

Kawasaki

Let the Good Times Roll

SUPERSPORT OBSESSION



Ninja ZX-6R



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***Kawasaki's Class-exceeding 636cc
Supersport Machine***

***Kawasaki's Ninja ZX supersport models have always
been renowned for their circuit potential.***

Even when focus changed from pure race to real-world riding exhilaration with the adoption of a 636 cm³ engine, this race-DNA was carefully maintained. Two generations later, the Ninja ZX-6R continues to offer superior performance across the rev-range thanks to its 37 cm³ displacement advantage, and sublime handling thanks to its racederived chassis—characteristics that allow the rider to become one with their machine as it provides supersport-style fun and excitement in situations ranging from the racetrack to canyon roads and mountain passes to the city.

All-new styling for 2024 is inspired by the Ninja ZX-10R while embodying the ideal supersport image. While the Ninja ZX-10R's functional beauty is—by necessity—performance-based, the new Ninja ZX-6R's smooth, flowing design could focus on turning heads and capturing hearts. Compact new headlights and an intricately layered front cowl give the Ninja ZX-6R a new "face" that will serve as the template for future Ninja family models.



SMOOTH, FLOWING NINJA ZX STYLING

All-new styling is inspired by the Ninja ZX-10R while embodying the ideal supersport image. New front and side cowls create a design that flows smoothly from head to tail. Compact new headlights and an intricately layered front cowl give the Ninja ZX-6R its new “face,” while blacked out engine covers and silencer add to the supersport image and LED turn signals complete an all-LED lighting package.

- The front cowl’s intricately layered design is complemented by winglet-style inlets and angled chin spoilers to form a highly distinctive image. The inlets help keep the wind off the rider, contributing to ride comfort.
- Compact new hybrid projector/reflector headlights are a key element of the Ninja ZX-6R’s new face. The headlights’ lowbeams are compact, plastic projector lamps (mono-focus LED technology), while the highbeams and position lamps are reflectortype lamps.
- Area around the central Ram Air intake is all painted (where previous models used black in this area), contributing to the sleek design.



Similar to the Ninja ZX-10R, blacked out engine covers and a black-painted silencer contribute to the supersport image. The silencer features a buffed end-cap.



PERFORMANCE OPTIMISED FOR ADVANTAGE STREET-RIDING EXHILARATION

With race-based engine and chassis performance optimised for the street, the Ninja ZX-6R offers riding exhilaration in a wide range of riding situations. While its roots give it a high potential for track-riding fun, its street-riding focus makes it the 600cc class supersport of choice for a day of riding in the canyons or over mountain passes.

ADVANCED TECHNOLOGY

Traction control, supersport-grade brake management, selectable power modes and quick shifter are now complemented by fullcolour TFT instrumentation with a number of new features including smartphone connectivity and integrated Riding Modes.

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Integrated Riding Modes: Sport, Road, Rain, Rider (manual)

All-inclusive modes that link KTRC and Power Mode allow riders to easily set traction control and power delivery to suit a given riding situation.

Riding Mode	KTRC	Power Mode
Sport	1	F
Road	2	F
Rain	3	L
Rider (manual)	1/2/3/OFF	F/L

Smartphone Connectivity

Bluetooth technology built into the instrument panel enables riders to connect to their bike wirelessly.

Using the smartphone application "RIDELOGY THE APP," a number of instrument functions can be accessed, contributing to an enhanced motorcycling experience.



Engine

Cam profiles were revised to help meet stricter emissions regulations. The new cam profiles also benefit low- to mid-rpm performance.

Revised shape for the intake funnels contributes to low- to mid-rpm performance.



Brake

While their size is the same as before, round discs match the style of the Ninja ZX-10R and contribute to a strong Ninja ZX family image.

Tyres

Pirelli Diablo Rosso IV tyres offer a good grip in a wide range of riding conditions.

MODEL SPECIFICATIONS

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Let the Good Times Roll

ENGINE

Type	Liquid-cooled, 4-stroke In-Line Four, DOHC, 16 Valves
Displacement	636 cc
Bore X Stroke	67.0 x 45.1 mm
Compression Ratio	12.9:1
Fuel Supply	Fuel injection: 38 mm x 4 with oval sub-throttles
Lubrication System	Forced lubrication, wet sump
Starting System	Electric
Ignition System	Digital

FRAME

Type	Perimeter, Pressed-Aluminium
Suspension:	Front 41 inverted fork (SFF-BP) with rebound and compression damping and spring preload adjustability, and top-out springs
	Rear Bottom-Link Uni Trak, gas-charged shock with piggyback reservoir, compression and rebound damping and spring preload adjustability.
Wheel Travel:	Front 120 mm
	Rear 151 mm
Caster (Rake Angle)	23.5°
	101 mm
Steering Angle (left/right)	27° / 27°
	Front 120/70ZR17M/C (58W)
	Rear 180/55ZR17M/C (73W)
Brakes:	Front Dual semi-floating ø310 mm discs (Effective diameter: 275 mm)
	Dual radial-mount, monobloc, opposed 4-piston
	Rear Single ø220 mm disc (Effective diameter: 186 mm) Single-bore pin-slide

DIMENSIONS

Overall Length	2,025 mm
Overall Width	710 mm
Overall Height	1,105 mm
Wheelbase	1,400 mm
Road Clearance	130 mm
Seat Height	830 mm
Curb Mass	198 kg
Fuel Capacity	17 litres

DRIVETRAIN

Driving System	Chain
Transmission	6-speed, Return Shift
Primary Reduction ratio	1.900 (76/40)
Final Reduction ratio	2.375 (38/16)
Clutch Type (Primary)	Wet Multi-Disc, Manual

PERFORMANCE

Max. Power (with Ram Air)	91.0 kW / 13,000 rpm (95.2 kW / 13,000 rpm)
Max. Torque	69.0 Nm / 10,800 rpm

LIGHT

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

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Metallic Graphite Gray /
Metallic Diablo Black

Lime Green / Ebony



* Specifications are subject to change without prior notice

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

Ninja ZX-6R

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Kawasaki Technology



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