

# 2013 MODEL INFORMATION



**MODEL NAME** **Ninja 300 / Ninja 300 ABS**

**MARKETING CODE** **EX300ADF/EX300BDF**

Version: 4 Sept 2012

Intended as a general reference for the preparation of sales promotion and marketing material, some of the material contained herein may not apply to all markets. Canadian model may not be exactly as shown.

**OVERVIEW** ----- P.2

**AT A GLANCE** ----- P.5

**KEY FEATURES** ----- P.6

**UNCONTESTED PERFORMANCE:**  
**ENGINE**----- P.6

**UNCONTESTED PERFORMANCE:**  
**CHASSIS** ----- P.13

**NINJA STYLING** ----- P.18

**ADDITIONAL FEATURES** ----- P.22

**COLOUR(S)** ----- P.24

**SPECIFICATIONS** ----- P.27

**Kawasaki**



## PERFORMANCE & QUALITY BEYOND ITS CLASS

Whether referring to engine or chassis performance, or the latest available technology, the name “Ninja” implies the very best that Kawasaki has to offer. In the case of the all-new Ninja 300, it means a larger-displacement 296cc engine with the power and torque to eclipse everything in its class, racetrack-level chassis stability, and race-derived clutch technology that offers a supersport-style back-torque limiter and increased ride feel. Reduced vibration and new heat management technology result in high-quality ride feel and comfort level one would expect from a much larger machine.



With its large-volume bodywork, the Ninja 300 can easily be mistaken for a larger machine – an image reinforced by numerous styling cues from our flagship Ninja models. From its aggressive new dual headlights to its sharp, minimalist tail cowl, every surface of the new Ninja was painstakingly sculpted to ensure a high level of fit and finish, impressive silhouette and undeniable Ninja presence.

Designed to outshine all other bikes in its class, the new Ninja 300 delivers increased performance and riding excitement, stunning new styling, and ride quality and comfort that exceed the 250-class.

## Uncontested Performance

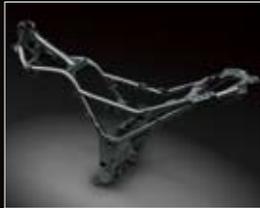
### Fuel-injected Parallel Twin Engine

Dual throttle valves.



### Increased displacement for power and torque exceeding the class

Longer stroke engine measures 296cc.



### Superior acceleration

### Superior top speed

### Circuit-bred chassis performance

High level of chassis stability:  
 - New frame  
 - Wider 140 mm rear tire

### Reduced heat

Changes for improved heat management mean less heat reaches the rider:

- Large openings in fairing
- Radiator fan cover



### High-quality ride feel

Excellent chassis stability.  
 Low vibration.  
 Excellent heat management.

### Latest-spec compact ABS unit (EX300B only)

Specifications on par with units used on our top-of-the-line supersport models



### Advanced racing-derived technology

F.C.C. Assist & Slipper Clutch offers:  
 - light clutch actuation, sporty feel  
 - race-style back-torque limiting function



## Ninja Styling

Ninja styling package directly related to larger Ninja supersport models



Ninja ZX-14R-style fairing design

Ninja ZX-10R-style floating windscreen

Dual headlights (like the Ninja ZX-6R)

Complex silencer shape (like the big Ninja models)

Sporty aluminum footpegs (like the big Ninja models)

Ninja ZX-14R-style wheel design

Modern instrumentation:

- Analogue-style tachometer
- Multi-function LCD features include fuel gauge, dual trip meters, clock, Economical Riding Indicator



**Latest-spec ABS - P.16**

For additional rider reassurance, an ABS model is also available. Its high-spec system was designed specially for motorcycles and features the world's smallest ABS unit.



**Fuel injection - P.9**



Fine-atomising injectors (60 µm) ensure ideal fuel delivery at all rpm.

**Dual throttle valves - P.9**

Like the Ninja ZX-10R and Ninja ZX-6R, the new Ninja 300 uses dual throttle valves. In addition to giving natural, linear throttle response, dual throttle valves also contribute to high performance, combustion efficiency and fuel economy.



**Radiator fan cover - P.12**



A new cover for the radiator fan directs engine heat away from the rider for increased comfort.

**Modern Instrumentation - P.21**

Sporty new instrument panel design contributes to the advanced-technology and high-quality image of the Ninja series.



**Aggressive Ninja styling - P.18**

Like the other Ninjas in the series, the new Ninja 300 features a "mass-forward, minimalist-tail" design concept. Aggressive new dual headlamps, windscreen, wheels and numerous other styling elements inspired by Ninja flagship models give it a serious supersport look.



**37 mm telescopic fork - P.15**

To match the increased engine performance and more rigid frame, a new 37 mm fork with revised settings is fitted. Increased ride comfort in the city, and smooth, stable handling when sport riding is the result.

**Petal disc brakes - P.15**

Petal disc brakes front and rear deliver strong stopping power and superior heat dissipation.



**Sleeveless aluminum die-cast cylinder with plated bores - P.8**

New die-cast aluminum cylinder is more than 600 grams lighter and features supersport-style plated bores for high durability.



**Rigid diamond frame - P.13,14**

New diamond frame features redesigned main tubes, new high-tensile steel components, additional gusseting and rubber front engine mounts. Rigidity balance fine-tuned on the circuit ensures the high level of chassis stability necessary for sport riding.

**Uni-Trak rear suspension - P.15**

Kawasaki's original linkage-equipped Uni-Trak rear suspension delivers a smooth ride and stable handling over a wide range of speeds and road conditions.

**Aluminum footpegs - P.17**

Lightweight supersport-style aluminum footpegs give a more direct feel when sport riding.

**Wider 140 mm rear tire - P.16**

New rear tire contributes to the Ninja 300's increased straight-line stability. New tire compound offers good grip in both dry and wet conditions.

**2-1 exhaust with short-style silencer - P.10**

Longer, larger-diameter header and centre pipes contribute to stronger performance at all rpm. New short-style silencer with complex cross-section delivers good performance, low noise and plenty of lean angle.

**New pistons - P.7,8**

Lightweight new pistons with flatter crowns reduce reciprocating weight. The pistons feature a hard alumite coating for high durability.



**Assist & Slipper Clutch - P.11**

Based on racing technology, the new clutch acts as both a back-torque limiter and a self-servo mechanism that enables a lighter clutch lever pull.

**296cc liquid-cooled, 4-stroke Parallel Twin - P.6,7**

Parallel Twin engine produces smooth, torquey power at low and medium rpm and powerful acceleration at high rpm. Larger displacement engine delivers noticeably stronger torque and power at all rpm. New pistons, cylinder, cylinder head and exhaust contribute to the improved performance.



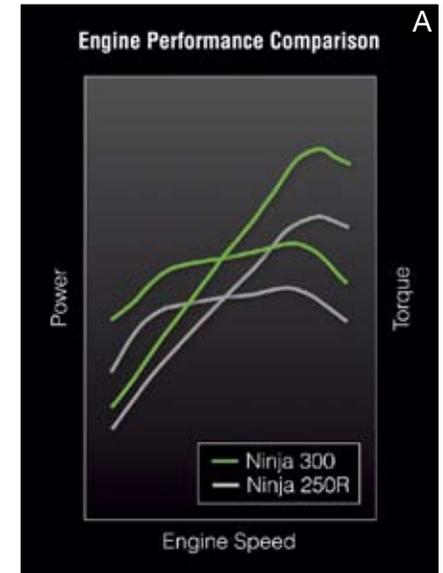
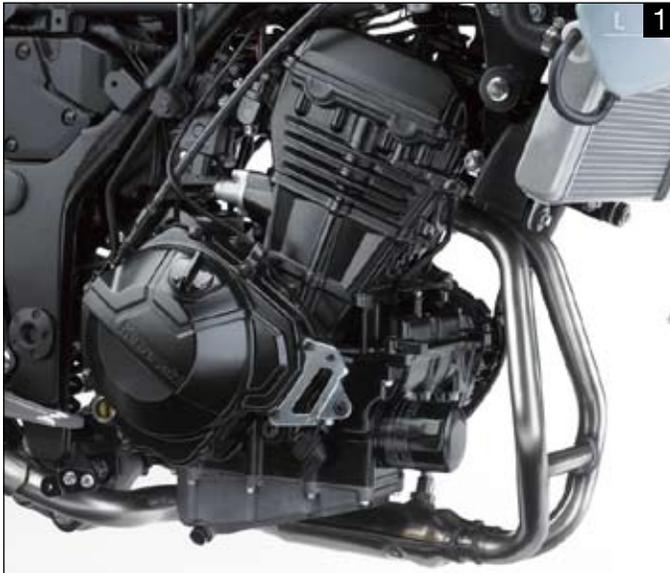
## UNCONTESTED PERFORMANCE: ENGINE



Designed for rider-friendly response, the Ninja 300's fuel-injected Parallel Twin engine delivers smooth, responsive torque at low and medium rpm and hard-hitting acceleration at high rpm. Now displacing 296cc, the engine offers significantly stronger torque and power at all rpm, putting the Ninja 300 in a class of its own. The new engine is fitted with a sleeveless, plated, die-cast aluminum cylinder. New cylinder head, lighter pistons, new crankcases and oil pan (offering increased engine cooling) are just some of the new engine parts. Complementing the enhanced engine performance, racing-derived clutch technology offers a lighter clutch lever pull and a back-torque limiting function, while heat management technology like the new radiator fan cover directs heat away from the rider, significantly improving rider comfort.

## Fuel-injected 296cc Parallel Twin Engine

- \* Compared with a single-cylinder engine, Kawasaki's liquid-cooled, DOHC, 8-valve Parallel Twin delivers smoother, more responsive power at low and medium rpm and harder hitting power at high rpm. (Photos 1-2, Illustration A)
- \* Thanks to a longer stroke, the Ninja 300's new engine now displaces 296cc. Bore and stroke change from 62.0 x 41.2 mm to 62.0 x 49.0 mm. Correspondingly, power and torque eclipse those of the Ninja 250R, acceleration is even stronger and top speed is higher.
- \* With power that exceeds its class, complemented by a balancer and partial rubber mounting to help dampen engine vibrations, the Ninja 300 offers a smooth ride feel as well as comfortable cruising.
- \* Wider intake ports ensure the larger-displacement engine receives the air it requires.
- \* Intake valves have a larger diameter (22.5 mm → 23.5 mm) to facilitate greater airflow.
- \* Lightweight pistons with flatter piston crowns improve combustion efficiency. The new compression ratio, optimised for the new displacement, decreases from 11.6:1 to 10.6:1. (Lower compression ratio allows lower piston operating temperature for increased reliability.)
- \* New pistons, 7.5 mm shorter in total, are also lighter: 121.6 g → 117g. The lighter reciprocating weight helps maintain a high maximum rpm (13,000 rpm, compared to 13,250 rpm on the Ninja 250R) despite the increased stroke. Increased high-rpm power is the result. Shorter (by 5 mm), lighter (4 g less) piston pins contribute to the reduced reciprocating mass.
- \* Pistons feature a new hard alumite coating (on the piston crown and extending past the top land and top ring groove) for increased durability.



## KEY FEATURES

- \* Piston underside features a groove near the piston edge. The groove directs cooling oil to the rest of the piston underside. (Photo 3)
- \* Sleeveless, aluminum die-cast cylinder features plated bores, just like on our Ninja ZX-10R and 6R supersport machines. The new cylinder features an open-deck design, offering excellent heat dissipation, and weighs 600 g less than the previous sleeved cylinder. (Photo 4)
- \* Shorter connecting rods (98.5 mm → 95.7 mm) help reduce reciprocating weight while helping to maintain the same engine height as the Ninja 250R.
- \* Revised crank web design and a thicker (+1.8 mm) counterweight on the balancer shaft complement the engine's increased stroke.

- \* Coolant entranceway to the cylinder now has a rectangular shape (previously round), contributing to improved cooling efficiency.
- \* Water impeller shape revised to increase the flow of coolant for improved cooling efficiency.
- \* Main bearing journal material changed for increased durability.
- \* New crankcases feature a larger capacity oil pan. The increased oil volume (1.7 L → 2.4 L) offers increased engine cooling to suit the increased engine performance. Fins on the underside of the oil pan further contribute to improved cooling efficiency.
- \* The change to a big-bike-style cartridge-type oil filter greatly simplifies oil and filter change maintenance chores.



## Fine-Atomising Injectors & Dual Throttle Valves

\* All Ninja 300 models are fuel-injected. This ensures stable fuel delivery regardless of temperature or air pressure, as well as excellent starting characteristics. (Photo 5)



\* Similar to the Ninja ZX-10R and Ninja ZX-6R, dual throttle valves give precise control of intake air, resulting in linear throttle response across the rpm range. Dual throttle valves also contribute to combustion efficiency, and hence engine performance as well as favourable fuel consumption. (Illustration B)



- \* Larger main throttle valves are (28 mm → 32 mm) and sub-throttle valves (35.5 mm → 40.2 mm) help flow a greater volume of air, contributing to the increased engine performance.
- \* Fine-atomising injectors with a droplet size of only 60 µm contribute to combustion efficiency. New injector bodies are more compact.
- \* New lightweight Denso stick-type ignition coils help minimise electrical interference.

## Efficient Exhaust System

\* 2-into-1 exhaust system, made of corrosion-resistant stainless steel, contributes to low and mid-range performance and helps achieve the Ninja 300's smooth, step-free power curve. (Photo 6)



- \* Longer, larger-diameter (25.4 mm → 28.6 mm) header pipes contribute to increased performance across the rev range.
- \* To achieve the optimised exhaust length (longer), the centre pipe curves to the left as it travels beneath the engine before returning to the right. Large-diameter centre pipe (35 mm → 38.1 mm) matches the increased engine displacement.
- \* Single honeycomb catalyser in the collector pipe (previously two: one in the collector, one in the silencer) ensures that Euro-3 emissions regulations are met.

\* Short-style silencer with complex cross-section enables the requisite volume while ensuring an ample lean angle. Large silencer guard protects passengers from heat and also contributes to noise reduction. (Photo 7)



## Race-derived Clutch Technology & Smoother Shift Feel

- \* New F.C.C. Assist & Slipper Clutch was developed based on feedback from racing activities. The clutch uses two types of cams (an assist cam and a slipper cam), offering two new functions not available on the standard clutch of the Ninja 250R. (Illustration C, Photo 8)
- \* When the engine is operating at normal rpm the assist cam functions as a self-servo mechanism, pulling the clutch hub and operating plate together to compress the clutch plates. This allows the total clutch spring load to be reduced, resulting a lighter clutch lever pull when operating the clutch. Fewer (3, vs 4 on the Ninja 250R) clutch springs translate to a 25% lighter clutch lever feel.
- \* Assist cam also enables the clutch torque capacity to be increased (to match the stronger engine) without gaining weight.

- \* When excessive engine braking occurs – as a result of quick downshifts (or an accidental downshift) – the slipper cam comes into play, forcing the clutch hub and operating plate apart. This relieves pressure on the clutch plates to reduce back-torque and help prevent the rear tire from hopping and skidding.
- \* Clutch has new friction plates made of revised material for smoother operation and milder engagement.
- \* For improved shift feel, shift drum actuation has been changed from a piston-cam type to a low-friction roller type.
- \* Wider (10 mm → 12 mm) primary reduction gears and stronger material for the 6th gear on the input shaft increase durability to match the engine's stronger output.
- \* Shorter 1st and longer 6th gear ratios contribute to a wider-ratio transmission, and together with a new 42T rear sprocket offer an excellent match for the new engine's increased performance.



## Frame/Rear Suspension

\* Large openings in the fairing promote airflow when riding to help dissipate engine heat. Fin design helps direct hot engine air away from the rider for increased comfort. (Photo 9)



\* Innovative Kawasaki technology like the new radiator fan cover (patent pending) located behind the radiator directs hot air down and away from the rider, significantly increasing comfort when stuck in heavy traffic. Redirecting the air also helps keep the tank, frame and other parts that contact the rider cooler, further increasing rider comfort. (Illustration D)



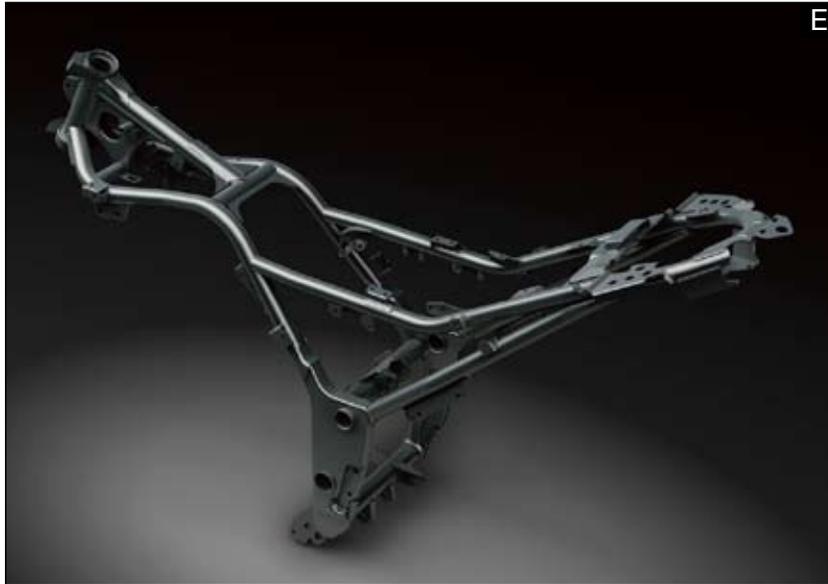
## UNCONTESTED PERFORMANCE: CHASSIS

The Ninja 300's predecessor is well known for its high-performance chassis. The new chassis makes a number of improvements to match the new, more powerful engine. A new diamond frame with revised rigidity balance has redesigned main tubes and now uses high-tensile steel sections for increased longitudinal rigidity. To reduce engine vibration the engine is partially rubber mounted. A wider rear tire adds to handling stability and revised suspension settings complement the stiffer frame. The result is superb handling characteristics and excellent ride quality.



## Circuit-developed Diamond Frame

\* Steel-tube diamond frame offers high strength and high durability – both essential in a high-performance frame. (Illustration E)



- \* Left and right main tubes now made of high-tensile steel, and added gusseting increase the frame's longitudinal rigidity.
- \* Main tubes are now wider below the tank, contributing to an optimised rigidity balance.
- \* Front engine mounts (at the front of the cylinder head) are now rubber (previously rigid-mount). This results in a reduction in vibration (despite the larger-displacement engine), contributing to the Ninja 300's high-quality ride feel as well as increased rider comfort.
- \* Rear section of the frame (seat rails) are mounted at a flatter angle to offset the gain in seat height due to the larger rear tire.

\* Square-tube swingarm contributes to the overall rigidity. (Photo 10)



## Suspension

\* 37 mm telescopic fork has revised damping and a softer spring rate for both improved ride comfort on bumpy city streets and a firmer feel when sport riding. Together with the new, stiffer frame, handling is very smooth and stable. (Photo 11)



\* Kawasaki's original, linkage-equipped Uni-Trak rear suspension delivers stable handling over a wide variety of road surfaces and speed ranges. Like with the front fork, damping settings and spring rate have been changed to softer settings for improved comfort when city riding and a firmer feel when cornering.

\* 5-step preload adjustability lets riders adjust the stiffness and ride height to suit body weight or when riding two-up. Shock is easily adjustable with the on-board tool kit.

## Petal Disc Brakes

\* Large-diameter 290 mm front petal disc brake operated by a 2-piston caliper delivers powerful braking and a natural feel at the lever. (Photo 12)



\* 220 mm rear petal disc and 2-piston caliper give dependable stopping power. (Photo 13)



\* Petal brake discs like those on the larger-displacement Ninja supersport models offer excellent heat dissipation.

\* New resin pads (previously sintered) front and rear offer superior wear characteristics and superb controllability. ABS models use resin pads at the rear and sintered pads in front.

## World's Smallest High-spec ABS (EX300B)

\* ABS models feature Nissin's new ABS control unit. Developed specially for motorcycles, it delivers precise control and is extremely compact. It is only 40% the size of previous Nissin units and weighs 775 g less. (Photo 14)



\* The unit's compact size allows it to be located under the fuel tank.

## New Wheels, Wider Rear Tire

\* New-design 10-spoke wheels feature a design similar to that used on Kawasaki's flagship Ninja ZX-14R. (Photo 15)



\* To suit the wider rear tire, the rim size is larger (17 x MT3.50 → 17 x MT4.00). The front rim is unchanged at 17 x MT2.75.

\* Wider 140 mm rear tire (previously 130 mm) matches the increased engine performance, contributes to an enhanced supersport image and offers increased straight-line stability. Front tire size remains unchanged. (Photo 16)



\* Sporty, low-profile, bias-ply tires were developed in conjunction with IRC. The pattern is unchanged, but the new compound gives increased performance in wet conditions.

## Ergonomics

\* With its slightly forward-slanting seat and wide, raised handlebars, the Ninja 300 ergonomics were selected to accommodate a wide range of riders. The natural riding position is ideal for sport riding or riding with a passenger, in the city or on the highway. (Photo 17)



\* Wide set of the raised, separate handlebars contribute to the Ninja 300's easy manoeuvrability. (Photo 18)



\* In spite of the wider (and thus taller) rear tire, changes to the rear frame keep the seat height to a low 785 mm, approximately the same as the Ninja 300's predecessor. This makes it very easy for riders to reach the ground with their feet.

\* New front seat is narrower near the tank (between the rider's thighs), facilitating an easy reach to the ground, and making the bike easier to control when manoeuvring for parking, etc. (Photo 19)



\* New rear seat is flatter, making it easier to carry packages. (Photo 20)



\* Redesigned clutch lever is mounted closer to the handlebar, making it easier to operate for riders with small hands.

\* Supersport-style aluminum footpegs give a more direct feel and good controllability when sport riding compared to the earlier rubbercovered pegs. (Photo 21)



## NINJA STYLING

Like its predecessor, the new Ninja 300 has styling that would not be out of place on our larger-displacement Ninja supersport models. Just like the other machines in the Ninja series, it features a sporty new “mass-forward, minimalist-tail” design. From its aggressive new dual headlights to its new screen and wheels, the new Ninja 300 shares numerous styling cues and design elements from other machines in the Ninja family. One look tells you that this bike is pure Ninja!



## Racy Bodywork and High-quality Touches

- \* Aggressive new design follows the latest Ninja series trends. Like the Ninja ZX-10R, the new Ninja 300 features a “mass-forward, minimalist-tail” design.
- \* Large-volume bodywork helps make the Ninja feel bigger than a 300, giving it a “big bike” look and feel.
- \* Sharp silhouette of the front cowl follows the aggressive lines of larger-displacement Ninja models.

\* Like the Ninja ZX-10R, the new Ninja 300 uses a floating-style windscreen with a gap between the cowl and the windscreen. Mounting the screen using only the bolts from the mirror stays contributes to a very clean and elegant design. (Photo 22)



\* Aggressive dual headlamp design contributes to the strong Ninja supersport image. The multi-reflector headlamps also offer superb illumination for riding at night. (Photo 23)



\* New mirror design offers increased rearward visibility while maintaining the bike’s width. (Photo 24)



\* Mirror stays allow the mirrors to be easily folded away when parking. Convenient stoppers allow the mirrors to be returned to their original position in a single action.

\* Full-fairing bodywork and the new windscreen offer excellent wind protection and comfort when cruising on the highway.

\* As much as possible, the number of visible bolts was reduced. Joining the bodywork together using combination of hooks, push-rivets and bolts contributes to a seamless, high-quality image.

\* Fin design and large ventilation holes in the fairing have a design similar to that of the Ninja ZX-14R. The design contributes to the Ninja 300’s excellent heat management. (Photo 25)



## KEY FEATURES

\* New engine covers contribute to the sporty looks. The right-side crankcase cover features a stamped Kawasaki logo.

\* New built-in front turn signals have a sleeker, more unitised appearance.

(Photo 26)



\* Rear turn signals have a sharp new design. Both front and rear turn signals use clear lenses for a high-quality look.

(Photo 27)



\* Redesigned front fender has a sharper line at the bottom. Its more compact design gives the front of the bike a sportier look. (Photo 28)



\* Newly designed 10-spoke wheels share the image of the Ninja ZX-14R.

(Photo 29)



\* Like that of the Ninja ZX-10R and 6R, the new fuel tank features a supersport design. Unlike the previous slim design, the new tank is flared at the top edges and slants forward. The flared design enables a large 17 litre fuel capacity (even when an ABS unit is mounted below the tank). Cruising range is on par with large-displacement models. (Photo 30)

\* New short-style muffler, minimalist tail cowl and wider rear tire give the rear of the bike an aggressive look.

\* Following the “mass-forward, minimalist-tail” design concept, the sharp, compact tail section contributes to the Ninja 300’s sporty image.



## KEY FEATURES

\* Six-sided taillight design also adds to the sporty looks. (Photo 31)



\* Redesigned license plate holder and rear flap complement the sharp look of the tail cowl.

\* New unitised inner fender and chain cover add to sporty looks and help keep the rear suspension cleaner. (Photo 32)



## Modern Instrumentation

\* Sporty new instrument panel design contributes to the advanced technology and high-quality image of the Ninja series. (Photo 33)



- \* Large, analogue-style tachometer offers easily legibility and great looks.
- \* Multi-function LCD screen functions include: speedometer, clock, fuel gauge, dual trip meters, odometer and Economical Riding Indicator.
- \* The Economical Riding Indicator appears on the LCD screen to indicate favourable fuel consumption.
- \* White LED backlighting ensures clear meter visibility at night.

## ADDITIONAL FEATURES

### Engine

- \* New cam chain with smaller side plates reduces the amount of the chain that contacts the chain guide for reduced operating friction.
- \* New zero-cross control regulator significantly reduces electrical noise generated when short-circuiting the generator output.

### Chassis

- \* A passing switch has been added. Other switches are unchanged and are easy to use. (Photo 34)



- \* Underside of the tail cowl has indents for fingers, offering convenient holding points for passengers when getting on the bike.
- \* Convenient hooks built into the heel guards of passenger footpegs, and on the underside of the tail cowl facilitate tying down luggage with bungee cords or nets.
- \* Revised rear seat locking method greatly facilitates removing and replacing the rear seat, making it much easier to store things under the seat and to use the helmet locks.

- \* Underseat storage space has two levels for increased convenience and more efficient use of space. A larger U-lock can now be stored under the seat. (Photos 35-36)



- \* Two hook-type helmet holders are located under the seat.

## Accessories

\* In addition to its standard screen, original accessories include a taller screen offering increased wind protection. The screen is available in two colours: clear or light smoke. (Photos 37-38)



\* Sporty single seat cover gives the bike a racy single-seat look. The cover mounts in place of the rear seat. It comes with a seat stop and is colour-matched to the bike's bodywork. (Photo 39)



\* Frame sliders (engine guards) help protect the fairing in case of a fall. (Mounting the frame sliders requires cutting holes in the fairings; cutting guidelines are indicated.) (Photo 40)



## COLOURS

**EX300ADFA (Ninja 300 Special Edition)** Lime Green/Ebony



**EX300ADF (Ninja 300)** Passion Red



## KEY FEATURES

**EX300ADF (Ninja 300) Ebony**



**EX300BDFA (Ninja 300 ABS Special Edition) Ebony/Metallic Moondust Gray**



## KEY FEATURES

### EX300BDF (Ninja 300 ABS) Ebony



## SPECIFICATIONS

### EX300ADF/BDF

ENGINE	
Type	Liquid-cooled, 4-stroke Parallel Twin
Displacement	296cc
Bore and Stroke	62.0 x 49.0 mm
Compression ratio	10.6:1
Valve system	DOHC, 8 valves
Fuel system	Fuel injection: ø32 mm x 2 (Keihin), with dual throttle valves
Ignition	Digital
Starting	Electric
Lubrication	Forced lubrication, wet sump
DRIVETRAIN	
Transmission	6-speed, with Positive Neutral Finder
Final drive	Sealed chain
Primary reduction ratio	3.087 (71/23)
Gear ratios: 1st	2.714 (38/14)
2nd	1.789 (34/19)
3rd	1.409 (31/22)
4th	1.160 (29/25)
5th	1.000 (27/27)
6th	0.857 (24/28)
Final reduction ratio	3.000 (42/14)
Clutch	Wet multi-disc, manual

FRAME	
Type	Tube diamond, steel
Wheel travel: front	120 mm
rear	132 mm
Tire: front	110/70-17 M/C 54S
rear	140/70-17 M/C 66S
Caster (rake)	27°
Trail	93 mm
Steering angle (left/right)	35° / 35°
SUSPENSION	
Front: Type	37 mm telescopic fork
Rear: Type	Bottom-Link Uni-Trak with gas-charged shock and 5-way adjustable preload

## SPECIFICATIONS

BRAKES	
Front: Type Caliper	Single 290 mm petal disc Single balanced actuation dual-piston
Rear: Type Caliper	Single 220 mm petal disc Dual-piston
DIMENSIONS	
Overall length	2,015 mm
Overall width	715 mm
Overall height	1,110 mm
Wheelbase	1,405 mm
Ground clearance	140 mm
Seat height	785 mm
Curb mass*	172 kg (EX300A) 174 kg (EX300B)(ABS model)
Fuel capacity	17 litres
Warranty	12 months

\* Includes all necessary materials and fluids to operate correctly, full tank of fuel (more than 90% of capacity) and tool kit (if supplied)

PERFORMANCE	
Maximum power	29.0 kW {39 PS} @ 11,000 rpm
Maximum torque	27.0 N.m {2.8 kgf.m} @ 10,000 rpm

**UP TO 4 YEARS  
ADDITIONAL  
COVERAGE**  
with the Good Times™  
Protection Plan\*  
\*Depending on the program purchased.



The specifications mentioned here apply to and have been achieved by production models under standard operating conditions. We intend only to give a fair description of the vehicle and its performance capabilities but these specifications may not apply to every machine supplied for sale. Kawasaki Heavy Industries, Ltd. and Canadian Kawasaki Motors Inc. reserves the right to alter specifications without prior notice. Equipment illustrated and specifications may vary to meet individual markets.