

FACE YOURSELF

BUILDING ON PROVEN PERFORMANCE
TO RETAIN THE WSB CROWN

Ninja ZX-10R



CROWN PRINCE OF WSBK

Face Yourself

Following six consecutive years of World Superbike domination under the trusted hands of Jonathan Rea,

Kawasaki updates the 2021 Ninja ZX-10R and up-spec Ninja ZX-10RR with form and functional revisions that riders of all levels can enjoy.

Kawasaki Ninja ZX-10R is a pure superbike

With easy-to-ride character with sights set on storming apexes and blasting down straightaways in search for the ideal lap time.

The biggest novelty the bike brings to the table is the system adaptation to road conditions in real-time, being suitable for a wide range of conditions and riding styles.

This new ZX-10R will be amazing, unbelievably fast, great handling and featuring better road going creature comforts than any ZX-10R before it and of course have that brilliant Kawasaki reliability owners know and love.



Ninja ZX-10R

Powerful 998cc Liquid-Cooled, 4-Stroke In-Line Four

The Ninja ZX-10R engine balance stunning power with manageability. Positioning peak torque high up in the rpm range makes it easier for riders to get back on the gas, while a strong low-mid range further contributes to acceleration coming out of corner. Updates for 2021 offer increased cooling performance and emissions that meet Euro5 requirements while maintaining the engine's performance and easy-to-use character.



New air-cooled oil cooler is a design often seen on high-performance models. Rather than routing coolant from the radiator to the oil cooler and back to the engine, the new oil cooler is air-cooled and has an independent circuit. Oil is routed from the left lower crankcase to the oil cooler, where it is cooled, then returned on the right side. The increased cooling performance contributes to engine performance at all rpm.

Inside of the frame's main spars are used as resonance chambers to help reduce acceleration noise.

NEW





Exhaust System

Exhaust header pipes, formed from heat-resistant titanium alloy, have almost the same length and diameter as their race-use counterparts.

- Revised collector pipe arrangement (1-4, 2-3 >> 1-2, 3-4) helps maintain the engine's powerful output while meeting Euro5 emissions standards.
- Moving one of the catalysers further upstream (where it heats up more quickly) increase its effectiveness, contributing to cleaner emissions.
- Forming the silencer from alloy reduces weight and contributed to mass centralisation.
- The high-grade titanium alloy material.



Lightweight Wheels

One of the lightest wheel designs in the market, the Ninja ZX-10R gravity-cast wheels with their 3-spoke design offer an excellent balance of light weight and rigidity that contributes to edge grip when riding on the track.



Aluminium Twin-spar Frame / Aluminium Swingarm

Twin-spar frame traces a direct line from the head pipe to the swingarm pivot.

NEW

- Swingarm pivot is 1 mm lower, which enables better rear suspension action during corner exits.
- Longer wheelbase (1,440 mm >> 1,450 mm) care of a 2 mm greater fork offset and an 8 mm longer swingarm offers even greater overall stability—already a strength of the previous model.
- The new geometry moves the front-rear balance slightly forward (0.2%).





Electronic Cruise Control

Kawasaki's cruise control system allows a desired speed to be maintained with the simple press of a button.

NEW

- Operation of the Electronic Cruise Control is done conveniently from the left handle. The system can be engaged with the touch of a button.
- Once the desired speed has been selected, engine output is adjusted automatically via the Electronic Throttle Valves to maintain speed when ascending or descending grades are encountered.
- Operating the brake lever, clutch lever or rear brake pedal, or shifting gears causes the Electronic Cruise Control to be disengaged. Closing the throttle beyond the "zero-throttle" position is another instinctive way to disengage the system.



TFT Colour Instrumentation

The compact 4.3" all-digital TFT colour instrumentation gives the cockpit a more premium and hi-tech appearance. The new meter also offers additional features unavailable on the previous model.



Kawasaki River Mark

It's an achievement in the Superbike World Championship that a permission is granted. 3D River mark emblem is proudly displayed on the upper cowl and also displayed on the upper triple clamp.



Style for Aerodynamics

NEW

- Aerodynamic upper cowl contributed to simple race bike looks, while maintaining a distinct Ninja identity.
- Use of a "reverse slant" design sees the new LED headlights positioned on the underside of the upper cowl.
- The LED headlights use direct projection units from Mitsubishi.
- Flush fit of the centrally located LED position lamp contributes to the cowl's aerodynamic performance.
- The Ram Air intake - a Ninja supersport trademark- has a new shape and is more compact than that of the previous model.
- Winglets built into the upper cowl generate downforce that helps keep the front wheel on the ground on corner exits and during strong acceleration.
- Openings in the side cowl help dissipate engine heat, directing hot engine air away from the rider's knees.
- Lower cowl helps direct air to the oil cooler, increasing its efficiency, while its low-profile design contributed to the slipper aerodynamics.
- Cowl-mounted mirrors feature new-design integrated LED-type (t-bulb) turn signals.

NEW

- Slots incorporated in the new tail cowl design contribute to the aerodynamics styling.
- LED-type rear turn signals complete the all-LED lighting package for all markets.



Rear

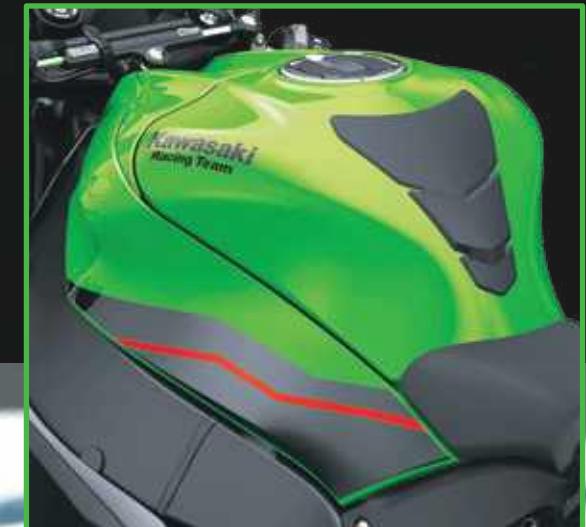
The rear of the rider's seat is higher, allowing riders to elevate their hips when in a full race crouch. The position makes it easier to minimise drag when tucked behind the windshield going down the straight.

Foot pegs are positioned 5 mm higher, contributing to the more aggressive, circuit-focused riding position. The higher position makes it easier to weight the pegs when cornering.



Fuel Tank

Fuel tank offers an excellent ergonomic fit with the rider's forearm and inner thigh when cornering.



MODEL SPECIFICATIONS

ENGINE

Type	Liquid-cooled, 4-stroke In-Line Four, DOHC
Displacement	998 cc
Bore x Stroke	76.0 x 55.0 mm
Compression Ratio	13 : 1
Fuel Supply	Fuel Injection
Lubrication System	Forced Lubrication Wet
Starting System	Electric Starter
Ignition System	B&C (TCBI EL. ADV. D.)

FRAME

Type	Tubular, Diamond
Suspension: Front	Telescopic Fork
Rear	Horizontal Back-link SWG. ARM
Wheel Travel: Front	120mm
Rear	115mm
Caster (Rake Angle)	25.0
Trail	105mm
Steering Angle (left/right)	27/27
Tyre: Front	120/70ZR17M/C (58W)
Rear	190/55ZR17M/C (75W)
Brake: Front	Dual disc (304mm)
Rear	Single Disc (186mm)

DIMENSIONS

Overall Length	2,085 mm
Overall Width	750 mm
Overall Height	1,185 mm
Wheelbase	1,450 mm
Road Clearance	135 mm
Seat Height	835 mm
Curb Mass	207 kg
Fuel Capacity	17 litres

DRIVETRAIN

Driving System	Chain
Transmission	6-speed, Return Shift
Primary Reduction ratio	1.681 (79/47)
Final Reduction ratio	2.412 (41/17)
Clutch Type (Primary)	Wet, Multi-disc

PERFORMANCE

Max. Power (with Ram Air)	150.0 kW / 14,000 rpm (157.5 kW / 14,000 rpm)
Max. Torque	111.8 Nm / 11,700 rpm

LIGHT

Headlight (High/Low)	LED/LED
Brake/Tail Light	LED

Ninja ZX-10R



Lime Green
Met. Diablo Black & Met. Graphite Gray



* Specifications are subject to change without prior notice

** Pictures displayed are for illustration purposes only. Actual product may vary.

Ninja ZX-10R

The high-level base model features an engine and chassis with a high level of circuit potential, all-new aerodynamic styling complete with integrated winglets, and high-grade suspension and brake components.

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