

Kawasaki

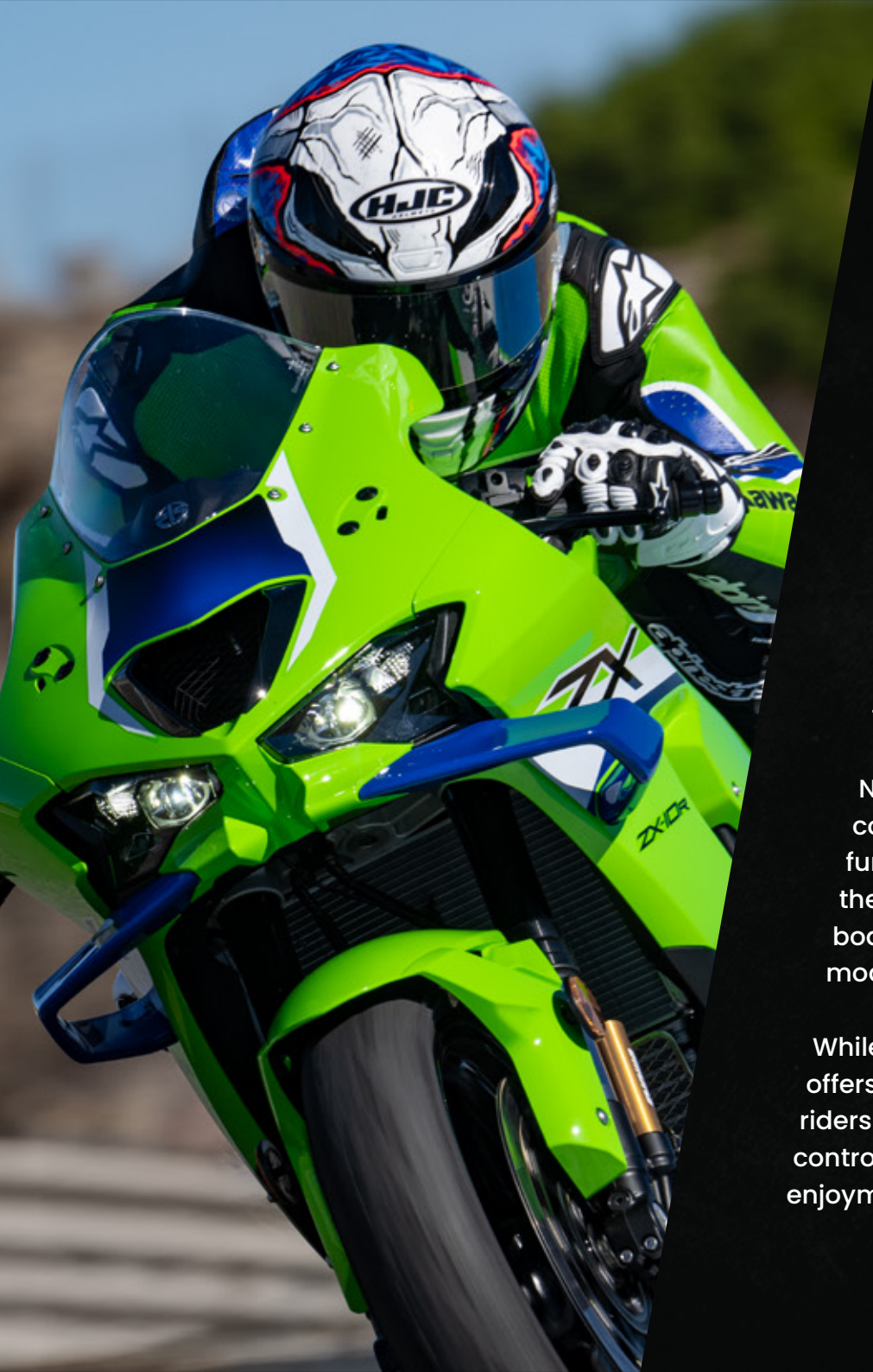
Let the Good Times Roll

Ninja ZX-10R

**PUSH THE
LIMIT**



MODENAS
Motosikal Dan Enjin Nasional



PROVEN PERFORMANCE ENHANCED WITH CUTTING-EDGE AERODYNAMICS

The Ninja ZX-10R is a true champion machine—one that has carried Kawasaki riders to seven World Superbike titles and delivered the thrill of exploring limits on the track to a wide range of riders. For 2026, this already formidable model reaches new heights of competitiveness.

Newly designed winglets enhance front-end feel for greater control through corners—a key element in achieving faster lap times. Complementing the functional beauty of the new winglets is a new family “face” that strengthens the next-generation Ninja supersport family image. Combined with the new bodywork’s sharp, aggressive design, it is an image worthy of a flagship model.

While maintaining its race-proven engine performance, the 2026 model also offers improved emissions. The robust electronics package continues to help riders ride with greater precision on the track, while features like electronic cruise control and new 5” TFT instrumentation with turn-by-turn navigation add to enjoyment when riding on the street.

HIGH-PERFORMANCE BREMBO BRAKE SYSTEM

Dual high-spec Brembo M50 monobloc calipers gripping large 330 mm discs, specially prepared radial-pump master cylinder and race-quality steel-braided lines* deliver next-level braking performance.

LIGHT-HANDLING CHASSIS

Adding to the Ninja ZX-10R's highly acclaimed control, cornering performance, and light handling, updates to the chassis geometry—tuned to match the effect of the new winglets—contribute to improved rear-wheel traction and enhanced secondary cornering force, which facilitates steering the bike from the rear when track riding.

ENHANCED STREET-RIDING EXPERIENCE

For riders who enjoy street riding, features like integrated Riding Modes, Electronic Cruise Control, smartphone connectivity, and full-colour TFT instrumentation with turn-by-turn navigation offer even greater satisfaction.

- Integrated Riding Modes
- Electronic Cruise Control
- 5" TFT Instrumentation with Smartphone Connectivity

NEXT-GENERATION NINJA STYLING

Compact projector/reflector hybrid headlights, repositioned Ram Air intake and prominent new winglets give the Ninja ZX-10R its new "face," enhancing the strong Ninja family image. All-new sharp, aggressive bodywork creates a dynamic image that completes the next-generation Ninja styling.

LARGE WINGLETS

The winglets extending to either side not only highlight the machine's advanced aerodynamic performance, but also effectively generate downforce that increases frontend feel for greater cornering confidence.

TECHNOLOGY TO HELP RIDERS EXPLORE THE LIMIT

The highly sophisticated electronic management systems on the Ninja ZX-10R facilitate rider control and allow riders to experience what it is like to ride a highpowered superbike at the limit on the track.

- KCMF
- S-KTRC
- KLCM
- KIBS
- Kawasaki Engine Brake Control
- Power Modes
- KQS



POWERFUL 998 CM3 LIQUID-COOLED, 4-STROKE IN-LINE FOUR

The Ninja ZX-10R's engine balances stunning power with manageability, offering linear power delivery right to its heady peak power. For maximum track-riding efficiency, great care was taken to ensure ideal engine manageability during all parts of the corner: getting off the throttle in corner entry, getting back on the throttle mid-corner, opening the throttle on corner exit. The new engine maintains the high performance of its predecessor while offering improved emissions.



LARGE WINGLETS

The previously integrated winglets—once housed within the front cowl— have been replaced with a new, more prominent design that projects outward from the sides, creating a strong visual impact. These winglets effectively generate downforce to enhance front-end feel while cornering, contributing to reduced lap times.

The winglets' upper wings are integrated smoothly into chin spoilers below the headlights, contributing to a strong Kawasaki identity.

NINJA FAMILY FACE

Compact projector/reflector hybrid headlights, repositioned Ram Air intake and prominent new winglets give the Ninja ZX-10R its new "face", enhancing the strong next-generation Ninja family image.

DYNAMIC & AGGRESSIVE SUPERSPORT STYLING

In line with the significant styling changes to the front end, the fairings have been completely revamped. The sharp, wedge-like new design flows seamlessly from the front to the rear, embodying the essence of next-generation supersport styling.

Ninja ZX-10R



ÖHLINS MECHANICAL STEERING DAMPER

A race-quality, adjustable Öhlins steering damper with twin-tube design is fitted as standard equipment. The second tube, which acts like a reservoir tank, and the damper internals, ensure stable damping performance even under racing conditions and enable superb kickback absorption.

TFT COLOUR INSTRUMENTATION

A 5" all-digital TFT colour instrumentation is larger than the previous model's display and gives the cockpit a high-tech, highgrade appearance. It also offers additional features unavailable on the previous model.

Smartphone Connectivity

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

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



POWERFUL 998 CC LIQUID-COOLED, 4-STROKE IN-LINE FOUR

Updates to the Ninja ZX-10R's powerful engine offer cleaner emissions while maintaining the performance of its predecessor.

CHASSIS AND SUSPENSION FINE-TUNING: MAXIMISING WINGLET PERFORMANCE

Maintaining the excellent control, cornering performance, and light handling that have earned praise in previous models, chassis geometry and suspension settings have been revised to complement the increased front-end downforce from the new winglets. These changes contribute to the overall improvement in riding performance.

The front suspension spring rate remains unchanged at 10.5 N/mm. However, the fork height was reduced from 3 mm to 1 mm, creating a less forwardleaning stance. Damping settings were optimised to match.

The swingarm pivot position has been raised by 2 mm. Compared to the previous model, this improves rear-wheel traction and enhances secondary cornering force, which facilitates steering the bike from the rear when track riding.

Revised rear suspension linkage components alter the lever ratio. The spring rate has been changed from 95 N/mm to 92.5 N/mm, contributing to settings that make it easier to initiate pitching motion, and damping settings optimised.

MODEL SPECIFICATIONS

Kawasaki

Let the Good Times Roll

ENGINE

Type	Liquid-cooled, 4-stroke In-Line Four DOHC, 16 valves
Bore x Stroke	76.0 x 55.0 mm
Displacement	998 cc
Compression ratio	13.0:1
Fuel supply	Fuel injection: 47 mm x 4 with dual injection
Lubrication system	Forced lubrication, wet sump with air-cooled oil cooler
Starting system	Electric
Ignition system	Digital

FRAME

Type	Twin spar, cast aluminium
Suspension:	<p>Front 43 mm inverted fork (BFF) with external compression chamber, compression and rebound damping and spring preload adjustability, and top-out springs</p> <p>Rear Horizontal Back-link, BFRC lite gas-charged shock with piggyback reservoir, compression and rebound damping and spring preload adjustability, and top-out spring</p>
Wheel Travel:	<p>Front 120 mm</p> <p>Rear 107 mm</p>
Caster (Rake Angle)	25.0°
Trail	105 mm
Steering Angle (left/right)	27° / 27°
Tyre:	<p>Front 120/70ZR17M/C (58W)</p> <p>Rear 190/55ZR17M/C (75W)</p>
Brakes:	<p>Front Dual semi-floating 330 mm Brembo discs (Effective diameter: 304 mm)</p> <p>Dual radial-mount, Brembo M50 monobloc, opposed 4-piston</p>

Brakes:	Rear 220 mm disc (Effective diameter: 186 mm) Single-bore pin-slide
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DIMENSIONS

Overall Length	2,085 mm
Overall Width	750 mm
Overall Height	1,180 mm
Wheelbase	1,450 mm
Road Clearance	130 mm
Seat Height	825 mm
Curb Mass	209 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, Manual

PERFORMANCE

Max. Power (with Ram Air)	144.0 kW / 13,000 rpm (151.2 kW / 13,000 rpm)
Max. Torque	110.0 N-m / 11,400 rpm

LIGHT

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



Lime Green / Blue 24



* Specifications are subject to change without prior notice

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

Ninja ZX400R

Kawasaki Technology



MODENAS

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

EON Head Office Complex, Level 2, No. 2, Persiaran Kerjaya, Taman Perindustrian Glenmarie, Seksyen 11, 40150 Shah Alam, Selangor Darul Ehsan, Malaysia.

Kawasaki WhatsApp Care Line :
+6019 570 8135

Kawasaki Toll Free Line :
+1800 880 008