

**Kawasaki**  
Let the Good Times Roll



*Ninja*

**1100SX**



**MODENAS**  
Motosikal Dan Enjin Nasional





# **SPORT TOURER**

## **BY DESIGN**

Entering its 5th generation, the Ninja sport touring platform continues to be an attractive package for supersport-minded riders who are looking for street-riding excitement in a wide range of situations, ranging from sport riding, to touring, to city riding.

Its combination of sport performance and aggressive Ninja looks complemented by touring capability and a relaxed riding position were all designed from the start to create the ideal sport touring package. The new Ninja 1100SX delivers improved performance and new and improved features. An engine displacement increase combined with optimised gear ratios improves the overall power feeling, while optimised KQS, a new handlebar-mounted USB Type-C outlet, and the addition of voice commands to Kawasaki's smartphone connectivity improve touring and everyday performance.

With these improvements, a great sport touring package is now better than ever.

The newly available SE model adds premium features like an Öhlins rear suspension, Brembo brake components, and grip heaters for an even more refined riding experience. Each rider has their own reason for choosing the 2025 Ninja 1100SX, but what they are all looking for is a level of performance that satisfies their sporting mindset.





## **01** UPGRADED SPORT RIDING ENJOYMENT

The Ninja 1100SX takes sport riding enjoyment to the next level, with a larger-displacement engine, improved KQS and a new SE model that offers Brembo brakes and Öhlins rear suspension. Sporty handling, supersport-style chassis components and dynamic Ninja styling from its predecessor are maintained, with the superbly balanced engine-chassis package contributing to street-riding excitement in a wide range of situations.

## **02** INCREASED TOURING PERFORMANCE

Improved fuel economy, longer 5th and 6th gears, and the addition of a handlebar-mounted USB Type-C outlet make longer journeys even more enjoyable. As before, an upright riding position, manageable power delivery, and surefooted handling offer the versatility for daily riding, while superb wind protection, Electronic Cruise Control and a seamlessly integrated accessory pannier system add to comfortable weekend escapes.



## Supersport-Style Chassis Components

A number of supersport-style components contribute to the Ninja 1100SX's sport riding potential. Centred around an aluminium frame, an inverted front fork and Horizontal Back-link rear suspension are complemented by a supersport-style brake package.

## Öhlins Rear Suspension (SE)

An Öhlins S46 shock absorber at the rear provides a plush feel and ample adjustability to tailor the setup to the rider's preferences.

## Improved Kawasaki Quick Shifter

The dual-direction Kawasaki Quick Shifter (KQS) is now even easier and more fun to use, offering smoother shifting when accelerating and decelerating. It now functions from a lower minimum rpm, facilitating slower-speed gear shifts, and improving ride feel when riding at a more relaxed pace.

## Lower Vibration

Weights added in the handlebars themselves are complemented by heavier bar ends to keep vibration while riding to a minimum.

## 1,099 cc In-Line Four: Increased Displacement for Better Low-Mid Range

Based on the Ninja 1000SX's proven and well-liked engine, the Ninja 1100SX's engine displaces 1,099 cc and delivers 11.5 kgf-m of torque. The liquid-cooled, 4-stroke In-Line Four engine now pulls even more strongly in the low-to-mid rpm range— which riders will notice immediately and use often— while the high rpm performance remains robust to deliver all-around improved engine power feel and response.

## Brembo Front Brake System (SE)

Dual Brembo front brake discs stopped by Brembo M4.32 calipers are complemented by steel-braided brake lines to deliver excellent stopping power and precise braking performance.

## Rider Support Technology: IMU-Enhanced Electronics Package

The Ninja 1100SX features host of rider support technology dedicated to helping riders enjoy their machine's sport riding performance to the fullest:

- > KCMF
- > KTRC
- > KIBS
- > Power Modes
- > Integrated Riding Modes



## Smartphone Connectivity with Voice Command

The new "RIDEOLGY THE APP MOTORCYCLE" smartphone app now offers the ability for riders to control the app by voice commands\*, which in turn allows them adjust motorcycle settings, set GPS routes and more orally.

## Improved Fuel Economy

The Ninja 1100SX achieves both an increase in engine power and improved fuel economy at the same time thanks to revised engine components, longer 5th and 6th gears, and a lower rev limit.





### Longer 5th and 6th Gears

With longer 5th and 6th gears, riders can cruise at a lower rpm on the expressway, which adds to touring comfort and improves fuel economy.

### Handlebar-Mounted USB-C Outlet

A USB Type-C socket is now mounted on the left handlebar, offering riders a convenient power source.

### Electronic Cruise Control

Kawasaki's cruise control system allows a desired speed to be maintained with the simple press of a button. Once activated, the rider does not have to constantly apply the throttle. This reduces stress on the right hand when traveling long distances, enabling relaxed cruising and contributing to a high level of riding comfort.

## ENGINE

### 1,099 cm<sup>3</sup> Liquid-Cooled, 4-Stroke In-Line Four

The Ninja 1100SX's powerful, 4-stroke In-Line Four engine features an exhilarating midrange and top end, and with stronger low-mid range torque, now offers even more well-rounded performance to deliver power when and where riders need it. The sound of both the exhaust and intake let the rider hear and feel the engine's pull for a thrilling riding experience.

#### NEW

- Receiving an increase in displacement (1,043 cc >> 1,099 cc), the new liquid-cooled, DOHC, 16-valve 1,099 cm<sup>3</sup> In-Line Four has a bore and stroke of 77.0 x 59.0 mm and offers impressive power and torque throughout the rev range.
- A 3 mm longer stroke than the previous model results in increased torque (111.0 N·m >> 113.0 N·m).
- Throttle bore is ø38 mm, chosen for low-mid range response. Its lightweight design offers approximately 130 g in weight savings.
- Intake ports were optimised to suit the throttle body change and are now narrower in relation to the bike's increased displacement. The resulting higher intake flow velocity in the low- to mid-rpm range benefits low-mid range torque.
- Cam profiles with a lower valve lift contribute to increased low-mid rpm range torque as well as improved fuel economy. New valve springs match the revised lift.
- To match the longer stroke, a fine-tuned piston shape offers increased durability.
- Cylinder head position is 3.3 mm higher as a result of the updated engine's longer stroke.
- Flywheel mass is heavier to suit the increased engine displacement, contributing to increased rideability in the low-mid rpm range.
- 5th and 6th gears are now longer. When cruising at 100 km/h in 6th gear, the engine speed is roughly 4,000 rpm instead of the roughly 4,300 rpm of the previous model (a 7% decrease), which is more comfortable for long rides. The power feel in 5th gear is also improved, letting the rider feel more power in the range used in day-to-day riding.



## 4 Brakes/Wheels/Tyres

- The rear brake disc is a larger diameter (ø250 mm >> ø260 mm) for added stopping power to match the increased engine displacement. A single-piston caliper slows the rear disc.
- Round brake discs (previously petal) contribute to modern looks.
- Bridgestone's latest sport tyres, BATTLAX HYPERSPORT S23, offer enhanced grip in both dry and wet conditions, contributing to greater rider confidence and enjoyment.
- Conventional rear axle adjusters facilitate maintenance chores.

## Comfortable Ergonomics

Offering both control and comfort, the Ninja 1100SX's relaxed riding position was designed to accommodate everything from city riding to touring to sport riding. This blend of comfort and control allows the rider to enjoy a variety of riding situations.

- Weight added to the insides of the handlebars complemented by heavier bar ends help reduce vibration for a more comfortable ride.
- Two front seats are available: the High Seat features thick, wide urethane cushioning to provide the comfort to enable long hours in the saddle, while offering taller riders a relaxed knee bend; and the Middle Seat offers a balance of comfort and reach to the ground. (Both seats feature dense urethane cushioning that is springy and rebounds to its original shape more readily.) Seat height is 835 mm for the High Seat; 820 mm for the Middle Seat. (Which seat is fit standard varies by market.)

## Handlebar-Mounted Power Supply

USB Type-C outlet is mounted to the handlebars (previously an accessory USB Type-A outlet under the seat) and equipped as standard, adding convenience in many kinds of riding situations.





## SPECIAL EDITION MODEL

A Special Edition Ninja 1100SX model offers original colourways along with other exclusive features.



Brembo M4.32 front brake calipers and Brembo brake discs offer stronger braking performance and enhanced control. Steel-braided lines contribute to the enhanced brake package.

Öhlins S46 rear shock features an aluminium body with single-tube construction, large ø46 mm piston and internal oil and gas chambers separated by a floating piston, resulting in a superior sense of grip and handling. The Öhlins rear shock contributes to a suppler ride feel.

Grip heaters featured on the SE model (available as an accessory on the standard model) keep riders' hands warm when the weather gets cool, adding comfort on rides both in town and on longdistance tours. They fully enclose the grips, ensuring excellent warmth.

## ELECTRONICS

KQS now functions at a lower rpm (2,500 rpm >> 1,500 rpm).

## Smartphone Connectivity

A new version of RIDEOLGY THE APP MOTORCYCLE now offers a voice command feature† that lets riders control the app while keeping hands and feet free to control of the motorcycle.





## MODEL SPECIFICATIONS

### ENGINE

Type	4-Stroke In-Line Four, DOHC, 16 Valve, Liquid Cooled
Displacement	1,099 cc
Bore x Stroke	77.0 x 59.0 mm
Compression Ratio	11.8:1
Fuel Supply	Fuel Injection : ø38mm X 4
Lubrication System	Forced Lubrication, Wet Sump
Starting System	Electric Starter
Ignition System	Digital

### FRAME

Type		Twin-tube, Aluminium
Suspension:	Front	ø41 mm inverted fork with compression and rebound damping and spring preload adjustability
	Rear	Horizontal Back-link, Öhlins S46 gas-charged rear shock with rebound damping adjustability and remote spring preload adjustability
Wheel Travel:	Front	120 mm
	Rear	141 mm
Caster (Rake Angle)		24.0°
Trail		98 mm
Steering Angle (left/right)		31° / 31°
Brake:	Front	Dual semi-floating ø300 mm Brembo discs
	Rear	Single ø260 mm disc

Tyre:	Front	120/70ZR17M/C (58W)
	Rear	190/50ZR17M/C (73W)

### DIMENSIONS

Overall Length	2,100 mm
Overall Width	805 mm
Overall Height	[High] 1,225 mm / [Low] 1,190 mm
Wheelbase	1,440 mm
Ground Clearance	135 mm
Seat Height	820 mm
Curb Mass	235 kg

Fuel Capacity	19 litres
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### DRIVETRAIN

Driving System	Chain
Transmission	6-speed, Return Shift
Primary Reduction ratio	1.528 (81/53)
Final Reduction ratio	2.800 (42/15)
Clutch Type (Primary)	Wet multi-disc, Manual

### PERFORMANCE

Max. Power	100 kW / 9,000 rpm
Max. Torque	113 N·m / 7,600 rpm

### LIGHT

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

**Kawasaki**  
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*Ninja*  
**1100SX SE**

Emerald Blazed Green / Metallic Diablo Black



\* Specifications are subject to change without prior notice

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

*Ninja*  
**1100SX SE**

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EMOS Edaran Modenas Sdn. Bhd. The Distribution Arm of MODENAS

EON Head Office Complex, Level 2, No. 2, Persiaran Kerjaya,  
Taman Perindustrian Glenmarie, Seksyen U1, 40150 Shah Alam,  
Selangor Darul Ehsan, Malaysia.

Kawasaki WhatsApp Care Line :

+6019 570 8135

Kawasaki Toll Free Line :

+1800 880 008

www.kawasaki.com.my

kawasakimotors.my

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