

2018 MODEL INFORMATION



MODEL NAME

Ninja ZX-10R SE

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Photos used in this Model Information generally depict the USA model.

Kawasaki



ALL-ROUND SUPERSPORT

Complementing the original Ninja ZX-10R and track-focused Ninja ZX-10RR, Kawasaki proudly introduces a new high-grade edition to its litre-class supersport line-up for 2018. The Ninja ZX-10R SE features Kawasaki's new, highly advanced electronic suspension. Both on the street and on the track, the suspension's superb damping character offers a level of ride comfort that almost makes you forget you are riding a machine with race-ready suspension, while outstanding damping responsiveness delivers a planted feel that translates to rider

confidence and further advances the ease of riding offered by the Ninja ZX-10R. Rest assured, the Ninja ZX-10R's high circuit potential – as demonstrated by Kawasaki's success in the Superbike World Championship – is undiminished: not only are experienced riders able to explore their limits, the new suspension enables a wider range of riders to get a taste of what it is like to ride Kawasaki's World Superbike Champion machine. Comfort and Performance. The new Ninja ZX-10R SE really does offer the best of both worlds.

MOST ADVANCED ELECTRONIC SUSPENSION

KECS (Kawasaki Electronic Control Suspension)

Jointly developed with Showa, KECS adds electronically controlled damping to the high-spec Balance Free Front Fork and BFRC lite (Balance Free Rear Cushion) rear shock equipped on the Ninja ZX-10R. The semi-active system adapts to road and riding conditions in real time, providing the ideal amount of damping called for. Combining advanced, race-developed mechanical components with the latest electronic control technology, KECS offers both the suppleness to handle a wide range of street riding situations, and the firm damping needed for circuit riding. The tyres feel planted, delivering confidence when cornering.



* Damping is adjusted electronically to suit vehicle speed and suspension stroke speed. Deceleration is also taken into account, allowing the pitching that occurs under braking to be controlled.

- * Control is via a solenoid valve with direct (single-stage) actuation. This results in extremely quick reaction time: 1 millisecond – much quicker than systems that rely on step-motors, or those that use pilot valves (two-stage actuation), which slow the system's responsiveness. The quick reaction time makes KECS ideal for supersport applications, where natural feeling is crucial to feeling at one with the bike.
- * Built-in stroke sensors on both the fork and rear shock – a feature unique to the Ninja ZX-10R SE – provide real-time stroke speed and compression information. The sensor coils provide input to the KECS ECU every 1 ms. This is complemented by information provided by the IMU (acceleration/deceleration) every 10 ms, and the FI ECU (vehicle speed) every 10 ms. The KECS ECU then directs current to the solenoids to adjust damping as required by the situation.
- * Base mechanical components are essential to suspension feel. KECS on the Ninja ZX-10R SE uses Showa's high-spec Balance Free Front Fork and BFRC lite, featuring the same construction as the suspension on Kawasaki's WSB Ninja ZX-10RR race machines.
- * Riders can choose from three modes: Road, Track, and Manual. Road and Track modes provide softer or firmer base settings to suit street-riding or circuit riding, respectively. Manual mode allows riders to tailor the rebound and compression damping base settings to suit preference and/or riding style. The manual settings (15 levels each) are selected electronically via the instrument panel. In all three modes, KECS adjusts damping for vehicle speed, stroke speed and deceleration.

OTHER CHANGES FROM STANDARD ABS MODEL

In addition to KECS, the base engine and chassis performance of the Ninja ZX-10R is complemented by the following features from the Ninja ZX-10RR.

Specially Designed Marchesini Forged Wheels

* 7-spoke multi-directional forged aluminium wheels jointly developed with Marchesini contribute to lighter handling – especially when changing direction. They offer a balance of high rigidity and a significantly reduced moment of inertia (thanks to a design that centralises mass at the hubs). Their machined finish contributes to their high-quality appearance. (Photo 1)



KQS (Kawasaki Quick Shifter)

- * Dual-direction KQS system allows both clutchless upshifts and downshifts, facilitating circuit riding. (On the standard model, clutchless downshifts are only possible with the race kit ECU.)
- * Designed for effective sport riding, KQS can also be used on the street at rpm above 2,500 min⁻¹.

COLOUR(S)

* Metallic Flat Spark Black / Metallic Matte Graphite Gray



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SPECIFICATIONS

ENGINE	
Type	Liquid-cooled, 4-stroke In-Line Four
Displacement	998 cm ³
Bore and Stroke	76.0 x 55.0 mm
Compression ratio	13.0:1
Valve system	DOHC, 16 valves
Fuel system	Fuel injection: ø47 mm x 4 with dual injection
Ignition	Digital
Starting	Electric
Lubrication	Forced lubrication, wet sump with oil cooler
DRIVETRAIN	
Transmission	6-speed, return
Final drive	Chain
Primary reduction ratio	1.681 (79/47)
Gear ratios: 1st	2.600 (39/15)
2nd	2.214 (31/14)
3rd	1.944 (35/18)
4th	1.722 (31/18)
5th	1.550 (31/20)
6th	1.391 (32/23)
Final reduction ratio	2.294 (39/17)
Clutch	Wet multi-disc, manual

FRAME	
Type	Twin spar, cast aluminium
Wheel travel: Front	120 mm
Rear	114 mm
Tyre: Front	120/70ZR17M/C (58W)
Rear	190/55ZR17M/C (75W)
Caster (rake)	25.0°
Trail	107 mm
Steering angle (left/right)	27° / 27°
SUSPENSION	
Front	ø43 mm inverted Balance Free Front Fork with external compression chamber, KECS-controlled compression and rebound damping, manual spring preload adjustability, and top-out springs
Rear	Horizontal Back-link, BFRC lite gas-charged shock with piggyback reservoir, KECS-controlled compression and rebound damping, manual spring preload adjustability, and top-out spring

SPECIFICATIONS

BRAKES	
Front: Type Caliper	Dual semi-floating ø330 mm Brembo discs Dual radial-mount, Brembo M50 monobloc, opposed 4-piston
Rear: Type Caliper	Single ø220 mm disc Single-bore pin-slide
DIMENSIONS	
Overall length	2,090 mm
Overall width	740 mm
Overall height	1,145 mm
Wheelbase	1,440 mm
Ground clearance	145 mm
Seat height	835 mm
Curb mass	208 kg
Fuel capacity	17 litres

PERFORMANCE	
Maximum power	147.1 kW {200 PS} / 13,000 min ⁻¹
Maximum power with Ram Air	154.4 kW {210 PS} / 13,000 min ⁻¹
Maximum torque	113.5 N·m {11.6 kgf·m} / 11,500 min ⁻¹

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.