Supplement-1988·1989 Models

This "Supplement – 1988 and 1989 Models" chapter is designed to be used in conjunction with the front part of this manual (up to 19-2). The maintenance and repair procedures described in this chapter are only those that are unique to the 1988 ZX900-A5/A5A and 1989 ZX900-A6 motorcycles. Most service operations for these models remain identical to those described in front of this chapter.

Complete and proper servicing of the 1988 ZX900-A5/A5A and 1989 ZX900-A6 motorcycles, therefore requires mechanics to read both this chapter and the text in front of this chapter.

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General Information

General Specifications

Items	ZX900-A5/A5A, A6
Dimensions:	
Overall length	2,200 mm, Ⓒ Ⓢⓐ Ⓤ 2,150 mm
Overall width	750 mm
Overall height	1,215 mm
Wheelbase	1,495 mm, Ⓐ 1,500 mm
Road clearance	140 mm
Seat height	780 mm
Dry weight	2,240 N (228 kg), Ⓒⓐⓛ 2,240 N (228.5 kg)
Curb weight: Front	1,210 N (123 kg), Ⓒⓐⓛ 1,210 N (123.5 kg)
Rear	1,240 N (126 kg)
Fuel tank capacity	22.0 L
Performance:	
Braking distance	12.5 m from 50 km/h
Minimum turning radius	2.7 m
Engine:	
Type	4-stroke, DOHC, 4-cylinder
Cooling system	Liquid-cooled
Bore and stroke	72.5 x 55.0 mm
Displacement	908 mL
Compression ratio	11.0
Maximum horsepower	Max. 84.6 kW (115 PS) @9,500 r/min (rpm), Ⓐⓡⓘ Ⓒ Ⓤ 80.9 kW (110 PS) @9,500 r/min (rpm), Ⓕ 55.2 kW (—) @9,500 r/min (rpm), (UTAC's norms), Ⓢ 50.7 kW (69 PS) @6,000 r/min (rpm) Ⓢⓦⓔ ⓌⒼ 73.6 kW (100 PS) @9,500 r/min (rpm) Ⓐ 77.2 kW (105 PS) @9,200 r/min (rpm)
Maximum torque	85.3 N-m (8.7 kg-m, 62.9 ft-lb) @8,500 r/min (rpm), Ⓕ —, Ⓢ 85.3 N-m (8.7 kg-m, 62.9 ft-lb) @5,000 r/min (rpm), Ⓢⓦⓔ ⓌⒼ 78.5 N-m (8.0 kg-m, 57.8 ft-lb) @8,500 r/min (rpm) (DIN) Ⓐ 82.4 N-m (8.4 kg-m, 60.8 ft-lb) @8,800 r/min (rpm)
Carburetion system	Carburetors, Keihin CVK34 x 4 Ⓐ CVK32 x 4
Starting system	Electric starter
Ignition system	Battery and coil (transistorized)

Items			ZX900-A5/A5A, A6
Timing advance			Electronically advanced
Ignition timing			From 10° BTDC @1,000 r/min (rpm) to 35° BTDC @3,500 r/min (rpm) Ⓢ From 10° BTDC @1,200 r/min (rpm) to 35° BTDC @3,500 r/min (rpm)
Spark plug			NGK DR8ES or ND X27ESR-U Ⓒ NGK DR8ES-L or ND X24ESR-U Ⓐ Ⓢ Ⓐ Ⓘ NGK D9EA or ND X27ES-U Ⓤ NGK D8EA or ND X24ES-U
Cylinder numbering method			Left to right, 1-2-3-4
Firing order			1-2-4-3
Valve timing:	Inlet	Open	45° BTDC
		Close	65° ABDC
		Duration	290°
	Exhaust	Open	65° BBDC
		Close	45° ATDC
		Duration	290°
Lubrication system			Forced lubrication (wet sump with cooler)
Engine oil:	Grade		SE or SF class
	Viscosity		SAE10W40, 10W50, 20W40, or 20W50
	Capacity		4.0 L
Drive Train:			
Primary reduction system:			
	Type		Gear
	Reduction ratio		1.732 (97/56)
Clutch type			Wet multi disc
Transmission:	Type		6-speed, constant mesh, return shift
	Gear ratios:	1st	2.800 (42/15)
		2nd	2.000 (38/19)
		3rd	1.590 (35/22)
		4th	1.333 (32/24)
		5th	1.153 (30/26)
		6th	1.035 (29/28)
Final Drive system:	Type		Chain drive
	Reduction ratio		2.882 (49/17), Ⓐ 2.823 (48/17), Ⓒ Ⓤ 2.941 (50/17)
	Overall drive ratio		5.170, Ⓐ 5.065, Ⓒ Ⓤ 5.276 @Top gear
Frame:			
Type			Tubular, diamond
Caster (rake angle)			29°
Trail			114 mm

Item		ZX900-A5/A5A, A6
Front tire:	Type	Tubeless
	Size	120/80V16
Rear tire:	Type	Tubeless
	Size	130/80V18
Front suspension:	Type	Telescopic fork (pneumatic)
	Wheel travel	140 mm
Rear suspension:	Type	Swing arm (uni-trak)
	Wheel travel	115 mm
Brake type:	Front	Dual disc
	Rear	Single disc
Electrical Equipment:		
Battery		12 V 14 Ah
Headlight:	Type	Semi-sealed beam
	Bulb	12 V 60/55 W (quartz-halogen)
Tail/brake light		12 V 5/21 W x 2, Ⓒ ⓈⒶ Ⓤ 12 V 8/27 W x 2
Alternator:	Type	Three-phase AC
	Rated output	25 A @6,000 r/min (rpm), 14 V
Voltage regulator:	Type	Short-circuit

Specifications subject to change without notice, and may not apply to every country.

(Ari): Austrian Model
Ⓐ : Australian Model
Ⓒ : Canadian Model
(Cal): California Model
Ⓕ : French Model
Ⓘ : Italian Model
Ⓢ : Swiss Model
ⓈⒶ : South African Model
(Swe): Swedish Model
Ⓤ : US Model
(WG): West German Model

Periodic Maintenance Chart

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	Whichever comes first ➡ / Every ⬇	*ODOMETER READING 800 km	5,000 km	10,000 km	15,000 km	20,000 km	25,000 km	30,000 km	See Page
Spark plug – clean		•	•	•	•	•	•		16-23
Spark plug – check †		•	•	•	•	•	•		16-23
Valve clearance – check †		•	•		•		•		4-18
Air suction valve (US)(S) – check †		•	•	•	•	•	•		4-7
Air cleaner element – clean		•	•				•		2-13
Air cleaner element – replace	5 cleanings				•				2-13
Throttle grip play – check †		•	•		•		•		18-10
Idle speed – check †		•	•	•	•	•	•		2-7
Engine vacuum synchronization – check †		•	•	•	•	•	•		2-7
Fuel system – check †				•		•		•	2-9
Cylinder head bolt tightness – check †		•		•		•		•	4-3
Coolant – change	2 years							•	3-4
Evaporative emission control system (Cal) – check †		•	•	•	•	•	•	•	2-15
Engine oil – change	year	•		•		•		•	6-6
Oil filter – replace		•		•		•		•	6-6
Radiator hoses, connections – check †	year	•		•		•		•	3-10
Fuel hose – replace	4 years								
Clutch fluid level – check †	month	•	•	•	•	•	•	•	5-5
Clutch fluid – change	2 years					•			5-5
Clutch hose and pipe – replace	4 years								5-7
Clutch master cylinder cup and dust seal – replace	2 years								5-7
Clutch slave cylinder piston seal – replace	2 years								5-8
Drive chain wear – check †			•	•	•	•	•	•	10-5
Drive chain – lubricate	300 km								10-5
Drive chain slack – check †	800 km								10-4
Brake lining wear – check †			•	•	•	•	•	•	11-7
Brake fluid level – check †	month	•	•	•	•	•	•	•	11-11
Brake fluid – change	2 years					•			11-12
Brake hose and pipe – replace	4 years								11-14

OPERATION \ FREQUENCY	Whichever comes first ➡ Every ⬇	*ODOMETER READING 800 km	5,000 km	10,000 km	15,000 km	20,000 km	25,000 km	30,000 km	See Page
Anti-dive brake plunger parts: rubber cap, O-ring, seal ring – replace	2 years								12-10
Brake master cylinder cup and dust seal – replace	2 years								11-9
Caliper piston seal and dust seal – replace	2 years								11-6
Brake light switch – check †		•	•	•	•	•	•	•	16-34
Steering – check †		•	•	•	•	•	•	•	13-4
Steering stem bearing – lubricate	2 years					•			13-6
Front fork oil – change								•	12-5
Tire wear – check †			•	•	•	•	•	•	9-9
Swing arm pivot, uni-trak linkage – lubricate				•		•		•	12-14
Battery electrolyte level – check †	month	•	•	•	•	•	•	•	16-9
General lubrication – perform			•	•	•	•	•	•	17-8
Nut, bolt, and fastener tightness – check †		•		•		•		•	17-8

* : For higher odometer readings, repeat at the frequency interval established here.
† : Replace, add, adjust, clean, or torque if necessary.
(Cal) : California vehicle only
(US) : US only
(S) : Swiss model

Fuel System

Specifications

The following specifications are only those that are unique to the ZX900-A5/A5A, A6 model. For all other data refer to the front part of this manual (up to 19-2).

Carburetor Specifications

	ZX900-A5/A5A	A6
Make/Type	CVK34 Ⓐ CVK32	←
Main Jet	132, Ⓐ 95, Ⓦ 135	←
Main Air Jet	100	←
Jet Needle	N27B, Ⓐ N27C, Ⓦ N60F	←
Pilot Jet	35	←
Pilot Air Jet	160, Ⓐ 130	←
Pilot Screw	2½ turns out, Ⓐ 2, Ⓦ 2¼	← (WG) 2¼
Starter Jet	42, Ⓐ 45	←
Fuel Level	–0.5 mm	←
Float Height	17.0 mm	←

Ⓐ : Australian Model
Ⓦ : Swiss Model
(WG) : West German Model

Idle Speed

Standard: **1 000 ±50 r/min (rpm)**
Ⓦ 1 200 ±50 r/min (rpm)

Ⓦ : Swiss Model

Engine Top End

Clean Air System (Swiss Model)

•The clean air system for the Swiss model is the same as for the US model. Refer to the Clean Air System (US model), page 4-7.

Wheels/Tires

Sepcifications

The following specifications are only those that are unique to the ZX900-A5/A5A, A6 model. For all other data refer to the front part of this manual (up to 19-2).

Item	Standard	
Standard tire	Front	120/80V16 TUBELESS DUNLOP F17, METZELER ME33 LASER, or AVON SUPER VENOM AM17
	Rear	130/80V18 TUBELESS DUNLOP K727, METZELER PERFECT ME99A, or AVON SUPER VENOM AM18