

**REPLACES:** Please discard bulletin MC25-11 dated December 12, 2025. See revisions on pages 12 & 14.

**TITLE: 2024 ~ 2026 ZX636J/K Crankshaft Bearing Seizure (REVISED 1/8/2026)**

## RECALL

**THIS BULLETIN IS OF THE HIGHEST PRIORITY AND MUST BE ACTED UPON IMMEDIATELY TO ENSURE CUSTOMER SAFETY.**

### Eligibility

#### Eligible Units

Year	Model Name	Model Code
2024	NINJA® ZX™-6R ABS	ZX636JRFAL
	NINJA® ZX™-6R ABS KRT EDITION	ZX636JRFAL
	NINJA® ZX™-6R ABS	ZX636JRFAN
	NINJA® ZX™-6R ABS KRT EDITION	ZX636JRFAN
	NINJA® ZX™-6R KRT 40TH ANNIVERSARY EDITION ABS	ZX636JRFBL
	NINJA® ZX™-6R KRT 40TH ANNIVERSARY EDITION ABS	ZX636JRFBN
	NINJA® ZX™-6R	ZX636KRFAL
	NINJA® ZX™-6R	ZX636KRFAN
2025	NINJA® ZX™-6R ABS	ZX636JSFAL
	NINJA® ZX™-6R ABS KRT EDITION	ZX636JSFAL
	NINJA® ZX™-6R ABS	ZX636JSFAN
	NINJA® ZX™-6R ABS KRT EDITION	ZX636JSFAN
	NINJA® ZX™-6R	ZX636KSFAL
	NINJA® ZX™-6R KRT EDITION	ZX636KSFAL
	NINJA® ZX™-6R	ZX636KSFAN
NINJA® ZX™-6R KRT EDITION	ZX636KSFAN	
2026	NINJA® ZX™-6R ABS	ZX636JTFAL
	NINJA® ZX™-6R ABS	ZX636JTFAN
	NINJA® ZX™-6R	ZX636KTFAL
	NINJA® ZX™-6R	ZX636KTFAN

### Kawasaki Action

#### Initiate Campaign:

Kawasaki has initiated a Recall campaign to inspect the crankshaft bearing and repair if required.

#### Notify Registered Owners:

Kawasaki is sending a Recall letter to all registered owners of eligible units. A copy of the letter is printed on page 23 of this bulletin.

### Dealer Action

#### Repair Eligible Units:

Repair all eligible units including sold units in the field and unsold units in your dealership inventory prior to delivery to the retail purchaser. It is the obligation of authorized Kawasaki retail Dealers to repair eligible units in Dealer's possession prior to retail sale. Failure to comply with this obligation to repair all units eligible for Recall or FDM campaigns by the Dealer constitutes a breach of the Dealer Sales and Service Agreement. Refer to Service Policies bulletin SP25-05. Refer to the Repair Procedure section of this bulletin for details.

#### Verify individual vehicle eligibility using VIP in K-Dealer before starting the repair.

Please check Vehicle Information Portal (VIP) in K-Dealer for other possible repair campaigns for eligible units.

### Subject

These motorcycles can lose engine power unexpectedly due to a seizure of the #5 metal crankshaft bearing. An engine stall increases the risk of a crash.



#### IMPORTANT NOTE:

*It's the law! Under the U.S. National Highway Traffic Safety Administration (NHTSA), Federal Law 49 U.S.C. Section 30120(i) requires dealers to perform Recall repairs before delivering any vehicle affected by the Recall to a purchaser.*

#### Submit Product Registration:

Submit the product registration to Kawasaki via K-Dealer immediately after retail sale of any eligible unit. Be sure to supply the correct customer name and mailing address. Kawasaki uses the product registration information for customer notification. Also, if you know that the customer has moved, please submit a Customer Update via K-Dealer.

## Dealer Action (continued)

### Document Completed Repairs:

Federal law requires manufacturers to maintain accurate follow-up records on repairs performed on eligible units. Dealers MUST submit a Warranty Claim for each repair. Refer to the Warranty Information section of this bulletin for details.

### NOTE:

- o *If you fail to submit a Warranty Claim for a new unit that is subsequently sold and registered, the new owner will receive the Recall letter requesting the return of the vehicle to you for repair.*

## Parts Information

### Repair Kit Part Number:

Order parts to complete the Recall through K-Dealer as outlined in Service Bulletin SP25-08.

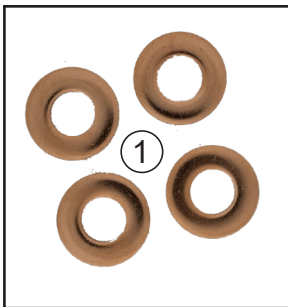
KIT, MC25-11 P/N 99999-0998		
Ref	Contents	Qty
1	WASHER, Crankcase Fastening Bolts	4
2	GASKET, Idle Gear Cover	1
3	GASKET, Idle Gear Cover Bolts	2
4	RING-O, Starter Motor	1
5	GASKET, Starter Motor Clutch Cover	1

### Parts Availability:

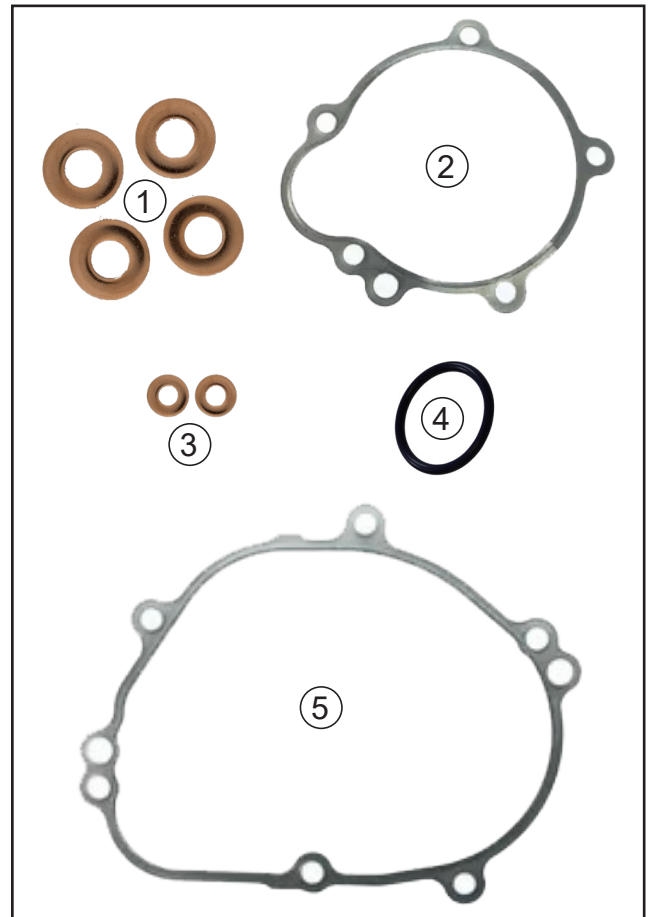
To ensure parts availability across the dealer network, Kawasaki initially requests that parts are ordered based on immediate demand:

- For retailed units, order parts as customers schedule repairs or for repairs expected to take place within the next two weeks.
- For unsold units, use VIP in K-Dealer to identify the number of affected units in your dealership inventory. Order repair parts only for units that will be repaired for retail sale within the next two weeks.

### INSTALL WASHERS ON UNSOLD UNITS



### INSTALL ALL PARTS ON SOLD UNITS



## Repair Summary

### UNSOLD UNITS ONLY: PAGES 4~8

- Replace crankcase bolt washers and tighten crankcase bolts: pages 4~8.

#### Tools & Consumables

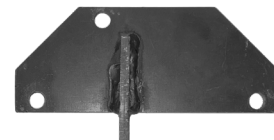
- Fine point permanent marker
- Hex tools: 4mm and 5mm
- 1/4" drive
  - Torque wrench (capable of 156 inch pounds)
  - 12mm socket
  - 3" extension
  - 6" extension
- 3/8" drive
  - Ratchet
  - 12mm socket
  - 3" extension
  - 6" extension
  - Angle Torque wrench or equivalent
- High flash-point solvent
- Molybdenum disulfide oil solution  
**(10:1 ratio of engine oil to molybdenum disulfide grease)**

### SOLD UNITS ONLY: PAGES 9~21

- Check engine number.
  - ★ If the engine number is **ZX636EE091509 or higher**, no further action is required. Proceed to the Warranty section on page 22 of this bulletin.
  - ★ If the engine number is **ZX636EE091508 or lower**, check the VIN for eligibility.
- Inspect #5 crankshaft bearing and crankshaft: pages 9~14.
  - ★ If the motorcycle **passes** inspection, reassemble engine, then replace the crankcase bolt washers and torque the crankcase bolts: pages 15 ~ 21.
  - ★ If the motorcycle **fails** inspection, contact Dealer Care at 1-800-854-3800.

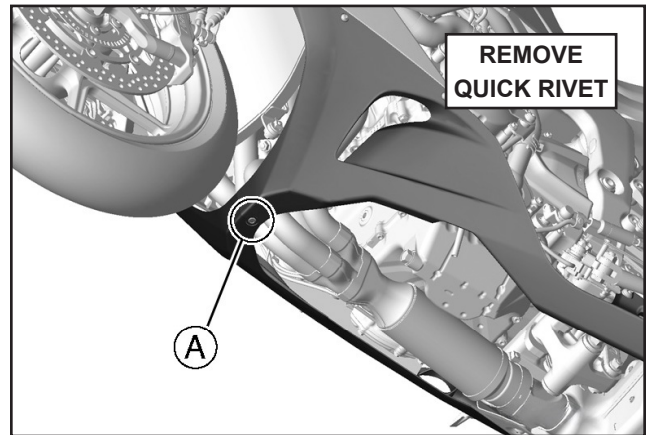
#### Tools & Consumables

- Fine point permanent marker
- Hex tools: 4mm and 5mm
- 8mm wrench
- 1/4" drive
  - Ratchet
  - 2", 3" & 6" extensions
  - 8mm & 12mm sockets
  - Torque wrench (up to 156 inch pounds)
- 3/8" drive
  - Ratchet
  - 12mm socket
  - Torx T50 socket
  - 3" & 6" extensions
  - Torque wrench capable of 36 foot pounds
  - Angle Torque wrench or equivalent
- High flash-point solvent
- Lint free cloths
- General purpose grease
- Molybdenum disulfide grease
- Molybdenum disulfide oil solution  
**(10:1 ratio of engine oil to molybdenum disulfide grease)**
- Sealant: TB1211F, P/N 92104-0004, or equivalent
- Flashlight
- **MC25-11 Required Special Tool**  
A special tool designed to hold the starter motor clutch while removing the starter motor clutch bolt will begin shipping December 12 to each dealer at no charge.

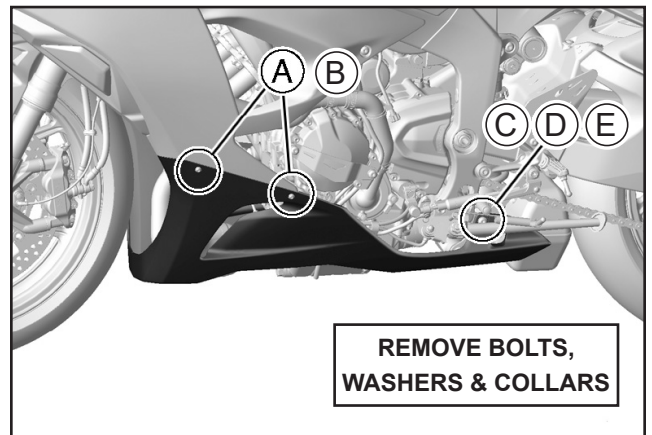


### Lower Fairing Removal

- Remove and retain quick rivet [A].



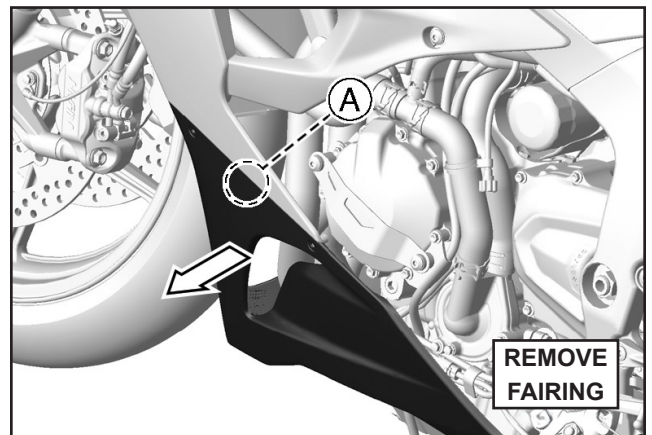
- Remove and retain bolts [A] and washers [B].
- Remove and retain bolt [C], collar [D] and washer [E].



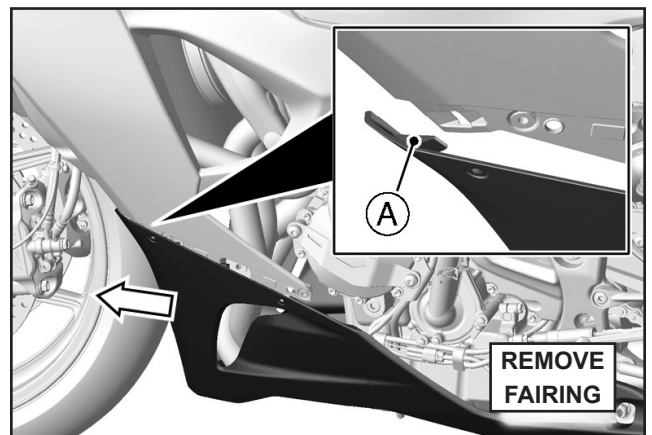
- Pull the lower fairing outward to clear the projection [A].

**NOTE:**

- For the left lower fairing removal, raise the rear wheel off the ground with a swingarm stand if necessary.

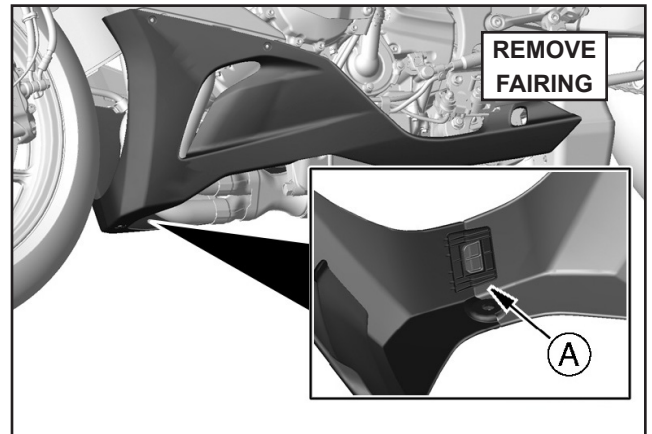


- Pull the lower fairing forward to clear the hook [A].



## Repair Procedure - UNSOLD UNITS ONLY (continued)

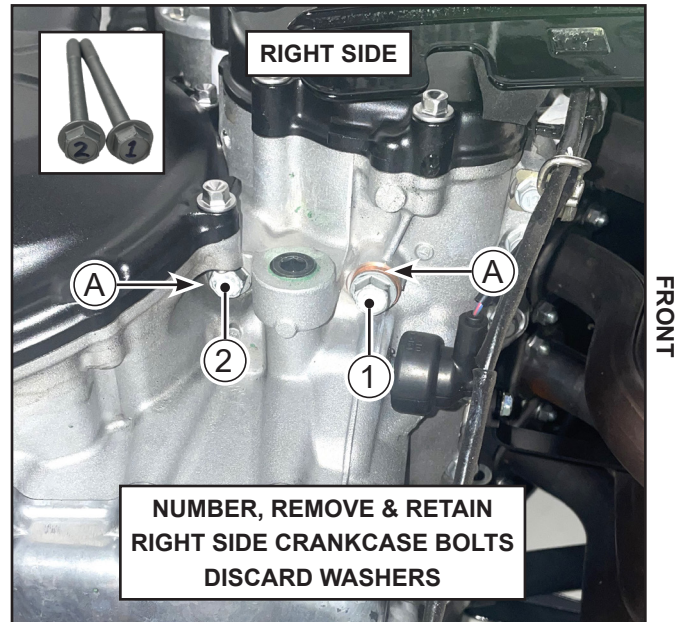
- Pull the lower fairing outward to clear the hook [A], and remove the lower fairing.



### NOTICE

When removing the bolts, record their installation positions so they can be reinstalled in their original locations later.

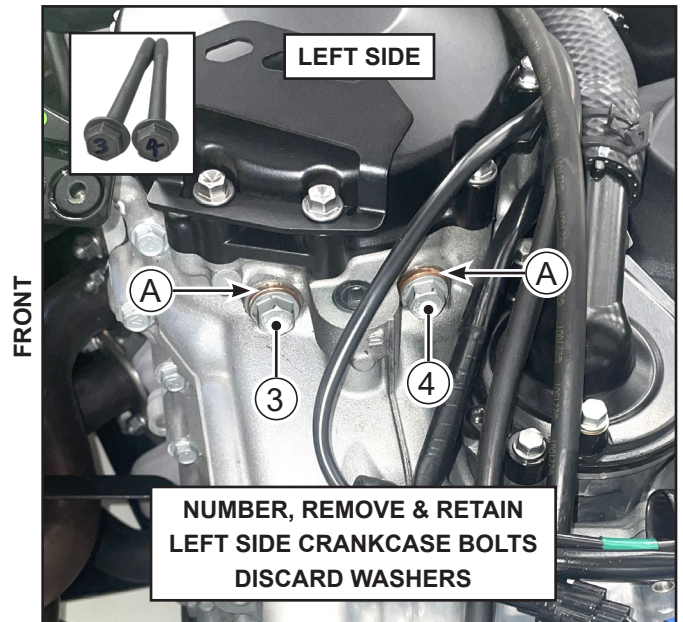
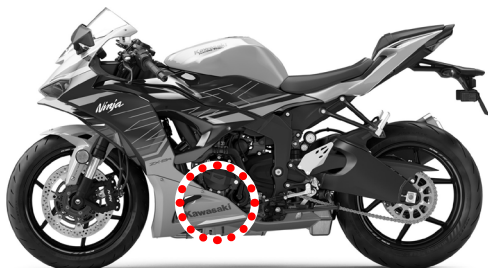
- Remove the right side crankcase bolts [1 & 2] and washers [A].
- Retain bolts [1 & 2] and number with marker.
- Discard washers [A].



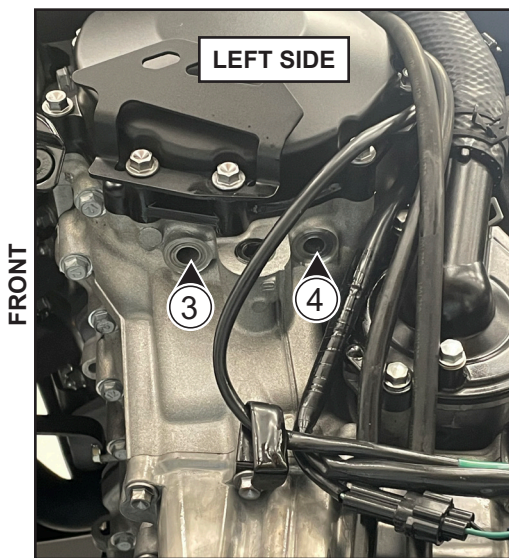
### NOTICE

When removing the bolts, record their installation positions so they can be reinstalled in their original locations later.

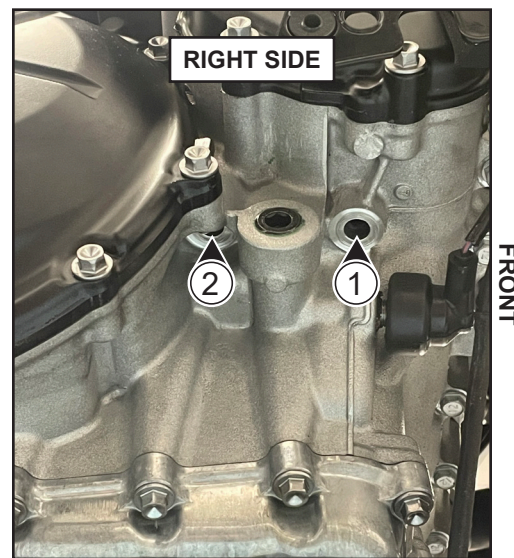
- Number the left side crankcase bolts [3 & 4].
- Remove the left side crankcase bolts [3 & 4] and washers [A].
- Retain bolts [3 & 4] and number with marker.
- Discard washers [A].



## Repair Procedure - UNSOLD UNITS ONLY (continued)



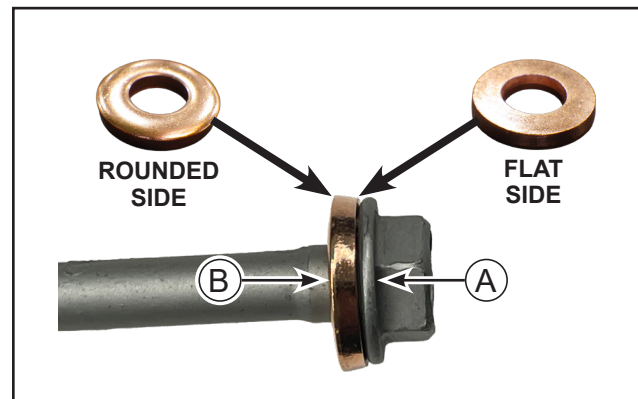
- Remove all traces of oil and debris from crankcase bolt holes 1, 2, 3, & 4 with compressed air only.
- Remove all traces of oil and debris from the bolts with a high flash-point solvent and compressed air.



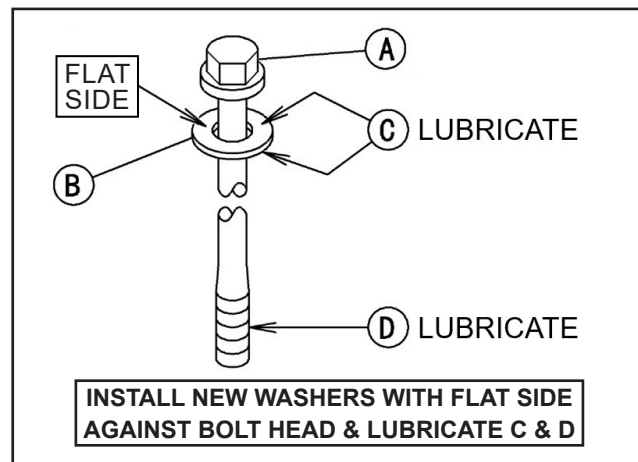
### ⚠ WARNING

**10:1 ratio of engine oil and molybdenum disulfide oil is required to achieve proper torque. Over-tightening may cause the crankshaft bearing metal to seize, which in the worst case, can lead to engine stalling. Be sure to tighten bolts incrementally and accurately to avoid this issue.**

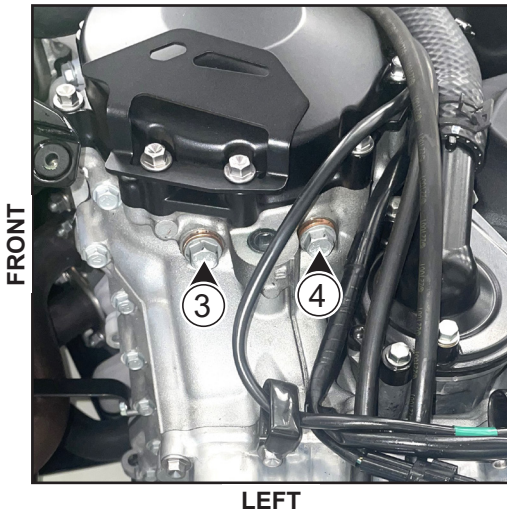
- Replace the copper plated washers [B] with new washers from the repair kit.
- Position the flat side of the washer [B] against the head of the bolt [A].



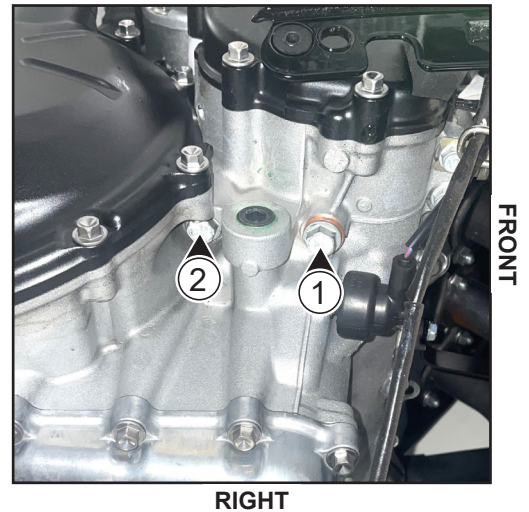
- Apply light film of molybdenum disulfide oil solution (**10:1 ratio of engine oil to molybdenum disulfide grease**) to both sides [C] of the washers [B] and threads [D] of the crankcase bolts [A].



## Repair Procedure - UNSOLD UNITS ONLY (continued)



TIGHTEN BOLTS SEQUENTIALLY  
IN 1-2-3-4 ORDER



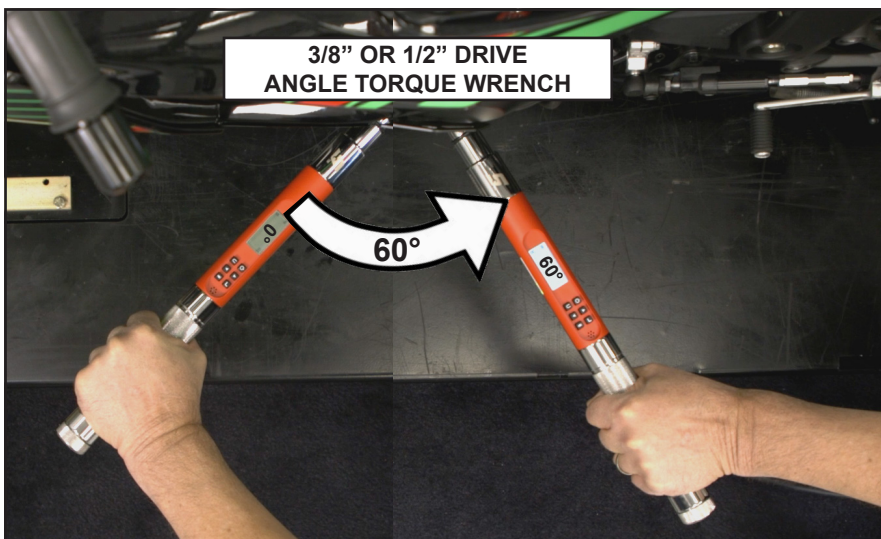
### INITIAL TIGHTENING SEQUENCES A, B, C - CRANKCASE BOLTS

- Install crankcase bolts 1, 2, 3, & 4 and washers, by hand, in 1-2-3-4 order, in their original positions until seated.
- Use a 1/4" drive torque wrench and tighten the bolts as follows:
  - A. Tighten bolts 1-2-3-4 in order to 84 in·lb (1.0 kgf·m, 10 N·m).
  - B. Tighten bolts 1-2-3-4 in order to 132 in·lb (1.5 kgf·m, 15 N·m).
  - C. Tighten bolts 1-2-3-4 in order to 156 in·lb (1.8 kgf·m, 18 N·m).



### FINAL TIGHTENING SEQUENCE D - CRANKCASE BOLTS

- Use a 3/8" or 1/2" drive **Angle Torque Wrench** and tighten the bolts as follows:
  - D. Tighten bolts 1-2-3-4 in order to 60 degrees.



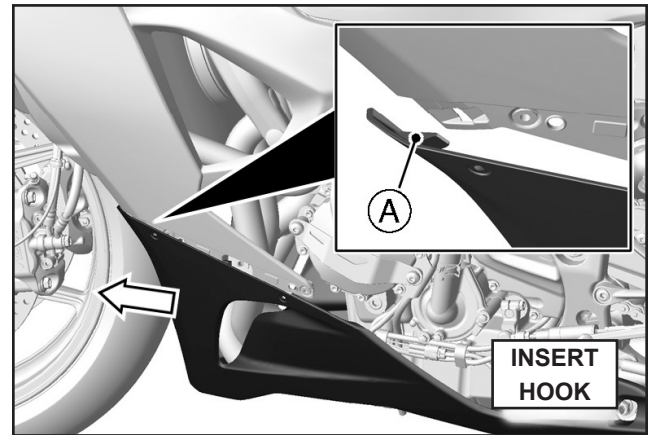
### TORQUE ANGLE VIDEO



BOLT 3 SHOWN  
TIGHTEN IN 1-2-3-4 ORDER

## Repair Procedure - UNSOLD UNITS ONLY (continued)

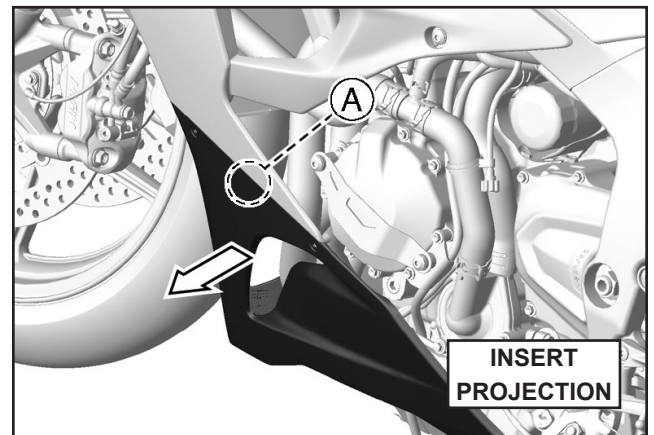
- Insert hook [A].



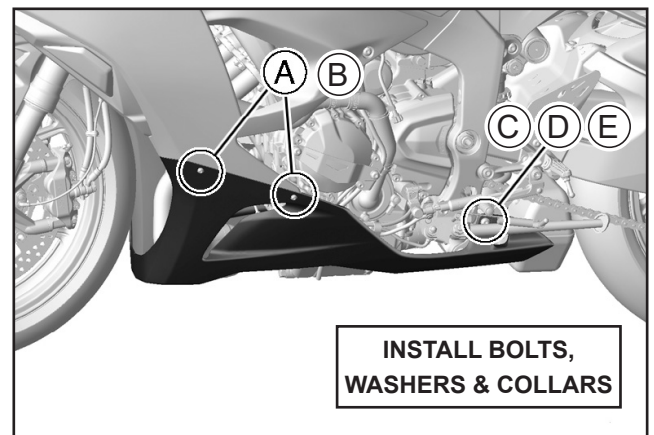
- Insert projection [A].

### NOTE:

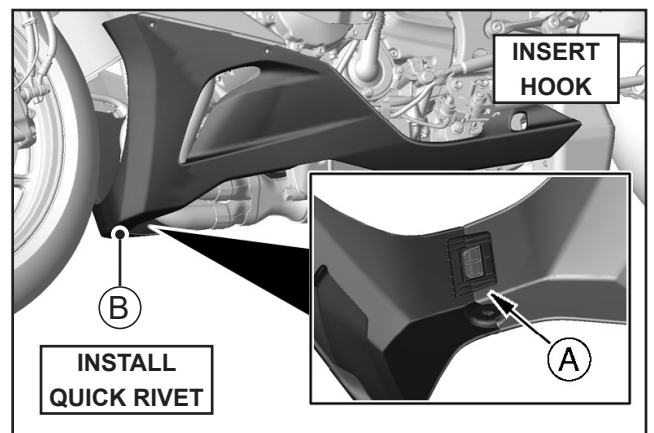
- *For the left lower fairing installation, raise the rear wheel off the ground with a swingarm stand if necessary.*



- Install bolt [C], collar [D] and washer [E].
- Install bolts [A] and washers [B].



- Insert hook [A].
- Install quick rivet [B].



**REPAIR COMPLETE.  
PROCEED TO THE  
WARRANTY SECTION ON  
PAGE 22 OF THIS BULLETIN**

**CHECK ENGINE NUMBER FIRST**

- ★ If the engine number is **ZX636EE091509 or higher**, no further action is required. Proceed to the Warranty section on page 22 of this bulletin.
- ★ If the engine number is **ZX636EE091508 or lower**, check the VIN for eligibility.

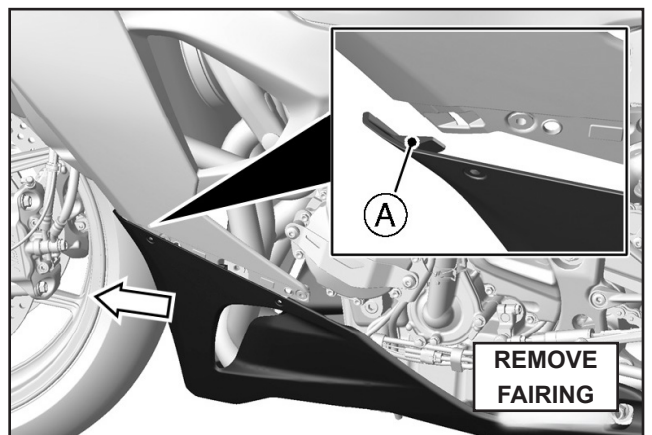
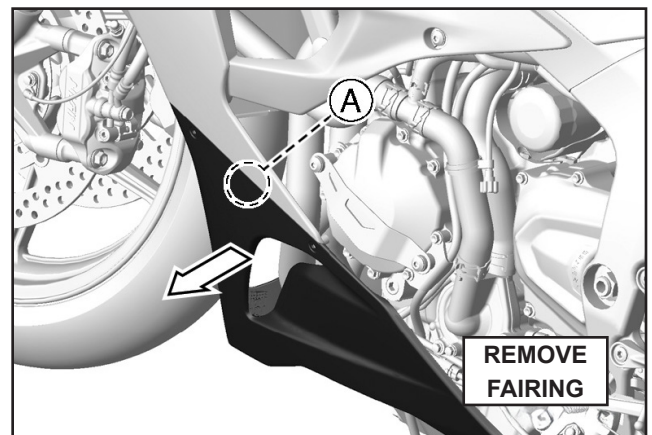
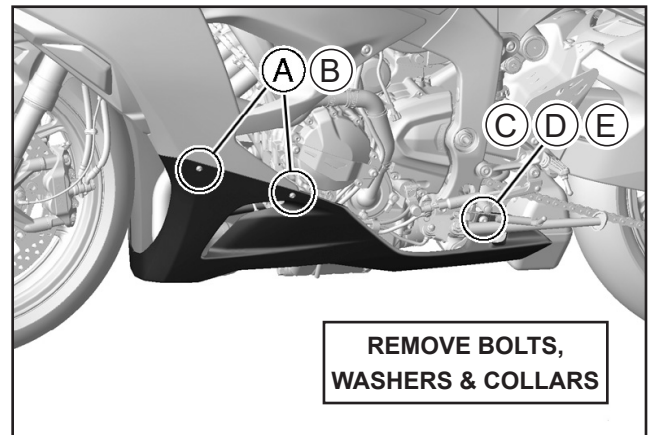
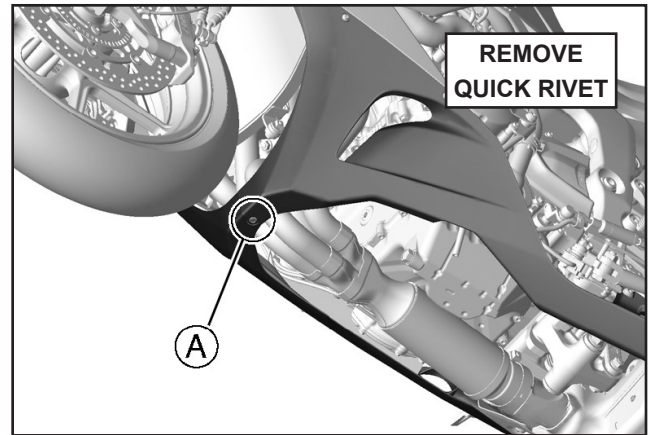
**Lower Fairing Removal**

- Remove and retain quick rivet [A].
- Remove and retain bolts [A] and washers [B].
- Remove and retain bolt [C], collar [D] and washer [E].
- Pull the lower fairing outward to clear the projection [A].

**NOTE:**

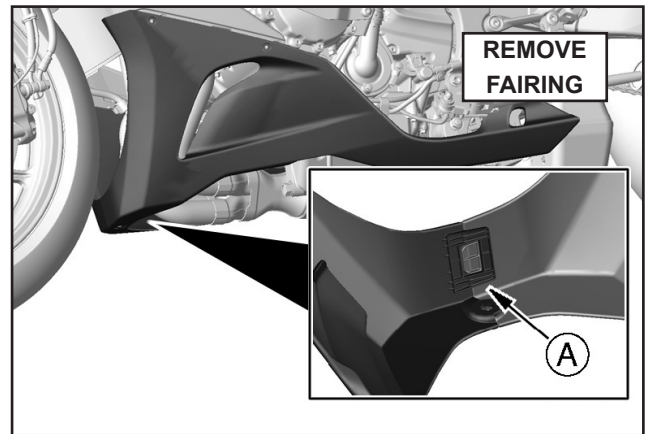
- *For the left lower fairing removal, raise the rear wheel off the ground with the stand if necessary.*

- Pull the lower fairing forward to clear the hook [A].



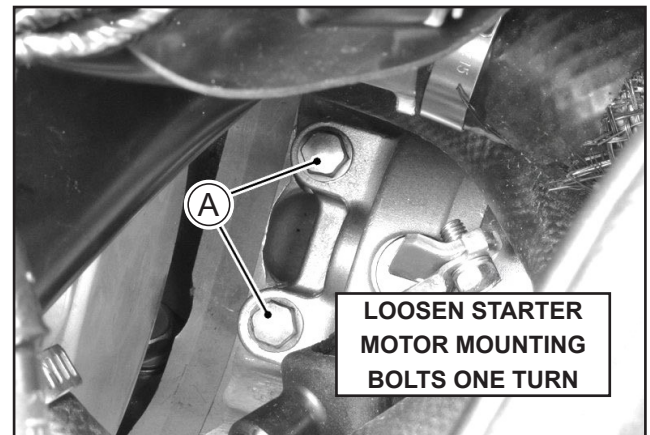
## Disassembly Procedure - SOLD UNITS ONLY (continued)

- Pull the lower fairing outward to clear the hook [A], and remove the lower fairing.

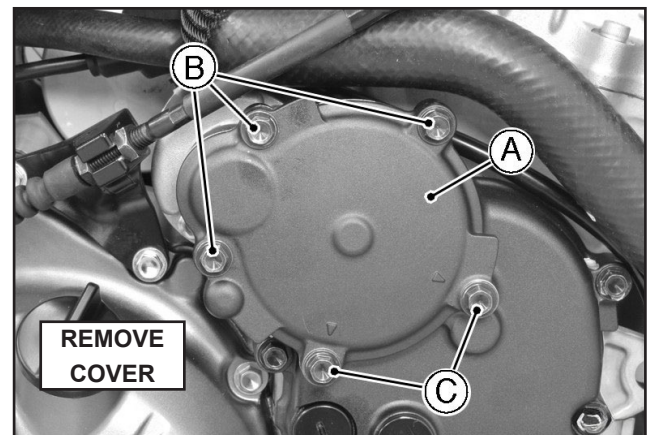


### Remove Covers

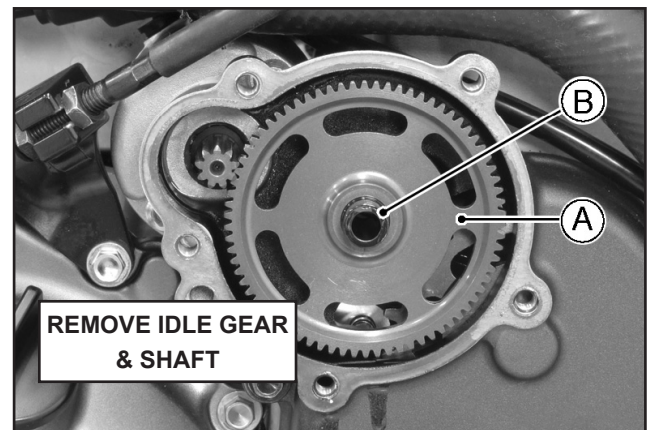
- Loosen the starter motor mounting bolts [A] approximately 1 turn and do not remove them.



- Remove and retain idle gear cover bolts [B].
- Remove and retain idle gear cover bolts [C] and discard the copper washers.
- Remove idle gear cover [A] and discard the gasket.

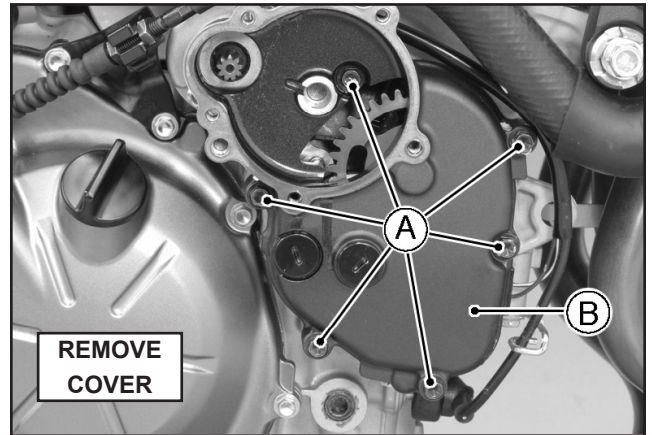


- Remove idle gear [A] and shaft [B].



## Disassembly Procedure - SOLD UNITS ONLY (continued)

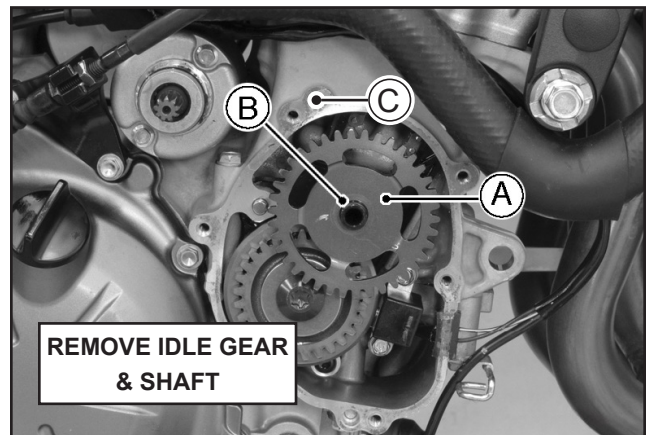
- Remove and retain starter motor clutch cover bolts [A].
- Remove starter motor clutch cover [B].
- Leave the gasket in place on the crankcase.



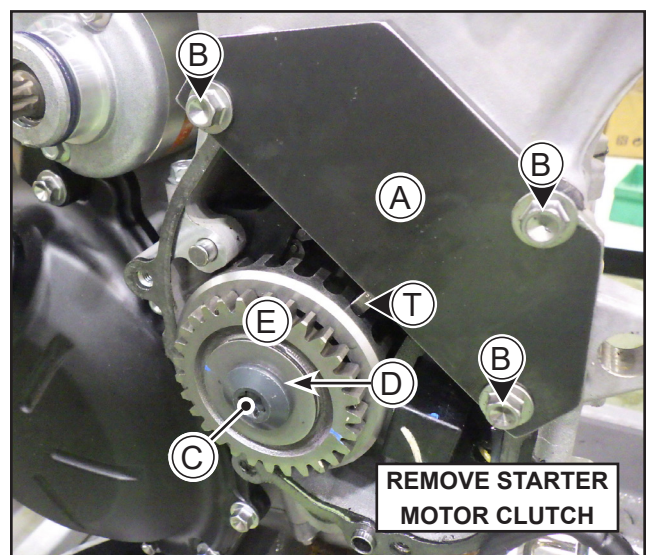
- Clean the starter motor clutch cover thoroughly to remove dirt, sand and grit. This will prevent damage to the starter motor o-ring during assembly.



- Remove idle gear [A] and shaft [B] together.
- Remove and retain dowel pin [C].



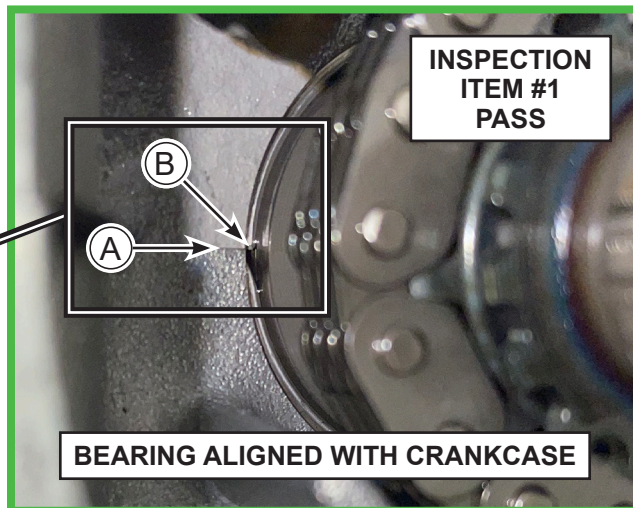
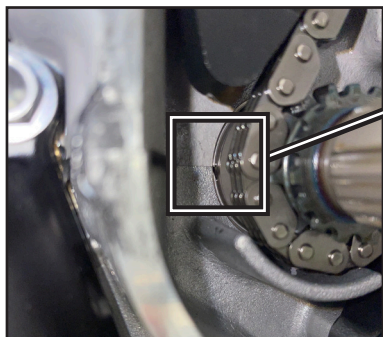
- Install special tool [A].
  - Make sure original starter motor clutch cover gasket is still in place to prevent damage to the gasket surface.
  - Position the tang [T] into any groove of the starter motor clutch [E]. Rotate starter motor clutch if necessary using a T50 Torx bit and ratchet.
  - Use three 20mm idle gear cover bolts [B] (removed previously, page 10) and tighten to 71 in·lb (0.82 kgf·m, 8 N·m).
- Remove and retain starter motor clutch bolt [C] and washer [D].
- Remove and retain starter motor clutch assembly [E].



THERE ARE 5 ITEMS TO INSPECT

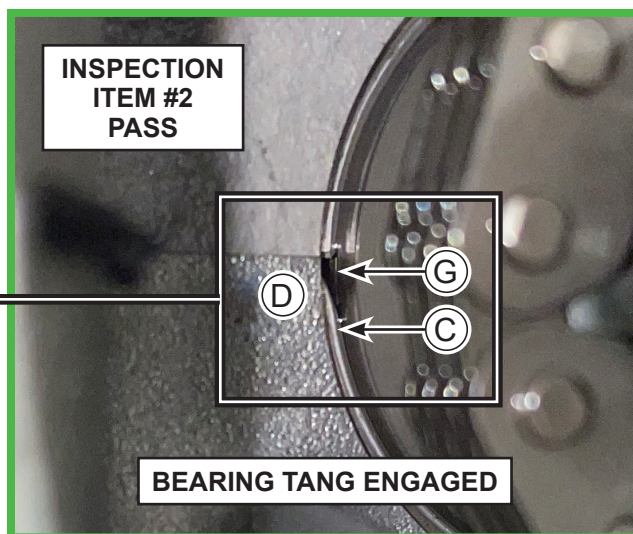
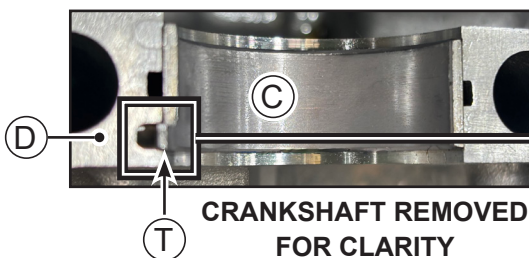
Inspection Item #1

1. Parting line [A] of the crankcase halves is aligned with the mating end of the upper crankcase bearing half [B].



Inspection Item #2

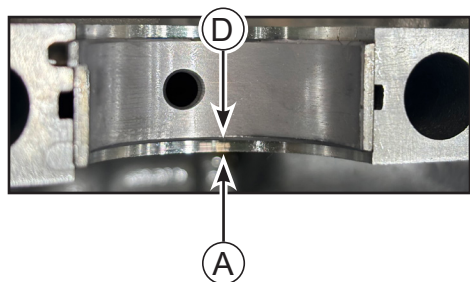
2. Tang [T] of bottom crankcase bearing half [C] is engaged with the notch in the crankcase [D] creating a small gap [G].



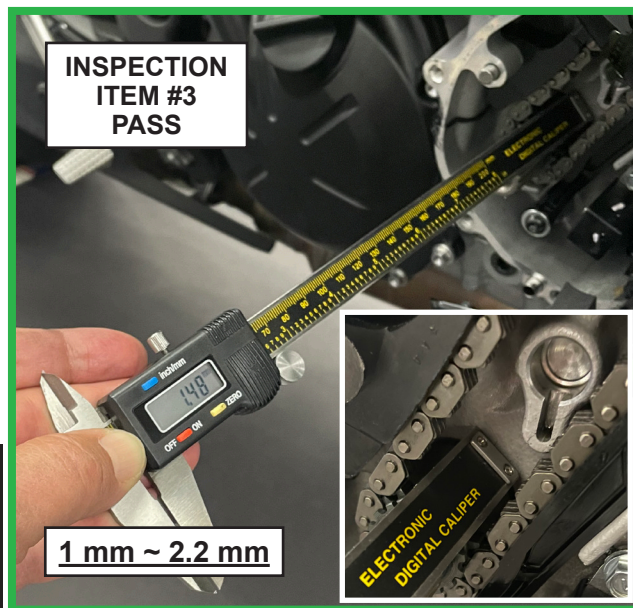
Inspection Item #3

3. The upper crankcase bearing material [A] is 1 mm ~ 2.2 mm below crankcase surface [D].

REVISED



CRANKSHAFT REMOVED FOR CLARITY



REVISED

INSPECTION CONTINUED ON NEXT PAGE

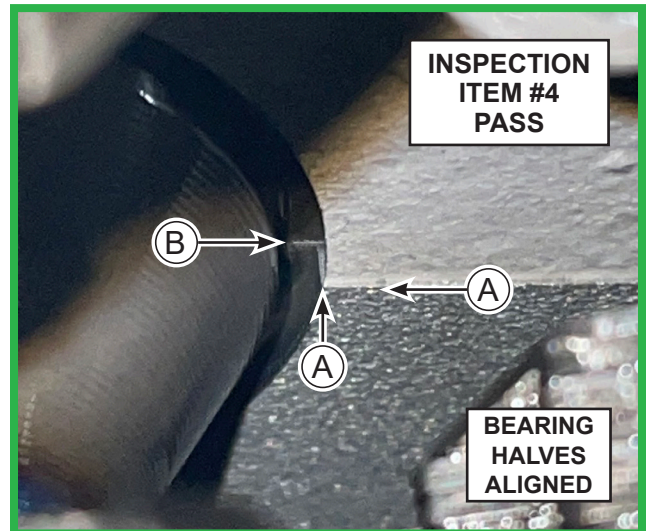
## Inspection Procedure - SOLD UNITS ONLY (continued)

### Inspection Item #4

- Parting line [A] of the crankcase halves aligned with mating end of the crankcase bearing halves [B].

#### IMPORTANT NOTE:

- Due to the angle required to view the inspection area, the mating ends of the crankcase bearing halves will appear to be slightly above the parting line of the crankcase halves.

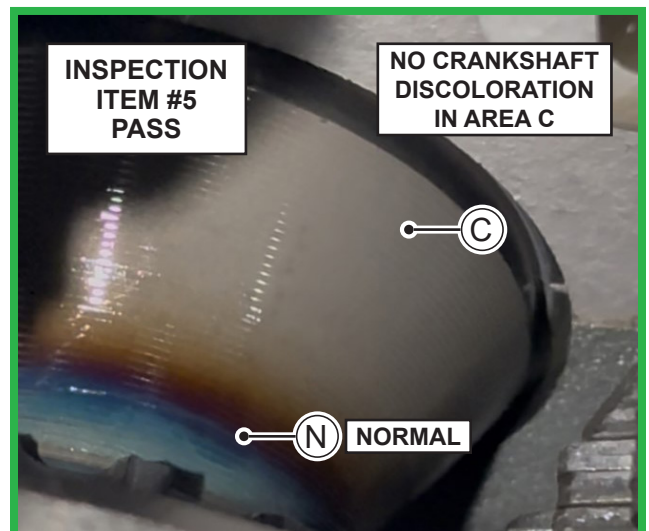


### Inspection Item #5

- Crankshaft area [C] adjacent to crankcase bearing not discolored.

#### IMPORTANT NOTE:

- The discoloration in area [N] is from the manufacturing process and completely normal.



★ If the vehicle **PASSES ALL 6 INSPECTION ITEMS**, proceed to the "Reassembly Procedure" on page 15 of this bulletin.

★ If the vehicle **FAILS ANY ONE** of these inspections, contact Dealer Care at 1-800-854-3800 for further instructions

Failure examples on page 14.

**FAILED INSPECTION - ANY ONE OF THESE CONDITIONS**

- Parting line [A] of the crankcase halves not aligned with mating ends of the crankcase bearing halves [B].

OR

REVISED

- Crankshaft bearing material [M] **NOT** 1mm to 2.2mm **BELOW** the crankcase surface [D], migrating outward. (Applies to upper or lower bearing half.)

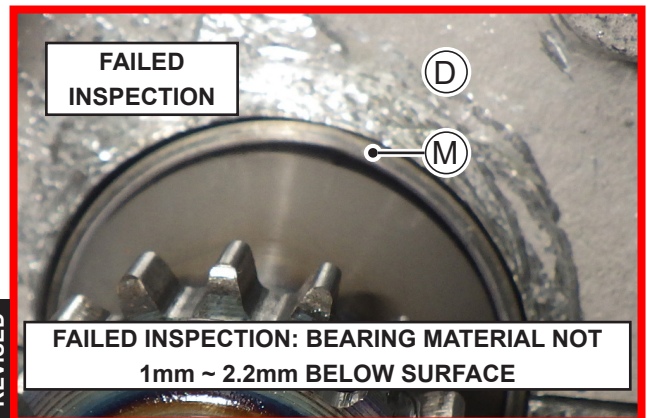
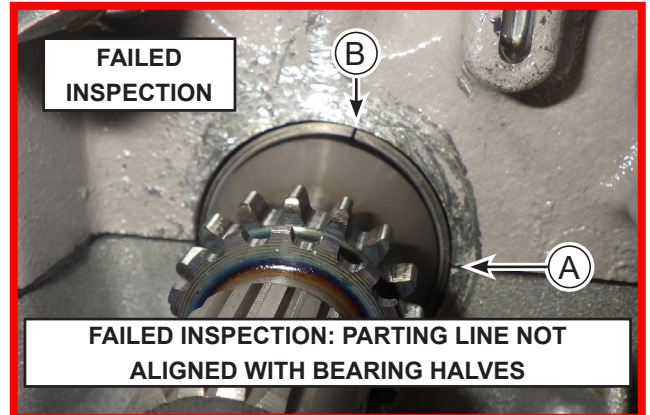
OR

- Crankshaft [C] discolored due to excessive heat at crankcase/bearing junction.

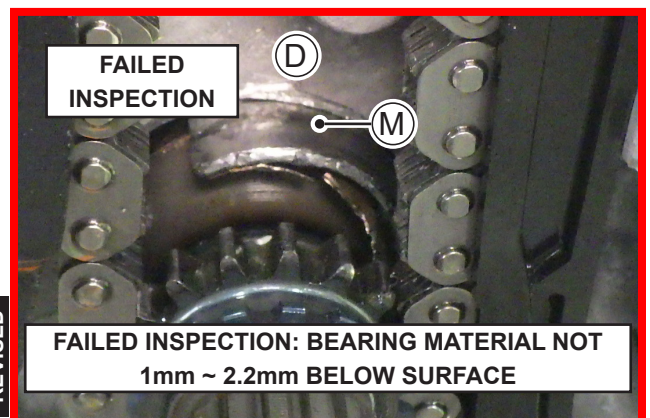
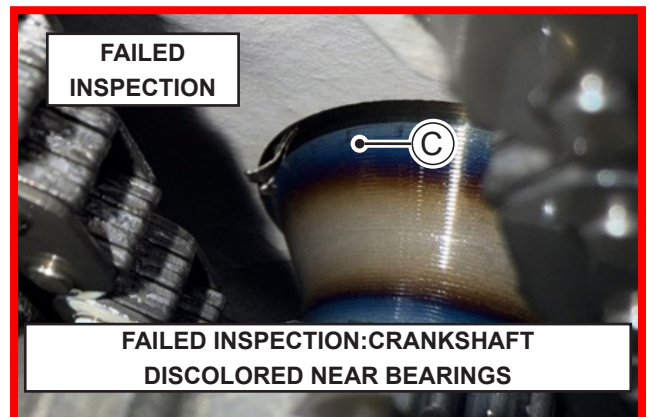
OR

- ANY** crankshaft bearing material [M] protruding beyond the crankcase surface [D].

★ If the vehicle **FAILS ANY ONE** of these inspections, contact Dealer Care at 1-800-854-3800 for further instructions



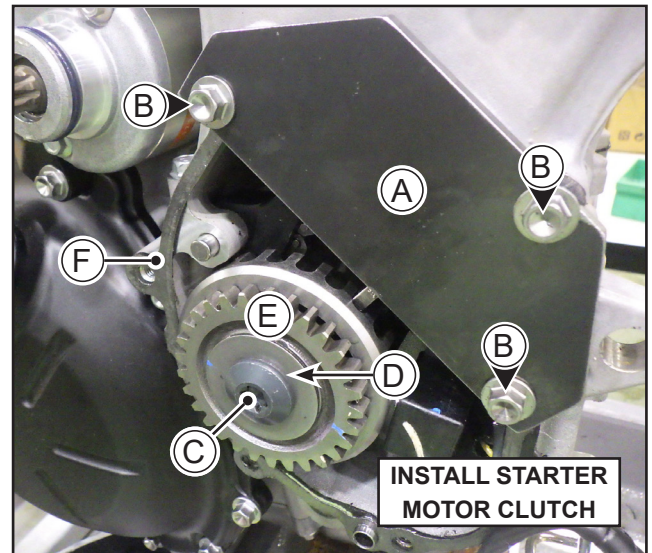
REVISED



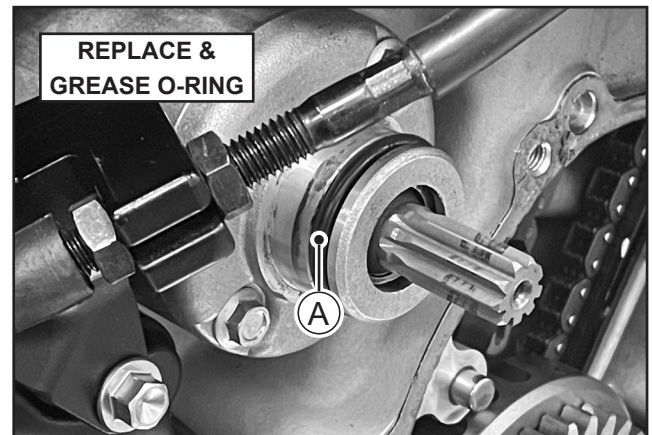
REVISED

## Reassembly Procedure - SOLD UNITS ONLY

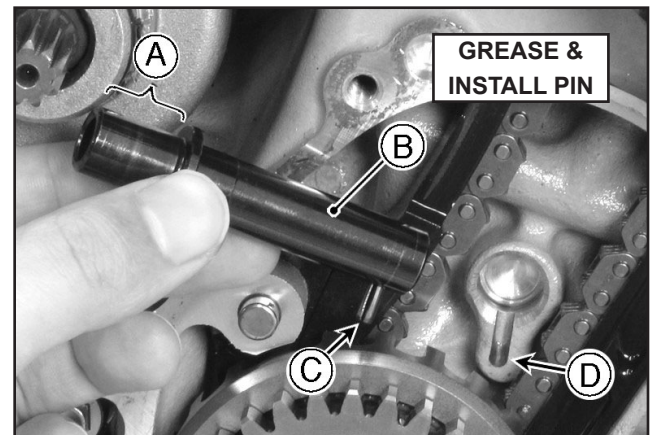
- Install starter motor clutch [E]
- Install starter motor clutch washer [D] and bolt [C] and tighten to 36 ft·lb (5.0 kgf·m, 49 N·m).
- Remove special tool [A] and keep the bolts [B] to install the idle gear cover later.
- Remove and discard gasket [F].



- Replace starter motor o-ring [A] with the new one from the repair kit.
- Apply grease to the new o-ring [A].

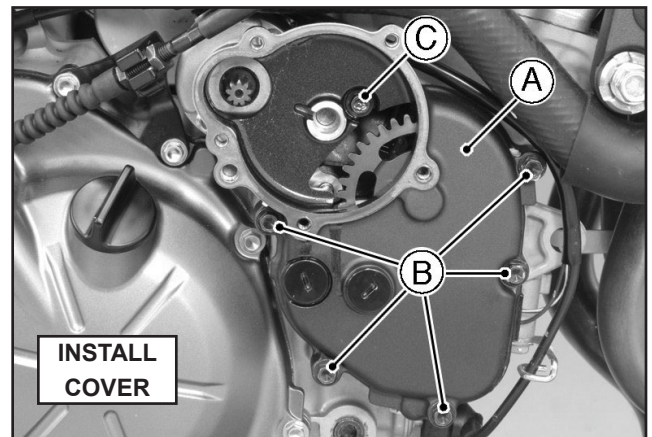
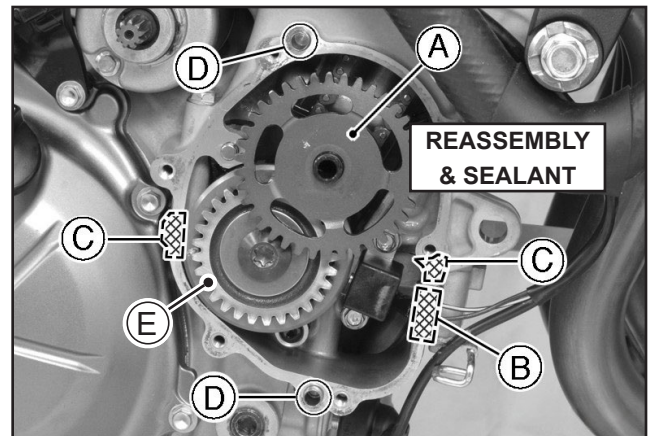


- Apply molybdenum disulfide grease [A] to the idle gear shaft (starter motor clutch side) [B].
- Fit the pin [C] into the groove [D] of the crankcase.

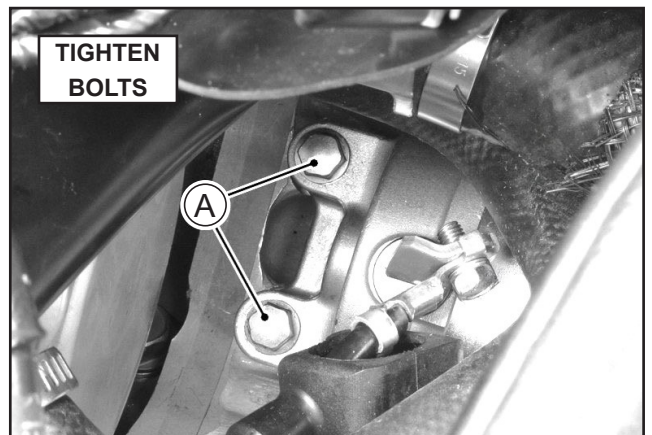


## Reassembly Procedure - SOLD UNITS ONLY (continued)

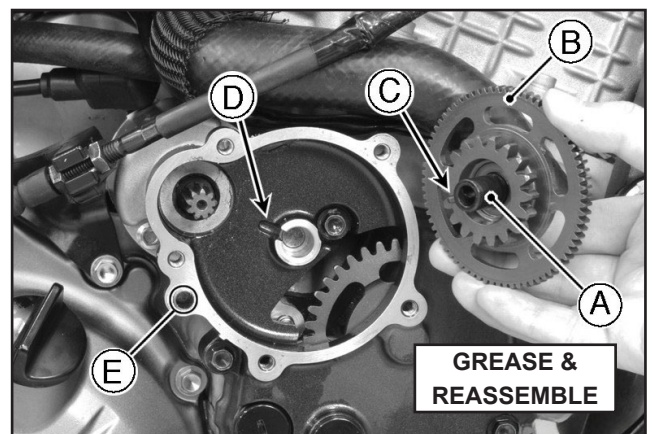
- Install the idle gear (starter motor clutch side) [A] on the shaft.
- Engage the inward side of idle gear [A] with the starter motor clutch gear [E].
- Use a high flash-point solvent to clean off any oil or dirt that may be on the gasket seal surface and the areas marked [B] & [C], then dry with a clean, lint free cloth.
- Apply liquid gasket to the areas marked [B] & [C]. (Liquid Gasket, TB1211F, Kawasaki part number 92104-0004, or equivalent).
- Install the dowel pins [D] and the new gasket from the repair kit.
- Use a high flash-point solvent to clean off any oil or dirt that may be on the gasket seal surface of the starter motor clutch cover before installation
- Install the starter motor clutch cover [A] and tighten bolts to 89 in·lb (1.0 kgf·m, 10 N·m)
  - Bolt [B] Length = 30 mm (1.18 in.)
  - Bolt [C] Length = 20 mm (0.79 in.)



- Tighten the starter motor mount bolts [A] to 89 in·lb (1.0 kgf·m, 10 N·m).

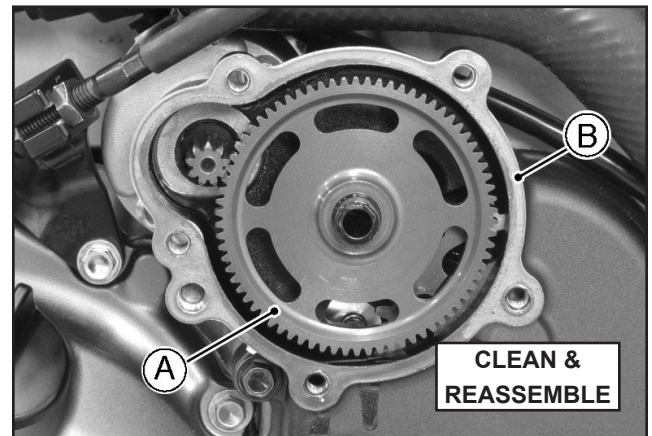


- Apply molybdenum disulfide grease to the idle gear shaft (starter motor side) [A].
- Install the idle gear (starter motor side) [B] on the shaft.
- Engage the idle gear with the starter motor gear and idle gear (starter motor clutch side).
- Fit the pin [C] into the groove [D] of the starter motor clutch cover.
- Install the dowel pin [E].

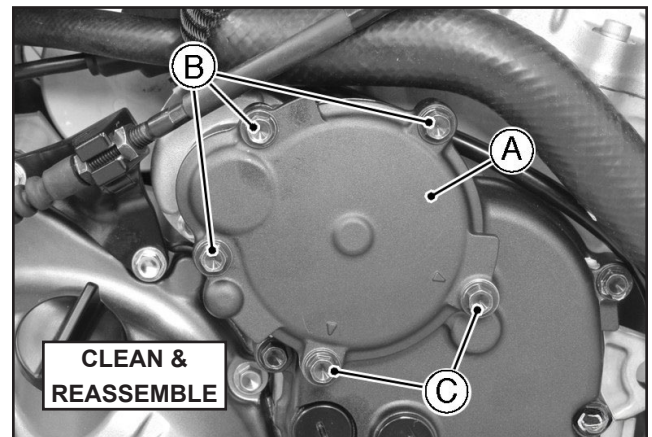


## Reassembly Procedure - SOLD UNITS ONLY (continued)

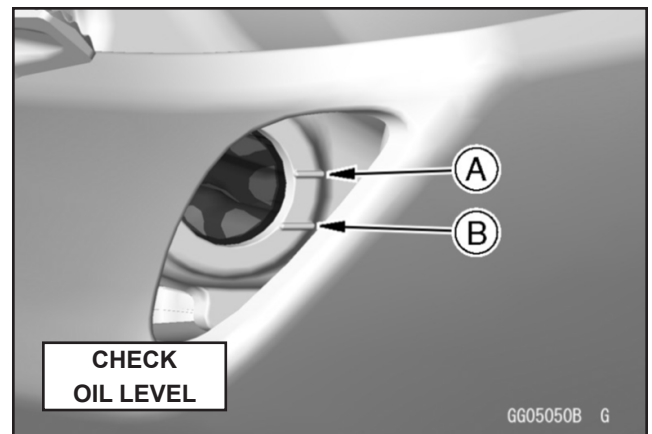
- Verify that the idle gear [A] is fully seated and engaged with both the starter motor and the starter motor clutch gear (rotate by hand if needed).
- The idle gear [A] must be below the mating surface [B] before installing the idle gear cover.
- Use a high flash-point solvent to clean off any oil or dirt that may be on the gasket seal surface and dry with a clean, lint free cloth.
- Install new gasket with the one from the repair kit.



- Use a high flash-point solvent to clean off any oil or dirt that may be on the gasket seal surface and dry with a clean, lint free cloth.
- Install idle gear cover [A] and hand tighten bolts [B].
- Install bolts [C] with new copper washers from the repair kit.
- Tighten idle gear cover bolts [B] & [C] to 89 in·lb (1.0 kgf·m, 10 N·m).



- Situate the motorcycle so that it is perpendicular to the ground.
- Check that the engine oil level is between the upper [A] and lower [B] levels in the oil level inspection window.



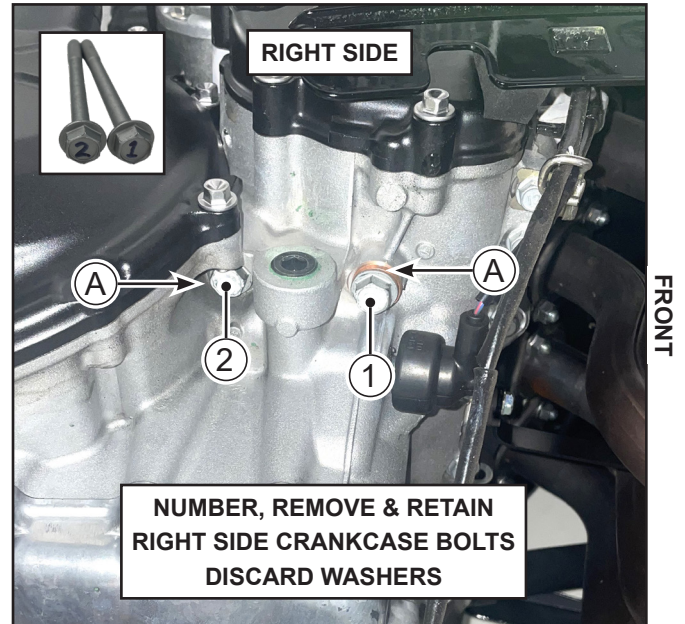
**NOTICE**

Vehicle must pass all 5 inspections on pages 12 and 13 before proceeding to this repair procedure. Additionally, all removed parts must be installed before proceeding to this repair procedure.

**NOTICE**

When removing the bolts, record their installation positions so they can be reinstalled in their original locations later.

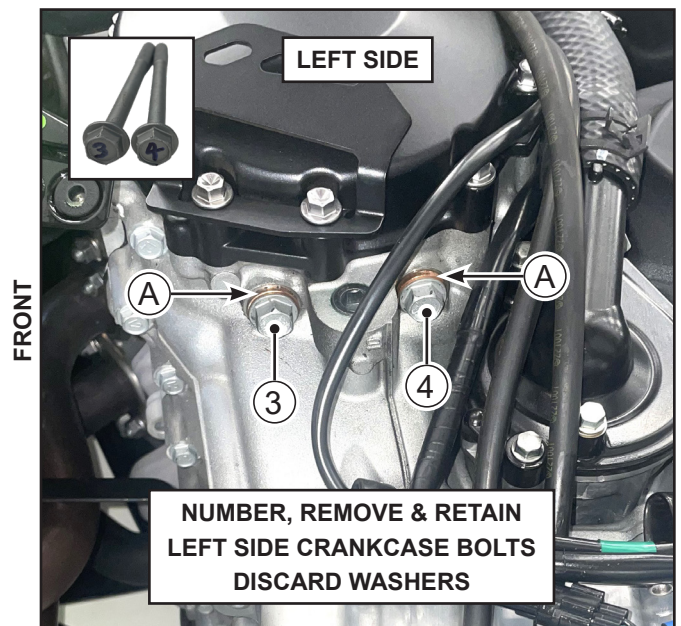
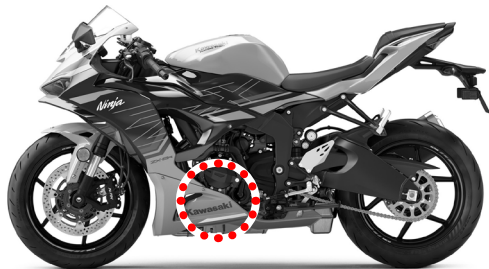
- Remove the right side crankcase bolts [1 & 2] and washers [A].
- Retain bolts [1 & 2] and number with marker.
- Discard washers [A].



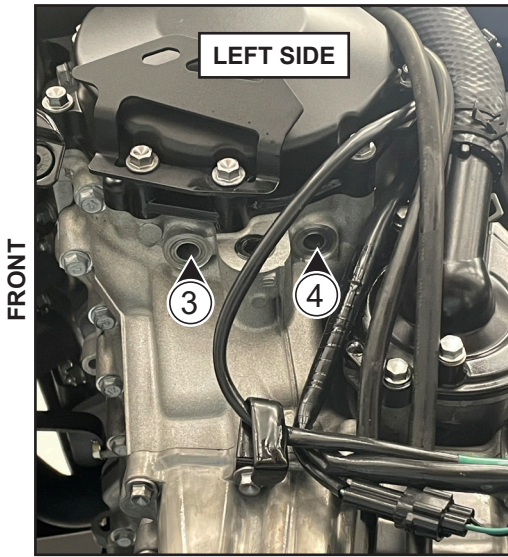
**NOTICE**

When removing the bolts, record their installation positions so they can be reinstalled in their original locations later.

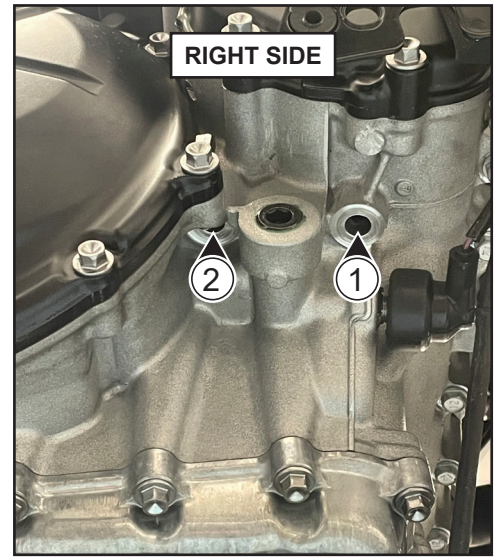
- Number the left side crankcase bolts [3 & 4].
- Remove the left side crankcase bolts [3 & 4] and washers [A].
- Retain bolts [3 & 4] and number with marker.
- Discard washers [A].



## Repair Procedure - SOLD UNITS ONLY (continued)



- Remove all traces of oil and debris from crankcase bolt holes 1, 2, 3, & 4 with compressed air only.
- Remove all traces of oil and debris from the bolts with a high flash-point solvent and compressed air.

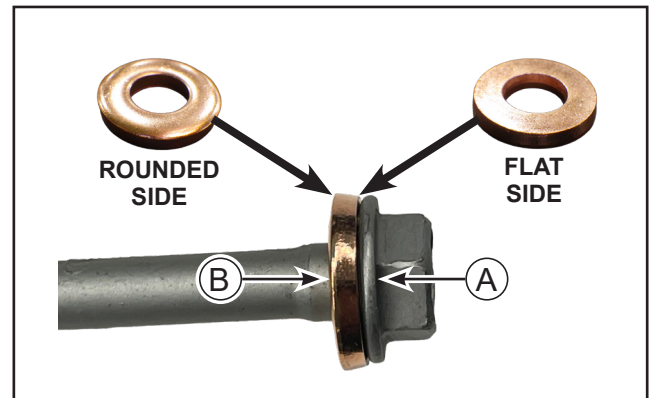


### ⚠ WARNING

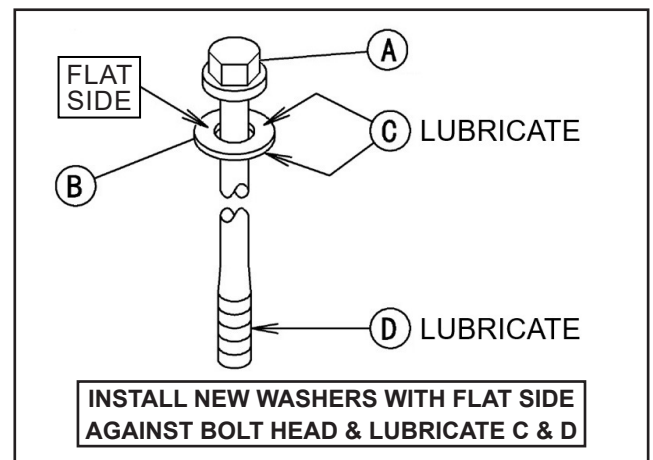
**10:1 ratio of engine oil and molybdenum disulfide oil is required to achieve proper torque. Over-tightening may cause the crankshaft bearing metal to seize, which in the worst case, can lead to engine stalling.**

**Be sure to tighten bolts incrementally and accurately to avoid this issue.**

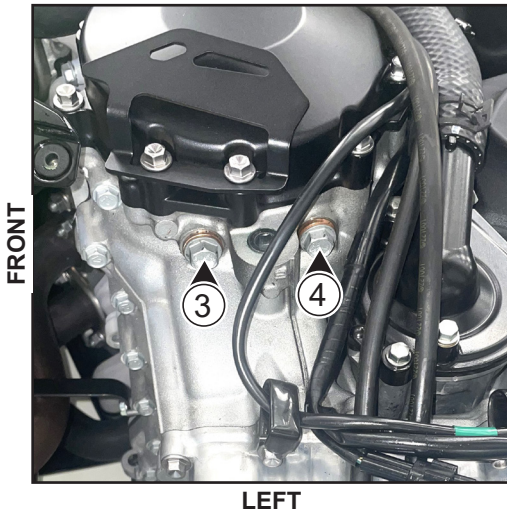
- Replace the copper plated washers [B] with new washers from the repair kit.
- Position the flat side of the washer [B] against the head of the bolt [A].



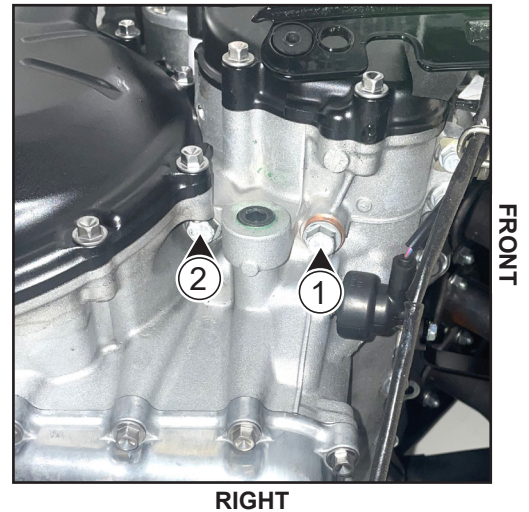
- Apply light film of molybdenum disulfide oil solution (**10:1 ratio of engine oil to molybdenum disulfide grease**) to both sides [C] of the washers [B] and threads [D] of the crankcase bolts [A].



## Repair Procedure - SOLD UNITS ONLY (continued)



TIGHTEN BOLTS SEQUENTIALLY  
IN 1-2-3-4 ORDER



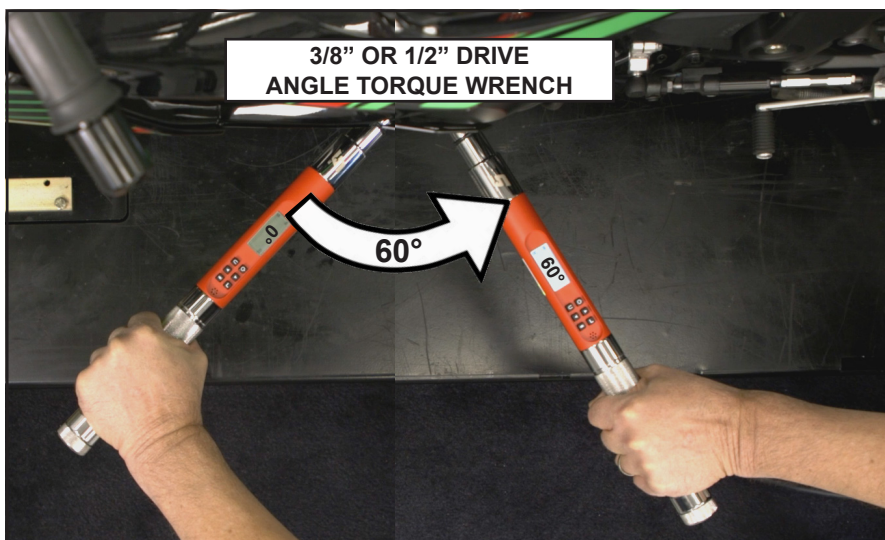
### INITIAL TIGHTENING SEQUENCES A, B, C - CRANKCASE BOLTS

- Install crankcase bolts 1, 2, 3 & 4 and washers, by hand, in 1-2-3-4 order, in their original positions until seated.
- Use a 1/4" drive torque wrench and tighten the bolts as follows:
  - A. Tighten bolts 1-2-3-4 in order to 84 in·lb (1.0 kgf·m, 10 N·m).
  - B. Tighten bolts 1-2-3-4 in order to 132 in·lb (1.5 kgf·m, 15 N·m).
  - C. Tighten bolts 1-2-3-4 in order to 156 in·lb (1.8 kgf·m, 18 N·m).



### FINAL TIGHTENING SEQUENCE D - CRANKCASE BOLTS

- Use a 3/8" or 1/2" drive **Angle Torque Wrench** and tighten the bolts as follows:
  - D. Tighten bolts 1-2-3-4 in order to 60 degrees.

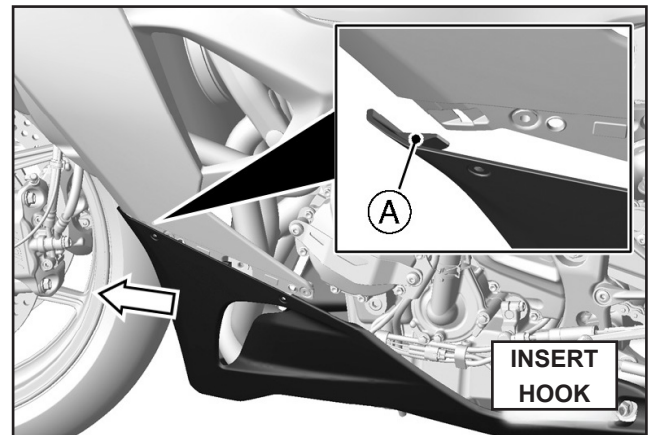


### TORQUE ANGLE VIDEO



## Final Reassembly - SOLD UNITS ONLY

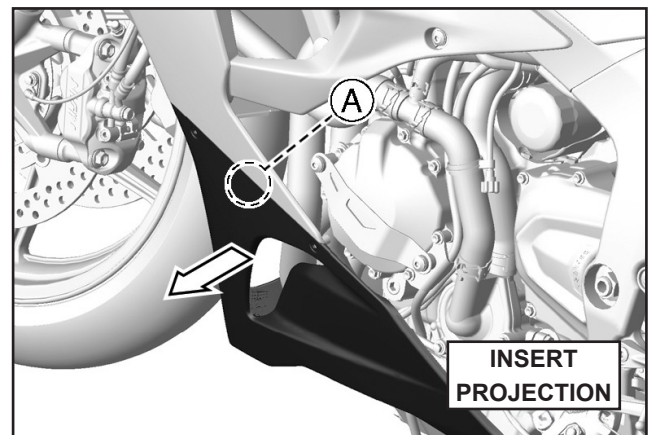
- Insert hook [A].



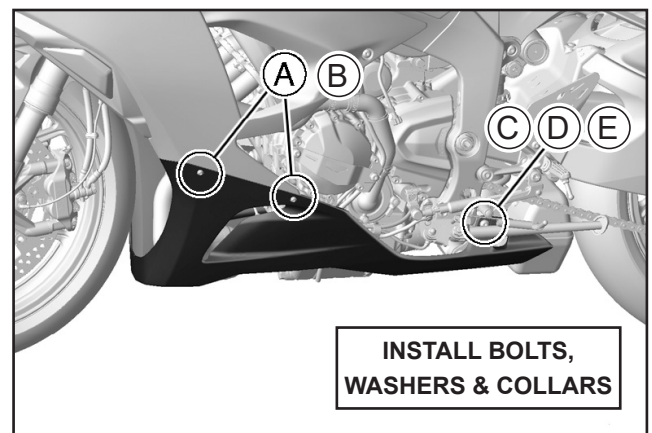
- Insert projection [A].

### NOTE:

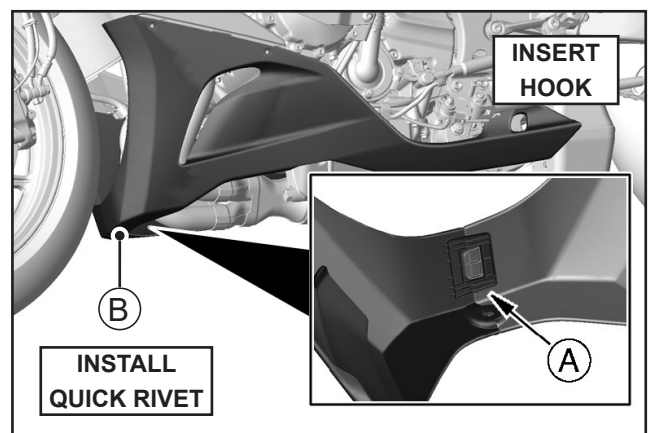
- For the left lower fairing installation, raise the rear wheel off the ground with a swingarm stand if necessary.



- Install bolt [C], collar [D] and washer [E].
- Install bolts [A] and washers [B].



- Insert hook [A].
- Install quick rivet [B].



## Warranty Information

This is a Recall. Repair is authorized regardless of ownership or warranty status.

Repairs **MUST BE PERFORMED IMMEDIATELY ON ALL ELIGIBLE UNITS** in the field and during initial assembly and preparation.

See the Warranty Policies and Procedures Manual (claim type 3 information) for detailed instructions when submitting the Warranty Claim.

Please check VIP in K-Dealer for other possible repair campaigns for eligible units.

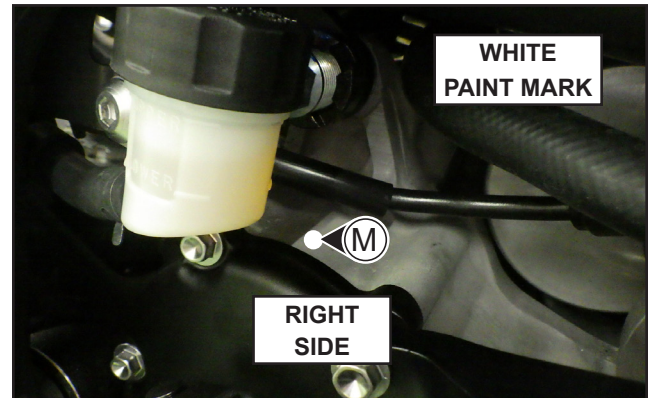
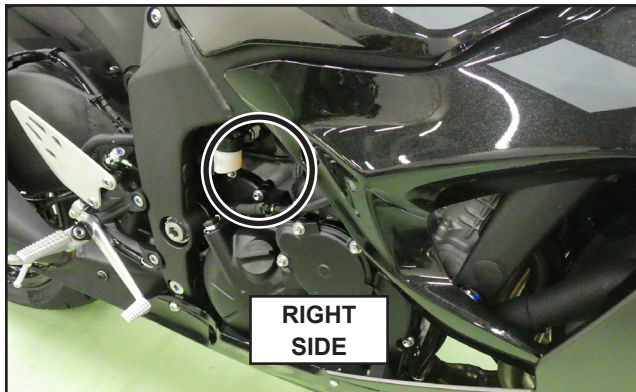
Procedure	Inspect Engine Number Only, Sold Units Only, No Repair Required	Replace Washers & Tighten Bolts <b>NEW UNITS ONLY</b>	Inspect Bearing, Replace Washers & Tighten Bolts <b>INSPECTION PASSED SOLD UNITS ONLY</b>	Inspection Failed
Job Code	22613	22614	22615	<b>Contact Dealer Care at 1-800-854-3800</b>
Flat Rate Time	0.2 hrs	0.3 hrs	0.8 hrs	
Claim Type	3	3	3	
Part Number	99999-0998	99999-0998	99999-0998	
Description	KIT, MC25-11	KIT, MC25-11	KIT, MC25-11	
Quantity	0	1	1	

## Inspection & Repair Verification

Make a white paint mark [M] on the right side of the engine at the location shown.

**NOTE:**

- o *Repair verification is an essential part of the repair procedure. Along with the physical repair verification, check VIP in K-Dealer for other possible repair campaigns for eligible units.*



# IMPORTANT RECALL INFORMATION

## 2024 ~ 2026 NINJA® ZX™-6R, -6R KRT EDITION, -6R KRT 40TH ANNIVERSARY EDITION ABS, -6R ABS & -6R KRT EDITION ABS Crankshaft Bearing Seizure NHTSA RECALL NO. 25V798

Dear Kawasaki Motorcycle Owner:

This notice is sent to you in accordance with the National Traffic and Motor Vehicle Safety Act. Kawasaki Motors Corp., U.S.A has decided that a defect, which relates to motor vehicle safety, exists in certain 2024 ~ 2026 Ninja ZX -6R, -6R KRT Edition, -6R KRT 40th Anniversary Edition ABS, -6R ABS, & -6R KRT Edition ABS motorcycles.

### Why Does My Vehicle Need Repairs?

These motorcycles **can lose engine power unexpectedly** due to a seizure of the #5 metal crankshaft bushing. Kawasaki has reason to believe that a prior repair on your vehicle may not have properly addressed this issue. 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. Our records indicate that you have purchased one of these units.

**DO NOT RIDE YOUR 2024 ~ 2026 NINJA ZX-6R, -6R KRT EDITION, -6R KRT 40th Anniversary Edition ABS, -6R ABS, & -6R KRT EDITION ABS UNTIL AN AUTHORIZED REPAIR HAS BEEN COMPLETED.**

**THIS INCLUDES VEHICLES ALREADY REMEDIED UNDER RECALL CAMPAIGN MC25-08. (NHTSA Recall # 25V376.)**

### What will your Dealer Do?

Dealers will inspect the #5 metal crankshaft bearing on all eligible units already in operation, free of charge. If there is no abnormality with or damage to the bearing, the bolts holding the crankshaft in the crankcase must be re-tightened properly. If there is any abnormality with or damage to the bearing, the parts must be replaced and the crankshaft properly tightened, or the engine must be otherwise repaired or replaced.

The inspection will take up to one hour. If repair is necessary, the repair may take up to 11 hours. Note that the repair time may take longer due to scheduling at the dealership and the time needed to obtain required parts.

### What Should You Do to Ensure Your Safety?

Please call your Kawasaki dealer to schedule an appointment to have your motorcycle repaired. Please have your Vehicle Identification Number (VIN) ready when calling. To locate the nearest authorized Kawasaki motorcycle dealer, please visit [www.kawasaki.com](http://www.kawasaki.com) and click on the "LOCATE DEALER" link.

### Who Should you Contact with Further Questions or Concerns?

If you have questions, please contact Kawasaki's Customer Care Department at (855) 878-4217 (toll-free) between 7:00 a.m. and 4:00 p.m. PT Monday through Friday. Please have your Vehicle Identification Number (VIN) ready when calling.

If your dealer fails or is unable to remedy this defect without charge, or within a reasonable amount of time, you may submit a written complaint to: Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, S.E., Washington, D.C. 20590. You may also call the toll-free Vehicle Safety Hotline at 1-888-327-4236 (TTY: 1-800-424-9153); or go to <http://www.NHTSA.gov>.

### What if you are a Lessor?

Federal law requires that you forward a copy of this safety recall notice to the lessee within 10 days.

### What if you No Longer Own the Vehicle:

Our records indicate you are the current owner of the motorcycle described in this letter. If you no longer have the vehicle described in this letter, please help us to update our records at [www.kawasaki.com](http://www.kawasaki.com) by clicking on "OWNER CENTER => KAWASAKI SUPPORT => UPDATE OWNER INFO" or by calling Kawasaki toll free at (855) 878-4217.

### What if you Have Already Paid for This Repair?

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 information, VIN, and 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

Please note the following conditions for reimbursement:

Current owner information, VIN, and copies of repair orders with payment confirmation must be provided. Claims may be denied if proper documentation is not provided.

We are sorry for any inconvenience this may cause, but we have taken this action in the interest of your safety and your continued satisfaction with your Kawasaki motorcycle.

Sincerely,

Kawasaki Motors Corp., U.S.A.