

General Information

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1-2 GENERAL INFORMATION

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 Leads

Remove the ground (-) lead from the battery before performing any disassembly operations on the motorcycle. When installing, connect the positive (+) lead first, then the negative (-) lead to the battery. 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) Installation, Assembly

Generally, installation or assembly is the reverse of removal or disassembly. But if this Service Manual has installation or assembly procedures, follow them. Note parts locations and cable, wire, and hose routing during removal or disassembly so they can be installed or assembled in the same way. It is preferable to mark and record the locations and routing as much as possible.

(4) 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.

(5) 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.

(6) 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.

(7) 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.

(8) High-Flash Point Solvent

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

(9) 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 leakage.

(10) 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).

(11) 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.

(12) Ball Bearing and Needle Bearing

Do not remove a ball bearing or a needle bearing unless it is absolutely necessary. Replace any ball or needle bearings that were removed with new ones, as removal generally damages bearings. Install bearings with the marked side facing out applying pressure evenly with a suitable driver. Only press on the race that forms the press fit with the base component to avoid damaging the bearings. This prevents severe stress on the balls or needles and races, and prevent races and balls or needles from being dented. Press a ball bearing until it stops at the stops in the hole or on the shaft.

(13) 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. Before a shaft passes through a seal, apply a little high temperature grease on the lips to reduce rubber to metal friction.

Before Servicing

(14) Circlip, Retaining Ring, and Cotter Pin

Replace any circlips and retaining rings, and cotter pins 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.

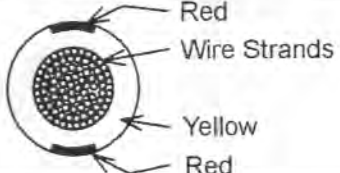
(15) Lubrication

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.

(16) 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

(17) 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.

(18) 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	

(19) 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

ZX600-J1 Left Side View:



ZX600-J1 Right Side View:



General Specifications

Items	ZX600-J1
Dimensions:	
Overall length	2 030 mm, (PN) 2 060 mm
Overall width	730 mm
Overall height	1 175 mm
Wheelbase	1 400 mm
Road clearance	145 mm
Seat height	820 mm
Dry mass	171 kg, (CA) 173 kg, (H) 172 kg
Curb mass:	
Front	100 kg
Rear	96 kg, (CA) 98 kg, (H) 97 kg
Fuel tank capacity	18 L
Performance:	
Minimum turning radius	3.2 m
Engine:	
Type	4-stroke, DOHC, 4-cylinder
Cooling system	Liquid-cooled
Bore and stroke	66 x 43.8 mm
Displacement	599 mL
Compression ratio	12.8
Maximum horsepower	81.6 kW (111 PS) @12 500 r/min (rpm), (AS) 80.6 kW (109.6 PS) @12 500 r/min (rpm), (PR) 78.2 kW (106.3 PS) @12 500 r/min (rpm), (US) - - -
Maximum torque	65.6 N·m (6.7 kg·m, 48 ft·lb) @10 000 r/min (rpm), (AS) 64.6 N·m (6.6 kg·m, 48 ft·lb) @10 000 r/min (rpm) (FR)(US) - - -
Carburetion system	Carburetors, Mikuni BDSR 36R × 4
Starting system	Electric starter
Ignition system	Battery and coil (transistorized)
Timing advance	Electronically advanced(digital igniter)
Ignition timing	From 12.5° BTDC @1 300 r/min (rpm) to 42.5° BTDC @5 000 r/min (rpm)
Spark plug	NGK CR9E
Cylinder numbering method	Left to right, 1-2-3-4
Firing order	1-2-4-3
Valve timing:	
Inlet	Open 56° BTDC Close 80° ABDC Duration 316°
Exhaust	Open 61° BBDC Close 33° ATDC Duration 274°
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	3.8 L
Drive Train:	
Primary reduction system:	
Type	Gear
Reduction ratio	2.022 (89/44)
Clutch type	Wet multi disc
Transmission:	
Type	6-speed, constant mesh, return shift
Gear ratios:	
1st	2.923 (38/13)
2nd	2.062 (33/16)
3rd	1.631 (31/19)
4th	1.380 (29/21)

1-6 GENERAL INFORMATION

General Specifications

Items		ZX600-J1
	5th	1.217 (28/23)
	6th	1.083 (26/24)
Final drive system:		
Type		Chain drive
Reduction ratio		2.666 (40/15)
Overall drive ratio		5.843 @ Top gear
Frame:		
Type		Tubular, diamond
Caster (rake angle)		23.5°
Trail		95 mm
Front tire:	Type	Tubeless
	Size	120/65 ZR17 (56W)
Rear tire:	Type	Tubeless
	Size	180/55 ZR17 (73W)
Front suspension:	Type	Telescopic fork
	Wheel travel	120 mm
Rear suspension:	Type	Swingarm (uni-trak)
	Wheel travel	135 mm
Brake Type:	Front	Dual discs
	Rear	Single disc
Electrical Equipment:		
Battery		12 V 8 Ah
Headlight:	Type	Semi-sealed beam
	Bulb	12 V 60/55 W (quartz-halogen) × 2
Tail/brake light		12 V 5/21 W × 2
Alternator:	Type	Three-phase AC
	Rated output	22 A / 14 V @5 000 r/min (rpm)

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

(AS): Australia Model

(CA): California Model

(FR): France Model

(US): U.S.A. Model

H: with Honeycomb Catalytic Converter Model

PN: with Pipe Catalytic Converter (Norway) Model

PR: with Pipe Catalytic Converter (France) Model