



U.S. Department  
of Transportation

National Highway  
Traffic Safety  
Administration

# Part 573 Safety Recall Report

# 25V798

**Manufacturer Name:** Kawasaki Motors Corp., U.S.A.

**Submission Date:** Dec 09, 2025

**NHTSA Recall No.:** 25V798

**Manufacturer Recall No.:** MC25-11

## Manufacturer Information

## Population

**Manufacturer Name:** Kawasaki Motors Corp.,  
U.S.A.  
**Address:** PO Box 25252  
Santa Ana CA, 92799-5252

**Total number of potentially involved:** 19,823  
**Estimated percentage with defect:** 1%

## Vehicle Information

**Vehicle 1:** 2024-2026 KAWASAKI NINJA ZX-6R

**Product Category:** Motorcycles

**Product Type:** Motorcycles

**Fuel / Propulsion:** Compressed Natural Gas

**Production Dates:** Apr 03, 2023 - Jul 15, 2025

**Number of potentially involved:** 19,823

### Descriptive Information:

The affected vehicles are certain model year 2024 ZX636J (Ninja ZX-6R 40th Anniversary Edition ABS) - ZX636K (Ninja ZX-6R 40th Anniversary Edition), model year 2025-2026 ZX636J (Ninja ZX™-6R ABS/KRT Edition ABS), ZX636K (Ninja ZX™-6R/KRT Edition). The recall population is all vehicles produced from April 3<sup>rd</sup>, 2023 to July 15<sup>th</sup>, 2025.

## Defect / Noncompliance Description

### Description of the defect or noncompliance:

These motorcycles can lose engine power unexpectedly due to a seizure of the #5 metal crankshaft bushing. The method used to torque the crankcase bolts will be different than the one used in the prior recall. An engine stall increases the risk of a crash.

**FMVSS1:**

**FMVSS2:**

**Description of the safety risk, including crash, fire, death, injury:**

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Certain vehicles may lose engine power during operation, increasing the risk of a crash.

## Description of the cause:

The axial force of the bolts holding the crank case together can be excessive due to variations in the tightening of these bolts during the repair process for the prior recall. As a result, the #5 metal crankshaft bushing can be damaged by improper oil clearance between the crankshaft and the bushing.

## Identification of any warning that can occur:

None

## Component Manufacturer

### Tier of Supplier:

### Supplier Type:

**Name:** Kawasaki Motors Ltd.

**Address:** 1-1, Kawasaki-cho  
Akashi, Hyogo Foreign States, 673-8666

**Country:** Japan

## Involved Components

**Component Name 1:** SET- CRANKCASE

**Component Description:** SET- CRANKCASE

**Component Part Number:** 14101-0021

## Chronology

The recall condition identified in the first recall concerning this issue (25V-376) occurs when the #5 bearing in the crank case is not properly seated due to excess pressure being applied to the bearing by the crank case. As a result, the bearing can become insufficiently lubricated and fail in some instances. As part of its investigation of this issue, after measuring the torque in crank case bolts in some completed units at the factory and failed engines from the field, Kawasaki found that the crank case bolts were overtightened. Given that, and other information discovered in the course of its investigation, Kawasaki concluded that the axial force being applied by these bolts after they were torqued during final assembly of the crank case was sometimes excessive. The initial recall was intended to remedy this issue by ensuring that the bolts in the crank case were torqued appropriately and were therefore applying the proper axial force in all vehicles in the field. That recall was initiated in June 2025.

As part of its continuous quality assurance activity after the initial recall was underway, Kawasaki Motors, Ltd. (KML) in Akashi, Japan, was informed by Kawasaki Motors Corp., U.S.A. (KMC), its US

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distributor, of a unit that had experienced a #5 bearing failure after the recall repair had been performed on the vehicle. This occurred in July 2025. Kawasaki began to investigate how this could have occurred, and whether it was due to some kind of defect.

After buying back several engines that had minor damage to the #5 bushing despite receiving the recall repair, KML received these engines in August and September. KML measured the torque on the crank case bolts from these engines and found that some of them **did not** have excessive torque, as would have been expected given what Kawasaki then knew about the cause of this failure from its investigation leading up to the June 2025 recall.

Kawasaki continued to investigate the issue, both for units in the field and in its factory in Akashi. In October, Kawasaki hypothesized that the axial force applied to the crank case bolts during the manufacturing process could still be excessive because of variations such as the surface condition of the of crank case reducing the anticipated tightening resistance of the bolt and thereby causing the axial force applied by a given torque measurement to be higher than anticipated. The shape of the washer and which side of the washer contacted the crank case surface could also cause variations in the applied axial force. Kawasaki was able to create a condition in which the appropriate torque was applied to the bolts, but the axial force was still excessive, and the engine failed in a similar way to that which was addressed in the original recall. Kawasaki therefore suspected that the issue might still be occurring even despite proper torque being applied.

Kawasaki then further applied this hypothesis to its observations of returned parts from the field. Kawasaki suspected that the axial force of the previously repaired vehicles in the field may also vary for the same reasons that the vehicles in the factory varied and may also have been influenced by variations in dealer technicians' performance of the recall procedure.

To be sure that both factory and field units have crank case bolts that are tightened properly, Kawasaki is making sure that the bolts on all units are tightened with the angle tightening method, which geometrically measures the stretch / travel of the bolts into the bolt holes and therefore controls the axial force applied by the bolt much more precisely.

Since the initiation of the prior recall, Kawasaki is only aware of four cases in the US in which a unit that was previously repaired under the recall has subsequently stalled while running.

**Related NHTSA Recall Number:** 25V376

## Description of Remedy

### Remedy Type:

**Consumer Advisories:**  Do Not Drive  Park Outside

### Description of remedy program:

The #5 metal crank shaft bushing must be inspected on all eligible units already in operation including vehicles remedied under the previous recall. If there is no abnormality with or damage to the bushing, the bolts holding the crankshaft in the crank case must be re-tightened properly, via the angle tightening method. By tightening the bolts at the specified angle instead of measuring resistance from the bolt as it is being torqued, variation in axial force is reduced appropriately. If there is any abnormality with or damage to the bushing, the parts must be replaced and the crank shaft bolts properly tightened via the angle tightening method, or the engine must be otherwise repaired or replaced.

DO NOT RIDE YOUR 2024 & 2025 & 2026 NINJA® ZX™-6R, -6R KRT EDITION, KRT 40th Anniversary

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Edition ABS, -6R ABS, & -6R KRT EDITION ABS UNTIL AN AUTHORIZED REPAIR HAS BEEN COMPLETED.

**How remedy component differs from recalled component:**

Kawasaki will add a white mark to all inspected and repaired units at the right side of crankcase.

**Identify how/when recall condition was corrected in production:**

From mid-June 2025, the bolts holding the crank shaft together in the crank case were tightened with proper axial force by an electric torque wrench (tightening angle / torque control type power tool) in the engine assembly process.

**Reimbursement Plan****Description of reimbursement program:**

The plan of reimbursement will be described in the owner's letter as follows: If you have experienced the failure described above prior to receiving this letter and have paid to have it corrected, you may be eligible for full or partial reimbursement for your documented cost of repair(s). To apply for reimbursement, please send copies of current owner and VIN information along with copies of repair orders and payment confirmation to the following address: Kawasaki Motors Corp., U.S.A. ATTN: Customer Care P.O. Box 25252 Santa Ana, California 92799-5252

**Period of reimbursement:****Costs to be reimbursed:****Address for reimbursement claims:****Recall Schedule****Description of recall schedule:**

Kawasaki Motors Corp., U.S.A. (KMC) will distribute both electronic and paper copies of a Recall Service bulletin to all Kawasaki motorcycle dealers. KMC will mail the owner notification letter via U.S.P.S. enclosed in an envelope with the statement "Important Recall Safety Information" printed on the outside of the envelope.

**Planned Dealer Notification Date:** Dec 12, 2025 - Dec 12, 2025  No Dealers

**Planned Interim Owner Notification Date:** Nov 25, 2025 - Nov 26, 2025  No Owners

**Planned Remedy Owner Notification Date:** Dec 15, 2025 - Dec 17, 2025  Phased Recall

**Date when VIN will be searchable:**