

2008

Ninja ZX-6R



SPECIFICATIONS

ZX600P8F

Engine Type	4-Stroke, Liquid-Cooled, DOHC, 4 Valve Cylinder Head, Transverse In-Line 4-Cylinder,
Displacement	599 cm ³
Bore & Stroke	87.0 x 42.5 mm
Maximum Torque	66 N-m @ 11,700 rpm
Compression Ratio	13.3:1
Fuel Injection	DFI with Keihin 38mm Throttle Bodies (4)
Ignition	TCBI with Digital Advance
Transmission	6-Speed with Positive Neutral Finder
Final Drive	X-Ring Chain
Rake/Trail	25° / 110 mm
Front Wheel Travel	120 mm
Rear Wheel Travel	133 mm
Front Tire Size	120/70-ZR17
Rear Tire Size	180/55-ZR17
Wheelbase	1,405 mm
Front Suspension	41mm Inverted Cartridge-Type Fork w/ Adjustable Preload, Stepless Compression and Rebound Damping
Rear Suspension	Uni-Trak with Adjustable Preload, 25-Way Rebound Stepless High and Low Speed Compression Damping Adjustment and Adjustable Ride Height
Front Brake Type	Dual 300mm Petal Discs with Radial Mount, Opposed 4-Piston Calipers
Rear Brake Type	Single 210mm Petal Disc
Fuel Tank Capacity	17 litres
Seat Height	820 mm
Dry Weight	167 kg
Colours (3)	Ebony with Candy Persimmon Red Lime Green Vivid Yellow

Warranty 24 months

(Specifications subject to change without notice.) Overseas Models Shown

The Ninja ZX-6R combines the power characteristics of a fully-tuned 600 Supersport machine with the nimble handling characteristics of a lightweight, GP-style racer. Featuring a wide powerband, incredible cornering speed, and agile handling that yields instantaneous response to the rider's slightest command, the Ninja ZX-6R represents Kawasaki's ideal 600cc-class circuit machine. This bike was designed to set the quickest lap times and be more exciting to ride than anything else in its category — a pure expression of Kawasaki's racing philosophy.

Key Features:

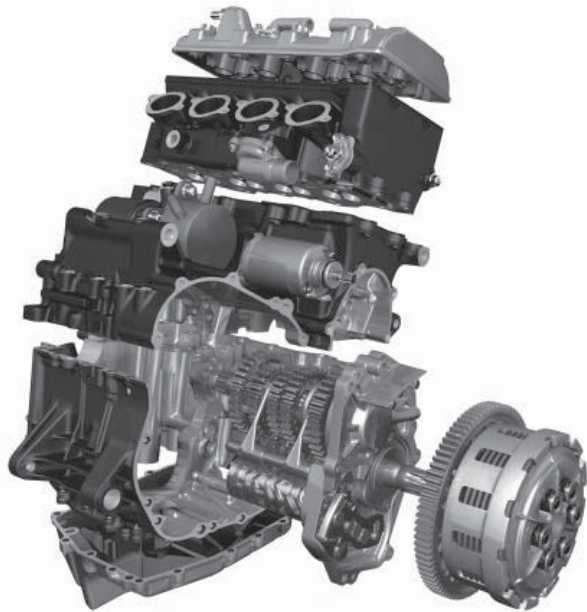
- ◆ Ultra Compact Engine
- ◆ Cassette Transmission
- ◆ Rider-Responsive Chassis
- ◆ Race-Spec Suspension

. * = Changes from previous model year.

Ninja® ZX-6R

◆ Ultra-Compact, Low-Friction Engine

- All internal parts are designed to be strong yet small with ideal dimensional accuracy to reduce power-robbing friction.



- Close cylinder pitch and compact crankcases result in a small, rigid engine that is significantly smaller in width and length than its predecessors. This compact engine also contributes significantly to the overall slim and compact chassis.
- Short-skirt forged pistons, light piston pins and a compact connecting rod small end help reduce reciprocating weight for quick revs.
- Large breathing passageways between the chrome composite plated aluminum cylinders reduce pumping loss to help increase power.

Mass Centralization

- Tri-axis crankshaft and transmission shaft layout concentrates engine mass to idealize the engine's center of gravity. This helps reduce pitching movement during heavy braking to give the rider accurate chassis feedback. By reducing the amount of front/rear weight transfer, the loads on the suspension and tires are reduced, providing more freedom when adjusting suspension settings.
- Exhaust pre-chamber located beneath the engine helps centralize mass and allows the use of a smaller, lighter under-seat muffler.
- The liquid-cooled oil cooler and oil filter are located behind the cylinder to further enhance mass centralization.

4-Valve Cylinder Head

- Specially-designed cam profiles help boost mid- and high-rpm torque.

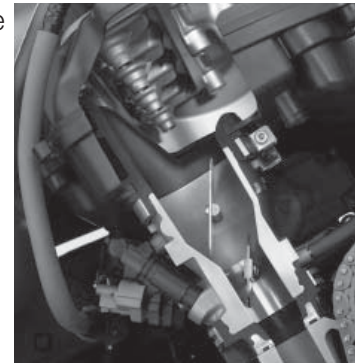
- Polished, downdraft intake ports efficiently fill cylinders.

Ram Air Induction

- Central ram air duct produces a straight path to the airbox which reduces turbulence and increases pressure for maximum intake efficiency. The duct also provides the mounting surface for the instrument panel, eliminating brackets and weight.

Digital Fuel Injection

- 38mm Keihin throttle bodies with sub-throttle valves provide optimum performance and rideability. The sub-throttles, located before the main throttle valves in the throttle bore, are controlled by the ECU so that the DFI system has more precise throttle response, similar to a constant velocity carburetor.
- Short throttle bodies help increase top-end performance and provide more mid-range torque.
- Oval throttle bores increase intake efficiency and contribute to overall engine performance while providing a narrow design.
- Fine atomizing primary fuel injectors have a special spray pattern for increased fuel combustibility. Secondary fine atomizing injectors mounted in the airbox have a different spray pattern to optimize the fuel mixture for maximum performance.
- Short fuel pump with flat-bottom design prevents fuel warming in the bottom of the pump. Cooler fuel provides better combustion efficiency.



TCBI Ignition with Digital Advance

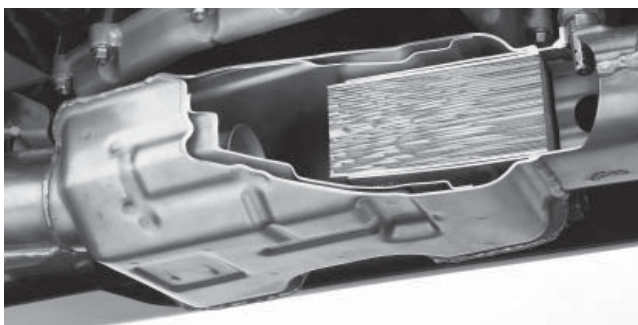
- The mapping synchronizes the ignition and fuel injection systems for maximum performance.
- New speed sensor and rotor provide twice as many signals per revolution for improved ignition timing and injection mapping.
- Gear position sensor contributes to optimized ignition timing for each gear.
- High-speed 32-bit ECU provides precise engine management.
- Spark plug-mounted ignition coils are compact and reduce weight.

Underseat Exhaust With Butterfly Valve

- Pre-chamber underneath the engine allows the use of ideal pipe lengths for better power characteristics, centralizes weight and reduces the size and weight of the underseat muffler.

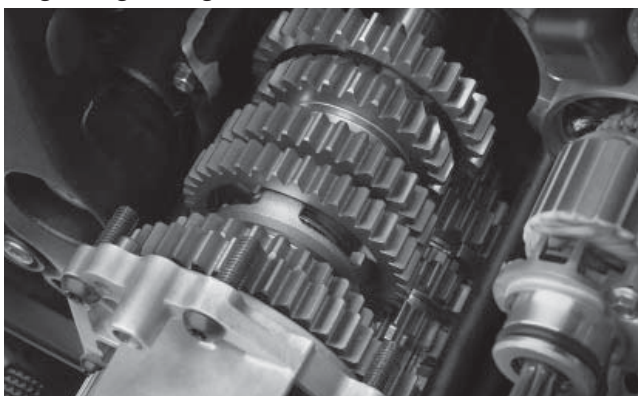


- A butterfly valve located at the entrance to the underseat muffler is controlled by the ECU using rpm, throttle position and gear position to improve low-end response and help smooth overall power. Optimum exhaust tuning is attained at all engine speeds to prevent blowback that can occur with high overlapping valve timing. The valve also quiets the exhaust so a smaller muffler can be used.
- A honeycomb catalyzer is located in the prechamber to decrease emissions.



◆ Cassette Transmission

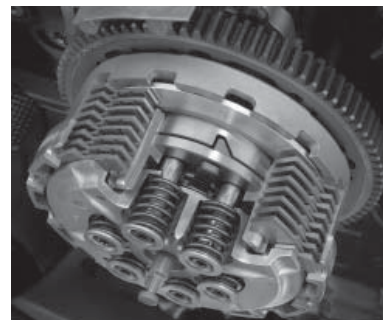
- 6-speed close-ratio transmission is removable as a cassette, providing quick access for making gearing changes.



- Gear position sensor is also linked to the dash to provide instant information to the rider. The system is also compatible with semi-automatic shifters used by racers to temporarily cut ignition to facilitate clutchless shifting.

Back-Torque Limiting “Slipper” Clutch

- A back-torque limiting clutch automatically disengages the clutch under hard braking and deceleration to prevent rear wheel hop and improve rear



wheel traction during corner entry. Optional springs, spring retainers and shims are available to fine-tune the clutch for specific conditions.

◆ Rider-Responsive Chassis

- Designed to allow high corner entry and midcorner speed, and to precisely hold a line once in the turn for higher average cornering speeds which translate to quicker lap times at the track.
- The frame and swingarm were developed with an ideal stiffness balance, so the Ninja ZX-6R responds instantly and precisely to the rider's commands.

Aluminum Perimeter Frame

- Stiffness balance designed to help prevent road or track irregularities from upsetting the chassis. Working with the suspension, the frame helps provide a more planted ride and helps absorb impacts without upsetting handling.
- Engine mounting position at the rear of the cylinder head also compliments the frame's stiffness balance.
- Combination of pressed and cast aluminum components are welded to form the perimeter type frame. By combining cast and pressed pieces frame weight is kept to a minimum while still providing high strength and stability with responsive handling.

◆ Uni-Trak® Rear Suspension

- Cast aluminum swingarm has a perfect balance of stiffness and flex and works with the frame's stiffness balance to provide exceptional handling.
- Rear shock mounts use pillow balls in the pivots instead of bushings to enhance handling.
- Race-quality Showa rear shock features high- and low-speed compression damping adjustment, as well as adjustable rebound damping and ride height.

New 41mm Inverted Cartridge Front Fork

- Fully-adjustable, race-spec Showa front fork with springs on the bottom completely submerges

Ninja ZX-6R

the springs in oil, reducing oil frothing to stabilize damping characteristics.

- Reduced weight transfer from the chassis reduces front suspension loads, increasing the effective adjustment range.



High Performance Brake System

- Radial mounted 4-piston front brake calipers utilize integrated mounting points at both the top and bottom of each caliper, which makes the caliper more rigid for improved brake feel and performance.
- A separate pad is used for each piston in the caliper. One large pad can deform due to the heat generated by hard track-style riding, resulting in a loss of brake feel at the lever. Individual pads provide increased cooling efficiency and can absorb more heat without deforming so that they maintain consistent brake feel lap after lap.
- Direct action front master cylinder mounts the brake piston vertically between the handlebar and front brake lever instead of having it parallel to the handlebar. The straight push on the piston assembly improves front brake feel and performance.
- Petal design also improves disc cooling.

Aerodynamic Bodywork

- Ram air duct reduces wind resistance while maintaining intake volume, and combine with the compact projector beam headlights to reduce frontal area and wind resistance for improved aerodynamics. This new design is the most aerodynamically efficient of any Ninja motorcycle available today.



Advanced Electronic Instrumentation

- Instrument panel features a white-faced analog tachometer with digital LCD speedometer and informational readout. Gear position is displayed in the tachometer face for quick, easy viewing.

Authentic Kawasaki Accessories

- See the current applicable Kawasaki accessory catalog or www.kawasaki.com.au for all of the latest Authentic Kawasaki Accessories available for this model.

