



Ninja ZX-25R SE

**SCREAMING
IN LINE
FOUR**

Since the arrival of the 2008 Ninja 250R, the 250cc full-fairing sports class had been dominated by Twins. But a new contender for the 250cc crown had arrived.

Kawasaki was proud to present the Ninja ZX-25R, an all-new 250cc supersport model powered by the only In-Line Four engine in its class*

A shining example of the performance offered by Ninja ZX machines, this long-awaited model had been created for discerning, sports-minded customers longing for a racy street machine with high circuit-riding potential.

Distinctive Ninja ZX styling, LED lighting, high-class instrumentation and superb fit & finish creates a stunning ensemble sure to draw envious stares from other riders and onlookers alike. Traction control and a dual-direction quick shifter* – high-tech features reserved for high-performance models – had further elevated the Ninja ZX-25R in the 250cc class.

But what had truly resonated with Ninja ZX-25R owners was the sensation from twisting the throttle: accelerating from corner to corner, excitement levels matching the smoothly climbing revs as the meticulously crafted high-rpm scream of the In-Line Four engine had echoes in their heart.





Ninja ZX-25R
Interview Highlights

Balancing Power and Daily Usability

In 2008, after discontinuing production of the 250cc in-line 4-cylinder Naked Varios-II in 2007, Kawasaki introduced the in-line 2-cylinder Ninja 250R, pioneering the full cowl sports class that remains relevant today. The concurrent WSS300 class during the European SBK rounds has generated excitement, making it a genre of growing interest for companies.

Although there was skepticism regarding the revival of 4-cylinder machines due to the dominance of 2-cylinder race bikes, this perspective shifted with the unveiling of the "Ninja ZX-25R" in 2019 at the Tokyo Motor Show. The anticipation was evident through the substantial interest generated by the preliminary report.

We interviewed Mr. Tetsuji Yamamoto, the development leader, to gain insights into the birth of this highly awaited 250cc four-cylinder model.

Mr. Yamamoto explained, "Kawasaki introduced the Ninja 250R in 2008, followed by model updates in 2013 and 2018. It gained popularity in Japan, Southeast Asia, and other countries, establishing itself as a 'luxury sports' bike. However, demand for a higher-performance version grew, particularly from Indonesian customers. This aligned with our aspiration to offer a taste of the old 250cc 4-cylinder engine, leading to its commercialization."

To distinguish from the Ninja 250, the decision was made to change the engine rather than solely focus on adding luxurious equipment. Mr. Yamamoto shared his excitement about being part of this project, highlighting his experience with the W800, Ninja 250/400, and now his first 4-cylinder model involvement.

The development centered on achieving both engine performance and user-friendly low-to-medium rev range. The challenge was to balance ZX-25R's speed with Balius' (ZR250) usability. The ZX-25R's newly designed 250cc parallel 4-cylinder engine aimed to surpass the performance of the ZXR250, requiring significant effort in areas such as valve size and intake design.

The ZX-25R's bore x stroke dimensions are $\phi 50\text{mm} \times 31.8\text{mm}$. While a direct comparison isn't straightforward due to varying goals, it's interesting to observe that the stroke is shorter than that of the Super Cub 50, which has over 20% greater displacement per cylinder, measuring $\phi 37.8\text{mm} \times 44\text{mm}$. This highlights the impressive compactness of the ZX-25R's components.

Regarding the valve specifications, the intake side features a valve diameter of $\phi 18.9\text{mm}$, while the exhaust side boasts a $\phi 15.9\text{mm}$ diameter. Notably, the intake side incorporates a waist valve design, while the exhaust side utilizes Inconel, a material known for its exceptional heat resistance.

Despite the strict regulations compared to its 1991 predecessor, the ZX-25R's engine was engineered for maximum output and performance. The combination of elements such as the electronic throttle system, rider support systems, and ram air duct inherited from the Ninja H2, contributed to the creation of a powerful engine with an exhilarating roar.

Mr. Tamamoto emphasized

Our target audience is sports-minded riders seeking a unique experience. The ZX-25R offers a distinctive blend of a 4-cylinder engine's rising sensation, high-quality feel, and high-pitched sound that's unprecedented, delivering enjoyment to experienced 250cc 4-cylinder riders.

The frame choice involved careful consideration, favoring a trellis frame over aluminum for the ZX-25R's handling characteristics and overall riding experience. A balance between rigidity and flexibility was achieved through innovative frame design, while the suspension and handling were carefully tuned for optimal performance, tailored for both city and circuit riding.

As the ZX-25R makes its debut, it stands as a testament to Kawasaki's dedication to pushing boundaries and delivering exceptional performance motorcycles that cater to a wide range of riders' preferences and experiences.





The Only In-Line Four in the 250cc Class

The all-new 34.5 kW (46 PS) In-Line Four engine combines a strong low-mid range with high-revving power.

The product of careful tuning, the high-rpm scream of its engine, which revs past 17,000 min-1, instantly distinguishes the Ninja ZX-25R from the crowd of growling Twins.

6 Speed Transmission with Assist & Slipper Clutch

The clutch technology integrated into the design provides dual benefit. It incorporates a back-torque limiting function while also delivering a feather-light touch at the lever.





Centre Ram Air System

A trademark feature of Kawasaki's Ninja ZX models, the centrally positioned Ram Air duct system, influenced by insights from the Ninja H2, enhances the intake efficiency, thereby playing a pivotal role in boosting overall engine performance.



World Superbike Chassis Design Thinking

Key chassis dimensions (centre of gravity position, swingarm pivot position, engine axis positions, caster angle, etc) were inspired by Kawasaki's World Superbike Ninja ZX-10RR racer, bringing WSBK chassis design thinking to the 250cc class.

Formed from high-tensile steel, the long-style arched-design swingarm delivers the required balance of rigidity and flex, while enabling the short silencer to be positioned more centrally (benefitting mass centralisation) and contributing to stylish, sporty looks.

Electronic Throttle Valves



By enabling the high-spec ECU to control the volume of both fuel (via fuel injectors) and air (via throttle valves) delivered to the engine, Electronic Throttle Valves (ETV) not only provide smooth, natural engine response, they also facilitate the use of Kawasaki electronic rider support systems like traction control, selectable power modes and dual-direction quick-shifter that allow riders to feel more at one with their machine.

High-Grade Suspension Components

The Ninja ZX-25R's ø37 mm inverted fork uses SFF-BP (Separate Function Fork – Big Piston) & Ninja ZX-25RR, Horizontal Back-link, BFRC lite gas-charged shock with piggyback reservoir, compression and rebound damping and spring preload adjustability, and top-out spring. Combining the concepts of Showa SFF and BPF, this advanced fork offers both racetrack performance and everyday usability. At the rear, Horizontal Back-link rear suspension offers a progressive character that contributes to the bike's supersport-style handling. Both make their debut in the 250cc class.





High-Performance Supersport Brakes

Large-diameter front disc gripped by a radial-mount monobloc caliper and complemented by a large diameter rear disc offer strong stopping power and deliver superb brake touch, helping riders set precise corner speeds on the track and facilitating control when navigating city traffic.

Fierce Aura of an Apex Predator

With fierce Ninja styling that reflects its high-level performance, the Ninja ZX-25R can proudly take its place in Kawasaki's Ninja ZX super-sport lineup. High-tech electronic rider support features like traction control, power mode selection and a quick shifter make it even easier to enjoy its exciting In-Line Four engine performance.

KQS (Kawasaki Quick Shifter)



Allowing riders to take even greater advantage of the Ninja ZX-25R's exhilarating engine character, the quick shifter – a first for the 250cc class – enables clutch less upshifts and downshifts for seamless acceleration and quick and easy deceleration. Further, when riding in the city, not having to use the clutch repeatedly greatly contributes to rider comfort.



Power Mode Selection



A choice of Full Power or Low Power modes allows riders to set power delivery to suit preference and conditions.

KTRC (Kawasaki Traction Control)



Kawasaki's advanced system provides both enhanced sport riding performance and the peace of mind under certain conditions to negotiate low-traction surfaces with confidence. Three rider-selectable modes offer progressively greater levels of intrusion to suit the riding situation and rider preference.



TFT Colour Instrumentation with Smart Phone Connectivity

The new 4.3" all digital TFT colour instrumentation gives the cockpit a high-tech, high-grade appearance. The new meter also offers additional features unavailable on the previous model.





Horizontal Back-link, BFRC lite gas-charged shock with piggyback reservoir, compression and rebound damping and spring preload adjustability and top-out spring.

**In-Line
Four**
engine

250 cc
capacity

6 Speed
transmission

34.5 kW
@15,500 rpm

22 Nm
@12,500 rpm



Power
Mode



Kawasaki Quick
Shifter (KQS)



Kawasaki Traction
Control (KTRC)

Ninja ZX-25R SE

Horizontal Back-link with Adjustable Preload

Ninja ZX-25RR

Horizontal Back-link, BFRC lite gas-charged shock with piggyback reservoir, compression and rebound damping and spring preload adjustability, and top-out spring

Ninja ZX-25R SE

Ninja ZX-25RR

MODEL SPECIFICATIONS

ENGINE					
Type	Liquid Cooled, 4-Stroke In-Line Four, DOHC, 16 Valves				
Displacement	250 cc				
Bore x Stroke	50.0 x 31.8 mm				
Compression Ratio	12.5:1				
Fuel Supply	Fuel Injection (ø30 mm x 4)				
Lubrication System	Forced Wet Sump				
Starting System	Electric Starter				
Ignition System	B&C (TCBI, EL. ADV. D.)				
FRAME					
Type	Trellis, High-tensile Steel				
Suspension:	<table border="0"> <tr> <td>Front</td><td>Inverted Fork (SFF-BP) With Adjustable Spring Preload and Top-out Spring</td></tr> <tr> <td>Rear</td><td>ZX-25R SE – Horizontal Back-link, Gas-charged Shock with Spring Preload Adjustability ZX-25RR – Horizontal Back-link, BFRC lite gas-charged shock with piggyback reservoir, compression and rebound damping and spring preload adjustability, and top-out spring</td></tr> </table>	Front	Inverted Fork (SFF-BP) With Adjustable Spring Preload and Top-out Spring	Rear	ZX-25R SE – Horizontal Back-link, Gas-charged Shock with Spring Preload Adjustability ZX-25RR – Horizontal Back-link, BFRC lite gas-charged shock with piggyback reservoir, compression and rebound damping and spring preload adjustability, and top-out spring
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Wheel Travel:	<table border="0"> <tr> <td>Front</td><td>120 mm</td></tr> <tr> <td>Rear</td><td>116 mm</td></tr> </table>	Front	120 mm	Rear	116 mm
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Rear	116 mm				
Caster (Rake Angle)	24.2				
Trail	99 mm				
Steering Angle (left/right)	35/35				
Tyre:	<table border="0"> <tr> <td>Front</td><td>110/70R 17M/C (54H)</td></tr> <tr> <td>Rear</td><td>150/60R 17M/C (66H)</td></tr> </table>	Front	110/70R 17M/C (54H)	Rear	150/60R 17M/C (66H)
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Rear	150/60R 17M/C (66H)				

Brake:	Front	Single semi-floating 310 mm disc Radial-mount, monobloc, opposed 4-piston
	Rear	Single Disc (220 mm)
DIMENSIONS		
Overall Length	1,980 mm	
Overall Width	750 mm	
Overall Height	1,110 mm	
Wheelbase	1,380 mm	
Ground Clearance	118 mm	
Seat Height	785 mm	
Curb Mass	184 kg	
Fuel Capacity	15 litres	
DRIVETRAIN		
Driving System	Chain	
Transmission	6-speed, Return Shift	
Primary Reduction ratio	2.900 (87/30)	
Final Reduction ratio	3.571 (50/14)	
Clutch Type (Primary)	Wet, Multi-disc	
PERFORMANCE		
Max. Power	34.5 kW / 15,500 rpm	
Max. Torque	22 Nm / 12,500 rpm	
LIGHT		
Headlight (High/Low)	LED/LED	
Brake/Tail Light	LED	

* Specifications are subject to change without prior notice

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

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Ninja ZX-25R

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EON Head Office Complex, Level 2, No. 2, Persiaran Kerjaya,
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Selangor Darul Ehsan, Malaysia.

Kawasaki WhatsApp Care Line : +6019 570 8135
Kawasaki Toll Free Line : +1800 880 008

 www.kawasaki.com.my

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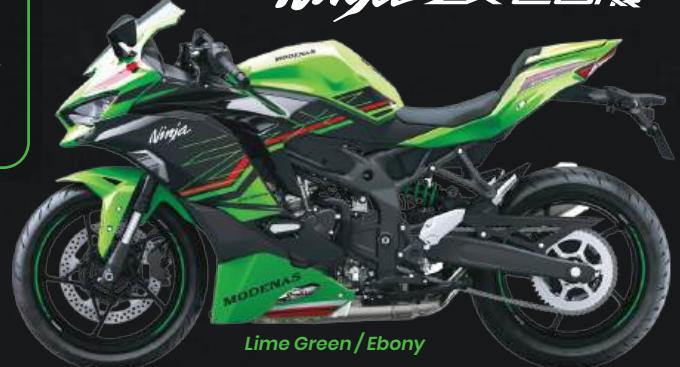


Metallic Phantom Silver/Ebony



Lime Green/Ebony

Ninja ZX-25R



Lime Green/Ebony

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