Kawasaki

Ninja ZX-7RR

'98 Racing Kit Manual

This Manual contains only the information of the racing kit parts. Refer to the base manual listed below for information of the original model.

Base Manual	Part Number
Ninja ZX-7R/ZX-7RR Motorcycle Service Manual	99924-1193-02

First Edition (1) : Dec. 26, 1997 (K)

Table of Contents

General Specifications

Item			'98 ZX-7RR Racing
Engine :			
Compression ratio	Kit		13.5 , *13.9
Maximum horsepower	Kit		112 kW (152 PS) or more/13 500 r/min (rpm)
			*114 kW (155 PS)/14 000 r/min (rpm)
Maximum torque			86 N-m (8.7 kg-m, 63 ft-lb)/11 000 r/min (rpm)
			*87 N-m (8.9 kg-m, 64 ft-lb)/11 000 r/min (rpm)
Igniter			Digital Igniter
Ignition timing			5° BTDC @500 r/min (rpm)
			10° BTDC @1 000 r/min (rpm)
			47° BTDC @7 500 ~ 9 500 r/min (rpm)
			40° BTDC @13 500 r/min (rpm)
**Clearance between piston head and valve:			
	Intake		0.70 mm or more (Crankshaft timing @12° ATDC)
			*0.60 mm or more (Crankshaft timing @12° ATDC)
	Exhaust		1.30 mm or more (Crankshaft timing @12° BTDC)
			*1.10 mm or more (Crankshaft timing @12° BTDC)
Valve timing :			<Kit>
	Intake	Open	45° (BTDC)
		Close	71° (ABDC)
		Duration	296°
	Exhaust	Open	69° (BBDC)
		Close	39° (ATDC)
		Duration	288°
**Camshaft timing (Cam lift center):			
	Intake		103 ± 2° (ATDC)
	Exhaust		105 ± 2° (BTDC)
Fuel			Racing gasoline
Engine oil:	Brand (Recommended oil)		Shell Advance Ultra-4 stroke
	Viscosity		SAE 10W-40, 15W-50
	Level		Between upper and lower levels of oil level gauge.
Drive Train:			
Transmission gear ratio :		1st	2.375 (38/16)
		2nd	1.895 (36/19)
		3rd	1.619 (34/21)
		4th	1.409 (31/22)
		5th	1.291 (31/24)
		6th	1.200 (30/25)
Final drive reduction ratio			2.294 (39/17) ~ 2.933 (44/15)
Overall drive ratio	(Top gear)		4.831 ~ 6.177

*With the optional cylinder head and camshaft gear driven mechanism.

**When the clearance between the valve and the piston head is smaller than the standard specification, turn the installed position of the camshaft sprocket on the camshaft and change the camshaft timing.

Item		'98 ZX-7RR Racing		
		Type A	Type B	Type C
Transmission gear ratio:	1st	2.470 (42/17)	2.529 (43/17)	2.400 (48/20)
	2nd	2.055 (37/18)	2.105 (40/19)	2.000 (40/20)
	3rd	1.750 (35/20)	1.772 (39/22)	1.727 (38/22)
	4th	1.576 (41/26)	1.608 (37/23)	1.541 (37/24)
	5th	1.454 (32/22)	1.481 (40/27)	1.428 (40/28)
	6th	1.400 (35/25)	1.428 (40/28)	1.360 (34/25)
		Type D	Type E	
Gear ratio:	1st	2.350 (47/20)	2.578 (49/19)	
	2nd	1.956 (45/23)	2.157 (41/19)	
	3rd	1.700 (34/20)	1.809 (38/21)	
	4th	1.518 (41/27)	1.650 (33/20)	
	5th	1.400 (35/25)	1.518 (41/27)	
	6th	1.347 (31/23)	1.458 (35/24)	
Frame :				
Steering damper :	Damper force	8 kg		
Front wheel :	Type	Dry slick tire		
	Rim size	Width 3.5 x inner diameter 17 in.		
Rear wheel :	Type	Dry slick tire		
	Rim size	Width 5.50, 5.75, 6.00 or 6.25 x inner diameter 17 in.		
		Width 5.50 x inner diameter 18 in.		
Electrical Equipment:				
Spark plugs		NGK R0045J-10		
Battery :	without alternator	12 V 7 Ah or more		
	with starter motor	12 V 9 Ah or more		
Alternator (for enduro) :	Type	Single-phase AC		
	Rated output	14 V – 13 A/10 000 rpm		
	Voltage regulator	Separated from alternator		

Racing Kit Service Data

Item		Standard
Carburetor (All Racing):		
For machine with STD air cleaner housing mounted:		Main system: Air bleed type
Main jet		#168: 1.4 cyl, #180: 2, 3 cyl (standard), #162, 165, 170, 172, 175, 178, 185
Jet needle mark		N3GH (standard), N3GG, N3GJ
Jet needle clip position		4th groove from top
Pilot screw		1.0 turns out
Air screw		1 ½ turns out
Main air jet		#60 (standard), 50
Slow jet		#50 (standard), 48, 52
For machine with Optional air cleaner housing mounted:		Main system: Air bleed type
Main jet		#165: 1, 4 cyl, #178: 2, 3 cyl (standard), #162, 168, 170, 172, 175, 180, 185
Jet needle mark		N3GH (standard), N3GG, N3GJ
Jet needle clip position		4th groove from top
Pilot screw		1.0 turns out
Air screw		1 ½ turns out
Main air jet		#60 (standard), 50
Slow jet		#50 (standard), 48, 52
For machine with Optional air cleaner housing and FVKD39 carburetor mounted:		Main system: Primary type
Main jet		#148 (Standard), #150, 152
Jet needle mark		N427-3JEMP
Jet needle clip position		5th groove from top
Pilot screw		1 ½ turns out
Air screw		1 ¼ turns out
Main air jet		#200
Slow jet		#55
Camshaft:		
Cam height:	Inlet	37.50 ~ 37.70 mm
	Exhaust	36.50 ~ 36.70 mm
Cylinder Head, Valves:		
Valve clearance:	Inlet	0.17 ~ 0.25 mm
	Exhaust	0.25 ~ 0.31 mm
Valve seat surface outside diameter:		
	Inlet	28.3 ~ 28.7 mm
	Exhaust	24.3 ~ 24.7 mm
Squish:		
(between piston shoulder and cylinder head):		0.58 ~ 0.65 mm
Drive Chain:		
Chain slack		20 ~ 25 mm (No load --- 1G)

Item	Standard
Front Fork:	
Rebound dumping	4th click from fully seated position (full clockwise until the adjuster stops)
Ignition System:	
Spark plugs: Standard	NGK R0045J-10
Spark plug tightening torque	13 N-m (1.3 kg-m, 113 in-lb)
IC igniter	Timing advance curve is modified for high engine r/min (rpm)
Overrev limit	(standard) 12 800 r/min (rpm) (optional) 14 200 rpm

Periodic Maintenance Chart (for SB)

The scheduled maintenance must be done in accordance with this chart to keep the motorcycle in good running condition. The initial maintenance is vitally important and must not be neglected

FREQUENCY / OPERATION	Each race (300 km)	Every 3 races (1 000 km)	Every 5 races (1 500 km)	Every 10 races (3 000 km)	As required
Engine					
Clutch plate -- check*		●			
Throttle grip play -- check*	●				
Spark plug -- clean/gap*	●				
Carburetor -- check*/adjust	●				
Engine oil -- change		●			
Oil filter -- replace					●
Valve lapping			●		
Cylinder head/valve -- decarbonization		●			
Piston -- clean/check*		●			
Cylinder -- check		●			
Piston/cylinder clearance -- check*		●			
Piston, piston ring, and piston pin -- replace			●		
Crankshaft main bearing -- check*				●	
Connecting rod big end bearing -- check*				●	
Engine sprocket -- check*	●				
Coolant -- change					●
Radiator hoses, connections -- check*	●				
Valve, valve spring -- replace				●	
Frame					
Brake operation -- check*	●				
Brake lining or pad wear -- check*	●				
Brake fluid level -- check*	●				
Brake fluid -- change					year
Brake master cylinder cup and dust seal -- replace					year
Brake caliper piston seal and dust seal -- replace					year
Brake hose -- replace					2 years

OPERATION / FREQUENCY	Each race (300 km)	Every 3 races (1 000 km)	Every 5 races (1 500 km)	Every 10 races (3 000 km)	As required
Frame					
Drive chain -- adjust	●				
Drive chain -- lubricate	●				
Drive chain wear -- check*	●				
Drive chain guide -- replace	if damaged				
Front fork -- clean/check*	●				
Front fork oil -- change	First change after 2 races, then every 5 races				
Nut, bolt, and fastener tightness -- check*	●				
Fuel system -- clean	●				
Fuel hose, fuel filter -- replace					●
Steering play -- check*	●				
Steering stem bearing -- grease			●		
Rear sprocket -- replace					●
General lubrication of chassis -- perform	●				
Wheel bearing (rear) -- grease				●	
Swing arm pivot, uni-trak linkage -- grease			●		
Swing arm pivot, uni-trak linkage -- check*			●		

* : Replace, add, adjust, clean, or torque if necessary.

Preparation

Before Installing:

- Refer to the regulations because the parts are different depending on each races. Modify the parts based on your race regulation.
- To avoid misuse separately keep the parts that are replaced with the standard kit parts.
- When reusing parts clean them and check them for damage or deterioration.
- Main Removal Parts for both Super Bike and Enduro Races.
  - Lights, cooling fan
  - Rear view mirror
  - Side stand
  - Starter lockout switch
  - Starter motor (Super bike only)
- Remove the side stand switch. When the optional main harness is not used, connect the Black/Yellow and Green/White leads directly.
- Required Parts in Enduro Racing:
  - Electric starter (Standard)
  - Alternator (Optional)
  - Regulator (Optional)
  - Headlight (Check on your regulation)
  - Taillight (Check on your regulation)
  - Optional main harness
  - For the others, use the same parts as the Super Bike version.
- Gaskets are also included in this racing kit parts, use them as follows.
  - Cylinder head gaskets.....for squish adjustment
  - Other gaskets .....for spare

'98 Racing Kit Information for '97 Racing Machine:

The following '98 racing kit parts can be used for the '97 racing machine to tuned up its performance.

Item	P/No.	Remarks/Notice for Use to '97
Piston: Piston	13001-1515	For SB 2 piston ring type, Use as a set (4 pistons).
Piston: Piston	13001-1516	For enduro. 3 piston ring type. Use as a set (4 pistons).
Piston: Piston Ring Set	13008-1186	
Connecting Rod: Connecting rod	13251-1121	For enduro. L = 100 mm. Use as a set (4 con-rods).
Cylinder Head: Oil Tube Assembly	51044-1200	For SB and enduro.
Oil Filter: Primary Oil Filter	49065-1079	Oil passage changed.
Relief Valve: Plug	92066-1468	Replace the plug with the relief valve for oil cooler.

Carburetor and Air Cleaner Housing

Carburetor (Option):

1) FVKD39 Carburetor: 15003-1291 (Option)

   While the standard model is equipped with the FVKD41 carburetor that offer the satisfactory performance when the kit parts are installed.

   If the FVKD39 is used on the circuit with lots of tight corners or by riders who attach importance to traction controlling at low/mid speed range, an improved lap time can be expected. This carburetor assembly is designed for immediate racing use.

   We recommend that either the FVKD41 or FVKD39 be used properly according to the circuit conditions, weather or riders' preference.

2) Holder (Carburetor): 16065-1336

   This is needed when installing the FVKD39 carburetor

3) Holder (Carburetor): 16065-1347

   This is needed when installing the FVKD41 carburetor and 5 mm longer than the standard holder (16065-1319).

4) Duct (Air Funnel)

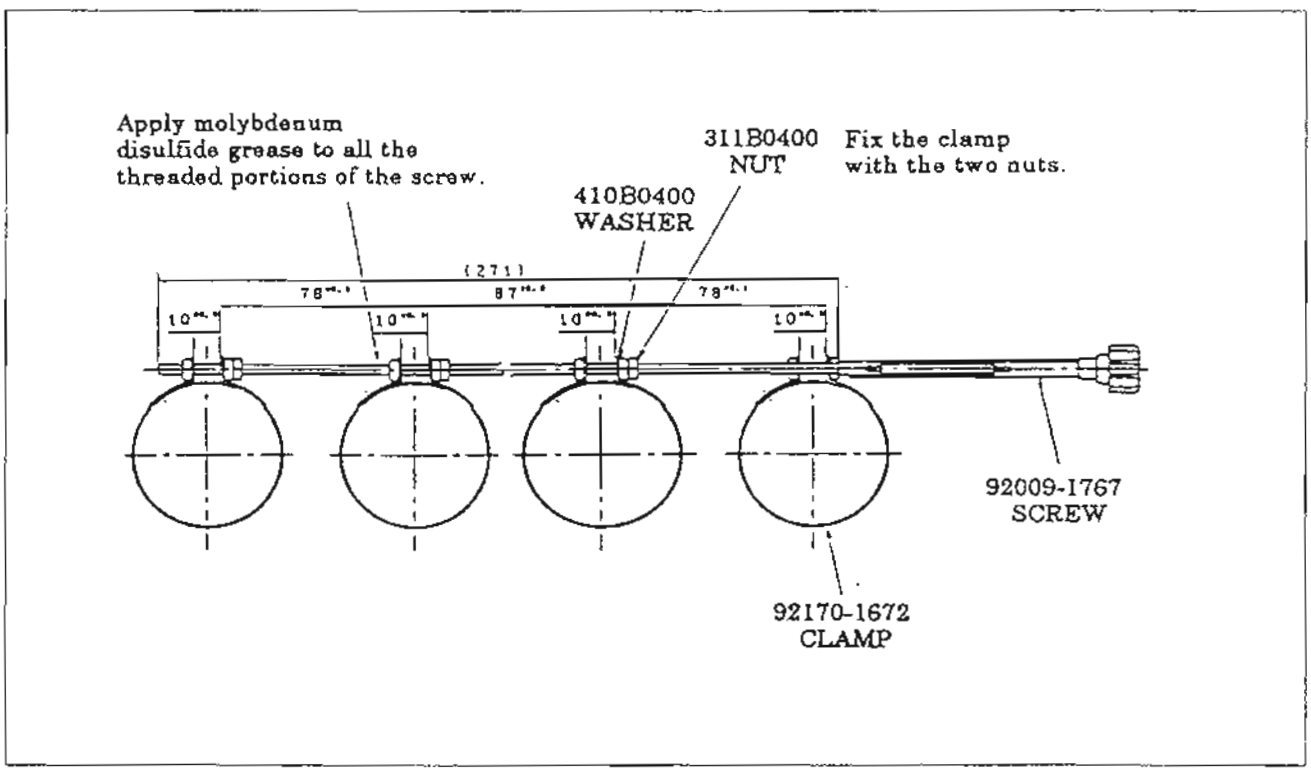
   The following funnels are available for easy alteration of the engine output characteristics, as optional parts.

   14073-1464 50 mm long – the same in the '91 standard kit
   14073-1518 35 mm long – the same in the '92 – '95 standard kits
   14073-1667 20 mm long – the same in the '96 standard kit

Assembly of Carburetor Clamp:

- Install the nut (311B0400) onto the thread portion of the screw (92009-1767), screw it in as far as it will go and tighten it securely.
- Put a washer (410B0400) next to the nut and then screw in one of the clamps (92170-1672) as far as it will go. Turn the clamp so that its opening is 10 ±0.5 mm.
- Screw in two nuts onto the screw, then install the washer. Screw in the second clamp and position it so that the distance between the first clamp and second clamp is 78 ±0.5 mm. Fix the clamp with the two nuts and turn the clamp to have 10 ±0.5 mm opening.
- Install the third and fourth clamps in the same manner as above with nuts and washers as shown, but be sure to keep 87 ±0.5 mm distance between the second and third clamps and 78 ±0.5 mm distance between the third and fourth clamps.
- After assembling apply molybdenum disulfide grease to all the threaded portions of the screw.

	Part No.	Part Name	Q'ty
1	92009-1767	Screw	1
2	92170-1672	Clamp	4
3	31180400	Nut	7
4	410B0400	Washer	4



Carburetor Setting Parts:

Itmes	For machine with Standard air cleaner housing mountad	For machine with Optional air cleaner housing mounted
Make, type	Keihin, FVKD41	←– –
Carburetor synchronization vacuum	Less than 2.7 kPa (2 cm Hg) difference between any two carburetors	←– –
Main jet	#168: 1, 4 cyl, # 180: 2, 3 cyl (standard), # 162, 165, 170, 172, 175, 178, 185	#165:1,4 cyl, #178: 2, 3 cyl (standard), # 162, 168, 170, 172, 175, 180, 185
Main air jet	#60 (standard), #50	←– –
Jet needle	N3GH (standard) with clip: 4th groove from top, N3GG, N3GJ	←– –
Slow jet	#50 (standard), 48, 52	←– –
Pilot screw	1.0 turns out	←– –
Air screw	1½ turns out out	←– –
Starter jet	#55	←– –
Service fuel level	3.0 mm above the mark	←– –
Float height	9.0 mm	←– –

Items	For machine with Optional air cleaner housing and FVKD39 carburetor mounted
Make, type	Keihin, FVKD39
Carburetor synchronization vacuum	Less than 2.7 kPa (2 cmHg) difference between any two carburetors
Main jet	#148 (Kit standard setting), #150, 152
Main air jet	#200
Jet needle	N427-3JEMN with clip: 5th groove from top
Slow jet	#55
Pilot screw	1 ⅛ turns out
Air screw	1 ¼ turns out
Starter jet	– – –
Service fuel level	3.0 mm above the mark
Float height	9.0 mm

○An optional throttle valve is available as an optional parts.

Idle Speed Adjustment

- Turn the idle adjusting screw in or out to obtain suitable engine r/min (rpm).

  Turn Clockwise : increase engine r/min (rpm)

  Turn Counterclockwise :

  decrease engine r/min (rpm)

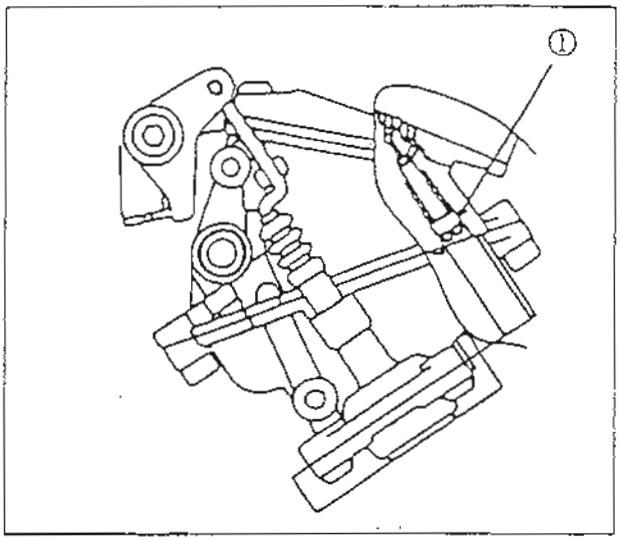
Adjustment of Idle Fuel/Air Mixture Ratio

- Turn the pilot screw in or out to obtain proper fuel/air mixture at idling.

  Turn Clockwise : lean mixture

  Turn Counterclockwise : rich mixture

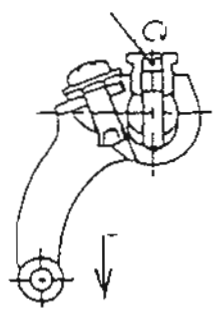
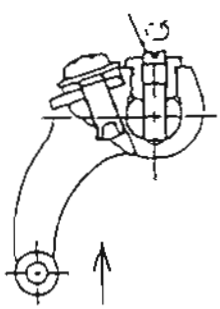
A proper fuel/air mixture ratio can be obtained by using CO meter.



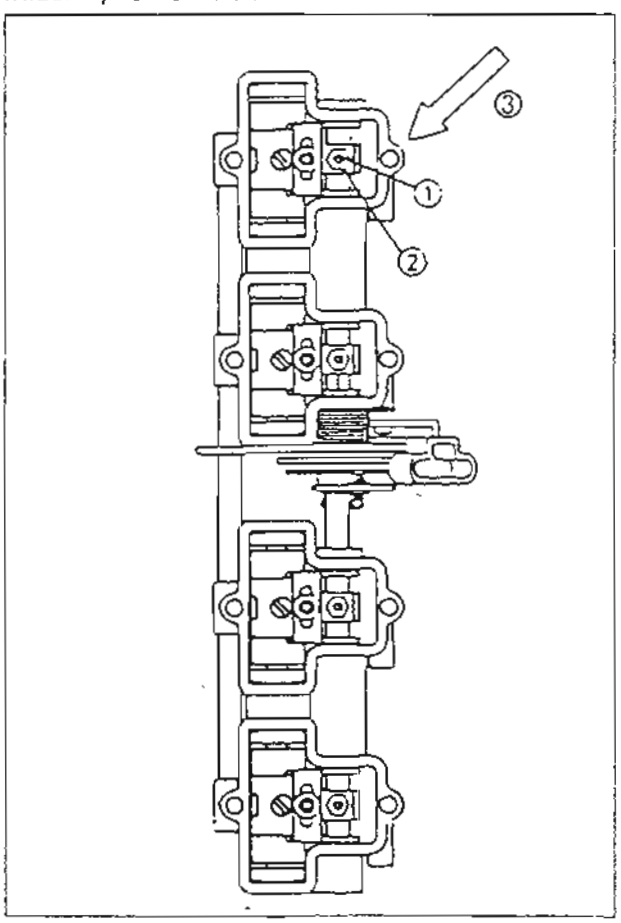
1. Pilot Screw

If engine idling is especially rough, it may be necessary to synchronize the throttle valves with synchronization screw and nut before making the idling adjustment.

Function

Synchronization Screw	Synchronization Screw
	
Screw Position: Turn the synchronization screw clockwise	**Screw Position:** Turn the synchronization screw counterclockwise.
Situation: The throttle valve comes down.	**Situation:** The throttle valve comes up.

Initial Synchronization



1. Synchronization Screw
2. Synchronization Nut
3. Master Carburetor

There are two ways to obtain initial synchronization. Choose one of the following two methods.

(1) Measure the carburetor intake vacuum. If the difference in vacuum readings between any two cylinder is greater than 2.7 kPa (2 cm Hg) reset synchronization screw.

(2) Inspect throttle valve clearance of all four carburetors. If the clearance between the throttle valve and the bottom of carburetor is different, adjust the throttle level

Procedure

(1) #4 Master Carburetor

#4 synchronization screw should not be adjusted since this screw is adjusted at the factory as a master carburetor.

If the idle adjustment is needed, adjust it with the idle adjusting screw.

(2) #1, #2, #3 carburetors

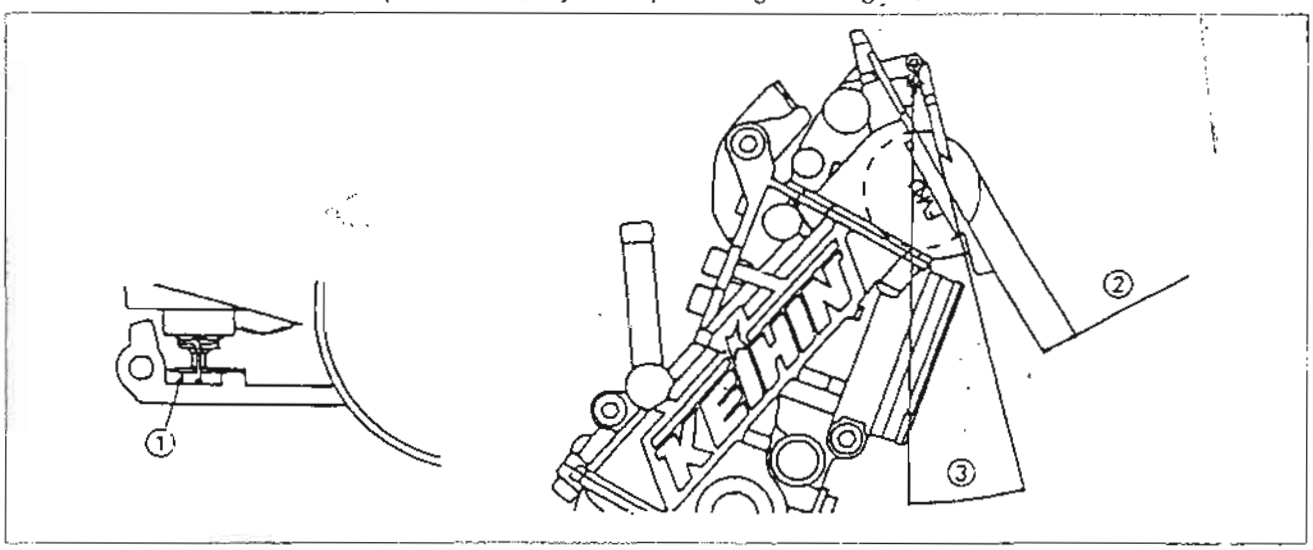
Adjust the idle speed with the synchronization screw on each carburetor.

If the throttle valves of #1, #2 and #3 are positioned too low, the idle adjusting screw on #4 carburetor will not be effected.

Float Height

With the carburetors inclined as shown, measure the float height.

If the measurement is out of specification, adjust it by bending the tongue on the float arm.



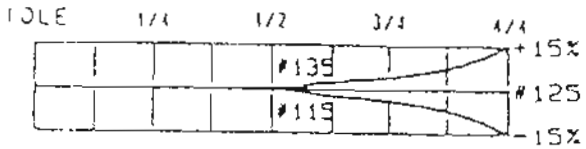
1. Tongue 2. Float Height 3. Approx. 15 degrees

Working Range of Each Carburetor Component

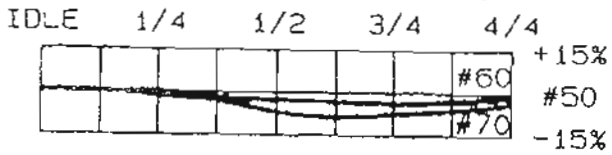
Carburetor setting changes are made by changing or adjusting the following carburetor components

The following components, the jet needle, main jet and slow jet, regulate the flow of fuel; main air jet, slow air jet, and pilot screw regulate the flow of air. The following charts indicate the working range of each components.

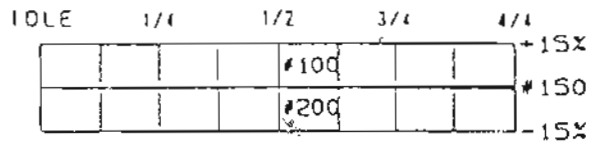
(1) Main Jet



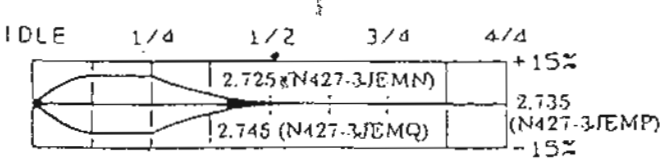
(2) Main Air Jet (FVKD41 Kit: Air Bleed Type)



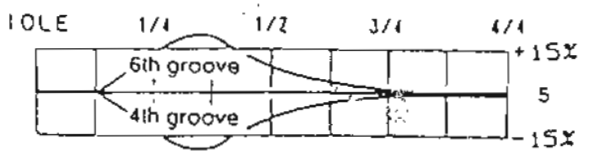
(2) Main Air Jet (FVKD39 Optional: Primary Type)



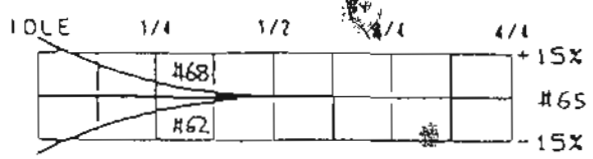
(3) Jet Needle (Straight Section)



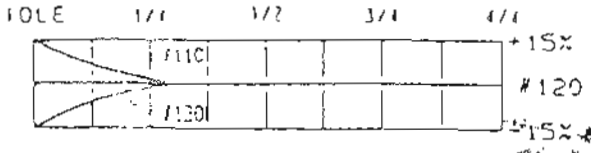
(4) Jet Needle (with groove)



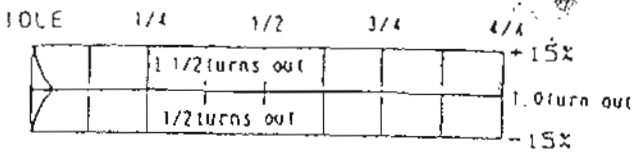
(5) Slow Jet



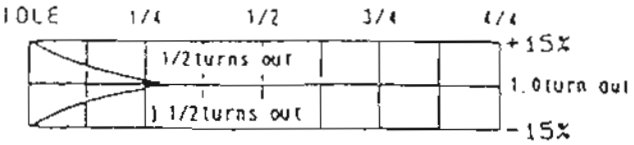
(6) Slow Air Jet



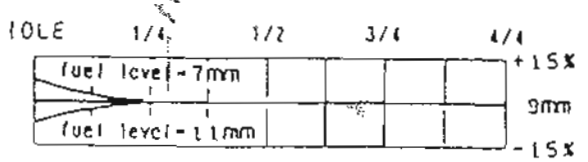
(7) Pilot Screw



(8) Air Screw



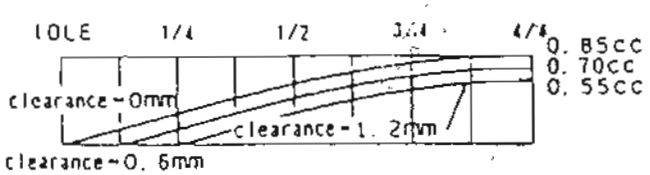
(9) Fue Level



<Jet Needle>

FVKD39			FVKD41		
Jet Needle	Straight Section Diameter (mm)	Taper	Jet Needle	Straight Section Diameter (mm)	Taper
N427-3JEMN	2.725	1°	N3GG	2.725	2°
N427-3JEMP	2.735	1°	N3GH	2.735	2°
N427-3JEMQ	2.745	1°	N3GJ	2.745	2°

(10) Accelerator Pump Output Timing



Carburetor Setting

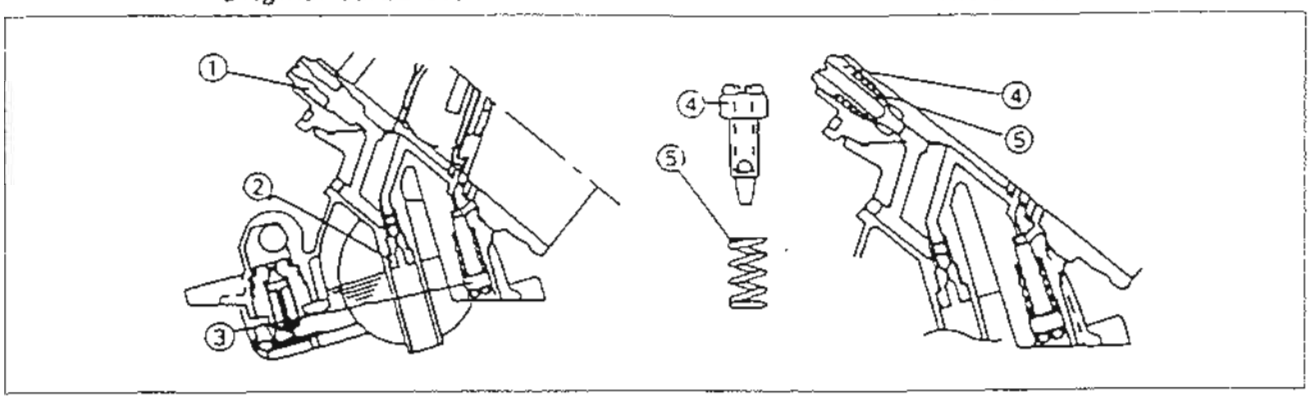
On racing engines #1 and 4 cylinders tend to be supplied with richer fuel/air mixture than #2 and 3. If carburetion cannot be balanced well by normal setting procedures, lean the mixture for #1 and 4 cylinders as follows:

1 Use 5 ~ 10 smaller sized main jets for #1 and 4 cylinders.
2 Move the jet needle towards the jet by 1 ~ 2 steps. (For example, if the jet needles are set at 5th step from the top, set the jet needles for #1 and 4 cylinders at 4th or 3rd step from the top).

Pilot System Setting Parts

- Replace the slow jet with the kit.
- Replace the slow air jet with the kit air screw and spring.

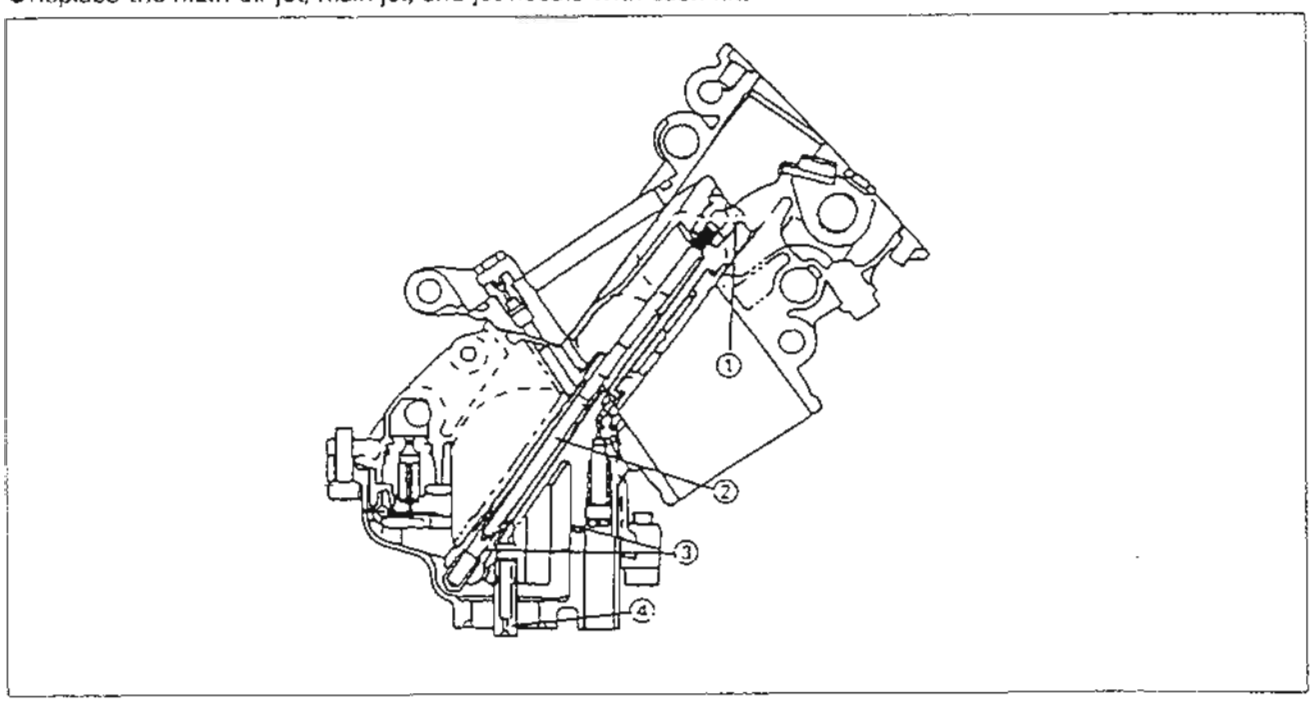
Original Carburetor | Kit Carburetor



1. Slow Air Jet
2. Slow Jet
3. Pilot Screw
4. Air Screw
5. Spring

Main System Setting Parts

- Replace the main air jet, main jet, and jet needle with each kit.



1. Needle Set Screw
2. Jet Needle
3. Needle Jet
4. Main Jet

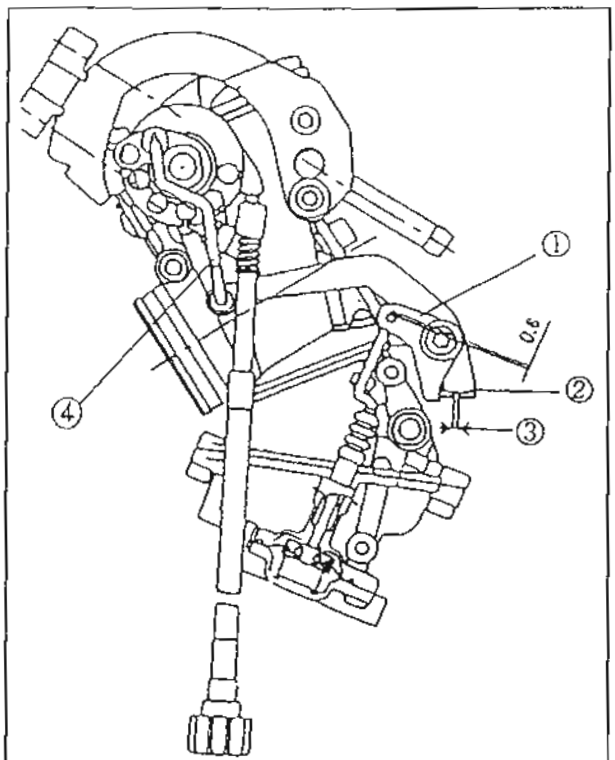
Accelerator Pump Adjustment

The fuel output timing of the fuel pump can be changed by changing the clearance between the pump rod and link lever A

The link lever standard clearance is 0.6 mm.

Decreasing the clearance makes the output timing faster and increasing it makes the timing slower.

The clearance can be changed by spreading or squeezing the opening in the link lever B

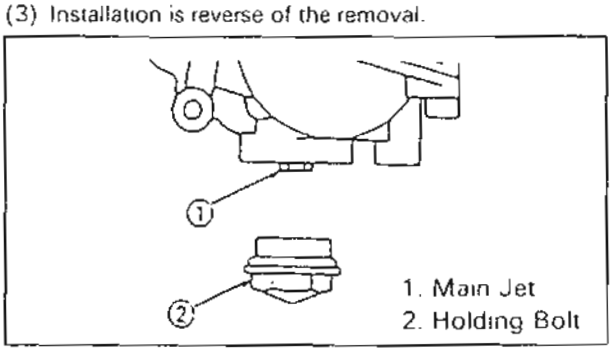


1. Link Lever A
2. Link Lever B
3. Link Lever B Opening
4. Link Rod

The FVKD carburetor has two accelerator pumps To obtain leaner fuel/air mixture, remove the link rod to stop the operation of one accelerator pump.

Main Jet (MJ) Replacement

(1) Remove the holding bolt at the lower part of the float bowl.
(2) The top of the main jet can be seen Remove it with a wrench.
(3) Installation is reverse of the removal.



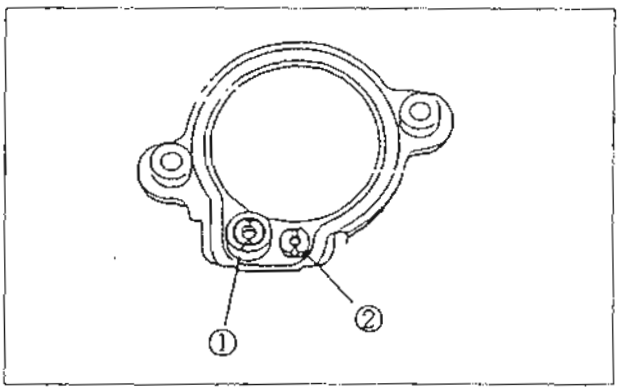
1. Main Jet
2. Holding Bolt

Jet Needle (JN)

(1) Remove the carburetor top cover.
(2) With the throttle grip fully opened, unscrew the jet needle set screw with a screwdriver.
(3) Pull out the jet needle.
(4) Installation is reverse of the removal

Main Air Jet, Slow Air Jet (MAJ, SAJ)

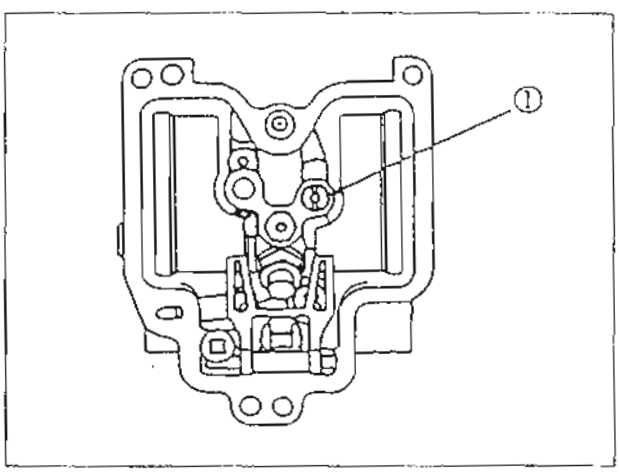
These are installed in front part of the carburetor intake port. Be careful not to mistake the main air jet for the slow air jet.



1. Slow Air Jet
2. Main Air Jet

Slow Jet (SJ)

(1) Remove all four float bowls with fuel hoses connected.
(2) Remove the slow jet with a screwdriver.
(3) Installation is reverse of the removal.
(4) Make sure that the O-ring is firmly seated in the groove.

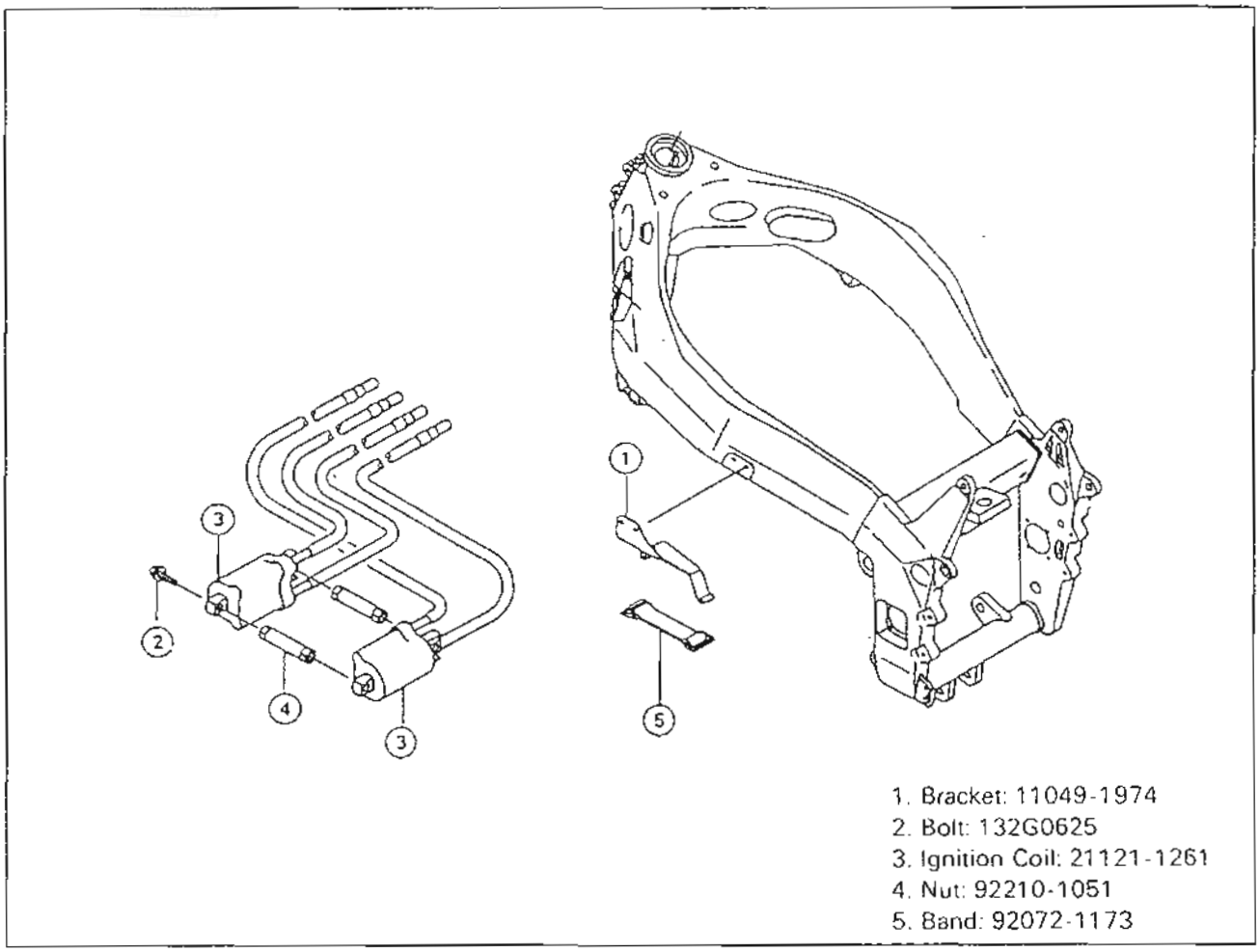


1. Slow Jet

Air Cleaner Housing:

- Install the optional air intake duct (14073-1692) as follows:

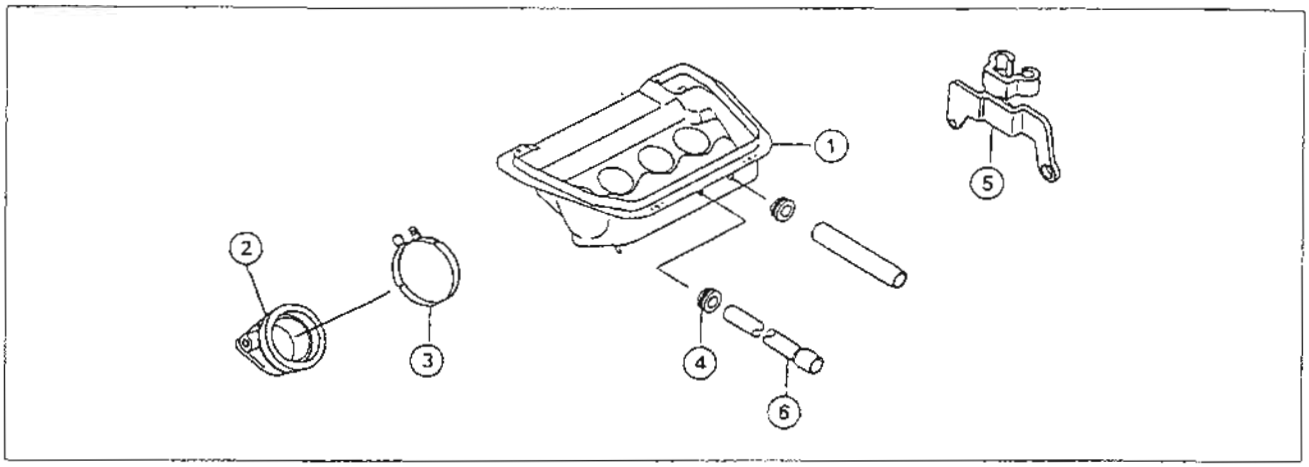
1. Change the ignition coil mounting location as shown using the kit parts. Hook the ignition coils (21121-1261) to the bracket (11049-1974) with the band (92072-1173) with a suitable piece of foam rubber put inside the bracket. Then install the bracket on the left main frame together with the fairing stay mounting screws



1. Bracket: 11049-1974
2. Bolt: 132G0625
3. Ignition Coil: 21121-1261
4. Nut: 92210-1051
5. Band: 92072-1173

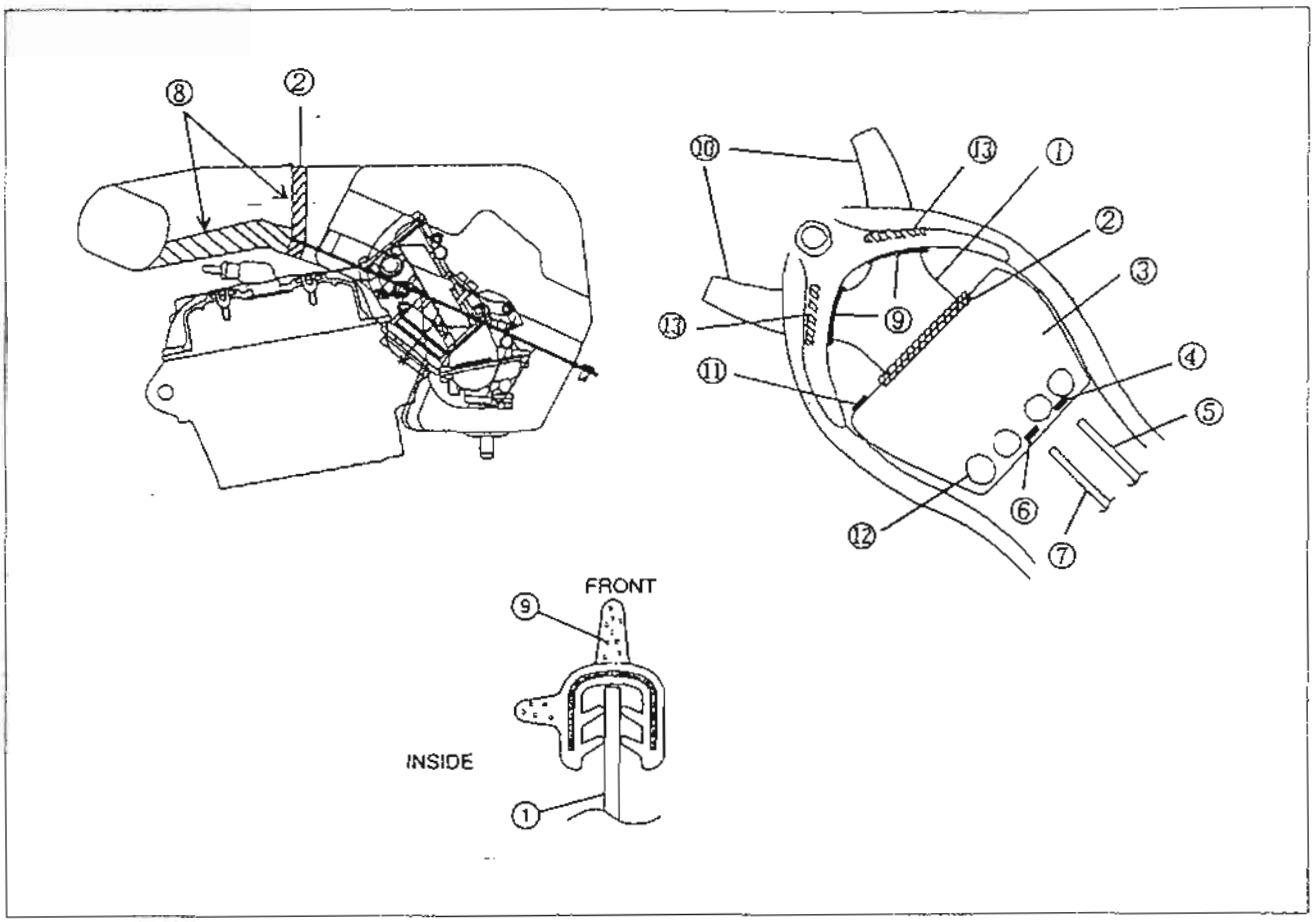
2. When using the optional ram air box, use the optional fuel tank or modify the shape of the standard fuel tank bottom to match the ram air box.

- Replace the carburetor holders with the optional ones (16065-1319/1336/1347) and also the clamps with the optional ones.
- Replace the carburetor setting parts with the kit ones (99997-1084)
- Replace the throttle cable stay with the optional one (11049-1889).



1. Lower Housing (11011-1515)
2. Carburetor Holder (16065-1319/1336/1347 for FVKD41/FVKD39/FVKD41 Long)
3. Clamp
4. Damper (43064-006)
5. Throttle Cable Stay (11049-1889)
6. Tube (92192-1102)

- ●Install the air cleaner lower housing onto the carburetor holders pushing it all the way.
- ○For heat prevention, attaching a heatshield to the bottom plate of the air cleaner lower housing is recommended.
- ○Install the standard drain hose and plug on the lower housing.
- ●Install the trim (9) to the smaller end of the air duct (1).
- ●Connect the air cleaner housing and left and right holes in the front of the frame with the air duct.
- ●Route the throttle cable through the grommet (11).
- ●Place a damper on the hole of the air cleaner housing, route the breather tube from the oil catch tank in the grommet.
- ●Inspect the condition of the fuel hose before racing.
- ●Connect the left and right hoses in the front side of the frame and the upper fairing with the optional ducts (14073-1633/1644). When installing the ducts, first stick the optional seal (92093-1373) around each duct where the seal will position in the middle in the hole when it is put into the frame, and then install the ducts. If it is difficult to install, scrape the seal or chamfer the hole end.



1. Air Duct: 14073-1692
2. Wind heatshield around air duct.
3. Air Cleaner Housing (Ram Air Box)
4. Grommet: 92071-1028
5. Tube: 92190-1472
6. Damper: 43064-006
7. Fuel Hose
8. Attach heatshield to these area.
9. Trim: 39145-1106
10. Air Duct: 14073-1663/1664
11. Grommet: 92071-1217
12. Duct: 14073-1518/1677/1464
13. Seal: 92093-1373

Engine Parts Installation

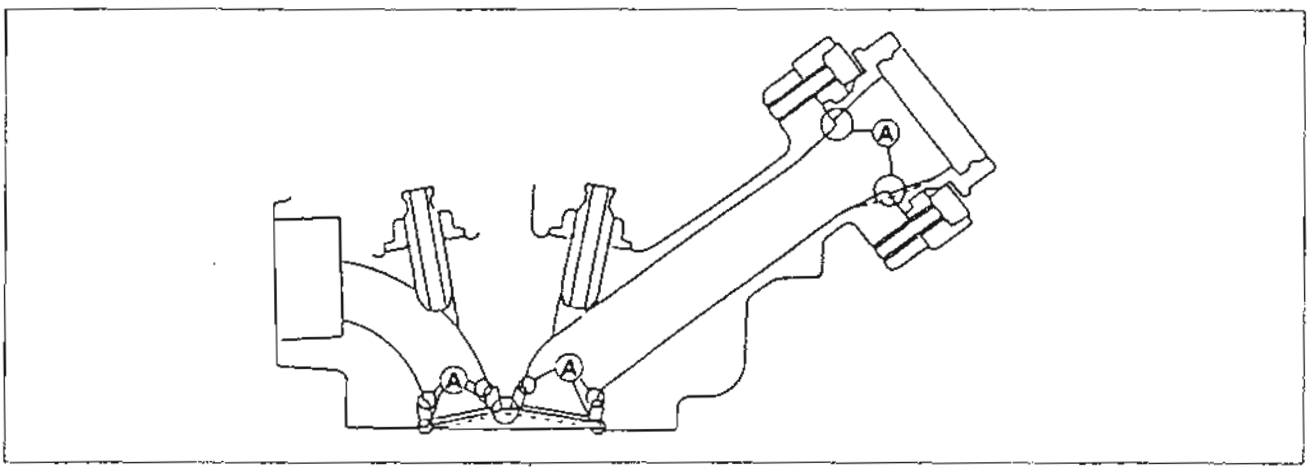
Cylinder Head:

- Grind off and smooth any stepped portion in the following areas.
  - Inside of the intake port
  - Inside of the exhaust port
  - Mating surface between the valve seat and ports
  - Mating surface between the carburetor holder and intake port
- Chamfer the machining edge of the cylinder head where the valve seat is installed, also smooth the dome of the combustion chamber.

○ Use the following tools for these cylinder head modifications:
- Hand Grinder
- Oil stone for eliminating any sharp edges
- Emery cloth for final smoothing

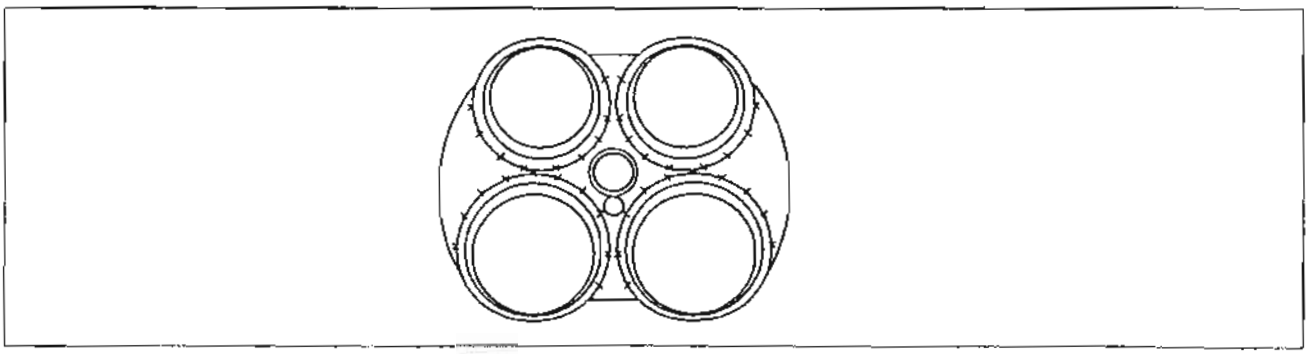
NOTE

○ *These procedures make air resistance less and intake/exhaust gas flow more smooth. However, much more effect can not be expected by excessive grinding and smoothing. It may be done to the extent of getting rid of uneven surfaces.*



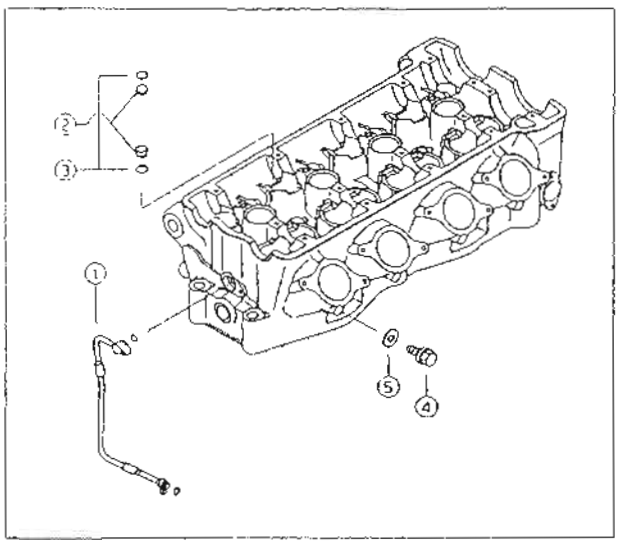
A : Stepped Portions
– – – : Combustion Chamber Dome

- The combustion chambers are modified by cutting work but the edges shown (XX in the figure) must be hand finished for smooth corners (Round them to about R1.)



- Replace the oil tube assembly with the kit (51044-1200) for reducing oil flow rate to the cylinder head.
- Remove the vacuum pipes on the cylinder head and plug the holes with kit bolts (132G0612) and washers (92022-304).
- Plug the air passage holes (8) on the cylinder head and cylinder head cover with the plugs (92066-1466) and O-rings (92055-1509)

○ Press the plug into the hole and stake the end of plug with a punch to secure the plug in place.



1. Oil Tube Assembly: 51044-1200
2. Plug: 92066-1466
3. O-ring: 92055-1509
4. Bolt: 132G0612
5. Washer: 92022-304

Valves:

Replace the valves with the kit parts.

The original part can be used as it is. But there are the following differences between the original parts and kit parts.

- Changed valve head angle to reduce weight.
- Flattened valve head surface to increase compression ratio. This valve matches the shape of the combustion chamber well.
- Material of the exhaust valves for the original has been changed to enhance durability.

Replace the valve spring seats with the kit parts.

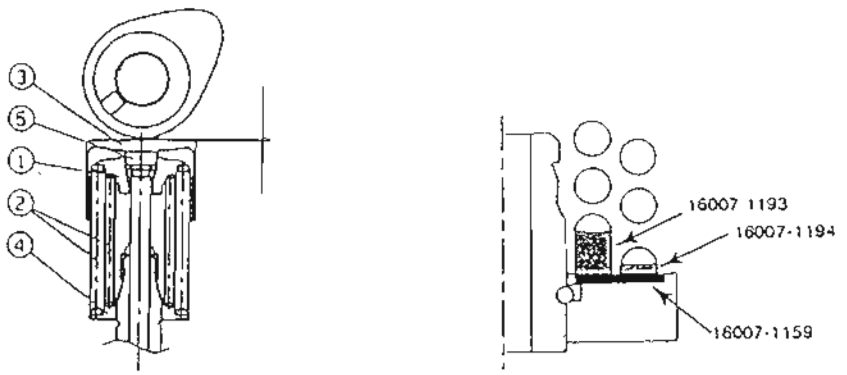
- The kit spring seats are 3-pieces type. Install them as shown in the figure.

Replace the valve springs (inner, outer) and spring retainer with the kit parts.

- Install the springs so that the closed coil end is facing toward the valve seat downwards
- The retainer is an aluminum forging. This reduces the inertial mass of the valve train .
- Check the valve clearance using the thickness gauge. If the clearance is out of the limit, change the shim and adjust it. (Measure the clearance when the engine is cool.)
- Measure the clearance when the cam lobe top is opposite the valve lifter.
- To prevent engine trouble, adjust the valve clearance within the specified value. However you can get best performance when the intake is 0.25 mm and exhaust is 0.31 mm.

Valve Clearance

Intake : 0.17 ~ 0.25mm
Exhaust : 0.25 ~ 0.31 mm

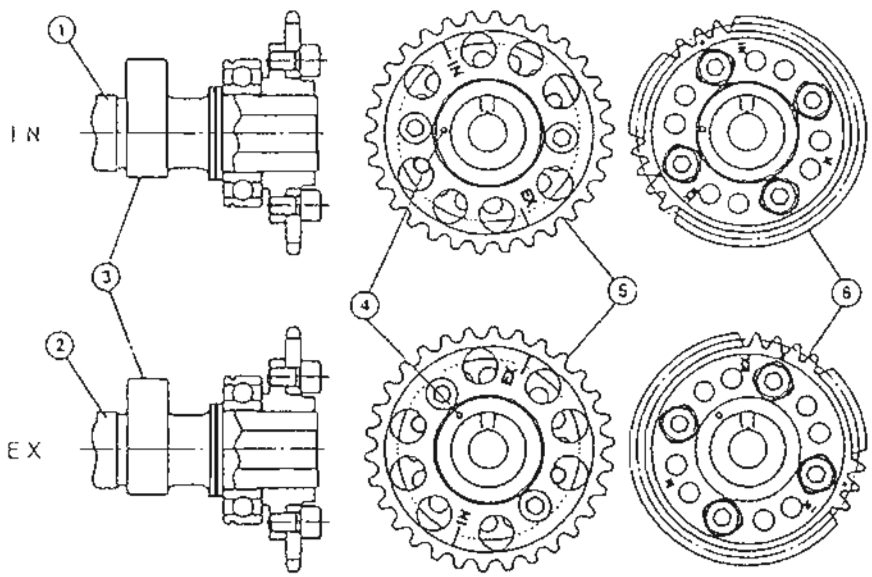


1 Spring Retainer: 12009-1082
2. Spring Set : 49078-1140
3. Valve Lifter (STD part)
4. Spring Seat: 16007-1159
16007-1193
16007-1194
5. Shim (STD part)

Camshaft:

- The kit camshaft has higher valve lift and longer valve timing than the original one.
- Replace the camshaft sprocket for the kit parts. The intake camshaft sprocket is the same as the exhaust camshaft sprocket. It has long holes and is bolted on the camshaft so as to be able to adjust the valve timing.
- Install the camshaft as follows.

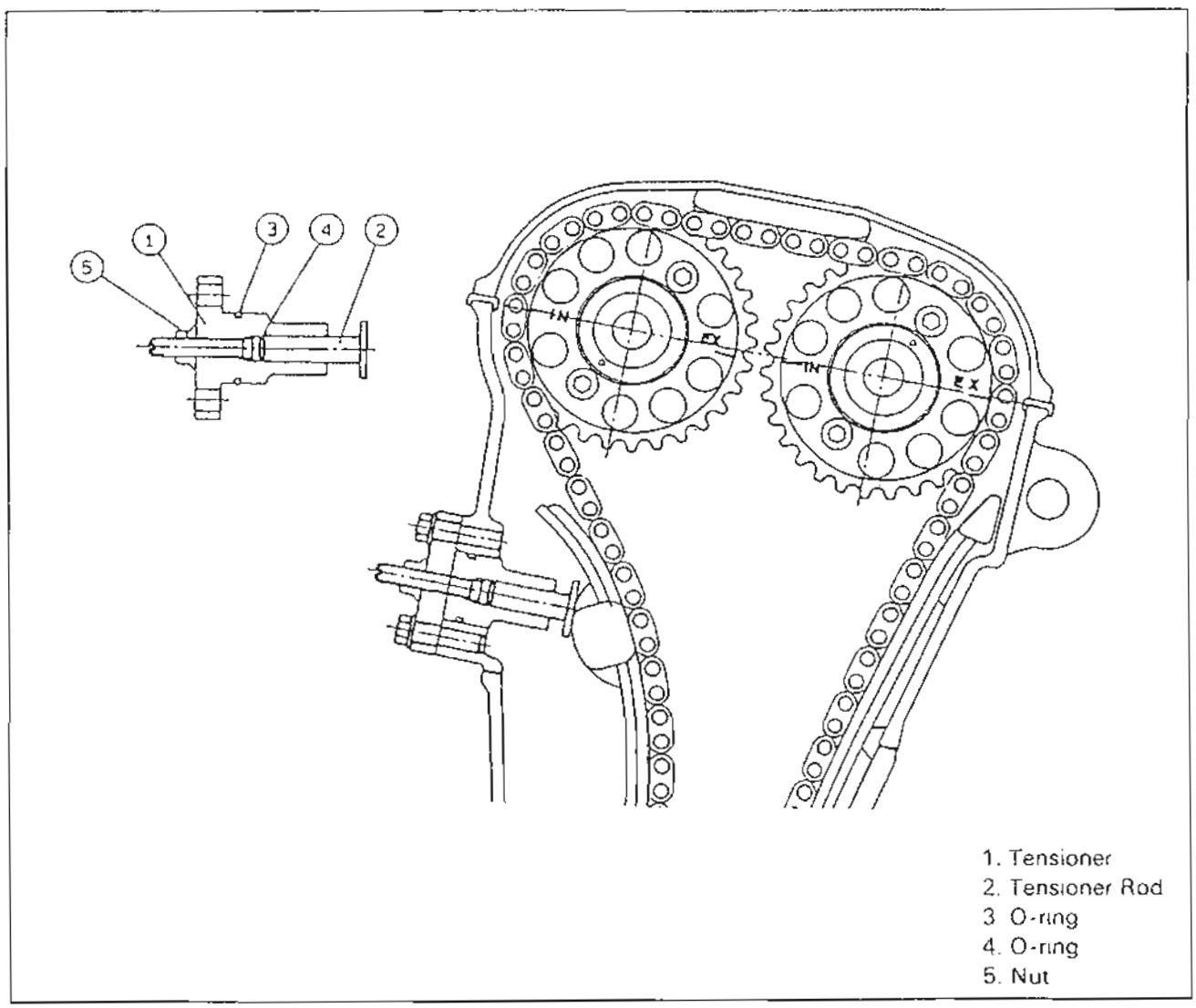
○ The illustrations show the camshaft sprocket positions when the top section of both exhaust and inlet #4 cam lobe is upward.
○ Install the exhaust camshaft sprocket or gear so that the EX mark is at the top.
○ Install the intake camshaft sprocket or gear so that the IN mark is at the top.



1 Intake Camshaft: 49118-1156
2. Exhaust Camshaft: 49118-1157
3. No.4 Cam
5 Sprocket
4. Punch Mark
6. Gear

Cam Chain Tensioner:

- Replace the cam chain tensioner with the kit to increase durability of tensioner
- Apply the engine oil to the tensioner rod, O-ring and adjusting screw, insert them into the tensioner body.
- ○ Check to see that the tensioner rod turns freely in the body, if not, polish the tensioner rod or fine the female threads in the adjusting screw hole with a tap (Diameter x Pitch = 6 mm x 1.0 mm)
- Install the tensioner on the cylinder block with the tensioner rod is fully pushed back.
- Turn the adjusting screw in with a screwdriver until it becomes hard to turn
- Turn the crankshaft clockwise several times and then screw the adjusting screw in again to take up any gap and tighten the locknut.
- ○ Never forward the tensioner rod forcibly, this will increase mechanical loss of the tensioner and may damage to the chain guide.
- ○ The cam chain tensioner must be adjusted at every race.



1. Tensioner
2. Tensioner Rod
3. O-ring
4. O-ring
5. Nut

Camshaft Gear Driven Mechanism:

- Remove the camshaft chain, chain guides, chain tensioner, and sprocket (crankshaft).
- Remove the plug and bolt from the side wall of the standard cylinder chain tunnel.
- Apply liquid gasket to the seating portion of the bolt (92151-1183) and tighten it to the bolt hole at the front wall of the cylinder.
- Install the pistons, cylinder, and cylinder head (11008-1331) and inspect the piston squish (see piston section).
- Insert the gear assembly (13216-1163) to the cylinder chain tunnel and install it with the shaft (13107-1373).

NOTE

- *If the gear assembly can not be inserted into the chain tunnel of the cylinder head, perform any of the following procedures.*
- *Insert the gear assembly into the chain tunnel of the cylinder first, and then install the cylinder head.*
- *Grind off four rivet heads of the gear assembly about 0.5 mm. Be careful not to fall the shavings into the bearings.*
- *Grind off the chain tunnel inside portions of the cylinder head where the rivets of the gear assembly will be contacted.*

- Insert the bolt (130P1035) through the plug hole at the side wall of the cylinder, and tighten it lightly to fit the gear assembly to the inside wall of the chain tunnel.
- Tighten the bolt (130P0840) to fit the gear assembly to the bottom end of the bolt (92151-1183).
- Tighten the bolt (130P1035) to the specified torque.
- Install one of the crankshaft gears (59051-1332/1333/1334/1355) to the crankshaft aligning the protrusion on the gear with punch mark on the crankshaft end.
- The gear backlush can be adjusted finely by installing one or two shims to the seat of the bolt (92151-1183).

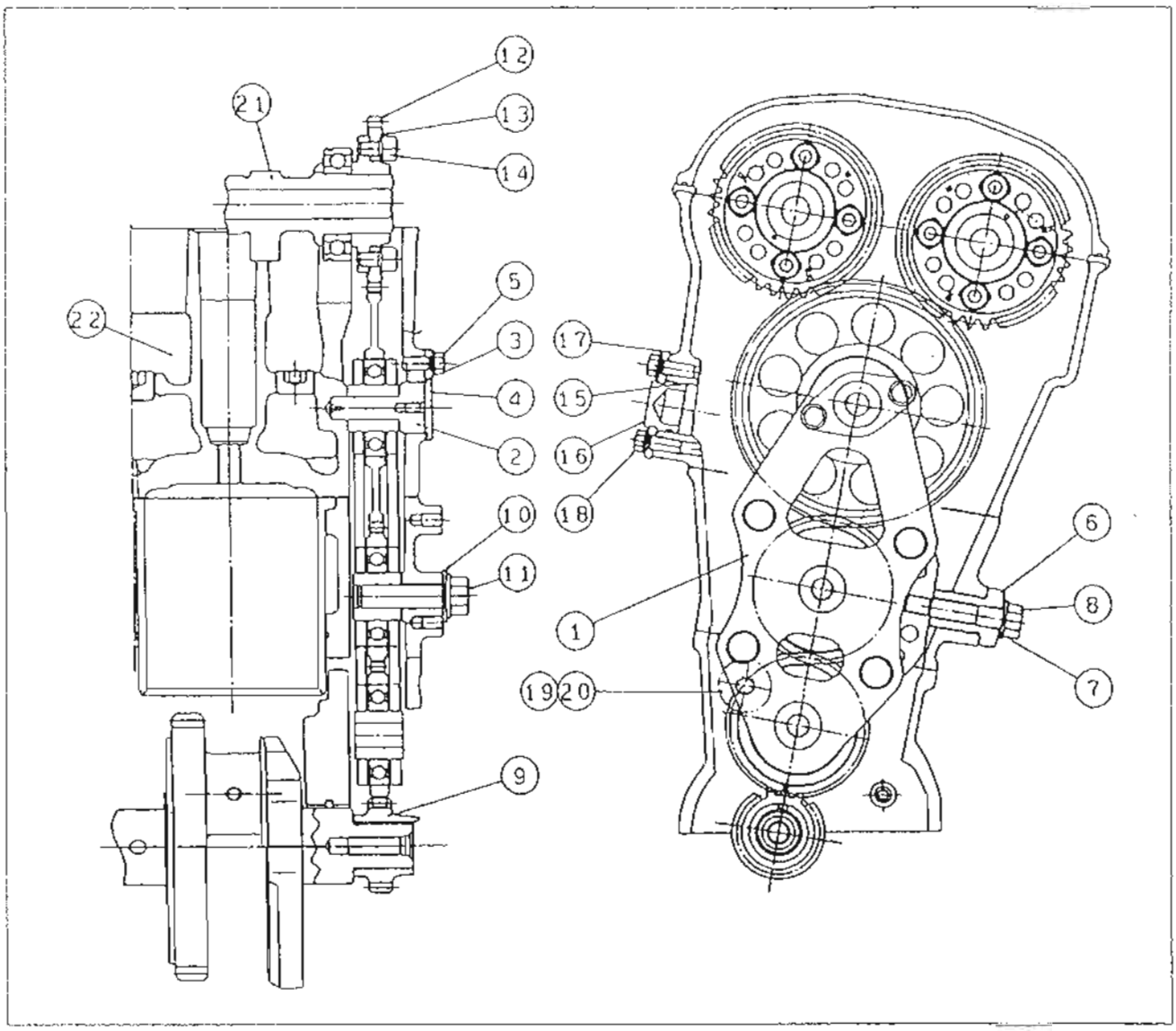
NOTE

- *If the fine adjustment of the gear backlush was done after adjusting of the valve timing, re-adjust the valve timing.*
- *Apply a small amount of liquid gasket to both sides of the shim(s).*

Bachlash Adjustment Shim Thickness

P/No.	Thickness
92025-1032	0.1 mm
92025-1033	0.2 mm
92025-1034	0.3 mm
92025-1035	0.5 mm
92025-1036	0.9 mm

- Move the lower gear of the gear assembly back and foreword to inspect the gear backlash. Select the crankshaft gear having the backlash 0.01 ~ 0.20 mm (STD: 0.06 mm).
- Install one of the camshaft gears (59051-1335/1336/1337/1354) to the exhaust or inlet camshaft and install the camshaft on the cylinder head. At this time, remove the another camshaft and the crankshaft gear.
- Move the upper gear of the gear assembly back and foreword to inspect the gear backlash. Select the camshaft gear having the backlash 0.01 ~ 0.20 mm (STD: 0.06 mm).
- Repeat the above steps for the other camshaft.
- Install the camshaft gear driven mechanism with the selected crankshaft gear and camshaft gears.



1. 13216-1163: Gear Assembly
2. 13107-1373: Shaft
3. 92055-1293: O-ring
4. 14090-1820: Cover
5. 132G0612: Bolt (Apply locking agent, 1.0 kg-m)
6. 92151-1183: Bolt (Apply liquid gasket to the seat, 4.0 kg-m)
7. 11009-1344: Gasket
8. 130P0840: Bolt (2.5 kg-m)
9. 59051-1332: Crankshaft Gear (L mark)
   59051-1333: Crankshaft Gear (M mark)
   59051-1334: Crankshaft Gear (S mark)
   59051-1355: Crankshaft Gear (SS mark)
10. 92022-215: Washer
11. 130P1035: Bolt (4.0 kg-m)
12. 59051-1335: Camshaft Gear (L mark)
    59051-1336: Camshaft Gear (M mark)
    59051-1337: Camshaft Gear (S mark)
    59051-1354: Camshaft Gear (LL mark)
13. 92026-094. Spacer
14. 120P0610: Bolt (1.4 kg-m)
15. 92055-086: O-ring
16. 92066-1467 Plug
17. 14014-1131 Plate
18. 132G0616. Bolt (Apply locking agent, 1.0 kg-m)
19. 92066-1468: Plug (2.5 kg-m)
20. 670D2014. O-ring
21. 49118-1156: Camshaft (IN)
    49118-1157: Camshaft (EX)
22. 11008-1334: Cylinder Head

Piston:

(1) Kit Piston (13001-1515): SB

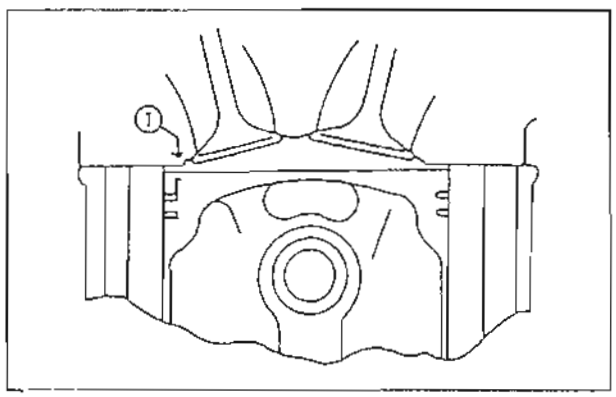
For reducing mechanical friction and piston weight, the kit piston has the following features

- ●An aluminum forging piston is used.
- ●Compression height (between piston pin hole center and piston shoulder) is short.
- ●The shape of the piston head is changed to set the compression ratio 13.5. (13.9 with optional cylinder head).
- ○The high compression ratio causes engine knocking. Use the high octane number gasoline (racing gasoline, ex. Shell AV-100 etc.) for preventing engine knocking.
- ●Use the kit piston rings and piston pins
- ●When replacing for the kit piston, inspect the piston squish
- ○Position the piston at Top Dead Center, and put a small piece of modeling clay on the shoulder of the piston Install the cylinder head gasket and cylinder head, and tighten the head bolts to the specified torque.
- ○Remove the cylinder head and measure the thickness of the clay. The thickness of the collapsed clay is the size of the squish

Squish Measurement

0.58 ~ 0.65 mm

- ○The most preferable squish measurement is 0.58 mm.
- ○If the squish is less than 0.58 mm, replace the head gasket with P/No. 11004-1309, ID mark "07" or replace the cylinder base gasket with a thicker one, and measure the squish again. If the squish is still under the specification, smooth the piston shoulder.
- ○If the squish is more than 0.65 mm, replace the head gasket with P/No. 11004-1308, ID mark "06" or replace the cylinder base gasket with a thinner one, and measure the squish again. If the squish is still over 0.65 mm, smooth the cylinder top surface.



1. Squish

Cylinder Base Gasket Thickness

P/No.	Thickness
11060-1722	0.10 mm
11060-1780	0.15 mm
11060-1705	0.20 mm (STD)
11060-1781	0.25 mm
11060-1782	0.30 mm

NOTE

- ○*The head gaskets differ each other by the thickness of the inner spacer (the middle one of the three spacers). This inner spacer is a flat plate. Remove the rivets from the gasket and check the inner spacer if it is deformed. If it is not deformed (leaves flat), it can be reused with the upper and lower plates of the other gasket that is not used.*
- ○*When using the kit piston, take care of the following:*
- ○*The kit piston must be used together with the kit connecting rod assembly (13251-1111) or an optional connecting rod assembly (13251-1114).*
- ○*The kit piston ring set (13008-1186) must be used.*
- ○*The edges of the indentations on the piston crown for the valve heads must be smoothly polished (round to about R1).*

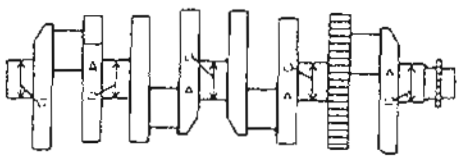
(2) Optional Piston (13001-1516): Enduro

For reducing oil consumption, the optional piston has three piston rings.

- ●Use the standard piston ring set (13008-1168)
- ●Use the optional connecting rod (13251-1121)

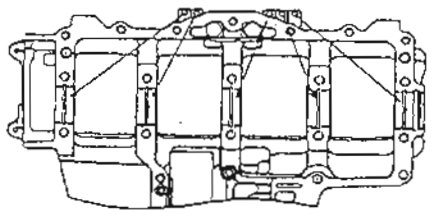
Crankshaft:

To adjust the crankshaft main journal clearance, two more types of the main journal bearing are available.



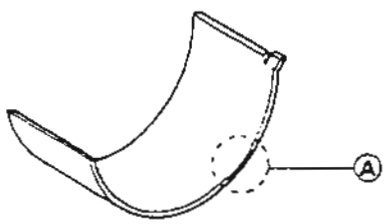
Crankshaft Main Journal Diameter Mark
1: 31.993 ~ 32.000 mm
None: 31.984 ~ 31.992 mm

Crankcase Main Journal Bore Diameter Mark
○: 35.000 ~ 35.008 mm
None: 35.009 ~ 35.016 mm



Crankshaft Main Journal Bearing

P/No.	Thickness	Size Color
92028-1807	1.502 ~ 1506 mm	Yellow
92028-1809	1.502 ~ 1506 mm	Yellow
92028-1626	1.498 ~ 1502 mm	Blue
92028-1629	1.498 ~ 1502 mm	Blue
92028-1627	1.494 ~ 1498 mm	Black
92028-1630	1.494 ~ 1498 mm	Black
92028-1628	1.490 ~ 1494 mm	Brown
92028-1631	1.490 ~ 1494 mm	Brown
92028-1808	1.486 ~ 1490 mm	White
92028-1810	1.486 ~ 1490 mm	White



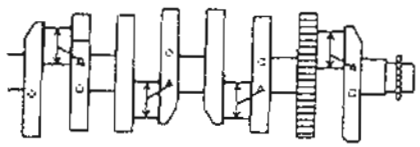
Crankshaft Main Journal Diameter Mark	Crankcase Main Journal Bore Diameter Mark	Crankshaft Main Journal Bearing			Clearance (mm)
		Color	P/No.	Journal No.	
1	○	Brown	92028-1628	1, 3, 5	0.012 ~ 0.036
			92028-1631	2, 4	
None	None	Blue	92028-1626	1, 3, 5	0.014 ~ 0.036
			92028-1629	2, 4	
None	○	Black	92028-1627	1, 3, 5	0.013 ~ 0.036
1	None		92028-1630	2, 4	
		Yellow	92028-1807	1, 3, 5	
			92028-1809	2, 4	
		White	92028-1808	1, 3, 5	
			92028-1810	2, 4	

Connecting Rod:

Connecting Rod Big End Clearance

Make the big end clearance larger than the standard specification. Larger clearance will reduce mechanical loss and will improve engine performance.

● Measure the clearance using a plastigauge.

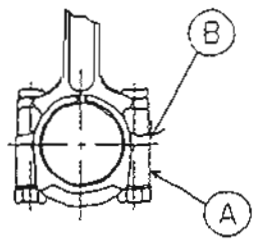


Connecting Rod Big End Clearance

Original Machine:	0.038 ~ 0.065 mm
Racing Machine:	0.050 ~ 0.070 mm

Crankpin Diameter Mark

○ :	33.993 ~ 34.000 mm
None:	33.984 ~ 33.992 mm

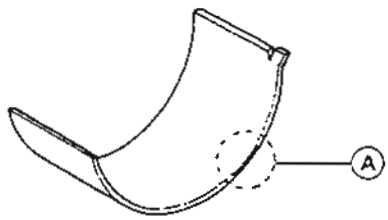


Con-rod Big End Bore Diameter Mark

○ :	37.012 ~ 37.016 mm
1:	37.006 ~ 37.011 mm
11:	37.000 ~ 37.005 mm

Con-rod Big End Bearing

P/No.	Thickness	Size Color
92028-1628	1.485 ~ 1.490 mm	Blue
92028-1624	1.480 ~ 1.485 mm	Black
92028-1625	1.475 ~ 1.480 mm	Brown
92028-1806	1.470 ~ 1.475 mm	White



NOTE

○*Adjust the crankshaft main journal clearance and connecting rod big end clearance within the specified value. It the clearance is larger than the specified value, the oil pressure at the big end decreases causing damage.*

Crankpin Diameter Mark	Con-rod Big End Diameter Mark	Con-rod Big End Bearing		Clearance (mm)
		Color	P/No.	
○	○	Brown	92028-1625	0.052 ~ 0.074
	1	Brown	92028-1625	0.046 ~ 0.069
	11	White	92028-1806	0.050 ~ 0.073
None	○	Black	92028-1624	0.050 ~ 0.072
	1	Black	92028-1624	0.044 ~ 0.067
	11	Brown	92028-1625	0.048 ~ 0.071
		Blue	92028-1623	

Connecting Rod Bolts/Nuts Tightening (Plastic Region): 13251-1111/1121

The connecting rod big end is bolted using the "plastic region fastening method."

This method precisely achieves the needed clamping force without exceeding it unnecessarily, allowing the use of thinner, lighter bolts further decreasing connecting rod weight.

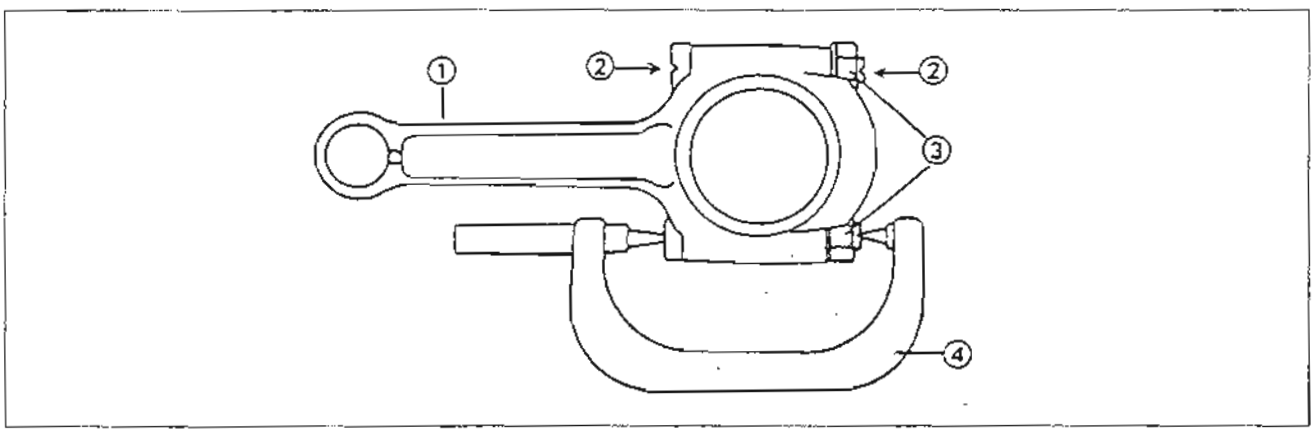
○There are two types of the plastic region fastening. One is a bolt length measurement method and the other is a tightening torque method. Observe one of the following two, but the bolt length measurement method is preferable.

○There are two values of the nut tightening torque as shown, select item according to your bolt conditions.

○Apply a thin coat of a molybdenum disulfide grease to seated surface of the connecting rod bolts and nuts.

(1) Bolt Length Measurement Method

- Install the connecting rod bolts in the connecting rod
- Tighten the connecting rod nuts temporarily
- Make indent on both bolt head and bolt tip.
- Set a point micrometer as shown.
- Tighten the big end cap nuts until the bolt elongation is come to specified length as shown. This is a more reliable and preferable way to tighten the big end cap nuts.



1. Connecting Rod
2. Indent with a punch.
3. Nuts
4. Fit micrometer pins onto dents.

(2) Tightening Torque Method

- First, tighten the nuts to the specified torque, and then tighten the nuts 120° more.

CAUTION
Plastic Region bolts are used, so, in case of disassembling connecting rod, replace bolts and nuts with new ones. If you intend to reuse bolts and nuts, tighten then with different tightening torque as shown table.

Connecting Rod Tightening Method

Connecting rod bolt/nut condition	Tightening Method	
	Bolt Elongation	Tightening Torque
Non-used bolt and nut (Brand New)	0.3 mm ~ 0.32 mm	25 N-m (2.6 kg-m) plus 120°
Ones obtained only as single nut	0.26 mm ~ 0.28 mm	18 N-m (1.8 kg-m) plus 120°
Ones mounted on newly obtained connecting rod assembly	0.26 mm ~ 0.28 mm	18 N-m (1.8 kg-m) plus 120°

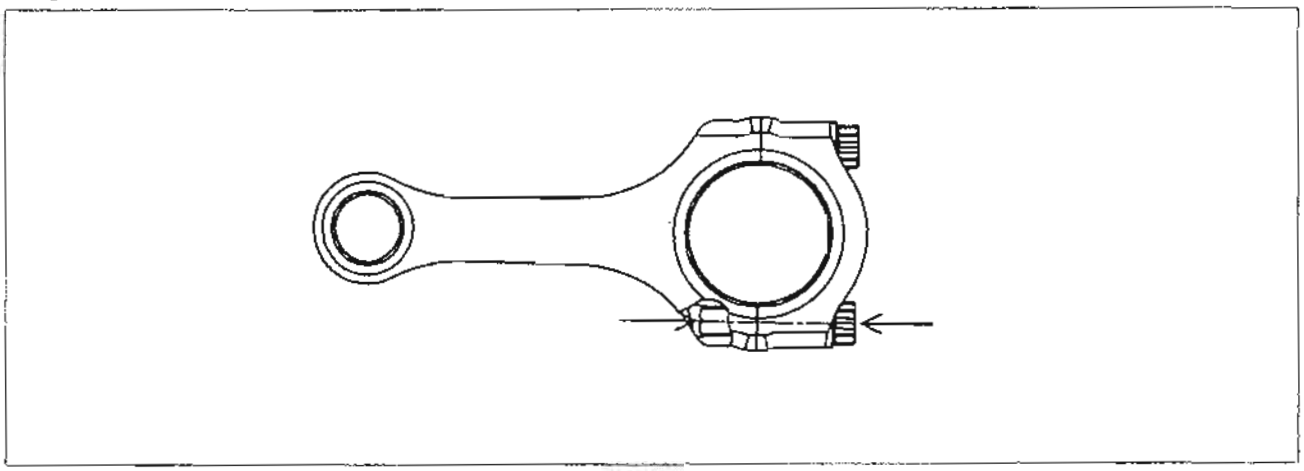
Connecting Rod Bolt and Nut Useful Time Limit

Connecting Rod Bolt/Nut Condition	Useful Time Limit		
	1	2	3
Non-used bolt and nut (Brand New)	Possible	Possible	Possible
Ones mounted on newly obtained connecting rod assembly	Possible	Possible	Impossible
Ones mounted on stock machine	Impossible (exchange them for new ones)		

Connecting Rod Bolts Tightening (Plastic Region): 13251-1114

Light weight connecting rods which are made of titanium are available as option parts.

- Apply molybdenum disulfide grease to the threads portion and seated surface of the connecting rod big end bolts.
- Tighten the connecting rod bolts temporarily.
- Using a point micrometer, measure the bolt length.
- Tighten the connecting rod bolts until the bolt elongation is come to 0.12 ~ 0.14 mm.



Connecting Rod Bolt Useful Time Limit (for Titanium Con-rod)

Non-used bolt (Brand new): 3 times
Ones mounted on newly
obtained connecting rod: 3 times

Transmission:

1) Optional Transmission Gear Kit

Five more types of the transmission gear kits are available as optional parts.

There are some or no grooves in the outer surface of the each optional gear to identify their types.

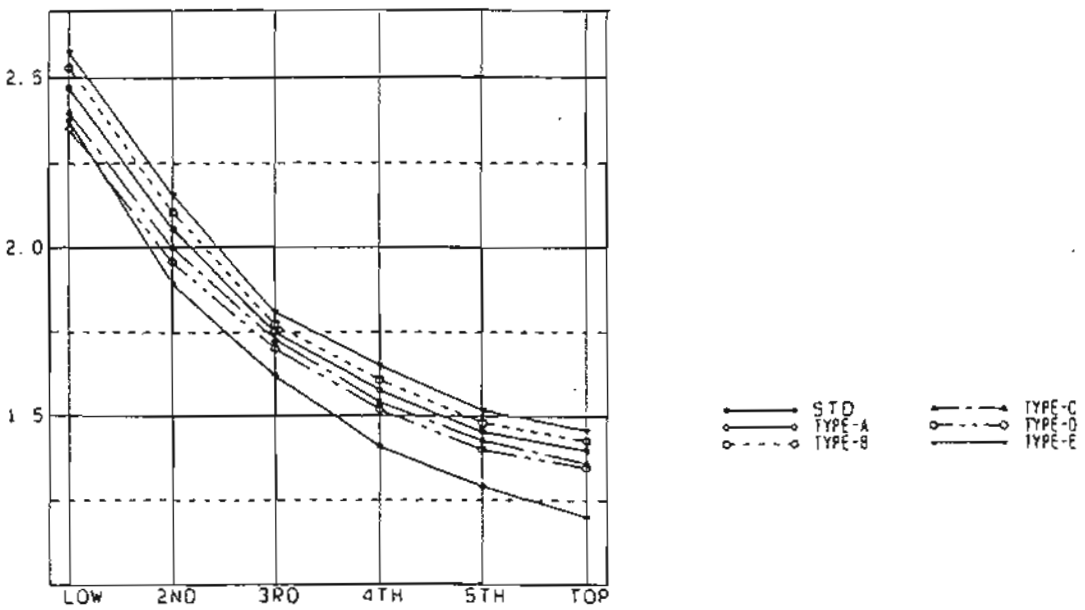
Type-A: No groove Type-D: Three groove

Type-B: One groove Type-E: Four grooves

Type-C: Two grooves

		STD	TYPE-A	TYPE-B	TYPE-C	TYPE-D	TYPE-E
LOW	OUT	13260-1540	13260-1337	13260-1347	13260-1356	13260-1546	13260-1556
	IN	13127-1245	13127-1250	TYPE-A	13127-1251	TYPE-C	13127-1248
	RD	2.375	2.470	2.529	2.400	2.350	2.578
		38/16	42/17	43/17	48/20	47/20	49/19
2ND	OUT	13260-1534	13260-1339	13260-1349	13260-1358	13260-1548	13260-1557
	IN	13260-1530	13260-1338	13260-1348	13260-1357	13260-1547	TYPE-B
	RD	1.894	2.055	2.105	2.000	1.956	2.157
		36/19	37/18	40/19	40/20	45/23	41/19
3RD	OUT	13260-1612	13260-1341	13260-1590	13260-1592	13260-1594	TYPE-C
	IN	13260-1610	13260-1340	13260-1591	13260-1593	13260-1549	13260-1558
	RD	1.619	1.750	1.772	1.727	1.700	1.809
		34/21	35/20	39/22	38/22	34/20	38/21
4TH	OUT	13260-1614	13260-1342	13260-1351	TYPE-B	TYPE-A	13260-1562
	IN	13260-1610	13260-1340	13260-1591	13260-1593	13260-1549	13260-1558
	RD	1.409	1.576	1.606	1.541	1.518	1.650
		31/22	41/26	37/23	37/24	41/27	33/20
5TH	OUT	13260-1536	13260-1344	13260-1353	TYPE-B	13260-1553	13260-1564
	IN	13260-1611	13260-1343	13260-1352	13260-1360	13260-1552	13260-1563
	RD	1.291	1.454	1.401	1.420	1.400	1.518
		31/24	32/22	40/27	40/28	35/25	41/27
TOP	OUT	13260-1537	13260-1346	13260-1355	13260-1361	13260-1555	13260-1566
	IN	13260-1533	13260-1345	13260-1354	TYPE-A	13260-1554	13260-1565
	RD	1.200	1.400	1.428	1.360	1.347	1.458
		30/25	35/25	40/28	34/25	31/23	35/24

RD: Reduction Ratio



2) Besides the standard combination a few optional gears for the 3rd/4th input and 3rd output gears are available, which allows varied combination as shown in the table. You can proceed to other combination from the standard combination of type A to E putting emphasis on the 3rd or 4th gear.

A-C	OUTPUT GEAR	
3RD/4TH INPUT GEAR	3RD	4TH
P/NO. 13260-1359	13260-1341	13260-1351
TOOTH 20-24	35	37
Reduction Ratio	1.750	1.541

A-A	OUTPUT GEAR	
3RD/4TH INPUT GEAR	3RD	4TH
P/NO. 13260-1340	13260-1341	13260-1342
TOOTH 20-26	35	41
Reduction Ratio	1.750	1.576

A-B	OUTPUT GEAR	
3RD/4TH INPUT GEAR	3RD	4TH
P/NO. 13260-1340	13260-1341	13260-1351
TOOTH 20-26	35	37
Reduction Ratio	1.750	1.608

B-D	OUTPUT GEAR	
3RD/4TH INPUT GEAR	3RD	4TH
P/NO. 13260-1550	13260-1590	13260-1342
TOOTH 22-27	39	41
Reduction Ratio	1.772	1.513

B-C	OUTPUT GEAR	
3RD/4TH INPUT GEAR	3RD	4TH
P/NO. 13260-1593	13260-1590	13260-1351
TOOTH 22-24	39	37
Reduction Ratio	1.772	1.541

B-A	OUTPUT GEAR	
3RD/4TH INPUT GEAR	3RD	4TH
P/NO. 13260-1589	13260-1590	13260-1342
TOOTH 22-26	39	41
Reduction Ratio	1.772	1.576

B-B	OUTPUT GEAR	
3RD/4TH INPUT GEAR	3RD	4TH
P/NO. 13260-1591	13260-1590	13260-1351
TOOTH 22-23	39	37
Reduction Ratio	1.772	1.608

B-E	OUTPUT GEAR	
3RD/4TH INPUT GEAR	3RD	4TH
P/NO. 13260-1561	13260-1590	13260-1562
TOOTH 22-20	39	33
Reduction Ratio	1.772	1.650

D-D	OUTPUT GEAR	
3RD/4TH INPUT GEAR	3RD	4TH
P/NO. 13260-1549	13260-1594	13260-1342
TOOTH 20-27	34	41
Reduction Ratio	1.700	1.518

D-C	OUTPUT GEAR	
3RD/4TH INPUT GEAR	3RD	4TH
P/NO. 13260-1359	13260-1594	13260-1351
TOOTH 20-24	34	37
Reduction Ratio	1.700	1.541

D-B	OUTPUT GEAR	
3RD/4TH INPUT GEAR	3RD	4TH
P/NO. 13260-1350	13260-1594	13260-1351
TOOTH 20-23	34	37
Reduction Ratio	1.700	1.608

C-D	OUTPUT GEAR	
3RD/4TH INPUT GEAR	3RD	4TH
P/NO. 13260-1550	13260-1592	13260-1342
TOOTH 22-27	38	41
Reduction Ratio	1.727	1.518

C-C	OUTPUT GEAR	
3RD/4TH INPUT GEAR	3RD	4TH
P/NO. 13260-1593	13260-1592	13260-1351
TOOTH 22-24	38	37
Reduction Ratio	1.727	1.541

C-A	OUTPUT GEAR	
3RD/4TH INPUT GEAR	3RD	4TH
P/NO. 13260-1589	13260-1592	13260-1342
TOOTH 22-26	38	41
Reduction Ratio	1.727	1.576

C-B	OUTPUT GEAR	
3RD/4TH INPUT GEAR	3RD	4TH
P/NO. 13260-1591	13260-1592	13260-1351
TOOTH 22-23	38	37
Reduction Ratio	1.727	1.606

C-E	OUTPUT GEAR	
3RD/4TH INPUT GEAR	3RD	4TH
P/NO. 13260-1561	13260-1592	13260-1562
TOOTH 22-20	38	33
Reduction Ratio	1.727	1.650

E-A	OUTPUT GEAR	
3RD/4TH INPUT GEAR	3RD	4TH
P/NO. 13260-1559	13260-1592	13260-1342
TOOTH 21-26	38	41
Reduction Ratio	1.809	1.576

E-B	OUTPUT GEAR	
3RD/4TH INPUT GEAR	3RD	4TH
P/NO. 13260-1560	13260-1592	13260-1351
TOOTH 21-23	38	37
Reduction Ratio	1.809	1.608

E-E	OUTPUT GEAR	
3RD/4TH INPUT GEAR	3RD	4TH
P/NO. 13260-1558	13260-1592	13260-1562
TOOTH 21-20	38	33
Reduction Ratio	1.809	1.650

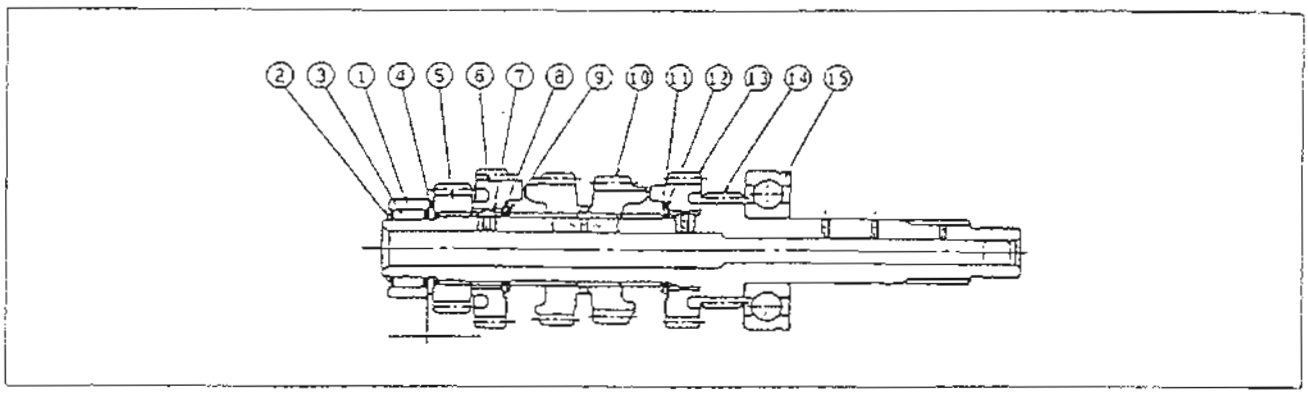
D-A	OUTPUT GEAR	
3RD/4TH INPUT GEAR	3RD	4TH
P/NO. 13260-1340	13260-1594	13260-1342
TOOTH 20-26	34	41
Reduction Ratio	1.700	1.576

A-D	OUTPUT GEAR	
3RD/4TH INPUT GEAR	3RD	4TH
P/NO. 13260-1549	13260-1341	13260-1342
TOOTH 20-27	35	41
Reduction Ratio	1.750	1.518

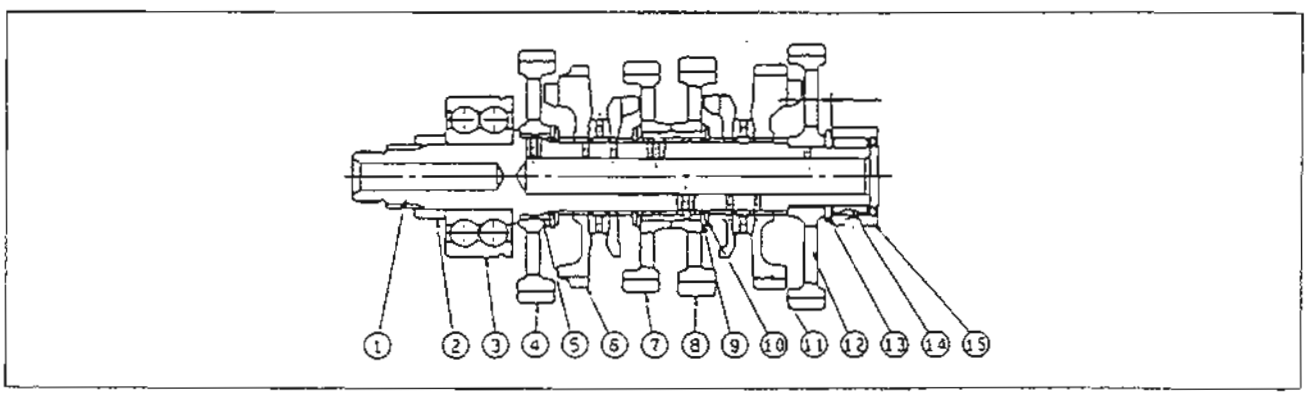
3) Transmission Gear Engagement Inspection

(1) Install the drive shaft and output shaft gear assembly in the upper crankcase, and inspect clearance between the needle bearing outer race and spacer as shown.

Correct Clearance: 0.3 ~ 0.6 mm



1. Bearing Outer Race
2. Circlip
3. Needle Bearing
4. Spacer
5. 2nd Gear
6. Top Gear
7. Bushing
8. Washer
9. Circlip
10. 3rd/4th Gear
11. Circlip
12. Washer
13. 5th Gear
14. Low Gear (Drive Shaft)
15. Ball Bearing



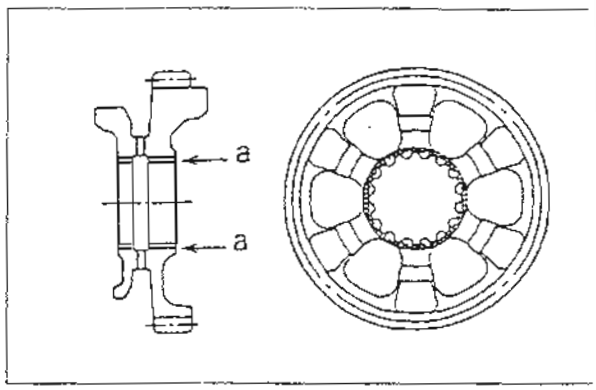
1. Output Shaft
2. Collar (Press fitting)
3. Needle Bearing
4. 2nd Gear
5. Bushing
6. Top Gear
7. 4th Gear
8. 3rd Gear
9. Toothed Washer
10. Circlip
11. 5th Gear
12. Low Gear
13. Spacer
14. Needle Bearing
15. Bearing Outer Race

- Use only the optional shift drum, the original one cannot be used, as to the shift fork the original one can be used.
- If the clearance is incorrect, replace the spacer with one of three replacement spacers and inspect the clearance again

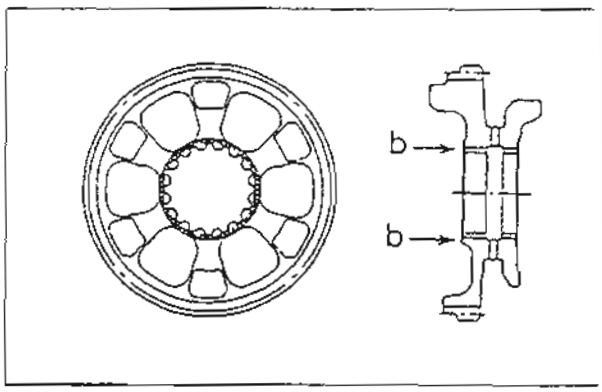
Replacement Spacer Thickness:	92026-1244	2.1 mm
	92026-1225	2.4 mm
	92026-1226	1.8 mm

(2) Install the shift drum and shift forks in the lower crankcase, and assemble the lower crankcase to the up crankcase.
(3) Check to see that the drive shaft and output shaft turn freely, and spinning the drive shaft, shift transmission through all gears to make certain there no binding and that all gears shift properly
(4) If not, modify gears follows.

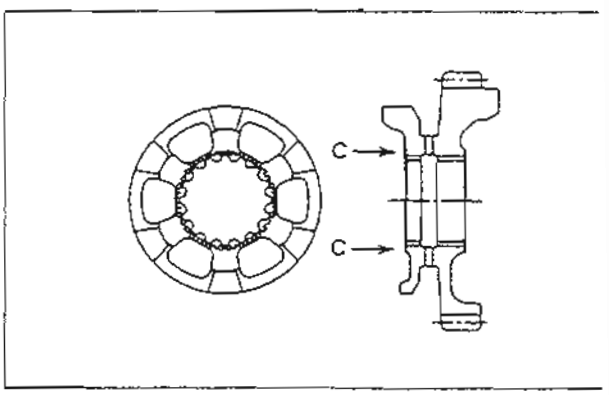
(1) Neutral to 1st gear shift is wrong Grind one side(a) of boss of output shaft 5th gear by 0.3 mm to narrow the output shaft 5th gear and inspect the shift condition again. If the shift is still wrong, grind the boss more until correct movement is obtained



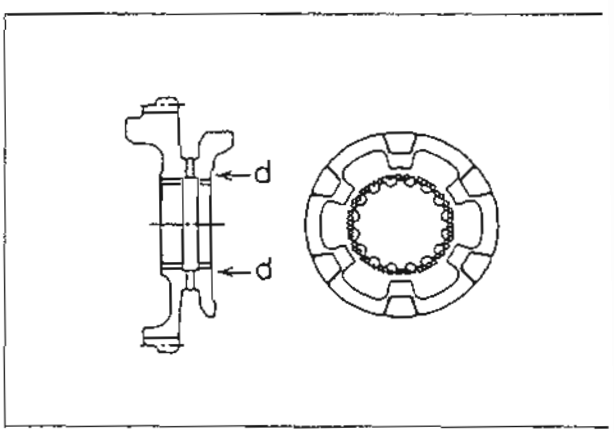
(2) Neutral to 2nd gear shift is wrong Grind one side(b) of output shaft 6th gear as the same manner as the above 5th gear.



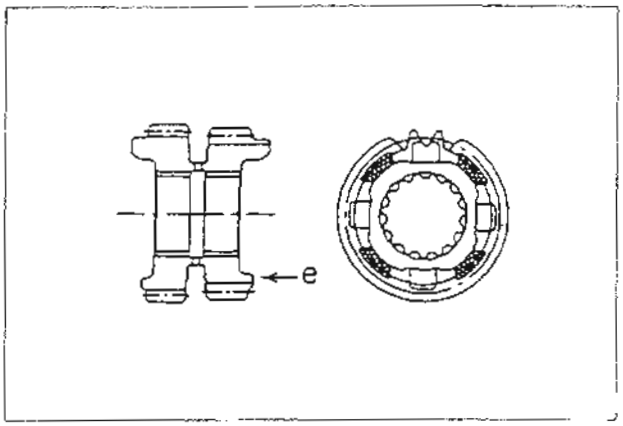
(3) 2nd to 3rd gear shift is wrong. Grind the other side(c) of output shaft 5th gear boss as the same manner of the above gear.



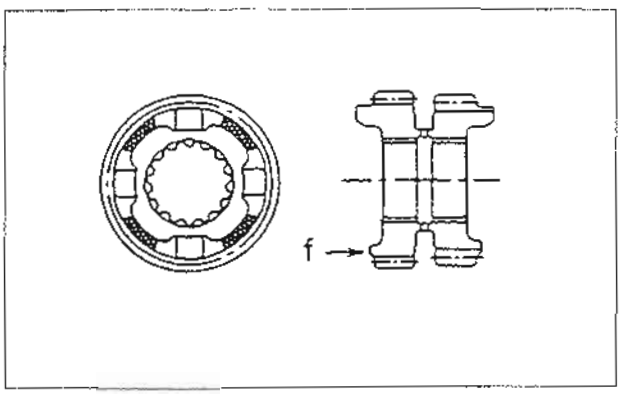
(4) 3rd to 4th shift gear is wrong Grind the other side(d) of the output shaft 6th gear as the same manner as the above gear.



(5)4th to 5th gear shift is wrong. Grind one side(e) of drive shaft 3rd/4th gear as the same manner as the former gears.



(6) 5th to 6th gear shift is wrong. Grind the other side (f) of the drive shaft 3rd/4th gear as the same as former gears.



Clutch:

1) When installing the kit clutch housing assembly, the oil pump driven mechanism and the alternator driven mechanism must he used.

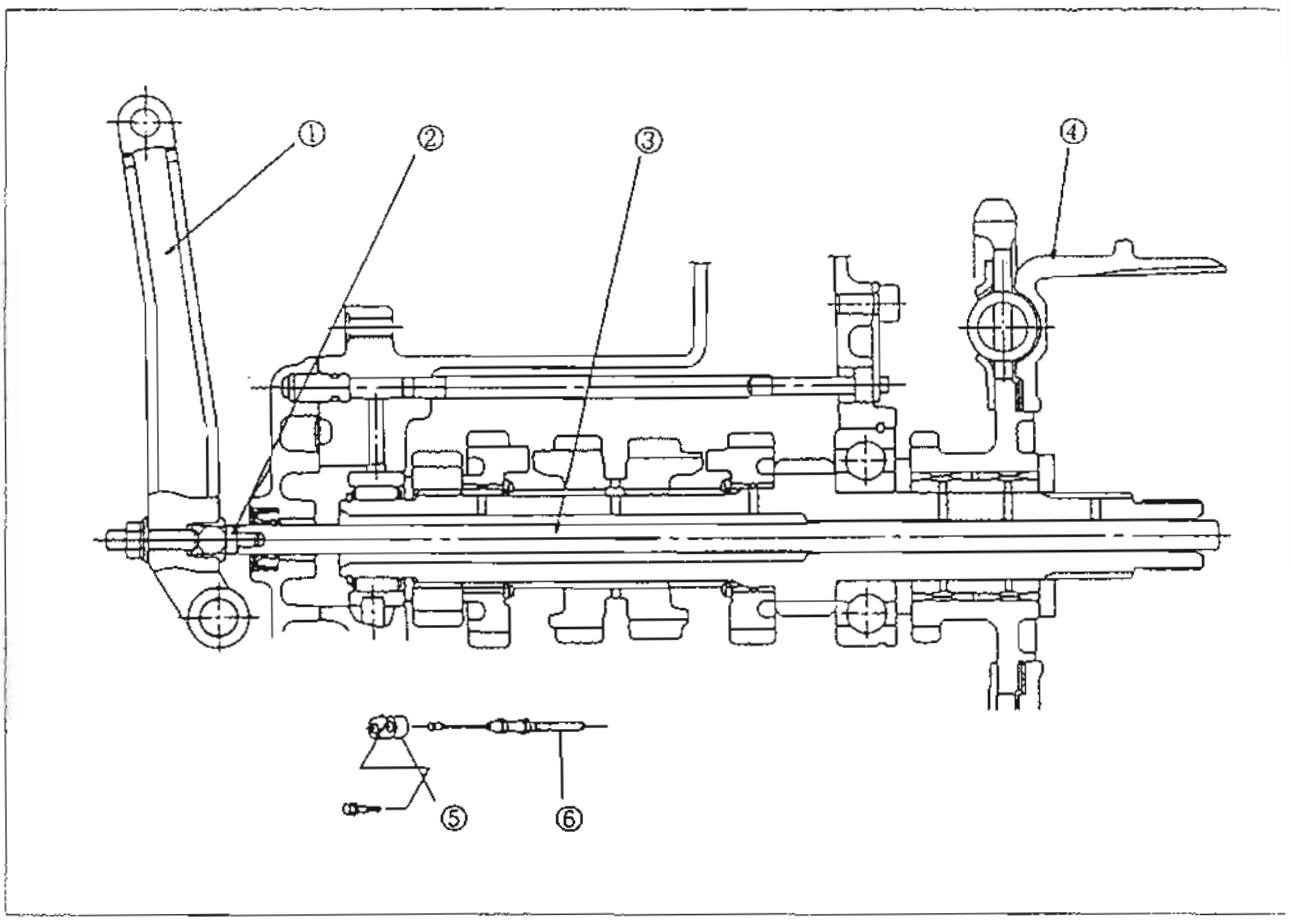
It's impossible to install the clutch housing and the oil pump driven mechanism parts of the racing kit onto the inputshaft of the standard model. When using them, it's necessary to use with the kit or optional inputshaft as a set. When not using the optional inputshaft, use the inputshaft (13127-1256) in the kit.

Inputshaft		Transmission		Clutch Housing & Pump Driving System Parts	
Part No.	13127-	Standard	Option	Standard	Kit
Standard	1245	○	x	○	x
Option	1248 1250 1251	x	○	x	○
Kit	1256	○	x	x	○

2) There are three kinds of clutch housing assembly in the kit so you can adjust the primary reduction ratio selecting them

Clutch Housing Assembly	Part No.	Number of tooth	Reduction Ratio
Kit, standard	13095-1332	93/53	1.7547
Kit, option	13095-1331	92/53	1.7358
Kit, option	13095-1333	94/53	1.7735

3) Optional Mechanical Release Mechanism . (See the Parts Catalog)
The release mechanism is operated by oil pressure in the standard motorcycle, but for more linear clut operational feeling when starting or where fine operation is needed, the mechanical clutch relea mechanism is available.



1. Lever Assy: 13320-1011
2. Shim (3 mm). 92180-1197
3. Push rod: 13116-1153
4. Clutch Housing: 13095-1332
5. Clutch Cable Holder: 14044-1086
6. Clutch Cable: 54011-1354

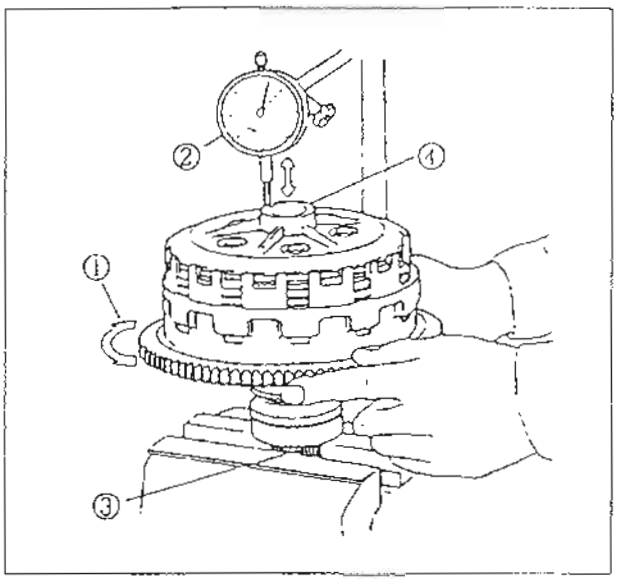
4) Clutch Plate Free Play Adjustment

The Ninja ZX-7RR engine is equipped with the Kawasaki back-torque limiter mechanism in the clutch. The back-torque limiter works to reduce the chance of rear wheel hop caused by engine braking during hard braking and down shifting. The back-torque limiter operating condition can be changed by changing an initial clutch plate free play setting. The standard free play setting is 0.15 to 0.75 mm as shown in the Ninja ZX-7RR service manual, but by changing it largely from 0.8 to 1.3 mm, the limiter condition shifts closer to racing engine conditions.

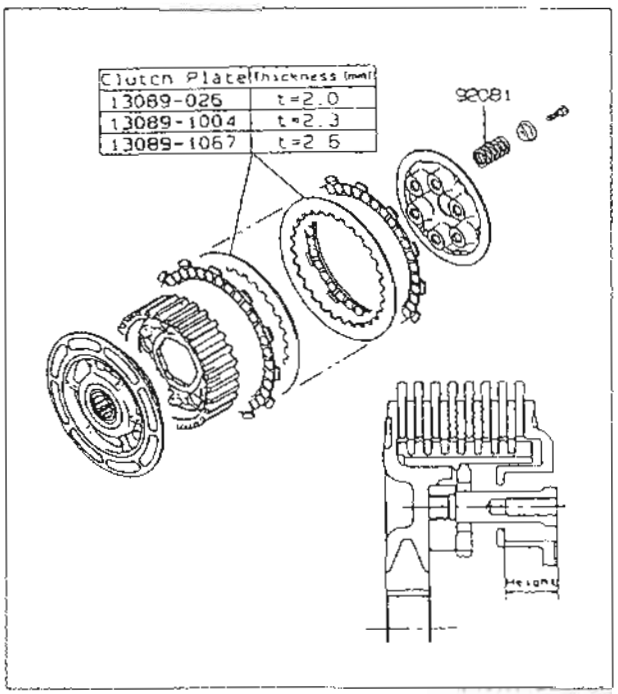
Try the different settings and select either condition.

- ●Replace one clutch plate with a thinner one, then measure the free play. If the play is out of the specification, replace the other clutch plate with a thinner one again.
- ●After the free play is set, measure height from the spring seat position in the clutch operating plate to the top surface of the clutch hub bolt as shown for selecting one type of clutch spring out of the three shown in the table.
- ○Mixed use of different colors of the clutch spring in one clutch may affect the clutch function adversely.
- ●We recommend that the spring plate has 1.2 to 1.5 mm of play for the model with the kit parts installed. For this the blue springs are provided in the kit. They retain the increase in the load when squeezing the clutch lever with the preload same as other springs and the spring constant reduced.

Clutch Plate Free Play Measurement



1. Move back and forth.
2. Dial Gauge
3. Drive Shaft
4. Raised Center



Height (mm)	Clutch Spring	Color	Supposing Clutch Plate Combination
16 ~ 17	92081-139	Yellow	t 2.3 x 7 pcs
17 ~ 18	92081-1033	White	t 2.3 x 4 + t 2.0 x 3 pcs
18 ~ 19	92081-1176	Green	t 2.3 x 2 + t 2.0 x 5 pcs
	92144-1904	Blue	

Starter Motor, Alternator and Oil Pump Driven Mechanism:

For Super Bike Racing

- Remove the starter motor, alternator and their driven mechanisms from the engine since these parts are no needed for racing. For enduro racing, use either the original alternator or the kit one.
- Replace the oil pump gear train with kit parts.

1) Removal Parts

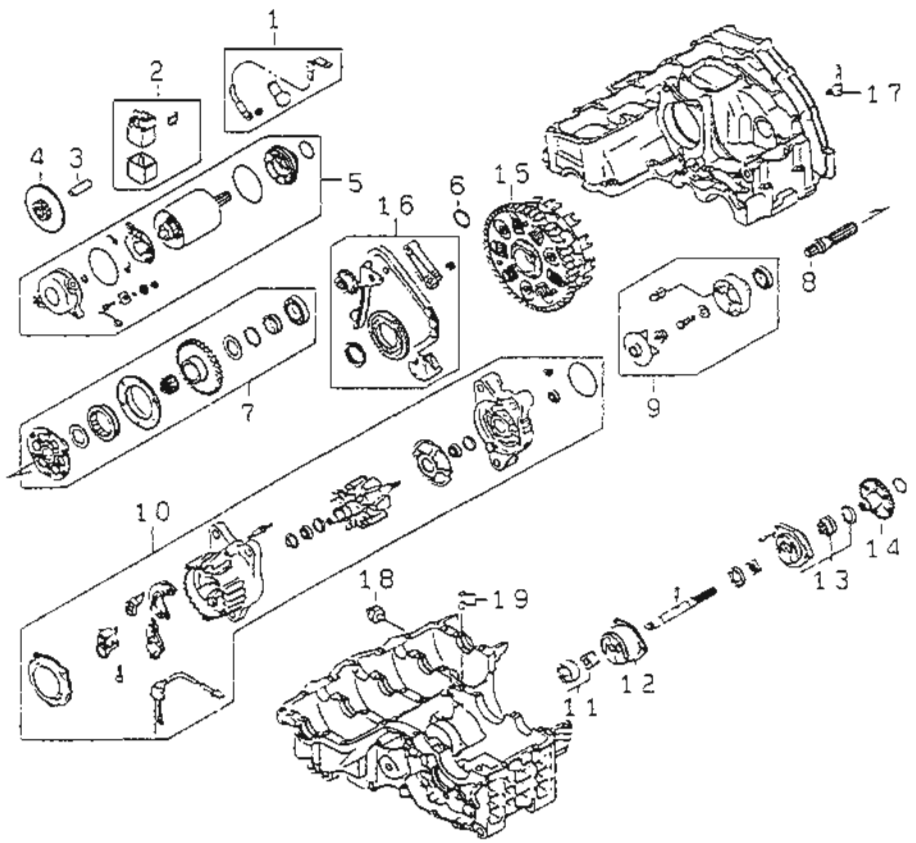
Starter Motor related parts:
1 Lead
2 Starter Relay
3 Idle Gear Shaft
4 Idle Gear
5 Starter Motor

Alternator related parts.
6 Chain
7 Starter Clutch
8 Alternator Shaft
9 Coupling
10. Alternator

Oil Pump Drive Mechanism:
11. Circlip 11 Oil Pump Rotor
12 Oil Pump Body
13. Oil Pump Cover
14 Oil Pump Sprocket

Chain Drive Mechanism.
15. Clutch Housing
16 Chain Drive Mechanism

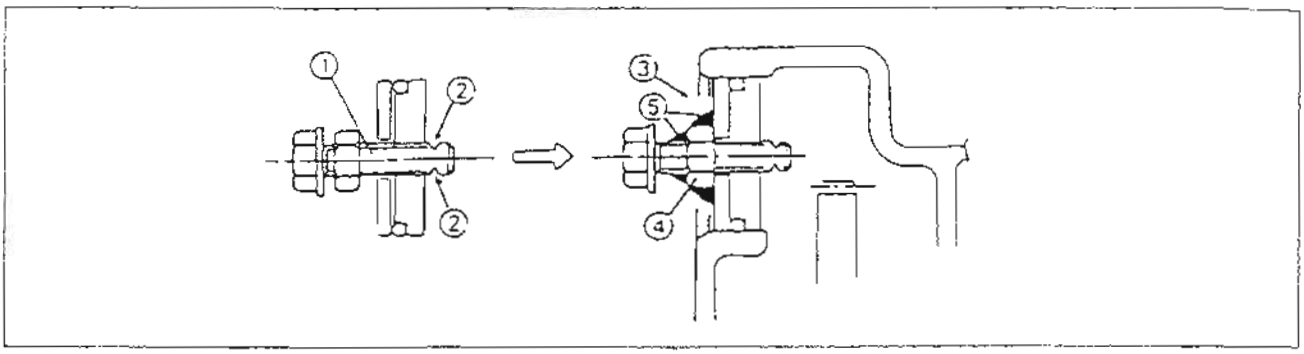
Oil Line:
17. Pipe
18. Oil Pressure Switch
19. Nozzle



2) Kit Parts Installation:

(1) Starter Motor Hole Plug

Using the kit parts, plug the hole where the starter motor was mounted on the crankcase.

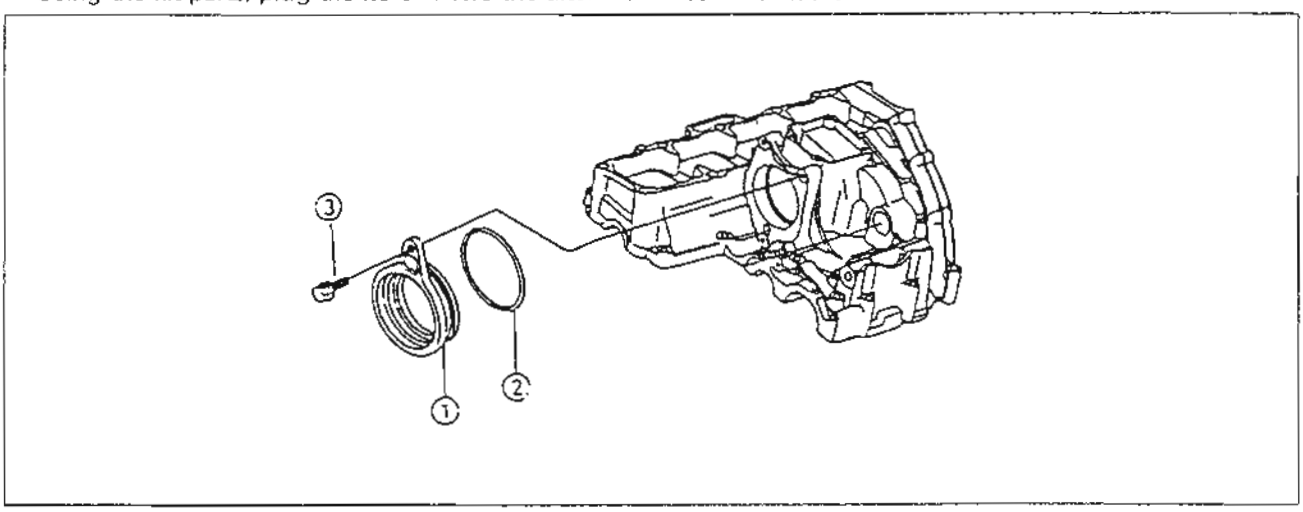


1 Seal Plug for Starter Motor Hole
Bolt: 130G0625
Nut: 312G0600
O-ring: 92055-1262
Plug: 92066-1332
Plug: 92066-1333

2. Stake the seal plug to prevent it from coming out.
3 Starter Motor Hole
4. Tighten the nut after seal plug installation.
5. Apply liquid gasket.

(2) Alternator Hole Plug

Using the kit parts, plug the hole where the alternator was mounted on the crankcase.



1. Plug: 92066-1363
2. O-ring: 92055-1357
3. Bolt: 132G0820

(3) Oil Pump Body, Rotor

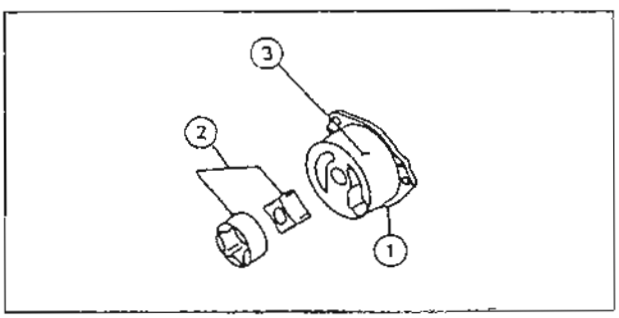
The kit oil pump assy reduces mechanical friction loss of oil pump by lowering oil pressure at high speed engine rpm.

●Replace the oil pump body and rotor with kit.

○The kit oil pump body and rotor must be used as a set.

○On some oil pumps, the body may not be installed in the oil pump housing of the crankcase. In such a case, make the following modification.

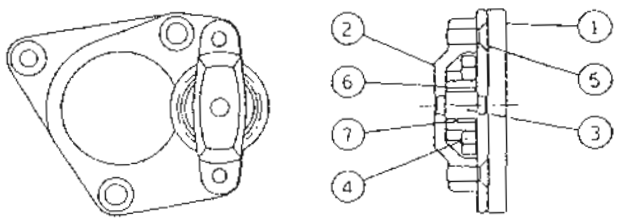
★Lap the circumference of the oil pump body for correct fitness.



1. Oil Pump Body: 16160-1192
2. Rotor: 16154-1102
3. Reduce the circumference by lapping.

(4) Oil Pump Driven Mechanism

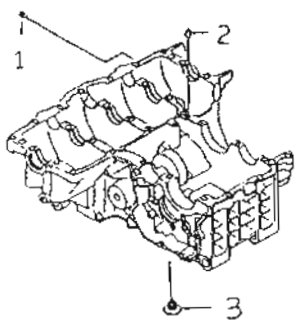
Install the pump cover assembly, rotor set, pump body, pump gear, and middle gear assembly in the kit. Use the clutch housing in the kit and connect the housing gear and pump gear with the middle gear. Specifi adjustment is not necessary.



1. 13091-1941 Holder
2. 13091-1942 Holder
3. 13107-1353. Shaft
4. 13216-1156: Gear
5. 92009-1041 Screw (Apply non-permanent locking agent. 1.0 kg-m)
6. 92025-1780 Shim (Apply engine oil)
7. 92045-1245. Needle Bearing (Apply engine oil)

(5) Sealing Oil Line

Install the kit plug (1) in the hole in the front portion of the crankcase where the oil pressure switch was installed. Further install the kit roller on the oil line that doesn't work after removal of the alternator or replacing with kit parts. Install the kit plug (3) in the hole where the relief valve of the oil cooler side was installed.



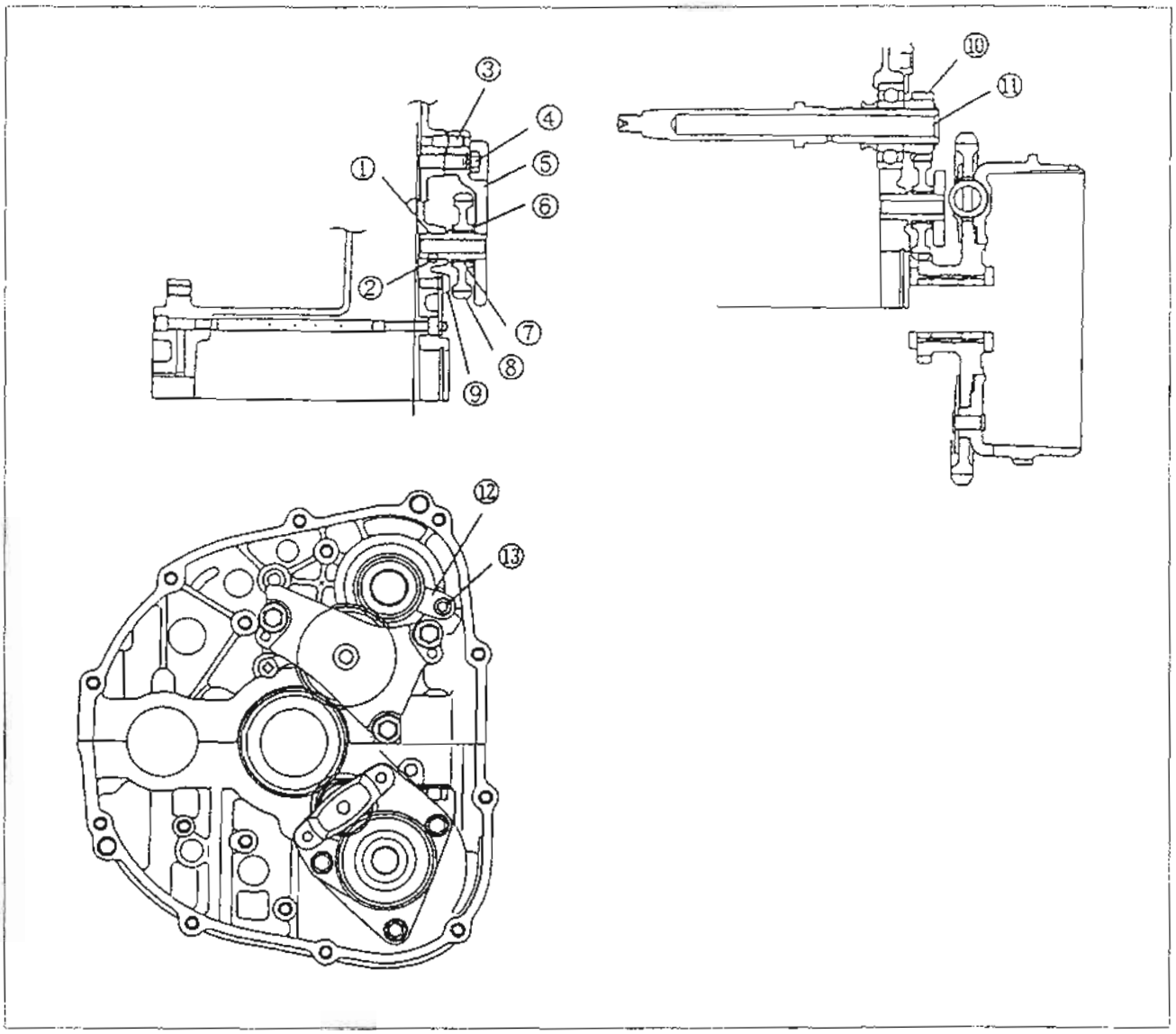
1. Plug: 92066-059
2. Roller: 610A0812
3. Plug. 92066-1468 (Apply non-permanent locking agent)

(6) Alternator, Regulator (Option)

The optional alternator has lighter weight for racing. When racing with the alternator installed, replace standard alternator driven mechanism with that in the kit. Be sure to sue the oil pump/alternator driven mechanism and clutch housing either as a standard set or a kit set, do not mix them. If you use the optional clutch release lever (13320-1011) and the optional alternator at the same time, also use the optional clutch cable holder (14044-1090) for enduro racing.

(7) Alternator Driven Mechanism

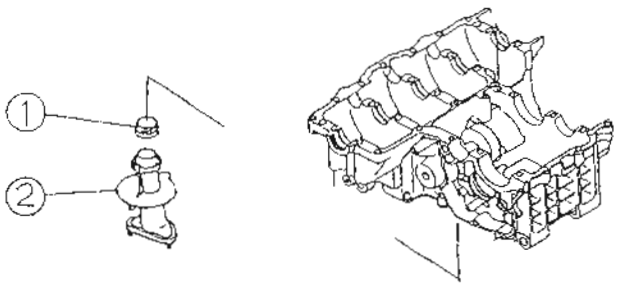
Install the alternator driven mechanism in the kit as shown. Be sure to install the "7" one-way clutch that was removed from the standard model.



1. 13107-1360: Shaft
2. Groove (Crankcase side)
3. 92042-016: Pin
4. 132G0825: Bolt (1.8 kg-m)
5. 13091-1943: Holder
6. 92022-272: Washer (Both side of the gear)
7. 92046-1249: Needle Bearing
   (Apply molybdenum disulfide grease)
8. 59051-1316: Gear (26T)
9. 220B0612: Screw
   (Apply non-permanent locking agent)
10. 59051-1317: Gear (16T)
11. 13107-1340: Shaft
12. 14014-1080: Plate
13. 92002-1796: Bolt

Oil Filter:

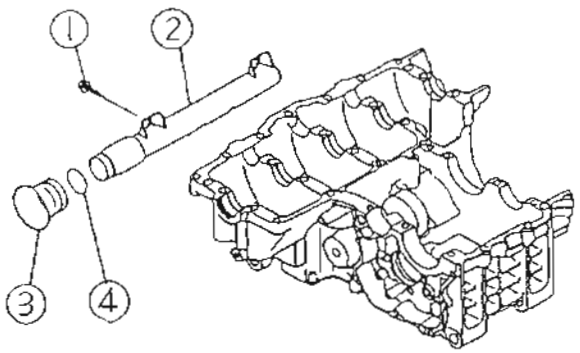
The primary oil filter is available as a kit. The kit filter changes the oil passage and reduces the air mixing.



1. 92055-1503. O-ring
2. 49065-1079. Primary Oil Filter

Crankcase:

The optional center jack holder is available for enduro racing. Install the holder where the standard radiator stay was installed with the stay mounting bolt. Secure the guide to prevent falling.



1. 132G0816. Bolt
2. 13091-1965: Holder
3. 13070-1299: Guide
4. 67083034: O-ring

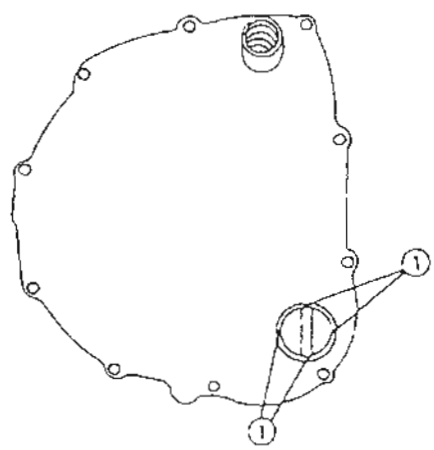
Cover:

The optional head cover, clutch cover, oil pan, and generator holder for enduro racing are made from magnesium for reducing weight.

- Remove the damper parts of the clutch cover inside for reducing weight.

Oil Level Gauge:

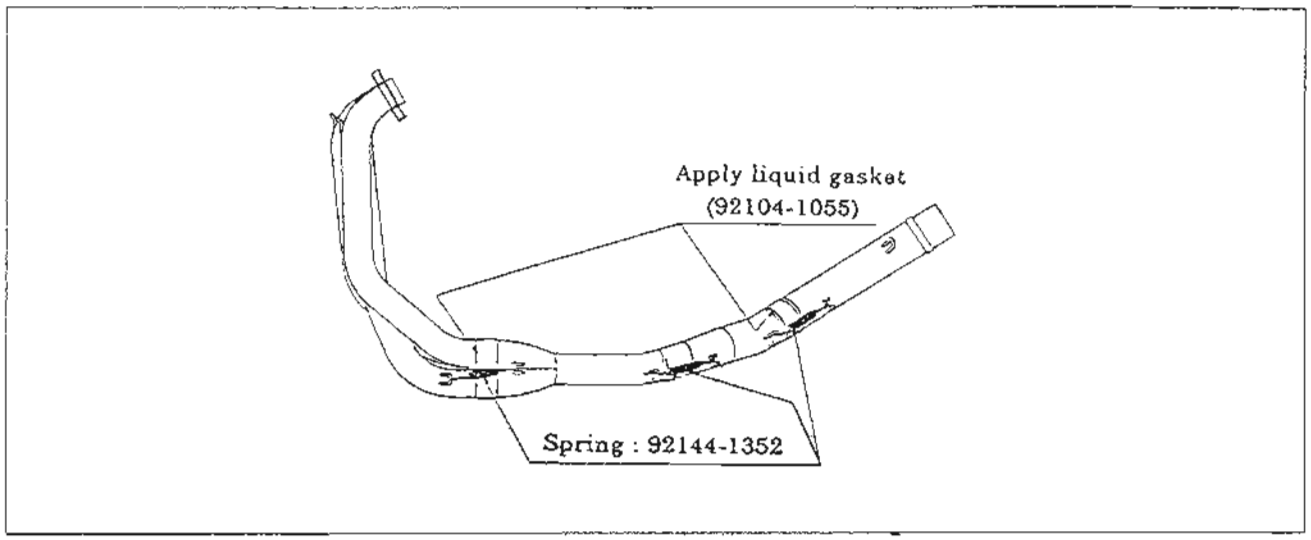
High pressure inside the crankcase may push out the oil level gauge. To avoid this, stake 4 points on the circumference of the oil level gauge.



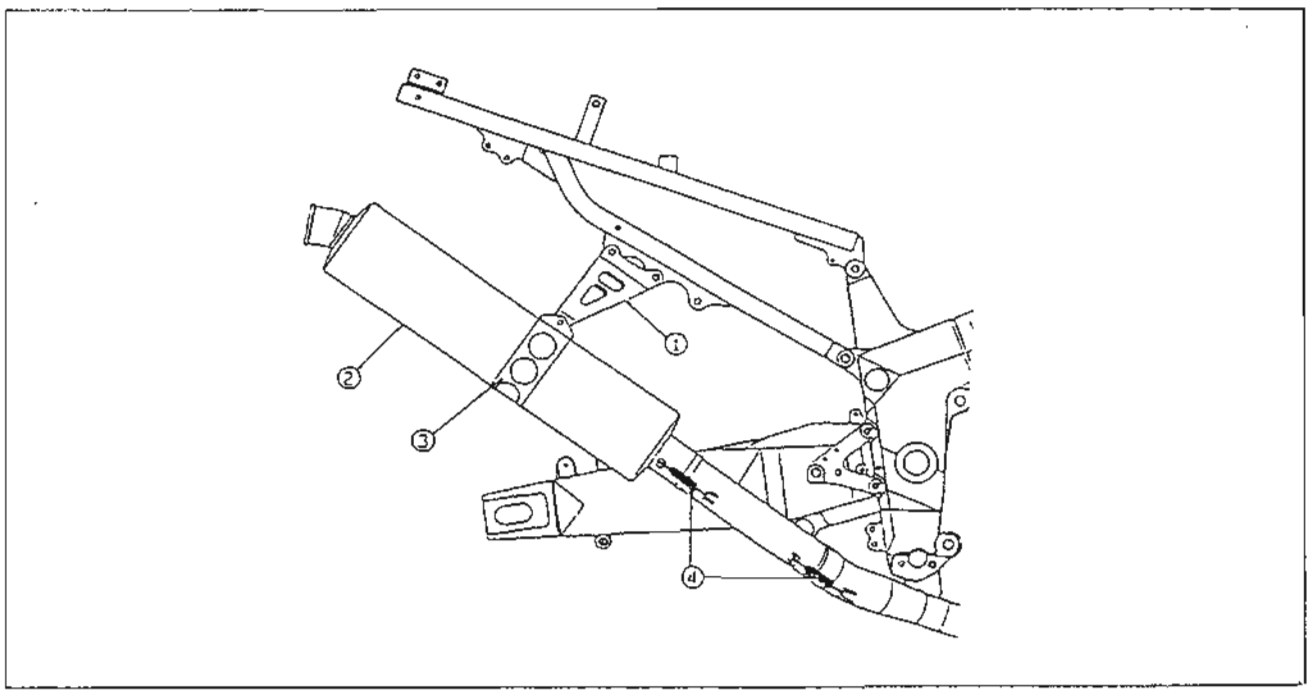
1 Stake with Punch

Muffler (Optional Parts):

- Remove the original studs of the cylinder head exhaust ports.
- Install the following kit parts on the cylinder.
- Do not use the exhaust pipe holder gasket. This avoids looseness of the muffler bolts.
- Connect the kit exhaust pipe and muffler body as shown below.



- Mount the muffler assembly on the frame as shown below.
- Inspect that the muffler has enough ground clearance when the rider is on the machine with the machine fully bottomed. If you find an abnormal condition from the inspection, modify muffler stay or muffler mounting parts.



1. Muffler Stay: 35011-1850
2. Muffler: 18090-1600
3. Clamp: 92170-1587
4. Spring: 92144-1352

- When running in rainy condition, water entering into the muffler wets the glass wool. Because this reduces the sound absorbing efficiency, the exhaust sound level may increase. To avoid this, apply the optional liquid gasket (black, 92104-1055), before assembling the muffler, to the following fittings:
  Between the exhaust pipe and manifold

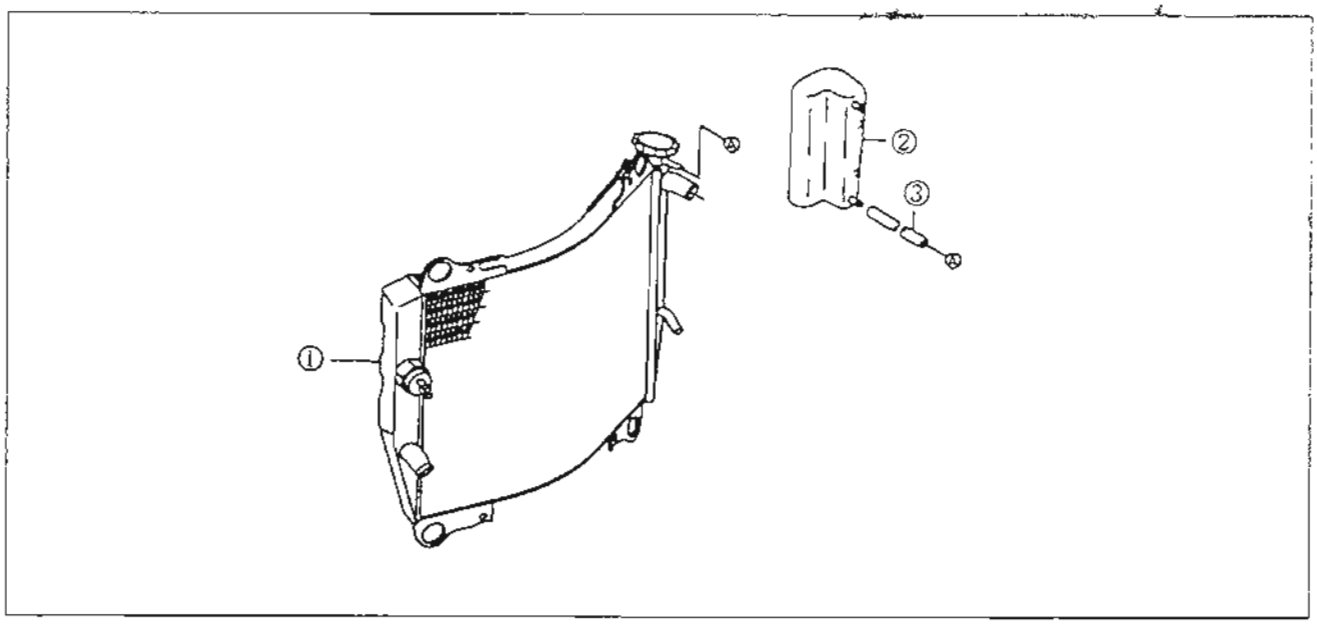
Radiator:

Attaching a plastic board on the upper and both sides of the radiator is recommended to increase cooling effect, but no kit is available.

1) Original Radiator

The original radiator can be used but the following modifications are needed.

- Remove the thermostat to increase cooling efficiency.
- Replace the reserve tank with the optional part (43078-1136) and fasten it to the right hand of the radiator rear with a tie-lap.

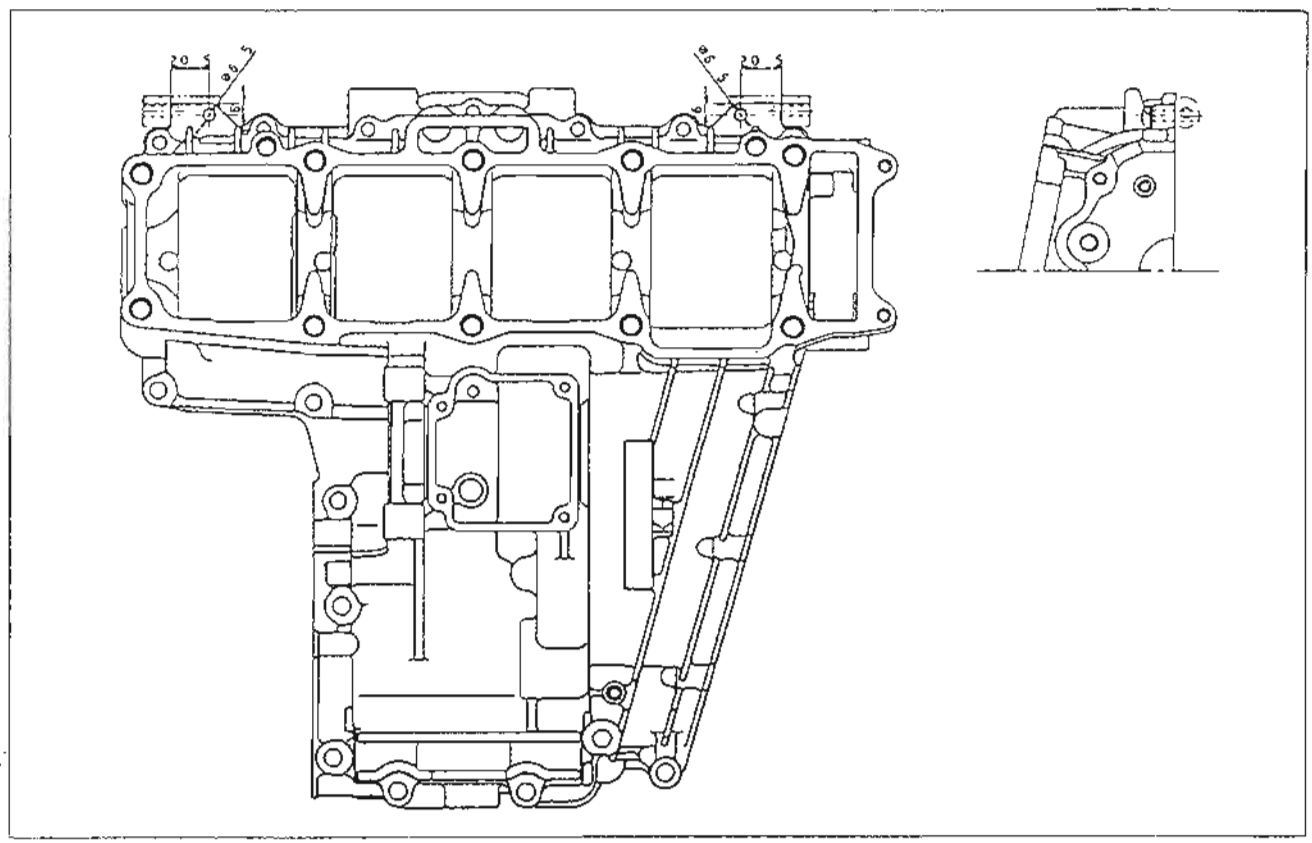


1. Radiator
2. Reserve Tank: 43078-1136
3. Pipe: 700Q07300

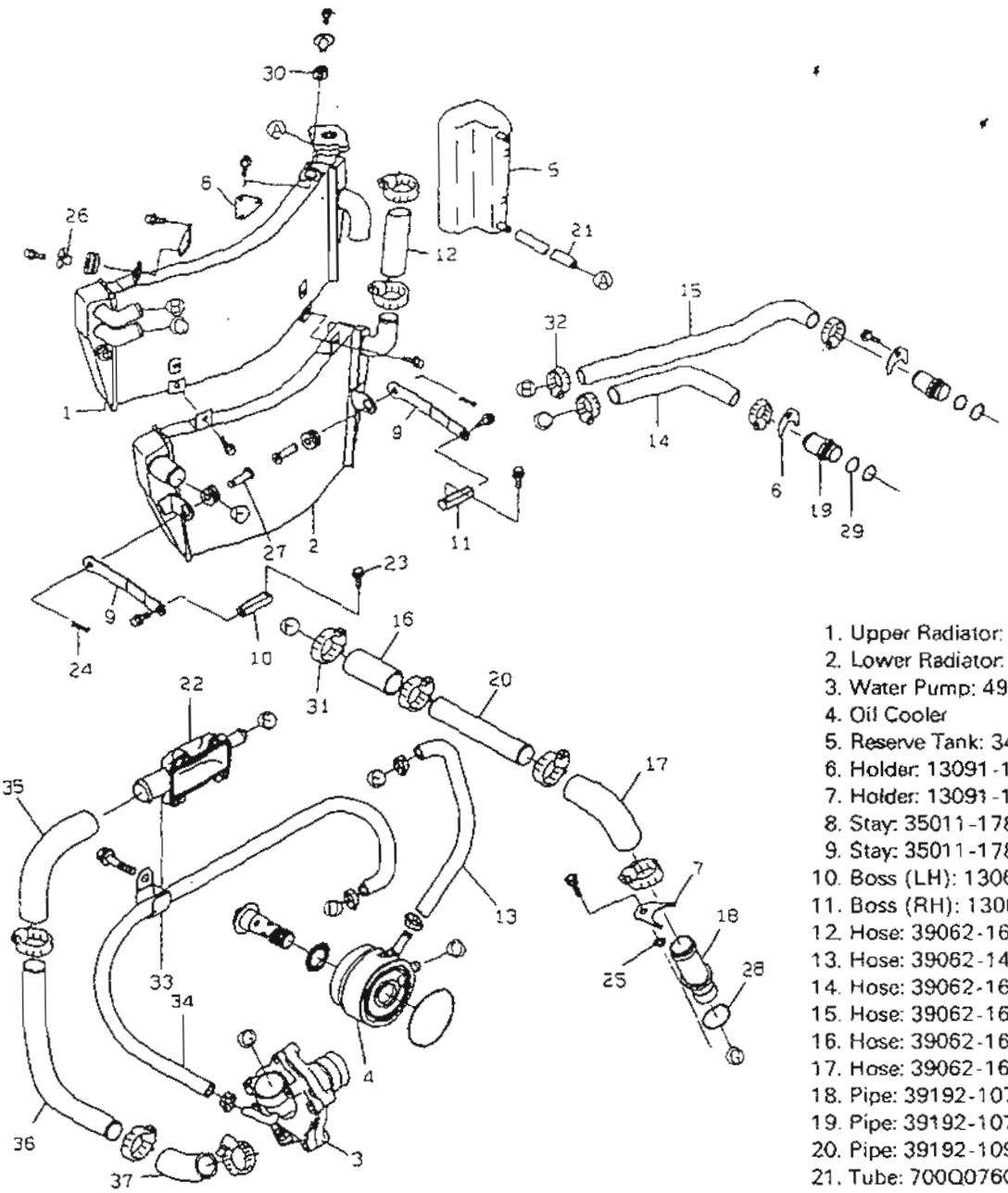
2) Optional Radiator

Assembly of Optional Radiator:

- Drill the upper crankcase with a drill bit of the 6.5 mm diameter shown in the figure, and install the bosses (10, 11).



- Remove the original radiator bracket and install the radiator stay (8, 9).
- Install the water pipe (19) on the cylinder head with the holder (6) and temporarily install the cooling hoses (14, 15).
- Install the water pipe (18) on the water pump with the holder (7).
  - Be sure to install the washer (25) between the holder and water pump.
- Join the upper and lower radiators (1, 2) with the bolt and nut.
- Install the radiator by fastening its upper side to the stay (8) and lower side to the stay (9) with the pin (27).
- Install the cooling hoses (14, 15) on the radiator.
  - Since longer cooling hoses are provided, cut them properly for installation.
- Stick suitable sponge to both sides of the radiator to fill the gaps between the fairings and radiator.
- Installation of wire netting on the lower radiator is recommended to prevent radiator fin damage by flipped pebbles.
- Take off the fairing – front (P/N 55028-1346) or modify it to match with the radiator.



1. Upper Radiator: 39060-1137
2. Lower Radiator: 39060-1138
3. Water Pump: 49044-1079
4. Oil Cooler
5. Reserve Tank: 34078-1136
6. Holder: 13091-1881
7. Holder: 13091-1882
8. Stay: 35011-1780
9. Stay: 35011-1781
10. Boss (LH): 13061-1574
11. Boss (RH): 13061-1575
12. Hose: 39062-1617
13. Hose: 39062-1440
14. Hose: 39062-1689
15. Hose: 39062-1690
16. Hose: 39062-1691
17. Hose: 39062-1692
18. Pipe: 39192-1072
19. Pipe: 39192-1073
20. Pipe: 39192-1097
21. Tube: 700Q07600
22. Fitting: 92005-1330
23. Bolt: 132G0625
24. Pin: 554A1000
25. Washer: 92022-1523
26. Collar: 92027-1183
27. Pin: 92043-1436
28. O-ring: 92055-1136
29. O-ring: 92055-1422
30. Damper: 92075-209
31. Clamp: 92170-1284
32. Clamp: 92170-1285
33. Clamp: 92037-1539
34. Hose: 39062-1713
35. Hose: 39062-1698
36. Pipe: 39192-1099
37. Hose: 39062-1693

Frame Parts Installation

Throttle Parts:

The following throttle cases, grips and reels are available as optional parts These optional parts quicken throttle response to the twist grip

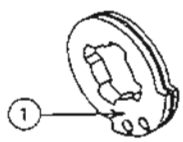
Throttle Case (Optional Parts)

Parts	P/No.
Throttle Case, Upper	32099-1148
Throttle Case, Lower	32099-1171
Bolt	120P0620
Pipe (Grip)	31064-1151
Grip, Left	46075-1109
Grip, Right	46075-1110

Throttle Reel (Optional Parts)

Three types are available.

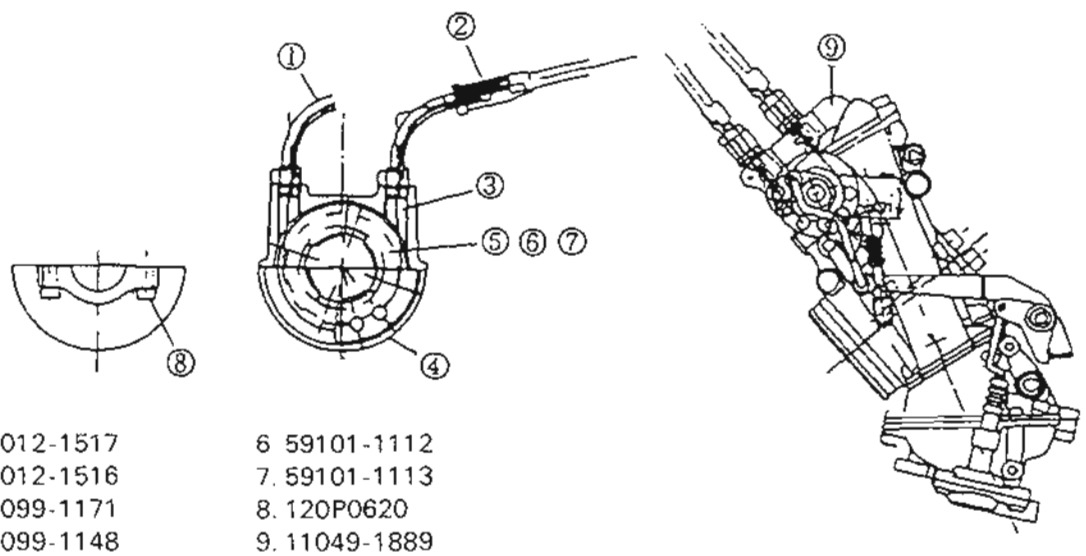
P/No.	I.D. Mark	Twist Grip Turn Angle to Full Throttle	Remarks
59101-1111	2	48°	
59101-1112	4	52°	Standard in options
59101-1113	7. 6	62°	



1. Identification Mark

*Throttle Reel Travel Angle.....Effective angle excluding throttle cable free play.

Carburetor: 15001-1708



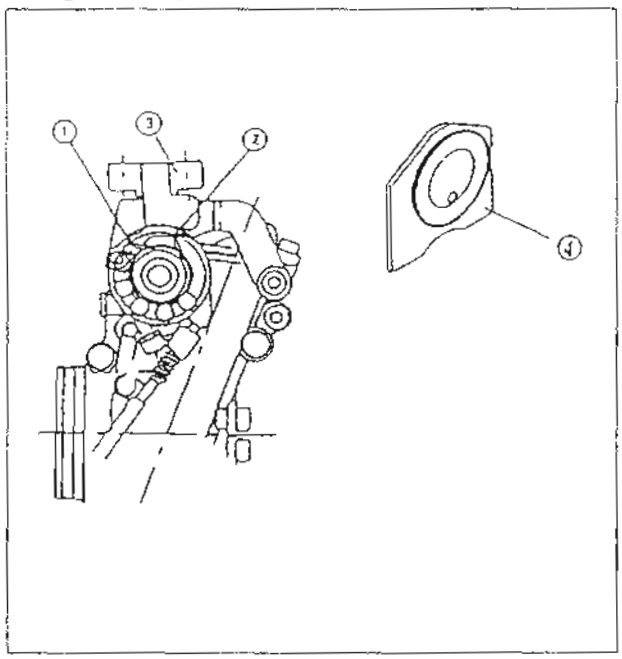
1. 54012-1517
2. 54012-1516
3. 32099-1171
4. 32099-1148
5. 59101-1111
6. 59101-1112
7. 59101-1113
8. 120P0620
9. 11049-1889

The throttle cables are also available as optional parts, use these parts when the above optional throttle reel is used.

Parts	P/No.
Throttle Cable, Acceleration	54012-1516
Throttle Cable, Deceleration	54012-1517

Throttle Valve (Optional Parts)

A light weight throttle valve is available as an optional part. This valve allows use of an optional throttle valve spring reducing the operational load to half.



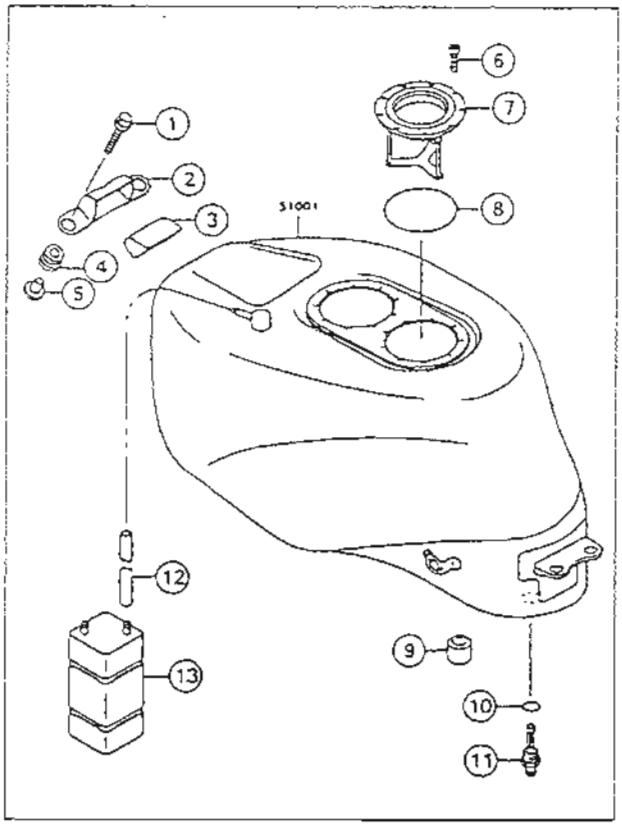
1. Throttle Valve Spring: 92144-1734
   Turning the spring about 1-1/5 to left from the free position, hook it at the throttle lever hooking position.
2. Spring free position
3. Throttle Cable Stay: 11049-1889
4. Throttle Valve: 16025-1188

Fuel Tank (Optional Parts):

A large capacity of the fuel tank is available as an optional part.

Part	P/No.	Capacity
Fuel Tank	51001-1495	23.8 L

●The following parts must be assembled to the optional fuel tank.



1. Bolt: 92002-1069
2. Bracket: 32052-1415
3. Damper: 92160-1446
4. Damper: 92075-112
5. Collar: 92143-1515
6. Screw: 22080514
7. Cap: 51048-1109
8. O-ring: 92055-1523
9. Damper: 92075-1002
10. O-ring: 92055-1387
11. Tap: 49019-1070
12. Tube: 700Q07600
13. Reservoir: 43078-1120

●The air cleaner housing must be replaced with an optional part.

Parts	P/No.
Upper Air Cleaner Housing	11011-1514
Lower Air Cleaner Housing	11011-1515

Final Drive:

The optional engine sprockets and rear sprockets are available. Choose any necessary sprocket in the following table.

1) Engine Sprocket (Optional Parts)

Teeth	Part Number	Applicable Drive Chain Size
16	13144-1173	#520
17	13144-1174	

2) Rear Sprocket (Optional Parts)

The following optional rear sprockets are for the optional rear wheel only

Teeth	Part Number	Applicable Drive Chain Size
37	42041-1426	#520
38	42041-1427	
39	42041-1388	
40	42041-1389	
41	42041-1390	
42	42041-1391	
43	42041-1392	
44	42041-1393	

3) Final Reduction Ratio

Rear / Engine	37T	38T	39T	40T	41T	42T	43T	44T
16T	2.313	2.375	2.438	2.500	2.563	2.625	2.688	2.750
17T	2.176	2.235	2.294	2.353	2.412	2.471	2.529	2.588

4) Drive Chain (Optional Parts)

#520 Joint endless drive chain is available as an optional part.

Front Wheel, Rear Wheel (Optional Parts):

MARCHESINI or MARVIC wheel made of magnesium is available. Since the positions of disc brake bolt in it are different from KAWASAKI wheels, the standard disc brake rotors can not be mounted.

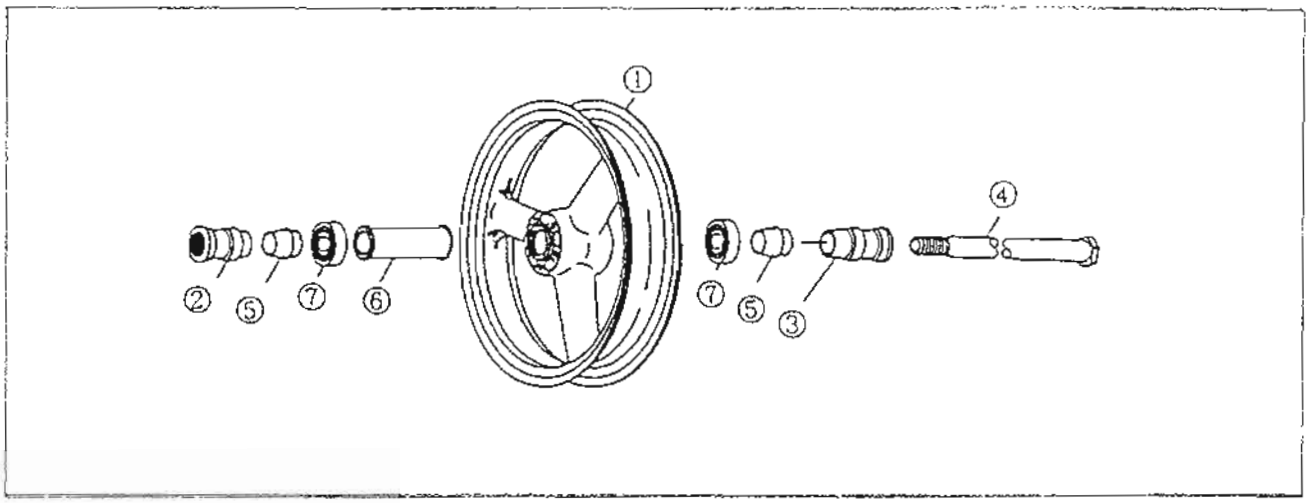
● Use MARCHESINI wheels and the optional disc brake rotors, rear caliper and rear sprocket as a set.

1) Front Wheel

Two types of the wheel are available.

P/No.	Wheel Size
49058-1363	3.50-17
49058-1360	3.75-17

Component Parts

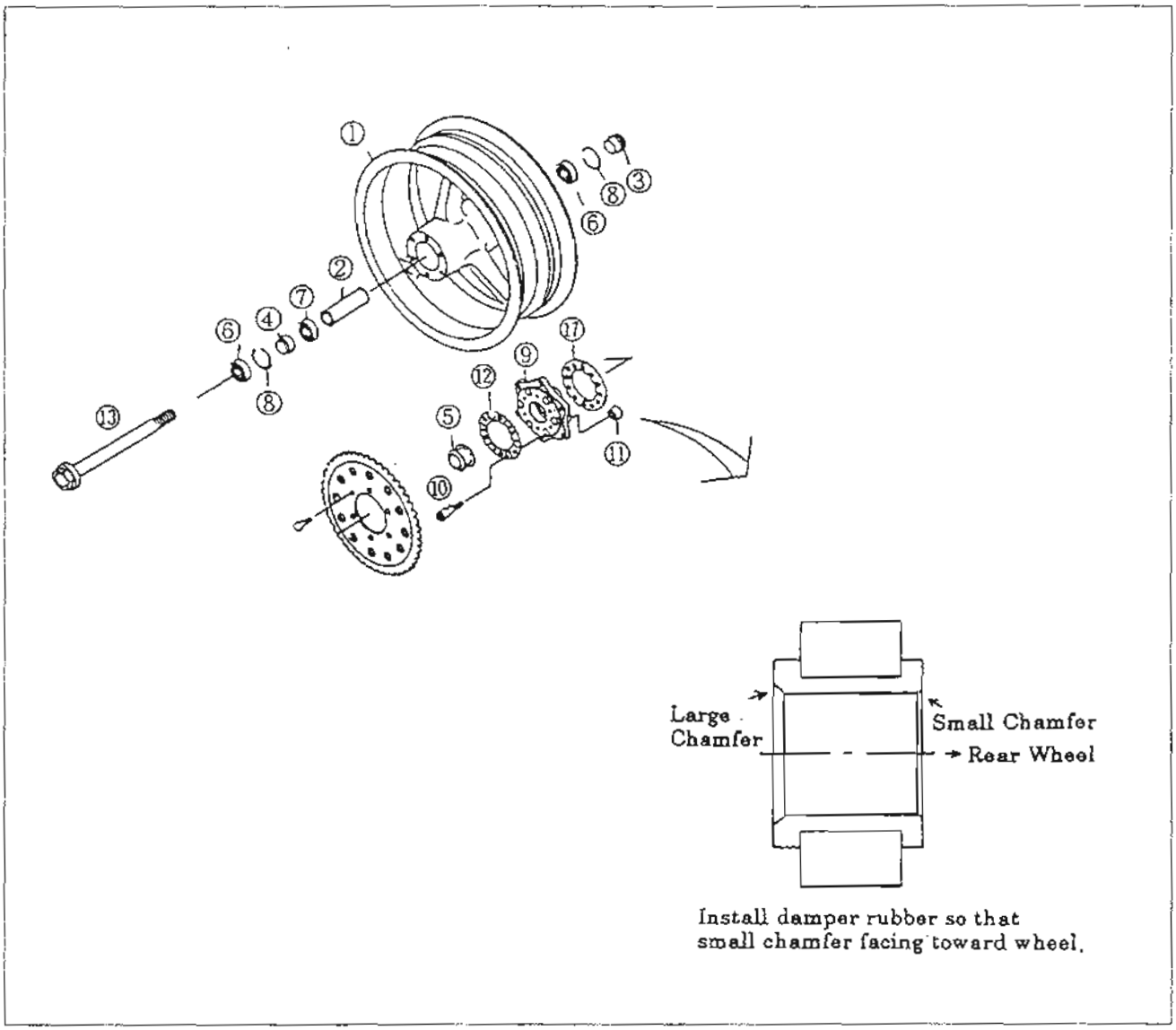


1. Front Wheel : 49058-1363 (3.50-17)
   · 49058-1360 (3.75-17)
2. Collar (Left Front Fork): 92143-1826
3. Collar (Right Front Fork): 92143-1827
4. Axle Shaft: 41068-1375
5. Collar (Press into No.7 Bearing). 92143-1829
6. Collar (Wheel Center Collar): 92143-1828
7. Bearing. 601B6005UU

2) Rear Wheel

Three types of the wheel are available. Choose any suitable wheel in the table.

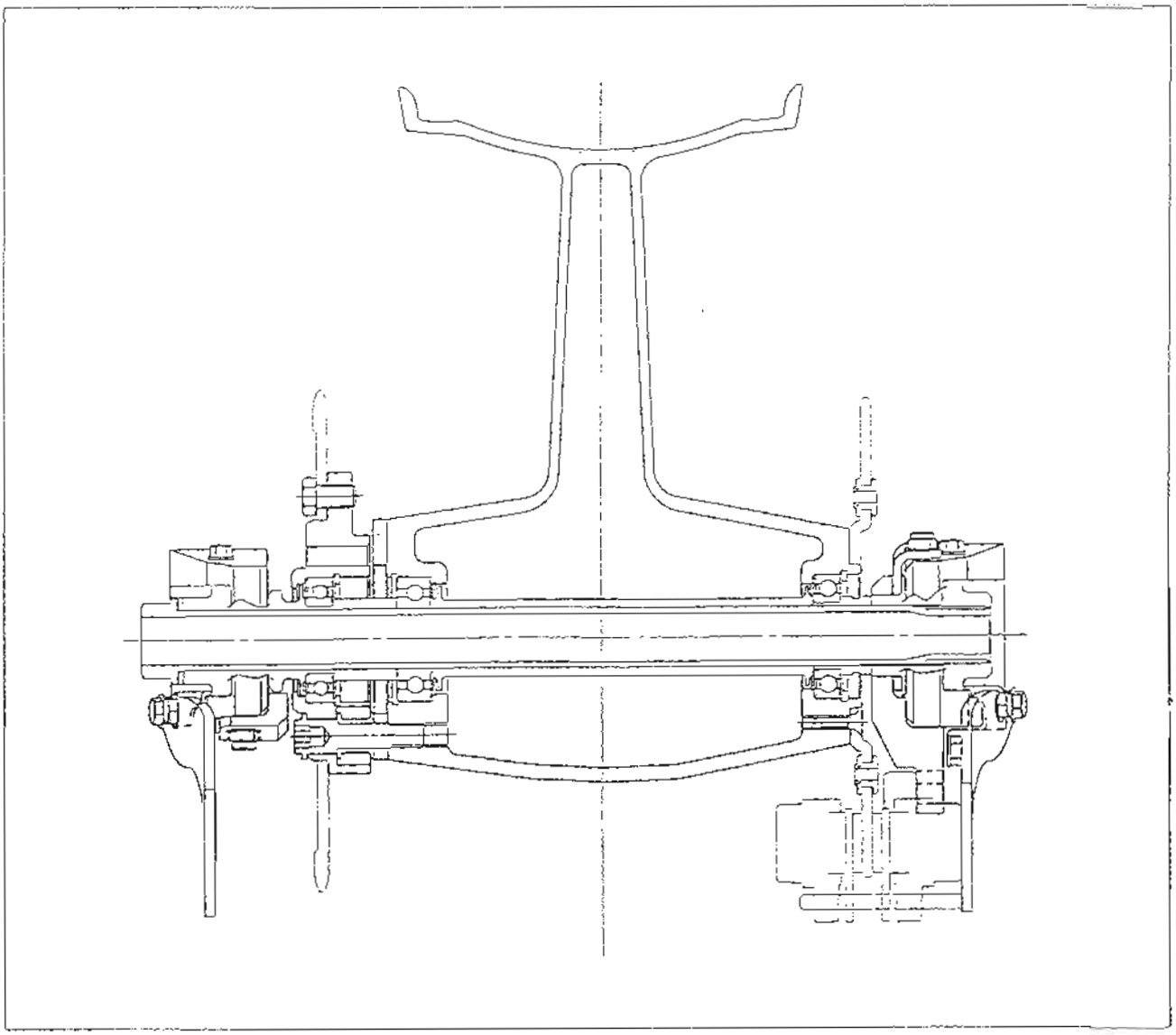
P/No.	Wheel Size
49058-1294	5.50-18
49058-1295	6.00-17
49058-1310	6.25-17



Note) Install No. 11 damper rubber into No 9 coupling so that small chamfer side faces toward the wheel.

1 Rear Wheel: 49058-1295
2. Collar: 92143-1505
3. Collar: 92143-1506
4. Collar: 92152-1087
5. Collar: 92152-1088
6. Bearing: 92045-1260
7 Bearing: 92045-1163
8. Snap Ring: 92033-1043
9. Coupling: 42034-1159
10. Bolt: 92152-1399 (7 ~ 8 kg-m)
11. Damper Rubber: 92160-1743
12. Washer: 92200-1141
13. Axle Shaft: 41068-1381
14. Washer: 92200-1304
15. Spacer: 92026-1478
16. Chain Adjuster (Left): 33040-1155
17. Chain Adjuster (Right): 33040-1154

Section View



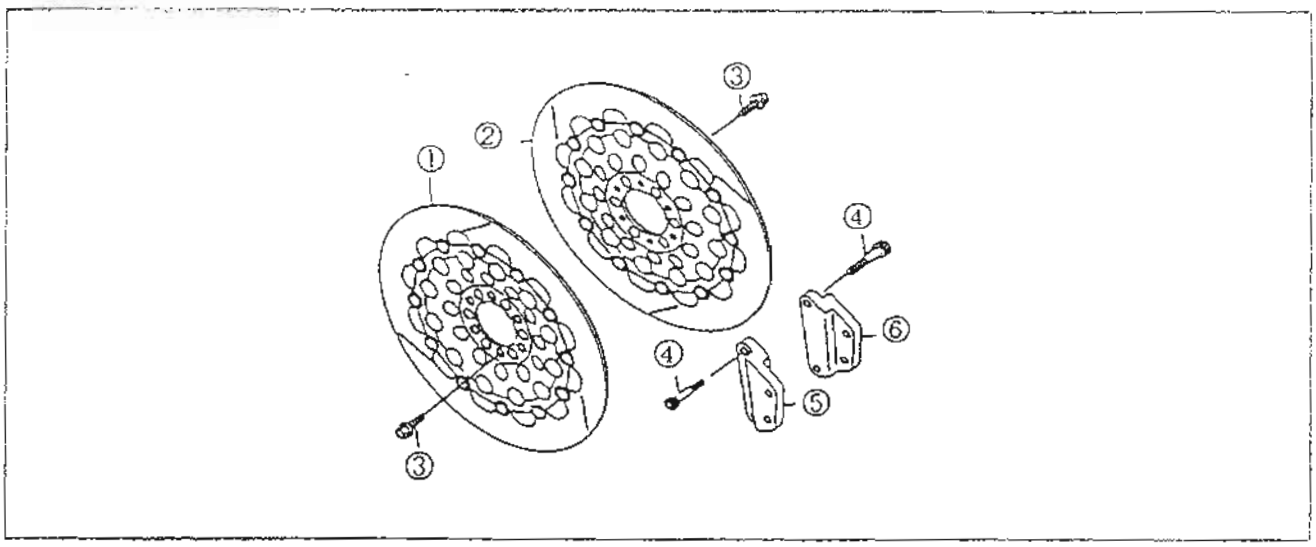
Disc Brake (Optional Parts):

The optional disc brakes are prepared only for mounting on the optional wheels

- The coefficient of friction of kit pad is increased rather than the one of the original disc pad

1) Front Brake

Component Parts



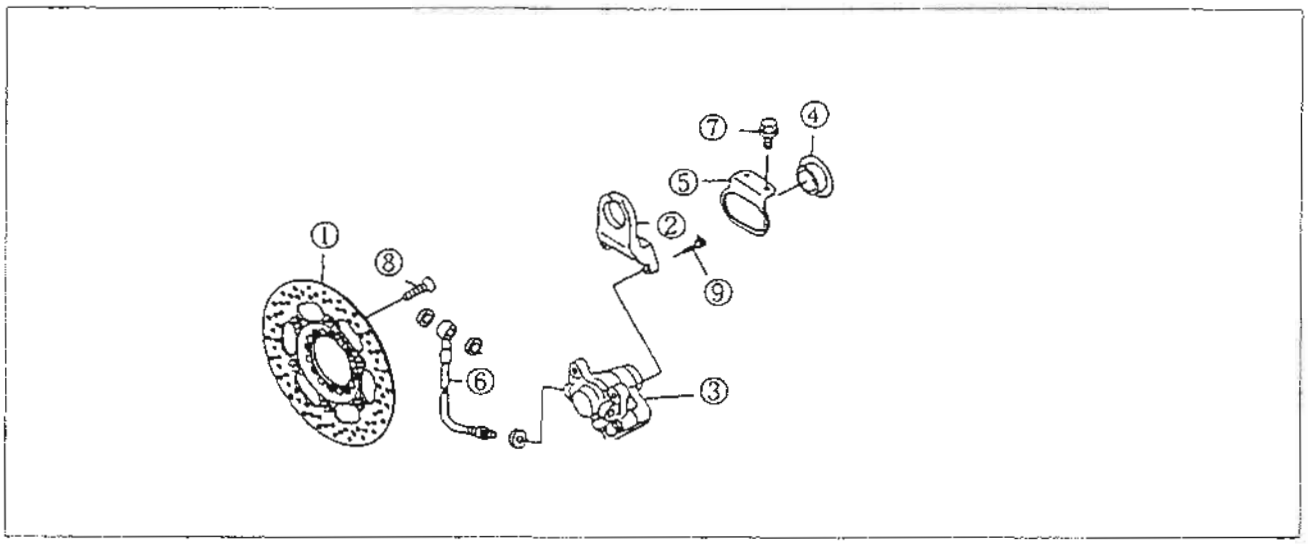
1. Disc Rotor (L): 41080 1332
2 Disc Rotor (R): 41080-1333
3. Bolt: 92150-1405
5. Bracket (L): 11049-1751
6 Bracket (R): 11049-1752

NOTE

○Use the above brackets (5, 6) for BREMBO calipers (on the market).

BREMBO Caliper Part No
Left 20.4756.51
Right ... 20.4756 61

2) Rear Brake

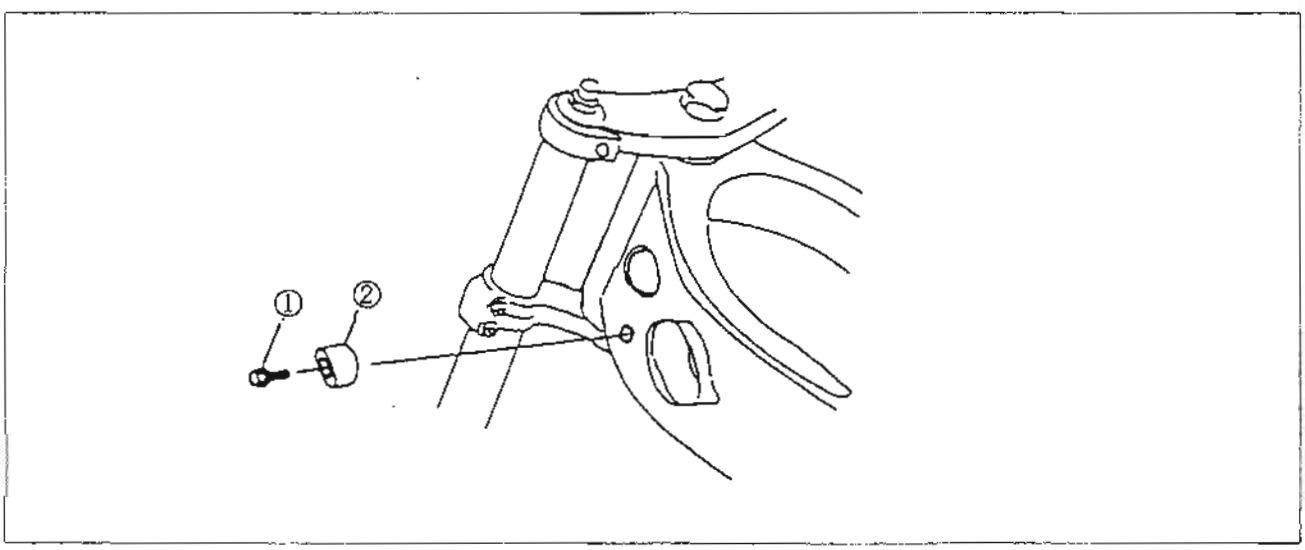


1. Disc Rotor: 41080-1334
2. Bracket: 11049-1943
3. Caliper: 43041-1461
4. Collar: 92143-1830
5. Bracket: 11049-1769
6. Brake Hose: 43059-1709
7. Bolt: 130J0614
8. Screw: 221R0625
9. Bolt: 92002-1417

Steering Stopper:

The steering stoppers are used for reducing steering angle (about 21 ~ 22°).

● Install the steering stoppers on the left and right sides of the frame.

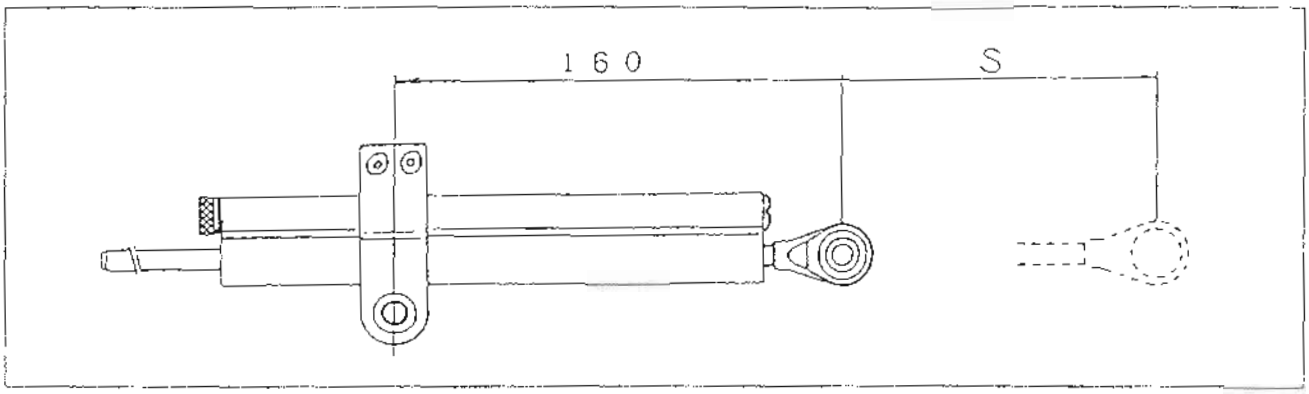


1 Bolt: 130G0612

Stopper: 32085-1420

Steering Damper (Optional Parts):

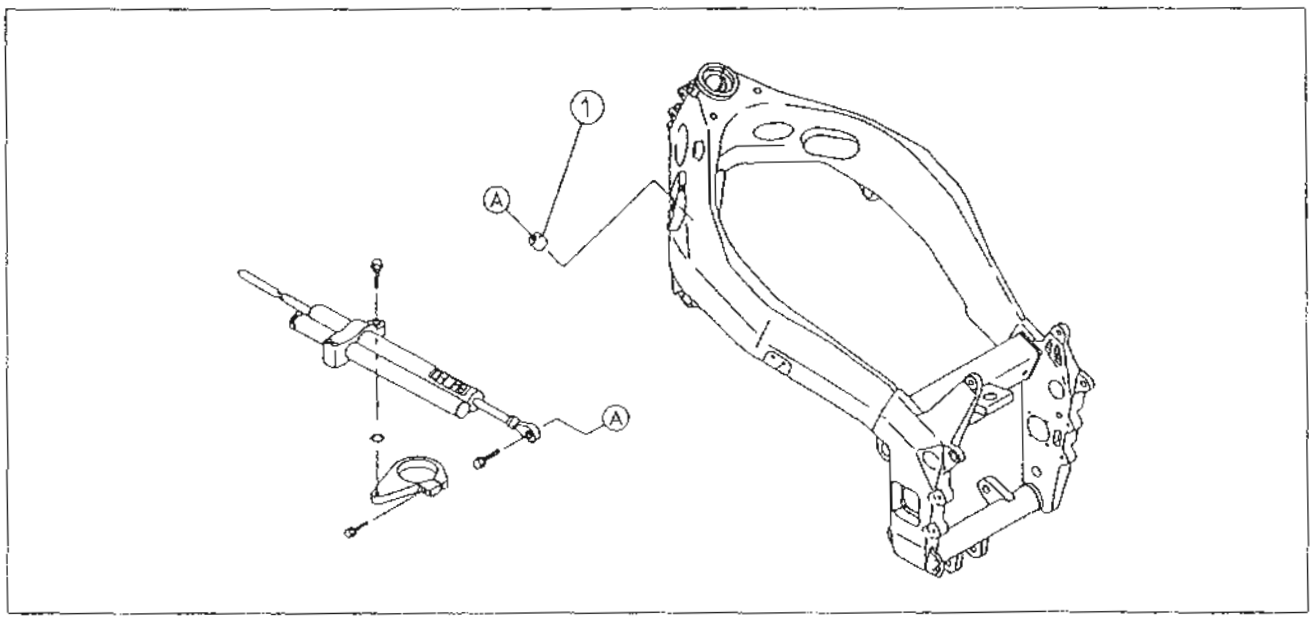
The steering damper is useful at high speeds to prevent handlebar vibration



Recommended Steering Damper
OHLINS SD1003

● Set the steering damper to the bracket as shown.

Stroke(s)
SD1003 : 120mm

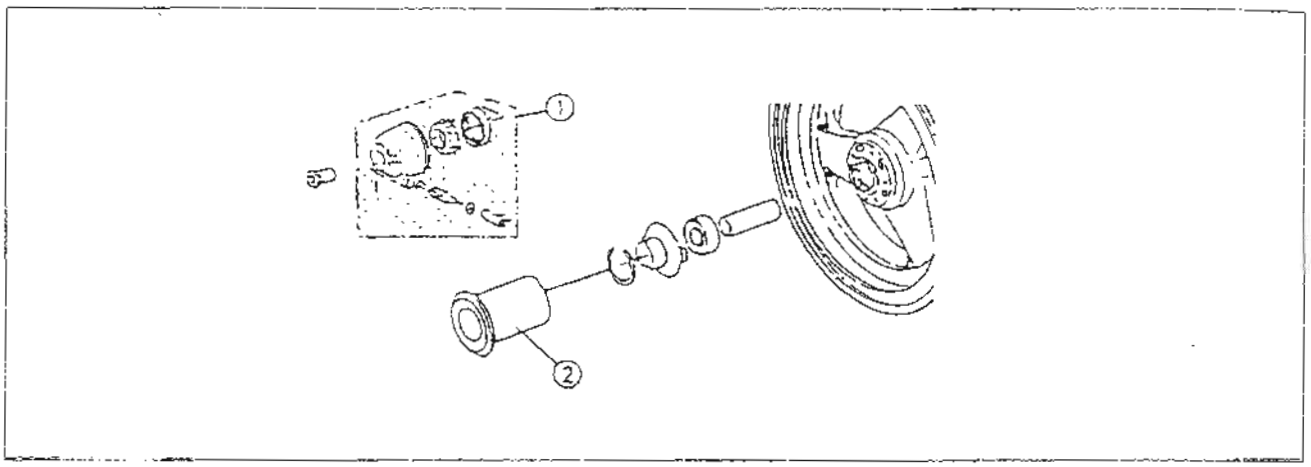


1. Boss: 13061-1628 (Weld it to the frame.)

Damper Adjuster
Standard Position : 8th click (1st click (harder) is fully clockwise click)
Usable Range : 1st to 12 ~ 17th click

Front Hub (when using the original wheel):

Replace the speedometer gear unit with the kit collar (P/No. 92143-1500)

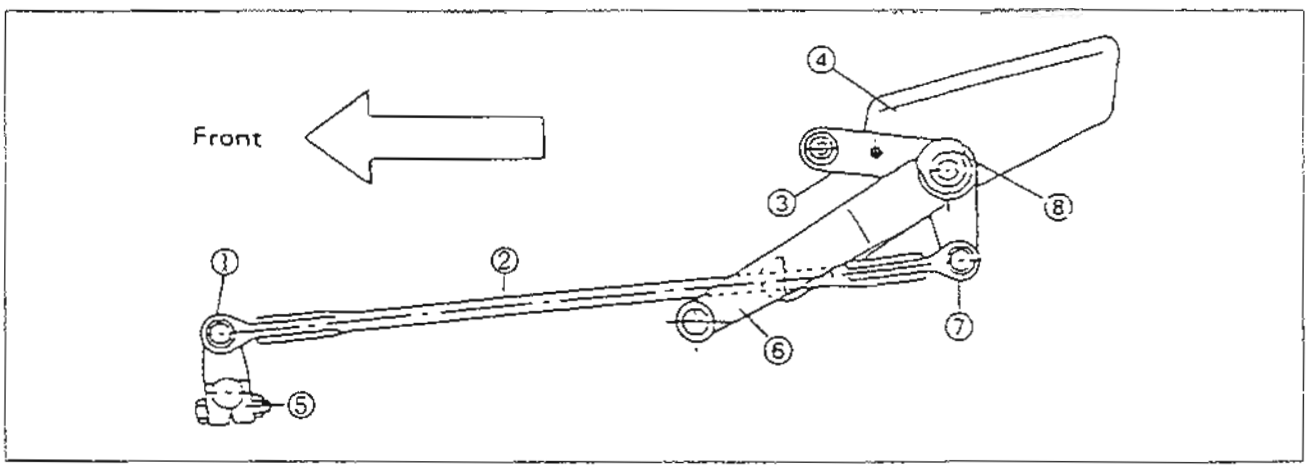


1. Removed Parts
2. Collar: 92143-1500

Shift Pedal (Optional Parts):

The shift pedal for racing use is available.

- Remove the following parts from the frame.
  Shift Rod, Shift Pedal
  Left Footpeg, Bracket
- Install the kit left footpeg bracket (stay, guard), shift pedal, and the left footpeg.
- Install the kit front shift lever on the shift shaft.
- Install the shift rod on the front shift lever and stay.



1. Knuckle Joint: 59266-1084
2. Shift Rod: 39111-1123
3. Stay: 35011-1625 (20 mm up)
   or 35011-1764 (30 mm up)
4. Guard: 55020-1406
5. Front Shift Lever: 13156-1336
6. Shift Pedal: 13156-1335
7. Knuckle Joint: 59266-1085
8. Left Footpeg: 34028-1388

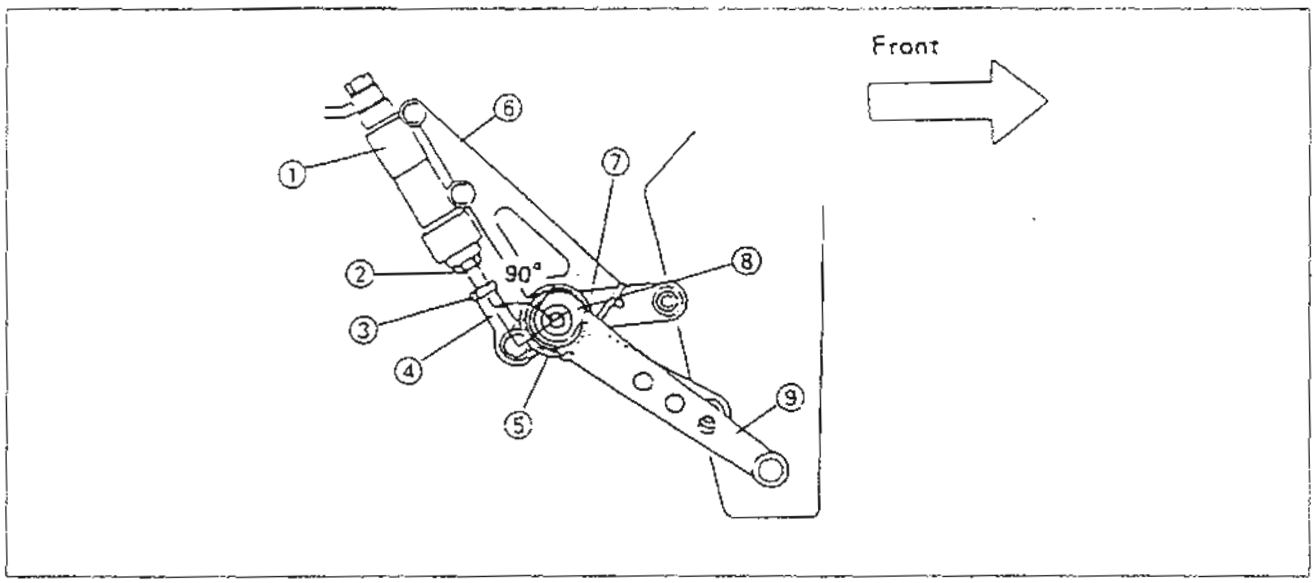
Brake Pedal (Optional Parts):

The brake pedal for racing use is available.

- Removal Parts
  Right Footpeg, Brake Pedal, Footpeg Bracket
- Use Original Part
  Rear Brake Master Cylinder
- Installed Optional Parts
  Right Footpeg Bracket
  Right Footpeg Assembly
  Brake Pedal

- Remove the rear master cylinder from the frame and install the master cylinder on the rear part of the right footpeg bracket. At this time, remove the bracket from the lower part of the master cylinder but keep the locknut.
- Link the knuckle joint in the lower part of the master cylinder with the rear end of the brake pedal with bolts and nuts.
- Adjust the height of the brake pedal.

○ Using the adjuster locknut in the lower part of the master cylinder, set the height of the pedal.
○ It is desirable that the arm portion of the pedal lever rear end be at right angles with the master cylinder.



1. Rear Master Cylinder (Original)
2. Adjuster (Original)
3. Locknut (Original)
4. Knuckle Joint (Original)
5. Return Spring (Original)
6. Bracket: 11047-1747
7. Stay: 35011-1625 (20 mm up) or 35011-1764 (30 mm up)
8. Right Footpeg: 34028-1388
9. Brake Pedal: 43001-1349

Front Fork, Rear Shock Absorber (Optional Parts):

Each three kinds of springs are available for the front fork and rear shock absorber as optional parts. Select one of them in accordance with the rider's weight and track condition.

1) Spring

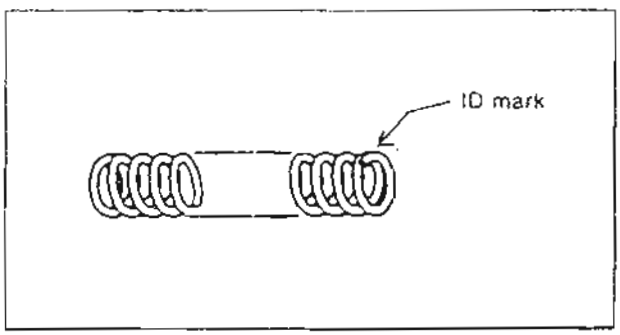
(1) Front Fork Main Spring (Spring Replacement only)

P/No.	A x B x C (mm)	Number of winding	Spring constant
Original Spring	5.3 Φ x 27.2 Φ x 298.1	27.25	K_1 = 1.2, K_2 = 0.95 kgf/mm
44026-1627	5.0 x 27.8 x 303.1	22.75	K = 0.9 kgf/mm
44026-1628	5.0 x 27.8 x 303.1	21.5	K = 0.95 kgf/mm
44026-1629	5.3 x 27.2 x 303.1	26	K = 1.0 kgf/mm

A : Coil Diameter B : Spring Inside Diameter C : Spring Free Length

Identification Mark:

The following ID marks are on the springs



ID mark (Slit)
No mark (original)
One slit (44026-1627)
Two slits (44026-1628)
Three slits (44026-1629)

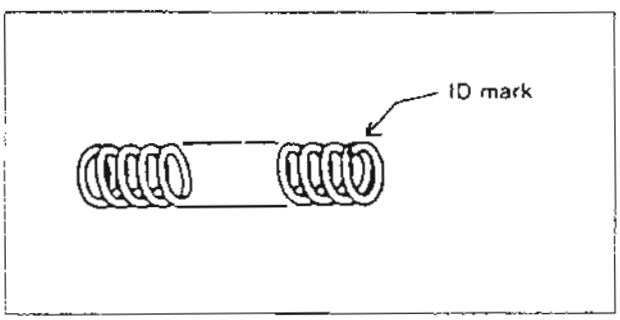
(2) Front Fork Main Spring (when using kit damper valve)

P/No.	A x B x C (mm)	Number of winding	Spring constant
44026-1610	5.0 Φ x 28 Φ x 265	20.75	K = 0.95 kgf/mm
44026-1594	5.0 Φ x 28 Φ x 265	21.75	K = 0.9 kgf/mm
44026-1595	5.2 Φ x 27.6 Φ x 265	23.25	K = 1.0 kgf/mm

A : Coil Diameter B : Spring Inside Diameter C : Spring Free Length

Identification Mark:

The following ID marks are on the springs.



ID mark (Slit)
No mark (44026-1610)
Four Slits (44026-1594)
Five Slits (44026-1595)

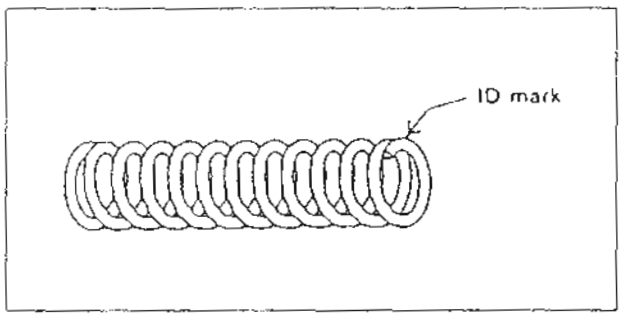
(3) Rear Shock Absorber Spring

P/No.	A x B x C (mm)	Number of winding	Spring constant
Optional Spring	12.7 Φ x 62 Φ x 217	7.67	K = 11.0 kgf/mm
92144-1924	12.0 Φ x 61 Φ x 217	7.61	K = 9.5 kgf/mm
92144-1950	12.2 Φ x 61 Φ x 217	7.65	K = 10.0 kgf/mm
92144-1925	12.5 Φ x 61 Φ x 217	7.86	K = 10.5 kgf/mm
92144-1926	12.8 Φ x 60.5 Φ x 217	7.93	K = 11.5 kgf/mm
92145-1105	11.8 Φ x 61 Φ x 217	7.58	K = 9.0 kgf/mm

A : Coil Diameter B : Spring Inside Diameter C : Spring Free Length

Identification Mark:

The following ID marks are on springs.



ID mark (White paint line)
No mark (Original)
One line (92144-1924)
No mark (92144-1950)
Two lines (92144-1925)
Three lines (92144-1926)
Four lines (92145-1105)

2) Spring Replacement

(1) Front Fork Main Spring

Replace the main spring referring to the Fork Oil Change section of the base Service Manual

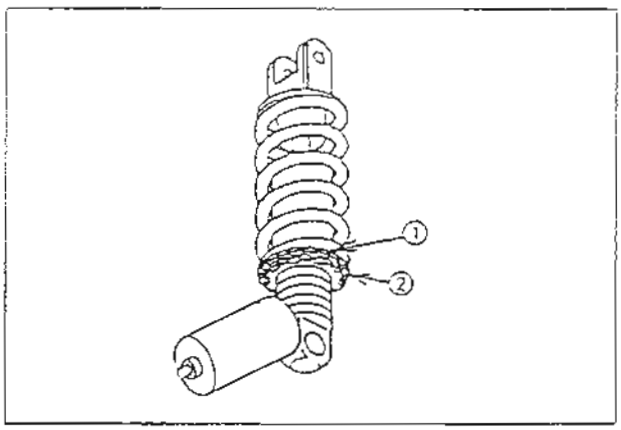
Item		Standard
Spring Preload Adjuster Position		Adjuster protrusion is 12 mm (4.5 Marks)
Rebound Damping Adjuster Position (Upper)		11th click from first click of fully clockwise position
Compression Damping Adjuster Position		10th click from first click of fully clockwise position
Front Fork Oil:	Type	KAYABA 01 (SAE5W)
	Oil Level	180 ±2 mm (fully compressed without main spring)

(2) Rear Shock Absorber

- Remove the rear shock absorber from the machine referring to the base Service Manual.
- Hold the banjo bolt side of the rear shock absorber in a vise.

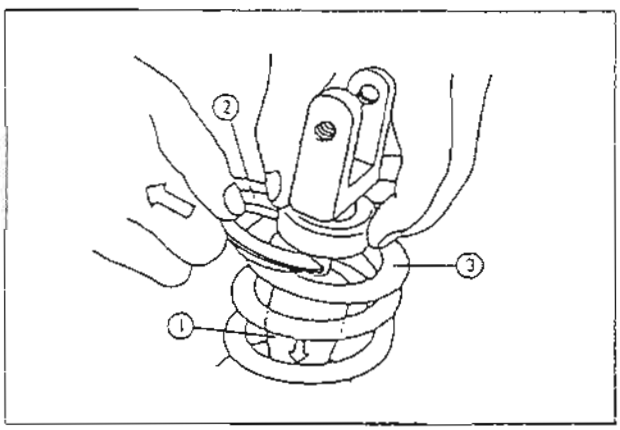
○ Do not disconnect the oil pipe from the rear shock body and gas reservoir unless you change the oil capacity

- Using the hook wrench (special tool: 57001-1101), loosen the locknut and turn the adjusting nut all the way down.



1. Adjusting Nut
2. Locknut

- Slip down the rubber bumper on the rear shock rod.
- Remove the spring guide from the shock absorber and lift off the spring.

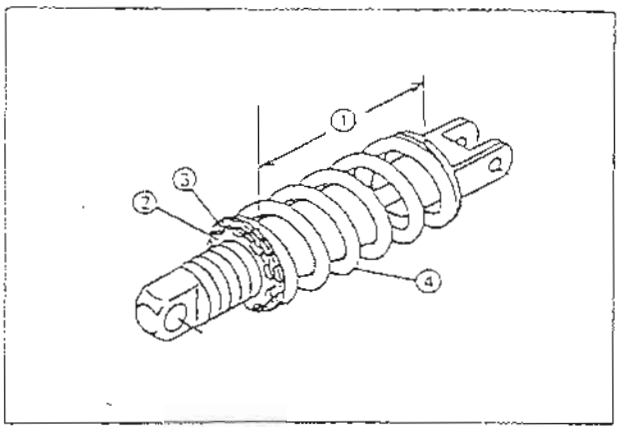


1. Rubber Bumper
2. Spring Guide
3. Spring

- Replace the spring with one of the optional parts.
- Assembly is reverse order of the removal

○ Position the adjusting nut and locknut so that the spring length is 207 mm

○ Adjust the spring preload by the test riding result.



1. Spring Length
2. Locknut
3. Adjusting Nut
4. Spring

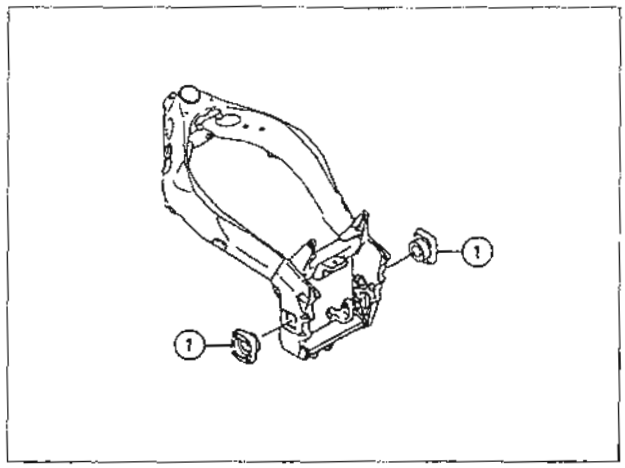
Swingarm Bracket (Optional Parts):

●Swingarm brackets which can change the swingarm pivot height causing change of rear wheel traction are available as optional parts.

Parts	P/No.	Q'ty	Remarks
Swingarm Brackets	32036-1275 (R) 32036-1334 (L)	1 1	Height changes plus or minus 1 mm
Swingarm Brackets	32036-1276 (R) 32036-1335 (L)	1 1	Height changes plus or minus 1 mm.

○The optional swingarm brackets can be installed either directions, one direction increases the swingarm height 1 or 2 mm from the original but the other direction (upside down) lowers the height 1 or 2 mm

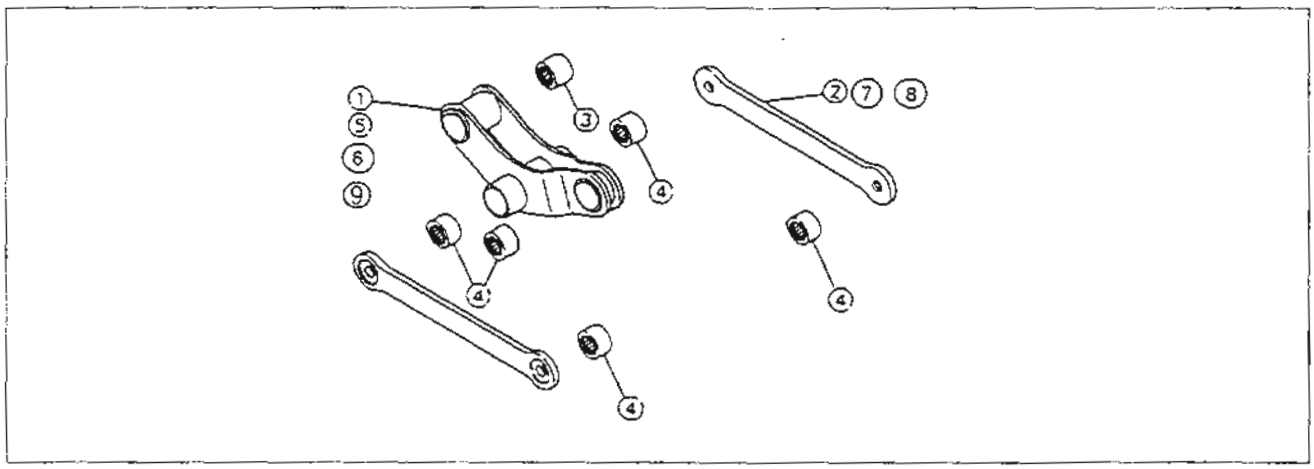
○In general higher pivot brings more traction and lower pivot less traction



1. Swingarm Brackets

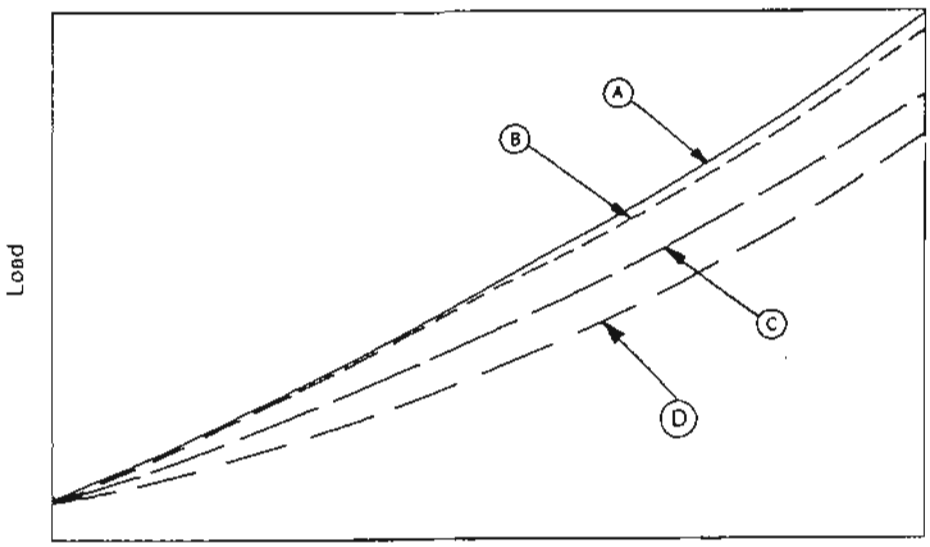
Suspension Arm, Rod (Optional Parts):

Light weight suspension arms and rods which are made of aluminum plate are available as optional parts.



1. Suspension Arm (I): 39007-1267
2. Rod: 39111-1153 (L = 189.5 mm)
3. Bearing: 92046-1110
4. Bearing: 92046-1112
5. Suspension Arm (II): 39007-1268
6. Suspension Arm (III): 39007-1269
7. Rod: 39111-1151 (L = 175 mm)
8. Rod: 39111-1152 (L = 184 mm)
9. Suspension Arm: 39007-1270

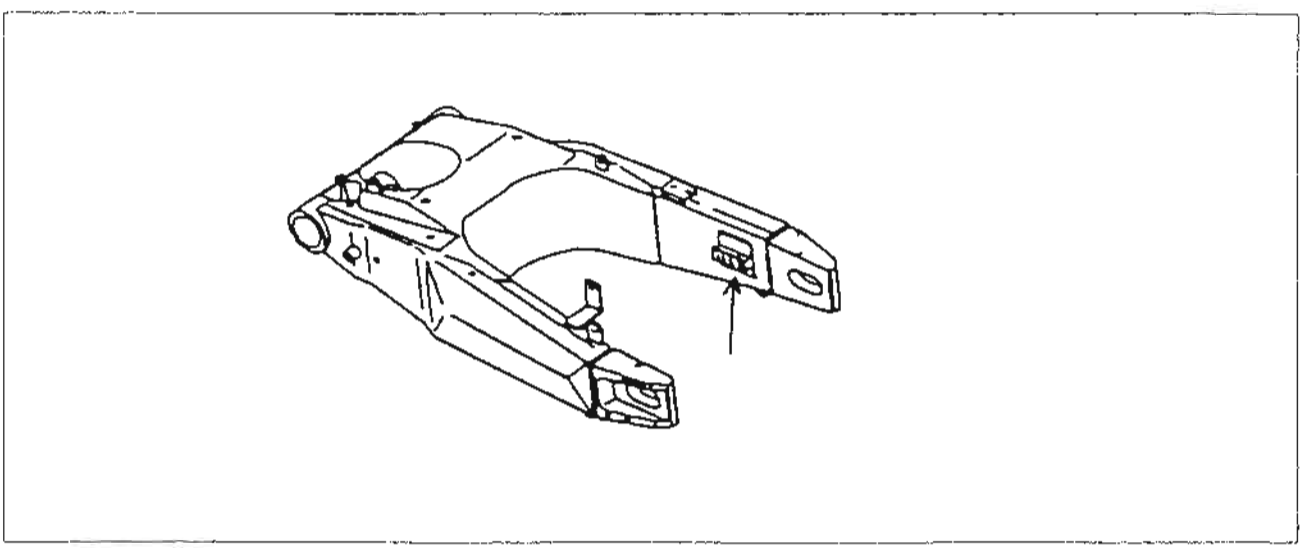
Suspension Characteristic



Combination of Suspension Arm and Rod
(A): 39007-1267 and 39111-1151 ..... Original lever ratio (between A and B)
(B): 39007-1268 and 39111-1153
(C): 39007-1269 and 39111-1152
(D): 39007-1270 and 39111-1152

Swingarm:

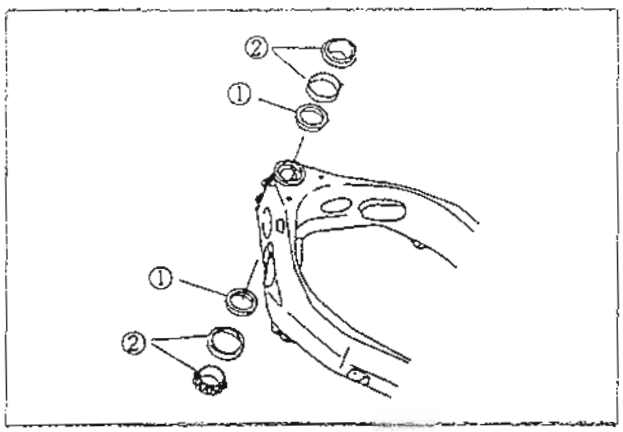
● The swingarm must be modified if the optional wheel is intended to be used.
○ Grind the caliper bracket stopper on the swingarm.



Steering Stem Offset/Caster Adjustment:

The offset or caster of the steering stem can be adjusted by replacing the steering stem bearings on the original model with the optional bearings and brackets pairing them for riders' preference. There are four types of brackets and one type of bearings.

Bracket	Offset		Caster	
	±2 mm	±4mm	±0.5°	±1.0°
11049-1719	○			
11049-1720		○		
11049-1919			○	
11049-1920				○



1. Bracket
2. Bearing

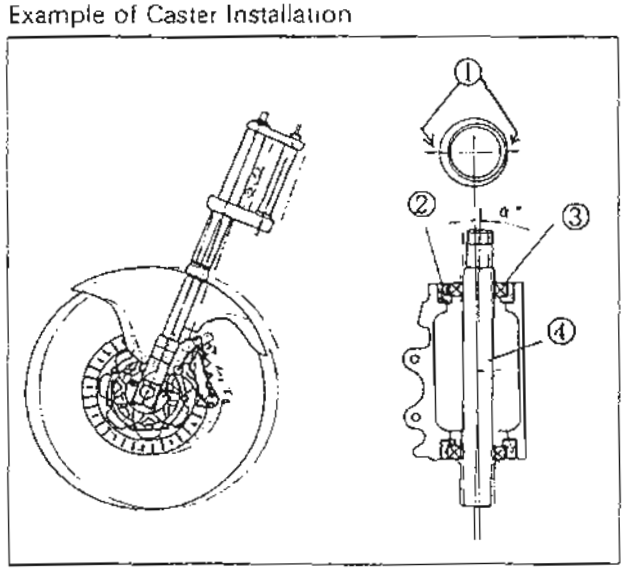
Installation

- Remove the upper and lower bearings from the original model.
- Press fit the optional upper and lower outer races into the brackets.
- Press fit the upper and lower brackets into the head pipe. Be sure to align the marks of the brackets with the marks on both the upper and lower ends of the head pipe.

○ For smooth fitting of the brackets heat both ends of the head pipe.

- After installing the brackets put the steering stem through the head pipe and check for alignment of the upper and lower brackets. If the steering stem is hard to go, reinstall the brackets correctly.

Example of Caster Installation



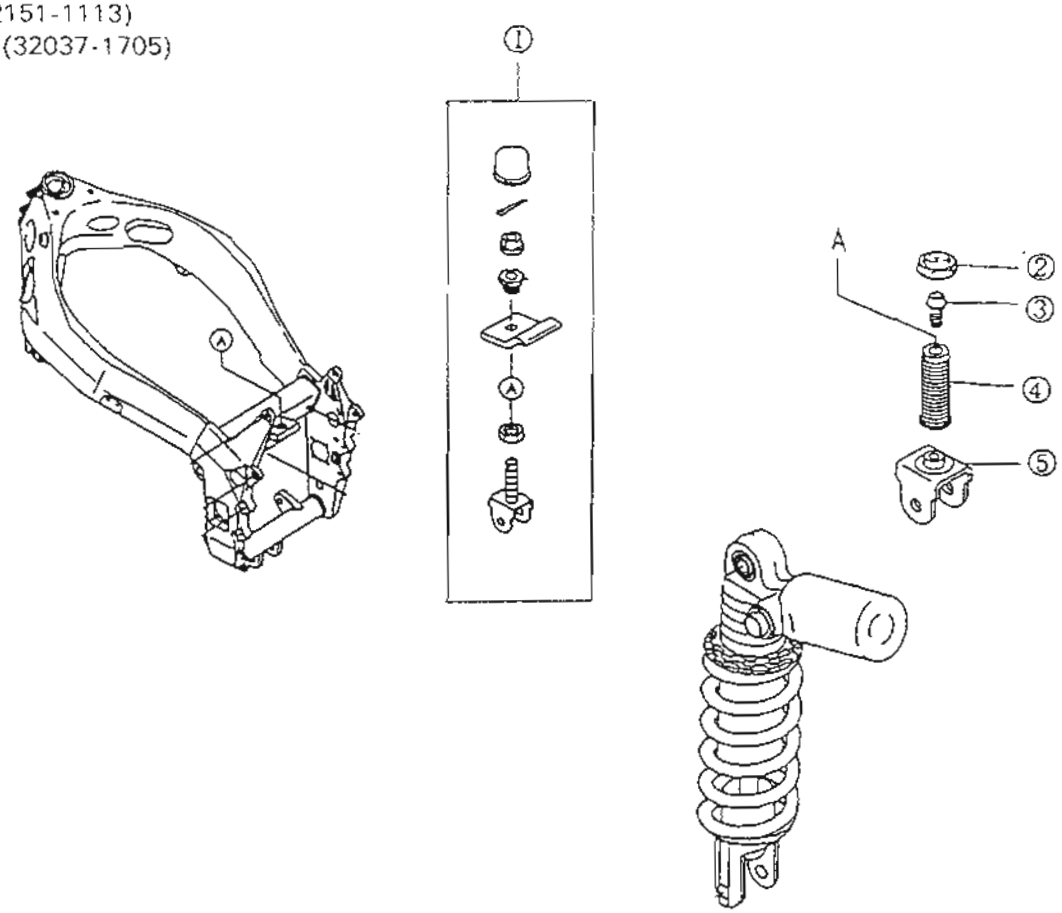
1. Align the marks
2. Bracket
3. Bearing
4. Steering Stem

Height Adjustment:

- Remove the upper mounting parts from the rear shock absorber.
- Screw in the large bolt (92151-1113) into the hole in the frame (shown as A) from under the frame
- Install the bracket (32037-1705) on the top of the shock absorber, put the small bolt (92151 1114) through the large bolt screwed in before and tighten the small bolt lightly to connect the bracket and large bolt
- After adjusting height by turning the large bolt, tighten the small bolt to 3.5 ~ 4.0 kg-m of torque. Then install the nut (92210-1069) on the large bolt and tighten it to 4.0 ~ 5.0 kg m of torque

○If readjustment is necessary, loosen the nut (92210-1069) and small bolt (92151-1114), then turn the large bolt (92151-1113) in or out.

1. Parts to be removed
2. Nut (92210-1069)
3. Bolt (92151-1113)
4. Bolt (92151-1113)
5. Bracket (32037-1705)



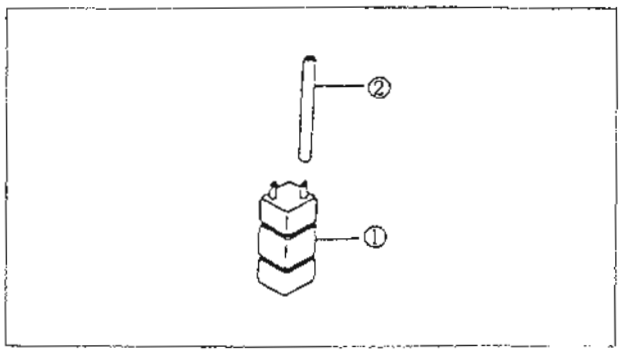
Catch Tank (Optional Parts):

The following catch tanks are available as optional parts.

1) Fuel Catch Tank

- Fasten the catch tank at suitable area of cowling.
- Route one part of the tube at the outside of the frame for visual inspection by the driver.

Capacity: Approx. 320 mL



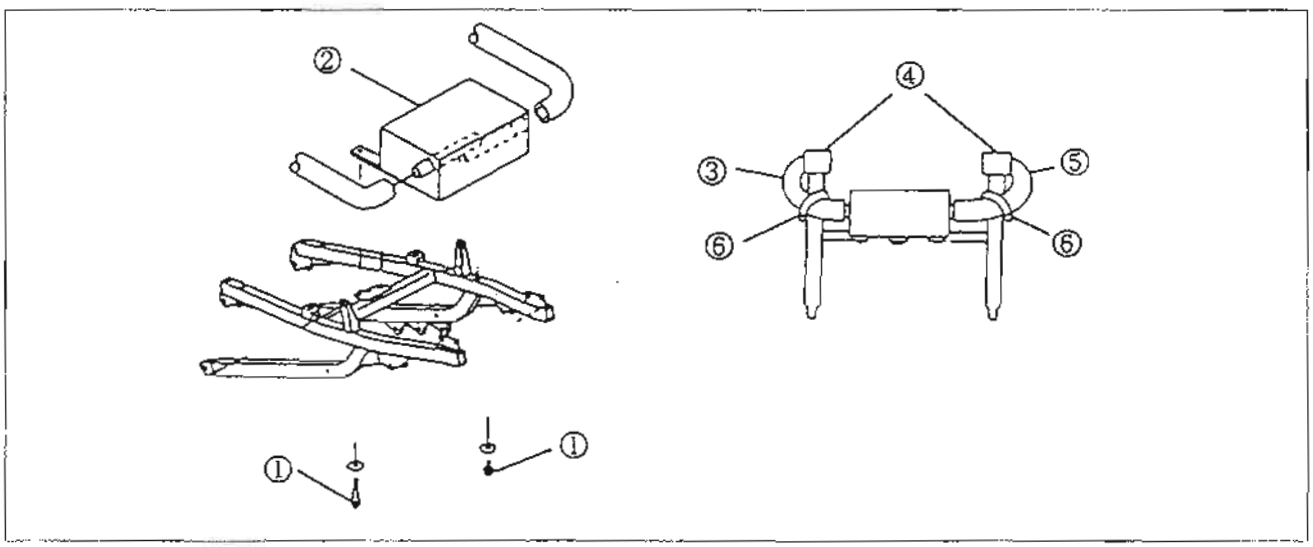
1. Catch Tank: 43078-1120
2. Tube: 700Q07600

2) Oil Catch Tank

- Install an oil catch tank in the engine breather system.

Capacity: 800 mL

- Mount the oil catch tank on the frame end with 6 mm screws and nuts.



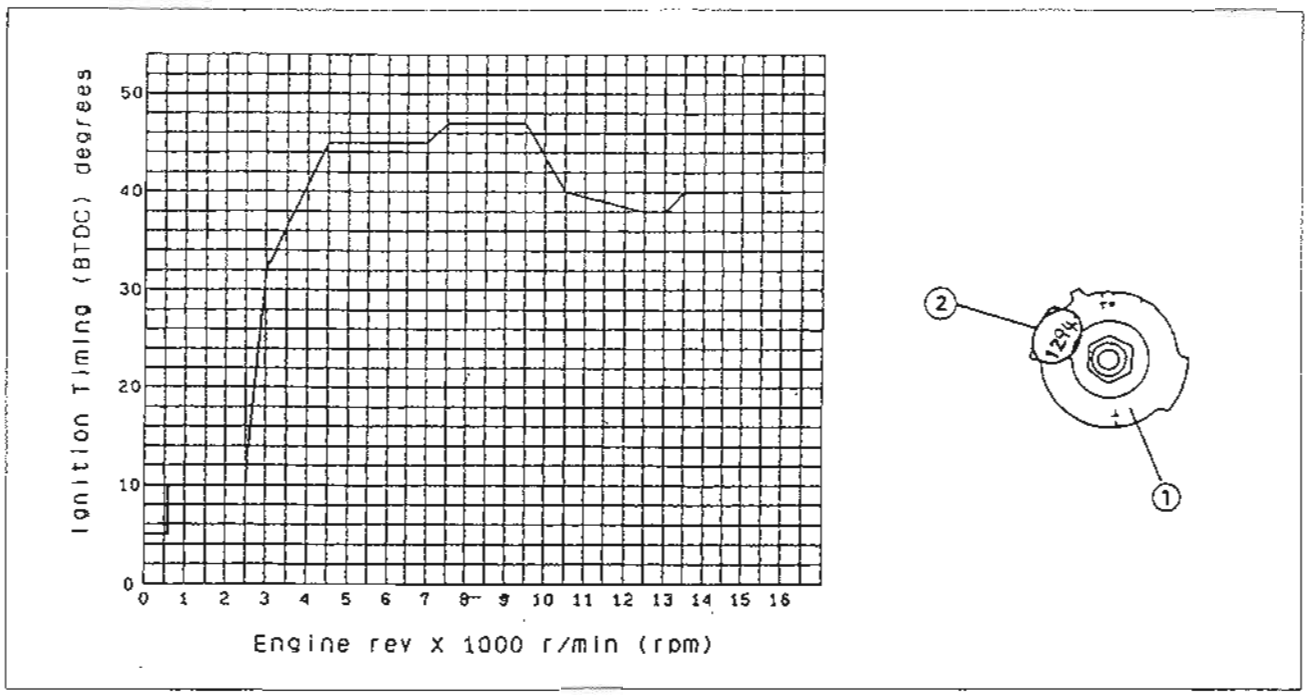
1 6 mm Frame
2. 6 mm Screw
3. Oil Catch Tank: 52001-1095
4. To Air Cleaner
5. Seat Rail
6. Tubes: 92190-1472
7. Fasten Tube with Tie-lap

- Connect the catch tank output and engine breather output with a tube (92190-1472).
- Connect the catch tank input and the hole in the air cleaner housing with one more tube (92190-1472).
- A grommet (92071-1028) must be installed in the air cleaner housing for routing the tube in it.
- Plug the fitting for draining in the oil catch tank with a 6 mm bolt and wind the bolt with a wire.
- To avoid vibration, the tubes must be fastened with tie-wraps.

Electric Parts

Igniter:

- ● Use the kit igniter and the original timing rotor as a set
- ○ Replace the valve spring with the kit part when using the kit igniter.



1. Timing Rotor (Original Part): 21007-1294
2. ID Mark

Alternator, Regulator (Optional Parts):

- ● For the Enduro Racing, use either the original alternator or the optional ones.
- ○ The optional alternator must be used together with the '93 ~ '95 optional regulator as a set.
- ○ The original alternator must be used together with the original clutch housing and oil pump driven mechanism as a set.
- ○ The enduro machine should use the original starter motor together with the original starter clutch.

Battery (Optional Parts):

- ● Use the original battery or a battery with 12 V 7 Ah or more capacity.

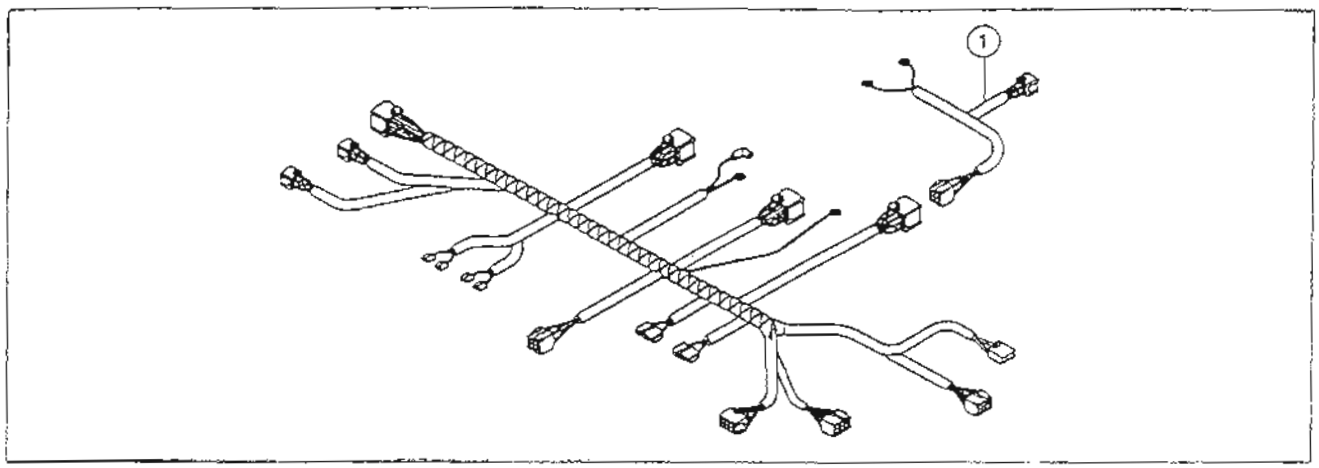
Main Harness:

- ● Replace the main harness with the kit main harness. The kit harness consists of the following two harness and leads.

  Wire Harness (with CDI Igniter): 26030-1479

  Wire Lead (Connection between Battery and Main Harness): 26011-1566

See the Wire Harness Combination Parts Table.



1. Wire Lead: 26011-1566

Removal Parts

When using the racing kit main harness, the following parts are not required.

Original Main Harness
Starter Button
Engine Stop Switch
Rear Brake Light Switch
Turn Signal Switch, Turn Signal Relay
Side Stand Switch
Ignition Switch
Cooling Fan, Cooling Fan Switch
Oil Pressure Switch
Junction Box
Headlight, Tail/Brake Light
High Beam Relay, Low Beam Relay
Speedometer
Horn

Original Parts

The following parts are needed for the racing machine.

Pickup Coil
Fuel Pump
Water Temperature Sensor
Water Temperature Gauge

Optional Switches

The following parts are available.

Engine Stop Switch: 27010-1354
Starter/Light Switch: 27010-1322

Wire Harness Combination Parts Table

Use the three wire harness together with the following parts as a set.

Part	Wire Harness (Optional) (26030-1478)	Wire Harness (Kit) (26030-1479)	Wire Harness (Optional) (26030-1502)
Tachometer (Original)	○	○	○
Tachometer (Optional) (25031-1049)	○	○	○
Engine Stop Switch (Kit) (27010-1354)	○	○	○
Starter/Light Switch (Optional) (27010-1322)	–	–	○
Wire Lead (Kit) (26011-1566)	○	○	–
Sensor (Kit) (27010-1306)	○	○	○
Sensor Relay (Kit) (27034-1056)	○	○	○
Igniter (Kit) (21119-1483)	○	○	○
Igniter (DC-CDI) (Kit) (21119-1392)	–	○	○
Pickup Coil (Original)	○	○	○
Ignition Coils (Kit) (21121-1261)	Original ones	○	○
Regulator (Optional) (21066-1068)	–	–	○
Alternator (Optional) (21001-1144)	–	–	○
Spark Plug (Kit) (92070-1211)	–	○	○

NOTE

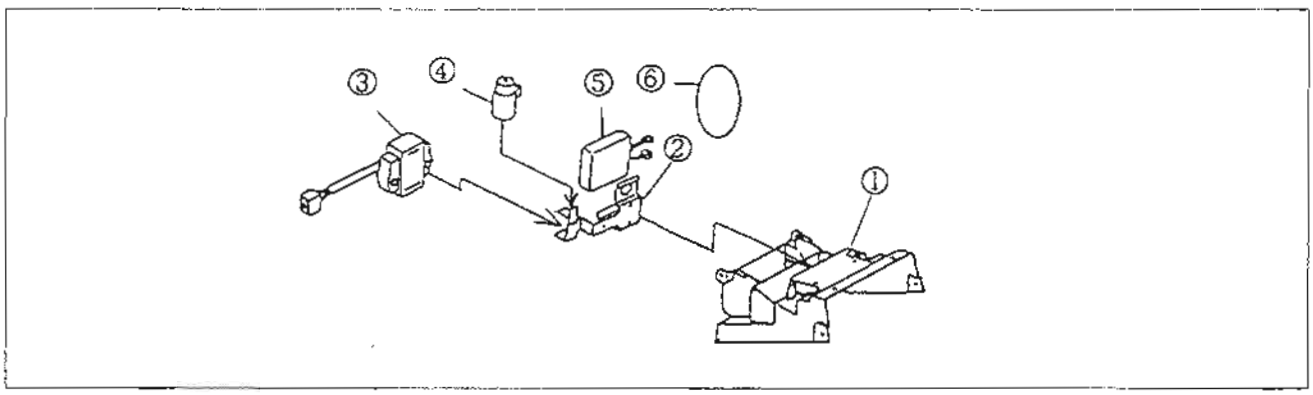
○ 26030-1478: with Transistor Igniter
○ 26030-1479: with CDI Igniter
○ 26030-1502: Enduro with CDI Igniter
Kit: Standard Kit

Fuel Pump Stop Switch Assembly:

For an emergency situation, the following fuel pump stop switch kit is available.
Sensor: 27010-1306
Relay: 27034-1056
Bracket: 11049-1784

Installation

- Install the bracket with bolts and nuts on the suitable portion behind the tool kit compartment. Put the sensor and sensor relay onto the bracket.
- When installing the igniter on the bracket, secure it by hooking the O-ring to the bracket.

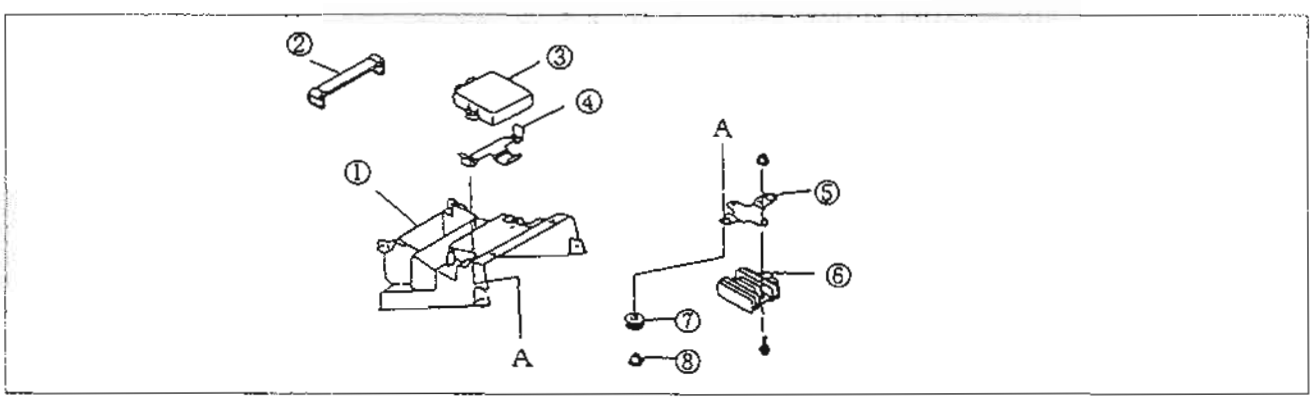


1. Rear Fender (Original)
2. Bracket: 11049-1784 (Kit)
3. Sensor: 27010-1306 (Kit)
4. Sensor Relay: 27010-1056 (Kit)
5. Igniter CDI: 21119-1392 (Kit)
6. O-ring: 92055-052 (Kit)

Igniter and Regulator Brackets:

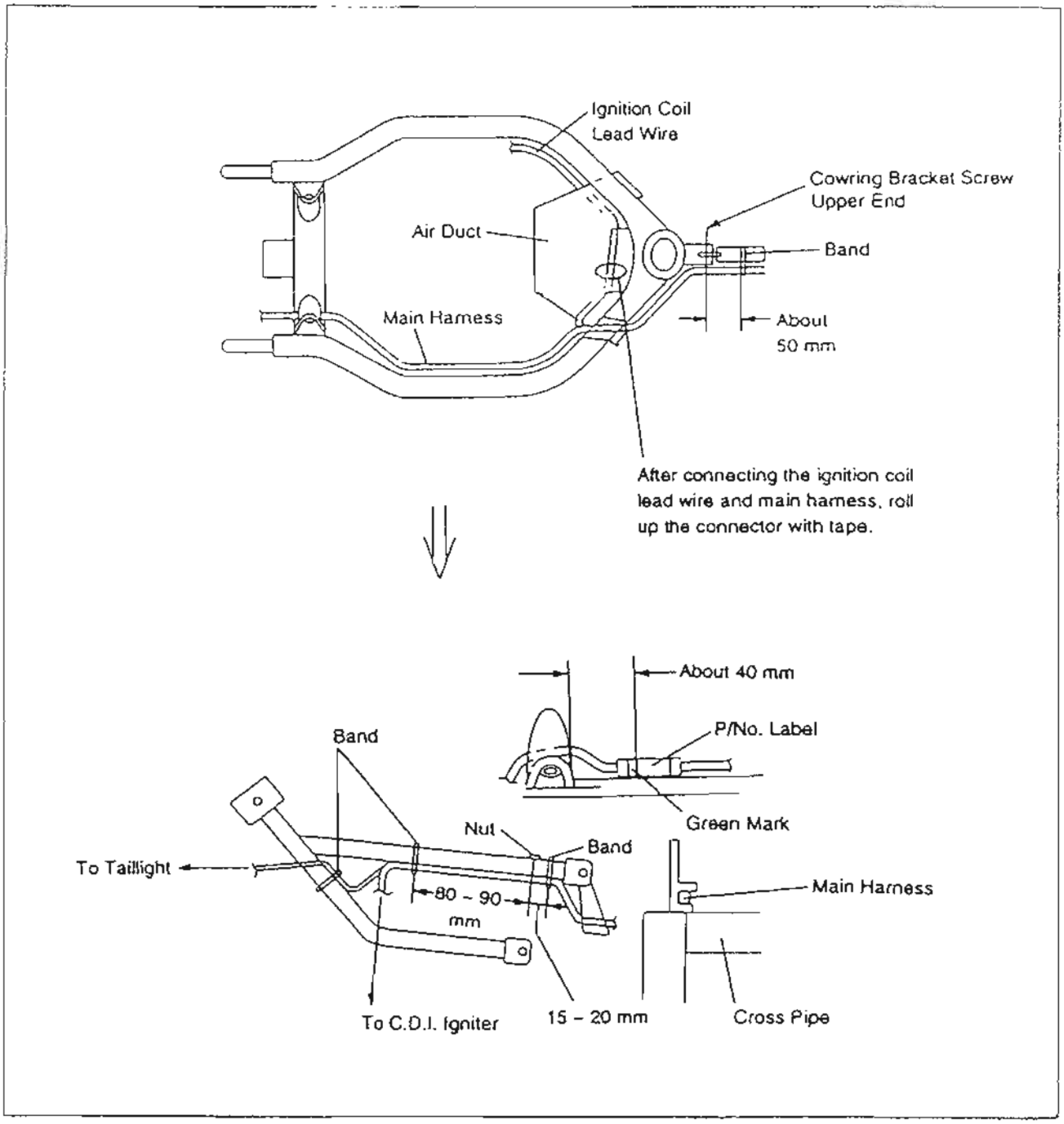
Installation

- Install the grommets and collars in the regulator bracket (11049-1786).
- Install this bracket on the bottom side of the rear portion of the rear fender and the igniter bracket (11049-1785) on the upper side of it with bolts and nuts.
- Secure the igniter to the bracket with the band (92072-045).



1. Rear Fender (Original)
2. Band: 92072-045 (Kit)
3. Igniter: 21119-1483 (Kit)
4. Bracket: 11049-1785 (Kit)
5. Bracket: 11049-1786 (OP)
6. Regulator: 21066-1068 (OP)
7. Grommet: 92071-1010 (OP)
8. Collar: 92027-1767 (OP)

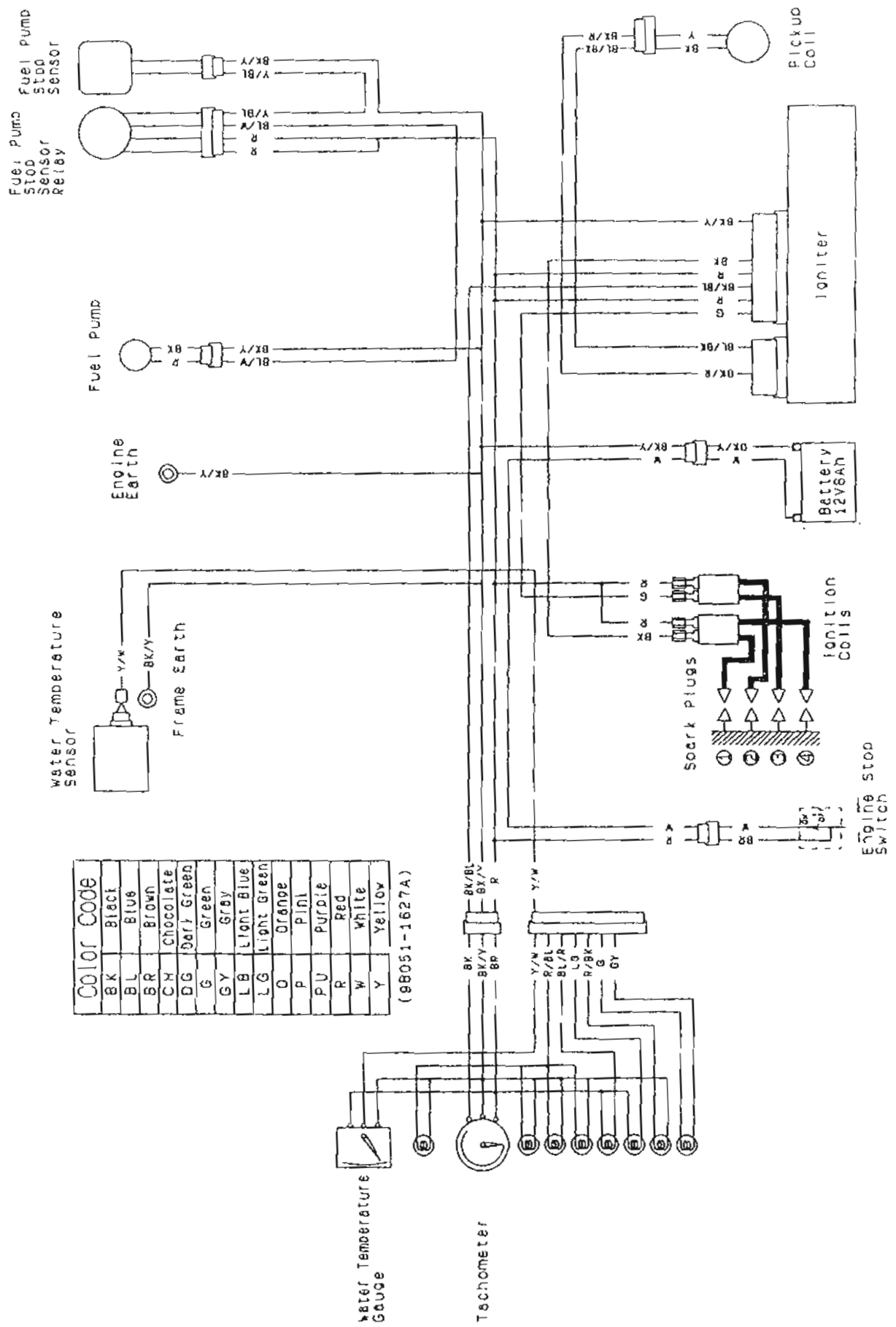
Wiring Routing



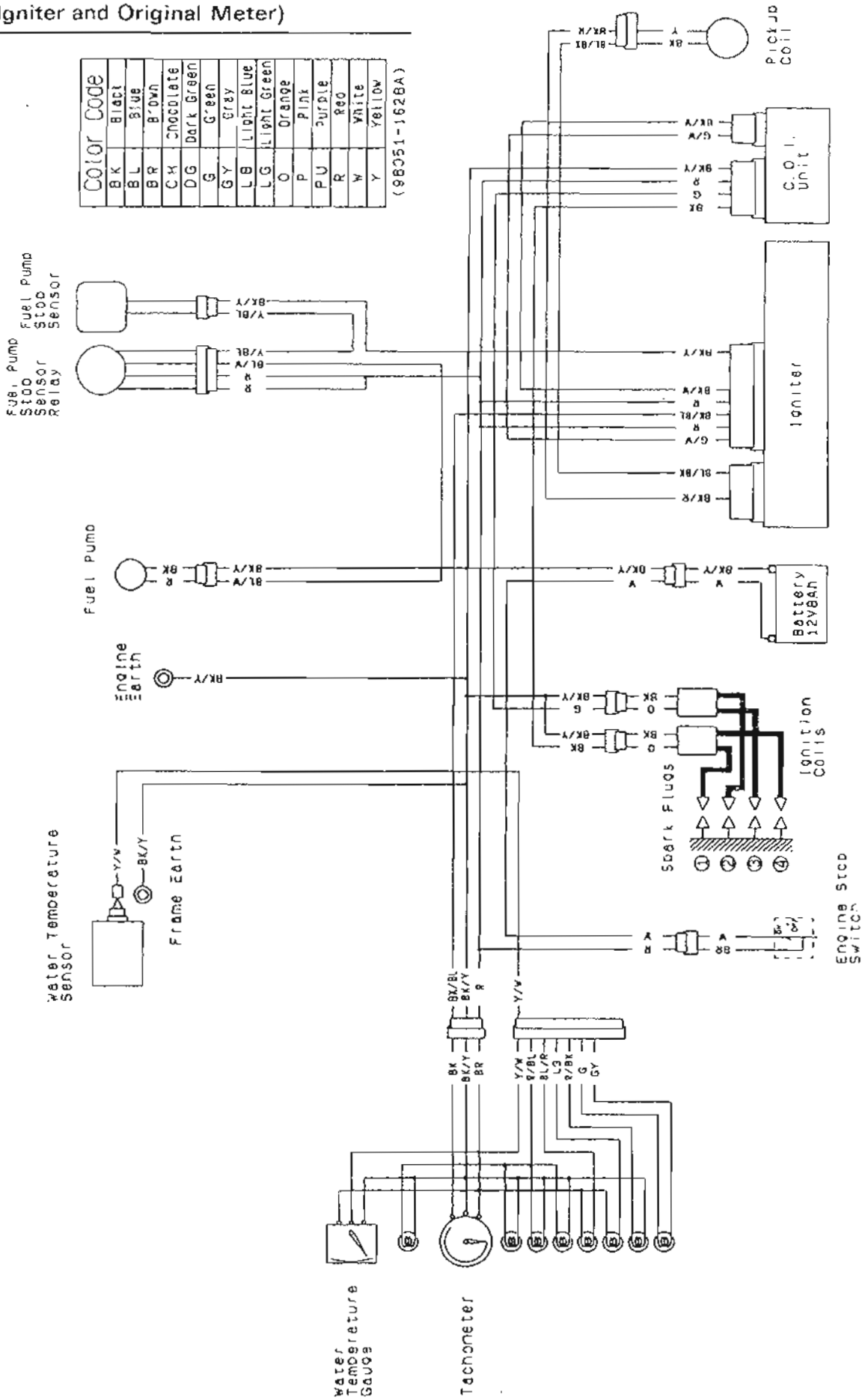
NOTE

- *Clamp the Super Bike main harness with three bands or more.*
- *Clamp the Enduro racing main harness with four bands or more*

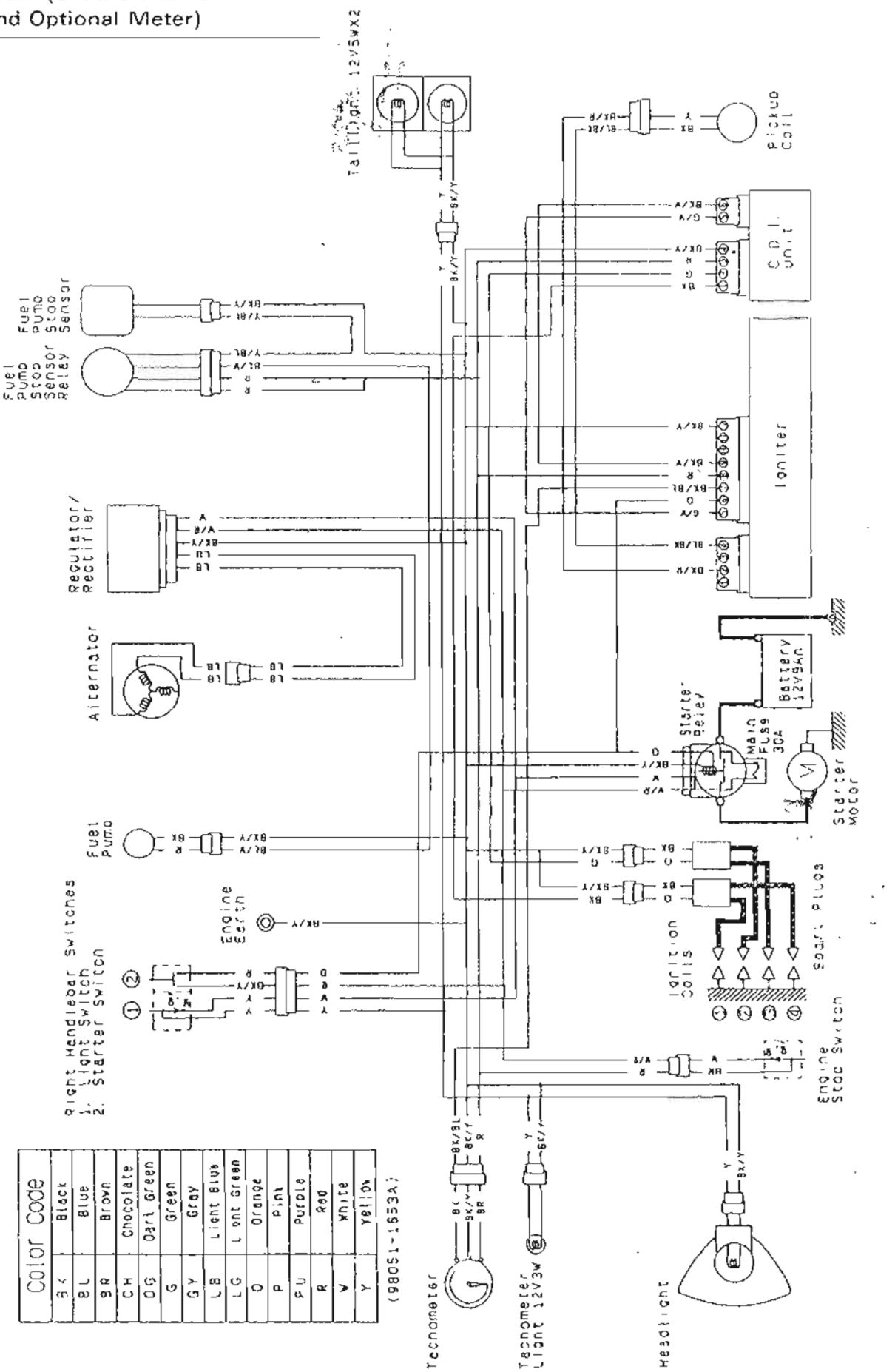
Wiring Diagram (with Transistor Igniter and Original Meter)



Wiring Diagram (with CDI Igniter and Original Meter)



Wiring Diagram (Enduro with CDI Igniter and Optional Meter)



Color Code	
B/K	Black
BL	Blue
BR	Brown
CH	Chocolate
DG	Dark Green
G	Green
GY	Gray
LB	Light Blue
LG	Light Green
O	Orange
P	Pink
PU	Purple
R	Red
W	White
Y	Yellow

(98051-1653A)

ANALYSIS UNIT

BROWN — BLACK
BLUE — WHITE 2 STRIPES BLACK
RED — WHITE WITH TAPE

'98 ZX-7RR
Racing Kit Parts List

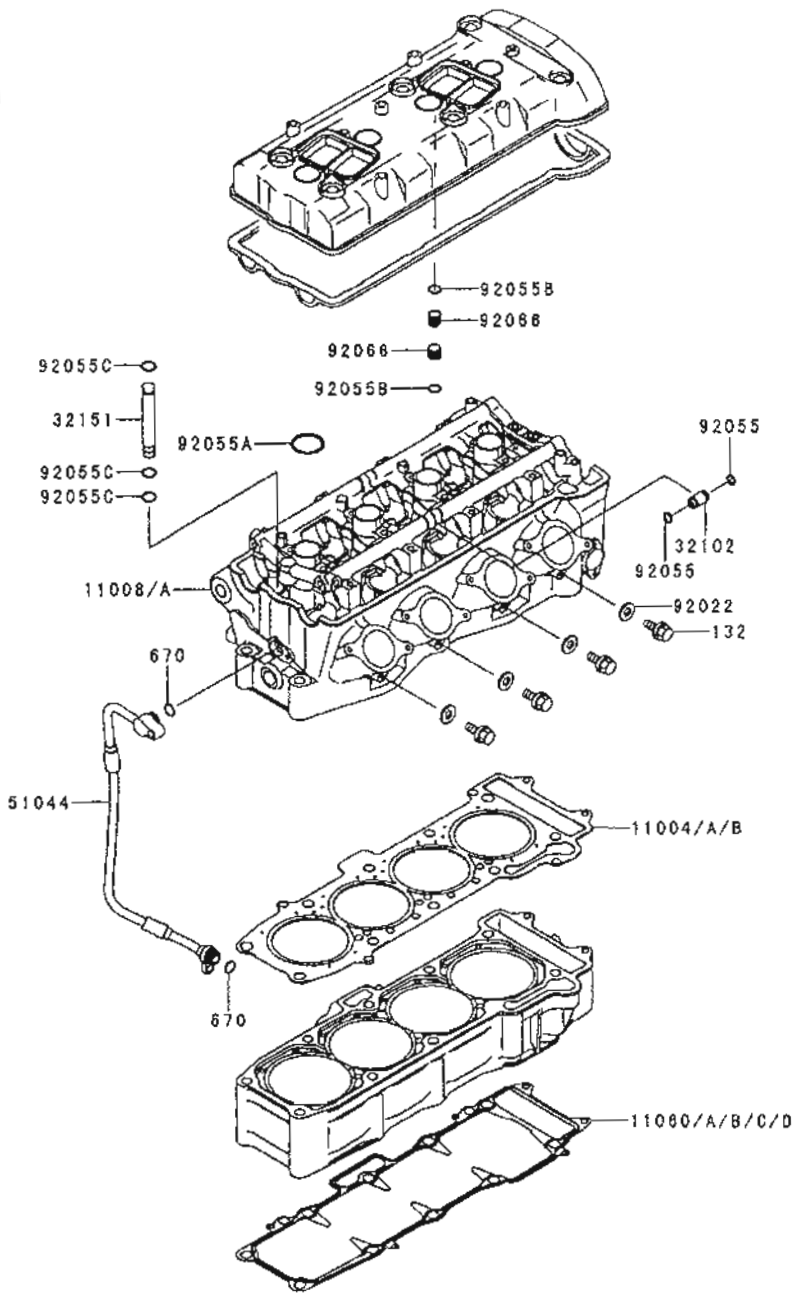
This catalog covers:

'98 ZX750-NR3 Engine

GRID NO. **B-3**

This grid covers:

Cylinder Head



E1111

Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '98 NR3
11004	11004-1307	GASKET-HEAD,T=0.65,STD		3
11004A	11004-1308	GASKET-HEAD,T=0.60		3
11004B	11004-1309	GASKET-HEAD,T=0 70		3
11008	11008-1331 (OPTION)	HEAD-COMP-CYLINDER,JPN		1
11008A	11008-1334 (OPTION)	HEAD-COMP-CYLINDER,EXP		1
11060	11060-1705	GASKET,CYLINDER BASE,T=0 2		3
11060A	11060-1722	GASKET,CYLINDER BASE,T=0.1		3
11060B	11060-1780	GASKET,CYLINDER BASE,T=0.15		3
11060C	11060-1781	GASKET,CYLINDER BASE,T=0.25		3
11060D	11060-1782	GASKET,CYLINDER BASE,T=0.30		3
32102	32102-1928 (OPTION)	PIPE,JOINT		2
32151	32151-1608 (OPTION)	PIPE		1
51044	51044-1200	TUBE-ASSY		1
92022	92022-304	WASHER,6.2X11X1		4
92055	92055-1339 (OPTION)	RING-O,5 5X1.5		4
92055A	92055-1403 (OPTION)	RING-O,25.5X2		4
92055B	92055-1509	RING-O,9X1.5		8
92055C	92055-1509 (OPTION)	RING-O,9X1 5		3
92066	92066-1466	PLUG,AIR SWITCH VALVE		8
132	132G0612	BOLT-FLANGED-SMALL		4
670	670D2010 (OPTION)	O RING		2

This catalog covers:

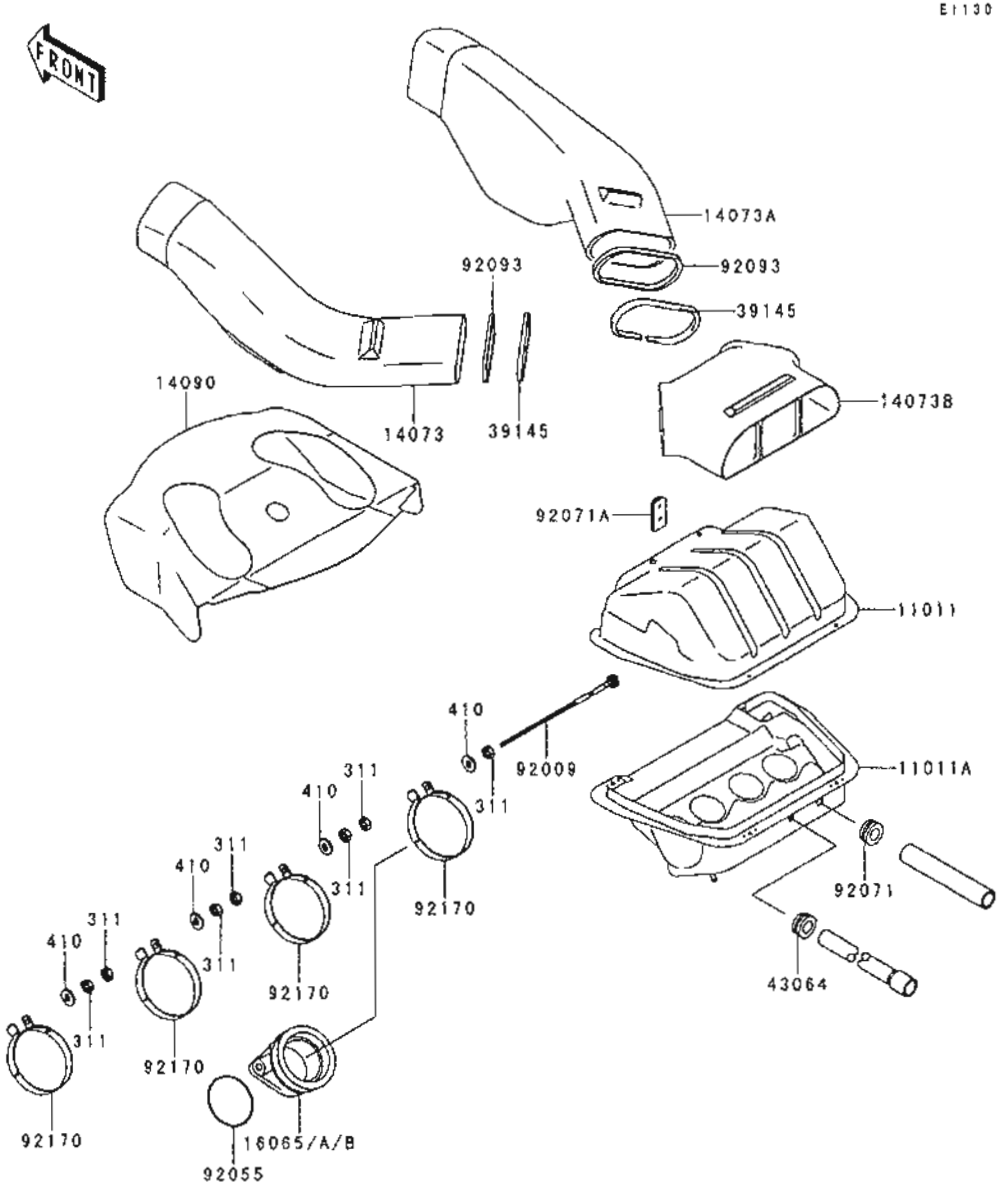
'98 ZX750-NR3 Engine

GRID NO. **B-4**

This grid covers:

Air Cleaner

E1130



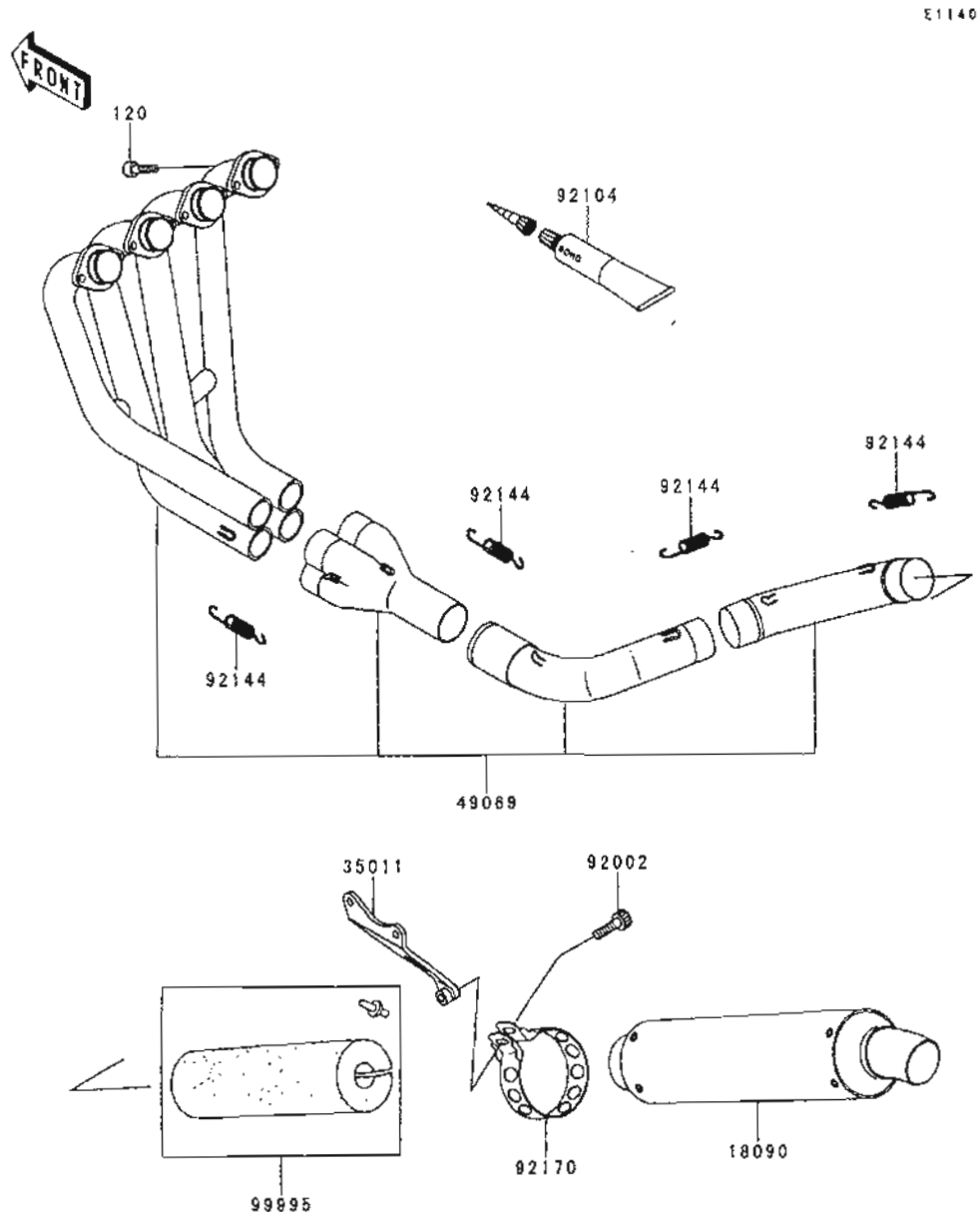
Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '98 NR3
11011	11011-1514 (OPTION)	CASE-AIR FILTER,UPP		1
11011A	11011-1515 (OPTION)	CASE-AIR FILTER,LWR		1
14073	14073-1663 (OPTION)	DUCT,LH		1
14073A	14073-1664 (OPTION)	DUCT,RH		1
14073B	14073-1692 (OPTION)	DUCT,AIR FILTER CASE		1
14090	14090-1687 (OPTION)	COVER		1
16065	16065-1319 (OPTION)	HOLDER-CARB,FOR FVKD41,L=18		4
16065A	16065-1336 (OPTION)	HOLDER-CARB,FOR FVKD39,L=18		4
16065B	16065-1347 (OPTION)	HOLDER-CARB,FOR FVKD41,L=23		4
39145	39145-1106 (OPTION)	TRIM-SEAL,AIR FILTER CASE		2
43064	43064-006 (OPTION)	GROMMET,HOSE CLAMP		1
92009	92009-1767 (OPTION)	SCREW,CARB HOLDER CLAMP		1
92055	92055-1546 (OPTION)	RING-O,1.9X40		4
92071	92071-1028 (OPTION)	GROMMET,AIR FILTER		1
92071A	92071-1217 (OPTION)	GROMMET,CABLE		1
92093	92093-1373 (OPTION)	SEAL		2
92170	92170-1672 (OPTION)	CLAMP,CARB HOLDER		4
311	311B0400 (OPTION)	NUT-HEX		7
410	410B0400 (OPTION)	WASHER-PLAIN-SMALL,4MM		4

This catalog covers:

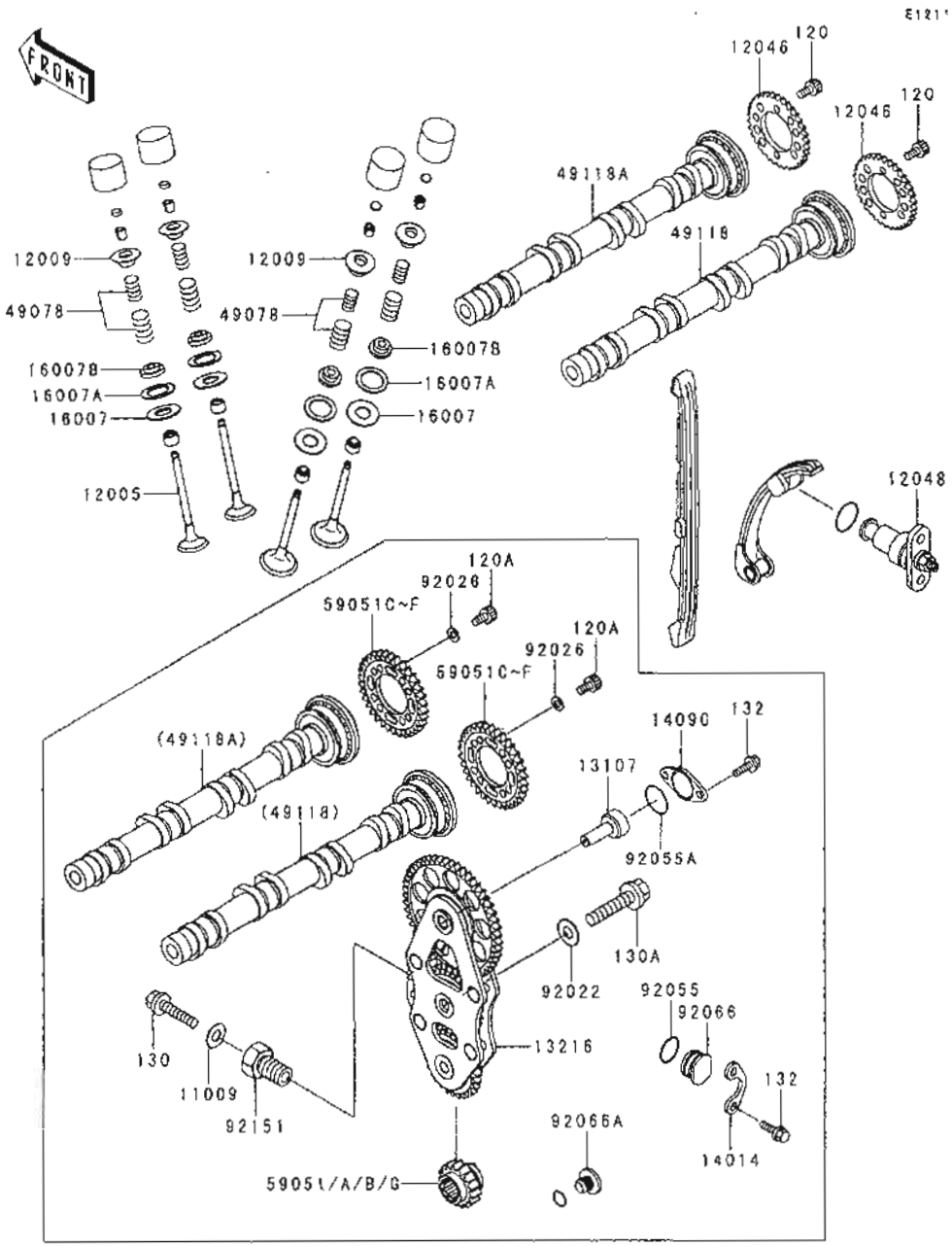
'98 ZX750-NR3 Engine

GRID NO. **B-5** *This grid covers:*

Muffler(s)



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '98 NR3
18090	18090-1600 (OPTION)	BODY-COMP-MUFFLER		1
35011	35011-1850 (OPTION)	STAY		1
49069	49069-1161 (OPTION)	MUFFLER-ASSY		1
92002	92002-1178 (OPTION)	BOLT,SOCKET,8X20		1
92104	92104-1055 (OPTION)	GASKET-LIQUID,3B#1209		1
92144	92144-1352 (OPTION)	SPRING		8
92170	92170-1587 (OPTION)	CLAMP,MUFFLER BODY		1
99995	99995-1392 (OPTION)	KIT.,GRASSWOOL,MUFFLER BODY		1
120	120S0825 (OPTION)	BOLT-SOCKET,8X25,BLACK		8



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '98 NR3
11009	11009-1344 (OPTION)	GASKET,OIL PIPE,8.2X14X1.0		1
12005	12005-1229	VALVE-EXHAUST	-	8
12009	12009-1082	RETAINER-VALVE SPRING		16
12046	12046-1178	SPROCKET,CAMSHAFT,30T		2
12048	12048-1157	TENSIONER-ASSY		1
13107	13107-1373 (OPTION)	SHAFT,CAM GEAR TRAIN		1
13216	13216-1163 (OPTION)	GEAR-COMP,CAM GEAR TRAIN		1
14014	14014-1131 (OPTION)	PLATE-POSITION		1
14090	14090-1820 (OPTION)	COVER,GEAR COMP		1
16007	16007-1159	SEAT-SPRING		16
16007A	16007-1193	SEAT-SPRING,OUTER		16
16007B	16007-1194	SEAT-SPRING,INNER		16
49078	49078-1140	SPRING-ENGINE VALVE,SET	-	16
49118	49118-1156	CAMSHAFT-COMP,INTAKE	-	1
49118A	49118-1157	CAMSHAFT-COMP,EXHAUST	-	1
59051	59051-1332 (OPTION)	GEAR-SPUR,CRANKSHAFT,L		AR
59051A	59051-1333 (OPTION)	GEAR-SPUR,CRANKSHAFT,M		1
59051B	59051-1334 (OPTION)	GEAR-SPUR,CRANKSHAFT,S		AR
59051C	59051-1335 (OPTION)	GEAR-SPUR,CAMSHAFT,L		AR
59051D	59051-1336 (OPTION)	GEAR-SPUR,CAMSHAFT,M		2
59051E	59051-1337 (OPTION)	GEAR-SPUR,CAMSHAFT,S		AR
59051F	59051-1354 (OPTION)	GEAR-SPUR,CAMSHAFT,LL		AR
59051G	59051-1355 (OPTION)	GEAR-SPUR,CRANKSHAFT,SS		AR
92022	92022-215 (OPTION)	WASHER,10.5X22X1.6		1
92026	92026-094 (OPTION)	SPACER,6.3X12X1.0		8
92055	92055-086 (OPTION)	RING-O		1

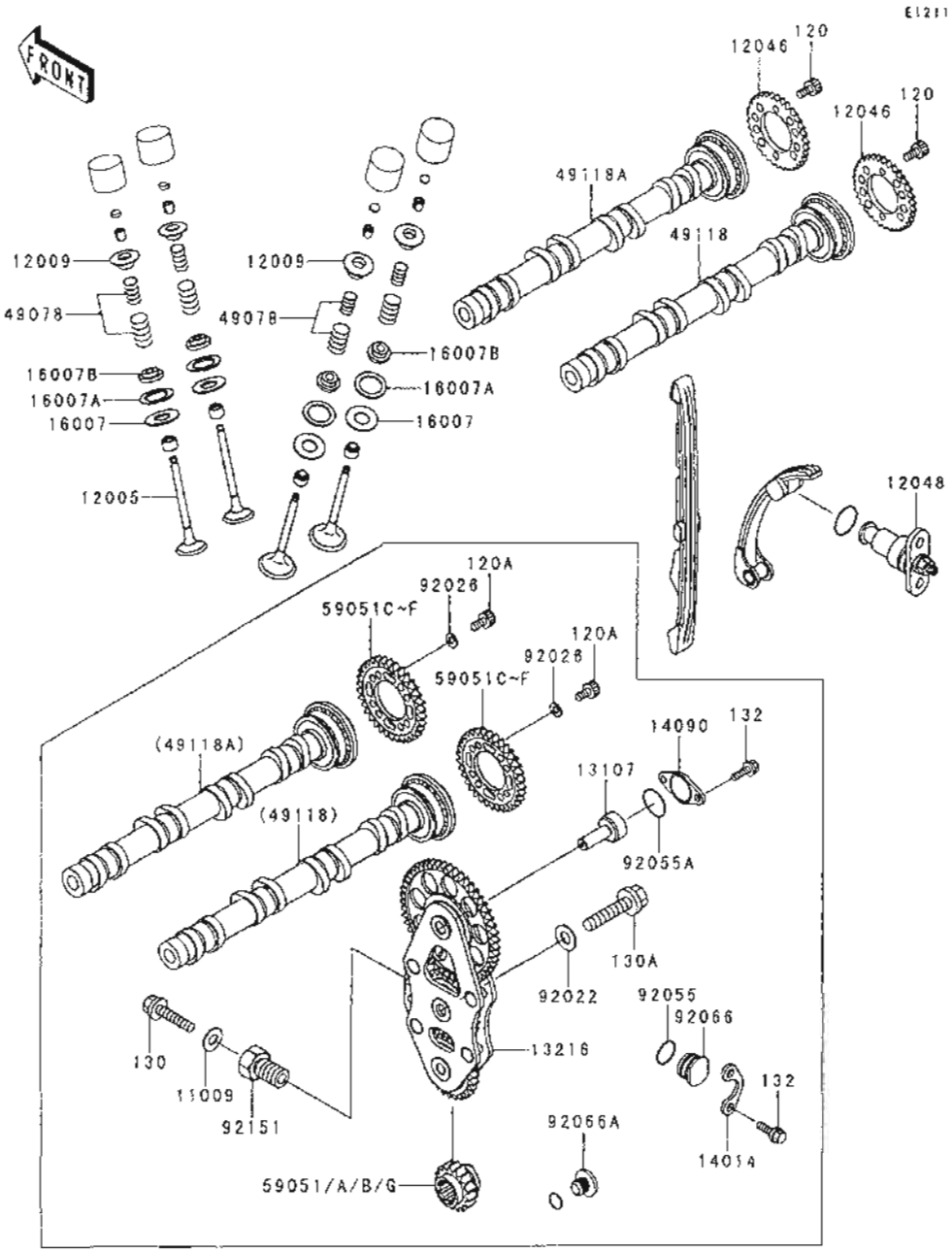
This catalog covers:

'98 ZX750-NR3 Engine

GRID NO. **B-7**

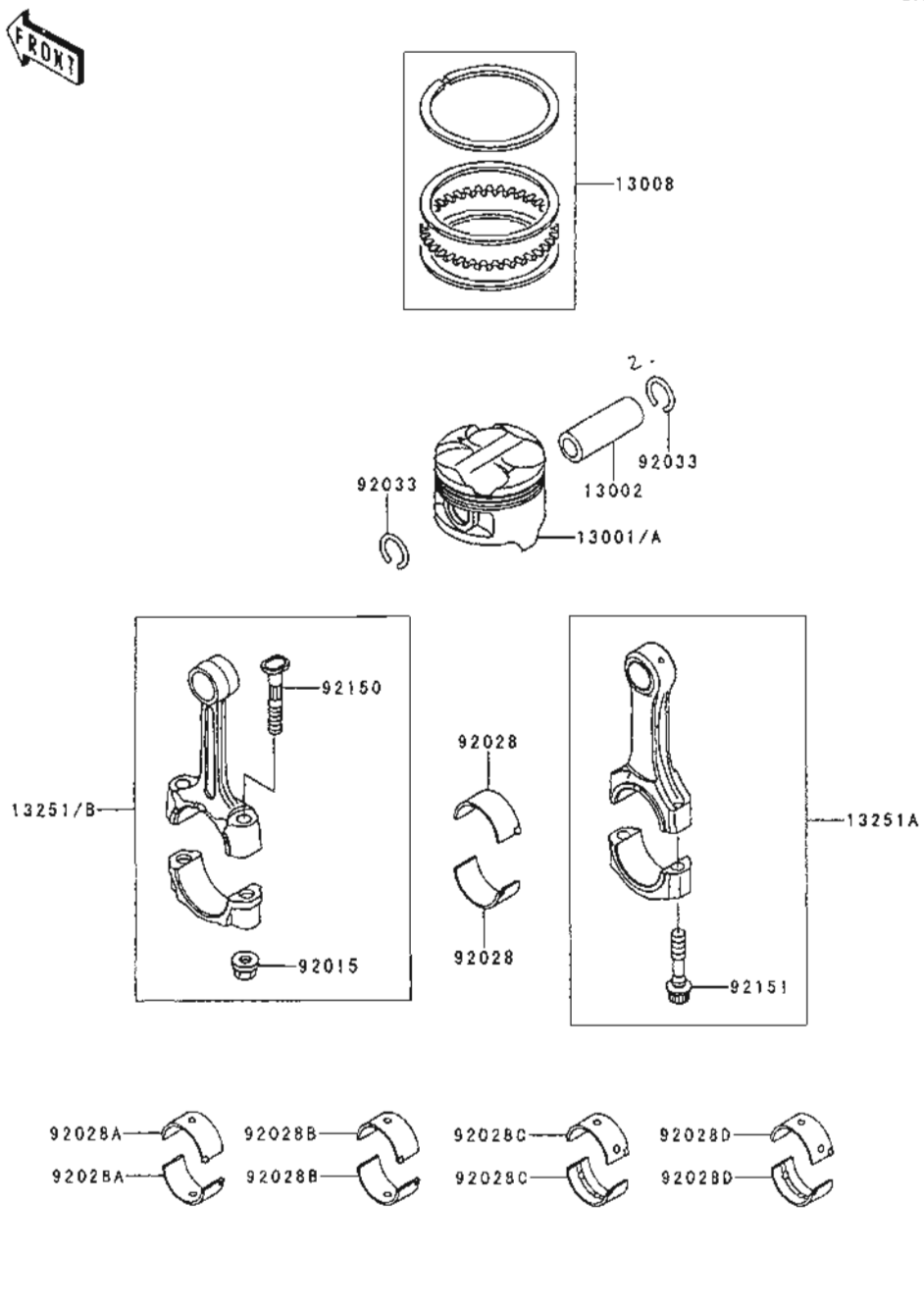
This grid covers:

Valve(s)/Camshaft(s)(2/2)



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '98	Quantity-ZX750 NR3
92055A	92055-1293 (OPTION)	RING-O,21 5MM		1	
92066	92066-1467 (OPTION)	PLUG,TENSIONER		1	
92066A	92066-1468 (OPTION)	PLUG,CRANKCASE		1	
92151	92151-1183 (OPTION)	BOLT,CYLINDER		1	
120	120P0610	BOLT-SOCKET,6X10		4	
120A	120P0610 (OPTION)	BOLT-SOCKET,6X10		8	
130	130P0840 (OPTION)	BOLT-FLANGED		1	
130A	130P1035 (OPTION)	BOLT-FLANGED		1	
132	132G0612 (OPTION)	BOLT-FLANGED-SMALL		4	

E1310



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '98 NR3
13001	13001-1515	PISTON-ENGINE		4
13001A	13001-1516 (OPTION)	PISTON-ENGINE		4
13002	13002-1106	PIN-PISTON		4
13008	13008-1186	RING-SET-PISTON		4
13251	13251-1111	ROD-ASSY-CONNECTING,L=104.2		4
13251A	13251-1114 (OPTION)	ROD-ASSY-CONNECTING L=104.2,T)		4
13251B	13251-1121 (OPTION)	ROD-ASSY-CONNECTING		4
92015	92015-1311	NUT,FLANGED,8MM		16
92028	92028-1806 (OPTION)	BUSHING,CONNECTING ROD,WHITE		2
92028A	92028-1807 (OPTION)	BUSHING,CRANKCASE,YELLOW		2
92028B	92028-1808 (OPTION)	BUSHING,CRANKCASE,WHITE		2
92028C	92028-1809 (OPTION)	BUSHING,CRANKCASE,YELLOW		2
92028D	92028-1810 (OPTION)	BUSHING,CRANKCASE,WHITE		2
92033	92033-1099	RING-SNAP,20.5X1.2		24
92150	92150-1216	BOLT,CONNECTING ROD,8MM		16
92151	92151-1184 (OPTION)	BOLT,ROD-ASSY-CONNECTING		8

This catalog covers:

'98 ZX750-NR3 Engine

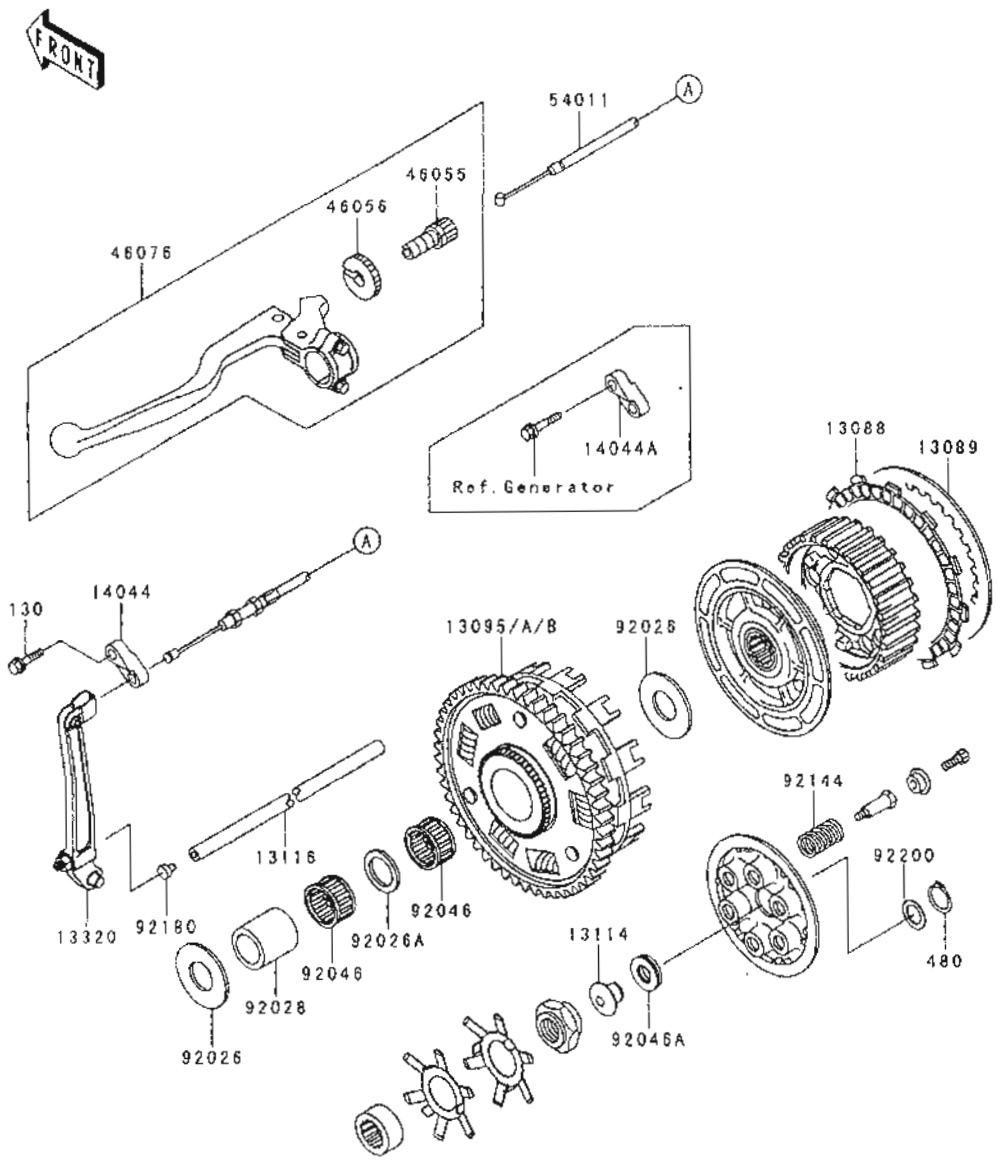
GRID NO. **B-9**

This grid covers:

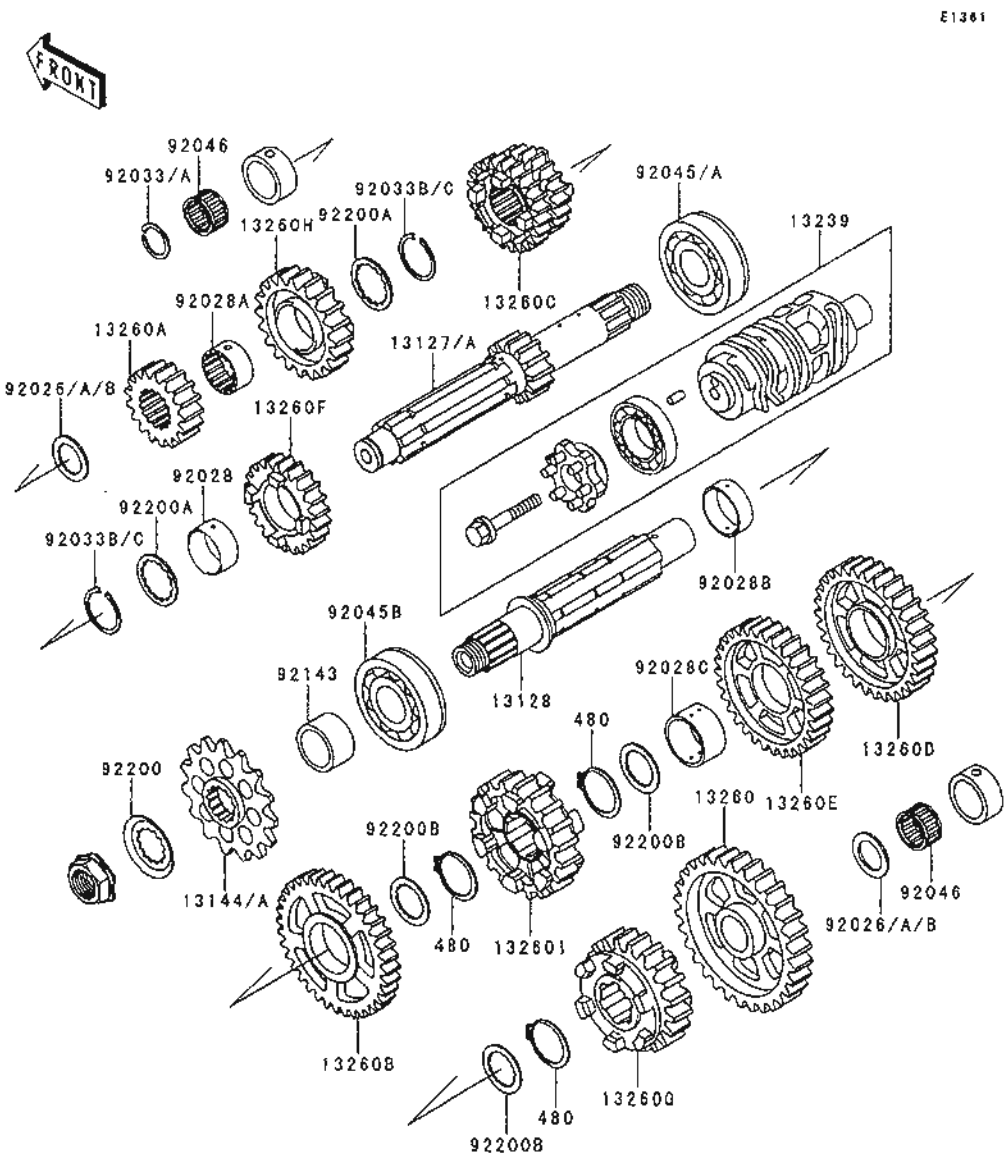
Clutch (2)

DEC. 3,1997

E1350



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '98 NR3
13088	13088-1087	PLATE-FRICTI		
13089	13089-026	PLATE-CLUTC		
13095	13095-1331 (OPTION)	HOUSING-COM		
13095A	13095-1332	HOUSING-COMI		
13095B	13095-1333 (OPTION)	HOUSING-COMP		
13114	13114-1070 (OPTION)	PUSHER-CLUTCH		
13116	13116-1153 (OPTION)	ROD-PUSH,CLUTCH		
13320	13320-1011 (OPTION)	LEVER-ASSY,CLUTCH		
14044	14044-1086 (OPTION)	HOLDER-CABLE,CLUTC		
14044A	14044-1090 (OPTION)	HOLDER-CABLE,FOR G		1
46055	46055-009 (OPTION)	SCREW,CABLE ADJUST,8MM		1
46056	46056-006 (OPTION)	NUT,CABLE ADJUST		1
46076	46076-1204 (OPTION)	LEVER-ASSY-GRIP,CLUTCH		1
54011	54011-1354 (OPTION)	CABLE-CLUTCH		1
92026	92026-1422	SPACER,CLUTCH,25X46X4.4		2
92026A	92026-1469	SPACER,CLUTCH,32X37X1.9		1
92028	92028-1759	BUSHING,CLUTCH,25X32X36.4		1
92046	92046-1215	BEARING-NEEDLE		2
92046A	92046-1253 (OPTION)	BEARING-NEEDLE,PUSHER		1
92144	92144-1904	SPRING,CLUTCH,BLUE		6
92180	92180-1197 (OPTION)	SHIM,CLUTCH PUSH ROD,T=3.0		1
92200	92200-1350 (OPTION)	WASHER,PUSHER		1
130	130G0825 (OPTION)	BOLT-FLANGED,8X25		1
480	480J1500 (OPTION)	CIRCLIP-TYPE-C,15MM		1



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '98 NR3
13127	13127-1250 (OPTION)	SHAFT-TRANSMISSION INPUT,17T		1
13127A	13127-1256	SHAFT-TRANSMISSION INPUT,16T		1
13128	13128-1209 (OPTION)	SHAFT-TRANSMISSION OUTPUT		1
13144	13144-1173 (OPTION)	SPROCKET-OUTPUT,16T(#520)		1
13144A	13144-1174 (OPTION)	SPROCKET-OUTPUT,17T(#520)		1
13239	13239-1194 (OPTION)	DRUM-ASSY-CHANGE		1
13260	13260-1337 (OPTION)	GEAR,OUTPUT,LOW,42T		1
13260A	13260-1338 (OPTION)	GEAR,INPUT,2ND,18T		1
13260B	13260-1339 (OPTION)	GEAR,OUTPUT,2ND,37T		1
13260C	13260-1340 (OPTION)	GEAR,INPUT,3RD&4TH,20T/26T		1
13260D	13260-1341 (OPTION)	GEAR,OUTPUT,3RD,35T		1
13260E	13260-1342 (OPTION)	GEAR,OUTPUT,4TH,41T		1
13260F	13260-1343 (OPTION)	GEAR,INPUT,5TH,22T		1
13260G	13260-1344 (OPTION)	GEAR,OUTPUT,5TH,32T		1
13260H	13260-1345 (OPTION)	GEAR,INPUT,TOP,25T		1
13260I	13260-1346 (OPTION)	GEAR,OUTPUT,TOP,35T		1
92026	92026-1224 (OPTION)	SPACER,22X35.5X2.1		2
92026A	92026-1225 (OPTION)	SPACER,22X35.5X2.4		2
92026B	92026-1226 (OPTION)	SPACER,22X35.5X1.8		2
92028	92028-1705 (OPTION)	BUSHING,INPUT GEAR,5TH		1
92028A	92028-1706 (OPTION)	BUSHING,INPUT GEAR,TOP		1
92028B	92028-1707 (OPTION)	BUSHING,OUTPUT GEAR,2ND		1

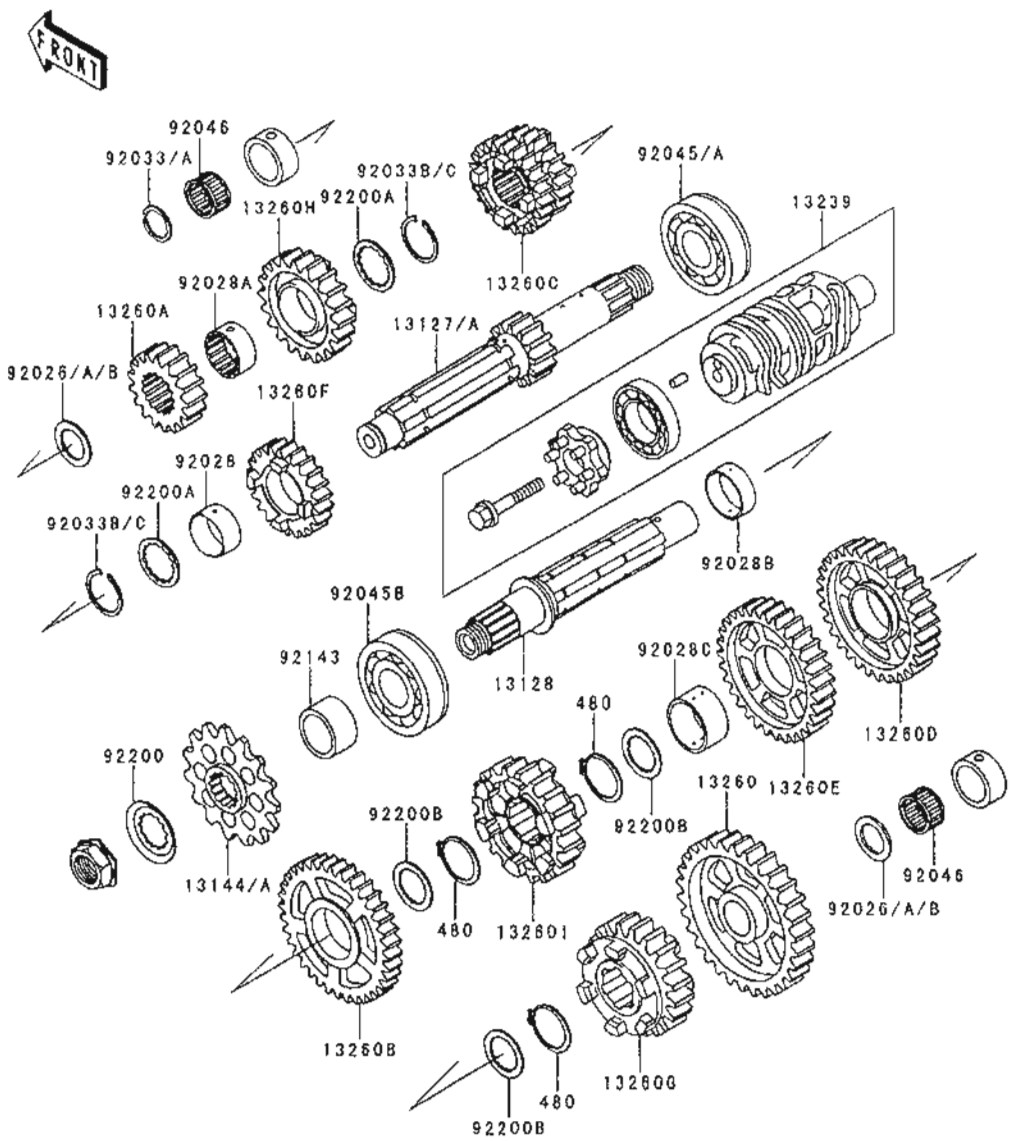
This catalog covers:

'98 ZX750-NR3 Engine

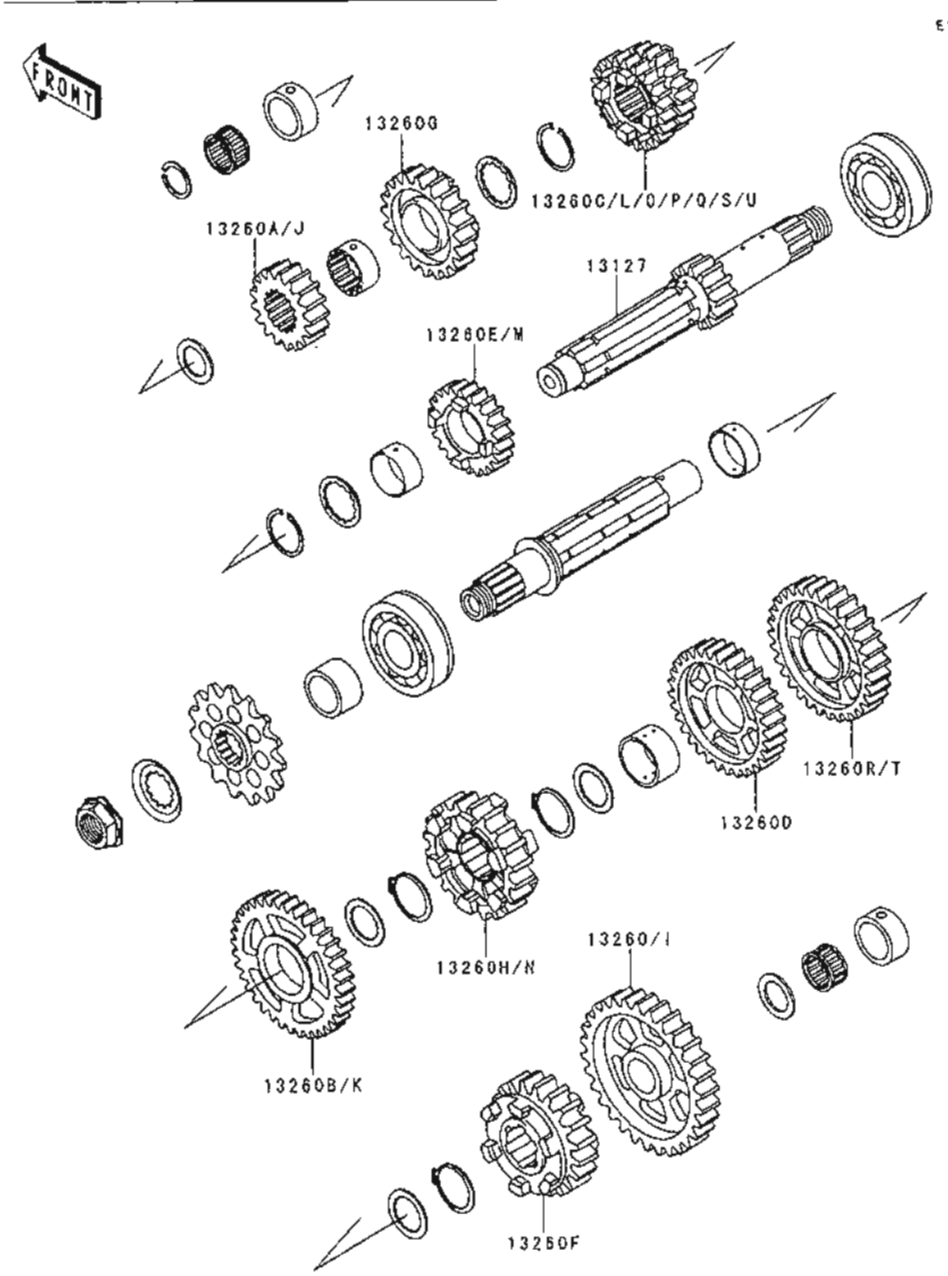
GRID NO. **B-11** *This grid covers:*

Transmission(2/2)(A Type)

E1361



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '98	NR3
92028C	92028-1708 (OPTION)	BUSHING,OUTPUT GEAR,3RD&4TH		1	
92033	92033-025	RING-SNAP,20X25.5X1.2		1	
92033A	92033-025 (OPTION)	RING-SNAP,20X25.5X1.2		1	
92033B	92033-1037	RING-SNAP,25.9MM		2	
92033C	92033-1037 (OPTION)	RING-SNAP,25.9MM		2	
92045	92045-1224	BEARING-BALL,6305N2SH2		1	
92045A	92045-1224 (OPTION)	BEARING-BALL,6305N2SH2		1	
92045B	92045-1323 (OPTION)	BEARING-BALL,5305X		1	
92046	92046-031 (OPTION)	BEARING-NEEDLE,FWF-223014		2	
92143	92143-1788 (OPTION)	COLLAR,ENGINE SPROCKET		1	
92200	92200-1065 (OPTION)	WASHER		3	
92200A	92200-1183 (OPTION)	WASHER,INPUT		2	
92200B	92200-1184 (OPTION)	WASHER,OUTPUT		3	
480	480J2900 (OPTION)	CIRCLIP		3	



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '98 NR3
13127	13127-1251 (OPTION)	SHAFT-TRANSMISSION INPUT,20T(C)		1
13260	13260-1347 (OPTION)	GEAR,OUTPUT,LOW,43T(B)		1
13260A	13260-1348 (OPTION)	GEAR,INPUT,2ND,19T(B)		1
13260B	13260-1349 (OPTION)	GEAR,OUTPUT,2ND,40T(B)		1
13260C	13260-1350 (OPTION)	GEAR,INPUT,3RD&4TH,20T&23T(A-B)		1
13260D	13260-1351 (OPTION)	GEAR,OUTPUT,4TH,37T(B)		1
13260E	13260-1352 (OPTION)	GEAR,INPUT,5TH,27T(B)		1
13260F	13260-1353 (OPTION)	GEAR,OUTPUT,5TH,40T(B)		1
13260G	13260-1354 (OPTION)	GEAR,INPUT,TOP,28T(B)		1
13260H	13260-1355 (OPTION)	GEAR,OUTPUT,TOP,40T(B)		1
13260I	13260-1356 (OPTION)	GEAR,OUTPUT,LOW,48T(C)		1
13260J	13260-1357 (OPTION)	GEAR,INPUT,2ND,20T(C)		1
13260K	13260-1358 (OPTION)	GEAR,OUTPUT,2ND,40T(C)		1
13260L	13260-1359 (OPTION)	GEAR,INPUT,3RD&4TH,20T&24T(A-C)		1
13260M	13260-1360 (OPTION)	GEAR,INPUT,5TH,28T(C)		1
13260N	13260-1361 (OPTION)	GEAR,OUTPUT,TOP,34T(C)		1
13260O	13260-1550 (OPTION)	GEAR,INPUT,3RD&4TH,22T&27T(B-D)		1
13260P	13260-1561 (OPTION)	GEAR,INPUT,3RD&4TH,22T&20T(B-E)		1
13260Q	13260-1589 (OPTION)	GEAR,INPUT,3RD&4TH,22T&26T(B-A)		1
13260R	13260-1590 (OPTION)	GEAR,OUTPUT,3RD,39T(B)		1
13260S	13260-1591 (OPTION)	GEAR,INPUT,3RD&4TH,22T&23T(B-B)		1
13260T	13260-1592 (OPTION)	GEAR,OUTPUT,3RD,38T(C)		1

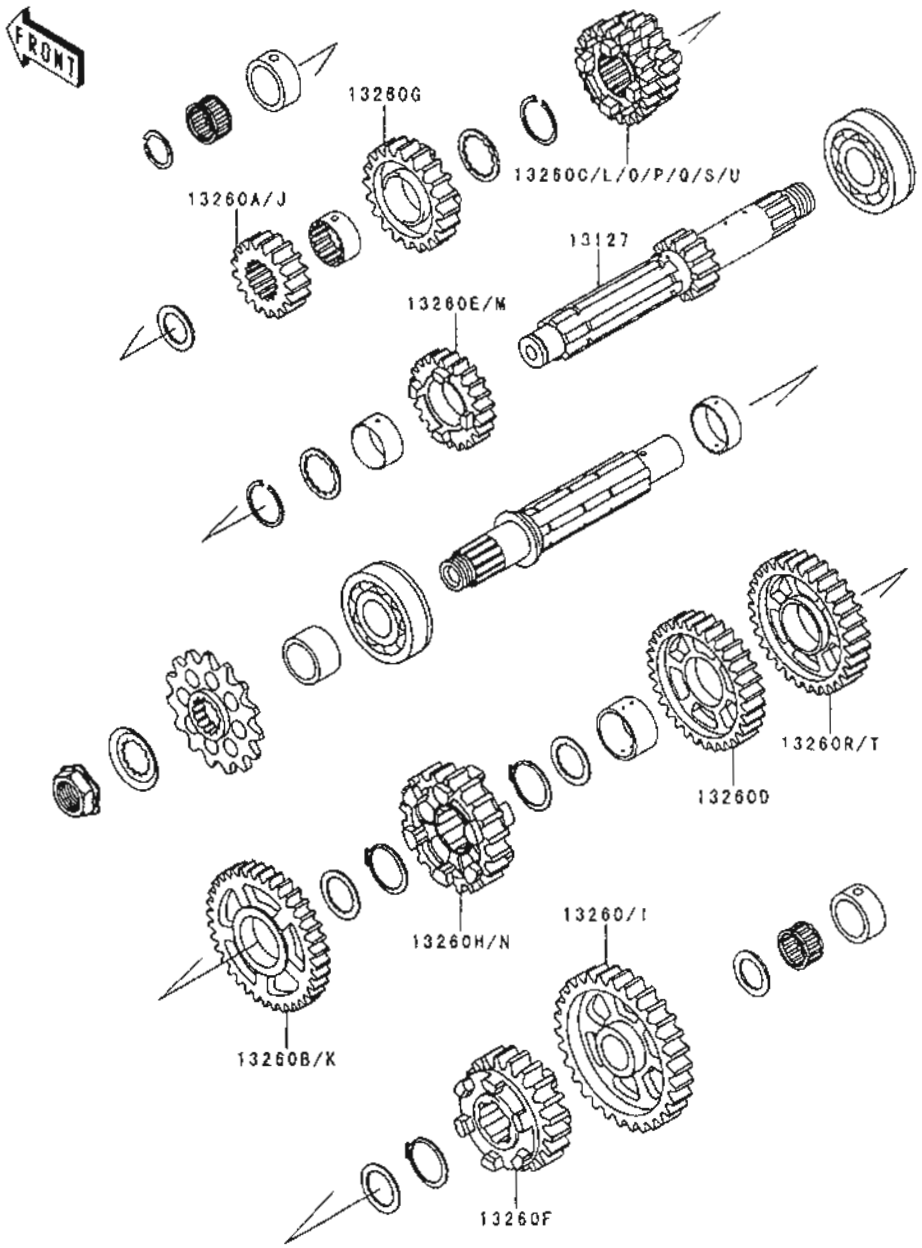
This catalog covers:

'98 ZX750-NR3 Engine

GRID NO. **B-13**

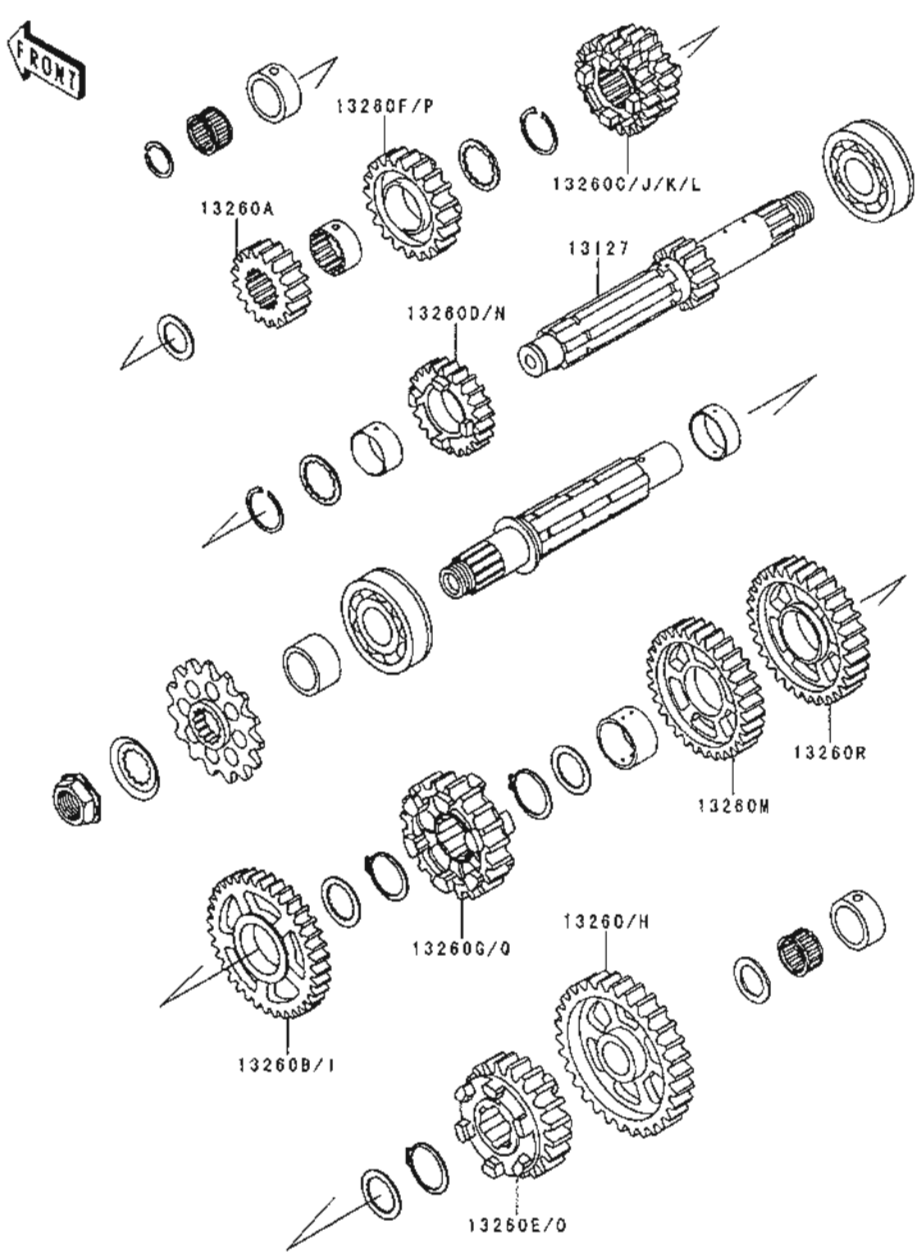
This grid covers:

Transmission(2/2)(B/C Type)



E1361A

Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '98	Quantity-ZX750 NR3
13260U	13260-1593 (OPTION)	GEAR,INPUT,3RD&4TH,22T&24T(B-C)		1	



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '98	NR3
13127	13127-1248 (OPTION)	SHAFT-TRANSMISSION INPUT,19T(E)		1	
13260	13260-1546 (OPTION)	GEAR,OUTPUT,LOW,47T(D)		1	
13260A	13260-1547 (OPTION)	GEAR,INPUT,2ND,23T(D)		1	
13260B	13260-1548 (OPTION)	GEAR,OUTPUT,2ND,45T(D)		1	
13260C	13260-1549 (OPTION)	GEAR,INPUT,3RD&4TH,20T&27T(D)		1	
13260D	13260-1552 (OPTION)	GEAR,INPUT,5TH,25T(D)		1	
13260E	13260-1553 (OPTION)	GEAR,OUTPUT,5TH,35T(D)		1	
13260F	13260-1554 (OPTION)	GEAR,INPUT,TOP,23T(D)		1	
13260G	13260-1555 (OPTION)	GEAR,OUTPUT,TOP,31T(D)		1	
13260H	13260-1556 (OPTION)	GEAR,OUTPUT,LOW,49T(E)		1	
13260I	13260-1557 (OPTION)	GEAR,OUTPUT,2ND,41T(E)		1	
13260J	13260-1558 (OPTION)	GEAR,INPUT,3RD&4TH,21T&20T(E-E)		1	
13260K	13260-1559 (OPTION)	GEAR,INPUT,3RD&4TH,21T&26T(E-A)		1	
13260L	13260-1560 (OPTION)	GEAR,INPUT,3RD&4TH,21T&23T(E-B)		1	
13260M	13260-1562 (OPTION)	GEAR,OUTPUT,4TH,33T(E)		1	
13260N	13260-1563 (OPTION)	GEAR,INPUT,5TH,27T(E)		1	
13260O	13260-1564 (OPTION)	GEAR,OUTPUT,5TH,41T(E)		1	
13260P	13260-1565 (OPTION)	GEAR,INPUT,TOP,24T(E)		1	
13260Q	13260-1566 (OPTION)	GEAR,OUTPUT,TOP,35T(E)		1	
13260R	13260-1594 (OPTION)	GEAR,OUTPUT,3RD,34T(D)		1	

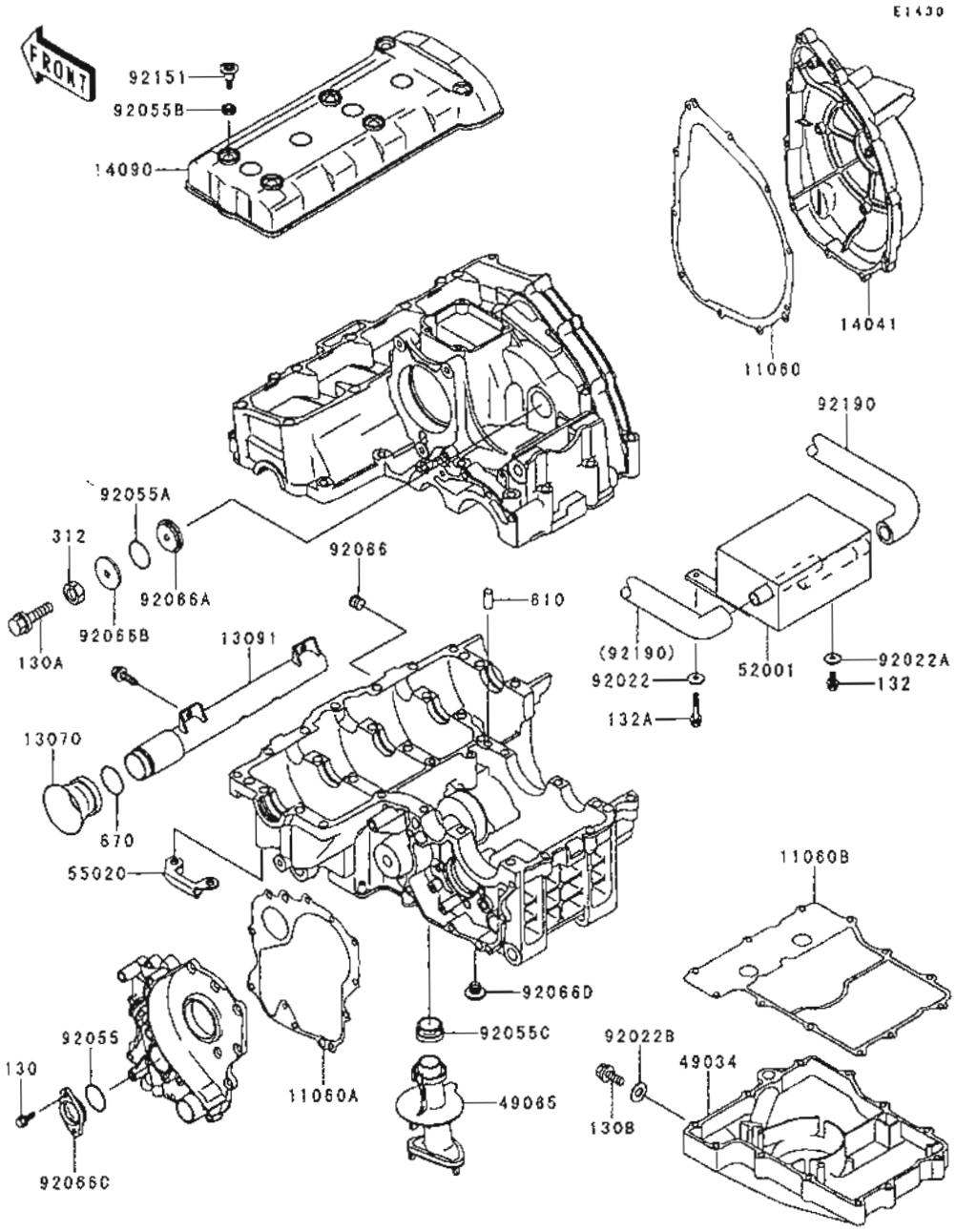
This catalog covers:

'98 ZX750-NR3 Engine

GRID NO. **C-3**

This grid covers:

Engine Cover(s)(1/2)



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '98 NR3
11060	11060-1723	GASKET,CLUTCH COVER		5
11060A	11060-1724	GASKET,TRANSMISSION COVER		5
11060B	11060-1783	GASKET,OIL PAN		5
13070	13070-1299 (OPTION)	GUIDE,AIR JACK		1
13091	13091-1965 (OPTION)	HOLDER,AIR JACK		1
14041	14041-1122 (OPTION)	COVER-COMP,CLUTCH		1
14090	14090-1712 (OPTION)	COVER,HEAD		1
49034	49034-1120 (OPTION)	PAN-OIL		1
49065	49065-1079	FILTER-OIL		1
52001	52001-1095 (OPTION)	TANK-OIL		1
55020	55020-1616	GUARD,CRANKCASE,LH		1
92022	92022-1369	WASHER,6.2X18X1.2		2
92022A	92022-1976 (OPTION)	WASHER,6MM		1
92022B	92022-215 (OPTION)	WASHER,10.5X22X1.6		1
92055	92055-091 (OPTION)	RING-O		1
92055A	92055-1262	RING-O,24.4MM		1
92055B	92055-1352 (OPTION)	RING-O,HEAD COVER BOLT		6
92055C	92055-1503	RING-O		1
92066	92066-059	PLUG,OIL LINE,1/8X7		1
92066A	92066-1332	PLUG,STARTER HOLE		1
92066B	92066-1333	PLUG,STARTER HOLE		1
92066C	92066-1447	PLUG,SWITCH HOLE		1
92066D	92066-1468	PLUG		1
92151	92151-1076 (OPTION)	BOLT		6
92190	92190-1472	TUBE		1
130	130G0514	BOLT-FLANGED		2
130A	130G0625	BOLT-FLANGED,6X25		1
130B	130G1014 (OPTION)	BOLT-FLANGED,10X14		1
132	132G0610 (OPTION)	BOLT-FLANGED-SMALL		1

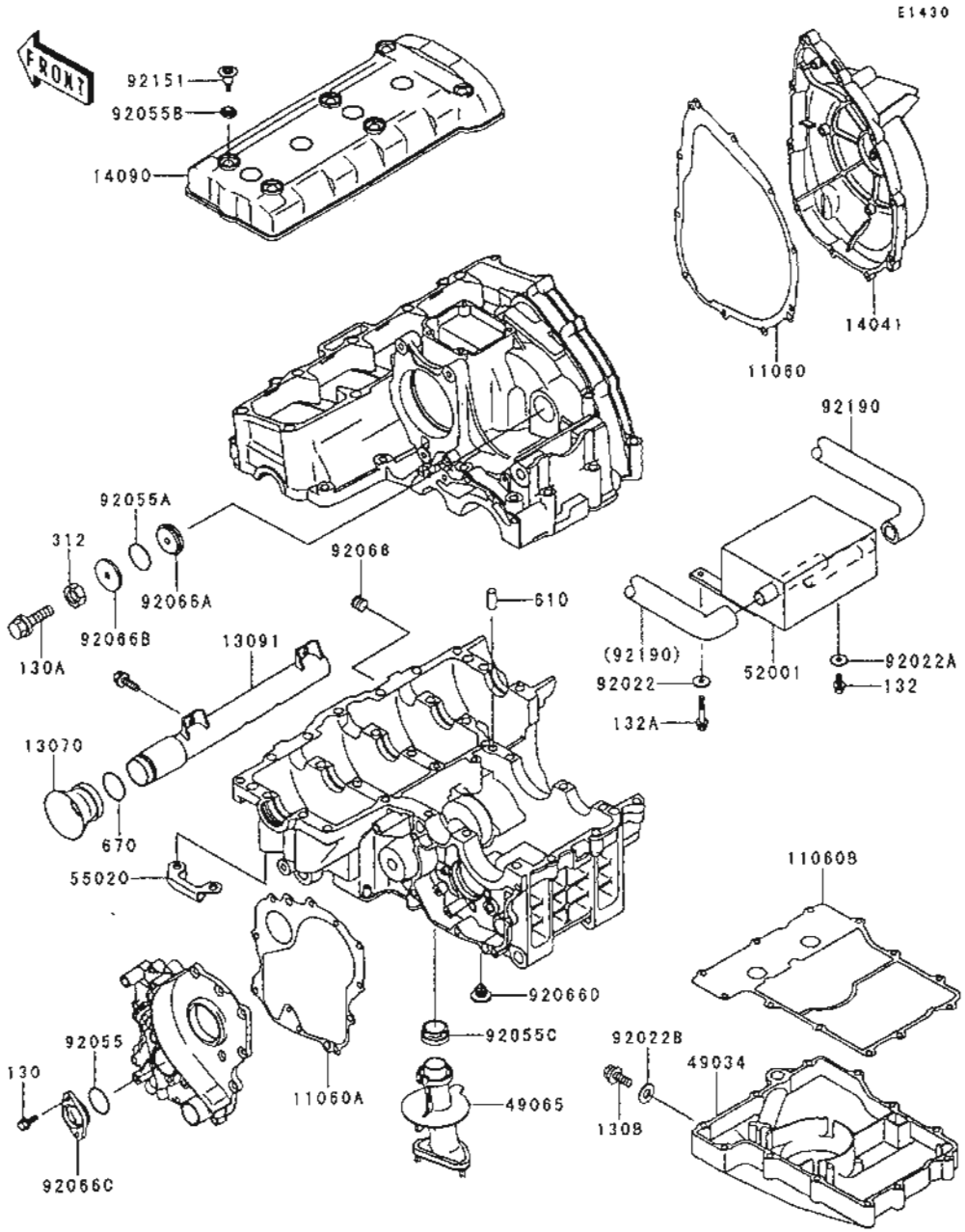
This catalog covers:

'98 ZX750-NR3 Engine

GRID NO. **C-4**

This grid covers:

Engine Cover(s)(2/2)



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '98	NR3
132A	132G0630	BOLT-FLANGED-SMALL		2	
312	312B0600	NUT-HEX,6MM		1	
610	610A0812	ROLLER,8X12		1	
670	670B3034	O RING		1	
	(OPTION)				

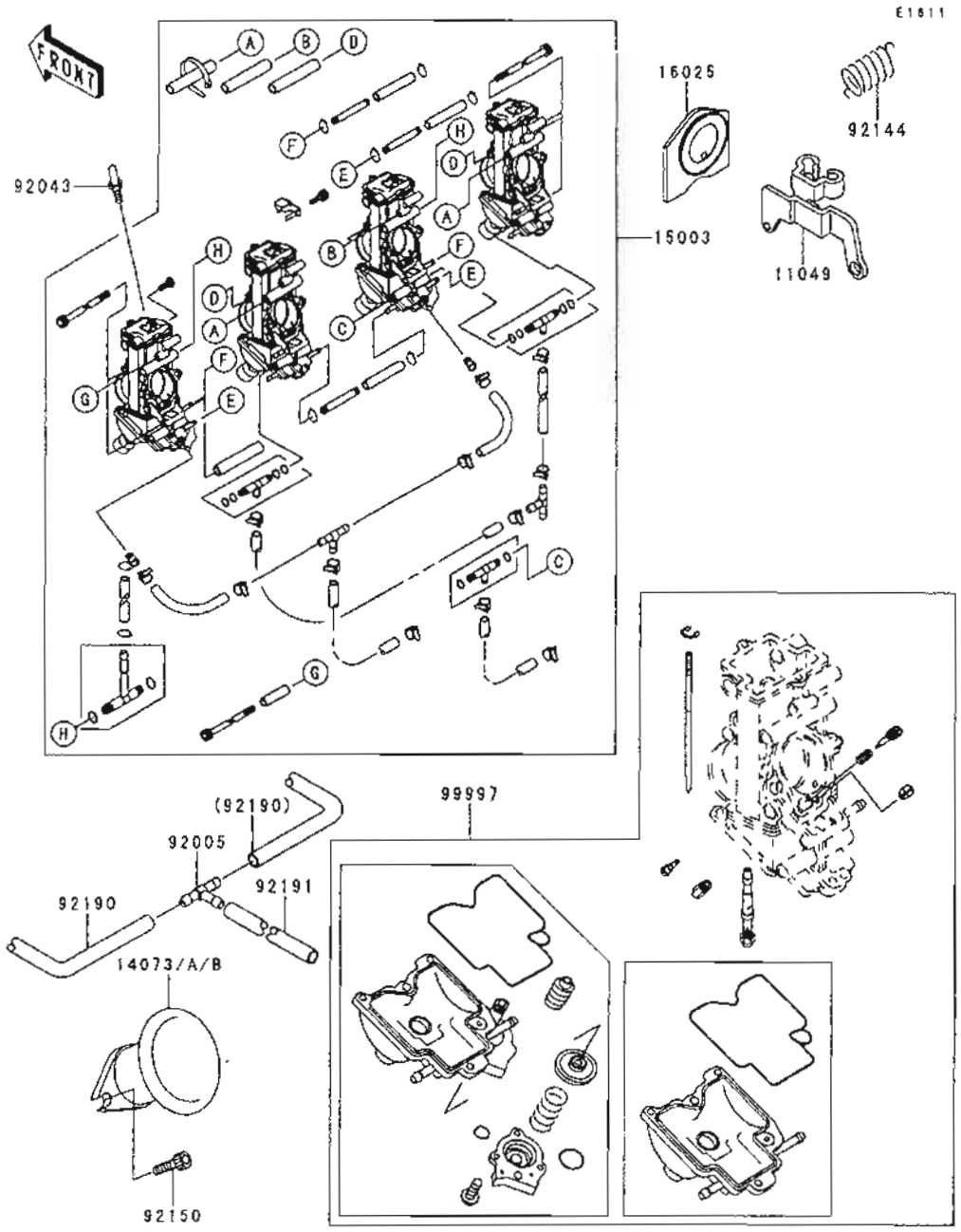
This catalog covers:

'98 ZX750-NR3 Engine

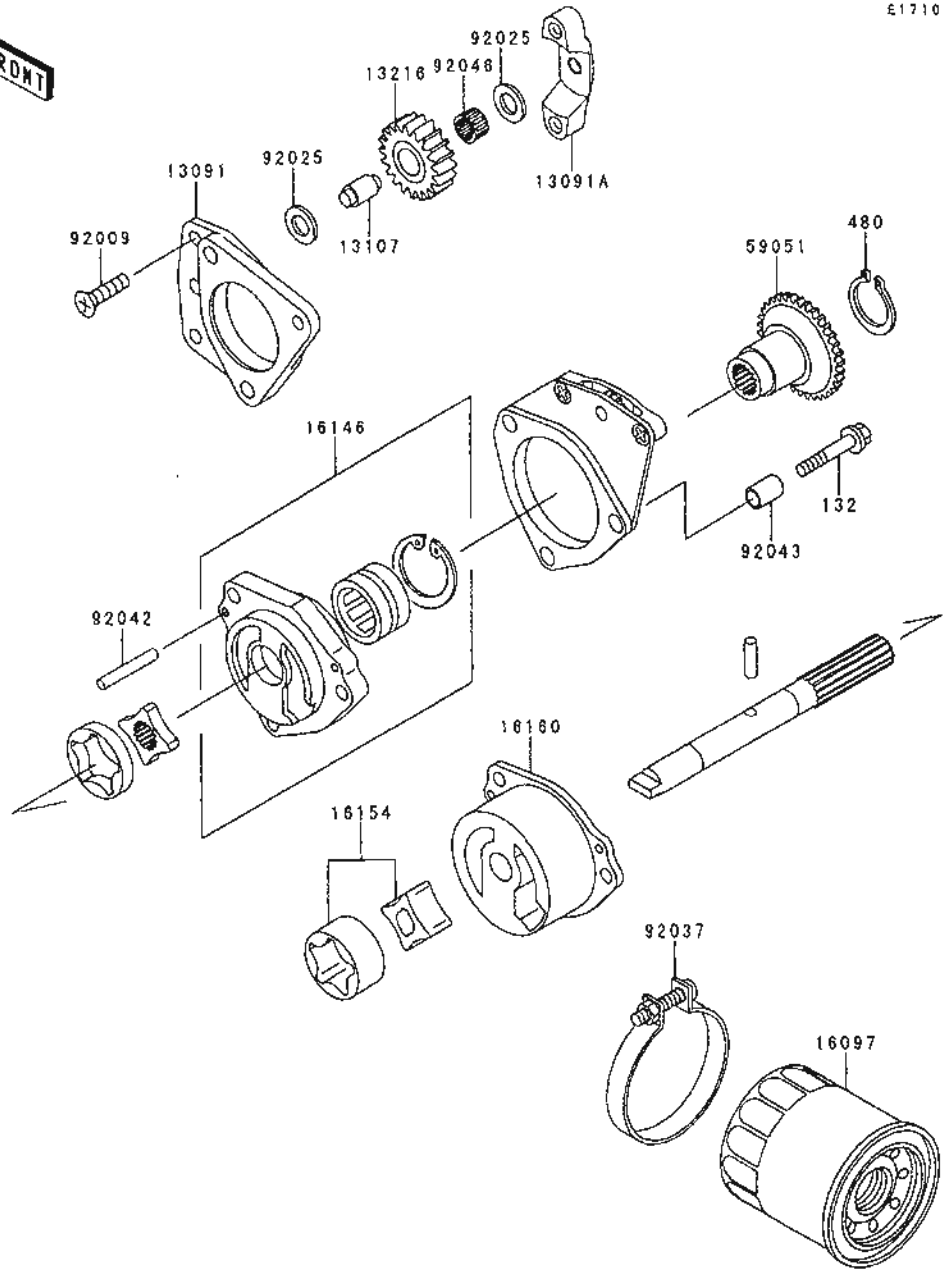
GRID NO. **C-5**

This grid covers:

Carburetor



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '98 NR3
11049	11049-1889 (OPTION)	BRACKET,CARB THROTTLE CABLE		1
14073	14073-1464 (OPTION)	DUCT,L=50		4
14073A	14073-1518 (OPTION)	DUCT,L=35		4
14073B	14073-1667 (OPTION)	DUCT,L=20		4
15003	15003-1291 (OPTION)	CARBURETOR-ASSY,FVKD39		1
16025	16025-1188 (OPTION)	VALVE-THROTTLE		4
92005	92005-1304	FITTING	-	1
92043	92043-1562 (OPTION)	PIN,JPN		1
92144	92144-1734 (OPTION)	SPRING		1
92150	92150-1429 (OPTION)	BOLT		8
92190	92190-1563	TUBE,TAP-FILTER	-	1
92191	92191-1102	TUBE,9X15X400		1
99997	99997-1084	KIT-CARBURETOR		1



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '98	Quantity-ZX750 NR3
13091	13091-1941	HOLDER		1	
13091A	13091-1942	HOLDER		1	
13107	13107-1353	SHAFT		1	
13216	13216-1156	GEAR-COMP		1	
16097	16097-1063	FILTER-OIL		1	
16146	16146-1176	COVER-ASSY		1	
16154	16154-1102	ROTOR-PUMP,SET		1	
16160	16160-1192	BODY,OIL PUMP		1	
59051	59051-1315	GEAR-SPUR,OIL PUMP,29T		1	
92009	92009-1041	SCREW,COUNTERSUNK,6X16		2	
92025	92025-1780	SHIM		2	
92037	92037-115	CLAMP		3	
92042	92042-014	PIN,DOWEL,4X15.8		1	
92043	92043-1302	PIN,DOWEL,8X10		2	
92046	92046-1245	BEARING-NEEDLE		1	
132	132G0630	BOLT-FLANGED-SMALL		3	
480	480J1500	CIRCLIP-TYPE-C,15MM		5	

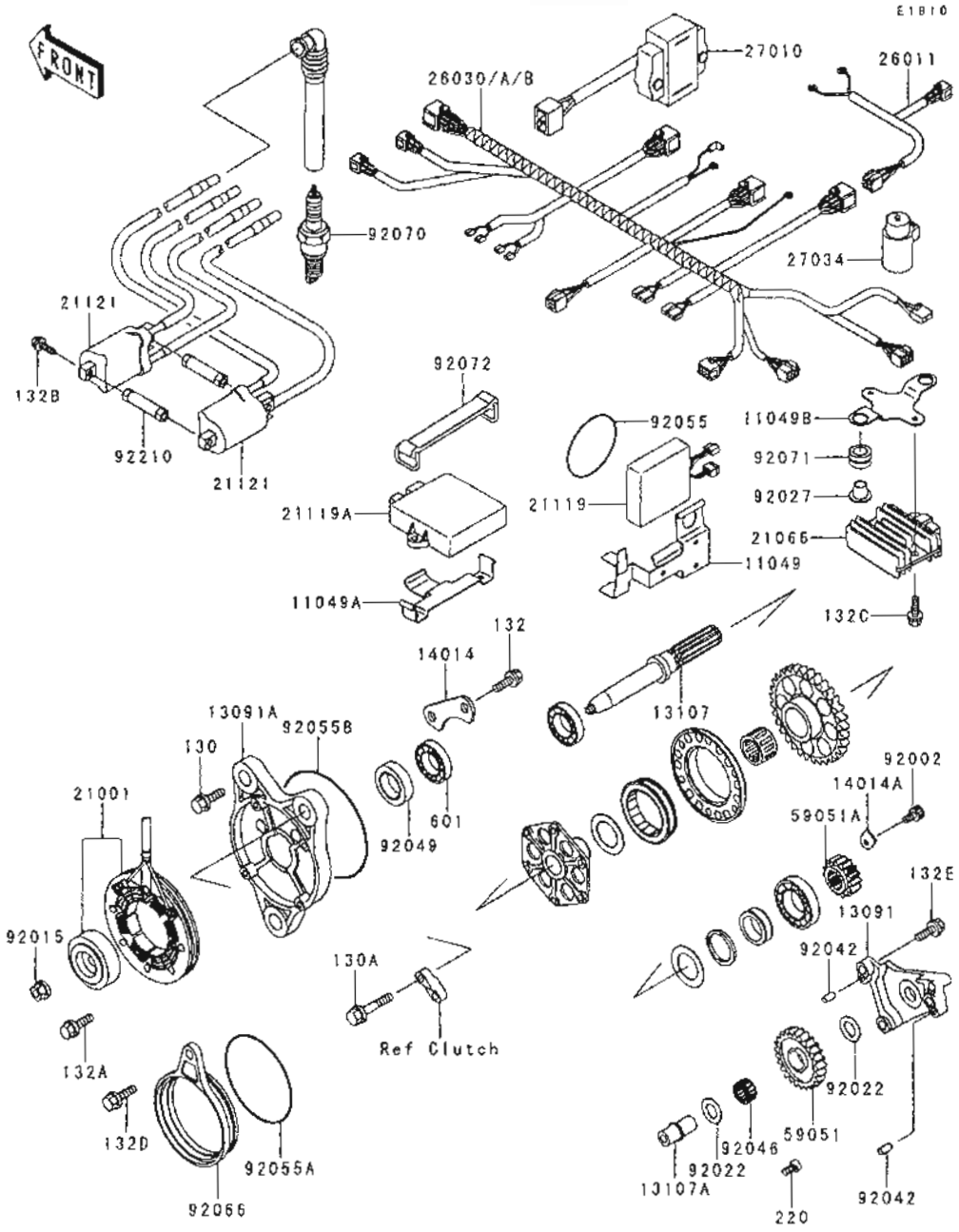
This catalog covers:

'98 ZX750-NR3 Engine

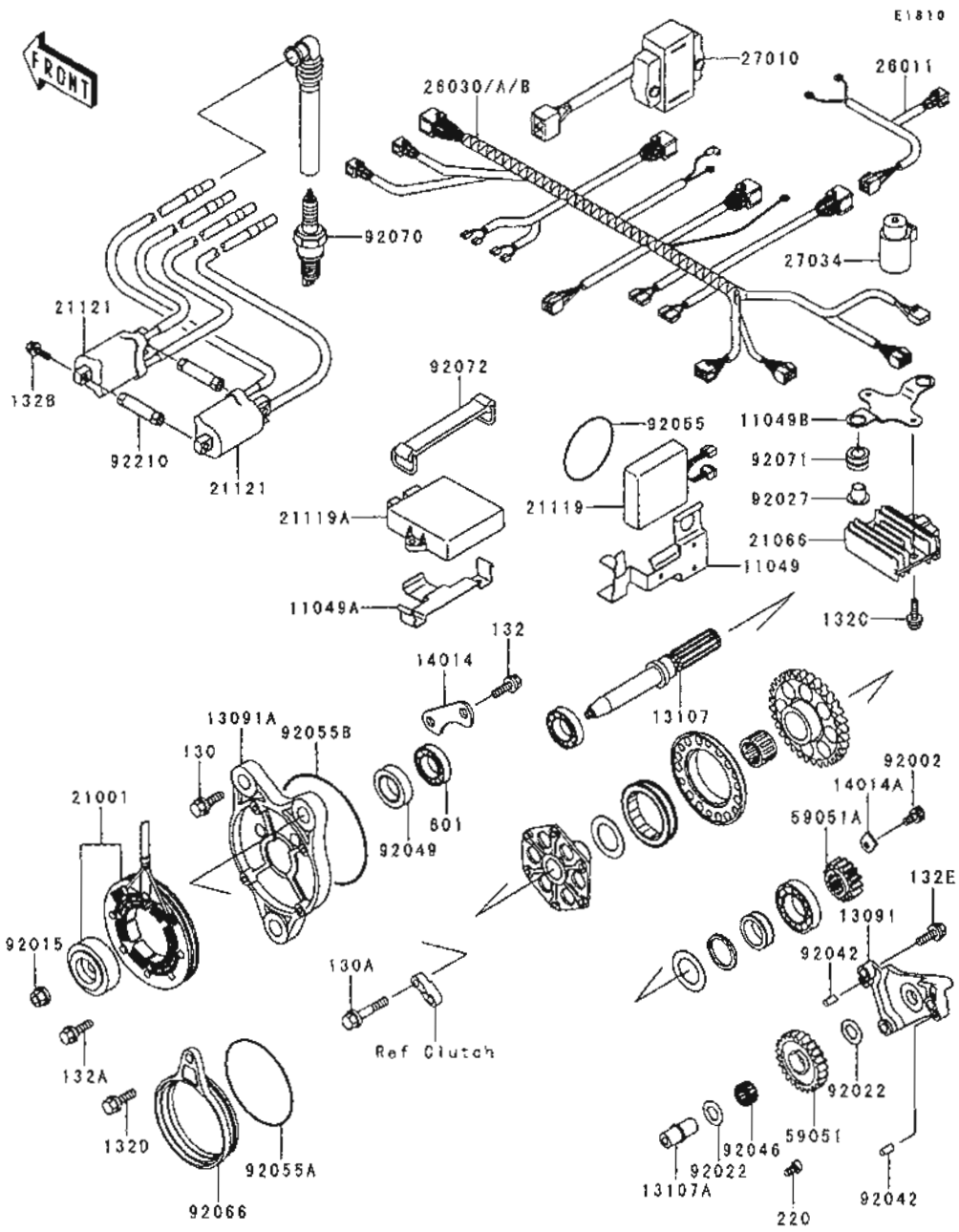
GRID NO. **C-7**

This grid covers:

Generator(1/2)



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '98	NR3
11049	11049-1784	BRACKET		1	
11049A	11049-1785	BRACKET		1	
11049B	11049-1786 (OPTION)	BRACKET		1	
13091	13091-1943 (OPTION)	HOLDER,GEAR		1	
13091A	13091-1964 (OPTION)	HOLDER,GENERATOR		1	
13107	13107-1340 (OPTION)	SHAFT,GENERATOR		1	
13107A	13107-1360 (OPTION)	SHAFT,GEAR		1	
14014	14014-1056 (OPTION)	PLATE-POSITION		1	
14014A	14014-1080 (OPTION)	PLATE-POSITION,ROD		1	
21001	21001-1144 (OPTION)	GENERATOR		1	
21066	21066-1068 (OPTION)	REGULATOR-VOLTAGE		1	
21119	21119-1392	IGNITER,CDI		1	
21119A	21119-1483	IGNITER		1	
21121	21121-1261	COIL-IGNITION		2	
26011	26011-1566	WIRE-LEAD,BATTERY		1	
26030	26030-1478 (OPTION)	HARNESS,FULL TRANSISTOR		1	
26030A	26030-1479	HARNESS,C D I/STD TACHOMETER		1	
26030B	26030-1502 (OPTION)	HARNESS,CDI ENDURO		1	
27010	27010-1306	SWITCH		1	
27034	27034-1056	RELAY		1	
59051	59051-1316 (OPTION)	GEAR-SPUR,IDLE,26T		1	
59051A	59051-1317 (OPTION)	GEAR-SPUR GENERATOR,16T		1	
92002	92002-1796 (OPTION)	BOLT,SOCKET,6X12		1	
92015	92015-1415 (OPTION)	NUT,FLANGED,10MM		1	
92022	92022-272 (OPTION)	WASHER,14.3X24X1		2	
92027	92027-1767 (OPTION)	COLLAR		2	



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '98 NR3
92042	92042-016 (OPTION)	PIN,DOWEL,6X16		2
92046	92046-1249 (OPTION)	BEARING-NEEDLE		1
92049	92049-1028 (OPTION)	SEAL-OIL,TC17317		1
92055	92055-052	RING-O,91.6X3.4		1
92055A	92055-1357	RING-O,74.6X2.4		1
92055B	92055-1496 (OPTION)	RING-O		1
92066	92066-1363	PLUG,GENERATOR HOLE		1
92070	92070-1211	PLUG-SPARK,R0045J-10(NGK)		4
92071	92071-1010 (OPTION)	GROMMET		2
92072	92072-045	BAND,L=90		1
92210	92210-1051	NUT		2
130	130G0825 (OPTION)	BOLT-FLANGED,8X25		2
130A	130G0835 (OPTION)	BOLT-FLANGED,8X35		1
132	132G0614 (OPTION)	BOLT-FLANGED-SMALL		2
132A	132G0620 (OPTION)	BOLT-FLANGED-SMALL		4
132B	132G0625	BOLT-FLANGED-SMALL		4
132C	132G0625 (OPTION)	BOLT-FLANGED-SMALL		2
132D	132G0820	BOLT-FLANGED-SMALL		1
132E	132G0825 (OPTION)	BOLT-FLANGED-SMALL		3
220	220B0612 (OPTION)	SCREW-PAN-CROS,6X12		1
601	601A6203 (OPTION)	BEARING-BALL,#6203		1

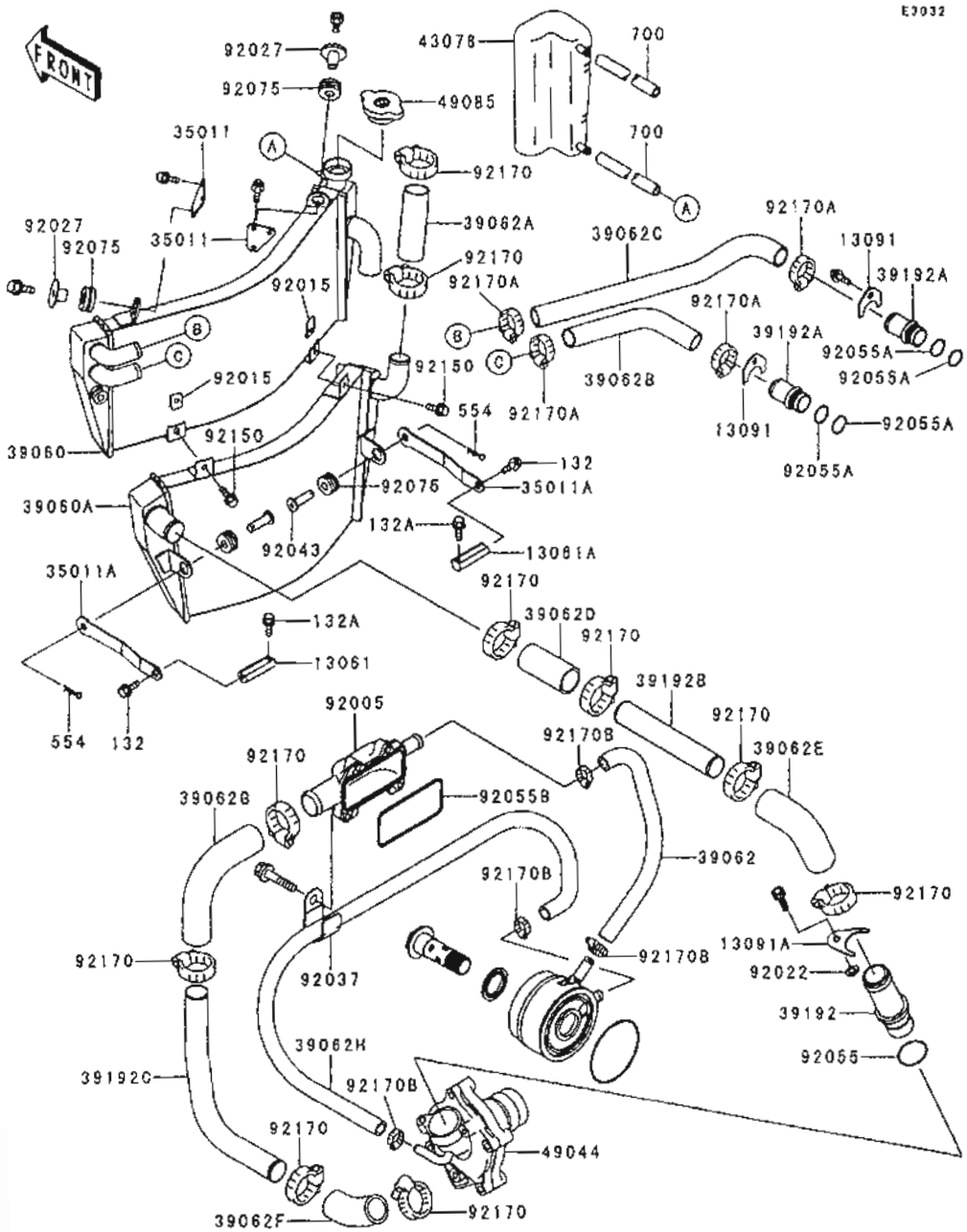
This catalog covers:

'98 ZX750-NR3 Engine

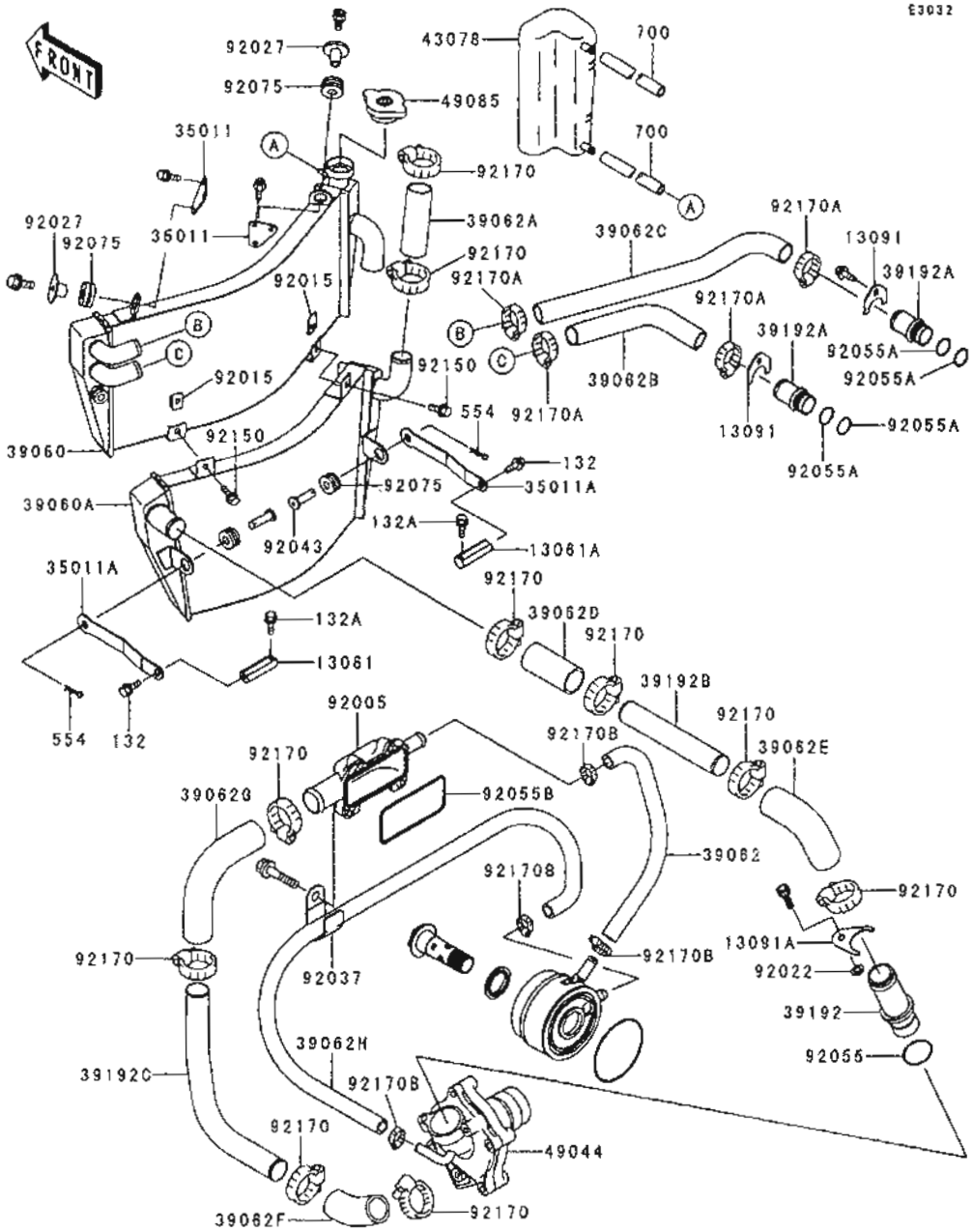
GRID NO. **C-9**

This grid covers:

Radiator(1/2)



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '98 NR3
13061	13061-1574 (OPTION)	BOSS		1
13061A	13061-1575 (OPTION)	BOSS		1
13091	13091-1881 (OPTION)	HOLDER		2
13091A	13091-1882 (OPTION)	HOLDER		1
35011	35011-1780 (OPTION)	STAY		2
35011A	35011-1781 (OPTION)	STAY		2
39060	39060-1151 (OPTION)	RADIATOR,UPP		1
39060A	39060-1152 (OPTION)	RADIATOR,LWR		1
39062	39062-1440 (OPTION)	HOSE-COOLING,FITTING-COOLER		1
39062A	39062-1617 (OPTION)	HOSE-COOLING,RADIATOR UPP-LWR		1
39062B	39062-1689 (OPTION)	HOSE-COOLING,HEAD LH		1
39062C	39062-1690 (OPTION)	HOSE-COOLING,HEAD RH		1
39062D	39062-1691 (OPTION)	HOSE-COOLING,RADIATOR OUT		1
39062E	39062-1692 (OPTION)	HOSE-COOLING,PUMP IN		1
39062F	39062-1693 (OPTION)	HOSE-COOLING,PUMP OUT		1
39062G	39062-1698 (OPTION)	HOSE-COOLING,FITTING		1
39062H	39062-1713 (OPTION)	HOSE-COOLING,COOLER-PUMP		1
39192	39192-1072 (OPTION)	PIPE-WATER,PUMP IN		1
39192A	39192-1073 (OPTION)	PIPE-WATER,HEAD		2
39192B	39192-1097 (OPTION)	PIPE-WATER,RADIATOR-PUMP		1
39192C	39192-1099 (OPTION)	PIPE-WATER,PUMP-CYLINDER		1
43078	43078-1136 (OPTION)	RESERVOIR		1



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '98	NR3
49044	49044-1079 (OPTION)	PUMP-WATER		1	
49085	49085-1066 (OPTION)	CAP-ASSY-PRESSURE		1	
92005	92005-1330 (OPTION)	FITTING,CYLINDER		1	
92015	92015-1487 (OPTION)	NUT		2	
92022	92022-1523 (OPTION)	WASHER,6.5X13X2.0		1	
92027	92027-1183 (OPTION)	COLLAR		2	
92037	92037-1539 (OPTION)	CLAMP,L=45		1	
92043	92043-1436 (OPTION)	PIN		2	
92055	92055-1136 (OPTION)	RING-O,25.7X2.4		1	
92055A	92055-1422 (OPTION)	RING-O		4	
92055B	92055-1545 (OPTION)	RING-O		1	
92075	92075-209 (OPTION)	DAMPER		4	
92150	92150-1186 (OPTION)	BOLT,6X12		2	
92170	92170-1284 (OPTION)	CLAMP,COOLING HOSE		10	
92170A	92170-1285 (OPTION)	CLAMP,COOLING HOSE		4	
92170B	92170-1287 (OPTION)	CLAMP,COOLING HOSE		4	
132	132G0616 (OPTION)	BOLT-FLANGED-SMALL		2	
132A	132G0625 (OPTION)	BOLT-FLANGED-SMALL		2	
554	554A1000 (OPTION)	PIN-SNAP,10MM		2	
700	700Q07600 (OPTION)	TUBE-PVC		2	

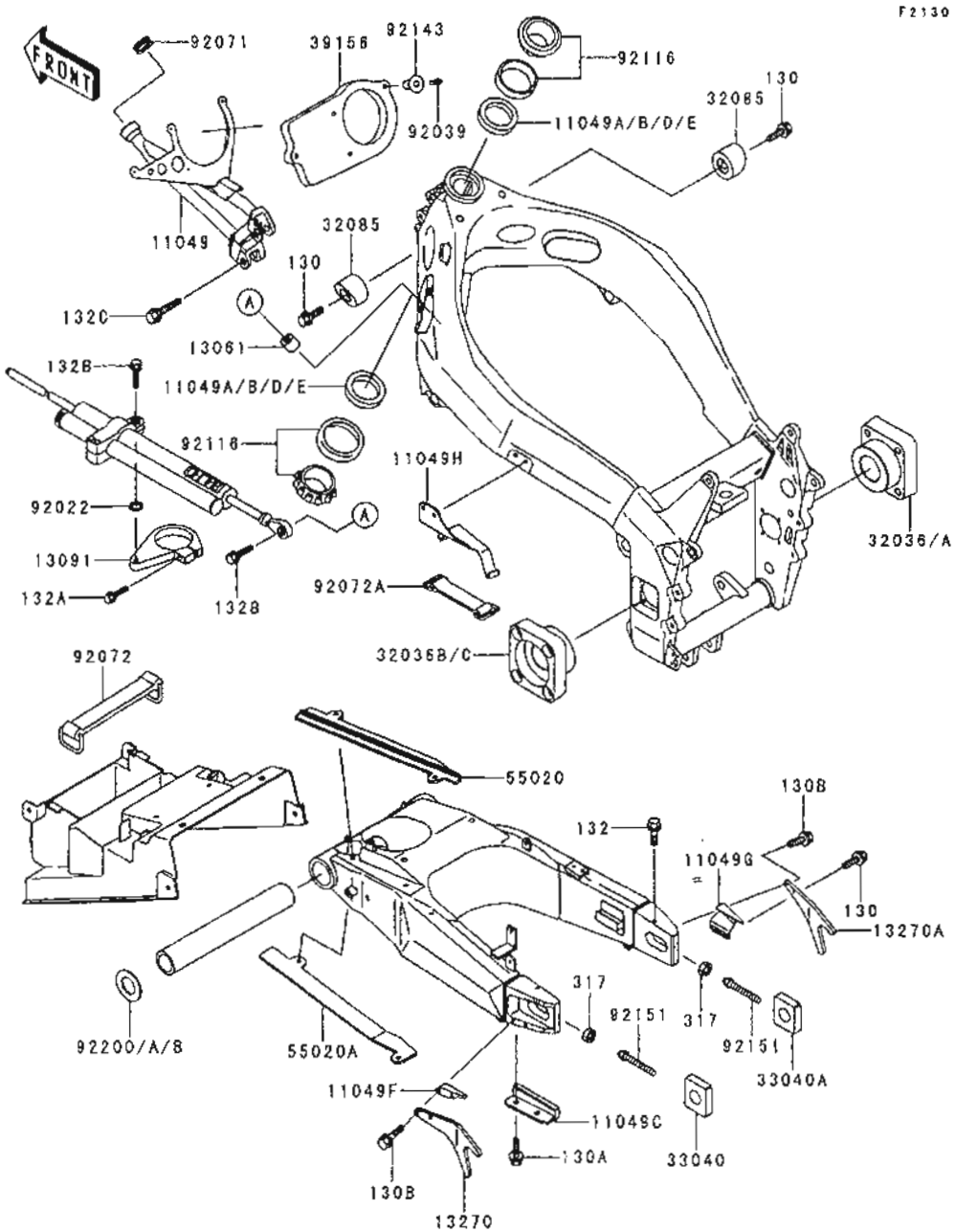
This catalog covers:

'98 ZX750-NR3 Chassis

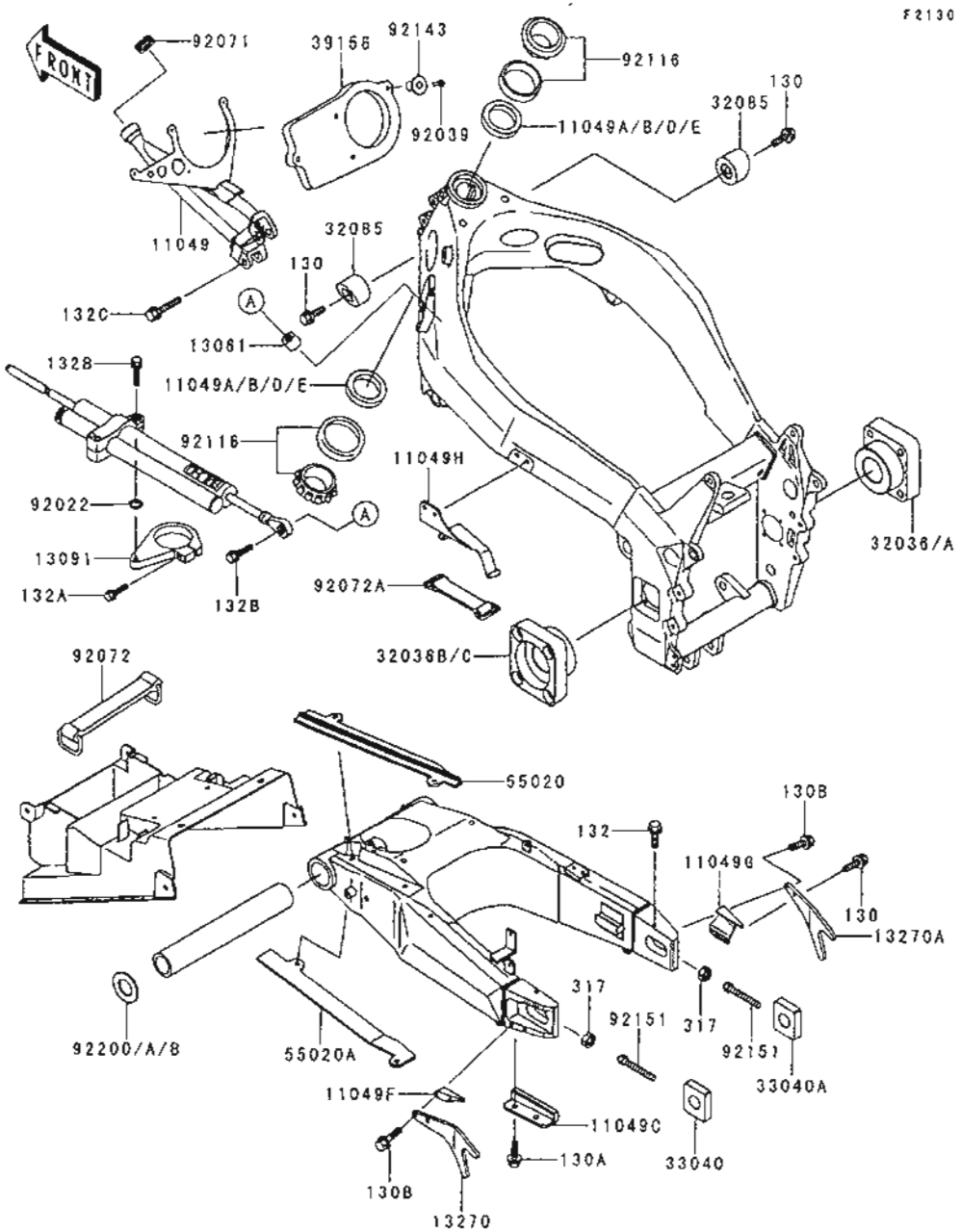
GRID NO. **D-3**

This grid covers:

Frame Fittings(1/2)



Ref. No:	Part No.	Description	Spec Code	Quantity-ZX750 '98	NR3
11049	11049-1563 (OPTION)	BRACKET		1	
11049A	11049-1719 (OPTION)	BRACKET,OFF SET 2MM		2	
11049B	11049-1720 (OPTION)	BRACKET,OFF SET 4MM		2	
11049C	11049-1905 (OPTION)	BRACKET	-	1	
11049D	11049-1919 (OPTION)	BRACKET,CASTER 0 5D		2	
11049E	11049-1920 (OPTION)	BRACKET,CASTER 1 0D		2	
11049F	11049-1937 (OPTION)	BRACKET,GUIDE,LH		1	
11049G	11049-1938 (OPTION)	BRACKET,GUIDE,RH	-	1	
11049H	11049-1974	BRACKET,IG.COIL		1	
13061	13061-1628 (OPTION)	BOSS		1	
13091	13091-1981 (OPTION)	HOLDER,STRG DAMPER,ID=55MM		1	
13270	13270-1816 (OPTION)	PLATE,STAND,LH		1	
13270A	13270-1817 (OPTION)	PLATE,STAND,RH		1	
32036	32036-1275 (OPTION)	BRACKET-SWINGARM,1MM-UP		1	
32036A	32036-1276 (OPTION)	BRACKET-SWINGARM,2MM-UP		1	
32036B	32036-1334 (OPTION)	BRACKET-SWINGARM,1MM-UP		1	
32036C	32036-1335 (OPTION)	BRACKET-SWINGARM,2MM-UP		1	
32085	32085-1420 (OPTION)	STOPPER		2	
33040	33040-1154 (OPTION)	ADJUSTER-CHAIN,LH		1	
33040A	33040-1155 (OPTION)	ADJUSTER-CHAIN,RH		1	
39156	39156-1553 (OPTION)	PAD		1	
55020	55020-1556 (OPTION)	GUARD		1	



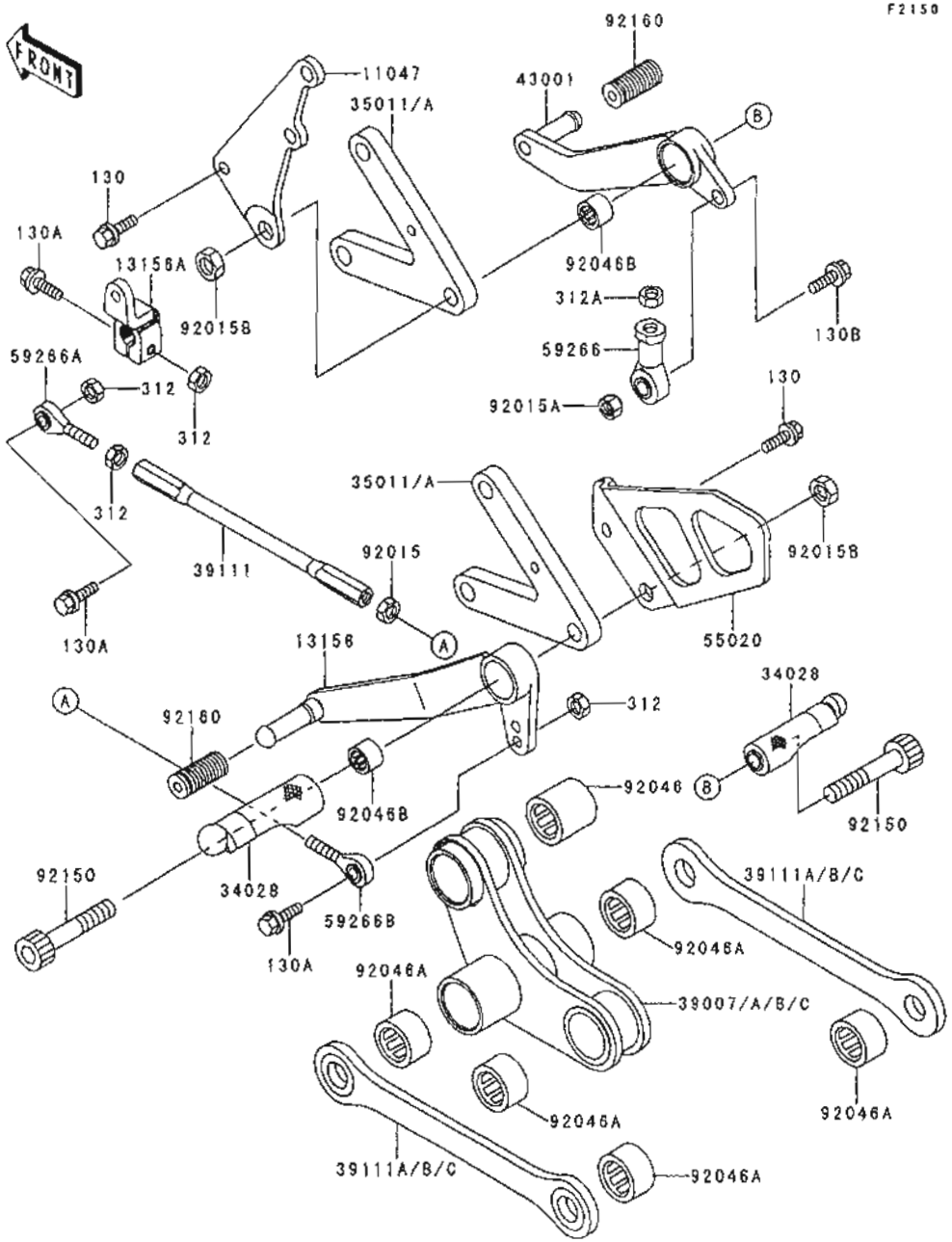
Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '98	NR3
55020A	55020-1557 (OPTION)	GUARD		1	
92022	92022-1028 (OPTION)	WASHER,8.5X13X1		1	
92039	92039-1106 (OPTION)	RIVET		4	
92071	92071-1010 (OPTION)	GROMMET		1	
92072	92072-1044 (OPTION)	BAND,L=150		1	
92072A	92072-1173	BAND,BATTERY,L=105		1	
92116	92116-1072 (OPTION)	BEARING-ROLLER,32907JR-2		2	
92143	92143-1866 (OPTION)	COLLAR		4	
92151	92151-1090 (OPTION)	BOLT		2	
92200	92200-1179 (OPTION)	WASHER,T=0.3		AR	
92200A	92200-1180 (OPTION)	WASHER,T=0.5		AR	
92200B	92200-1181 (OPTION)	WASHER,T=1.0		AR	
130	130G0612 (OPTION)	BOLT-FLANGED,6X12		3	
130A	130G0614 (OPTION)	BOLT-FLANGED,6X14		2	
130B	130G0618 (OPTION)	BOLT-FLANGED,6X18		4	
132	132G0614	BOLT-FLANGED-SMALL		2	
132A	132G0635 (OPTION)	BOLT-FLANGED-SMALL		1	
132B	132G0825 (OPTION)	BOLT-FLANGED-SMALL		2	
132C	132G0835 (OPTION)	BOLT-FLANGED-SMALL		2	
317	317G0800 (OPTION)	NUT-HEX-SMALL,8MM		2	

This catalog covers:

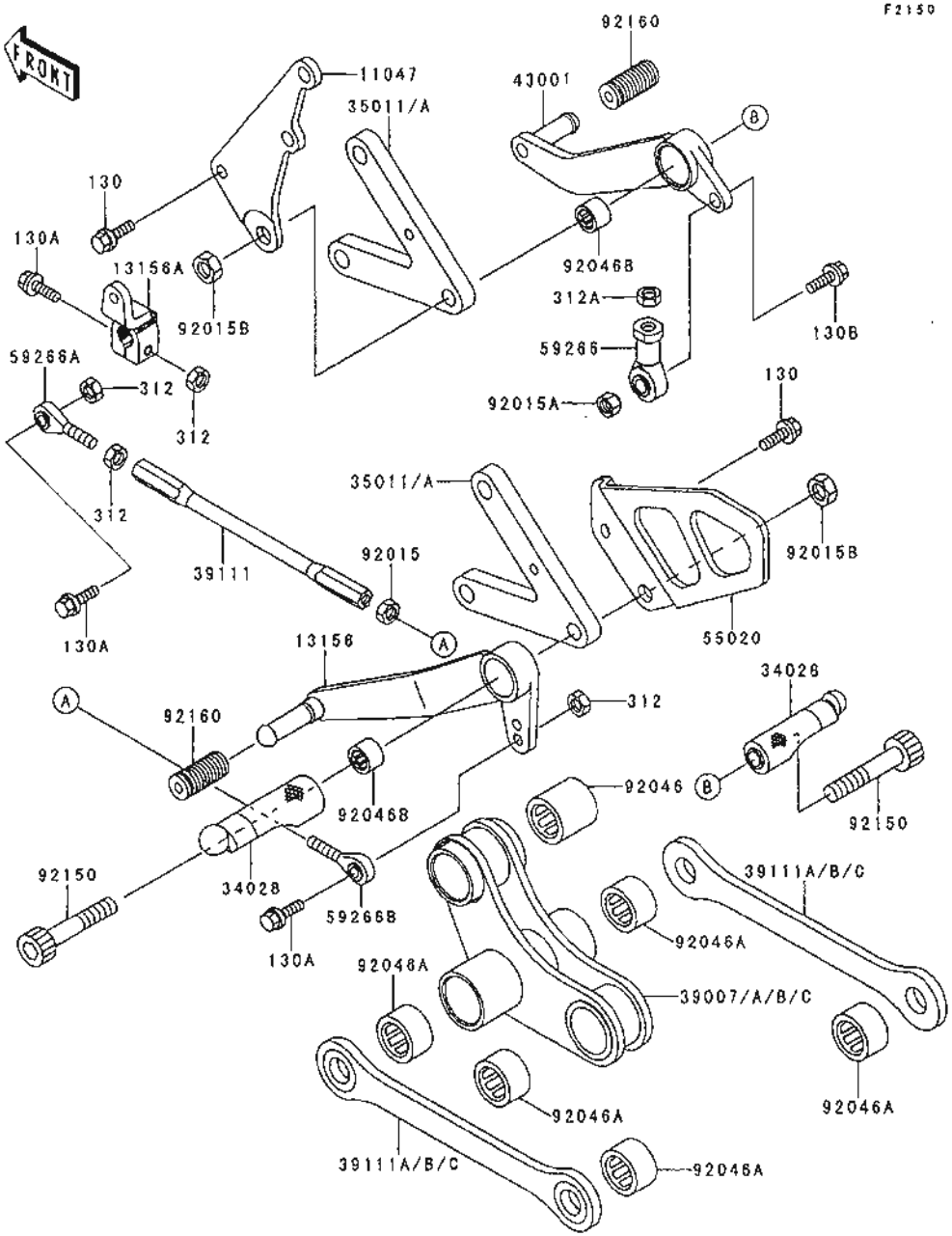
'98 ZX750-NR3 Chassis

GRID NO. **D-5** *This grid covers:*

Suspension(1/2)

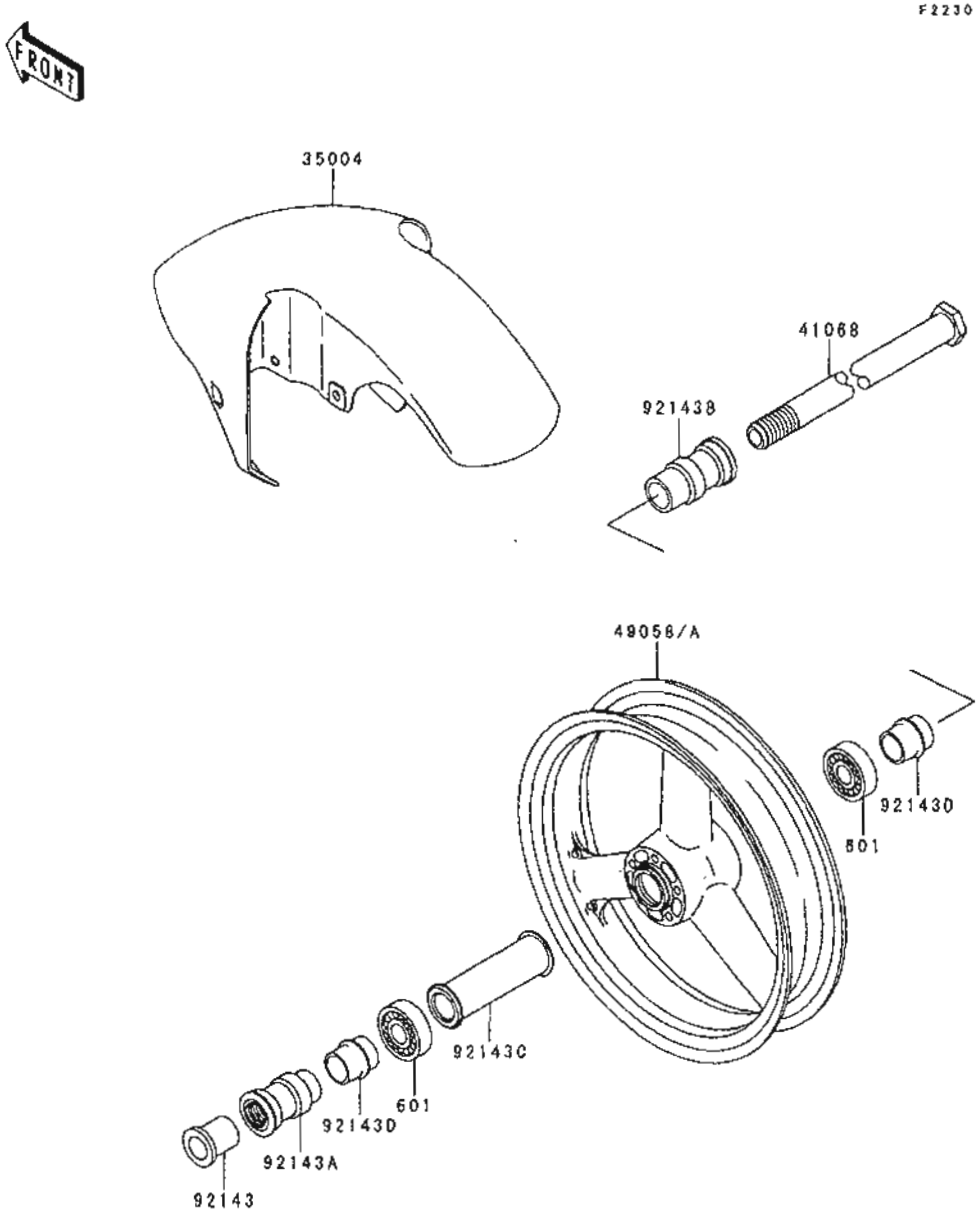


Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '98 NR3
11047	11047-1747 (OPTION)	BRACKET		1
13156	13156-1335 (OPTION)	LEVER-CHANGE,PEDAL		1
13156A	13156-1336 (OPTION)	LEVER-CHANGE		1
34028	34028-1388 (OPTION)	STEP		2
35011	35011-1625 (OPTION)	STAY		2
35011A	35011-1764 (OPTION)	STAY		2
39007	39007-1267 (OPTION)	ARM-SUSP		1
39007A	39007-1268 (OPTION)	ARM-SUSP,ONLINS		1
39007B	39007-1269 (OPTION)	ARM-SUSP,KA-1		1
39007C	39007-1270 (OPTION)	ARM-SUSP,KA-2		1
39111	39111-1123 (OPTION)	ROD-TIE		1
39111A	39111-1151 (OPTION)	ROD-TIE,L=175MM		2
39111B	39111-1152 (OPTION)	ROD-TIE,L=184MM		2
39111C	39111-1153 (OPTION)	ROD-TIE,L=189.5MM		2
43001	43001-1349 (OPTION)	LEVER-BRAKE,PEDAL		1
55020	55020-1406 (OPTION)	GUARD		1
59266	59266-1079 (OPTION)	JOINT-BALL		1
59266A	59266-1084 (OPTION)	JOINT-BALL		1
59266B	59266-1085 (OPTION)	JOINT-BALL		1
92015	92015-1178 (OPTION)	NUT		1
92015A	92015-1205 (OPTION)	NUT,U,8MM,BLACK		1
92015B	92015-1494 (OPTION)	NUT,LOCK,10MM		2

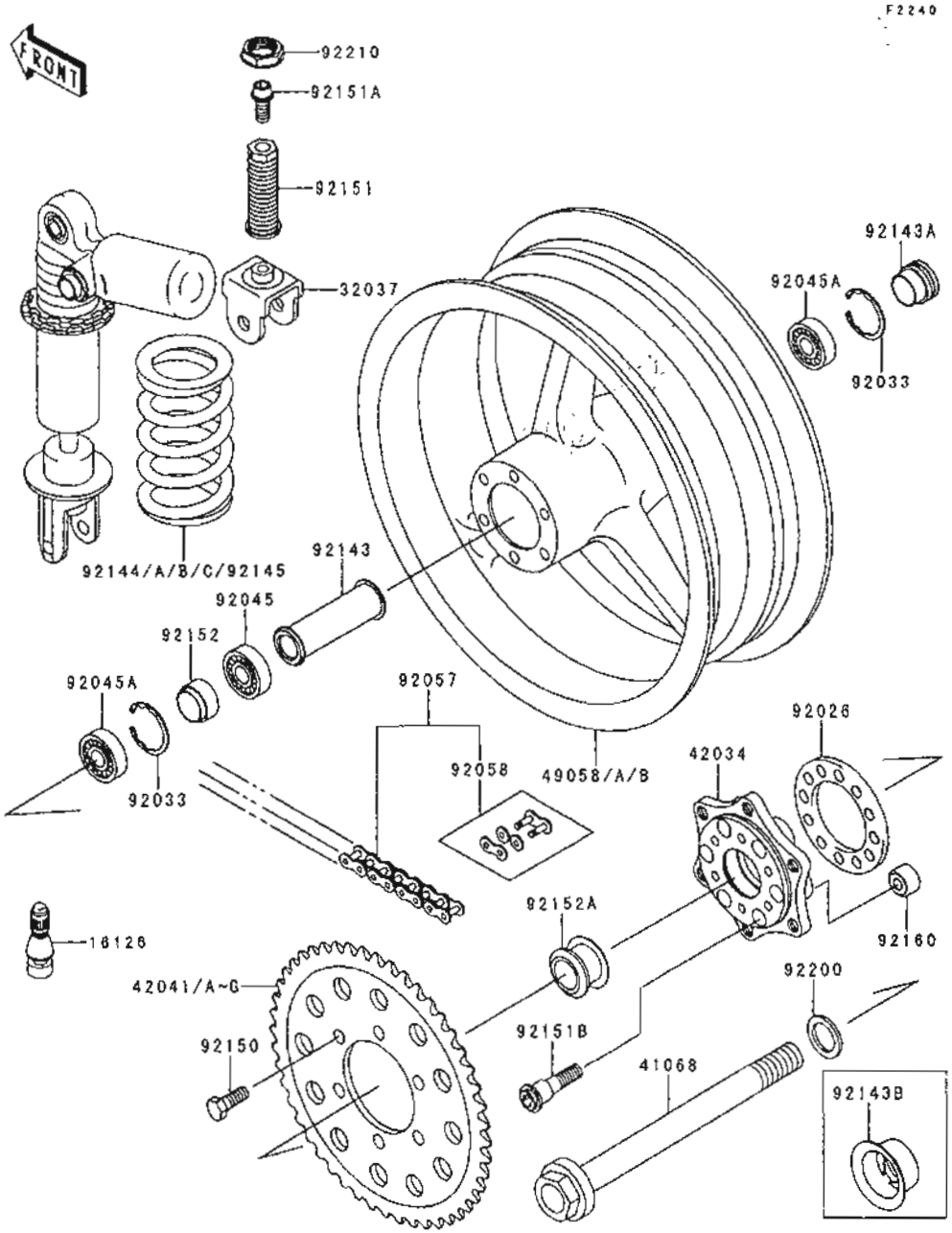


Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '98	Quantity-ZX750 NR3
92046	92046-1110 (OPTION)	BEARING-NEEDLE,BM202726		1	
92046A	92046-1112 (OPTION)	BEARING-NEEDLE,BM202715		5	
92046B	92046-1197 (OPTION)	BEARING-NEEDLE		2	
92150	92150-1309 (OPTION)	BOLT		2	
92160	92160-1150 (OPTION)	DAMPER		2	
130	130G0614 (OPTION)	BOLT-FLANGED,6X14		2	
130A	130G0625 (OPTION)	BOLT-FLANGED,6X25		3	
130B	130G0825 (OPTION)	BOLT-FLANGED,8X25		1	
312	312B0600 (OPTION)	NUT-HEX,6MM		4	
312A	312B0800 (OPTION)	NUT-HEX,8MM		1	

F2230



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '98 NR3
35004	35004-1339 (OPTION)	FENDER-FRONT		1
41068	41068-1375 (OPTION)	AXLE		1
49058	49058-1360 (OPTION)	WHEEL,FR,3.75-17		1
49058A	49058-1363 (OPTION)	WHEEL,FR,3.50-17		1
92143	92143-1500 (OPTION)	COLLAR,L=34.5		1
92143A	92143-1826 (OPTION)	COLLAR		1
92143B	92143-1827 (OPTION)	COLLAR		1
92143C	92143-1828 (OPTION)	COLLAR		1
92143D	92143-1829 (OPTION)	COLLAR		2
601	601B6005UU (OPTION)	BEARING-BALL,#6005UU		2



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '98 NR3
16126	16126-1136 (OPTION)	VALVE,TIRE		1
32037	32037-1705 (OPTION)	BRACKET-SHOCKABSORBER,UPP		1
41068	41068-1381 (OPTION)	AXLE		1
42034	42034-1159 (OPTION)	COUPLING		1
42041	42041-1388 (OPTION)	SPROCKET-HUB,39T(#520)OP WHEEL		1
42041A	42041-1389 (OPTION)	SPROCKET-HUB,40T(#520)OP WHEEL		1
42041B	42041-1390 (OPTION)	SPROCKET-HUB,41T(#520)OP WHEEL		1
42041C	42041-1391 (OPTION)	SPROCKET-HUB,42T(#520)OP WHEEL		1
42041D	42041-1392 (OPTION)	SPROCKET-HUB,43T(#520)OP WHEEL		1
42041E	42041-1393 (OPTION)	SPROCKET-HUB,44T(#520)OP WHEEL		1
42041F	42041-1426 (OPTION)	SPROCKET-HUB,37T(#520)		1
42041G	42041-1427 (OPTION)	SPROCKET-HUB,38T(#520)		1
49058	49058-1294 (OPTION)	WHEEL,RR,5.50X18		1
49058A	49058-1295 (OPTION)	WHEEL,RR,6.00X17		1
49058B	49058-1310 (OPTION)	WHEEL,RR,6.25X17		1
92026	92026-1478 (OPTION)	SPACER		1
92033	92033-1043 (OPTION)	RING-SNAP,52MM		2
92045	92045-1163 (OPTION)	BEARING-BALL,6205LLU		1
92045A	92045-1260 (OPTION)	BEARING-BALL		2
92057	92057-1313 (OPTION)	CHAIN,DRIVE,120L(#520)		1
92058	92058-1067 (OPTION)	JOINT-CHAIN,DRIVE(#520)		1

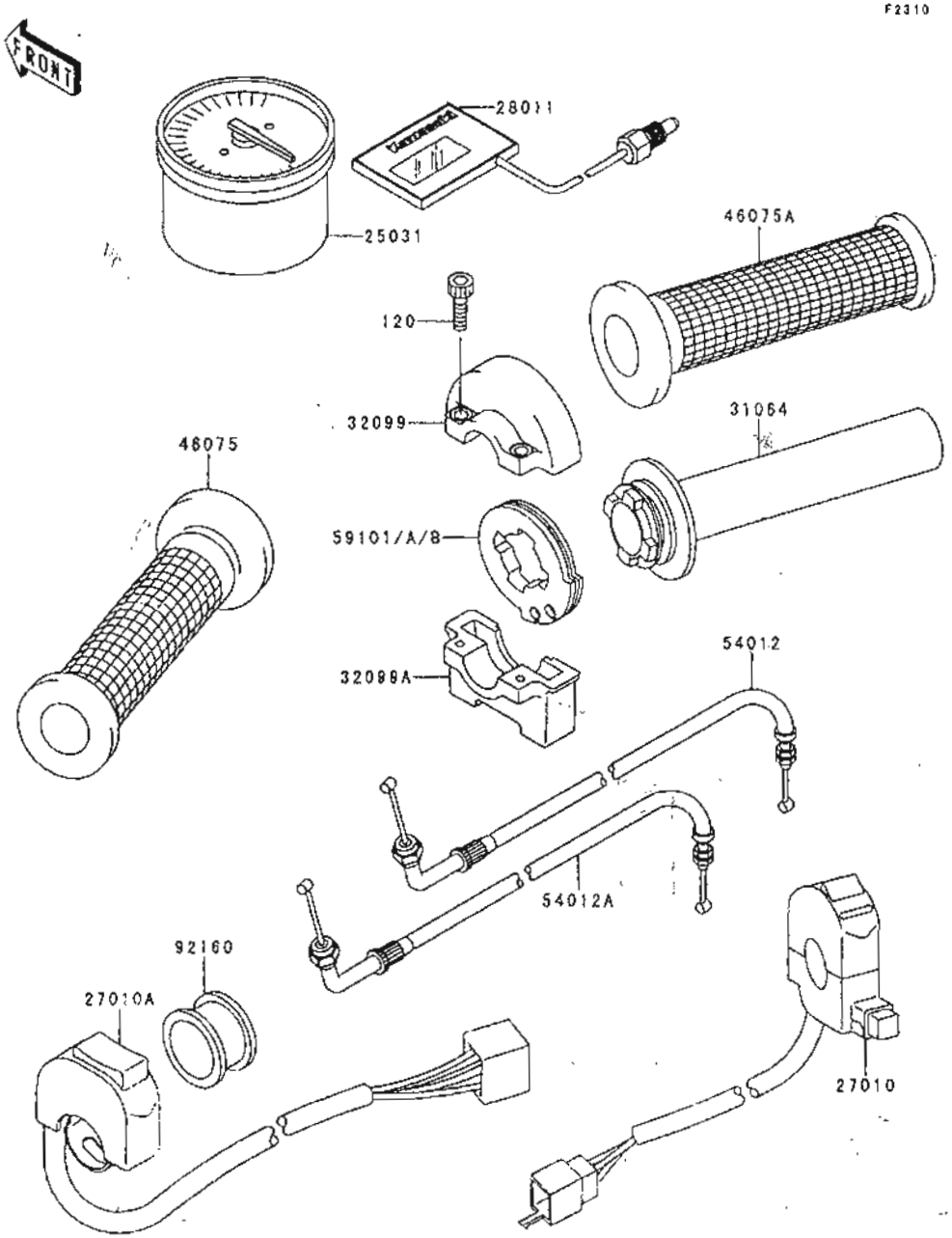
This catalog covers:

'98 ZX750-NR3 Chassis

GRID NO. **D-11**

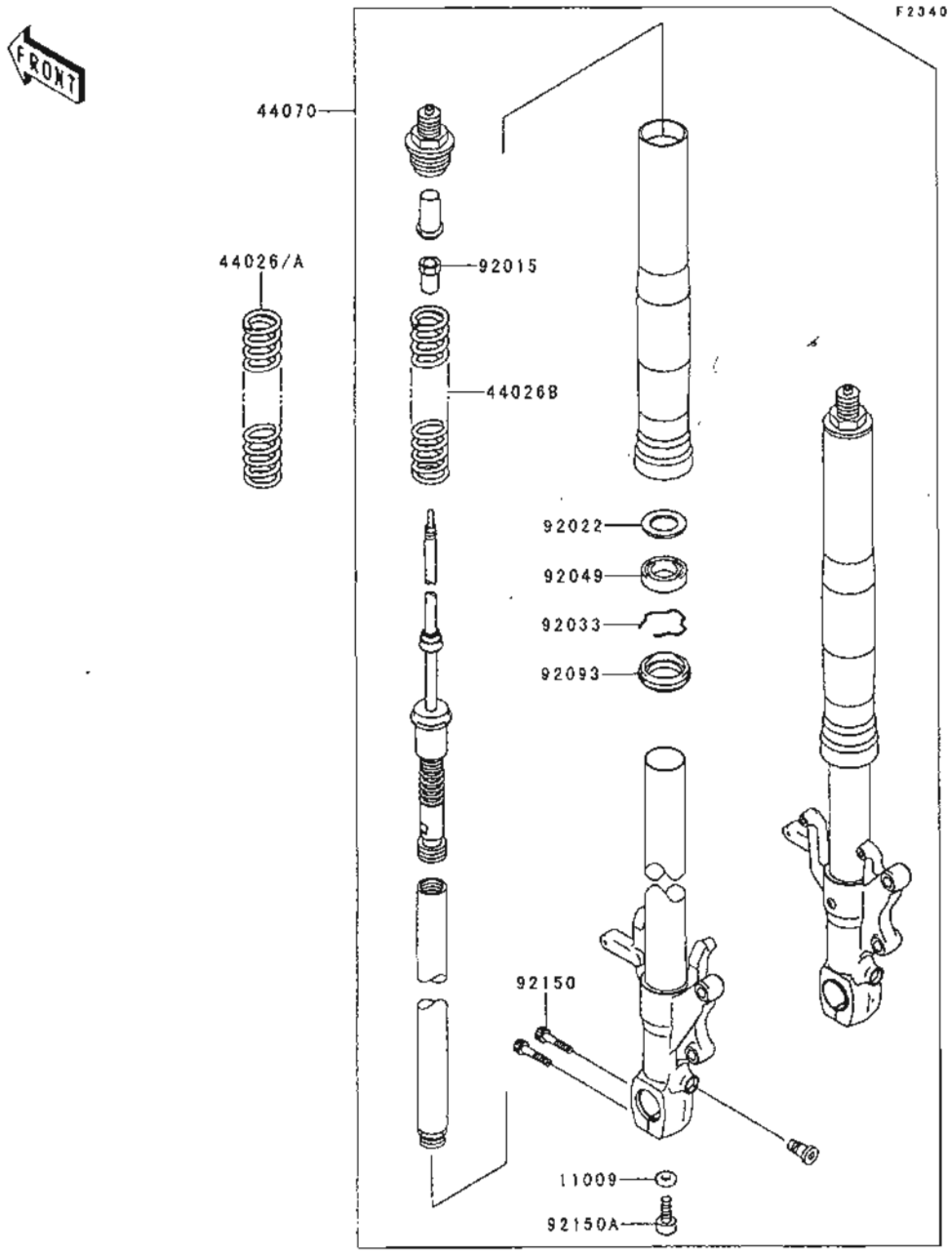
This grid covers:

Handlebar



F2310

Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '98 NR3
25031	25031-1049 (OPTION)	METER-ASSY		1
27010	27010-1322 (OPTION)	SWITCH,RH		1
27010A	27010-1354	SWITCH,KILL		1
28011	28011-1139 (OPTION)	METER,TEMP		1
31064	31064-1151 (OPTION)	PIPE-COMP,GRIP		1
32099	32099-1148 (OPTION)	CASE,UPP		1
32099A	32099-1171 (OPTION)	CASE,LWR		1
46075	46075-1109 (OPTION)	GRIP,LH		1
46075A	46075-1110 (OPTION)	GRIP,RH		1
54012	54012-1516 (OPTION)	CABLE-THROTTLE,OPEN		1
54012A	54012-1517 (OPTION)	CABLE-THROTTLE,CLOSE		1
59101	59101-1111 (OPTION)	REEL,2.0MM		1
59101A	59101-1112 (OPTION)	REEL,4.0MM		1
59101B	59101-1113 (OPTION)	REEL,7.6MM		1
92160	92160-1625	DAMPER,KILL SWITCH		1
120	120P0620 (OPTION)	BOLT-SOCKET,6X20		2



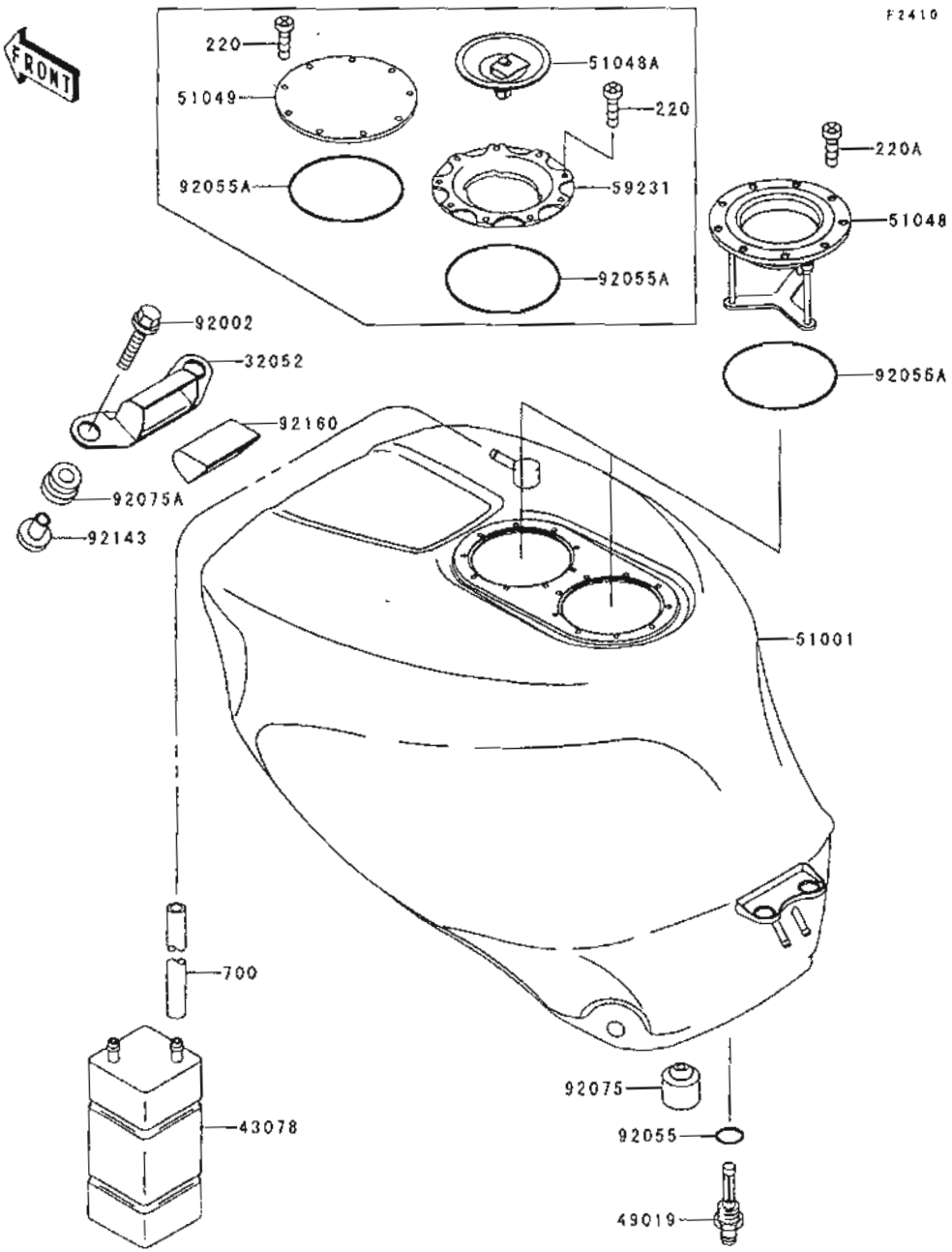
Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '98 NR3
11009	11009-1127 (OPTION)	GASKET,FORK CYLINDER BOLT		2
44026	44026-1594 (OPTION)	SPRING-FRONT FORK,K=0.9		2
44026A	44026-1595 (OPTION)	SPRING-FRONT FORK,K=1.0		2
44026B	44026-1610 (OPTION)	SPRING-FRONT FORK,K=0.95		2
44070	44070-1470 (OPTION)	DAMPER-ASSY,FORK		1
92015	92015-1795 (OPTION)	NUT		2
92022	92022-1299	WASHER		2
92033	92033-1077	RING-SNAP		2
92049	92049-1456	SEAL-OIL,FORK OUTER TUBE		2
92093	92093-1415	SEAL,FORK OUTER TUBE		2
92150	92150-1194 (OPTION)	BOLT,SOCKET,8X40		4
92150A	92150-1398 (OPTION)	BOLT,12X22		2

This catalog covers:

'98 ZX750-NR3 Chassis

GRID NO. **D-13** *This grid covers:*

Fuel Tank



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '98	NR3
32052	32052-1415 (OPTION)	BRACKET-TANK		1	
43078	43078-1120 (OPTION)	RESERVOIR,FUEL TANK		1	
49019	49019-1070 (OPTION)	FILTER-FUEL		1	
51001	51001-1495 (OPTION)	TANK-COMP-FUEL		1	
51048	51048-1109 (OPTION)	CAP-ASSY-TANK		2	
51048A	51048-1116 (OPTION)	CAP-ASSY-TANK		1	
51049	51049-1107 (OPTION)	CAP-TANK		1	
59231	59231-1086 (OPTION)	FILLER		1	
92002	92002-1069 (OPTION)	BOLT,6X45		2	
92055	92055-1387 (OPTION)	RING-O,11 5X1 5		1	
92055A	92055-1523 (OPTION)	RING-O		4	
92075	92075-1002 (OPTION)	DAMPER,STAND,CNT		2	
92075A	92075-112 (OPTION)	DAMPER		2	
92143	92143-1515 (OPTION)	COLLAR		2	
92160	92160-1446 (OPTION)	DAMPER		1	
220	220B0512 (OPTION)	SCREW-PAN-CROS		18	
220A	220B0514 (OPTION)	SCREW-PAN-CROS		18	
700	700Q07600 (OPTION)	TUBE-PVC		1	