I'm not a bot



The Kawasaki Ninja is one of the most popular starter motorcycles on the market. In fact Kawasaki is a leader/pioneer in the beginner motorcycle market. The Ninja 250r is a bike that many of us have learned to ride on. Its easy to ride. It has a predictable powerband, and its an inexpensive motorcycle new or used.In 2014 Kawasaki upgraded the 250R to the fuel injected Ninja 300 giving it an impressive but still beginner friendly 39hp. Lately displacement has been creeping up in the beginner motorcycle market and now Kawasaki is selling a Ninja 400.So are these motorcycles problems free? Are there any issues you should be aware of when buying used or a new Ninja 400? If you have these questions you've come to the right place.The Ninja 250r is notoriously cold blooded. Its carbureted engine is a struggle to start in any weather under 65 degrees Fahrenheit. If you do manage to get the engine running in cold weather, then you have to wait several minutes for the engine to warm up before you can start riding. The newer Ninja 300 and 400 do not have this problem because they moved to fuel injection.The Ninja 250r is also known to have fuel system problems related to the carburetor. If the motorcycle is not regularly ridden, carbon deposits and residue can clog the carburetor's jets, valves, and even fuel lines. These will obviously affect fuel delivery to the engine and performance will suffer.The Ninja 250r is getting up there in age and like any old bike leaks can are a common problem. In particular, vacuum leaks will give the fuel system problems. Vacuum leaks or leaks in the intake manifold can have a significant affect on how well the engine runs.A good way to test for leaks is to spray starter fluid on the exterior of the engine while the motorcycle is idling at a stable speed. If the rpms jump up then you know that the engine is sucking the starter fluid in through a leak.Another issue is that your Ninja could be in need of a valve adjustment or at least due for a valve clearance check. Check out these 5 symptoms here, and if your motorcycle has any of them (pre-ignition, rattling noises, overheating, increased fuel consumption, etc) it may be time for a valve adjustment.A pre-2008 Ninja 250r requires a valve clearance check every 6,000 miles, while the post-2008 Ninjas require it every 7,500 miles. The Ninja 300 also requires valve checks every 7,500 miles.The first year 2013 Ninja 300 had several issues. The most prominent issue was a stalling problem that caused Kawasaki to recall 11,097 Ninja 300's of the 2013 model year.The problem was that the engine could stall under deceleration, creating a potentially dangerous situation for the rider. Kawasaki determined that an incorrect setting on the ECU was responsible for the problem. The recall involves replacing the ECU.The 2013 Ninja 300 wasn't a stellar year as it also suffered from ABS (anti-lock braking system) issues. The issues were caused during the manufacturing process of the ABS pump. The parts were not properly cleaned allowing dust particles to contaminate the pump and fluid. These caused a potential interference with the ABS system.As you can imagine unpredictable braking performance often leads to an increase in a potential crash. Around 1,000 Ninjas were affected.The Ninja 400 is known to have issues with its transmission. Riders have reported false neutrals, "finding neutral" between 4th and 5th gear, gears failing to engage when shifting, transmission slipping, and trouble upshifting and downshifting.There are several reports of riders finding false neutrals in high gear while traveling up hill. Since the Ninja 400 came out in 2018 we are still overserving its reliability.Another power transmission related problem is the clutch slipping. Many owners have reported high rpms, delayed acceleration, and delayed engagement of the clutch plates.It is rumored that these issues are caused by a design flaw that causes the Ninja 400's clutch plates to wear out prematurely.One of the worst problems an engine can have is overheating. Overheating can wreck just about any component on your motorcycle. Several riders have reported their Ninja 400 running very hot and on the verge of overheating.The Ninja comes equipped with liquid cooling and a fan that blows over the radiator when the bike reaches high temperatures. It appears that this issue is more likely to occur in hot climates and cause discomfort to the rider rather than actual engine damage. Many riders have noted that their bike's coolant temp light reaches 5 bars with 6 being a point of concern.So if you do become interested in owning a Ninja and you live in a warm climate, be sure to take it for a test ride on a warm day so you can judge the cooling performance for yourself.Despite these issues Kawasaki Ninjas are some of the best entry level sportbikes that money can buy. In fact that is why there are so many of them out on the road and on the used market.A used Ninja 250r, 300, or even a new Ninja 400 all make excellent choices for a first bike. They make predicable power that is easy to control. Their handling performance is excellent. Another reason is that the Ninja is incredibly lightweight.This makes it easy to maneuver at low speeds. Learning to ride at low speeds is far harder for new riders than they suspect. A light and agile motorcycle makes learning the necessary skills much easier.If you are in the market for a used bike, we recommend to get a 2014 or later Ninja 300 over the 250r as the 300 has fuel injection. Fuel injection is one of the best additions to the Ninja, and fixes almost all issues that the Ninja has. Kawasaki makes some of the best sportbikes on the market. One of its popular nameplates is the Ninja, which has spawned a series of entry-level bikes: The Ninja 250, Ninja 300, and Ninja 400. Many people, especially beginner riders, love these bikes because they are cheap and easier to ride than the bigger sportbikes. However, every bike has a flaw or two, and so do these Ninja models. This article will review some recurrent issues experienced by owners of the Ninja 250, 300, and 400 models. Based on research, these are the most common problems associated with the Ninja 250, 300, and 400 models: 1. Kawasaki 250 Running Problems Most owners report that their bikes run rough on occasions. According to them, this problem often takes the form of high idling (excessively high RPMs/shaking while idling). Alternatively, the engine may perform erratically and cause the bike to shake or lurch while accelerating. In more severe cases, the bike may stall permanently. Here are some possible causes of this: Faulty Fuel System: Some owners traced the problems to faulty fuel-system components such as air filters, fuel lines, and fuel supply valves. If these parts are faulty, they may affect fuel flow in the bike and cause it to run rough. Leaks (Vacuum/Intake Manifolds): Leaks in the vacuum lines or intake manifolds can cause the bike to run rough. Both will increase the air in the engine, causing it to run lean. This can severely affect motorcycle performance. To know if a leak is behind the running problems, spray WD40 or brake cleaner around the vacuum lines and intake manifolds. If you detect a jump in the engine's RPM, then it's likely your leak. Carburetor Issues: In most cases, mechanics trace the poor engine performance on Ninja 250s to faulty carburetors. If the bike is left unused for extended periods, deposits build up. Such residue clogs internal valves, jets, and lines in the carburetor and affects fuel flow. This will later affect the engine's operation and lead to running issues. Rattling Noises: This is a widespread problem on the Kawasaki Ninja 250s, judging from the number of complaints about it. According to riders, the bike seems to emit a rattling noise while in motion. This problem occurs mostly at high RPMs (between 8000 to 9000 RPMs). Most diagnoses reveal the clutch lever to be the commonest cause of the issue. Luckily, there are many DIY fixes for this problem, mostly from other Ninja 250 owners. You can easily Google "Ninja 250 clutch lever noise" to see potential solutions to this issue. Or you could have a technician look at the bike. 2. Kawasaki Ninja 300 Stalling Issues The Ninja 300 replaced the Ninja 250 model, and unlike the latter, it used fuel injection instead of carburetors. While this definitely improved performance, it led to abnormal engine stalling on some models. According to some complaints, the bike stops running when the rider reduces throttle input, i.e., slows down. Kawasaki came out later to admit the problem was due to a faulty ECU, and they issued a recall for the bikes affected. Faulty Anti-Lock Braking System (ABS): This is a common problem affecting Kawasaki Ninja 300s, particularly those released for the 2013 model year. If you are buying a used Ninja 300, you may want to inquire about this issue. Per reports, the problem results from foreign particles getting trapped in the ABS inlet or outlet valve. This can lead to the anti-lock brakes' failure, which puts the rider at risk of a collision or crash. Kawasaki issued a recall for bikes affected by the problem. Before you buy any Ninja 300, ask if it has had ABS issues and if the unit has been replaced. Brake Problems: According to owners, the outer brake pads on the Ninja 300s wear out rapidly than the inner pads. While it is normal for brake pads to wear out, it isn't normal to have a set wearing out faster than the other. From Kawasaki's official report, the following causes the problem: The rear brake hose guide is interfering with the rear brake caliper. The front ABS sensor is interfering with the front brake caliper (for ABS-enabled bikes). As with other problems, Kawasaki issued a recall for bikes affected. However, this issue may still crop up on newer models. 3. Kawasaki Ninja 400 Transmission problems While the Ninja 400 is a good bike, it is marred by widespread issues with transmission. In most cases, riders report that they can't shift the gears on their bikes because of one problem or the other. The details of the shifting problem vary among individual owners. Here are some issues reported: Unable to Downshift/Upshift: Riders report that they find it difficult to shift between gears on the Ninja 400. According to them, the transmission becomes stuck, and efforts to accelerate or decelerate yield no results. Hitting False Neutrals: A false neutral occurs when a rider switches gears and the transmission does not engage the gears properly. In such cases, the bike acts as if it's Neutral instead of shifting into the selected gear. This causes the bike to lose speed abruptly and may lead to crashes. Owners of the Ninja 400 report that the problem occurs mostly when they shift between higher gears, e.g., fourth, fifth, and sixth gears. Slipping Gears: For some Ninja 400 owners, transmission problems on their bikes take the form of erratic shifting. A rider will attempt to shift from 5th gear to 6th gear, only for the transmission to pop back into 5th gear. While this doesn't affect performance significantly, it can be an annoying experience for riders. Slipping Clutch: This is one of the most prevalent problems facing Ninja 400 owners. From complaints online, it seems the clutch on the Ninja 400s slips. This problem is caused by a defect in the bike's design, which forces the clutch plates to wear out. Some issues owners have associated with the slipping clutch problem include: Excessively high RPMs Delayed engagement The bike hesitates before accelerating Bike overheating: No one wants his/her bike to overheat while riding. Apart from making the ride uncomfortable, it can lead to larger problems within the engine. Some Kawasaki owners complain that engine temperatures on their bikes rise to dangerous levels. It is worthy to note that most owners reporting this problem live in typically high-humidity regions, e.g., Texas. So it could be a case of the weather affecting engine temperatures. However, some owners living in low-humidity regions have also reported the problem. In such cases, maybe the radiator fan is faulty. Pros of Ninja 250/300/400: Here are some advantages of the Ninja 250/300/400 bikes: 1. Practical Riding Option Thanks to their low sticker price and improved ergonomics, these bikes are a good choice for anyone looking for affording city-friendly sportbikes. Moreover, the reliability of the Ninja 250/300/400 means they make for practical means of transportation. 2. Easy to Ride These bikes come with sensible power output, which is why they are described as "beginner bikes." Unlike the other roaring sportbikes Kawasaki makes, the Ninja 250/300/400 offers less horsepower and torque, reflecting its status as an entry-level bike. However, this doesn't mean they are slouches, either. In fact, many owners take their bikes for track meets. 3. Reduced Weight Compared to their other Kawasaki cousins, the Ninja 250/300/400 are lighter. This reduced weight makes it easier for novice riders to control these bikes. It also helps build confidence, as riding a bigger bike could often mean higher chances of dropping the machine while riding. Cons of Ninja 250/300/400 The following are some disadvantages to these bikes: Ninja 250 Engine runs rough Riders experience excessive rattling Ninja 300 Anti-Lock Brake System (ABS) malfunctions Bike stalls mid-transit Repeated brake problems Ninja 400 Excessively high engine temperatures Widespread transmission issues What Do the Reviews Say? "Even with all its sporting potential, the Ninja 400 is a great all-round street bike, equally suited to prowling city streets or cruising the highway." [Source: Cycleworld.com] "As well as its larger and more powerful motor, it [the Ninja 300] has got a stiffer frame, plus new suspension, wheels, and clocks, pegs, and sharper bodywork. It's a high-revving, hardworking mini-Ninja with huge appeal for those who dream of ragging the living the wotsits out a ZX-6R or ZX-10R." [Source: Motorcyclenews.com] "The Kawasaki Ninja 250R is a lithesome agile bike that makes most of the narrow tires, high-is bars, and minimalist 154 dry weight figures. It all adds up to make the town work and B-road rides a hoot -think slightly more powerful 125cc sports learner motorcycle, and you'll be spot on." [Source: Motorcyclenews.com] What's The Resale Value On the Ninja 250/300/400? Model Year Name Mileage Price 2012 Kawasaki Ninja 250R 4,600 $3,499 2007 Kawasaki Ninja 250R 21,267 $2,288 2011 Kawasaki Ninja 250R 22,501 $2,795 2017 Kawasaki Ninja 300 4,337 $4,599 2015 Kawasaki Ninja 300 4,055 $3,499 2013 Kawasaki Ninja 300 2,717 $4,988 2018 Kawasaki Ninja 400 6,605 $4,499 2019 Kawasaki Ninja 400 2,798 $4,795 Note: These prices may vary depending on factors such as mileage, region, demand, etc. Was this article helpful? Did you find wrong information or was something missing? We would love to hear your thoughts! (PS: We read ALL feedback) The information in this article is based on data from National Highway Traffic Safety Administration (NHTSA) recall reports, consumer complaints submitted to the NHTSA, reliability ratings from J.D. Power, auto review and rating sites such as Edmunds, specialist forums, etc. We analyzed this data to provide insights into the best and worst years for these vehicle models. Disclosure: We may get commissions for purchases made through links in this post.In 2008, the Kawasaki Ninja 250R took its loyal following by surprise with a major overhaul and its slew of then-new features. The improvements it received, fused with its approachable nature, helped secure its place among the top preferences for an entry-level motorcycle – making it one of Team Green's best-selling sport bikes.The 2008 Kawasaki Ninja 250R is the 13th-year installment of the sport bike label launched by Kawasaki in 1986. It is the first in its series to sport a new fuel gauge, larger-diameter hydraulic discs, and a full fairing. This pocket rocket also boasts a tamed dual-carb mill and a 110-mph top speed.Agility, superb handling, sport-oriented ergos, and styling are only a few of the endearing qualities of this scaled-down supersport bike. Intrigued about what else the 2008 Ninja 250R has to offer? Stick around and continue learning about this reputable two-wheeler in today's article.The 2008 Kawasaki Ninja 250R or EX250-J is the 6th model installment of the 250R label that debuted in the mid-'80s. This two-wheeler hails from the prestigious Kawasaki Ninja series, considered by many to be Team Green's best-selling sport bike. Over time, the 250-cc Ninja has evolved into fuel-injected mini beasts, with 300- and 400-cc spin-offs sold in Europe and North America.Despite its 23-year production run, the Kawasaki Ninja 250R seemed like the "new kid on the block" when it released its 2008 incarnation. The bike looked nothing like its predecessors – with its aggressive bodywork, tuned powerplant, and eye-catching full fairing finished in simple yet handsome hues. These upgrades were a breath of fresh air for a segment dominated by cruisers and a lineup that remained untouched for over two decades.(This list is non-exhaustive.)The 250R's parallel-twin received revised cams and a new 2-into-1 exhaust, enhancing low/midrange pull.Intake and exhaust ports were refined, and a new fuel gauge was added to the instrument panel.The compression ratio dropped from 12.4:1 to 11.6:1.Modifications to the engine and exhaust improved throttle responsiveness below 6,000 RPM and reduced shuddering at higher revs.The Ninja's 6-speed gearbox received new shaft splines. Meanwhile, the dual Keihin CVK30 carburetors got revised jetting.Diamond steel framing is new and more rigid than the previous year's chassis.Stock wheel size upgraded to 17 inches and mated to hydraulic front forks and a rear UNI-TRAK® suspension.New dual headlights, taillight, and turn signals with clear lenses were added to its lighting assembly.The front disc brake diameter increased from 260-290 mm, while the rear disc stayed within 220-230 mm.The Kawasaki Ninja 250's seat is slightly taller at 30.5 inches for 2008.The Ninja 250R roars to life via a liquid-cooled, twin-cylinder 4-stroke DOHC engine and an electric starting system. It has a bore-stroke ratio of 62 × 41.2 mm (2.44 × 1.62 inches), an 11.6:1 compression ratio, and a displacement of 249 cm3 (15.2 in3).In the United States, pistons are supplemented by 2008 Kawasaki Ninja 250R carburetors consisting of dual 30-mm constant-velocity Keihins. But for bikes sold in Europe and elsewhere, fuel injection took care of the air-fuel mixture.The above engine configuration translates to the following performance figures:DescriptionPerformance FigureTop Speed97.6–110 mph (157–177 km/h)Horsepower29.9–45 bhp (22.3–33.5 kW) @ 10,500–11,000 RPMMaximum Torque20.6–24 Nm (2.10–2.45 kgf-m, 16–17.7 ft-lbf) @ 9,500–10,000 RPM(Upper limit values apply to non-US releases.)The Kawasaki Ninja 250R 2008 tank capacity is 18 L (4.8 US gal, reserve amount unspecified) of regular unleaded gasoline with a minimum octane rating of PON 87/RON 91. This capacity yields an average combined gas mileage of 52.3–80 mpg (2.9–4.5 L/100 km) per forums and other sources and can even reach 100 mpg (2.35 L/100 km) after doing simple mods.Permissible fuel variants should be unleaded gasoline with less than 15% MTBE (Methyl Tertiary Butyl Ether), 16.7% TAME (Tert–Amyl Methyl Ether), or 17.2% ETBE (Ethyl Tertiary Butyl Ether). Oxygenates/gasohol blends containing no more than 10% ethanol or 5% methanol are also allowed.Lube-wise, the '08 Kawasaki Ninja 250R has a Forced lubrication (wet sump) system that requires SAE 10W-40 motor oil with a minimum API grade of SJ or SL and meeting JASO T903 MA, MA1, or MA2 standards. You may use other viscosity grades specified in the manual following changes in ambient temperature and riding conditions. Below are the two-wheeler's engine oil requirements for your reference:DescriptionQuantityWithout oil filter cartridge replacement1.3 L (1.4 US qt)With oil filter cartridge replacement1.6 L (1.7 US qt)At draining or when completely dry1.7 L (1.8 US qt)Coolant capacity1.5 L (1.6 US qt)A 6-speed manual gearbox and wet, multi-plate clutch assembly deliver power to the ground for the Ninja 250R. The cable-actuated clutch handles power delivery, while a #520 O-ring chain controls wheelspin.Seat-to-footpeg reach is comfortable – a feature that riders of all skill levels are sure to value. Additionally, the bike's powertrain is equipped with a positive, neutral finder, a gear-driven balancer, and a valve gear – little details that make for smooth shifting, reduced engine shuddering, and improved air intake efficiency.DescriptionRatioPrimary Reduction Ratio3.087 (71/23)Final Reduction Ratio3.214 (45/14)Transmission Gear Ratio – I2.600 (39/15)Transmission Gear Ratio – II1.789 (34/19)Transmission Gear Ratio – III1.409 (31/22)Transmission Gear Ratio – IV1.160 (29/25)Transmission Gear Ratio – V1.000 (27/27)Transmission Gear Ratio – VI0.893 (25/28)Overall Drive Ratio8.859 (Top gear)The 2008 Ninja 250 has a battery & coil transistorized ignition (TCBI) with an electronic advance, an electric starter, and an ignition timing of 10° BTDC @1,300 RPM (initial "F" mark) and 35° BTDC @4,000 RPM (full advance). It uses an NGK CR8E or Nippon Denso U24ESR-N spark plug with a 0.7–0.8 mm (0.028–0.032 inch) electrode gap and a 13 Nm (1.3 kgf-m, 10 ft-lbf) tightening torque spec for spark ignition.Its charging system is a triple-phase A.C. alternator, while a 12V 6Ah/(10 HR) YTX7A-BS battery (view on Amazon) powers lighting and electronic accessories. Battery dimensions are 150 x 87 x 94 mm (6.00 x 3.44 x 3.75 inches – L x W x H). Despite relatively similar sizes, this battery format is not interchangeable with the one used on 2009 Ninja iterations due to reverse terminal polarities.To prevent premature wear or damage, refrain from continuously operating the electric starter for longer than five seconds. Immediately start the engine after turning the ignition on, and (ideally) only use OEM-recommended trickle chargers and battery maintainers. Aftermarket options like NOCO GENIUS2X4 4-Bank, 8A (2A/Bank) Fully-Automatic Smart Charger (view on Amazon) are great alternatives if manufacturer suggestions are unavailable.As for its lighting assembly, see the specifics below:DescriptionWattage x QuantityHeadlight, High-beam12V 55 W x 2Headlight, Low-beam12V 55 W x 1Tail/Brake Light12V 5/21 W x 1The 250-cc Ninja is fitted with 17-inch tubeless tires mounted on 17 × 2.75 (front) and 17 × 3.50 (rear) rims. These tires could be one of three brands – IRC, Bridgestone, or Dunlop. Recommended cold-tire pressure for these knobbies are 200 kPa (2.00 Kgf/cm², 28 psi) at the front and 225 kPa (2.25 Kgf/cm², 32 psi) at the back – again, these values can be adjusted to match changes in terrain and riding altitude.Finally, a single 260-/290-mm front and 230-/220-mm rear petal rotors (each with twin-piston calipers) complete the Ninja's tire-and-wheel assembly.OEM Tire BrandFrontRearIRC "RX-01F/R" TL110/70-17 M/C 54S130/70-17 M/C 62SBridgestone "BT-45F/R" TL110/70-17 M/C 54H130/70-17 M/C 62HDunlop "GT501FG/R" TL110/70-17 M/C 54H130/70-17 M/C 62HUnlike front tires that can be easily swapped out for aftermarket Pirellis when damaged, rear tires are more challenging to replace because of their sizing. It is advisable to get same-size OEM tires – if not something closely relative to stock size like a DUNLOP Sportmax GPR-300 Rear Tire, 140/70R17 (view on Amazon).You may find creative takes on tire replacement options in Ninja-dedicated forums. But to side with caution, it is best not to interchange front and rear tires (especially if they are non-OEM).37-mm Kayaba telescopic front forks and a bottom-link UNI-TRAK® swingarm with a gas mono-shock and 5-way spring preload adjustment are enclosed in the Kawasaki Ninja 250 2008's tubular diamond steel frame (26° caster angle; 82-mm/3.2-inch trail). These respective suspension units provide wheel travel of 140 mm (5.5 inches) and 130 mm (5.1 inches), similar to the sport bike's successor.Like the 2009 iteration, the wheelbase measures 1,400 mm (55.12 inches) and road clearance 130 mm (5.12 inches). Together, they lend to the bike's on-road stability and steering responsiveness. However, publications like Top Speed show a ± 0.76% difference in the Ninja's wheelbase and clearance values.The Ninja 250R's overall dimensions are 2,085 x 715 x 1,110 mm (82.09 x 28.15 x 43.70 inches – L x W x H). Meanwhile, its seat height measures 785 ± 0.64% mm (30.91 inches, unloaded). Dry weight is 152 ± 0.6% Kg (335 lbs.), while curb weight is 170 Kg ± 2.3% (374.8 lbs.).Including rider/passenger weights, cargo, and accessories, the two-wheeler has an estimated Gross Vehicle Weight Rating of 345 Kg (760.6 lbs.) and can support a maximum load limit of 170 Kg (375 lbs.).The 2008 Ninja 250R was the first to sport the long-overdue upgrades of the sport bike lineup. Its new full fairing and windscreen, inspired by top-of-the-line Kawie supersport wheelers, gave it a much-needed facelift (not to mention improved wind protection). Clean lines and a sharp lighting assembly design accentuate the bike's best-in-class ergonomics and styling. A two-up layout was optional and can be had for less than $100.The '08 models were available in Lime Green, Ebony, Candy Plasma Blue, and Passion Red. These colors were reminiscent of Team Green's flagship two-wheelers like the ZX-10R and ZX-6R. But if these features do not suffice, you can avail of a 2008 Kawasaki Ninja 250R fairing kit from the dealership or equivalent aftermarket options like XKMT- K0208- Fairing Kit Fit For Replacement Of Kawasaki Ninja 250R EX250 2008-2012 (view on Amazon).Per Nada Guides data, the original list price of the US-released Kawasaki EX250J8F Ninja 250R is $3,499, with retail/trade-in values within $1,395–$1,835. This amount is $500 cheaper than its 2009 version – understandable for a production model that did not put out special-edition trims.Interestingly, auction listings average between $1,497 and $3,777 (higher than Nada Guides estimates). These used bikes are mostly in Lime Green or Red and rarely in Blue or Ebony. If you are curious to know where to find the best deals, head over to North Carolina, Pennsylvania, Minnesota, and California, as the majority of pre-loved Ninjas are based in these locations.Kawasaki Heavy Industries Ltd. (KHI, Kawasaki Jūkōgyō Kabushiki-gaisha, or Kawasaki) is a global leader in heavy equipment, industrial engine, ATVs, and motorcycle production. The Japanese firm was conceptualized by Shōzō Kawasaki at a very young age but was only set in motion in 1878.Operations began in a shipyard in Tokyo and later moved to Hyogo, where the company went public and officially established itself as Kawasaki Dockyard Co., Ltd in October of 1896.Kawasaki went through a roller coaster of wins and losses but had not looked back since. Eventually, the firm pulled out of the shipbuilding industry and decided to expand its expertise by venturing into other fields.The decision to diversify the company's industry contributions and product offerings saved Kawasaki from bankruptcy and birthed several groundbreaking vehicles and motorcycles – among them the 2008 Kawasaki Ninja 250R.In a motorcycle landscape where 100 km/h is past the highway speed limit and anything more can land you a fine pricier than your prized two-wheeler's original MSRP, the 2008 Kawasaki Ninja 250R proves that less is more. While it can fool the untrained eye with its striking ZX-inspired body panels, the Ninja is pretty straightforward with a tamed but highly-capable power mill and surprisingly forgiving mannerisms.Power delivery at low revs is soft but sufficient, handling is sublime, and aggressive styling is wrapped around a mildly sporty but beginner-friendly riding stance. The bike's nimbleness (alongside a slew of other helpful features) makes avoiding ruts and potholes a breeze and turns daily routes to school or work into an enjoyable (if not fun) riding experience.These simple qualities may not be part of everyone's "dream bike" checklist. Understandably, many motorcyclists find it difficult to resist those lustful too-fast-and-too-furious behemoths poised under warm showroom lights. But let us face it – the most functional sport bikes are everything but those flashy things.For commuters and adventurers looking for low-maintenance, economical bikes and a less flashy way to travel, formidable 250-cc two-wheelers are the way to go. And the 2008 Kawasaki Ninja 250R fits this bill just right.

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