

Kawasaki **Ninja ZX-10R**

2009 Ninja ZX-10R 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-10R Motorcycle Service Manual | 99924-1388-02 |

Congratulation on your purchase of racing kit parts for the 2009 Ninja ZX-10R.

IMPORTANT

This manual provides how to install racing kit parts for the 2008 Ninja ZX-10R and how to tune up basically.

As for the basic knowledge, refer to the base Service Manual for the Ninja ZX-10R (P/No. 99924-1388-02).

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-10R 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 ask to tuning shop.

Dummy page

Table of Contents

| | |
|--------------------------------------------------------------|----|
| General Specifications | 4 |
| Racing Kit Service Data | 7 |
| Periodic Maintenance Chart..... | 8 |
| Engine Parts Installation..... | 10 |
| <i>Air Intake Parts</i> | 10 |
| <i>Camshaft Chain Tensioner</i> | 11 |
| <i>Camshafts, Sprockets, Valve</i> | 12 |
| <i>Cylinder Head</i> | 14 |
| <i>Cylinder Compression</i> | 15 |
| <i>Pistons</i> | 16 |
| <i>Crankshaft Main Journal Bushings</i> | 16 |
| <i>Connecting Rod Bolts</i> | 18 |
| <i>Connecting Rod Big End Bushings</i> | 19 |
| <i>Clutch Adjustment (Back-Torque Limiter Setting)</i> | 21 |
| <i>Transmission</i> | 27 |
| <i>Changing The Shift Drum</i> | 28 |
| <i>Alternator</i> | 29 |
| <i>Muffler</i> | 33 |
| <i>Water Temperature Sensor</i> | 33 |
| <i>Radiator (Kit)</i> | 33 |
| <i>Oil Catch Tank (Kit)</i> | 38 |
| <i>Cover Gaskets (Kit)</i> | 42 |
| <i>ECU (Kit)</i> | 42 |
| Frame Parts Installation | 43 |
| <i>Throttle Parts (Kit)</i> | 43 |
| <i>Final Drive Parts (Kit)</i> | 44 |
| <i>Brake Pads (Kit)</i> | 45 |
| <i>Steering Damper (Kit)</i> | 45 |
| <i>Seat Height Adjustment</i> | 46 |
| <i>Front Fork Springs (Kit)</i> | 48 |
| Electric Parts Installation | 50 |
| <i>Battery</i> | 50 |
| <i>Main Harness and Sub Harness (Kit)</i> | 50 |
| <i>Meter (Kit) Installation</i> | 50 |
| <i>Wiring Routing</i> | 52 |
| Wiring Diagram (with Kit Meter) | 54 |
| Wiring Diagram (with Original Meter Assembly)..... | 56 |

General Specifications

| Item | 2009 Ninja ZX-10R Racing |
|-----------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|
| Engine: Ignition timing Fuel (Recommended) Engine oil (Recommended): Level | 10°BTDC @1 100 r/min (rpm) Racing gasoline Racing oil Between upper and lower levels of oil level gauge. |
| Drive Train: Primary drive reduction ratio | 1.611 (87/54) |

Transmission Gear Table

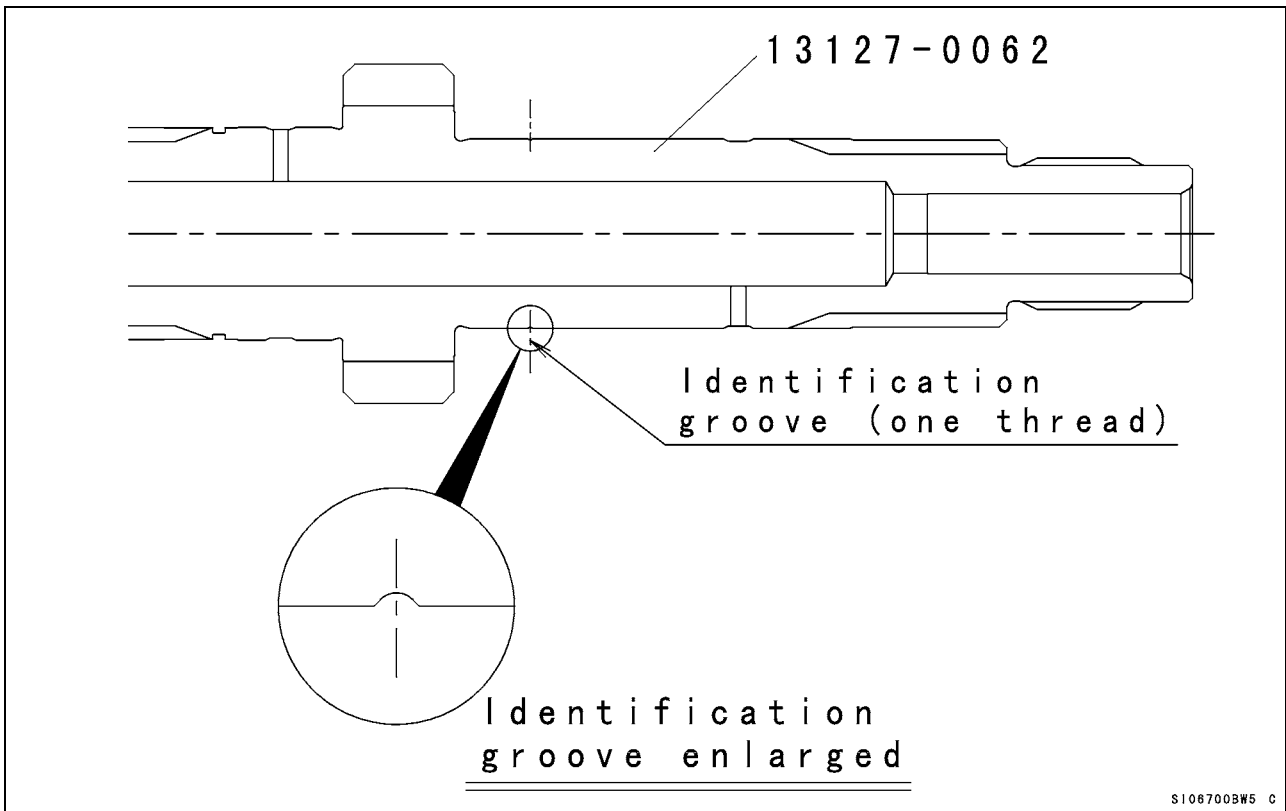
| | | Type A | Type B | Type C | Type D | Type E | Type F | Type G |
|-----|-------------------|-----------------------|-----------------------|-----------------------|-----------------------|------------------------------------|--------|--------|
| 1st | In | 13127-0063 | 13127-0041 | 13127-0042 | 13127-0043 | *13127-0062 13127-0060 [STD] | — | — |
| | Out | 13262-0664 | 13262-0624 | 13262-0625 | 13262-0626 | 13262-0615 [STD] | — | — |
| | Teeth (Out/In) | 38/15 | 31/13 | 34/14 | 37/16 | 39/15 | — | — |
| | Gear Ratio | 2.533 | 2.385 | 2.429 | 2.313 | 2.600 | — | — |
| 2nd | In | 13262-0350 [STD] | 13262-0513 | 13262-0515 | 13262-0279 | — | — | — |
| | Out | 13262-0616 [STD] | 13262-0627 | 13262-0628 | 13262-0629 | — | — | — |
| | Teeth (Out/In) | 39/19 | 37/19 | 38/18 | 36/18 | — | — | — |
| | Gear Ratio | 2.053 | 1.947 | 2.111 | 2.000 | — | — | — |
| 3rd | In | See Gear Selection | See Gear Selection | See Gear Selection | See Gear Selection | — | — | — |
| | Out | 13262-0618 [STD] | 13262-0642 | 13262-0643 | 13262-0644 | — | — | — |
| | Teeth (Out/In) | 33/19 | 34/19 | 28/16 | 36/21 | — | — | — |
| | Gear Ratio | 1.737 | 1.789 | 1.750 | 1.714 | — | — | — |
| 4th | In | See Gear Selection | See Gear Selection | See Gear Selection | — | — | — | — |
| | Out | 13262-0645 | 13262-0619 [STD] | 13262-0646 | — | — | — | — |
| | Teeth (Out/In) | 32/21 | 31/20 | 33/21 | — | — | — | — |
| | Gear Ratio | 1.525 | 1.550 | 1.571 | — | — | — | — |
| 5th | In | 13262-0648 | 13262-0647 | 13262-0620 [STD] | (13262-0648) | — | — | — |
| | Out | 13262-0650 | 13262-0649 | 13262-0621 [STD] | 13262-0651 | — | — | — |
| | Teeth (Out/In) | 29/21 | 29/20 | 28/20 | 30/21 | — | — | — |
| | Gear Ratio | 1.381 | 1.450 | 1.400 | 1.429 | — | — | — |

| | | Type A | Type B | Type C | Type D | Type E | Type F | Type G |
|-----|-------------------|---------------------|------------|------------|------------|------------|-----------------------|--------------|
| 6th | In | 13262-0622 [STD] | 13262-0652 | 13262-0653 | 13262-0654 | 13262-0655 | 13262-0656 | 13262-0657 |
| | Out | 13262-0623 [STD] | 13262-0658 | 13262-0659 | 13262-0660 | 13262-0661 | (13262-0623) [STD] | (13262-0658) |
| | Teeth (Out/In) | 30/23 | 29/21 | 28/21 | 28/22 | 26/21 | 30/24 | 29/22 |
| | Gear Ratio | 1.304 | 1.381 | 1.333 | 1.273 | 1.238 | 1.250 | 1.318 |

* The difference between the 1st input shaft type E (13127-0060:Standard), and 13127-0062 is that 13127-0062 is based on the shim adjustment against 13127-0060 (Standard) (Refer to the Transmission Shimming in the Transmission section.).

13127-0062 has one thread identification groove on the shaft, so identify the gear whether the groove is provided or not. (See the illustration below.)

- The transmission gears of '08, '09 model have not interchangeability with those of '05 ~ '07 models because the taper angle on the dog and dog hole of the gear is difference from that of '05 ~ '07 models. (Only the 1st input shaft and the 2nd input gear has interchangeability.)



S1067003W5 C

Input 3rd/4th Gear Selection Table

| | | 4th Gear | | |
|-------------|---|------------|------------------|------------|
| | | A | B | C |
| 3rd Gear | A | 13262-0630 | 13262-0665 (STD) | 13262-0631 |
| | B | 13262-0633 | 13262-0632 | 13262-0634 |
| | C | 13262-0638 | 13262-0637 | 13262-0639 |
| | D | 13262-0641 | 13262-0640 | — |

Gear Identification Slit Number Table

| | | Type A | Type B | Type C | Type D | Type E | Type F | Type G |
|-----|--------|---------|---------|---------|--------|---------|---------|--------|
| 1st | Input | 1 | 2 | 3 | 4 | 0 (STD) | — | — |
| | Output | 1 | 2 | 3 | 4 | 0 (STD) | — | — |
| 2nd | Input | 1 (STD) | 0 | 3 | 2 | — | — | — |
| | Output | 0 (STD) | 1 | 3 | 2 | — | — | — |
| 3rd | Input | 1 (STD) | 2 | 0 | 3 | — | — | — |
| | Output | 0 (STD) | 1 | 2 | 3 | — | — | — |
| 4th | Input | 1 | 0 (STD) | 2 | — | — | — | — |
| | Output | 1 | 0 (STD) | 2 | — | — | — | — |
| 5th | Input | 2 | 0 | 1 (STD) | 2 | — | — | — |
| | Output | 2 | 1 | 0 (STD) | 3 | — | — | — |
| 6th | Input | 0 (STD) | 1 | 2 | 3 | 4 | 5 | 6 |
| | Output | 2 (STD) | 1 | 0 | 3 | 4 | 2 (STD) | 1 |

Engine Sprocket

13144-0021 #520-16T

13144-0022 #520-17T

Shift Drum

For 2009 model ZX-10R kit parts the racing shift drum (13141-0048) is available to improve reliability of shifting and reverse shifting.

Reverse shifting is available on exchange of shift drums and reliability of shifting is improved, however touch of shifting becomes slightly heavier.

Racing Kit Service Data

| Item | Standard |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| Cylinder Head, Valves: Valve timing: Duration: Intake Exhaust Camshaft timing (cam lift center): Intake Exhaust Valve clearance: Intake Exhaust Squish Valve to piston clearance: Intake Exhaust | 292° 280° 111° (ATDC) 104° (BTDC) 0.22 mm 0.22 mm 0.85 mm 1.45 mm @10°ATDC 1.80 mm @10°BTDC |
| Ignition System: Spark plugs Spark plug tightening torque | NGK CR9EIA-9 (STD), R0045Q-10 or R0373A-10 13 N·m (1.3 kgf·m, 113 in·lb) |

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

Periodic Maintenance Chart

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

| OPERATION | FREQUENCY | Each Race | Every 2 races | Every 3 races | Every 5 races | Every 10 races | 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 | | | | | • | | | |
| Cylinder - - check* | | | | | • | | | |
| Piston/cylinder clearance - - check* | | | | | • | | | |
| Piston ring, piston, and piston pin - - replace (When pistons 13001-0100 are used) | | | | | • | | | |
| 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* | | • | | | | | | |

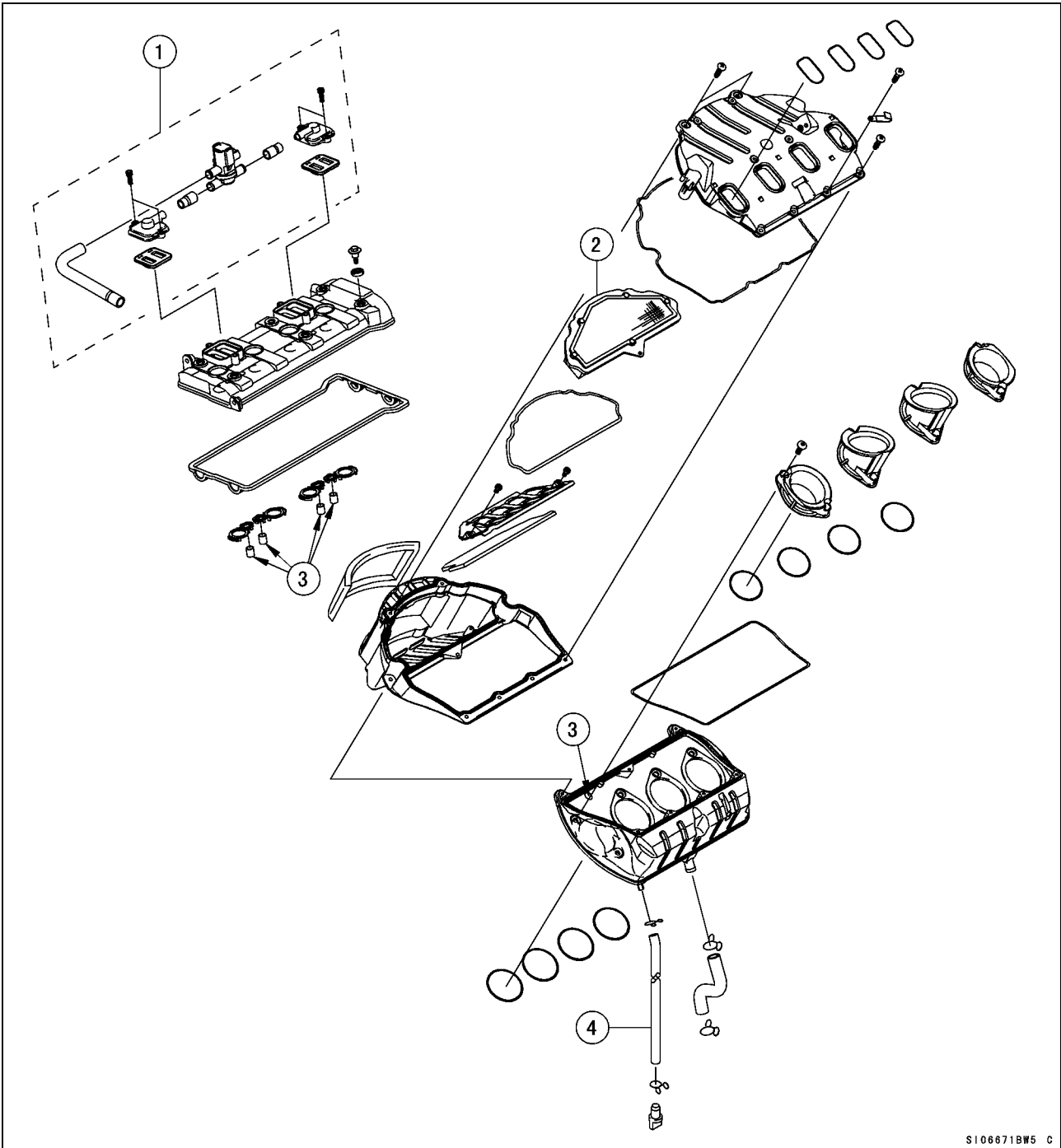
| OPERATION | FREQUENCY | Each Race | Every 2races | Every 3races | Every 5races | Every 10races | As Required |
|----------------------------------------------|------------------|------------------|---------------------|---------------------|---------------------|----------------------|--------------------|
| 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.

Engine Parts Installation

Air Intake Parts

- Remove the air cleaner element or cut the cleaner element off remaining the wire net to reduce the air flow resistance.



S106671BW5 C

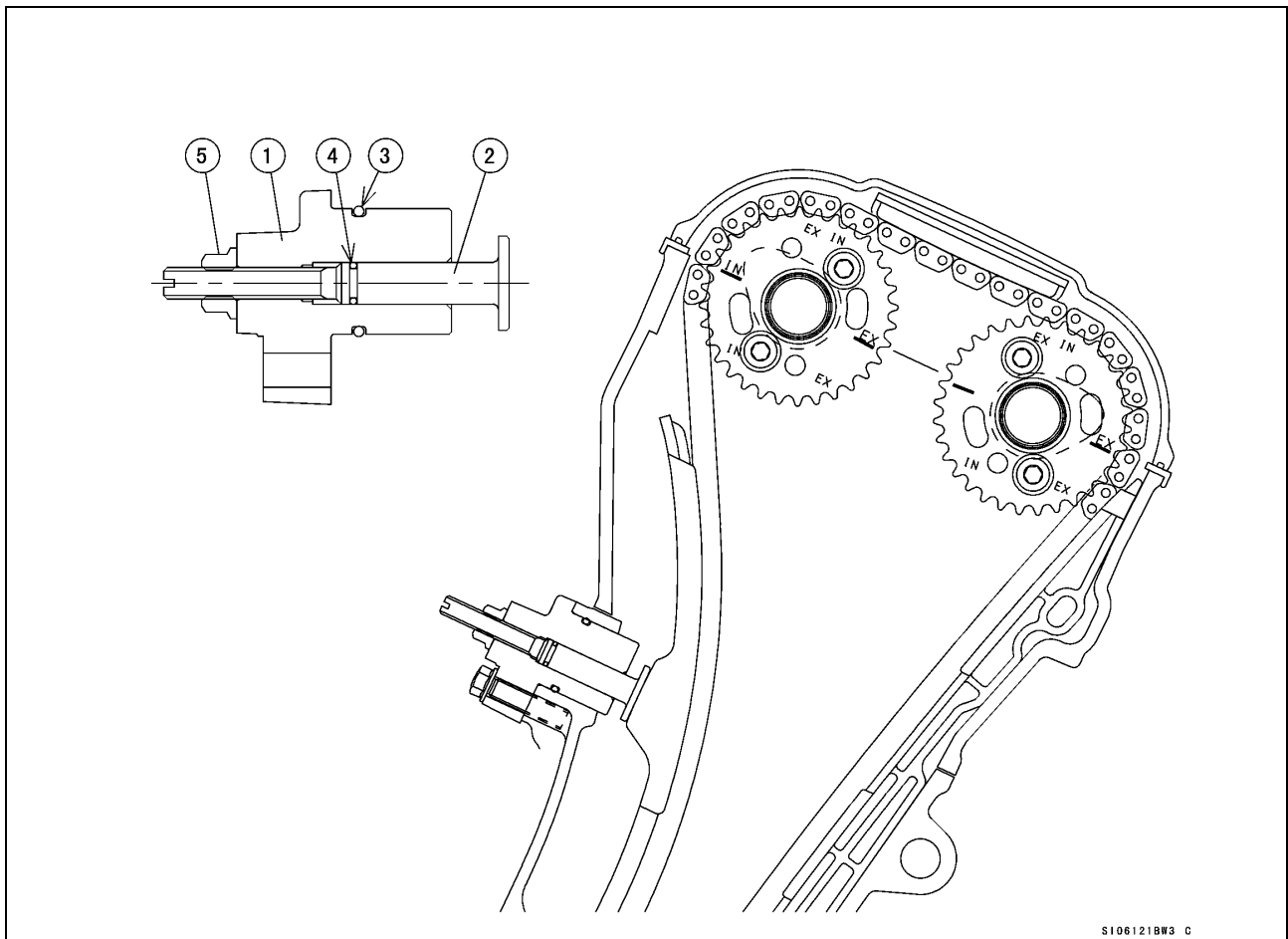
1. Relational Parts of Secondary Air: Remove the Parts.
2. Remove the parts or cut the cleaner element off remaining the wire net.
3. Secondary Air Passages on Cylinder Head: Plug the holes, or press-fit the plugs (92066-1005) instead of the original pins.
Output of Secondary Air on Air Cleaner: Plug the hole
4. Air Cleaner Drain Tube: Use it cutting it in suitable length.

Camshaft Chain Tensioner

- Replace the cam chain tensioner with the kit to decrease the flutter of tensioner.
- 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.
- After adjusting the tensioner rod, if the tensioner rod does not stick out from the tensioner body, use the kit long tensioner rod (13116-1166).

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.



- 1. Tensioner Body
- 2. Tensioner Rod: 13116-1166 (Kit)
- 3. O-ring

- 4. O-ring
- 5. Locknut

Camshafts, Sprockets, Valve

Camshafts, Sprockets:

| Camshaft | Duration | Lift |
|----------------------------|----------|--------|
| 49118-0116 (STD) (Intake) | 292° | 9.7 mm |
| 49118-0117 (STD) (Exhaust) | 280° | 8.5 mm |
| 49118-0134 (Kit) (Intake) | 296° | 9.7mm |
| 49118-0045 (Kit) (Exhaust) | 292° | 8.5 mm |

Valve:

| Valve |
|--------------------------------|
| 12004-0035 (STD) (Intake) |
| 12005-0052 (STD/KIT) (Exhaust) |
| 12004-0038 (Kit) (Intake) |

- In case of using kit camshaft (IN:49118-0134, EX:49118-0045), be sure to use kit camshaft sprocket (IN/EX:12046-0034) and kit tappet (12032-0002) as a set.
- Intake valve (12004-0038) is available as a kit part. Be sure to use a kit piston, a connecting rod, and a kit intake valve as a kit set.
- Adjust the valve clearance within the specified value. Intake: 0.15 ~ 0.22 mm, Exhaust: 0.17 ~ 0.22 mm
- More performance is expected when adjusted from middle value to upper limit between adjustable range.
- If you can not adjust the valve timing for racing, install the camshaft sprocket to the camshaft using the round bolt holes and adjust the cam chain timing according to the Ninja ZX-10R 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 ft·lb) of torque.

Valve Timing

| Timing (cam lift center) | Intake | Exhaust |
|-----------------------------------------------|-----------------------------|-----------------------------|
| When the round bolt holes are used (Original) | 111° (Original camshaft) | 104° (Original camshaft) |
| When the long bolt holes are used | 110° (Kit camshaft) | 102° (Kit camshaft) |

- 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.

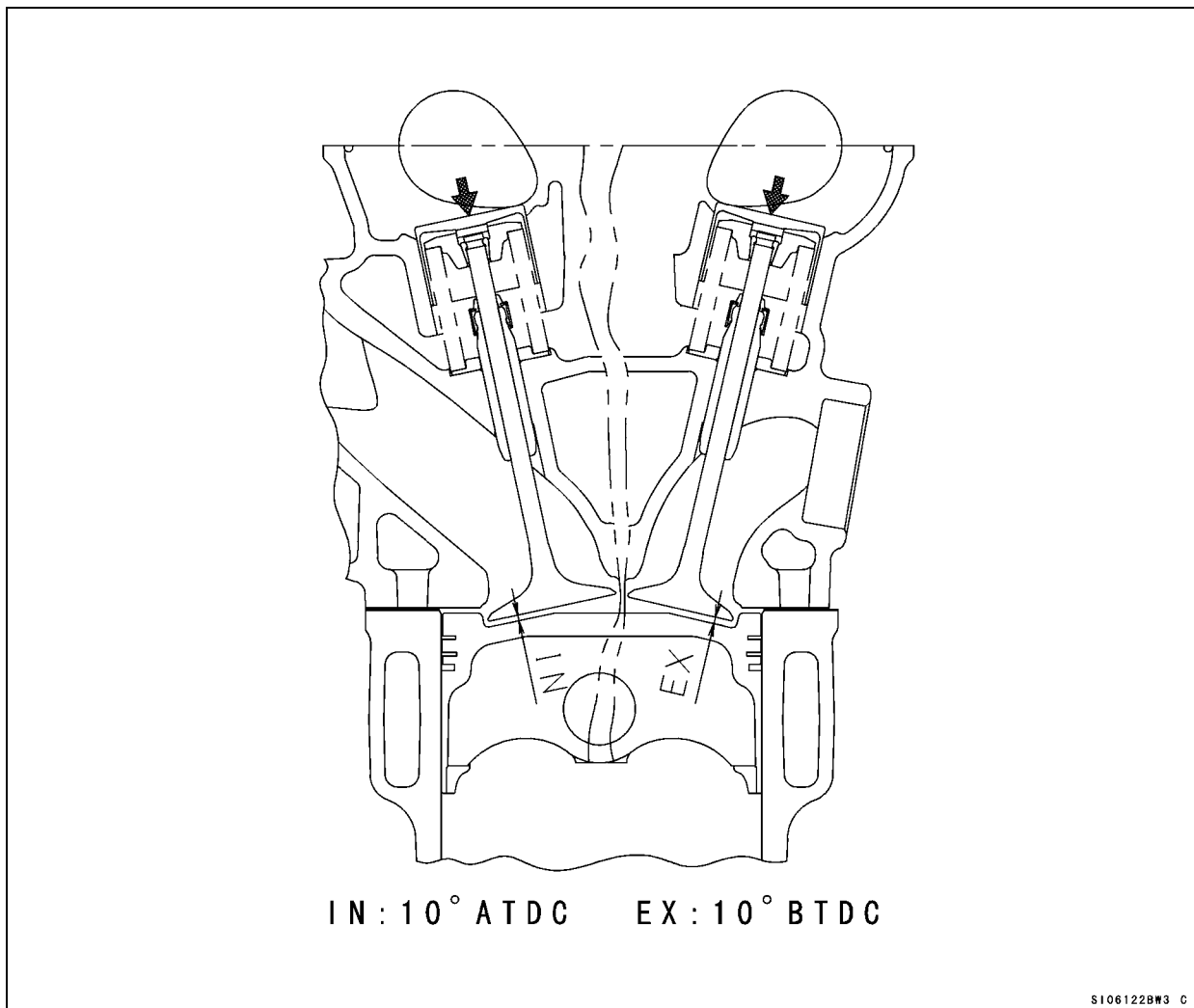
Valve to Piston Clearance (Min.)

| | |
|---------|--------|
| Intake | 0.7 mm |
| Exhaust | 1.2 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.

Adjust the valve timing again to keep the valve to piston clearance more than the minimum value.

- Method of measuring clearance of valve and piston –1.
- Holding the crankshaft at 10° ATDC (intake) and 10° BTDC (exhaust) of crankshaft timing, measure the amount of the tappet movement until the valve comes in contact with the piston pushing the tappet.



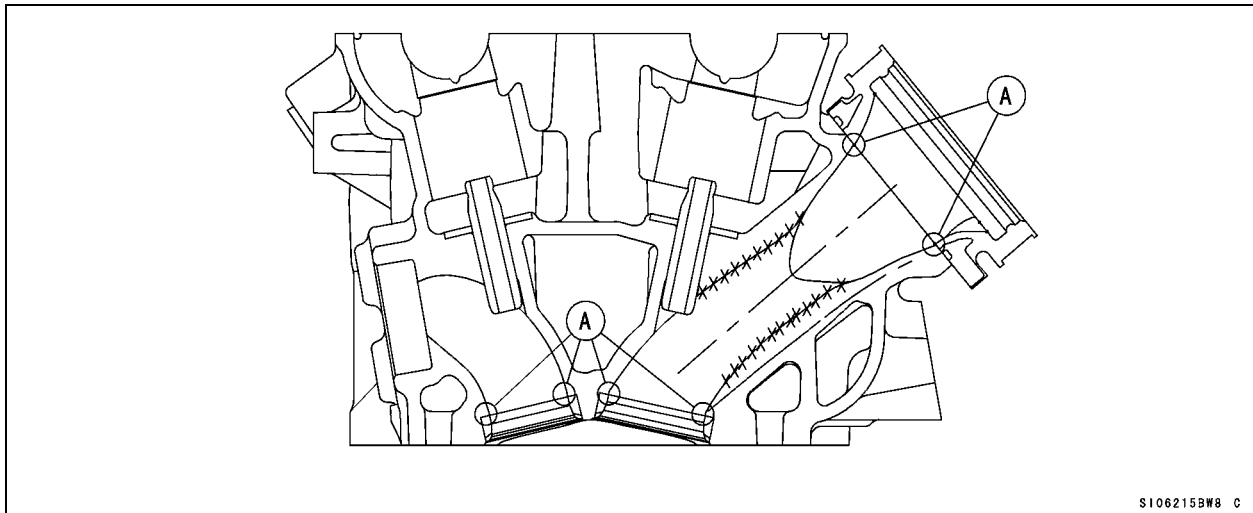
- Method of measuring clearance of valve and piston –2.
- Adjust the valve clearance and valve timing.
- Remove the cylinder head, and put a small piece of modeling clay on the hollow of piston to prevent valve from coming in contact.
- Install the cylinder head and adjust the camshaft chain timing.
- Turn the crankshaft by two rotations or more.
- Remove the cylinder head and measure the thickness of the clay. The thickness of the collapsed clay is a clearance of the valve and the piston.

Cylinder Head

- Before reassemble the cylinder head grind off the stepped portions of the port and smooth the inside of ports to make intake/exhaust gas flow smooth.
- Grind off the stepped portions only at the mating surface between the throttle body holder and the intake port.
- Mark the throttle body holders so that they can be installed in their original positions.
- Grind off and smooth the stepped portions at the mating surface between the valve seat and the port.
- Smooth the inside of the intake port and exhaust port.
- Chamfer the machining edge of the cylinder head where the valve seat installed, also smooth the dome of the combustion chamber with the valves installed. Excessive smoothing may reduce the cylinder compression.
- Use the hand grinder.
- Use #200 oil stone for eliminating any stepped portion and #300 oil stone for finishing.

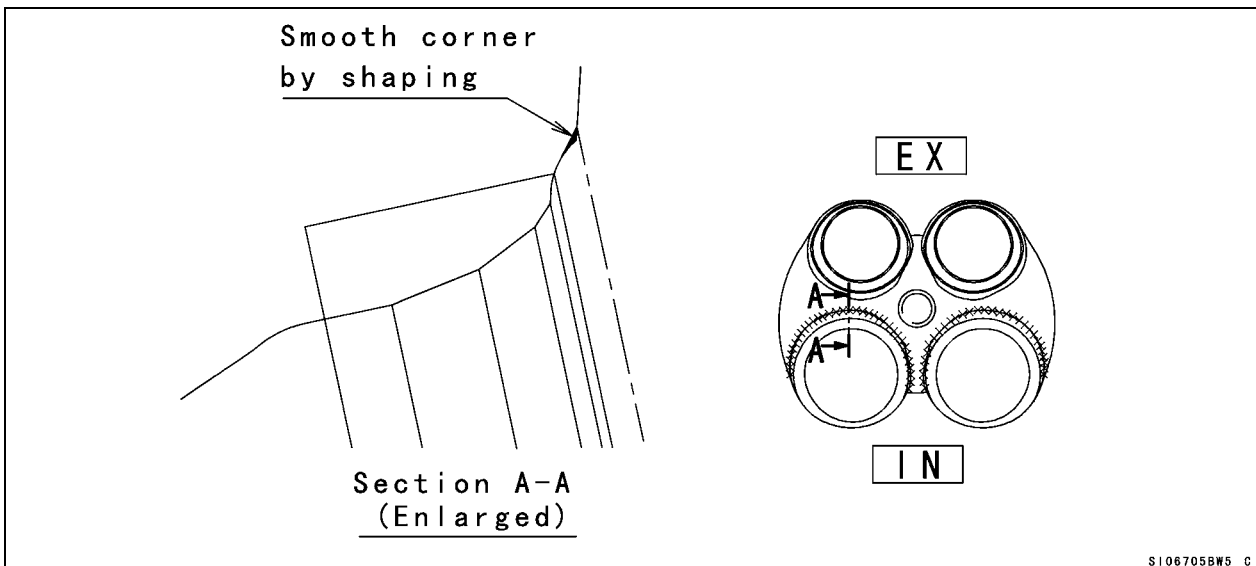
NOTE

- *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.*



A: Stepped Portions

- The combustion chambers are modified by cutting work but the edges shown must be hand finished for smooth corners.



NOTE

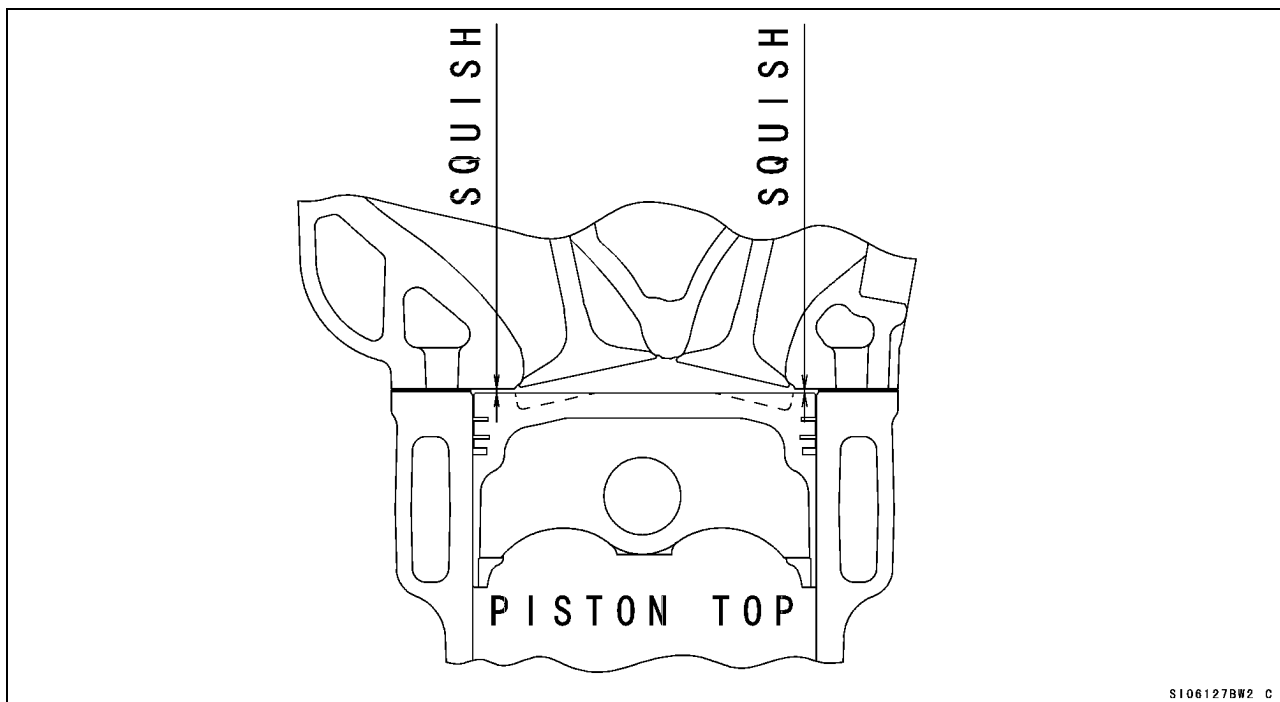
- When grinding the cylinder head surface or using thinner gasket, adjust the valve timing to keep that the valve to piston clearance is not less than the minimum value (IN: 0.7 mm, EX: 1.2 mm).

Cylinder Compression

- To adjust the cylinder compression, adjust the thickness of the cylinder head gasket or smooth the cylinder head under surface or cylinder top surface to make the piston squish 0.65 mm. Keep the piston squish more than 0.65 mm.
- Grind off the cylinder head under surface to 0.4 mm. Do not grind the cylinder upper surface. This can raise the compression ratio while keeping the clearance of the piston and valve, and one of the squish. Although, as the engine machining is uneven, determine the cutting dimension after confirmation the recess and the squish before machining.
- 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.
- The most preferable squish measurement is 0.65 mm.
- Select proper cylinder head gasket.

Cylinder Head Gasket

| Part No. | Tightening thickness | Remarks | ID Color |
|------------|----------------------|---------|----------|
| 11004-0026 | 0.65 mm (STD) | KIT | None |
| 11004-0052 | 0.60 mm | KIT | Blue |
| 11004-0022 | 0.55 mm | KIT | Red |
| 11004-0034 | 0.50 mm | KIT | White |
| 11004-0023 | 0.45 mm | KIT | Yellow |

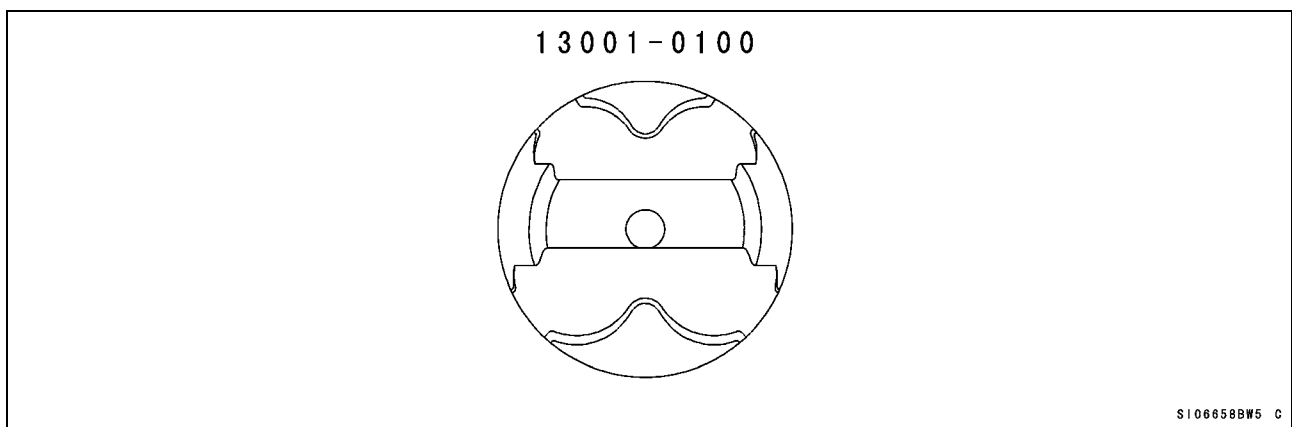


S106127B#2 C

Pistons

Kit Piston (13001-0100): SB

- Kit pistons are exclusive the two piston rings for reduce the compression height (between the center of piston pin hole and the shoulder of the piston) and the mechanical friction loss.
- Kit piston has more reduced the weight compared the original piston.
- Use the kit piston together with the kit connecting rod and the kit intake valve.
- Use the kit piston rings and kit piston pins.
- To adjust the cylinder compression to 14.5, use the kit pistons and grind off the cylinder head under surface to 0.4 mm.
- Always use the higher octane rating gasoline for prevent the knocking.
- When replacing the kit pistons with the original pistons, inspect the squish (refer to the Cylinder Compression section).



Note: Use the kit pistons (13001-0100) following below.

- Use the kit connecting rod assemblies (13251-0015).
- Use the kit intake valve (12004-0038).
- Use kit piston pin (13002-0013) and the snap ring (92033-1161).
- Use the kit piston rings (13008-0034).
- There are the machining edges for the valve relief portions of the piston heads. Must be hand finished for smooth corners. (Round the corner to R1)

Crankshaft Main Journal Bushings

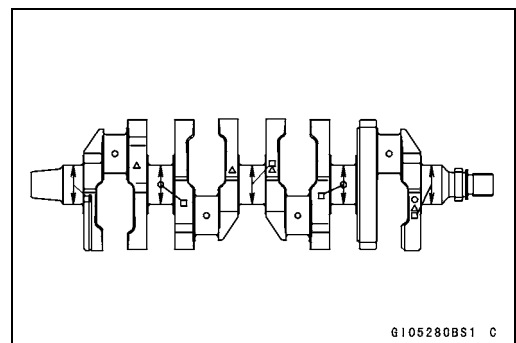
The kit bushings are improved in anti-seizing characteristics as well as in wear-resistance as compared with the standard bushings.

Crankshaft Main Journal Clearance

When adjust the clearance by measurement in case aiming the clearance 0.035 mm.

Crankshaft Main Journal Diameter Marks

| | |
|-------|--------------------|
| None: | 34.984 ~ 34.992 mm |
| 1: | 34.993 ~ 35.000 mm |

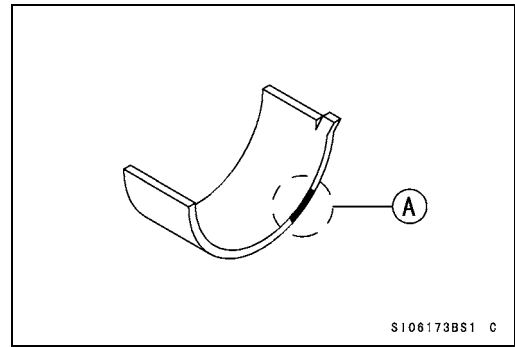
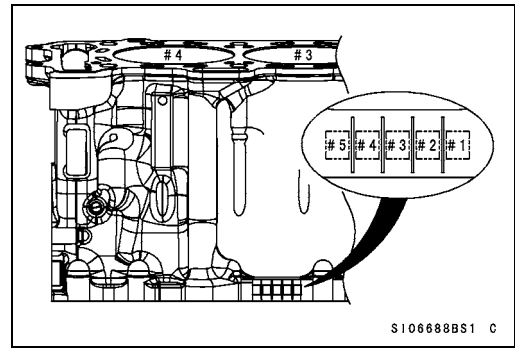


Crankcase Main Bearing Inside Diameter Marks

| |
|--------------------------|
| ○: 38.000 ~ 38.008 mm |
| None: 38.009 ~ 38.016 mm |

Mark portion: # 1~5

[A]: Color Mark



Crankshaft Main Journal Bushings

| Color | Kit Bushing #1, 3, 5 | Kit Bushing #2, 4 | Standard Bushing #1, 3, 5 | Standard Bushing #2, 4 | Thickness |
|-------|----------------------|-------------------|---------------------------|------------------------|------------------|
| Blue | 92139-0146 | 92139-0149 | 92139-0217 | 92139-0032 | 1.499 ~ 1.503 mm |
| Black | 92139-0147 | 92139-0150 | 92139-0218 | 92139-0033 | 1.495 ~ 1.499 mm |
| Brown | 92139-0148 | 92139-0151 | 92139-0219 | 92139-0034 | 1.491 ~ 1.495 mm |

Crankshaft Main Journal Bushing Selection

| | | | | |
|---------------------------------|-------------|-------------|-------------|------|
| Crankshaft | 1 | 1 | None | None |
| Crankcase | ○ | None | ○ | None |
| Crankshaft Main Journal Bushing | Brown | Black | | Blue |
| Clearance (recommend) | 10 ~ 34 μ m | 10 ~ 34 μ m | 10 ~ 34 μ m | |

NOTE

- Make the clearances between the crankshaft main journals within the prescribed allowances. Excessive clearances will cause the oil pressure at the crankshaft main journals to drop and lead to the damage of the bearing.

Connecting Rod Bolts

1. Original Connecting Rod

Use the original connecting bolts and nuts.

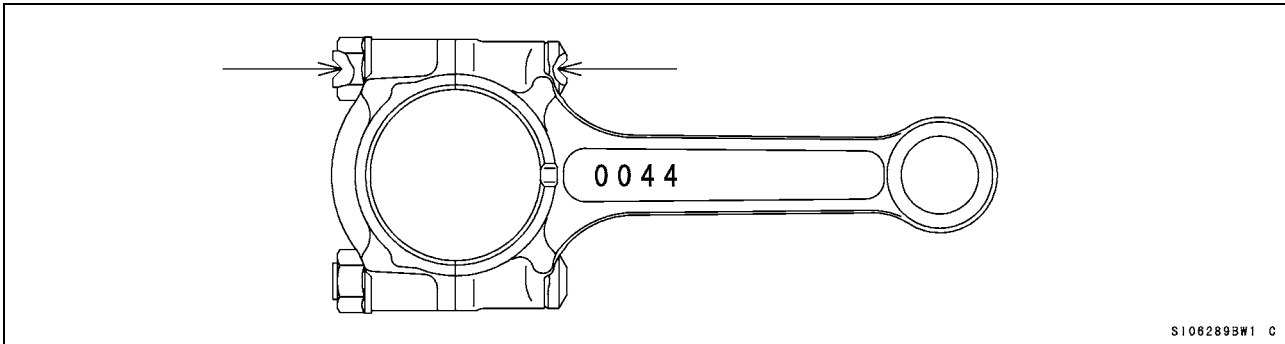
Make recesses at both ends of the original connecting rod bolt to measure its length and determine the bolt stretch.

Connecting Rod :13251-0023

Bolt : 92153-0491

92153-0809 (Spare Part : Attached Recess)

Nut :92015-1311



- 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 and seating surfaces of nuts and bolts.
- Tighten the big end nuts at the torque (reference torque) of 20 N·m (2.0 kgf·m, 14.5 ft·lb).
- Check the length of the bolts and find the bolt stretch.

Bolt Length after tightening – Bolt Length before tightening = Stretch

Bolt Stretch

Usable Range: 0.32 mm (0.0126 in.) target

- 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.*
- Replace the bolts with new ones if they are used for the engine with a not clear feature.

2. Kit Connecting Rod

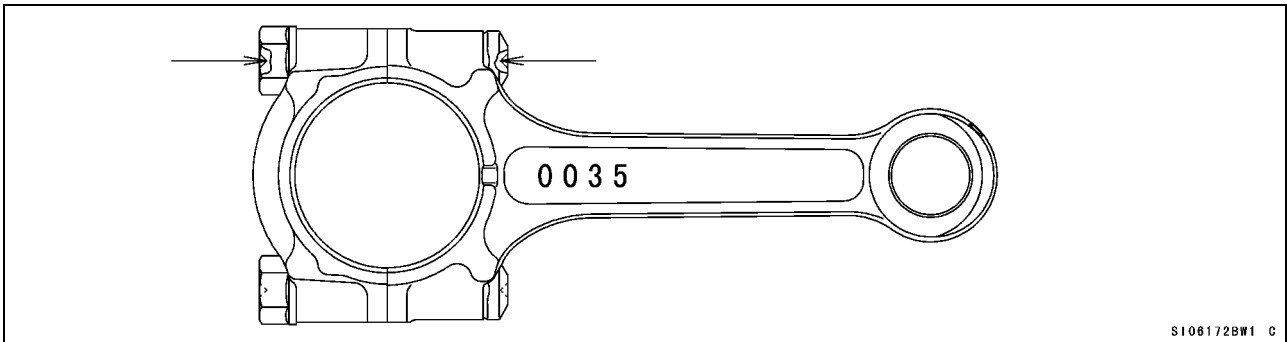
Connecting Rod Bolt

- * Use the kit connecting rod bolts (with the original connecting rod bolts) and nuts. The kit connecting rod can use the original connecting rod bolt (92153-0491). When using the original connecting rod bolts, make recesses at both ends of the original connecting rod bolt to measure its length and determine the bolt stretch.

Connecting rod :13251-0015

Bolt : 92153-0809 (Attached Recess)

Nut: 92015-1311



- * Installation of the kit connecting rod bolt is same as installation of the original connecting rod bolt in the 1. original connecting rod section. Refer to the 1. original connecting rod section.

Connecting Rod Big End Bushings

The connecting rod bushing in the kit has improved its anti-seizure feature than standard one.

NOTE

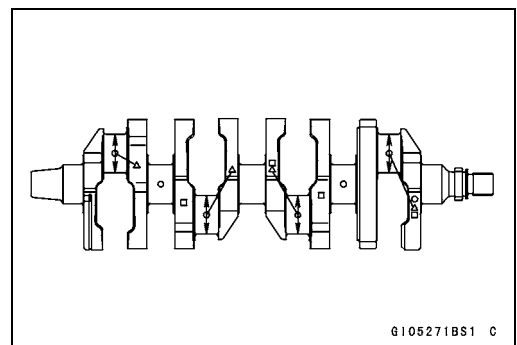
- *Material of Connecting Rod in the kit is different from original one.*

Connecting Rod Big End Bushing/Crankpin Clearance

- * When adjust the clearance by measurement in case aiming the clearance 0.050 mm.

Crankpin Diameter Marks

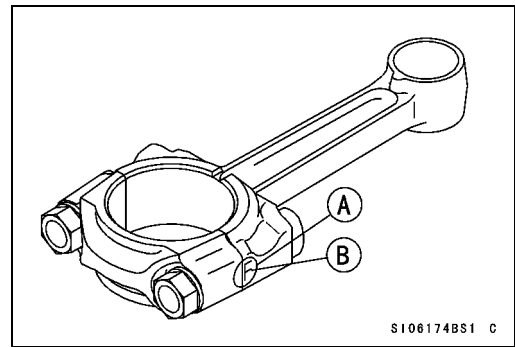
| | |
|-------|------------------|
| ○: | 34.493~34.500 mm |
| None: | 34.484~34.492 mm |



Connecting Rod Big End Bore Diameter Marks

| |
|------------------------|
| ○: 37.509~37.516 mm |
| None: 37.500~37.508 mm |

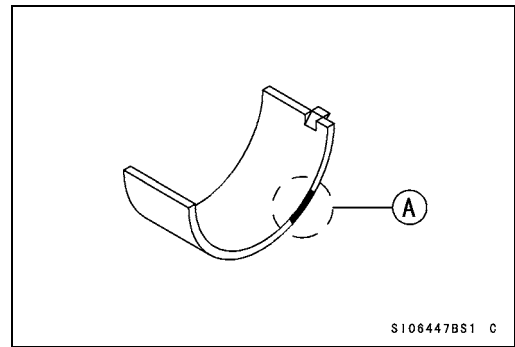
- [A]. Diameter Mark (○ or no mark)
 [B]. Weight Mark (Alphabet, E, F et)



Connecting Rod Big End Bushings (Original Con-rod)

| Color | Kit Bushing Part Number | Thickness |
|-------|-------------------------|------------------|
| Blue | 92139-0203 | 1.488 ~ 1.493 mm |
| Black | 92139-0204 | 1.483 ~ 1.488 mm |
| Brown | 92139-0205 | 1.478 ~ 1.483 mm |
| Pink | 92139-0206 | 1.473 ~ 1.478 mm |

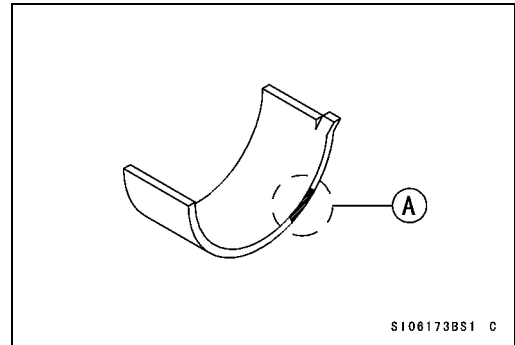
- [A]. Color Mark



Connecting Rod Big End Bushings (KIT Con-rod)

| Color | Kit Bushing Part Number | Thickness |
|-------|-------------------------|------------------|
| Blue | 92139-0109 | 1.488 ~ 1.493 mm |
| Black | 92139-0110 | 1.483 ~ 1.488 mm |
| Brown | 92139-0111 | 1.478 ~ 1.483 mm |
| Pink | 92139-0156 | 1.473 ~ 1.478 mm |

- [A]. Color Mark



Big End Bushing Selection

| | | | | |
|-----------------------|------------|------------|------|------------|
| Crankshaft | ○ | ○ | None | None |
| Connecting Rod | None | ○ | None | ○ |
| Bushing | Brown | Black | | Blue |
| Clearance (recommend) | 34 ~ 60 μm | 32 ~ 58 μm | | 30 ~ 56 μm |

* Use the pink bushings when the clearances cannot adjusted within the prescribed allowances even if the brown bushings are used.

Original Con-rod Pink Bushing (92139-0206)

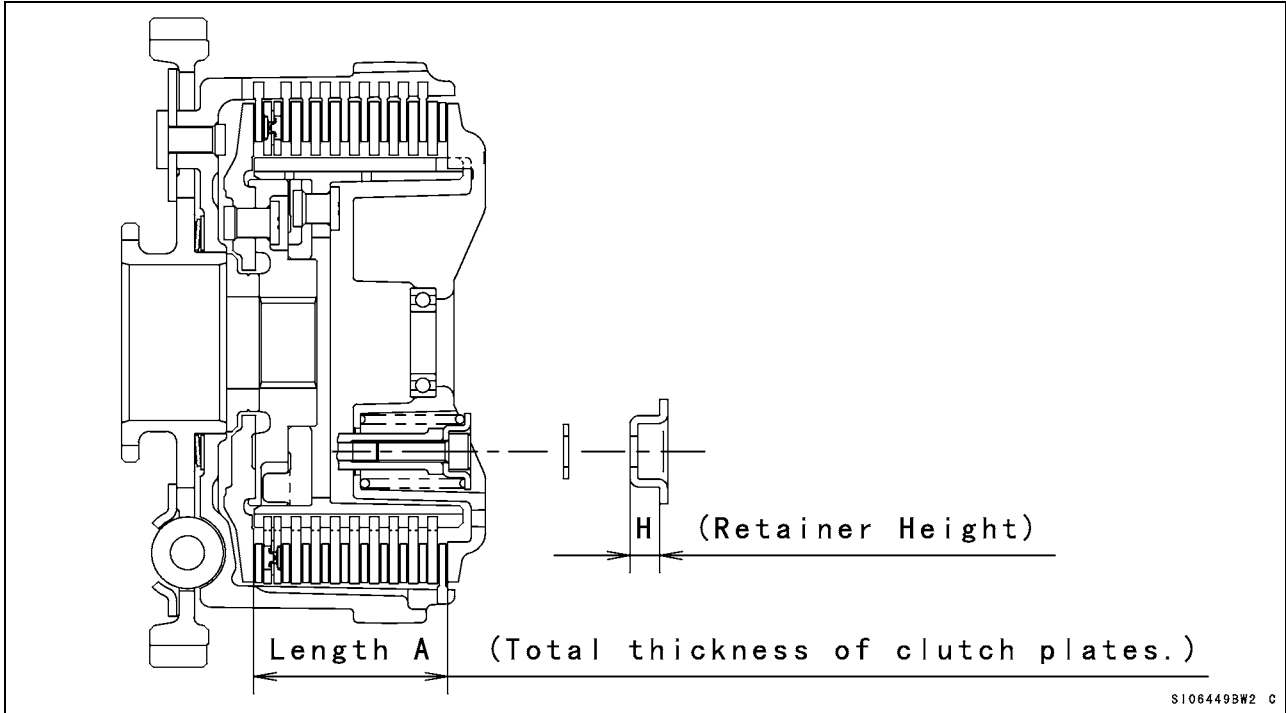
Kit Con-rod Pink Bushing (92139-0156)

NOTE

- *Make the clearances between the connecting rod big ends within the prescribed allowances. Excessive clearances will cause the oil pressure at the connecting rod big end to drop and lead to the damage of the bearing.*

Clutch Adjustment (Back-Torque Limiter Setting)

The Ninja ZX-10R 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 heavy engine 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.



The standard setting of length [A], total thickness of clutch plates shown below, becomes about 53.5 mm (t 2.9 × 7 pcs. + t 2.6 × 2 pcs.). 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 51.9 and 53.5 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.

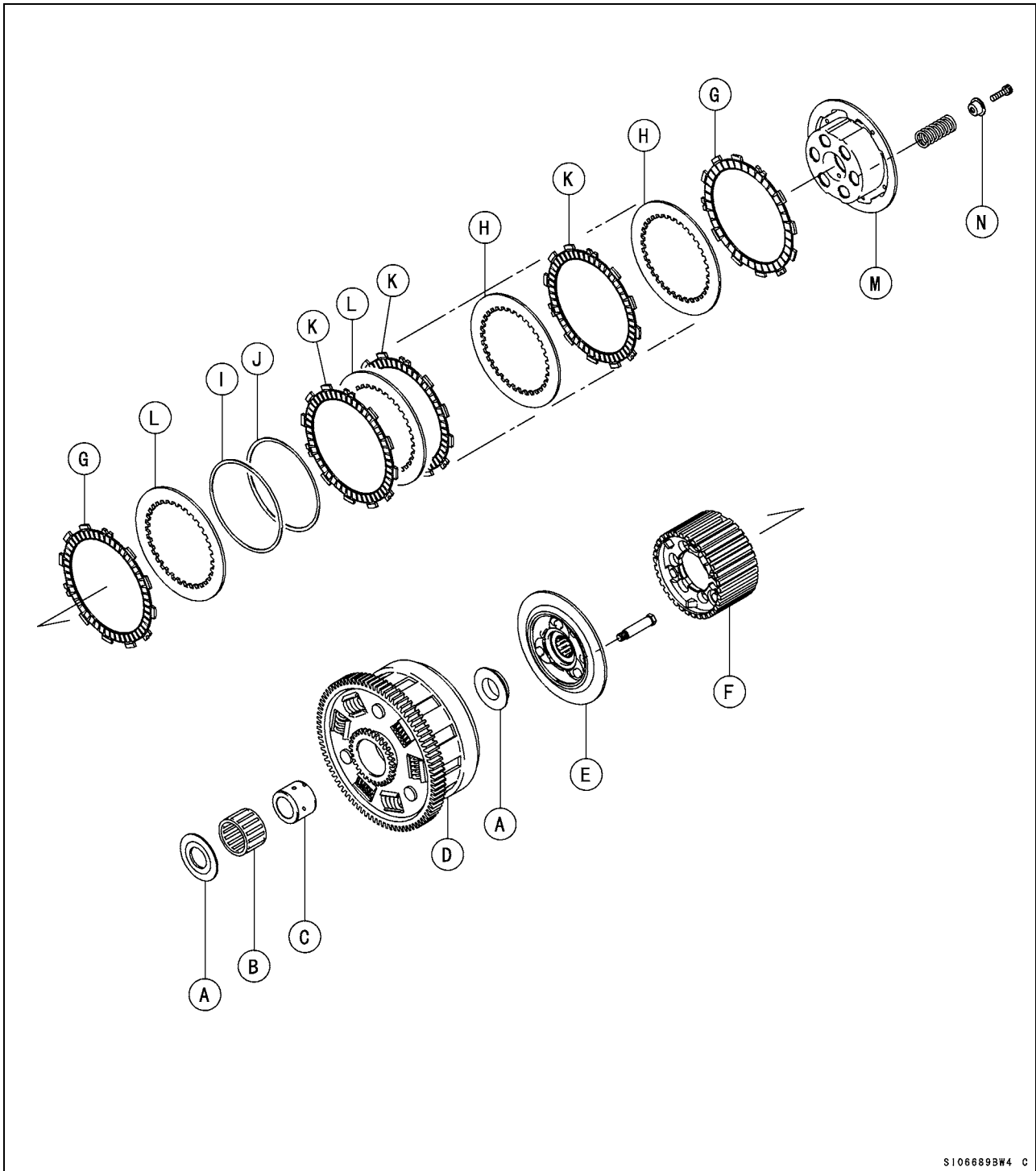
| Thickness (mm) | Part Number |
|----------------|------------------|
| 2.3 | 13089-0008 (STD) |
| 2.6 | 13089-0009 (STD) |
| 2.9 | 13089-1093 (STD) |

- When decreasing the length [A], total thickness of clutch plates, use the kit spring retainers (provided as optional production parts) to keep the preload of clutch springs according to the table below.

| Length [A] | Part Number | Height [H] |
|----------------|---------------------------------|--------------------|
| 53.0 ~ 53.5 mm | 13091-1840 (STD) | 8 mm |
| 52.5 ~ 52.9 mm | 13091-1041 + Washer (92022-304) | 7 mm (6 mm + 1 mm) |
| | 39108-0005 | 7 mm |
| 51.9 ~ 52.4 mm | 13091-1041 | 6 mm |

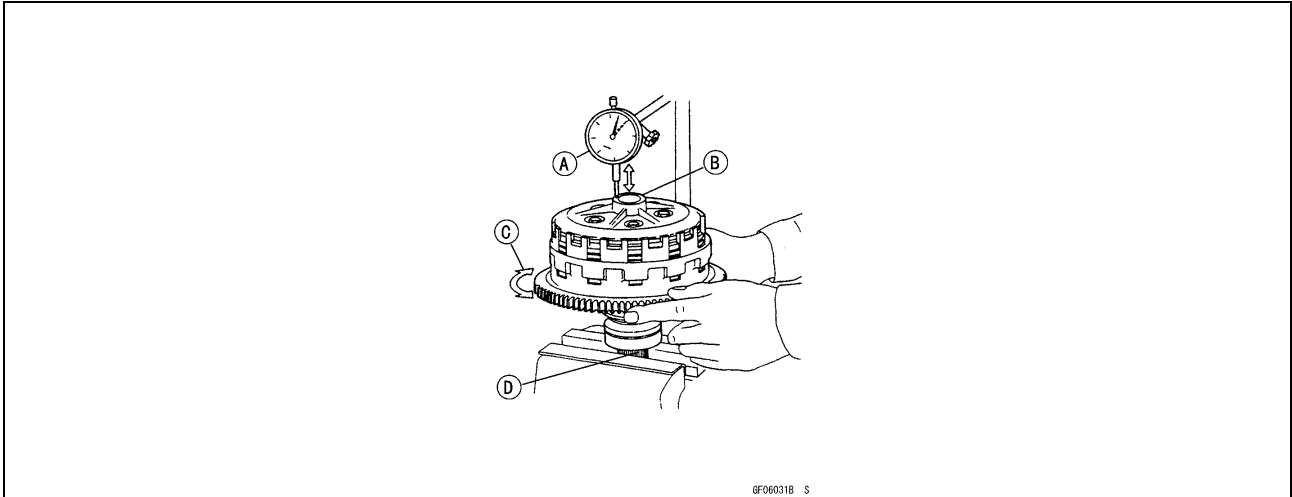
* If you have clutch slip during acceleration use shorter spring retainers by one size to increase preload of clutch springs.

- 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.

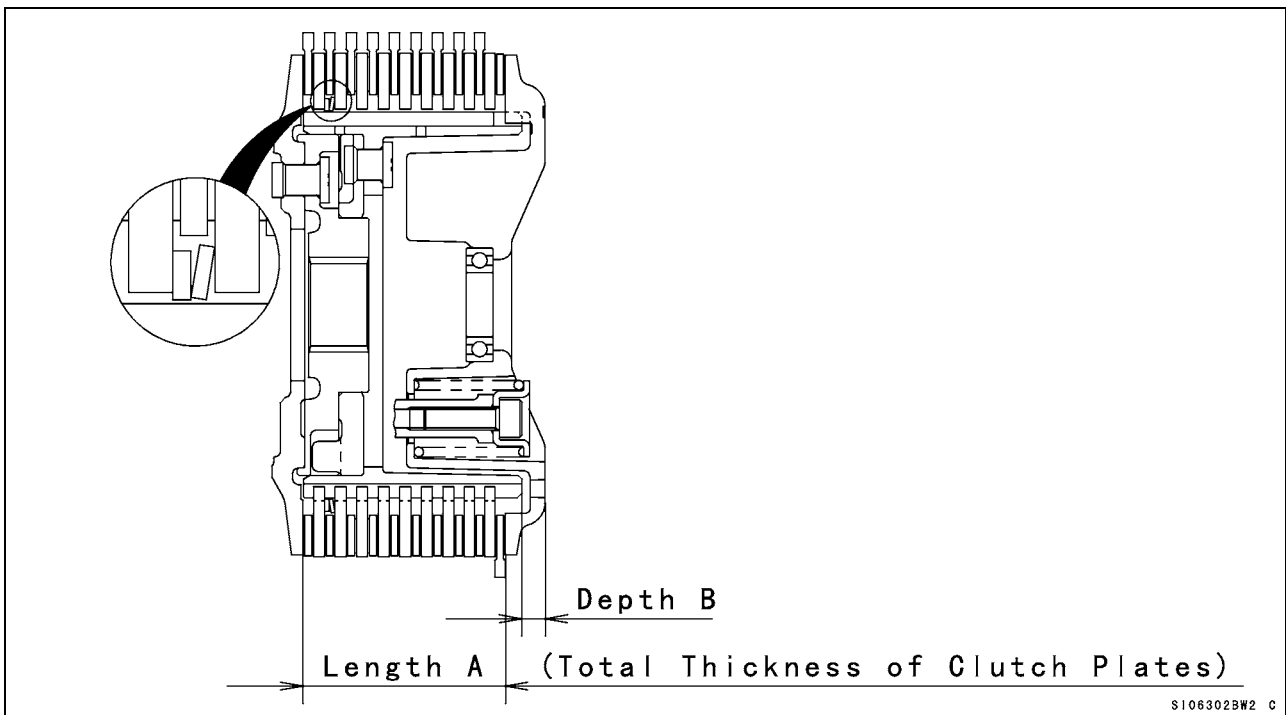


- | | |
|------------------------------------------|------------------------------------------|
| [A] Spacers | [H] Steel Plates (t 2.6 mm): 2 Plates |
| [B] Needle Bearing | [I] Washer |
| [C] Bushing | [J] Spring |
| [D] Clutch Housing | [K] Friction Plates (36 Slots): 8 Plates |
| [E] Clutch Hub | [L] Steel Plates (t 2.9 mm): 7 Plates |
| [F] Sub Clutch Hub | [M] Spring Plate |
| [G] Friction Plates (48 Slots): 2 Plates | [N] Spring Retainer |

- 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 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



- After installing the clutch to the engine, measure and record the depth [B] shown below, 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] 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.

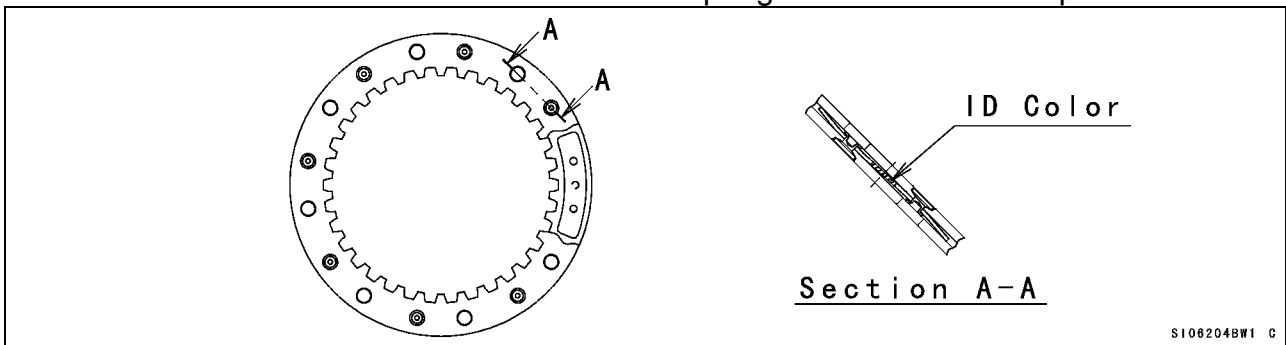


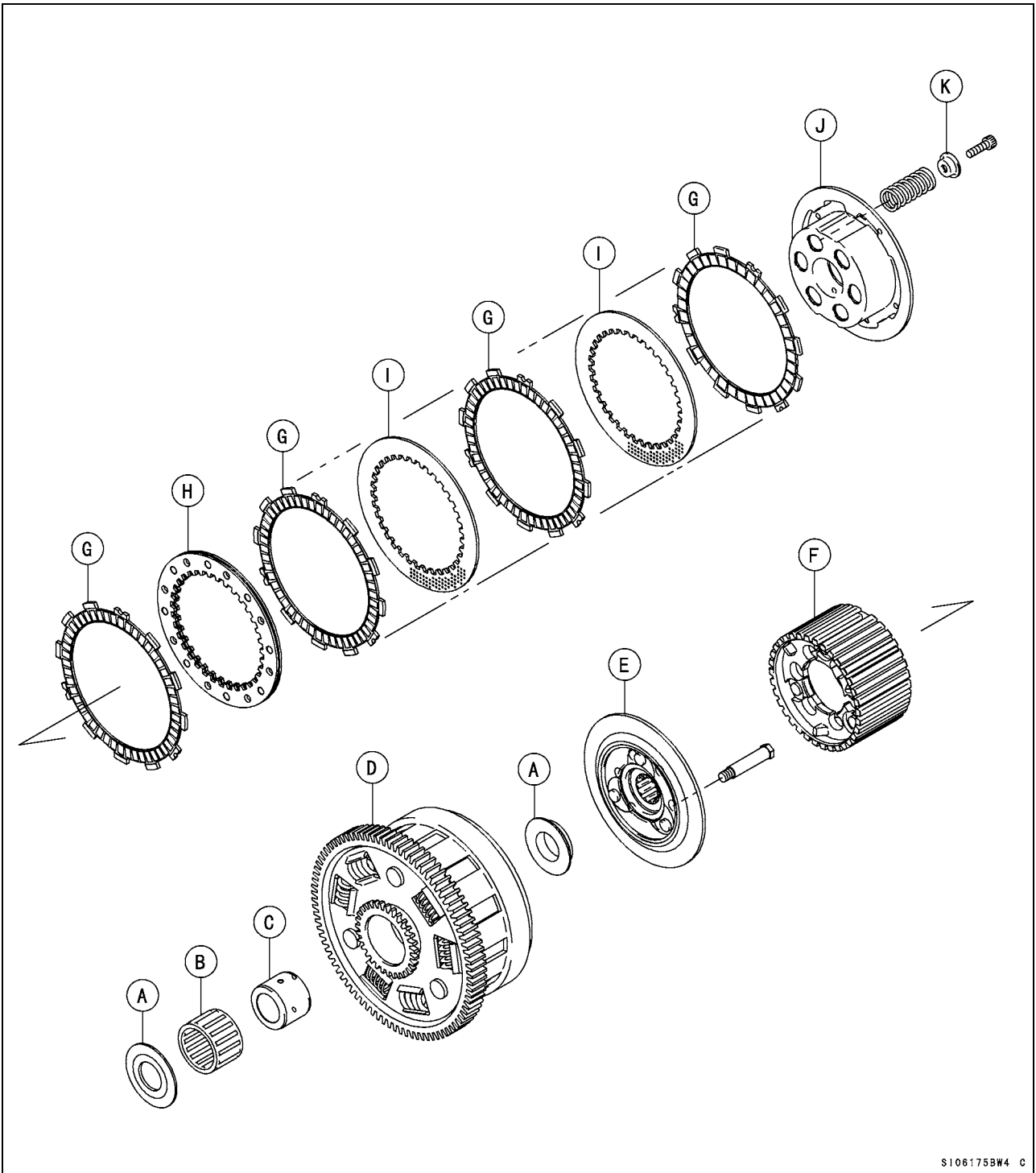
Spring Plate Assembly

The spring plate assembly are available for increase the spring constant. When outbreak the starting judder, use the spring plate assembly of the kit parts. Whenever the plate thickness is difference for adjusting the clutch plate, take care the length [A].

| Part Number | Spring Constant | ID Color |
|-------------|-------------------------------|----------|
| 13089-0003 | 2004 ~ 2005 ZX-10R (Standard) | None |
| 13089-0011 | 40 % up comparison standard | White |
| 13089-0012 | 60 % up comparison standard | Blue |

* Identification Color: The ID marks are on the springs between the steel plates.





S1061758W4 C

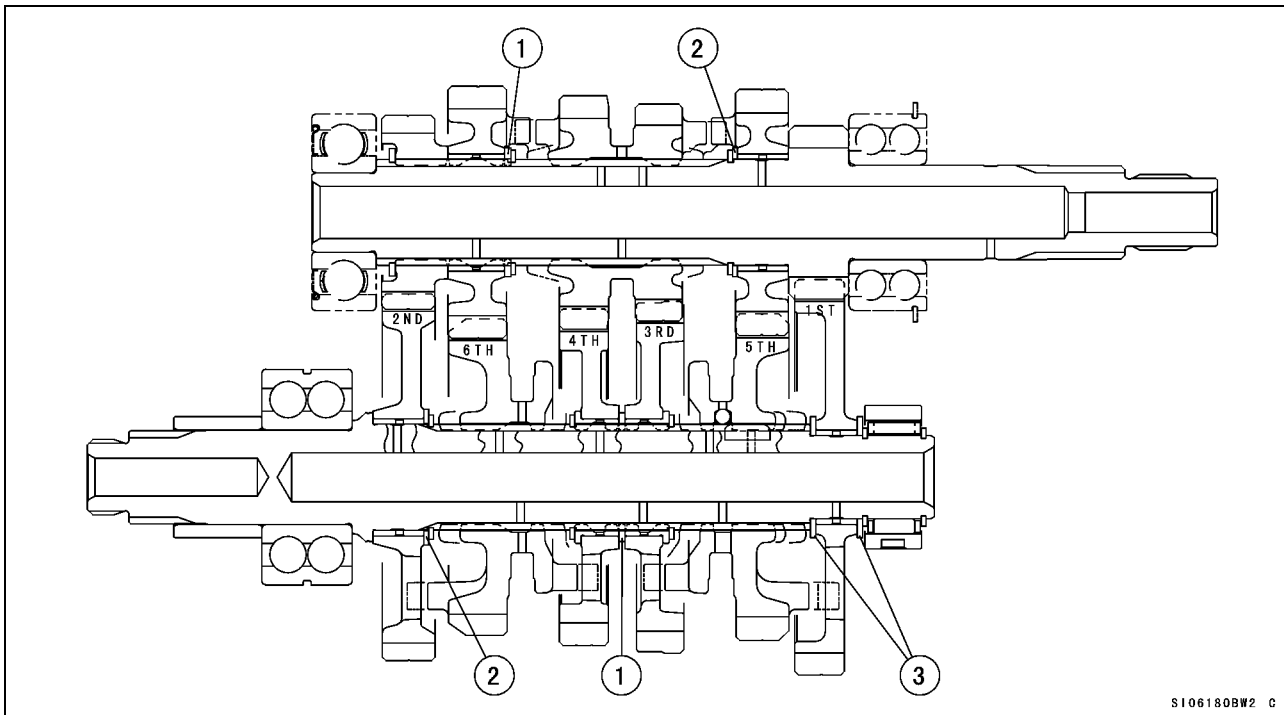
- [A] Spacers
- [B] Needle Bearing
- [C] Bushing
- [D] Clutch Housing
- [E] Clutch Hub
- [F] Sub Clutch Hub
- [G] Friction Plates
- [H] Spring Plate Assembly
- [I] Steel Plates
- [J] Spring Plate
- [K] Spring Retainer

Transmission

- Type A ~ G of the kit gears are available of the 2009 model ZX-10R. To change the gear ratios with combination the gears.
- Remove the three steel balls (600A0500) from the output shaft assembly. This is done to start easily the engine with the second gear.
- Replace the circlips with new ones if they were removed.

Transmission Shimming

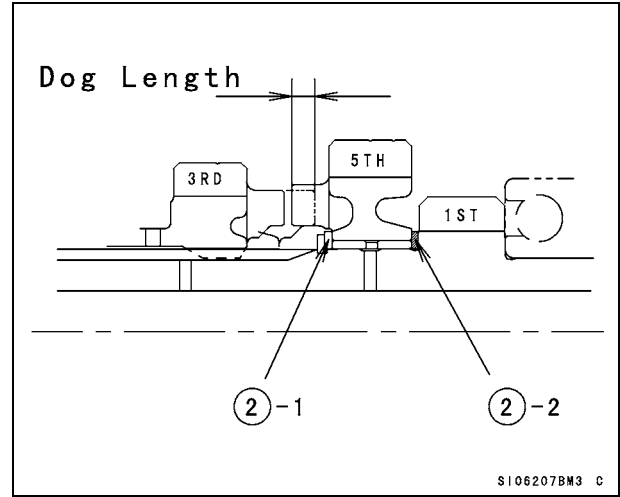
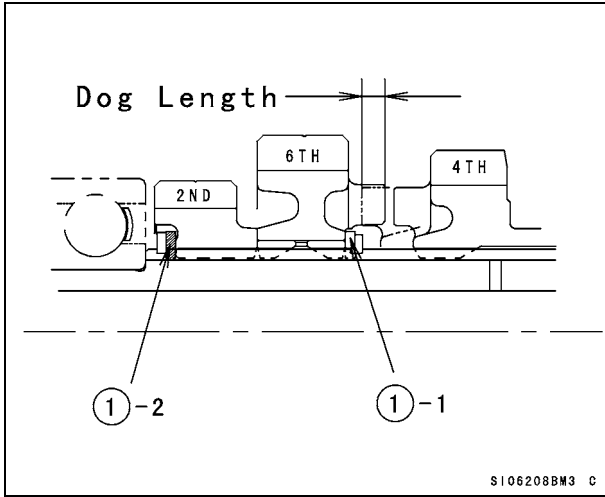
By using washers with various thickness, keep the axial clearance between 0.3 mm and 0.4 mm, to prevent the inclination of gears and to keep smooth gear-shifting.



S1061808W2 C

| | Thickness (mm) | Part No. | Remarks |
|------------------|----------------|------------|----------|
| ① Spline washer | 1.2 | 92200-0229 | Kit |
| | 1.4 | 92200-0230 | Kit |
| | 1.6 | 92200-0050 | Original |
| | 1.8 | 92200-0231 | Kit |
| | 2.0 | 92200-0232 | Kit |
| ② Plane washer A | 0.8 | 92200-0225 | Kit |
| | 1.0 | 92200-0226 | Kit |
| | 1.2 | 92200-0051 | Original |
| | 1.4 | 92200-0227 | Kit |
| | 1.6 | 92200-0228 | Kit |
| ③ Plane washer B | 1.4 | 92200-0138 | Original |

Use the kit input shafts of the type A ~ E with the shim adjustment since their sizes are, different from the standard shaft, designed taking the shim adjustment into account in order to make the dog lengths of the 3rd – 5th & 2nd – 6th gear dogs equal. Adjust the dog length of each gears to smooth gear-shifting.



Standard Adjusting

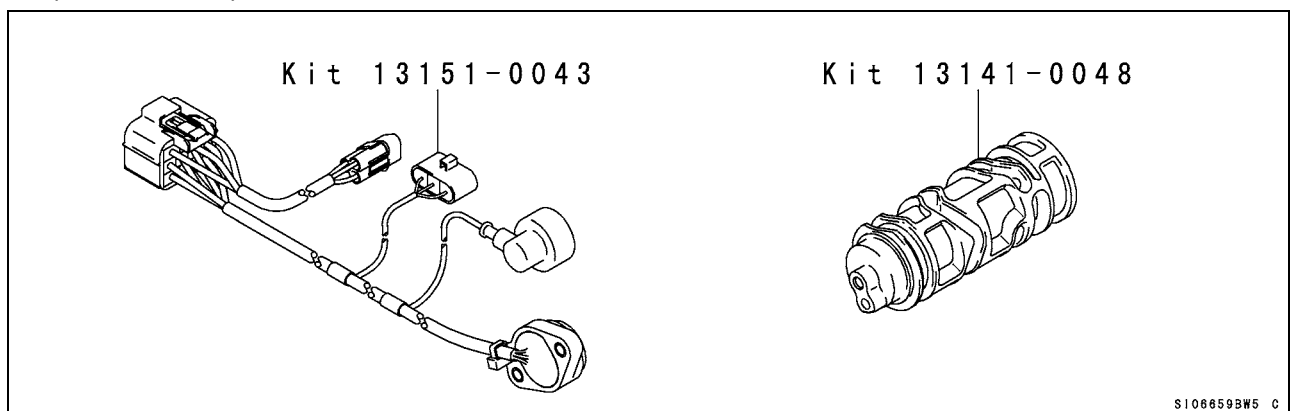
- ①-2 Use the standard spline washer t1.6 mm (92200-0050)
- ②-2 Use the standard spline washer t1.2 mm (92200-0051)

When thin the washer of ①-1 (②-1) from the standard washer and thickly the washer of ①-2 (②-2) from the standard washer to increase the dog length of gears also reverse the combination to reduced the dog length of gear.

Changing The Shift Drum

In 2009 model ZX-10R kit parts shift drum (13141-0048) is available for the reverse shifting. Reverse shifting is available on exchange of shift drums.

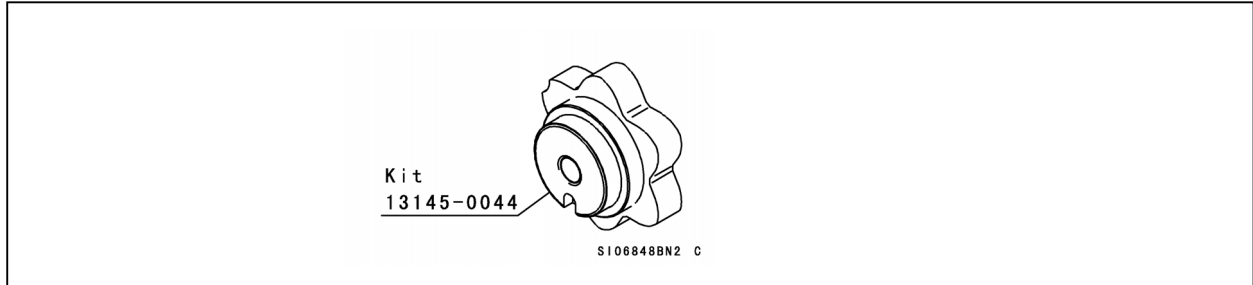
- In case of changing the shift drums, be sure to change the gear position switch (13151-0043) to the kit-set one.



Changing The Shift Drum Cam

In 2009 model ZX-10R kit parts shift drum cam (13145-0044) is available to improve reliability of shifting.

Exchange of shift drum cams allow ZX-10R to improve reliability of shifting, however to become slightly difficult to find the neutral position.



Alternator

Racing kit of the 2008 model ZX-10R are available the alternator. To quicken response by reducing the flywheel mass and to reduce the weight, use the kit alternator. Also use the kit alternator improve the engine ability

Kit Alternator Rated Output

10 A @ 8 000 rpm (original: 30 A @ 5 000 rpm)

* Effective current 7~8 A for running the race method vehicle.

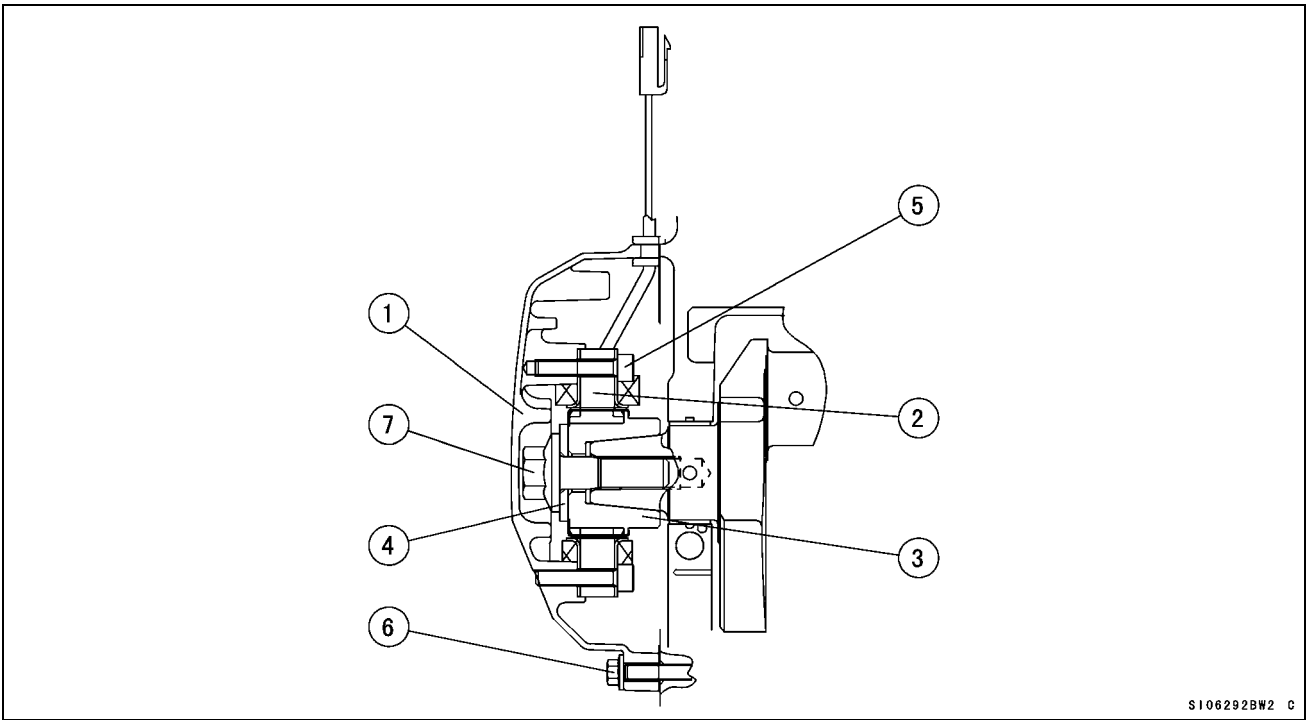
- Select and use the kit alternator or original alternator for racing conditions.

1. Kit Alternator Installation

When using the kit alternator, remove the related parts of the original alternator, and changing the around parts of the starter from original parts to kit parts. Install the kit alternator as shown in the illustration.

Used Parts Table

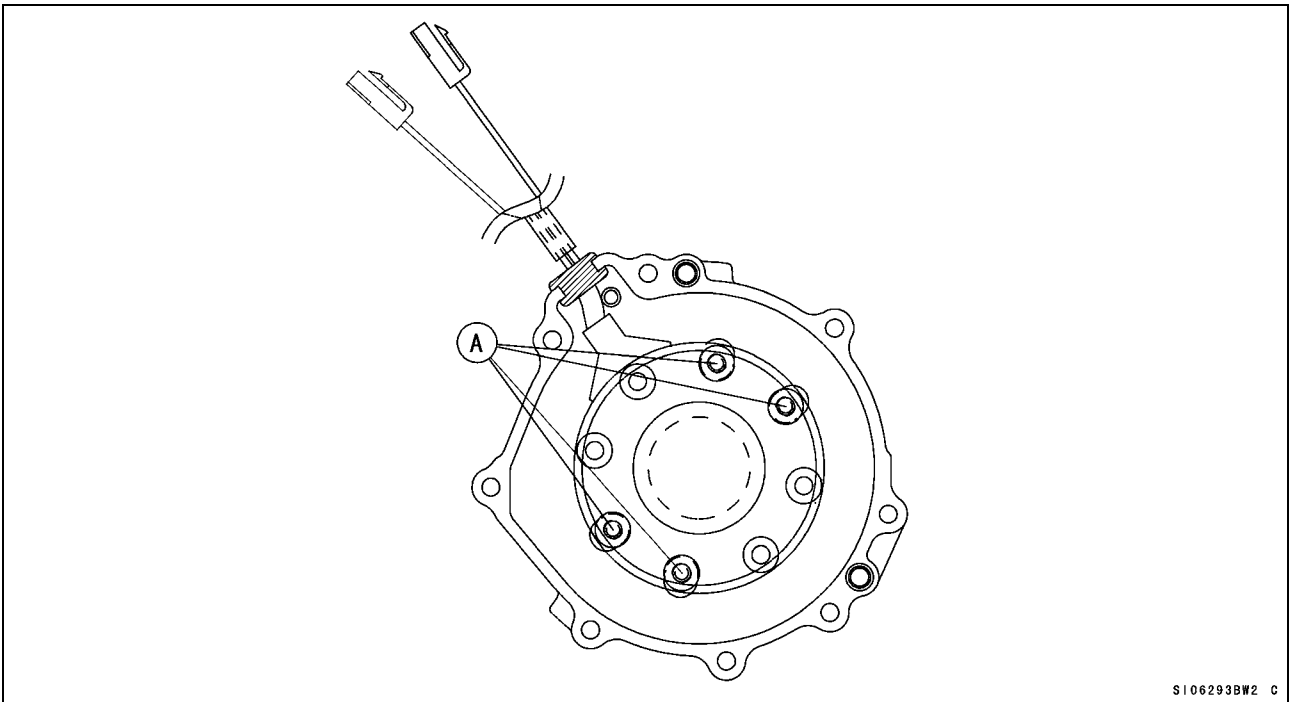
| | Part Name | Part No. | | Remark |
|---|-----------|------------|------------|----------|
| 1 | Cover | 14031-0063 | | Kit |
| 2 | Rotor | 21007-0083 | 21001-0042 | Kit |
| 3 | Stator | 21003-0044 | | Kit |
| 4 | Washer | 92200-0306 | | Kit |
| 5 | Bolt | 92153-0386 | | Kit |
| 6 | Bolt | 92151-1546 | | Kit |
| 7 | Bolt | 92150-1717 | | Standard |



Stator Installation

The stator is fixed to the cover by the bolts.

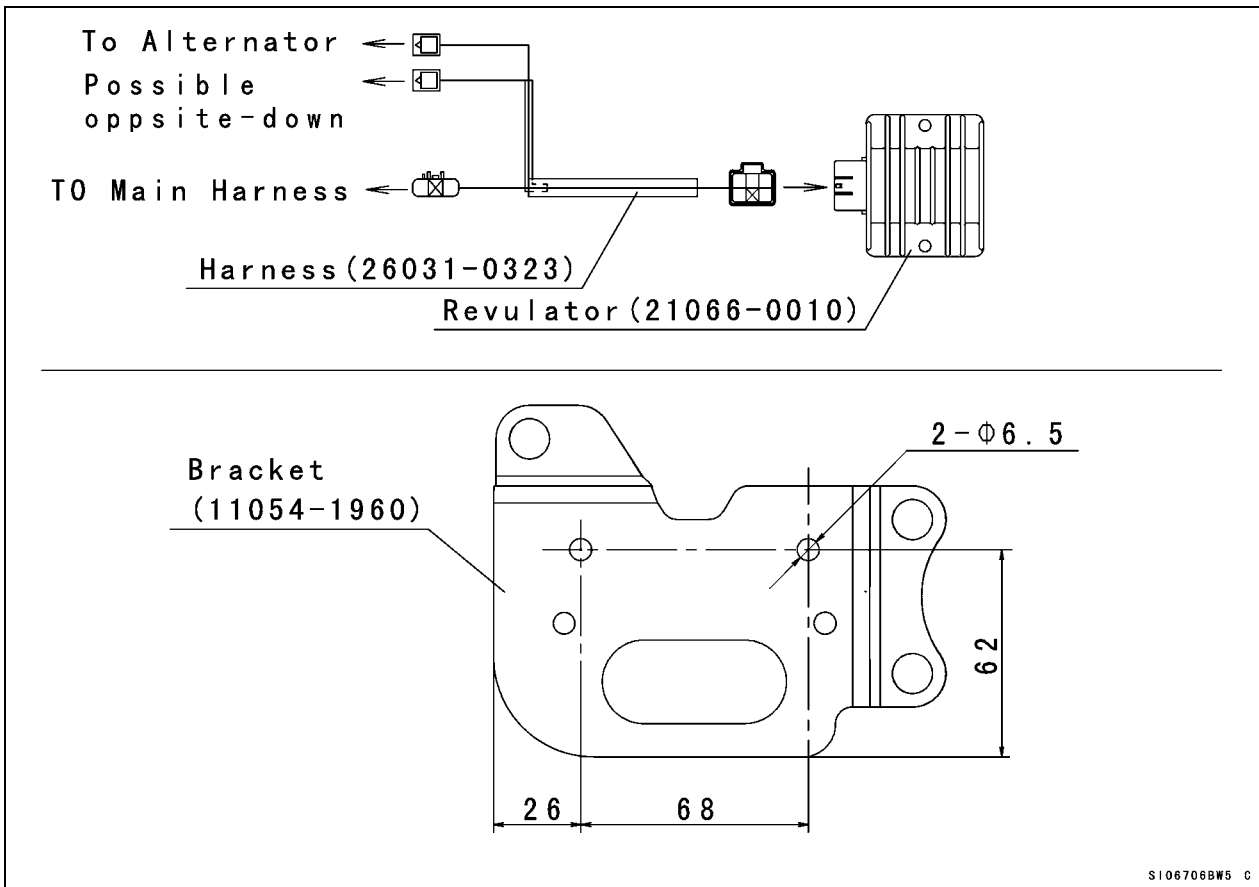
Run the alternator lead from the inside of the cover as shown in the illustration.



A. Fix the stator to the cover by the bolts.

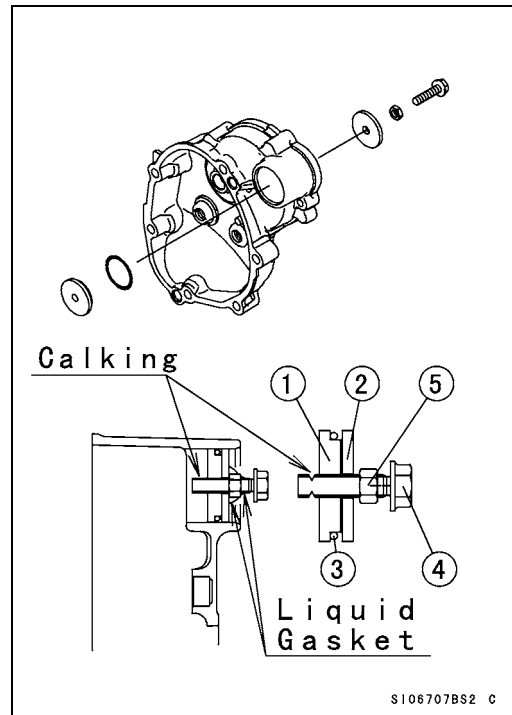
Regulator Installation

Use the kit alternator and the kit regulator (21066-0010) as a set. On installing modify the standard regulator bracket by referring to the figure as shown and connect the regulator to the bracket with the bolts (130AA0625) and nuts (92015-1339). Connect the kit sub harness (26031-0323) between the kit regulator and the kit alternator.

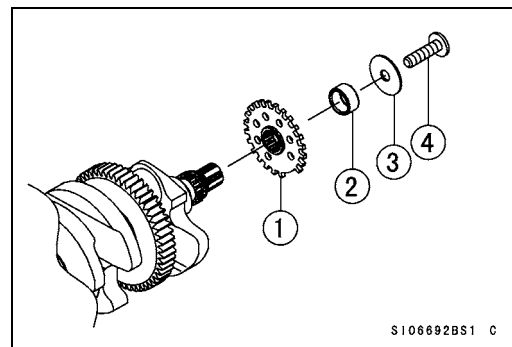


| | Part Name | Part No. | Remark |
|---|-----------|------------|--------|
| 1 | Plug | 92066-1332 | Kit |
| 2 | Plug | 92066-1333 | Kit |
| 3 | O-ring | 92055-1262 | Kit |
| 4 | Bolt | 130BA0625 | Kit |
| 5 | Nut | 312AA0600 | Kit |

- Calk the bolt for unplug the plug.
- Insert the plug into the hole of the starter motor and tighten the nut.
- Apply liquid gasket.



- Replace the pulsing rotor with the kit rotor (21007-0085).
 1. Rotor: 21007-0085 (Kit)
 2. Collar: 92143-1291 (Kit)
 3. Washer: 92200-0238 (Original)
 4. Bolt: 92153-1521 (Original)



Muffler

With recommended muffler engine performance can be improved.

Recommended muffler: NASSERT-R-JSB (1002-B14-GT)

Home Page : [http://www.beet.co.jp/\(beet.japan\)](http://www.beet.co.jp/(beet.japan))

* For further information contact the manufacture 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.

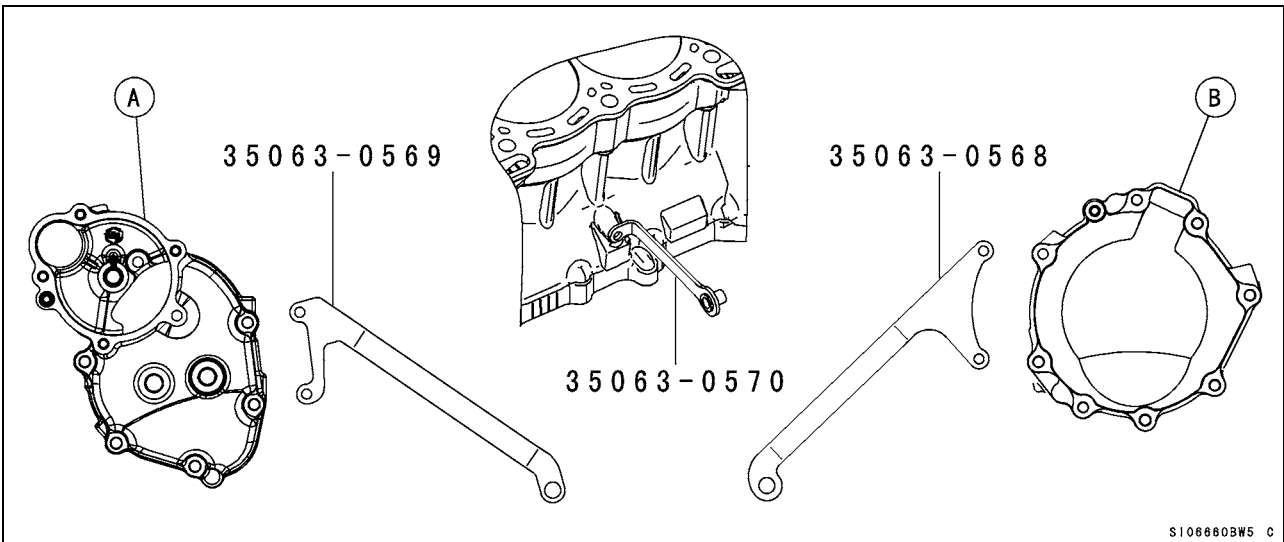
Radiator (Kit)

2009 model ZX-10R racing kit provides the sub radiator (39060-0063) to improved the cooling function.

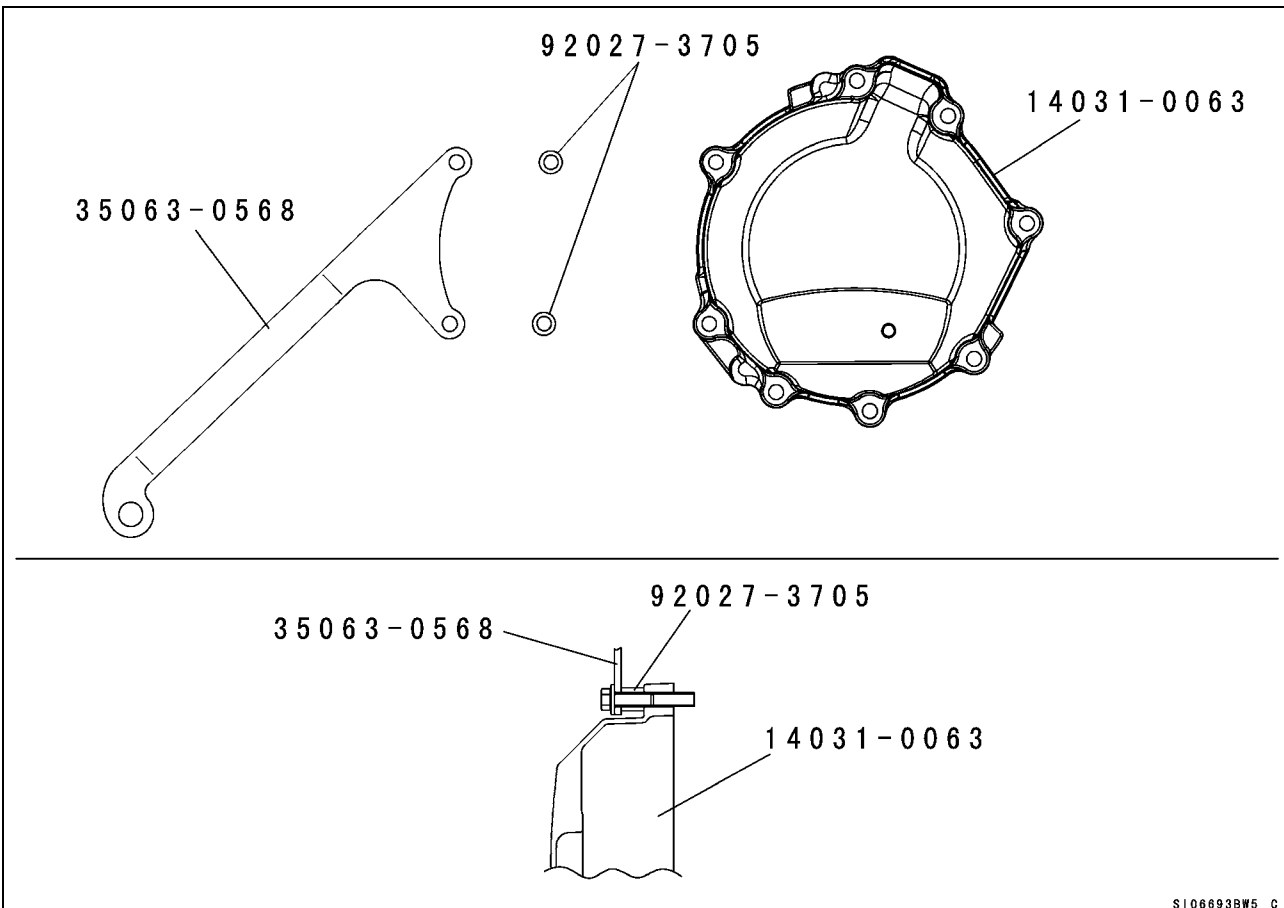
Radiator Installation

Sub Radiator

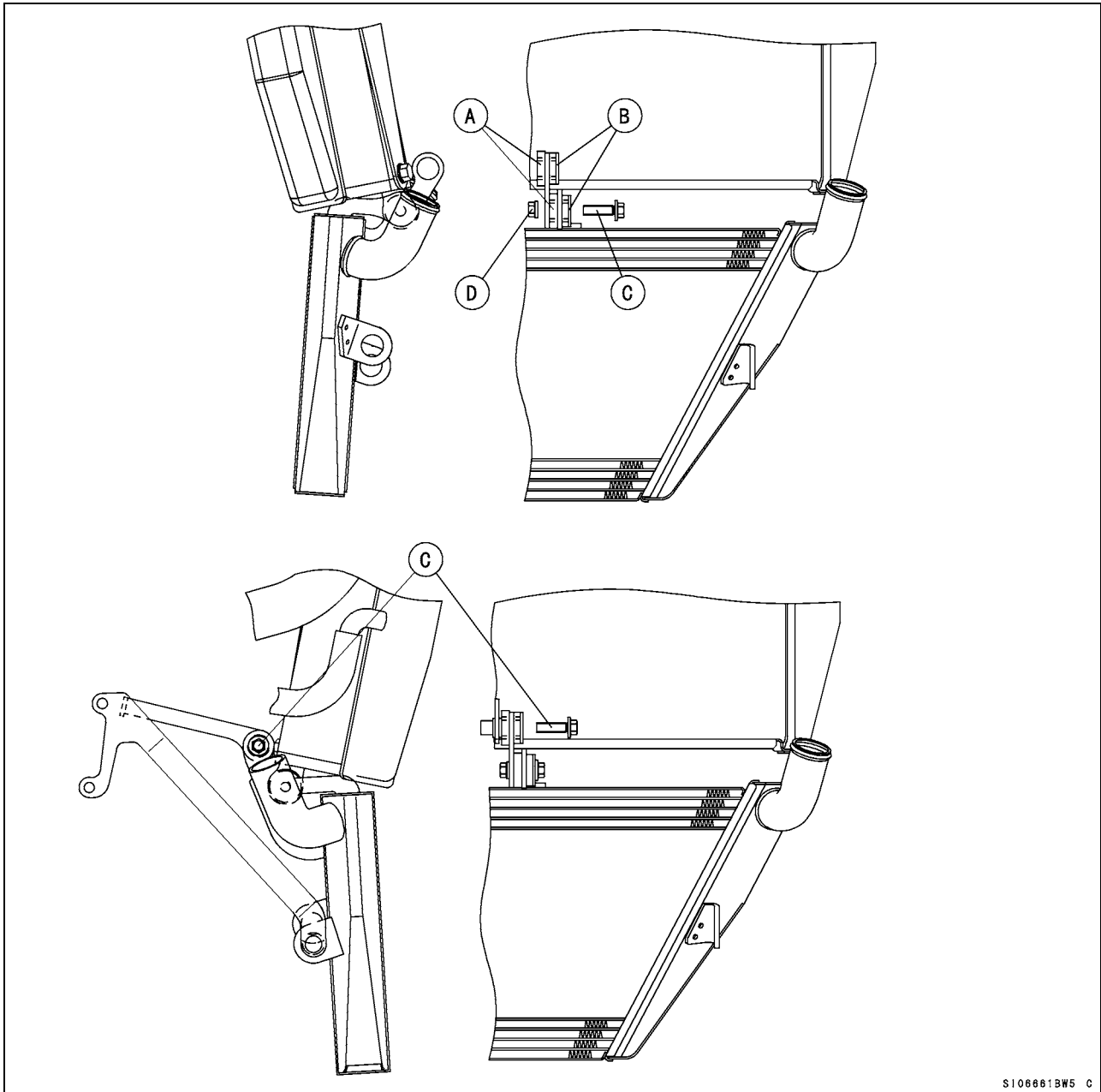
- Install the sub radiator stays as shown in the illustration.
- Fix the center kit stay (35063-0570) on the crankcase by the bolt.
- Fix the right side kit stay (35063-0569) on the starter cover [A] by the bolt.
- Fix the left side kit stay (35063-0568) on the alternator cover [B] by the bolts.
- * If the stay contacts the around parts, grind the stay to prevent the contact.
- * As some stays may not be able to install according to the applied muffler, modify the stay or suitable one of your make.



- When using a kit generator cover, insert the collars (92027-3705) between the stay (35063-0568) and the generator cover (14031-0063).
- When using an original generator cover, the collars are not necessary.



- Connect the main radiator and sub radiator with the bolt (130BB0622) and nut (92015-3767).
- Fix the radiators on the center stay (35063-0570) with the bolt (130BB0622) and also on the left and right stay with the pins and R pins.



- A. Dampers (92075-1123)
- B. Collars (92027-194)
- C. Bolts (130BB0622)
- D. Nut (92015-3767)

- Fix a wire netting in front of sub radiator for prevent the fin damages due to the stepping stone.
- Machine the original cowl to meet the outline of radiator.
- Fill the space between the cowl and the sides of radiator by fixing a sponge or the like.

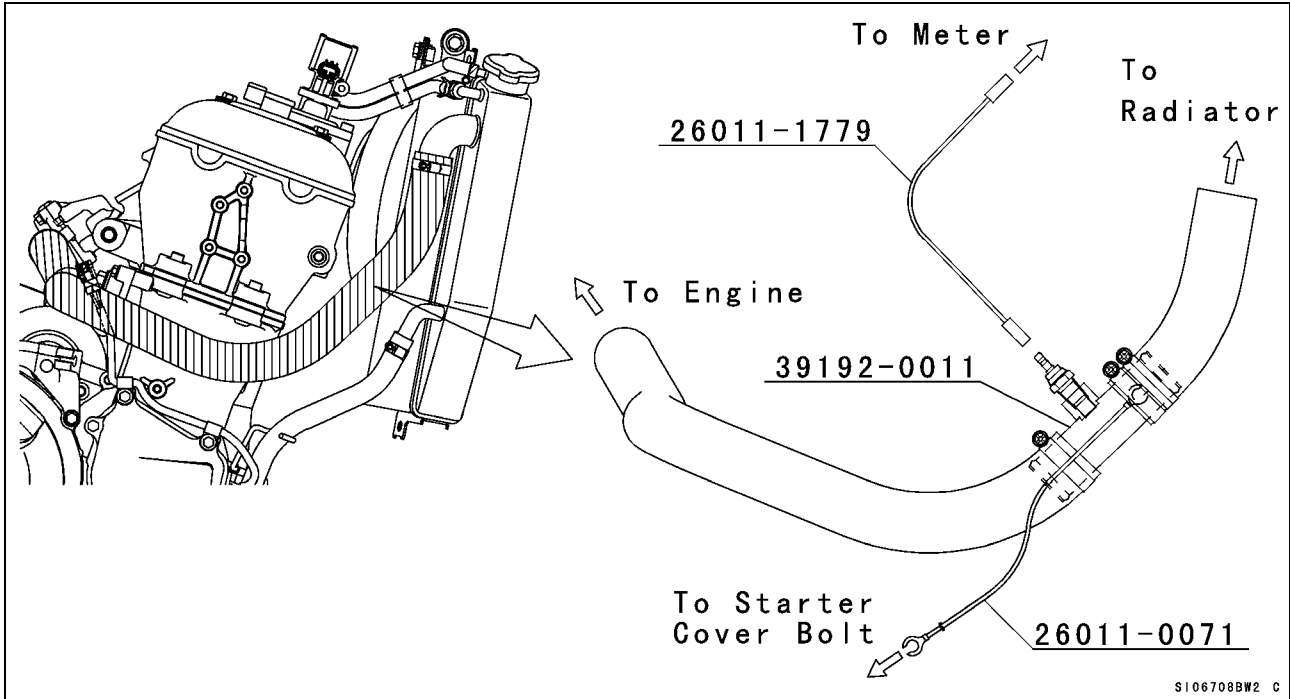
NOTE

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

Water Pipe Installation

Use the main radiator only.

- Divide the original water hose (39062-0256) between the cylinder head and the radiator and insert the water pipe (39192-0011).
- Install the kit water temperature sensor (for water temperature gauge of kit meter, 21176-1099) to the kit water pipe.
- Pinch the terminal of the kit water temperature sensor ground lead (26011-0071) between the water hose and the kit water pipe and clamp it on the hose as shown in the illustration. Install the other side terminal of the ground lead with the starter cover by the bolt.



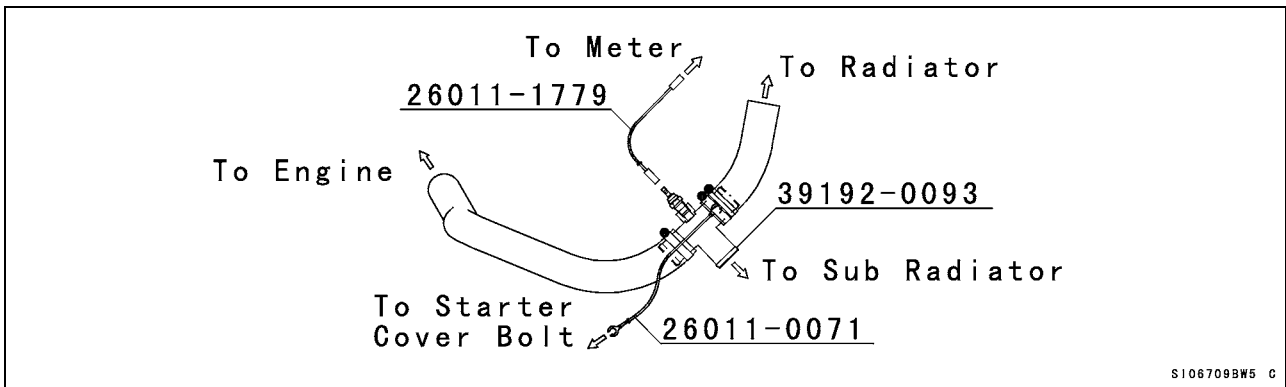
Water Outlet of Radiator Body

Same situation of the original radiator.

Use the kit sub radiator with the main radiator.

Water Inlet of Radiator Body

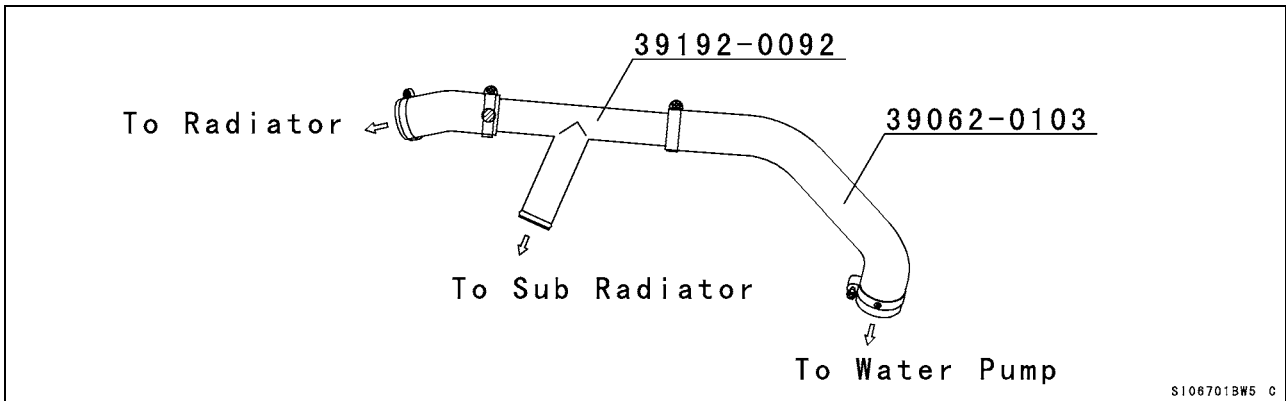
- Divide the original water hose (39062-0256) between the cylinder head and the radiator and insert the water pipe (39192-0093).
- Install the kit water temperature sensor (for water temperature gauge of kit meter, 21176-1099) to the kit water pipe.
- Pinch the terminal of the kit water temperature sensor ground lead between the water hose and the kit water pipe and clamp it on the hose as shown in the illustration. Install the other side terminal of the ground lead with the starter cover.



Water Outlet of Main Radiator

Remove the original water pipe (39192-0089) and install the kit water pipe (39192-0092). Install the kit water hose (39062-1617) between the water pipe and the kit sub radiator.

- Remove the hose (39062-0228) between the water pipe and the water pump, and install the hose (39062-0103). (This is the same hose as one between the water pipe and the water pump for ZX-10R of the year 2006 ~ 2007.)



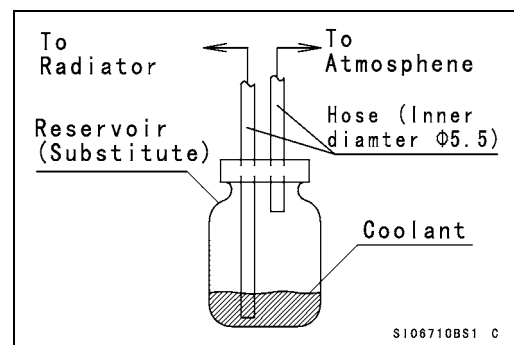
Reserve tank Installation

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

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



Oil Catch Tank (Kit)

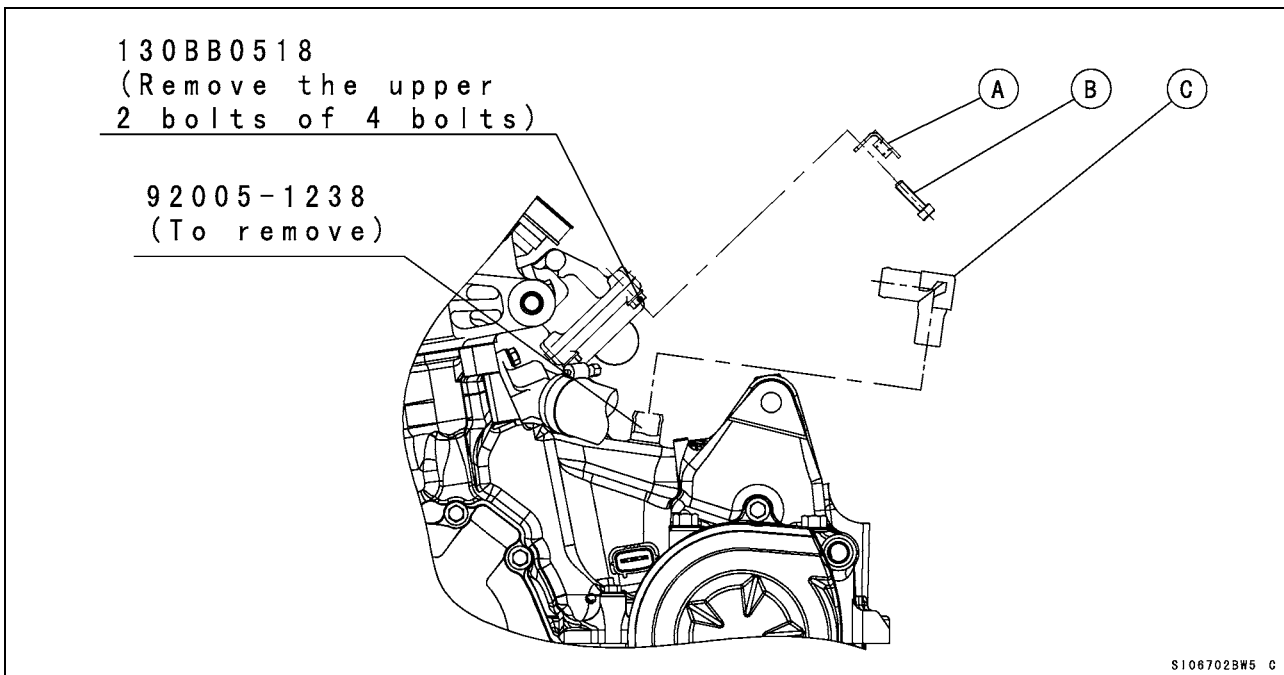
Use the oil catch tank for the engine blowby gas.

Oil Catch Tank: 52001-0005

Tank Capacity: Approximately 510 cc

Oil Catch Tank Installation

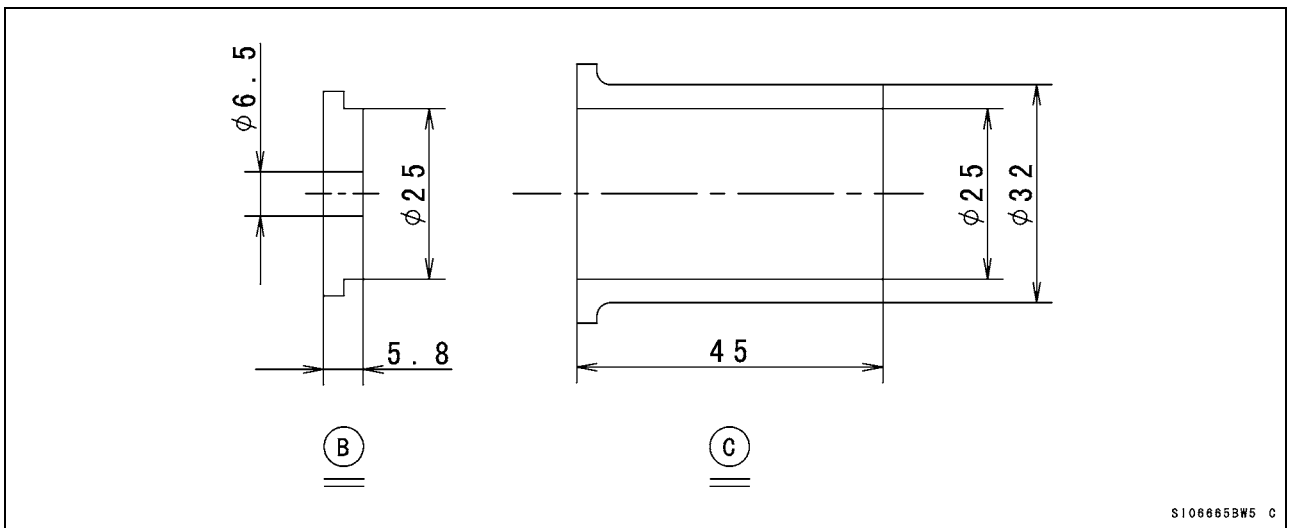
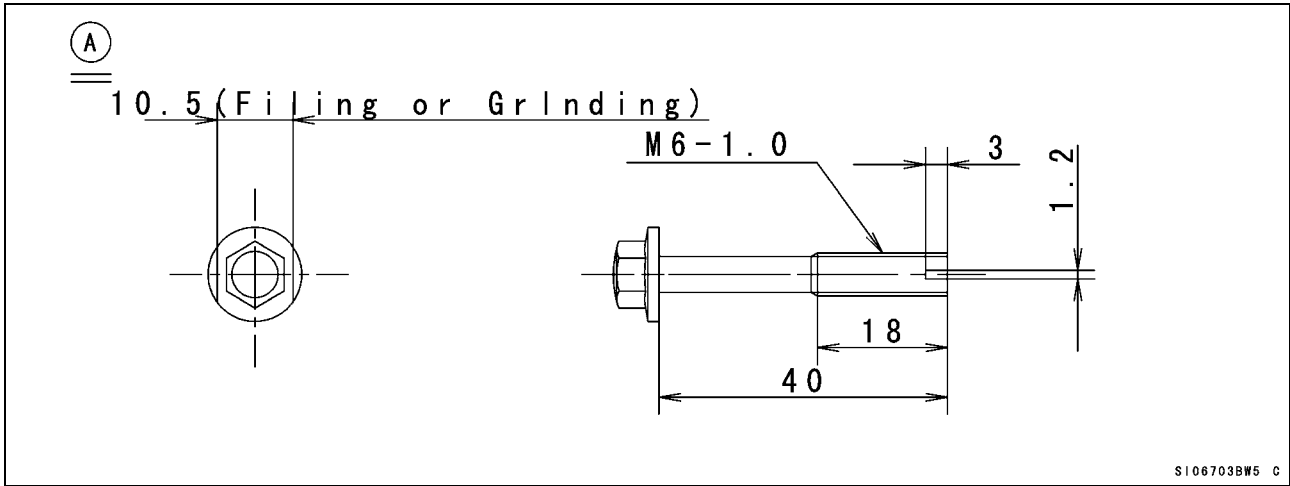
- Tighten the mounting bracket (11055-0542) together with the thermo-case (Use the bolts (120CA0520)).
- Remove the fitting (92005-1238) pressed into the upper case.
(For the fitting removal pull out it by tapping the back side of the upper case on the occasion that the crankcase is opened up for maintenance work. Otherwise make a jig to remove the fitting as shown in the below.)



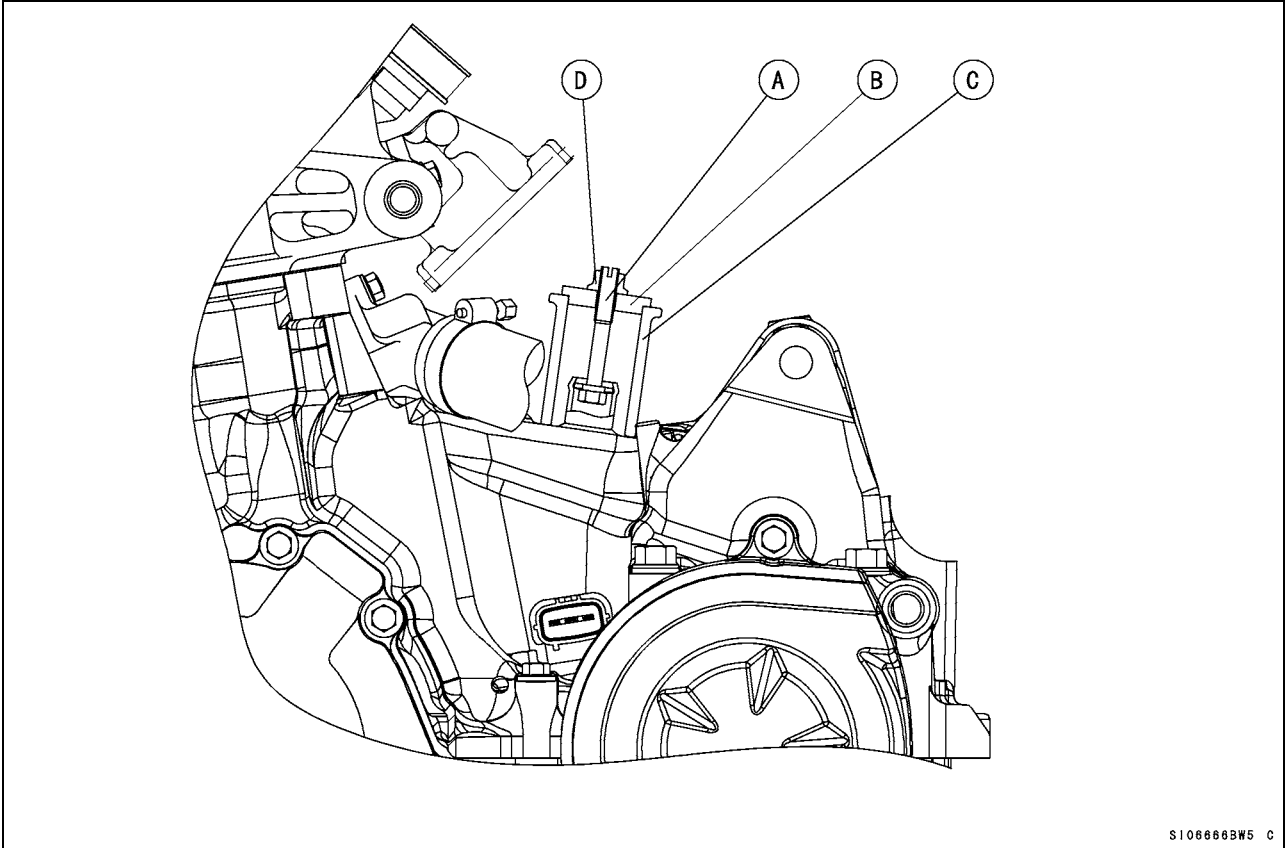
- A. Bracket (11055-0542)
- B. Bolts (120CA0520)
- C. Fitting (92005-0044)

- Prepare the parts A ~ D shown in the figure below.
- Make each parts A ~ D or additional machining the part listed below is available.

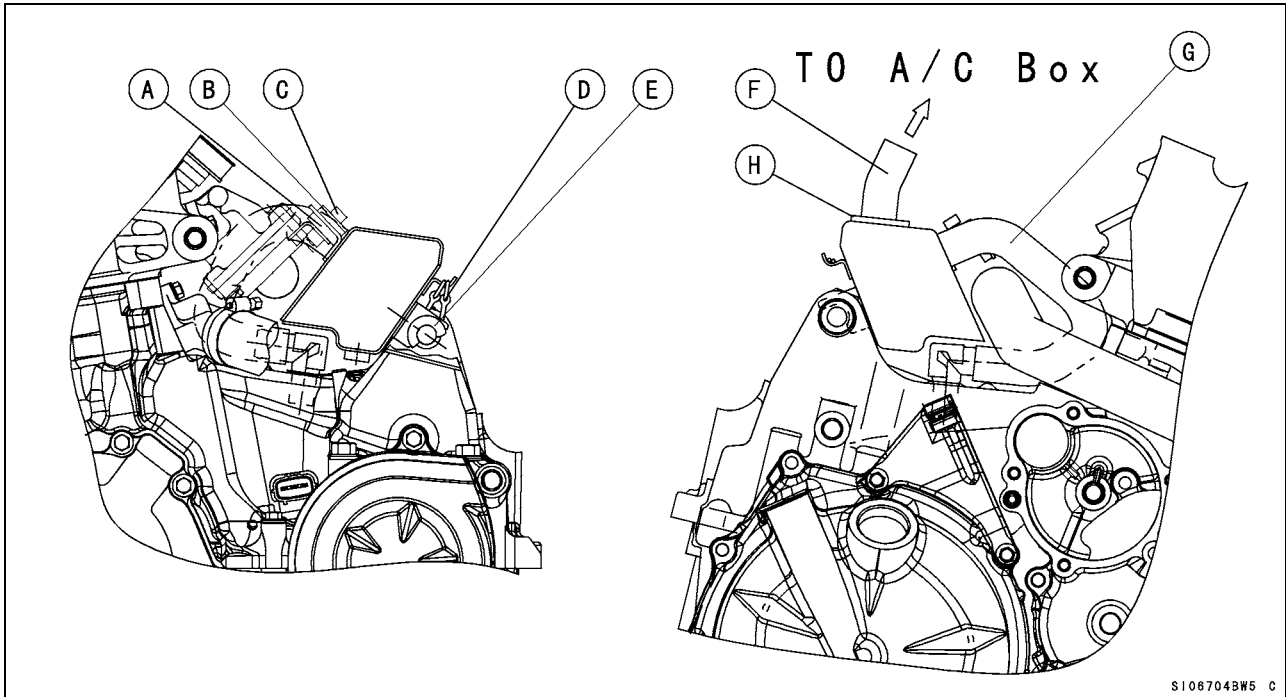
| | Part Name | Part No. | Additional machining |
|---|-----------|--------------------------|-------------------------------------------------------|
| A | Bolt | 92153-1570 or 92151-1583 | Cut off the flange, Add a slit (see the figure below) |
| B | Plug | 92066-1332 | Add a center hole ($\phi 6.5$) |
| C | Collar | 92152-0182 | — |
| D | Nut | 92015-3797 | — |



○ Assemble the parts as shown in the figure below and remove the fitting.



- Fix the damper [A] and the collar [B] to the tank bracket, and then fasten to the bracket mounted on the fitting by the bolt [C].
- Cut the damper in half and hold each piece in the tank bracket and then put it on the engine mount bolt.
- Fasten the tank to the engine mount bolt by the band [D].
- Connect the tank and the air cleaner box with the tube [F] and clamp the tube.
- With the tube [G] connect the fitting installed the above and the tank. Route the tube around the cooling hose as shown in the figure below.



- A. Damper (92075-277)
- B. Collar (92027-194)
- C. Bolt (120CA0620)
- D. Band (92072-1419)

- E. Damper (92075-277)
- F. Tube (92191-1182)
- G. Tube (92192-0641)
- H. Grommet (92071-1028)

- Plug the drain boss on the oil catch tank with the M6 bolt (130BB0610) and the washer (92022-304), and then do wiring to prevent pulling off.

Oil Catch Tank Tube Installation

| | | |
|---|------------|-------------------------------|
| 1 | 92192-0641 | Crankcase to oil catch tank |
| 2 | 92191-1182 | Oil catch tank to air cleaner |

- Remove the original breather hose (92192-0237).
- Install the tube (92192-0641) between the crankcase and the oil catch tank by using the clamp (92171-0338).
- Install the tube (92191-1182) with one end inserting the grommet of the oil catch tank and the other end to the air cleaner by using the clamp (92171-0338).
- Run the hoses as shown in the illustration above.

NOTE

- *Protect the hose and check the no blockade at the its curved part when the hose is afraid of interfering with edge part on the way of the hose routing. Specially, about the hose toward the crankcase, check the no blockage by the fuel pump.*

Cover Gaskets (Kit)

The kit cover gasket are available of the 2009 model ZX-10R.
They are made from “metal-foam” and made easy to separate.

Starter Clutch Cover: 11061-0342

Idle Gear Cover: 11061-0229

Clutch Cover: 11061-0232

Oil Pan: 11061-0233

Alternator Cover: 11061-0231

ECU (Kit)

The 2009 model ZX-10R kit ECU has following functions. Refer to the **Kawasaki FI Calibration Tool Instruction manual** for the ECU function set up method.

1. Auto Shift Functions

Be sure use the point type sensor.

Recommended: **Dynojet** mode or **Battle Factory** mode

Part installation is refer to the Electrical Part Installation section in this Manual.

2. Pit Road Engine Revolution Limit Functions

ON/Off Changing Switch Part Number: 27010-0040 (use the kit meter)

Part installation is refer to the Electrical Part Installation section in this Manual.

3. Shift Indicator Functions

Part installation is refer to the Electrical Part Installation section in this Manual.

NOTE

- *When using the original meter, lit the shift up indicator light so that the shift up indicator lamp of the kit does not used.*
- *Use the shift up indicator lamp of the kit together with the kit meter but do not function as the FI indicator light.*

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 Name | P/No. |
|----------------------|------------|
| Throttle Case, Upper | 32099-0046 |
| Throttle Case, Lower | 92099-0047 |
| Bolts (2) | 120CA0518 |
| Pipe (Grip) | 31064-0187 |

2) Throttle Reels

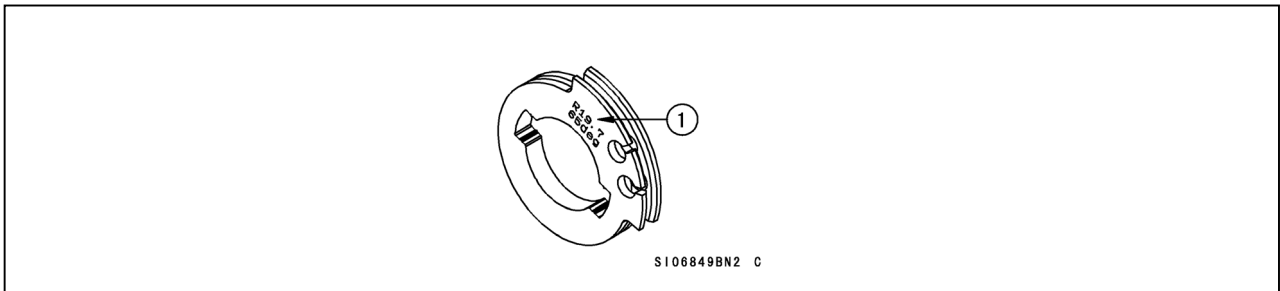
Two types are available.

Throttle reel travel angle is marked on each part to identify.

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

| P/No. | I.D. Mark | Twist Grip Turn Angle to Full Throttle |
|------------|-------------|----------------------------------------|
| 59101-0008 | R19.7/65deg | 65° |
| 59101-0009 | R21.4/60deg | 60° |

○ The kit parts, throttle cases, throttle pipe and reels of '09 model have not interchangeability with those of '08 model because those are new parts.



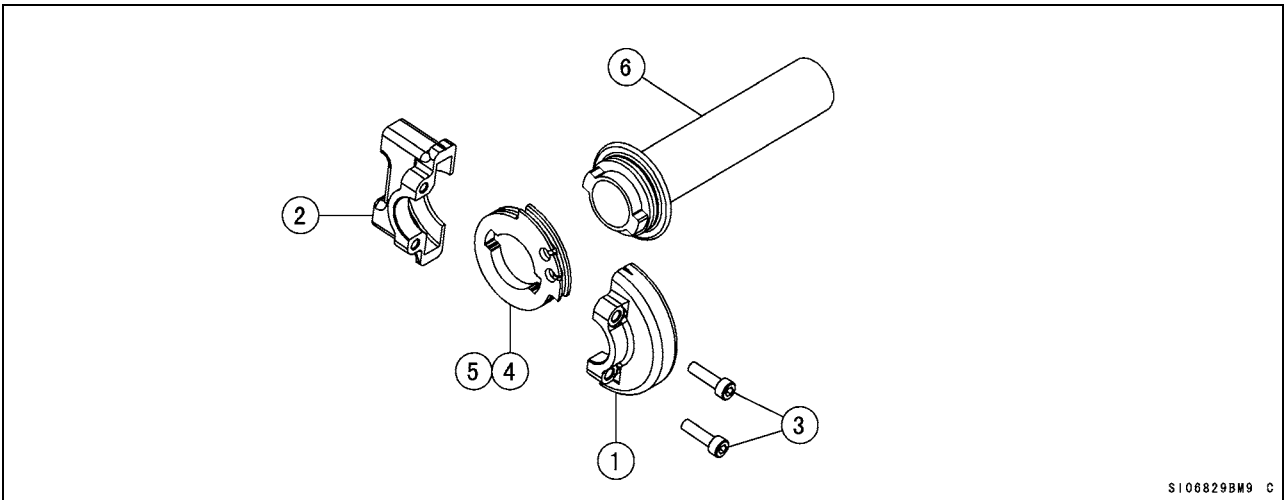
1. Identification Mark

3) Throttle Cable

Accelerator and decelerator cables are the same. It is possible to use the cable even if the cable is installed on either the accelerator side or decelerator side because the cable of the same length is used.

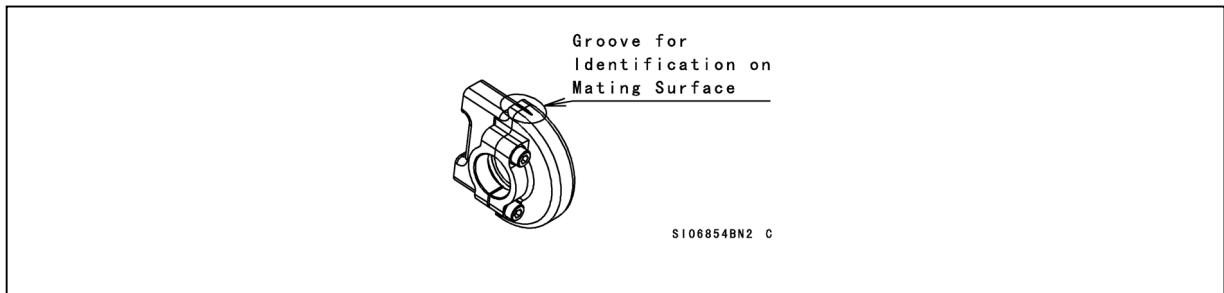
| Part Name | P/No. | I.D. Mark |
|----------------|------------|--------------|
| Throttle Cable | 54012-0276 | 12-0276-xxxx |

○ The kit parts, throttle cases of '09 model have not interchangeability with those of '08 model because those are new parts.



S106829BM9 C

1. Upper Case :32099-0046
2. Lower Case: 32099-0047
3. Bolt: 120CA0518
4. Reel (65°): 59101-0008
5. Reel (60°): 59101-0009
6. Throttle Pipe: 31064-0187



S106854BN2 C

Assemble the throttle cases so that the identification groove faces upwards (see above).

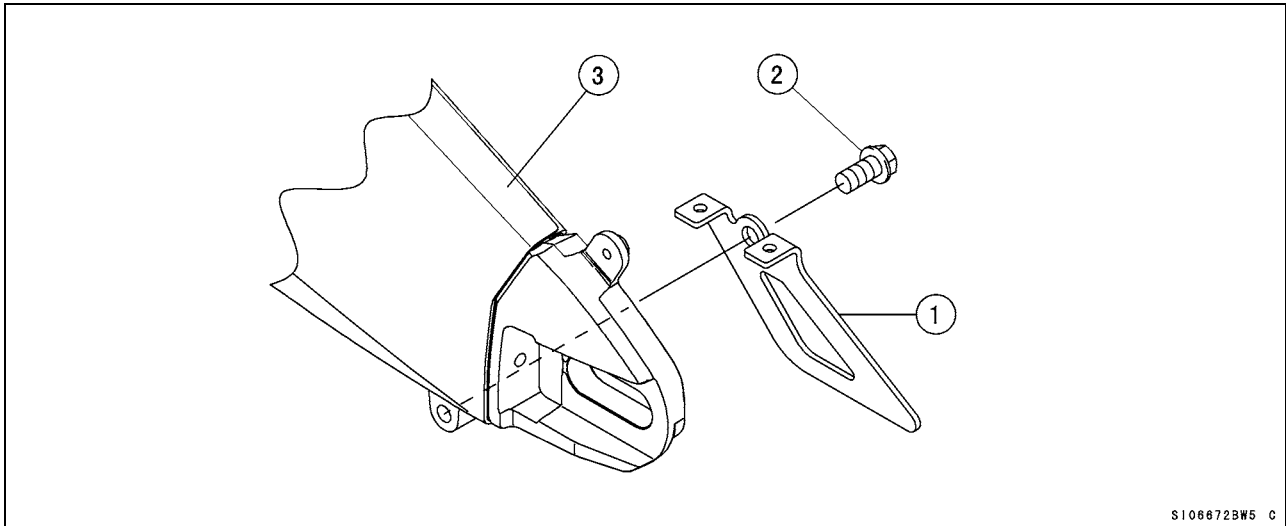
It is correct to assemble the throttle cases so that the groove side have no clearance and the opposite (lower) side have clearance.

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: 130BB1020
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. | Stamp | Braking Force |
|------------|-------|---------------|
| 43082-0088 | F9633 | High |
| Original | C93YW | ↓ Low |

Rear Brake Pads

| P/No. | I.D. (Stamp) | Braking Force |
|------------|----------------------|---------------|
| Original | FO GG | High |
| 43082-1220 | with Yellow Paint | ↓ |
| 43082-1192 | without Yellow Paint | Low |

Steering Damper (Kit)

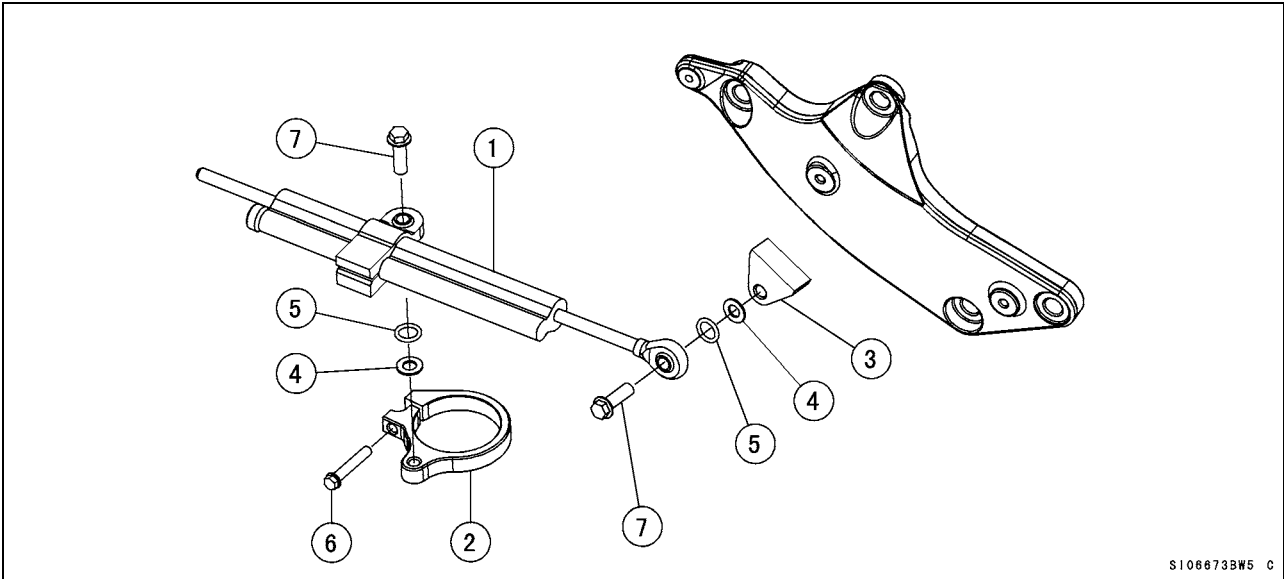
For race usage it is recommended to use racing type steering damper (see next page), since the original damper is mainly designed for street riding or at most sport riding.

When install the racing type steering damper, please make sure that the damper shall not limit the steering angle, as normally stipulated by the race regulations.

1) Recommended Steering Damper

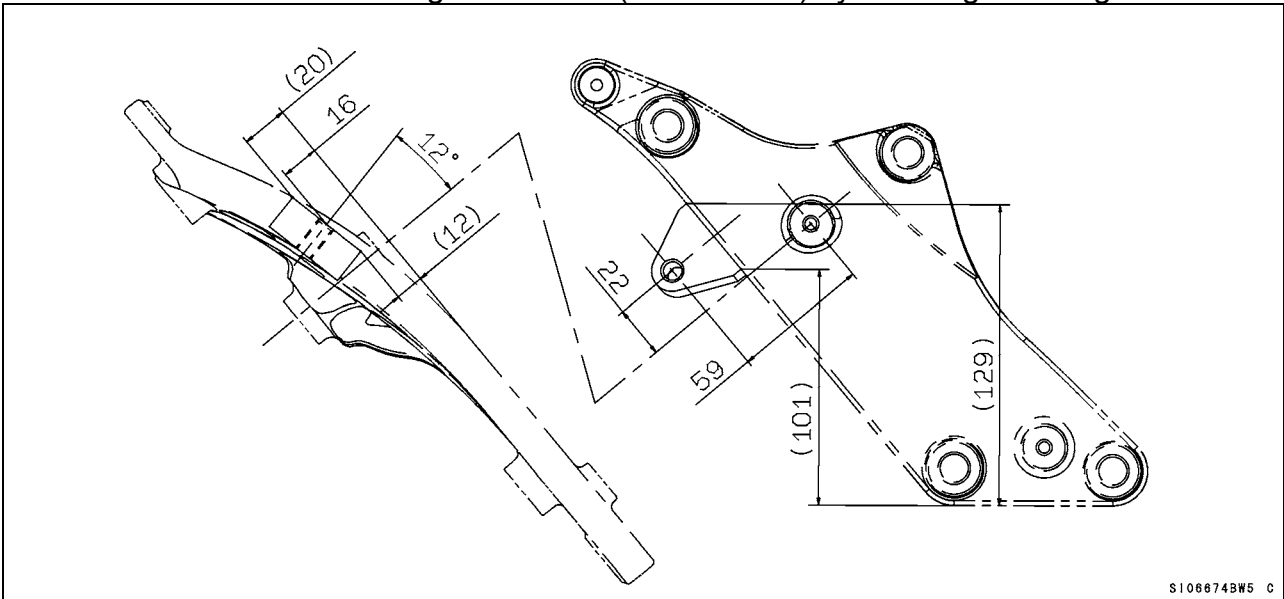
OHLINS SD100 (Stroke: 120 mm)

- Install the steering damper as shown in the figure below.



- | | |
|----------------------------------|---------------------|
| 1. Steering Damper: OHLINS SD100 | 5. O-ring: 670B2012 |
| 2. Holder: 13280-0291 | 6. Bolt: 132BA0635 |
| 3. Boss: 13061-0292 | 7. Bolt: 132BA0825 |
| 4. Washer: 410AA0800 | |

- Weld the boss “3” to the original bracket (32190-0196) by referring to the figure below.



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.

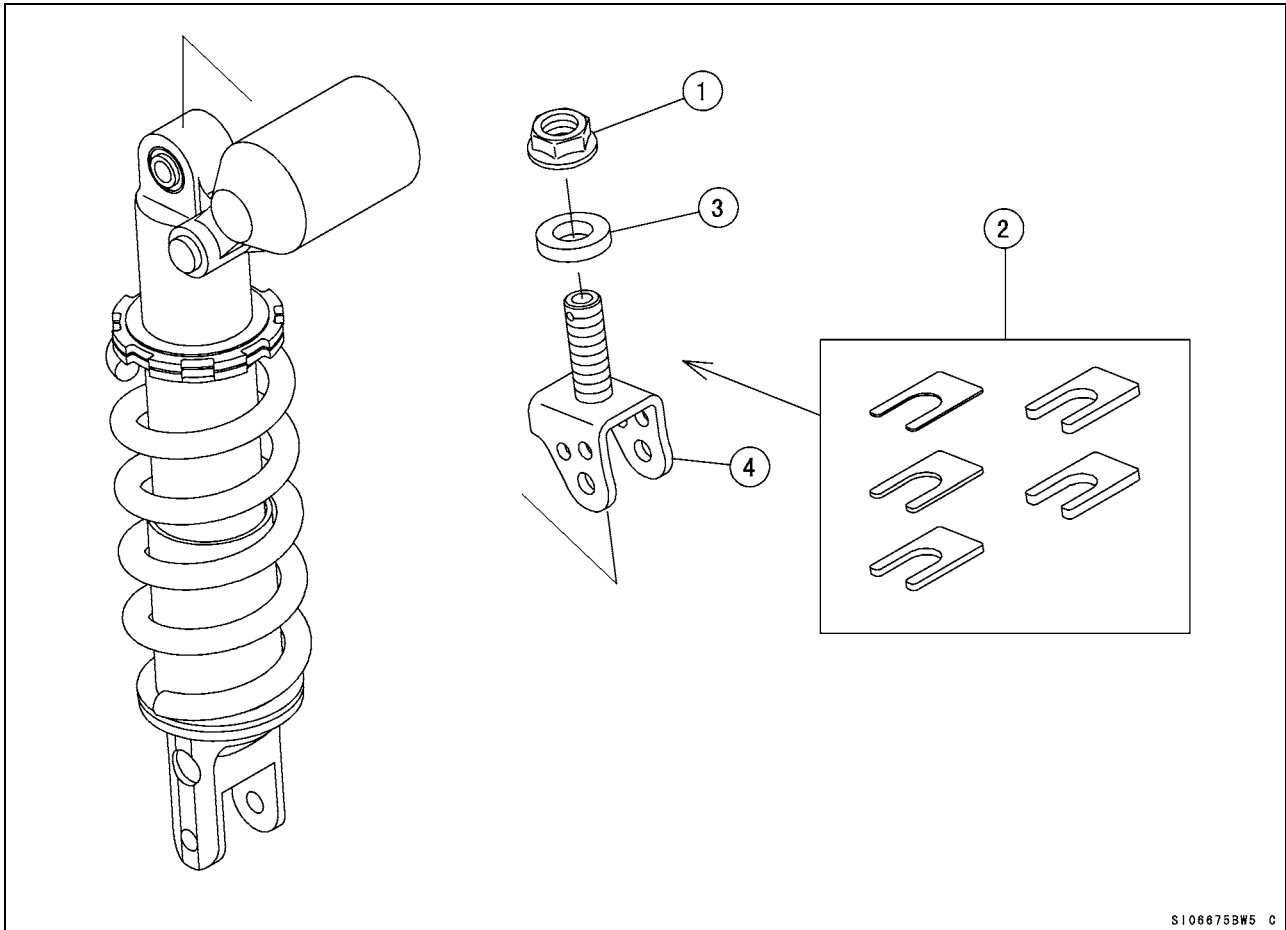
Rear Suspension Condition of Seat Height Adjustment

- 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) | 10th click from the first click of the fully clockwise position |
| Compression damping setting (Lower) | 10th click from the first click of the fully clockwise position |
| Fork oil | KHL15-10 |
| Fork oil level | 107 mm from the top of inner tube |
| Oil lock | Oil lock piece |
| Oil seal | --- |
| Spring length | 232.3 mm (Free Length) |
| Spring constant | 9.9 N/mm |
| Sub spring stroke | 20.5 mm |

2) Front Fork Spring

| P/No. | A × B × C (mm) | Number of Winding | Spring Constant |
|------------|--------------------|-------------------|-----------------|
| Original | 4.8 × 28.5 × 232.3 | 14.2 | K = 9.9 N/mm |
| 44026-0119 | 4.8 × 28.5 × 232.3 | 14.8 | K = 9.5 N/mm |
| 44026-0120 | 4.9 × 28.3 × 232.3 | 14.7 | K = 10.5 N/mm |

A: Coil Diameter

B: Spring Inside Diameter

C: Spring Free Length

3) Front Fork Spring Replacement

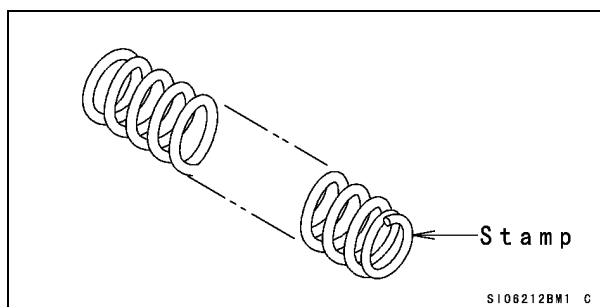
Replace the main spring referring to the Fork Oil Change section of the base Service Manual.

Identification Mark

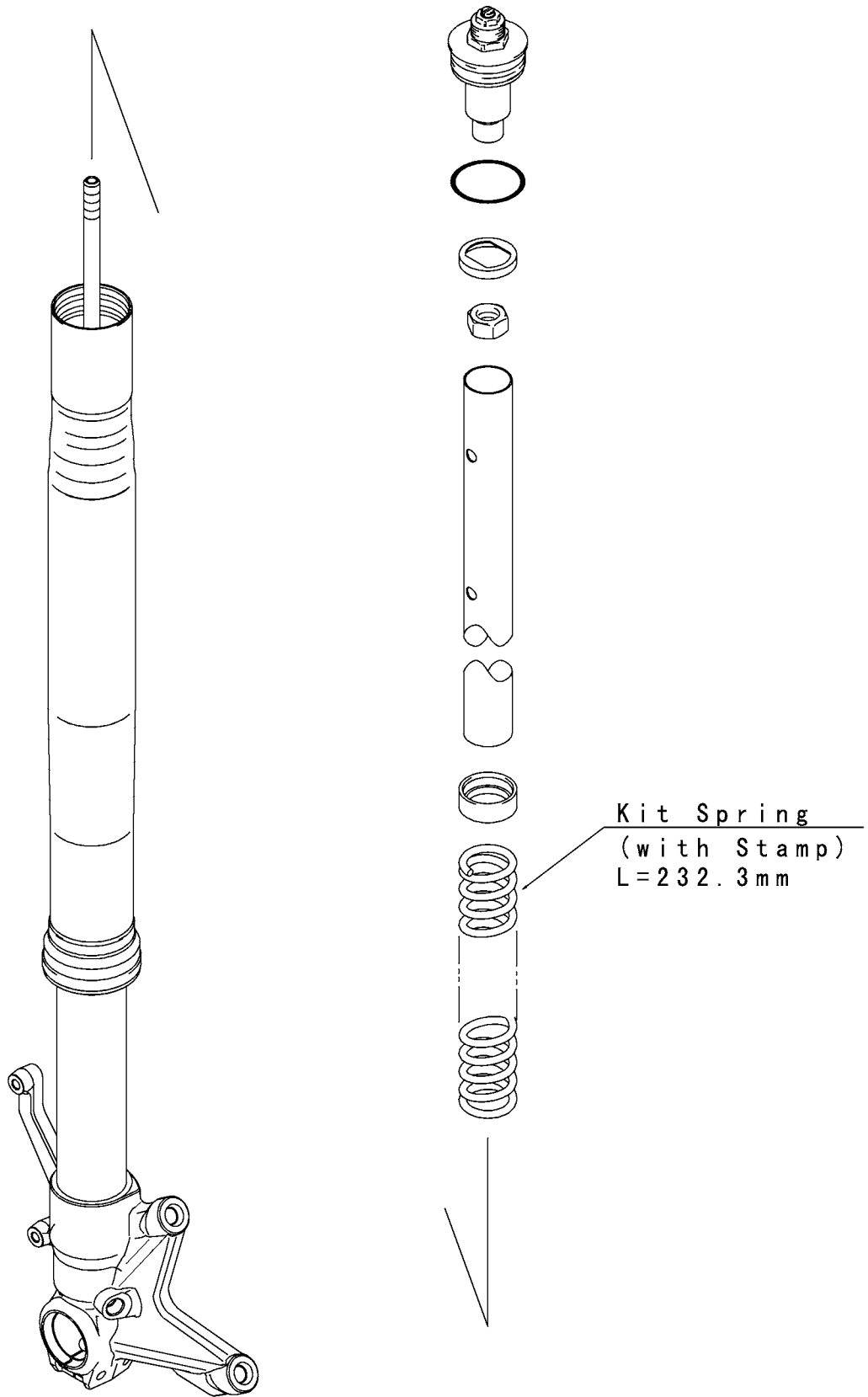
The identification slit for a spring constant valve is stamped on the one end face of the spring.

One slit K=9.5 N/mm

Two slit K=10.5 N/mm



Fork Spring Installation



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)

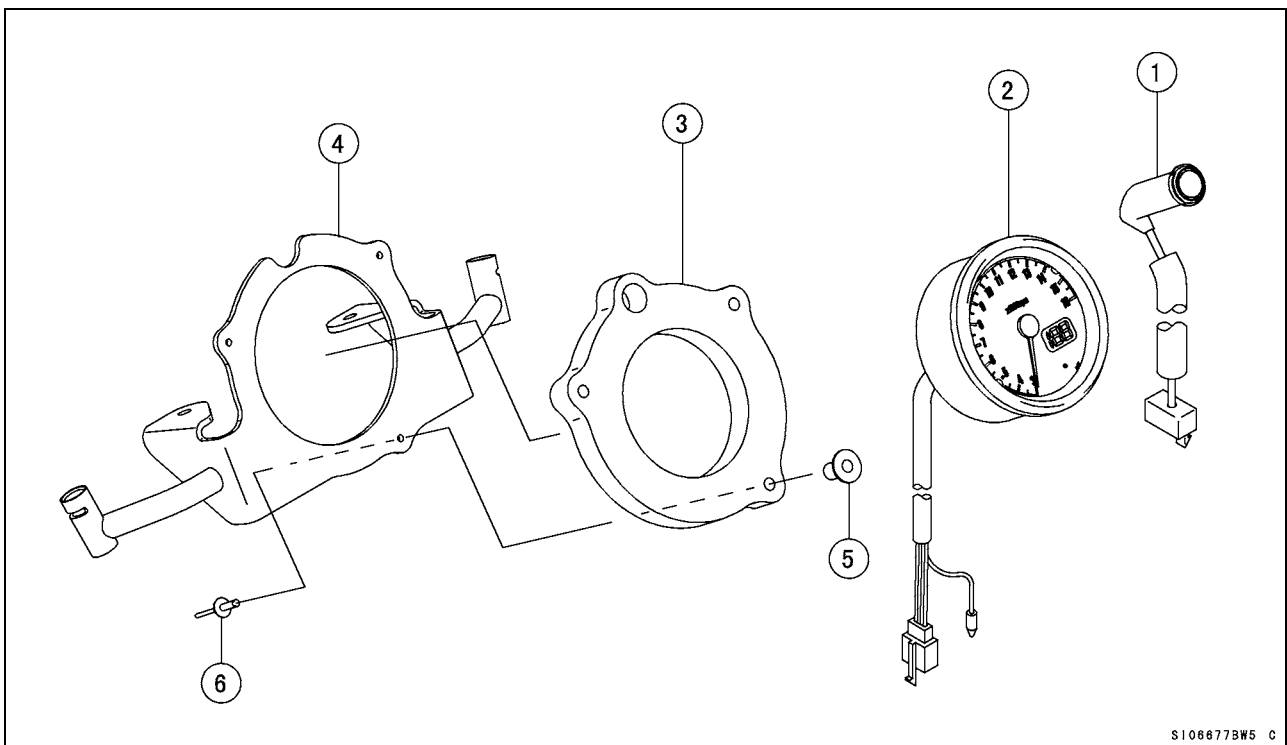
Main harness and sub harness are available for racing use as optional parts. Select one of them in accordance with your race regulation.

Main Harness (for Original Meter):26031-0698

Main Harness (for Kit Meter):26031-0699

Sub Harness (for Original Meter and Original Main Harness):26031-0700

Meter (Kit) Installation



1. Lamp Assembly (Kit):23016-0006
2. Tachometer with Water Temperature Gauge (Kit):25031-1142
3. Pad (Kit):39156-0098
4. Bracket (Kit):11055-0921
5. Collar (Kit):92152-0058
6. Rivet (Kit):92039-1231

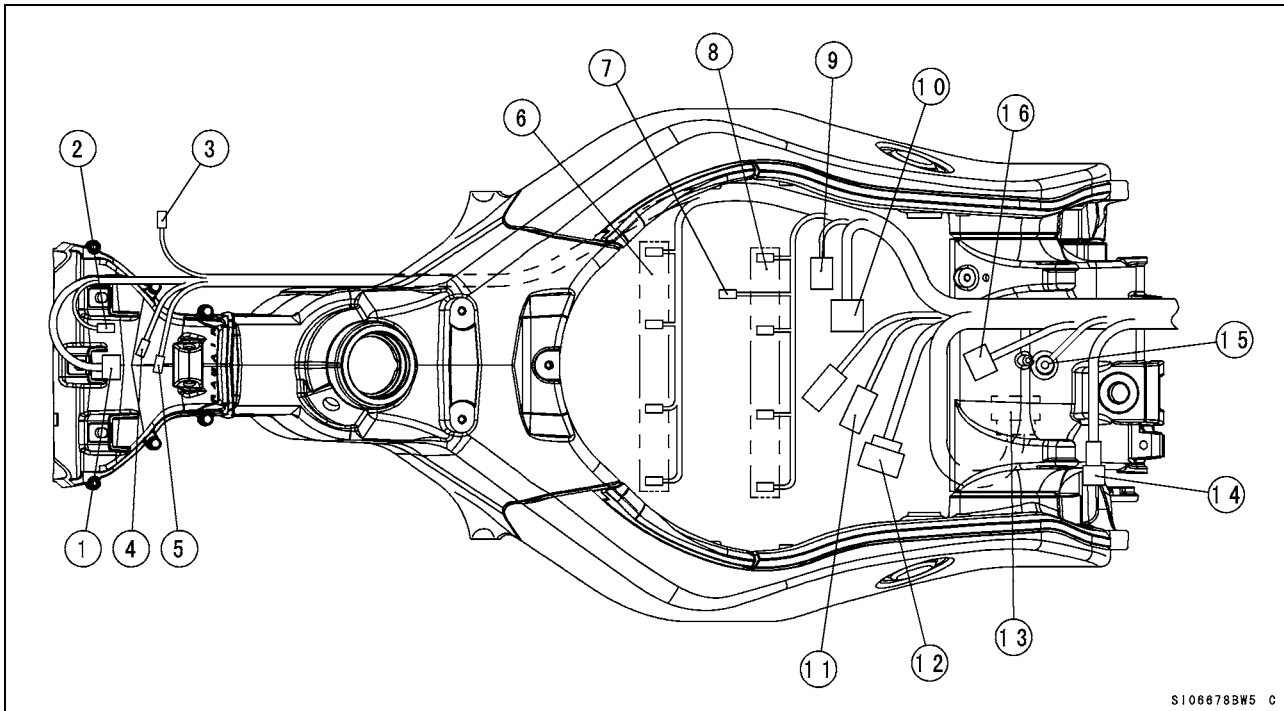
- Insert the three collars [5] into the pad [3].
- Insert the rivet [6] from the backside of the bracket [4] and fix them.
- Fix the bracket [4] to the original air duct.

Main Harness Combination Parts Table
Main Harness and Kit Part Combination Table

○: need ×: no need.

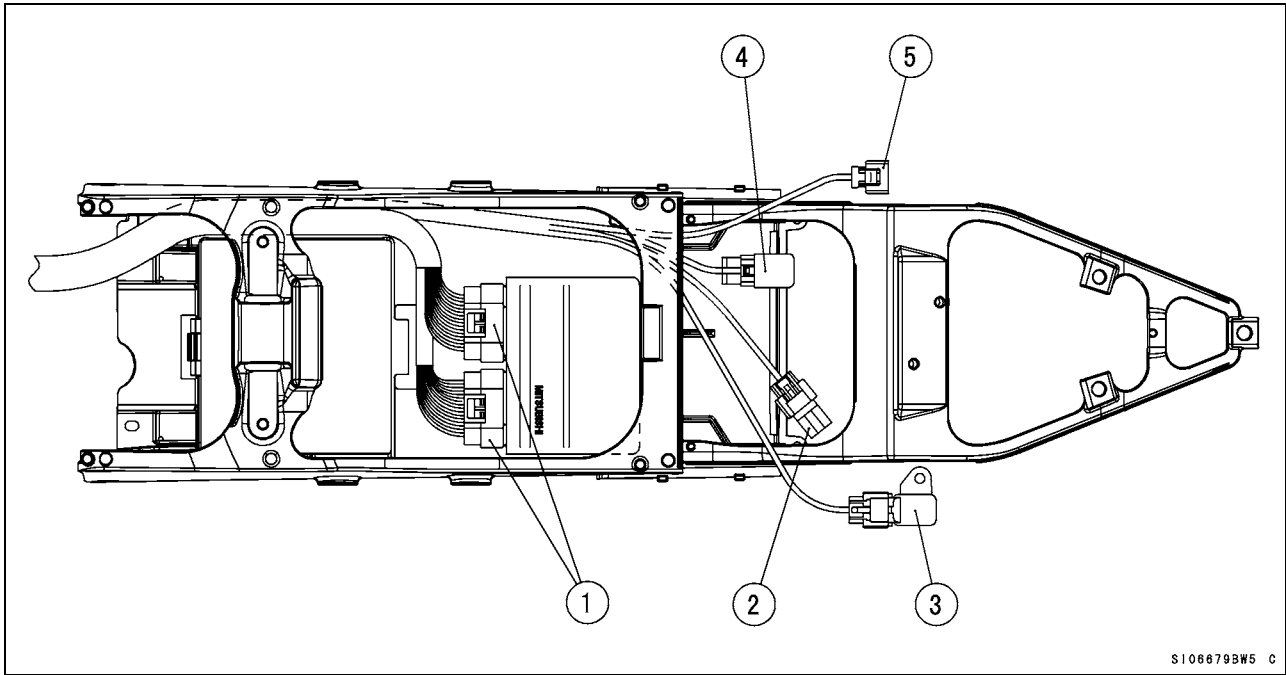
| Part \ Harness | Harness for Original Meter 26031-0698 | Harness for Kit Meter 26031-0699 | Sub Harness 26031-0700 |
|-------------------------------------------------------------|---------------------------------------|----------------------------------|------------------------|
| Meter Assembly (Kit) | ○ | × | ○ |
| 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) 27002-1062 | ○ | ○ | × |

Wiring Routing



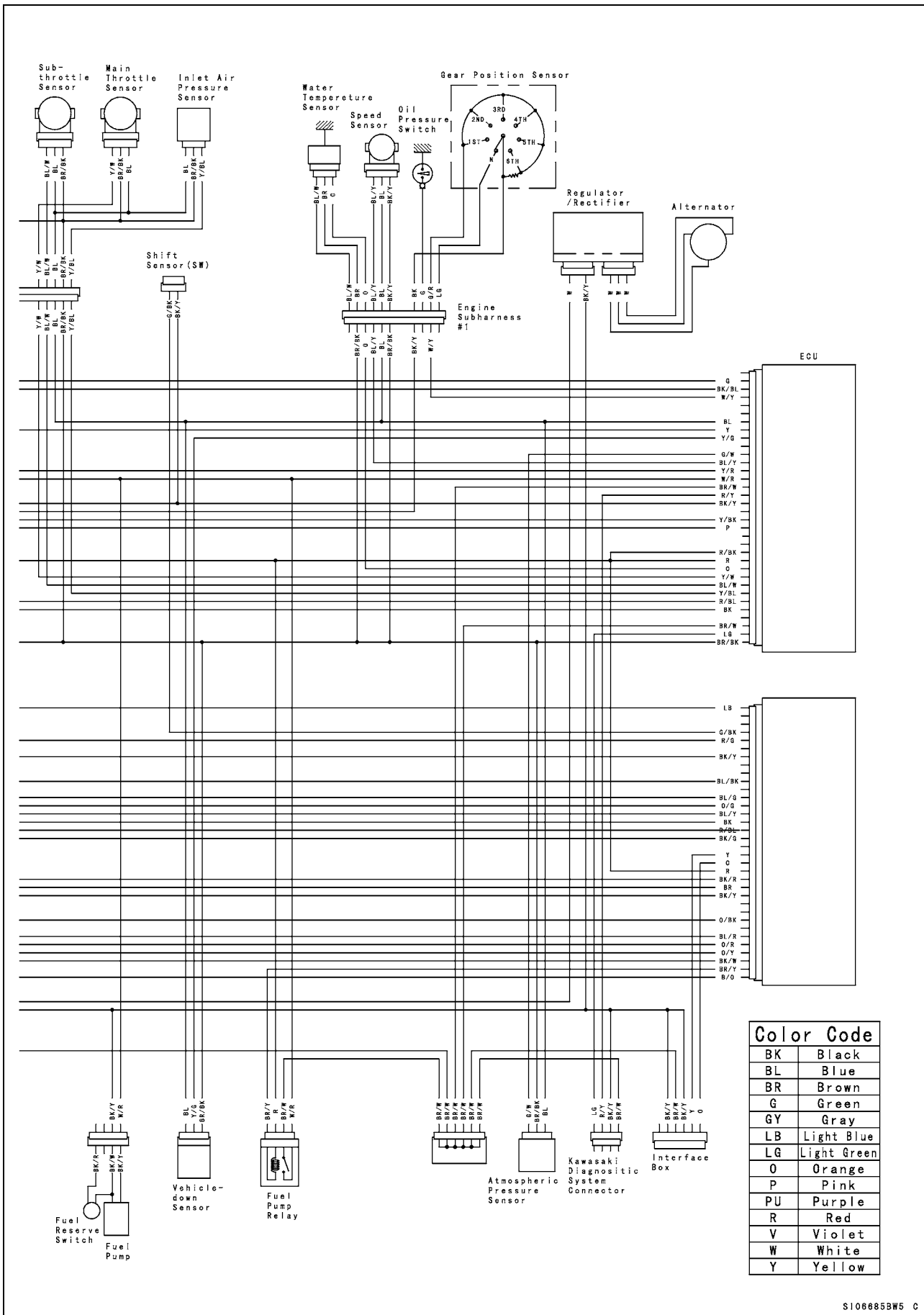
- | | |
|------------------------------------------------|----------------------------------------|
| 1. Meter (Black) | 9. Crank Shaft Position Sensor (Black) |
| 2. Shift Up Indicator Light (Green) | 10. Engine Harness (Brown) |
| 3. Right Switch Housing (Black) | 11. Auto Shifter (Blue) |
| 4. Left Switch or Speed Limit Switch (Black) | 12. Engine Harness (Gray) |
| 5. Rev Spike Control Switch (Half transparent) | 13. Regulator (Black) |
| 6. Ignition Coil (Black) | 14. Fuel Pump |
| 7. Air Intake Temperature Sensor (Black) | 15. Frame Ground |
| 8. Injector, Secondary (Black) | 16. Magnetic Switch (Red) |

- In case of using harness (26031-0698) for the original meter, connect the right switch housing “3” coupler with the original switch and of using kit meter harness (26031-0699) connect with the kit-set housing switch (46091-1809).
- In case of using harness (26031-0698) for the original meter, the head light beam (Hi/Lo) change switch on the left switch housing “4” functions as a speed limit switch of the pit-road and passing switch functions as well.
In case of using the kit meter harness (26031-0699), firstly connect the speed limit switch “4” coupler with the switch (27010-0040).
Make “A” side stamped on the switch means OFF the speed limit and “B” side means ON the speed limit.
- In case of using Rev Spike Control “5”, connect the switch (27010-0040).
For functions in detail see manual of “Kawasaki FI Calibration Tool”.



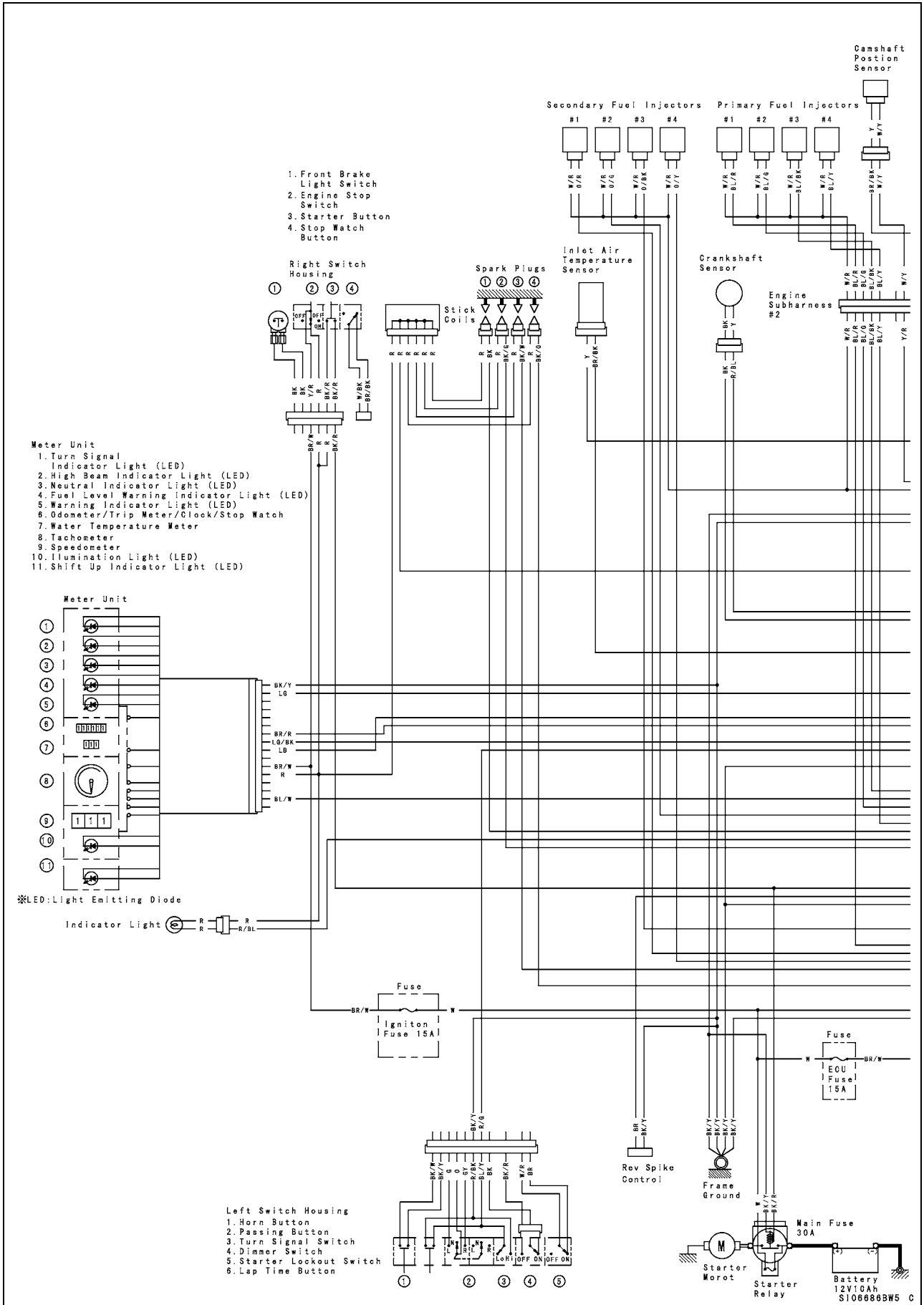
1. ECU
2. Setting Tool (Black)
3. Atmospheric Pressure Sensor (Black)
4. Relay Assembly (27002-1062)
5. Vehicle-down Sensor (Black)

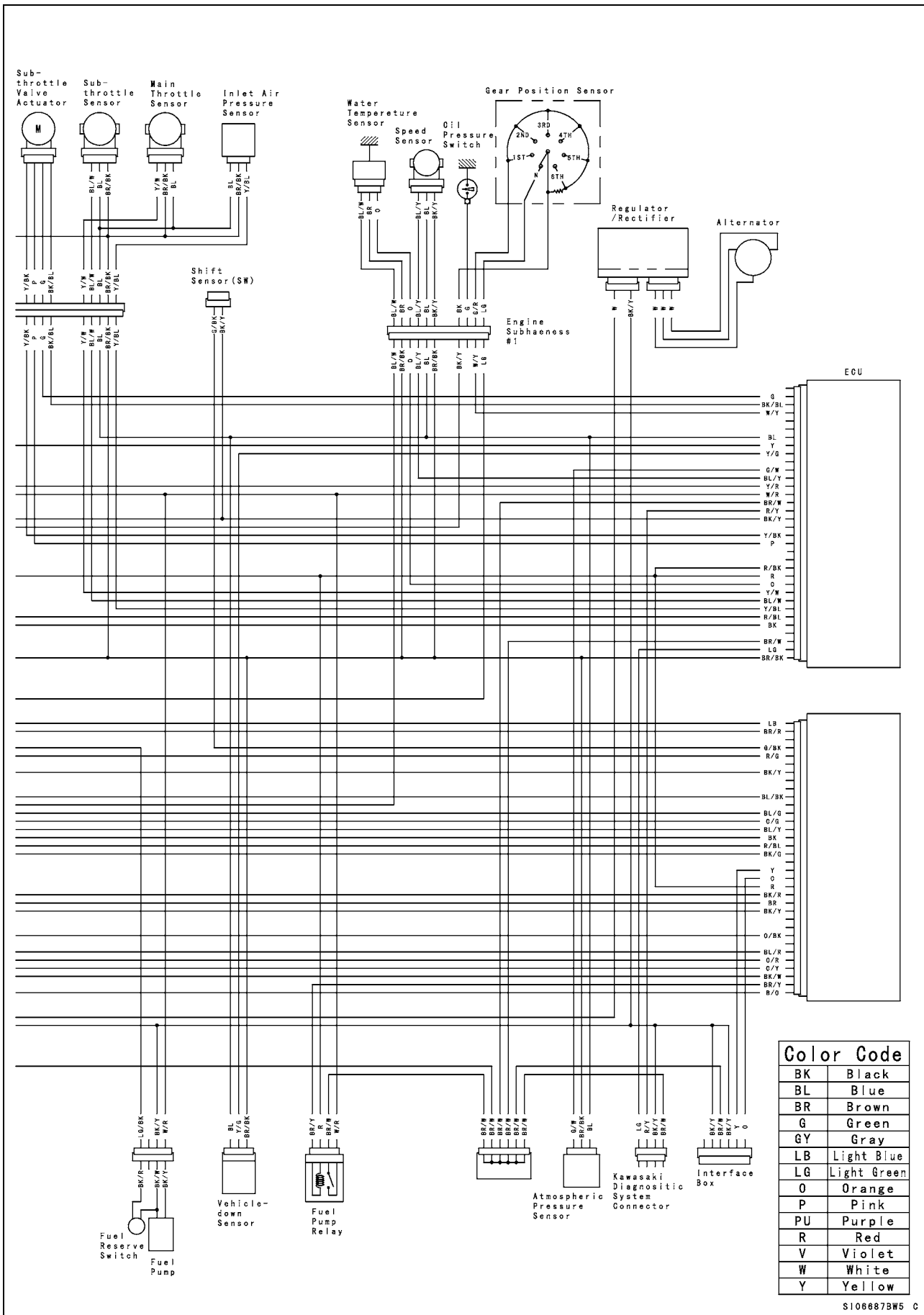
- The relay assembly “4” should make sure to avoid the interference with other parts.
- When apply the measuring instruments, the power source “6” available as a 12 V power source.
- The setting tool should be used according to the manual of “Kawasaki FI Calibration Tool”.



S106858W5 C

Wiring Diagram (with Original Meter Assembly)





Dummy page

Racing Kit Parts List

This catalog covers:

'08~'09 ZX1000 E8FR/E9FR Engine

GRID NO.

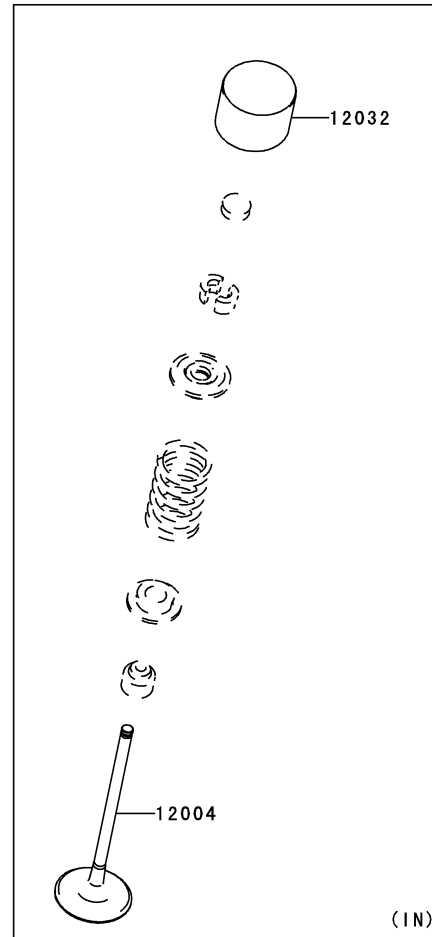
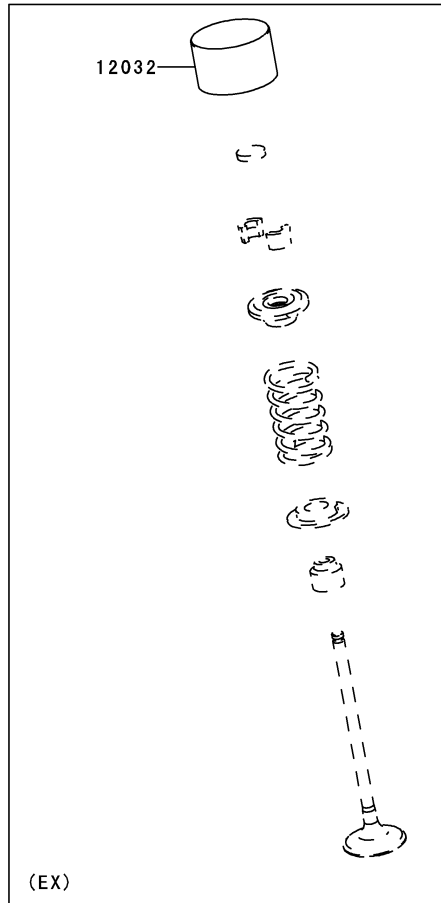
B-3

This grid covers:

Valve(s)

E1210

| Ref. No. | Part No. | Description | Spec Code | Quantity-ZX1000 | | | |
|----------|------------------------|--------------|-----------|-----------------|------|--|--|
| | | | | '08 | '09 | | |
| | | | | E8FR | E9FR | | |
| 12004 | 12004-0038 (OPTION) | VALVE-INTAKE | | 8 | 8 | | |
| 12032 | 12032-0002 (OPTION) | TAPPET | | 16 | 16 | | |



This catalog covers:

'08~'09 ZX1000 E8FR/E9FR Engine

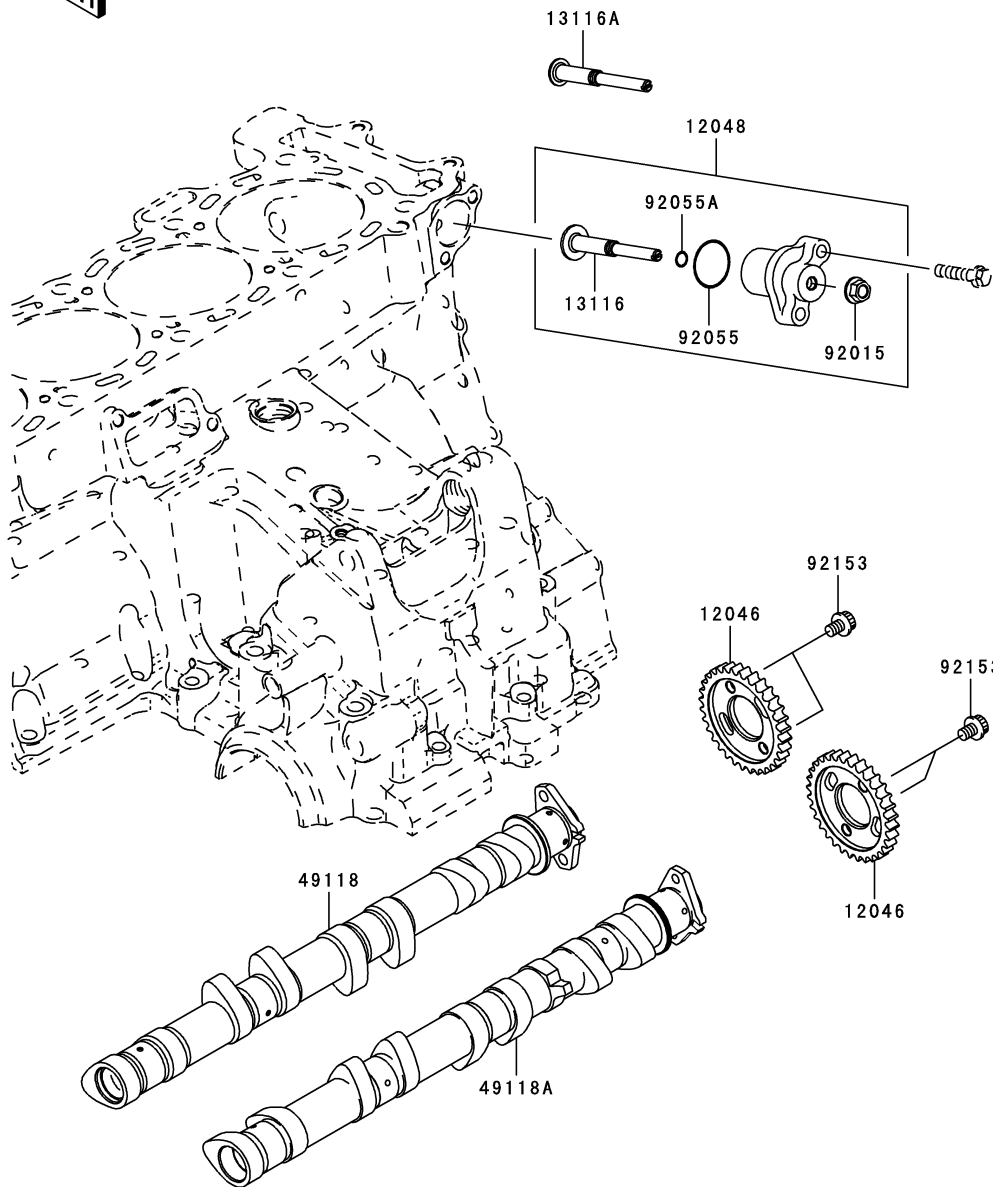
GRID NO.

B-4

This grid covers:

Camshaft(s)/Tensioner

E1230



| Ref. No. | Part No. | Description | Spec Code | Quantity-ZX1000 | | | |
|----------|------------------------|-----------------------|-----------|-----------------|------|--|--|
| | | | | '08 | '09 | | |
| | | | | E8FR | E9FR | | |
| 12046 | 12046-0034 (OPTION) | SPROCKET,32T | 2 | 2 | | | |
| 12048 | 12048-0028 (OPTION) | TENSIONER-ASSY | 1 | 1 | | | |
| 13116 | 13116-1160 (OPTION) | ROD-PUSH | 1 | 1 | | | |
| 13116A | 13116-1166 (OPTION) | ROD-PUSH | 1 | 1 | | | |
| 49118 | 49118-0045 (OPTION) | CAMSHAFT-COMP,EXHAUST | 1 | 1 | | | |
| 49118A | 49118-0134 (OPTION) | CAMSHAFT-COMP,INTAKE | 1 | 1 | | | |
| 92015 | 92015-1078 (OPTION) | NUT,FLANGED,6MM | 1 | 1 | | | |
| 92055 | 92055-0053 (OPTION) | RING-O,20.8X1.9 | 1 | 1 | | | |
| 92055A | 92055-011 (OPTION) | RING-O,5MM | 1 | 1 | | | |
| 92153 | 92153-0455 (OPTION) | BOLT,FLANGED,6X8 | 4 | 4 | | | |

This catalog covers:

'08~'09 ZX1000 E8FR/E9FR Engine

GRID NO.

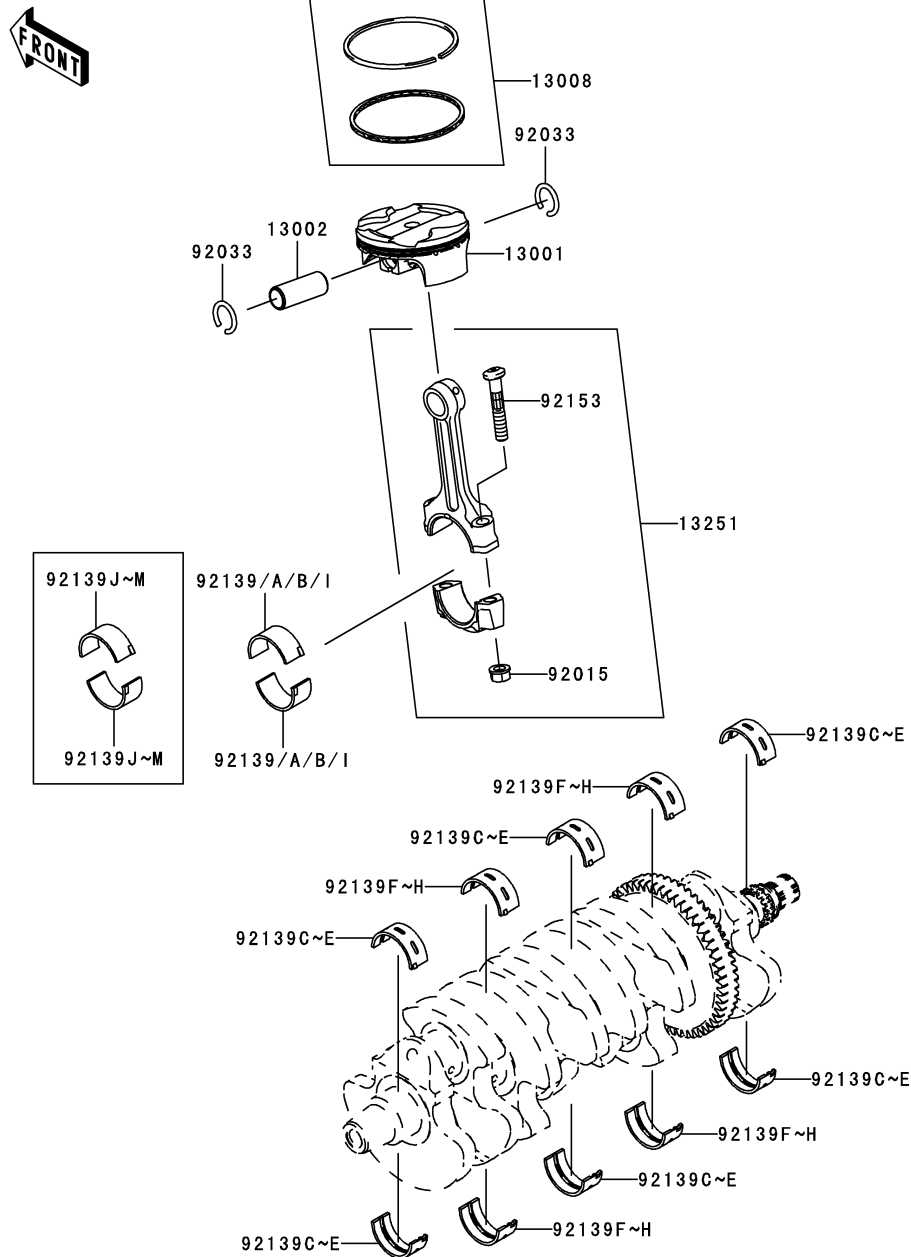
B-5

This grid covers:

Crankshaft/Piston(s)

E1320

| Ref. No. | Part No. | Description | Spec Code | Quantity-ZX1000 | | | |
|----------|------------------------|------------------------------|-----------|-----------------|------|--|--|
| | | | | '08 | '09 | | |
| | | | | E8FR | E9FR | | |
| 13001 | 13001-0100 (OPTION) | PISTON-ENGINE,SB | 4 | 4 | | | |
| 13002 | 13002-0013 (OPTION) | PIN-PISTON | 4 | 4 | | | |
| 13008 | 13008-0034 (OPTION) | RING-SET-PISTON | 4 | 4 | | | |
| 13251 | 13251-0015 (OPTION) | ROD-ASSY-CONNECTING,L=110.45 | 4 | 4 | | | |
| 92015 | 92015-1311 (OPTION) | NUT,FLANGED,8MM | 8 | 8 | | | |
| 92033 | 92033-1161 (OPTION) | RING-SNAP,PISTON PIN | 8 | 8 | | | |
| 92139 | 92139-0109 (OPTION) | BUSHING,SB CONROD,BLUE | AR | AR | | | |
| 92139A | 92139-0110 (OPTION) | BUSHING,SB CONROD,BLACK | 8 | 8 | | | |
| 92139B | 92139-0111 (OPTION) | BUSHING,SB CONROD,BROWN | AR | AR | | | |
| 92139C | 92139-0146 (OPTION) | BUSHING,CRANK #1,BLUE | AR | AR | | | |
| 92139D | 92139-0147 (OPTION) | BUSHING,CRANK #1,BLACK | 6 | 6 | | | |
| 92139E | 92139-0148 (OPTION) | BUSHING,CRANK #1,BROWN | AR | AR | | | |
| 92139F | 92139-0149 (OPTION) | BUSHING,CRANK #2,BLUE | AR | AR | | | |
| 92139G | 92139-0150 (OPTION) | BUSHING,CRANK #2,BLACK | 4 | 4 | | | |
| 92139H | 92139-0151 (OPTION) | BUSHING,CRANK #2,BROWN | AR | AR | | | |
| 92139I | 92139-0156 (OPTION) | BUSHING,SB CONROD,PINK | AR | AR | | | |
| 92139J | 92139-0203 (OPTION) | BUSHING,STD,CONROD,BLUE | AR | AR | | | |
| 92139K | 92139-0204 (OPTION) | BUSHING,STD,CONROD,BLACK | AR | AR | | | |
| 92139L | 92139-0205 (OPTION) | BUSHING,STD,CONROD,BROWN | 8 | 8 | | | |
| 92139M | 92139-0206 (OPTION) | BUSHING,STD,CONROD,PINK | AR | AR | | | |
| 92153 | 92153-0809 (OPTION) | BOLT,CON-ROD,M8X45.5 | 8 | 8 | | | |



This catalog covers:

'08~'09 ZX1000 E8FR/E9FR Engine

GRID NO.

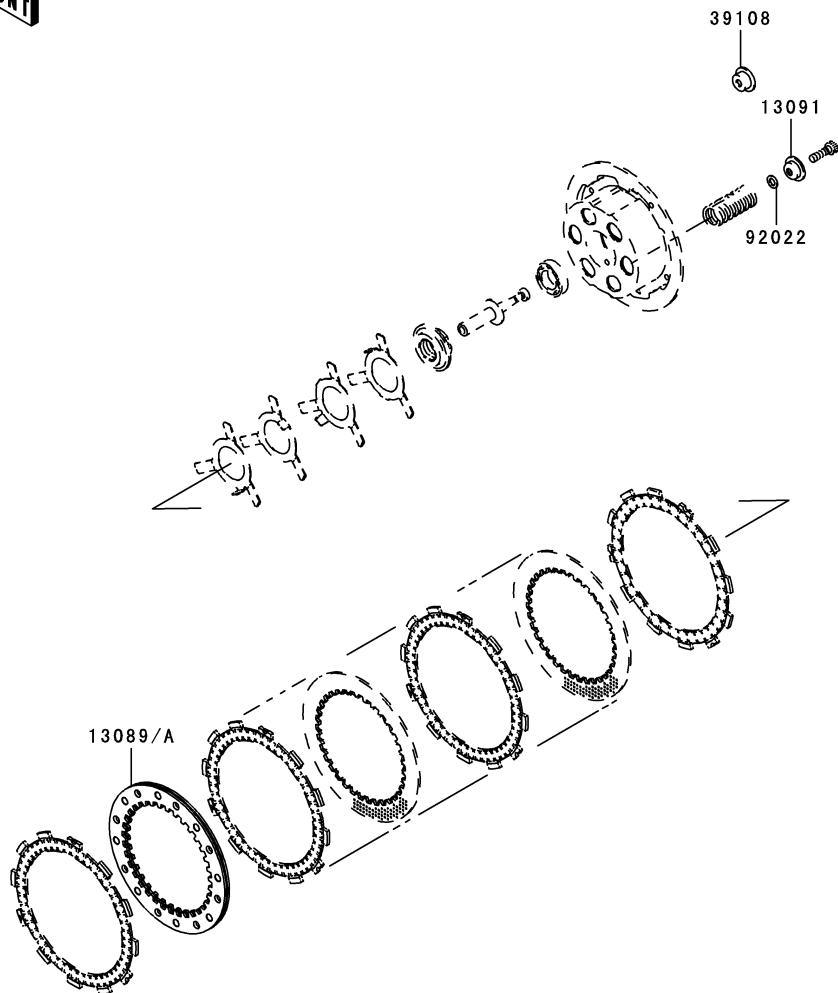
B-6

This grid covers:

Clutch



E1350



| Ref. No. | Part No. | Description | Quantity-ZX1000 | | | |
|----------|------------------------|-------------------------|-----------------|------|--|--|
| | | | '08 | '09 | | |
| | | | E8FR | E9FR | | |
| 13089 | 13089-0011 (OPTION) | PLATE-CLUTCH,STD +40% | 1 | 1 | | |
| 13089A | 13089-0012 (OPTION) | PLATE-CLUTCH,STD +60% | 1 | 1 | | |
| 13091 | 13091-1041 (OPTION) | HOLDER,CLUTCH SPRING | 6 | 6 | | |
| 39108 | 39108-0005 (OPTION) | RETAINER-SPRING,STD+1MM | 6 | 6 | | |
| 92022 | 92022-304 | WASHER,6.2X11X1 | 6 | 6 | | |

This catalog covers:

'08~'09 ZX1000 E8FR/E9FR Engine

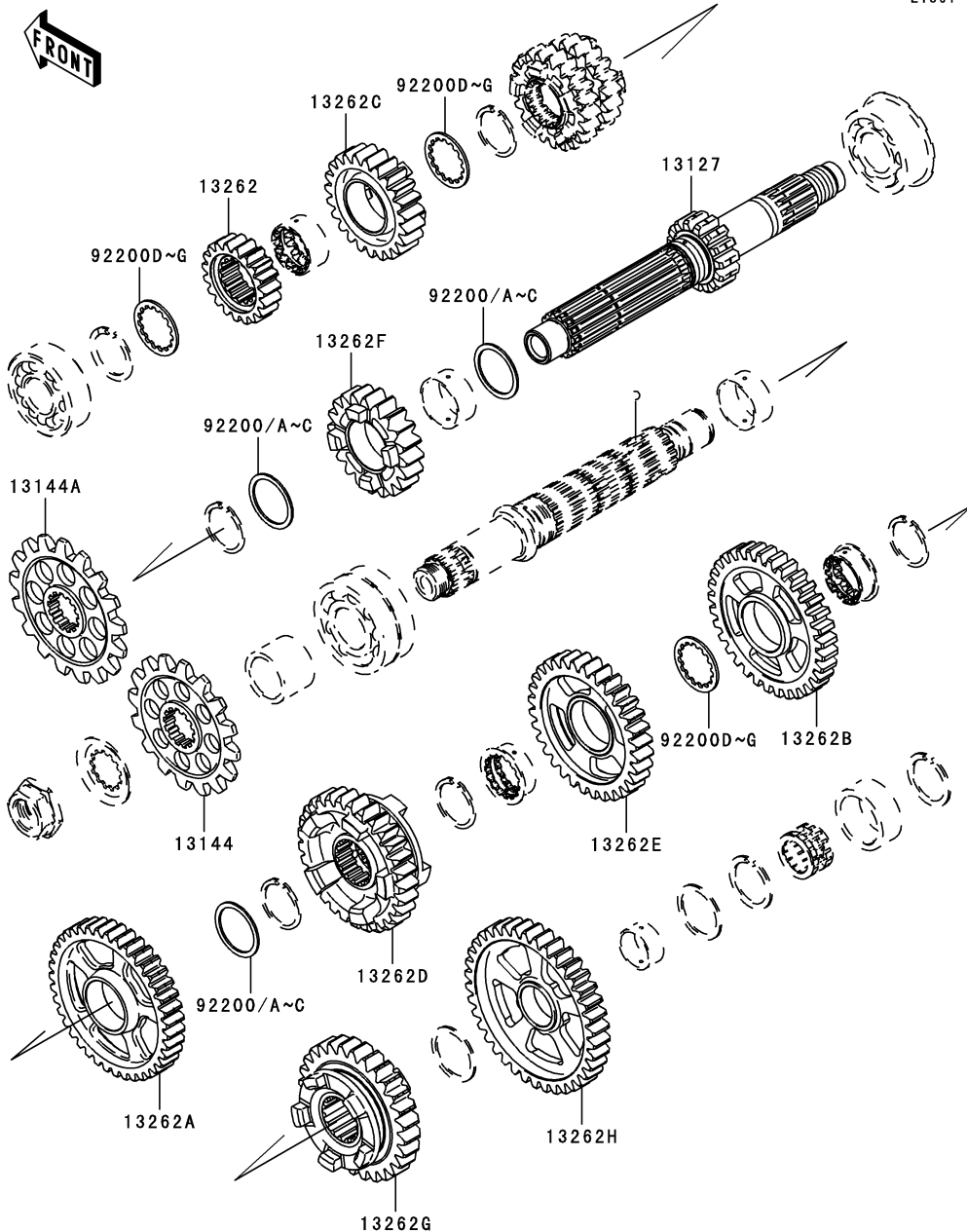
GRID NO.

B-7

This grid covers:

Transmission(TYPE-A)

E1361



| Ref. No. | Part No. | Description | Spec Code | Quantity-ZX1000 | | | |
|----------|------------------------|------------------------------|-----------|-----------------|------|--|--|
| | | | | '08 | '09 | | |
| | | | | E8FR | E9FR | | |
| 13127 | 13127-0063 (OPTION) | SHAFT-TRANSMISSION INPUT,15T | | 1 | 1 | | |
| 13144 | 13144-0021 (OPTION) | SPROCKET-OUTPUT,16T,#520 | | 1 | 1 | | |
| 13144A | 13144-0022 (OPTION) | SPROCKET-OUTPUT,17T,#520 | | 1 | 1 | | |
| 13262 | 13262-0350 (OPTION) | GEAR,INPUT 2ND,19T | | 1 | 1 | | |
| 13262A | 13262-0616 (OPTION) | GEAR,OUTPUT 2ND,39T | | 1 | 1 | | |
| 13262B | 13262-0618 (OPTION) | GEAR,OUTPUT 3RD,33T | | 1 | 1 | | |
| 13262C | 13262-0622 (OPTION) | GEAR,INPUT 6TH,23T | | 1 | 1 | | |
| 13262D | 13262-0623 (OPTION) | GEAR,OUTPUT 6TH,30T | | 1 | 1 | | |
| 13262E | 13262-0645 (OPTION) | GEAR,OUTPUT 4TH,32T | | 1 | 1 | | |
| 13262F | 13262-0648 (OPTION) | GEAR,INPUT 5TH,21T | | 1 | 1 | | |
| 13262G | 13262-0650 (OPTION) | GEAR,OUTPUT 5TH,29T | | 1 | 1 | | |
| 13262H | 13262-0664 (OPTION) | GEAR,OUTPUT LOW,38T | | 1 | 1 | | |
| 92200 | 92200-0225 (OPTION) | WASHER,28.1X34.0X0.8 | | AR | AR | | |
| 92200A | 92200-0226 (OPTION) | WASHER,28.1X34.0X1.0 | | AR | AR | | |
| 92200B | 92200-0227 (OPTION) | WASHER,28.1X34.0X1.4 | | AR | AR | | |
| 92200C | 92200-0228 (OPTION) | WASHER,28.1X34.0X1.6 | | AR | AR | | |
| 92200D | 92200-0229 (OPTION) | WASHER,28.3X34.0X1.2 | | AR | AR | | |
| 92200E | 92200-0230 (OPTION) | WASHER,28.3X34.0X1.4 | | AR | AR | | |
| 92200F | 92200-0231 (OPTION) | WASHER,28.3X34.0X1.8 | | AR | AR | | |
| 92200G | 92200-0232 (OPTION) | WASHER,28.3X34.0X2.0 | | AR | AR | | |

This catalog covers:

'08~'09 ZX1000 E8FR/E9FR Engine

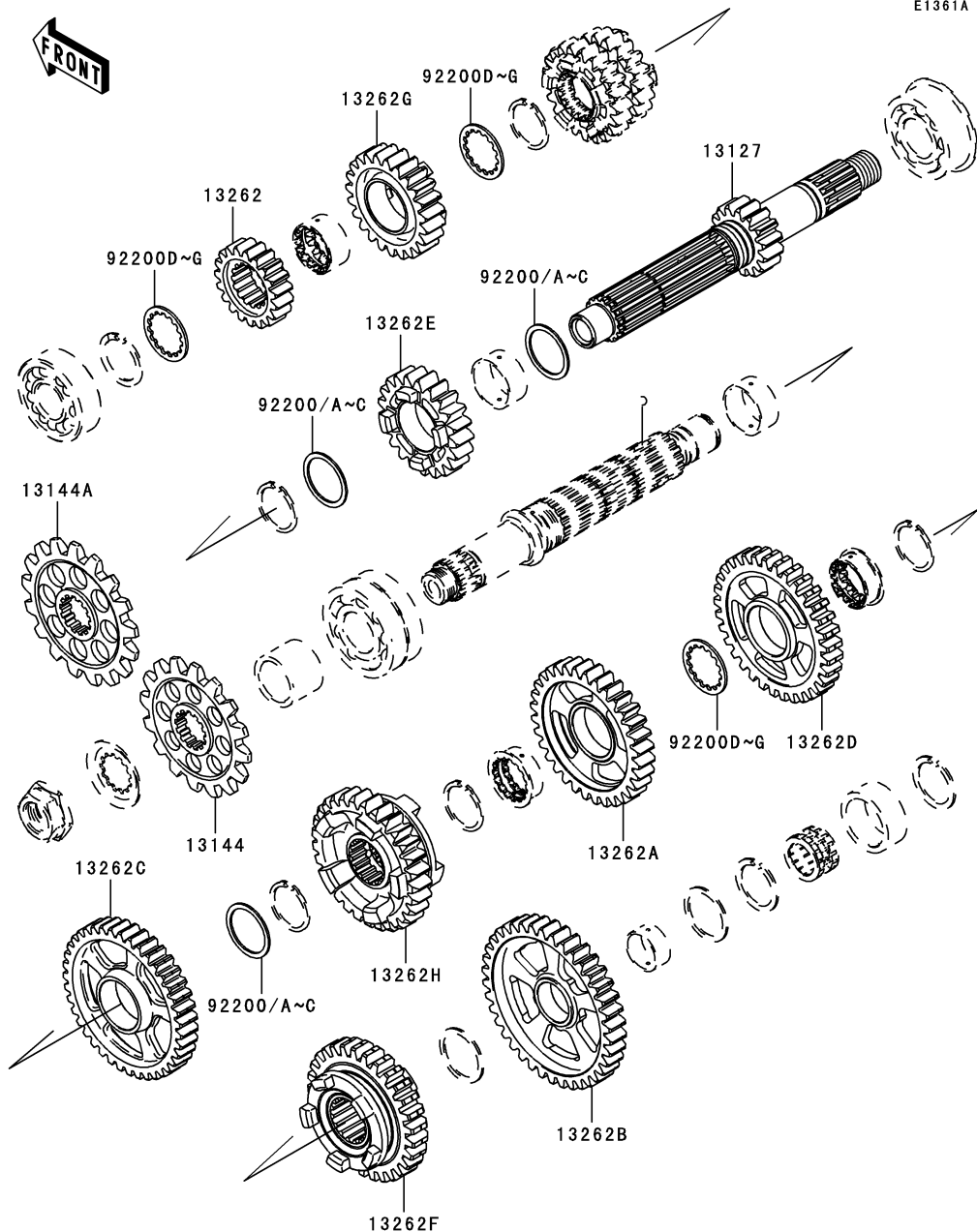
GRID NO.

B-8

This grid covers:

Transmission(TYPE-B)

E1361A



| Ref. No. | Part No. | Description | Spec Code | Quantity-ZX1000 | | | |
|----------|------------------------|------------------------------|-----------|-----------------|------|--|--|
| | | | | '08 | '09 | | |
| | | | | E8FR | E9FR | | |
| 13127 | 13127-0041 (OPTION) | SHAFT-TRANSMISSION INPUT,13T | | 1 | 1 | | |
| 13144 | 13144-0021 (OPTION) | SPROCKET-OUTPUT,16T,#520 | | 1 | 1 | | |
| 13144A | 13144-0022 (OPTION) | SPROCKET-OUTPUT,17T,#520 | | 1 | 1 | | |
| 13262 | 13262-0513 (OPTION) | GEAR,INPUT 2ND,19T | | 1 | 1 | | |
| 13262A | 13262-0619 (OPTION) | GEAR,OUTPUT 4TH,31T | | 1 | 1 | | |
| 13262B | 13262-0624 (OPTION) | GEAR,OUTPUT LOW,31T | | 1 | 1 | | |
| 13262C | 13262-0627 (OPTION) | GEAR,OUTPUT 2ND,37T | | 1 | 1 | | |
| 13262D | 13262-0642 (OPTION) | GEAR,OUTPUT 3RD,34T | | 1 | 1 | | |
| 13262E | 13262-0647 (OPTION) | GEAR,INPUT 5TH,20T | | 1 | 1 | | |
| 13262F | 13262-0649 (OPTION) | GEAR,OUTPUT 5TH,29T | | 1 | 1 | | |
| 13262G | 13262-0652 (OPTION) | GEAR,INPUT 6TH,21T | | 1 | 1 | | |
| 13262H | 13262-0658 (OPTION) | GEAR,OUTPUT 6TH,29T | | 1 | 1 | | |
| 92200 | 92200-0225 (OPTION) | WASHER,28.1X34.0X0.8 | | AR | AR | | |
| 92200A | 92200-0226 (OPTION) | WASHER,28.1X34.0X1.0 | | AR | AR | | |
| 92200B | 92200-0227 (OPTION) | WASHER,28.1X34.0X1.4 | | AR | AR | | |
| 92200C | 92200-0228 (OPTION) | WASHER,28.1X34.0X1.6 | | AR | AR | | |
| 92200D | 92200-0229 (OPTION) | WASHER,28.3X34.0X1.2 | | AR | AR | | |
| 92200E | 92200-0230 (OPTION) | WASHER,28.3X34.0X1.4 | | AR | AR | | |
| 92200F | 92200-0231 (OPTION) | WASHER,28.3X34.0X1.8 | | AR | AR | | |
| 92200G | 92200-0232 (OPTION) | WASHER,28.3X34.0X2.0 | | AR | AR | | |

This catalog covers:

'08~'09 ZX1000 E8FR/E9FR Engine

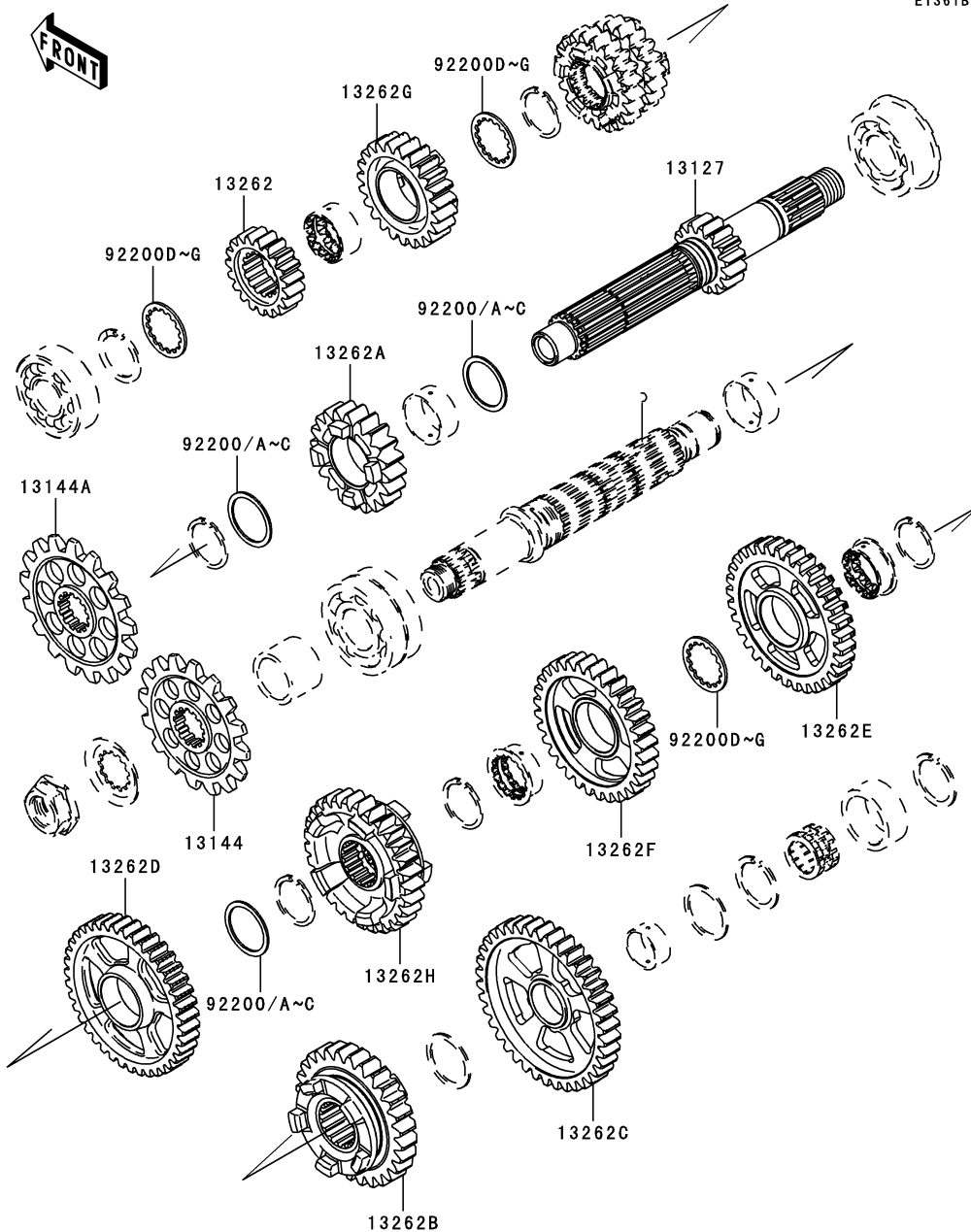
GRID NO.

B-9

This grid covers:

Transmission(TYPE-C)

E1361B



| Ref. No. | Part No. | Description | Spec Code | Quantity-ZX1000 | | | |
|----------|------------------------|------------------------------|-----------|-----------------|------|--|--|
| | | | | '08 | '09 | | |
| | | | | E8FR | E9FR | | |
| 13127 | 13127-0042 (OPTION) | SHAFT-TRANSMISSION INPUT,14T | | 1 | 1 | | |
| 13144 | 13144-0021 (OPTION) | SPROCKET-OUTPUT,16T,#520 | | 1 | 1 | | |
| 13144A | 13144-0022 (OPTION) | SPROCKET-OUTPUT,17T,#520 | | 1 | 1 | | |
| 13262 | 13262-0515 (OPTION) | GEAR,INPUT 2ND,18T | | 1 | 1 | | |
| 13262A | 13262-0620 (OPTION) | GEAR,INPUT 5TH,20T | | 1 | 1 | | |
| 13262B | 13262-0621 (OPTION) | GEAR,OUTPUT 5TH,28T | | 1 | 1 | | |
| 13262C | 13262-0625 (OPTION) | GEAR,OUTPUT LOW,34T | | 1 | 1 | | |
| 13262D | 13262-0628 (OPTION) | GEAR,OUTPUT 2ND,38T | | 1 | 1 | | |
| 13262E | 13262-0643 (OPTION) | GEAR,OUTPUT 3RD,28T | | 1 | 1 | | |
| 13262F | 13262-0646 (OPTION) | GEAR,OUTPUT 4TH,33T | | 1 | 1 | | |
| 13262G | 13262-0653 (OPTION) | GEAR,INPUT 6TH,21T | | 1 | 1 | | |
| 13262H | 13262-0659 (OPTION) | GEAR,OUTPUT 6TH,28T | | 1 | 1 | | |
| 92200 | 92200-0225 (OPTION) | WASHER,28.1X34.0X0.8 | | AR | AR | | |
| 92200A | 92200-0226 (OPTION) | WASHER,28.1X34.0X1.0 | | AR | AR | | |
| 92200B | 92200-0227 (OPTION) | WASHER,28.1X34.0X1.4 | | AR | AR | | |
| 92200C | 92200-0228 (OPTION) | WASHER,28.1X34.0X1.6 | | AR | AR | | |
| 92200D | 92200-0229 (OPTION) | WASHER,28.3X34.0X1.2 | | AR | AR | | |
| 92200E | 92200-0230 (OPTION) | WASHER,28.3X34.0X1.4 | | AR | AR | | |
| 92200F | 92200-0231 (OPTION) | WASHER,28.3X34.0X1.8 | | AR | AR | | |
| 92200G | 92200-0232 (OPTION) | WASHER,28.3X34.0X2.0 | | AR | AR | | |

This catalog covers:

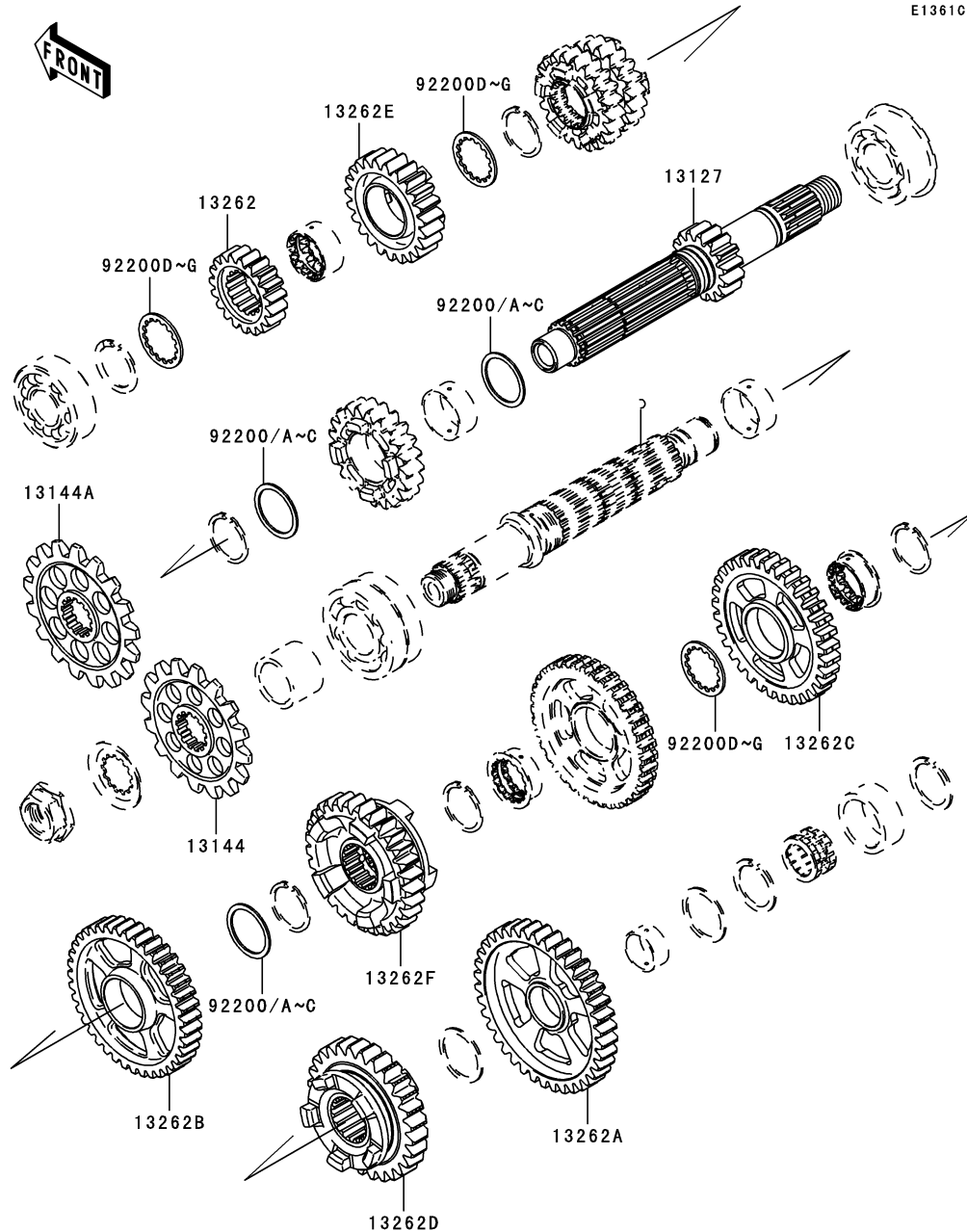
'08~'09 ZX1000 E8FR/E9FR Engine

GRID NO.

B-10

This grid covers:

Transmission(TYPE-D)



E13610

| Ref. No. | Part No. | Description | Spec Code | Quantity-ZX1000 | | | |
|----------|------------------------|------------------------------|-----------|-----------------|------|--|--|
| | | | | '08 | '09 | | |
| | | | | E8FR | E9FR | | |
| 13127 | 13127-0043 (OPTION) | SHAFT-TRANSMISSION INPUT,16T | | 1 | 1 | | |
| 13144 | 13144-0021 (OPTION) | SPROCKET-OUTPUT,16T,#520 | | 1 | 1 | | |
| 13144A | 13144-0022 (OPTION) | SPROCKET-OUTPUT,17T,#520 | | 1 | 1 | | |
| 13262 | 13262-0279 (OPTION) | GEAR,INPUT 2ND,18T | | 1 | 1 | | |
| 13262A | 13262-0626 (OPTION) | GEAR,OUTPUT LOW,37T | | 1 | 1 | | |
| 13262B | 13262-0629 (OPTION) | GEAR,OUTPUT 2ND,36T | | 1 | 1 | | |
| 13262C | 13262-0644 (OPTION) | GEAR,OUTPUT 3RD,36T | | 1 | 1 | | |
| 13262D | 13262-0651 (OPTION) | GEAR,OUTPUT 5TH,30T | | 1 | 1 | | |
| 13262E | 13262-0654 (OPTION) | GEAR,INPUT 6TH,22T | | 1 | 1 | | |
| 13262F | 13262-0660 (OPTION) | GEAR,OUTPUT 6TH,28T | | 1 | 1 | | |
| 92200 | 92200-0225 (OPTION) | WASHER,28.1X34.0X0.8 | | AR | AR | | |
| 92200A | 92200-0226 (OPTION) | WASHER,28.1X34.0X1.0 | | AR | AR | | |
| 92200B | 92200-0227 (OPTION) | WASHER,28.1X34.0X1.4 | | AR | AR | | |
| 92200C | 92200-0228 (OPTION) | WASHER,28.1X34.0X1.6 | | AR | AR | | |
| 92200D | 92200-0229 (OPTION) | WASHER,28.3X34.0X1.2 | | AR | AR | | |
| 92200E | 92200-0230 (OPTION) | WASHER,28.3X34.0X1.4 | | AR | AR | | |
| 92200F | 92200-0231 (OPTION) | WASHER,28.3X34.0X1.8 | | AR | AR | | |
| 92200G | 92200-0232 (OPTION) | WASHER,28.3X34.0X2.0 | | AR | AR | | |

This catalog covers:

'08~'09 ZX1000 E8FR/E9FR Engine

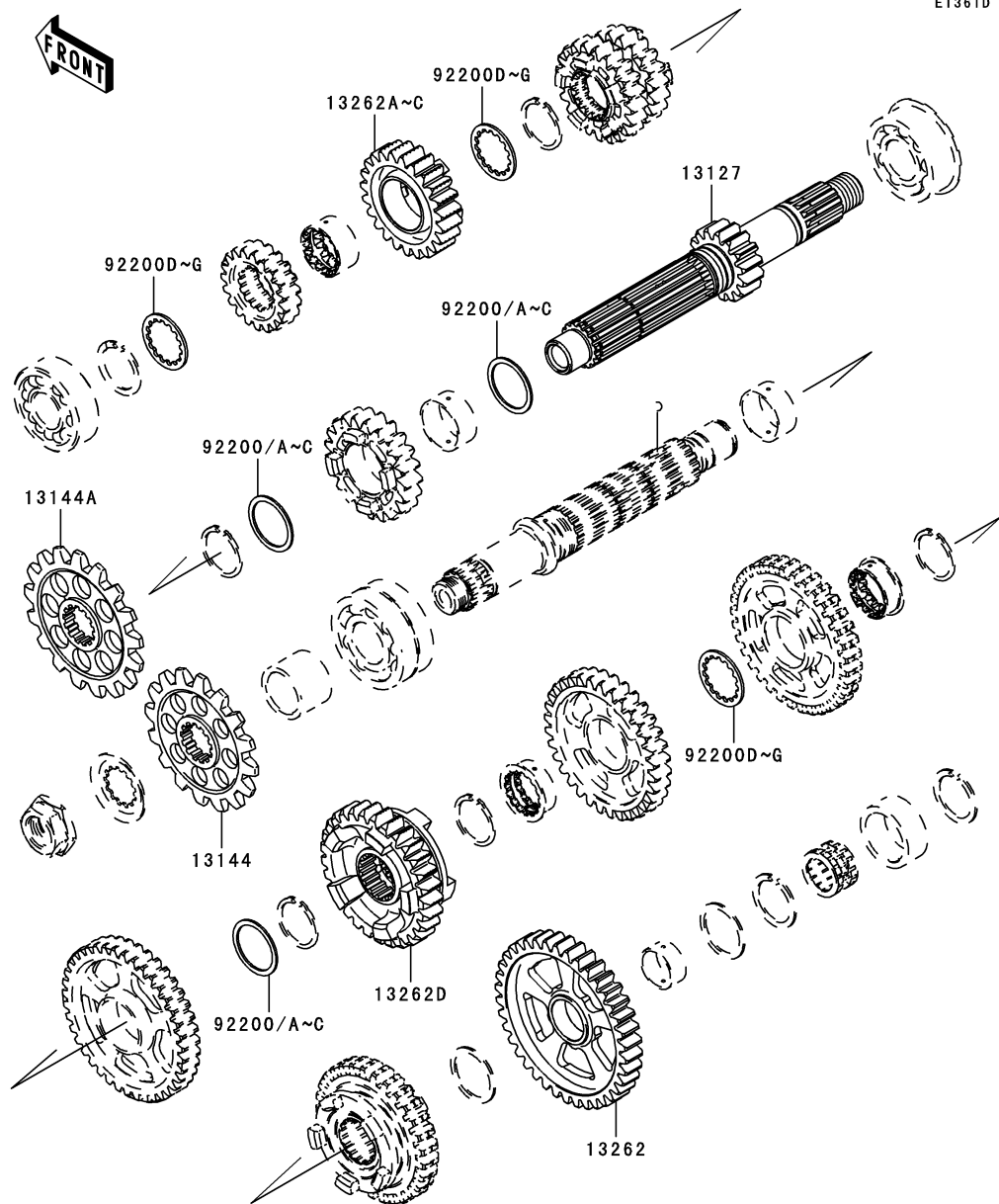
GRID NO.

B-11

This grid covers:

Transmission(TYPE-E/F/G)

E1361D



| Ref. No. | Part No. | Description | Spec Code | Quantity-ZX1000 | | | |
|----------|------------------------|------------------------------|-----------|-----------------|------|--|--|
| | | | | '08 | '09 | | |
| | | | | E8FR | E9FR | | |
| 13127 | 13127-0062 (OPTION) | SHAFT-TRANSMISSION INPUT,15T | | 1 | 1 | | |
| 13144 | 13144-0021 (OPTION) | SPROCKET-OUTPUT,16T,#520 | | 1 | 1 | | |
| 13144A | 13144-0022 (OPTION) | SPROCKET-OUTPUT,17T,#520 | | 1 | 1 | | |
| 13262 | 13262-0615 (OPTION) | GEAR,OUTPUT LOW,39T | | 1 | 1 | | |
| 13262A | 13262-0655 (OPTION) | GEAR,INPUT 6TH,21T | | 1 | 1 | | |
| 13262B | 13262-0656 (OPTION) | GEAR,INPUT 6TH,24T | | 1 | 1 | | |
| 13262C | 13262-0657 (OPTION) | GEAR,INPUT 6TH,22T | | 1 | 1 | | |
| 13262D | 13262-0661 (OPTION) | GEAR,OUTPUT 6TH,26T | | 1 | 1 | | |
| 92200 | 92200-0225 (OPTION) | WASHER,28.1X34.0X0.8 | | AR | AR | | |
| 92200A | 92200-0226 (OPTION) | WASHER,28.1X34.0X1.0 | | AR | AR | | |
| 92200B | 92200-0227 (OPTION) | WASHER,28.1X34.0X1.4 | | AR | AR | | |
| 92200C | 92200-0228 (OPTION) | WASHER,28.1X34.0X1.6 | | AR | AR | | |
| 92200D | 92200-0229 (OPTION) | WASHER,28.3X34.0X1.2 | | AR | AR | | |
| 92200E | 92200-0230 (OPTION) | WASHER,28.3X34.0X1.4 | | AR | AR | | |
| 92200F | 92200-0231 (OPTION) | WASHER,28.3X34.0X1.8 | | AR | AR | | |
| 92200G | 92200-0232 (OPTION) | WASHER,28.3X34.0X2.0 | | AR | AR | | |

This catalog covers:

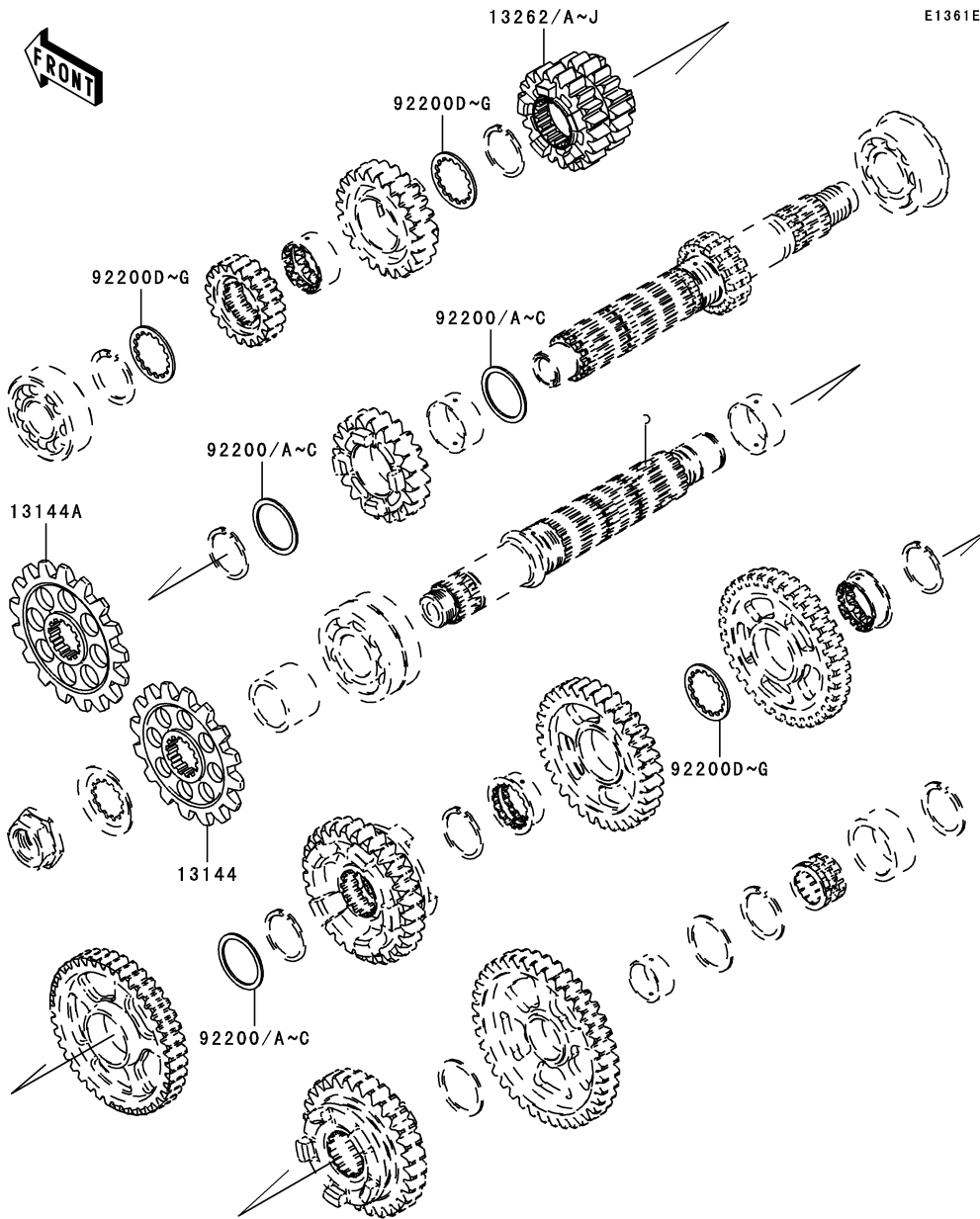
'08~'09 ZX1000 E8FR/E9FR Engine

GRID NO.

B-12

This grid covers:

Transmission(INPUT3RD/4TH GEAR)



| Ref. No. | Part No. | Description | Spec Code | Quantity-ZX1000 | | | |
|----------|------------------------|--------------------------------|-----------|-----------------|------|--|--|
| | | | | '08 | '09 | | |
| | | | | E8FR | E9FR | | |
| 13144 | 13144-0021 (OPTION) | SPROCKET-OUTPUT,16T,#520 | | 1 | 1 | | |
| 13144A | 13144-0022 (OPTION) | SPROCKET-OUTPUT,17T,#520 | | 1 | 1 | | |
| 13262 | 13262-0630 (OPTION) | GEAR,INPUT 3RD&4TH,19T&21T,A/A | | 1 | 1 | | |
| 13262A | 13262-0631 (OPTION) | GEAR,INPUT 3RD&4TH,19T&21T,A/C | | 1 | 1 | | |
| 13262B | 13262-0632 (OPTION) | GEAR,INPUT 3RD&4TH,19T&20T,B/B | | 1 | 1 | | |
| 13262C | 13262-0633 (OPTION) | GEAR,INPUT 3RD&4TH,19T&21T,B/A | | 1 | 1 | | |
| 13262D | 13262-0634 (OPTION) | GEAR,INPUT 3RD&4TH,19T&21T,B/C | | 1 | 1 | | |
| 13262E | 13262-0637 (OPTION) | GEAR,INPUT 3RD&4TH,16T&20T,C/B | | 1 | 1 | | |
| 13262F | 13262-0638 (OPTION) | GEAR,INPUT 3RD&4TH,16T&21T,C/A | | 1 | 1 | | |
| 13262G | 13262-0639 (OPTION) | GEAR,INPUT 3RD&4TH,16T&21T,C/C | | 1 | 1 | | |
| 13262H | 13262-0640 (OPTION) | GEAR,INPUT 3RD&4TH,21T&20T,D/B | | 1 | 1 | | |
| 13262I | 13262-0641 (OPTION) | GEAR,INPUT 3RD&4TH,21T&21T,D/A | | 1 | 1 | | |
| 13262J | 13262-0665 (OPTION) | GEAR,INPUT 3RD&4TH,19T&20T | | 1 | 1 | | |
| 92200 | 92200-0225 (OPTION) | WASHER,28.1X34.0X0.8 | | AR | AR | | |
| 92200A | 92200-0226 (OPTION) | WASHER,28.1X34.0X1.0 | | AR | AR | | |
| 92200B | 92200-0227 (OPTION) | WASHER,28.1X34.0X1.4 | | AR | AR | | |
| 92200C | 92200-0228 (OPTION) | WASHER,28.1X34.0X1.6 | | AR | AR | | |
| 92200D | 92200-0229 (OPTION) | WASHER,28.3X34.0X1.2 | | AR | AR | | |
| 92200E | 92200-0230 (OPTION) | WASHER,28.3X34.0X1.4 | | AR | AR | | |
| 92200F | 92200-0231 (OPTION) | WASHER,28.3X34.0X1.8 | | AR | AR | | |
| 92200G | 92200-0232 (OPTION) | WASHER,28.3X34.0X2.0 | | AR | AR | | |

This catalog covers:

'08~'09 ZX1000 E8FR/E9FR Engine

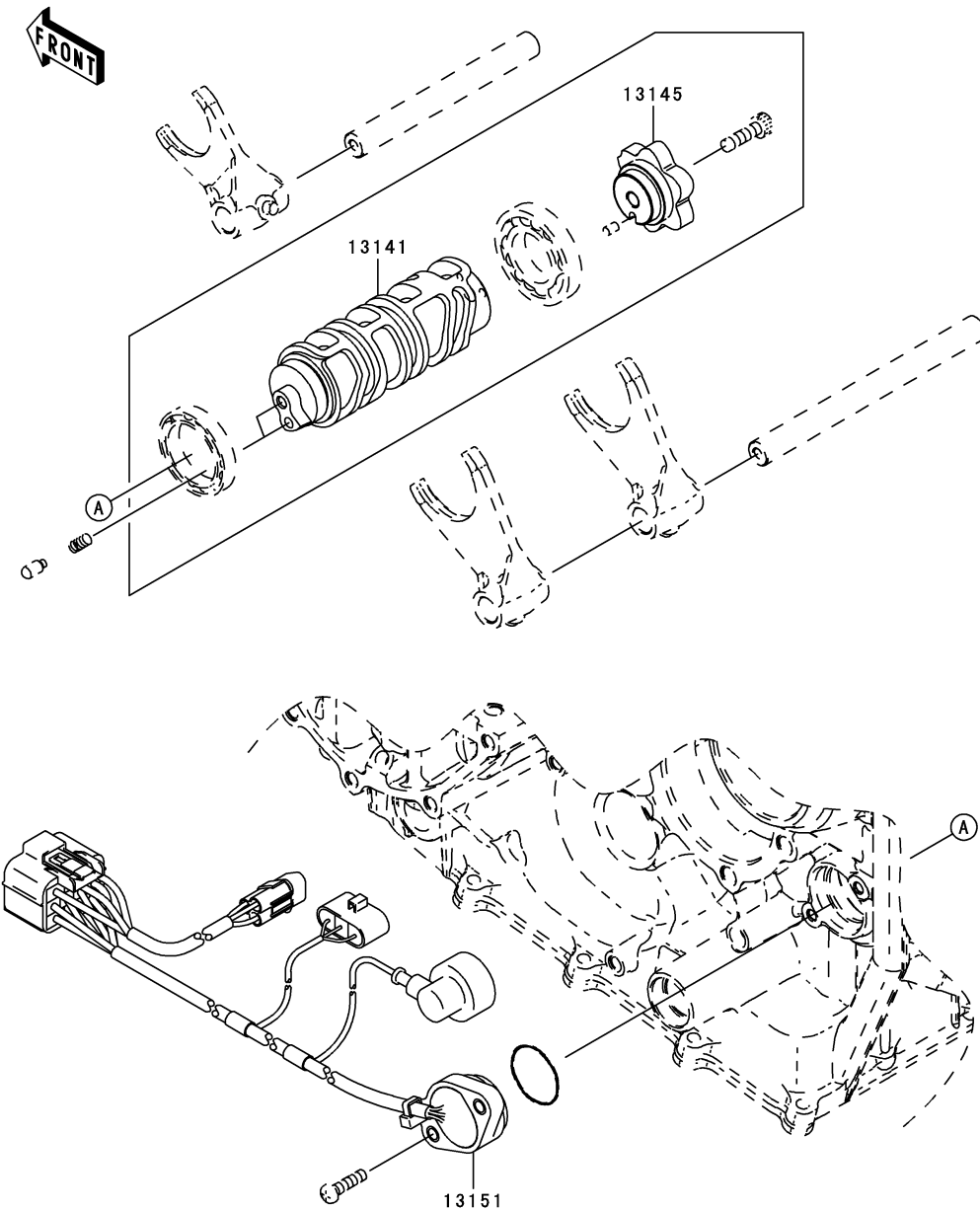
GRID NO.

B-13

This grid covers:

Gear Change Drum/Shift Fork(s)

E1362



| Ref. No. | Part No. | Description | Spec Code | Quantity-ZX1000 | | | |
|----------|------------------------|---------------------------|-----------|-----------------|------|--|--|
| | | | | '08 | '09 | | |
| | | | | E8FR | E9FR | | |
| 13141 | 13141-0048 (OPTION) | DRUM-CHANGE | | 1 | 1 | | |
| 13145 | 13145-0044 (OPTION) | CAM-CHANGE DRUM | | | 1 | | |
| 13151 | 13151-0043 (OPTION) | SWITCH-COMP,GEAR POSITION | | 1 | 1 | | |

This catalog covers:

'08~'09 ZX1000 E8FR/E9FR Engine

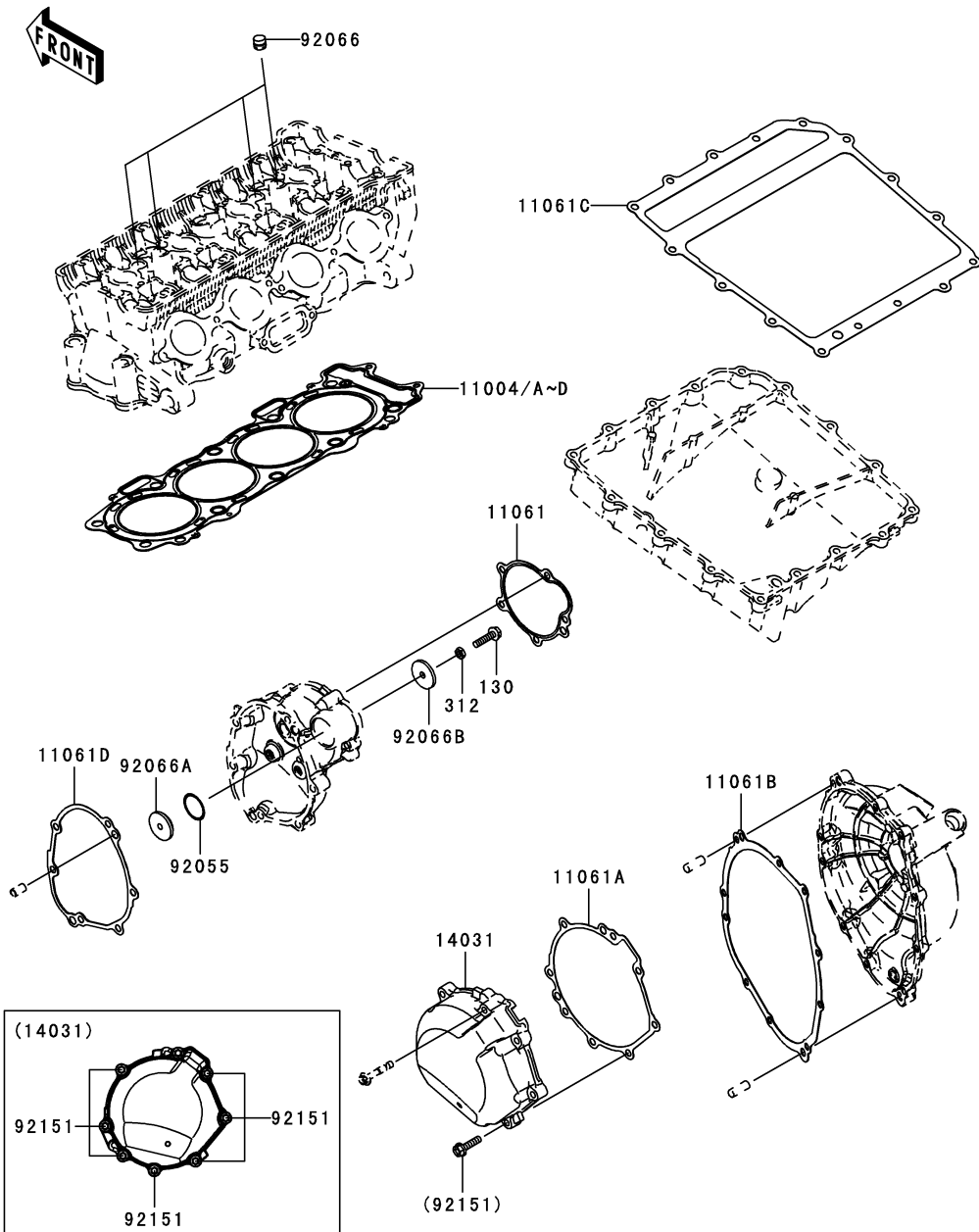
GRID NO.

B-14

This grid covers:

Engine Cover(s)

E1431



| Ref. No. | Part No. | Description | Spec Code | Quantity-ZX1000 | | | |
|----------|------------------------|------------------------|-----------|-----------------|------|--|--|
| | | | | '08 | '09 | | |
| | | | | E8FR | E9FR | | |
| 11004 | 11004-0022 (OPTION) | GASKET-HEAD,T=0.55 | 1 | 1 | | | |
| 11004A | 11004-0023 (OPTION) | GASKET-HEAD,T=0.45 | 1 | 1 | | | |
| 11004B | 11004-0026 (OPTION) | GASKET-HEAD,T=0.65 | 1 | 1 | | | |
| 11004C | 11004-0034 (OPTION) | GASKET-HEAD,T=0.50 | 1 | 1 | | | |
| 11004D | 11004-0052 (OPTION) | GASKET-HEAD,T=0.60 | 1 | 1 | | | |
| 11061 | 11061-0229 (OPTION) | GASKET,IDLE GEAR COVER | 1 | 1 | | | |
| 11061A | 11061-0231 (OPTION) | GASKET,GENERATOR COVER | 1 | 1 | | | |
| 11061B | 11061-0232 (OPTION) | GASKET,CLUTCH COVER | 1 | 1 | | | |
| 11061C | 11061-0233 (OPTION) | GASKET,OIL PAN | 1 | 1 | | | |
| 11061D | 11061-0342 (OPTION) | GASKET,LARGE COVER | 1 | 1 | | | |
| 14031 | 14031-0063 (OPTION) | COVER-GENERATOR | 1 | 1 | | | |
| 92055 | 92055-1262 (OPTION) | RING-O,24.4X3.1 | 1 | 1 | | | |
| 92066 | 92066-1005 (OPTION) | PLUG | 4 | 4 | | | |
| 92066A | 92066-1332 (OPTION) | PLUG,STARTER HOLE | 1 | 1 | | | |
| 92066B | 92066-1333 (OPTION) | PLUG,STARTER HOLE | 1 | 1 | | | |
| 92151 | 92151-1546 (OPTION) | BOLT,FLANGED,6X25 | 7 | 7 | | | |
| 130 | 130BA0625 (OPTION) | BOLT-FLANGED,6X25 | 1 | 1 | | | |
| 312 | 312AA0600 (OPTION) | NUT-HEX,6MM | 1 | 1 | | | |

This catalog covers:

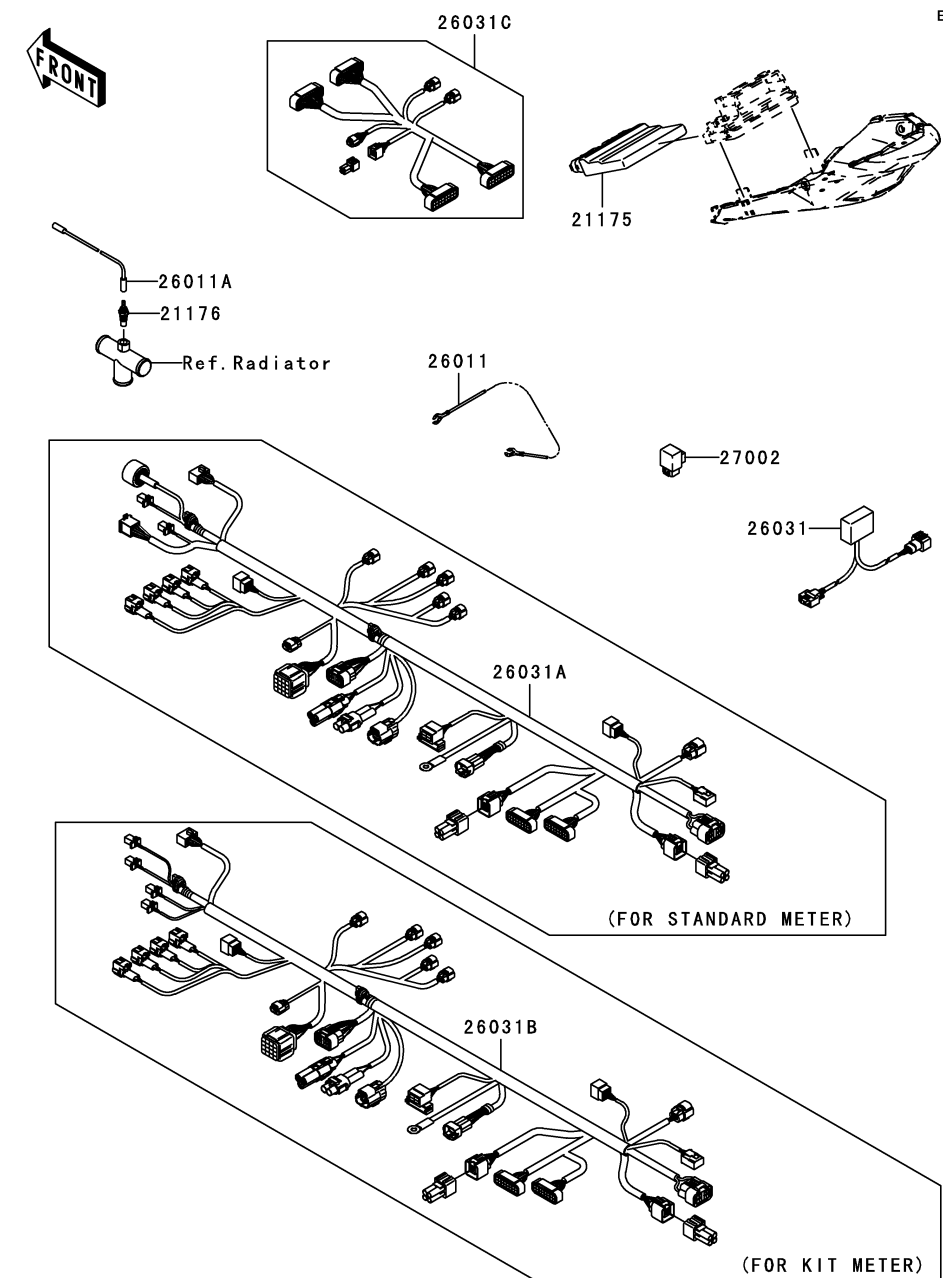
'08~'09 ZX1000 E8FR/E9FR Engine

GRID NO.

C-3

This grid covers:

Fuel Injection



| Ref. No. | Part No. | Description | Spec Code | Quantity-ZX1000 | | | |
|----------|------------------------|-----------------------------|-----------|-----------------|------|--|--|
| | | | | '08 | '09 | | |
| | | | | E8FR | E9FR | | |
| 21175 | 21175-0212 (OPTION) | CONTROL UNIT-ELECTRONIC | | 1 | 1 | | |
| 21176 | 21176-1099 (OPTION) | SENSOR,TEMP | | 1 | 1 | | |
| 26011 | 26011-0071 (OPTION) | WIRE-LEAD,TEMP SENSOR EARTH | | 1 | 1 | | |
| 26011A | 26011-1779 (OPTION) | WIRE-LEAD,METER-TEMP SENSOR | | 1 | 1 | | |
| 26031 | 26031-0240 (OPTION) | HARNESS,INTERFACE BOX | | 1 | 1 | | |
| 26031A | 26031-0698 (OPTION) | HARNESS,STD METER | | 1 | 1 | | |
| 26031B | 26031-0699 (OPTION) | HARNESS,KIT METER | | 1 | 1 | | |
| 26031C | 26031-0700 (OPTION) | HARNESS,STD | | 1 | 1 | | |
| 27002 | 27002-1062 (OPTION) | RELAY-ASSY | | 1 | 1 | | |

This catalog covers:

'08~'09 ZX1000 E8FR/E9FR Engine

GRID NO.

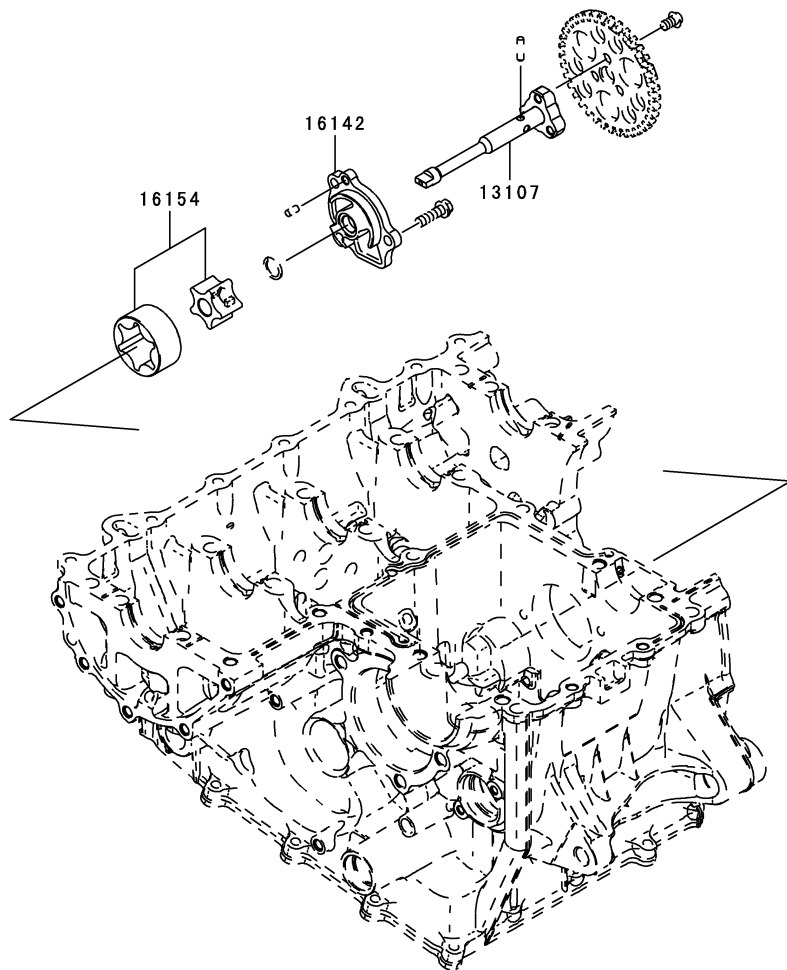
C-4

This grid covers:

Oil Pump

E1710

| Ref. No. | Part No. | Description | Spec Code | Quantity-ZX1000 | | | |
|----------|------------------------|-------------|-----------|-----------------|------|--|--|
| | | | | '08 | '09 | | |
| | | | | E8FR | E9FR | | |
| 13107 | 13107-0127 (OPTION) | SHAFT | | 1 | 1 | | |
| 16142 | 16142-0036 (OPTION) | COVER-PUMP | | 1 | 1 | | |
| 16154 | 16154-0082 (OPTION) | ROTOR-PUMP | | 1 | 1 | | |



This catalog covers:

'08~'09 ZX1000 E8FR/E9FR Engine

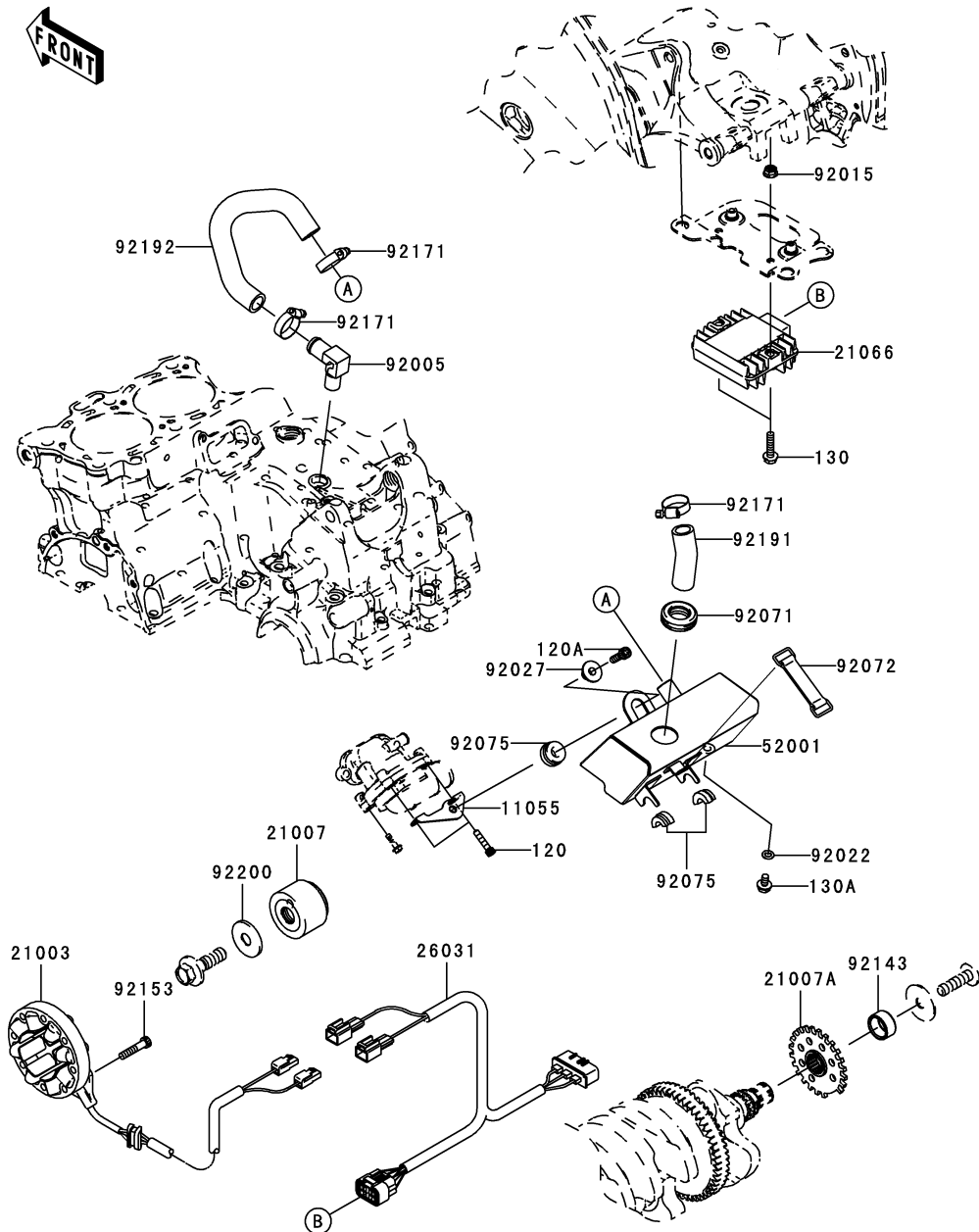
GRID NO.

C-5

This grid covers:

Generator(1/2)

E1810



| Ref. No. | Part No. | Description | Spec Code | Quantity-ZX1000 | | | |
|----------|------------------------|----------------------|-----------|-----------------|------|--|--|
| | | | | '08 | '09 | | |
| | | | | E8FR | E9FR | | |
| 11055 | 11055-0542 (OPTION) | BRACKET,OIL TANK | | 1 | 1 | | |
| 21003 | 21003-0044 (OPTION) | STATOR | | 1 | 1 | | |
| 21007 | 21007-0083 (OPTION) | ROTOR | | 1 | 1 | | |
| 21007A | 21007-0085 (OPTION) | ROTOR | | 1 | 1 | | |
| 21066 | 21066-0010 (OPTION) | REGULATOR-VOLTAGE | | 1 | 1 | | |
| 26031 | 26031-0323 (OPTION) | HARNES | | 1 | 1 | | |
| 52001 | 52001-0005 (OPTION) | TANK-OIL | | 1 | 1 | | |
| 92005 | 92005-0044 (OPTION) | FITTING | | 1 | 1 | | |
| 92015 | 92015-1339 (OPTION) | NUT,LOCK,FLANGED,6MM | | 2 | 2 | | |
| 92022 | 92022-304 (OPTION) | WASHER,6.2X11X1 | | 1 | 1 | | |
| 92027 | 92027-194 (OPTION) | COLLAR,L=11.1 | | 1 | 1 | | |
| 92071 | 92071-1028 (OPTION) | GROMMET,AIR FILTER | | 1 | 1 | | |
| 92072 | 92072-1419 (OPTION) | BAND,L=50 | | 1 | 1 | | |
| 92075 | 92075-277 (OPTION) | DAMPER | | 2 | 2 | | |
| 92143 | 92143-1291 (OPTION) | COLLAR,SPROCKET | | 1 | 1 | | |
| 92153 | 92153-0386 (OPTION) | BOLT,TORX,M6X28 | | 4 | 4 | | |
| 92171 | 92171-0338 (OPTION) | CLAMP | | 3 | 3 | | |
| 92191 | 92191-1182 (OPTION) | TUBE,RH | | 1 | 1 | | |
| 92192 | 92192-0641 (OPTION) | TUBE,CASE-TANK | | 1 | 1 | | |
| 92200 | 92200-0306 (OPTION) | WASHER,12X36X3.2 | | 1 | 1 | | |
| 120 | 120CA0520 (OPTION) | BOLT-SOCKET,5X20 | | 2 | 2 | | |
| 120A | 120CA0620 (OPTION) | BOLT-SOCKET,6X20 | | 1 | 1 | | |

This catalog covers:

'08~'09 ZX1000 E8FR/E9FR Engine

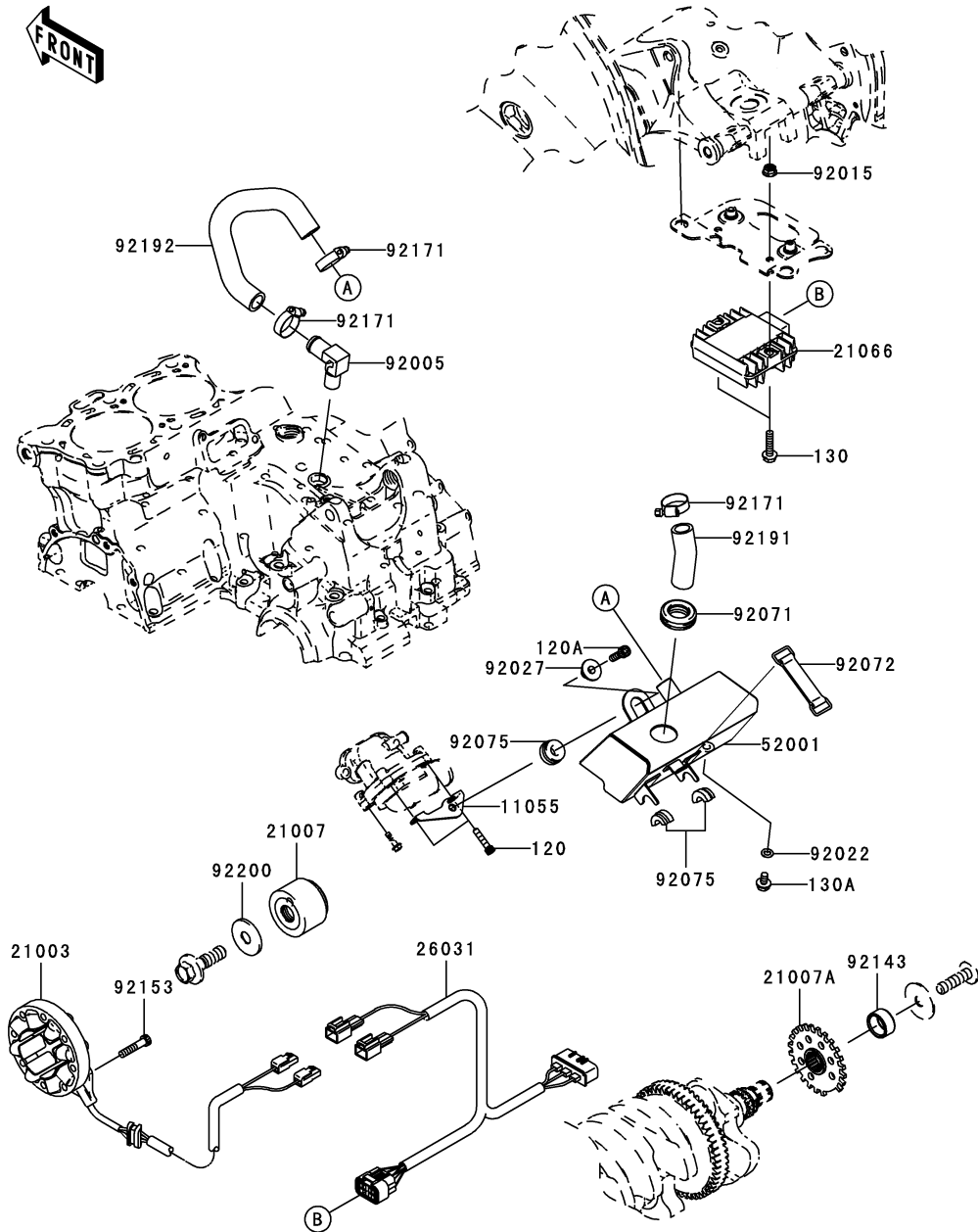
GRID NO.

C-6

This grid covers:

Generator(2/2)

E1810



| Ref. No. | Part No. | Description | Spec Code | Quantity-ZX1000 | | | |
|----------|----------|-------------|-----------|-----------------|------|--|--|
| | | | | '08 | '09 | | |
| | | | | E8FR | E9FR | | |

| | | | | | | | |
|------|-----------------------|-------------------|--|---|---|--|--|
| 130 | 130AA0625 (OPTION) | BOLT-FLANGED,6X25 | | 2 | 2 | | |
| 130A | 130BD0610 (OPTION) | BOLT-FLANGED,6X10 | | 1 | 1 | | |

This catalog covers:

'08~'09 ZX1000 E8FR/E9FR Engine

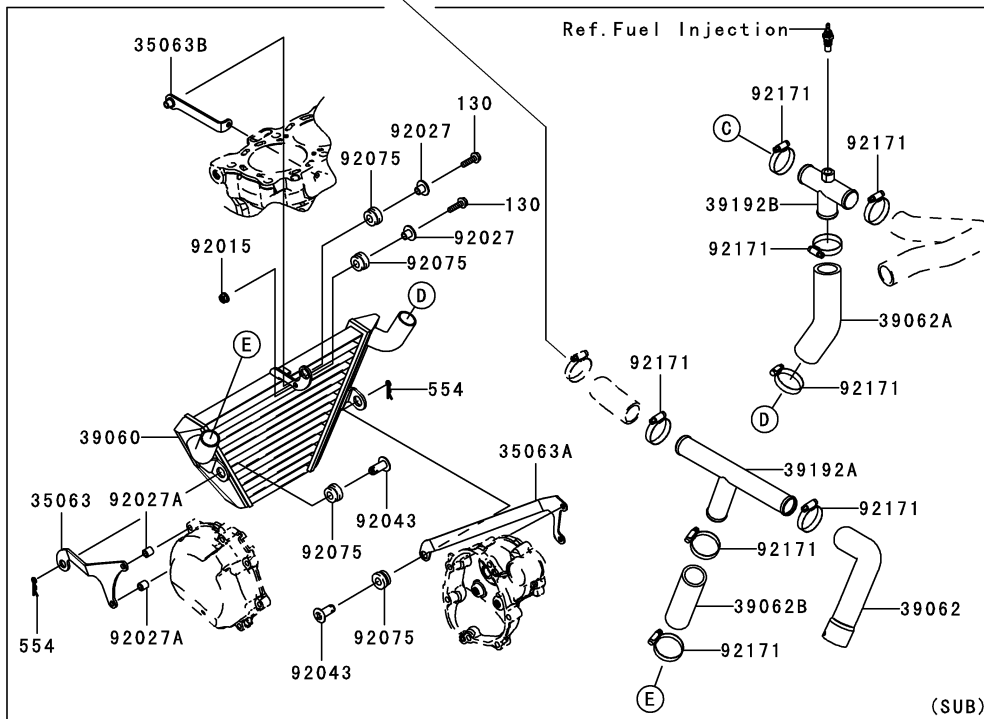
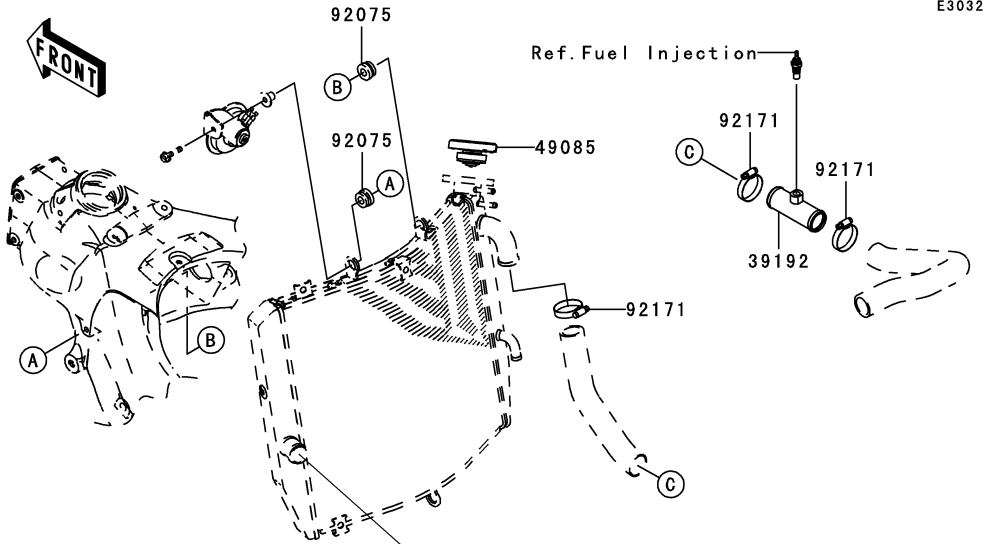
GRID NO.

C-7

This grid covers:

Radiator

E3032



| Ref. No. | Part No. | Description | Spec Code | Quantity-ZX1000 | | | |
|----------|------------------------|-----------------------------------|-----------|-----------------|------|--|--|
| | | | | '08 | '09 | | |
| | | | | E8FR | E9FR | | |
| 35063 | 35063-0568 (OPTION) | STAY,LH,SUB RAD. | 1 | 1 | | | |
| 35063A | 35063-0569 (OPTION) | STAY,RH,SUB RAD. | 1 | 1 | | | |
| 35063B | 35063-0570 (OPTION) | STAY,CNT,SUB RAD. | 1 | 1 | | | |
| 39060 | 39060-0063 (OPTION) | RADIATOR,SUB | 1 | 1 | | | |
| 39062 | 39062-0103 (OPTION) | HOSE-COOLING,PIPE-W.PUMP,SUB | 1 | 1 | | | |
| 39062A | 39062-1104 (OPTION) | HOSE-COOLING,SUB | 1 | 1 | | | |
| 39062B | 39062-1617 (OPTION) | HOSE-COOLING,RADIATOR UPP-LWR,SUB | 1 | 1 | | | |
| 39192 | 39192-0011 (OPTION) | PIPE-WATER | 1 | 1 | | | |
| 39192A | 39192-0092 (OPTION) | PIPE-WATER,LH,SUB | 1 | 1 | | | |
| 39192B | 39192-0093 (OPTION) | PIPE-WATER,RH,SUB | 1 | 1 | | | |
| 49085 | 49085-1078 (OPTION) | CAP-ASSY-PRESSURE | 1 | 1 | | | |
| 92015 | 92015-3767 (OPTION) | NUT,6MM,SUB | 1 | 1 | | | |
| 92027 | 92027-194 (OPTION) | COLLAR,L=11.1,SUB | 2 | 2 | | | |
| 92027A | 92027-3705 (OPTION) | COLLAR,6.2X10X10,SUB | 2 | 2 | | | |
| 92043 | 92043-1436 (OPTION) | PIN,SUB | 2 | 2 | | | |
| 92075 | 92075-1123 (OPTION) | DAMPER,RUBBER | 4 | 4 | | | |
| 92171 | 92171-0179 (OPTION) | CLAMP | 8 | 8 | | | |
| 130 | 130BB0622 (OPTION) | BOLT-FLANGED,6X22 | 2 | 2 | | | |
| 554 | 554DA1000 (OPTION) | PIN-SNAP,10MM | 2 | 2 | | | |

This catalog covers:

'08~'09 ZX1000 E8FR/E9FR Chassis

GRID NO.

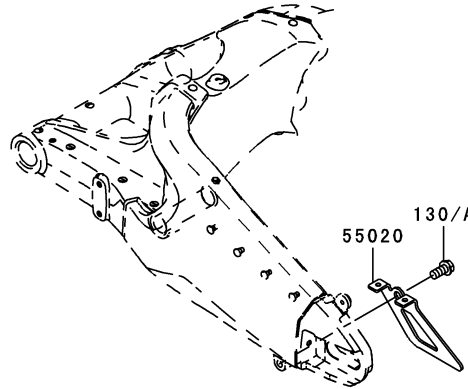
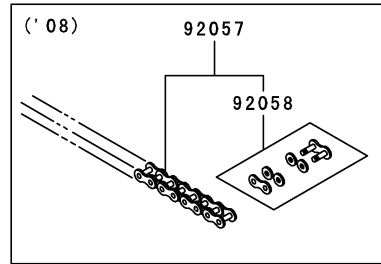
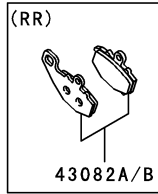
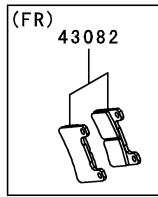
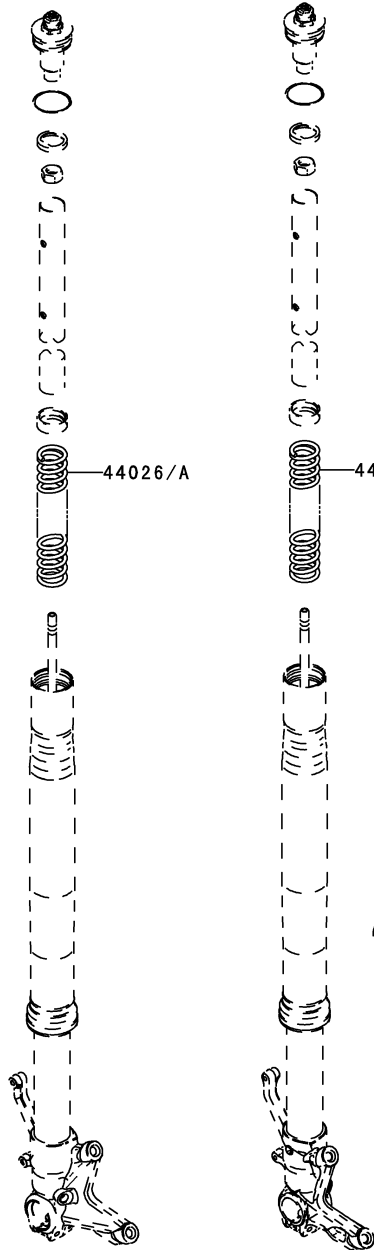
D-3

This grid covers:

Rear Hub

F2240

| Ref. No. | Part No. | Description | Spec Code | Quantity-ZX1000 | | | |
|----------|------------|------------------------------|-----------|-----------------|------|---|--|
| | | | | '08 | '09 | | |
| | | | | E8FR | E9FR | | |
| 43082 | 43082-0088 | PAD-ASSY-BRAKE,FR,F9633 | | 2 | 2 | | |
| | (OPTION) | | | | | | |
| 43082A | 43082-1192 | PAD-ASSY-BRAKE,RR,C93 | | 1 | 1 | | |
| | (OPTION) | | | | | | |
| 43082B | 43082-1220 | PAD-ASSY-BRAKE,RR,C93G | | 1 | 1 | | |
| | (OPTION) | | | | | | |
| 44026 | 44026-0119 | SPRING-FRONT FORK,K=9.5N/MM | | 2 | 2 | | |
| | (OPTION) | | | | | | |
| 44026A | 44026-0120 | SPRING-FRONT FORK,K=10.5N/MM | | 2 | 2 | | |
| | (OPTION) | | | | | | |
| 55020 | 55020-0028 | GUARD,CHAIN | | 1 | 1 | | |
| | (OPTION) | | | | | | |
| 92057 | 92057-1529 | CHAIN,DRIVE,120L(#520) | | 1 | | | |
| | (OPTION) | | | | | | |
| 92058 | 92058-1090 | JOINT-CHAIN,DRIVE(#520) | | 1 | | | |
| | (OPTION) | | | | | | |
| 130 | 130BA1020 | BOLT-FLANGED,10X20 | | | | 1 | |
| | (OPTION) | | | | | | |
| 130A | 130BB1020 | BOLT-FLANGED,10X20 | | | | 1 | |
| | (OPTION) | | | | | | |



This catalog covers:

'08~'09 ZX1000 E8FR/E9FR Chassis

GRID NO.

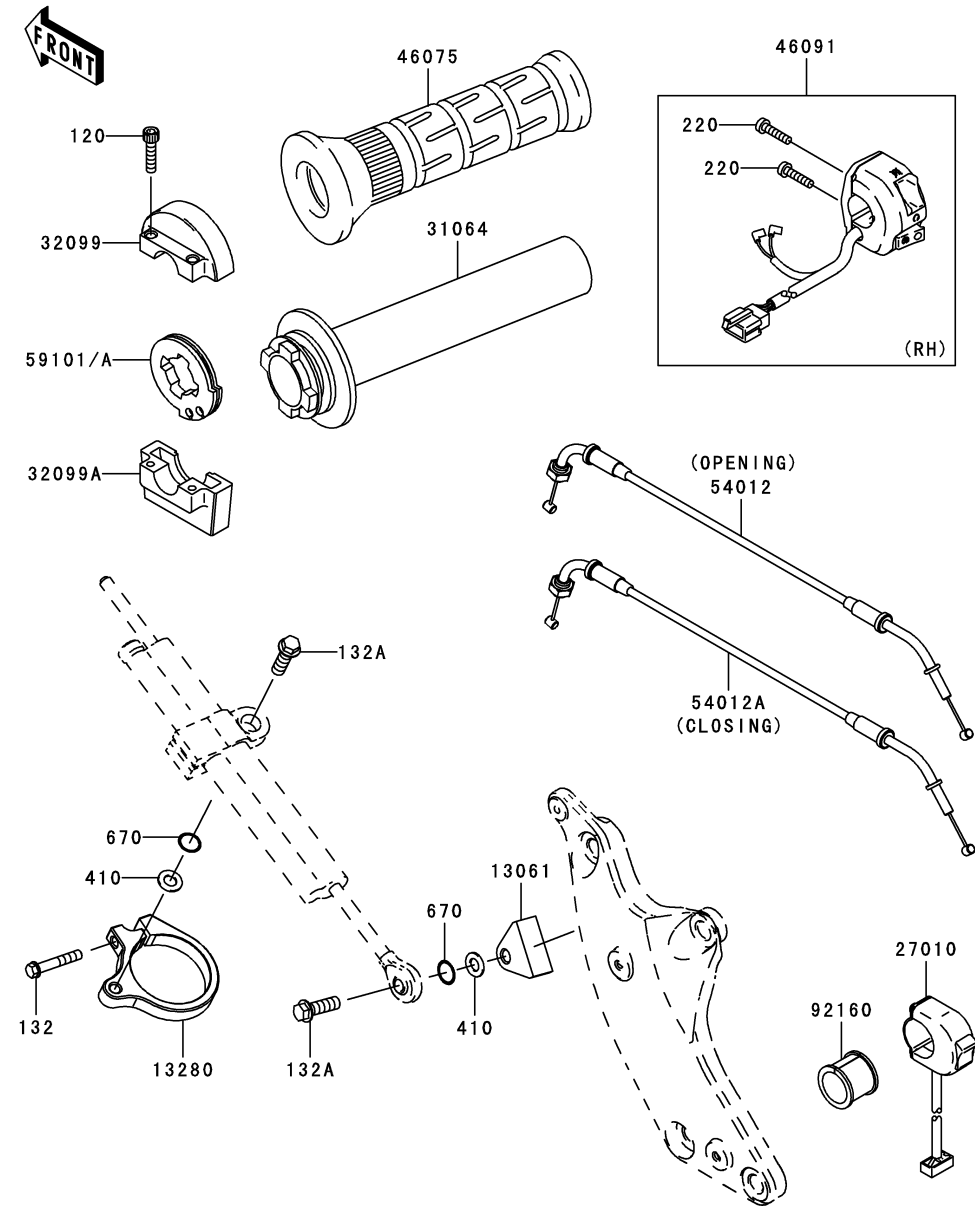
D-4

This grid covers:

Handlebar(ZX1000E8FR)

F2310

| Ref. No. | Part No. | Description | Spec Code | Quantity-ZX1000 | | | |
|----------|----------|-------------|-----------|-----------------|------|--|--|
| | | | | '08 | '09 | | |
| | | | | E8FR | E9FR | | |



| | | | | | | | |
|--------|------------------------|-------------------------|--|---|--|--|--|
| 13061 | 13061-0292 (OPTION) | BOSS | | 1 | | | |
| 13280 | 13280-0291 (OPTION) | HOLDER,STEERING DAMPER | | 1 | | | |
| 27010 | 27010-0040 (OPTION) | SWITCH,SPEED CONTROL | | 1 | | | |
| 31064 | 31064-1151 (OPTION) | PIPE-COMP,GRIP | | 1 | | | |
| 32099 | 32099-0004 (OPTION) | CASE,UPP | | 1 | | | |
| 32099A | 32099-0005 (OPTION) | CASE,LWR | | 1 | | | |
| 46075 | 46075-1143 (OPTION) | GRIP,THROTTLE | | 1 | | | |
| 46091 | 46091-1809 (OPTION) | HOUSING-ASSY-CONTROL,RH | | 1 | | | |
| 54012 | 54012-0249 (OPTION) | CABLE-THROTTLE,OPENING | | 1 | | | |
| 54012A | 54012-0250 (OPTION) | CABLE-THROTTLE,CLOSING | | 1 | | | |
| 59101 | 59101-0001 (OPTION) | REEL,R21.5,60DEG | | 1 | | | |
| 59101A | 59101-0002 (OPTION) | REEL,R20.0,65DEG | | 1 | | | |
| 92160 | 92160-1625 (OPTION) | DAMPER,SPEED CONTROL | | 1 | | | |
| 120 | 120CB0625 (OPTION) | BOLT-SOCKET,6X25 | | 2 | | | |
| 132 | 132BA0635 (OPTION) | BOLT-FLANGED-SMALL,6X35 | | 1 | | | |
| 132A | 132BA0825 (OPTION) | BOLT-FLANGED-SMALL,8X25 | | 2 | | | |
| 220 | 220AB0522 (OPTION) | SCREW-PAN-CROSS,5X22 | | 2 | | | |
| 410 | 410AA0800 (OPTION) | WASHER-PLAIN-SMALL,8MM | | 2 | | | |
| 670 | 670B2012 (OPTION) | O RING,12MM | | 2 | | | |

This catalog covers:

'08~'09 ZX1000 E8FR/E9FR Chassis

GRID NO.

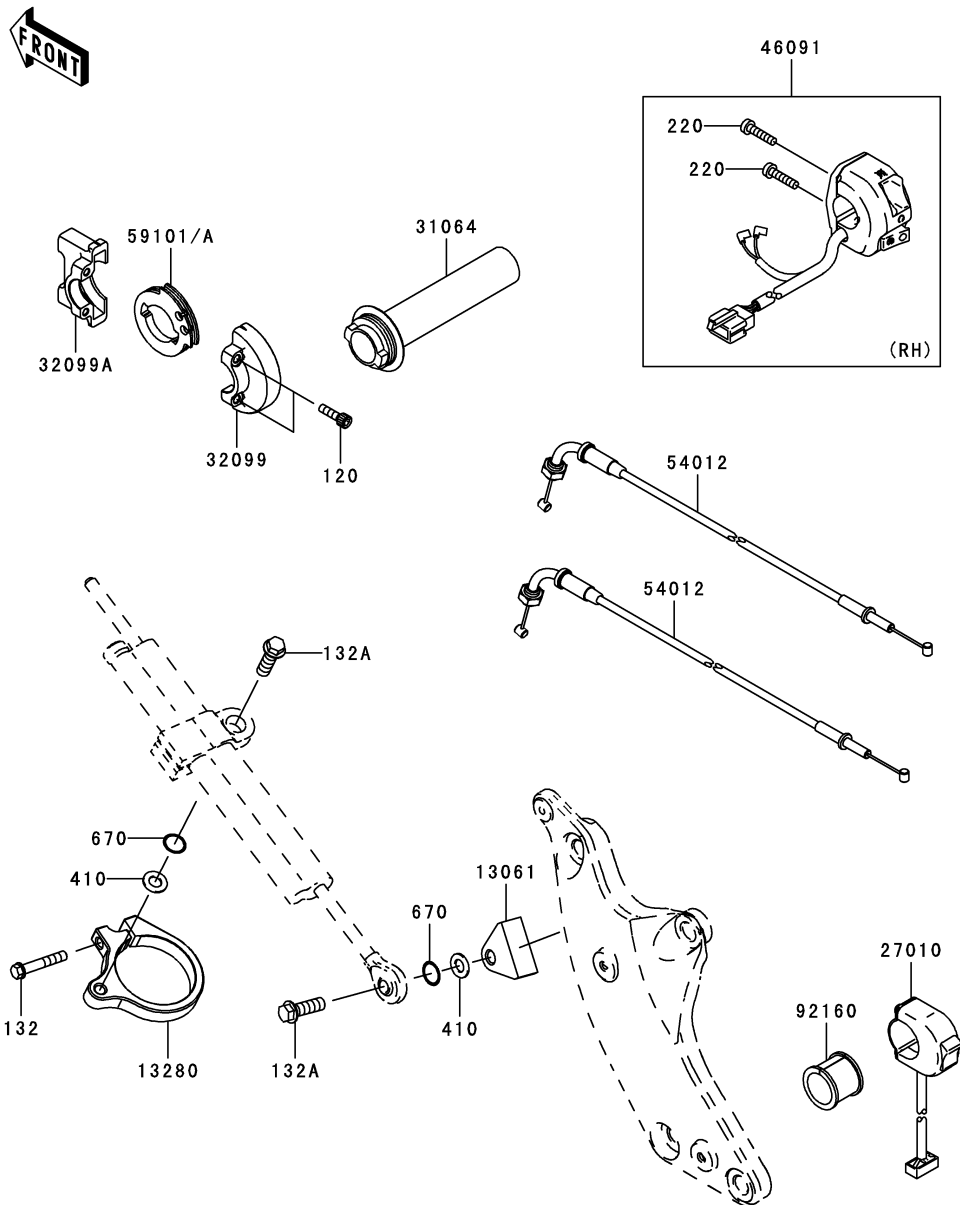
D-5

This grid covers:

Handlebar(ZX1000E9FR)

F2310A

| Ref. No. | Part No. | Description | Spec Code | Quantity-ZX1000 | | | |
|----------|------------------------|-------------------------|-----------|-----------------|------|---|--|
| | | | | '08 | '09 | | |
| | | | | E8FR | E9FR | | |
| 13061 | 13061-0292 (OPTION) | BOSS | | | | 1 | |
| 13280 | 13280-0291 (OPTION) | HOLDER,STEERING DAMPER | | | | 1 | |
| 27010 | 27010-0040 (OPTION) | SWITCH,SPEED CONTROL | | | | 1 | |
| 31064 | 31064-0187 (OPTION) | PIPE-COMP,GRIP | | | | 1 | |
| 32099 | 32099-0046 (OPTION) | CASE,UPP | | | | 1 | |
| 32099A | 32099-0047 (OPTION) | CASE,LWR | | | | 1 | |
| 46091 | 46091-1809 (OPTION) | HOUSING-ASSY-CONTROL,RH | | | | 1 | |
| 54012 | 54012-0276 (OPTION) | CABLE-THROTTLE | | | | 2 | |
| 59101 | 59101-0008 (OPTION) | REEL,R19.7,65DEG | | | | 1 | |
| 59101A | 59101-0009 (OPTION) | REEL,R21.4,60DEG | | | | 1 | |
| 92160 | 92160-1625 (OPTION) | DAMPER,SPEED CONTROL | | | | 1 | |
| 120 | 120CA0518 (OPTION) | BOLT-SOCKET,5X18 | | | | 2 | |
| 132 | 132BA0635 (OPTION) | BOLT-FLANGED-SMALL,6X35 | | | | 1 | |
| 132A | 132BA0825 (OPTION) | BOLT-FLANGED-SMALL,8X25 | | | | 2 | |
| 220 | 220AB0522 (OPTION) | SCREW-PAN-CROSS,5X22 | | | | 2 | |
| 410 | 410AA0800 (OPTION) | WASHER-PLAIN-SMALL,8MM | | | | 2 | |
| 670 | 670B2012 (OPTION) | O RING,12MM | | | | 2 | |



This catalog covers:

'08~'09 ZX1000 E8FR/E9FR Chassis

GRID NO.

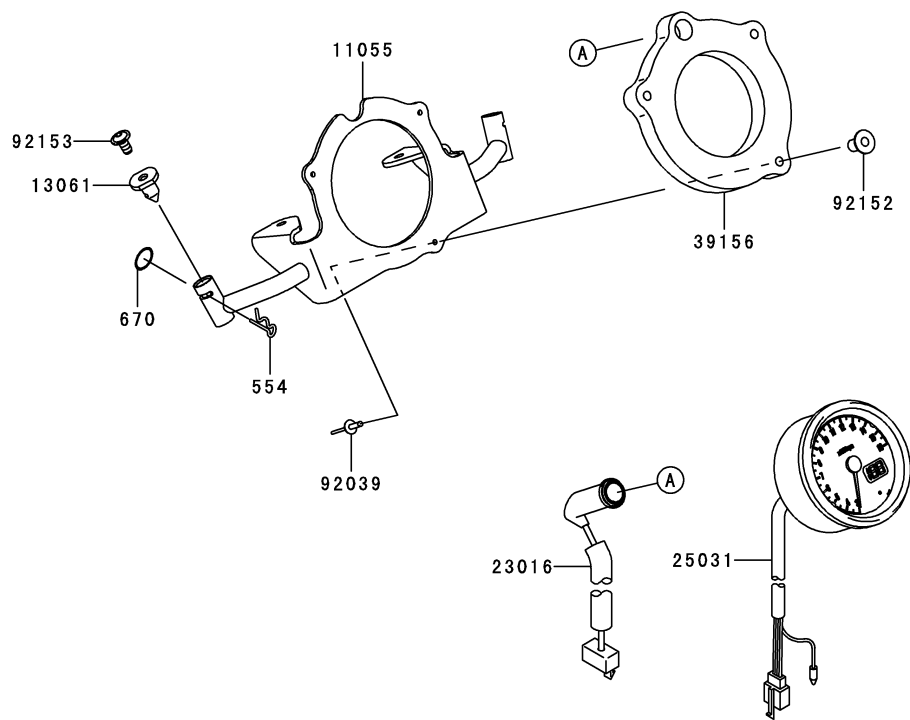
D-6

This grid covers:

Meter(s)

F2530

| Ref. No. | Part No. | Description | Spec Code | Quantity-ZX1000 | | | |
|----------|------------------------|----------------------------|-----------|-----------------|------|--|--|
| | | | | '08 | '09 | | |
| | | | | E8FR | E9FR | | |
| 11055 | 11055-0921 (OPTION) | BRACKET,METER&COWLING STAY | | 1 | 1 | | |
| 13061 | 13061-0124 (OPTION) | BOSS | | 2 | 2 | | |
| 23016 | 23016-0006 (OPTION) | LAMP-ASSY,INDICATOR | | 1 | 1 | | |
| 25031 | 25031-1142 (OPTION) | METER-ASSY | | 1 | 1 | | |
| 39156 | 39156-0098 (OPTION) | PAD,KIT METER | | 1 | 1 | | |
| 92039 | 92039-1231 (OPTION) | RIVET | | 3 | 3 | | |
| 92152 | 92152-0058 (OPTION) | COLLAR | | 3 | 3 | | |
| 92153 | 92153-1275 (OPTION) | BOLT,SOCKET,6X12 | | 2 | 2 | | |
| 554 | 554DA1200 (OPTION) | PIN-SNAP,12MM | | 2 | 2 | | |
| 670 | 670E2014 (OPTION) | O RING,14MM | | 2 | 2 | | |





KAWASAKI HEAVY INDUSTRIES, LTD.
Consumer Products & Machinery Company

Doc No. 99929-0305-01