2025

# NINJA® ZX™-4R ABS

Kawasaki
Let the Good Times Roll®

MSRP
**$8,999**

METALLIC SPARK BLACK

## POWER

| | |
|---|---|
| **Engine** | 4-stroke, in-line 4-cylinder, DOHC, 16-valve, liquid-cooled |
| **Displacement** | 399cc |
| **Bore x Stroke** | 57.0 x 39.1mm |
| **Compression Ratio** | 12.3:1 |
| **Maximum Horsepower** | 56.0 hp[1] @ 11,500 rpm |
| **Maximum Torque** | 26.5 lb-ft @ 11,000 rpm |
| **Fuel System** | DFI® with 34mm throttle valves (4) |
| **Ignition** | TCBI with Digital Advance |
| **Transmission** | 6-speed, return shift |
| **Final Drive** | Chain |
| **Electronic Rider Aids** | Economical Riding Indicator, Kawasaki TRaction Control (KTRC) (3-mode), Power Modes, Anti-lock Brake System (ABS) |

## PERFORMANCE

| | |
|---|---|
| **Front Suspension / Wheel Travel** | 37mm inverted Showa fork with SFF-BP internals/4.7 in |
| **Rear Suspension / Wheel Travel** | Horizontal back-link, Showa shock w/ adjustable spring preload/4.4 in |
| **Front Tire** | 120/70-17 |
| **Rear Tire** | 160/60-17 |
| **Front Brakes** | Dual 290mm semi-floating discs with radial-mount 4-piston monobloc caliper and ABS |
| **Rear Brakes** | Single 220mm disc with single-piston caliper and ABS |

## DETAILS

| | |
|---|---|
| **Frame Type** | Trellis, high-tensile steel |
| **Rake/Trail** | 23.5°/3.8 in |
| **Overall Length** | 78.3 in |
| **Overall Width** | 30.1 in |
| **Overall Height** | 43.7 in |
| **Ground Clearance** | 5.3 in |
| **Seat Height** | 31.5 in |
| **Curb Weight** | 414.5 lb* |
| **Fuel Capacity** | 4.0 gal |
| **Wheelbase** | 54.3 in |
| **Special Features** | 4.3" Full-color TFT Instrumentation, Smartphone Connectivity via RIDEOLOGY THE APP |
| **Color Choices** | Metallic Spark Black |

Scan with camera to view videos, key features and more.

*Curb weight includes all necessary materials and fluids to operate correctly, full tank of fuel (more than 90 percent capacity) and tool kit (if supplied).
[1]This vehicle's HP was measured according to ISO standard 4106. This ISO standard measures HP differently than the SAE standards by which the horsepower of many cars is measured, and as a result the referenced HP measurement may be higher than if it were measured by an SAE standard.
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