

Appendix

Table of Contents

Additional Considerations for Racing	16-2
Carburetor	16-2
Spark Plug	16-2
Spark Plug Inspection	16-3
Troubleshooting Guide	16-4
General Lubrication	16-8
Lubrication	16-8
Nut, Bolt, and Fastener Tightness	16-9
Tightness Inspection	16-9
Unit Conversion Table	16-10

16-2 APPENDIX

Additional Considerations for Racing

This motorcycle has been manufactured for use in a reasonable and prudent manner and as a vehicle only. However, some may wish to subject this motorcycle to abnormal operation, such as would be experienced under racing conditions. **KAWASAKI STRONGLY RECOMMENDS THAT ALL RIDERS RIDE SAFELY AND OBEY ALL LAWS AND REGULATIONS CONCERNING THEIR MOTORCYCLE AND ITS OPERATION.**

Racing should be done under supervised conditions, and recognized sanctioning bodies should be contacted for further details. For those who desire to participate in competitive racing or related use, the following technical information may prove useful. However, please note the following important notes.

- You are entirely responsible for the use of your motorcycle under abnormal conditions such as racing, and Kawasaki shall not be liable for any damages which might arise from such use.
- Kawasaki's Limited Motorcycle Warranty and Limited Emission Control Systems Warranty specifically exclude motorcycles which are used in competition or related uses. Please read the warranty carefully.
- Motorcycle racing is a very sophisticated sport, subject to many variables. The following information is theoretical only, and Kawasaki shall not be liable for any damages which might arise from alterations utilizing this information.
- When the motorcycle is operated on public roads, it **must** be in its original state in order to ensure safety and compliance with applicable regulations.

Carburetor:

Sometimes an alteration may be desirable for improved performance under special conditions when proper mixture is not obtained after the carburetor has been properly adjusted, and all parts cleaned and found to be functioning properly.

If the engine still exhibits symptoms of overly rich or lean carburetion after all maintenance and adjustments are correctly performed, the main jet can be replaced with a smaller or larger one. A smaller numbered jet gives a leaner mixture and a larger numbered jet a richer mixture.

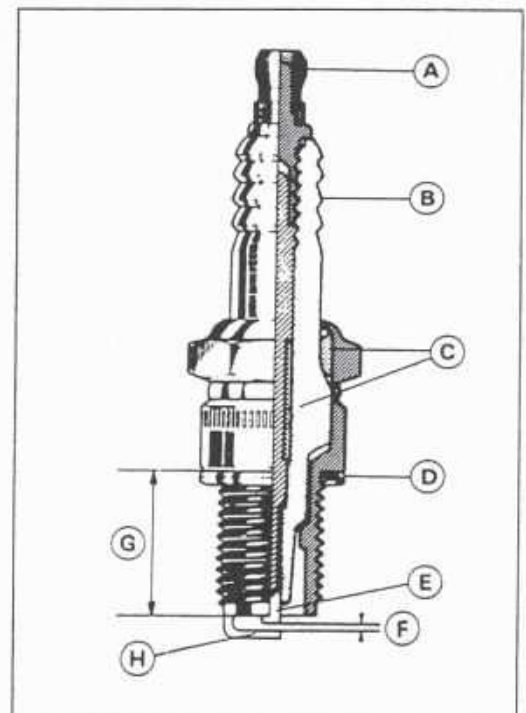
Spark Plug:

The spark plug ignites the fuel and air mixture in the combustion chamber. To do this effectively and at the proper time, the correct spark plug must be used, and the spark plug must be kept clean and the gap adjusted.

Tests have shown the plug listed in the "General Information" chapter to be the best plug for general use.

Since spark plug requirements change with the ignition and carburetion adjustments and with riding conditions, whether or not a spark plug of the correct heat range is used should be determined by removing and inspecting the plug.

- [A] Terminal
- [B] Insulator
- [C] Cement
- [D] Gasket
- [E] Center Electrode
- [F] Gap (0.7 ~ 0.8 mm)
- [G] Reach
- [H] Side Electrode



When a plug of the correct heat range is being used, the electrodes will stay hot enough to keep all the carbon burned off, but cool enough to keep from damaging the engine and the plug itself. This temperature is about 400 ~ 800°C (750 ~ 1,450°F) and can be judged by noting the condition and color of the ceramic insulator around the center electrode. If the ceramic is clean and of a light brown color, the plug is operating at the right temperature.

A spark plug for higher operating temperatures is used for racing. Such a plug is designed for better cooling efficiency so that it will not overheat and thus is often called a "colder" plug. If a spark plug with too high a heat range is used – that is, a "cold" plug that cools itself too well – the plug will stay too cool to burn off the carbon, and the carbon will collect on the electrodes and the ceramic insulator.

The carbon on the electrodes conducts electricity, and can short the center electrode to ground by either coating the ceramic insulator or bridging across the gap. Such a short will prevent an effective spark. Carbon build-up on the plug can also cause other troubles. It can heat up red-hot and cause preignition and knocking, which may eventually burn a hole in the top of the piston.

Spark Plug Inspection

- Remove the spark plug and inspect the ceramic insulator.
- ★ Whether or not the right temperature plug is being used can be ascertained by noting the condition of the ceramic insulator around the electrode. A light brown color indicates the correct plug is being used. If the ceramic is black, it indicates that the plug is firing at too low a temperature, so the next hotter type should be used instead. If the ceramic is white, the plug is operating at too high a temperature and it should be replaced with the next colder type.

CAUTION

If the spark plug is replaced with a type other than the standard plug, make certain the replacement plug has the same thread pitch and reach (length of threaded portion) and the same insulator type (regular type or projected type) as the standard plug.

If the plug reach is too short, carbon will build up on the plug hole threads in the cylinder head, causing overheating and making it very difficult to insert the correct spark plug later.

If the reach is too long, carbon will build up on the exposed spark plug threads causing overheating, preignition, and possibly burning a hole in the piston top. In addition, it may be impossible to remove the plug without damaging the cylinder head.

Standard Spark Plug Threads

Diameter:	10 mm
Pitch:	1.0 mm
Reach:	19 mm

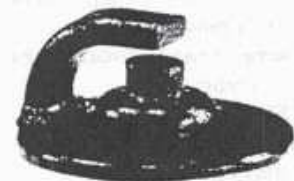
NOTE

- The heat range of the spark plug functions like a thermostat for the engine. Using the wrong type of spark plug can make the engine run too hot (resulting in engine damage) or too cold (with poor performance, misfiring, and stalling).

Spark Plug Condition



Carbon fouling



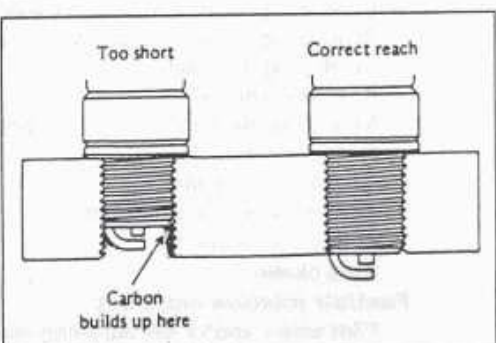
Oil fouling



Normal operation



Overheating



Troubleshooting Guide

NOTE

○ This is not an exhaustive list, giving every possible cause for each problem listed. It is meant simply as a rough guide to assist the troubleshooting for some of the more common difficulties.

Engine Doesn't Start, Starting Difficulty:

Starter motor not rotating:

- Starter lockout or neutral switch trouble
- Starter motor trouble
- Battery voltage low
- Starter relays not contacting or operating
- Starter button not contacting
- Wiring open or shorted
- Ignition switch trouble
- Engine stop switch trouble
- Fuse blown

Starter motor rotating but engine doesn't turn over:

- Starter clutch trouble

Engine won't turn over:

- Valve seizure
- Valve lifter seizure
- Cylinder, piston seizure
- Crankshaft seizure
- Connecting rod small end seizure
- Connecting rod big end seizure
- Transmission gear or bearing seizure
- Camshaft seizure
- Alternator shaft bearing seizure

No fuel flow:

- No fuel in tank
- Battery voltage low
- Fuel pump trouble
- Fuel pump relay trouble
- Fuel tank air vent obstructed
- Fuel filter clogged
- Fuel tap clogged
- Fuel line clogged
- Float valve clogged

Engine flooded:

- Fuel level in carburetor float bowl too high
- Float valve worn or stuck open
- Starting technique faulty
- (When flooded, crank the engine with the throttle fully opened to allow more air to reach the engine.)

No spark; spark weak:

- Battery voltage low
- Spark plug dirty, broken, or maladjusted
- Spark plug cap or high tension wiring trouble
- Spark plug cap shorted or not in good contact
- Spark plug incorrect
- IC igniter trouble
- Neutral, starter lockout, or side stand switch trouble
- Pickup coil trouble
- Ignition coil trouble
- Ignition or engine stop switch shorted
- Wiring shorted or open
- Fuse blown

Fuel/air mixture incorrect:

- Pilot screw and/or idle adjusting screw maladjusted
- Pilot jet, or air passage clogged

- Air cleaner clogged, poorly sealed, or missing
- Starter jet clogged

Compression Low:

- Spark plug loose
- Cylinder head not sufficiently tightened down
- No valve clearance
- Cylinder, piston worn
- Piston ring bad (worn, weak, broken, or sticking)
- Piston ring/groove clearance excessive
- Cylinder head gasket damaged
- Cylinder head warped
- Valve spring broken or weak
- Valve not seating properly (valve bent, worn, or carbon accumulation on the seating surface)

Poor Running at Low Speed:

Spark weak:

- Battery voltage low
- Spark plug dirty, broken, or maladjusted
- Spark plug cap or high tension wiring trouble
- Spark plug cap shorted or not in good contact
- Spark plug incorrect
- IC igniter trouble
- Pickup coil trouble
- Ignition coil trouble

Fuel/air mixture incorrect:

- Pilot screw maladjusted
- Pilot jet, or air passage clogged
- Air bleed pipe bleed holes clogged
- Pilot passage clogged
- Air cleaner clogged, poorly sealed, or missing
- Starter plunger stuck open
- Fuel level in carburetor float bowl too high or too low
- Fuel tank air vent obstructed
- Carburetor holder loose
- Air cleaner duct loose
- Air cleaner O-ring damaged
- Fuel pump trouble
- Fuel pump relay trouble
- Fuel filter clogged

Compression low:

- Spark plug loose
- Cylinder head not sufficiently tightened down
- No valve clearance
- Cylinder, piston worn
- Piston ring bad (worn, weak, broken, or sticking)
- Piston ring/groove clearance excessive
- Cylinder head warped
- Cylinder head gasket damaged
- Valve spring broken or weak
- Valve not seating properly (valve bent, worn, or carbon accumulation on the seating surface)

Other:

- IC igniter trouble
- Carburetors not synchronizing
- Carburetor vacuum piston doesn't slide smoothly
- Carburetor vacuum piston diaphragm damage
- Engine oil viscosity too high
- Drive train trouble
- Brake dragging

Air suction valve trouble
Vacuum switch valve trouble

Poor Running or No Power at High Speed:

Firing incorrect:

Spark plug dirty, broken, or maladjusted
Spark plug cap or high tension wiring trouble
Spark plug cap shorted or not in good contact
Spark plug incorrect
IC igniter trouble
Pickup coil trouble
Ignition coil trouble

Fuel/air mixture incorrect:

Starter plunger stuck open
Main jet clogged or wrong size
Jet needle or needle jet worn
Air jet clogged
Fuel level in carburetor float bowl too high or too low
Bleed holes of needle jet holder or needle jet clogged
Air cleaner clogged, poorly sealed, or missing
Air cleaner duct loose
Air cleaner O-ring damaged
Water or foreign matter in fuel
Carburetor holder loose
Fuel tank air vent obstructed
Fuel tap clogged
Fuel line clogged
Fuel pump trouble
Fuel pump relay trouble
Fuel filter clogged

Compression low:

Spark plug loose
Cylinder head not sufficiently tightened down
No valve clearance
Cylinder, piston worn
Piston ring bad (worn, weak, broken, or sticking)
Piston ring/groove clearance excessive
Cylinder head gasket damaged
Cylinder head warped
Valve spring broken or weak
Valve not seating properly (valve bent, worn, or carbon accumulation on the seating surface.)

Knocking:

Carbon built up in combustion chamber
Fuel poor quality or incorrect
Spark plug incorrect
IC igniter trouble

Miscellaneous:

Throttle valve won't fully open
Carburetor vacuum piston doesn't slide smoothly
Carburetor vacuum piston diaphragm damaged
Brake dragging
Clutch slipping
Overheating
Engine oil level too high
Engine oil viscosity too high
Drive train trouble
Air suction valve trouble
Vacuum switch valve trouble

Overheating:

Firing incorrect:

Spark plug dirty, broken, or maladjusted
Spark plug incorrect
IC igniter trouble

Fuel/air mixture incorrect:

Main jet clogged or wrong size
Fuel level in carburetor float bowl too low
Carburetor holder loose
Air cleaner duct loose
Air cleaner poorly sealed, or missing
Air cleaner O-ring damaged
Air cleaner clogged
Fuel pump trouble
Fuel pump relay trouble
Fuel filter clogged

Compression high:

Carbon built up in combustion chamber

Engine load faulty:

Clutch slipping
Engine oil level too high
Engine oil viscosity too high
Drive train trouble
Brake dragging

Lubrication inadequate:

Engine oil level too low
Engine oil poor quality or incorrect

Oil cooler incorrect:

Oil cooler clogged

Gauge incorrect:

Water temperature gauge broken
Water temperature sensor broken

Coolant incorrect:

Coolant level too low
Coolant deteriorated

Cooling system component incorrect:

Radiator fin damaged
Radiator clogged
Thermostat trouble
Radiator cap trouble
Radiator fan switch trouble
Fan motor broken
Fan blade damaged
Water pump not turning
Water pump impeller damaged

Over Cooling:

Gauge incorrect:

Water temperature gauge broken
Water temperature sensor broken

Cooling system component incorrect:

Radiator fan switch trouble
Thermostat trouble

Clutch Operation Faulty:

Clutch slipping:

Friction plate worn or warped
Steel plate worn or warped
Clutch spring broken or weak
Clutch slave cylinder trouble
Clutch hub or housing unevenly worn

Clutch not disengaging properly:

- Clutch plate warped or too rough
- Clutch spring compression uneven
- Engine oil deteriorated
- Engine oil viscosity too high
- Engine oil level too high
- Clutch housing frozen on drive shaft
- Clutch slave cylinder trouble
- Clutch hub nut loose
- Clutch hub spline damaged
- Clutch friction plate installed wrong
- Clutch fluid leakage
- Clutch fluid deteriorated
- Clutch master cylinder primary or secondary cup damaged
- Clutch master cylinder scratched inside

Gear Shifting Faulty:

Doesn't go into gear; shift pedal doesn't return:

- Clutch not disengaging
- Shift fork bent or seized
- Gear stuck on the shaft
- Gear positioning lever binding
- Shift return spring weak or broken
- Shift return spring pin loose
- Shift mechanism arm spring broken
- Shift mechanism arm broken
- Shift pawl broken

Jumps out of gear:

- Shift fork worn, bent
- Gear groove worn
- Gear dogs and/or dog holes worn
- Shift drum groove worn
- Gear positioning lever spring weak or broken
- Shift fork pin worn
- Drive shaft, output shaft, and/or gear splines worn

Overshifts:

- Gear positioning lever spring weak or broken
- Shift mechanism arm spring broken

Abnormal Engine Noise:

Knocking:

- IC igniter trouble
- Carbon built up in combustion chamber
- Fuel poor quality or incorrect
- Spark plug incorrect
- Overheating

Piston slap:

- Cylinder/piston clearance excessive
- Cylinder, piston worn
- Connecting rod bent
- Piston pin, piston pin hole worn

Valve noise:

- Valve clearance incorrect
- Valve spring broken or weak
- Camshaft bearing worn
- Valve lifter worn

Other noise:

- Connecting rod small end clearance excessive
- Connecting rod big end clearance excessive

- Piston ring worn, broken, or stuck
- Piston seizure, damage
- Cylinder head gasket leaking
- Exhaust pipe leaking at cylinder head connection
- Crankshaft runout excessive
- Engine mounts loose
- Crankshaft bearing worn
- Primary gear worn or chipped
- Camshaft chain tensioner trouble
- Camshaft chain, sprocket, guide worn
- Air suction valve damaged
- Vacuum switch valve damaged
- Alternator shaft coupling rubber damper damaged
- Alternator shaft chain tensioner trouble
- Alternator shaft chain, sprocket, guide worn

Abnormal Drive Train Noise:

Clutch noise:

- Clutch rubber damper weak or damaged
- Clutch housing/friction plate clearance excessive
- Clutch housing gear worn

Transmission noise:

- Bearings worn
- Transmission gears worn or chipped
- Metal chips jammed in gear teeth
- Engine oil insufficient

Drive chain noise:

- Drive chain adjusted improperly
- Drive chain worn
- Rear and/or engine sprocket worn
- Chain lubrication insufficient
- Rear wheel misaligned

Abnormal Frame Noise:

Front fork noise:

- Oil insufficient or too thin
- Spring weak or broken

Rear shock absorber noise:

- Shock absorber damaged

Disc brake noise:

- Pad installed incorrectly
- Pad surface glazed
- Disc warped
- Caliper trouble

Other noise:

- Bracket, nut, bolt, etc. not properly mounted or tightened

Oil Pressure Warning Light Goes On:

- Engine oil pump damaged
- Engine oil screen clogged
- Engine oil level too low
- Engine oil viscosity too low
- Camshaft bearings worn
- Crankshaft bearings worn
- Oil pressure switch damaged
- Wiring faulty
- Relief valve stuck open
- O-ring at the oil passage in the crankcase damaged

Exhaust Smokes Excessively:**White smoke:**

- Piston oil ring worn
- Cylinder worn
- Valve oil seal damaged
- Valve guide worn
- Engine oil level too high

Black smoke:

- Air cleaner clogged
- Main jet too large or fallen off
- Starter plunger stuck open
- Fuel level in carburetor float bowl too high

Brown smoke:

- Main jet too small
- Fuel level in carburetor float bowl too low
- Air cleaner duct loose
- Air cleaner O-ring damaged
- Air cleaner poorly sealed or missing

Handling and/or Stability Unsatisfactory:**Handlebar hard to turn:**

- Cable routing incorrect
- Hose routing incorrect
- Wiring routing incorrect
- Steering stem locknut too tight
- Steering stem bearing damaged
- Steering stem bearing lubrication inadequate
- Steering stem bent
- Tire air pressure too low

Handlebar shakes or excessively vibrates:

- Tire worn
- Swingarm pivot bearings worn
- Rim warped, or not balanced
- Wheel bearing worn
- Handlebar clamp loose
- Steering stem head nut loose

Handlebar pulls to one side:

- Frame bent
- Wheel misalignment
- Swingarm bent or twisted
- Steering maladjusted
- Front fork bent
- Right and left front fork oil level uneven

Shock absorption unsatisfactory:

- (Too hard)
- Front fork oil excessive
- Front fork oil viscosity too high
- Rear shock absorber adjustment too hard
- Tire air pressure too high
- Front fork bent
- (Too soft)
- Tire air pressure too low
- Front fork oil insufficient and/or leaking
- Front fork oil viscosity too low
- Rear shock adjustment too soft
- Front fork, rear shock absorber spring weak
- Rear shock absorber oil leaking

Brake Doesn't Hold:

- Air in the brake line

- Pad or disc worn
- Brake fluid leakage
- Disc warped
- Contaminated pad
- Brake fluid deteriorated
- Primary or secondary cup damaged in master cylinder
- Master cylinder scratched inside

Battery Trouble:**Battery discharged:**

- Battery faulty (e.g., plates sulphated, shorted through sedimentation, electrolyte insufficient)
- Battery leads making poor contact
- Load excessive (e.g., bulb of excessive wattage)
- Ignition switch trouble
- Alternator trouble
- Wiring faulty

Battery overcharged:

- Alternator trouble
- Battery faulty

16-8 APPENDIX

General Lubrication

Lubrication

- Before lubricating each part, clean off any rusty spots with rust remover and wipe off any grease, oil, dirt, or grime.
- Lubricate the points listed below with indicated lubricant.

NOTE

- *Whenever the vehicle has been operated under wet or rainy conditions, or especially after using a high-pressure water spray, perform the general lubrication.*

Pivots: Lubricate with Motor Oil.

- Clutch Lever
- Brake Lever
- Brake Pedal
- Side Stand
- Rear Brake Rod Joint

Points: Lubricate with Grease.

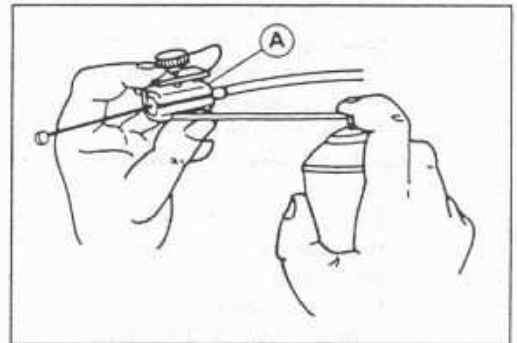
- Throttle Inner Cable Lower Ends
- Choke Inner Cable Lower End
- Speedometer Inner Cable*

(*): Grease the lower part of the inner cable sparingly.

Cables: Lubricate with Rust Inhibiter.

- Choke Cable
- Throttle Cables

Special Tool – Pressure Cable Luber: K56019-021 [A]



Nut, Bolt, and Fastener Tightness

Tightness Inspection

- Check the tightness of the bolts and nuts listed here. Also, check to see that each cotter pin is in place and in good condition.

NOTE

- For the engine fasteners, check the tightness of them when the engine is cold (at room temperature).
- ★ If there are loose fasteners, retorque them to the specified torque following the specified tightening sequence. Refer to the appropriate chapter for torque specifications. If torque specifications are not in the appropriate chapter, see the Standard Torque Table. For each fastener, first loosen it by 1/2 turn, then tighten it.
- ★ If cotter pins are damaged, replace them with new ones.

Nut, Bolt and Fastener to be checked

Wheels:

- Front Axle Nut
- Front Axle Clamp Bolts
- Rear Axle Nut
- Rear Axle Nut Cotter Pin

Brakes:

- Front Master Cylinder Clamp Bolts
- Caliper Mounting Bolts
- Rear Master Cylinder Mounting Bolts
- Brake Lever Pivot Nut
- Brake Pedal Bolt
- Brake Rod Joint Cotter Pin

Suspension:

- Front Fork Clamp Bolts
- Front Fender Mounting Bolts
- Rear Shock Absorber Mounting Bolts
- Swingarm Pivot Shaft Nut
- Uni-Trak Link Nuts

Steering:

- Stem Head Nut
- Handlebar Mounting Bolts

Engine:

- Engine Mounting Bolts
- Cylinder Head Bolts
- Muffler Mounting Bolts
- Exhaust Pipe Holder Nuts
- Muffler Connecting Clamp Bolt
- Clutch Master Cylinder Clamp Bolts
- Clutch Lever Pivot Nut

Others:

- Side Stand Bolt
- Footpeg Mounting Bolts
- Footpeg Bracket Mounting Bolts

16-10 APPENDIX

Unit Conversion Table

Prefixes for Units:

Prefix	Symbol	Power
mega	M	x 1 000 000
kilo	k	x 1 000
centi	c	x 0.01
milli	m	x 0.001
micro	μ	x 0.000001

Units of Length:

km	x	0.6214	=	mile
m	x	3.281	=	ft
mm	x	0.03937	=	in

Units of Torque:

N-m	x	0.1020	=	kg-m
N-m	x	0.7376	=	ft-lb
N-m	x	8.851	=	in-lb

kg-m	x	9.807	=	N-m
kg-m	x	7.233	=	ft-lb
kg-m	x	86.80	=	in-lb

Units of Mass:

kg	x	2.205	=	lb
g	x	0.03527	=	oz

Units of Volume:

L	x	0.2642	=	gal (US)
L	x	0.2200	=	gal (imp)
L	x	1.057	=	qt (US)
L	x	0.8799	=	qt (imp)
L	x	2.113	=	pint (US)
L	x	1.816	=	pint (imp)
mL	x	0.03381	=	oz (US)
mL	x	0.02816	=	oz (imp)
mL	x	0.06102	=	cu in

Units of Pressure:

kPa	x	0.01020	=	kg/cm ²
kPa	x	0.1450	=	psi
kPa	x	0.7501	=	cm Hg

kg/cm ²	x	98.07	=	kPa
kg/cm ²	x	14.22	=	psi
cm Hg	x	1.333	=	kPa

Units of Force:

N	x	0.1020	=	kg
N	x	0.2248	=	lb

kg	x	9.807	=	N
kg	x	2.205	=	lb

Units of Speed:

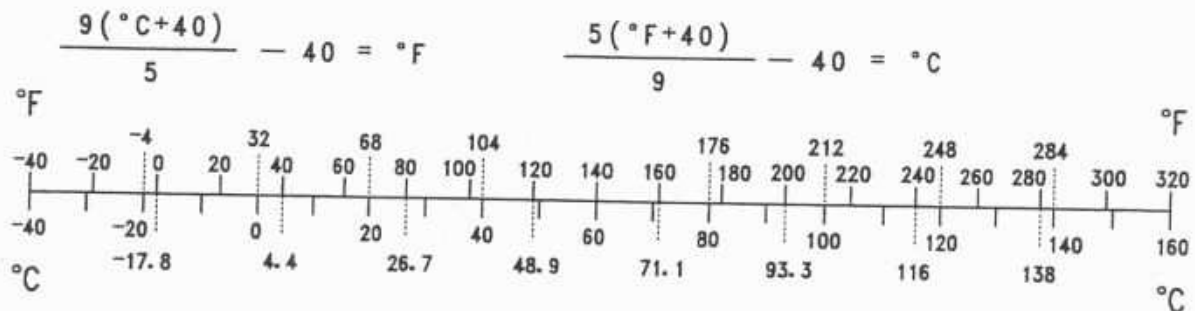
km/h	x	0.6214	=	mph
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Units of Power:

kW	x	1.360	=	PS
kW	x	1.341	=	HP

PS	x	0.7355	=	kW
PS	x	0.9863	=	HP

Units of Temperature:



CONTENTS

Chapter 1	1
Chapter 2	15
Chapter 3	31
Chapter 4	47
Chapter 5	63
Chapter 6	79
Chapter 7	95
Chapter 8	111
Chapter 9	127
Chapter 10	143
Chapter 11	159
Chapter 12	175
Chapter 13	191
Chapter 14	207
Chapter 15	223
Chapter 16	239
Chapter 17	255
Chapter 18	271
Chapter 19	287
Chapter 20	303
Chapter 21	319
Chapter 22	335
Chapter 23	351
Chapter 24	367
Chapter 25	383
Chapter 26	399
Chapter 27	415
Chapter 28	431
Chapter 29	447
Chapter 30	463
Chapter 31	479
Chapter 32	495
Chapter 33	511
Chapter 34	527
Chapter 35	543
Chapter 36	559
Chapter 37	575
Chapter 38	591
Chapter 39	607
Chapter 40	623
Chapter 41	639
Chapter 42	655
Chapter 43	671
Chapter 44	687
Chapter 45	703
Chapter 46	719
Chapter 47	735
Chapter 48	751
Chapter 49	767
Chapter 50	783
Chapter 51	799
Chapter 52	815
Chapter 53	831
Chapter 54	847
Chapter 55	863
Chapter 56	879
Chapter 57	895
Chapter 58	911
Chapter 59	927
Chapter 60	943
Chapter 61	959
Chapter 62	975
Chapter 63	991
Chapter 64	1007
Chapter 65	1023
Chapter 66	1039
Chapter 67	1055
Chapter 68	1071
Chapter 69	1087
Chapter 70	1103
Chapter 71	1119
Chapter 72	1135
Chapter 73	1151
Chapter 74	1167
Chapter 75	1183
Chapter 76	1199
Chapter 77	1215
Chapter 78	1231
Chapter 79	1247
Chapter 80	1263
Chapter 81	1279
Chapter 82	1295
Chapter 83	1311
Chapter 84	1327
Chapter 85	1343
Chapter 86	1359
Chapter 87	1375
Chapter 88	1391
Chapter 89	1407
Chapter 90	1423
Chapter 91	1439
Chapter 92	1455
Chapter 93	1471
Chapter 94	1487
Chapter 95	1503
Chapter 96	1519
Chapter 97	1535
Chapter 98	1551
Chapter 99	1567
Chapter 100	1583

Index

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

Index of Subjects

Page 100

MODEL APPLICATION

Year	Model	Beginning Frame No.
1996	ZX750-N1	JKAZXDN1□TA000501, or JKAZX750NNA000501, or ZX750N-000501
	ZX750-P1	JKAZXDP1□TA000001, or JKAZX750PPA000001, or ZX750P-000001
1997	ZX750-N2	JKAZXDN1□VA001501, or JKAZX750NNA001501
	ZX750-P2	JKAZXDP1□VA013001, or JKAZX750PPA013001
1998	ZX750-P3	JKAZXDPI□WA025001, or JKAZX750PPA025001
1999	ZX750-P4	JKAZXDPI□KA036001, or JKAZX750PPA036001

□ : This digit in the frame number changes from one machine to another.



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