Kawasaki

Ninja ZX-7R
ZXR 750R

'94 Racing Kit Manual

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

Base Manual	Part Number
Ninja ZX-7R/ZXR750R Motorcycle Service Manaul	99924-1139-02
Service Manual Supplement	99924-1160-51

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First Edition (1) : Feb. 9, 1994

Congratulation on your purchase of racing kit parts for the '94 ZXR750R.

IMPORTANT

This manual provides how to install racing kit parts for the '94 ZXR750R and how to tune up basically.

As for the basic knowledge, refer to the base Service Manual and supplement for the ZXR750R (P/No. 99924-1139-02, 99924-1160-51).

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.

In this manual, the following abbreviations are used.

SB : Super Bike racing
Enduro : Enduro racing

⚠WARNING

AFTER ANY MODIFICATION TO TURN 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 run 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 ZXR750R 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 causes of trouble, so you can return the race soon.

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

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General Specifications

Item			'94 ZXR750R Racing	
Engine :				
Compression ratio	STD Kit		13.2	
	Option		13.5	
Maximum horsepower	STD Kit		103 kW (140 PS) or more/13 000 r/min (rpm)	
	Option		107 kW (145 PS) or more/13 000 r/min (rpm)	
Maximum torque			84 N-m (8.6 kg-m, 62 ft-lb)	
Igniter			Digital Igniter	
Ignition timing			5° BTDC @500 r/min (rpm)	
			10° BTDC @1 000 r/min (rpm)	
			45° BTDC @4 500 ~ 10 000 r/min (rpm)	
			42.5° BTDC @10 500 r/min (rpm)	
*Clearance between piston head and valve:				
	Intake		0.70 mm or more (Crankshaft timing @12° ATDC)	
	Exhaust		1.30 mm or more (Crankshaft timing @12° BTDC)	
Valve timing :			<Standard Kit>	<Optional Kit>
	Intake	Open	44° (BTDC)	46° (BTDC)
		Close	68° (ABDC)	70° (ABDC)
		Duration	292°	296°
	Exhaust	Open	69° (BBDC)	–
		Close	39° (ATDC)	–
		Duration	288°	–
*Camshaft timing (Cam lift center):				
	Intake		102 ± 2° (ATDC)	
	Exhaust		105 ± 2° (BTDC)	
Fuel			Racing gasoline	
Engine oil:	Brand (Recommended oil)		CASTROL "Formular RS" or SYNTRON	
			ELF SYNTHESE (SAE 5W50)	
	Viscosity		SAE 15W-50, 20W-50	
	Level		Between upper and lower levels of oil level gauge.	
Drive Train:				
Standard transmission gear			<Standard Kit>	<Optional Kit>
	Gear ratio:	1st	2.375 (38/16)	–
		2nd	1.895 (36/19)	–
		3rd	1.619 (34/21)	–
		4th	1.409 (31/22)	1.500 (33/22)
		5th	1.291 (31/24)	1.391 (32/23)
		6th	1.200 (30/25)	1.291 (31/24)
Final drive reduction ratio			2.294 (39/17) ~ 2.933 (44/15)	
Overall drive ratio	(Top gear)		4.831 ~ 6.177	
	(Optional top gear)		5.201 ~ 6.649	

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

Item		'94 ZXR750R Racing		
Optional transmission gear		<Type A>	<Type B>	<Type C>
Gear ratio:	1st	2.471 (42/17)	2.529 (43/17)	2.400 (48/20)
	2nd	2.056 (37/18)	2.105 (40/19)	2.000 (40/20)
	3rd	1.750 (35/20)	←– –	←– –
	4th	1.577 (41/26)	1.609 (37/23)	1.542 (37/24)
	5th	1.455 (32/22)	1.481 (40/27)	1.429 (40/28)
	6th	1.400 (35/25)	1.429 (40/28)	1.360 (34/25)
Frame :				
Steering damper :	Damper force	8 kg		
Front wheel :	Type	Dry slick tire		
	Rim size	Width 3.5 x inner diameter 17 in.		
Rear wheel :	Type	Dry slick tire		
	Rim size	Width 5.5 x inner diameter 17 in.		
Electrical Equipment:				
Spark plugs		NGK R016-10, (Optional, for CDI) NGK R0045J-10		
Battery :	Without alternator	12 V 7 Ah or more		
	With starter motor	12 V 9 Ah or more		
Alternator (for enduro) :	Type	Single-phase AC		
	Rated output	14.5 A-12 V/6 000 r/min (rpm) ~ 16.5 A-12 V/ 10 000 r/min (rpm)		
	Voltage regulator	Separated from alternator		

Racing Kit Service Data

Item		Standard
Carburetor (All Racing):		
For machine with Standard air cleaner housing mounted:		
Main jet		#165 (standard), 160, 162, 168, 170
Jet needle mark		OBFMM
Jet needle clip position		5th groove from top
Pilot screw		1.0 turn out
Air screw		1¼ turns out
Main air jet		#200
Slow jet		#60
For machine with Optional air cleaner housing mounted:		
Main jet		#150 (standard), 145, 148, 152, 155
Jet needle mark		OBFML (standard), OBFMK, OBFMM
Jet needle clip position		5th groove from top
Pilot screw		1.0 turn out
Air screw		1¼ turns out
Main air jet		#200
Slow jet		#60
Camshaft:		
Cam height:	Inlet	36.88 ~ 37.09 mm, Optional 37.06 ~ 37.27 mm
	Exhaust	36.63 ~ 36.84 mm
Cylinder Head, Valves:		
Valve clearance:	Inlet	0.16 ~ 0.21 mm
	Exhaust	0.21 ~ 0.25 mm
Valve seat surface outside diameter:		
	Inlet	28.3 ~ 28.7 mm
	Exhaust	24.3 ~ 24.7 mm
Squish:		
(between piston shoulder and cylinder head):		0.65 ~ 0.85 mm
Drive Chain:		
Chain slack		20 ~ 25 mm (No load --- 1G)
Front Fork:		
Rebound dumping		4th click from fully seated position (full clockwise until the adjuster stops)
Ignition System:		
Spark plugs:	Standard	NGK R016-10 (racing plug)
	Optional	NGK R0045J-10 (for CDI racing plug)
Spark plug tightening torque		13 N-m (1.3 kg-m, 113 in-lb)
Igniter		Timing advance curve is modified for high engine r/min (rpm)
Overrev limit		[standard] 12 200 r/min (rpm) [optional] 14 000 r/min (rpm)

Periodic Maintenance Chart (for SB)

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

FREQUENCY / OPERATION	Each race (300 km)	Every 3 races (1 000 km)	Every 5 races (1 500 km)	Every 10 races (3 000 km)	As Required
Engine					
Clutch plate -- check*		●			
Oil pump chain -- check		●			
Throttle grip play -- check*	●				
Spark plug -- clean/gap*	●				
Carburetor -- check*	●				
Engine oil -- change		●			
Oil filter -- replace					●
Valve lapping			●		
Cylinder head/valve -- decarbonization			●		
Piston -- clean/check*			●		
Cylinder -- check*			●		
Piston/cylinder clearance -- check*			●		
Piston ring -- replace			●		
Crankshaft main bearing -- check*				●	
Connecting rod big end 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

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

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

Preparation

Before Installing:

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

'94 Racing Parts Information for '93 Racing Machine

The '93 racing machine engine performance can be tuned up equal to the '94 machine by installing the following '94 kit parts.

Item	Part Name	Part No.	Q'ty	Remark
Oil Pump	Clutch Housing	13095-1293	1	Reduced mechanical loss from change in oil pump gear ratio.
	Sprocket (Drive)	12046-1155	1	
	Sprocket (Oil Pump)	12046-1156	1	
	Chain	92057-1392	1	
	Relief Valve	16130-1057	1	Reduced mechanical loss from more stable oil pressure.
Camshaft	Camshaft (Intake, option)	49118-1124	1	High-speed type camshaft
	Cam Chain	92057-1391	1	Enhanced durability.
Valve	Valve (Exhaust)	12005-1206	8	Enhanced durability
	Rocker Arm (Option)	12016-1088	16	Reduced weight
Air Cleaner Housing (Ram Air Box, Option)	Air Duct	14073-1609	1	Improved performance from increased air intake capacity.
	Upper Housing	11011-1439	1	
	Lower Housing	11011-1440	1	

Carburetor Setting

Carburetor:

Replace the carburetor setting parts with the kit parts.

● The carburetor setting parts change according to the air cleaner housing design as shown.

Air Cleaner Housing Design	Carburetor Setting
'94 Standard Kit	99997-1072
'94 Optional Kit	99997-1073

Carburetor Setting Parts

Items	'94 Standard Kit	'94 Optional Kit
Make, type	Keihin, FVKD39	←– –
Idle speed	1 050 ~ 1 150 r/min (rpm)	– – –
Carburetor synchronization vacuum	Less than 2.7 kPa (2 cm Hg) difference between any two carburetors	←– –
Main jet	#165 (Kit standard setting)	#150
	#160, #162, #168, #170	#145, #148, #152, #155
Main air jet	#200	#200
Jet needle:	OBFMM with clip: 5th groove from top	OBFML with clip: 5th groove from top (Kit standard)
Slow jet	#60	←– –
Pilot screw	1.0 turn out	←– –
Slow air jet	1¼ turn out (Air screw)	←– –
Starter jet	#52	←– –
Service fuel level	5.0 mm below the mark	←– –
Float height	13.0 mm	←– –

○ An optional throttle valve is available as an optional parts, see page 46 for installation.

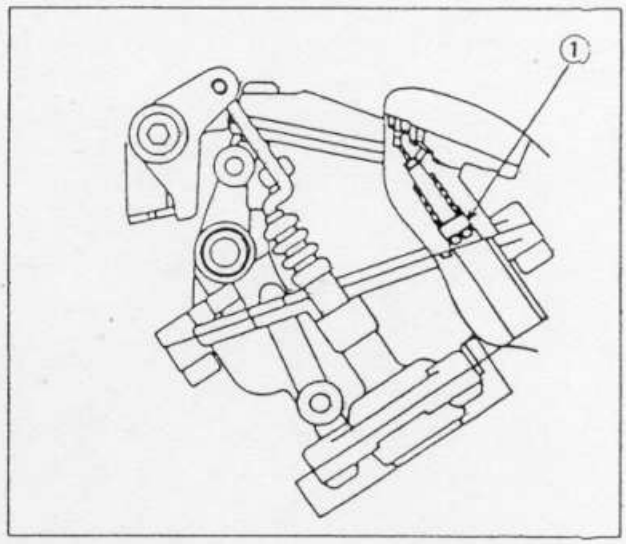
Idle Speed Adjustment

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

  Turn Clockwise : increase engine r/min (rpm)

  Turn Counterclockwise :

  decrease engine r/min (rpm)



1. Pilot Screw

Adjustment of Idle Fuel/Air Mixture Ratio

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

  Turn Clockwise : lean mixture

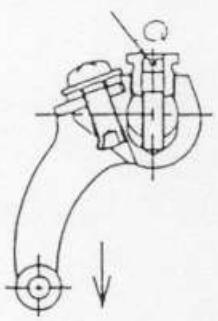
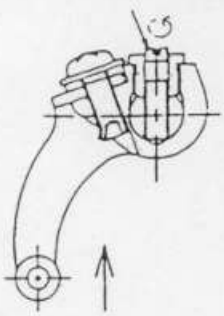
  Turn Counterclockwise : rich mixture

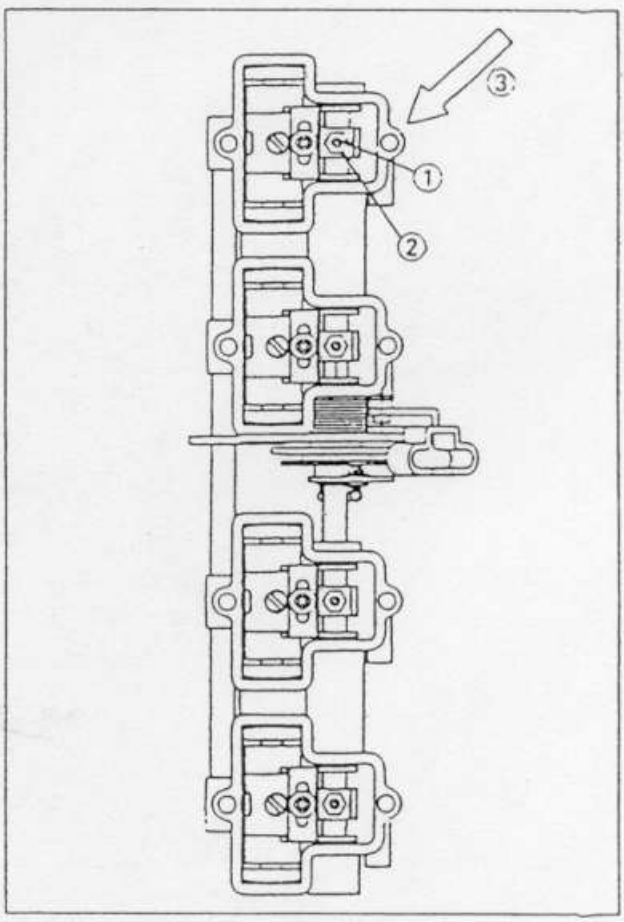
A proper fuel/air mixture ratio can be obtained by using CO meter.

Initial Synchronization

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

Function

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



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

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

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

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

Procedure

(1) #4 Master Carburetor

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

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

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

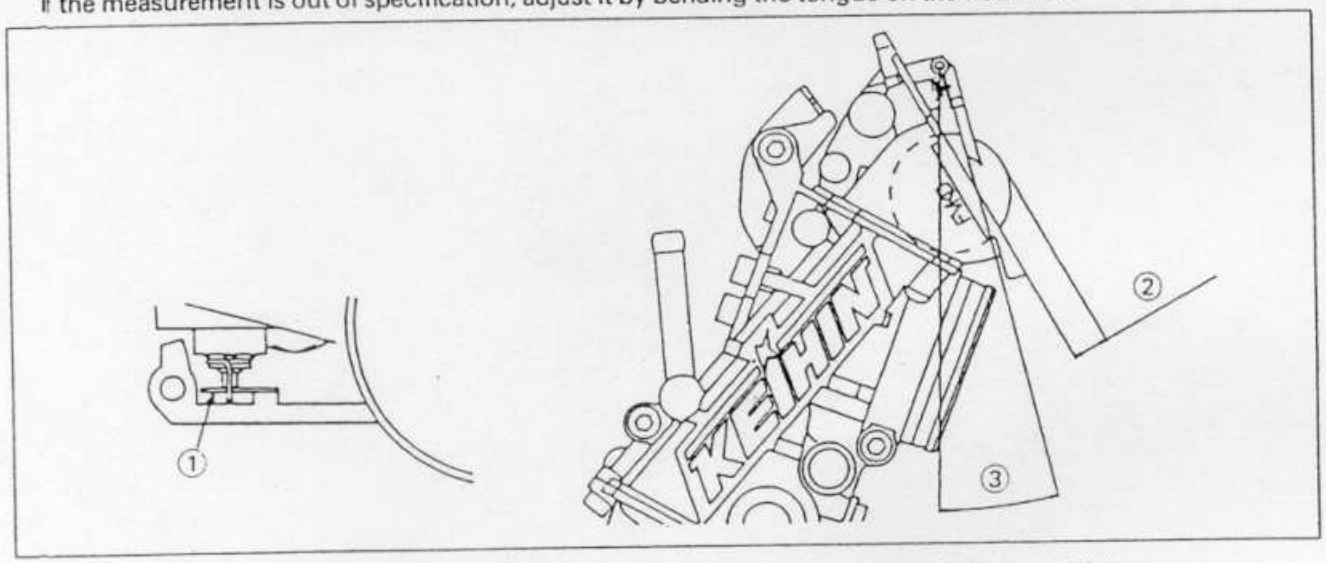
Adjust the idle speed with the synchronization screw on each carburetor.

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

Float Height

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

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



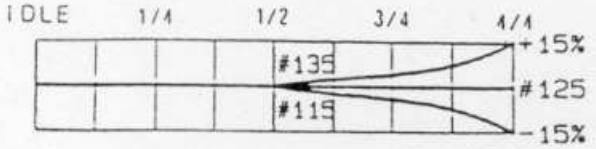
1. Tongue
2. Float Height
3. Approx. 15 degrees

Working Range of Each Carburetor Component

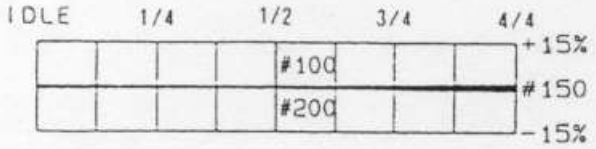
Carburetor setting changes are made by changing or adjusting the following carburetor components.

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

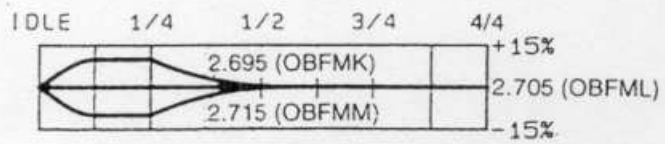
(1) Main Jet



(2) Main Air Jet



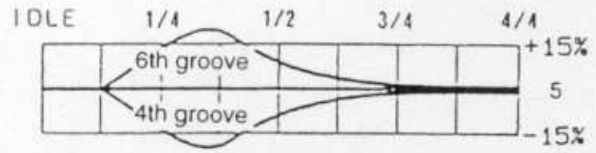
(3) Jet Needle (Straight Section)



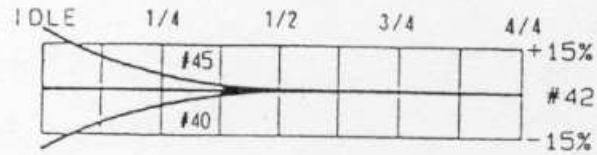
<Jet Needle>

Jet Needle	Straight Section Diameter (mm)	Taper
OBFMK	2.695	1°15′
OBFML	2.705	1°15′
OBFMM	2.715	1°15′

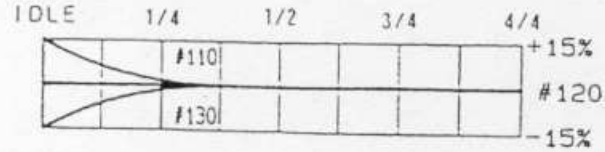
(4) Jet Needle (with groove)



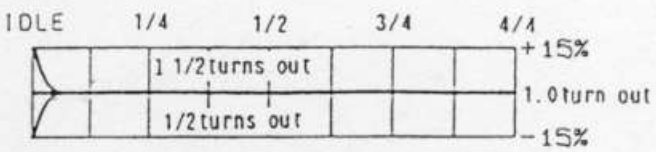
(5) Slow Jet



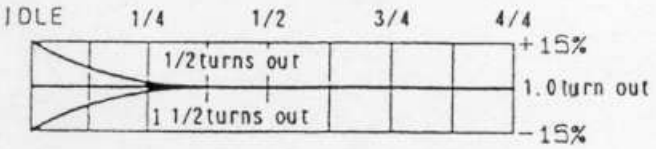
(6) Slow Air Jet



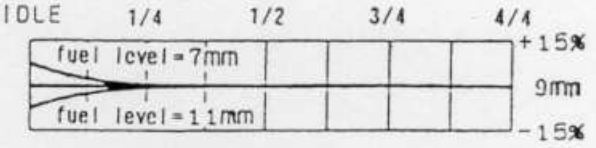
(7) Pilot Screw



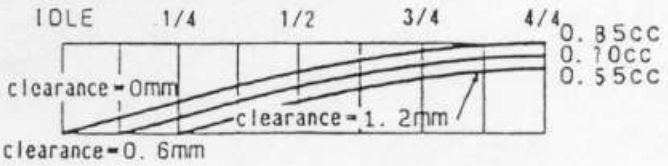
(8) Air Screw



(9) Fuel Level



(10) Accelerator Pump Output Timing



Carburetor Setting

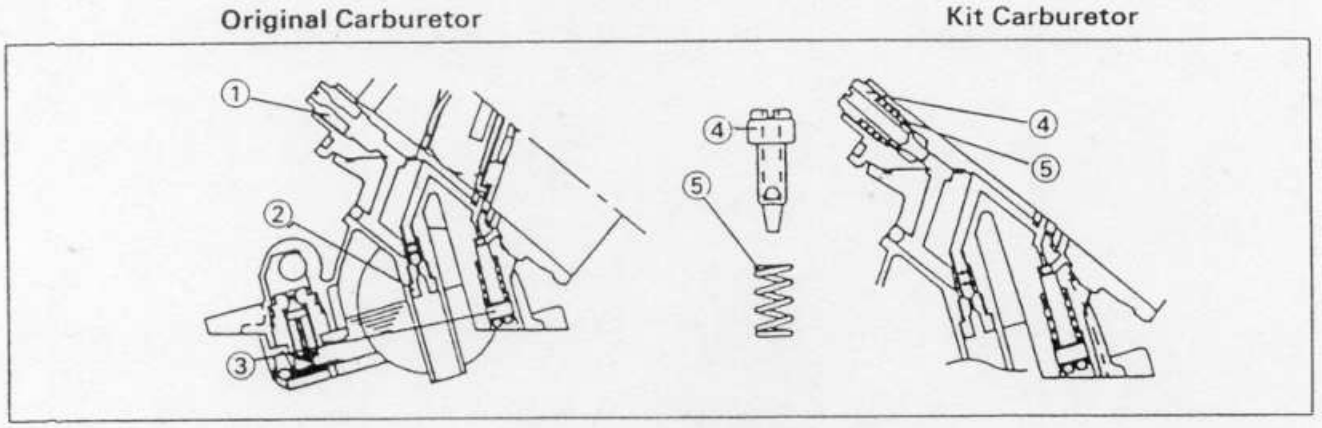
On racing engines #1 and 4 cylinders tend to be supplied with richer fuel/air mixture than #2 and 3. If carburetion cannot be balanced well by normal setting procedures, lean the mixture for #1 and 4 cylinders as follows:

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

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Pilot System Setting Parts

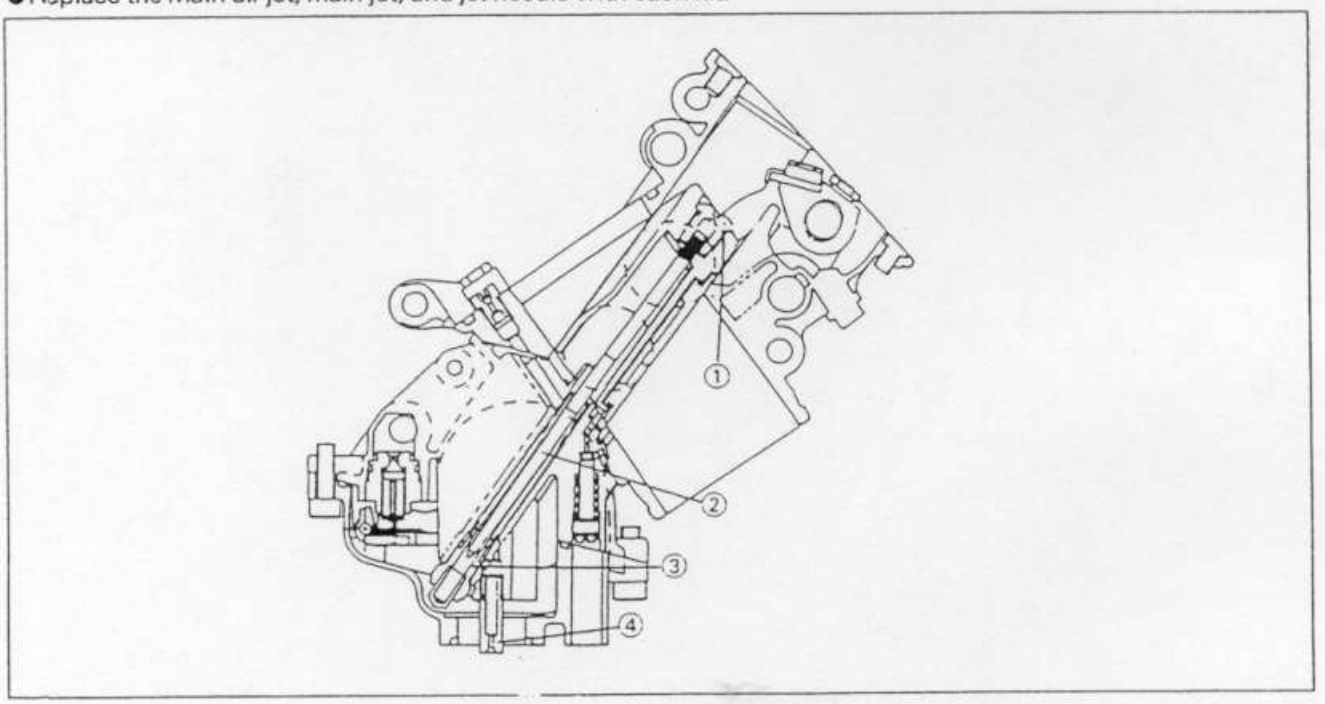
- Replace the slow jet with the kit.
- Replace the slow air jet with the kit air screw and spring.



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

Main System Setting Parts

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



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

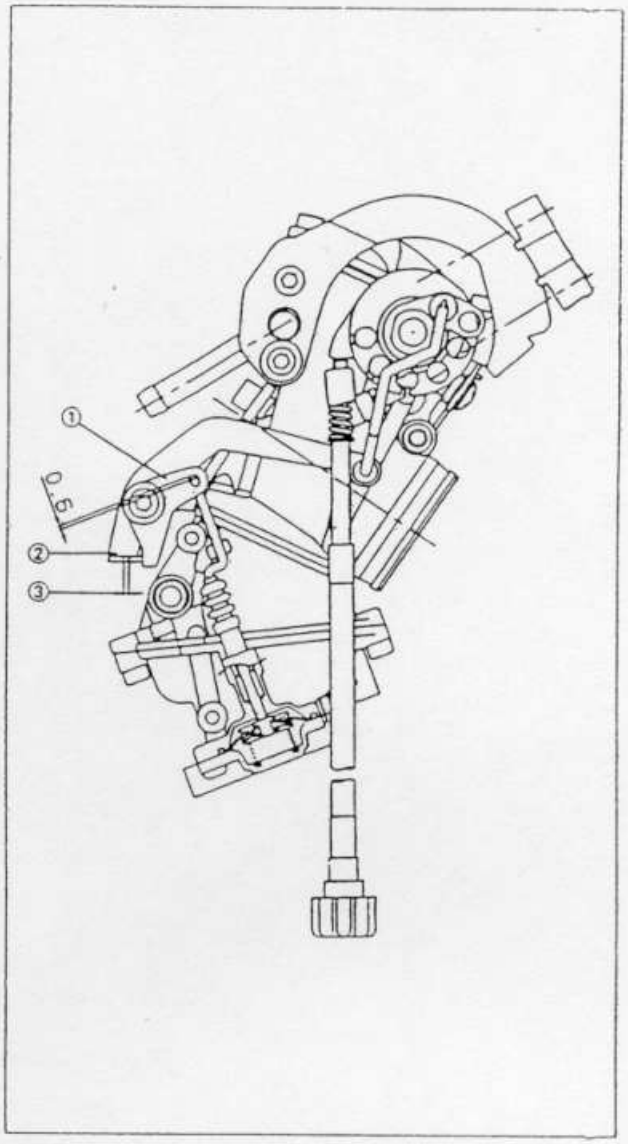
Accelerator Pump Adjustment

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

The link lever standard clearance is 0.6 mm.

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

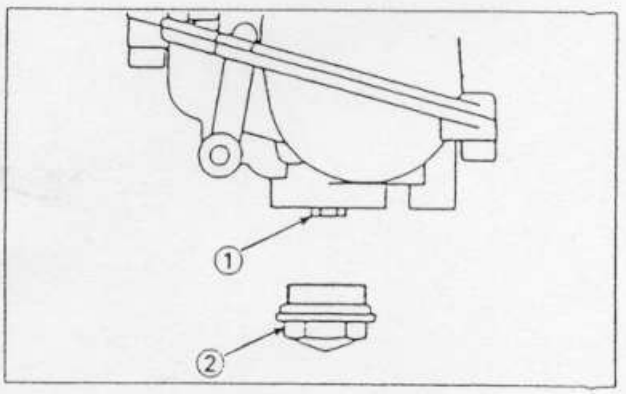
The clearance can be changed by spreading or squeezing the opening in the link lever B.



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

Main Jet (MJ) Replacement

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



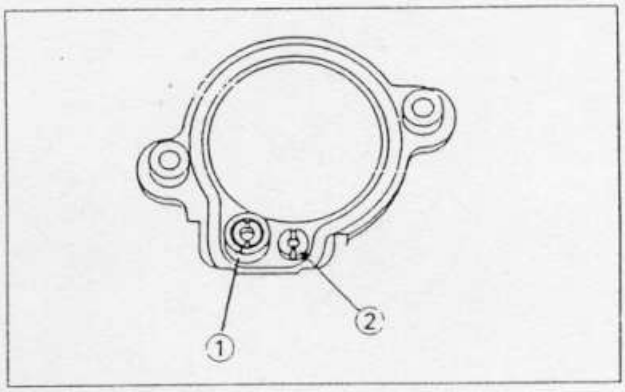
1. Main Jet
2. Holding Bolt

Jet Needle (JN)

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

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

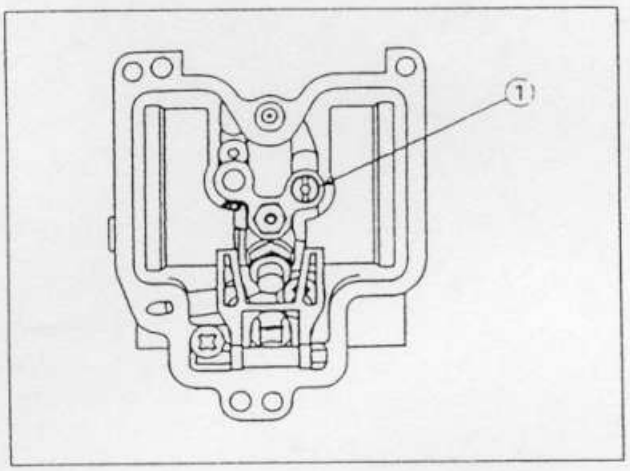
These are installed in front part of the carburetor intake port. Be careful not to mistake the main air jet for the slow air jet.



1. Slow Air Jet 2. Main Air Jet

Slow Jet (SJ)

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



1. Slow Jet

Air Cleaner Housing (SB):

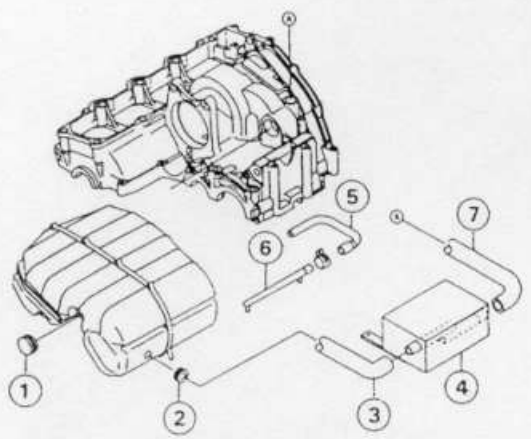
1) '94 Standard Kit

This kit consists of the '94 original air cleaner housing and racing kit parts.

- Use the carburetor setting parts of 99997-1072.
- The air cleaner element is not necessary but the cap (11012-1828) must be in place.
- Remove tubes attached to left and right sides of the air cleaner housing, then plug the holes where the tubes were attached with the following plugs.

  Left Side Hole: Plug a hole with a kit plug (92066-1321).

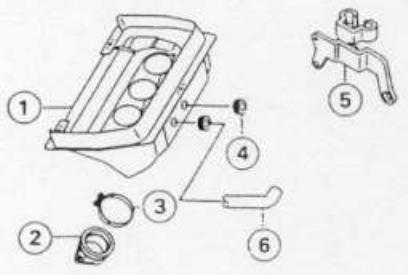
  Right Side Hole: Insert one end of tube (92059-1674) into this hole and then connect the other end to the carburetor air vent pipe.
- Connect one end of the tube (92190-1472) to one of the oil catch tank output pipes and insert the other end into the air cleaner housing hole (with grommet : 92071-1028) located at carburetor side as shown.



1. Plug: 92066-1321
2. Grommet: 92071-1028
3. Tube: 92190-1472
4. Oil Catch Tank: 52001-1090
5. Tube: 92059-1674
6. Carburetor Air Vent Pipe
7. Leaded from engine breather

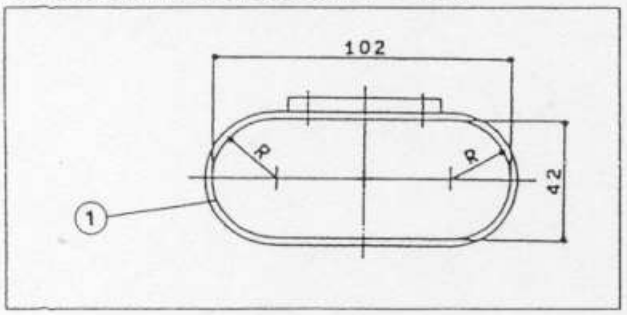
2) '94 Optional Kit

- A light weight optional air cleaner housing (Ram Air Box) formed by FPR (Fiberglass Reinforced Plastic) is also available, this also increases engine performance. Use the following together and carburetor setting parts of 99997-1073.

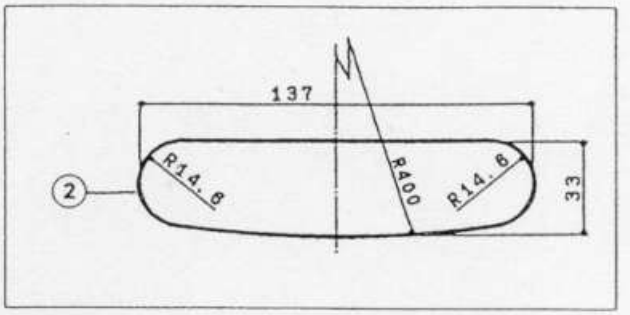


1. Lower Housing: 11011-1440
2. Carburetor Holder: 16065-1290
3. Clamp: 92170-1403
4. Damper: 92075-294
5. Throttle Cable Stay: 35011-1661
6. Tube: 92190-1472

The optional air intake duct (14073-1609), added to the original one, allows more air into the carburetor increasing engine performance. The optional air intake duct being installed above the radiator, the total sectional area of the air inlet passage becomes almost twice as large as that on the stock model; 8,005 mm² falling within the regulation limit of 8,000 mm² + 10%.



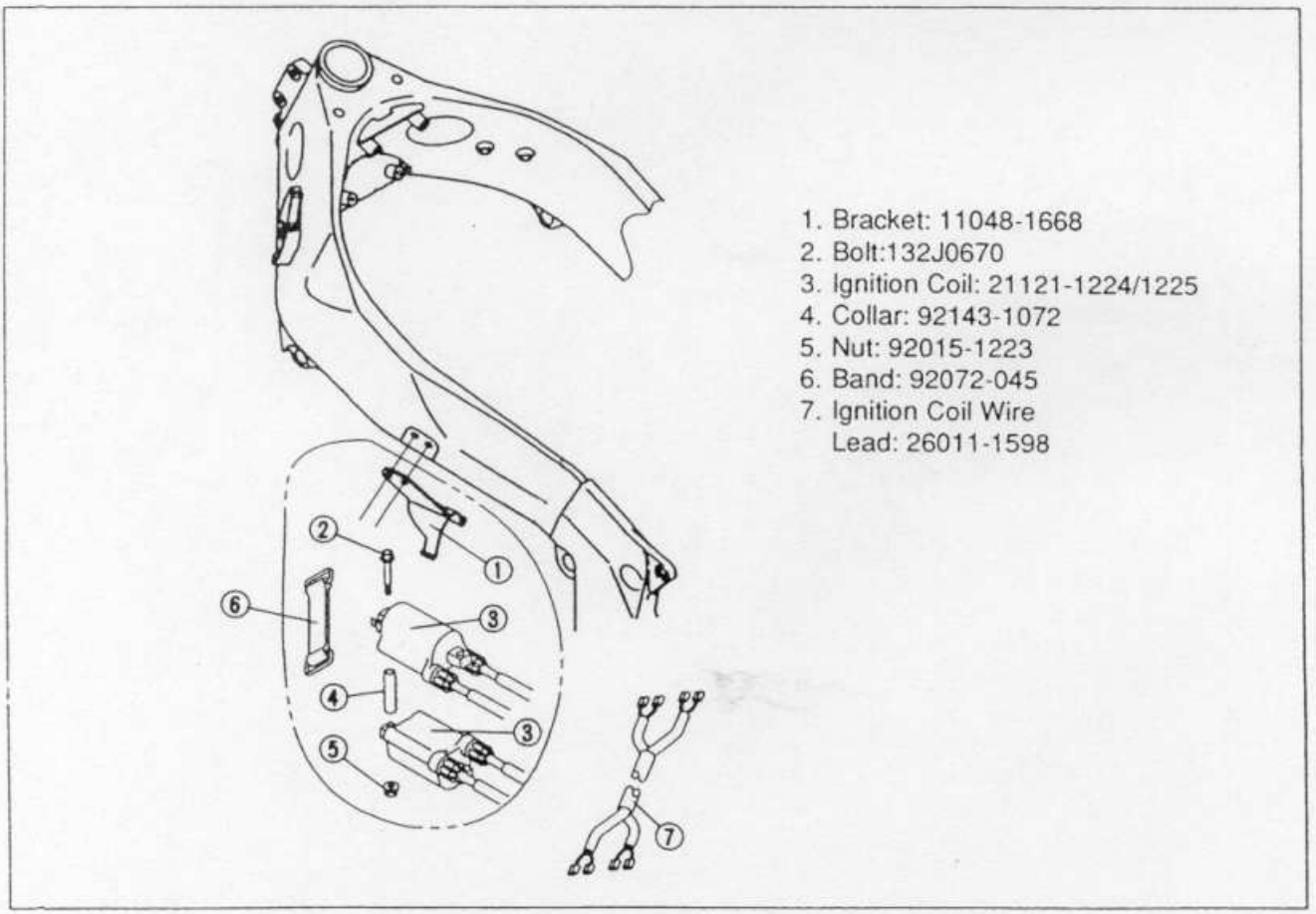
1. Sectional area of the original duct in the main frame



2. Minimum sectional area of the optional duct

- The design of the air cleaner housing (Ram Air Box) has partially been changed to improve engine performance and sealing efficiency.
- Install the optional air intake duct (14073-1609) as follows:

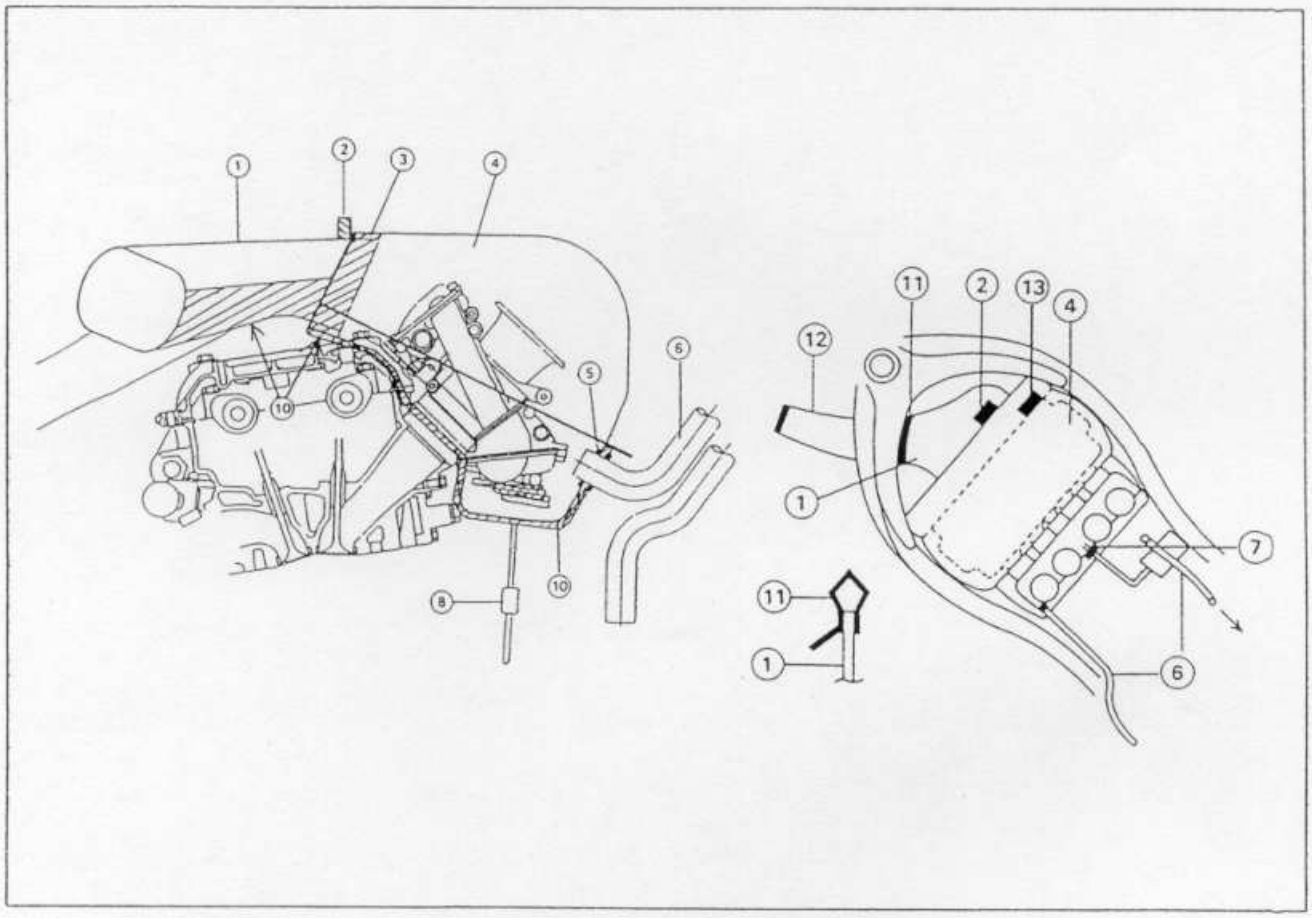
1. Put the optional ignition coils (21121-1224/1225) set with the optional band (92072-045) in the optional bracket (11048-1668) with a suitable piece of foam rubber placed in it, then install the bracket on the left side of the main frame with fairing stay mounting screws as shown.



2. Remove the original ignition coil bracket.
3. When the original radiator is used, the optional duct cannot be installed even if the ignition coils are moved. So lower the radiator mounting position by about 30 mm.
4. When using the optional ram air box, use the optional fuel tank (51001-1386) or modify the shape of the standard fuel tank bottom to match the ram air box.

Installation

- ● Install the air cleaner lower housing onto the carburetor holders pushing it all the way.
- ○ For heat prevention, attaching a heatshield to the bottom plate of the air cleaner lower housing is recommended.
- ○ Install the standard drain hose and transparent reservoir on the lower housing.
- ● Cut the trim (11) to match with the smaller end of the air duct (1) and install it there.
- ● Connect the air cleaner housing and the hole in the front left side of the frame with the air duct.
- ● Route the throttle cable through the grommet (13).
- ● Drill a hole in the air cleaner lower housing to route the fuel hose (9) in it, and place a damper rubber (7) on the hole.
- ● Place a grommet (5) at the rear left part of the air cleaner housing and route the breather tube from the oil catch tank in the grommet.
- ● Inspect the condition of the fuel hose before racing.



1. Air Duct: 14073-1609
2. Attach a small piece of rubber for positioning the air duct.
3. Wind heatshield around air duct.
4. Air Cleaner Housing (Ram Air Box)
5. Grommet: 92071-1028
6. Tube: 92190-1472
7. Damper: 92075-294
8. Breather
9. Fuel Hose
10. Attach heatshield to these area.
11. Trim: 53044-1204
12. Air Duct: 14073-1584
13. Grommet: 92071-1217

Engine Parts Installation

Cylinder Head:

Modify the cylinder head according to the piston type.

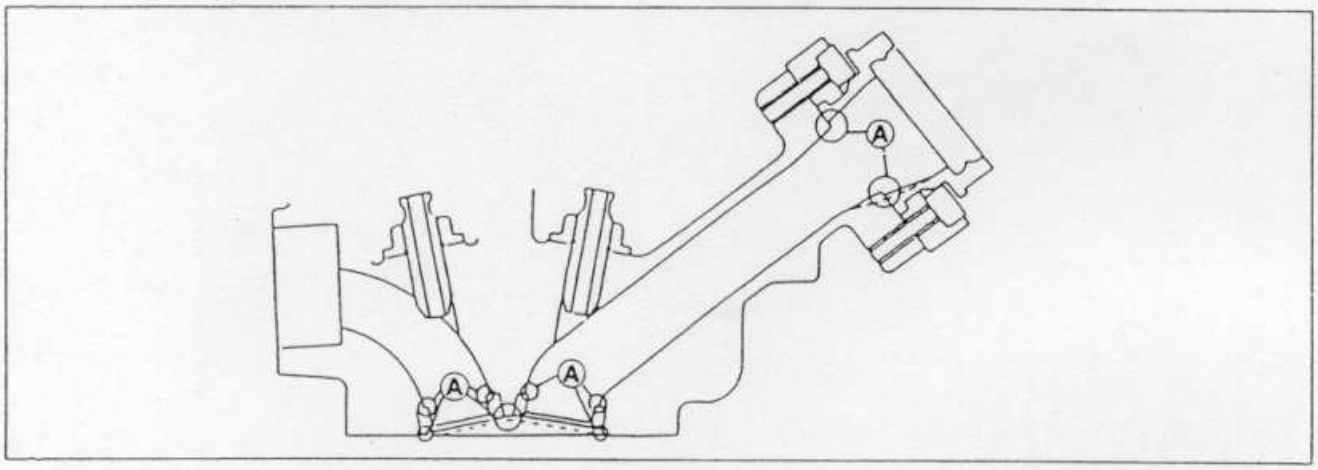
1) When the piston is standard kit.

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

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

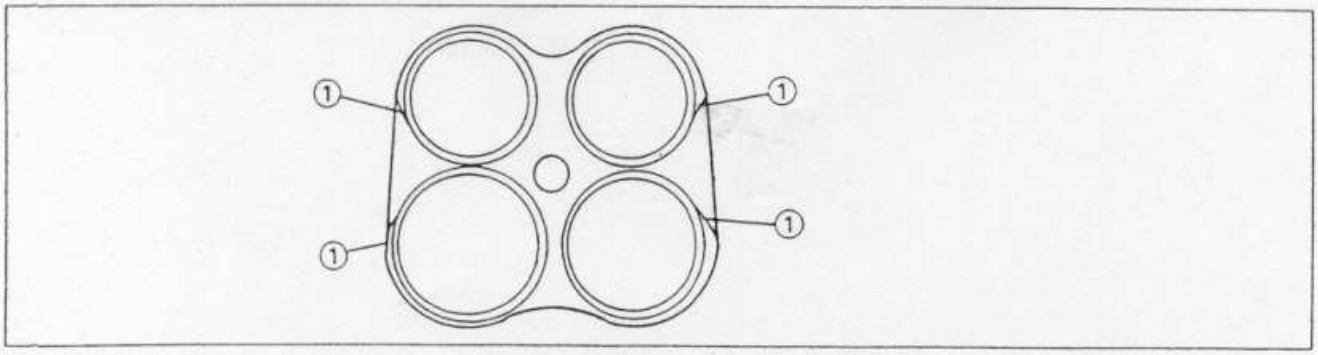
NOTE

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



A : Stepped Portions
– – – : Combustion Chamber Dome

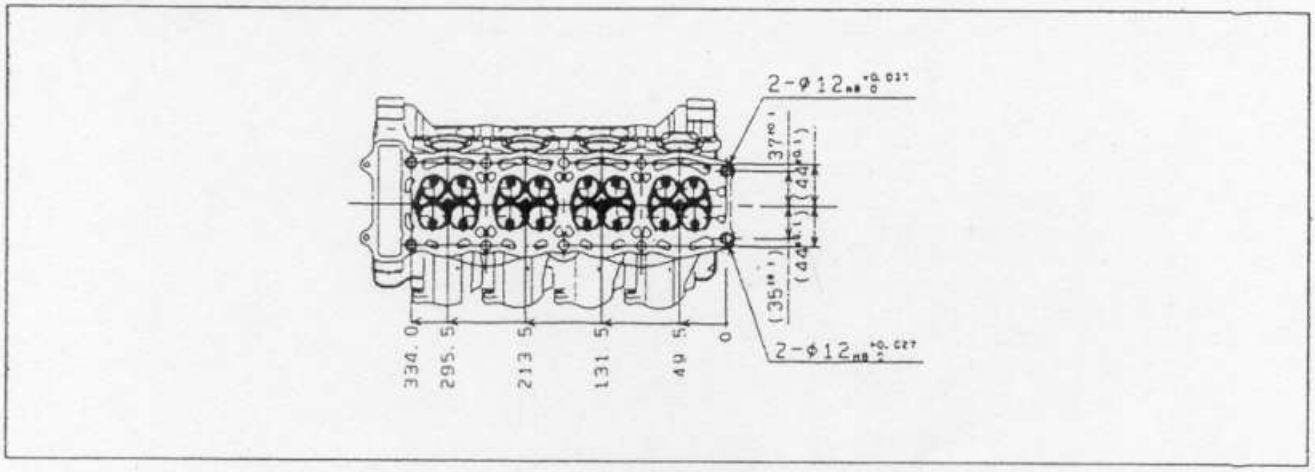
- The combustion chambers are modified by cutting work but the edges shown must be hand finished for smooth corners (Round them to about R1.)



1. Edges (4)

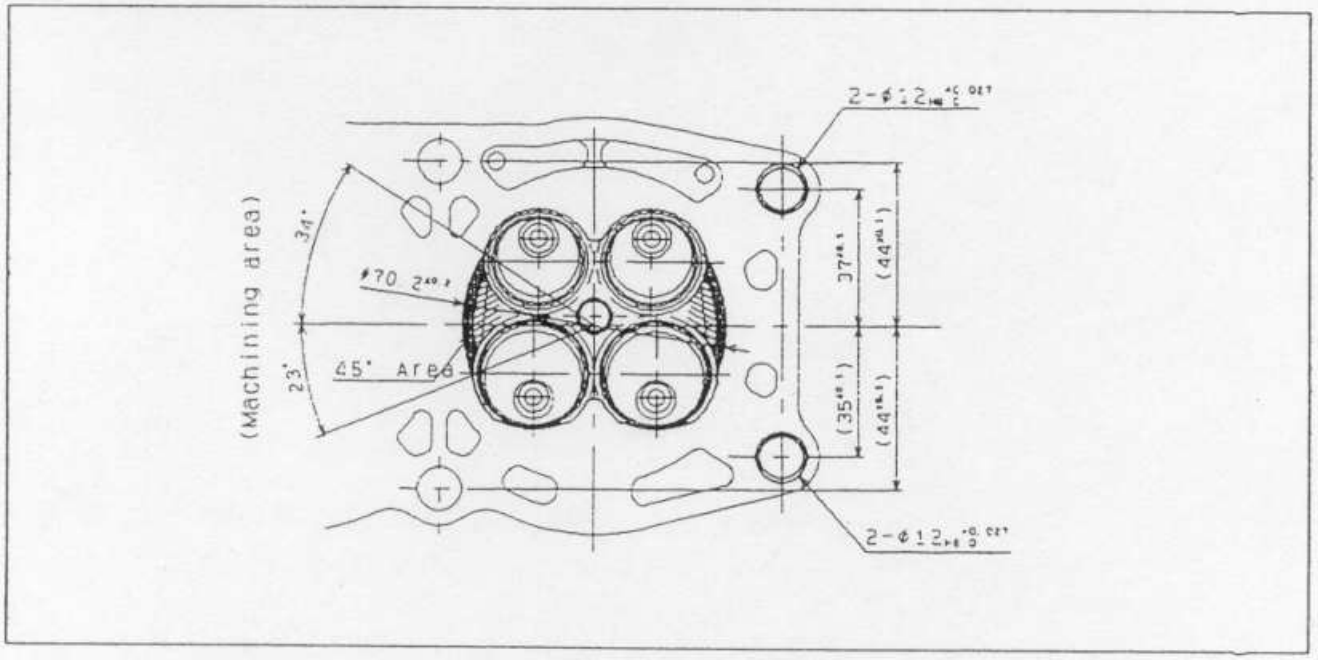
2) When the piston is optional type.
The cylinder head must be modified as shown.

Cylinder Head Dimension



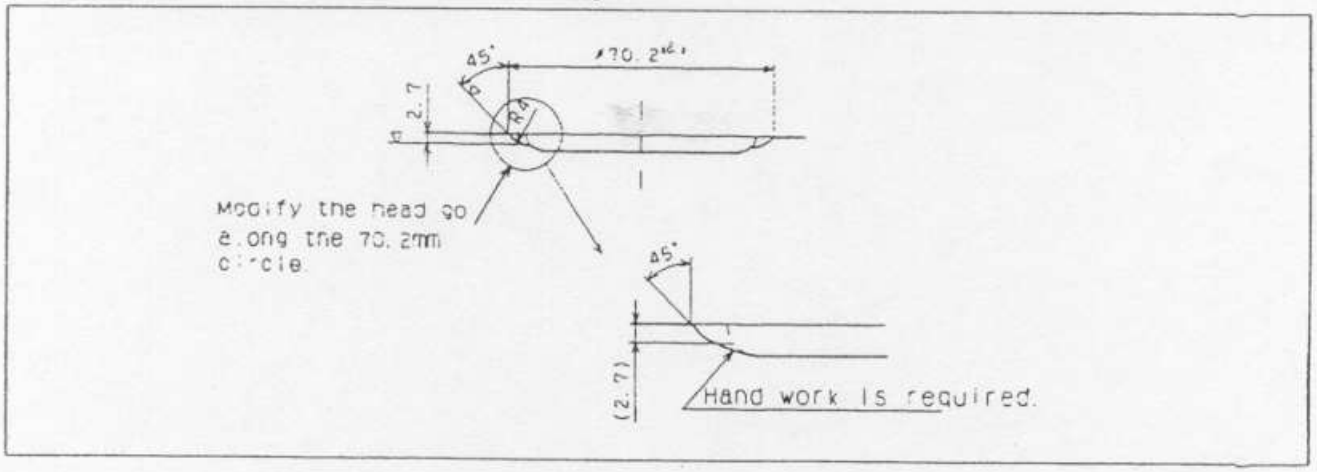
Grind shaded area

Enlarge the chamber to 70.2 mm in diameter.
Do not grind valve seat area.



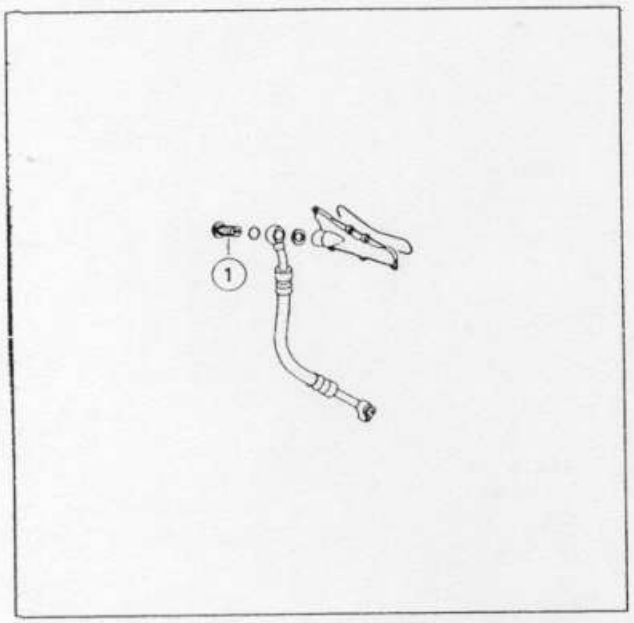
Details of shaded area

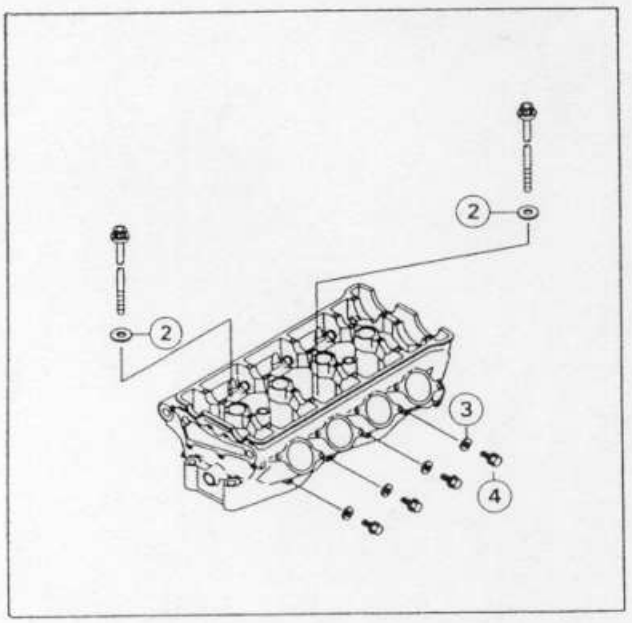
The 70.2 mm circle part must be formed in 45 degrees.



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- Replace the oil pipe banjo bolt with the kit (92150-1700) for reducing oil flow rate to the cylinder head.
- Replace 8 pcs of washers for the cylinder head bolts with the kit (92200-1182) which have protrusions on the surfaces.
- Remove the vacuum pipes on the cylinder head and plug the holes with kit bolts (132G0612) and washers (92022-304).

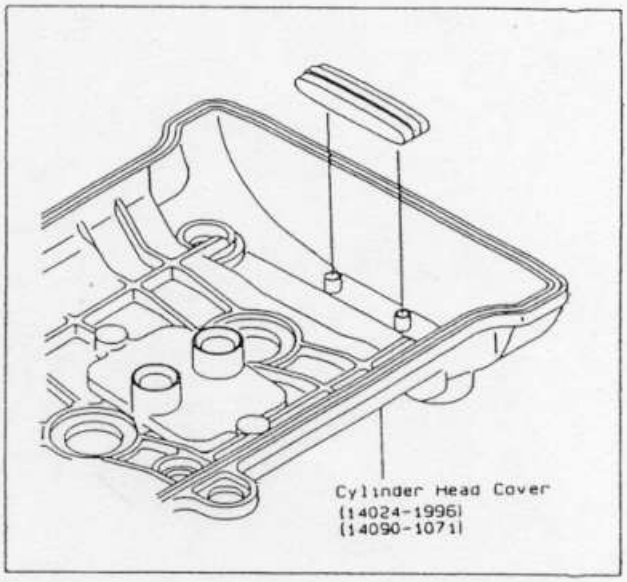




1. Banjo Bolt: 92150-1700
2. Washer: 92200-1182
3. Washer: 92022-304
4. Bolt: 132G0612

Cylinder Head Cover:

Install the standard camshaft chain guide.



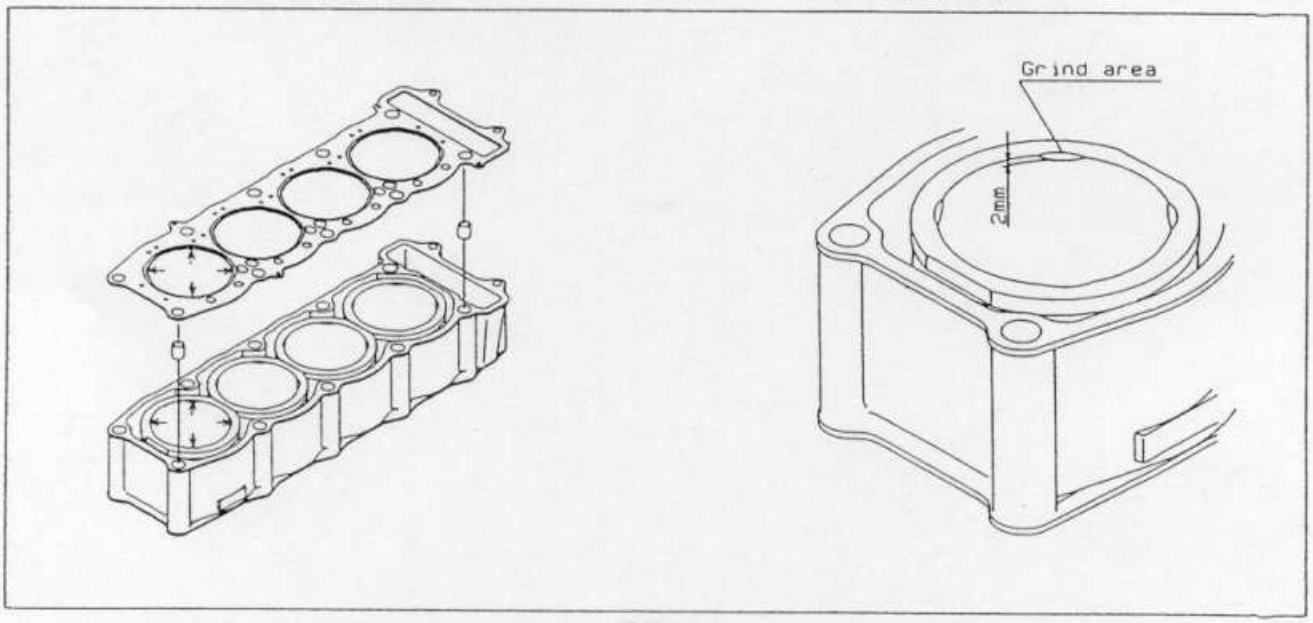
Cylinder:

Reshape top of the cylinder bore in order to have the same bore shape as the head gasket as shown.

- Put the cylinder head gasket on the cylinder surface and mark-off the shape at the four recessed portions in each bore, then grind the marked-off areas as shown.

Mark-off gasket shape

Grind four areas



Valves:

Replace the valves with the kit parts.

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

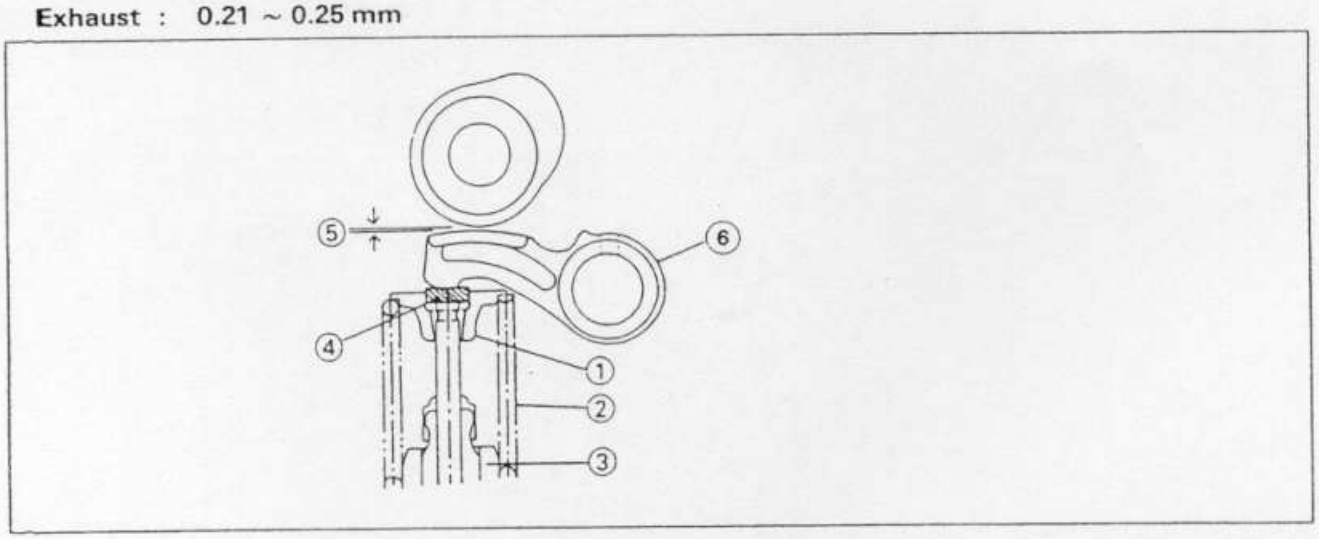
- Changed valve head angle to reduce weight.
- Flattened valve head surface to increase compression ratio. This valve matches the shape of the combustion chamber well.
- Material of the exhaust valves for the '94 model has been changed to enhance durability.

Replace the valve spring, spring seat, and spring retainer with the kit parts.

- The spring is a single spring. Install the spring so that the closed coil end is facing toward the valve seat downwards.
- The retainer is an aluminum forging. This reduces the inertial mass of the valve train .
- A rocker arm is added in the optional part kit for the '94 model. Its end is machined to reduce the inertial mass.
- Check the valve clearance using the thickness gauge. If the clearance is out of the limit, change the shim and adjust it. (Measure the clearance when the engine is cool.)
- Measure the clearance when the cam lobe top is opposite the rocker arm.
- To prevent engine trouble, adjust the valve clearance within the specified value. However you can get best performance when the intake is 0.21 mm and exhaust is 0.25 mm.

Valve Clearance

Intake : 0.16 ~ 0.21mm
Exhaust : 0.21 ~ 0.25 mm

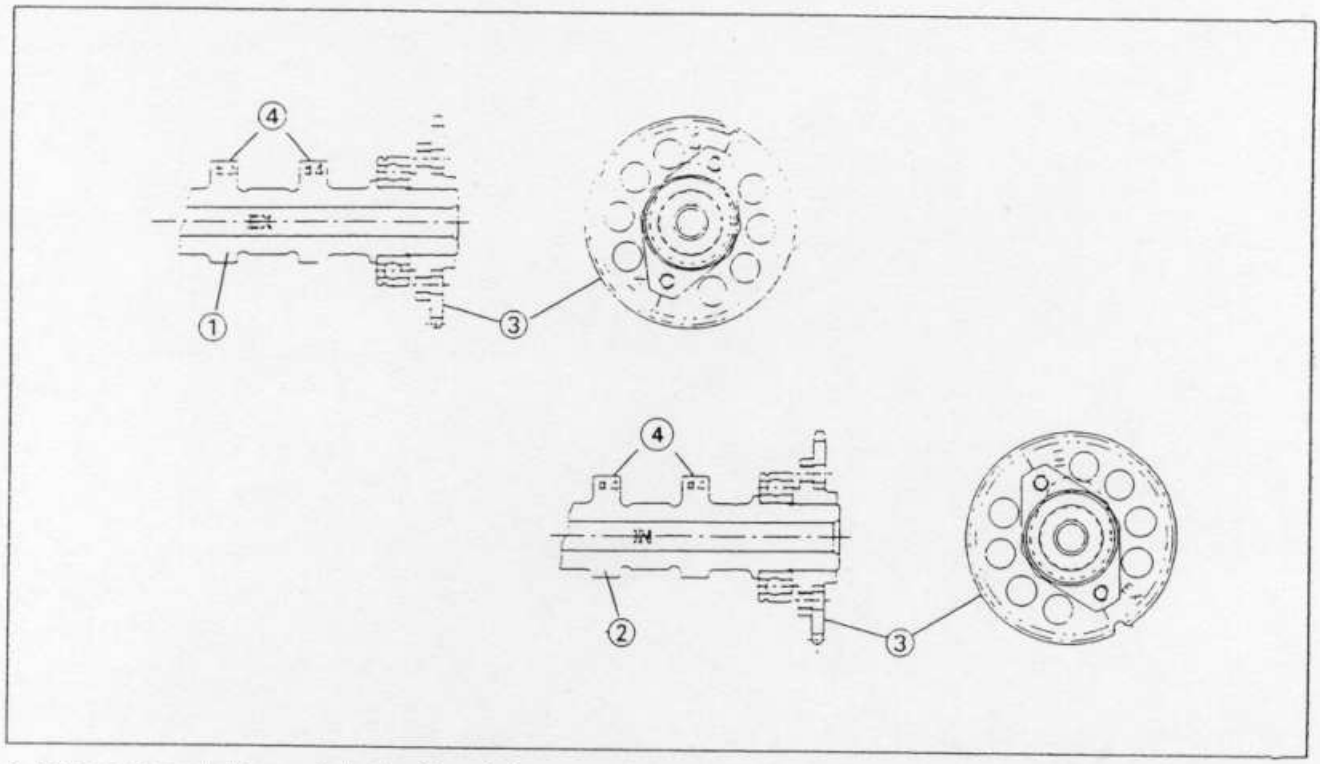


1. Spring Retainer: 12009-1071
2. Spring: 49078-1118
3. Spring Seat: 16007-1165
4. Shim (STD part)
5. Clearance
6. Rocker Arm (Option): 12016-1088

Camshaft:

- The kit camshaft has higher valve lift and longer valve timing than the original one.
- A high speed type intake camshaft (49118-1124) is added in the optional part kit for the '94 model.
  Standard Kit : 292°/9.4
  Optional Kit : 296°/9.7
- Replace the camshaft sprocket for the kit parts. The intake camshaft sprocket is the same as the exhaust camshaft sprocket. It has long holes and is bolted on the camshaft so as to be able to adjust the valve timing.
- Install the camshaft as follows.

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



1. Exhaust Camshaft 2. Intake Camshaft 3. Sprocket 4. No. 4 Cam

Cam Chain:

A cam chain (92057-1391) is added in the standard kit for the '94 model. Material and heat treatment have been changed to enhance durability.

Piston:

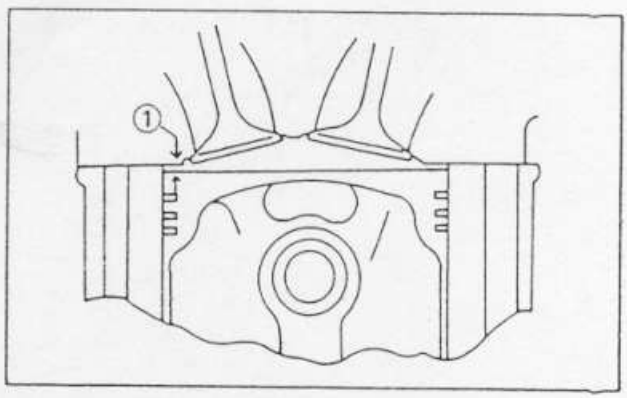
1) Standard Kit Piston (13001-1387)

- ● The shape of the piston head is changed to set the compression ratio 13.2.
- ○ The high compression ratio causes engine knocking. Use the high octane number gasoline (racing gasoline; ex. Shell AV-100 etc.) for preventing engine knocking.
- ● Use the original piston rings and piston pins.
- ○ For super bike racing operating without the second rings reduces mechanical loss resulting in increase in performance.
- ○ For enduro racing leave the second rings installed on the pistons since it reduces oil consumption.
- ● When replacing for the kit piston, inspect the piston squish.
- ○ Position the piston at Top Dead Center, and put a small piece of modeling clay on the shoulder of the piston. Install the cylinder head gasket and cylinder head, and tighten the head bolts to the specified torque.
- ○ Remove the cylinder head and measure the thickness of the clay. The thickness of the collapsed clay is the size of the squish.

Squish Measurement

0.65 ~ 0.85 mm

- ○ The most preferable squish measurement is 0.65 mm.
- ○ If the squish is less than 0.65 mm, replace the head gasket with P/No. 11004-1243, ID mark "70" and measure the squish again. If the squish is still under the specification, smooth the piston shoulder.
- ○ If the squish is more than 0.85 mm, replace the head gasket with P/No. 11004-1242, ID mark "60" and measure the squish again. If the squish is still over 0.85 mm, smooth the cylinder top surface.



1. Squish

NOTE

o The head gaskets differ each other by the thickness of the inner spacer (the middle one of the three spacers). This inner spacer is a flat plate. Remove the rivets from the gasket and check the inner spacer if it is deformed. If it is not deformed (leaves flat), it can be reused with the upper and lower plates of the other gasket that is not used.

2) Optional Piston (13001-1394)

for reducing mechanical friction and piston weight, the optional piston has the following features.

- An aluminum forging piston is used.
- Compression height (between piston pin hole center and piston shoulder) is short.
- Cylinder compression is higher than with the standard piston (13.2 to 13.5).

NOTE

o When using the optional piston, take care of the following:
o The optional piston must be used together with an optional connecting rod assembly (13251-1104).
o The combustion chamber in the cylinder head must be modified (see pg. 20).
o An optional piston ring set (13008-1154) must be used (Top Piston Ring is the same as the original one).
o The edges of the indentations on the piston crown for the valve heads must be smoothly polished (round to about R1).

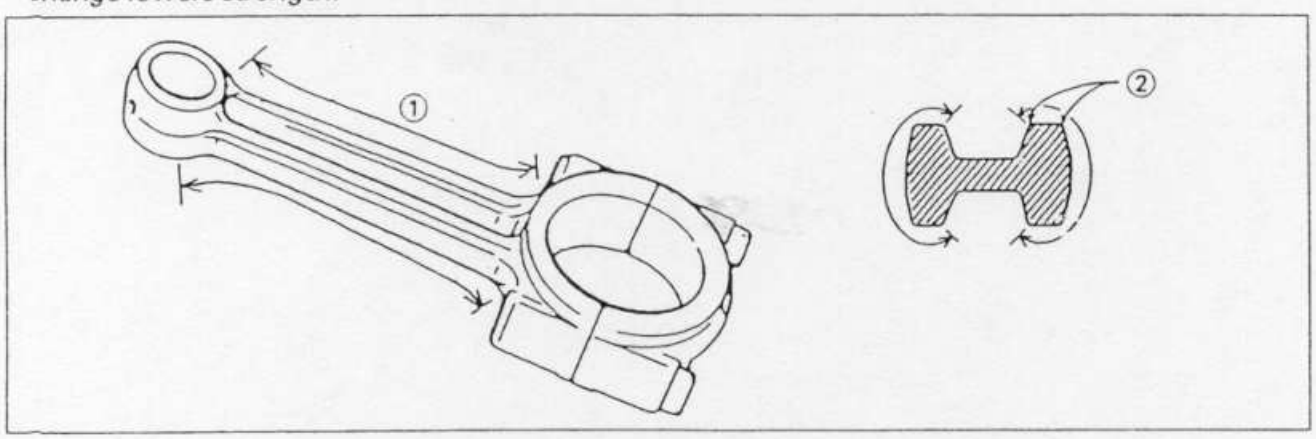
Connecting Rod:

To increase durability, further decrease the inertial mass and keep balance between each cylinder, modify the connecting rod as follows.

- When removing the connecting rod from the crankshaft, write the number of the cylinder on it, and keep it with the metal and connecting rod cap.
- The connecting rod body and its cap are machined together at the factory in the assembled state, so they must be replaced as a set.
- The connecting rod weight marks on both the body and cap should be located on the same side.
- Using an oil stone (about #120), grind the connecting rod side faces for smooth surfaces.

NOTE

o Grind a little at a time so that temperature doesn't rise. Such excessive grinding as makes color change lowers strength.



1. Polishing Direction and Area (Move the oil stone in this direction)
2. Chamfer Edges

- Grind the connecting rods so that the difference of each connecting rod's weight is within 4 g.

● Polish the connecting rod side faces and bosses a buffing machine or oil stone (about #200 ~ #300).

NOTE

○ *Never grind or polish the connecting rod deeply since this lowers the connecting rod strength.*

Connecting Rod Big End Clearance

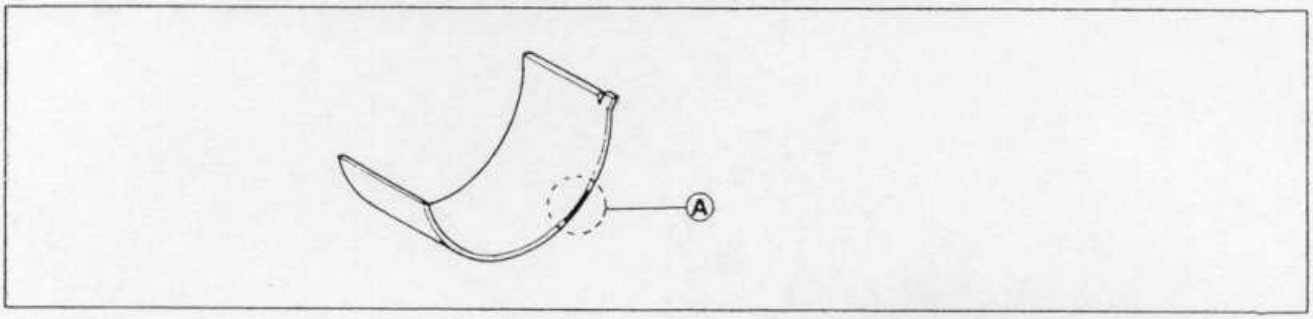
Make the big end clearance larger than the standard specification. Larger clearance will reduce mechanical loss and will improve engine performance.

● Measure the clearance using a plastigauge.

Connecting Rod Big End Clearance

Original Machine:	**38 ~ 65 μ**
Racing Machine:	**50 ~ 70 μ**

● The clearance can be changed by replacing the big end bearing insert as shown.



A. Size Color Mark

Big End Bearing Insert Thickness

P/No.	Size Color Mark	Thickness
92028-1623	Blue	1.485 ~ 1.490 mm
92028-1624	Black	1.480 ~ 1.485 mm
92028-1625	Brown	1.475 ~ 1.480 mm

● In case the thinnest one has been installed on the original machine, use it as it is. Reboring of the big end is not required.

NOTE

○ *Adjust the connecting rod big end clearance within the specified value. If the clearance is larger than the specified value, the oil pressure at the big end decreases causing damage.*

Connecting Rod Bolts/Nuts Tightening (Plastic Region):

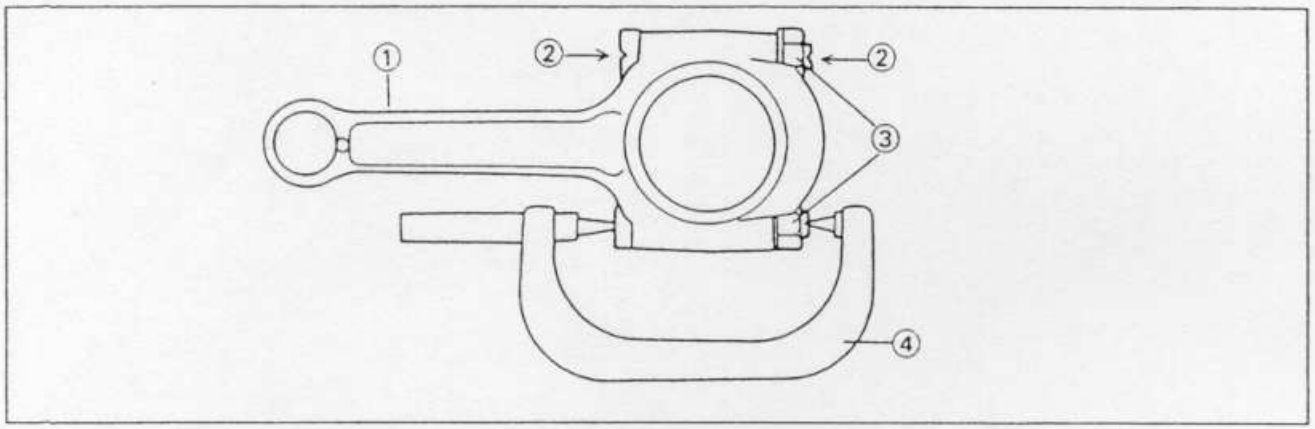
The connecting rod big end is bolted using the "plastic region fastening method."

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

- There are two types of the plastic region fastening. One is a bolt length measurement method and the other is a tightening torque method. Observe one of the following two, but the bolt length measurement method is preferable.
- There are two values of the nut tightening torque as shown, select item according to your bolt conditions.
- Apply a thin coat of a molybdenum disulfide grease to seated surface of the connecting rod bolts and nuts.

(1) Bolt Length Measurement Method

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



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

(2) Tightening Torque Method

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

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

Connecting Rod Tightening Method

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

Connecting Rod Bolt and Nut Useful Time Limit

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

Transmission:

1) Optional gears for original gearing.
The original model has a close ratio transmission so that it can be used in a race.
Besides, you can select the following gears as optional parts.

	Drive (Input)	Output	Gear Ratio	Standard Gear Ratio
4th	13260-1382	13260-1271	1.500 (33/22)	1.409 (31/22)
5th	13260-1269	13260-1362	1.391 (32/23)	1.291 (31/24)
6th	13260-1270	13260-1363	1.291 (31/24)	1.200 (30/25)

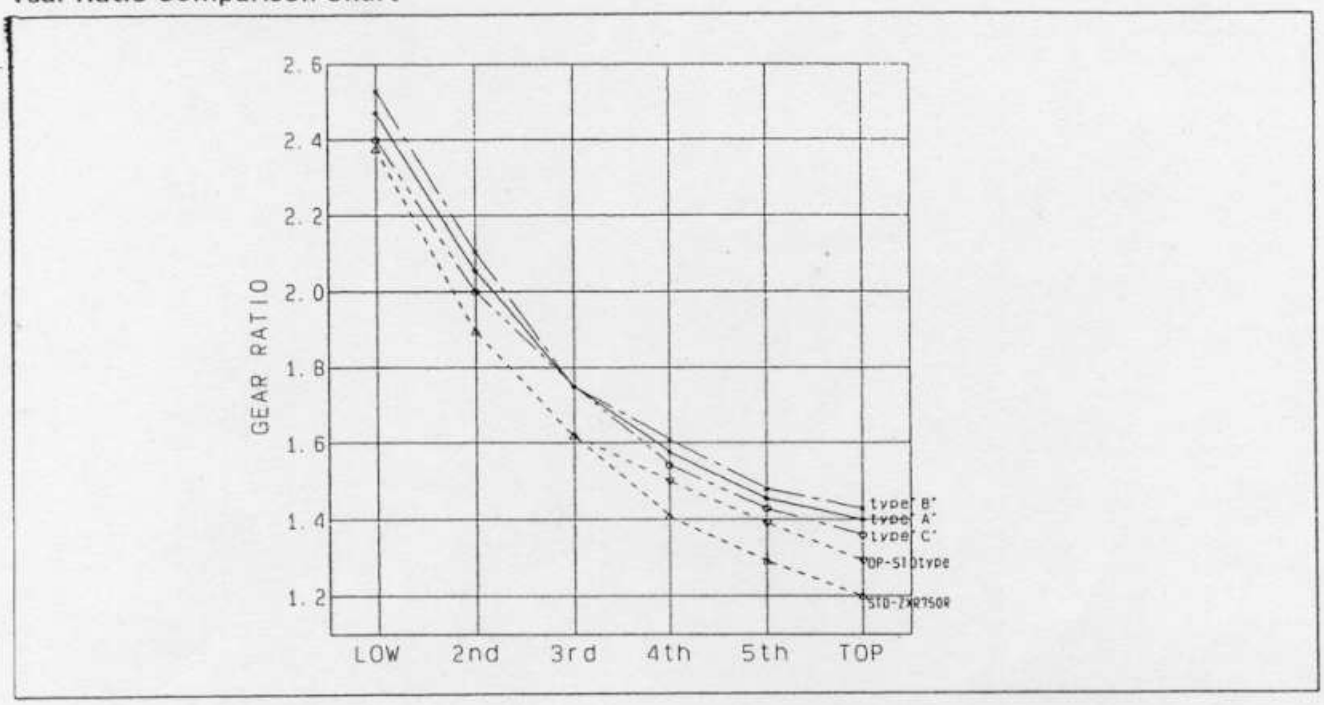
2) Optional Transmission Gear Kit
Three more types of the transmission gear kits are available as optional parts.

Type		A	B	C
Gear Ratios	1st	2.471 (42/17)	2.529 (43/17)	2.400 (48/20)
	2nd	2.056 (37/18)	2.105 (40/19)	2.000 (40/20)
	3rd	1.750 (35/20)	←	←
	4th	1.577 (41/26)	1.609 (37/23)	1.542 (37/24)
	5th	1.455 (32/22)	1.481 (40/27)	1.429 (40/28)
	6th	1.400 (35/25)	1.429 (40/28)	1.360 (34/25)

Features

- Not only the optional transmission gears reduce gears weight, it has almost equal effect to reduce the rear sprocket three teeth by larger gear ratio.
- There are no parts interchangeability between the original transmission gears and the optional ones.
- Use only the optional shift drum, the original one can not be used.
- As to the shift fork, the original one can be used.
- The optional transmission gears are made wider than the original ones to prevent burnt of the gear or wearing but in worst cases this may cause improper transmission engagement, in such a case modify the gear as shown

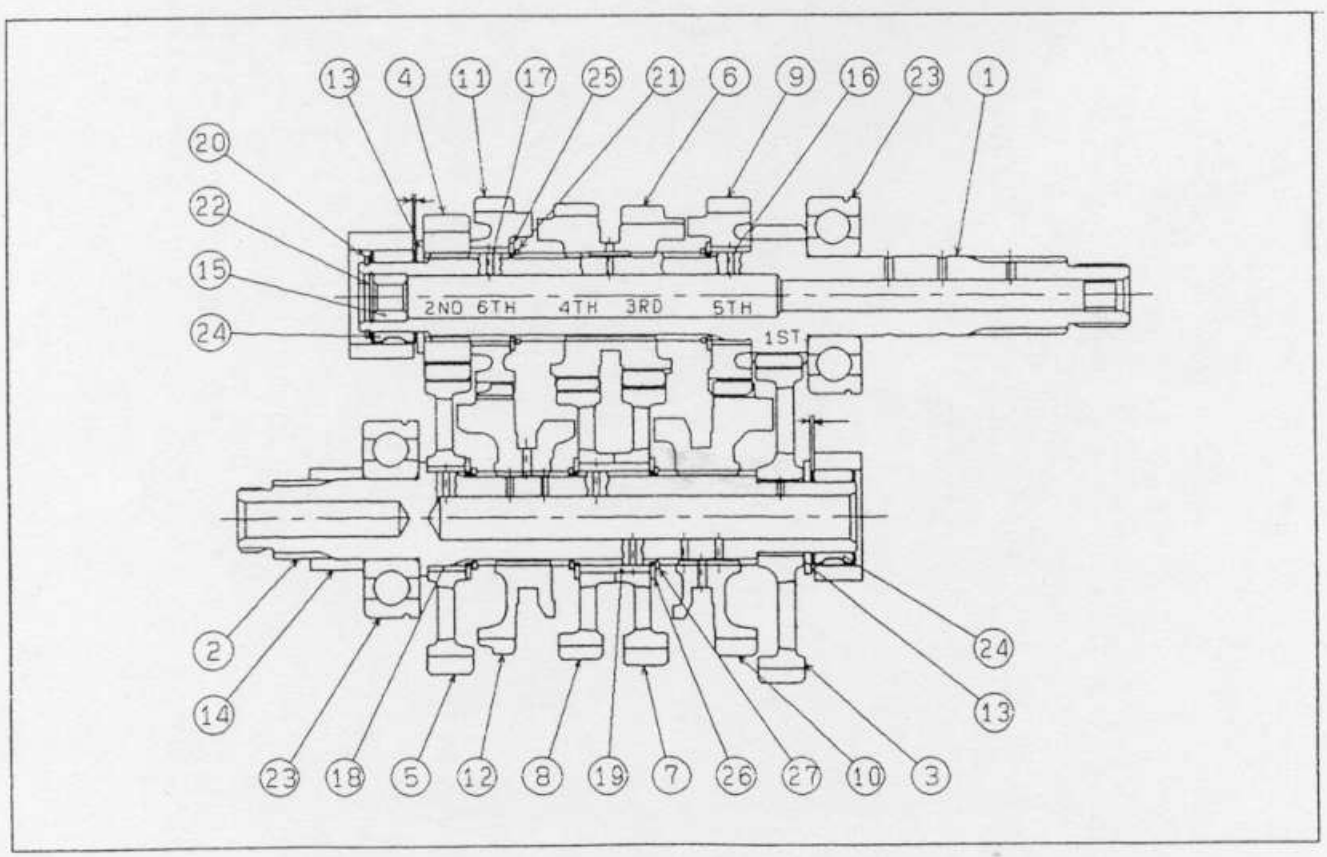
Gear Ratio Comparison Chart



Transmission Gear Engagement Inspection

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

Correct Clearance: 0.3 ~ 0.6 mm



No.	P/NO.	P/Name	Q'ty
1	13127-1224	Shaft(17T)	01
2	13128-1198	Shaft	01
3	13260-1347	Gear(43T)	01
4	13260-1348	Gear(19T)	01
5	13260-1349	Gear(40T)	01
6	13260-1350	Gear(20T.23T)	01
7	13260-1341	Gear(35T)	01
8	13260-1351	Gear(37T)	01
9	13260-1352	Gear(27T)	01
10	13260-1353	Gear(40T)	01
11	13260-1354	Gear(28T)	01
12	13260-1355	Gear(40T)	01
13	92026-1224	Spacer	02
14	92027-1302	Collar	01
15	92028-1704	Bushing	01
16	92028-1705	Bushing	01
17	92028-1706	Bushing	01
18	92028-1707	Bushing	01
19	92028-1708	Bushing	01
20	92033-025	Circlip	01
21	92033-1037	Circlip	02
22	92036-005	Circlip	01
23	92045-1224	Ball Bearing	02
24	92046-031	Needle Bearing	02
25	92200-1183	Washer	02
26	92200-1184	Washer	03
27	480J2900	Circlip	03
28	13239-1190	Shift Drum	01

(Gear Ratio)

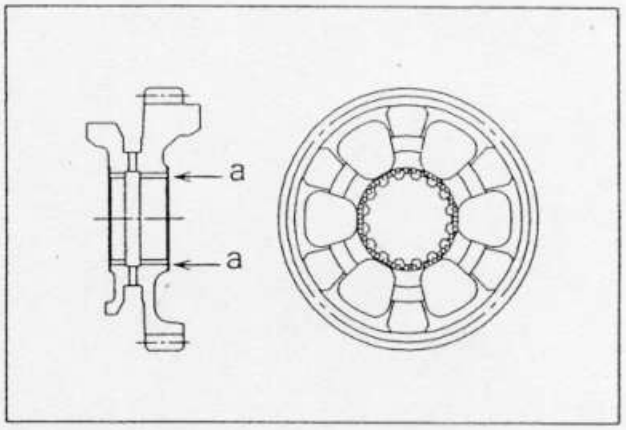
1ST	2.529
2ND	2.105
3RD	1.750
4TH	1.609
5TH	1.481
6TH	1.429

- If the clearance is incorrect, replace the spacer with one of three replacement spacers and inspect the clearance again.

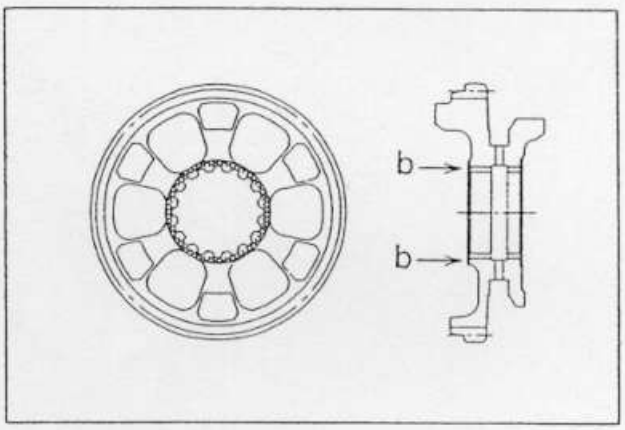
Replacement Spacer Thickness : 92026-1244 2.1 mm
92026-1225 2.4 mm
92026-1226 1.8 mm

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

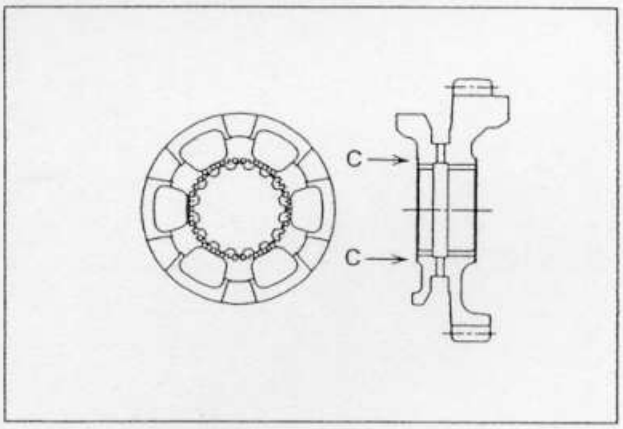
(1) Neutral to 1st gear shift is wrong. Grind one side(a) of boss of output shaft 5th gear by 0.3 mm to narrow the output shaft 5th gear and inspect the shift condition again. If the shift is still wrong, grind the boss more until correct movement is obtained.



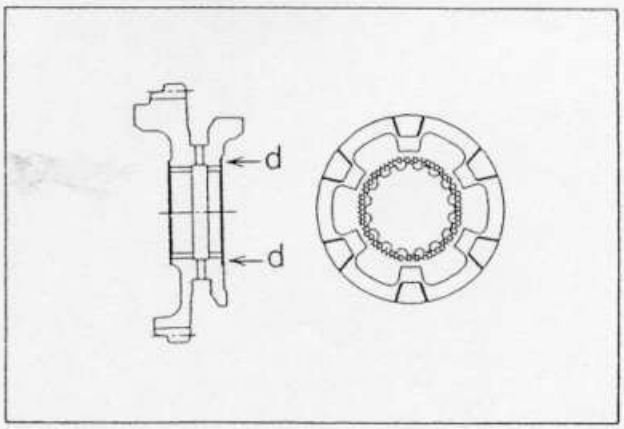
(2) Neutral to 2nd gear shift is wrong. Grind one side(b) of output shaft 6th gear as the same manner as the above 5th gear.



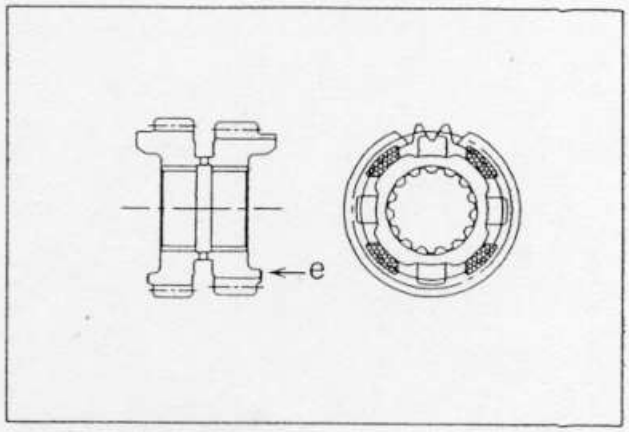
(3) 2nd to 3rd gear shift is wrong. Grind the other side(c) of output shaft 5th gear boss as the same manner of the above gear.



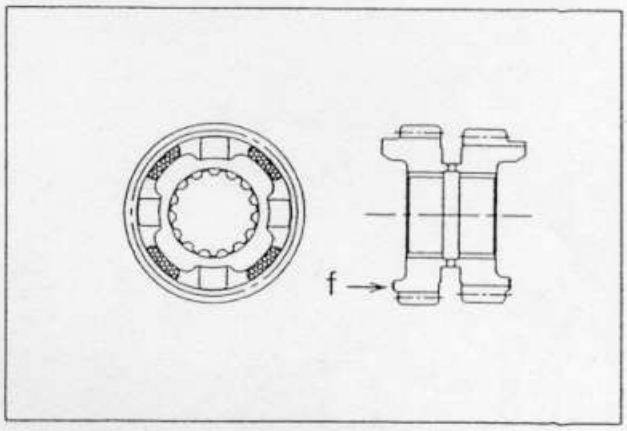
(4) 3rd to 4th shift gear is wrong. Grind the other side(d) of the output shaft 6th gear as the same manner as the above gear.



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



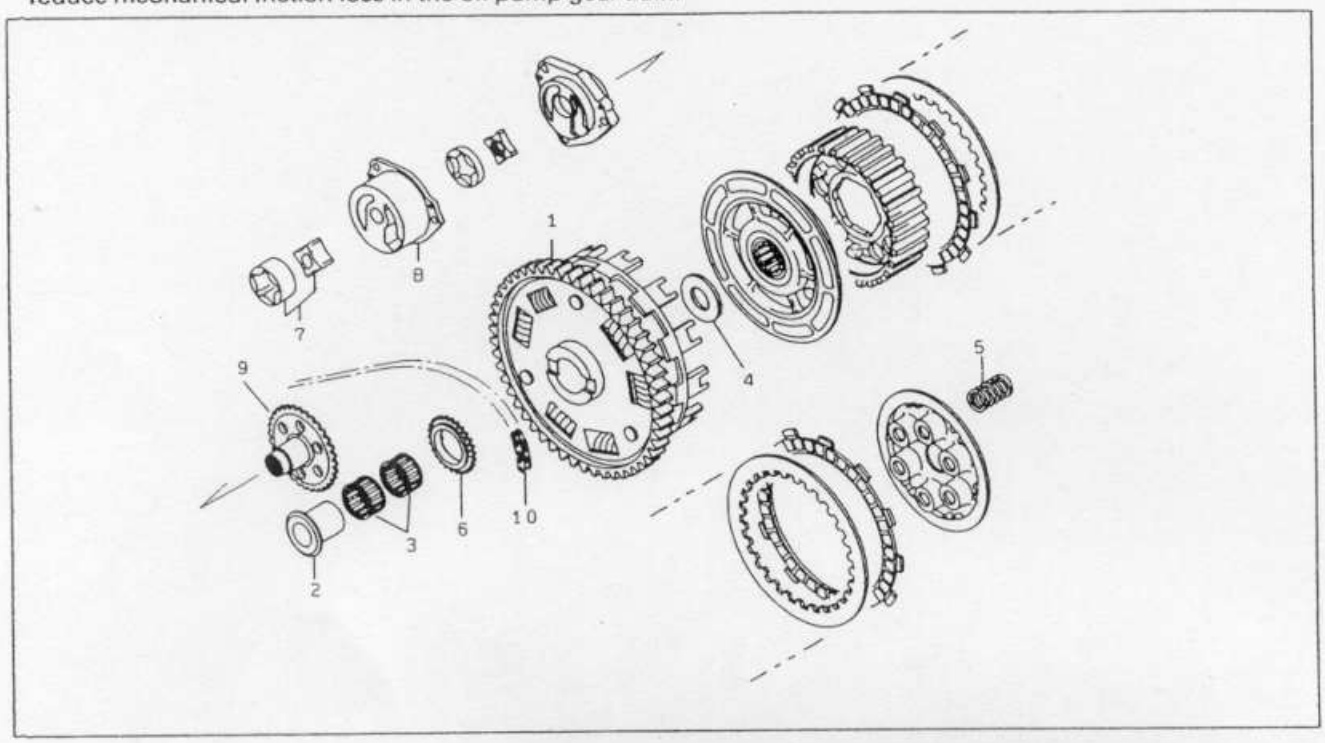
(6) 5th to 6th gear shift is wrong. Grind the other side (f) of the drive shaft 3rd/4th gear as the same as former gears.



Clutch:

For Super Bike Racing

- For the super bike racing, use the kit clutch housing (13095-1293), drive shaft sprocket (12046-1255) and oil pump sprocket (12046-1256) as a set. These parts set will lower the oil pump maximum rpm about 57% and reduce mechanical friction loss in the oil pump gear train.



1. Clutch Housing: 13095-1293
2. Collar: 92143-1579
3. Needle Bearing: 92046-1215
4. Spacer: 92026-1422
5. Clutch Spring: 92081-1033
6. Sprocket: 12046-1255
7. Oil Pump Rotor : 16154-1102
8. Oil Pump Body : 16160-1192
9. Oil Pump Sprocket: 12046-1256
10. Oil Pump Chain : 92057-1392

For Enduro Racing

- Use the optional drive shaft sprocket, oil pump sprocket, oil pump chain and chain guide with the kit clutch housing. Refer to the Oil Pump Driven Mechanism for detailed information.

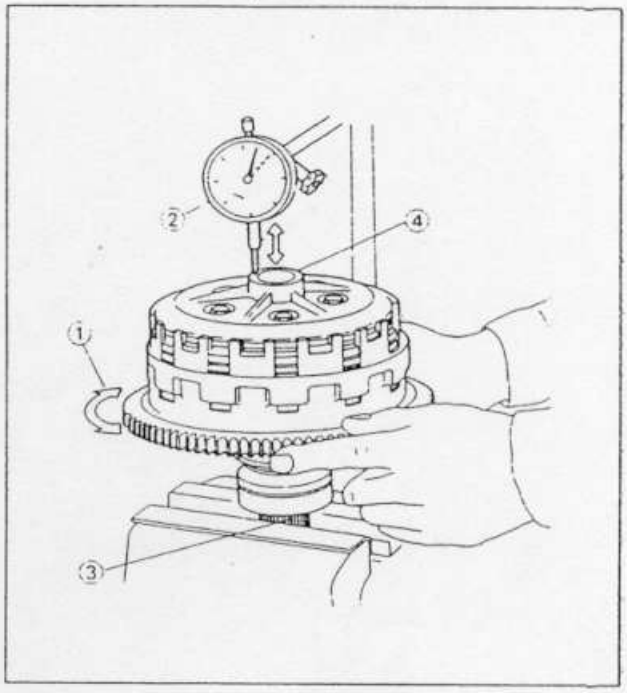
Clutch Plate Free Play Adjustment

The ZXR750R engine is equipped with the Kawasaki back-torque limiter mechanism in the clutch. The back-torque limiter works to reduce the chance of rear wheel hop caused by engine braking during hard braking and down shifting. The back-torque limiter operating condition can be changed by changing an initial clutch plate free play setting. The standard free play setting is 0.15 to 0.75 mm as shown in the ZXR750R service manual, but by changing it largely from 0.8 to 1.6 mm, the limiter condition shifts closer to racing engine conditions.

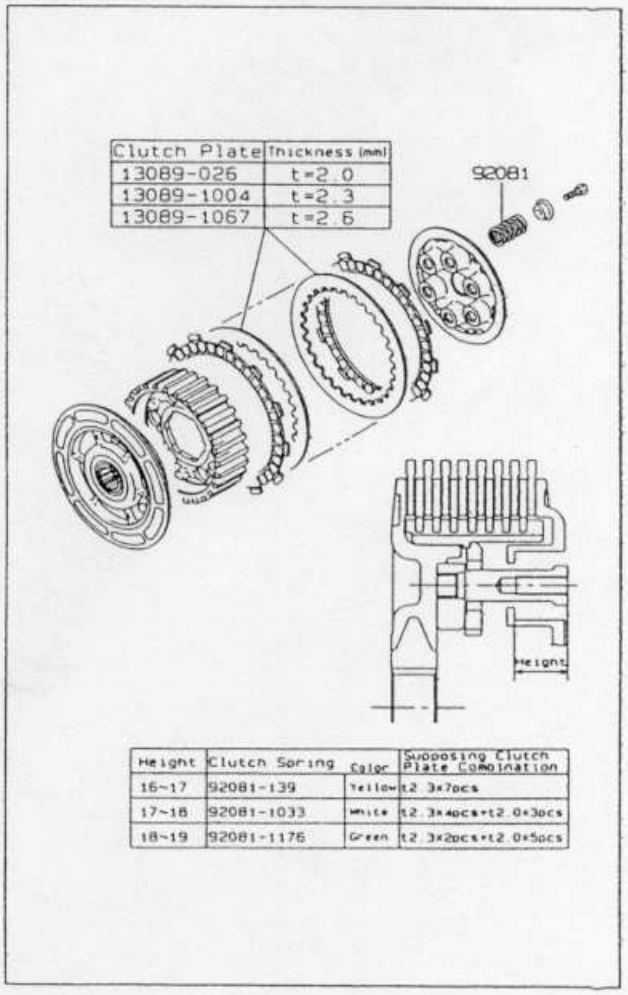
Try the different settings and select either condition.

- ● Replace one clutch plate with a thinner one, then measure the free play. If the play is out of the specification, replace the other clutch plate with a thinner one again.
- ● After the free play is set, measure height from the spring seat position in the clutch operating plate to the top surface of the clutch hub bolt as shown for selecting one type of clutch spring out of the three shown in the table.
- ○ Mixed use of different colors of the clutch spring in one clutch may affect the clutch function adversely.

Clutch Plate Free Play Measurement



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



Starter Motor, Alternator and Oil Pump Driven Mechanism:

For Super Bike Racing

- Remove the starter motor, alternator and their driven mechanisms from the engine since these parts are not needed for racing. For enduro racing, use either the original alternator or the kit one.
- Replace the oil pump gear train with kit parts.

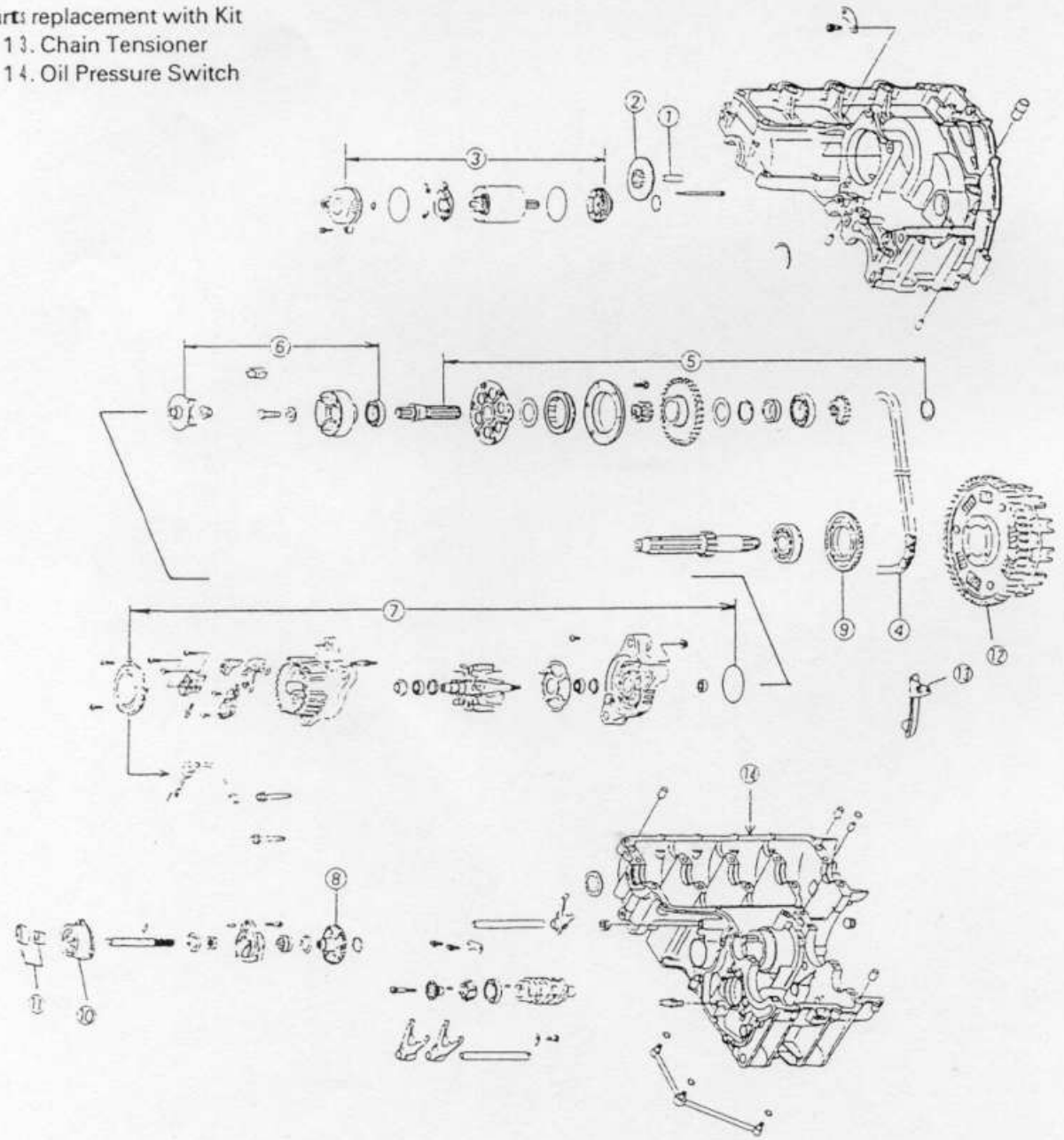
1) Removal Parts

Starter Motor related parts
1. Idle Gear Shaft
2. Idle Gear
3. Starter Motor

Alternator related parts
4. Chain
5. Starter Clutch
6. Coupling
7. Alternator

Oil Pump Driven Mechanism
8. Oil Pump Sprocket
9. Drive Shaft Sprocket
10. Oil Pump Body
11. Oil Pump Rotor
12. Clutch Housing

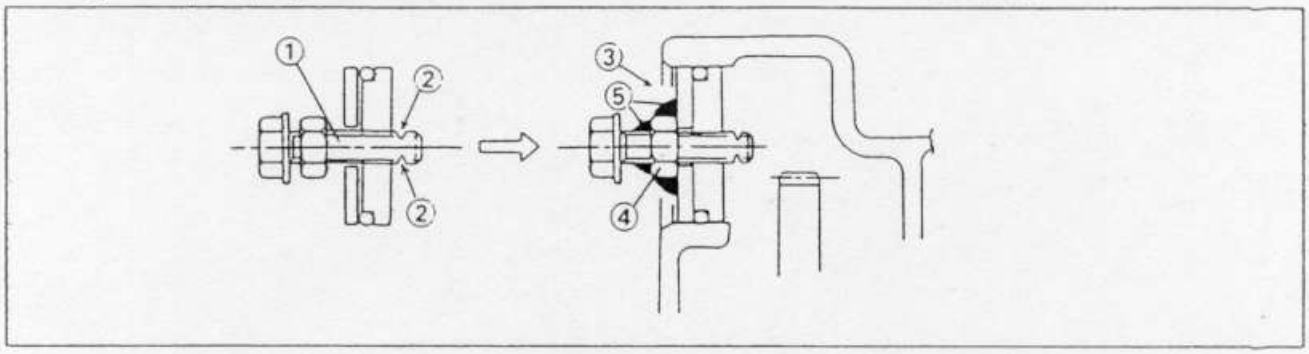
Parts replacement with Kit
13. Chain Tensioner
14. Oil Pressure Switch



2) Kit Parts Installation:

(1) Starter Motor Hole Plug

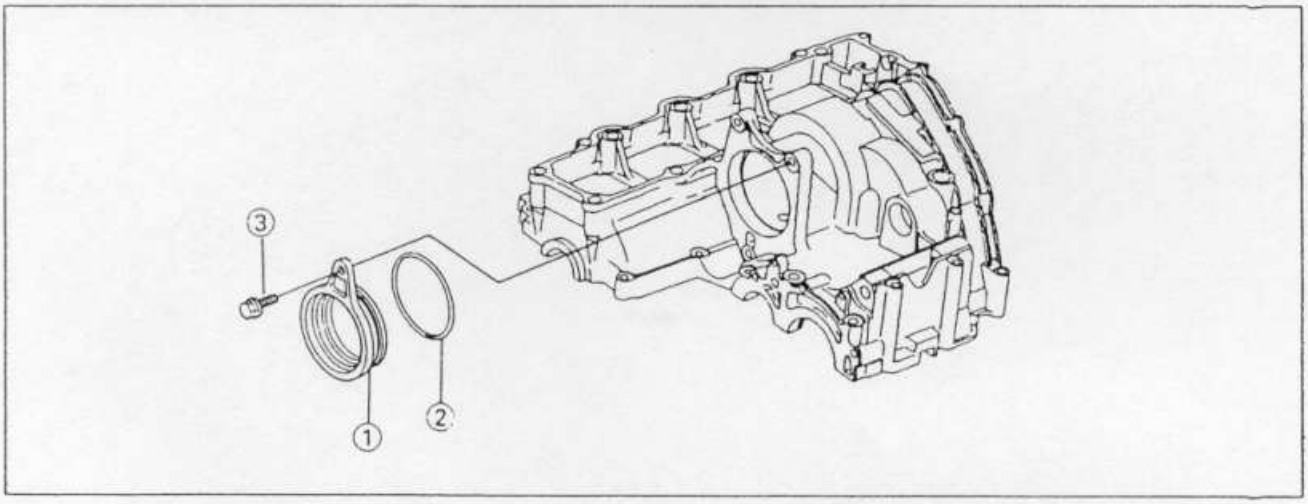
Using the kit parts, plug the hole where the starter motor was mounted on the crankcase.



1. Seal Plug for Starter Motor Hole
   Bolt: 130G0625
   Nut: 312G0600
   O-ring: 92055-1262
   Plug: 92066-1332
   Plug: 92066-1333
2. Stake the seal plug to prevent it from coming out.
3. Starter Motor Hole
4. Tighten the nut after seal plug installation.
5. Apply liquid gasket.

(2) Alternator Hole Plug

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

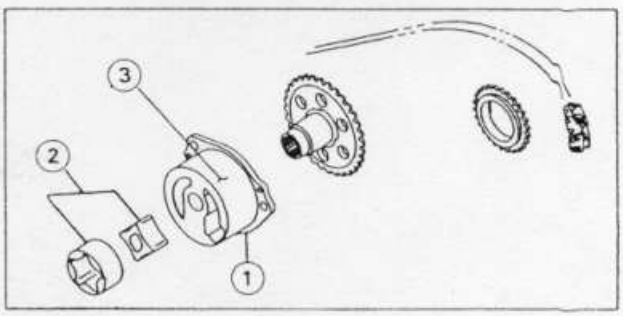


1. Plug: 92066-1363
2. O-ring: 92055-1357
3. Bolt: 132G0820

(3) Oil Pump Body, Rotor

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

- ● Replace the oil pump body and rotor with kit.
- ○ The kit oil pump body and rotor must be used as a set.
- ○ On some oil pumps, the body may not be installed in the oil pump housing of the crankcase. In such a case, make the following modification.
- ★ Lap the circumference of the oil pump body for correct fitness.



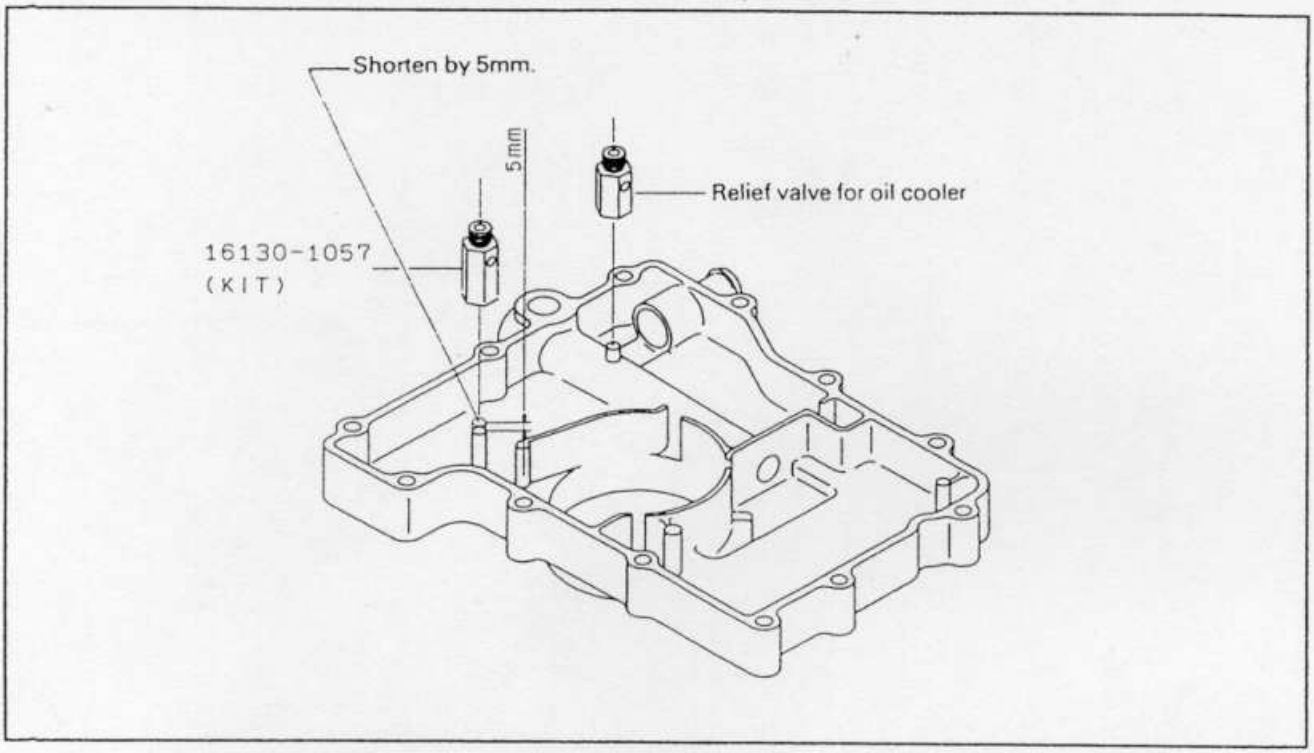
1. Oil Pump Body: 16160-1192
2. Rotor: 16154-1102
3. Reduce the circumference by lapping.

(4) Relief Valve

To minimize fluctuation in oil pressure due to various operating conditions, replace the relief valve for the main oil line with the relief valve (16130-1057) in the kit. Use the original relief valve for the oil cooler, or remove the valve and plug the hole with a suitable bolt.

NOTE

○ *When using the relief valve in the kit, shorten the end of the positioning pin in the oil pan by 5 mm.*



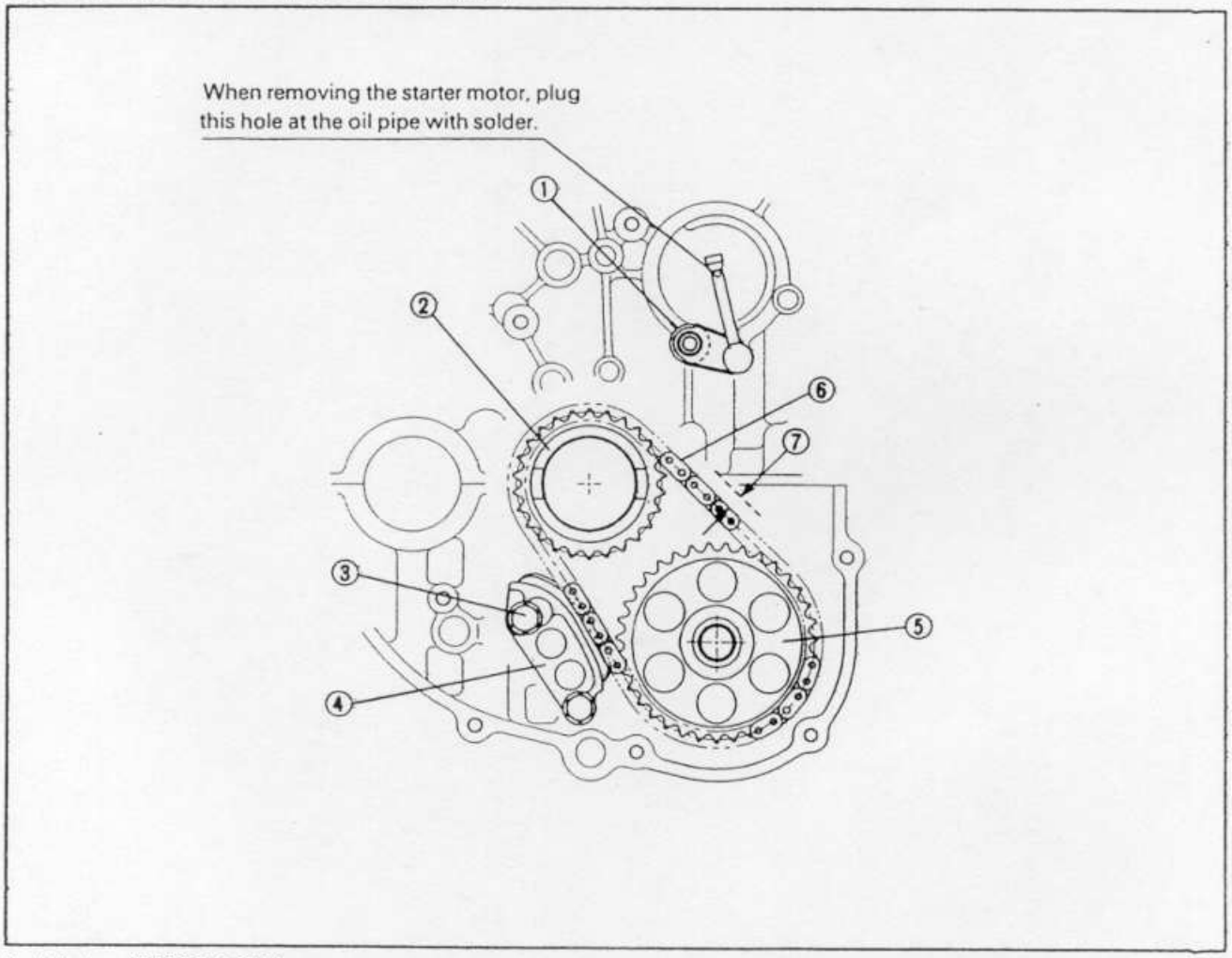
(5) Oil Pump Driven Mechanism

For Super Bike Racing

- Replace the oil pump sprocket on the oil pump shaft with a kit sprocket (12046-1156).
- Replace the drive shaft sprocket with a kit sprocket (12046-1155).
- Link the drive shaft sprocket and the oil pump sprocket directly with a kit chain (92057-1392).
- The chain can be installed on any sprockets timing.
- Replace the clutch housing with a kit part (13095-1293).
- Install a kit chain guide (12053-1302).

On some oil pump chain guides, the guide mounting boss may hit against the crankcase rib when the guide is set at the rearmost position. In such a case, make the following modification.

Kit Oil Pump Gear Train Installation (SB)



1. Washer (92022-1691):
   Install a washer to fill gap where the original chain guide was installed.
2. Drive Shaft Sprocket (12046-1155)
3. Bolt (130P0630)
4. Chain Guide (12053-1302)
5. Oil Pump Sprocket (12046-1156)
6. Chain (92057-1392)
7. Chain Slack (about 3 mm)

- Chain slack adjustment.

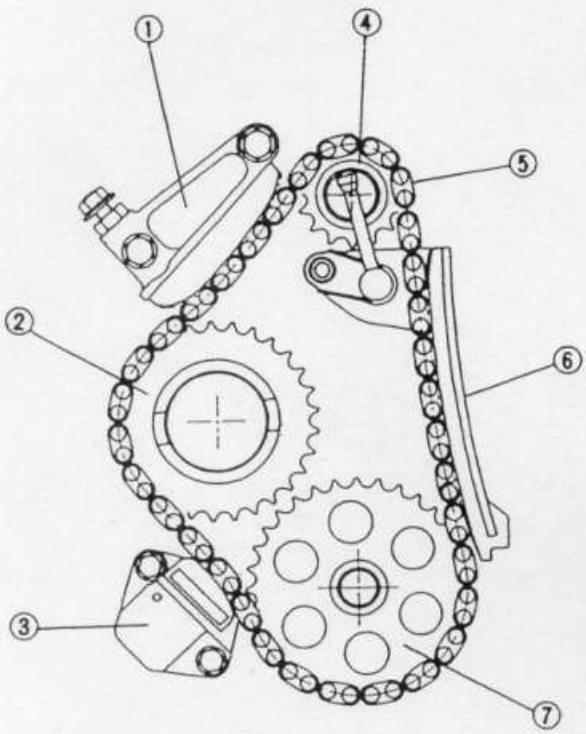
○ Install the chain guide (12053-1302) so that the chain slack on the opposite side to the guide is about 3 mm.
○ Periodical chain slack adjustment is not required, check it when the clutch is maintained.

For Enduro Racing

For enduro racing, select either the original oil pump gear train or the optional oil pump gear train shown below.

Optional Oil Pump Gear Train

The optional gear train is designed to use larger oil pump gear ratio than the original one to reduce mechanical loss in the train and to increase the engine performance.



1. Chain Guide: 12053-1322
2. Sprocket: 12046-1154
3. Tensioner Assembly: 12048-1127
4. Sprocket (Alternator Shaft): 12046-1148
5. Chain: 92057-1372
6. Chain Guide: 12053-1321
7. Sprocket (Oil Pump): 12046-1147

(6) Alternator (Option, Enduro use)

- Use either the set of the original alternator and regulator or the optional part ones.

Combination	Alternator	Regulator
1	Original	built in alternator
2	Optional	Optional

(7) Plug

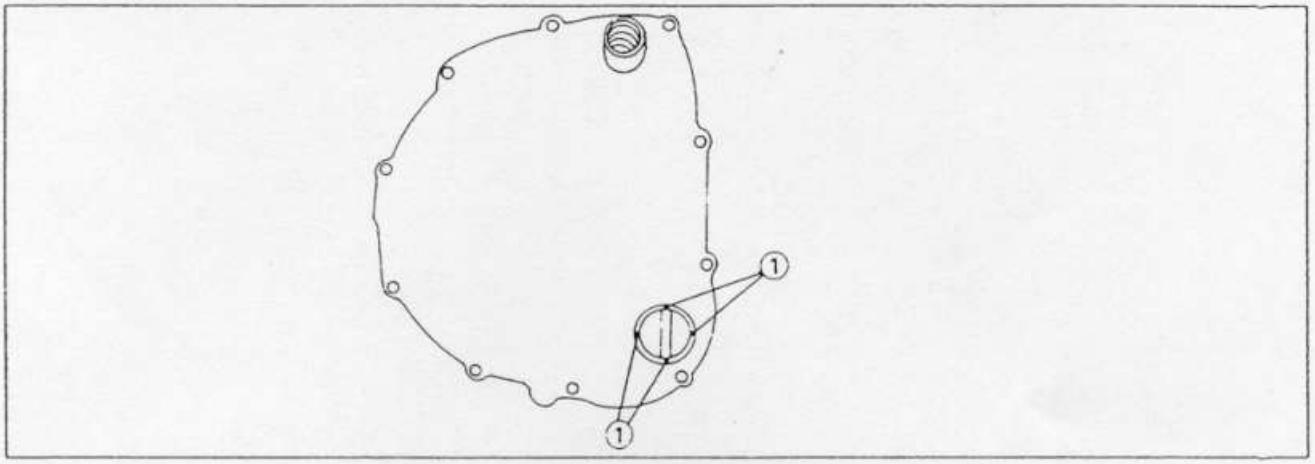
- Install the kit plug (92066-059) where the oil pressure switch was installed.

Oil Level Gauge:

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

NOTE

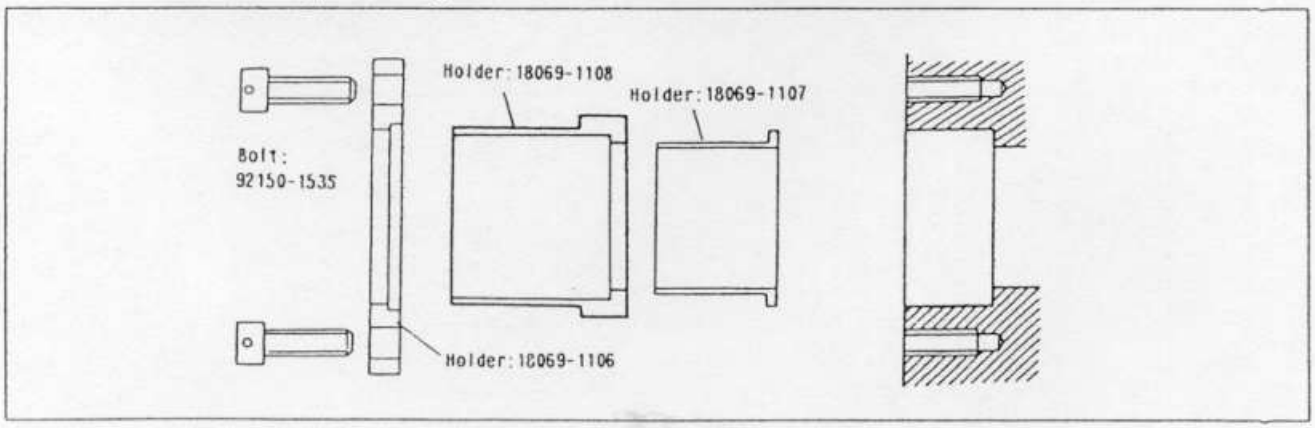
○ The crankcase inside pressure of the '93 and '94 models is higher than the '92 model, so make certain on this process.



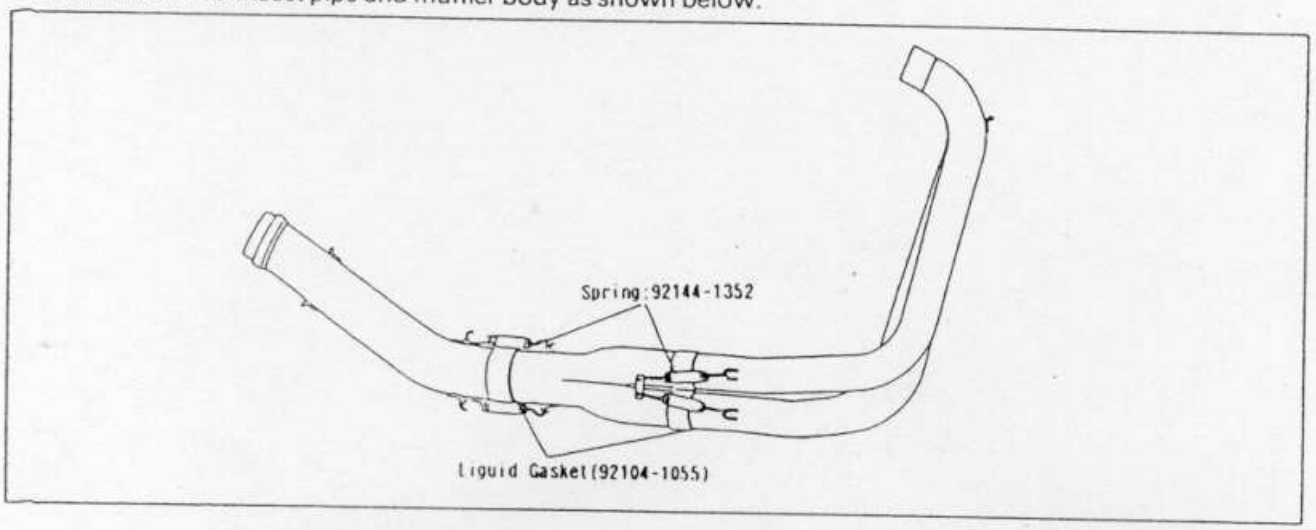
1. Stake with Punch

Muffler:

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

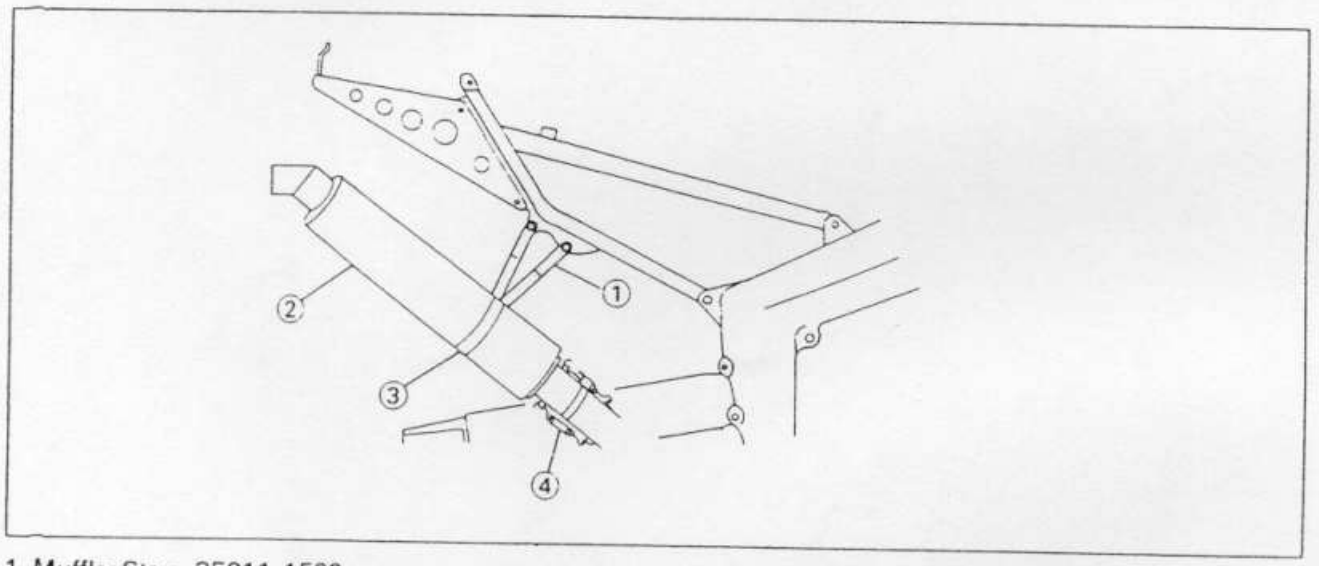


●Connect the kit exhaust pipe and muffler body as shown below.



●Mount the muffler assembly on the frame as shown below.

○Inspect that the muffler has enough ground clearance when the rider is on the machine with the machine fully bottomed. If you find an abnormal condition from the inspection, modify muffler stay or muffler mounting parts.



1. Muffler Stay: 35011-1562
2. Muffler: 18090-1342 (SB)
3. Clamp: 92170-1059
4. Spring: 92144-1352

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

Between the exhaust pipe and manifold
Between the manifold and joint pipe
Between the joint pipe and silencer

Also apply the liquid gasket to the circumference of the front and rear baffle plate of the silencer.

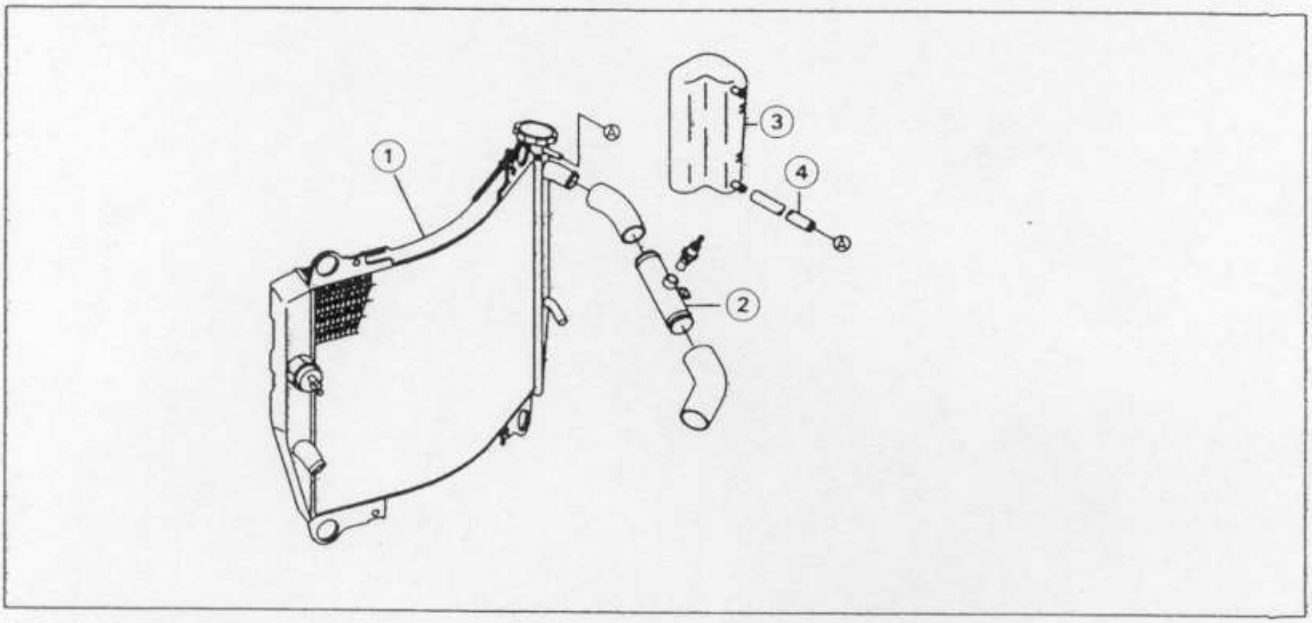
Radiator:

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

1) Original Radiator

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

- Remove the original thermostat and its housing then install the kit pipe (39192-1053) to where the thermostat housing was positioned, and then attach the original water temperature sensor and earth lead to the kit pipe.
- Replace the reserve tank with the kit (43078-1136) and fasten it to the right hand of the radiator rear with a tie-lap.



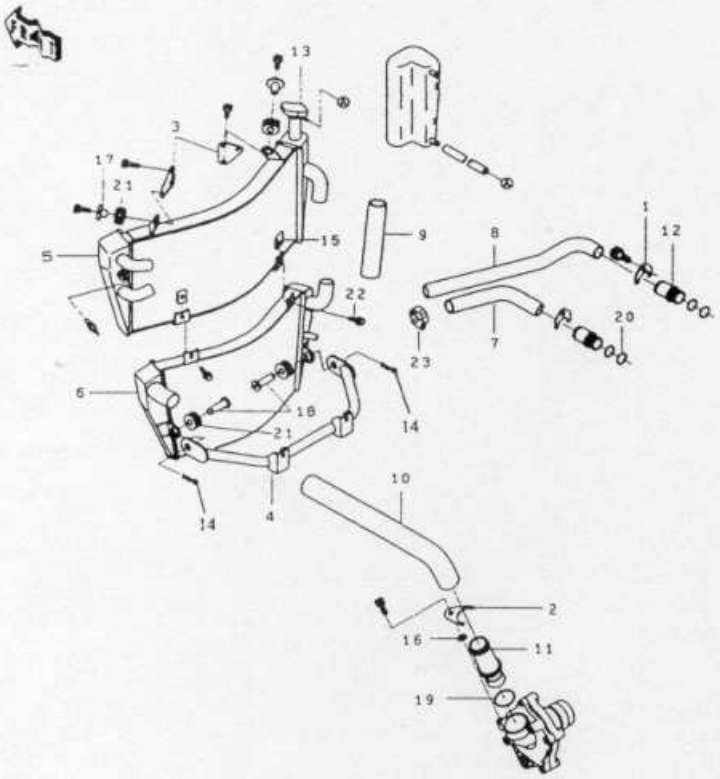
1. Radiator
2. Pipe: 39192-1053
3. Reserve Tank: 43078-1136
4. Pipe: 700Q07300

2) Optional Radiator

On the optional radiator for the '94 model, the surface area is enlarged and coolant flow is improved allowing 30 per cent increase in radiation efficiency.

Assembly of Optional Radiator:

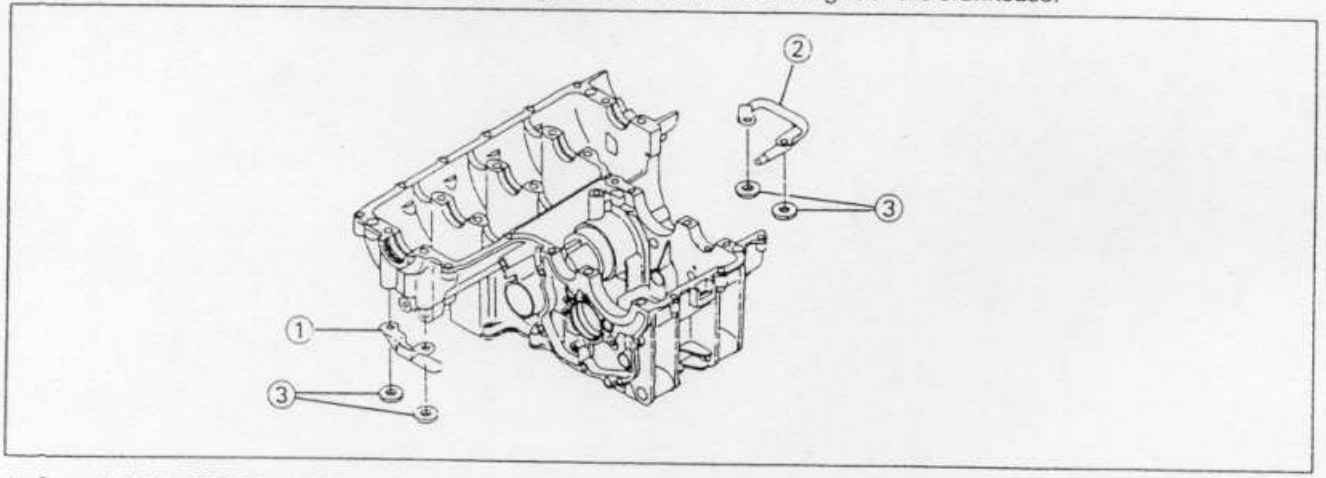
- Remove the original radiator bracket and install the radiator stay (3, 4).
- Install the water pipe (12) on the cylinder head with the holder (1) and temporarily install the cooling hoses(7, 8).
- Install the water pipe (11) on the water pump with the holder (2).
  - Be sure to install the washer (16) between the holder and water pump.
- Join the upper and lower radiators (5, 6) with the bolt (22) and nut (15).
- Install the radiator by fastening its upper side to the stay (3) and lower side to the stay (4) with the pin (18).
- Install the cooling hoses (7, 8) on the radiator.
  - Since longer cooling hoses are provided, cut them properly for installation.
- Stick suitable sponge to both sides of the radiator to fill the gaps between the fairings and radiator.
  - While the original stay has threads to fasten the fairings, the optional stay has no threads, which creates gaps.
- Installation of wire netting on the lower radiator is recommended to prevent radiator fin damage by flipped pebbles.
- Take off the fairing – front (P/N 55028-1266) or modify it to match with the radiator.



1. Holder : 13091-1881
2. Holder : 13091-1882
3. Upper Stay : 35011-1684
4. Lower Stay : 35011-1685
5. Upper Radiator : 39060-1127
6. Lower Radiator : 39060-1128
7. Cooling Hose : 39062-1615
8. Cooling Hose : 39062-1616
9. Cooling Hose : 39062-1617
10. Cooling Hose : 39062-1618
11. Water Pipe : 39192-1072
12. Water Pipe : 39192-1073
13. Radiator Cap : 49085-1066
14. Snap Pin : 554A1000
15. Nut : 92015-1487
16. Washer : 92022-1523
17. Collar : 92027-1183
18. Pin : 92043-1436
19. O-Ring : 92055-1136
20. O-Ring : 92055-1422
21. Damper : 92075-209
22. Bolt : 92150-1186
23. Clamp : 92170-1285

Engine Guard:

To protect the engine, install the kit engine guards on both left and right of the crankcase.



1. Guard (left): 55020-1407
2. Guard (right): 55020-1408
3. Washers: 410B0800

Frame Parts Installation

Throttle Parts:

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

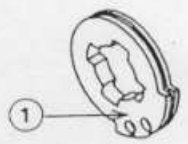
Throttle Case (Optional Parts):

Parts	P/No.
Throttle Case, Upper	32099-1148
Throttle Case, Lower	32099-1149
Bolt	120P0620
Pipe (Grip)	31064-1151
Grip, Left	46075-1109
Grip, Right	46075-1110

Throttle Reel (Optional Parts):

Three types are available.

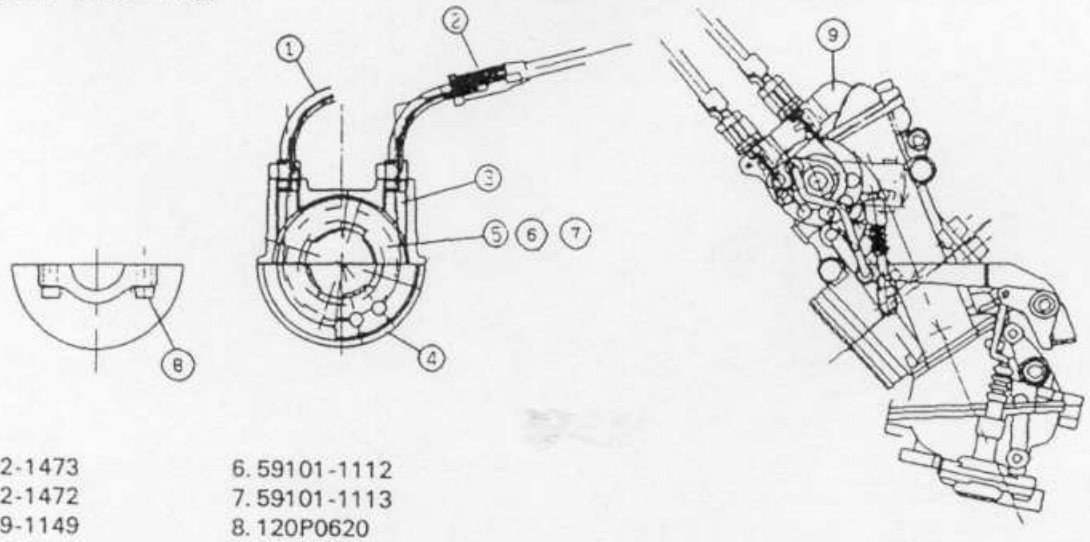
P/No.	I.D. Mark	Twist Grip Turn Angle to Full Throttle	Remarks
59101-1111	2	48°	
59101-1112	4	52°	Standard in options
59101-1113	7.6	62°	



1. Identification Mark

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

Carburetor: 15001-1708



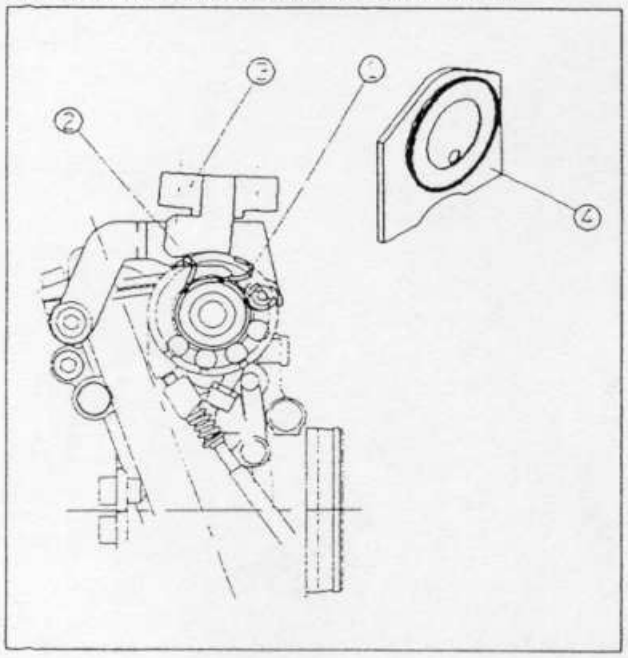
1. 54012-1473
2. 54012-1472
3. 32099-1149
4. 32099-1148
5. 59101-1111
6. 59101-1112
7. 59101-1113
8. 120P0620
9. 35011-1661

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

Parts	P/No.
Throttle Cable, Acceleration	54012-1472
Throttle Cable, Deceleration	54012-1473

Throttle Valve (Optional Parts):

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



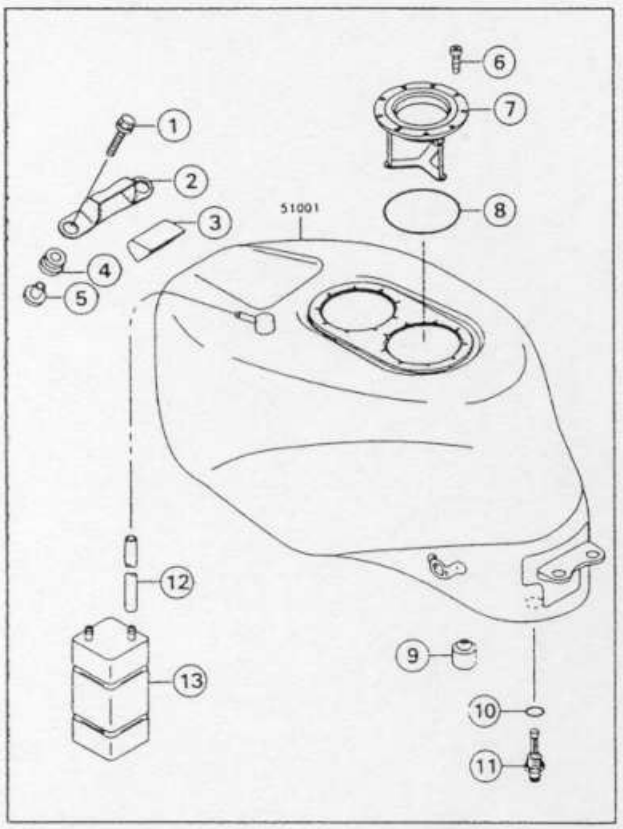
1. Throttle Valve Spring: 92144-1734
   Turning the spring about 1-1/5 to right from the free position, hook it at the throttle lever hooking position.
2. Spring free position
3. Throttle Cable Stay: 35011-1661
4. Throttle Valve: 16025-1188

Fuel Tank (Optional Parts):

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

Part	P/No.	Capacity
Fuel Tank	51001-1386	23.8 L

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



1. Bolt: 130J0645
2. Bracket: 32052-1382
3. Damper: 92160-1446
4. Damper: 92075-112
5. Collar: 92143-1515
6. Screw: 220B0514
7. Cap: 51048-1109
8. O-ring: 92055-1523
9. Damper: 92075-1002
10. O-ring: 92055-1387
11. Tap: 49019-1070
12. Tube: 700Q07600
13. Reservoir: 43078-1120

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

Parts	P/No.
Upper Air Cleaner Housing	11011-1439
Lower Air Cleaner Housing	11011-1440

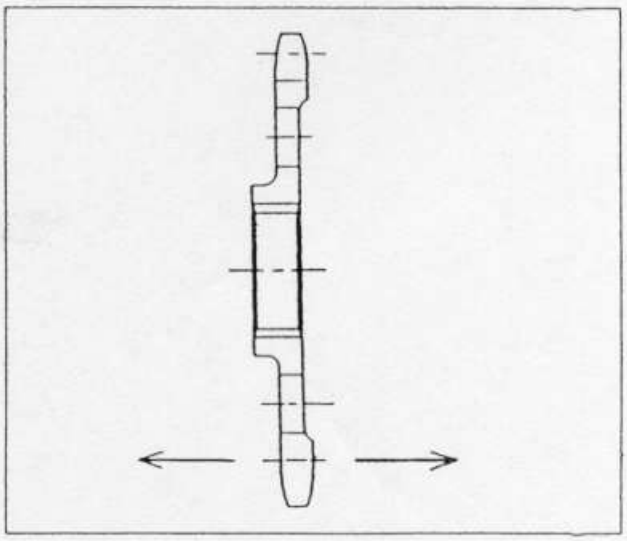
Final Drive:

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

1) Engine Sprocket

Teeth	Part Number	Applicable Drive Chain Size
15	13144-1191	#520
16	13144-1192	
17	13144-1193	

#520 Engine Sprocket Installation Direction



← Toward Outside → Toward Crankcase

2) Rear Sprocket

Teeth	Part Number	Applicable Drive Chain Size
39	42041-1394	#520
40	42041-1395	
41	42041-1396	
42	42041-1397	
43	42041-1398	
44	42041-1399	

The following optional rear sprockets are for the optional rear wheel only. There is no interchangeability between the kit rear sprockets and optional ones because of difference in bolt location.

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

3) Final Reduction Ratio

Engine \ Rear	37T	38T	39T	40T	41T	42T	43T	44T
15T	2.467	2.533	2.600	2.667	2.733	2.800	2.867	2.933
16T	2.313	2.375	2.438	2.500	2.563	2.625	2.688	2.750
17T	2.176	2.235	2.294	2.353	2.412	2.471	2.529	2.588

4) Drive Chain (Optional Parts)

#520 Joint endless drive chain (120 Links without O-ring) is available as an optional part.

Front Wheel, Rear Wheel (Optional Parts):

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

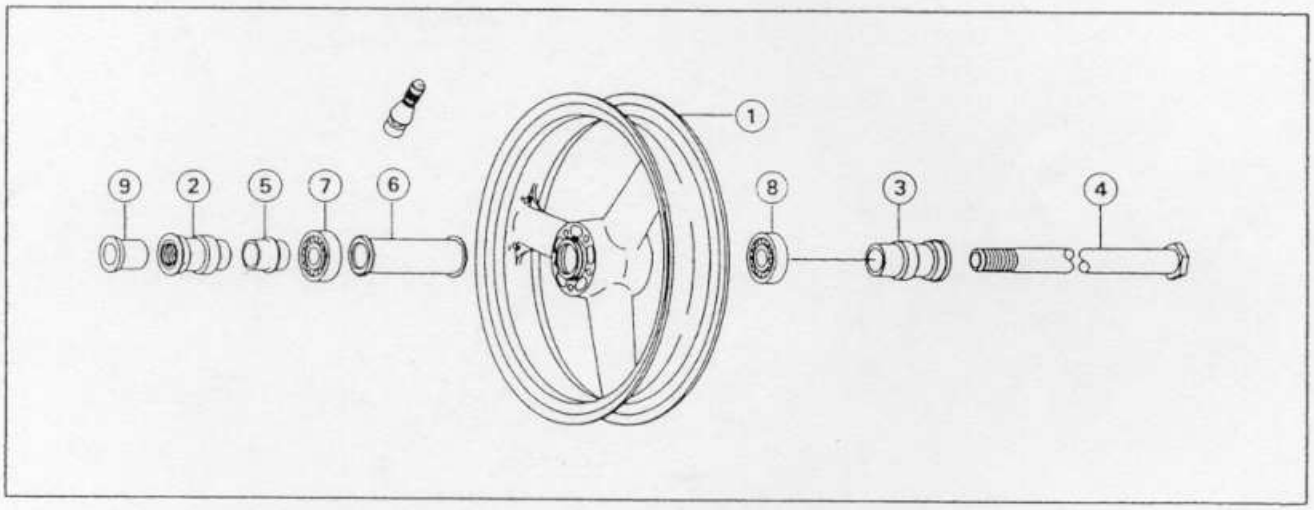
● Use MARCHESINI wheels and the optional disc brake rotors, calipers and rear sprocket as a set.

1) Front Wheel

Two types of the wheel are available.

P/No.	Wheel Size
49058-1291	3.50-17
49058-1292	3.75-17

Component Parts



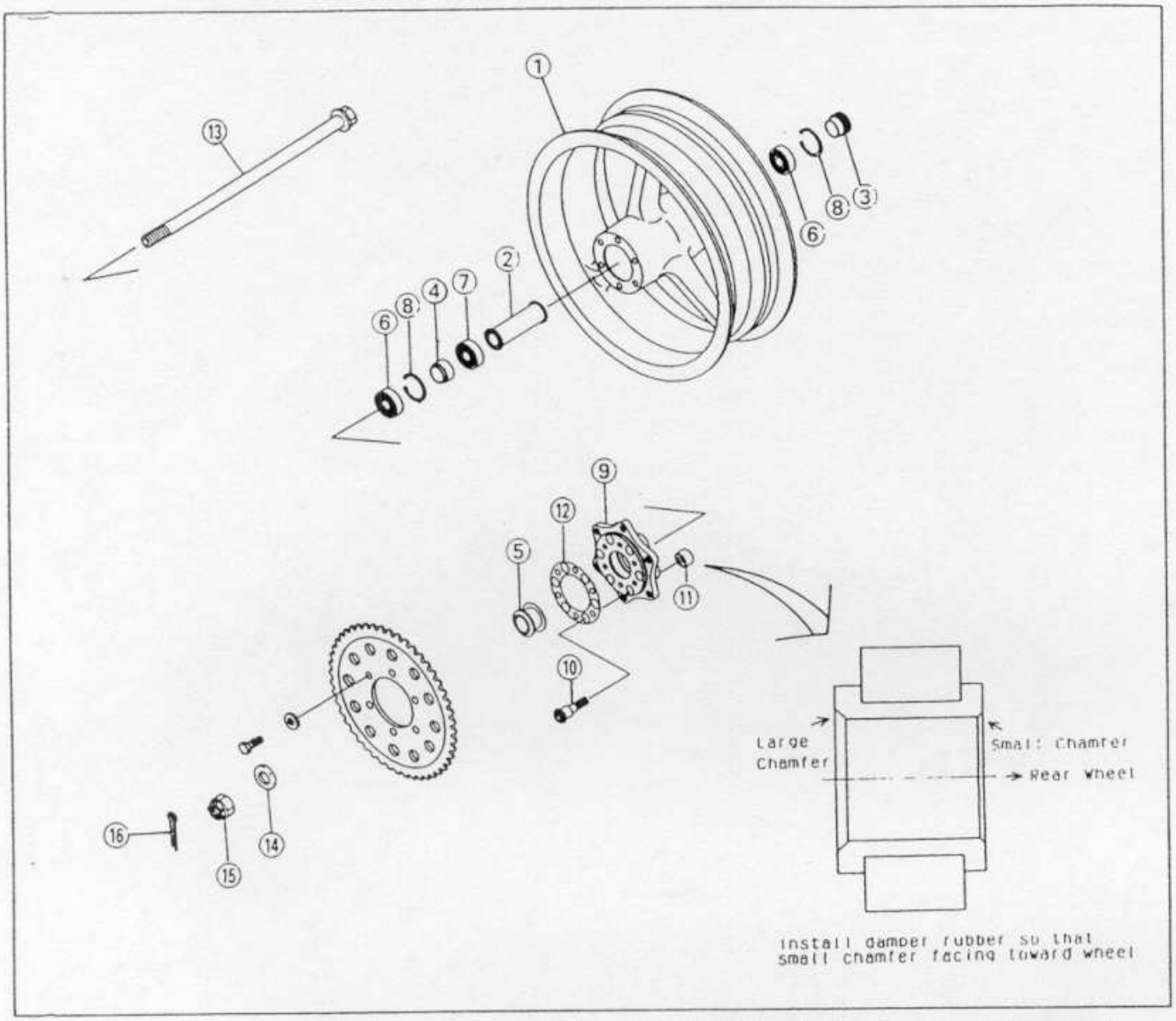
1. Front Wheel : 49058-1291 (3.50-17)
   : 49058-1292 (3.75-17)
2. Collar (Left Front Fork): 92143-1503
3. Collar (Right Front Fork): 92143-1502
4. Axle Shaft: 41068-1332
5. Collar (Press into No.7 Bearing): 92143-1504
6. Collar (Wheel Center Collar):92143-1501
7. Bearing: 601B6005UU
8. Bearing: 601B6204UU
9. Collar: 92143-1500

2) Rear Wheel

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

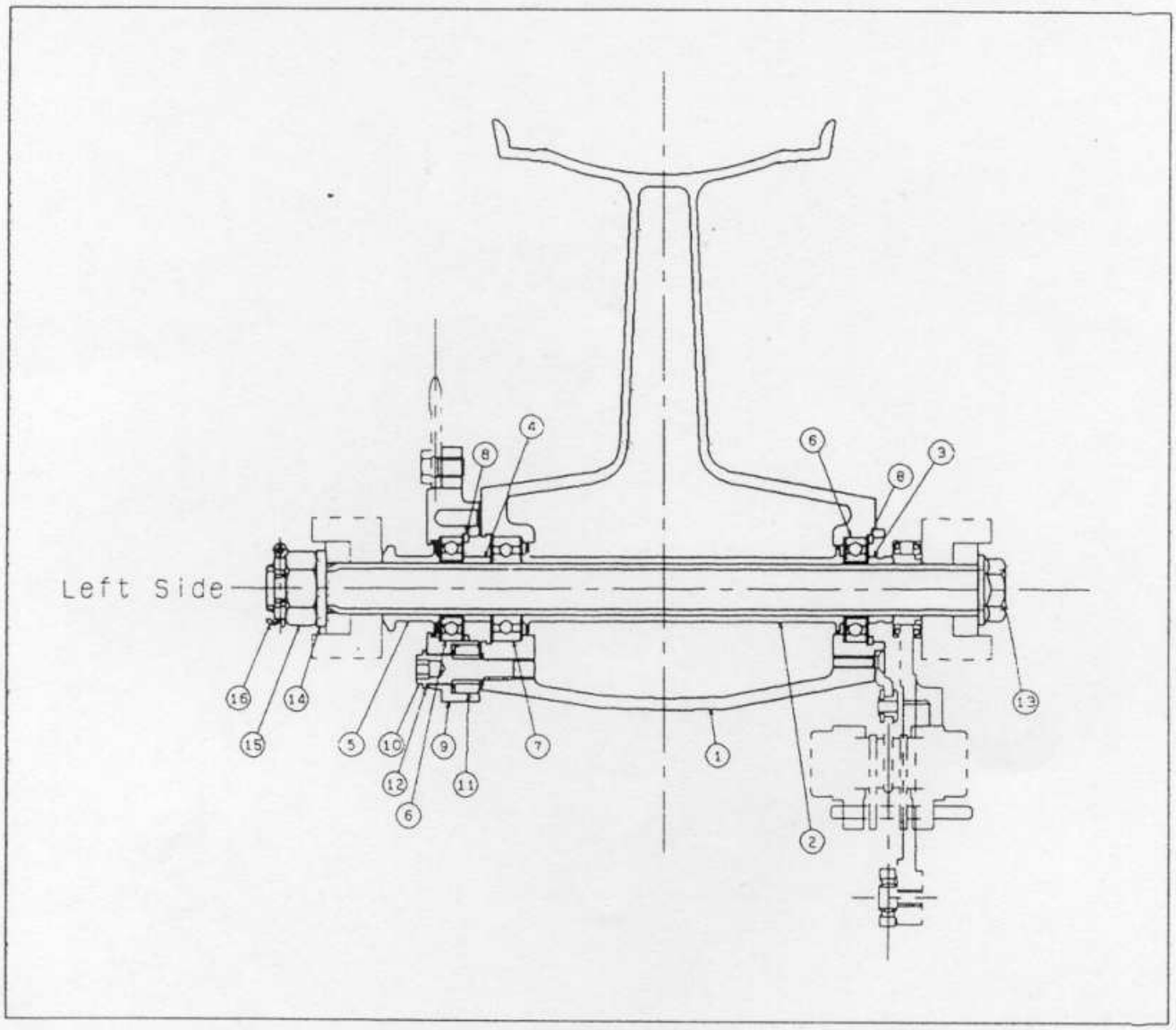
P/No.	Wheel Size
49058-1295	6.00-17
49058-1293	5.50-17
49058-1294	5.50-18
49058-1311	5.75-17
49058-1310	6.25-17

Component Parts



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

Section View



1. Rear Wheel: 49658-1295
2. Collar: 92143-1505
3. Collar: 92143-1506
4. Collar: 92143-1550
5. Collar: 92143-1551
6. Bearing: 92045-1260
7. Bearing: 601B6205UU
8. Snap Ring: 92033-1043
9. Coupling: 42034-1123
10. Bolt: 92150-1609
11. Damper Rubber: 92160-1378
12. Washer: 92200-1141
13. Axle Shaft: 41068-1326
14. Washer: 92200-1081
15. Nut: 92015-1844
16. Cotter Pin: 550D4040

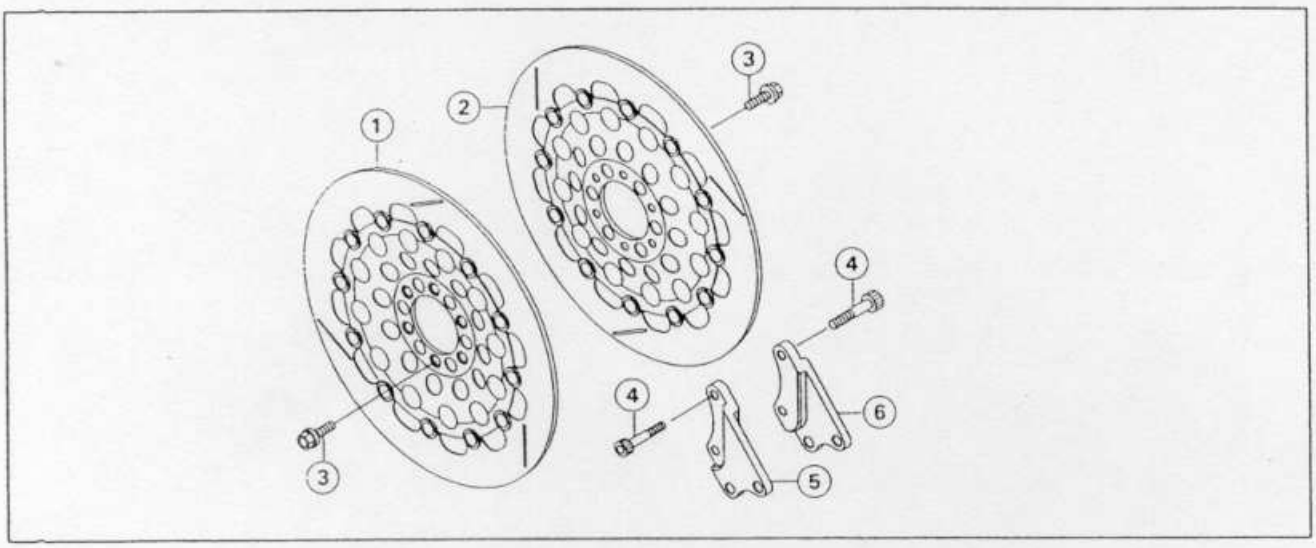
Disc Brake (Optional Parts):

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

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

1) Front Brake

Component Parts



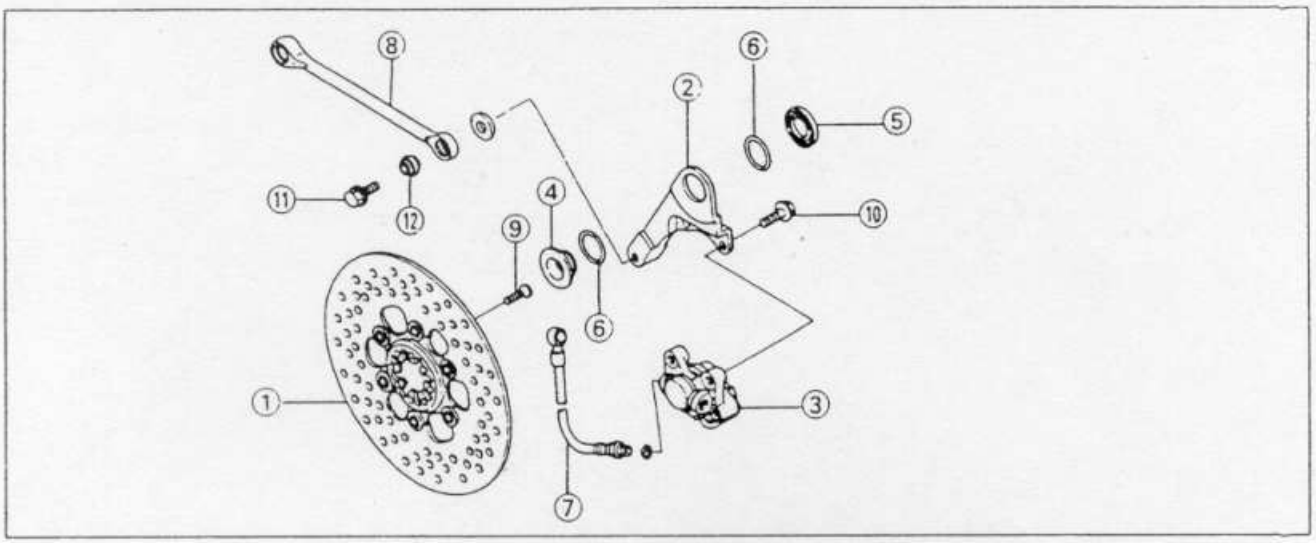
1. Disc Rotor (L): 41080-1332
2. Disc Rotor (R): 41080-1333
3. Bolt: 92150-1521
4. Bolt: 120P1030
5. Bracket (L): 11048-1230
6. Bracket (R): 11048-1231

NOTE

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

BREMBO Caliper Part No.
Left 20.4756.51
Right 20.4756.61

2) Rear Brake



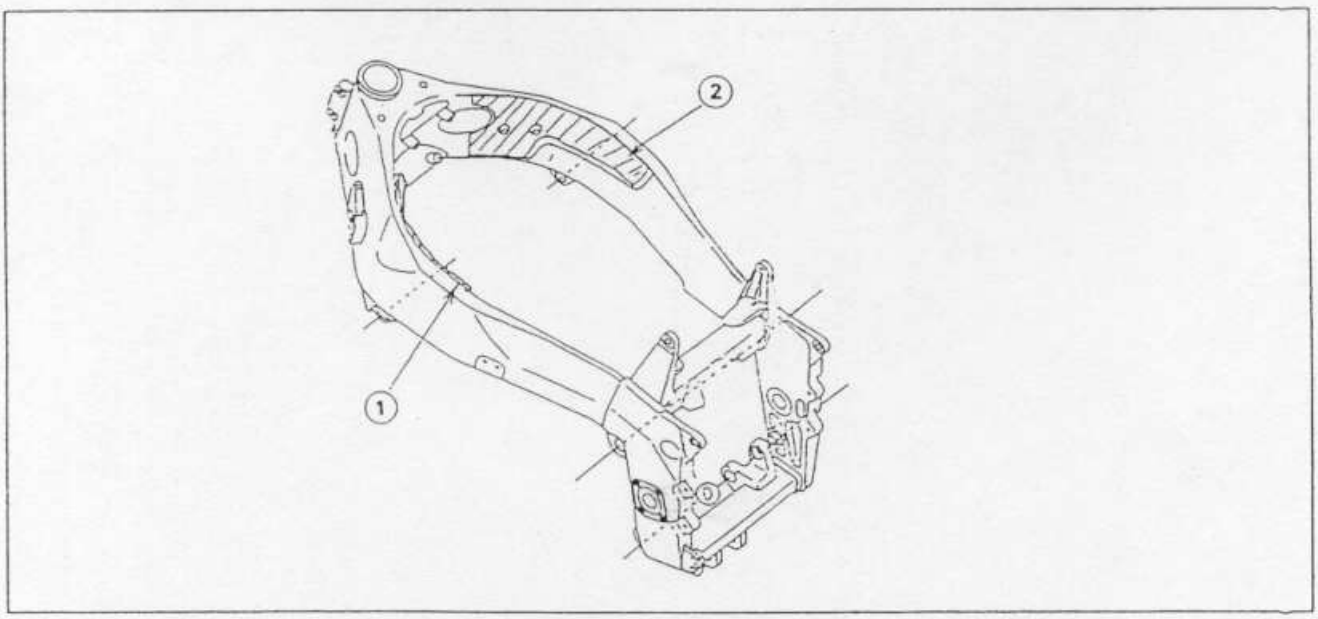
1. Disc Rotor: 41080-1334
2. Bracket: 11048-1667
3. Caliper: 43041-1461
4. Collar: 92143-1583
5. Collar: 92143-1584
6. O-ring: 670C3039
7. Brake Hose: 43059-1709
8. Torque Rod: 43007-1164
9. Screw: 221R0625
10. Bolt: 92002-1417
11. Bolt: 92001-1691
12. Ball Joint: 59266-1094

Frame Gusset (Optional Parts):

To increase the torsional rigidity, weld the optional gusset on the frame as shown.

(1) Gusset (left): 32170-1235

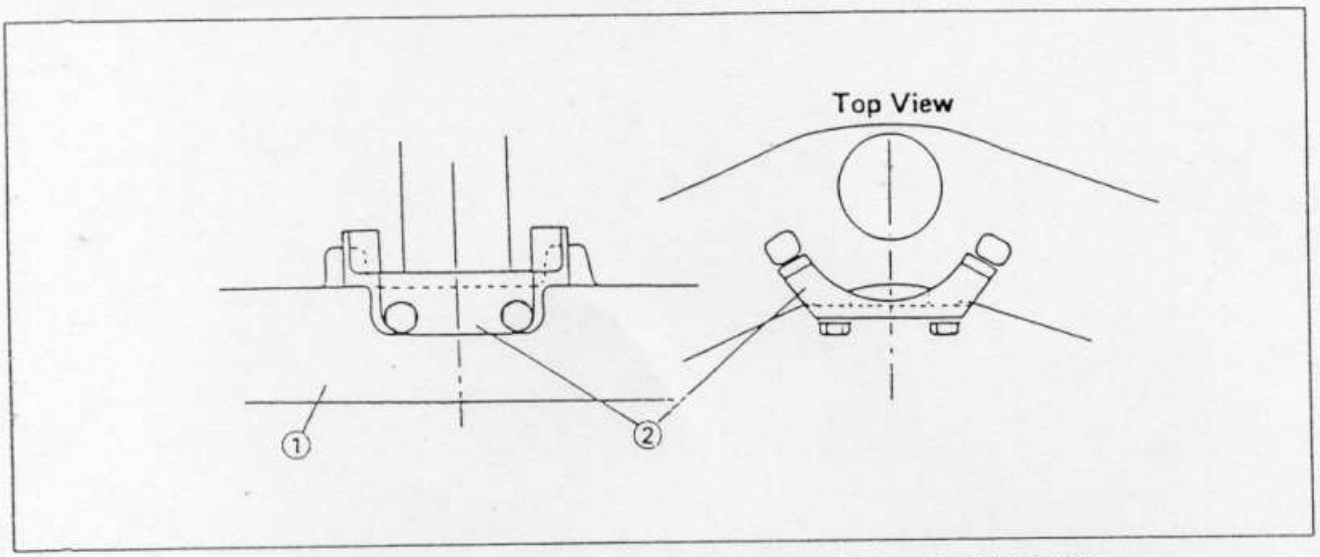
(2) Gusset (right): 32170-1236



Steering Stopper

The steering stopper is used for reducing steering angle (about 21 ~ 22°).

● Install the steering stopper on the front fork under bracket as shown.

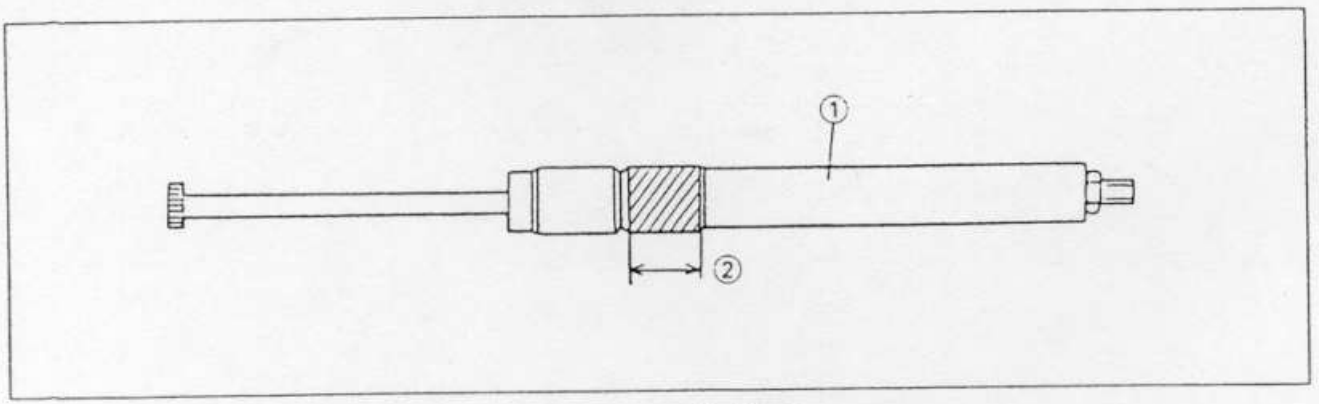


1. Front Fork Under Bracket
2. Bracket (Stopper): 32085-1336

Steering Damper (Optional Parts):

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

● Be sure to hold the grip area as shown with the clamp, or the steering damper will not work well.

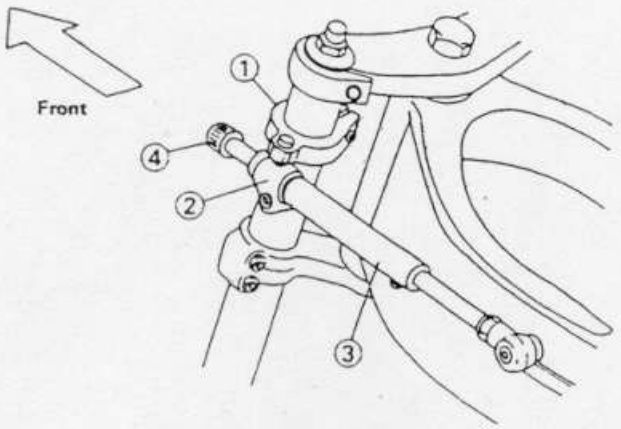


1. Damper: 44003-1903
2. Grip Area

● Install the steering damper as shown.

○ Clamp the holder (P/No. 13091-1836) on the left outer tube of the front fork.

○ Turn the handlebar back and forth, check that the steering damper (P/No. 44003-1903) operates without abnormal load.



1. Holder: 13091-1836
2. Holder: 13091-1573
3. Steering Damper: 44003-1903
4. Adjuster

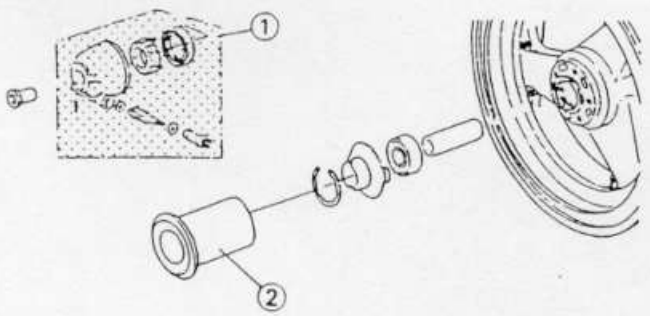
Damper Adjuster

Standard Position : **8th click [1st click (harder) is fully clockwise click]**

Usable Range : **1st to 12 ~ 17th click**

Front Hub:

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

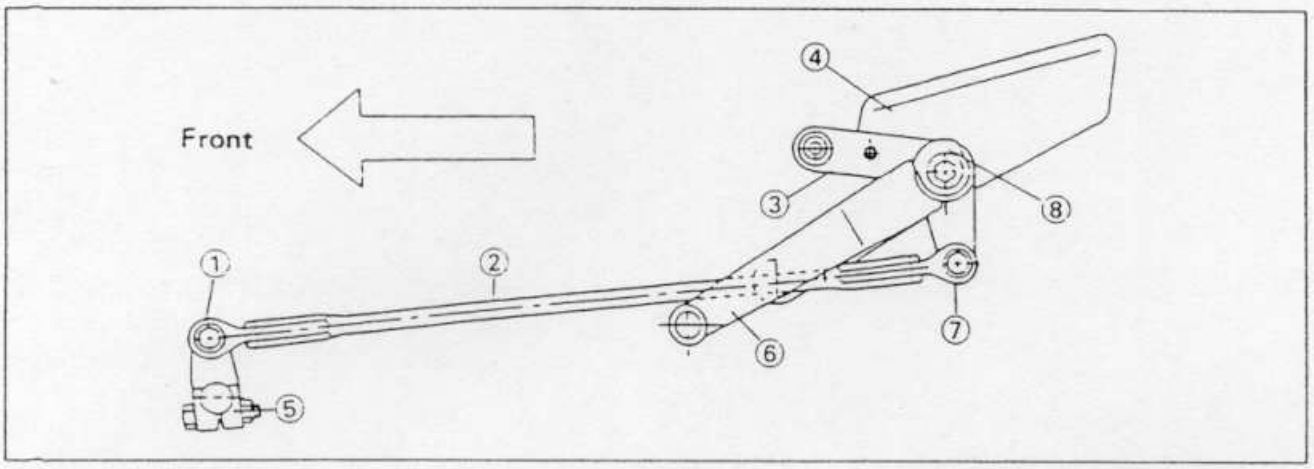


1. Removed Parts
2. Collar: 92143-1500

Shift Pedal (Optional Parts):

The shift pedal for racing use is available.

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

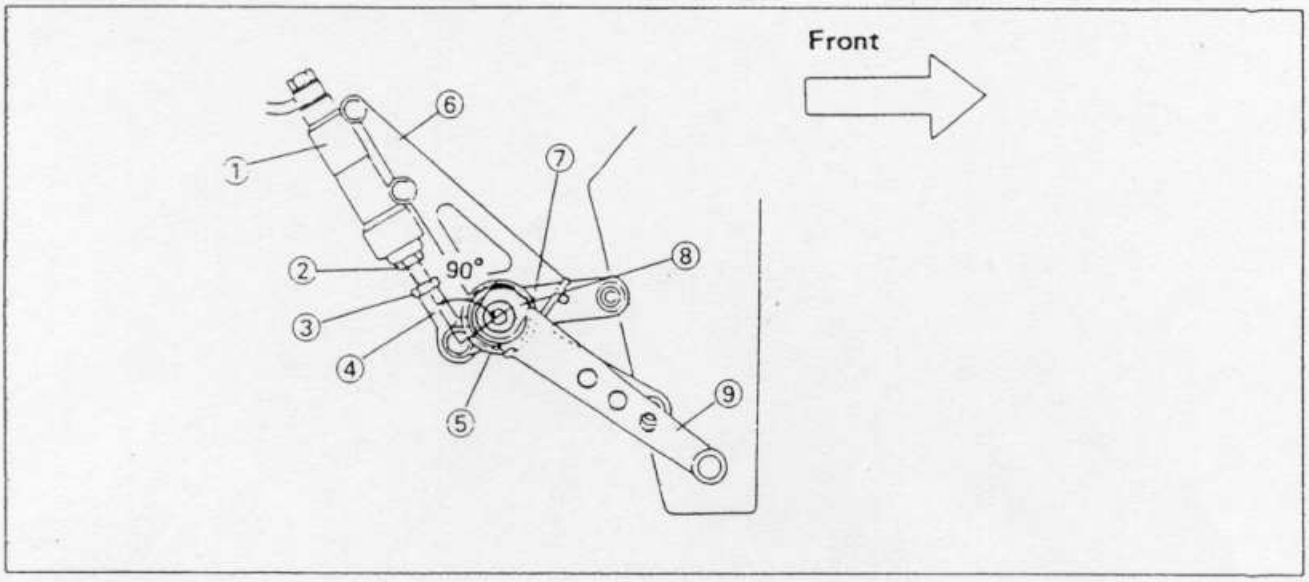


1. Knuckle Joint: 59266-1084
2. Shift Rod: 39111-1123
3. Stay: 35011-1625
4. Guard: 55020-1406
5. Front Shift Lever: 13156-1336
6. Shift Pedal: 13156-1335
7. Knuckle Joint: 59266-1085
8. Left Footpeg: 34028-1388

Brake Pedal (Optional Parts):

The brake pedal for racing use is available.

- Removal Parts:
  Right Footpeg, Brake Pedal, Footpeg Bracket
- Use Original Part:
  Rear Brake Master Cylinder
- Installed Optional Parts:
  Right Footpeg Bracket
  Right Footpeg Assembly
  Brake Pedal
- Remove the rear master cylinder from the frame and install the master cylinder on the rear part of the right footpeg bracket. At this time, remove the bracket from the lower part of the master cylinder but keep the locknut.
- Link the knuckle joint in the lower part of the master cylinder with the rear end of the brake pedal with bolts and nuts.
- Adjust the height of the brake pedal.
  - Using the adjuster locknut in the lower part of the master cylinder, set the height of the pedal.
  - It is desirable that the arm portion of the pedal lever rear end be at right angles with the master cylinder.



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

Front Fork, Rear Shock Absorber (Optional Parts):

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

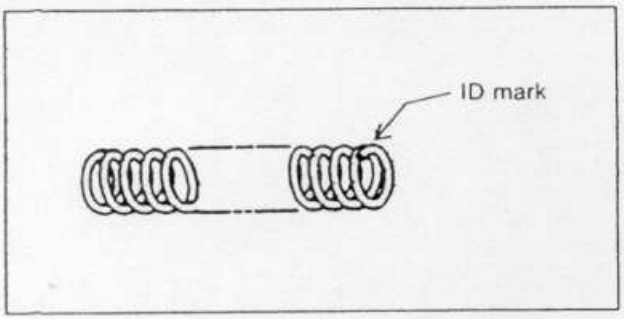
1) Spring

(1) Front Fork Main Spring

P/No.	A x B x C (mm)	Number of winding	Spring constant
Original Spring	5.0 x 25.2 x 295.6	23.25	K = 1.0 kgf/mm
44026-1522	4.8 x 25.6 x 295.6	22.25	K = 0.85 kgf/mm
44026-1523	5.0 x 25.2 x 295.6	25.75	K = 0.90 kgf/mm
44026-1524	5.0 x 25.2 x 295.6	24.50	K = 0.95 kgf/mm

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

Identification Mark:
The following ID marks are on the springs.



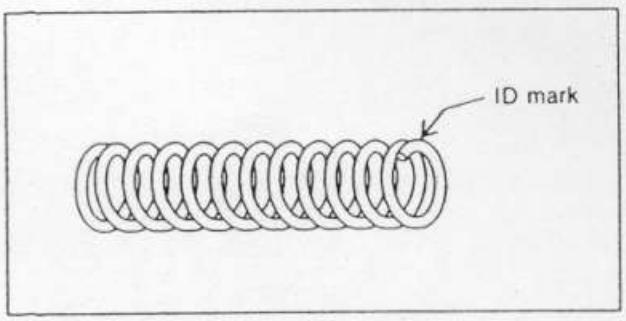
ID mark
One Slit (44026-1522)
Two Slits (44026-1523)
Three Slits (44026-1524)

(2) Rear Shock Absorber Spring

P/No.	A x B x C (mm)	Number of winding	Spring constant
Original Spring	11.2 x 56 x 230	7	K = 7.5 kgf/mm
92144-1657	11.0 x 56 x 230	7	K = 6.75 kgf/mm
92144-1664	10.5 x 56 x 230	6.25	K = 6.5 kgf/mm
92144-1665	10.8 x 56 x 230	6.5	K = 7.0 kgf/mm

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

Identification Mark:
The following ID marks are on springs.



ID mark
One White Line (92144-1664)
Two White Lines (92144-1665)

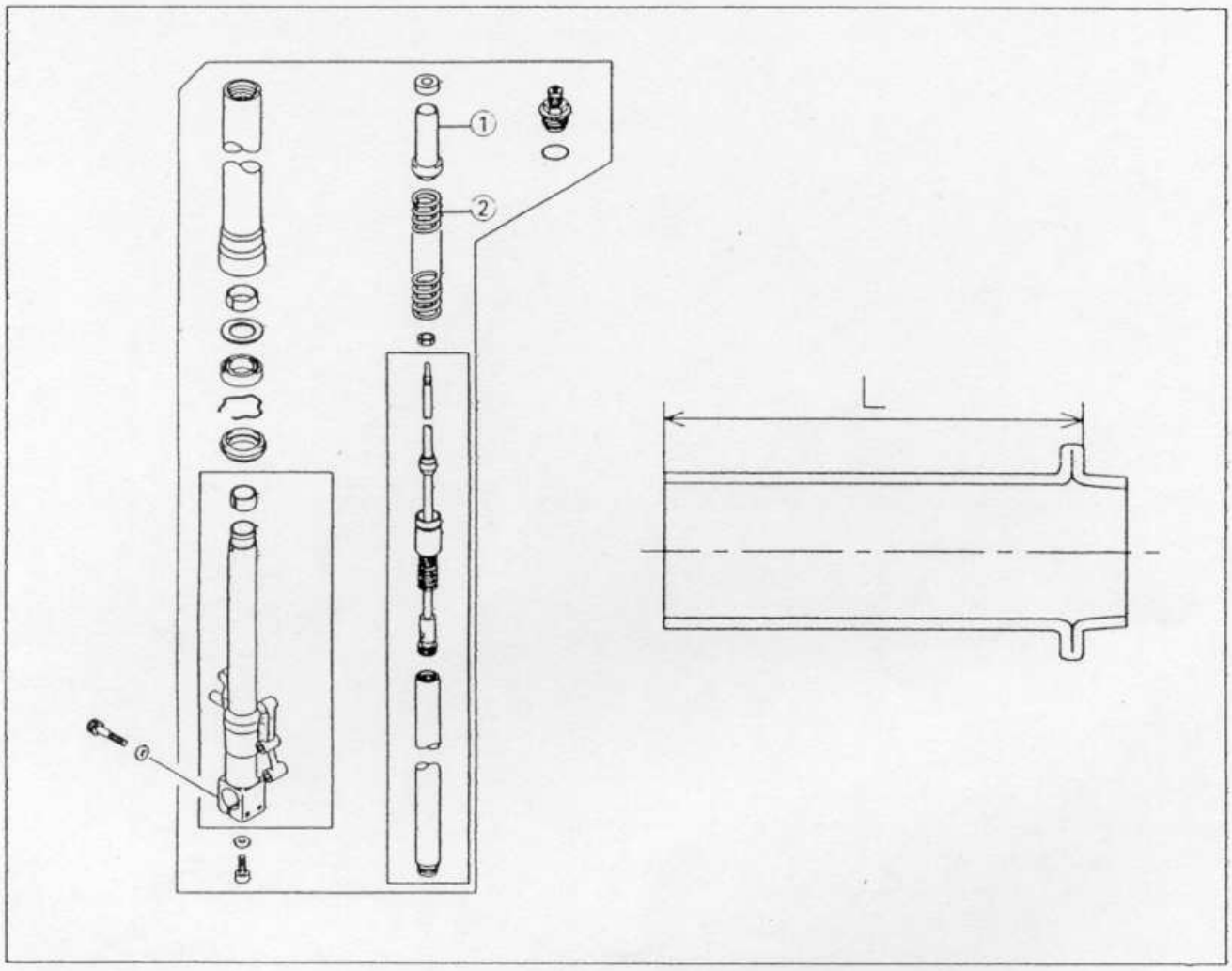
2) Spring Guide (Spacer)

An optional soft front fork main spring creates softer handling at the first spring stroke, if this condition does not meet your needs, adjust the spring preload using one of the two optional spring guides which are longer than the original.

Spring Guide Length

P/No.	Length
Original Part	50 mm
92026-1423	55 mm
92026-1424	60 mm

Front Fork Component Parts



1. Spring Guide
2. Main Spring

L: Spring Guide Length

3) Spring Replacement

(1) Front Fork Main Spring

Replace the main spring referring to the Fork Oil Change section of the ZX750J/K Service Manual.

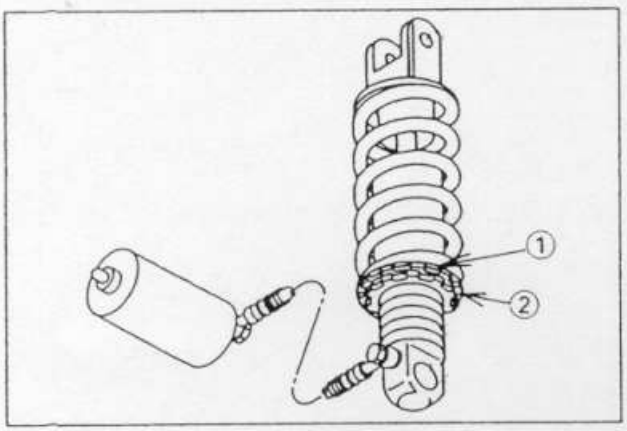
Item		Standard
Spring Preload Adjuster Position		Adjuster protrusion is 20 mm (8 Marks)
Rebound Damping Adjuster Position (Upper)		7th click from first click of fully clockwise position
Compression Damping Adjuster Position		4th click from first click of fully clockwise position
Front Fork Oil:	Type	KAYABA 01 (SAE5W)
	Capacity	380 ±4 mL
	Oil Level	112 ±2 mm (fully compressed without main spring)

(2) Rear Shock Absorber

- Remove the rear shock absorber from the machine referring to the ZX750-L/M Service Manual.
- Hold the banjo bolt side of the rear shock absorber in a vise.

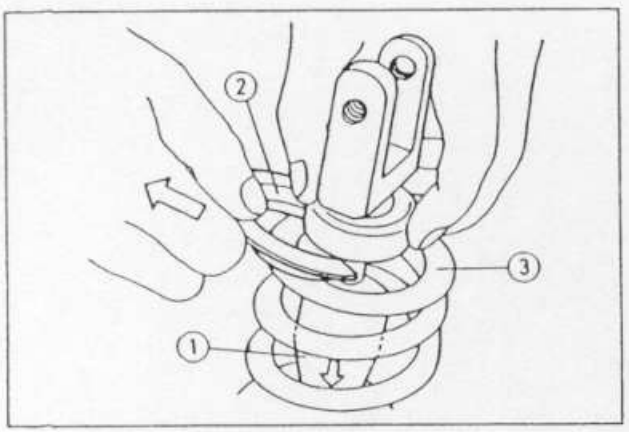
○ Do not disconnect the oil pipe from the rear shock body and gas reservoir unless you change the oil capacity.

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



1. Adjusting Nut
2. Locknut

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

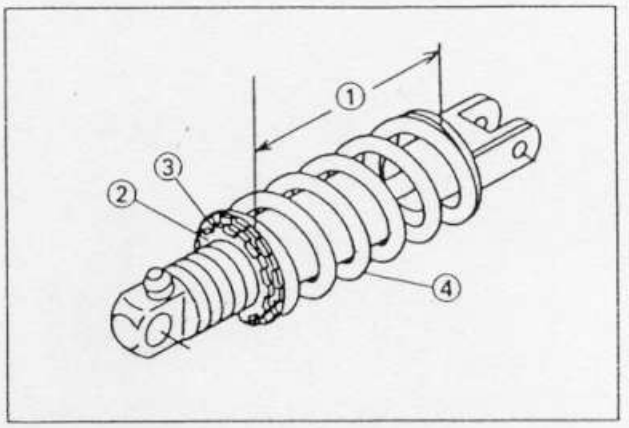


1. Rubber Bumper
2. Spring Guide
3. Spring

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

○ Position the adjusting nut and locknut so that the spring length is 230 mm.

○ Adjust the spring preload by the test riding result.



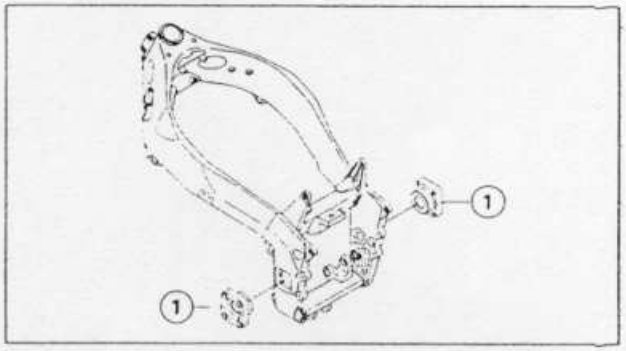
1. Spring Length
2. Locknut
3. Adjusting Nut
4. Spring

Swingarm Bracket (Optional Parts):

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

Parts	P/No.	Q'ty	Remarks
Swingarm Bracket	32036-1275	2	Height changes plus or minus 1 mm.
Swingarm Bracket	32036-1276	2	Height changes plus or minus 2 mm.

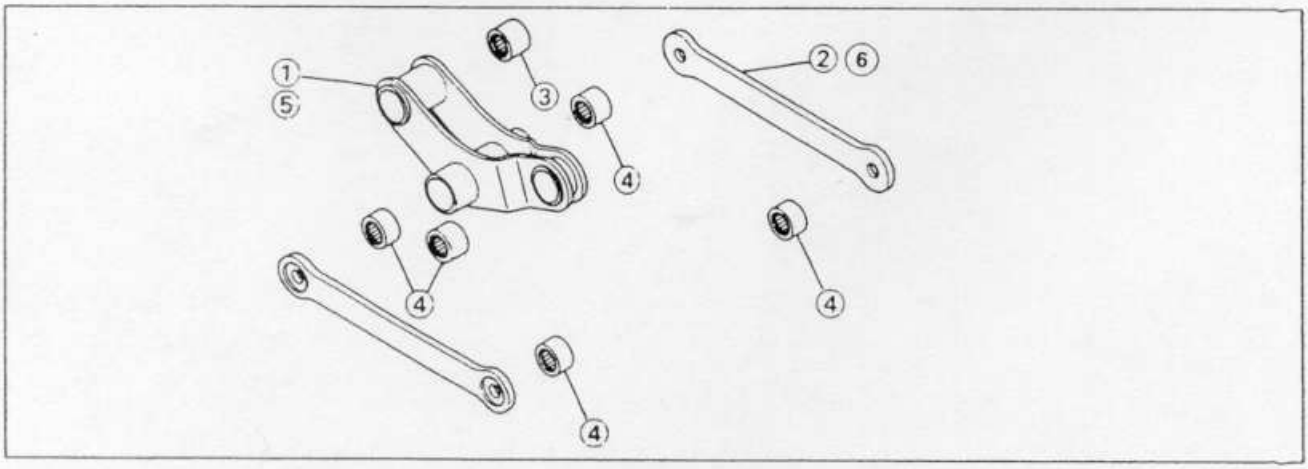
- The optional swingarm brackets can be installed either directions, one direction increases the swingarm height 1 or 2 mm from the original but the other direction (upside down) lowers the height 1 or 2 mm.
- In general higher pivot brings more traction and lower pivot less traction.



1. Swingarm Brackets

Suspension Arm, Rod (Optional Parts):

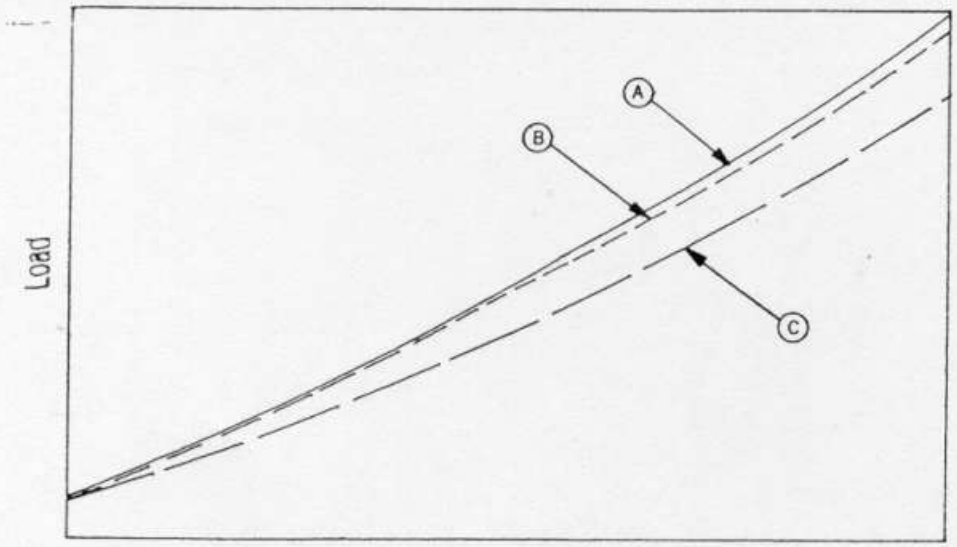
Light weight suspension arms and rods which are made of aluminum plate are available as optional parts.



1. Suspension Arm (I): 39007-1214
2. Rod: 39111-1124 (L = 175 mm)
3. Bearing: 92046-1110
4. Bearing: 92046-1112
5. Suspension Arm (II): 39007-1227
6. Rod: 39111-1136 (L = 172 mm)

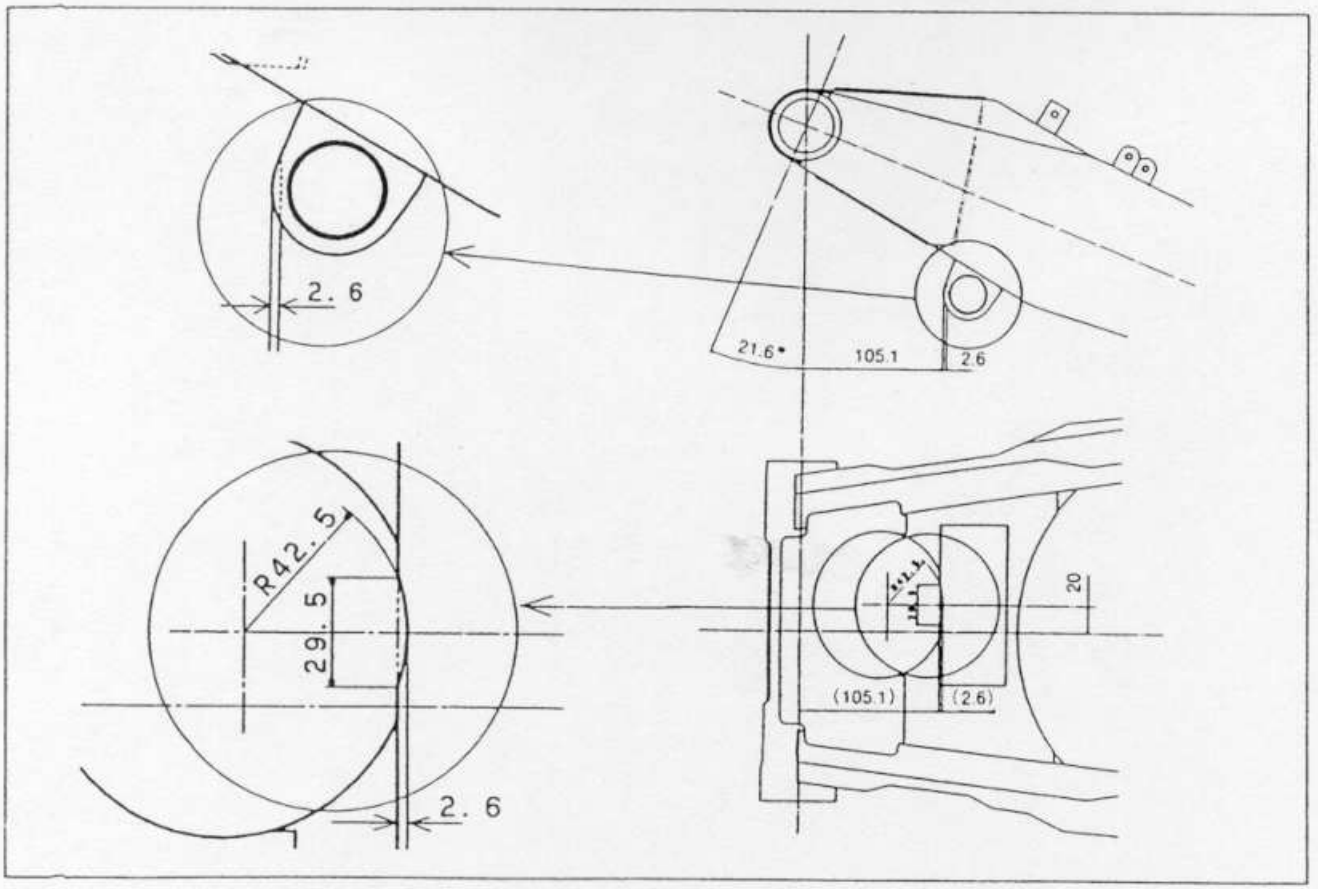
- The suspension arm (39007-1227) is designed for OHLINS rear shock, type KA2070, so do not use it for the original rear shock.

Suspension Characteristic



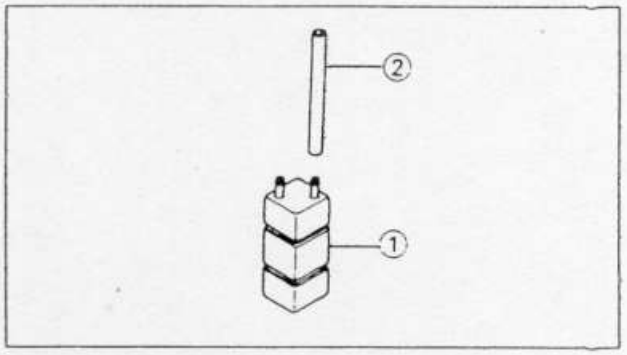
Combination of Suspension Arm and Rod
(A) : 39007-1214 and 39111-1136
(B) : 39007-1214 and 39111-1124
(C) : 39007-1227 and 39111-1124

● The swingarm must be modified if any short suspension arm is intended to be used.
○ Grind the shaded area at the suspension arm bracket of the swingarm as shown.



Catch Tank (Optional Parts):

The following catch tanks are available as optional parts.



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

1) Fuel Catch Tank

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

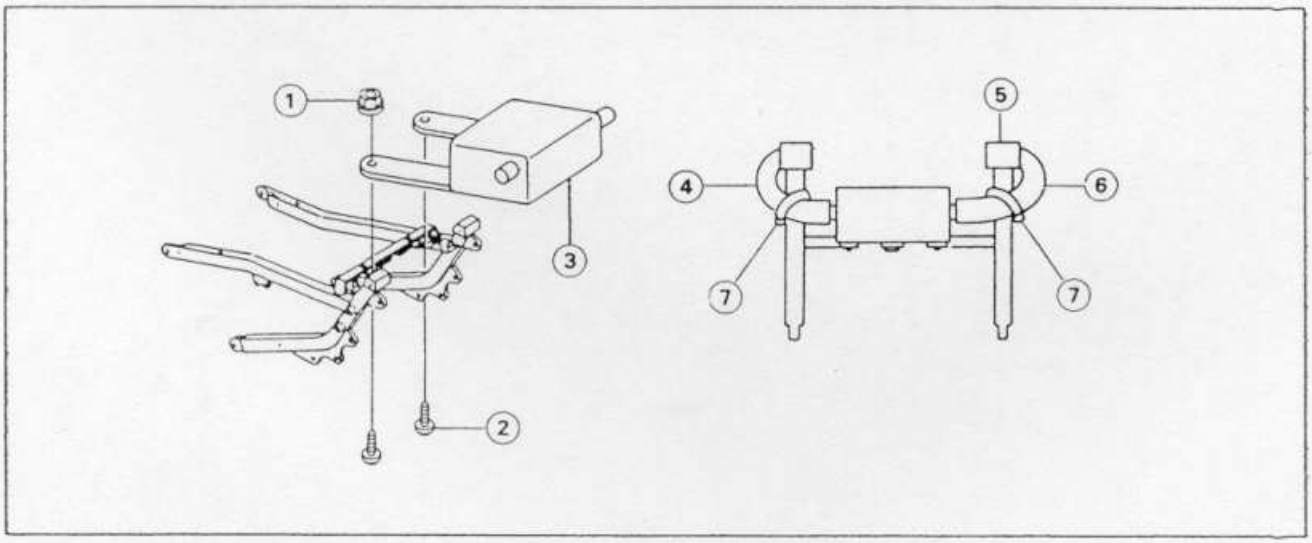
Capacity: Approx. 320 mL

2) Oil Catch Tank

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

Capacity: 800 mL

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



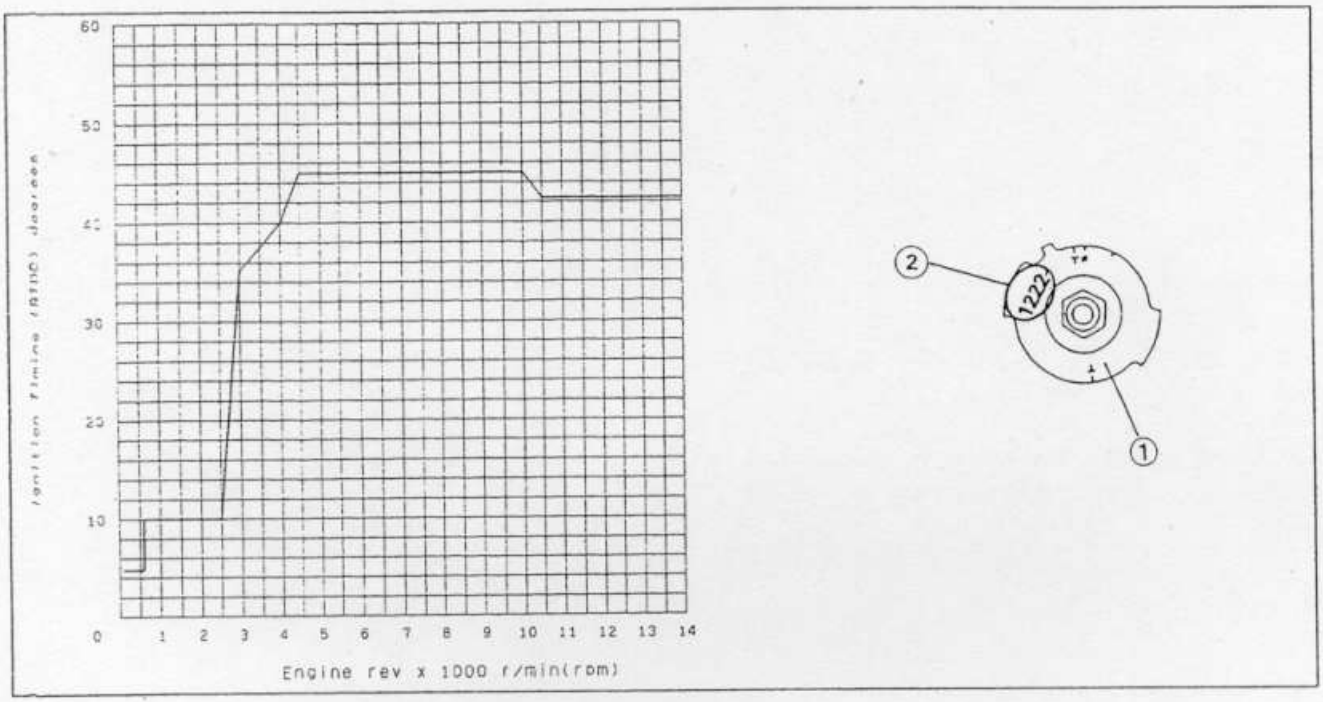
1. 6 mm Nut
2. 6 mm Screw
3. Oil Catch Tank: 52001-1090
4. To Air Cleaner
5. Seat Rail
6. Tubes: 92190-1472
7. Fasten Tube with Tie-lap

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

Electric Parts

Igniter:

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



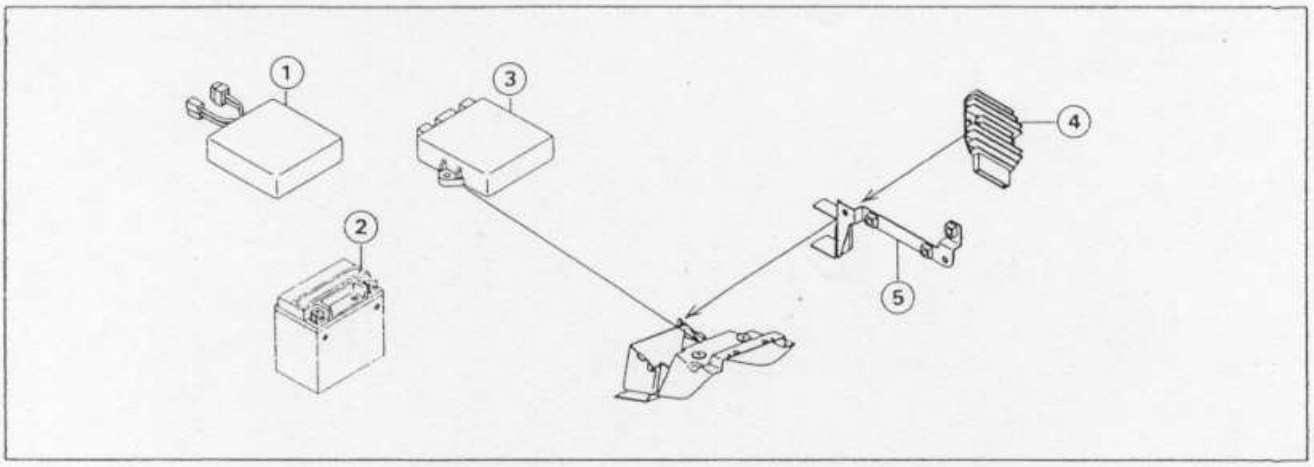
1. Timing Rotor (Original Part): 21007-1222
2. ID Mark

Alternator, Regulator (Optional Parts):

- For the Enduro Racing, use either the original alternator or the optional ones.
- ○ The optional alternator must be used together with the '93/'94 optional regulator as a set.
- ○ The original alternator must be used together with the original clutch housing and oil pump driven mechanism as a set. Also, do not use the optional chain.
- ○ The enduro machine should use the original starter motor together with the original starter clutch.

Igniters and Regulator Location

- Locate the igniters (21119-1391, 21119-1392) and regulator as shown.
- ○ Locate the igniter (21119-1392) on the battery.



1. Igniter (DC-CDI): 21119-1392
2. Battery
3. Igniter: 21119-1391
4. Regulator: 21066-1068
5. Bracket: 11048-1209

Battery (Optional Parts):

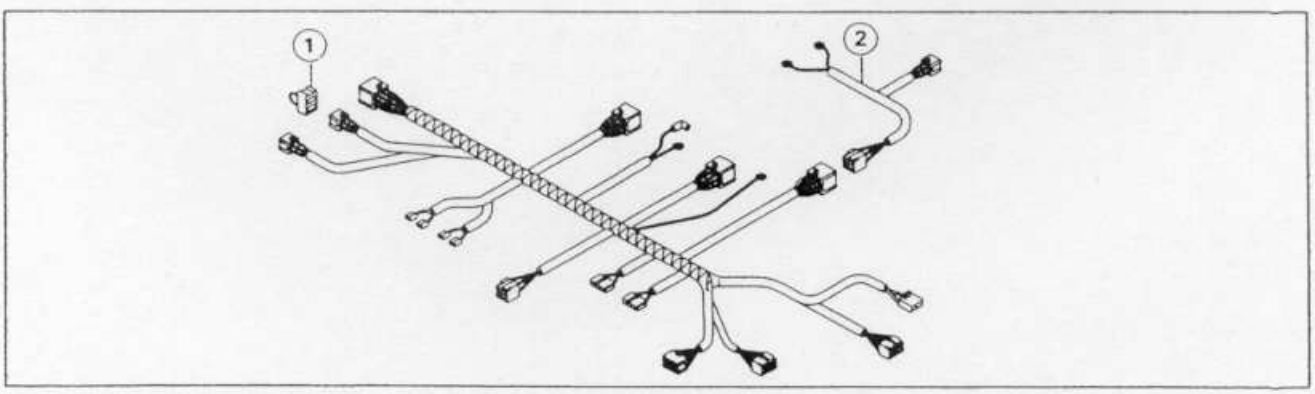
- Use the original battery or a battery with 12 V 7 Ah or more capacity.

Main Harness:

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

  Wire Harness (with Transistor Igniter): 26030-1206
  Wire Lead (Connection between Battery and Main Harness): 26011-1566
  Wire Lead (Use only for engine starting): 26011-1567

See pg. 67 for the Wire Harness Combination Parts Table.



1. Wire Lead: 26011-1567
2. Wire Lead: 26011-1566

Removal Parts

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

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

Original Parts

The following parts are needed for the '94 racing machine.

Pickup Coil
Fuel Pump, Fuel Pump Relay
Water Temperature Sensor
Tachometer
Water Temperature Gauge
Ignition Coils

Optional Switches

The following parts are available.

Engine Stop Switch: 27010-1321
Starter/Light Switch: 27010-1322

Wire Harness Combination Parts Table

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

Part	Wire Harness (Kit) (26030-1206)	Wire Harness (Optional) (26030-1207)	Wire Harness (Optional) (26030-1208)
Tachometer (Original)	O	–	–
Tachometer (Optional) (25001-1391)	–	O	O
Engine Stop Switch (Kit) (27010-1321)	O	O	O
Starter/Light Switch (Optional) (27010-1322)	–	–	O
Wire Lead (Kit) (26011-1566)	O	O	–
Wire Lead (Kit) (26011-1567)	O	O	O
Wire Lead (Optional) (26011-1598)	O	O	O
Sensor (Kit) (27010-1306)	O	O	O
Sensor Relay (Kit) (27034-1056)	O	O	O
Igniter (Kit) (21119-1391)	O	O	O
Igniter (DC-CDI) (Optional) (21119-1392)	–	O	O
Pickup Coil (original)	O	O	O
Ignition Coils (Optional) (21121-1224/1225)	Original ones	O	O
Regulator (Optional) (21066-1068)	–	–	O
Alternator (Optional) (21001-1119)	–	–	O
Fuel Pump Relay (Kit) (27002-1085)	Original one	O	O
Spark Plug (Kit) (92070-1181)	O	O	O
Spark Plug (Optional) (92070-1211)	–	O	O

NOTE

O 26030-1206: with Transistor Igniter
O 26030-1207: with CDI Igniter
O 26030-1208: Enduro with CDI Igniter
Kit: Standard Kit

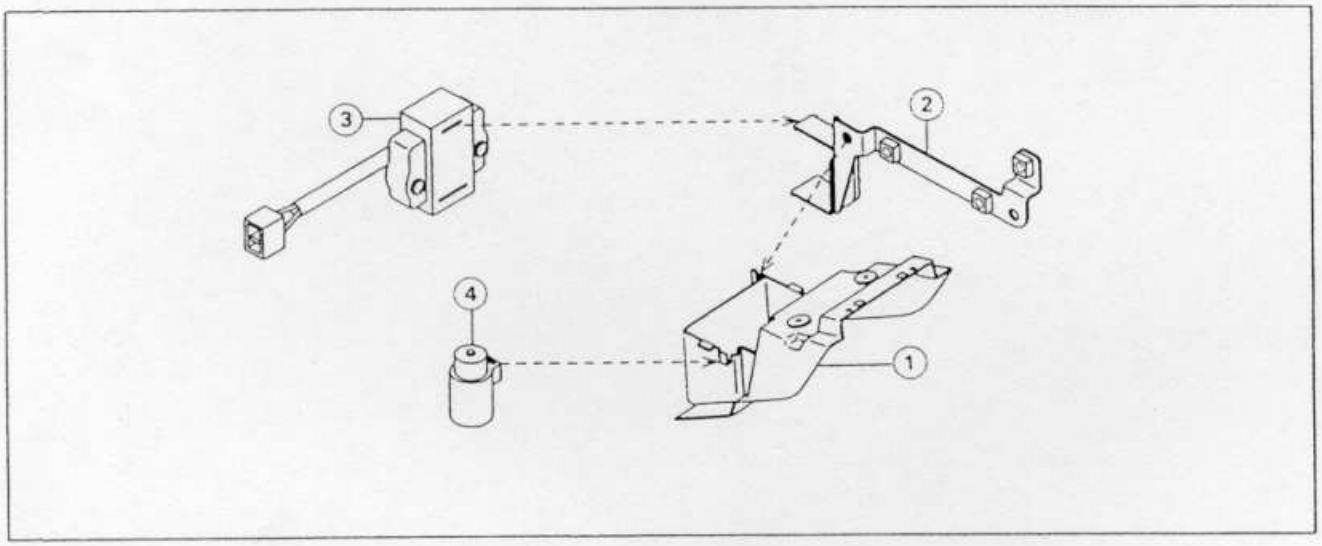
Fuel Pump Stop Switch Assembly:

For an emergency situation, the following fuel pump stop switch kit is available.

Sensor: 27010-1306
Relay: 27034-1056
Bracket: 11048-1209

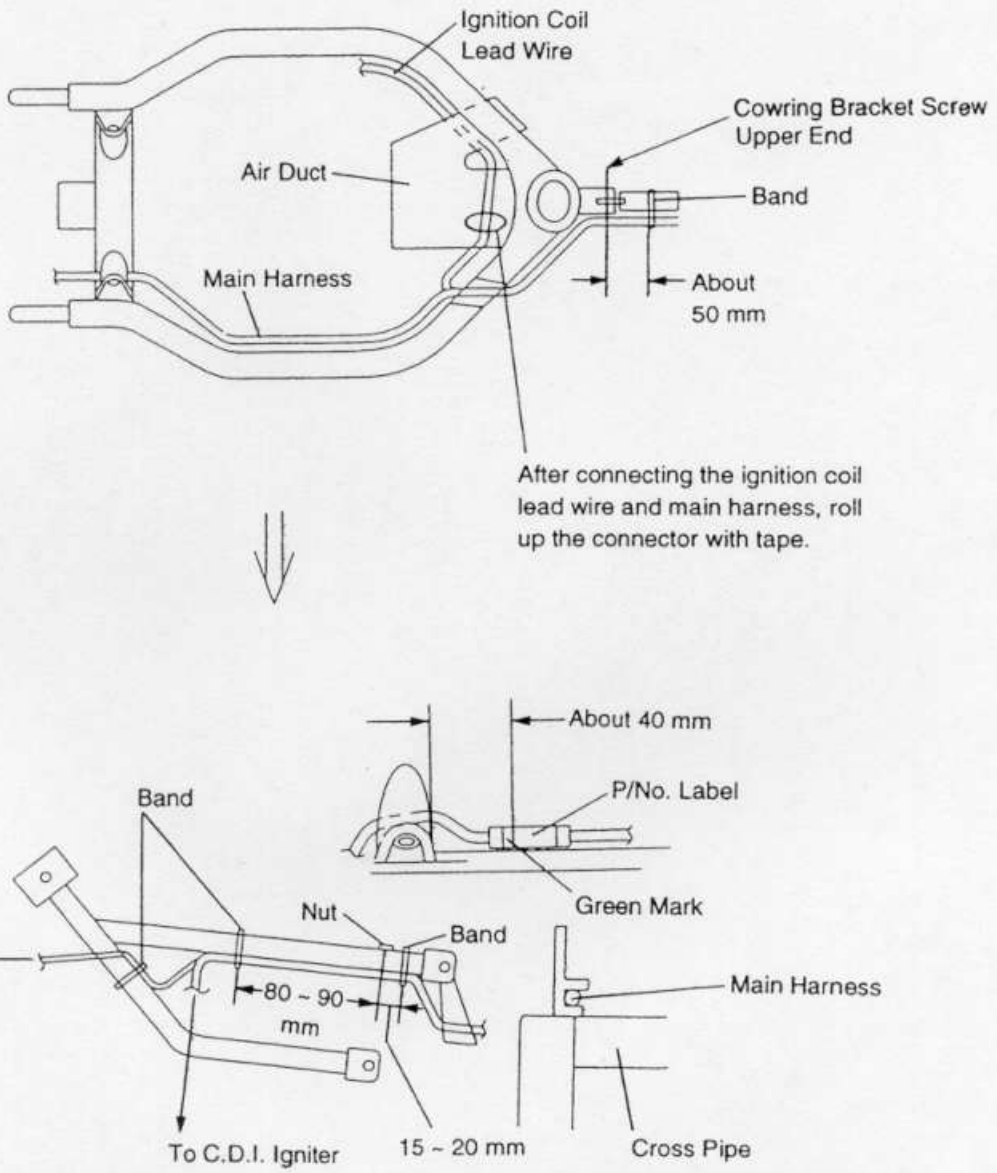
Installation

- Mount the bracket on the bolt hole, where the original junction box was tightened, at front right side of the battery case.
- Insert the sensor onto toes of the bracket.



1. Battery Case (Original)
2. Bracket
3. Sensor
4. Sensor Relay

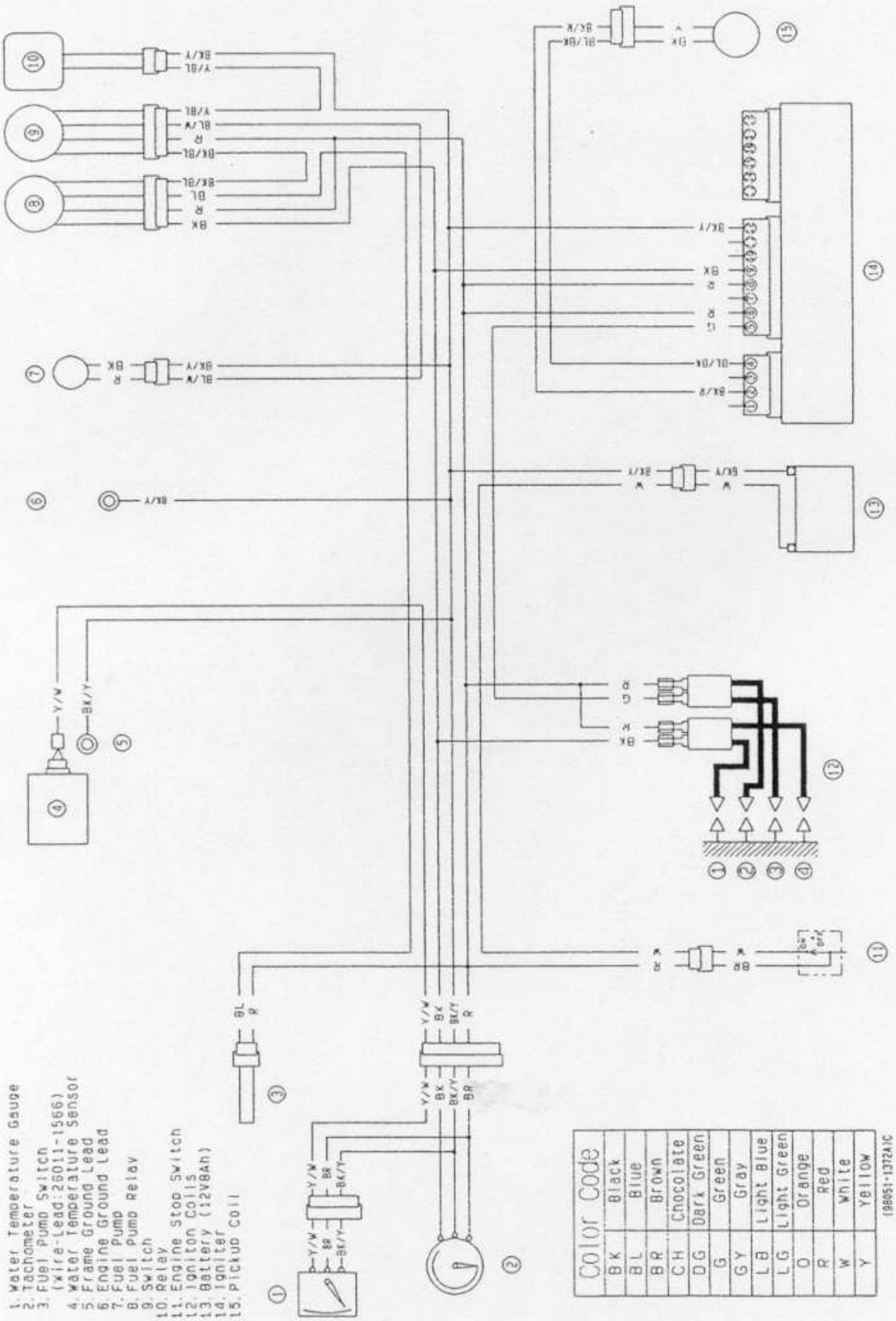
Wiring Routing



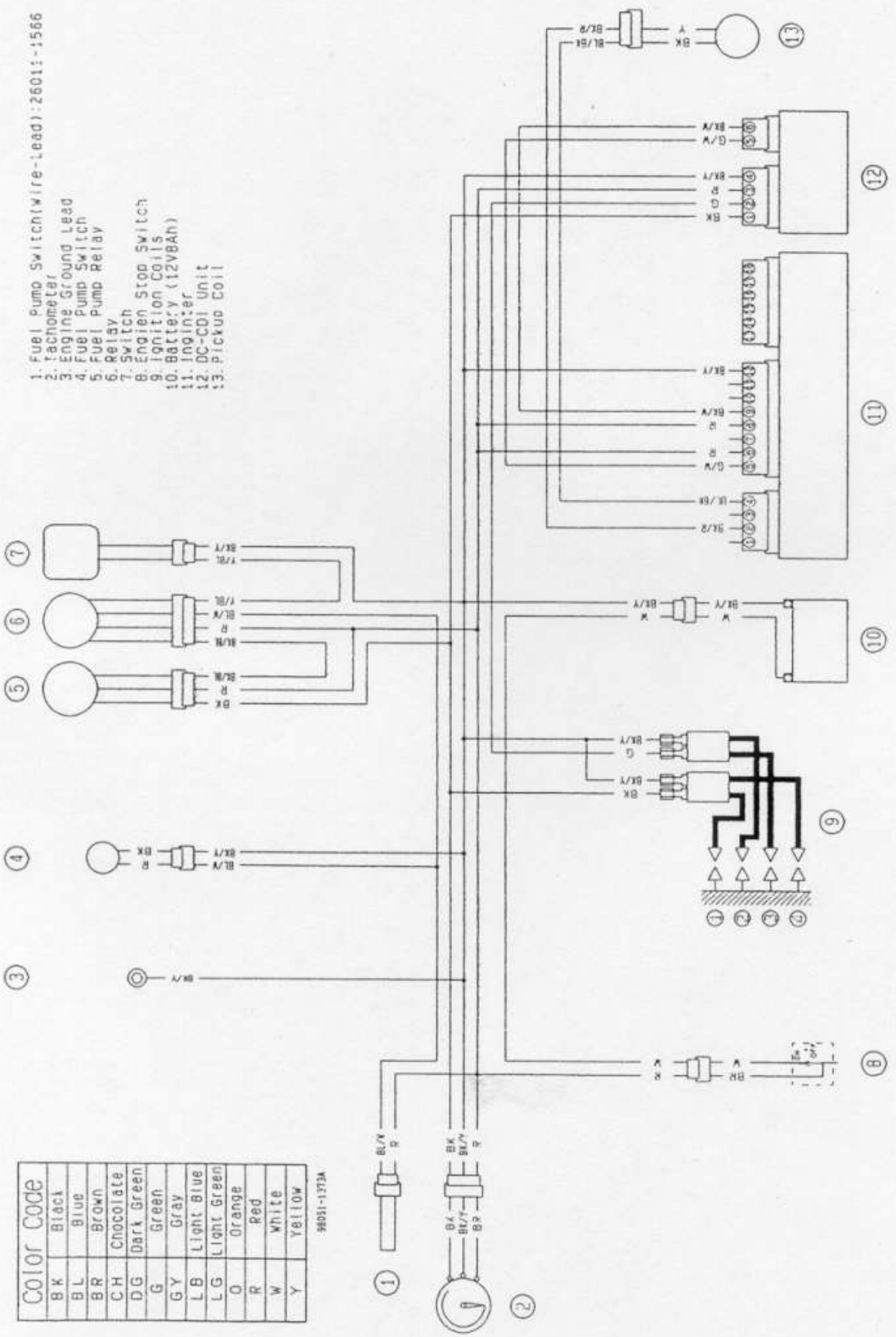
NOTE

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

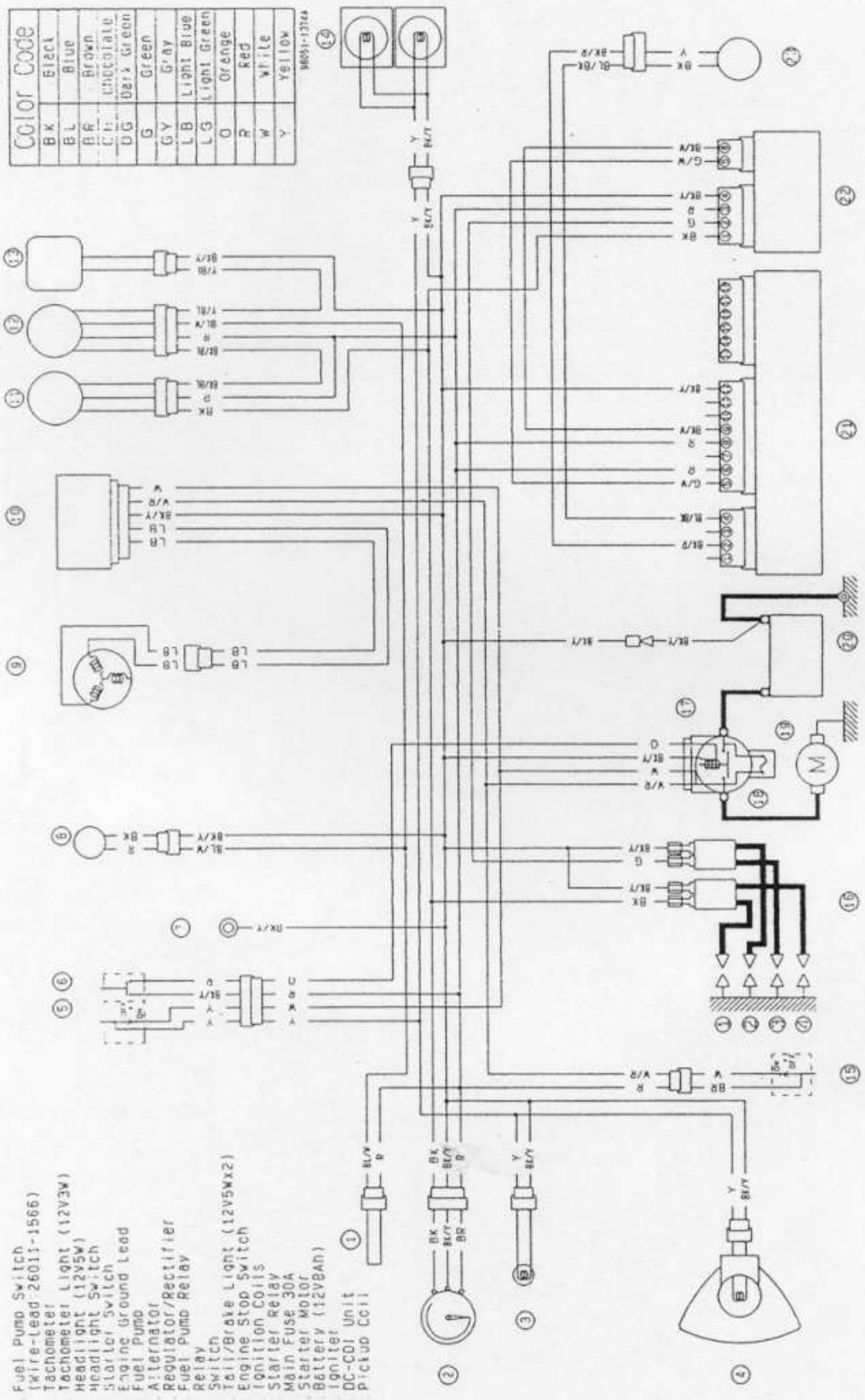
Wiring Diagram (with Transistor Igniter)



Wiring Diagram (with CDI Igniter)



Wiring Diagram
(Enduro with CDI Igniter)

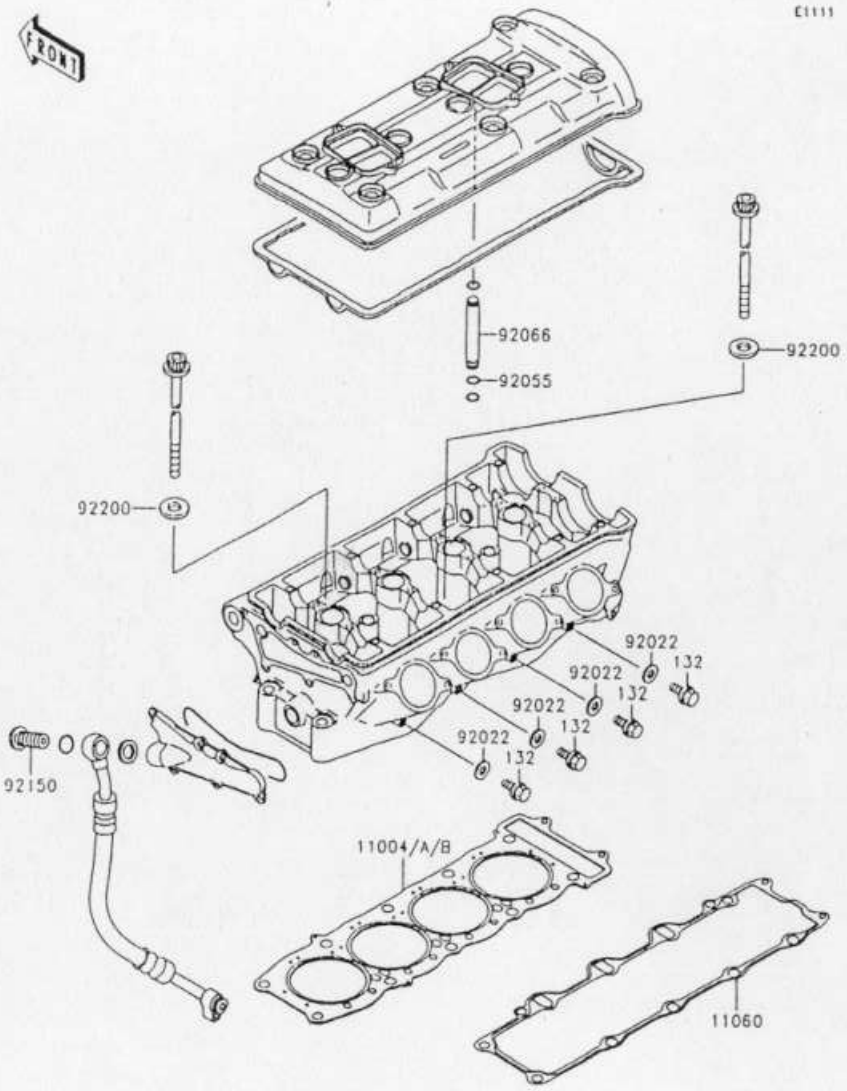


This catalog covers:
'94 ZX750-MR2 Engine

GRID NO.
B-3

This grid covers:
Cylinder Head

E1111



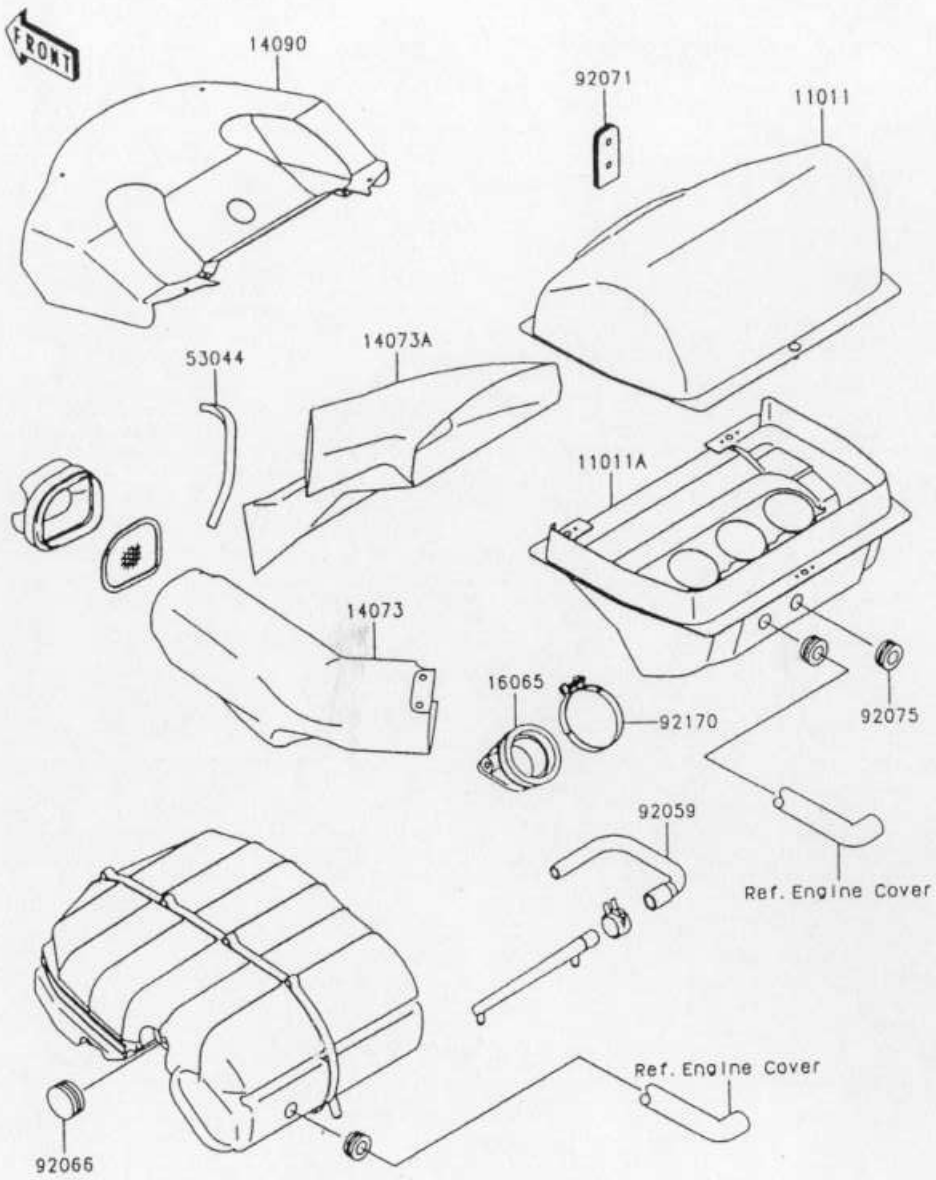
Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '94 MR2			
11004	11004-1223	GASKET-HEAD,T=0.65,STD		3			
11004A	11004-1242	GASKET-HEAD,T=0.60		3			
11004B	11004-1243	GASKET-HEAD,T=0.70		3			
11060	11060-1093	GASKET,CYLINDER BASE		3			
92022	92022-304	WASHER,6.2X11X1		4			
92055	92055-1023	RING-O		4			
92066	92066-1387	PLUG		4			
92150	92150-1700	BOLT		1			
92200	92200-1182	WASHER		8			
132	132G0612	BOLT-FLANGED-SMALL		4			

This catalog covers:
'94 ZX750-MR2 Engine

GRID NO. **B-4**

This grid covers:
Air Cleaner

E1130



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '94 MR2
11011	11011-1439 (OPTION)	CASE-AIR FILTER,UPP		1
11011A	11011-1440 (OPTION)	CASE-AIR FILTER,LWR		1
14073	14073-1584 (OPTION)	DUCT		1
14073A	14073-1609 (OPTION)	DUCT		1
14090	14090-1489 (OPTION)	COVER,RADIATOR,FR		1
16065	16065-1290 (OPTION)	HOLDER-CARBURETOR		4
53044	53044-1204 (OPTION)	TRIM,L = 460		1
92059	92059-1674	TUBE,AIR SWITCH VALVE,LH		1
92066	92066-1321	PLUG,25MM		1
92071	92071-1217 (OPTION)	GROMMET		1
92075	92075-294 (OPTION)	DAMPER		1
92170	92170-1403 (OPTION)	CLAMP		4

This catalog covers:

'94 ZX750-MR2 Engine

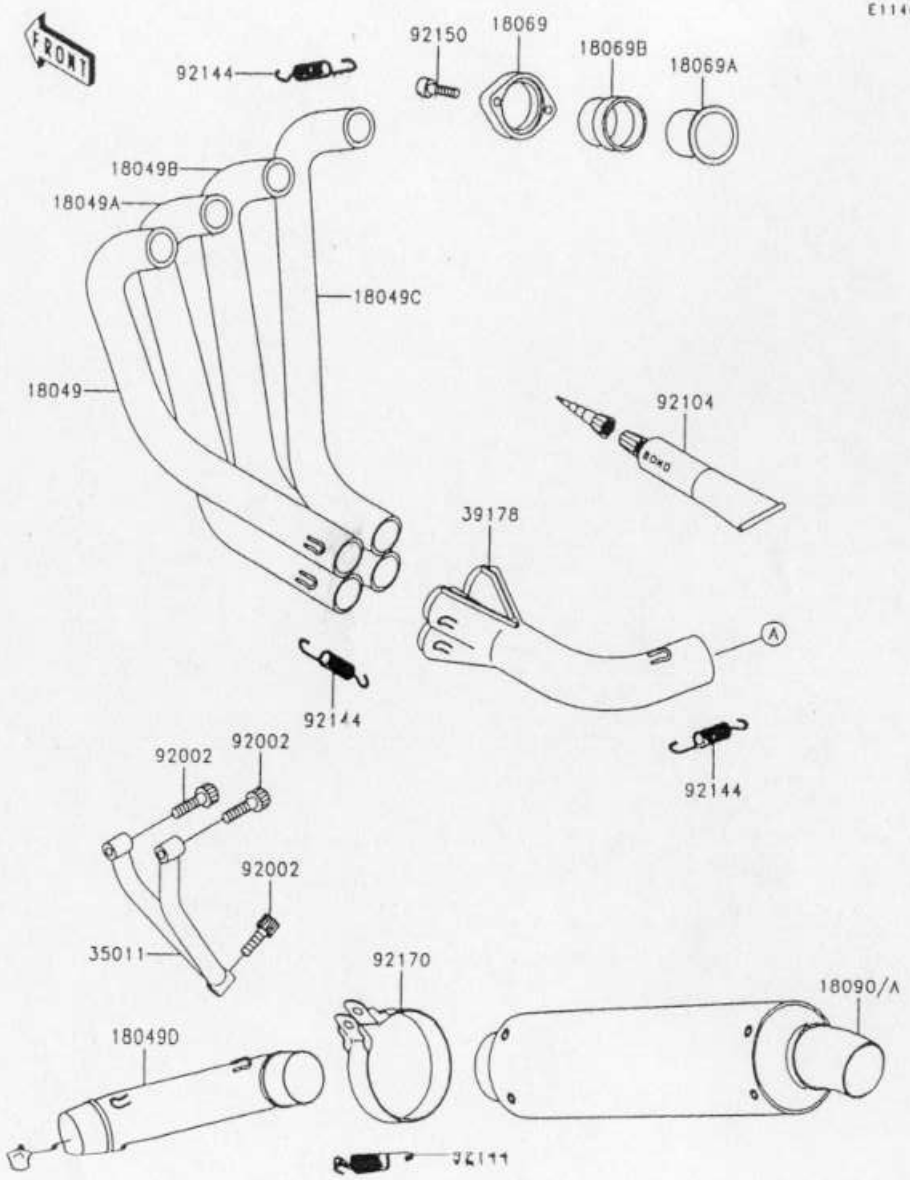
GRID NO.

B-5

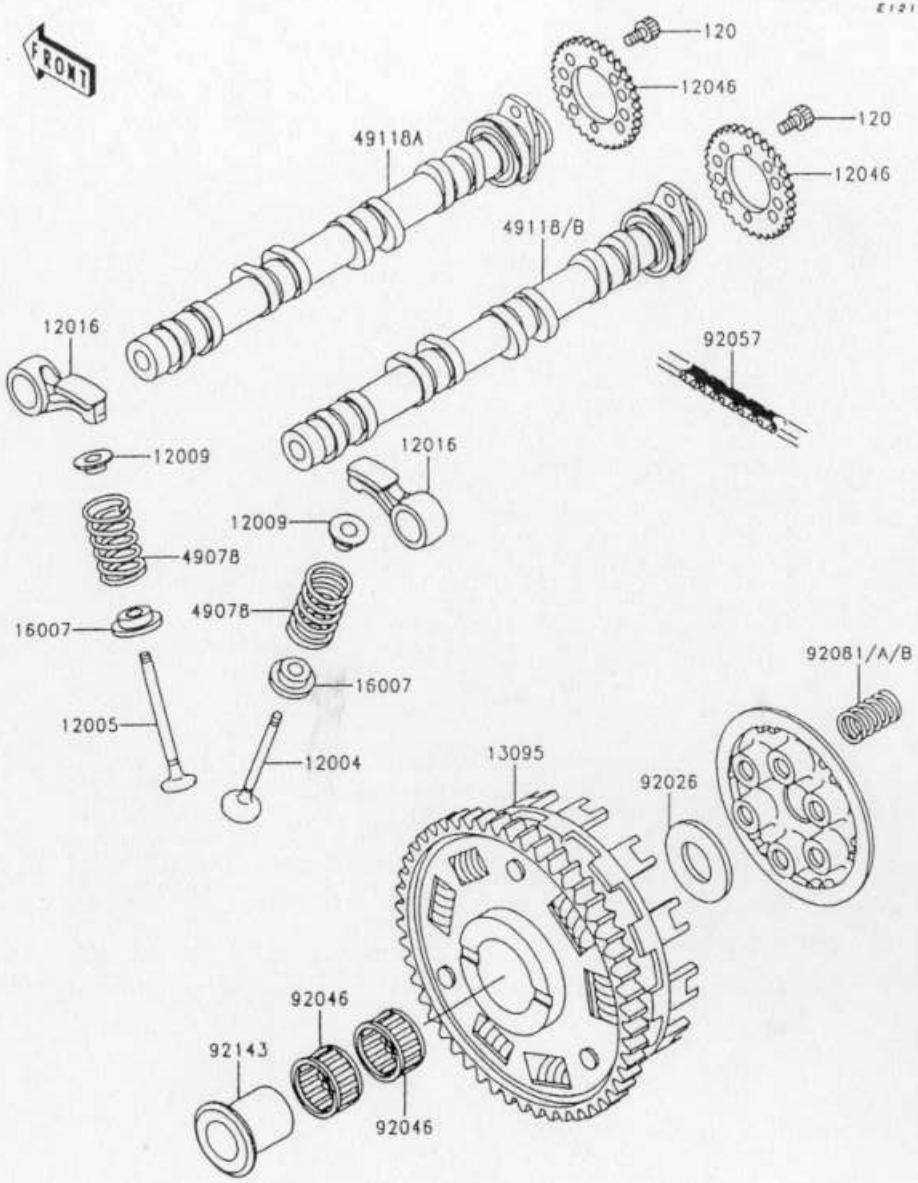
This grid covers:

Muffler(s)

E1140



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '94 MR2
18049	18049-1606	PIPE-EXHAUST,#1		1
18049A	18049-1607	PIPE-EXHAUST,#2		1
18049B	18049-1608	PIPE-EXHAUST,#3		1
18049C	18049-1609	PIPE-EXHAUST,#4		1
18049D	18049-1610	PIPE-EXHAUST,JOINT		1
18069	18069-1106	HOLDER-EXHAUST PIPE,PLATE		4
18069A	18069-1117	HOLDER-EXHAUST PIPE,INNER		4
18069B	18069-1118	HOLDER-EXHAUST PIPE,OUTER		4
18090	18090-1303 (OPTION)	BODY-COMP-MUFFLER		1
18090A	18090-1342	BODY-COMP-MUFFLER		1
35011	35011-1562	STAY,MUFFLER		1
39178	39178-1205	MANIFOLD-COMP-EXHAUST		1
92002	92002-1178	BOLT,SOCKET,8X20		3
92104	92104-1055	GASKET-LIQUID,3B#1209		1
92144	92144-1352	SPRING		12
92150	92150-1535	BOLT,SOCKET,8X20		8
92170	92170-1059	CLAMP		1



Ref. No.	Part No.	Description	Spec Code	Quantity ZX750 '94 MR2
12004	12004-1104	VALVE-INTAKE		8
12005	12005-1206	VALVE-EXHAUST		8
12009	12009-1071	RETAINER-VALVE SPRING		16
12016	12016-1088 (OPTION)	ARM-ROCKER		16
12046	12046-1128	SPROCKET,CAMSHAFT,30T		2
13095	13095-1293	HOUSING-COMP-CLUTCH		1
16007	16007-1165	SEAT-SPRING		16
49078	49078-1118	SPRING-ENGINE VALVE		16
49118	49118-1096	CAMSHAFT-COMP,IN		1
49118A	49118-1097	CAMSHAFT-COMP,EX		1
49118B	49118-1124 (OPTION)	CAMSHAFT-COMP,IN		1
92026	92026-1422	SPACER,CLUTCH,25X46X4.4		1
92046	92046-1215	BEARING-NEEDLE		2
92057	92057-1391	CHAIN		1
92081	92081-1033	SPRING,CLUTCH		6
92081A	92081-1176 (OPTION)	SPRING,CLUTCH,GREEN		6
92081B	92081-139 (OPTION)	SPRING,CLUTCH,YELLOW		6
92143	92143-1579	COLLAR		1
120	120P0610	BOLT-SOCKET,6X10		4

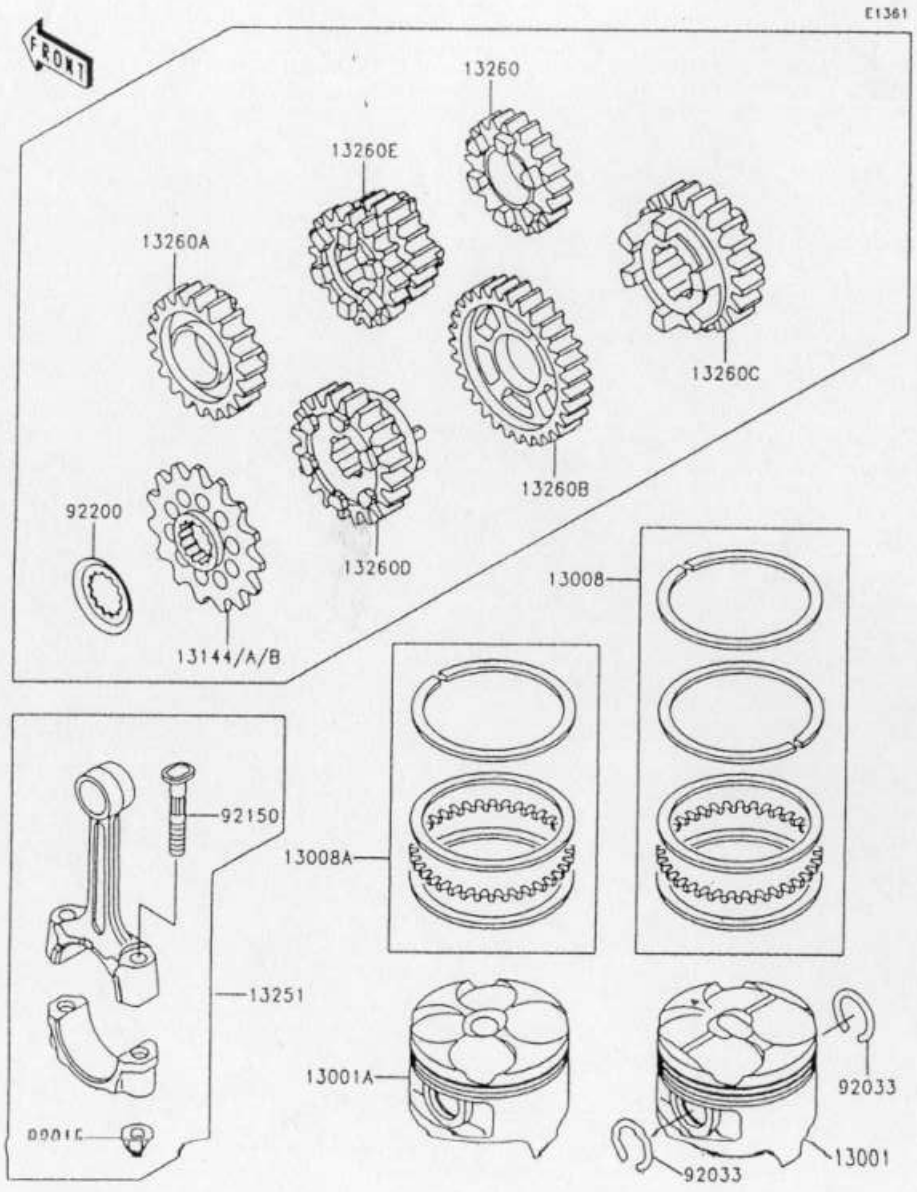
This catalog covers:

'94 ZX750-MR2 Engine

GRID NO. **B-7**

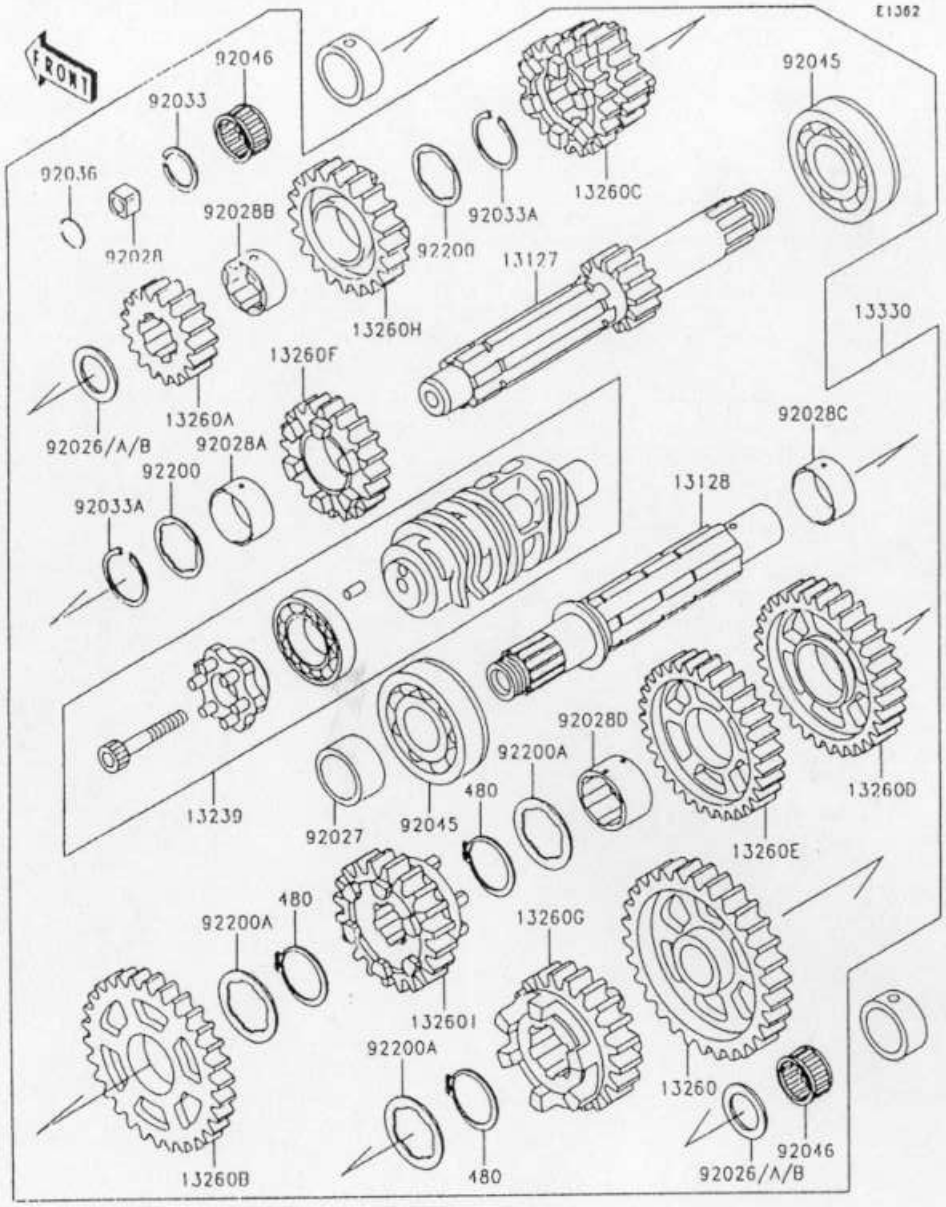
This grid covers:

Piston/Transmission(STD Type)

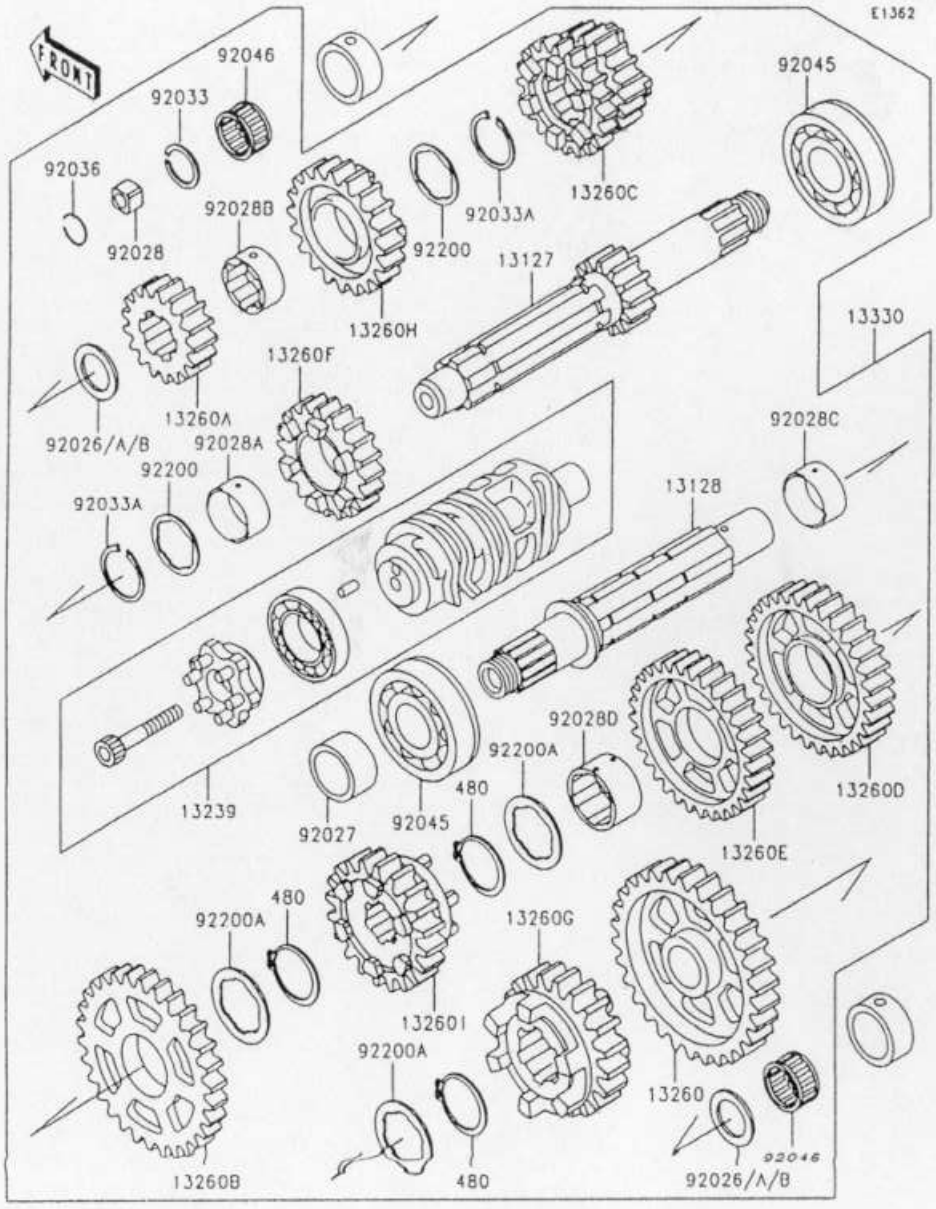


Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '94 MR2
13001	13001-1387	PISTON-ENGINE		4
13001A	13001-1394 (OPTION)	PISTON-ENGINE,FORGED		4
13008	13008-1136	RING-SET-PISTON,STD		4
13008A	13008-1154 (OPTION)	RING-SET-PISTON		4
13144	13144-1191	SPROCKET-OUTPUT,15T(#520)		1
13144A	13144-1192	SPROCKET-OUTPUT,16T(#520)		1
13144B	13144-1193	SPROCKET-OUTPUT,17T(#520)		1
13251	13251-1104 (OPTION)	ROD-ASSY-CONNECTING,LONG		4
13260	13260-1269 (OPTION)	GEAR,INPUT,5TH,23T		1
13260A	13260-1270 (OPTION)	GEAR,INPUT,TOP,24T		1
13260B	13260-1271 (OPTION)	GEAR,OUTPUT,4TH,33T		1
13260C	13260-1362 (OPTION)	GEAR,OUTPUT,5TH,32T		1
13260D	13260-1363 (OPTION)	GEAR,OUTPUT,TOP,31T		1
13260E	13260-1382 (OPTION)	GEAR,INPUT,3RD&4TH,21T&22T		1
92015	92015-1311	NUT,FLANGED,8MM		8
92033	92033-1099	RING-SNAP,20.5X1.2		8
92150	92150-1216	BOLT,CONNECTING ROD,8MM		8
92200	92200-1065	WASHER		3

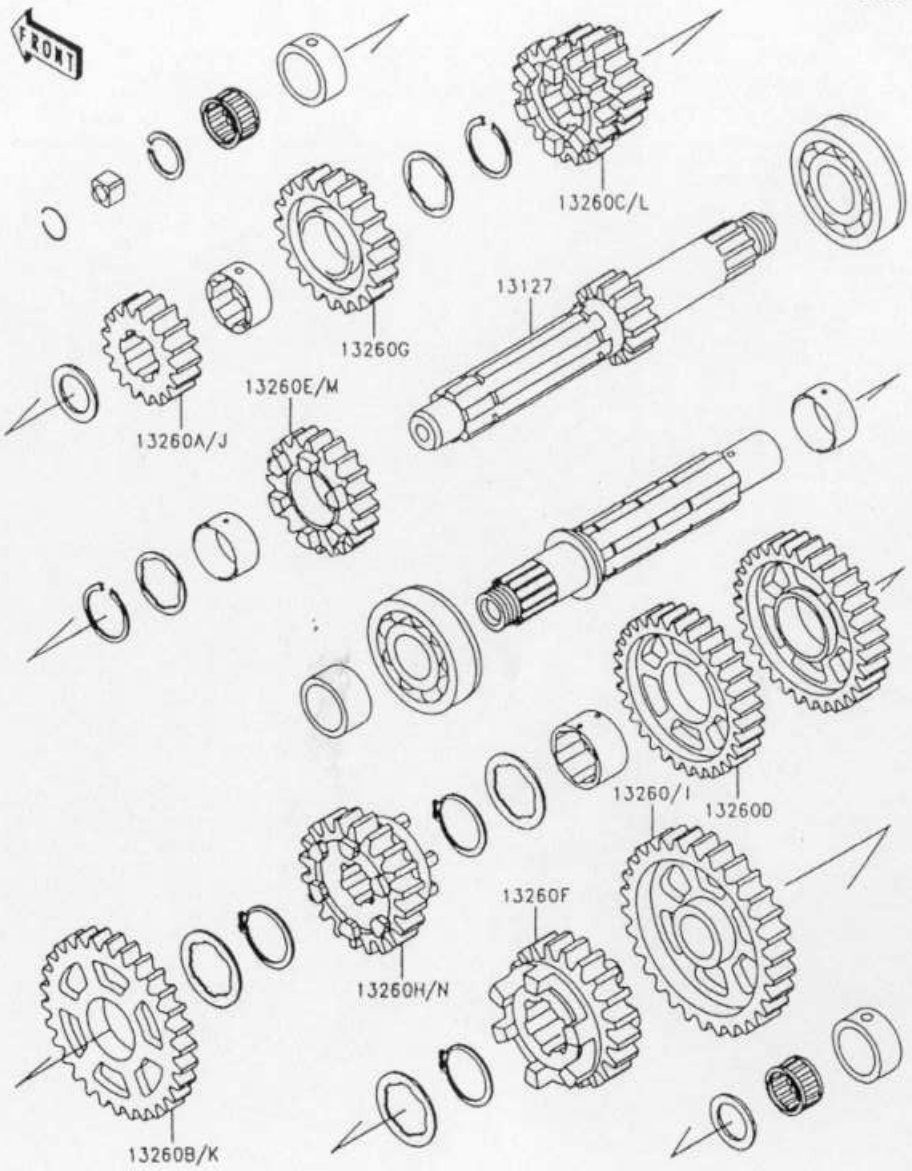
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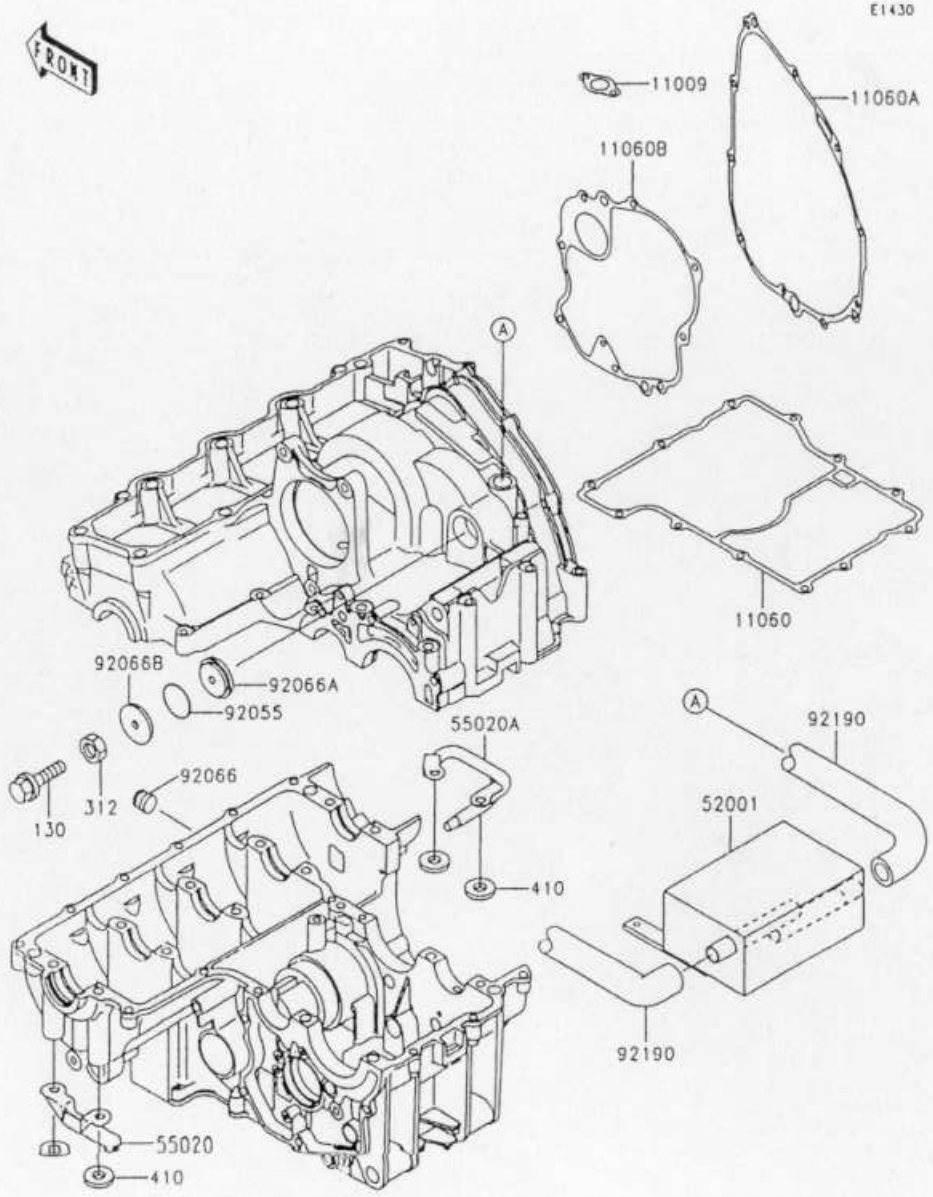
Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '94 MR2
13127	13127-1224 (OPTION)	SHAFT-INPUT,LOW,17T		1
13128	13128-1198 (OPTION)	SHAFT-TRANSMISSION OUTPUT		1
13239	13239-1190 (OPTION)	DRUM-ASSY-CHANGE		1
13260	13260-1337 (OPTION)	GEAR,OUTPUT,LOW,42T		1
13260A	13260-1338 (OPTION)	GEAR,INPUT,2ND,18T		1
13260B	13260-1339 (OPTION)	GEAR,OUTPUT,2ND,37T		1
13260C	13260-1340 (OPTION)	GEAR,INPUT,3RD&4TH,20T/26T		1
13260D	13260-1341 (OPTION)	GEAR,OUTPUT,3RD,35T		1
13260E	13260-1342 (OPTION)	GEAR,OUTPUT,4TH,41T		1
13260F	13260-1343 (OPTION)	GEAR,INPUT,5TH,22T		1
13260G	13260-1344 (OPTION)	GEAR,OUTPUT,5TH,32T		1
13260H	13260-1345 (OPTION)	GEAR,INPUT,TOP,25T		1
13260I	13260-1346 (OPTION)	GEAR,OUTPUT,TOP,35T		1
13330	13330-1004 (OPTION)	KIT-GEAR		1
92026	92026-1224 (OPTION)	SPACER,22X35.5X2.1		2
92026A	92026-1225 (OPTION)	SPACER,22X35.5X2.4		2
92026B	92026-1226 (OPTION)	SPACER,22X35.5X1.8		2
92027	92027-1302 (OPTION)	COLLAR,ENGINE SPROCKET		1
92028	92028-1704 (OPTION)	BUSHING		1
92028A	92028-1705 (OPTION)	BUSHING		1
92028B	92028-1706 (OPTION)	BUSHING		1
92028C	92028-1707 (OPTION)	BUSHING		1



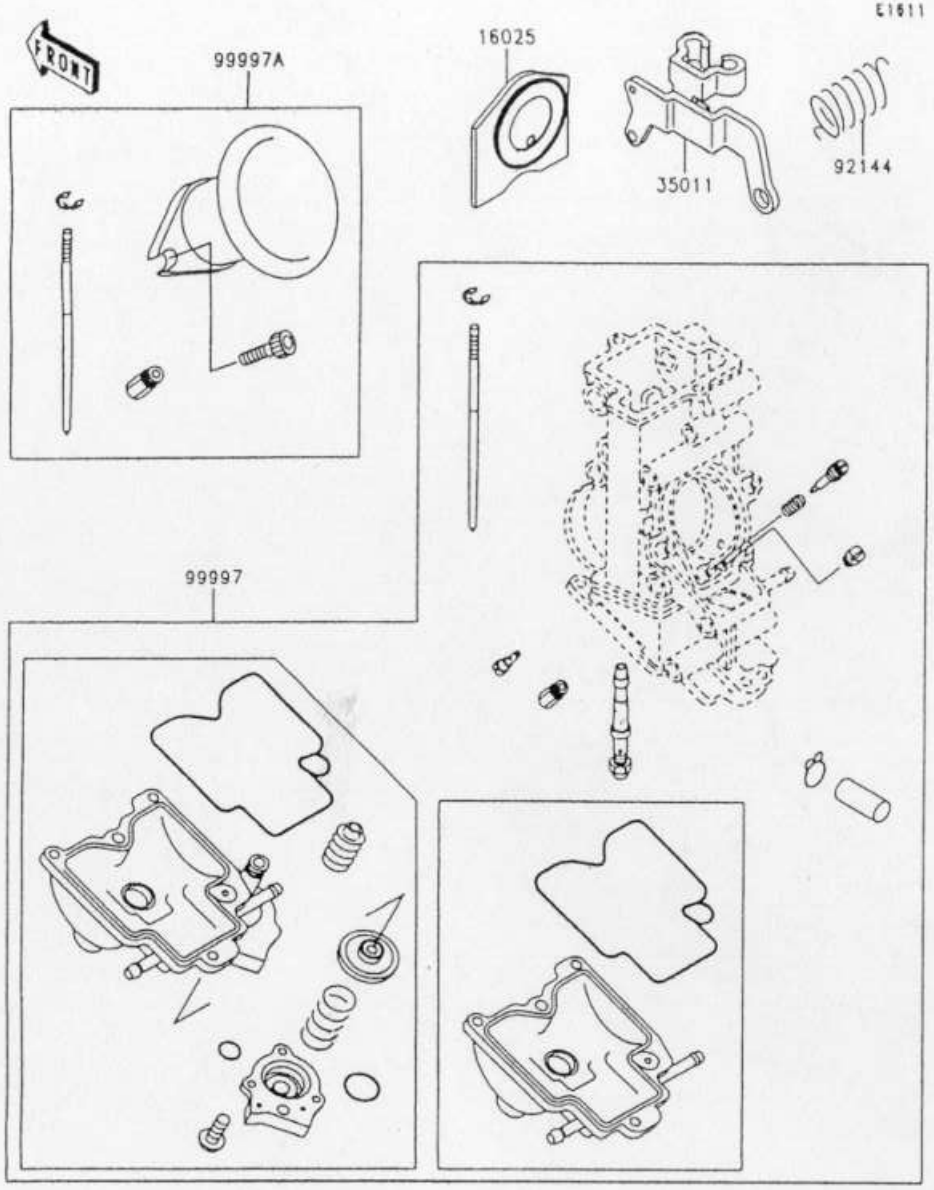
Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '94 MR2
92028D	92028-1708 (OPTION)	BUSHING		1
92033	92033-025 (OPTION)	RING-SNAP,20X25.5X1.2		1
92033A	92033-1037 (OPTION)	RING-SNAP,25.9MM		2
92036	92036-005 (OPTION)	RING-SNAP		1
92045	92045-1224 (OPTION)	BEARING-BALL,6305N2SH2		2
92046	92046-031 (OPTION)	BEARING-NEEDLE,FWF-223014		2
92200	92200-1183 (OPTION)	WASHER		2
92200A	92200-1184 (OPTION)	WASHER		3
480	480J2900 (OPTION)	CIRCLIP		3



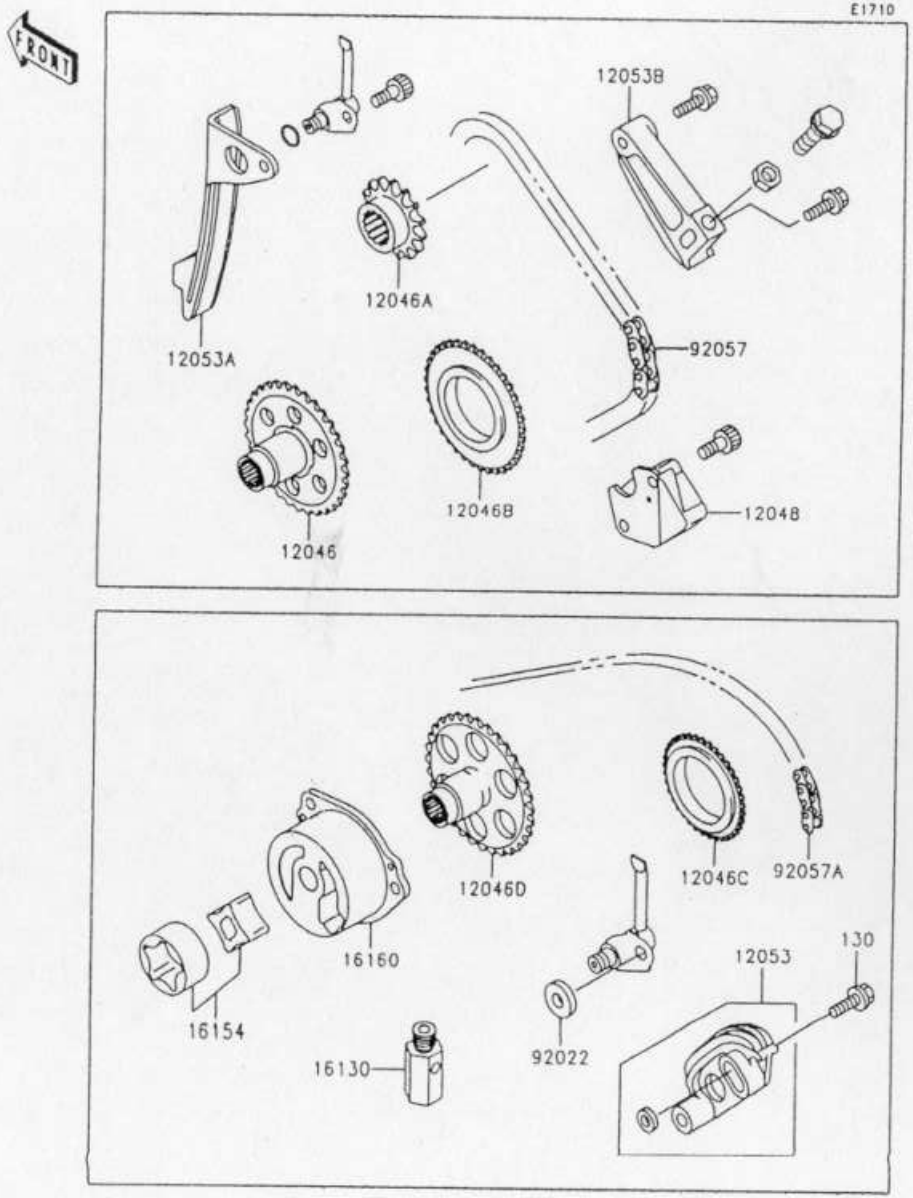
Ref. No.	Part No.	Description	Spec Code	Quantity '94 MR2
13127	13127-1225 (OPTION)	SHAFT-INPUT,LOW,20T(C)		1
13260	13260-1347 (OPTION)	GEAR,OUTPUT,LOW,43T(B)		1
13260A	13260-1348 (OPTION)	GEAR,INPUT,2ND,19T(B)		1
13260B	13260-1349 (OPTION)	GEAR,OUTPUT,2ND,40T(B)		1
13260C	13260-1350 (OPTION)	GEAR,INPUT,3RD&4TH,20T/23T(B)		1
13260D	13260-1351 (OPTION)	GEAR,OUTPUT,4TH,37T(B)		1
13260E	13260-1352 (OPTION)	GEAR,INPUT,5TH,27T(B)		1
13260F	13260-1353 (OPTION)	GEAR,OUTPUT,5TH,40T(B)		1
13260G	13260-1354 (OPTION)	GEAR,INPUT,TOP,28T(B)		1
13260H	13260-1355 (OPTION)	GEAR,OUTPUT,TOP,40T(B)		1
13260I	13260-1356 (OPTION)	GEAR,OUTPUT,LOW,48T(C)		1
13260J	13260-1357 (OPTION)	GEAR,INPUT,2ND,20T(C)		1
13260K	13260-1358 (OPTION)	GEAR,OUTPUT,2ND,40T(C)		1
13260L	13260-1359 (OPTION)	GEAR,INPUT,3RD&4TH,20T/24T(C)		1
13260M	13260-1360 (OPTION)	GEAR,INPUT,5TH,28T(C)		1
13260N	13260-1361 (OPTION)	GEAR,OUTPUT,TOP,34T(C)		1



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '94 MR2
11009	11009-1935	GASKET,ELBOW		3
11060	11060-1355	GASKET,OIL PAN		3
11060A	11060-1623	GASKET,CLUTCH COVER		3
11060B	11060-1660	GASKET,TRANSMISSION COVER		3
52001	52001-1090	TANK-OIL		1
55020	55020-1407	GUARD,CRANKCASE,LH		1
55020A	55020-1408	GUARD,CRANKCASE,RH		1
92055	92055-1262	RING-O,24.4MM		1
92066	92066-059	PLUG,OIL LINE,1/8X7		1
92066A	92066-1332	PLUG,STARTER HOLE		1
92066B	92066-1333	PLUG,STARTER HOLE		1
92190	92190-1472	TUBE		1
130	130G0625	BOLT-FLANGED,6X25		1
312	312B0600	NUT-HEX,6MM		1
410	410B0800	WASHER-PLAIN-SMALL,8MM		4

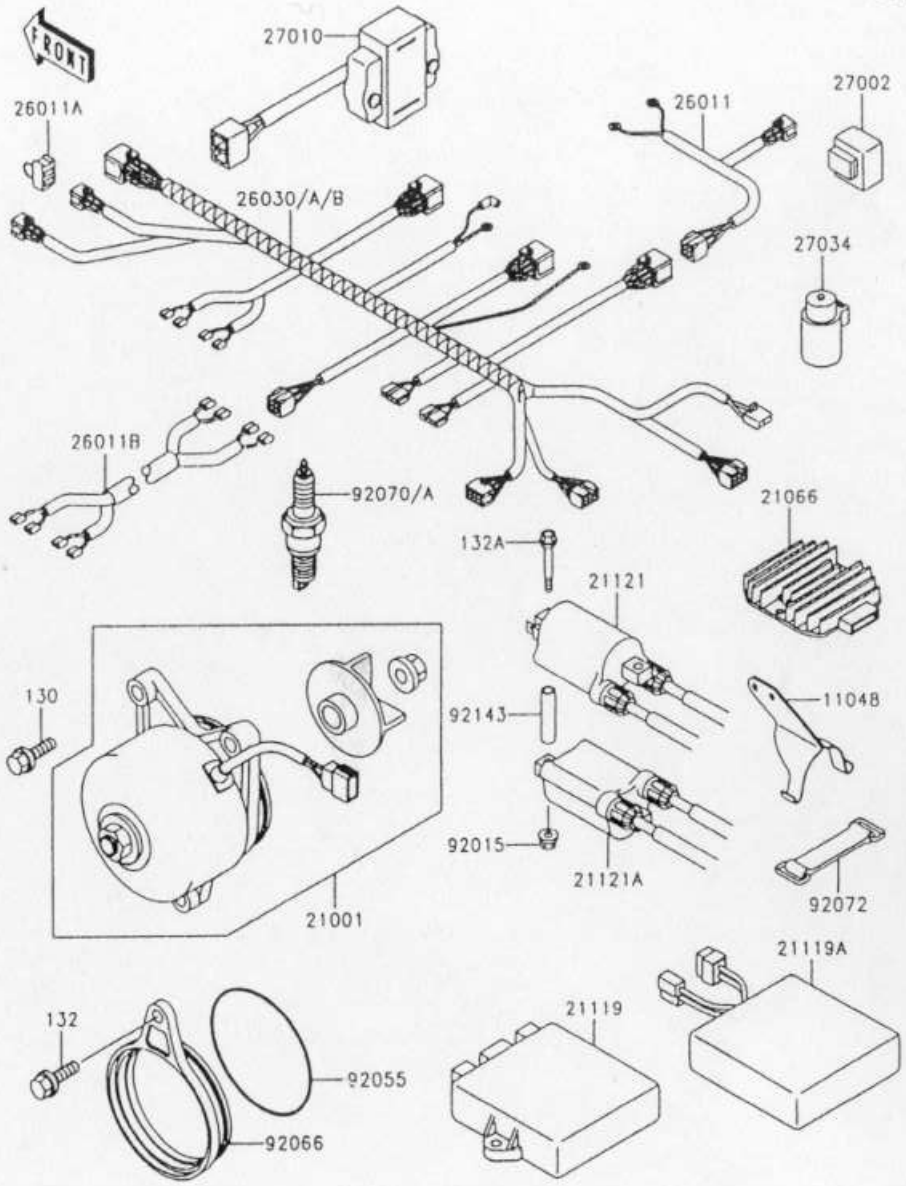


Ref. No.	Part No.	Description	Spec Code	Quantity '94 MR2
16025	16025-1188 (OPTION)	VALVE-THROTTLE		4
35011	35011-1661 (OPTION)	STAY		1
92144	92144-1734 (OPTION)	SPRING		1
99997	99997-1072	KIT-CARBURETOR		1
99997A	99997-1073 (OPTION)	KIT-CARBURETOR		1



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '94 MR2
12046	12046-1147 (OPTION)	SPROCKET,32T		1
12046A	12046-1148 (OPTION)	SPROCKET,15T		1
12046B	12046-1154 (OPTION)	SPROCKET		1
12046C	12046-1155	SPROCKET,26T		1
12046D	12046-1156	SPROCKET,OIL PUMP,35T		1
12048	12048-1127 (OPTION)	TENSIONER-ASSY		1
12053	12053-1302	GUIDE-CHAIN		1
12053A	12053-1321 (OPTION)	GUIDE-CHAIN,FR		1
12053B	12053-1322 (OPTION)	GUIDE-CHAIN,UPP		1
16130	16130-1057	VALVE-ASSY-RELIEF		1
16154	16154-1102	ROTOR-PUMP,SET		1
16160	16160-1192	BODY,OIL PUMP		1
92022	92022-1691	WASHER,6.5X16X3.2		1
92057	92057-1372 (OPTION)	CHAIN		1
92057A	92057-1392	CHAIN		1
130	130P0630	BOLT-FLANGED,6X30		2

E1810



Ref. No.	Part No.	Description	Spec Code	Quantity•ZX750 '94 MR2
11048	11048-1668 (OPTION)	BRACKET,IG.COIL		1
21001	21001-1119 (OPTION)	GENERATOR		1
21066	21066-1068 (OPTION)	REGULATOR-VOLTAGE		1
21119	21119-1391	IGNITER		1
21119A	21119-1392 (OPTION)	IGNITER,CDI		1
21121	21121-1224 (OPTION)	COIL-IGNITION,CDI		1
21121A	21121-1225 (OPTION)	COIL-IGNITION,CDI		1
26011	26011-1566	WIRE-LEAD,BATTERY		1
26011A	26011-1567	WIRE-LEAD		1
26011B	26011-1598 (OPTION)	WIRE-LEAD,IG.COIL		1
26030	26030-1206	HARNESS,SPRINT		1
26030A	26030-1207 (OPTION)	HARNESS,SPRINT,CDI		1
26030B	26030-1208 (OPTION)	HARNESS,ENDURANCE		1
27002	27002-1085 (OPTION)	RELAY-ASSY		1
27010	27010-1306	SWITCH		1
27034	27034-1056	RELAY		1
92015	92015-1233 (OPTION)	NUT,FLANGED,6MM		2
92055	92055-1357	RING-O,74.6X2.4		1
92066	92066-1363	PLUG		1
92070	92070-1181	PLUG-SPARK,R016-10(NGK)		4
92070A	92070-1211 (OPTION)	PLUG-SPARK,R0045J-10(NGK)		4
92072	92072-045 (OPTION)	BAND,L = 90		1
92143	92143-1072 (OPTION)	COLLAR,6.8X10X42		2
130	130G0825 (OPTION)	BOLT-FLANGED,8X25		3
132	132G0820	BOLT-FLANGED-SMALL		1
132A	132J0670 (OPTION)	BOLT-FLANGED-SMALL		2

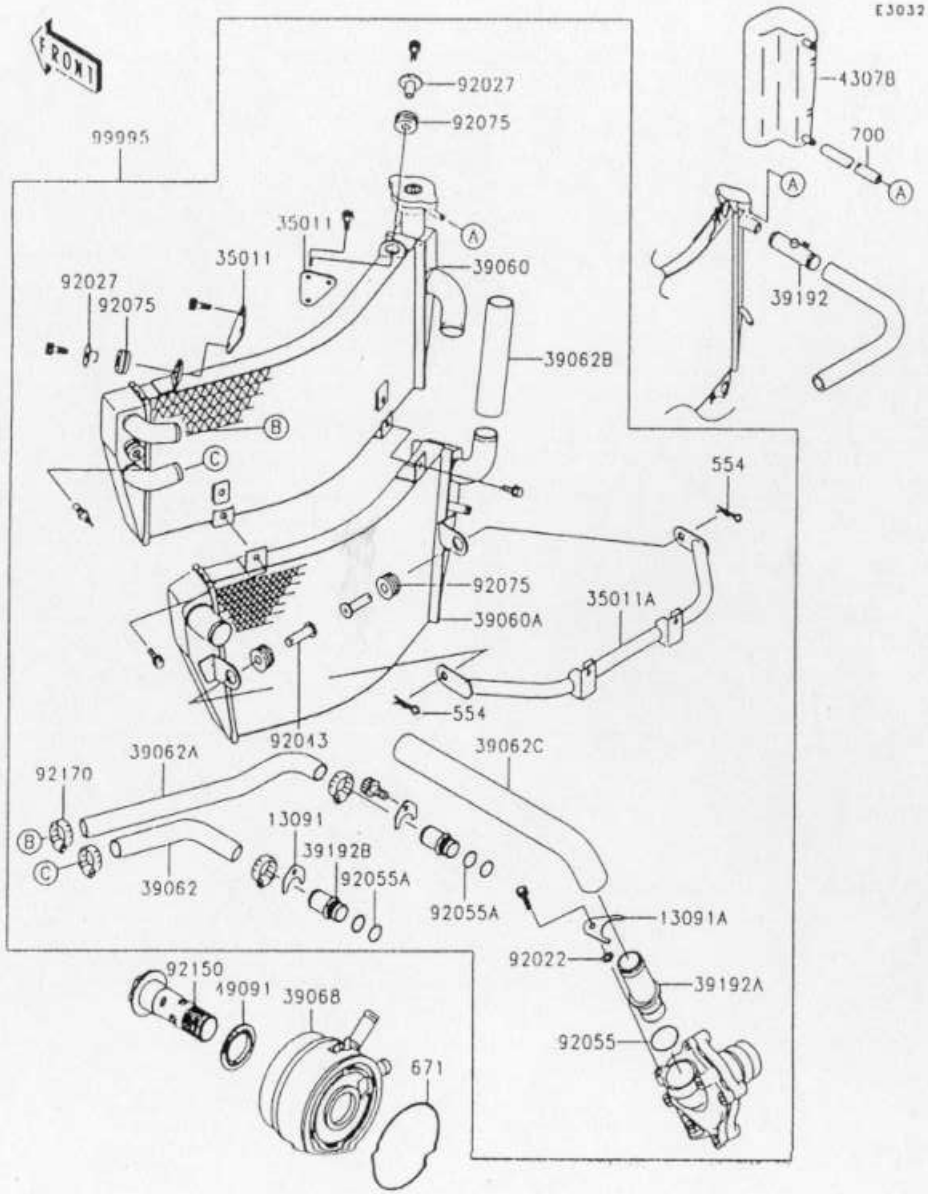
This catalog covers:

'94 ZX750-MR2 Engine

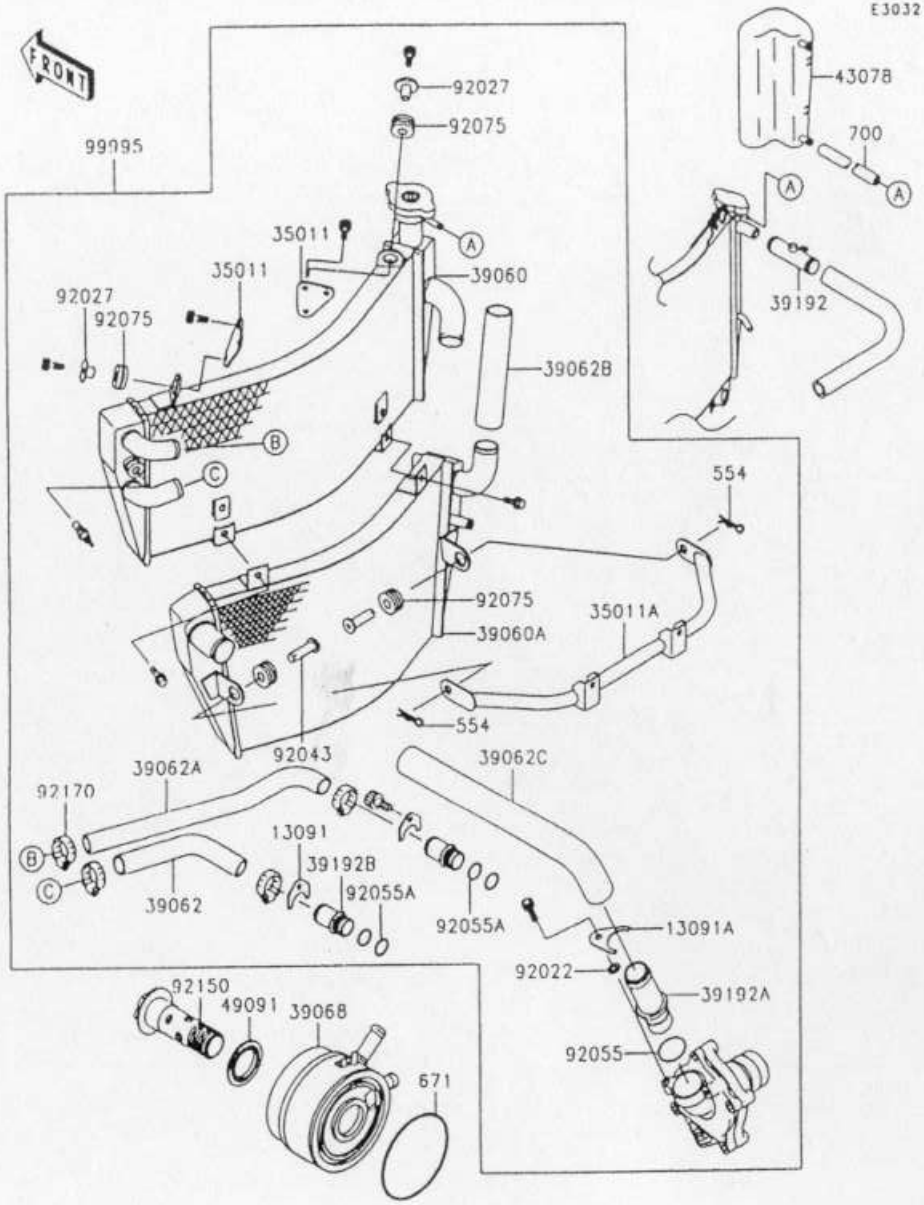
GRID NO. C-3

This grid covers:

Radiator(1/2)



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '94 MR2
13091	13091-1881 (OPTION)	HOLDER		2
13091A	13091-1882 (OPTION)	HOLDER		1
35011	35011-1684 (OPTION)	STAY,UPP,LH&RH		2
35011A	35011-1685 (OPTION)	STAY,LWR		1
39060	39060-1127 (OPTION)	RADIATOR,UPP		1
39060A	39060-1128 (OPTION)	RADIATOR,LWR		1
39062	39062-1615 (OPTION)	HOSE-COOLING,HEAD,LH-RADIATOR		1
39062A	39062-1616 (OPTION)	HOSE-COOLING,HEAD,RH-RADIATOR		1
39062B	39062-1617 (OPTION)	HOSE-COOLING,RADIATOR UPP-LWR		1
39062C	39062-1618 (OPTION)	HOSE-COOLING,RADIATOR-PUMP		1
39068	39068-1056 (OPTION)	COOLER-ASSY-OIL		1
39192	39192-1053	PIPE-WATER		1
39192A	39192-1072 (OPTION)	PIPE-WATER		1
39192B	39192-1073 (OPTION)	PIPE-WATER		2
43078	43078-1136	RESERVOIR		1
49091	49091-1052 (OPTION)	WASHER-SEAL		1
92022	92022-1523 (OPTION)	WASHER,6.5X13X2.0		1
92027	92027-1183 (OPTION)	COLLAR		2
92043	92043-1436 (OPTION)	PIN		2
92055	92055-1136 (OPTION)	RING-O,25.7X2.4		1
92055A	92055-1422 (OPTION)	RING-O		4
92075	92075-209 (OPTION)	DAMPER		4
92150	*92150-1529* (OPTION)	*BOLT*		1



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '94 MR2
92170	92170-1285 (OPTION)	CLAMP,COOLING HOSE		4
99995	99995-1311 (OPTION)	KIT.,RADIATOR		1
554	554A1000 (OPTION)	PIN-SNAP,10MM		2
671	671B2565 (OPTION)	O RING,65MM		1
700	700Q07300	TUBE-PVC		1

This catalog covers:

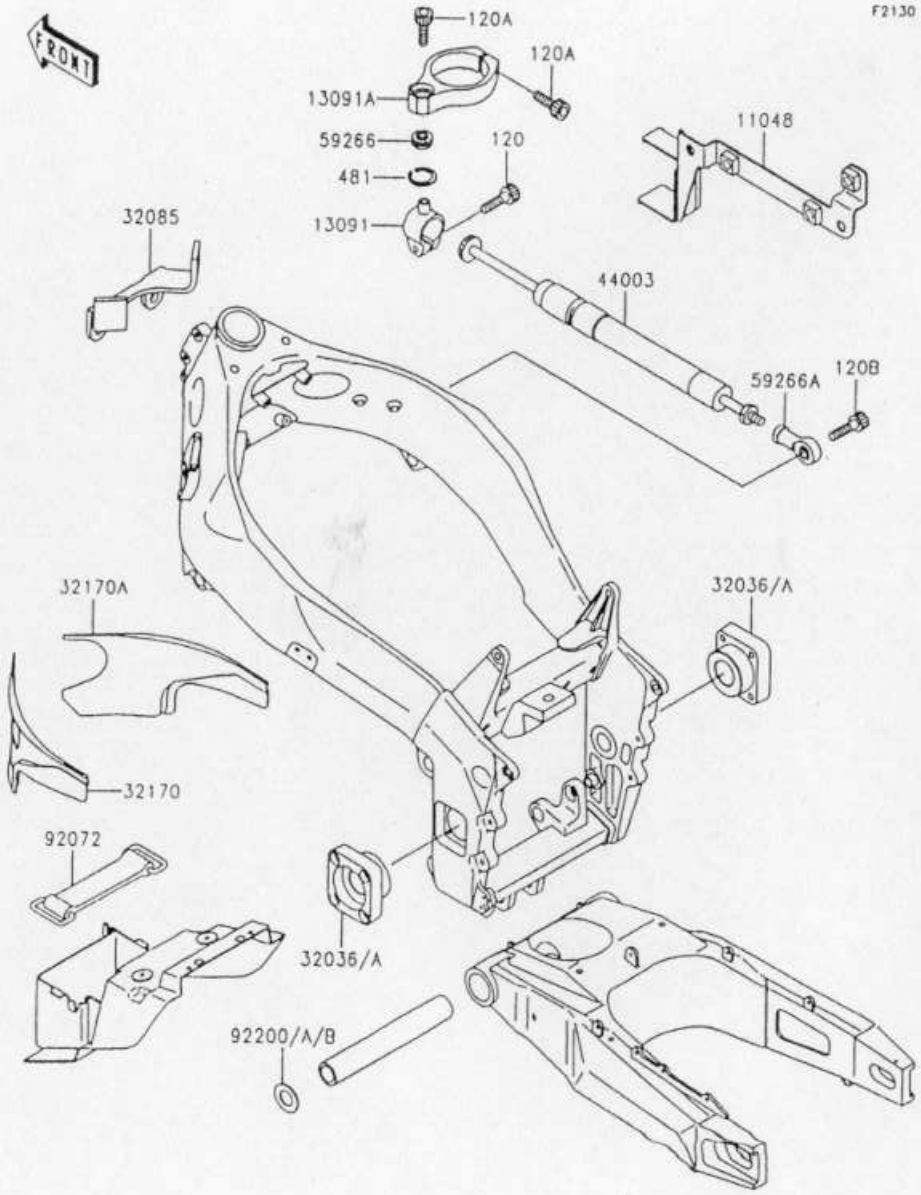
'94 ZX750-MR2 Chassis

GRID NO.

D-3

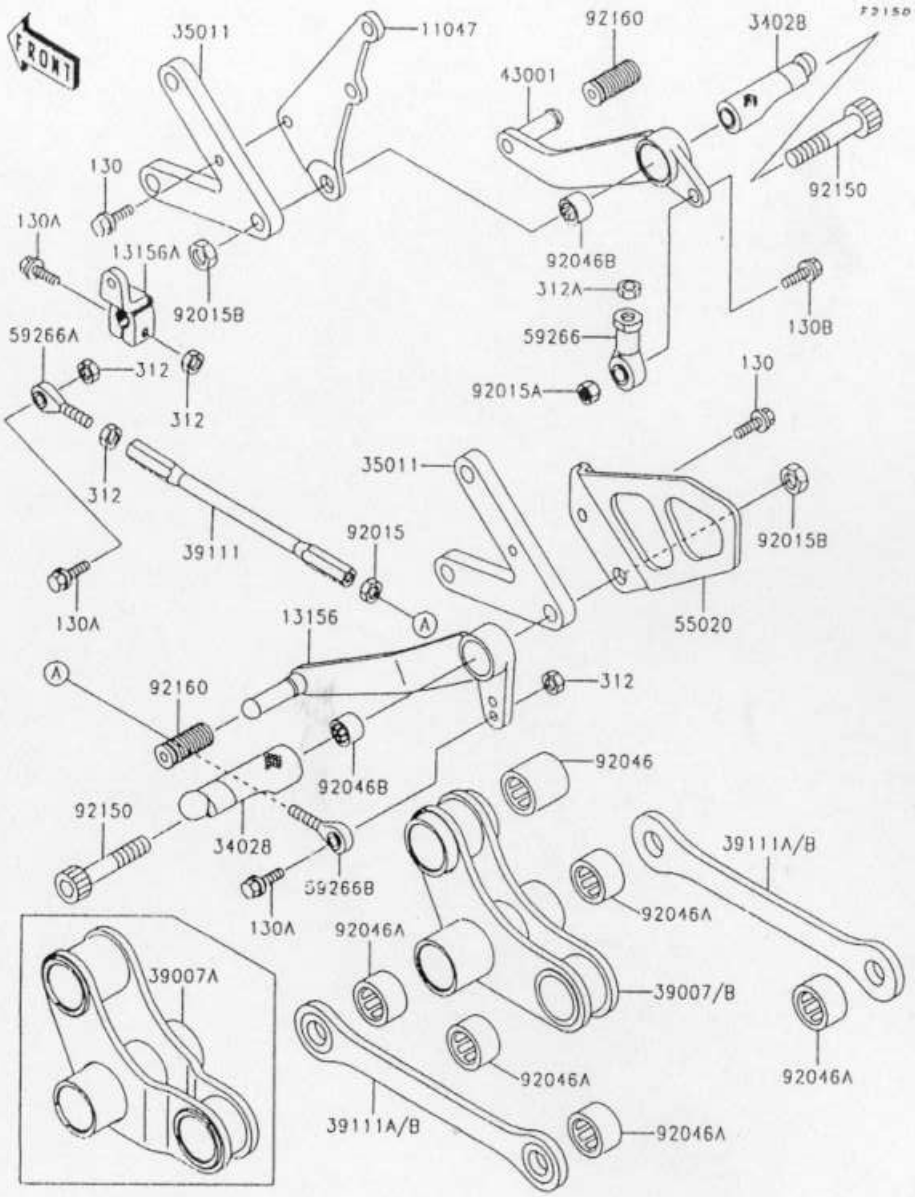
This grid covers:

Frame Fittings



F2130

Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '94 MR2
11048	11048-1209	BRACKET		1
13091	13091-1573 (OPTION)	HOLDER,STRG DAMPER		1
13091A	13091-1836 (OPTION)	HOLDER		1
32036	32036-1275 (OPTION)	BRACKET-SWINGARM,1MM-UP		2
32036A	32036-1276 (OPTION)	BRACKET-SWINGARM,2MM-UP		2
32085	32085-1336	STOPPER		1
32170	32170-1235 (OPTION)	GUSSET,LH		1
32170A	32170-1236 (OPTION)	GUSSET,RH		1
44003	44003-1903 (OPTION)	DAMPER-ASSY,STEERING		1
59266	59266-1078 (OPTION)	JOINT-BALL		1
59266A	59266-1079 (OPTION)	JOINT-BALL		1
92072	92072-1188	BAND,BATTERY		1
92200	92200-1179 (OPTION)	WASHER,T = 0.3		AR
92200A	92200-1180 (OPTION)	WASHER,T = 0.5		AR
92200B	92200-1181 (OPTION)	WASHER,T = 1.0		AR
120	120S0616 (OPTION)	BOLT-SOCKET,6X16,BLACK		1
120A	120S0620 (OPTION)	BOLT-SOCKET,6X20		2
120B	120S0820 (OPTION)	BOLT-SOCKET,8X20		1
481	481J1800 (OPTION)	CIRCLIP-TYPE-C,18MM		1



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '94 MR2
11047	11047-1747 (OPTION)	BRACKET		1
13156	13156-1335 (OPTION)	LEVER-CHANGE		1
13156A	13156-1336 (OPTION)	LEVER-CHANGE		1
34028	34028-1388 (OPTION)	STEP		2
35011	35011-1625 (OPTION)	STAY		2
39007	39007-1203 (OPTION)	ARM-SUSP		1
39007A	39007-1214 (OPTION)	ARM-SUSP		1
39007B	39007-1227 (OPTION)	ARM-SUSP		1
39111	39111-1123 (OPTION)	ROD-TIE		1
39111A	39111-1124 (OPTION)	ROD-TIE		2
39111B	39111-1136 (OPTION)	ROD-TIE,L = 172		2
43001	43001-1349 (OPTION)	LEVER-BRAKE		1
55020	55020-1406 (OPTION)	GUARD		1
59266	59266-1079 (OPTION)	JOINT-BALL		1
59266A	59266-1084 (OPTION)	JOINT-BALL		1
59266B	59266-1085 (OPTION)	JOINT-BALL		1
92015	92015-1178 (OPTION)	NUT		1
92015A	92015-1205 (OPTION)	NUT,U,8MM,BLACK		1
92015B	92015-1494 (OPTION)	NUT,LOCK,10MM		2
92046	92046-1110 (OPTION)	BEARING-NEEDLE,BM202726		1
92046A	92046-1112 (OPTION)	BEARING-NEEDLE,BM202715		5
92046B	92046-1197 (OPTION)	BEARING-NEEDLE		2

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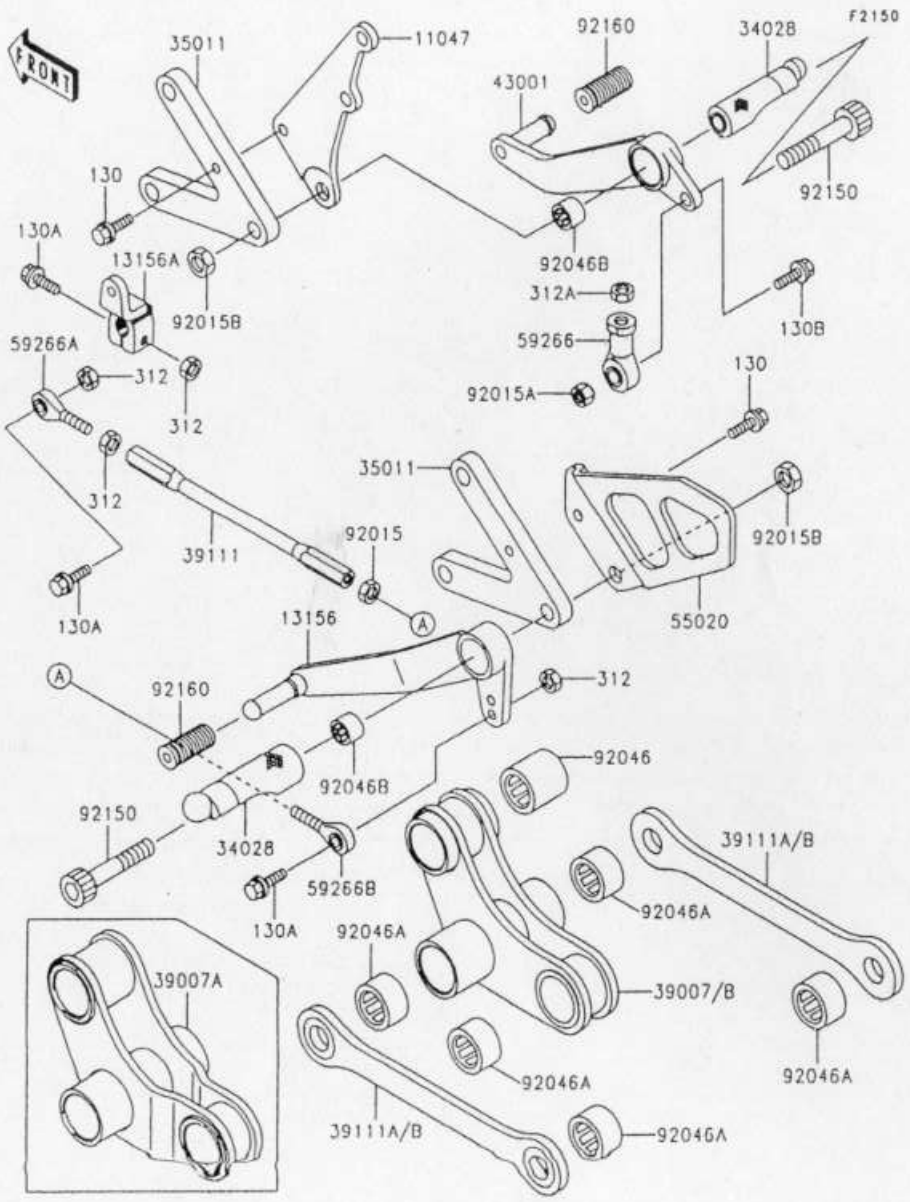
'94 ZX750-MR2 Chassis

GRID NO.

D-5

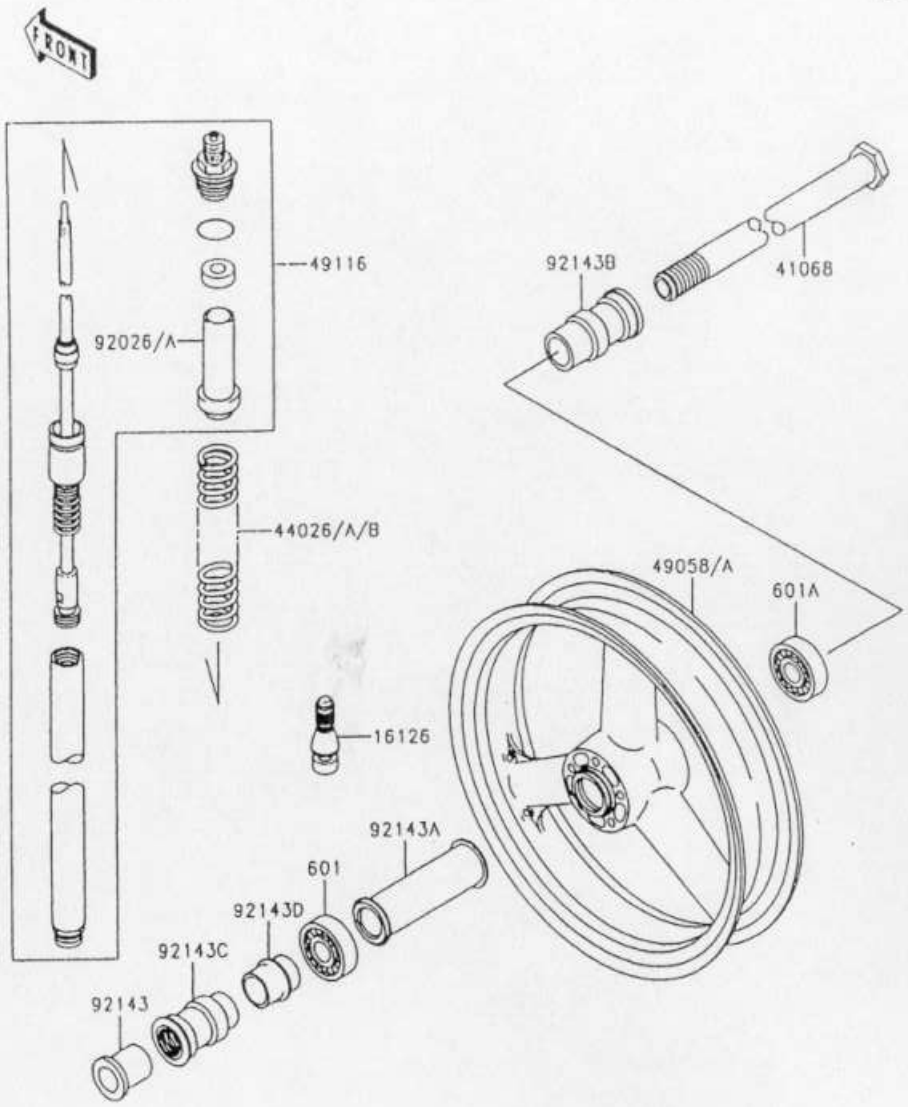
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Suspension(2/2)

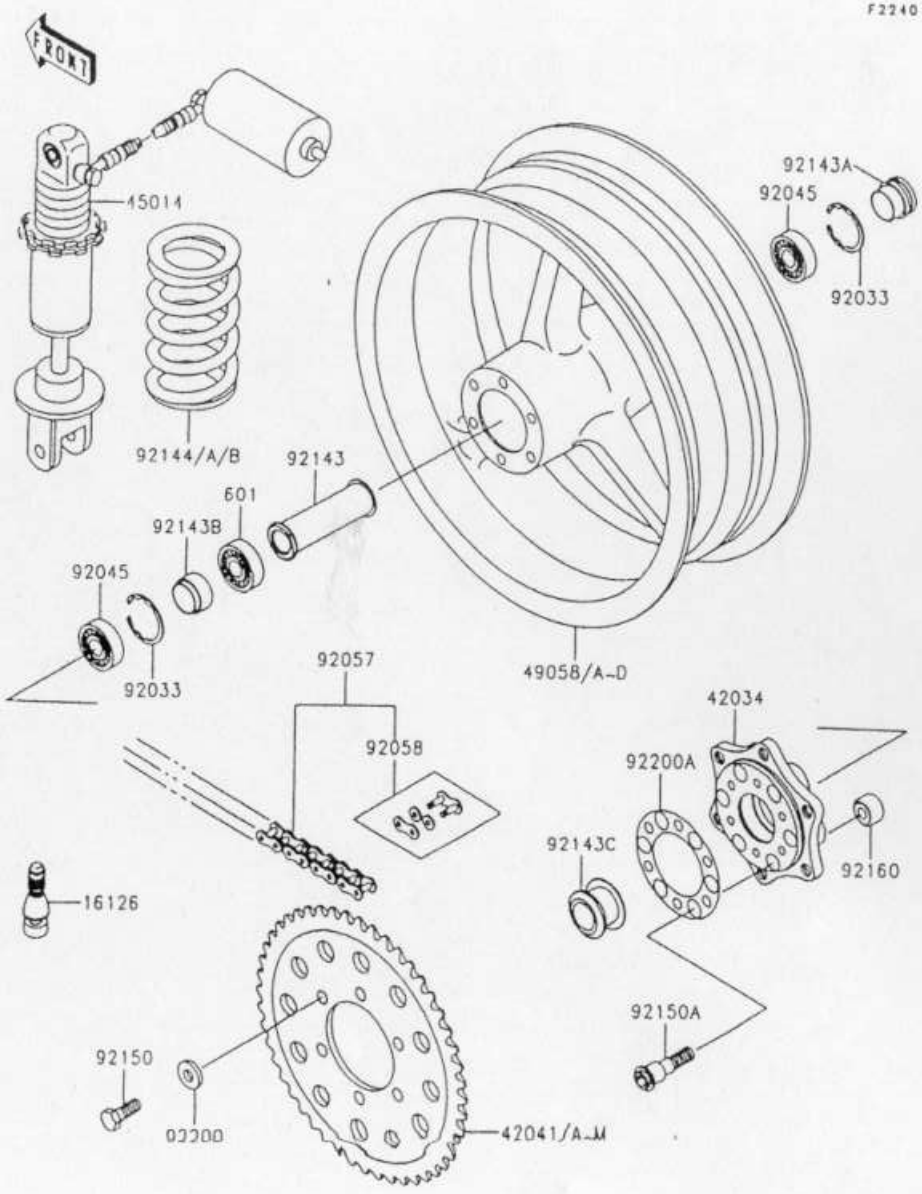


Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '94 MR2
92150	92150-1309 (OPTION)	BOLT		2
92160	92160-1150 (OPTION)	DAMPER		2
130	130G0614 (OPTION)	BOLT-FLANGED,6X14		2
130A	130G0625 (OPTION)	BOLT-FLANGED,6X25		3
130B	130G0825 (OPTION)	BOLT-FLANGED,8X25		1
312	312B0600 (OPTION)	NUT-HEX,6MM		4
312A	312B0800 (OPTION)	NUT-HEX,8MM		1

F2216

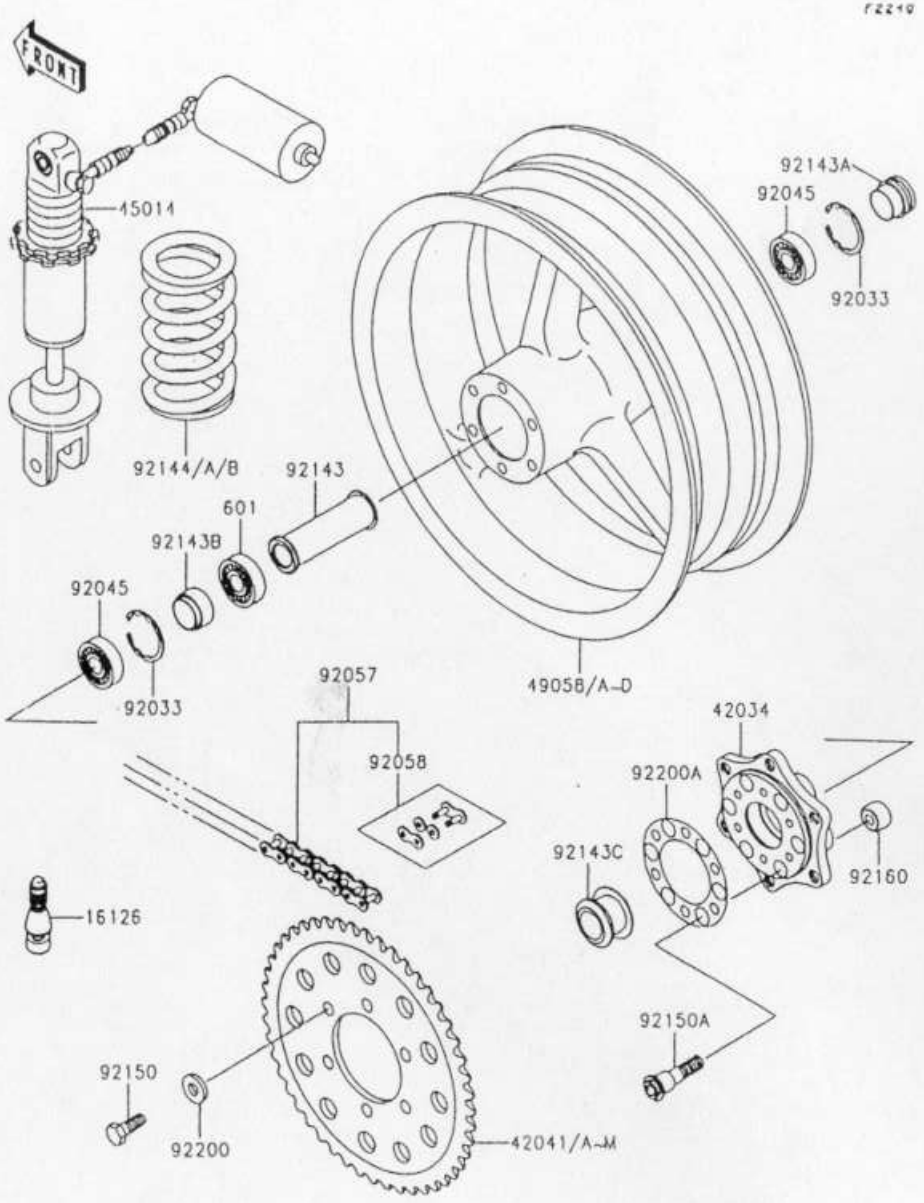


Ref. No.	Part No.	Description	Spec Code	Quantity-Grade '94 MR2
16126	16126-1136 (OPTION)	VALVE,TIRE		2
41068	41068-1332 (OPTION)	AXLE		1
44026	44026-1522 (OPTION)	SPRING-FRONT FORK,K = 0.85		2
44026A	44026-1523 (OPTION)	SPRING-FRONT FORK,K = 0.90		2
44026B	44026-1524 (OPTION)	SPRING-FRONT FORK,K = 0.95		2
49058	49058-1291 (OPTION)	WHEEL,FR,3.50X17		1
49058A	49058-1292 (OPTION)	WHEEL,FR,3.75X17		1
49116	49116-1115 (OPTION)	VALVE-ASSY		2
92026	92026-1423 (OPTION)	SPACER,FR FORK,L = 55MM		2
92026A	92026-1424 (OPTION)	SPACER,FR FORK,L = 60MM		2
92143	92143-1500	COLLAR,L = 34.5		1
92143A	92143-1501 (OPTION)	COLLAR,L = 96		2
92143B	92143-1502 (OPTION)	COLLAR,L = 61.5		1
92143C	92143-1503 (OPTION)	COLLAR,L = 52.5		1
92143D	92143-1504 (OPTION)	COLLAR,L = 29		2
601	601B6005UU (OPTION)	BEARING-BALL,//6005UU		2
601A	601B6204UU (OPTION)	BEARING-BALL,6204UUC3		2

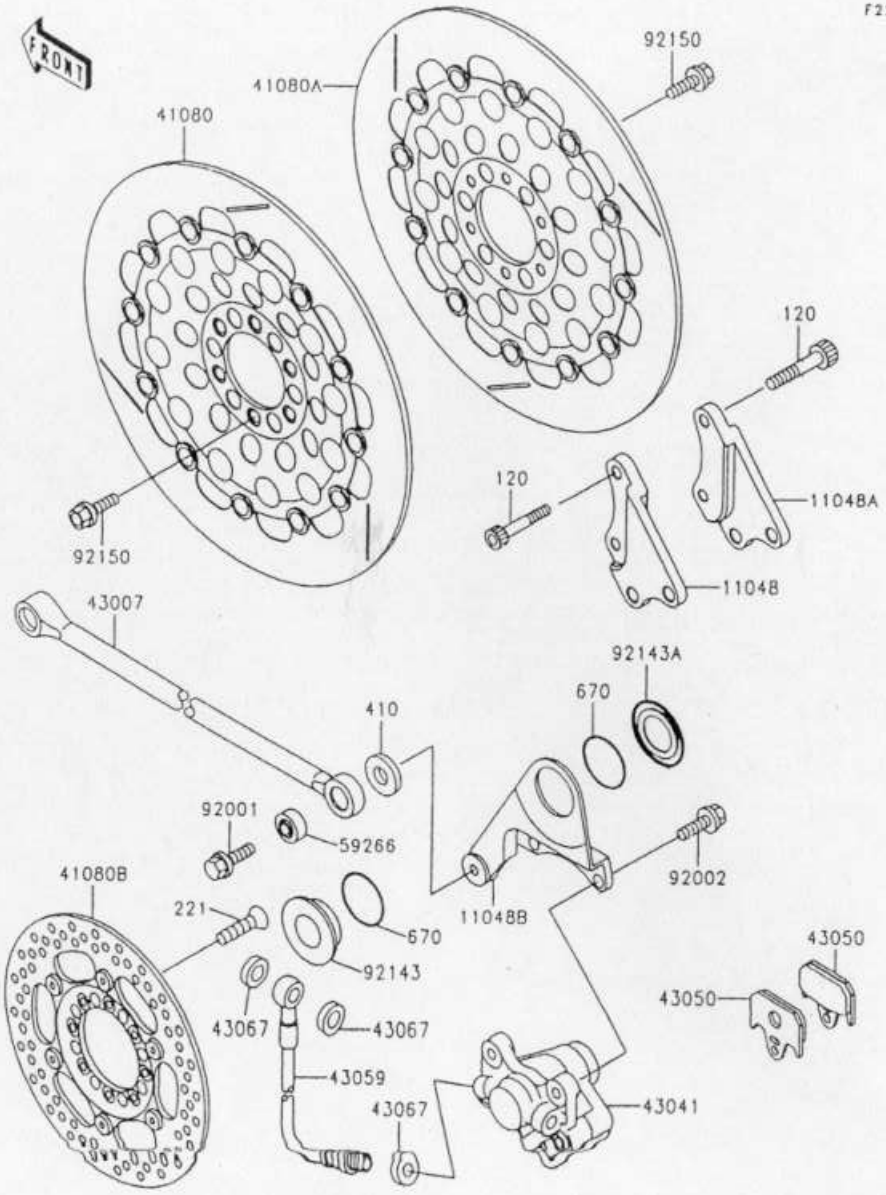


F2240

Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '94 MR2
16126	16126-1136 (OPTION)	VALVE,TIRE		5
42034	42034-1123 (OPTION)	COUPLING		5
42041	42041-1388 (OPTION)	SPROCKET-HUB,39T(#520)OP WHEEL		1
42041A	42041-1389 (OPTION)	SPROCKET-HUB,40T(#520)OP WHEEL		1
42041B	42041-1390 (OPTION)	SPROCKET-HUB,41T(#520)OP WHEEL		1
42041C	42041-1391 (OPTION)	SPROCKET-HUB,42T(#520)OP WHEEL		1
42041D	42041-1392 (OPTION)	SPROCKET-HUB,43T(#520)OP WHEEL		1
42041E	42041-1393 (OPTION)	SPROCKET-HUB,44T(#520)OP WHEEL		1
42041F	42041-1394	SPROCKET-HUB,39T(#520)		1
42041G	42041-1395	SPROCKET-HUB,40T(#520)		1
42041H	42041-1396	SPROCKET-HUB,41T(#520)		1
42041I	42041-1397	SPROCKET-HUB,42T(#520)		1
42041J	42041-1398	SPROCKET-HUB,43T(#520)		1
42041K	42041-1399	SPROCKET-HUB,44T(#520)		1
42041L	42041-1426 (OPTION)	SPROCKET-HUB,37T(#520)OP WHEEL		1
42041M	42041-1427 (OPTION)	SPROCKET-HUB,38T(#520)OP WHEEL		1
45014	45014-1563 (OPTION)	SHOCKABSORBER		1
49058	49058-1293 (OPTION)	WHEEL,RR,5.50X17		1
49058A	49058-1294 (OPTION)	WHEEL,RR,5.50X18		1
49058B	49058-1295 (OPTION)	WHEEL,RR,6.00X17		1
49058C	49058-1310 (OPTION)	WHEEL,RR,6.25X17		1
49058D	49058-1311 (OPTION)	WHEEL,RR,5.75X17		1
92033	92033-1043 (OPTION)	RING-SNAP,52MM		10
92045	92045-1260 (OPTION)	BEARING-BALL		10
92057	92057-1313	CHAIN,DRIVE,120L(#520)		1



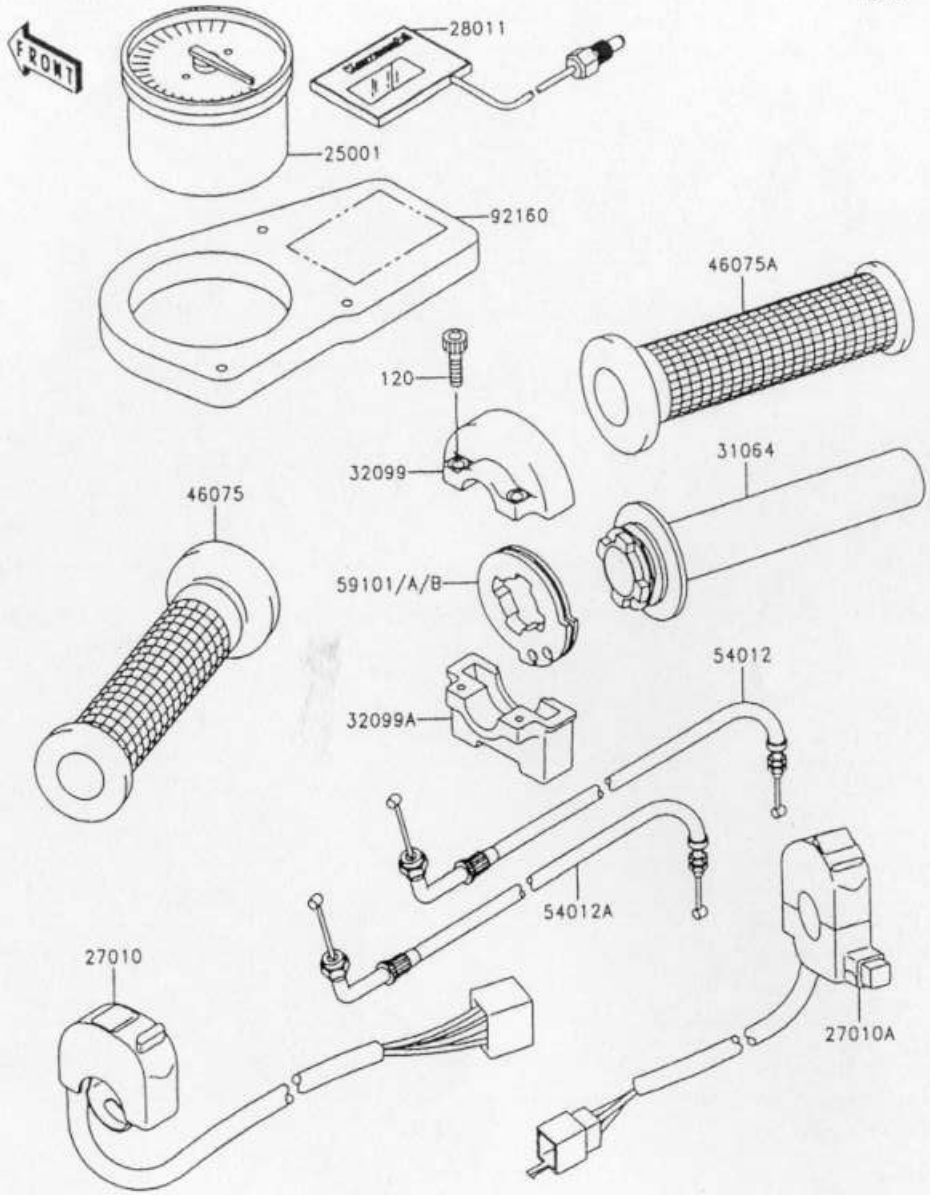
Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '94 MR2
92058	92058-1067 (OPTION)	JOINT-CHAIN,DRIVE(#520)		1
92143	92143-1505 (OPTION)	COLLAR,L = 158		5
92143A	92143-1506 (OPTION)	COLLAR,L = 23		5
92143B	92143-1550 (OPTION)	COLLAR		5
92143C	92143-1551 (OPTION)	COLLAR		5
92144	92144-1657 (OPTION)	SPRING,SHOCKABSORBER,K = 6.75		1
92144A	92144-1664 (OPTION)	SPRING,RR SHOCK,K = 6.5		1
92144B	92144-1665 (OPTION)	SPRING,RR SHOCK,K = 7.0		1
92150	92150-1522 (OPTION)	BOLT		30
92150A	92150-1609 (OPTION)	BOLT		30
92160	92160-1378 (OPTION)	DAMPER		30
92200	92200-1042	WASHER,10.5X19X2.3		6
92200A	92200-1141 (OPTION)	WASHER		10
601	601B6205UU (OPTION)	BEARING-BALL		5



F2291

Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '94 MR2
11048	11048-1230 (OPTION)	BRACKET,LH		1
11048A	11048-1231 (OPTION)	BRACKET,RH		1
11048B	11048-1667 (OPTION)	BRACKET,RR CALIPER		1
41080	41080-1332 (OPTION)	DISC,FR,LH		1
41080A	41080-1333 (OPTION)	DISC,FR,RH		1
41080B	41080-1334 (OPTION)	DISC,RR		1
43007	43007-1164 (OPTION)	ROD-TORQUE		1
43041	43041-1461 (OPTION)	CALIPER-ASSY,RR		1
43050	43050-1235	PAD-BRAKE,REAR		2
43059	43059-1709 (OPTION)	HOSE-BRAKE		1
43067	43067-001 (OPTION)	WASHER,10.5X15X1.5		3
59266	59266-1094 (OPTION)	JOINT-BALL		1
92001	92001-1691 (OPTION)	BOLT,FLANGED,8X25		1
92002	92002-1417 (OPTION)	BOLT,FLANGED,8X20		2
92143	92143-1583 (OPTION)	COLLAR		1
92143A	92143-1584 (OPTION)	COLLAR		1
92150	92150-1521 (OPTION)	BOLT		12
120	120P1030 (OPTION)	BOLT-SOCKET,10X30		4
221	221R0625 (OPTION)	SCREW-CSK-CROS,6X25		8
410	410B0800 (OPTION)	WASHER-PLAIN-SMALL,8MM		1
670	670C3039 (OPTION)	O RING		2

F2310



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '94 MR2
25001	25001-1931 (OPTION)	METER-ASSY		1
27010	27010-1321 (OPTION)	SWITCH,LH		1
27010A	27010-1322 (OPTION)	SWITCH,RH		1
28011	28011-1139 (OPTION)	METER,TEMP		1
31064	31064-1151 (OPTION)	PIPE-COMP		1
32099	32099-1148 (OPTION)	CASE,UPP		1
32099A	32099-1149 (OPTION)	CASE,LWR		1
46075	46075-1109 (OPTION)	GRIP,LH		1
46075A	46075-1110 (OPTION)	GRIP,RH		1
54012	54012-1472 (OPTION)	CABLE-THROTTLE,OPEN		1
54012A	54012-1473 (OPTION)	CABLE-THROTTLE,CLOSE		1
59101	59101-1111 (OPTION)	REEL,2.0MM		1
59101A	59101-1112 (OPTION)	REEL,4.0MM		1
59101B	59101-1113 (OPTION)	REEL,7.6MM		1
92160	92160-1447 (OPTION)	DAMPER		1
120	120P0620 (OPTION)	BOLT-SOCKET,6X20		2

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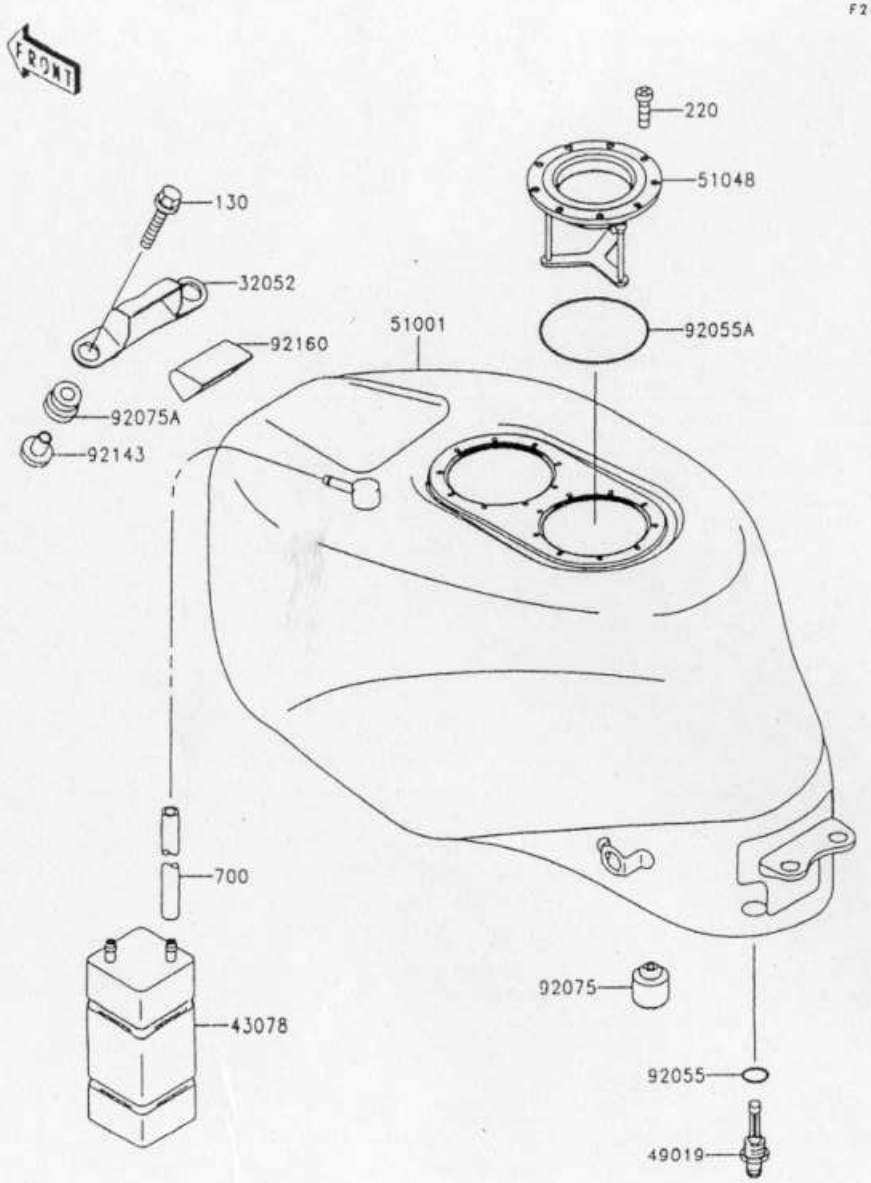
'94 ZX750-MR2 Chassis

GRID NO. **D-11**

This grid covers:

Fuel Tank

F2410



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX750 '94 MR2
32052	32052-1382 (OPTION)	BRACKET-TANK		1
43078	43078-1120	RESERVOIR,FUEL TANK		1
49019	49019-1070 (OPTION)	FILTER-FUEL		1
51001	51001-1386 (OPTION)	TANK-COMP-FUEL		1
51048	51048-1109 (OPTION)	CAP-ASSY-TANK		2
92055	92055-1387 (OPTION)	RING-O,11.5X1.5		1
92055A	92055-1523 (OPTION)	RING-O		2
92075	92075-1002 (OPTION)	DAMPER,STAND,CNT		2
92075A	92075-112 (OPTION)	DAMPER		2
92143	92143-1515 (OPTION)	COLLAR		2
92160	92160-1446 (OPTION)	DAMPER		1
130	130J0645 (OPTION)	BOLT-FLANGED,6X45,BLACK		2
220	220B0514 (OPTION)	SCREW-PAN-CROS		18
700	700Q07600	TUBE-PVC		1