

November 3, 2025

2026 KAWASAKI NINJA® ZX™-10R MOTORCYCLES

PUSH THE LIMIT

The [Ninja® ZX™-10R](#) has long been synonymous with domination, carrying Kawasaki riders to seven World Superbike titles and delivering unmatched thrills to riders chasing their own limits. For 2026, this champion machine raises the bar once again, evolving with new features that sharpen both its competitive edge on the circuit and its enjoyment on the street.

At the forefront of its advancements are newly designed winglets, enhancing front-end feel for greater control through corners – a critical factor in achieving faster lap times. These functional upgrades are paired with a bold new face that unifies the next-generation Ninja® supersport family image. Combined with sharper, more aggressive bodywork, the 2026 Ninja ZX-10R projects an image that is unmistakably worthy of a flagship model.

True to its race-proven heritage, the 2026 Ninja ZX-10R retains the engine performance that has made it a world-class competitor. Its advanced electronics package continues to help riders extract maximum precision on the track, while new real-world features – such as a 5-inch TFT display with turn-by-turn navigation and electronic cruise control – add comfort and convenience to everyday rides. With enhanced aerodynamics for circuit potential and technology that makes every journey more engaging, the new Ninja ZX-10R sportbike is built to excite in every environment.



KAWASAKI NINJA® ZX™-10R HIGHLIGHTS:

- **NEW** next-generation Ninja styling
- **NEW** large aerodynamic winglets
- **NEW** chassis geometry and suspension settings
- **NEW** 5" TFT color instrumentation
- Powerful 998cc liquid-cooled, 4-stroke in-line four engine
- Advanced electronics package
- High-performance Brembo® brake system
- Aerodynamic riding position

STYLING

The 2026 Ninja ZX-10R debuts a striking new “face” that strengthens the next-generation Ninja family image. Compact projector/reflector hybrid headlights, a repositioned Ram Air intake, and bold new winglets give the Ninja ZX-10R a sharper, more aggressive presence while serving clear functional roles. The combination of design precision and aerodynamic purpose reinforces the machine’s identity as Kawasaki’s flagship supersport model.

At the core of the new face are the compact hybrid projector/reflector headlights. The low-beams use mono-focus LED projector technology, while the high-beams and position lamps are reflector-type. Their deep-set reflectors give the headlights a dark, piercing look when unlit, creating a fierce, predatory expression. Black extensions between the high- and low-beams further accentuate the dark image, enhancing both aggression and premium quality. Above the headlights, the signature Ram Air intake draws attention with ABS resin fins that direct airflow into the duct. Gloss black paint around the intake enhances the styling, forming an image reminiscent of a predator’s fangs – an impression heightened by the ZX-10R’s graphics.

The fairings have been completely redesigned to match the sharper, more aerodynamic front end. A wedge-like form flows seamlessly from front to rear, capturing the essence of next-generation supersport styling. The nearly horizontal line connecting the screen to the tandem seat contrasts with the sharp upward line beginning beneath the front tire, which sweeps through the side cowl air outlets and continues into the tail section. This distinctive wedge shape conveys an impression of forward drive and acceleration, even at a standstill.

The side cowls adopt a bolder, more assertive design with a larger surface area than the previous model, adding mass to the front and emphasizing the ZX-10R’s performance-focused stance. Toward the rear, the sharp, wedge-shaped tail tapers aggressively, giving the bike a dynamic sense of flow from front to back. Complementing the redesigned bodywork, Kawasaki introduces a racing-inspired green colorway that pairs iconic Lime Green with legendary blue accents – a nod to the company’s heritage race machines. Shared across the Ninja lineup and Kawasaki’s KX™ and KLX® off-road models, this colorway unites Kawasaki’s performance identity under one cohesive racing image.

LARGE AERODYNAMIC WINGLETS

For 2026, the Ninja ZX-10R features bold new winglets that move from being subtly integrated into the front cowl to a more prominent, outward-projecting design. Beyond making a strong visual statement, these larger winglets deliver tangible performance benefits. By generating greater downforce, they enhance front-end feel while cornering, allowing riders to enter turns with more confidence and contributing to reduced lap times.

The angle of attack for the new wings was carefully engineered to balance lift and drag. While the increased frontal area results in a marginal 0.3% increase in drag over the previous model, downforce generation rises by an impressive 25%. This aerodynamic tuning ensures that the winglets remain stable under sudden changes in acceleration, deceleration, or banking, reducing unwanted air resistance while maintaining natural chassis control. In cornering situations, the effect minimizes excessive load shifts at the front, delivering light yet predictable handling.

The new winglets not only improve performance but also reinforce the Ninja ZX-10R’s identity. Their upper sections flow seamlessly into chin spoilers below the headlights, strengthening Kawasaki’s supersport styling while highlighting the machine’s aerodynamic prowess. Crafted from high-quality

ABS resin, they offer both durability and a premium appearance. With their striking three-dimensional design integrated into the bike's graphics, the winglets serve as a visible reminder of the ZX-10R's cutting-edge performance and unmistakable Ninja character.

CHASSIS

The 2026 Ninja ZX-10R features an aluminum twin-spar frame that runs directly from the head pipe to the aluminum swingarm pivot, delivering linear behavior and precise control. Optimized fork offset creates a short trail, enabling quick and confident changes of direction, particularly when off the throttle before the apex of a corner. Chassis geometry and suspension settings have been carefully revised to complement the increased front-end downforce generated by the new winglets, maintaining the excellent cornering performance, light handling, and stability that the Ninja ZX-10R motorcycle is renowned for. Additionally, the swingarm pivot position has been raised by 2mm, improving rear-wheel traction, and enhancing secondary cornering force, allowing riders to more effectively steer the bike from the rear during aggressive track riding.

ENGINE

The 2026 Ninja ZX-10R motorcycle continues to deliver an exceptional balance of high performance and rideability, powered by its refined 998cc in-line four-cylinder, 16-valve engine. Updates to the engine provide cleaner emissions while retaining the raw performance of its predecessor, ensuring confident throttle response and strong low- to mid-range acceleration out of corners. Peak torque remains positioned high in the RPM range for quick throttle recovery, while low- and mid-range power enhances control and acceleration when exiting turns.

Building on Kawasaki's race-proven technology, the intake ports are precision-machined in two stages to create a straighter airflow path into the combustion chamber, promoting smoother flow and greater fuel-air mixture volume. Titanium intake and exhaust valves, lightweight chromoly camshafts with precision treatments, and high-heat-resistant pistons with dry-film lubrication all contribute to reduced friction, durability, and high-RPM capability. Diamond-Like Carbon (DLC) coatings on the finger followers protect critical components, while offset cylinders reduce lateral piston force at peak combustion pressure and allow the use of lighter pistons, enhancing acceleration, deceleration, and cornering performance.

Kawasaki's fully electronic throttle actuation system ensures precise control over both fuel and air intake, delivering smooth, natural engine response. The accelerator position sensor eliminates the throttle cable for easier maintenance and a cleaner cockpit. Close-ratio transmission gearing and optimized first, second, and third gear ratios provide strong low- to mid-range acceleration, making the bike equally capable on the track and on the street.

A second O2 sensor has been added downstream of the catalyzer, complementing the upstream sensor and enhancing overall emission control. Improvements to the catalyst itself, including a smaller, lighter design with higher quality materials, help maintain performance while minimizing weight gain.

INTEGRATED RIDING MODES

All-inclusive modes that link S-KTRC and Power Mode allow riders to efficiently set traction control and power delivery to suit a given riding situation. Riders can choose from three pre-determined modes

(Sport, Road, Rain) or four manual modes (Rider 1-4). In the manual Rider modes, each of the systems can be set independently. The mode can be changed while riding, using the button located on the left side of the handlebar.

KAWASAKI QUICK SHIFTER (KQS)

Adding to its impressive list of high-performance features, the Ninja ZX-10R sportbike comes equipped with dual direction KQS. The KQS allows ultra quick upshifts and downshifts without the need to use the clutch, resulting in a more enjoyable experience and quicker lap times. Designed for more effective sport riding, KQS can also be used on the street when the engine is above 2500 rpm.

BOSCH INERTIAL MEASUREMENT UNIT (IMU)

The use of Bosch's IMU allows an additional layer of precision to be added to the already high-level electronics package. IMU enables inertia to be monitored, including acceleration along longitudinal, transverse and vertical axes, plus roll rate and pitch rate are measured. Those measurements are then combined with a sixth axis, yaw, that is calculated by the ECU using the Kawasaki proprietary software to give an ever clearer real-time picture of chassis orientation.

KAWASAKI CORNERING MANAGEMENT FUNCTION (KCMF)

Using the latest evolution of Kawasaki's advanced modeling software and feedback from a compact IMU that gives an even clearer real-time picture of chassis orientation, KCMF monitors engine and chassis parameters throughout the corner – from entry, through the apex, to corner exit – and when working in conjunction with KIBS modulate brake force and engine power to facilitate a smooth transition from acceleration to braking and back again, and to assist riders in holding their intended line through the corner. The systems that KCMF oversees on the Ninja ZX-10R include S-KTRC, KLCM, KIBS, and Kawasaki Engine Brake Control.

SPORT KAWASAKI TRACTION CONTROL (S-KTRC)

The S-KTRC featured on the Ninja ZX-10R motorcycle has five modes for riders to choose from that enable optimal performance for a wide range of riding conditions, offering either enhanced sport riding performance or the peace of mind under certain conditions to negotiate a variety of surfaces with confidence. Kawasaki's advanced modeling software, complemented by input from the IMU, delivers this one-of-a-kind precise control. The system can also be turned off if the rider elects to do so.

KAWASAKI LAUNCH CONTROL MODE (KLCM)

Designed to assist riders by optimizing acceleration from a stop, KLCM electronically manages engine output to maximize acceleration when starting from a stop. With the clutch lever pulled in and the system activated, engine speed is limited to a determined speed while the rider holds the throttle open. Once the rider releases the clutch lever to engage the clutch, engine speed is allowed to increase, but power is regulated to minimize wheel spin and help keep the front wheel on the ground. The system disengages automatically once a predetermined speed has been reached, or when the

rider shifts into third gear. Riders can choose from three modes, each offering a progressively greater level of intrusion.

KAWASAKI INTELLIGENT ANTI-LOCK BRAKE SYSTEM (KIBS)

Kawasaki's supersport-grade brake management system uses high-precision control to regulate brake pressure during sport riding. High-precision brake pressure control enables the system to avoid reduced brake performance due to excessive pressure drops, allowing lever feel to be maintained when KIBS is active, and helps ensure ABS pulses feel smooth. The system also reduces rear wheel lift under heavy braking and accounts for engine torque when downshifting.

KAWASAKI ENGINE BRAKE CONTROL (KEBC)

The Kawasaki Engine Brake Control system uses technology derived by KRT to give its riders maximum braking control regardless of gear selection and allows riders to select the amount of engine braking they prefer. When the system is activated, the engine braking effect is reduced, providing less interference when riding on the track.

POWER MODES

Power Modes offer riders an easily selectable choice of engine power delivery to suit riding conditions or preference. In addition to Full Power mode, one (Low) and one (Middle) alternate mode(s) in which maximum power is limited and throttle response is milder are provided.

OHLINS MECHANICAL STEERING DAMPER

A race-quality, adjustable Öhlins steering damper with a twin-tube design comes standard on the Ninja ZX-10R. The secondary tube functions as a reservoir, working with the refined internal components to deliver consistent damping performance even under demanding racing conditions, while effectively absorbing kickback. Precision construction and an integrated clamp reduce friction for exceptionally smooth initial movement and precise steering feel.

ELECTRONIC CRUISE CONTROL

Kawasaki's cruise control system allows a desired speed to be maintained with the simple press of a button. Once activated, it eliminates the need to constantly have to apply the throttle, reducing fatigue on the right hand when riding and extending a high level of comfort. The electronic cruise control is conveniently operated from the left handle and can be engaged by the push of a button. The set speed can be adjusted using the "+" and "-" buttons. The system can be disengaged several ways, including operating the brake lever, clutch lever, brake pedal or closing the throttle completely.

INSTRUMENTATION

A new 5" all-digital TFT color instrumentation spearheads the 2026 Ninja ZX-10R's cockpit, offering riders a high-tech, premium interface that elevates both form and function. Larger than the previous

model's screen, the advanced full-color display uses TFT (thin-film transistor) technology for crisp visibility, while glass bonding brings the image closer to its surface for a sleek look and reduced glare. Combined with IPS (in-plane switching) LCD technology, the display provides vivid colors and a wide viewing angle, ensuring essential riding information is easy to read at a glance.

Riders benefit from customizable display options designed to suit a variety of riding environments. The screen's background color automatically shifts between white and black depending on ambient light, or it can be set manually, with auto-adjusting brightness further enhancing clarity. Two display modes are available: Type 1 highlights an analogue-style tachometer, core vehicle data, and turn-by-turn navigation for street use, while Type 2 features a bar-style tachometer with a racetrack-focused lap timer for performance riding.

The TFT display also incorporates a wide range of functions, from everyday essentials such as digital speedometer, gear position, and fuel gauge, to advanced indicators for riding modes, Kawasaki Traction Control, Power Modes, Launch Control, Quick Shifter, and more. Smartphone connectivity adds another layer of convenience, offering call and message notifications, battery status, voice command indicators, and riding log integration via RIDEOLOGY THE APP MOTORCYCLE*. A race-style shift lamp integrated into the meter housing further enhances circuit riding, with three selectable shift-up indicator patterns to suit rider preference. Together, these features make the new TFT instrumentation as versatile as it is cutting-edge, providing riders with the information they need – whether navigating city streets or chasing lap times.

SMARTPHONE CONNECTIVITY

The 2026 Ninja ZX-10R sportbike brings riders even closer to their machine with advanced smartphone connectivity. By pairing wirelessly with the RIDEOLOGY THE APP MOTORCYCLE* riders are able to gain access to a wide range of functions that enhance convenience, customization, and riding enjoyment. This integration ensures that both on the street and on the track, key information and controls are always within reach.

Through the latest version of the app, riders can view detailed vehicle information such as fuel level, odometer readings, and maintenance logs, while a Riding Log records GPS route data and running conditions for post-ride review. Notifications for incoming calls and messages appear on the bike's instrument display, minimizing distractions and keeping riders focused on the road. General settings, including shift-up indicator timing, display preferences, and date settings, can also be adjusted directly from the smartphone, adding another layer of personalization.

For riders seeking even more control, the app enables Kawasaki Riding Management, allowing Riding Modes (Road, Sport, Rain, or Rider) and support systems like Kawasaki Engine Brake Control and KQS to be set in advance and uploaded to the bike automatically. Navigation and Voice Command functions (available with a separate license) further expand usability, enabling turn-by-turn directions on the 5" TFT display and voice-operated app control for a hands-free experience. Together, these features make smartphone connectivity a powerful companion, blending everyday convenience with performance-focused customization to elevate every ride on the Ninja ZX-10R.

SUSPENSION

The 2026 Ninja ZX-10R features advanced suspension components developed with technology derived directly from feedback from Kawasaki's WorldSBK factory racers. Up front, a 43mm Showa

Balance Free Front Fork (BFF) provides a combination of ride comfort, braking stability, and precise front-end feedback. Independently adjustable compression and rebound damping allow riders to fine-tune performance, while improvements to the fork clamping area on the lower triple clamp and optimized rigidity of the fork outer tubes enhance handling and cornering performance. Although the front spring rate remains at 10.5 N/mm, the fork height has been slightly reduced from 3mm to 1mm, creating a less forward-leaning stance, and damping settings have been optimized to match.

At the rear, a horizontal back-link suspension system paired with a Showa Balance Free Rear Cushion (BFRC) shock maintains stability and control. The BFRC high-spec rear shock improves ride comfort, increases traction, and offers independently adjustable compression and rebound damping while reducing overall weight. Revised rear linkage components adjust the lever ratio, and the spring rate has been tuned from 95 N/mm to 92.5 N/mm to facilitate easier initiation of pitching motion. Optimized damping settings further enhance rear-wheel traction, giving riders greater control from mid-corner through corner exit.

Together, the front and rear suspension updates combine to deliver a responsive, balanced chassis that maximizes the benefits of the Ninja ZX-10R's updated aerodynamics, frame geometry, and track-focused handling. Riders benefit from increased stability, sharper turn-in, and improved confidence whether on the racetrack or spirited street rides.

BRAKES & WHEELS

A pair of 330mm Brembo semi-floating front discs with Brembo M50 monobloc dual radial-mount four-piston calipers provide superb braking power and are tasked to handle the stopped duties of the powerful engine. At the rear, a 220mm disc and single-piston caliper complement the strong front brake and offer controllability and strong braking force. The rear brake reservoir has been positioned to the inside in order to give the rider greater freedom of movement as they change position on the bike. Three-spoke design cast wheels are lightweight and provide the optimum rigidity to contribute to edge grip when riding on the track.

Bridgestone's latest high-performance Battlax RS12 tires replace the previous models Bridgestone Battlax RS11 and were developed to suit the performance characteristics of the Ninja ZX-10R.

ERGONOMICS

Ergonomics were designed to enhance rider comfort and complement the Ninja ZX-10R's aerodynamic package. The wind protection offered by the cowl and windshield translates to reduced stress from wind blast, enabling riders to change positions at ease when setting up for corner entry on the track. The handlebar is positioned forward and straight. The space between the handlebars and the seat provides riders the ability to change positions for both track and street riding.

The rear seat height was carefully selected, encouraging riders to elevate their hips when in a full race crouch position. This position helps minimize drag when tucked behind the windshield. Footpegs are positioned in order to meet the circuit-focused riding position that engineers sought after. This position enables the rider to weight the pegs when going through a corner.

ACCESSORIES & RACE KIT PARTS

A number of Kawasaki Genuine Accessories (KGA) can be found available for riders to personalize their Ninja ZX-10R motorcycles. Grip heaters enhance street riding comfort on cold days. Marchesini forged aluminum wheels offer both light weight and optimal rigidity for increased performance. Necessary parts, such as front brake discs and speed sensor ring are available via accessory kits. Additional accessories for the Ninja ZX-10R include a seat cowl, knee pads, frame sliders, axle sliders, and scratch-resistant film for the TFT meter.

For riders focused on closed circuit riding, a number of race kits parts are available and help assist in building the Ninja ZX-10R and Ninja ZX-10RR to full superbike spec. The smallest details can be addressed with factory parts to help lower lap times on the racetrack. From a race kit ECU to multiple thickness plain bearings and trust washers for engine blue printing to factory catch tanks and chassis geometry adjusters, KGA is there to support racers.

NINJA ZX-10RR

For 2026, the single-seat Ninja ZX-10RR model returns with several features developed through Kawasaki's racing efforts in WorldSBK. The Ninja ZX-10RR features a wide powerband and a quicker engine response with an easy-to-use character. Performance upgrades include the elimination of intake funnels in the airbox, allowing the bike to receive sufficient air for the increased power. The use of lightweight titanium connecting rods manufactured by Pankl, a company specializing in developing and manufacturing engine and drivetrain components for high-performance race cars and the aerospace industry, is one of the key performance features found on the Ninja ZX-10RR. Lighter weight pistons lower the reciprocating weight, aiding in the high rev limit and contributing to smooth-climbing revs. One less piston ring than the standard model pistons enables a shorter piston height and prevents mechanical loss due to friction. Piston pins match the pistons and feature a DLC coating that protects against wear.

A special, super-hard titanium coating on the outer surface of the fork's inner tubes reduces sliding friction and improves action, contributing to the smoother ride, while rear suspension spring preload and damping settings were specifically developed for the Ninja ZX-10RR. Pirelli Diablo™ Supercorsa SP V3 tires are fitted to meet the needs of the powerful engine.

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2026 Model Variations

Kawasaki Ninja ZX-10R

Color: Lime Green/Blue 24, Metallic Matte
Graphenesteel Gray/Metallic Spark
Black/Pearl Storm Gray

Availability: Early 2026

Kawasaki Ninja ZX-10R ABS

Color: Lime Green/Blue 24, Metallic Matte
Graphenesteel Gray/Metallic Spark
Black/Pearl Storm Gray

Availability: Early 2026

Kawasaki Ninja ZX-10RR ABS

Color: Lime Green

Availability: Early 2026

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ABOUT KAWASAKI

Kawasaki started full-scale production of motorcycles over a half century ago. The first Kawasaki motorcycle engine was designed based on technical know-how garnered from the development and production of aircraft engines, and Kawasaki's entry into the motorcycle industry was driven by the company's constant effort to develop new technologies. Numerous new Kawasaki models introduced over the years have helped shape the market, and in the process have created enduring legends based on their unique engineering, power, design and riding pleasure. In the future, Kawasaki Motors, Ltd. is committed to maintaining and furthering these strengths which will surely give birth to new legends.

Kawasaki Motors Corp., U.S.A. markets and distributes Kawasaki motorcycles, ATVs, side x sides, and JET SKI® watercraft through a network of approximately 1,100 independent retailers, with close to an additional 7,700 retailers specializing in general purpose engines. Kawasaki and its affiliates employ nearly 3,100 people in the United States, with approximately 260 of them located at Kawasaki's Foothill Ranch, California headquarters.

Kawasaki's tagline, "Let the Good Times Roll.®", is recognized worldwide. The Kawasaki brand is synonymous with powerful, stylish and category-leading vehicles. Information about Kawasaki's complete line of powersports products and Kawasaki affiliates can be found on the Internet at www.kawasaki.com.