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Is the 2007 zx6r a 636

The results are faster cornering speeds, quicker lap times and even more worried looks on the competition's faces. Some manufacturers like to flaunt percentage changes in torsional or lateral rigidity of their frames, but Kawi is more demure by coyly saying, "The frame's rigidity balance was completely revised to enable the chassis to easily handle mid-corner surface imperfections without upsetting the bike." Reading between the lines, they've probably reduced the lateral rigidity. I was happy to hear the ZX had a gear-position indicator, as it's been our experience that they're handy for riders of all talent levels, but Kawi just couldn't give us a perfect set of gauges. Now a sporting middleweight needs to be the sharpest tool, as a rider shouldn't be forced to ride anything but the pinnacle of sportbike technology - the most capable scalpel extant. The machine responds more precisely and predictably to control inputs and shifts in body weight. Its narrowness was made possible by snuggling its four cylinders closer together, while it was shortened by placing its crankshaft, primary drive and countershaft gears in a tight triangular arrangement like its classmates. These are the same 4-piston, 4-pad radial-mount calipers actuated by a radial-pump master cylinder we've enjoyed for the past two years of ZX-6s, but its 300mm rotors are now 6mm (from 5.5) thick to better shed heat without going to a larger-diameter disc. Reflect back just 10 years and you'll see the middleweight class composed of bikes that could easily be used for commuting or some light touring, with handlebars mounted above the triple-clamps, accommodating footpeg placement and some storage under the seat. This might be sad, but only if we didn't know how to trick the ECU to default to the Euro spec settings with a free 5-minute mod you can read about here.) Is this progress? By combining cast and pressed pieces frame weight is kept to a minimum while still providing high strength and stability for responsive handling - Chassis features optimum center of gravity for easy roll response, this is particularly important when riding through a series of esses or returning to vertical as the rider exits a corner - Uni-Trak® rear suspension - New Uni-Trak® rear suspension system features pillow ball upper mount in place of the earlier bushings for a more direct feel and improved feedback - Compact frame and engine allow a longer swingarm, which makes it easier to control rear wheel powerslides - Rear shock is fully adjustable for preload, compression and rebound damping. Whether that's true or not is difficult to say from my seat, but I can attest to a highly cooperative machine, and it's hard to imagine a better mount for learning, then straining, the hills of the technical BMP. It all started where they all do: the engine. To be quickest around the racetrack a motorcycle requires a wide powerband and plenty of over-rev. You'd never guess any of this when you sit on the ZX, as it's slimmer though the middle and a rider sits closer to the front wheel, giving the bike a more compact feel. Hopefully your first experience on the Zixer isn't in the 23-degree weather that greeted me for my debut session on a track I hadn't seen before. The ZX-6R's all-new engine was redesigned from the crankcase up for the first time in ten years, leading to an ultra-high-rpm powerplant that produces more mid-range torque than any of its predecessors. Throttle response is super smooth, with none of the on/off throttle abruptness we despise. Still, fighting with the bars over one of Barber's many rises can induce a minor bar wag, and Kawi offers a ZX-10R-style Ohlins steering damper through its race kit catalog for those who want the insurance it offers. For starters, it was left in the dryer a really long time, shrinking 40mm in both length and width, that's getting on close to 2 inches for those not good with the metric system. Make Model Kawasaki ZX-6R Year 2007 Engine Four stroke, transverse four cylinder, DOHC, 4 valves per cylinder Capacity 599 cc / 36.6 cub in Bore x Stroke 67 x 42.5 mm Compression Ratio 13.9:1 Cooling System Liquid cooled Induction DFI® with four 38mm Keihin throttle bodies, oval sub-throttles, two injectors per throttle body Lubrication Wet sump Ignition TCBI with Digital advance Starting Electric Spark Plug NGK, CR 9 E Motor Oil Synthetic, 10-60 Max Power 91.9 kW /125 hp @ 14000 rpm Max Torque 66 Nm / 6.73 kgf-m / 48.7 lb-ft @ 11700 rpm Clutch Wet, multiple discs, cable operated Transmission 6 Speed Final Drive X-ring chain Frame Perimeter, pressed-aluminum Front Suspension 41 mm inverted cartridge fork with top-out springs, stepless rebound damping, stepless compression damping, fully-adjustable spring preload Front Wheel Travel 120 mm / 4.5 in Rear Suspension Bottom-Link Uni-Trak® with gas-charged shock, top-out spring and pillow ball upper mount, dual-range (high/low-speed) stepless compression damping, 25-way Adjustable rebound damping, fully-adjustable spring preload Rear Wheel Travel 133 mm / 5.2 in Front Brakes 2 x 300mm discs, 4 piston calipers Rear Brakes Single 210mm disc, 1 piston caliper Front Tyre 120/65 ZR17 Rear Tyre 180/55 ZR17 Rake 25° Trail 109 mm / 4.3 in Dimensions Length 2105 mm / 82.8 in Width 720 mm / 28.2 in Height 1125 mm / 44.2 in Wheelbase 1405 mm / 55.3 in. Source Motorcycle-USA Click here to sell a used 2007 Kawasaki Ninja ZX-6R or advertise any other MC for sale. From a strictly handling perspective, this thing is going to run at or near the sharp end of the supersport field. (As with the previous gen ZX-6R, ECU tuning on U.S. and Canadian models has strangled the top-end power by closing the exhaust powervalve at high revs to meet noise regulations. First off, kudos must go to the excellent slipper clutch - it's as good as any OEM unit I've tried. It takes a fair bit of prodding before pegs are dragged, and ground clearance is certainly not an issue for any street riding. - In designing the Ninja ZX-6R's chassis, the development team concentrated on creating a motorcycle that would make fast entry and mid-corner speeds feel easy. Inside this new architecture reside some reminders of last year's ZX-6RR motor, the 599cc one built for racing. That's because low-friction engines tend to be more responsive, making it easier for the rider to modify cornering lines with minor throttle adjustments. The "Pro" version of the 602s debuted earlier this year, and the medious-compounds we rode on at 28 psi received rosy comments from the assembled scribblers. Kawasaki ZX6R history, specifications, images, videos, manuals. This compact engine allowed the chassis designers to create a slim and compact chassis. He notes that getting around a racetrack quickly isn't just a matter of how much power you have, but how early you can dial it on and how well you can put it to the pavement. Yes, according to the ZX's engine designer, Takahiro Ono, Kawi says the ZX's "modified flywheel mass contributes to increased traction," which we'll take to mean that it has more of it, and the theory seems to work. So how'd they do it - make a better bike than the excellent one that came before it - this time? To hone the incredible new machine into an exciting racetrack weapon, Kawasaki appointed a former 125cc Grand Prix racer as the ZX-6R's chief development rider. The result is an all-new 600 capable of cornering speeds previously unknown to the middleweight class while retaining the wide spread of power that is pure Ninja. And the new bike must've been born shortly after Thanksgiving, as the specs say it weighs 16 lbs more than last year. Well, Kawasaki is down with that program. The result is a motorcycle that makes the rider feel like a part of the machine. It's a racier place to do business, with footpegs that are placed closer together thanks to that narrower motor. It felt to me as if it might fall between the reasonable GSX-R and the Yamaha R6 screamer. Also aiding the rider is the ZX's clutch and transmission. The new engine components were also made stronger, stiffer and more compact, resulting in an engine which is about 40mm smaller in both width and length than its predecessors. Er, no actually. Complementing this track-biased package are fully-adjustable front and rear suspension units. Zero complaints here. The front end is just as good. It sings up top, though, pulling strongly from 10,000 rpm to its 12,500-rpm peak but with room to spare to its 16,500 redline, again same as the old 6RR. They share the same bore and stroke (67.0mm x 42.5mm), as do the rest of the class challengers. In this case it's new from the cases up, the first total redesign for Kawi's middleweight in 10 years. Ample power, no fade, and best of all, plenty of feedback. Let the competition compromise performance for rider-friendliness; the new ZX-6R was designed to take home trophies and set the quickest lap times, while being more exciting to ride than anything else in the middleweight sportbike category. Individual pads provide increased cooling efficiency and can absorb more heat without deforming so they maintain consistent brake feel lap after lap - Petal design brake discs offer excellent cooling and warp resistance Aerodynamic bodywork - New design is the most aerodynamically efficient of any Ninja sportbike available today - Light and compact projector beam headlights allow a more aerodynamic fairing - The new Ram Air duct is small but highly efficient - The exhaust system includes an under-engine resonator which allows the use of a smaller under-seat muffler. It's got to look bitchin' but it can't cost too much, and don't forget to make it go around a racetrack quicker than any of its rabid competitors. Well, it may be readable on an open highway in Nebraska, but certainly not when you're screaming in to Barber's Turn 1 at a buck-thirty. Once in the turn, the Ninja ZX-6R holds a line with precision and tracks through the apex as if it were on rails. Other racing technology includes a close-ratio cassette transmission that makes it easy to keep the Ninja ZX-6R screaming at its horsepower peak and a slipper clutch which allows quicker downshifts without upsetting the rest of the chassis. Other than that minor faux pas, our only reservation with the '07 ZX-6R is with what seems to be a top-heavy powerband. The European model makes a claimed 123.3 ponies, a healthy boost of almost 7 , plus it allows the engine to pull stronger up top, making its peak power 1500 rpm higher. The forged, short-skirt pistons are lighter, and even the piston pins weigh less, as do the forged- and sintered-aluminum valve spring retainers that reduce weight by half compared to steel pieces. Bars are closer to the rider and lower. It was a short while later in the pits when I confirmed that there is no such component on the 6R, a real testament to the core quality of the chassis. Still, this new bike doesn't feel especially grunty halfway around the tachometer. Mass centralization, engine mount locations and a variety of other factors were optimized to help ensure instant turn-in characteristics. Gear ratios are closely spaced, which works well at the racetrack, though it may not be as optimal for the street. An unmistakable yellow shift light in the upper-left quadrant can be programmed to illuminate at whatever rpm you choose. "This is a full-blown race bike," said Kawasaki's Karl Edmondson during the bike's press introduction at Barber Motorsports Park in Alabama. Because the spring is completely submerged in oil, cavitation is minimized, resulting in stable suspension performance even under demanding racetrack conditions - Stiff settings are suitable for track use Radial mounted front disc brakes - Radial mounted four-piston, four-pad front brake calipers improve brake feel over a wider range of operation - A separate brake pad is used for each piston. In addition, its amount of slip can be fine-tuned by Kawi's optional race kit pieces. Perhaps they were referring to the old 6RR that was quite wimpy at lower revs. Not only is that down from the 124-pony claim of the 636c 6R, it's also virtually identical to last year's 599cc ZX-6RR. The Ninja ZX-6R's all-new engine was also specially designed to reduce internal friction. So let's fire it up, then. The entire package of frame, suspension, engine and bodywork was designed to enhance the ZX-6R's fun-to-ride factor by offering a more exciting ride. Nevertheless, I had a job to do. This helps reduce pitch changes during heavy braking and gives the rider more-accurate feedback from the chassis - Narrow engine design allows excellent ground clearance Four-Valve Cylinder Head - Compact valve train reduces cylinder head height - Intake ports and coolant passages were developed using flow analysis for efficient cylinder filling, more power, and maximum cooling efficiency - Forged sintered aluminum spring retainers are half the weight of steel retainers and allow higher rpm Forged Pistons - Forged pistons are lighter, stronger and more heat resistant than cast versions. In the morning I was enjoying the assuring stability of the bike, glad that a steering damper was on board to quell any headshake. You can list all 2007 Kawasaki Ninja ZX-6R available and also sign up for e-mail notification when such bikes are advertised in the future. A compact, lightweight design allows it to maintain more cornering speed throughout the turn while entry speeds are enhanced by the slipper clutch and powerful radial-mounted front brake calipers. The chassis geometry points to nothing unusual, using the same 25.0-degree rake as last year's 6R and a scant 4mm increase in trail. And on the hugely fun and wildly undulating 2.3-mile Barber circuit, the new ZX feels kind of like a race bike. The front end provides the kind of direct response that entices a rider to turn it in a little quicker and lean it in a little further. Seat Height 820 mm / 32.3 in. A glance at the spec charts offers what might be seen as a worrying sign to number crunchers. The result is a fat powerband with a linear torque curve for hard-hitting acceleration across the entire rev range. In the Kawi's favor is its stellar handling and reasonable price tag. As an example, he related to me of how the new 800cc MotoGP bikes have been breaking lap records in pre-season testing despite having 24% less displacement than their 990cc forbears. I couldn't believe my eyes when I saw the 6R's indicator, as it's so small that it's useless. The frame and swingarm were developed with an optimized balance of rigidity, so the Ninja ZX-6R responds instantly and precisely to the rider's every command. It doesn't take many laps to gain a sense of trust, and it responds unequivocally to the rider's inputs. The Ninja ZX-6R is a pure expression of Kawasaki's racing philosophy FEATURES: Key Features - Incredible power-to-weight ratio - Race-oriented performance - Track-tuned handling - Aggressive new aerodynamic styling High-Revving 599cc Four-Cylinder, DOHC Engine - New compact, narrow and lightweight design features a tri-axis crankshaft and transmission shaft layout to optimize the engine's center of gravity. One large pad tends to deform with the heat generated by hard track style riding, resulting in a loss of brake feel at the lever. This new ZX provides communication in bigger doses than any other Kawasaki. The braking bumps entering Barber's Turn 5 were sucked up so nicely that I had to be told about the ripples before I noticed them. So, smaller engine, smaller bike, right? Bang a quick and sloppy downshift into Turn 1 without caring about details like rpm, and the back-torque-limiting clutch simply allows revs to match wheel speed. A critical role in the handling equation is the suspension. Petit rappel : Kawasaki maintenait depuis 2002 deux ZX-6 R dans sa gamme, une 636 pour les retardés et une 600 pour les pistards. There will be no more cries of "cheater bike!" because Kawasaki will no longer build the 636cc version it's had in the lineup since 2003. Let's also give praise to the Ninja's brakes. Pour 2007, le constructeur ne s'embarasse plus de sa cylindrée bâtarde afin de se concentrer sur le ... The ZX-6R's all-new engine was redesigned from the crankcase up for the first time in ten years, leading to an ultra-high-rpm powerplant that produces more mid-range torque than any of its ... This allows the rider dedicate more attention to braking and setting up for the corner - Optional springs, spring retainers and shims are available to fine-tune the clutch for specific track conditions Gear Position Sensor - The convenient gear position sensor gives instant information to the rider, this is especially useful for improving consistency when testing new settings on the racetrack - The system compatible with the semi-automatic shifters (legal in AMA Supersport racing) which temporarily cut ignition to facilitate clutchless shifts at full-throttle Lightweight Twin Spar Aluminum Perimeter Frame - Combination of pressed and cast aluminum components are welded to form the twin-spar perimeter-type frame. Ride height can be adjusted by adding/removing optional 1mm shims at the upper shock mount - Equipped with a top-out spring which improves the rear wheel's ability to follow the road surface when the rear end is light due to hard braking - Small piggyback shock reservoir is designed to save weight 41mm Inverted cartridge front fork - New fully-adjustable 41mm inverted cartridge fork provides exceptional rigidity - Equipped with top-out springs which allow the front wheel to better follow the road surface when the front end is light due to hard acceleration - The main fork spring is located at the bottom of the fork. Both ends are adjustable for preload and compression and rebound damping, and the shock gets the bonus of having its compression adjustments separated into high-speed and low-speed. With its \$9999 MSRP, the ZX is \$300-\$400 cheaper than the R6 and \$500 less than the CBR (the GSX-R is just \$8999). The intake mixture is squeezed at a lofty 13.3:1 compression ratio, which seemed high until I noticed the 13.9:1 ratio of the old 6RR. Closer to home, Kawi's engineers claim the '07 bike can lap Kawi's Autopolis racetrack a good 2 seconds quicker than the old RR and at least 3 seconds quicker than the ZX-636. The new Ninja ZX-6R offers the power of a high-performance 600 Supersport racer mated with the nimble handling characteristics of a small-displacement GP machine. Those days, like the hotel TV set of a petulant rock star, are gone out the window. Kawi talks about "a mile-wide" spread of power, but that might be a bit optimistic. But where the new 6R really shines is in the corners. Ram Air Induction - Central ram air duct produces a straighter path to the airbox for maximum intake efficiency and provides the mounting surface for the instrument panel, eliminating brackets and weight - Flow analysis used to design efficient ducts to the airbox that also prevent water from reaching the air filter - Compact airbox and air cleaner are highly efficient and contribute to the compact riding position Digital Fuel Injection - Shorter throttle bodies deliver improved over-rev characteristics - Smaller throttle bore diameter helps produce more torque in the mid-range - Ultra-fine atomizing injectors improve combustion efficiency, for better power output and lower fuel consumption TCBI Ignition with digital advance - High-speed 32-bit ECU processor provides precise engine management - Spark plug-mounted ignition coils are compact and help reduce weight Pre-chamber equipped under-seat Muffler - New exhaust pre-chamber is located below the engine and contributes to better mass centralization - Revised under-seat silencer is significantly smaller and lighter to help mass centralization and allow for a more aerodynamic tailsection - New exhaust header design contributes to improved exhaust efficiency Six-Speed Transmission - New cassette-type transmission features a racing-style gear stack to allow easier trackside ratio changes - Close ratio transmission increases circuit performance Racing-Style Slipper Clutch - Racing-type slipper clutch reduces chassis disturbance when making rapid downshifts. It feels taut and confident, perhaps more so than any previous Kawasaki. Considering the stellar capabilities of last year's ZX-6R, Kawasaki's designers knew it would take a special combination of middleweight power and nimble handling characteristics if they were to make the next leap in middleweight performance. That's still lighter than Suzuki's Gixxer 600, but it might be as much as 19 lbs more than the radically slimmed down '07 Honda CBR600RR. Its new ZX-6R was developed from the beginning on race tires, not the street shoes earlier models wore during gestation. It seems like pillow balls are a good thing to have, as feedback from the rear end is generous. From what Kenny tells me, new CBR600RR is in contention for the most desirable powerband of the 600s. At the rear, the shock's linkage now uses what Team Green call "pillow balls" where standard bushings are usually found (Insert lewd and juvenile joke here). Kawasaki pumps up the fact that the bike's chief development rider, Tomomi Manako, is a former 125cc GP rider, and this has supposedly resulted in a bike that boasts higher corner-entrance and mid-corner speeds. It's taller and wider, though just fractionally, and it's longer by 1.6 inch. All these features mean chassis feedback is very precise, with the ZX-6R communicating every move directly to the rider. It was only a few years ago that middleweights crossed the \$8000 threshold, and now they're approaching \$10K! As for which bike is going to be the best overall supersport contender, it's too early to tell. The ZX still uses a 41mm inverted fork up front, but its spring is now located at its bottom, fully ensconced by oil to reduce oil cavitation. Like before, a set of oval 38mm throttle bodies mix air and fuel, but they are now 8mm shorter which might offer a high-rpm benefit. Dry-Weight 167 kg / 368 lbs Wet-Weight 190 kg / 418 lbs Fuel Capacity 17 Litres / 4.5 US gal Standing ¼ Mile 11.2 sec Top Speed 252.1 km/h / 156.4 mph KAWASAKI'S 2007 NINJA® ZX™ -6R DELIVERS 600-CLASS POWER WITH HANDLING INSPIRED BY 125 GP MACHINES Quicker and more exciting than any middleweight Ninja sportbike in history Designed to place its rider on the top step of the podium, the new Ninja® ZX™ -6R sportbike elevates 600-class power and handling to the next level. Also available are two optional gear sets for the cassette-style transmission that enables trackside internal gearing changes, the only middleweight with this racer-desirable component. Its wheelbase is up 0.6 inch over the old 636 and nearly identical to the Double-R version at 55.3 inches. Exhaust is routed though header pipes that curve sexily before routed into the under-engine pre-muffler/catalyzer; this allows the undertail muffler to be smaller for a tidier tailsection. Shift action is light on the ZX, though it can get hung up if you're not careful to let the lever drop all the way after an upshift. Thankfully our bikes had tire warmers ("Uh, could I stick one of those in my pants.?), and the Bridgestone PT002 Pros proved to have surprisingly good grip even in these cold conditions. Like the 6RR, the intake ports are polished for cleaner, faster flow to the 1.5mm larger intake valves (26.5mm) operated by new cam profiles. If true, it would put the ZX's weight at about 402 lbs with its tank empty. The Ninja ZX-6R's impressive over-rev capability mimics a true race bike, allowing riders to stay on the gas where lower-revving machines are forced to shift. And we can't complain about the ZX's hard-to-read tach any longer, as it's now a simple white-faced analog rev counter with red numbers that take just a moment to assimilate. This helps to minimize drag by allowing a cleaner tail section design - Integrated front and rear turn signals reduce wind resistance - Three-piece front fender designed for aero efficiency - Different color panels create a sporty, aggressive image Riding position - New ultra-compact chassis places the rider in a ideal position to take advantage of the ZX-6R's improved handling capabilities, by improving the man-machine interface - Slimmer fuel tank design makes it easier for the rider to grip the tank and seat when hanging off in a turn Advanced electronic instrumentation - Multifunction odometer, tripmeter, clock and lap timer/stopwatch Review Pity the poor engineers of supersport bikes, forced to juggle seemingly contradictory design directives. This '07 ZX is rated at 116.4 hp. Kawasaki's PR literature claims the new 6R "churns out way more midrange torque than its predecessors," but whoever wrote that must not have ridden the burly ZX-636.

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