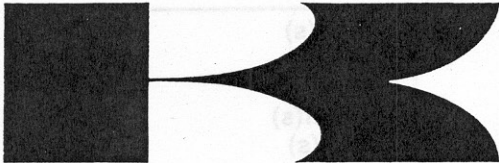


LIST OF ABBREVIATIONS

 Kawasaki	lb m mm N Pa PS psi rpm TDC TR V W g mm(s) mm(s) mm(s)
	ampere(s) after bottom dead center operating current bottom dead center revolutions per minute degrees degrees (s) foot test gram(s) hour(s) liter(s)
	A ASDC AC PS TDC TR F ft g h J

Ninja ZX-7RR

Ninja ZX-7R

Motorcycle

Service Manual

Read OWNER'S MANUAL before operating.

LIST OF ABBREVIATIONS

A	ampere(s)	lb	pound(s)
ABDC	after bottom dead center	m	meter(s)
AC	alternating current	min	minute(s)
ATDC	after top dead center	N	newton(s)
BBDC	before bottom dead center	Pa	pascal(s)
BDC	bottom dead center	PS	horsepower
BTDC	before top dead center	psi	pound(s) per square inch
°C	degree(s) Celcius	r	revolution
DC	direct current	rpm	revolution(s) per minute
F	farad(s)	TDC	top dead center
°F	degree(s) Fahrenheit	TIR	total indicator reading
ft	foot, feet	V	volt(s)
g	gram(s)	W	watt(s)
h	hour(s)	Ω	ohm(s)
L	liter(s)		

Read OWNER'S MANUAL before operating.

Quick Reference Guide

General Information	1
Fuel System	2
Cooling System	3
Engine Top End	4
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Engine Lubrication System	6
Engine Removal/Installation	7
Crankshaft/Transmission	8
Wheels/Tires	9
Final Drive	10
Brakes	11
Suspension	12
Steering	13
Frame	14
Electrical System	15
Appendix	16

This quick reference guide will assist you in locating a desired topic or procedure.

- Bend the pages back to match the black tab of the desired chapter number with the black tab on the edge at each table of contents page.
- Refer to the sectional table of contents for the exact pages to locate the specific topic required.

EMISSION CONTROL INFORMATION

To protect the environment in which we all live, Kawasaki has incorporated crankcase emission (1) and exhaust emission (2) control systems in compliance with applicable regulations of the United States Environmental Protection Agency and California Air Resources Board. Additionally, Kawasaki has incorporated an evaporative emission control system (3) in compliance with applicable regulations of the California Air Resources Board on vehicles sold in California only.

1. Crankcase Emission Control System

This system eliminates the release of crankcase vapors into the atmosphere. Instead, the vapors are routed through an oil separator to the intake side of the engine. While the engine is operating, the vapors are drawn into combustion chamber, where they are burned along with the fuel and air supplied by the carburetion system.

2. Exhaust Emission Control System

This system reduces the amount of pollutants discharged into the atmosphere by the exhaust of this motorcycle. The fuel and ignition systems of this motorcycle have been carefully designed and constructed to ensure an efficient engine with low exhaust pollutant levels.

3. Evaporative Emission Control System

Vapors caused by fuel evaporation in the fuel system are not vented into the atmosphere. Instead, fuel vapors are routed into the running engine to be burned, or stored in a canister when the engine is stopped. Liquid fuel is caught by a vapor separator and returned to the fuel tank.

The Clean Air Act, which is the Federal law covering motor vehicle pollution, contains what is commonly referred to as the Act's "tampering provisions."

"Sec. 203(a) The following acts and the causing thereof are prohibited...

(3)(A) for any person to remove or render inoperative any device or element of design installed on or in a motor vehicle or motor vehicle engine in compliance with regulations under this title prior to its sale and delivery to the ultimate purchaser, or for any manufacturer or dealer knowingly to remove or render inoperative any such device or element of design after such sale and delivery to the ultimate purchaser.

(3)(B) for any person engaged in the business of repairing, servicing, selling, leasing, or trading motor vehicles or motor vehicle engines, or who operates a fleet of motor vehicles knowingly to remove or render inoperative any device or element of design installed on or in a motor vehicle or motor vehicle engine in compliance with regulations under this title following its sale and delivery to the ultimate purchaser..."

(Continued on next page.)

NOTE

- *The phrase "remove or render inoperative any device or element of design" has been generally interpreted as follows:*
 1. *Tampering does not include the temporary removal or rendering inoperative of devices or elements of design in order to perform maintenance.*
 2. *Tampering could include:*
 - a. *Maladjustment of vehicle components such that the emission standards are exceeded.*
 - b. *Use of replacement parts or accessories which adversely affect the performance or durability of the motorcycle.*
 - c. *Addition of components or accessories that result in the vehicle exceeding the standards.*
 - d. *Permanently removing, disconnecting, or rendering inoperative any component or element of design of the emission control systems.*

WE RECOMMEND THAT ALL DEALERS OBSERVE THESE PROVISIONS OF FEDERAL LAW, THE VIOLATION OF WHICH IS PUNISHABLE BY CIVIL PENALTIES NOT EXCEEDING \$10,000 PER VIOLATION.

TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED

Federal law prohibits the following acts or the causing thereof: (1) The removal or rendering inoperative by any person other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use, or (2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Among those acts presumed to constitute tampering are the acts listed below:

- Replacement of the original exhaust system or muffler with a component not in compliance with Federal regulations.
- Removal of the muffler(s) or any internal portion of the muffler(s).
- Removal of the air box or air box cover.
- Modifications to the muffler(s) or air intake system by cutting, drilling, or other means if such modifications result in increased noise levels.

Foreword

This manual is designed primarily for use by trained mechanics in a properly equipped shop. However, it contains enough detail and basic information to make it useful to the owner who desires to perform his own basic maintenance and repair work. A basic knowledge of mechanics, the proper use of tools, and workshop procedures must be understood in order to carry out maintenance and repair satisfactorily. Whenever the owner has insufficient experience or doubts his ability to do the work, all adjustments, maintenance, and repair should be carried out only by qualified mechanics.

In order to perform the work efficiently and to avoid costly mistakes, read the text, thoroughly familiarize yourself with the procedures before starting work, and then do the work carefully in a clean area. Whenever special tools or equipment are specified, do not use makeshift tools or equipment. Precision measurements can only be made if the proper instruments are used, and the use of substitute tools may adversely affect safe operation.

For the duration of the warranty period, we recommend that all repairs and scheduled maintenance be performed in accordance with this service manual. Any owner maintenance or repair procedure not performed in accordance with this manual may void the warranty.

To get the longest life out of your motorcycle:

- Follow the Periodic Maintenance Chart in the Service Manual.
- Be alert for problems and non-scheduled maintenance.
- Use proper tools and genuine Kawasaki Motorcycle parts. Special tools, gauges, and testers that are necessary when servicing Kawasaki motorcycles are introduced by the Special Tool Manual. Genuine parts provided as spare parts are listed in the Parts Catalog.
- Follow the procedures in this manual carefully. Don't take shortcuts.
- Remember to keep complete records of maintenance and repair with dates and any new parts installed.

How to Use This Manual

In preparing this manual, we divided the product into its major systems. These systems became the manual's chapters. All information for a particular system from adjustment through disassembly and inspection is located in a single chapter.

The Quick Reference Guide shows you all of the product's system and assists in locating their chapters. Each chapter in turn has its own comprehensive Table of Contents.

The Periodic Maintenance Chart is located in the General Information chapter. The chart gives a time schedule for required maintenance operations.

If you want spark plug information, for example, go to the Periodic Maintenance Chart first. The chart tells you how frequently to clean and gap the plug. Next, use the Quick Reference Guide to locate the Electrical System chapter. Then, use the Table of Contents on the first page of the chapter to find the Spark Plug section.

Whenever you see these WARNING and CAUTION symbols, heed their instructions! Always follow safe operating and maintenance practices.

⚠ WARNING

This warning symbol identifies special instructions or procedures which, if not correctly followed, could result in personal injury, or loss of life.

CAUTION

This caution symbol identifies special instructions or procedures which, if not strictly observed, could result in damage to or destruction of equipment.

This manual contains four more symbols (in addition to WARNING and CAUTION) which will help you distinguish different types of information.

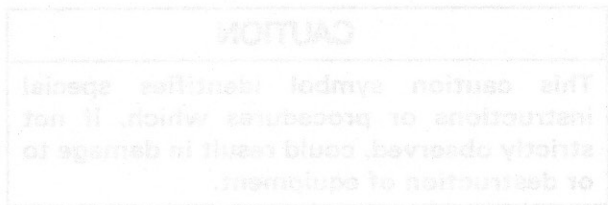
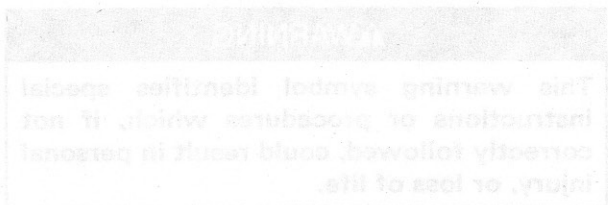
NOTE

○ *This note symbol indicates points of particular interest for more efficient and convenient operation.*

- Indicates a procedural step or work to be done.
- Indicates a procedural sub-step or how to do the work of the procedural step it follows. It also precedes the text of a NOTE.
- ★ Indicates a conditional step or what action to take based on the results of the test or inspection in the procedural step or sub-step it follows.

In most chapters an exploded view illustration of the system components follows the Table of Contents. In these illustrations you will find the instructions indicating which parts require specified tightening torque, oil, grease or a locking agent during assembly.

The manual is designed primarily for use by trained mechanics in a properly equipped shop. However, it contains enough detail and basic information to make it useful to the owner who desires to perform the own basic maintenance and repair work. A basic knowledge of mechanics, the proper use of tools, and working procedures must be understood in order to carry out maintenance and repair satisfactorily. Whenever the owner has insufficient experience or doubts his ability to do the work, all adjustments, maintenance, and repair should be turned out only by qualified mechanics. In order to perform the work efficiently and to avoid costly mistakes, read the text thoroughly familiarize yourself with the procedures before starting work, and then do the work carefully in a clean area. Whenever special tools or equipment are specified, do not use makeshift tools or equipment. Precision measurements can only be made if the proper instruments are used, and the use of substitute tools may adversely affect safe operation. For the duration of the warranty period, we recommend that all repairs and scheduled maintenance be performed in accordance with this service manual. Any owner maintenance or repair procedure not performed in accordance with this manual may void the warranty. To get the longest life out of your motorcycle, follow the Periodic Maintenance Chart in the Service Manual. Also see the Periodic Maintenance Chart in the Service Manual. Use proper tools and genuine Kawasaki Motorcycle parts. Special tools, gauges, and testers that are necessary when servicing Kawasaki motorcycle are introduced by the Special Tool Manual. Genuine parts provided as spare parts are listed in the Parts Catalog. Follow the procedures in this manual carefully. Don't take shortcuts. Remember to keep complete records of maintenance and repair with dates and any new parts installed.



General Information

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Before Servicing

Before starting to service a motorcycle, careful reading of the applicable section is recommended to eliminate unnecessary work. Photographs, diagrams, notes, cautions, warnings, and detailed descriptions have been included wherever necessary. Nevertheless, even a detailed account has limitations, a certain amount of basic knowledge is also required for successful work.

Especially note the following:**(1) Dirt**

Before removal and disassembly, clean the motorcycle. Any dirt entering the engine or other parts will work as an abrasive and shorten the life of the motorcycle. For the same reason, before installing a new part, clean off any dust or metal filings.

(2) Battery Ground

Remove the ground (-) lead from the battery before performing any disassembly operations on the motorcycle. This prevents:

- (a) the possibility of accidentally turning the engine over while partially disassembled.
- (b) sparks at electrical connections which will occur when they are disconnected.
- (c) damage to electrical parts.

(3) Tightening Sequence

Generally, when installing a part with several bolts, nuts, or screws, start them all in their holes and tighten them to a snug fit. Then tighten them evenly in a cross pattern. This is to avoid distortion of the part and/or causing gas or oil leakage. Conversely when loosening the bolts, nuts, or screws, first loosen all of them by about a quarter turn and then remove them. Where there is a tightening sequence indication in this Service Manual, the bolts, nuts, or screws must be tightened in the order and method indicated.

(4) Torque

When torque values are given in this Service Manual, use them. Either too little or too much torque may lead to serious damage. Use a good quality, reliable torque wrench.

(5) Force

Common sense should dictate how much force is necessary in assembly and disassembly. If a part seems especially difficult to remove or install, stop and examine what may be causing the problem. Whenever tapping is necessary, tap lightly using a wooden or plastic-faced mallet. Use an impact driver for screws (particularly for the removal of screws held by a locking agent) in order to avoid damaging the screw heads.

(6) Edges

Watch for sharp edges, especially during major engine disassembly and assembly. Protect your hands with gloves or a piece of thick cloth when lifting the engine or turning it over.

(7) High-Flash Point Solvent

A high-flash point solvent is recommended to reduce fire danger. A commercial solvent commonly available in North America is Stoddard solvent (generic name). Always follow manufacturer and container directions regarding the use of any solvent.

(8) Gasket, O-Ring

Do not reuse a gasket or O-ring once it has been in service. The mating surfaces around the gasket should be free of foreign matter and perfectly smooth to avoid oil or compression leaks.

(9) Liquid Gasket, Non-Permanent Locking Agent

Follow manufacturer's directions for cleaning and preparing surfaces where these compounds will be used. Apply sparingly. Excessive amounts may block engine oil passages and cause serious damage. An example of a non-permanent locking agent commonly available in North America is Loctite Lock'n Seal (Blue).

(10) Press

A part installed using a press or driver, such as a wheel bearing, should first be coated with oil on its outer or inner circumference so that it will go into place smoothly.

(11) Ball Bearing and Needle Bearing

Do not remove any ball or needle bearings that are pressed in unless it is necessary. If they are removed, replace them with new ones.

When installing a bearing, press it in with the marked side facing out using a suitable driver until it is bottomed. Bearings should be pressed into place by pushing evenly the bearing race which is affected by friction.

(12) Oil Seal and Grease Seal

Replace any oil or grease seals that were removed with new ones, as removal generally damages seals.

When pressing in a seal which has manufacturer's marks, press it in with the marks facing out. Seals should be pressed into place using a suitable driver, which contacts evenly with the side of seal, until the face of the seal is even with the end of the hole.

(13) Seal Guide

A seal guide is required for certain oil or grease seals during installation to avoid damage to the seal lips. Before a shaft passes through a seal, apply a little high temperature grease on the lips to reduce rubber to metal friction.

(14) Circlip, Retaining Ring

Replace any circlips and retaining rings that were removed with new ones, as removal weakens and deforms them. When installing circlips and retaining rings, take care to compress or expand them only enough to install them and no more.

(15) Cotter Pin

Replace any cotter pins that were removed with new ones, as removal deforms and breaks them.

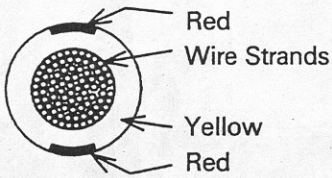
(16) Lubrication

Engine wear is generally at its maximum while the engine is warming up and before all the rubbing surfaces have an adequate lubricative film. During assembly, oil or grease (whichever is more suitable) should be applied to any rubbing surface which has lost its lubricative film. Old grease and dirty oil should be cleaned off. Deteriorated grease has lost its lubricative quality and may contain abrasive foreign particles.

Don't use just any oil or grease. Some oils and greases in particular should be used only in certain applications and may be harmful if used in an application for which they are not intended. This manual makes reference to molybdenum disulfide grease (MoS₂) in the assembly of certain engine and chassis parts. Always check manufacturer recommendations before using such special lubricants.

(17) Electrical Wires

All the electrical wires are either single-color or two-color and, with only a few exceptions, must be connected to wires of the same color. On any of the two-color wires there is a greater amount of one color and a lesser amount of a second color, so a two-color wire is identified by first the primary color and then the secondary color. For example, a yellow wire with thin red stripes is referred to as a "yellow/red" wire; it would be a "red/yellow" wire if the colors were reversed to make red the main color.

Wire (cross-section)	Name of Wire Color
	Yellow/Red

(18) Replacement Parts

When there is a replacement instruction, replace these parts with new ones every time they are removed.

These replacement parts will be damaged or lose their original function once removed.

(19) Inspection

When parts have been disassembled, visually inspect these parts for the following conditions or other damage. If there is any doubt as to the condition of them, replace them with new ones.

- | | | | |
|--------------|---------------|-----------|------|
| Abrasion | Crack | Hardening | Warp |
| Bent | Dent | Scratch | Wear |
| Color change | Deterioration | Seizure | |

(20) Specifications

Specification terms are defined as follows:

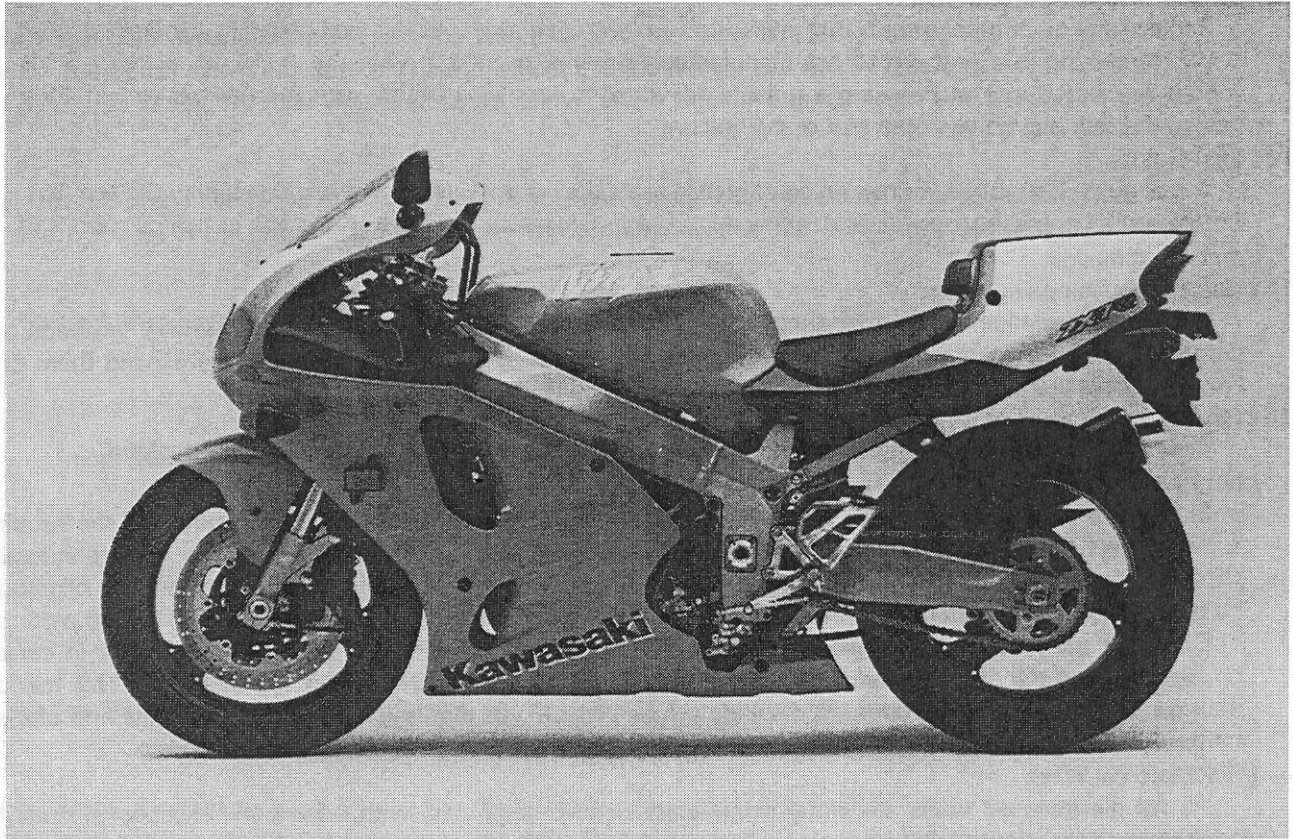
"Standards" show dimensions or performances which brand-new parts or systems have.

"Service Limits" indicate the usable limits. If the measurement shows excessive wear or deteriorated performance, replace the damaged parts.

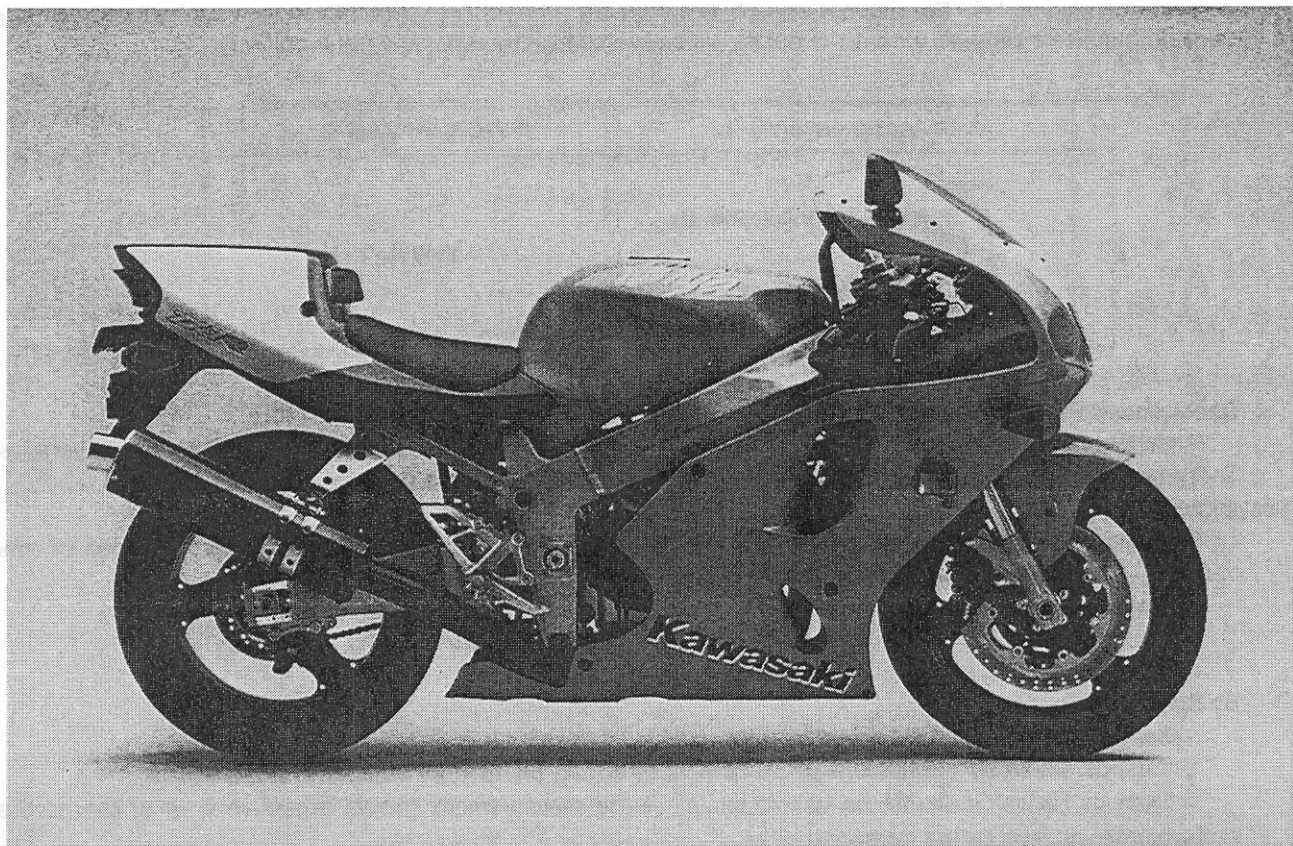
1-4 GENERAL INFORMATION

Model Identification

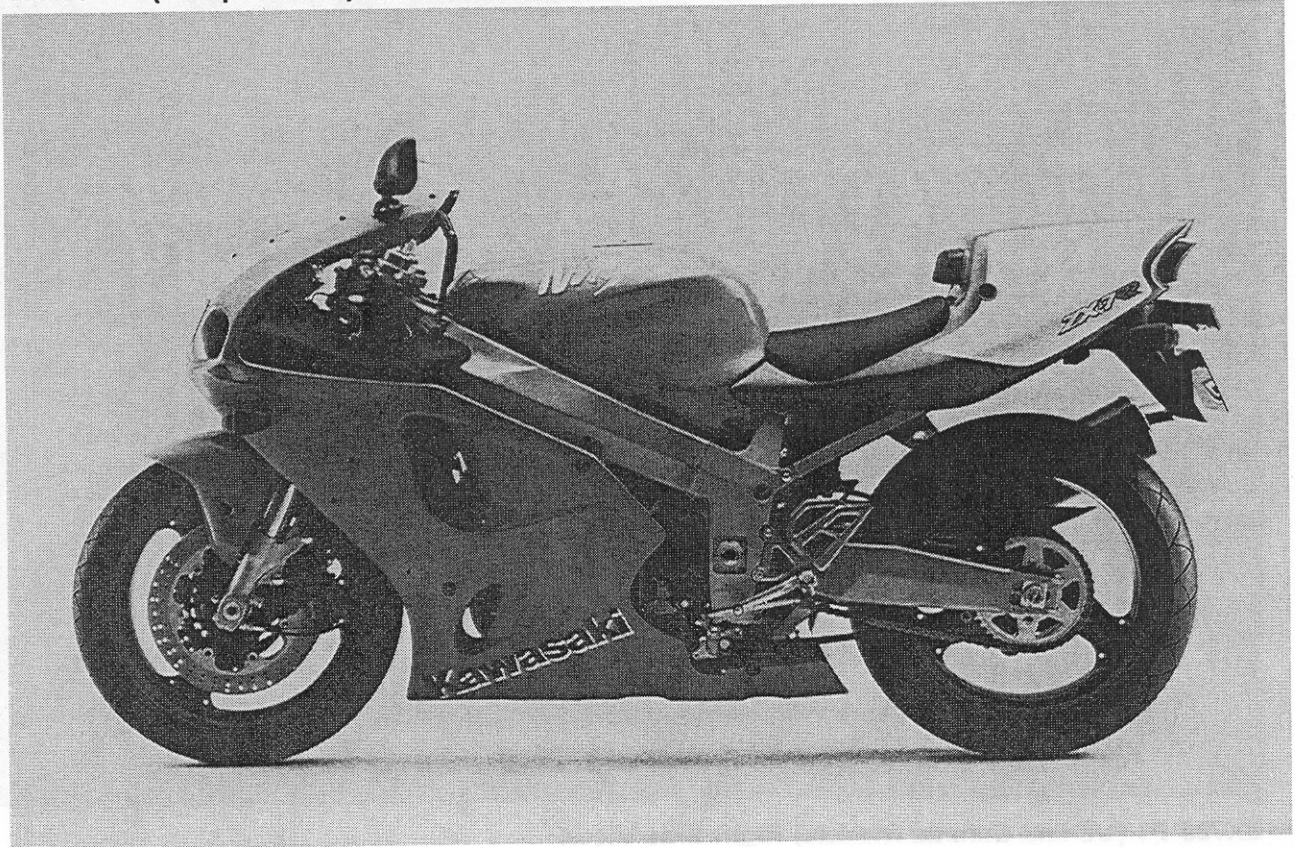
ZX750-N1 (US and Canada Models) Left Side View:



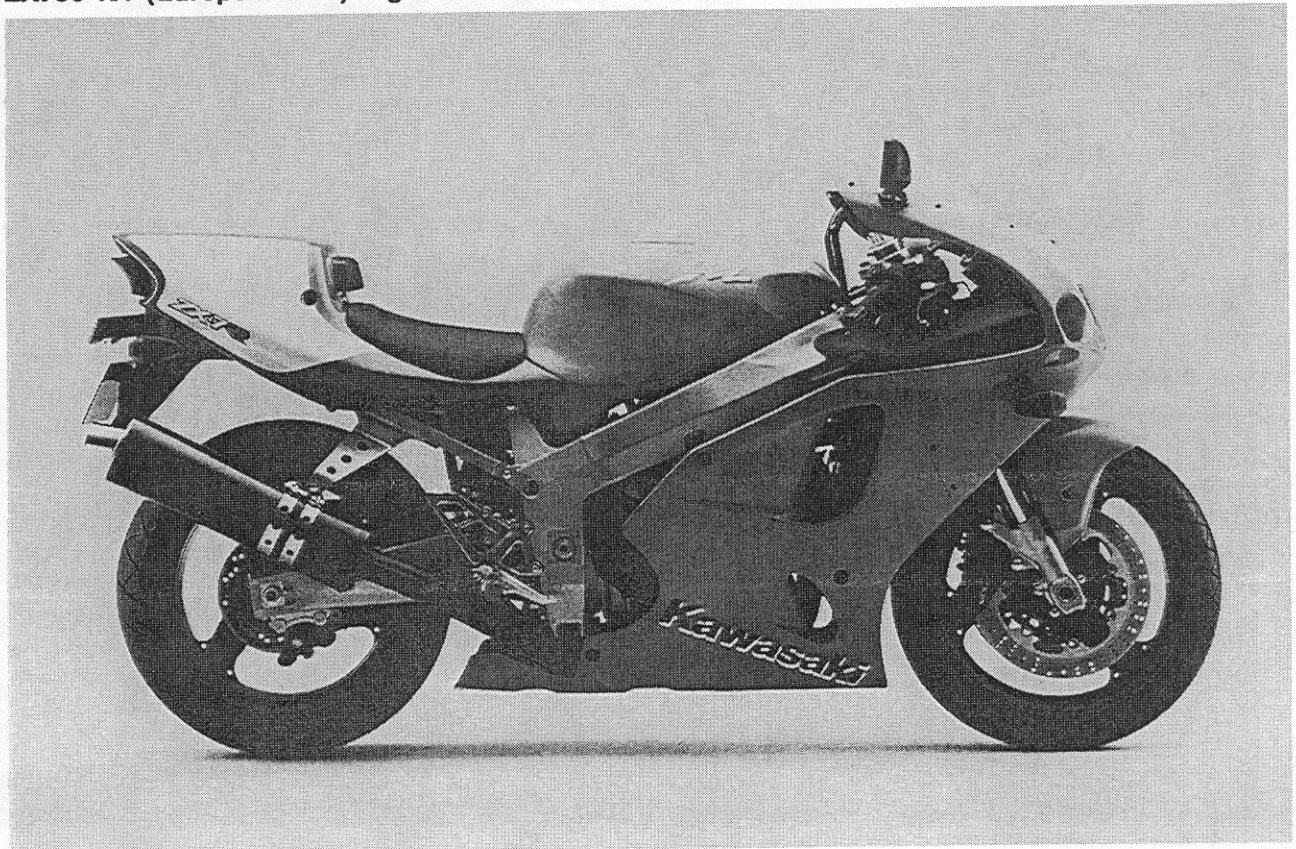
ZX750-N1 (US and Canada Models) Right Side View:



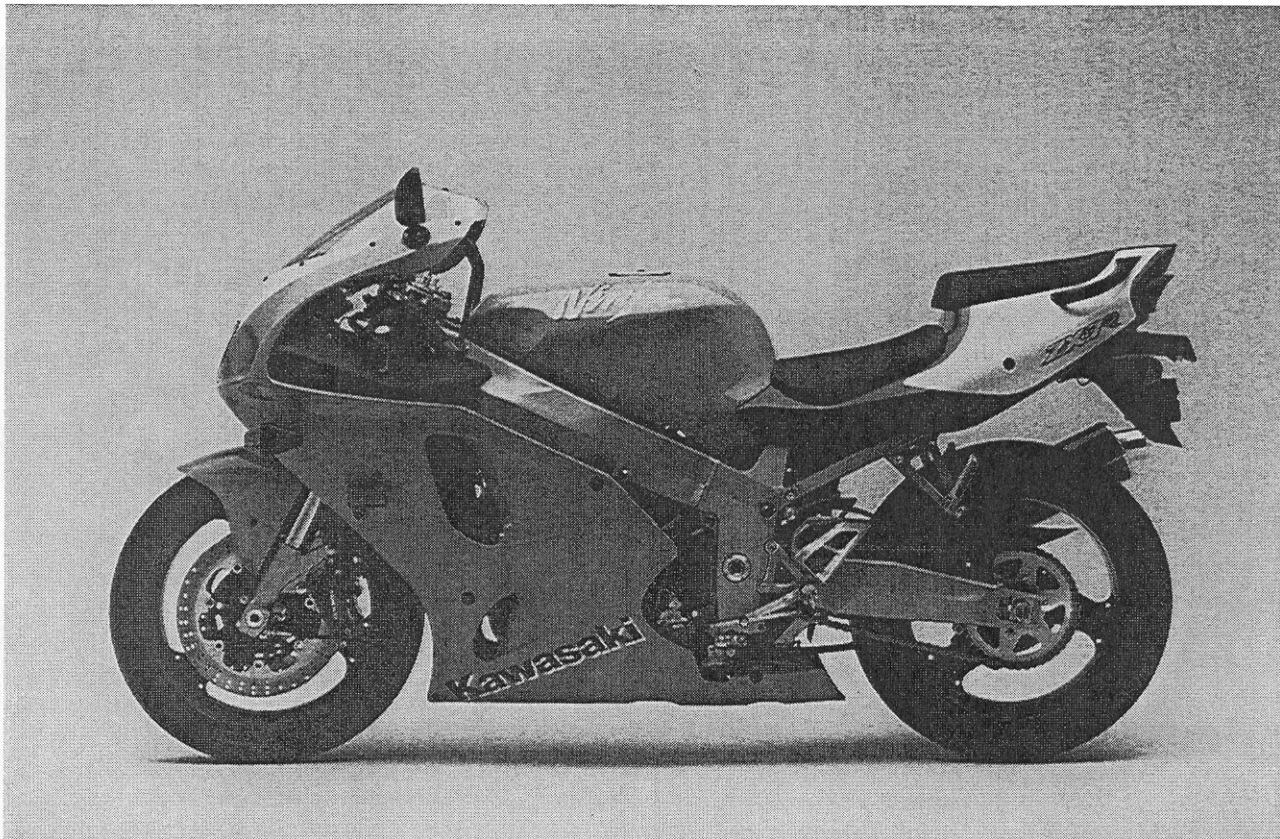
ZX750-N1 (Europe Model) Left Side View:



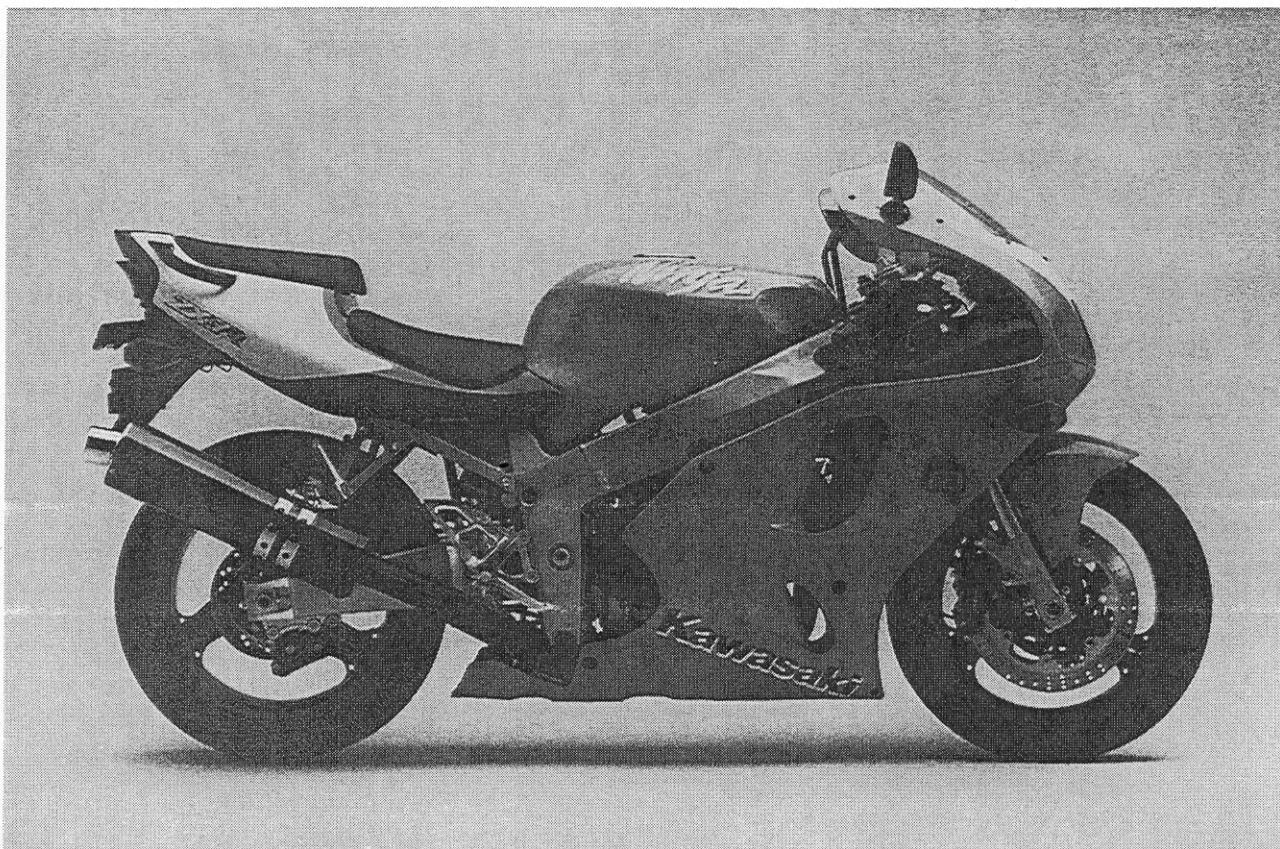
ZX750-N1 (Europe Model) Right Side View:



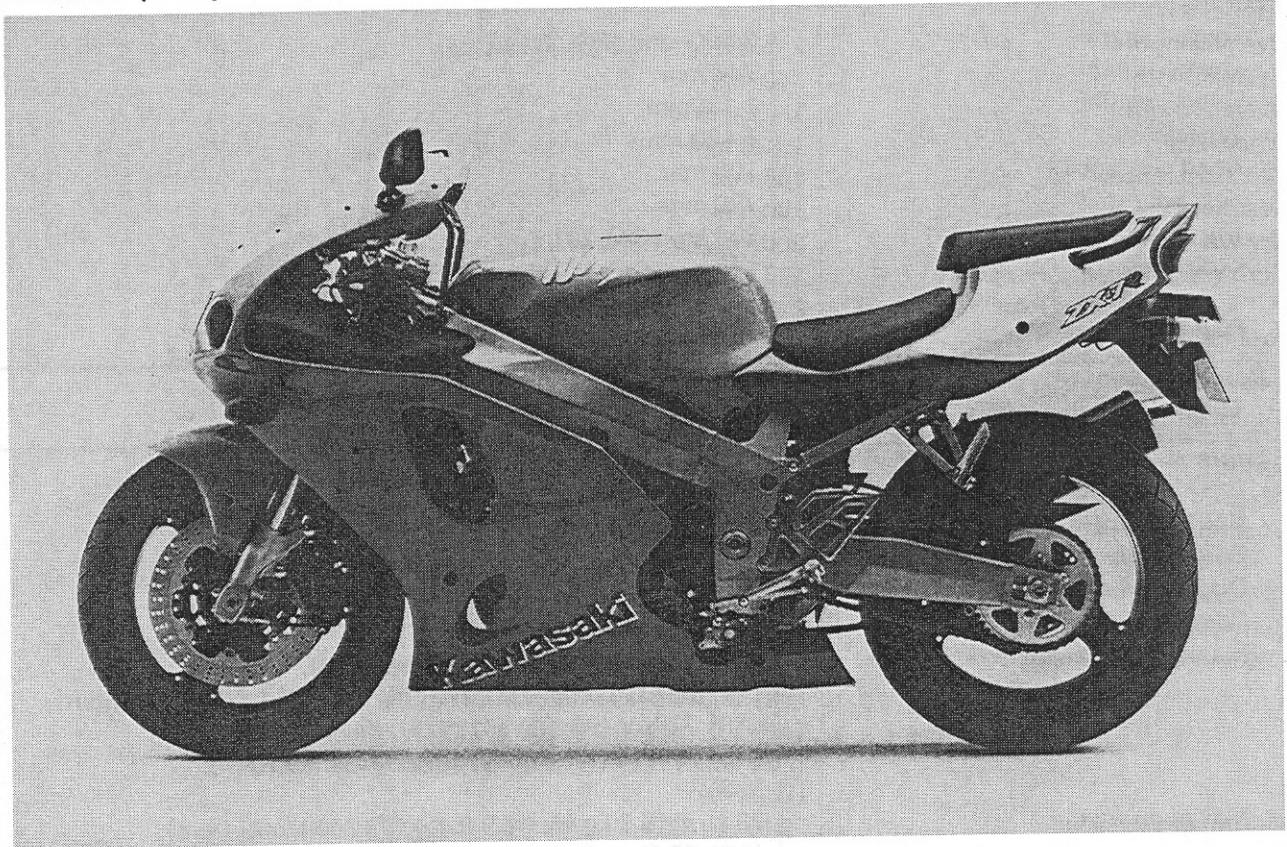
ZX750-P1 (US and Canada Models) Left Side View:



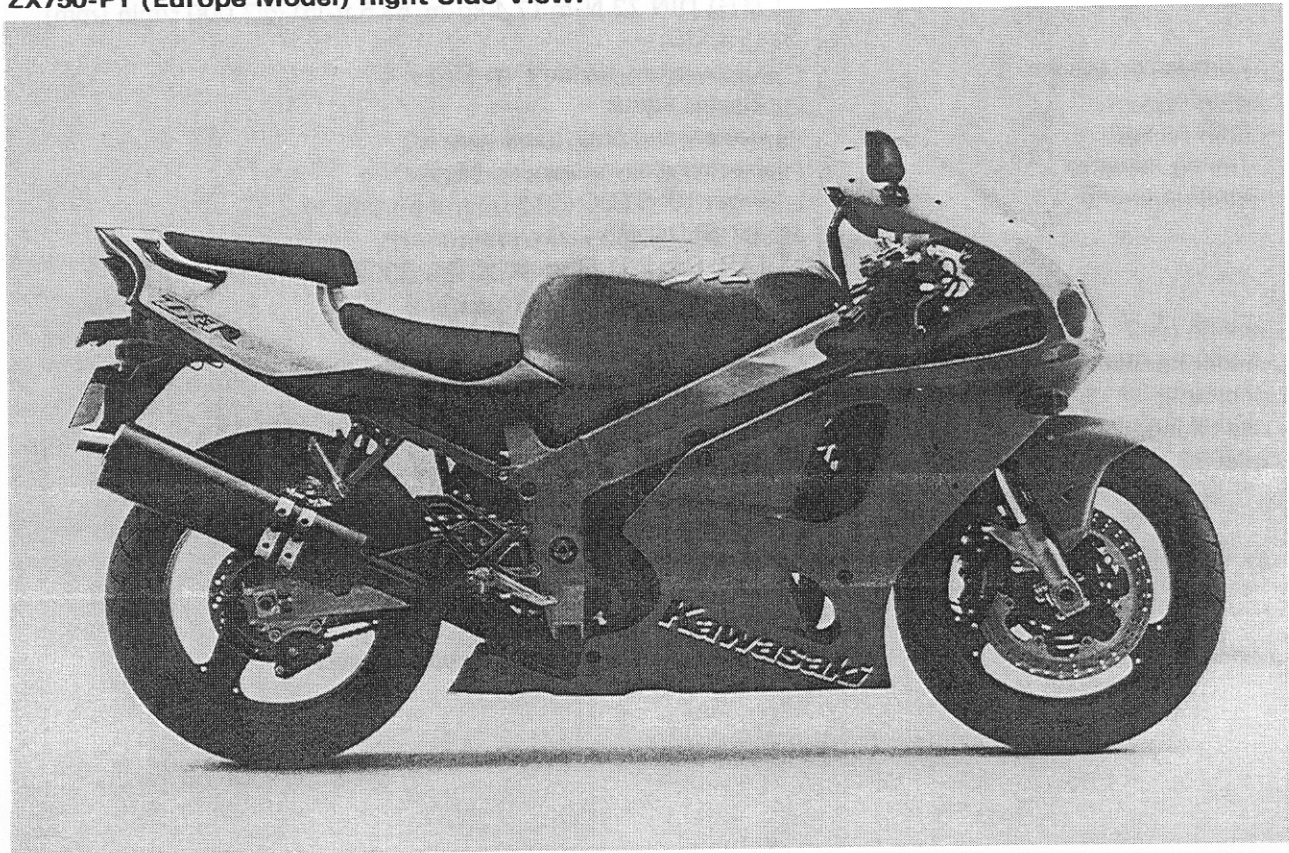
ZX750-P1 (US and Canada Models) Right Side View:



ZX750-P1 (Europe Model) Left Side View:



ZX750-P1 (Europe Model) Right Side View:



1-8 GENERAL INFORMATION

General Specifications

Item	ZX750-N1, N2
Dimensions:	
Overall length	2 090 mm, (FG) 2 190 mm
Overall width	740 mm
Overall height	1 130mm
Wheelbase	1 420 mm
Road clearance	105 mm
Seat height	790 mm
Dry weight	200 kg, (CA) 201 kg
Curb weight:	Front 117 kg, (CA) 117.5 kg
	Rear 112 kg, (CA) 112.5 kg
Fuel tank capacity	18.0 L
Performance:	
Minimum turning radius	3.4 m
Engine:	
Type	4-stroke, DOHC, 4-cylinder
Cooling system	Liquid-cooled
Bore and stroke	73.0 x 44.7 mm
Displacement	748 mL
Compression ratio	11.5, (FR) 10.8
Maximum horsepower	90 kW (122 PS) @12 000 r/min (rpm), (FR) UTAC's norm 75.1 kW (102 PS) @11 500 r/min (rpm), (AR) 72 kW (98 PS) @12 000 r/min (rpm), (FG) DIN 72kW (98 PS) @12 000 r/min (rpm), (US) -
Maximum torque	78 N-m (8.0 kg-m, 57.9 ft-lb) @9 300 r/min (rpm), (AR) 73 N-m (7.4 kg-m, 53.5 ft-lb) @7 000 r/min (rpm), (FG) DIN 73 N-m (7.4 kg-m, 53.5 ft-lb) @7 000 r/min (rpm), (FR, US) -
Carburetion system	Carburetors, Keihin FVK-D41 x 4
Starting system	Electric starter
Ignition system	Battery and coil (transistorized)
Timing advance	Electronically advanced (digital)
Ignition timing	From 10° BTDC @1 100 r/min (rpm) to 45° BTDC @5 000 r/min (rpm) (AR, CA, FG) From 5° BTDC @1 300 r/min (rpm) to 40° BTDC @5 000 r/min (rpm)
Spark plug	NGK CR9E or ND U27ESR-N
Cylinder numbering method	Left to right, 1-2-3-4
Firing order	1-2-4-3
Valve timing:	
Inlet	Open 44° (BTDC), (FR) 27° (BTDC)
	Close 64° (ABDC), (FR) 57° (ABDC)
	Duration 288°, (FR) 264°
Exhaust	Open 54° (BBDC), (FR) 57° (BBDC)
	Close 34° (ATDC), (FR) 27° (ATDC)
	Duration 268°, (FR) 264°
Lubrication system	Forced lubrication (wet sump with cooler)

Item	ZX750-N1, N2	
Engine oil:	Grade Viscosity Capacity	SE, SF or SG class SAE10W-40, 10W-50, 20W-40, or 20W-50 3.6 L
Drive Train:		
Primary reduction system:	Type Reduction ratio	Gear 1.754 (93/53)
Clutch type		Wet multi disc
Transmission:	Type	6-speed, constant mesh, return shift
Gear ratios:	1st 2nd 3rd 4th 5th 6th	2.375 (38/16) 1.894 (36/19) 1.619 (34/21) 1.409 (31/22) 1.291 (31/24) 1.200 (30/25)
Final drive system:	Type Reduction ratio Overall drive ratio	Chain drive 2.625 (42/16) 5.527 @Top gear
Frame:		
Type		Press, diamond
Caster (rake angle)		25°
Trail		99 mm
Front tire:	Type Size	Tubeless 120/70 ZR17
Rear tire:	Type Size	Tubeless 190/50 ZR17
Front suspension:	Type Wheel travel	Telescopic fork 120 mm
Rear suspension:	Type Wheel travel	Swing arm (uni-trak) 130 mm
Brake type:	Front Rear	Dual discs Single disc
Electrical Equipment:		
Battery		12 V 8 Ah
Headlight:	Type Bulb	Semi-sealed beam Quartz-halogen Left 12 V 55 W, Right 12 V 55 W (US, CN, UK) 12 V 45/45 W x 2
Tail/brake light		12 V 5/21 W x 2, (US, CN) 12 V 8/27W x 2
Alternator:	Type Rated output	Three-phase AC 30.7 A / 14 V @6 000 r/min (rpm)

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

(AR) : Austria Model
(CA) : California Model
(CN) : Canada Model
(FG) : Germany Model
(FR) : France Model

(UK) : U.K. Model
(US) : U.S. Model

1-10 GENERAL INFORMATION

Item	ZX750-P1, P2, P3, P4
Dimensions:	
Overall length	2 090 mm, (FG, GR, NR, SD, ST) 2 190 mm
Overall width	740 mm
Overall height	1 130 mm
Wheelbase	1 435 mm
Road clearance	105 mm
Seat height	790 mm
Dry weight	203 kg, (CA) 204 kg
Curb weight:	
Front	117 kg, (CA) 117.5 kg
Rear	115 kg, (CA) 115.5 kg
Fuel tank capacity	18.0 L
Performance:	
Minimum turning radius	3.4 m
Engine:	
Type	4-stroke, DOHC, 4-cylinder
Cooling system	Liquid-cooled
Bore and stroke	73.0 x 44.7 mm
Displacement	748 mL
Compression ratio	11.5, (FR) 10.8
Maximum horsepower	90 kW (122 PS) @11 800 r/min (rpm), (AR) P1 - P3: 72 kW (98 PS) @11 500 r/min (rpm), (FG) P1 - P3: DIN 72 kW (98 PS) @11 500 r/min (rpm), (FR) UTAC's norm 75.1 kW @11 000 r/min (rpm), (SD) 61 kW (83 PS) @9 500 r/min (rpm), (ST) 39 kW (53 PS) @7 500 r/min (rpm), (US) -
Maximum torque	78 N-m (8.0 kg-m, 57.9 ft-lb) @9 300 r/min (rpm), (AR) P1 - P3: 74 N-m (7.5 kg-m, 54.2 ft-lb) @6 800 r/min (rpm), (FG) P1 - P3: DIN 74 N-m (7.5 kg-m, 54.2 ft-lb) @6 800 r/min (rpm), (SD) 70 N-m (7.1 kg-m, 51.4 ft-lb) @6 500 r/min (rpm), (ST) 56 N-m (5.7 kg-m, 41.2 ft-lb) @5 000 r/min (rpm), (FR, US) -
Carburetion system	KEIHIN CVK-D38 x 4
Starting system	Electric starter
Ignition system	Battery and coil (transistorized)
Timing advance	Electronically advanced (digital)
Ignition timing	From 10° BTDC @1 100 r/min (rpm) to 45° BTDC @5 000 r/min (rpm), (AR, CA, FG, ST) From 5° BTDC @1 300 r/min (rpm) to 40° BTDC @5 000 r/min (rpm)
Spark plug	NGK CR9E or ND U27ESR-N
Cylinder numbering method	Left to right, 1-2-3-4
Firing order	1-2-4-3
Valve timing:	
Inlet	Open 44° (BTDC), (FR) 27° (BTDC) Close 64° (ABDC), (FR) 57° (ABDC) Duration 288°, (FR) 264°
Exhaust	Open 54° (BBDC), (FR) 57° (BBDC) Close 34° (ATDC), (FR) 27° (ATDC) Duration 268°, (FR) 264°
Lubrication system	Forced lubrication (wet sump with cooler)
Engine oil:	
Grade	SE, SF or SG class
Viscosity	SAE10W-40, 10W-50, 20W-40, or 20W-50
Capacity	3.6 L

Item	ZX750-P1, P2, P3, P4	
Drive Train:		
Primary reduction system:	Type	Gear
	Reduction ratio	1.754 (93/53)
Clutch type		Wet multi disc
Transmission:	Type	6-speed, constant mesh, return shift
Gear ratios:	1st	2.857 (40/14)
	2nd	2.000 (36/18)
	3rd	1.619 (34/21)
	4th	1.391 (32/23)
	5th	1.222 (33/27)
	6th	1.103 (32/29)
Final drive system:	Type	Chain drive
	Reduction ratio	2.687 (43/16)
	Overall drive ratio	5.203 @Top gear
Frame:		
Type		Press, diamond
Caster (rake angle)		25°
Trail		99 mm
Front tire:	Type	Tubeless
	Size	120/70 ZR17
Rear tire:	Type	Tubeless
	Size	190/50 ZR17
Front suspension:	Type	Telescopic fork
	Wheel travel	120 mm
Rear suspension:	Type	Swing arm (uni-trak)
	Wheel travel	130 mm
Brake type:	Front	Dual discs
	Rear	Single disc
Electrical Equipment:		
Battery		12 V 10 Ah
Headlight:	Type	Semi-sealed beam
	Bulb	Quartz-halogen
		Left 12 V 55 W, Right 12 V 55 W
		(AS, CN, UK, US) 12 V 45/45 W x 2
Tail/brake light		12 V 5/21 W x 2, (US, CA, CN) 12 V 8/27 W x 2
Alternator:	Type	Three-phase AC
	Rated output	30.7 A / 14 V @6 000 r/min (rpm)

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

(AR) : Austria Model
 (AS) : Australia Model
 (CA) : California Model
 (CN) : Canada Model
 (FG) : Germany Model
 (FR) : France Model

(GR) : Greece Model
 (NR) : Norway Model
 (SD) : Sweden Model
 (ST) : Switzerland Model
 (UK) : U.K. Model
 (US) : U.S. Model

1-12 GENERAL INFORMATION

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.

OPERATION	FREQUENCY	Whichever comes first		*ODOMETER READING									
		Every	1 000 km (600 mile)	6 000 km (4 000 mile)	12 000 km (7 500 mile)	18 000 km (12 000 mile)	24 000 km (15 000 mile)	30 000 km (20 000 mile)	36 000 km (24 000 mile)				
Spark plug - clean and gap †			•	•	•	•	•	•	•	•	•	•	•
Valve clearance - check †				•	•	•	•	•	•	•	•	•	•
Air Suction valve - check †			•	•	•	•	•	•	•	•	•	•	•
Air cleaner element - clean † #				•	•	•	•	•	•	•	•	•	•
Throttle grip play - check †		•		•	•	•	•	•	•	•	•	•	•
Idle speed - check †		•		•	•	•	•	•	•	•	•	•	•
Carburetor synchronization - check †				•	•	•	•	•	•	•	•	•	•
Evaporative emission control system (CA) - check †		•	•	•	•	•	•	•	•	•	•	•	•
Engine oil - change #	6 months	•	•	•	•	•	•	•	•	•	•	•	•
Oil filter - replace		•		•	•	•	•	•	•	•	•	•	•
Drive chain wear - check † #			•	•	•	•	•	•	•	•	•	•	•
Brake pad wear - check † #			•	•	•	•	•	•	•	•	•	•	•
Brake light switch - check †		•	•	•	•	•	•	•	•	•	•	•	•
Steering - check †		•	•	•	•	•	•	•	•	•	•	•	•
Front fork oil - change	2 years							•	•	•	•	•	•
Rear shock absorber oil leak - check †				•	•	•	•	•	•	•	•	•	•
Front fork oil leak - check †				•	•	•	•	•	•	•	•	•	•
Tire wear - check †			•	•	•	•	•	•	•	•	•	•	•
Swingarm pivot, uni-trak linkage - lubricate				•	•	•	•	•	•	•	•	•	•
General lubrication - perform				•	•	•	•	•	•	•	•	•	•
Nuts, bolts, and fasteners tightness - check †		•		•	•	•	•	•	•	•	•	•	•
Drive chain - lubricate #	600 km		•	•	•	•	•	•	•	•	•	•	•
Drive chain slack - check † #	1000 km	•	•	•	•	•	•	•	•	•	•	•	•
Brake fluid level - check †	month	•	•	•	•	•	•	•	•	•	•	•	•
Clutch fluid level - check †	month	•	•	•	•	•	•	•	•	•	•	•	•
Radiator hoses, connection - check †		•											
Brake fluid - change	2 years							•	•	•	•	•	•
Brake master cylinder cup and dust seal - replace	4 years												
Coolant - change	2 years							•	•	•	•	•	•
Caliper piston seal and dust seal - replace	4 years												
Steering stem bearing - lubricate	2 years							•	•	•	•	•	•
Clutch fluid - change	2 years							•	•	•	•	•	•
Clutch master cylinder cup and seal - replace	4 years												
Clutch slave cylinder piston seal - replace	4 years												

: Service more frequently when operating in severe conditions; dusty, wet, muddy, high speed, or frequent starting/stopping.
 * : For higher odometer readings, repeat at the frequency interval established here.
 † : Replace, add, adjust, clean, or torque if necessary.
 (CA): California Model only