Kawasaki Ninja ZX-6R

2007 Ninja ZX-6R 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-6R Motorcycle Service Manual	99924-1382-01

First Edition (1): Feb. 23, 2007

Congratulation on your purchase of racing kit parts for the 2007 Ninja ZX-6R.

IMPORTANT

This manual provides how to install racing kit parts for the 2007 Ninja ZX-6R and how to tune up basically.

As for the basic knowledge, refer to the base Service Manual for the Ninja ZX-6R (P/No. 99924-1382-01).

When you participate in a race, it is necessary to modify the machine for the regulation. So we want you to ask for the tuning up shop.

⚠ WARNING

AFTER ANY MODIFICATION TO TUNE THE VEHICLE TO A COMPETITION MACHINE, IT SHOULD NOT BE USED ON PUBLIC STREETS, ROADS OR HIGHWAYS. THE USE OF THIS VEHICLE SHOULD BE LIMITED TO PARTICIPATION IN SANCTIONED COMPETITION EVENTS UPON A CLOSED COURSE.

CAUTION

When operating the engine, be careful not to trouble persons with noise. Do not turn the engine with loud engine and exhaust noise.

DISCLAIMER OF WARRANTY

ON OPTIONAL TUNING PARTS FOR RACING ARE NO WARRANTIES EXPRESSED OR IMPLIED.

BASIC WORKS IN INSTALLING KIT PARTS

We are going to make up the original Ninja ZX-6R for the racing machine. We recommend that the rider himself should do the basic works, removing parts or installing parts etc., given advices by the tuning shop. In a race, although trouble will be apt to happen, if you participate in basic works, you can discriminate cause of trouble, so you can return the race soon.

But concerning difficult technical works, you should as tuning shop.

Table of Contents

General Specifications

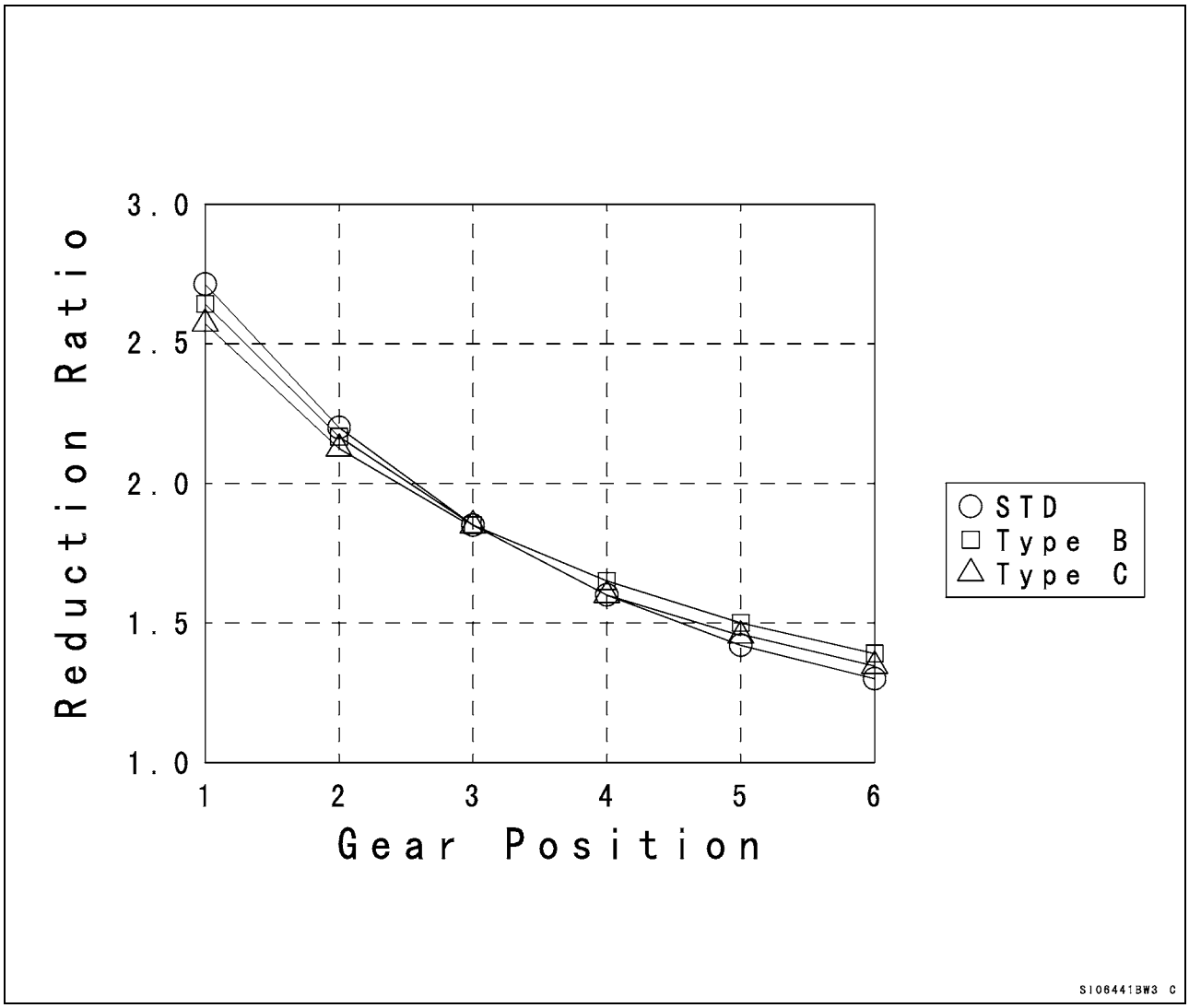
Item	2007 Ninja ZX-6R Racing
Engine:	
Ignition timing	12.5°BTDC @1 300 r/min (rpm)
Fuel (Recommended)	Racing gasoline
Engine oil (Recommended):	Racing oil
Level	Between upper and lower levels of oil level gauge.
Drive Train:	
Primary drive reduction ratio	1.900 (76/40)

Transmission Gear Table

		Original	Type B	Type C
1st	In Out Teeth (Out/In) Gear Ratio	13127-0044 13262-0507 38/14 2.714	13127-0055 13262-0526 37/14 2.643	(13127-0055) 13262-0535 36/14 2.571
2nd	In Out Teeth (Out/In) Gear Ratio	13262-0372 13262-0508 33/15 2.200	13262-0527 13262-0528 39/18 2.167	13262-0536 13262-0537 34/16 2.123
3rd	In Out Teeth (Out/In) Gear Ratio	See note 13262-0509 37/20 1.850		
4th	In Out Teeth (Out/In) Gear Ratio	See note 13262-0510 32/20 1.600	13262-0529 13262-0530 33/20 1.650	
5th	In Out Teeth (Out/In) Gear Ratio	13262-0374 13262-0380 27/19 1.421	13262-0531 13262-0532 30/20 1.500	13262-0538 13262-0539 32/22 1.455
6th	In Out Teeth (Out/In) Gear Ratio	13262-0375 13262-0381 26/20 1.300	13262-0533 13262-0534 32/23 1.391	13262-0540 13262-0541 35/26 1.346

Note:

Input 3rd-4th gear (3rd-4th)		4th gear type	
		A	B
3rd gear type	A	13262-0506(A-A)	13262-0529 (A-B)



Number of Grooves

		STD	Type B	Type C
1st	In	0	1	1
	Out	0	1	2
2nd	In	0	1	2
	Out	0	1	2
3rd	In	0		
	Out	0		
4th	In	0	1	
	Out	0	1	
5th	In	0	1	2
	Out	0	1	2
6th	In	0	1	2
	Out	0	1	2

Racing Kit Service Data

Item	Standard
Cylinder Head, Valves:	
Duration:	
Intake	288°
Exhaust	266°
Camshaft timing (cam lift center):	
Intake	105° (ATDC)
Exhaust	110° (BTDC)
Valve clearance:	
Intake	0.16 mm
Exhaust	0.28 mm
Valve to piston clearance:	
Intake	0.80 mm (Minimum) @12°ATDC
Exhaust	1.40 mm (Minimum) @12°BTDC
Ignition System:	
Spark plugs	NGK R0045Q-10, R0373A-10
Spark plug tightening torque	13 N·m (1.3 kgf·m, 113 in·lb)

These values show the specifications when standard cylinder head and gasket are used.

When the clearance between the valve and the piston head is smaller than the minimum specific values, turn the installed position of the camshaft sprocket on the camshaft and change the camshaft timing.

Periodic Maintenance Chart

The scheduled maintenance must be done in accordance with this chart to keep the motorcycle in good running condition.

FREQENCY 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*	●				
Engine oil - - change	●				
Oil filter - - replace	●				
Valve lapping			●		
Cylinder head/valve - - decarbonization			●		

FREQENCY 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
Cylinder - - check*			●		
Piston/cylinder clearance - - check*			●		
Piston, Piston ring, Piston pin - - replace			●		
Crankshaft main bearing - - check*				●	
Connecting rod big end bearing - - check*				●	
Transmission gear, bearing - - check*				●	
Engine sprocket - - check*	●				
Coolant - - change					●
Radiator hoses, connections - - check*	●				
Frame					
Brake operation - - check*	●				
Brake 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
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				●	
Swingarm pivot, uni-track linkage - - grease			●		
Swingarm pivot, uni-track linkage - - check*			●		

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

Preparation

Before Installing

- Modify the parts based on your race regulation.
- To avoid misuse keep the parts replaced with the kit parts separate.
- When reusing parts, clean them and check them for damage or deterioration.
- Main Removal Parts:

  Lights
  Rear View Mirrors
  Side Stand
  Starter Lockout Switch
- Remove the side stand switch. When the optional main harness is not used, connect removing Black/Yellow and Green/White Leads directly.

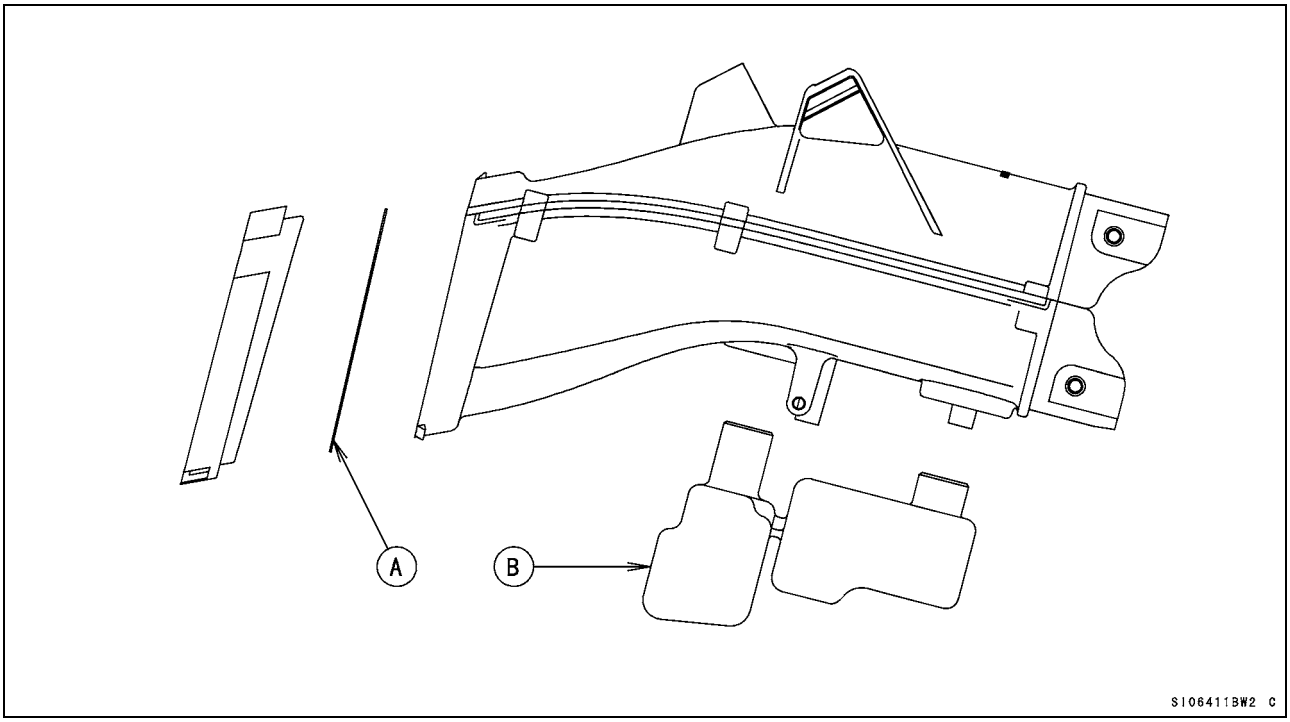
Racing Kit Parts

Also, we have provided the spare parts, and other optional parts (engine, frame, and electric parts) for racing. So please order each parts referring to the “Racing Kit Parts List” in the back of this manual.

Engine Parts Installation

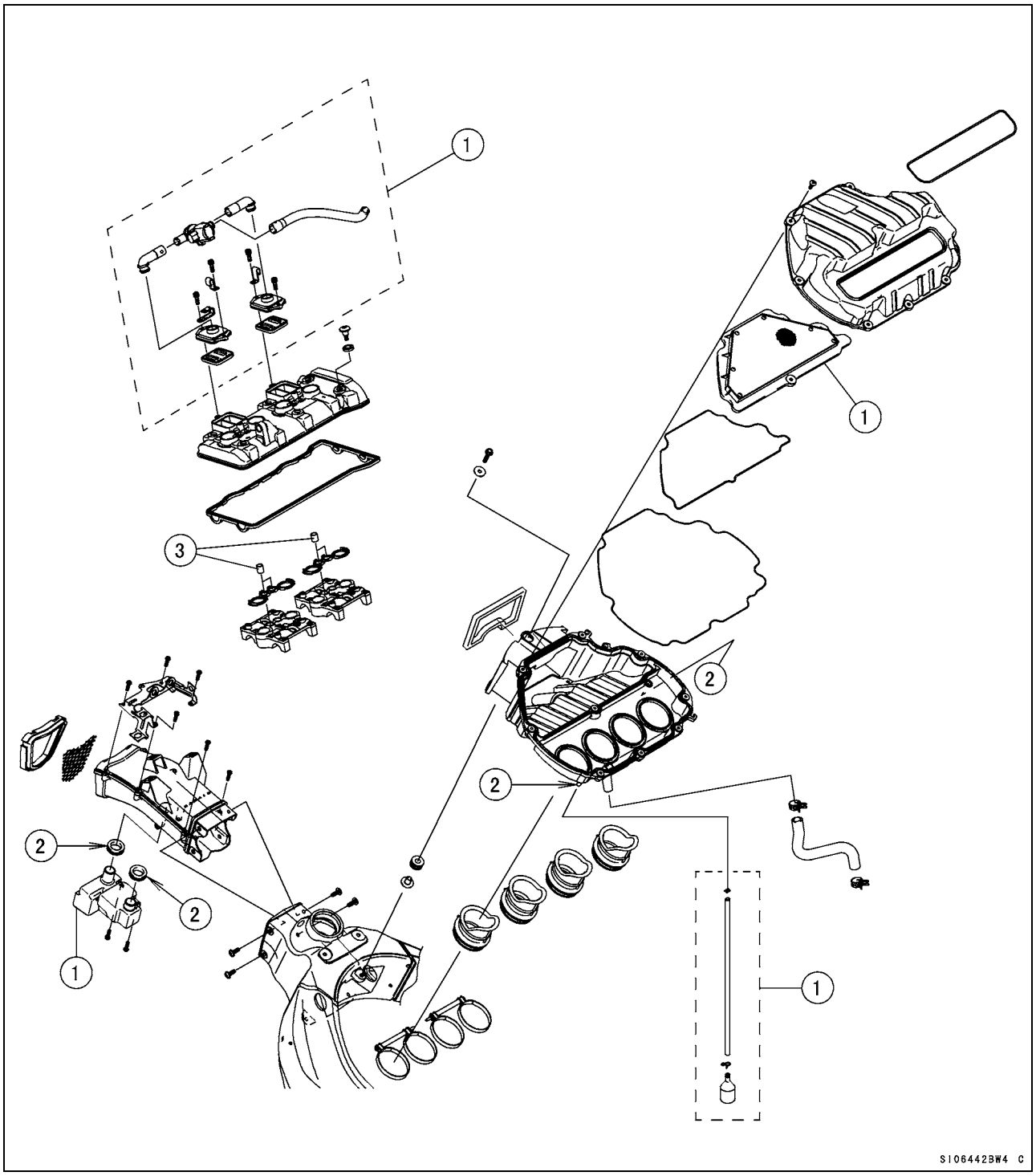
Air Intake Parts

- Remove the wire net of Ram – Air duct intake to reduce the air flow resistance.
- Remove the tank (16181-0011) to reduce the weight. Plug the holes firmly with a tape. The air pressure in the duct rises during high speed operation because the Ram Air System is used.



A. Wire Net (14037-0057)
B. Tank (16181-0011)

- Remove the secondary valves of cylinder head and relational parts, then plug the each holes.
- Remove the oil receiver and plug the hole.
- Remove the air cleaner element or cut the cleaner element off remaining punched plate to reduce the air flow resistance.



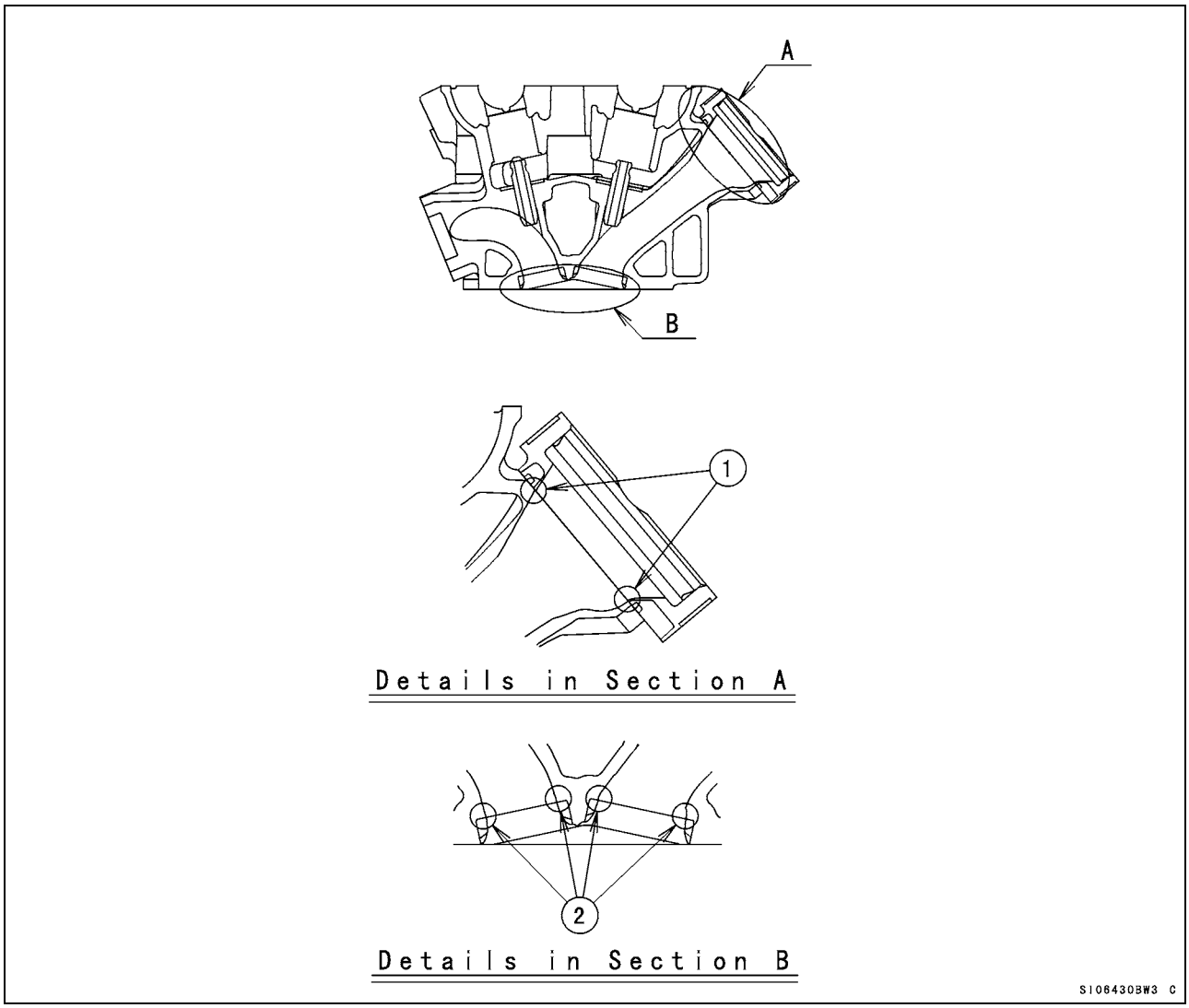
1. Remove the parts.
2. Plug the holes.
3. Replace with plugs (92043-1506), and plug the holes.

Cylinder Head

- ● Grind off the stepped portions of the ports and smooth the inside of ports to make intake/exhaust gas flow more smooth.
- ○ Grind off the stepped portion only at the mating surface between the carburetor holder and the intake port. Do not port it. To extend the intake port, air flow speed will be reduced and the engine performance at the high speed range may be down.
- ○ Mark the carburetor holders so that they can be installed in their original positions.
- ○ Grind off and smooth the stepped portions at the mating surface between valve seat and the port.
- ○ Smooth the inside of the intake port and exhaust port.
- ● Use the hand grinder.
- ○ Use #200 oil stone for eliminating any stepped portions.
- ○ Use #200 oil stone for smoothing and #300 oil stone for finishing.

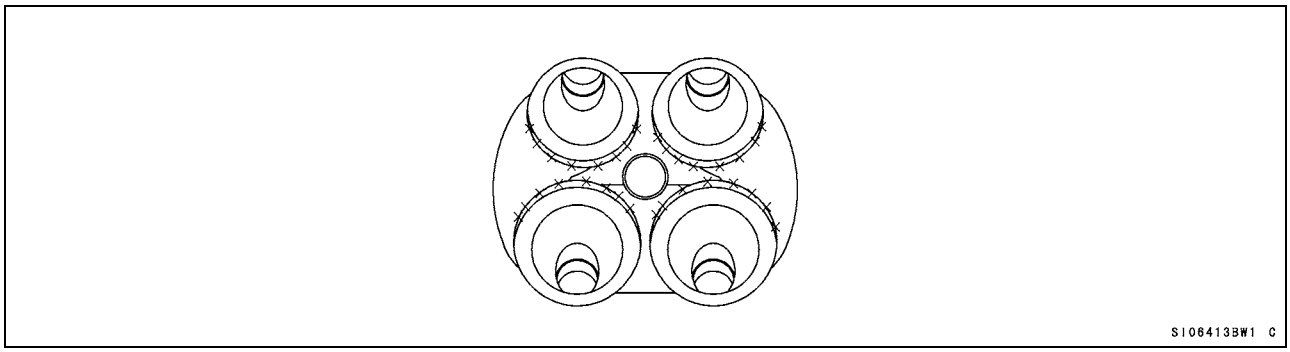
NOTE

- ○ *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.*



1. Stepped Portions of carburetor holder and cylinder head.
2. Stepped Portions of valve seat and cylinder head.

- The combustion chambers are modified by cutting work but the edges shown must be hand finished for smooth corners (Round them to about R1).
- Chamfer the machining edge of the cylinder head where the valve seat is installed, also smooth the dome of the combustion chamber with the valves installed. Excessive smoothing may reduce the cylinder compression.



XXX. Edges

NOTE

○ *When grinding the cylinder head bottom surface or using thinner gaskets, adjust the valve timing to keep that the valve to piston clearance is not less than the minimum value (IN: 0.7 mm, EX: 1.4 mm).*

Camshaft Chain Tensioner

- Replace the cam chain tensioner with the kit to gain the durability.
- Apply the engine oil to the tensioner rod, O-ring and tensioner body, insert them into the tensioner body.

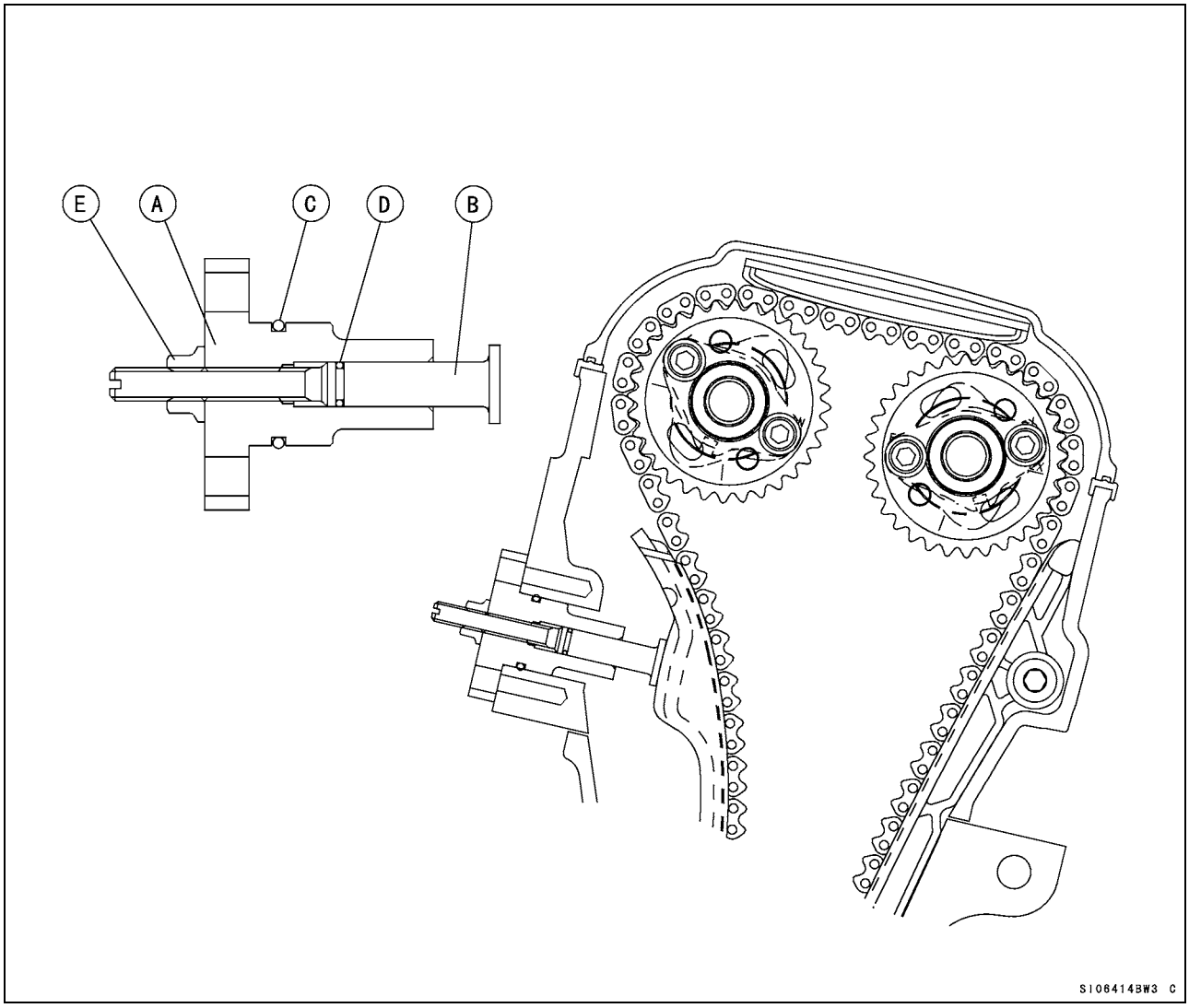
○ Check to see that the tensioner rod turns freely in the body, if not, polish the tensioner rod or fine the female threads in the body with a tap (Diameter × Pitch = 6 mm × 1.0 mm).

- Install the tensioner on the cylinder block with the tensioner rod is fully pushed back.
- Turn the tensioner rod in with a screwdriver until it becomes hard to turn.
- Turn the crankshaft clockwise forcing lightly to the tensioner rod with twisting force to take up any gap and tighten the locknut.
- Tighten the rock nut after adjustment.

NOTE

○ *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.



A. Tensioner
B. Tensioner Rod
C. O-ring
D. O-ring
E. Lock nut

Camshafts, Sprockets

Camshafts, Sprockets:

- Adjust the valve clearance within the specified value, but more performance is expected when adjusted from middle value to upper limit between adjustable range.

Original	Timing	Cam Lift	Valve Clearance
Intake	288°	8.30 mm	0.13 ~ 0.19 mm
Exhaust	266°	7.50 mm	0.24 ~ 0.31 mm

Kit	Timing	Cam Lift	Valve Clearance
Intake	308°	8.30 mm	0.13 ~ 0.19 mm
Exhaust	274°	7.30 mm	0.24 ~ 0.31 mm

- If you don't adjust the valve timing for racing, install the camshaft sprocket to the kit camshaft using the round bolt holes and adjust the cam chain timing according to the Ninja ZX-6R Service Manual. If you adjust the valve timing, install the sprocket to the camshaft between the adjustable range of the long bolt holes.
- Tighten the camshaft sprocket bolts to 15 N·m (1.5 kgf·m, 11.0 ft·lb) of torque.

Valve Timing (when the round bolt holes are used)

Timing (cam lift center)	Intake	Exhaust
Original	105°	110°
Race use	105°	110°

○ When grinding the cylinder head bottom surface, grinding the cylinder top surface or using thinner gaskets, be sure the valve to piston clearance especially.

○ When using the sprocket long bolt holes and adjusting the valve timing to be different from the standard timing, check the valve to piston clearance of all cylinders after adjusting the valve clearance correctly.

Valve to Piston Clearance (Min.)

Intake	0.7 mm
Exhaust	1.4 mm

If the valve to piston clearance is less than the minimum value, do not start the engine because the valves will touch the piston and the engine may be damaged.

- Measure the valve to piston clearance at about 12° ATDC (Intake) and 11° BTDC (Exhaust) of crankshaft timing. At this point, the valve to piston clearance will be minimum.

Valve Springs

The original machine's valve springs should be used.

Cylinder Compression

- To adjust the cylinder compression, adjust the thickness of the cylinder head gasket and the cylinder base gasket or smooth the cylinder top surface to make the piston squish 0.65 ~ 0.8 mm. Keep the piston squish more than 0.65 mm.

○ 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

[1] Front and Rear	0.65 ~ 0.80 mm
[2] Left and Right	0.67 ~ 0.85 mm

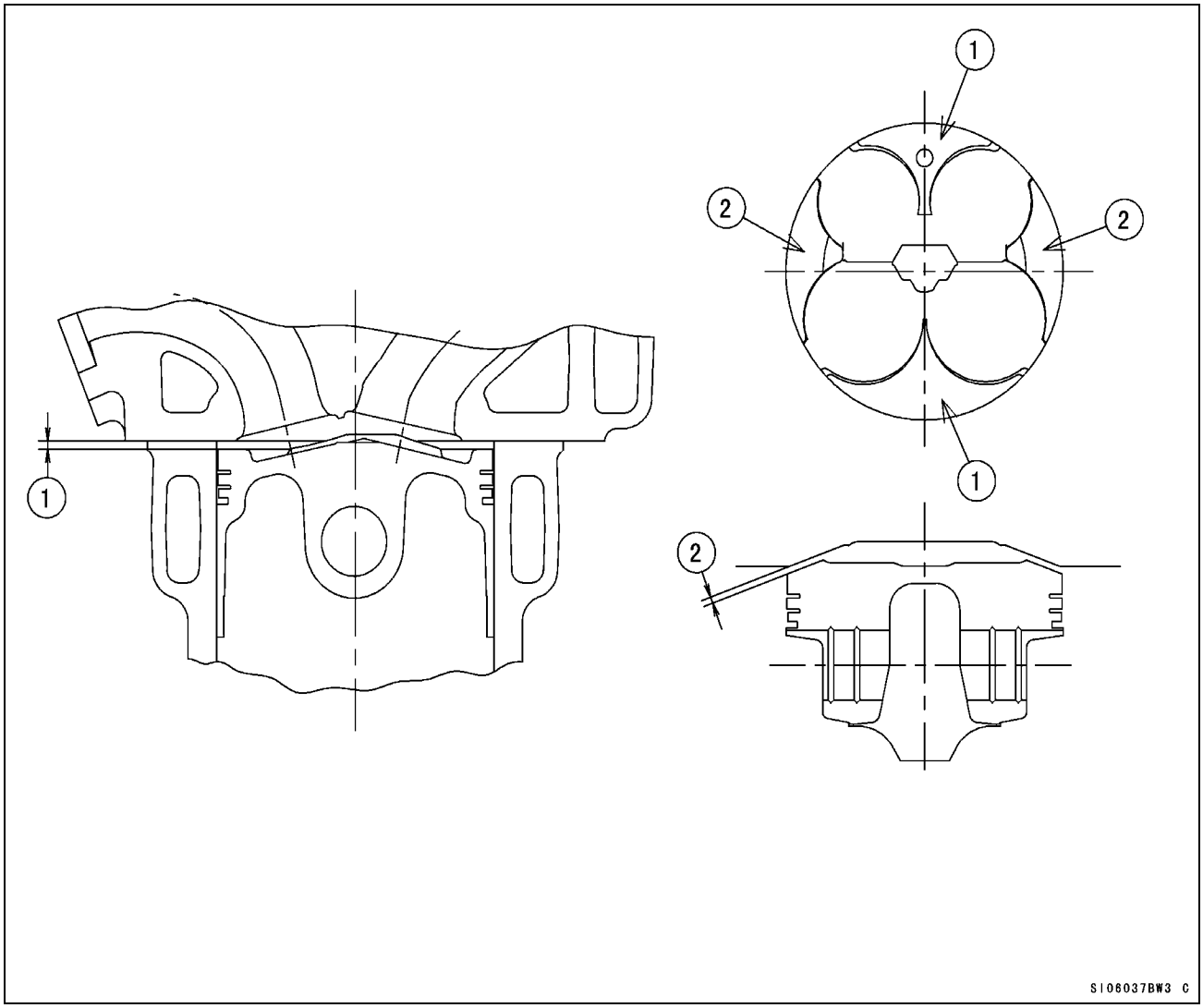
○ The most preferable squish measurement is [1] 0.65 mm/[2] 0.67 mm.

○ Select proper cylinder head gasket and cylinder base gasket.

○ Note that by grinding the cylinder head surface only left and right squishes become narrower, while by grinding the cylinder top surface or decreasing the gasket-thickness all the squishes become narrower.

Cylinder Head Gasket

Part No.	Thickness	Note
11004-0071	0.45 mm	KIT
11004-0070	0.50 mm	KIT
11004-0069	0.55 mm	KIT
11004-0068	0.60 mm	KIT
11004-0057	0.65 mm	Original
11004-0067	0.70 mm	KIT



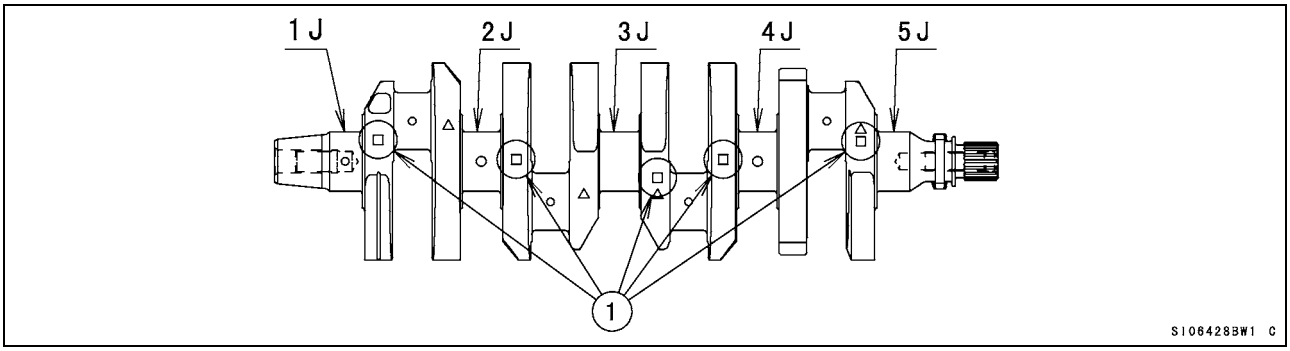
1. Squish, Front/Rear
2. Squish, Left/Right

Crankshaft Main Journal and Connecting Rod Big End Bushings

- To adjust clearance of crankshaft main journal you can select proper bush in accordance with the marks.
- The kit bushings are improved in anti-seizuring characteristics as well as in wear-resistance as compared with the standard bushings.

1) Crankshaft Main Journal

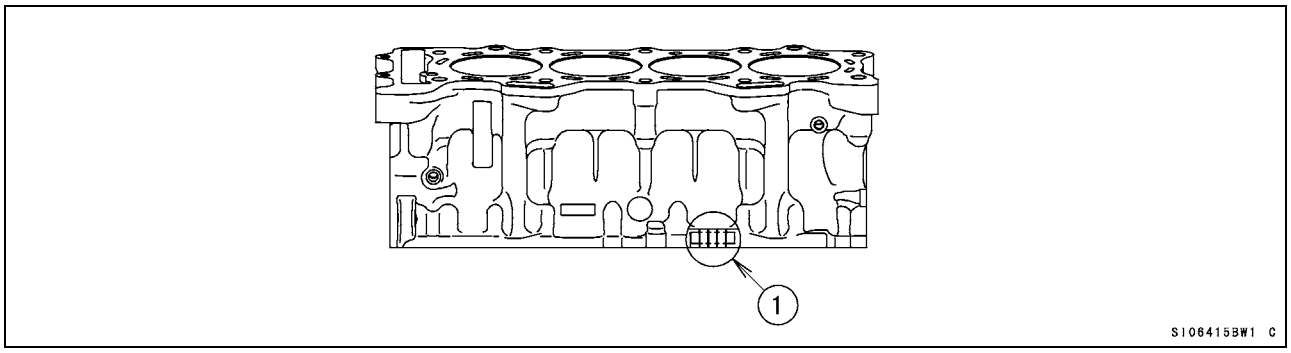
○ Crankshaft Main Journal Diameter



1. Crankshaft Main Journal Diameter Marks

SIZE			
"1" mark	:	over 30.992 mm	within 31.000 mm
None	:	over 30.984 mm	within 30.992 mm

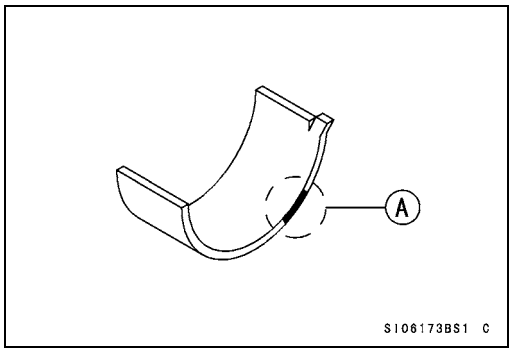
○ Crankcase Main Journal inside Diameter



1. Main Journal Diameter Marks

SIZE			
"○" mark	:	over 34.000 mm	within 34.008 mm
None	:	34.008 mm and over	within 34.016 mm

○ Main Journal Bush



A. Size Color

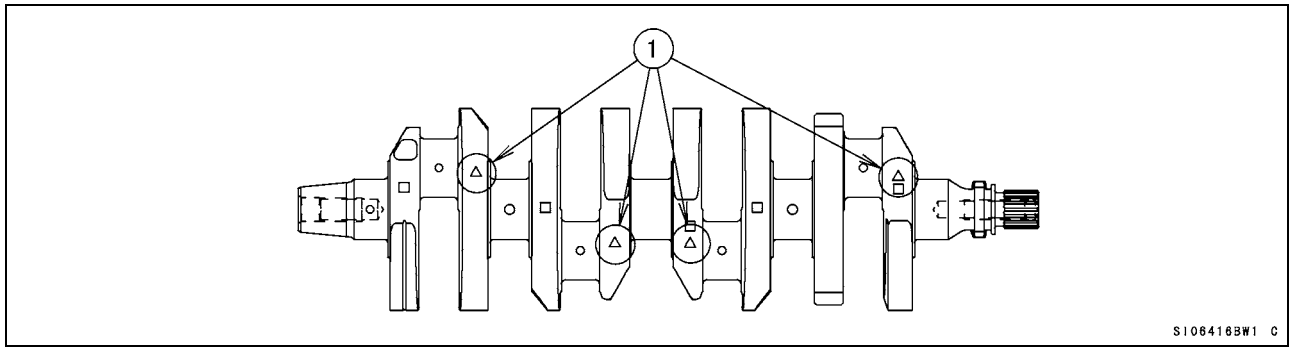
Size Color	Thickness mm	Journal Number	Part Number (STD)	Part Number (KIT)
blue	1.499-1.503	1-4	92139-0189	92139-0200
		5	92139-0171	92139-0197
black	1.495-1.499	1-4	92139-0190	92139-0201
		5	92139-0172	92139-0198
brown	1.491-1.495	1-4	92139-0191	92139-0202
		5	92139-0173	92139-0199

○ Selection Table

Crankcase inner Diameter	Crankshaft Diameter	Size Color	Journal Number	Part Number (STD)	Part Number (KIT)
○	1	brown	1-4	92139-0191	92139-0202
(34.000 mm ~ 34.008 mm)	(30.992 mm ~ 31.000 mm)		5	92139-0173	92139-0199
○	なし	black	1-4	92139-0190	92139-0201
(34.000 mm ~ 34.008 mm)	(30.984 mm ~ 30.992 mm)		5	92139-0172	92139-0198
なし	1	black	1-4	92139-0190	92139-0201
(34.008 mm ~ 34.016 mm)	(30.992 mm ~ 31.000 mm)		5	92139-0172	92139-0198
なし	なし	blue	1-4	92139-0189	92139-0200
(34.008 mm ~ 34.016 mm)	(30.984 mm ~ 30.992 mm)		5	92139-0171	92139-0197

2) Crankpin

○ Crankpin Diameter



1. Crankpin Diameter Marks

"○" mark	:	over 29.992 mm	within 30.000 mm
None	:	29.984 mm and over	within 29.992 mm

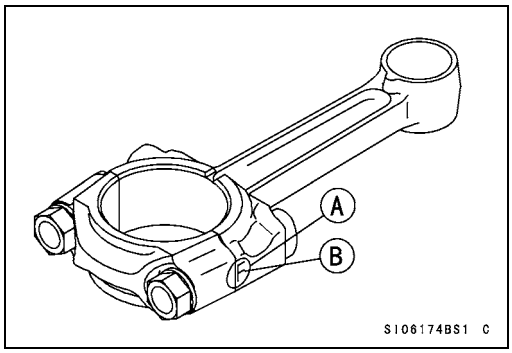
○ Connecting Rod Big End Inside Diameter

Connecting Rod Big End Inside Diameter Marks

"○" mark	:	over 33.008 mm	within 33.016 mm
None	:	33.000 mm and over	within 33.008 mm

A. Inside Diameter Mark
(○ or None)

B. Weight Mark, Alphabet
(G.H etc)



○ Connecting Rod Big End Bushings

Size Color	Thickness mm	Part Number (STD)	Part Number (KIT)
blue	1.485-1.490	92139-0165	92139-0194
black	1.480-1.485	92139-0166	92139-0195
brown	1.475-1.480	92139-0167	92139-0196

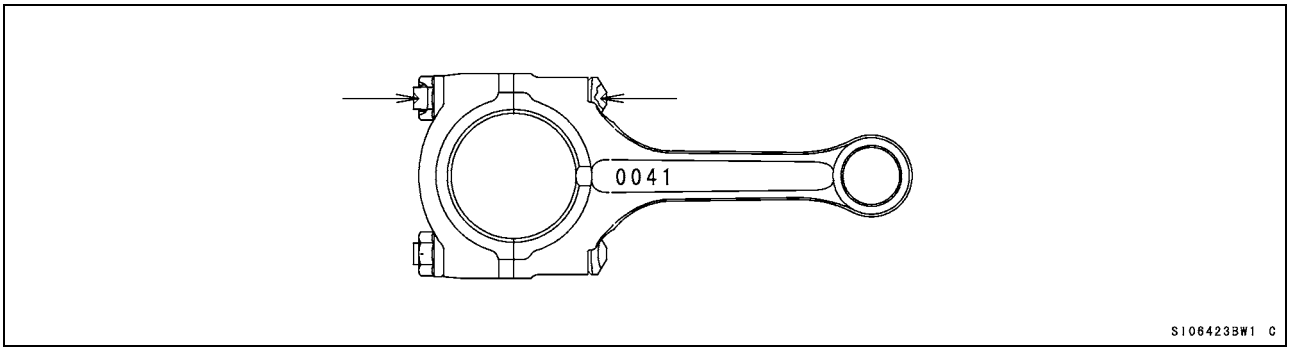
○ Selection Table

Connecting Rod Big End Inside Diameter	Crankpin Diameter Mark	Size Color	Part Number (STD)	Part Number (KIT)
None (33.000 mm ~ 33.008 mm)	○ (29.992 mm ~ 30.000 mm)	brown	92139-0167	92139-0196
None (33.000 mm ~ 33.008 mm)	None (29.984 mm ~ 29.992 mm)	black	92139-0166	92139-0195
○ (33.008 mm ~ 33.016 mm)	○ (29.992 mm ~ 30.000 mm)	black	92139-0166	92139-0195
○ (33.008 mm ~ 33.016 mm)	None (29.984 mm ~ 29.992 mm)	blue	92139-0165	92139-0194

Connecting Rod Bolts

Use the original connecting bolts and nuts.

The original connecting rod bolt has recesses at both ends to measure its length and determine the bolt stretch.



- Install the original bolts into the connecting rod.
- Before every tightening, use a point micrometer to measure the length of the bolts and record the values to find the bolt stretch.
- Apply a small amount of molybdenum disulfide grease to the threads of bolts.
- Tighten the big end nuts at the torque of 11.8 ±2 N·m (1.2 ±0.2 kgf·m): reference
- Check the length of the bolts and find the bolt stretch.

Bolt Length after tightening – Bolt Length before tightening = Stretch

Bolt Stretch

Usable Range: 0.33 ~ 0.38 mm (0.013 ~ 0.015 in.)

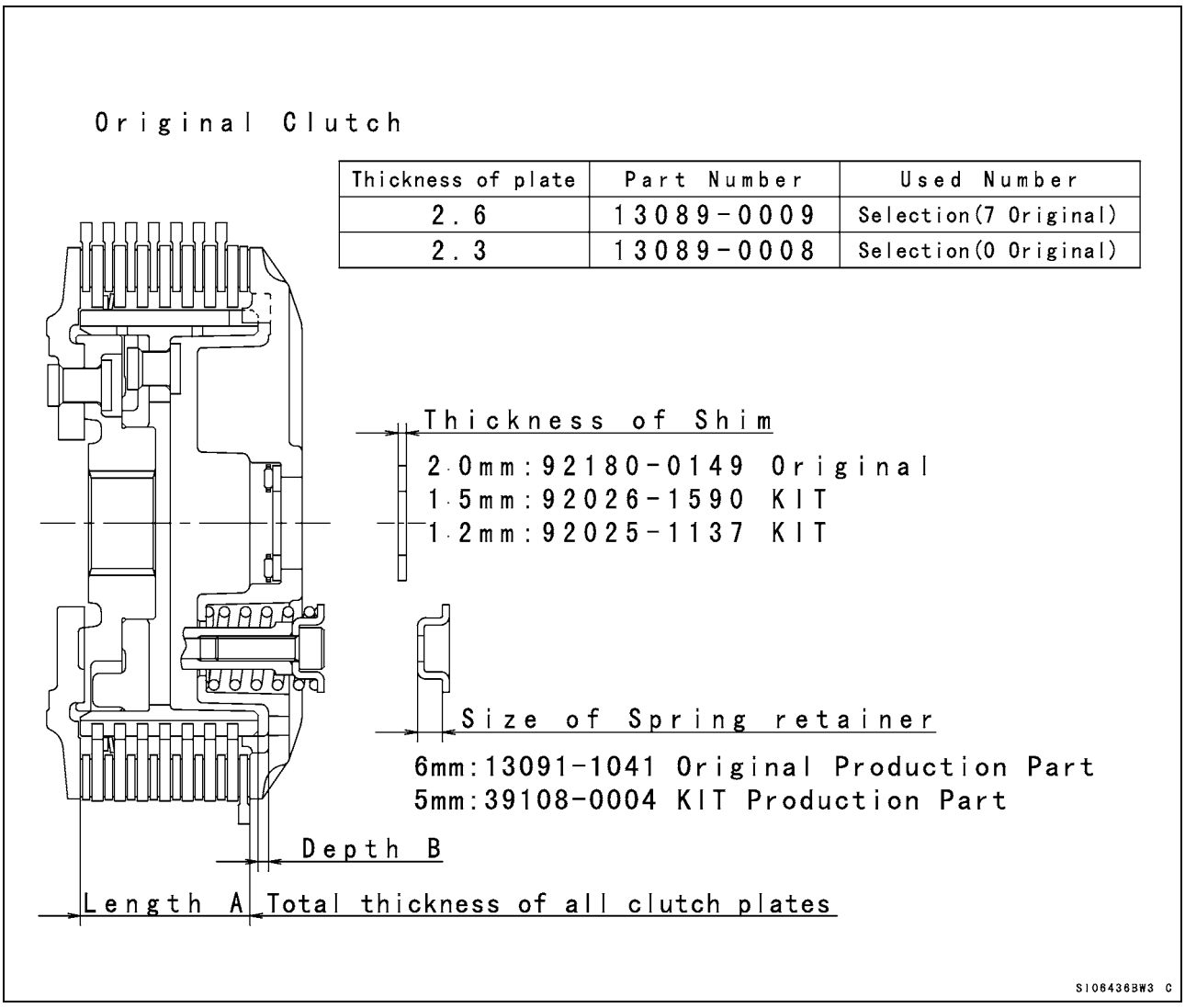
- Turn the big end nuts more until the bolt stretch reaches the usable range.

NOTE

○ *Replace the original bolts with new ones if they have already been tightened up to usable range 2 times.*

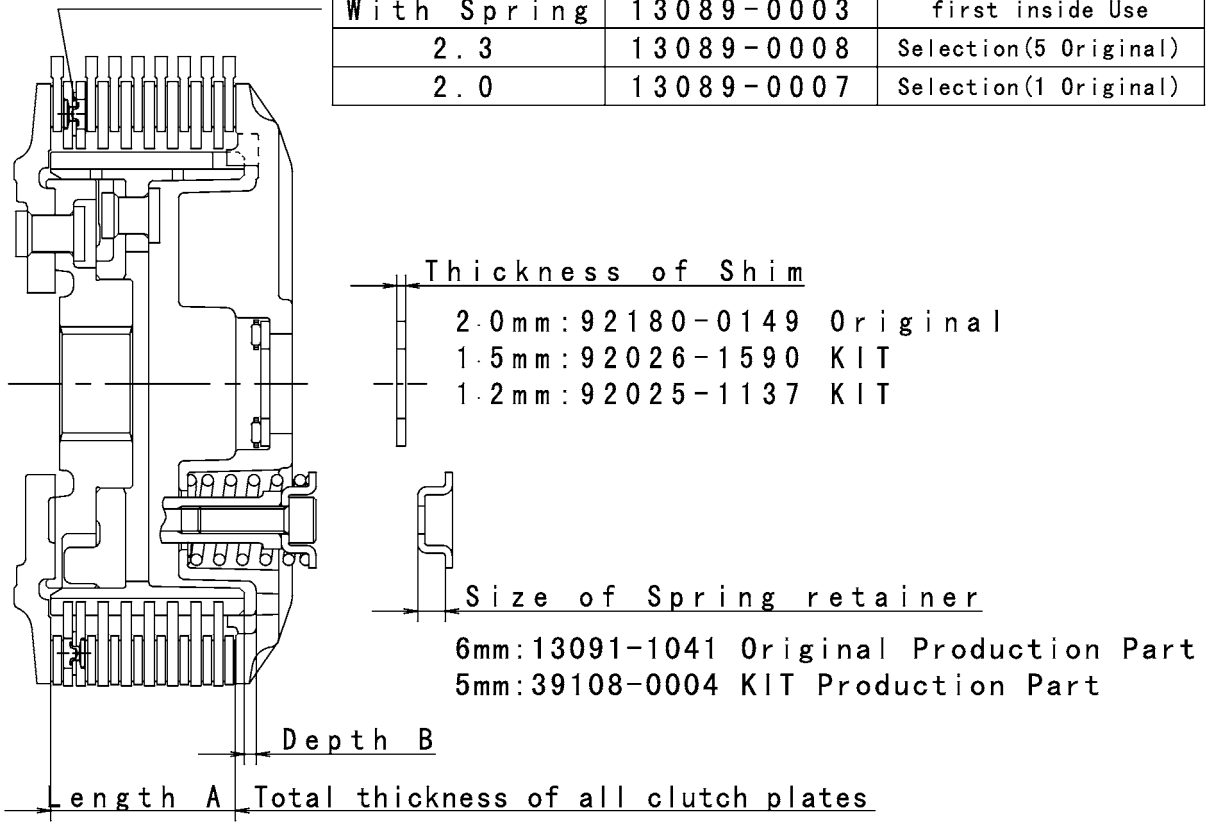
Clutch Adjustment (Back-Torque Limiter Setting)

The Ninja ZX-6R 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 the total thickness of clutch plates and changing the number of leaf springs. Try different settings and select the best.



Race Recommended clutch

Thickness of plate(mm)	Part Number	Used Number
With Spring	13089-0003	first inside Use
2.3	13089-0008	Selection(5 Original)
2.0	13089-0007	Selection(1 Original)



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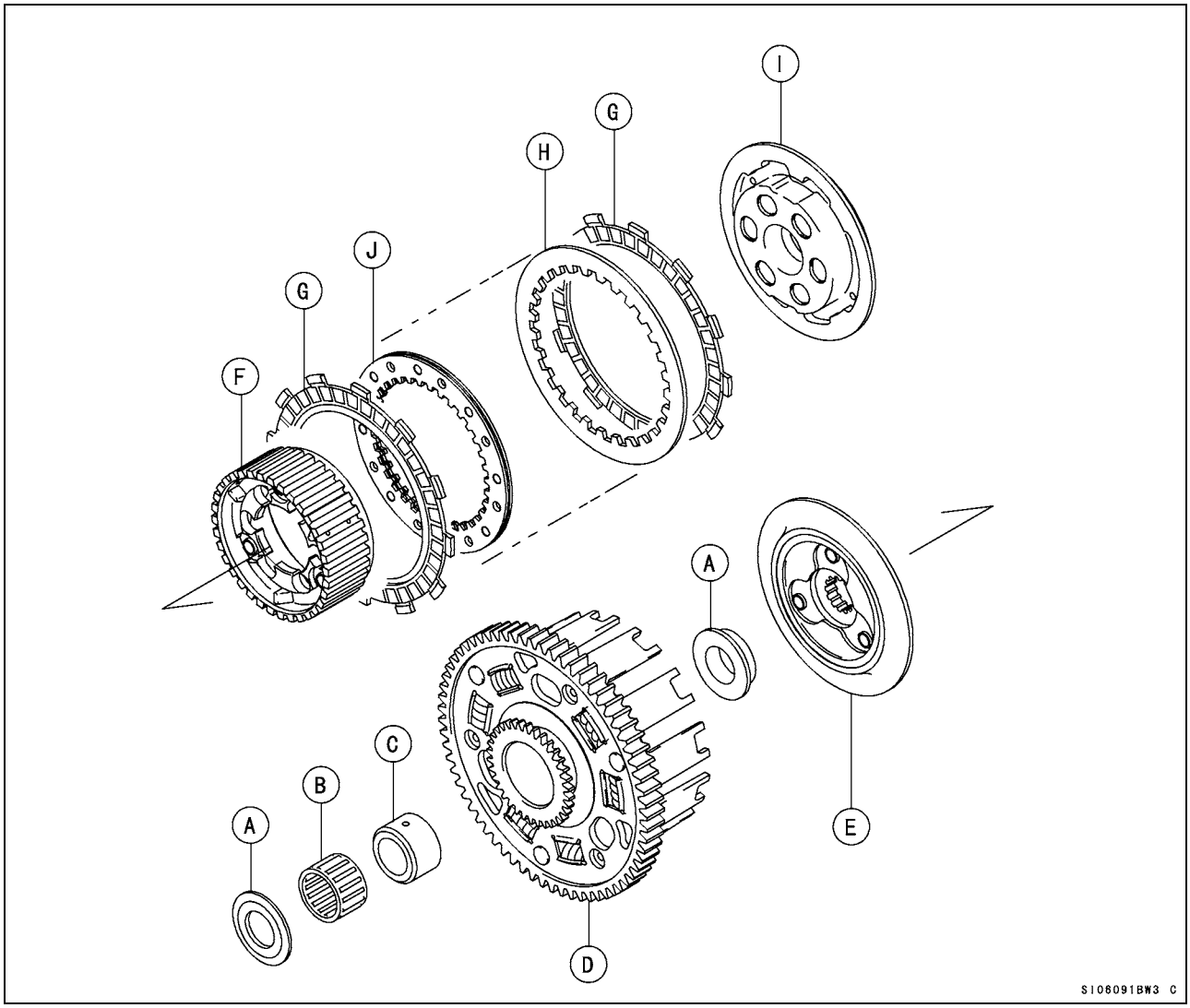
- The standard setting of length [A], total thickness of clutch plates shown in the illastration, becomes about 40.7 mm. For this setting the effective stroke of clutch spring plate during the back-torque limiter operation is adjusted between 0.45 and 0.75 mm. By increasing the effective stroke the back-torque limiter causes more slip. The effective stroke increases by decreasing the length [A]. The length [A] between 39.5 and 40.7 mm is available by changing the combination of the steel plates. Replace one steel plate with a thinner one and try the setting. If the operation of the back-torque limiter is not enough replace other steel plates one by one.

* Steel plates of former model's are available.

Thickness (mm)	Part Number
2.0	13089-1073

- For precise setting the measurement of the effective stroke of clutch spring plate is recommended.
  - Remove oil from clutch plates.
  - Hold an extra drive shaft in a vise and install the following clutch parts on the shaft.

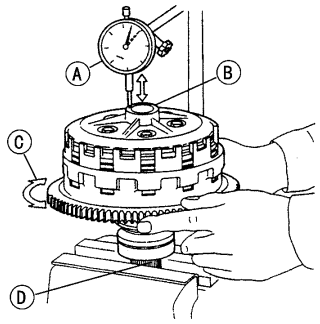
Recommended Clutch



[A] Spacers
[B] Needle Bearing
[C] Bushing
[D] Clutch Outer Casing
[E] Clutch Hub
[F] Sub Clutch Hub
[G] Friction Plates: total 8 pcs.
[H] Steel Plates
[I] Spring Plate
[J] Steel Plate with Spring

- Engage the cam followers (Clutch Hub) with the cams (Sub Clutch Hub).
- To measure the effective stroke of clutch spring plate, set a dial gauge [A] against the raised center [B] of the clutch spring plate.
- Move the clutch housing gear back and forth [C]. The difference between the highest and lowest gauge readings is the amount of the effective stroke of clutch spring plate.

[D] Drive Shaft



GF06031B S

- After installing the clutch to the engine, measure and record the depth [B] shown in the figure on page 21. The length from the clutch spring plate to the top surface of the sub clutch hub, using a caliper or a depth gauge. Manage the depth [B] to adjust the effective stroke after that, because the friction disks would be worn and the length [A] (Total thickness of all clutch plates) would change. The decrease of the depth [B] from the initial setting shows the increase of the effective stroke of clutch spring plate from the value initially measured.
- When decreasing the length [A], total thickness of clutch plates, use the optional spring retainers (provided as optional production parts) to keep the preload of clutch springs according to the table below. If you have clutch slip during acceleration use shorter spring retainers by 1 mm to increase preload of clutch springs.
- When decreasing the length [A], total thickness of clutch plates, use the optional shim (provided as optional production part) to keep the position of clutch release lever according to the table below.
- The standard setting of the number of leaf springs is four. By decreasing the number of the leaf springs the sub clutch hub operates easily and pushes the clutch operating plate causing more slip. Two types of nuts are available for the number of leaf springs, two and three. They are provided as optional production parts. The number of leaf springs affects all over the operation of the back-torque limiter but especially the beginning of the operation.

Standard Selection of Spring Retainers

Total Thickness of Clutch Plates	Size of Spring Retainers	Remarks
40.2 ~ 40.7 mm	6 mm	P/No. 13091-1041 Original Setting
39.5 ~ 40.2 mm	5 mm	P/No. 39108-0004

* If clutch slip is occurred with a retainer of 6 mm, try with a retainer of 5 mm.

Standard Selection of Shim

Total Thickness of Clutch Plates	Size of Shim	Remarks
Approx. 40.7 mm	2.0 mm	P/No. 92180-0149 Original Setting
40.2 mm	1.5 mm	P/No. 92026-1590
39.5 ~ 40 mm	1.2 mm	92025-1137

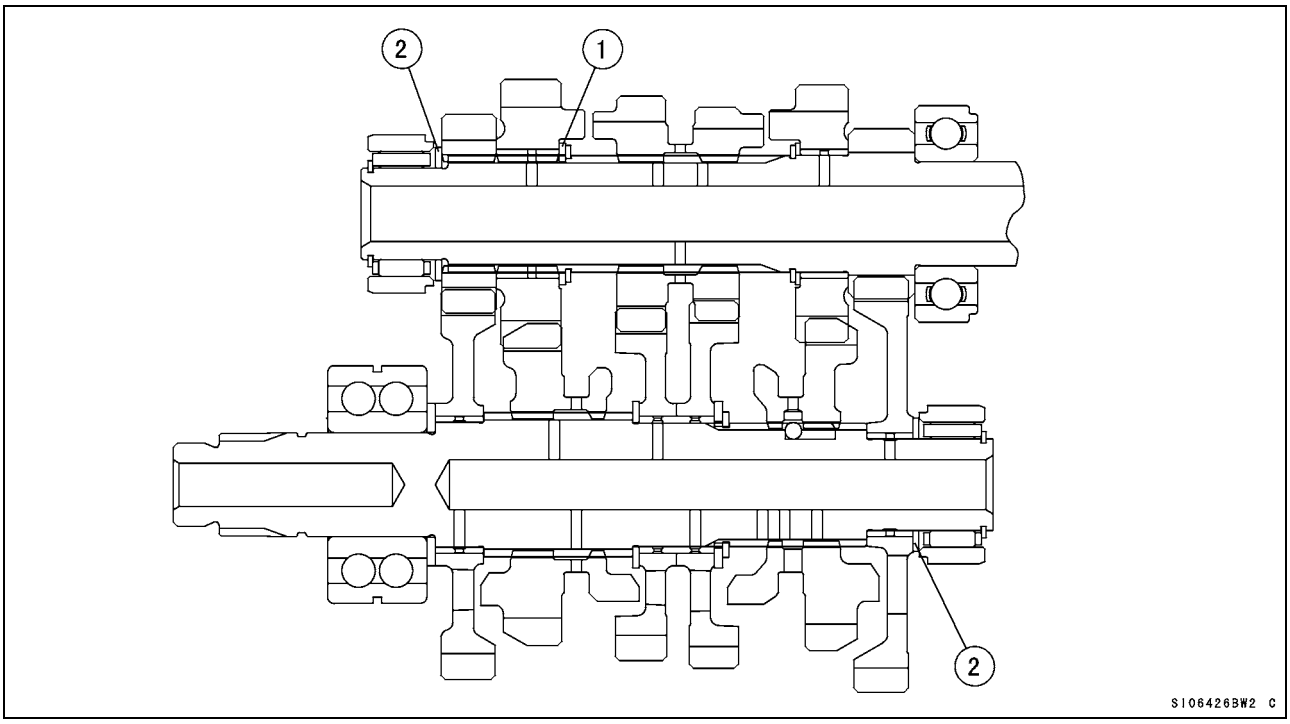
Transmission

- Remove the three steel balls (600A0500) from the output shaft assembly.
- Take kit and optional transmission gears are available to be closer to each gear ratio.

Transmission Shimming

By using washers with various thickness, keep the axial clearance between 0.3 mm and 0.5 mm, to prevent the seizure of gears and to keep smooth gear-shifting.

	Thickness	Part No.	
Spline washer (input)	1.6 mm	92200-0050	Original
	1.8mm	92200-0231	Kit
	1.4 mm	92200-0230	Kit
Plane washer (input, output)	1.4 mm	92200-0138	Original
	1.6 mm	92022-212	Production part
	1.8 mm	92202-1722	Production part



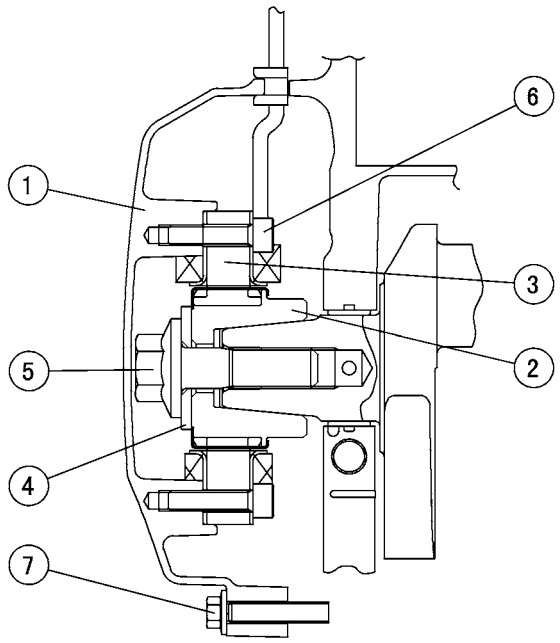
1. Spline washer (input)
2. Plane washer

Generator (Option)

To quicken response by reducing the flywheel mass and to reduce the weight, use the optional inner rotor generator.

- Select using the optional generator or original generator according to the situation.
- Use the optional regulator and optional generator cover set when using the optional generator.
- The output power of the optional generator is 10A/8000 rpm (Original: 30A/5000rpm). The consume current of the racing model in running condition is 7 ~ 8A.
- Installing Option Generator

1	Cover	14031-0084	KIT
2	Rotor	21007-0083	KIT
3	Stator	21003-0068	KIT
4	Washer	92200-0306	KIT
5	Bolt	92150-1717	KIT
6	Bolt	92002-1696	KIT
7	Bolt	92153-1574	Original



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Generator Cover (Option)

Use the option generator with the optional generator cover.

NOTE

○ *When using the optional generator cover, use the optional generator.*

Cover Gaskets

The optional cover gaskets are available.

They are made from “meta-form” and made easy to exfoliation.

Ducts (Air Funnels)

Select suitable combination for target characteristic of engine.

Length （mm）	Part Number	
15	14073-0124	Option
20	14073-0125	Option
30	14073-0174	Option
40	14073-0151	STD
50	14073-0152	STD

Muffler

With recommended muffler engine performance can be improved.

Recommended muffler: Beet NASSERT-R 1002-E02-00

Web Site : http://www.beet.co.jp/(beetjapan)

* For further information contact the manufacturer of muffler directly.

Water Temperature Sensor

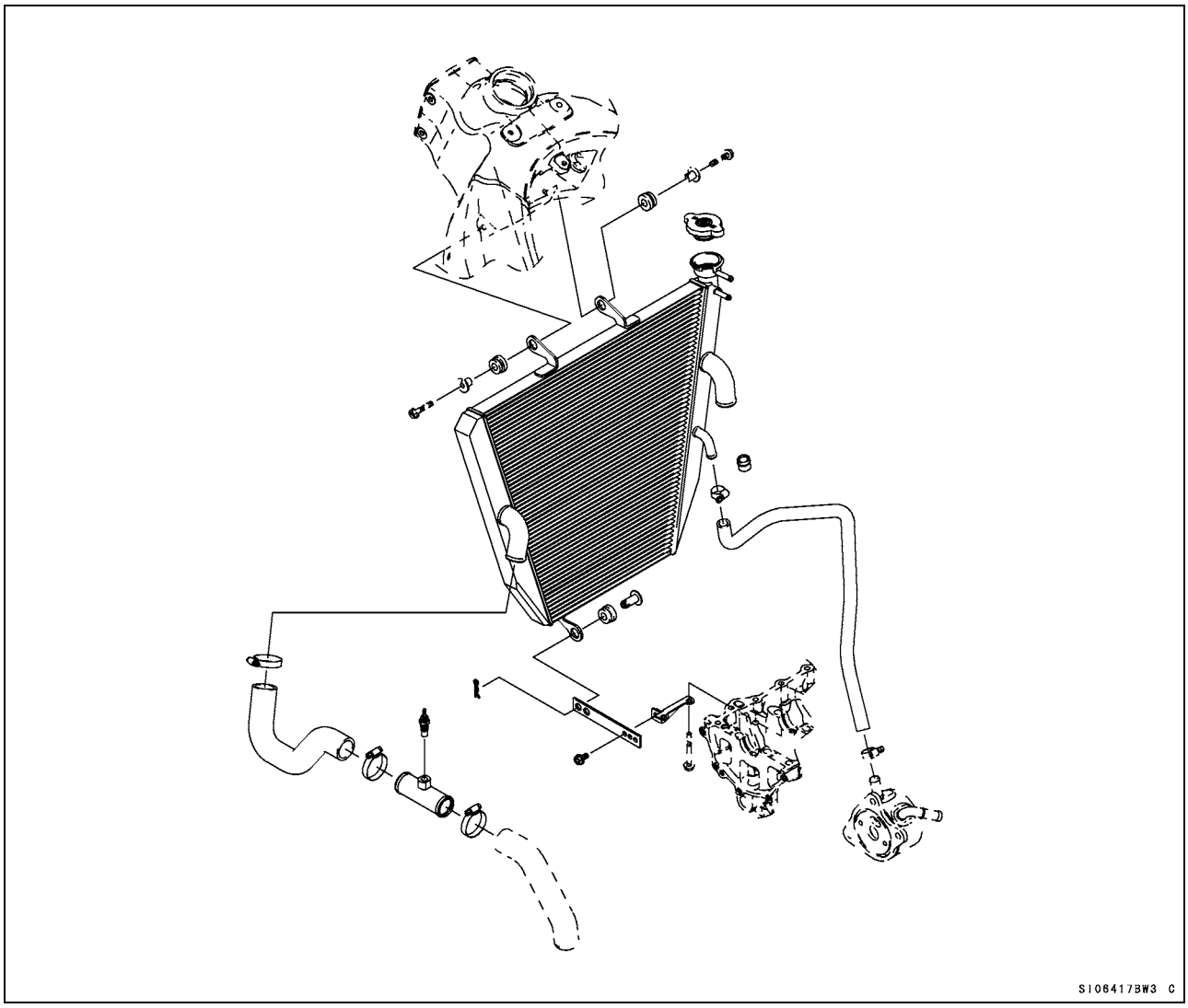
The original water temperature sensor installed in the cylinder head must be remain and connected to the main harness because the electronic control unit (E.C.U.) needs the output signal from the original water temperature sensor. The optional tachometer is equipped with a water temperature display. Install the optional water temperature sensor to the optional water pipe and connect the sensor and the optional meter unit with the optional harness.

Radiator (Kit)

’05 model ZX-6RR and ’07 ZX-6R Racing Kit provides the capacity increased main radiator (39060-0020) to improve cooling performance.

Radiator Installation

- Use the radiator stay (35063-0439) and bracket (11054-1818) belong to kit, and fasten the radiator to the Crankcase by bolts as shown in the figure.
- Stay has several installation holes. Install position is adjustable for proper position of radiator.
- Some muffler may interfere with stay. In such case, make appropriate stay yourself.



- Machine the original cowl to meet the outline of radiator.
- Standard Resave tank is not available. Use some appropriate tank.
- Fill the space between the cowl and the sides of radiator by fixing a sponge or the like.

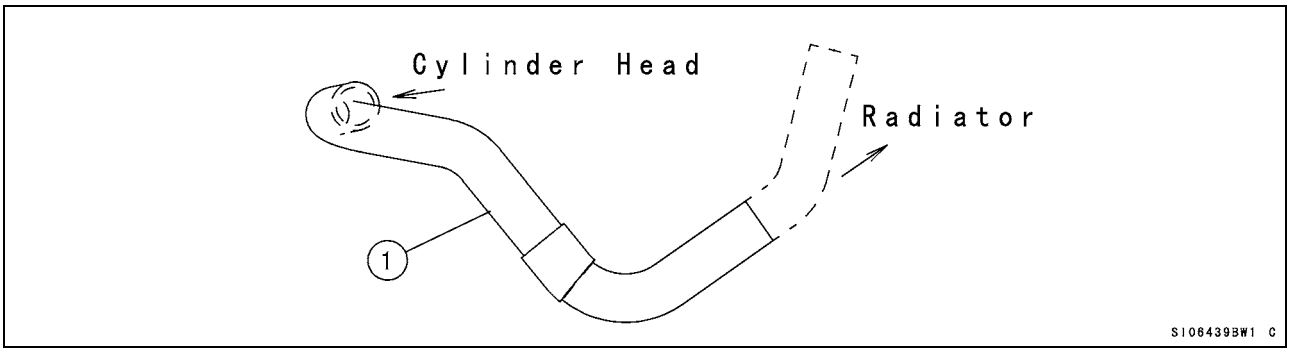
NOTE

○ *After radiator's installation, be sure to check that there is no interference between the radiator and the manifold, or fender, tire and the front fork full bottomed.*

Water Hose Installation

Radiator inlet

- Divide the original water hose (39062-0156) at suitable position, and insert the hose between cylinder head and radiator.



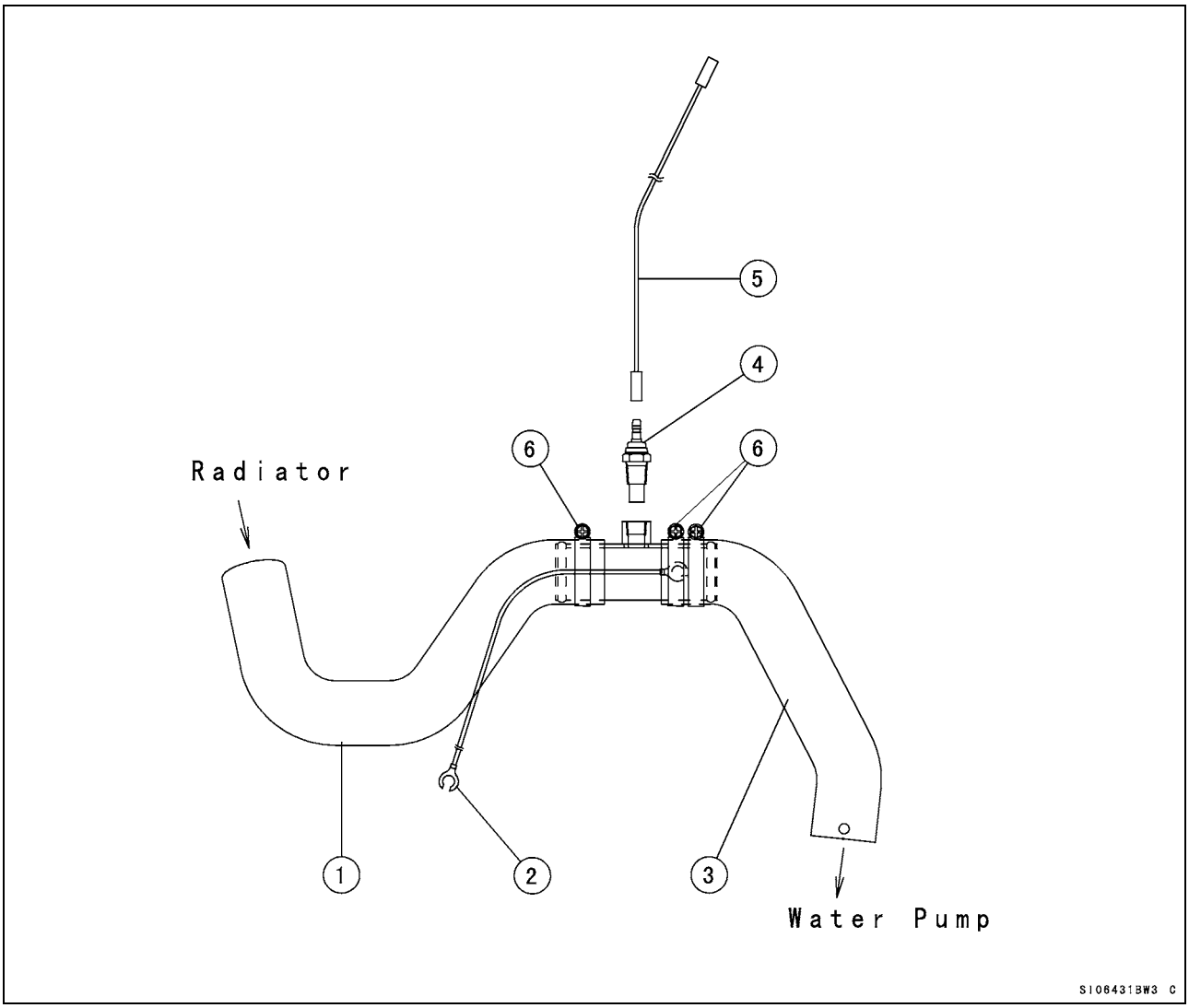
1. Water Hose 39062-0156

- Insert the water hose (39062-0220) between oil cooler outlet and radiator.

Radiator outlet

- Apply a non-permanent locking agent to the thread of the water temperature sensor (Kit: for Meter Lamp). Mount the sensor on the pipe (39192-0011).
- Insert the ground terminal of the water temperature sensor lead between the hose and the pipe, and clamp the hose as shown in the figure. Fasten the another terminal to the cover (generator) by the bolt.

* If you don’t use water temperature meter, use standard pipe and hose at oilcooler outlet side and cover it radiator side with cap (11065-1056).



1. Water Hose 39062-0219
2. Ground Wire 26011-0071
3. Water Hose 39062-0166 (Standard)
4. Sensor 21176-1099
5. Lead Wire 26011-1779
6. Clamp 92171-0179

Reserve Tank Installation

When using the radiator (Kit), the original reserve tank cannot be used. Prepare a suitable substitue.

Reserve Tank should be equipped with a band so as not to affect the running and the handling.

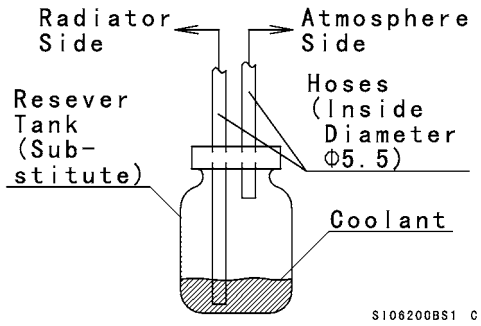
NOTE

○ *Capacity of a reserve tank should be more than 200 cc.*

○ *Position of the hose to a reserve tank.*

* End of the hose to the radiator should be always in the liquid.

* End of the hose to atmosphere should be always beyond the liquid surface.

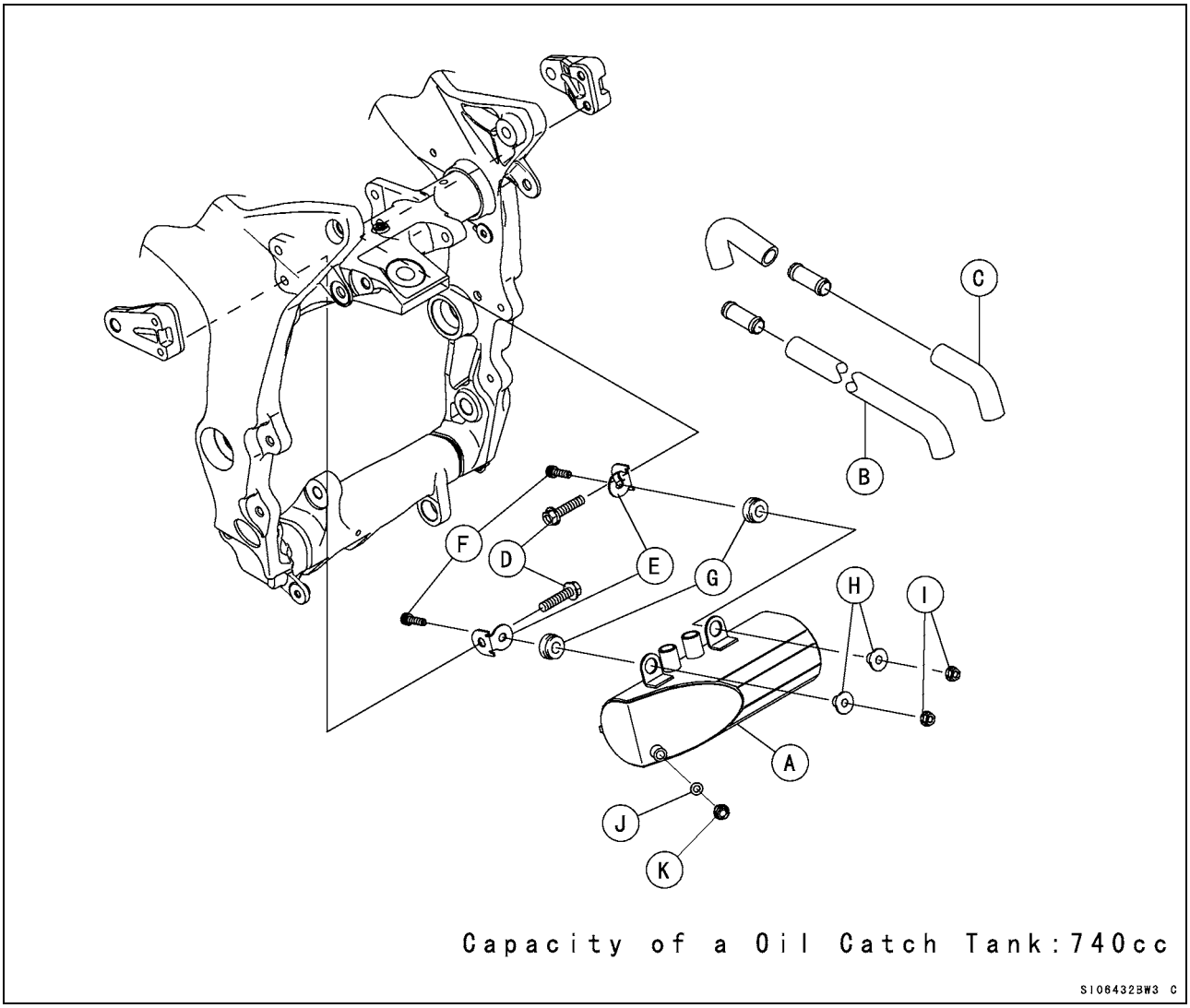


Oil Catch Tank Installation

○ Fasten the Bracket (E) to the Engine Hanger by using bolt (D).

○ Fasten Oil Catch Tank (A) to the Bracket (E) by using bolt (F) and nut (I).

○ Connect Air Cleaner, Crankcase and Oil Catch Tank by using hose1 (B) and hose2 (C).



A) Oil Catch Tank (52001-0004)

B) Hose1 (Air Cleaner – Oil Catch Tank)

C) Hose2 (Crankcase – Oil Catch Tank)

D) Bolt (130BA0835 standard)

E) Bracket (11054-1799)

F) Bolt (120P0620)

G) Dumper (92075-277)

H) Collar (92027-194)

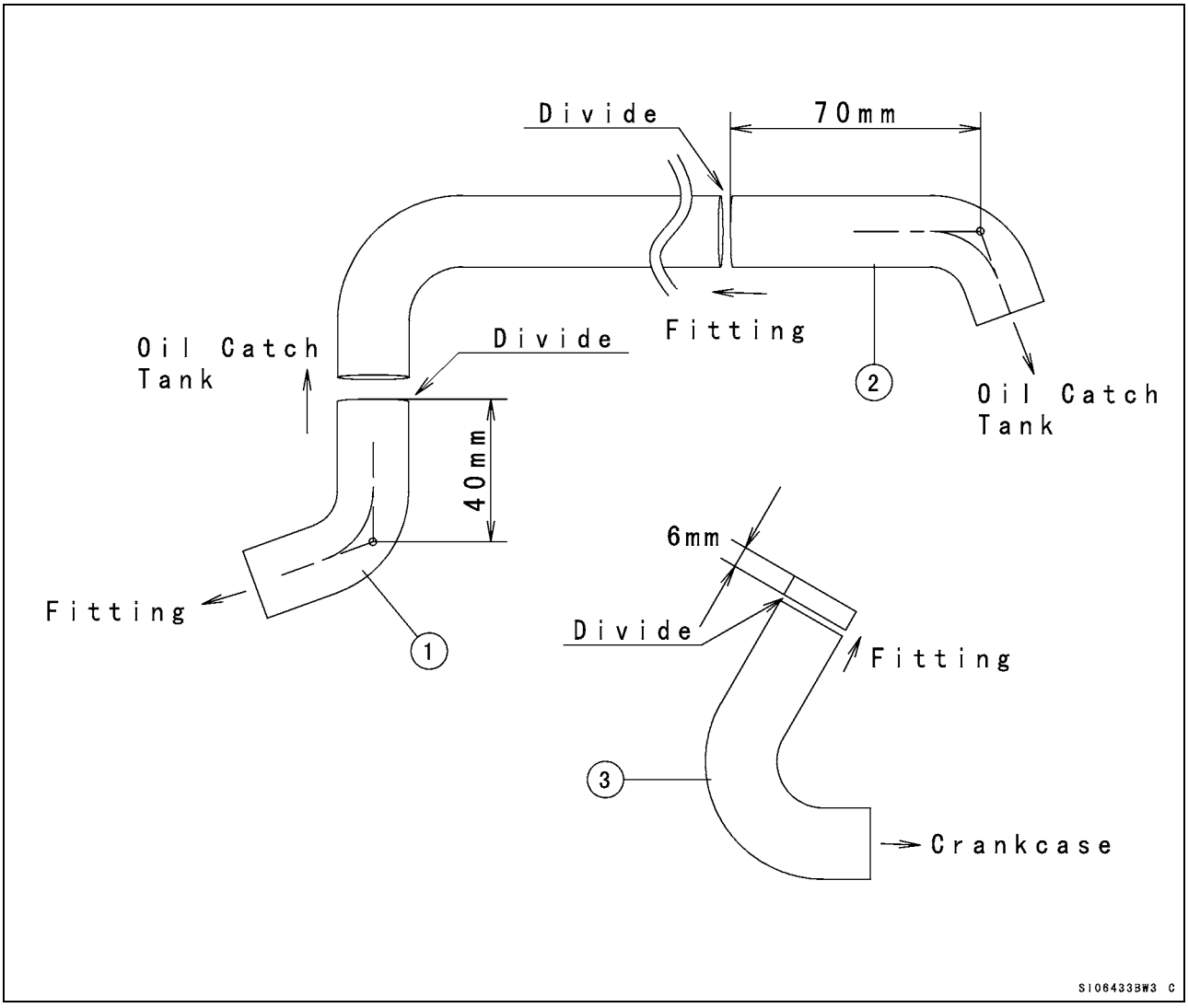
I) Nut (92015-1193)

J) Washer (92022-304)

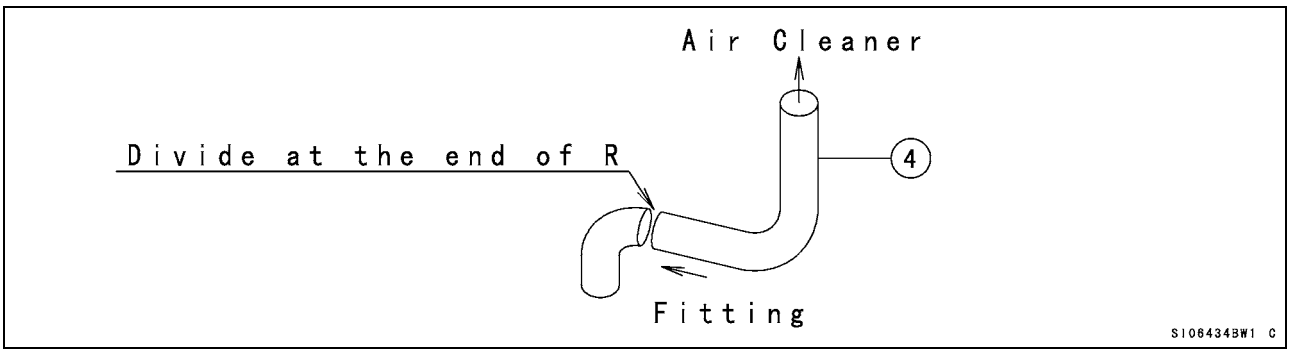
K) Drain Bolt (130Y0610)

Hose1 (B) and Hose2 (C) assembling

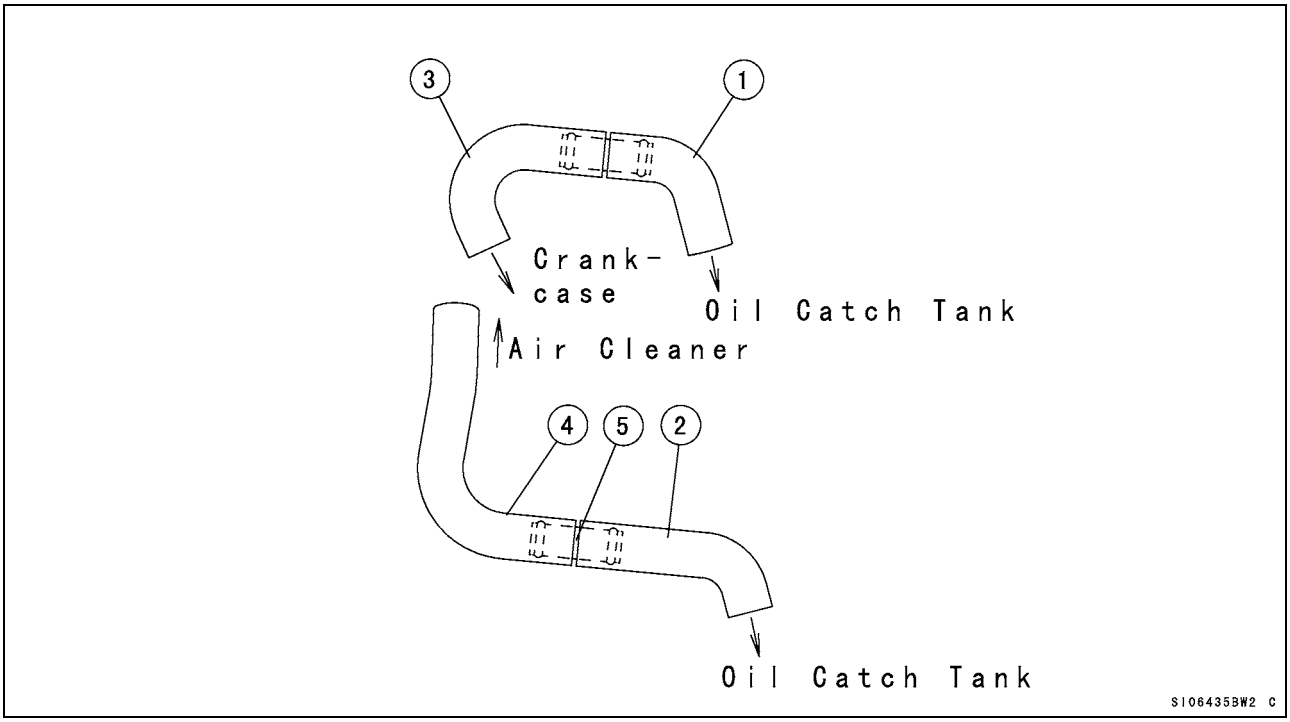
- Divide Hose (92059-1587, KIT) and Hose (92059-1629, KIT) as shown below.



- Divide installed tube (92192-0429, standard) as shown below.



- Assemble hoses as shown below



5. Fitting (92005-0080)

Frame Parts Installation

Throttle Parts (Kit)

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

1) Throttle Case

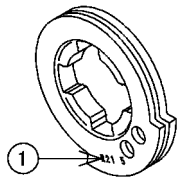
Parts	P/No.
Throttle Case, Upper	32099-0004
Throttle Case, Lower	32099-0005
Bolts (2)	120S0625
Grip, Right	46075-1143

2) Throttle Reels

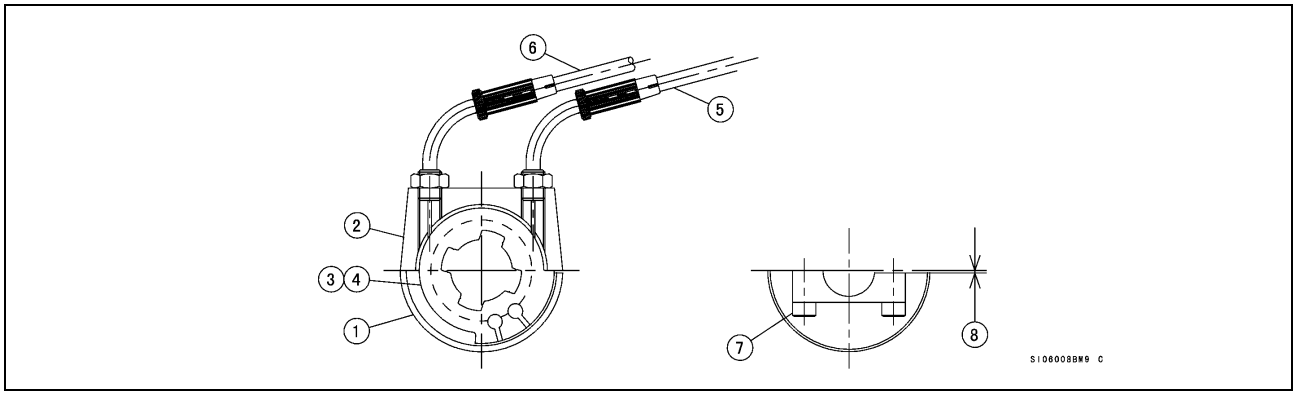
Tow types are available.

P/No.	I.D. Mark	Twist Grip Turn Angle to Full Throttle
59101-0001	R21.5	60°
59101-0002	R20.0	65°

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



1. Identification Mark



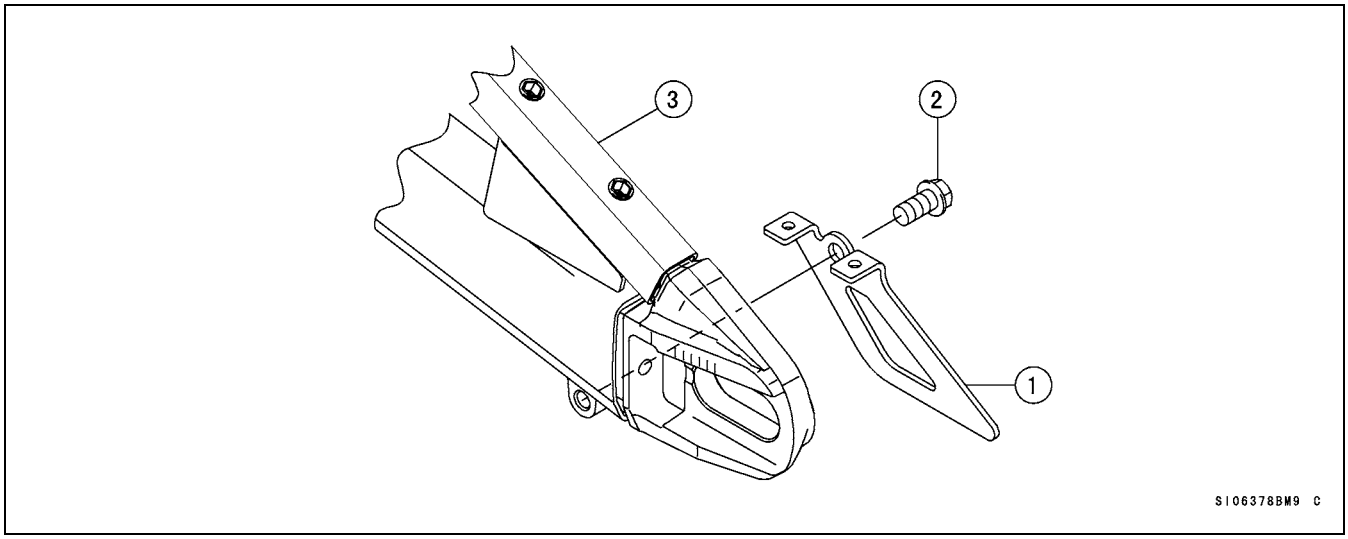
1. Upper Case: 32099-0004
2. Lower Case: 32099-0005
3. Reel, 60°: 59101-0001
4. Reel, 65°: 59101-0002
5. Throttle Cable, Open Side: 54012-0186
6. Throttle Cable, Close Side: 54012-0216
7. Bolt: 120S0625
8. Gap

Final Drive Parts (Kit)

1) Drive Chain

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

2) Chain Guard



1. Guard: 55020-0028
2. Bolt: 130J1020
3. Swingarm (Left Side)

Brake Pads (Kit)

The front and rear brake pads for racing use are available. The front pads are for higher braking force, and the rear pads are for lower braking force.

Front Brake Pads

P/No.	Mark	Braking Force
43082-0074	2508	High
		↕
Original	TT2172HH	Low

Rear Brake Pads

P/No.	Mark	Braking Force
Original	FO GG	High
43082-1220	C93G	↕
43082-1192	G196	Low

Steering Damper (Kit)

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

The steering damper should be installed to do not the steering handle movement stop by the steering damper itself at the fully locket position both left and right side.

(Steering angle should be controlled by the regulation)

1) Recommended Steering Damper

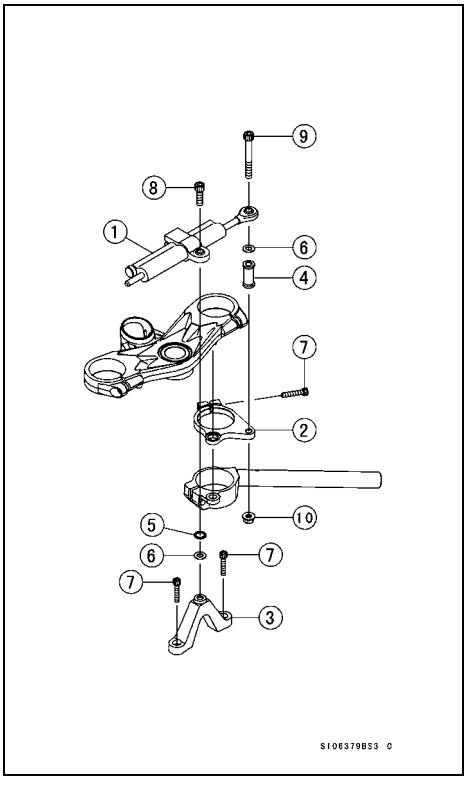
OHLINS SD121

- Set the steering damper to the holder as shown.

2) Stroke(s)

SD121: 68 mm

1. Steering Damper: OHLINS SD121
2. Bracket: 11054-1816
3. Bracket: 11054-1817
4. Collar: 92152-0589
5. Ring: 670 B 2012
6. Washer: 410 B 0800
7. Bolt, Socket: 120 CA0630
8. Bolt, Socket: 120 CA0825
9. Bolt, Socket: 120 CA0865
10. Nut: 92105-1397



Seat Height Adjustment

- Loosen the nut (1) and insert the spacer (2) as required.
- Tighten the nut (1) to 59 N·m (6.0 kgf·m, 43 ft·lb) of torque.

○ One turn of the spring adjusting nut changes the spring length by 1.5 mm.

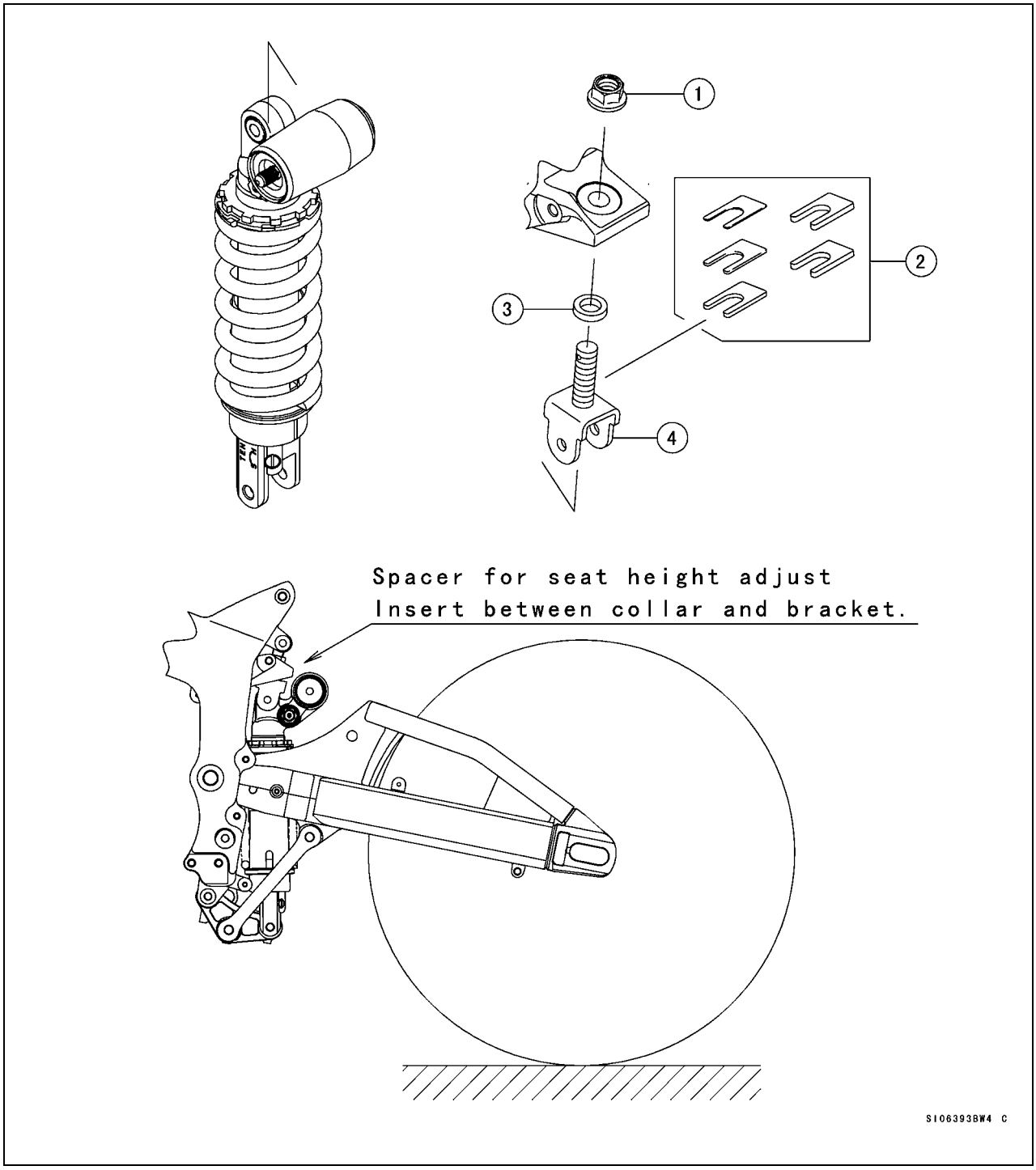
Rear Suspension Condition of Seat Height Adjustment

- When the seat height adjusts spacer applied, the rear suspension should be softened.

Seat Height Adjustment

Spacer Set: 92026-1586

P/No.	Quantity	Thickness
92026-1582	1	1.0 mm
92026-1583	1	2.0 mm
92026-1584	1	3.2 mm
92026-1585	2	4.5 mm



1. Nut
2. Spacer
3. Collar
4. Bracket

Front Fork Springs (Kit)

The optional front fork springs are available for racing.

1) Front Fork Specifications

Items	Original
Rebounded damping setting (Upper)	1 1/2 turns out from the fully clockwise position
Compression damping setting (Lower)	1 1/2 turns out from the fully clockwise position
Fork oil	SHOWA SS47
Fork oil level	97 mm
Oil lock	Oil lock piece
Oil seal	– – –
Spring length	257.0 mm (Free Length)
Spring constant	9.0 N/mm
Sub spring stroke	28 mm

2) Front Fork Spring

P/No.	A × B × C (mm)	Number of Winding	Spring Constant
Original	4.7 × 31.5 × 257.0	17.5	K = 9.0 N/mm
92145-0507	4.6 × 31.6 × 257.0	16.9	K = 8.25 N/mm
92145-0508	4.7 × 31.5 × 257.0	16.6	K = 9.25 N/mm
92145-0509	4.8 × 31.4 × 257.0	17.3	K = 9.75 N/mm

A: Coil Diameter

B: Spring Inside Diameter

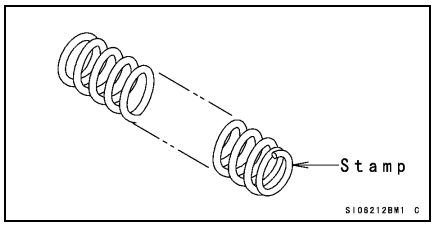
C: Spring Free Length

3) Front Fork Spring Replacement

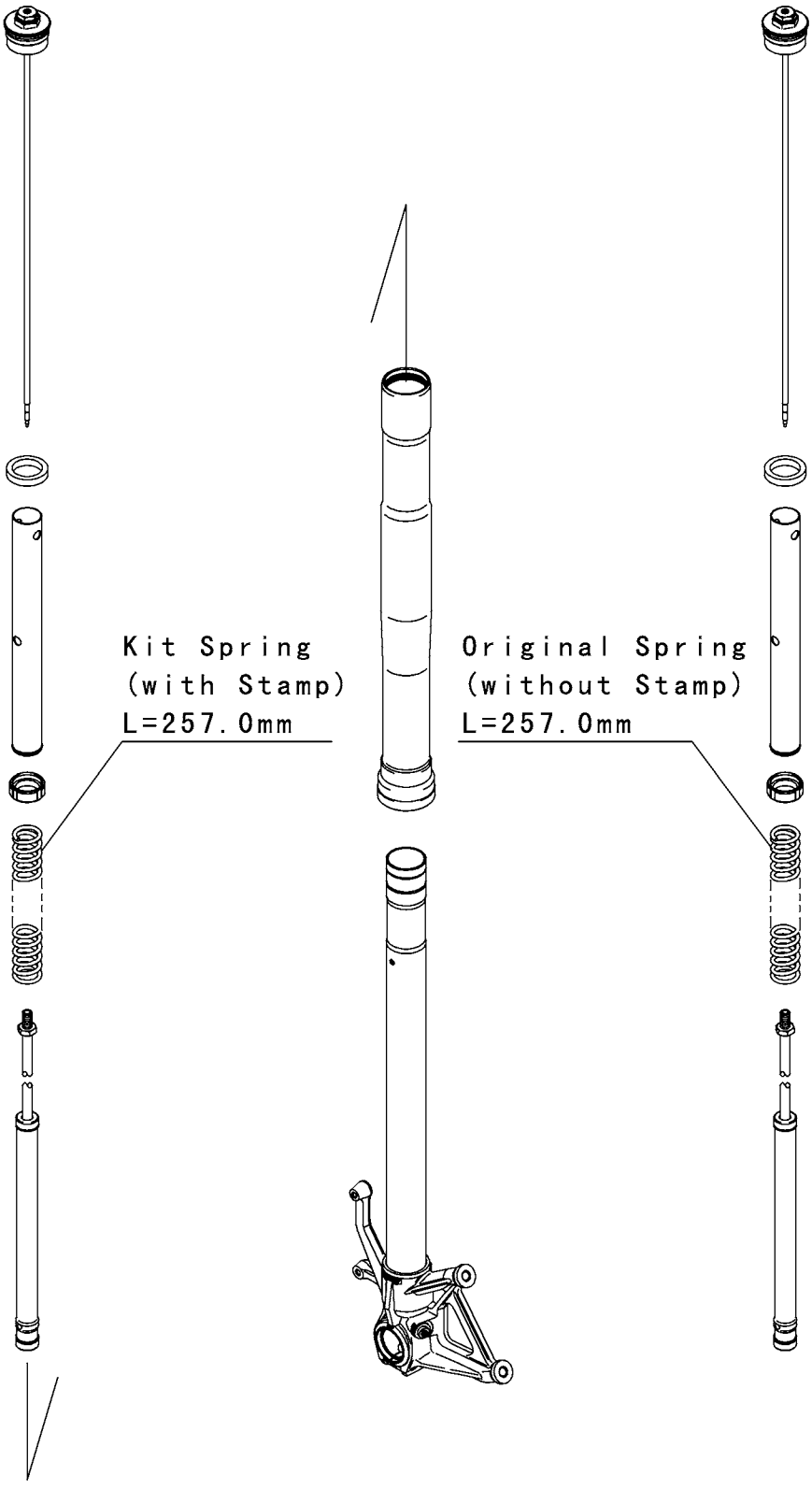
Replace the main spring referring to the Fork Oil Change section of the base Service Manual.

Identification Mark

The spring constant value is stamped on the one side surface of the spring.



Fork Spring Installation



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Electric Parts Installation

Battery

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

Main Harness and Sub Harness (Kit)

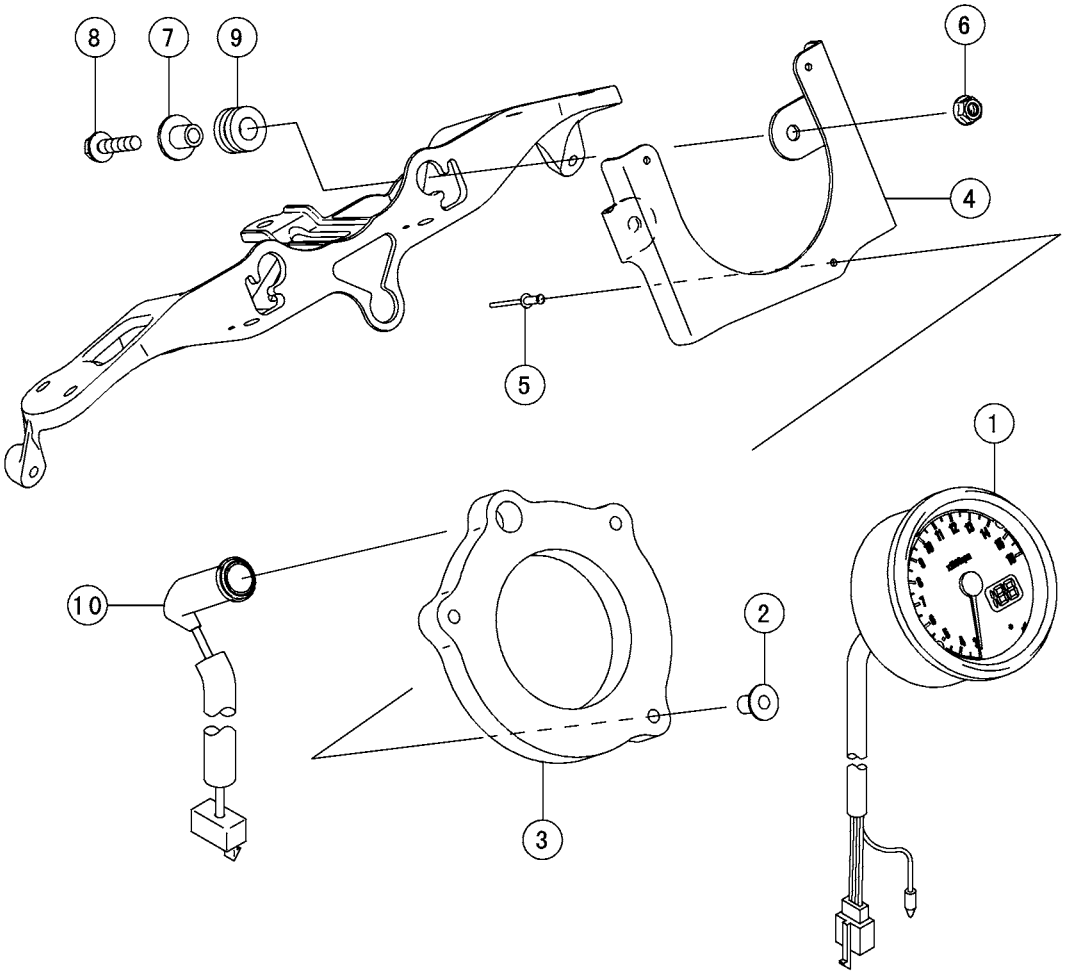
Main harness and sub harness are available for racing use as optional parts. Select one of them in accordance with your race regulation.

Main Harness (with Optional Meter): 26031-0559

Sub Harness (with Original Meter and Original Main Harness): 26031-0327

Main Harness (with Original Meter): 26031-0558

Meter (Kit) Installation



1. Tachometer with Water Temperature Gauge (Optional): 25031-1142
2. Collar (Optional): 92152-0058
3. Pad (Optional): 39156-0098
4. Bracket (Optional): 11053-1749
5. Rivet (Optional): 92039-1106
6. Nut (Optional): 92015-1233
7. Collar (Optional): 92152-1074
8. Bolt (Optional): 130J0625
9. Damper (Original): 92160-1167
10. Lamp Assembly (Optional): 23016-0006

- Insert the three collars [2] into the damper [3].
- Insert the rivet [5] from the backside of the bracket [4] and fix them.
- Install the bracket [4] to the original bracket [10].

Main Harness Combination Parts Table

Main Harness and Kit Part Combination Table

○: need ×: no need.

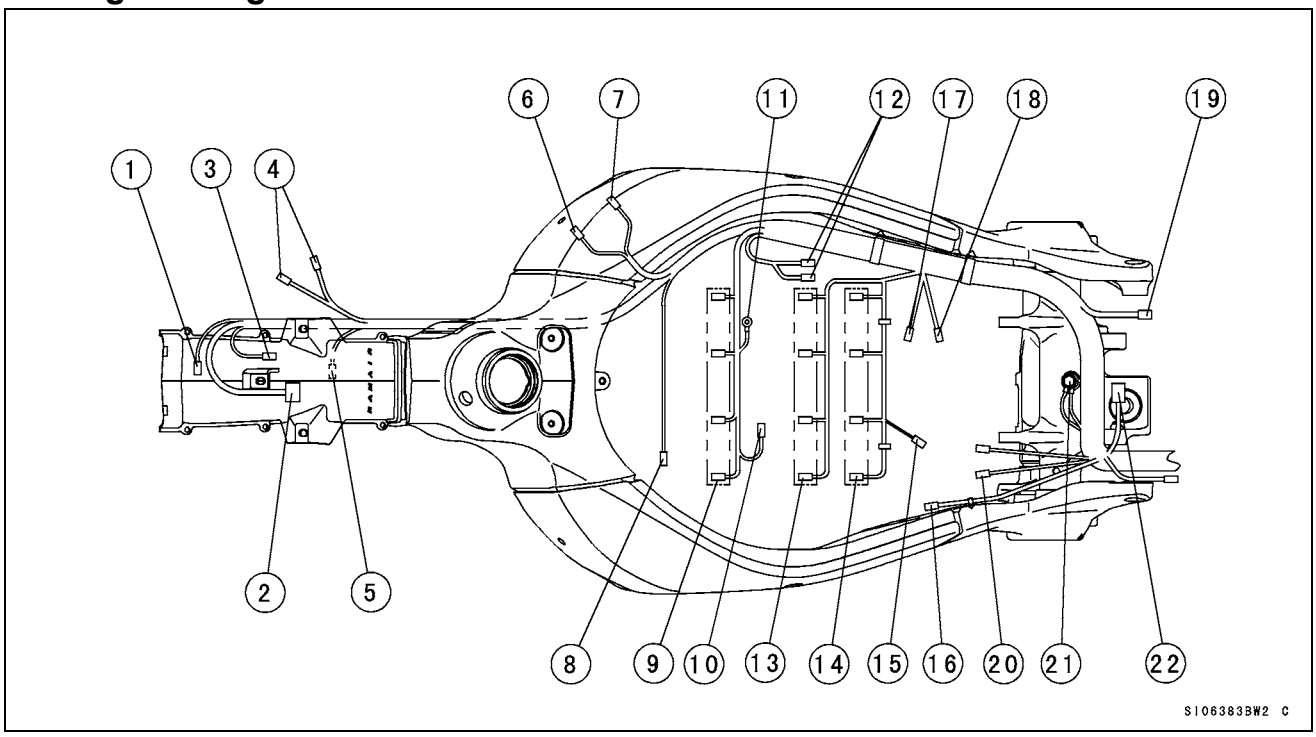
Harness / Part	Harness for Kit Meter 26031-0559	Harness for Original Meter 26031-0558	Sub Harness 26031-0327
Meter Assembly (Kit)	×	○	○
Tachometer with Water Temperature Gauge (Kit) 25031-1142	○	×	×
Water Temperature Gauge Lead (Kit) 26011-1779	○	×	×
Water Temperature Sensor Ground Lead (Kit) 26011-0071	○	×	×
Water Temperature Sensor 21176-1099	○	×	×
Relay Box (Original) 27002-0007	×	×	○
Relay Assembly (Original) 27002-3703	○	○	×

Main Harness and Original Part Combination Table

○: need ×: no need.

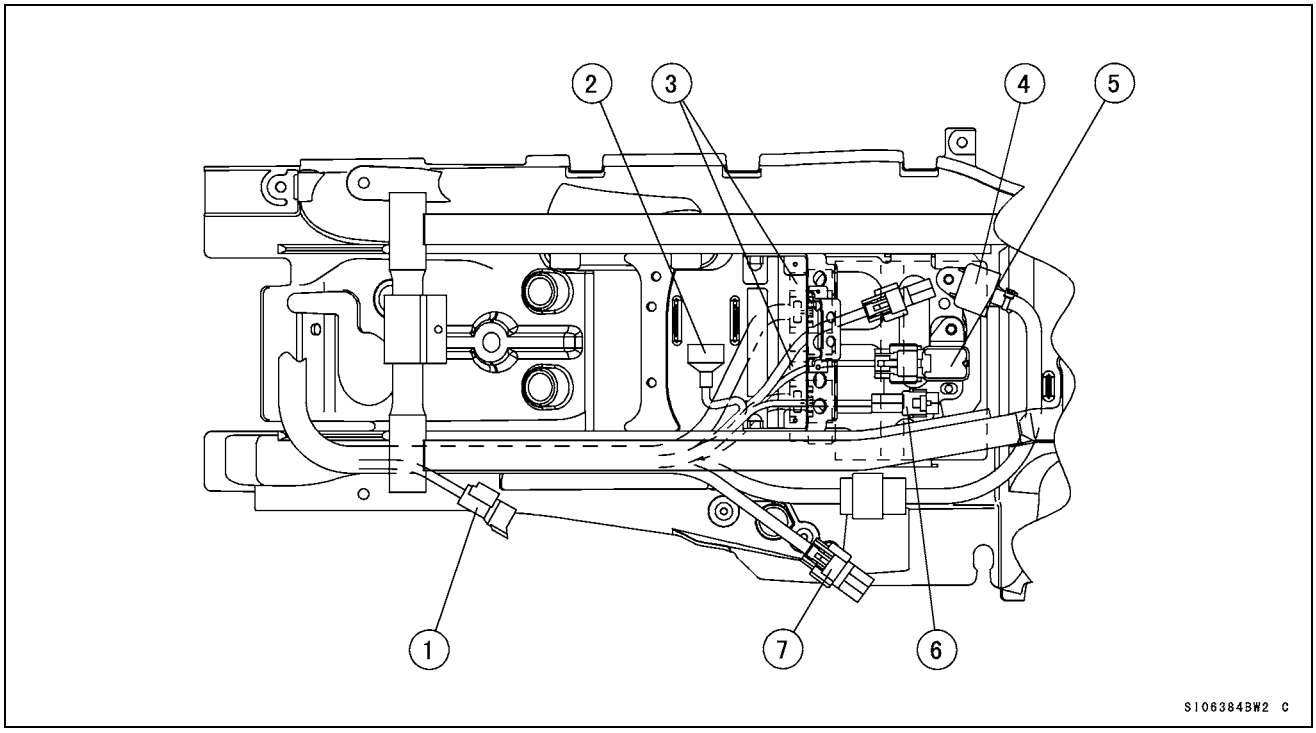
Harness / Part	Harness for Kit Meter 26031-0559	Harness for Original Meter 26031-0558
Main Harness (Original)	×	×
Meter Assembly (Original)	×	○
Left Handlebar Switches	×	○
License Light	×	×
Rear Brake Light Switch	×	×
Turn Signal Light (Front, Rear, Left, Right)	×	×
Headlight	×	×
Tail/Brake Light	×	×
Ignition Switch	×	×
Fan Motor	×	×
Horn	×	×
Side Stand Switch	×	×
Turn Signal Relay	×	×
Fuse Box	×	×
Neutral Switch	×	×
Oil Pressure Switch	×	×

Wiring Routing



1. Vehicle-down Sensor
2. Meter Assembly
3. Shift Up Indicator Light
4. Right Handlebar Switch
5. Left Handlebar Bar Switch
6. Intake Air Temperature Sensor
7. Boost Sensor
8. Cam Shaft Position Sensor
9. Ignition Coil
10. Subthrottle Valve Actuator
11. Cylinder Head Ground
12. Main Throttle Sensor
13. Injector, Secondary
14. Injector, Primary
15. Coolant Temperature Sensor
16. Speed Sensor
17. Crank Shaft Position Sensor
18. Gear Position Sensor
19. Battery (-)
20. Auto Shifter
21. Frame Ground
22. Regulator

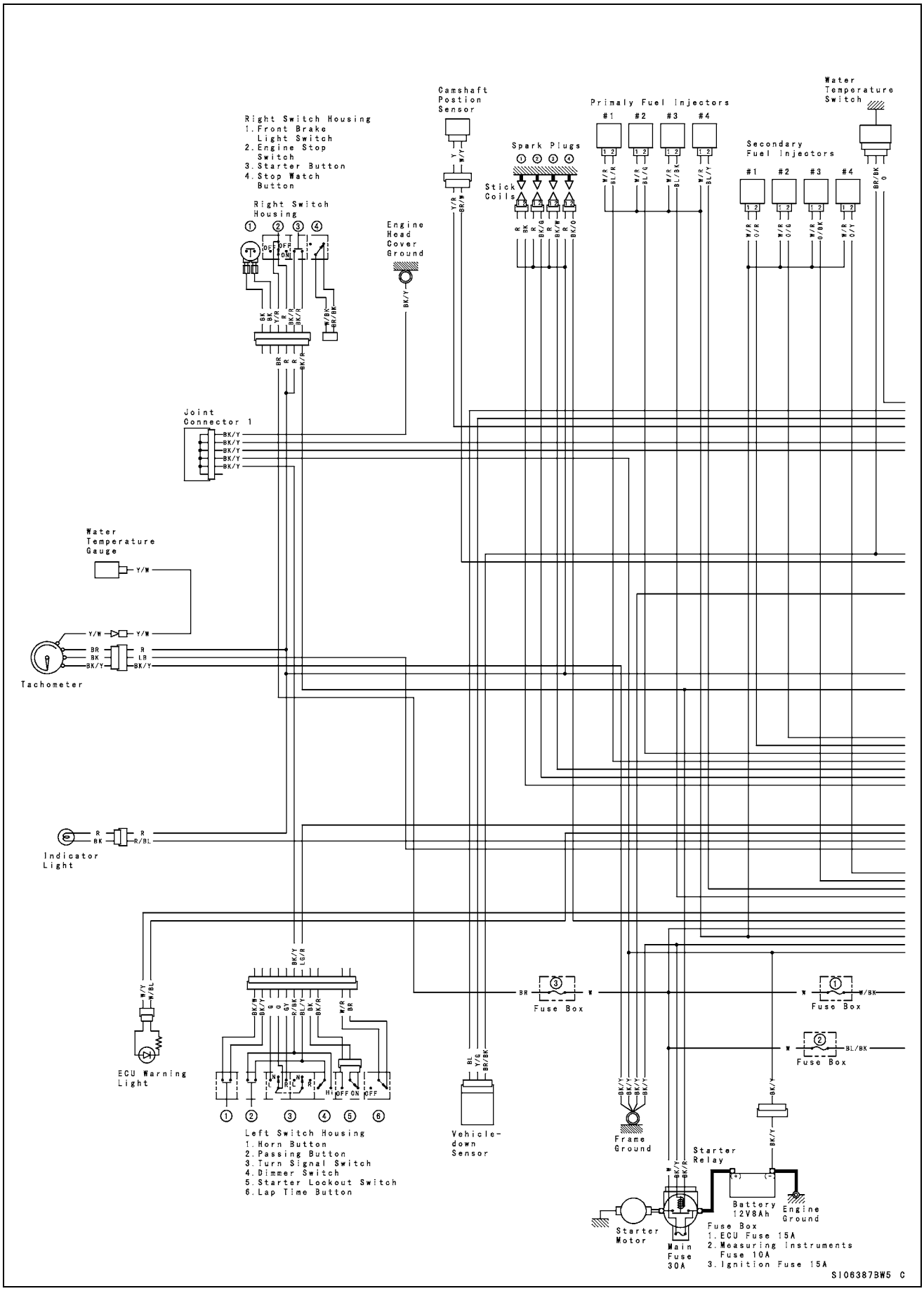
- The headlight beam (Hi/Lo) change switch on the left handlebar switch works as a speed limit switch of the pit-road and passing switch works as same also.
- In case of using optional meter, the connector of coolant temperature sensor “15” must used.
- The auto shifter “20” should be used according to local regulation.

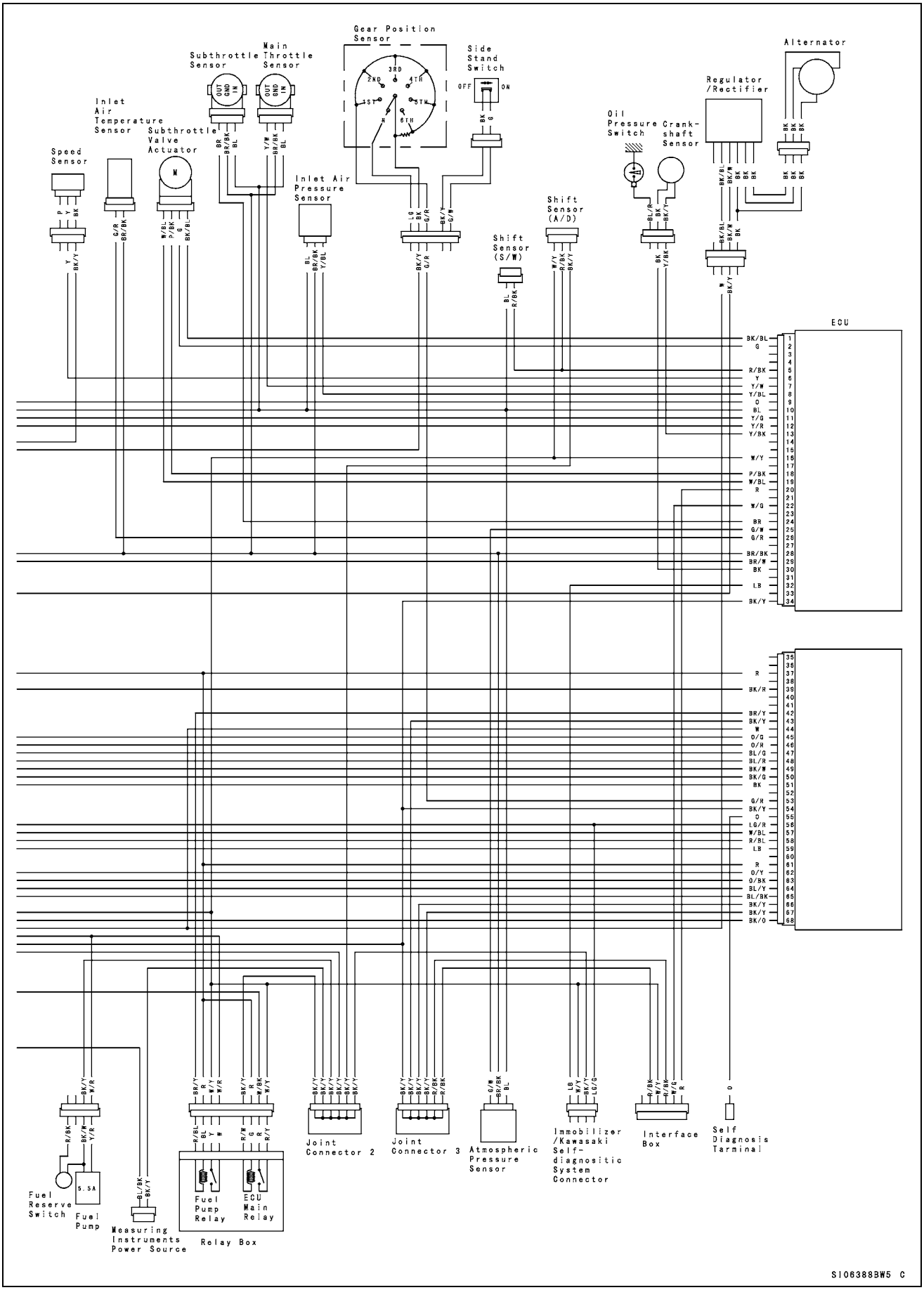


1. Fuel Pump
2. Magnetic Switch
3. ECU
4. Relay Assembly (27002-3703)
5. Atmospheric Pressure Sensor
6. Power Source for Measuring Instruments
7. Setting Tool

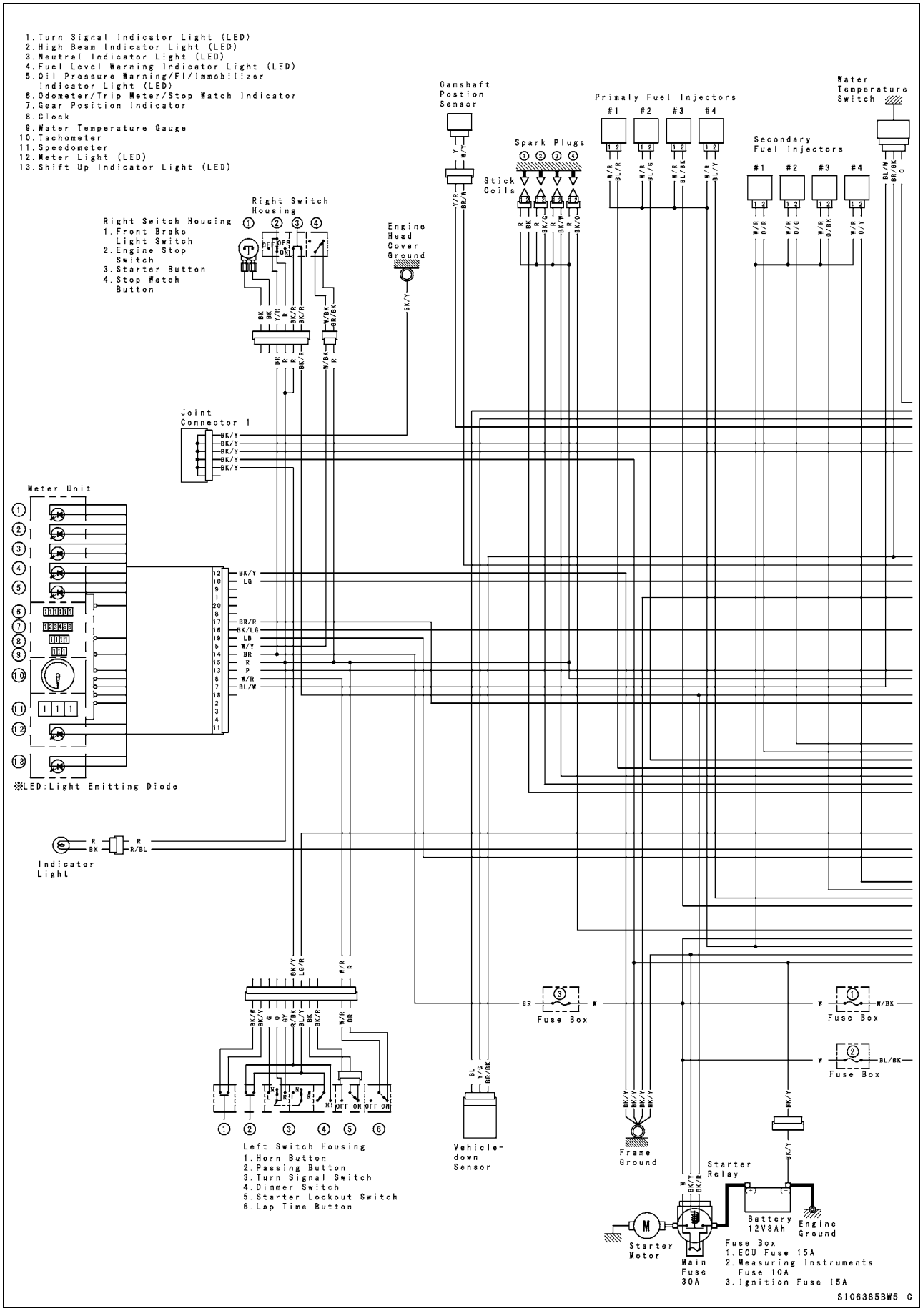
- The relay assembly “4” should make sure to avoid the interference with other parts.
- When apply the measuring instruments, the power source “6” available as a 12 V power source.
- The setting tool should be used according to the manual of “Kawasaki FI Calibration Tool”.

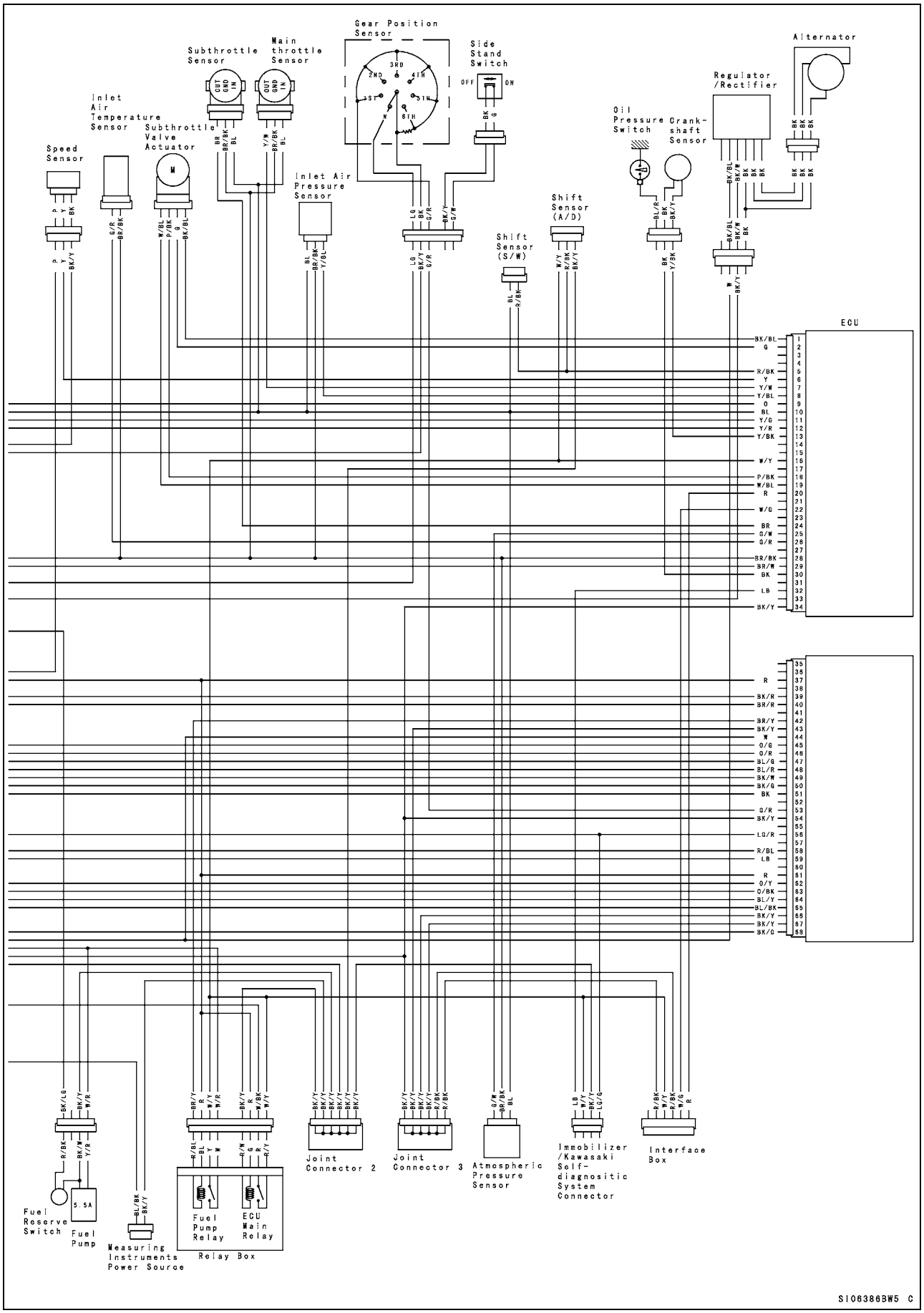
Wiring Diagram (with Kit Meter)




Gear Position Sensor
Side Stand Switch
Subthrottle Sensor
Main Throttle Sensor
Alternator
Regulator /Rectifier
Inlet Air Temperature Sensor
Subthrottle Valve Actuator
Oil Pressure Switch
Crank-shaft Sensor
Speed Sensor
Inlet Air Pressure Sensor
Shift Sensor (A/D)
Shift Sensor (S/W)
ECU
Fuel Reserve Switch
Fuel Pump
Measuring Instruments Power Source
Fuel Pump Relay
ECU Main Relay
Relay Box
Joint Connector 2
Joint Connector 3
Atmospheric Pressure Sensor
Immobilizer /Kawasaki Self-diagnositic System Connector
Interface Box
Self Diagnosis Tarminal
S106388BW5 C

Wiring Diagram (with Original Meter Assembly)




Gear Position Sensor
Subthrottle Sensor
Main throttle Sensor
Side Stand Switch
Alternator
Inlet Air Temperature Sensor
Subthrottle Valve Actuator
Regulator /Rectifier
Oil Pressure Switch
Crank-shaft Sensor
Speed Sensor
Inlet Air Pressure Sensor
Shift Sensor (A/D)
Shift Sensor (S/W)
ECU
Fuel Reserve Switch
Fuel Pump
Measuring Instruments Power Source
Fuel Pump Relay
ECU Main Relay
Relay Box
Joint Connector 2
Joint Connector 3
Atmospheric Pressure Sensor
Immobilizer /Kawasaki Self-diagnositic System Connector
Interface Box
S106386BW5 C

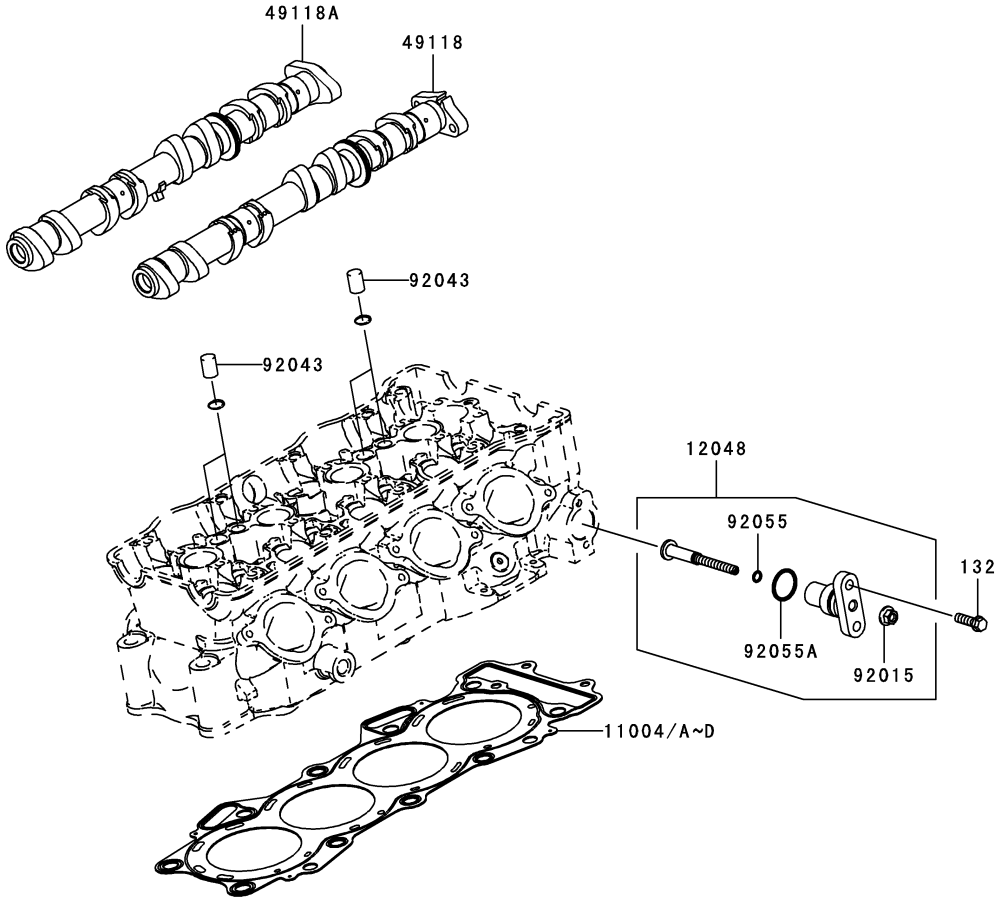
Racing Kit Parts List

This catalog covers:

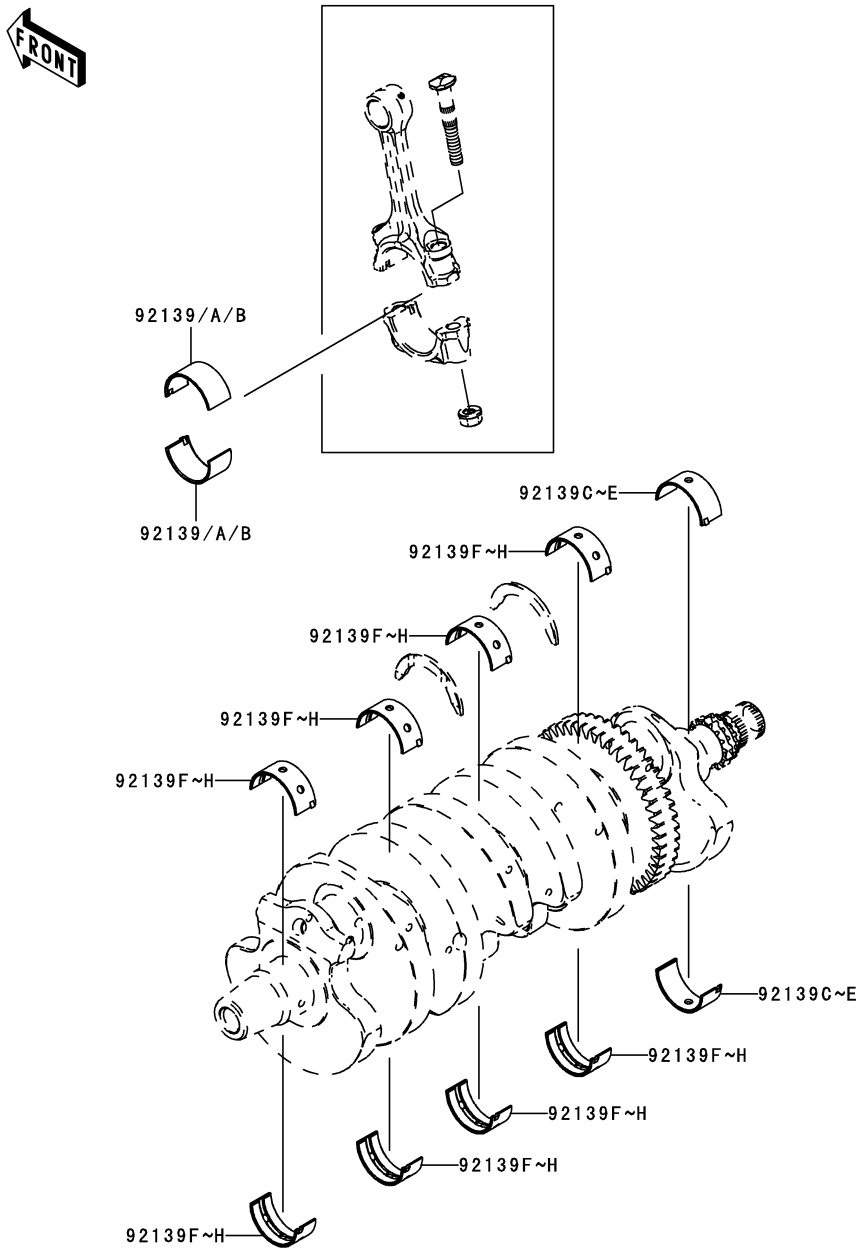
'07 ZX600P7FR Engine

GRID NO. **B-3** *This grid covers:* **Cylinder**

E1121



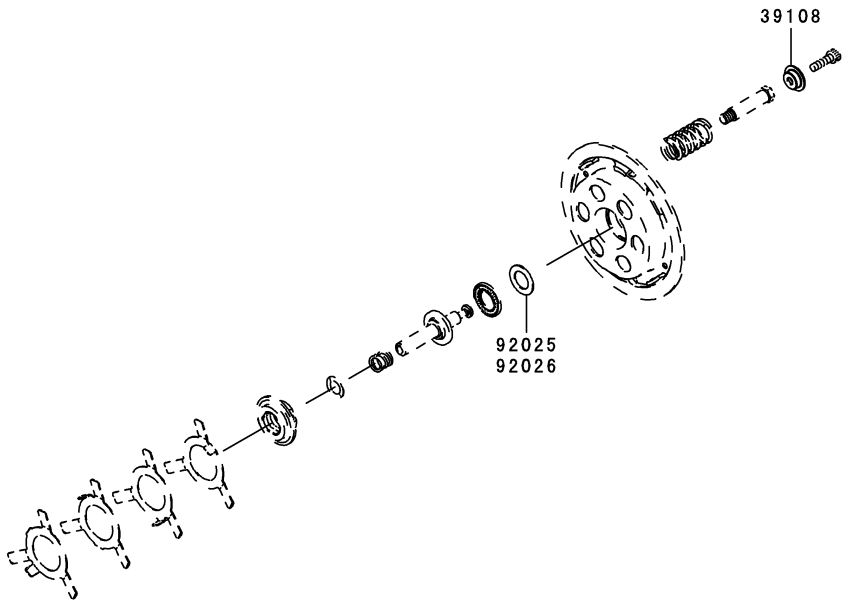
Ref. No.	Part No.	Description	Spec Code	Quantity-ZX600 '07	P7FR
11004	11004-0067 (OPTION)	GASKET-HEAD,T=0.70		1	
11004A	11004-0068 (OPTION)	GASKET-HEAD,T=0.60		1	
11004B	11004-0069 (OPTION)	GASKET-HEAD,T=0.55		1	
11004C	11004-0070 (OPTION)	GASKET-HEAD,T=0.50		1	
11004D	11004-0071 (OPTION)	GASKET-HEAD,T=0.45		1	
12048	12048-1175 (OPTION)	TENSIONER-ASSY		1	
49118	49118-0110 (OPTION)	CAMSHAFT-COMP,INTAKE		1	
49118A	49118-0111 (OPTION)	CAMSHAFT-COMP,EXHAUST		1	
92015	92015-1078	NUT,FLANGED,6MM		1	
92043	92043-1506 (OPTION)	PIN,10X14		4	
92055	92055-011	RING-O,5MM		1	
92055A	92055-086	RING-O,18.8X1.9		1	
132	132BA0620 (OPTION)	BOLT-FLANGED-SMALL,6X20		2	



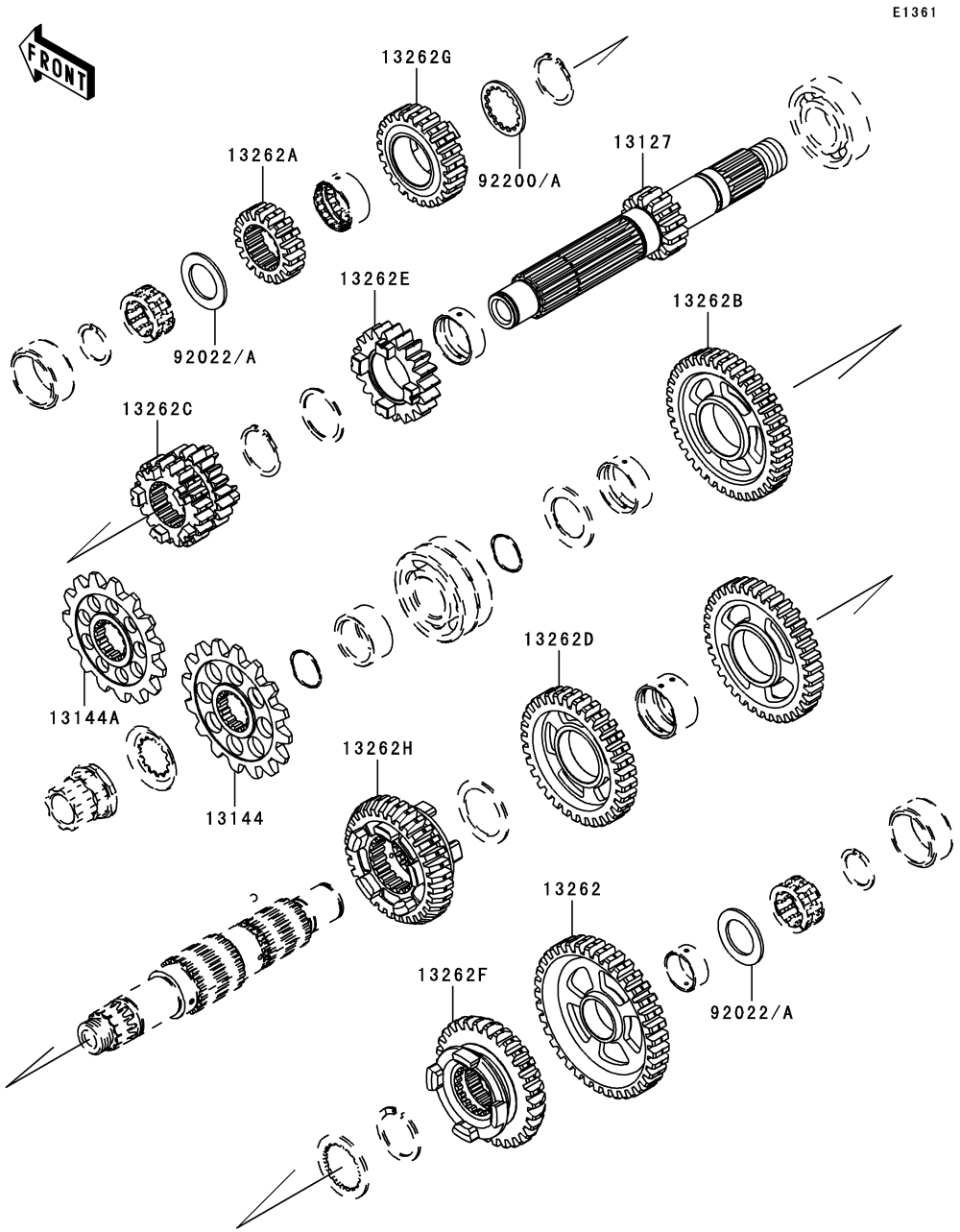
E1321

Ref. No.	Part No.	Description	Spec Code	Quantity-ZX600 '07	P7FR
92139	92139-0194 (OPTION)	BUSHING,CONROD,BLUE		AR	
92139A	92139-0195 (OPTION)	BUSHING,CONROD,BLACK		8	
92139B	92139-0196 (OPTION)	BUSHING,CONROD,BROWN		AR	
92139C	92139-0197 (OPTION)	BUSHING,CRANK #5,BLUE		AR	
92139D	92139-0198 (OPTION)	BUSHING,CRANK #5,BLACK		2	
92139E	92139-0199 (OPTION)	BUSHING,CRANK #5,BROWN		AR	
92139F	92139-0200 (OPTION)	BUSHING,CRANK #1&#2&#3&#4,BLUE		AR	
92139G	92139-0201 (OPTION)	BUSHING,CRANK #1&#2&#3&#4,BLK		8	
92139H	92139-0202 (OPTION)	BUSHING,CRANK #1&#2&#3&#4,BRN		AR	

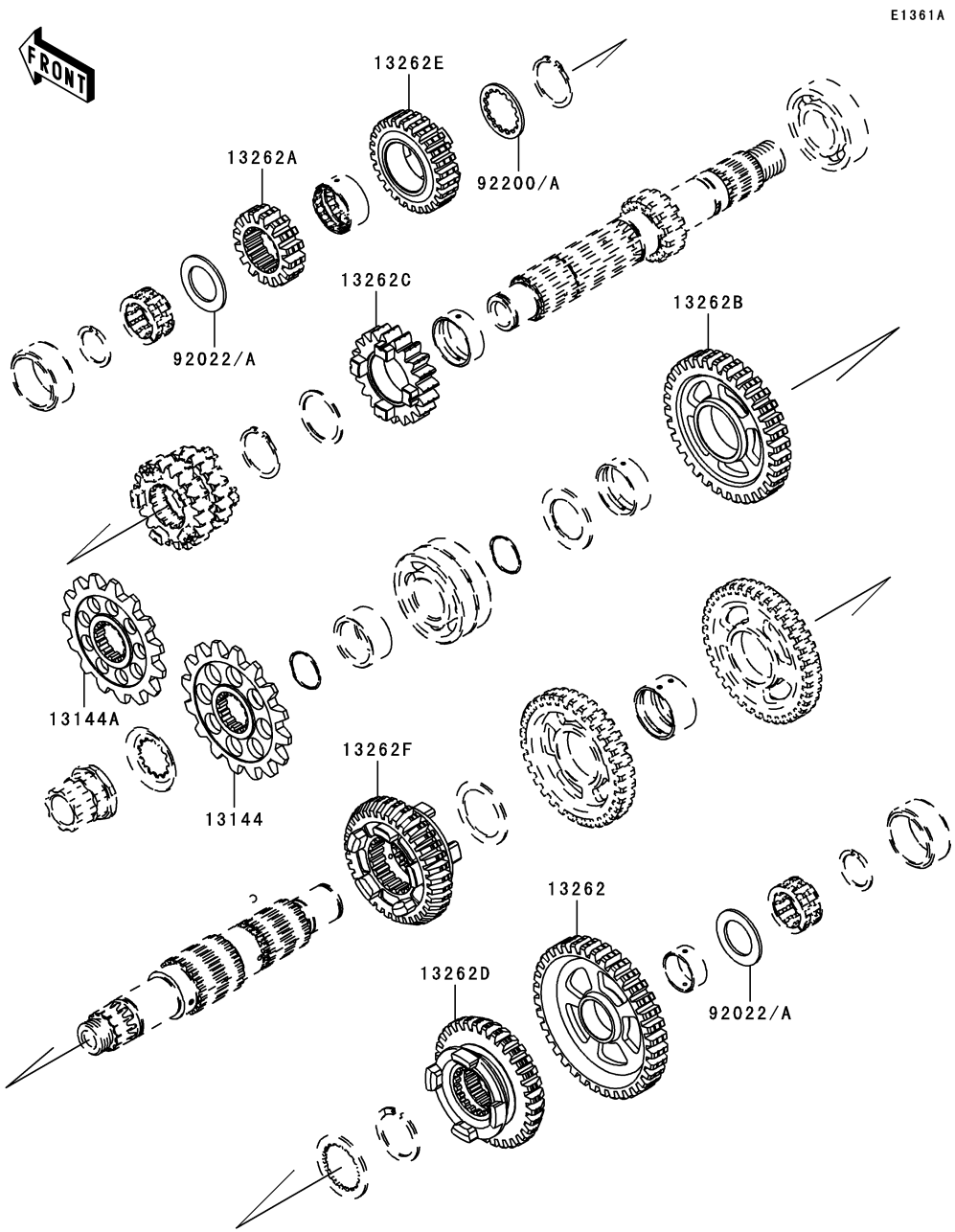
E1350



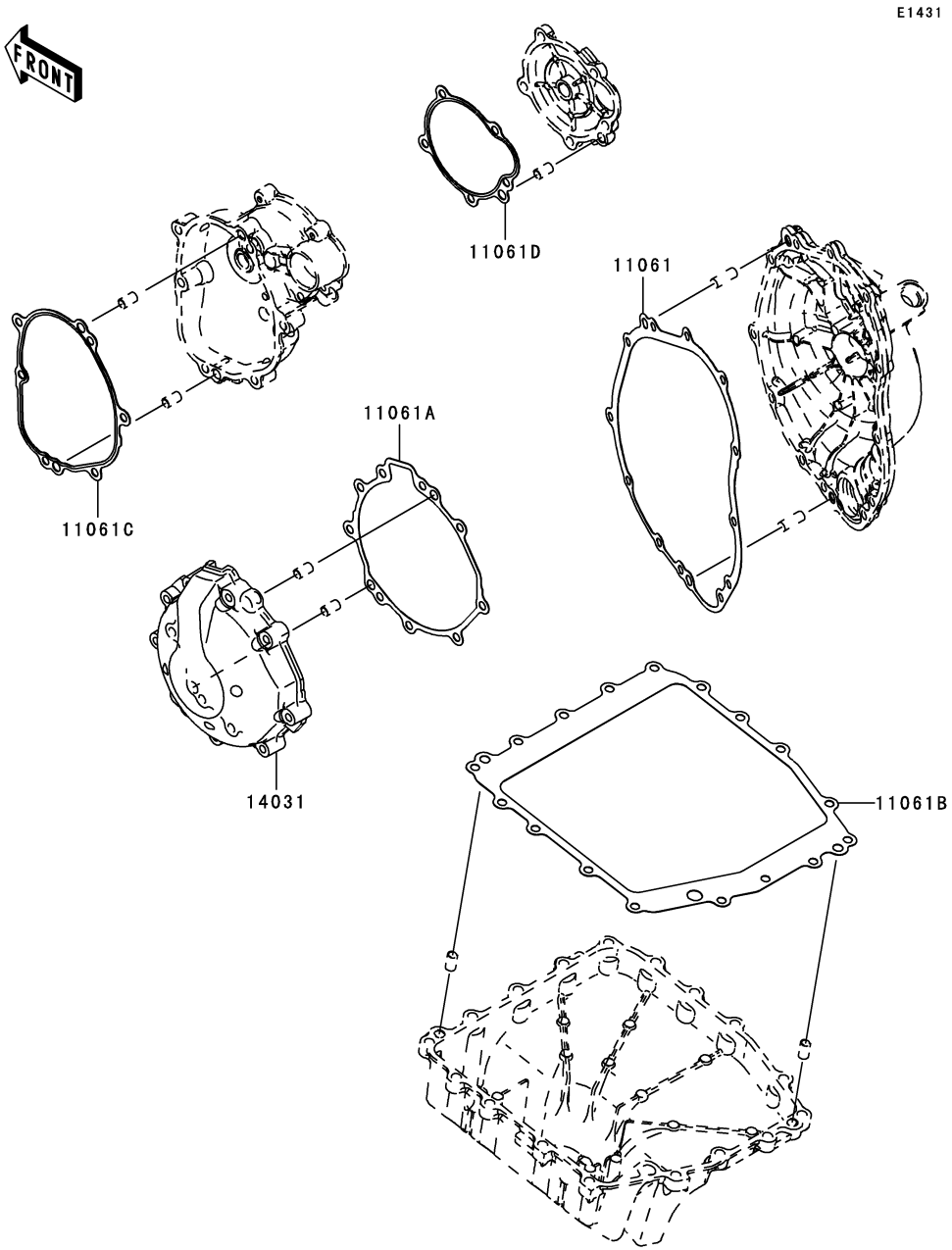
Ref. No.	Part No.	Description	Spec Code	Quantity-ZX600 '07	P7FR
39108	39108-0004 (OPTION)	RETAINER-SPRING,T=5.0(STD-1.0)		6	
92025	92025-1137 (OPTION)	SHIM,15.3X27.5X1.20		1	
92026	92026-1590 (OPTION)	SPACER,T=1.5		1	



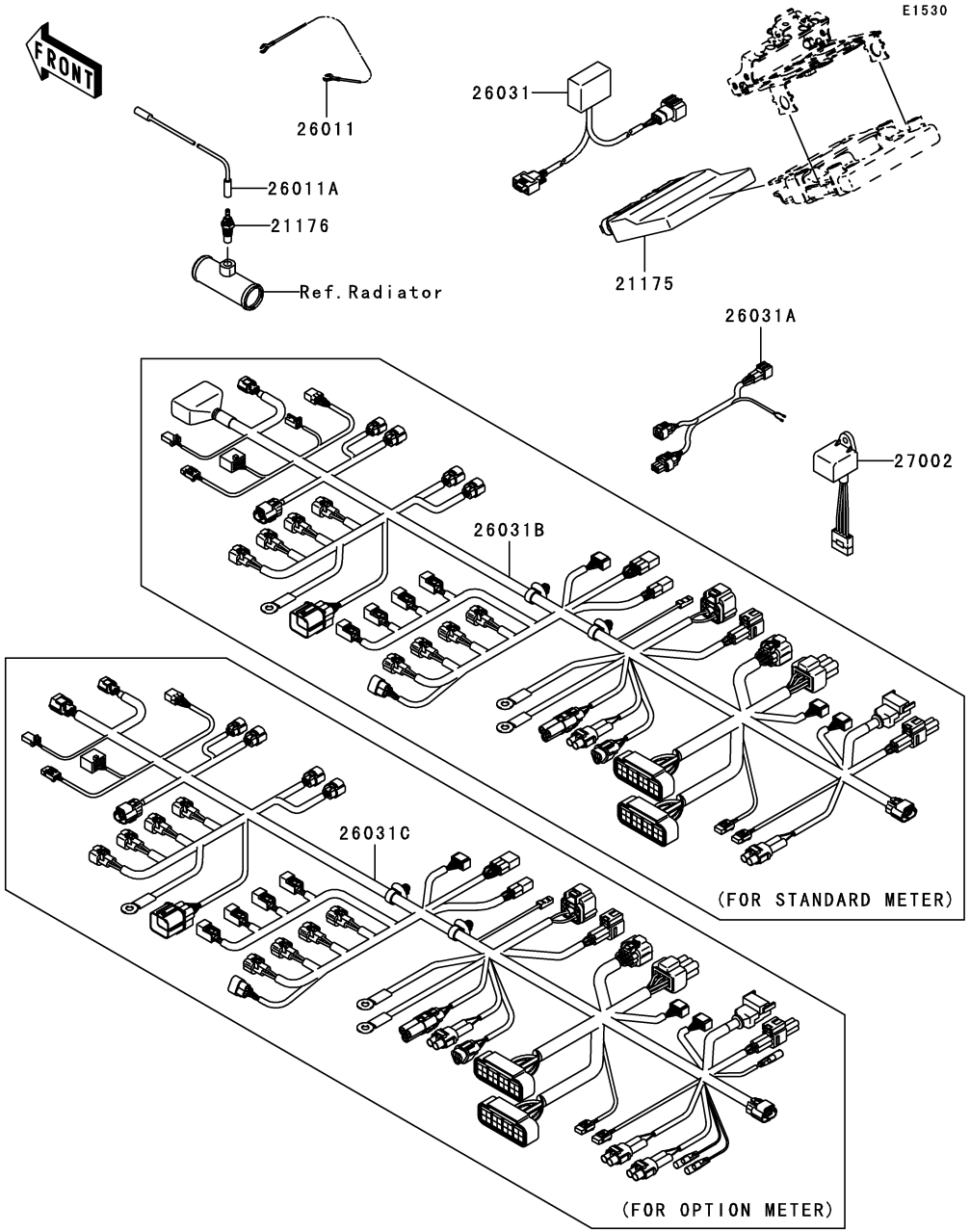
Ref. No.	Part No.	Description	Spec Code	Quantity-ZX600 '07	P7FR
13127	13127-0055 (OPTION)	SHAFT-TRANSMISSION INPUT,14T		1	
13144	13144-0047 (OPTION)	SPROCKET-OUTPUT,16T		1	
13144A	13144-0048 (OPTION)	SPROCKET-OUTPUT,15T		1	
13262	13262-0526 (OPTION)	GEAR,OUTPUT LOW,37T		1	
13262A	13262-0527 (OPTION)	GEAR,INPUT 2ND,18T		1	
13262B	13262-0528 (OPTION)	GEAR,OUTPUT 2ND,39T		1	
13262C	13262-0529 (OPTION)	GEAR,INPUT 3RD&4TH,20T&20T		1	
13262D	13262-0530 (OPTION)	GEAR,OUTPUT 4TH,33T		1	
13262E	13262-0531 (OPTION)	GEAR,INPUT 5TH,20T		1	
13262F	13262-0532 (OPTION)	GEAR,OUTPUT 5TH,30T		1	
13262G	13262-0533 (OPTION)	GEAR,INPUT 6TH,23T		1	
13262H	13262-0534 (OPTION)	GEAR,OUTPUT 6TH,32T		1	
92022	92022-1722 (OPTION)	WASHER,22.3X35X1.8		AR	
92022A	92022-212 (OPTION)	WASHER,22.3X35X1.6		AR	
92200	92200-0230 (OPTION)	WASHER,28.3X34.0X1.4		AR	
92200A	92200-0231 (OPTION)	WASHER,28.3X34.0X1.8		AR	



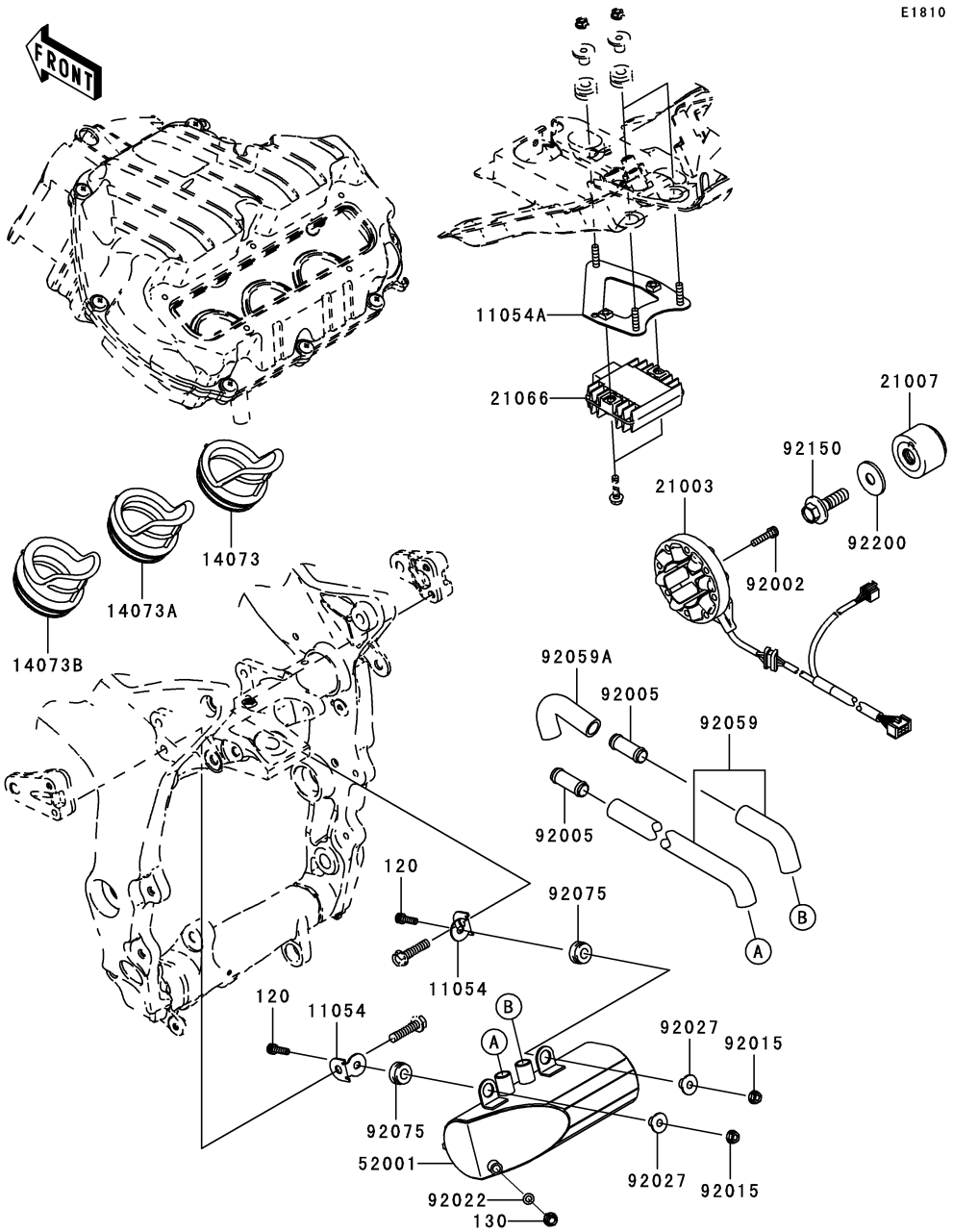
Ref. No.	Part No.	Description	Spec Code	Quantity-ZX600 '07	P7FR
13144	13144-0047 (OPTION)	SPROCKET-OUTPUT,16T		1	
13144A	13144-0048 (OPTION)	SPROCKET-OUTPUT,15T		1	
13262	13262-0535 (OPTION)	GEAR,OUTPUT LOW,36T		1	
13262A	13262-0536 (OPTION)	GEAR,INPUT 2ND,16T		1	
13262B	13262-0537 (OPTION)	GEAR,OUTPUT 2ND,34T		1	
13262C	13262-0538 (OPTION)	GEAR,INPUT 5TH,22T		1	
13262D	13262-0539 (OPTION)	GEAR,OUTPUT 5TH,32T		1	
13262E	13262-0540 (OPTION)	GEAR,INPUT 6TH,26T		1	
13262F	13262-0541 (OPTION)	GEAR,OUTPUT 6TH,35T		1	
92022	92022-1722 (OPTION)	WASHER,22.3X35X1.8		AR	
92022A	92022-212 (OPTION)	WASHER,22.3X35X1.6		AR	
92200	92200-0230 (OPTION)	WASHER,28.3X34.0X1.4		AR	
92200A	92200-0231 (OPTION)	WASHER,28.3X34.0X1.8		AR	



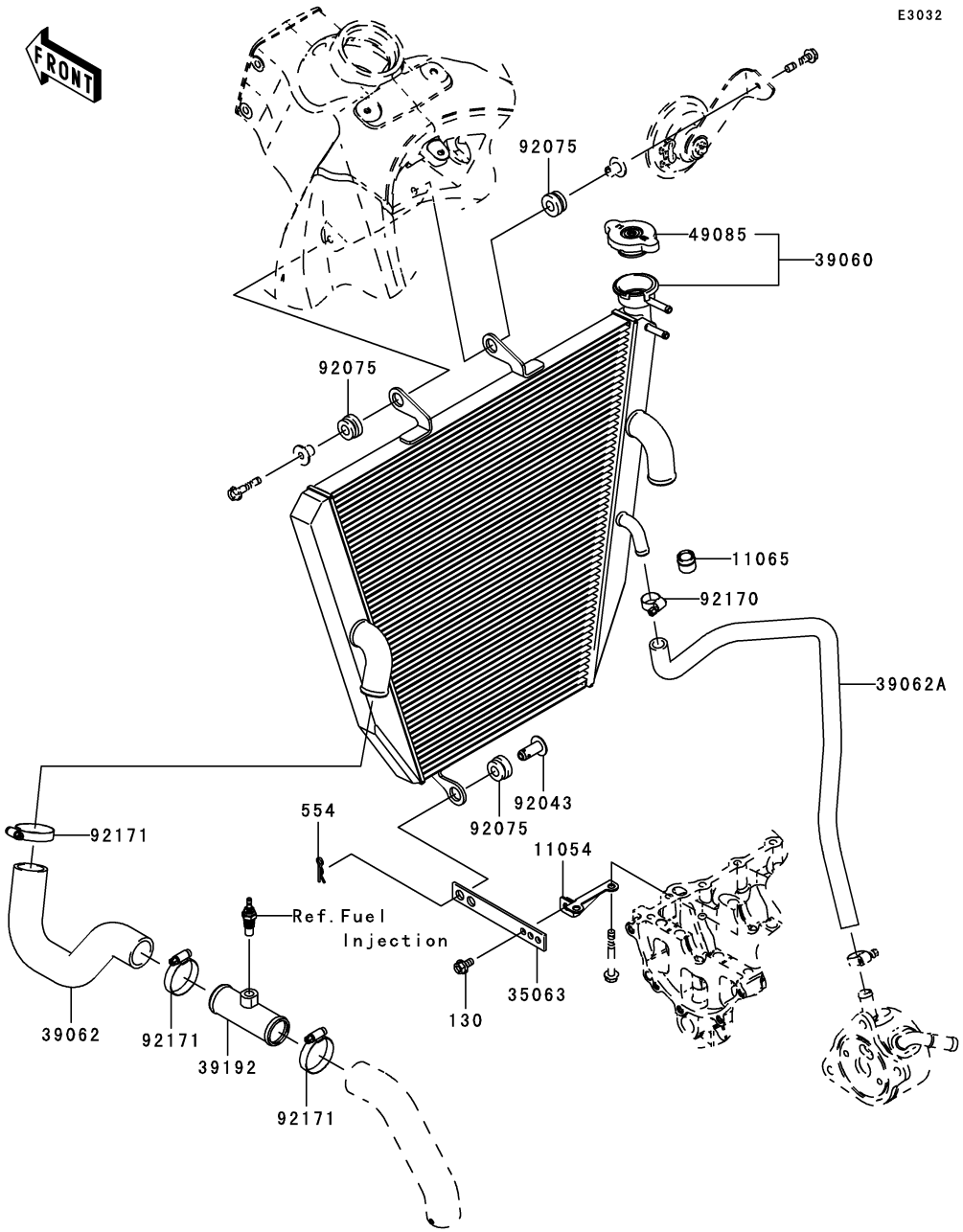
Ref. No.	Part No.	Description	Spec Code	Quantity-ZX600 '07	P7FR
11061	11061-0303 (OPTION)	GASKET,CLUTCH COVER		1	
11061A	11061-0304 (OPTION)	GASKET,GENERATOR COVER		1	
11061B	11061-0305 (OPTION)	GASKET,OIL PAN		1	
11061C	11061-0306 (OPTION)	GASKET,LARGE COVER		1	
11061D	11061-0307 (OPTION)	GASKET,SMALL COVER		1	
14031	14031-0084 (OPTION)	COVER-GENERATOR		1	



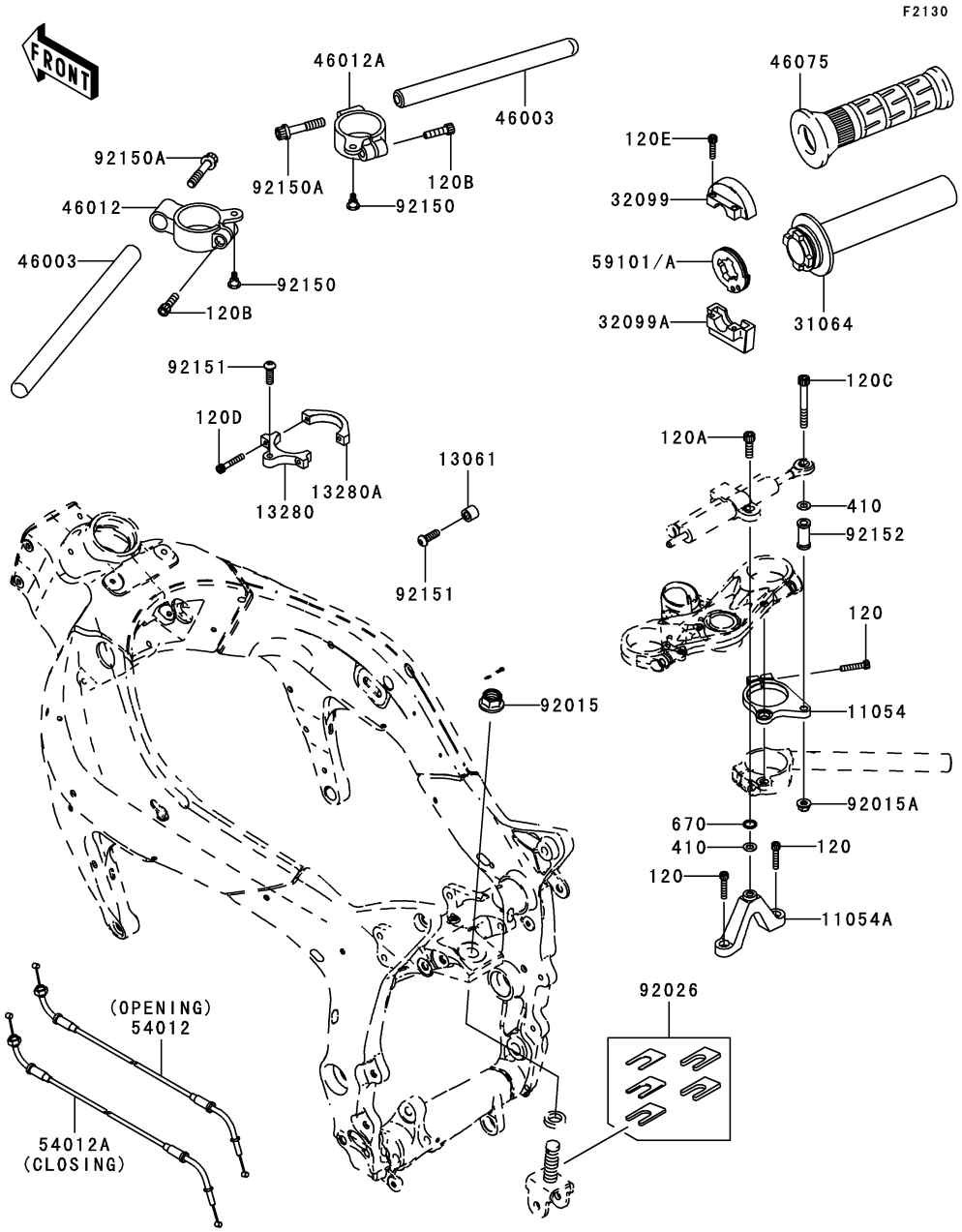
Ref. No.	Part No.	Description	Spec Code	Quantity-ZX600 '07	Quantity-ZX600 P7FR
21175	21175-0145 (OPTION)	CONTROL UNIT-ELECTRONIC		1	
21176	21176-1099 (OPTION)	SENSOR,TEMP		1	
26011	26011-0071 (OPTION)	WIRE-LEAD,TEMP SENSOR EARTH		1	
26011A	26011-1779 (OPTION)	WIRE-LEAD,METER-TEMP SENSOR		1	
26031	26031-0240 (OPTION)	HARNESS,INTERFACE BOX		1	
26031A	26031-0327 (OPTION)	HARNESS,SUB,STD METER&HARNESS		1	
26031B	26031-0558 (OPTION)	HARNESS,MAIN,STD METER		1	
26031C	26031-0559 (OPTION)	HARNESS,MAIN,KIT METER		1	
27002	27002-3703 (OPTION)	RELAY-ASSY		1	



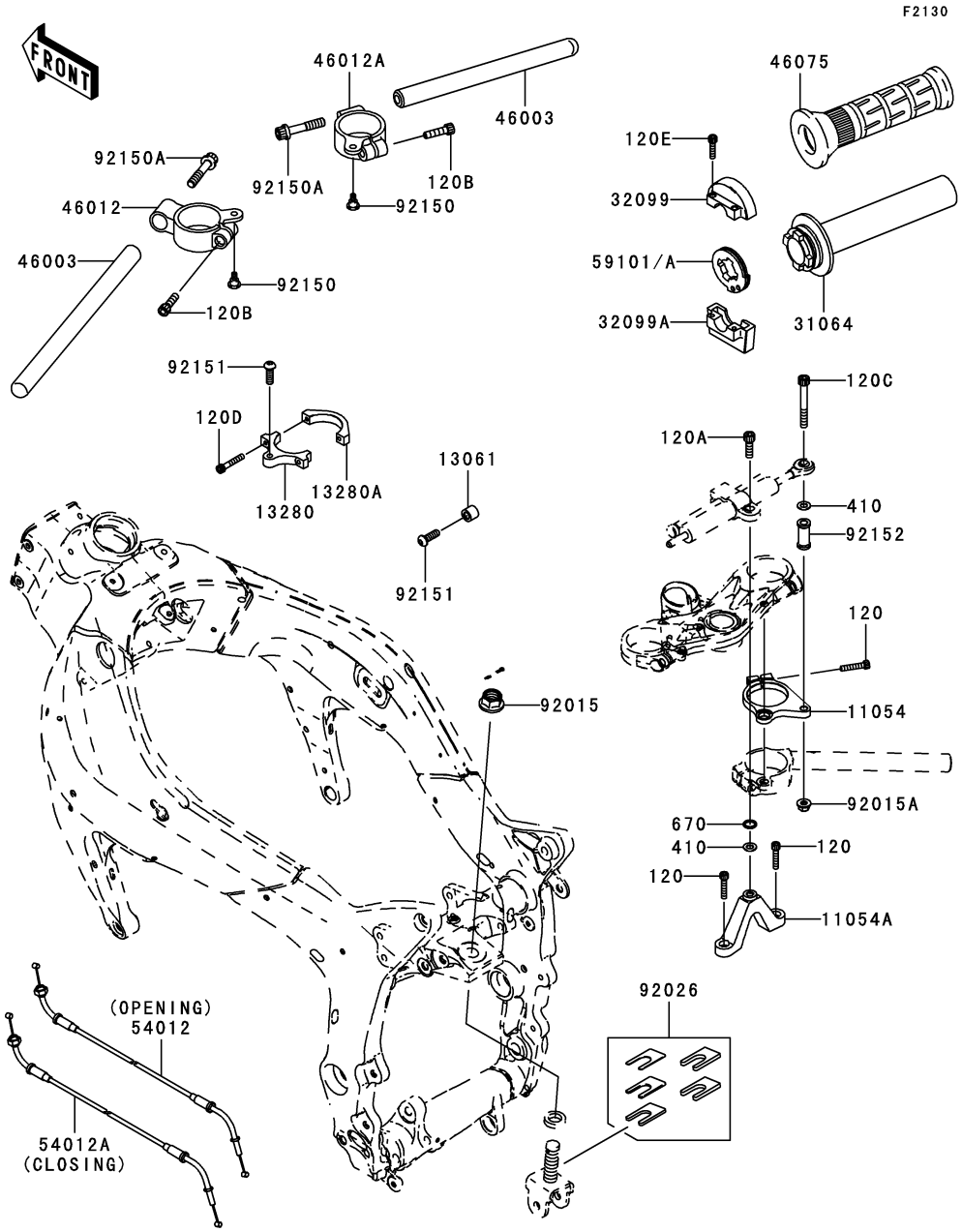
Ref. No.	Part No.	Description	Spec Code	Quantity-ZX600 '07	Quantity-ZX600 P7FR
11054	11054-1799 (OPTION)	BRACKET,OIL TANK		2	
11054A	11054-1810 (OPTION)	BRACKET,REGULATOR		1	
14073	14073-0124 (OPTION)	DUCT,FUNNEL,L=15		2	
14073A	14073-0125 (OPTION)	DUCT,FUNNEL,L=20		2	
14073B	14073-0174 (OPTION)	DUCT,FUNNEL,L=30		2	
21003	21003-0068 (OPTION)	STATOR		1	
21007	21007-0083 (OPTION)	ROTOR		1	
21066	21066-0010 (OPTION)	REGULATOR-VOLTAGE		1	
52001	52001-0004 (OPTION)	TANK-OIL		1	
92002	92002-1696 (OPTION)	BOLT,SOCKET,6X25		4	
92005	92005-0080 (OPTION)	FITTING		2	
92015	92015-1193 (OPTION)	NUT,FLANGED,6MM		2	
92022	92022-304 (OPTION)	WASHER,6.2X11X1		1	
92027	92027-194 (OPTION)	COLLAR,L=11.1		2	
92059	92059-1587 (OPTION)	TUBE		1	
92059A	92059-1629 (OPTION)	TUBE,L=100MM		1	
92075	92075-277 (OPTION)	DAMPER		2	
92150	92150-1717 (OPTION)	BOLT,12X40		1	
92200	92200-0306 (OPTION)	WASHER,12X36X3.2		1	
120	120P0620 (OPTION)	BOLT-SOCKET,6X20		2	
130	130Y0610 (OPTION)	BOLT-FLANGED,6X10		1	



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX600 '07 P7FR
11054	11054-1818 (OPTION)	BRACKET,RADIATOR		1
11065	11065-1056 (OPTION)	CAP		1
35063	35063-0439 (OPTION)	STAY,RADIATOR		1
39060	39060-0020 (OPTION)	RADIATOR,BIG		1
39062	39062-0219 (OPTION)	HOSE-COOLING,KIT RAD.-PIPE		1
39062A	39062-0220 (OPTION)	HOSE-COOLING,O.COOLER-KIT RAD		1
39192	39192-0011 (OPTION)	PIPE-WATER		1
49085	49085-1066 (OPTION)	CAP-ASSY-PRESSURE		1
92043	92043-1436 (OPTION)	PIN		1
92075	92075-1123 (OPTION)	DAMPER,RUBBER		3
92170	92170-1287 (OPTION)	CLAMP,COOLING HOSE		1
92171	92171-0179 (OPTION)	CLAMP		3
130	130BA0612 (OPTION)	BOLT-FLANGED,6X12		1
554	554A1000 (OPTION)	PIN-SNAP,10MM		1

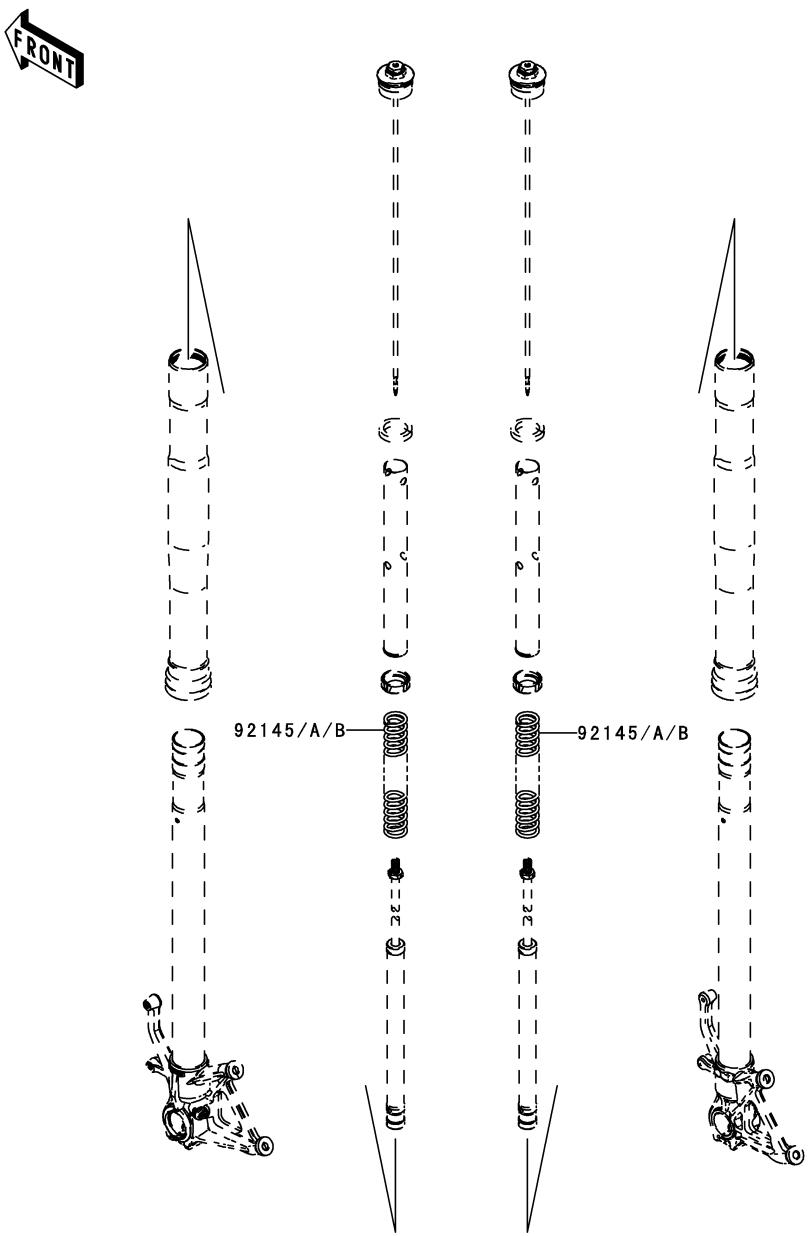


Ref. No.	Part No.	Description	Spec Code	Quantity-ZX600 '07	P7FR
11054	11054-1816 (OPTION)	BRACKET		1	
11054A	11054-1817 (OPTION)	BRACKET		1	
13061	13061-1628 (OPTION)	BOSS		1	
13280	13280-0011 (OPTION)	HOLDER,STEERING DAMPER		1	
13280A	13280-0012 (OPTION)	HOLDER,STEERING DAMPER		1	
31064	31064-1151 (OPTION)	PIPE-COMP,GRIP		1	
32099	32099-0004 (OPTION)	CASE,UPP		1	
32099A	32099-0005 (OPTION)	CASE,LWR		1	
46003	46003-1351	HANDLE		2	
46012	46012-1238	HOLDER-HANDLE,LH		1	
46012A	46012-1239	HOLDER-HANDLE,RH		1	
46075	46075-1143 (OPTION)	GRIP,THROTTLE		1	
54012	54012-0186 (OPTION)	CABLE-THROTTLE		1	
54012A	54012-0216 (OPTION)	CABLE-THROTTLE,CLOSING		1	
59101	59101-0001 (OPTION)	REEL,R21.5,60DEG		1	
59101A	59101-0002 (OPTION)	REEL,R20.0,65DEG		1	
92015	92015-1316 (OPTION)	NUT,FLANGED,16MM		1	
92015A	92015-1397 (OPTION)	NUT,LOCK,FLANGED,8MM		1	
92026	92026-1586 (OPTION)	SPACER,SET		1	
92150	92150-1090	BOLT,6MM		2	
92150A	92150-1494	BOLT,SOCKET,10X50		2	
92151	92151-1593 (OPTION)	BOLT,SOCKET,8X25		2	
92152	92152-0589 (OPTION)	COLLAR		1	
120	120CA0630 (OPTION)	BOLT-SOCKET,6X30		3	

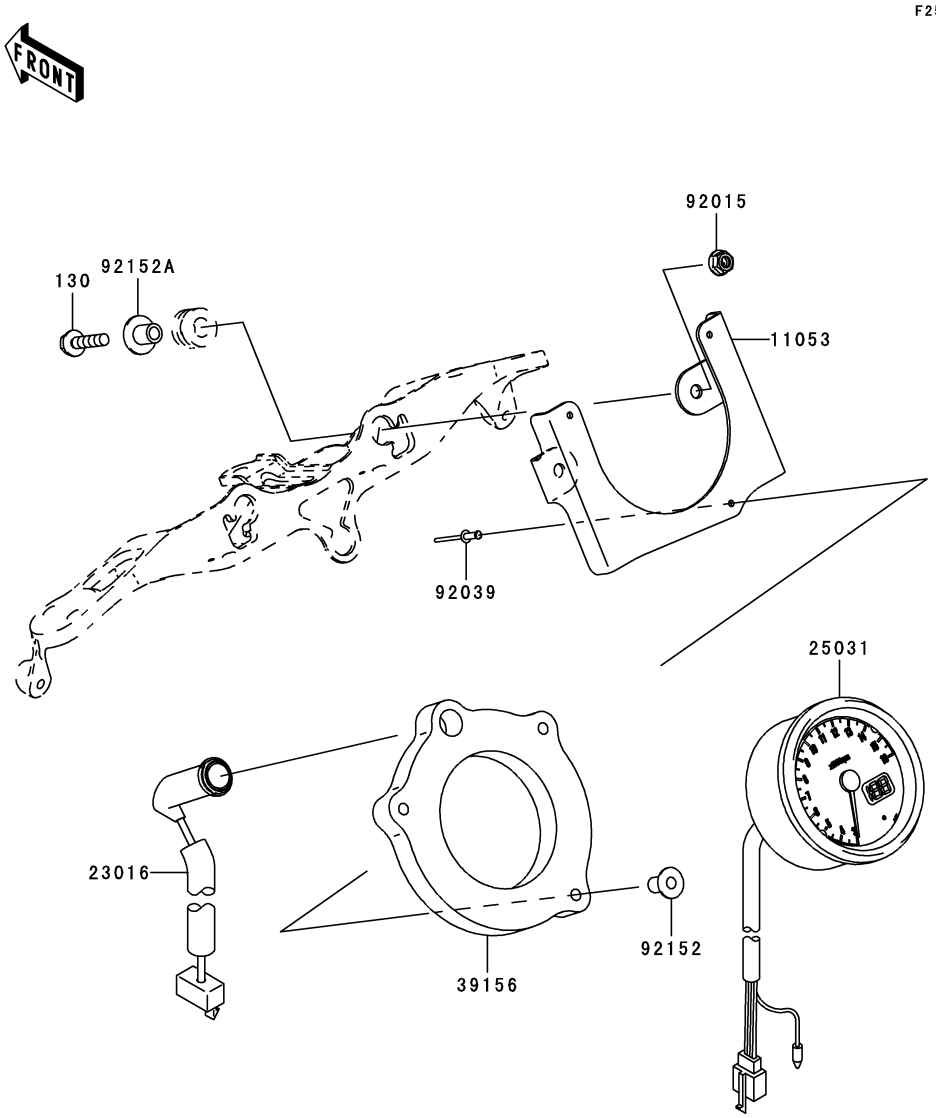


Ref. No.	Part No.	Description	Spec Code	Quantity-ZX600 '07	P7FR
120A	120CA0825 (OPTION)	BOLT-SOCKET,8X25		1	
120B	120CA0830	BOLT-SOCKET,8X30		2	
120C	120CA0865 (OPTION)	BOLT-SOCKET,8X65		1	
120D	120P0635 (OPTION)	BOLT-SOCKET,6X35		2	
120E	120S0625 (OPTION)	BOLT-SOCKET,6X25		2	
410	410B0800	WASHER-PLAIN-SMALL,8MM		2	
670	670B2012 (OPTION)	O RING,12MM		1	

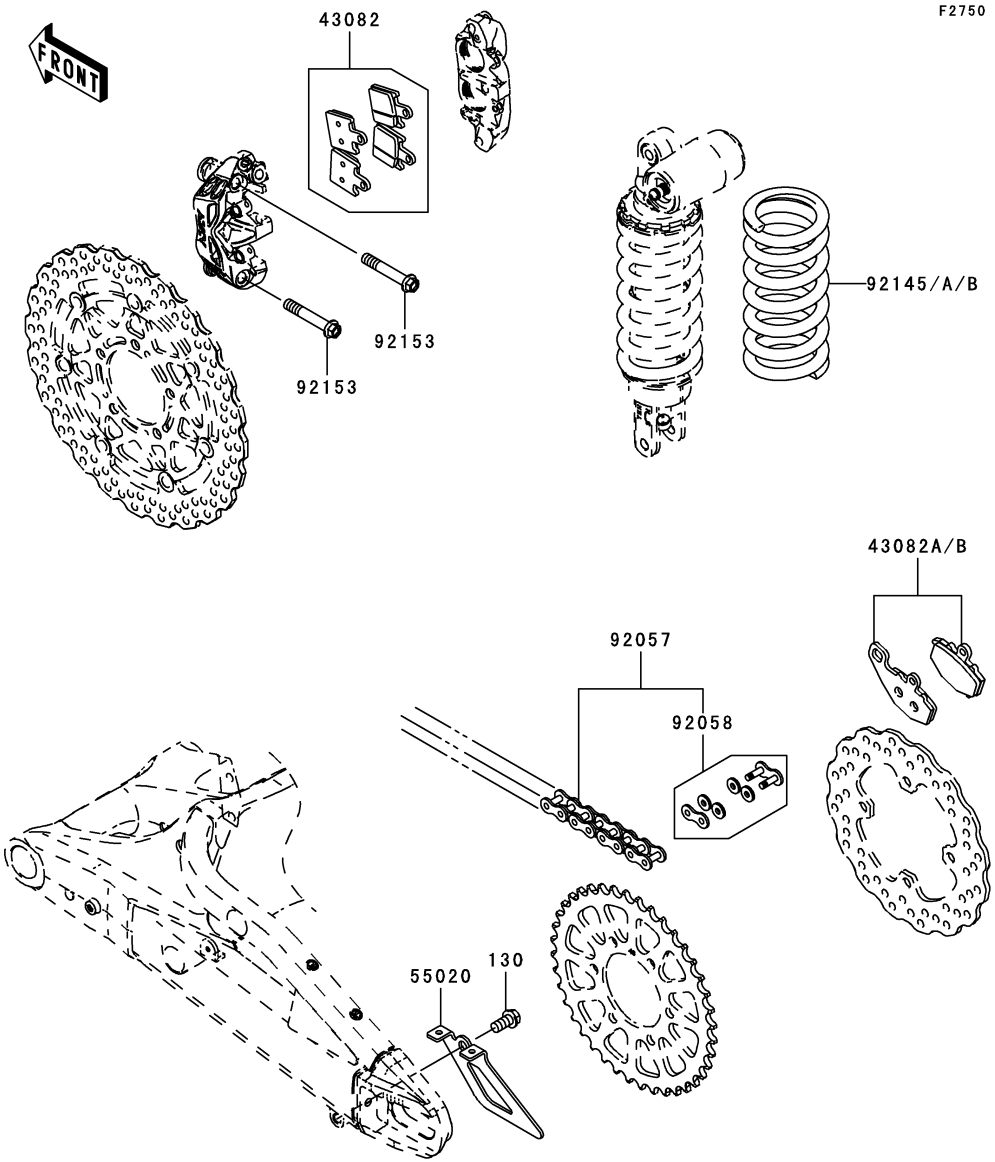
F2340



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX600 '07	P7FR
92145	92145-0507 (OPTION)	SPRING,FRONT FORK,K=8.25N/MM		2	
92145A	92145-0508 (OPTION)	SPRING,FRONT FORK,K=9.25N/MM		2	
92145B	92145-0509 (OPTION)	SPRING,FRONT FORK,K=9.75N/MM		2	



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX600 '07	P7FR
11053	11053-1749 (OPTION)	BRACKET,KIT METER		1	
23016	23016-0006 (OPTION)	LAMP-ASSY,INDICATOR		1	
25031	25031-1142 (OPTION)	METER-ASSY		1	
39156	39156-0098 (OPTION)	PAD,KIT METER		1	
92015	92015-1233 (OPTION)	NUT,FLANGED,6MM,BLACK		2	
92039	92039-1106 (OPTION)	RIVET		3	
92152	92152-0058 (OPTION)	COLLAR		3	
92152A	92152-1074 (OPTION)	COLLAR		2	
130	130L0625 (OPTION)	BOLT-FLANGED,6X25		2	



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX600 '07	P7FR
43082	43082-0074 (OPTION)	PAD-ASSY-BRAKE,FR		1	
43082A	43082-1192 (OPTION)	PAD-ASSY-BRAKE,RR,C93		1	
43082B	43082-1220 (OPTION)	PAD-ASSY-BRAKE,RR,C93G		1	
55020	55020-0028 (OPTION)	GUARD,CHAIN		1	
92057	92057-1529 (OPTION)	CHAIN,DRIVE,120L(#520)		1	
92058	92058-1090 (OPTION)	JOINT-CHAIN,DRIVE(#520)		1	
92145	92145-0504 (OPTION)	SPRING,SHOCKABSORBER,K=95N/MM		1	
92145A	92145-0505 (OPTION)	SPRING,SHOCKABSORBER,K=100N/MM		1	
92145B	92145-0506 (OPTION)	SPRING,SHOCKABSORBER,K=105N/MM		1	
92153	92153-1777 (OPTION)	BOLT,FLANGED,10X60		4	
130	130J1020 (OPTION)	BOLT-FLANGED,10X20		1	

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