and back again, and to assist riders in tracing their intended line through the corner. On the Ninja ZX-10R.

NEW RED PAINTED CYLINDER HEAD COVER

A red painted cylinder head cover, an expression of the high performance offered by finger-follower valve actuation.

NEW KQS (KAWASAKI QUICK SHIFTER)

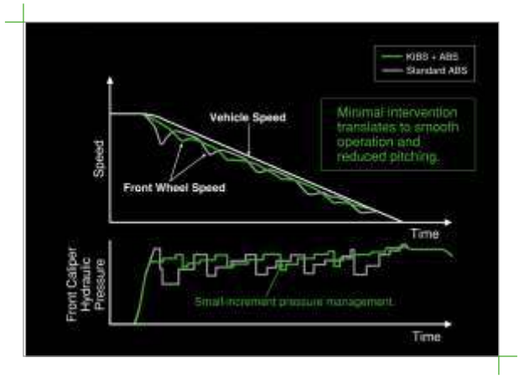
Dual-direction KQS, which enables clutchless upshifts and downshifts, is now standard equipment on all models.

Kawasaki ENGINE BRAKE CONTROL

The Kawasaki Engine Brake Control system allows riders to select the amount of engine braking they prefer.

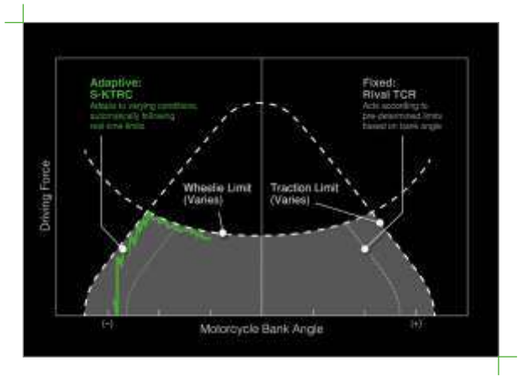
* When the system is activated, the engine braking effect is reduced, providing less interference when sport riding or when riding on the circuit.

KIBS (KAWASAKI INTELLIGENT ANTI-LOCK BRAKE SYSTEM)



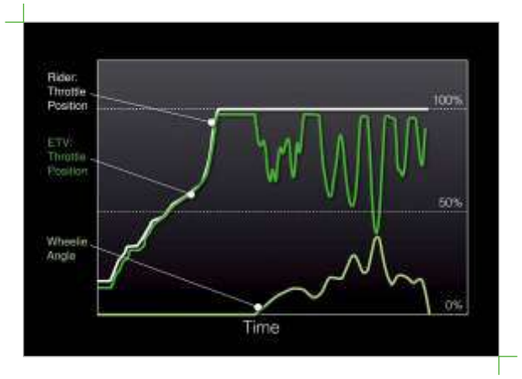
Kawasaki's supersport-grade brake management system uses high-precision control to regulate brake pressure during sport riding.

S-KTRC (SPORT-KAWASAKI TRACTION CONTROL)



Kawasaki's hybrid predictive/ feedback-type traction control helps riders push harder on the racetrack by maximising acceleration. 5 modes enable expert riders to get even more serious enjoyment on the circuit.

KLCM (KAWASAKI LAUNCH CONTROL MODE)

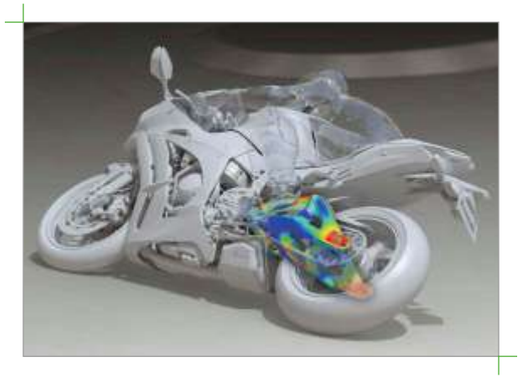


Designed to assist racers by optimizing acceleration from a stop, KLCM electronically manages engine output to minimise wheelspin and wheel lift when launching.

*2016 model shown

ALUMINIUM TWIN-SPAR FRAME

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



ALUMINUM SWINGARM

* Taking a from-the-tyres-inward approach, Kawasaki's dynamic modelling program (a comprehensive application of the magic formula tyre model) was employed to determine the stresses that would be placed on the swingarm when the tyres are used to their full potential on the circuit. Then advanced dynamic rigidity analysis was used to precisely determine the necessary wall thickness and size to deliver the ideal lateral and torsional rigidity. The swingarm's optimised torsional rigidity contributes to the bike's nimble handling.

* Swingarm length contributes to the weight on the front wheel. The benefits can be felt during braking, turn-in and when flicking the bike from one side to the other.

HIGH-PERFORMANCE BREMBO BRAKE SYSTEM

* A pair of massive 330 mm Brembo semi-floating discs with a thickness of t5.0 mm deliver superb braking force. The stainless steel rotors offer high rigidity and contribute to excellent brake feel.

* Grooves running down the centre of the outer edge of the discs increase their surface area for greater heat dissipation.

* Dual radial-mount Brembo M50 cast aluminium monobloc calipers grip the front discs. The highly rigid opposed 4-piston calipers with 30 mm pistons contribute to superb braking force, as well as a high-quality image.

※2016 model shown

ADVANCE SHOWA BALANCE FREE FRONT FORK: TECHNOLOGY STRAIGHT FROM KAWASAKI'S WSB FACTORY RACER

* Showa's advanced 43 mm Balance Free Front Fork offers state-of-the-art WSB racing technology on a mass-production model. The high-spec fork offers numerous benefits:
- increased ride comfort
- increased braking stability
- increased front-end feel
- independently adjustable compression and rebound damping.

INSTRUMENTATION

* The centrepiece of the Ninja ZX-10R's instrument panel is the highly visibly LED-backlit bar-graph tachometer.

Öhlins Electronic Steering Damper

Unlike a mechanical steering damper – in which the settings, once fixed, must cover all riding conditions and speeds – the damping characteristics are changed electronically according to vehicle speed, and the degree of acceleration or deceleration. At low speeds, the settings were chosen such that damping does not interfere with the bike's intrinsic lightweight handling. At high speeds, damping increases to provide enhanced stability.

POWER MODES: FULL, MIDDLE & LOW

* 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	Limited operation (about 80% of full)
Low	Limited operation (about 60% of full)

NINJA SPECS

Ninja ZX-10R

ENGINE	4-stroke, 4 cylinder, DOHC, 4-valve, liquid-cooled	FRONT TIRE	120/70ZR17M/C (58W)
DISPLACEMENT	998 cc	REAR TIRE	190/55ZR17M/C (75W)
BORE X STROKE	76.0 x 55.0 mm	FRONT BRAKES	Dual semi-floating 330 mm Brembo discs
COMPRESSION RATIO	13.0:1	REAR BRAKES	Single 220 mm disc
MAXIMUM TORQUE	114.9 N•m {11.7 kgf•m} / 11,200 rpm	FRAME TYPE	Aluminum perimeter
FUEL SYSTEM	DFI® with 47mm Mikuni throttle bodies (4) with oval sub-throttles, two injectors per cylinder	RAKE/TRAIL	25° / 107 mm
IGNITION	TCBI with digital advance and Sport-Kawasaki Traction Control (S-KTRC)	OVERALL LENGTH	2,085 mm
TRANSMISSION	6-speed, return shift	OVERALL WIDTH	740 mm
FINAL DRIVE	Sealed chain	OVERALL HEIGHT	1,145 mm
ELECTRONIC RIDER AIDS	Kawasaki Launch Control Mode (KLCM), Kawasaki Intelligent anti-lock Brake System (KIBS), Kawasaki Sport Traction Control (S-KTRC), Kawasaki Engine Brake Control, Kawasaki Quick Shifter (KQS) (dual direction), Kawasaki Cornering Management Function (KCMF)	GROUND CLEARANCE	145 mm
		SEAT HEIGHT	835 mm
		CURB WEIGHT	206 kg
		FUEL CAPACITY	17 Liters
FRONT SUSPENSION / WHEEL TRAVEL	43 mm inverted Balance Free Front Fork with external compression chamber, compression and rebound damping and spring preload adjustability, and top-out springs / 120 mm	WHEELBASE	1,440 mm
REAR SUSPENSION / WHEEL TRAVEL	Horizontal Back-link with BFRC lite gas-charged shock, piggyback reservoir, compression and rebound damping and spring preload adjustability, and top-out spring / 114 mm		

ACCESSORIES Ninja ZX-10R

Offering the same research and development as the Ninja ZX-10R, these factory approved accessories are crafted to offer Ninja levels of performance.

FRONT AXLE PROTECTOR

ENGINE SLIDERS

KNEE PADS

OUTDOOR COVER

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