Kawasaki
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NEW MODEL PRESS RELEASE

2027 KAWASAKI NINJA H2® CARBON ABS AND NINJA H2®R ABS MOTORCYCLES

BUILT BEYOND BELIEF



For 2027, the Kawasaki Ninja H2® CARBON ABS continues to evolve Kawasaki's supercharged flagship platform, delivering an unmistakable combination of breathtaking acceleration, advanced technology and premium craftsmanship.

Refinements to the supercharged engine, shorter final gearing and a lighter, more compact exhaust system enhance low- to mid-range torque and responsiveness while preserving the exhilarating high-rpm acceleration that defines the Ninja H2 experience. Complementing its distinctive performance, the 2027 Ninja H2 CARBON ABS features Brembo® Hypure front brake calipers, updated instrumentation and a comprehensive suite of advanced rider support technology. Updated Kawasaki TRaction Control (KTRC) and Kawasaki Launch Control Mode (KLCM) systems, Integrated Riding Modes, Electronic Cruise Control and smartphone connectivity provide riders with greater control and convenience.

Kawasaki also welcomes the return of the Ninja H2®R ABS to its 2027 hypersport lineup. The order period for these 2027 models will take place from November 3 through November 13.

NINJA H2 CARBON ABS HIGHLIGHTS

- **NEW** 998cc in-line 4-cylinder supercharged engine focused on real-world acceleration
- **NEW** lightweight 4-into-1 exhaust system
- **UPDATED** advanced electronics package
- **UPDATED** Kawasaki TRaction Control (KTRC) with five modes
- **UPDATED** Kawasaki Launch Control Mode (KLCM)
- **NEW** electronic cruise control
- **NEW** integrated riding modes
- **NEW** enhanced Brembo brake package with Hypure calipers
- **NEW** aviation-inspired TFT full-color instrumentation
- **UPDATED** smartphone connectivity via RIDEOLOGY THE APP† motorcycle with available voice command and navigation
- **NEW** heated grips
- **NEW** Kawasaki original silver-mirror paint with highly durable paint

ENGINE

The Ninja H2 CARBON ABS' supercharged engine has been refined to deliver an even stronger sensation of acceleration, particularly in the 4,000–7,000 rpm range, while preserving the exhilarating high-rpm performance that defines Kawasaki's supercharged flagship. Increased thermal efficiency, combined with revisions to the supercharger, intake and exhaust systems, combustion chamber, cam profiles and final gearing, contributes to stronger low- to mid-range torque, improved throttle response and increased fuel efficiency.

At the heart of the updated engine is a significantly higher 11.2:1 compression ratio, increased from 8.5:1. A revised piston crown and reduced squish area improve combustion and thermal efficiency, allowing the engine to generate stronger power from lower engine speeds. The more efficient combustion process also reduces heat generation, allowing the previous dual piston oil jets to be replaced by single jets. This enables a lower oil pump operating rate to reduce frictional losses, while engine oil capacity is reduced by 500 mL, contributing to a weight savings of approximately 0.6 lb.

To complement the increased compression ratio, the supercharger impeller has been revised. While its overall dimensions remain unchanged, a revised impeller blade inlet angle smooths airflow at lower engine speeds and helps reduce intake air temperature, suppressing knock and allowing the engine to take full advantage of the increased compression ratio.

The aluminum intake chamber has also been optimized for improved supercharger efficiency. Its volume has been reduced from 1.5 gal. to 1.3 gal., while revised construction and a new diffuser arrangement improve airflow into the chamber. A single net positioned at the end of the diffuser replaces the individual intake funnel nets of the previous model, helping smooth airflow while reducing weight. Together, these changes contribute to improved supercharging efficiency, engine performance and fuel efficiency.

Intake funnel lengths have been optimized to balance low- to mid-range performance with high-rpm efficiency, with the outer cylinders utilizing shorter funnels than the inner cylinders. Smaller 46mm throttle valves, reduced from 50mm, further optimize airflow characteristics. An ECU-controlled blow-off valve regulates pressure within the intake chamber and releases excess pressure when the throttle is suddenly closed, helping prevent impeller surge. Improved valve response allows optimum boost pressure to be maintained for strong throttle response and a direct power feel.

Revised intake and exhaust ports are optimized for low- to mid-range performance, while new cam profiles feature shorter intake and exhaust duration and reduced valve overlap. These changes are tailored to airflow requirements between 4,000 and 7,000 rpm, producing sharp acceleration from lower engine speeds while also contributing to improved fuel efficiency.

ECU settings complement the mechanical changes, delivering strong, controllable torque through the low- and mid-rpm range. From approximately 8,000 rpm, power builds into the intense acceleration characteristic of Kawasaki's supercharged engine, resulting in a broad, smooth power delivery without sacrificing the distinctive Ninja H2 character.

Matching the engine's revised power characteristics is a completely redesigned exhaust system focused on enhancing low- to mid-range torque, reducing weight and improving mass centralization.

Header pipes measure 38.1mm in diameter at the cylinder exits before expanding to 42.7mm downstream. A 360-degree collector layout pairing cylinders 1–4 and 2–3, along with connector pipes, contributes to stronger low- to mid-range torque. The previous pre-silencer chamber has been

eliminated in favor of a straighter exhaust layout incorporating a longer collector pipe, larger-capacity catalyst and more compact silencer. The resulting configuration improves torque between approximately 4,000 and 8,000 rpm for stronger everyday acceleration and rideability.

Taking advantage of the space provided by the single-sided swingarm, the new silencer is reduced in capacity from 2.6 gal. to 2.3 gal. and positioned closer to the motorcycle's center of mass. Its lighter, more compact design maintains sufficient bank-angle clearance while contributing to improved mass centralization and handling performance.

The compact silencer also contributes to the Ninja H2's focused appearance, featuring a black-finished body with a gray-painted end cap and a buff-polished heat guard that complements the machine's distinctive styling.

To further emphasize the stronger low- to mid-range performance, the final reduction ratio has been shortened from 44/18 to 44/17. The revised gearing amplifies the sensation of supercharged acceleration, particularly at engine speeds below 8,000 rpm and even during partial-throttle operation. Revised clutch spring settings complement the gearing changes, helping provide stable, direct power delivery during acceleration.

Together, the revised engine, supercharger, intake, exhaust and final-drive settings give the Ninja H2 CARBON ABS stronger and more accessible acceleration across a wider range of riding conditions while retaining the unmistakable high-rpm rush that has defined Kawasaki's supercharged Ninja H2.

BREMBO BRAKES

Complementing its high-spec braking package, the Ninja H2 CARBON ABS becomes the first Kawasaki model to feature Brembo Hypure front brake calipers. Brembo's latest-generation high-performance street calipers feature a distinctive asymmetrical silhouette and lightweight, highly rigid construction that delivers strong, linear braking response befitting Kawasaki's supercharged flagship models. Advanced heat management provides consistent braking performance under demanding riding conditions, while a patented on-pad pin system contribute to enhanced braking feel and controllability.

TFT COLOR INSTRUMENTATION

The Ninja H2 CARBON ABS features an updated high-resolution full-color TFT display paired with an analog tachometer, creating a high-tech cockpit designed to evoke the feeling of piloting a jet fighter aircraft. Two selectable display modes allow riders to choose how information is presented, while black or white background options and automatic screen brightness adjustment help maintain excellent visibility in changing light conditions.

Type 1 uses a three-section layout inspired by the air ducts leading to the supercharger, presenting a wide range of information in a clear, easy-to-read format. A prominent gear position indicator and smartphone connectivity icon are joined by electronic rider aid status, coolant temperature, speedometer, clock, trip information and other vehicle data. This mode also provides digital boost temperature and pressure information and a maximum lean angle indicator. Type 2 takes its inspiration from an aircraft head-up display (HUD), reducing information to the essentials while providing graphic representations of boost pressure, lean angle and pitch angle for a more

performance-focused view. The pitch angle scale moves downward as the front-end lifts and upward as the front suspension compresses.

Across the two display modes, riders have access to a comprehensive range of information including speed, gear position, Riding Mode, KTRC and Power Mode settings; Kawasaki Quick Shifter (KQS) and KLCM status; Electronic Cruise Control; coolant temperature; fuel level and consumption information; odometer and dual trip meters; average speed; battery voltage; service reminders; and warning and service messages. Smartphone connectivity information, including incoming call and message notifications and app connection status, can also be displayed directly on the instrument panel.

SMARTPHONE CONNECTIVITY

Smartphone connectivity enhances the riding experience by allowing Ninja H2 CARBON ABS riders to connect wirelessly to their motorcycle using RIDEOLOGY THE APP MOTORCYCLE†. Through the app, riders can access vehicle information including the odometer, battery voltage and maintenance log, as well as record and review GPS route information and vehicle running data through the Riding Log function. Incoming call and message notifications can also be displayed on the motorcycle's TFT instrumentation.

The app also allows riders to adjust instrument settings such as the shift-up indicator, display pattern and date directly from their smartphone. Kawasaki Riding Management functions provide further customization, allowing Riding Modes (Road, Sport, Rain and Rider) and rider support systems including KTRC, KQS and Kawasaki Engine Brake Control (KEBC) to be configured in advance and uploaded when the smartphone is in proximity to the motorcycle. Available navigation functions allow riders to search for destinations and businesses, view routes, add waypoints and adjust route order, while Voice Command† functionality enables compatible app functions to be controlled hands-free.

KAWASAKI TRACTION CONTROL (KTRC)

The updated KTRC system on the Ninja H2 CARBON ABS offers five selectable modes, supporting a broad range of riding conditions with particular emphasis on traction control performance during sport and circuit riding. Mode 1 provides the lowest level of intervention, allowing riders to experience the engine's supercharged acceleration more directly while permitting a degree of rear-wheel slip to help maximize acceleration. Mode 2 maintains a sporty character with earlier intervention, while Mode 3 balances acceleration performance with rider reassurance. Mode 4 is designed to facilitate smooth riding on low-grip surfaces, and Mode 5 provides the highest level of intervention for rainy or wet conditions. Riders can also elect to turn KTRC off.

Sophisticated programming continuously analyzes front and rear wheel speeds along with engine, motorcycle and rider input parameters to determine available traction and precisely manage engine output. The system bases its dynamic analysis on the chassis' orientation relative to the road surface, allowing factors such as corner camber and gradient to be considered. Conditions are assessed every five milliseconds, with ignition and airflow control through the Electronic Throttle Valves enabling extremely quick, smooth intervention. In the higher-intervention modes, ignition timing is retarded and engine output reduced when excessive rear-wheel spin is detected to help regain grip. Mode 5 intervenes early to communicate available grip to the rider, providing added reassurance in wet conditions, including during wet circuit riding.

KAWASAKI LAUNCH CONTROL MODE (KLCM)

Updated KLCM allows riders to more easily access the Ninja H2 CARBON ABS' intense supercharged acceleration when launching from a stop. With KLCM activated and the clutch lever pulled in, the rider can hold the throttle fully open while the system maintains engine speed at 6,250 rpm. In addition to electronically managing engine output to minimize wheelspin and wheel lift, KLCM continues to control engine speed as acceleration builds immediately after launch, contributing to smooth, stable acceleration.

KLCM operates in two stages. Engine speed is maintained at 6,250 rpm up to 37 mph, after which engine speed is allowed to increase until vehicle speed reaches 93 mph or the rider shifts into third gear, at which point the system disengages. Following use, KLCM cannot be reactivated for 150 seconds to allow the clutch to cool. KLCM is intended for closed-course use only and should not be used during everyday street riding.

INTEGRATED RIDING MODES

Integrated Riding Modes on the Ninja H2 CARBON ABS link KTRC and Power Mode, allowing riders to quickly tailor traction control intervention and power delivery to suit different riding situations. Three preset modes are available: Sport enables riders to enjoy the Ninja H2's performance during spirited riding; Road provides settings suited to a wide variety of conditions, from city streets and rural roads to highway cruising; and Rain offers increased rider reassurance when riding on wet road surfaces.

A customizable Rider mode allows KTRC and Power Mode settings to be selected independently, giving riders greater control over the motorcycle's electronic setup. Riding Modes can also be changed while riding using the controls on the left handlebar when the throttle is closed.

ELECTRONIC CRUISE CONTROL

Kawasaki's Electronic Cruise Control allows riders to maintain a desired speed with the simple press of a button, reducing stress on the right hand during longer rides and contributing to increased riding comfort. Conveniently operated from the left handlebar, the system automatically adjusts engine output through the Electronic Throttle Valves to maintain the selected speed when ascending or descending grades, while "+" and "–" buttons allow the rider to make speed adjustments. Electronic Cruise Control is automatically disengaged when the rider operates the brake lever, clutch lever or rear brake pedal, shifts gears, or closes the throttle beyond the zero-throttle position.

HANDLEBAR SWITCHES

Newly designed handlebar switches complement the updated electronic control systems, allowing riders to intuitively access key functions without removing their hands from the grips. The left-hand switch provides control of Electronic Cruise Control, instrument display functions and setting adjustments, while the right-hand switch provides access to the vehicle settings menu, helping riders remain focused on the riding experience. Heated grips have also been added, offering enhanced comfort during cold weather riding.

STYLING

Kawasaki's distinctive silver-mirror paint, developed specifically for the Ninja H2 CARBON ABS, has been updated to further enhance the striking presence of Kawasaki's supercharged flagship. Revisions to the size and quantity of the reflective particles within the paint create a more brilliant sparkle and enhanced metallic texture, accentuating the sculpted curves and distinctive lines of the bodywork. The silver-mirror finish is also applied to the bodywork of the Ninja H2 CARBON ABS, excluding its carbon-fiber components. The Ninja H2 CARBON ABS also features a high-rigidity, lightweight CFRP (Carbon-Fiber Reinforced Plastic) upper cowl similar to that of the Ninja H2R, further distinguishing it from the standard Ninja H2. All exterior bodywork components other than the carbon-fiber parts also feature Kawasaki's proprietary Highly Durable Paint, which allows certain types of fine surface scratches to repair themselves and helps preserve the motorcycle's premium finish.

The Ninja H2-exclusive forged aluminum wheels feature new graphics that further emphasize their iconic star-pattern design. Applied to the right side of the wheels, where the single-sided swingarm places them prominently on display, the graphics utilize a newly developed decal transfer process and cover a wider area than the pinstripes of the previous model. A green gradation combined with the Ninja logo conveys a sense of speed and complements the Ninja H2 CARBON ABS' powerful acceleration character while adding to its premium visual presence.

HYPERSPORT

NINJA H2®R ABS

The development of the Ninja H2®R ABS goes beyond the boundaries of any other Kawasaki motorcycle. "Built Beyond Belief", this limited-production supercharged hypersport model represents the unbridled pinnacle of Kawasaki engineering, with astonishing acceleration and mind-bending top speed suitable only for closed-course circuits. The Ninja H2R features a 998cc inline four-cylinder engine with an incredible 321.5 HP[1], proprietary supercharger, lightweight trellis frame, compact superbike dimensions, carbon-fiber aerodynamic devices, fully adjustable high-performance racing suspension and a rigid single-sided swingarm. This closed-course-only motorcycle also features Kawasaki Launch Control Mode (KLCM), Brembo Stylema® monobloc calipers, Öhlins rear shock and highly durable, self-healing paint.

[1]This vehicle's HP was measured according to ISO standard 4106. This ISO standard measures HP differently than the SAE standards by which the horsepower of many cars is measured, and as a result the referenced HP measurement may be higher than if it were measured by an SAE standard.

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2027 Model Variations

Kawasaki Ninja H2® CARBON ABS
Color: Mirror Coated Spark Black
MSRP: $39,400
Order Period: November 3-13

Kawasaki Ninja H2®R ABS
Color: Mirror Coated Spark Black
MSRP: $64,300
Order Period: November 3-13

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ABOUT KAWASAKI

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

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

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