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Kawasaki

Z750



Motorcycle Service Manual

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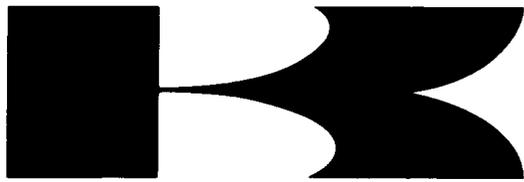
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Quick Reference Guide

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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.



Kawasaki

Z750

Motorcycle Service Manual

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No liability can be accepted for any inaccuracies or omissions in this publication, although every possible care has been taken to make it as complete and accurate as possible.

The right is reserved to make changes at any time without prior notice and without incurring an obligation to make such changes to products manufactured previously. See your Motorcycle dealer for the latest information on product improvements incorporated after this publication.

All information contained in this publication is based on the latest product information available at the time of publication. Illustrations and photographs in this publication are intended for reference use only and may not depict actual model component parts.

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) Celsius	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.

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 fuel injection 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, ignition, and exhaust systems of this motorcycle have been carefully designed and constructed to ensure an efficient engine with low exhaust pollutant levels. The exhaust system of this model motorcycle manufactured primarily for sale in California includes a catalytic converter system.

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..."

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 inlet 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 vehicle.

- 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 Service 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 this manual, the product is divided into its major systems and these systems make up the manual's chapters. 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.

For example, if you want ignition coil information, 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 Ignition Coil 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.

General Information

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1-2 GENERAL INFORMATION

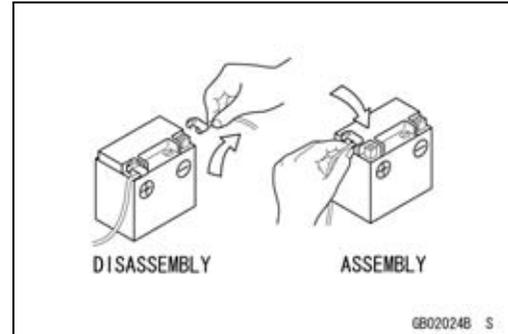
Before Servicing

Before starting to perform an inspection service or carry out a disassembly and reassembly operation on a motorcycle, read the precautions given below. To facilitate actual operations, notes, illustrations, photographs, cautions, and detailed descriptions have been included in each chapter wherever necessary. This section explains the items that require particular attention during the removal and reinstallation or disassembly and reassembly of general parts.

Especially note the following.

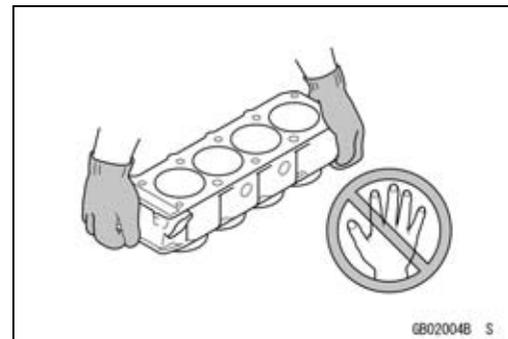
Battery Ground

Before completing any service on the motorcycle, disconnect the battery cables from the battery to prevent the engine from accidentally turning over. Disconnect the ground cable (–) first and then the positive (+). When completed with the service, first connect the positive (+) cable to the positive (+) terminal of the battery then the negative (–) cable to the negative terminal.



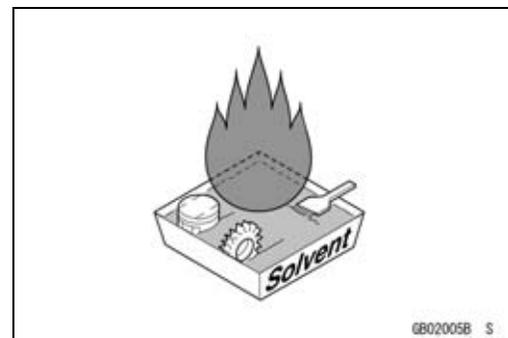
Edges of Parts

Lift large or heavy parts wearing gloves to prevent injury from possible sharp edges on the parts.



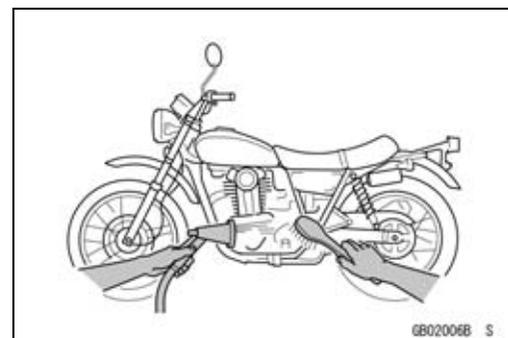
Solvent

Use a high-flash point solvent when cleaning parts. High-flash point solvent should be used according to directions of the solvent manufacturer.



Cleaning vehicle before disassembly

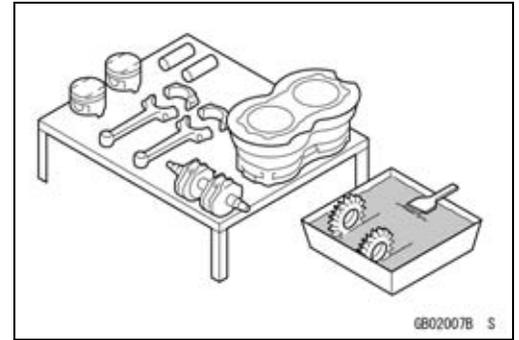
Clean the vehicle thoroughly before disassembly. Dirt or other foreign materials entering into sealed areas during vehicle disassembly can cause excessive wear and decrease performance of the vehicle.



Before Servicing

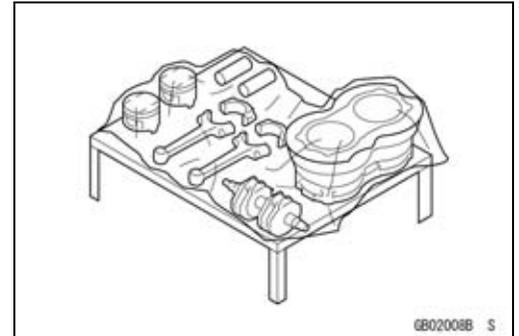
Arrangement and Cleaning of Removed Parts

Disassembled parts are easy to confuse. Arrange the parts according to the order the parts were disassembled and clean the parts in order prior to assembly.



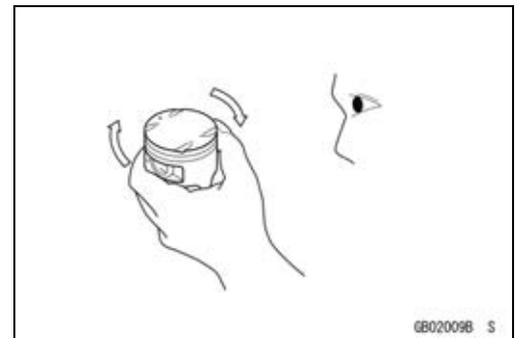
Storage of Removed Parts

After all the parts including subassembly parts have been cleaned, store the parts in a clean area. Put a clean cloth or plastic sheet over the parts to protect from any foreign materials that may collect before re-assembly.



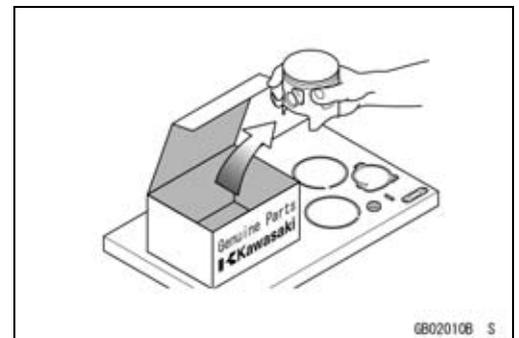
Inspection

Reuse of worn or damaged parts may lead to serious accident. Visually inspect removed parts for corrosion, discoloration, or other damage. Refer to the appropriate sections of this manual for service limits on individual parts. Replace the parts if any damage has been found or if the part is beyond its service limit.



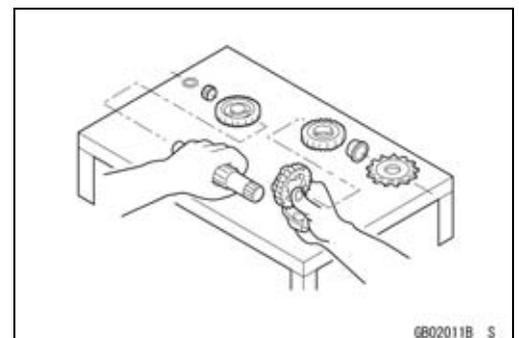
Replacement Parts

Replacement parts must be KAWASAKI genuine or recommended by KAWASAKI. Gaskets, O-rings, oil seals, grease seals, circlips or cotter pins must be replaced with new ones whenever disassembled.



Assembly Order

In most cases assembly order is the reverse of disassembly, however, if assembly order is provided in this Service Manual, follow the procedures given.

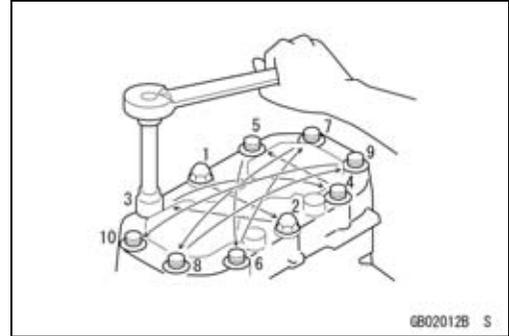


1-4 GENERAL INFORMATION

Before Servicing

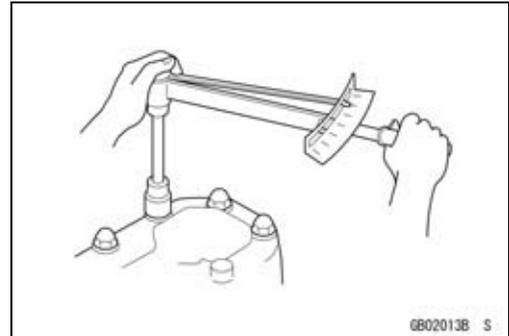
Tightening Sequence

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 according to the specified sequence to prevent case warpage or deformation which can lead to malfunction. Conversely when loosening the bolts, nuts, or screws, first loosen all of them by about a quarter turn and then remove them. If the specified tightening sequence is not indicated, tighten the fasteners alternating diagonally.



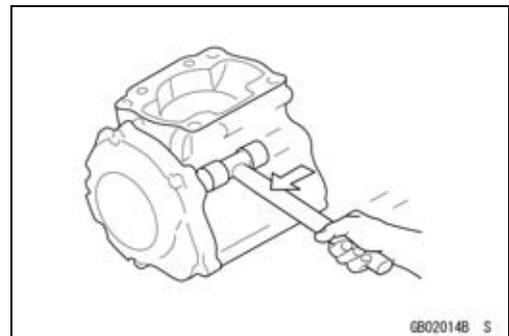
Tightening Torque

Incorrect torque applied to a bolt, nut, or screw may lead to serious damage. Tighten fasteners to the specified torque using a good quality torque wrench. Often, the tightening sequence is followed twice-initial tightening and final tightening with torque wrench.



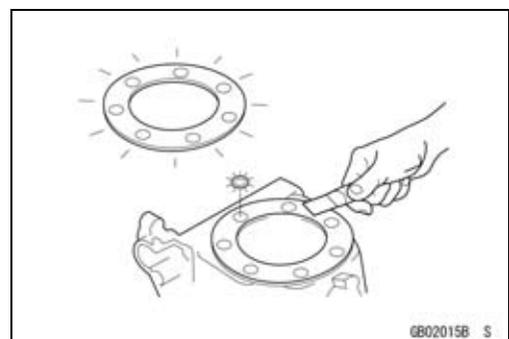
Force

Use common sense during disassembly and assembly, excessive force can cause expensive or hard to repair damage. When necessary, remove screws that have a non-permanent locking agent applied using an impact driver. Use a plastic-faced mallet whenever tapping is necessary.



Gasket, O-ring

Hardening, shrinkage, or damage of both gaskets and O-rings after disassembly can reduce sealing performance. Remove old gaskets and clean the sealing surfaces thoroughly so that no gasket material or other material remains. Install new gaskets and replace used O-rings when re-assembling.



Liquid Gasket, Non-permanent Locking Agent

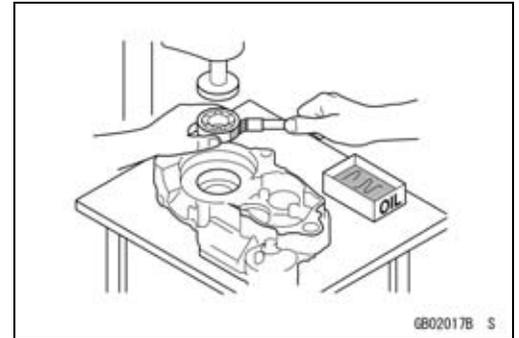
For applications that require Liquid Gasket or a Non-permanent Locking Agent, clean the surfaces so that no oil residue remains before applying liquid gasket or non-permanent locking agent. Do not apply them excessively. Excessive application can clog oil passages and cause serious damage.



Before Servicing

Press

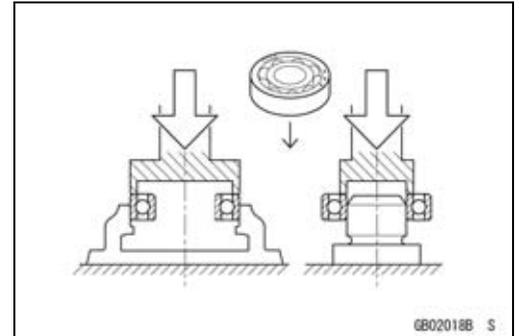
For items such as bearings or oil seals that must be pressed into place, apply small amount of oil to the contact area. Be sure to maintain proper alignment and use smooth movements when installing.



Ball Bearing and Needle Bearing

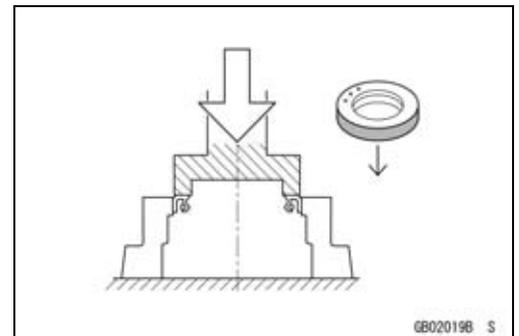
Do not remove pressed ball or needle unless removal is absolutely necessary. Replace with new ones whenever removed. Press bearings with the manufacturer and size marks facing out. Press the bearing into place by putting pressure on the correct bearing race as shown.

Pressing the incorrect race can cause pressure between the inner and outer race and result in bearing damage.

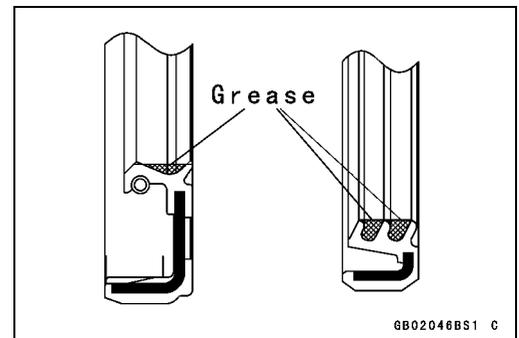


Oil Seal, Grease Seal

Do not remove pressed oil or grease seals unless removal is necessary. Replace with new ones whenever removed. Press new oil seals with manufacture and size marks facing out. Make sure the seal is aligned properly when installing.

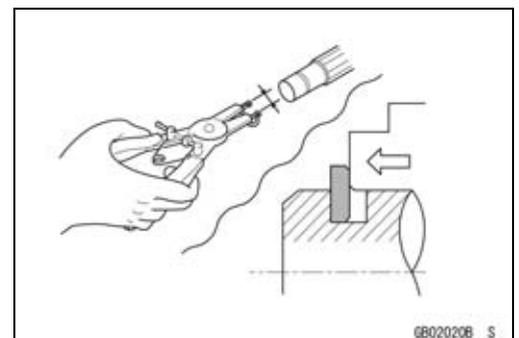


Apply specified grease to the lip of seal before installing the seal.



Circlips, Cotter Pins

Replace circlips or cotter pins that were removed with new ones. Take care not to open the clip excessively when installing to prevent deformation.

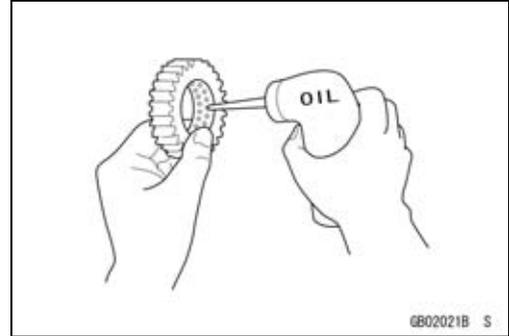


1-6 GENERAL INFORMATION

Before Servicing

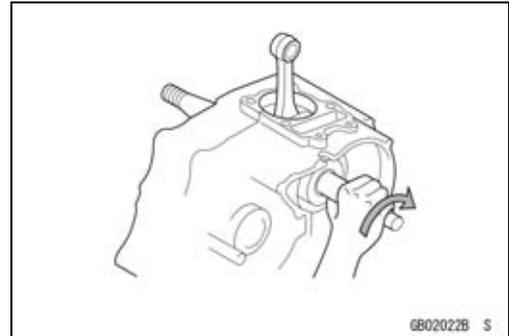
Lubrication

It is important to lubricate rotating or sliding parts during assembly to minimize wear during initial operation. Lubrication points are called out throughout this manual, apply the specific oil or grease as specified.



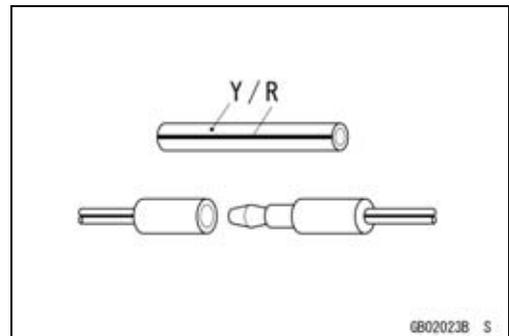
Direction of Engine Rotation

When rotating the crankshaft by hand, the free play amount of rotating direction will affect the adjustment. Rotate the crankshaft to positive direction (clockwise viewed from output side).



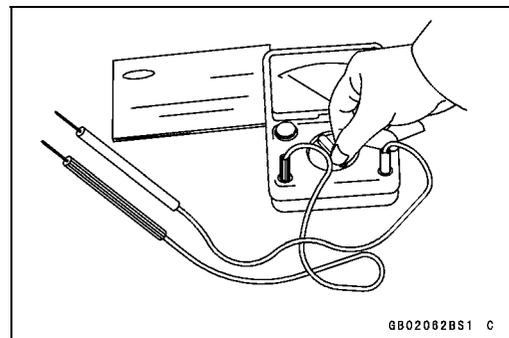
Electrical Wires

A two-color wire is identified first by the primary color and then the stripe color. Unless instructed otherwise, electrical wires must be connected to those of the same color.



Instrument

Use a meter that has enough accuracy for an accurate measurement. Read the manufacture's instructions thoroughly before using the meter. Incorrect values may lead to improper adjustments.



Model Identification

ZR750-J1 Left Side View



ZR750-J1 Right Side View



1-8 GENERAL INFORMATION

General Specifications

Items	ZR750-J1 ~
Dimensions Overall Length Overall Width Overall Height Wheelbase Road Clearance Seat Height Dry Mass Curb Mass: Front Rear Fuel Tank Capacity	2 080 mm (81.9 in.) 780 mm (30.7 in.) 1 055 mm (41.5 in.) 1 425 mm (56.1 in.) 165 mm (6.5 in.) 815 mm (32.1 in.) 195 kg (430.0 lb) 111 kg (244.8 lb) 107 kg (235.9 lb) 18 L (5.0 US gal.)
Performance Minimum Turning Radius	2.9 m (9.5 ft)
Engine Type Cooling System Bore and Stroke Displacement Compression Ratio Maximum Horsepower Maximum Torque Carburetion System Starting System Ignition System Timing Advance Ignition Timing Spark Plug Cylinder Numbering Method Firing Order Valve Timing: Inlet Open Close Duration Exhaust Open Close	4-stroke, DOHC, 4-cylinder Liquid-cooled 68.4 × 50.9 mm (2.7 × 2.0 in.) 748 mL (45.64 cu in.) 11.3 81 kW (110 PS) @11 000 r/min (rpm) ZR750-J1 ~ (AU, MY) 80 kW (109 PS) @11 000 r/min (rpm) ZR750J6F (AU) 81 kW (110 PS) @11 000 r/min (rpm) (HR) 78.2 kW (106 PS) @11 000 r/min (rpm) (CA) – – – 75 N·m (7.6 kgf·m, 55 ft·lb) @8 200 r/min (rpm) (HR) 73 N·m (7.4 kgf·m, 54 ft·lb) @8 200 r/min (rpm) (CA) – – – FI (Fuel Injection) KEIHIN TTK34 × 4 Electric starter Battery and coil (transistorized) Electronically advanced (digital igniter) From 10° BTDC @1 100 r/min (rpm) to 37° BTDC @5 800 r/min (rpm) NGK CR9EK or ND U27ETR Left to right, 1-2-3-4 1-2-4-3 38° BTDC 66° ABDC 284° 57° BBDC 31° ATDC

General Specifications

Items	ZR750-J1 ~
Duration Lubrication System Engine Oil: Type Viscosity Capacity	268° Forced lubrication (wet sump) API SE, SF or SG API SH, SJ or SL with JASO MA SAE 10W-40 3.8 L (4.0 US qt)
Drive Train Primary Reduction System: Type Reduction Ratio Clutch Type Transmission: Type Gear Ratios: 1st 2nd 3rd 4th 5th 6th Final Drive System: Type Reduction Ratio Overall Drive Ratio	Gear 1.714 (84/49) Wet multi disc 6-speed, constant mesh, return shift 2.571 (36/14) 1.941 (33/17) 1.555 (28/18) 1.333 (28/21) 1.200 (24/20) 1.095 (23/21) Chain drive 2.867 (43/15) 5.382 @Top gear
Frame Type Caster (Rake Angle) Trail Front Tire: Type Size Rim Size Rear Tire: Type Size Rim Size Front Suspension: Type Wheel Travel Rear Suspension: Type Wheel Travel	Tubular, diamond 24.5° 104 mm (4.1 in.) Tubeless 120/70 ZR17 M/C (58W) 17 × 3.50 Tubeless 180/55 ZR17 M/C (73W) 17 × 5.50 Telescopic fork 120 mm (4.7 in.) Swingarm (uni-trak) 126 mm (5.0 in.)

1-10 GENERAL INFORMATION

General Specifications

Items	ZR750-J1 ~
Brake Type: Front Rear	Dual discs Single disc
Electrical Equipment	
Battery	12 V 8 Ah
Headlight:	
Type	Semi-sealed beam
Bulb	12 V 55 W × 2/55 W (Hi/Lo)
Tail/Brake Light	12 V 0.5/3.8 W (LED), (CA) 12 V 0.5/5 W (LED)
Alternator:	
Type	Three-phase AC
Rated Output	24 A/14 V @5 000 r/min (rpm)

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

AU: Australia Model

CA: Canada Model

HR: With Honeycomb Catalytic Converter (Restricted Model)

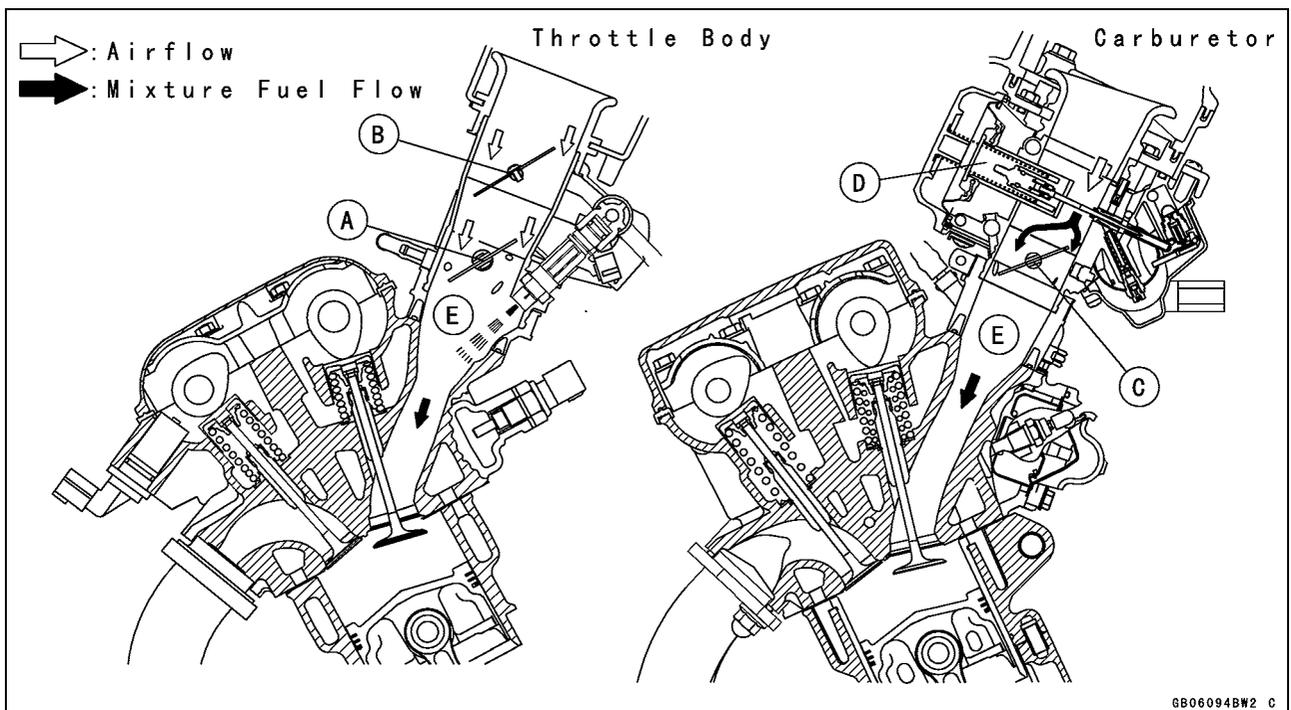
MY: Malaysia Model

Technical Information - Air Inlet System

Subthrottle Control System

The ZR750-J models employs large bore throttle bodies to increase power output. However, sudden changes in throttle opening can cause hesitation and jerky throttle response with a single butterfly valve in a large bore. Therefore two throttle valves are placed in each inlet tract, the main throttle valve located closest to the cylinder and a subthrottle valve placed further up the inlet tract. The main throttle valve is operated by the rider when the throttle grip is turned clockwise or counterclockwise, while the subthrottle valve is operated by a stepping motor controlled by the ECU. The subthrottle valve automatically adjusts air inlet to more precisely match engine demand, so that when the main throttle is opened quickly there is no hesitation or jerky response.

The subthrottle valves allow the fuel injection system to provide smooth throttle response, similar to that of a constant velocity carburetor, no matter how quickly the throttle is opened.



- A. Main Throttle Valve
- B. Subthrottle Valve
- C. Throttle Valve
- D. Vacuum Piston
- E. Inlet Air

1-12 GENERAL INFORMATION

Technical Information - Air Inlet System

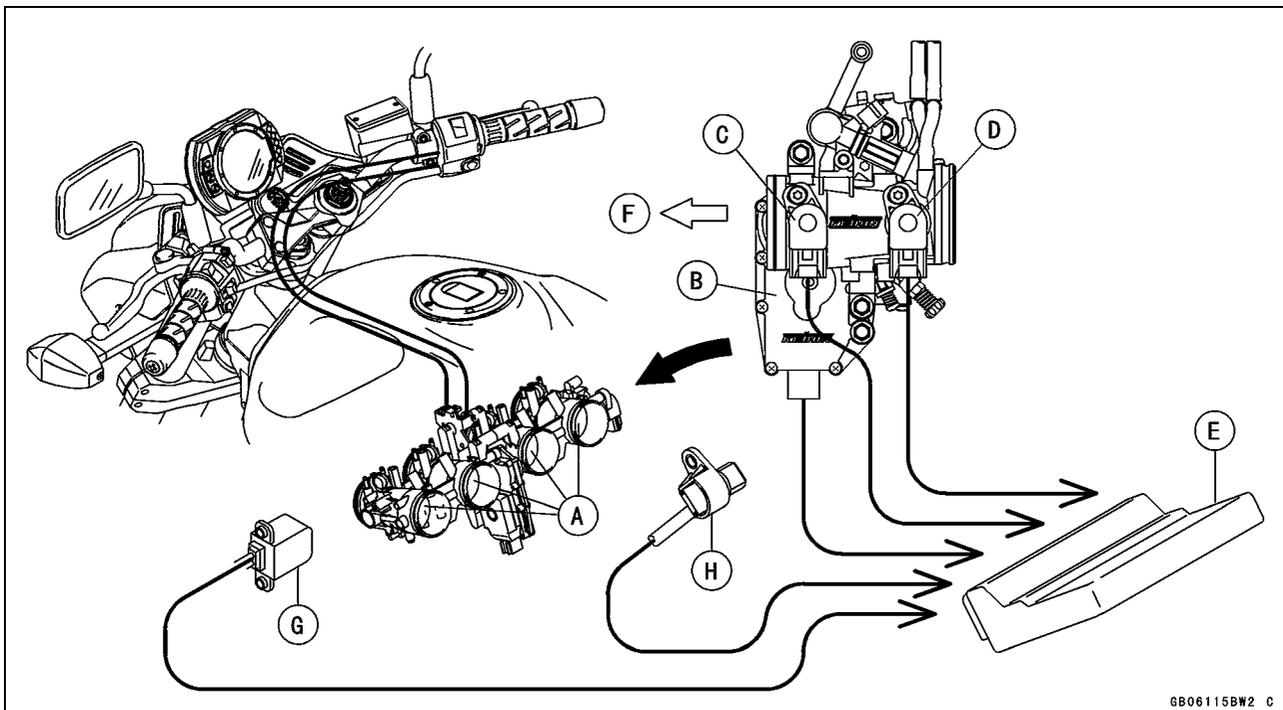
Operation

The subthrottle control system consists of the subthrottle valve, subthrottle valve actuator with a stepping motor built in it, ECU, and subthrottle sensor. The subthrottle valve is built in the each throttle body.

The subthrottle control system operates on the signal supplied from the ECU. The open/close operation of the subthrottle valve is performed by the subthrottle actuator which is controlled by the ECU to change the current direction into the motor of the subthrottle valve actuator.

The subthrottle sensor detects the subthrottle valve actuator movement by measuring voltage and the ECU determines the subthrottle valve angle based on the operation map.

When turning the ignition switch ON, every time the ECU automatically drives the subthrottle valve from fully closed position to fully opened position. The ECU memorizes these positions and turns back the subthrottle valve to the original point to confirm the subthrottle valve idling voltage.



- A. Subthrottle Valves
- B. Subthrottle Valve Actuator
- C. Subthrottle Sensor
- D. Main Throttle Sensor
- E. ECU (Electric Control Unit)
- F. Air Cleaner Side
- G. Crankshaft Sensor
- H. Speed Sensor

Technical Information - New Ignition Interlock Side Stand

Outline

The New Ignition Interlock Side Stand System applied to ZR750-J models that cannot function if gears are engaged and/or the side stand is not lifted upward even though clutch lever pulled in, which differs from the traditional one. Refer to the tables below as to the engine starts and/or the driving at each condition.

New Ignition Interlock Side Stand System

	Side Stand	Gear Position	Clutch Lever	Engine Start	Engine Run
A	Up	Neutral	Released	Starts	Continue running
B	Up	Neutral	Pulled in	Starts	Continue running
C	Up	In Gear	Released	Doesn't start	Continue running
D	Up	In Gear	Pulled in	Starts	Continue running
E	Down	Neutral	Released	Starts	Continue running
F	Down	Neutral	Pulled in	Starts	Continue running
G	Down	In Gear	Released	Doesn't start	Stops
H	Down	In Gear	Pulled in	<i>Doesn't start</i>	<i>Stops</i>

Current Ignition Interlock Side Stand System

	Side Stand	Gear Position	Clutch Lever	Engine Start	Engine Run
A	Up	Neutral	Released	Starts	Continue running
B	Up	Neutral	Pulled in	Starts	Continue running
C	Up	In Gear	Released	Doesn't start	Continue running
D	Up	In Gear	Pulled in	Starts	Continue running
E	Down	Neutral	Released	Starts	Continue running
F	Down	Neutral	Pulled in	Starts	Continue running
G	Down	In Gear	Released	Doesn't start	Stops
H	Down	In Gear	Pulled in	<i>Start</i>	<i>Continue running</i>

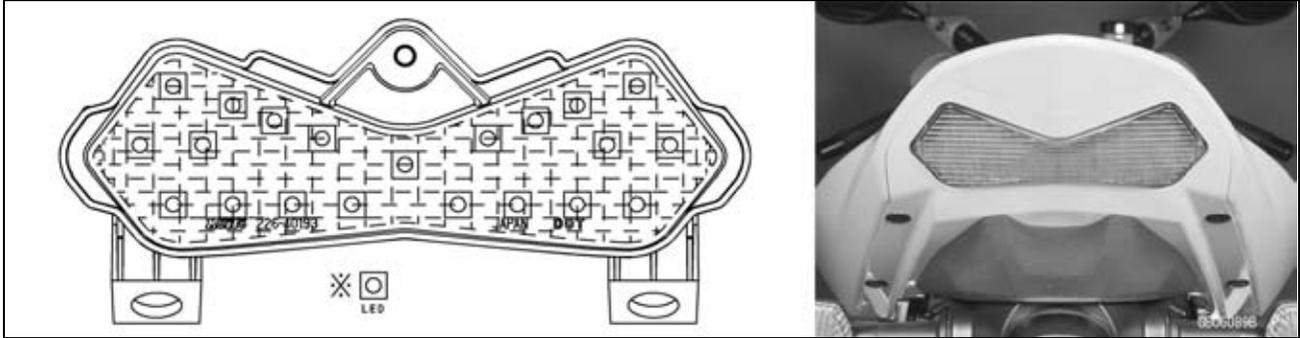
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Technical Information - Tail/Brake Lights Employing LED

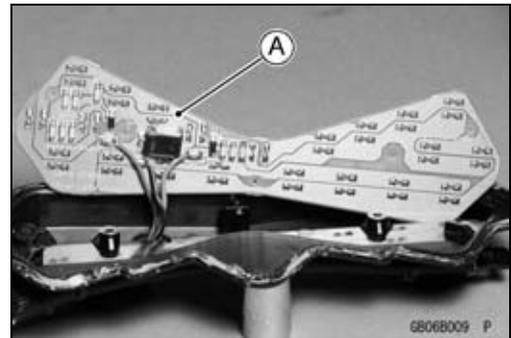
Outline

This model employs a tail/brake light containing 21 Light Emitting Diodes (LED). The LED emits luminous beams over a longer life span than those emitted from a traditional electric heated bulb (more than 5 times longer), uses lower voltage, expends lower wattage (approx. 1/5), and is quicker responding.

Due Position of LED Installation

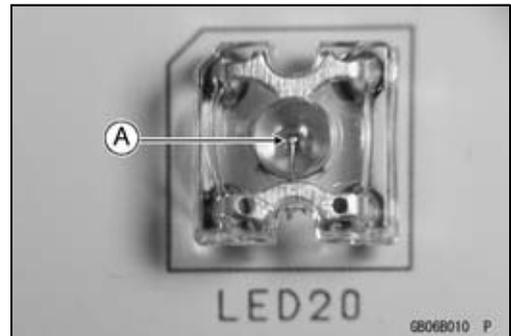


The resistors, the diodes, and the Zener diodes are mounted in the electronic circuits [A] of the LED, which supplies the steady current and voltage to the light.

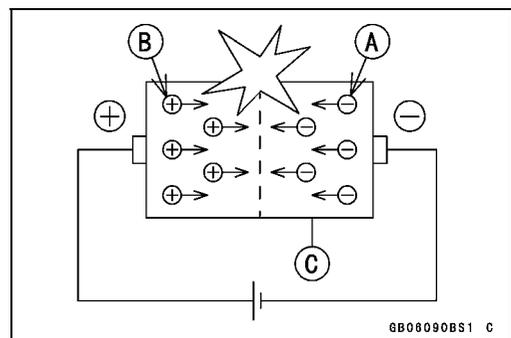


Light Emitting Diode (LED)

The Light Emitting Diode (LED) [A] is an element of semiconductor diode that converts applied voltage to light.



The LED emits luminous beams by the collision of negative charge electrons [A] and positive charge holes [B] when applied the forward voltage and current to the PN junction diode [C].



Technical Information - Tail/Brake Lights Employing LED

The emitting color differs according to the materials of semi-conductors.

Materials of Semi-Conductor and Emitting Color

Materials of Semi-Conductor	Emitting Color
GaAsP, GaAlAs	Red
GaP	Green
GaN	Blue

- Al: Aluminum
- As: Arsenic
- Ga: Gallium
- N: Nitrogen
- P: Phosphorus

1-16 GENERAL INFORMATION

Technical Information - KAWASAKI LOW EXHAUST EMISSION SYSTEM

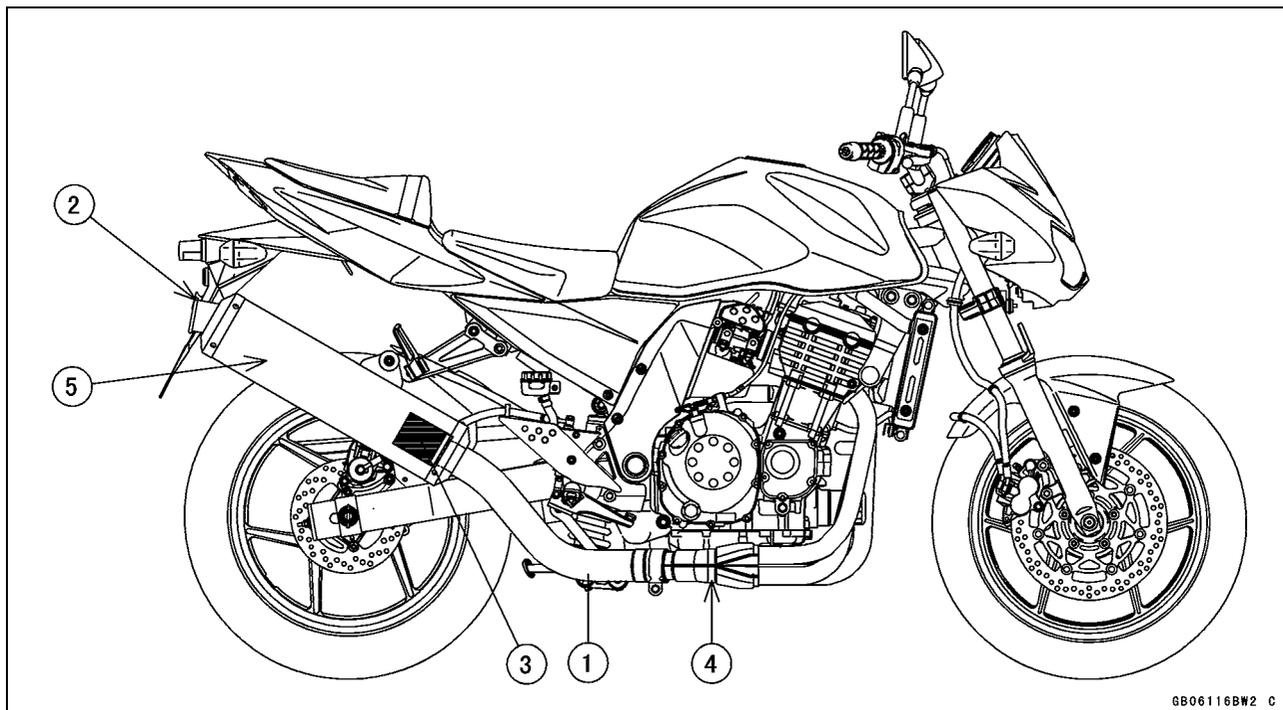
Since the emission regulations become more severe, Kawasaki has adopted a type of simplified KAWASAKI LOW EXHAUST EMISSION SYSTEM (KLEEN), which have no catalyst protection system, according to each regulation of different countries.

The muffler with built-in catalyst has the same durability as the conventional muffler, however, do not use leaded gasoline and do not coast with the ignition system OFF. Running the engine without ignition damages catalyst.

Refer to the ZX900E Service Manual (Part No. 99924-1255) for more information about the KLEEN (theory, maintenance, and handling precautions), including the secondary air injection system.

Honeycomb Type Catalytic Converter

- The converter is a three-way catalytic converter, and its surface is covered with alumina upon which platinum and rhodium are applied, and has a cylindrical metallic honeycomb structure made by bending a corrugated sheet and a flat sheet of stainless steel into a spiral of increasing diameter. The honeycomb structure is convenient for the catalytic converter because it has a large surface area but small size to react effectively and has low exhaust resistance. In addition, its inherent strength helps resist vibration, and has simple structure welded directly on the silencer.
- Generally, the temperature of the exhaust gas must be higher than activation temperature, so the converters are installed in the exhaust manifold rear end where the temperature of exhaust gas is still high. And, the converters will be activated even under low load conditions.
- After the exhaust gas is diluted with the secondary air injection, the catalytic converter works well because of rich oxygen to reduce CO, HC, and NO_x. Accordingly, we can keep the exhaust gas emission within regulation.
- This type of converter works more efficiently as a three-way catalytic converter to reduce CO, HC, and NO_x than the pipe type catalytic converter because of its more and denser catalysts.



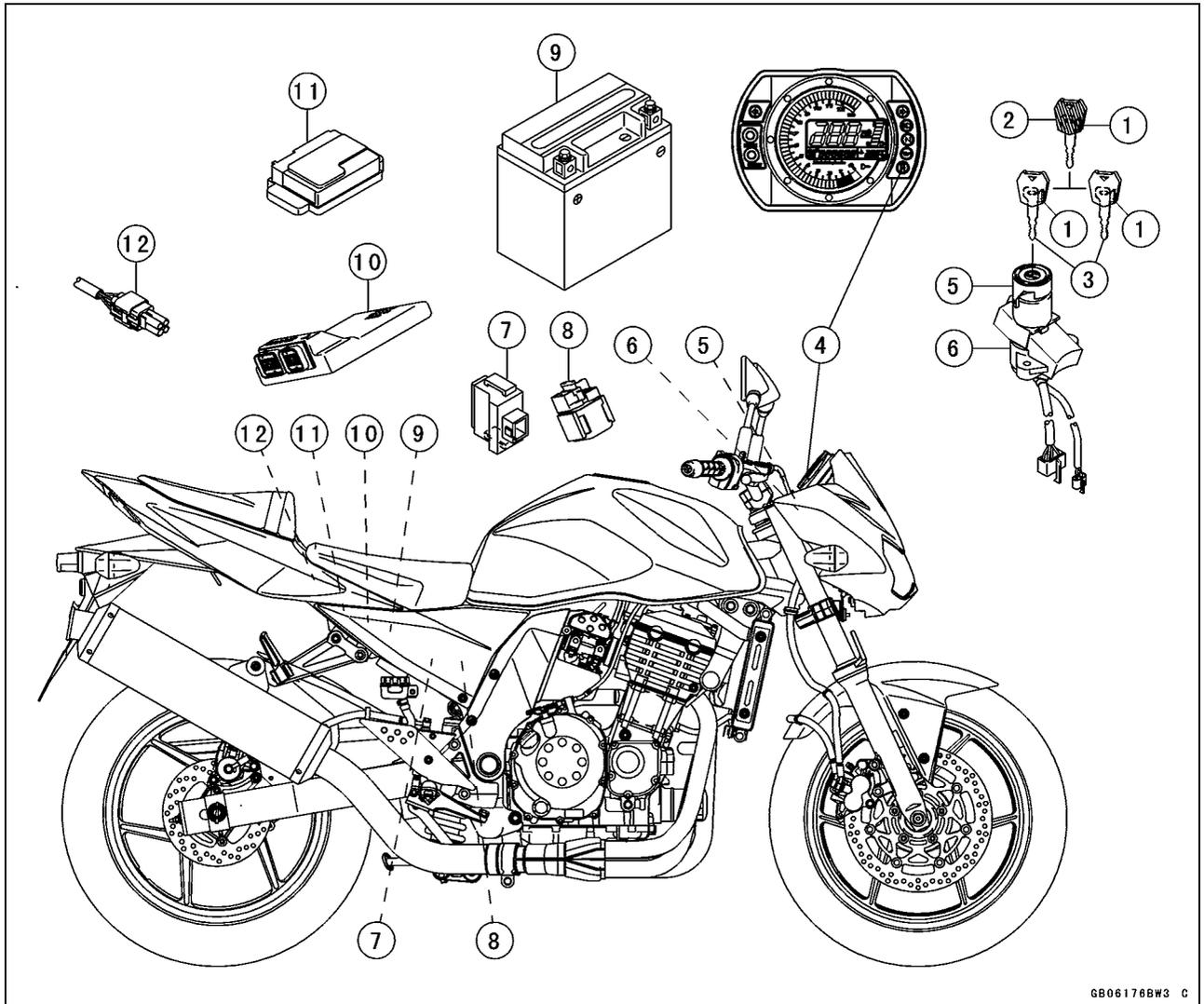
1. Manifold
2. Silencer
3. Honeycomb Type Catalyst
4. Mark for Manifold
5. Mark for Silencer

Technical Information - Immobilizer System (ZR750J6F Models)

Overview

This system provides a theft proof device by means of matching a code between the inbuilt key transponder and the ECU (Electronic Control Unit). If this code does not match, the fuel pump, injectors, ignition system, subthrottle valve actuator will not operate and the engine will not start.

Related Parts and Function



- | | |
|------------------------------|--|
| 1. Transponder (Inside Keys) | 8. Starter Relay |
| 2. Master Key | 9. Battery |
| 3. User Keys | 10. Electronic Control Unit (ECU) |
| 4. FI Indicator Light | 11. Junction Box |
| 5. Immobilizer Antenna | 12. Immobilizer/Kawasaki Diagnostic System Connector |
| 6. Ignition Switch | |
| 7. Immobilizer Amplifier | |

Master Key (1 piece)

The master key (colored red) has an inbuilt transponder, containing a master key code. These codes are unique to each key. This code and an additional two user key codes must be registered in the ECU for the system to operate. The master key is necessary when registering user keys and should not be used as the main key to start the motorcycle except in emergencies (loss or damage of user keys). It should be kept in a safe place.

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Technical Information - Immobilizer System (ZR750J6F Models)

Transponder (in Keys)

The transponder (made by Texas Instruments, Inc.) has an integrated circuit with a unique code that also calculates data sent by the ECU. When the ignition switch is turned ON, the transponder is excited by the radio wave transmitted from the antenna and then transmits a unique code to the antenna.

User Key (2 pieces)

The user keys (colored black) should be used when riding the motorcycle. These keys have unique codes which differ from the master key. Up to a maximum of five user key codes can be stored by the ECU at any one time. These codes can not be registered to the ECU without firstly registering the master key code.

Antenna

The antenna transmits a radio wave to excite the transponder, receives the code from the transponder and then transmits the code to the ECU through the amplifier.

Ignition Switch

The ignition switch turns the main circuit ON and OFF.

Amplifier

The amplifier (which is approximately the same size as a match box), amplifies signals from the antenna and the ECU.

ECU

The ECU has the capacity to store a maximum of six key code memories (one master and five user keys). The owner can have a total of five user keys at any one time. The master key memory can not be rewritten after initial registration, whereas the user key memories can be rewritten as necessary. When the ECU communicates with the transponder, a cipher generator changes the code every time it is used to avoid cloning.

FI Indicator Light

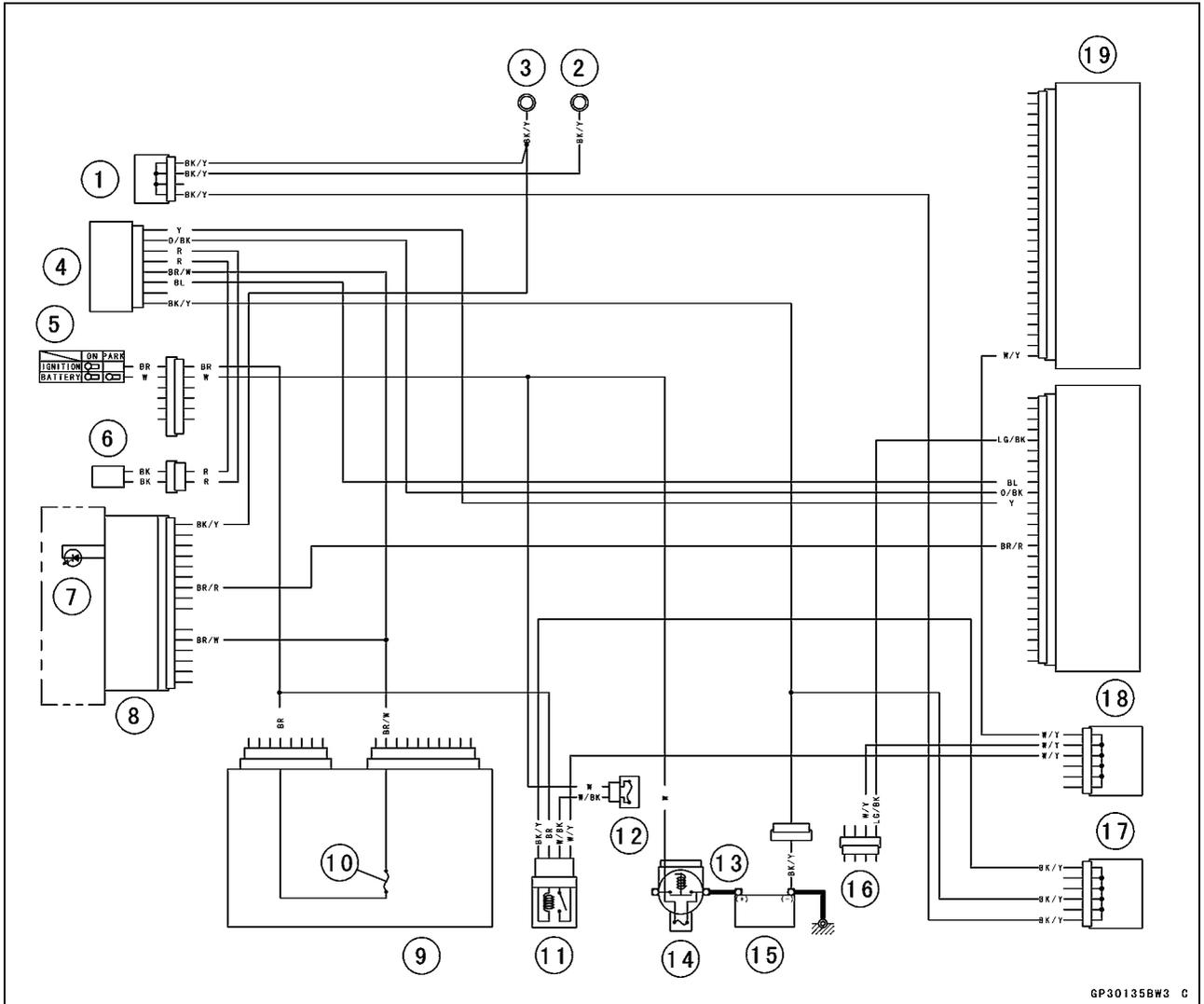
The condition or the failure of the immobilizer system is indicated by various patterns of the FI indicator light blinking.

Sequence of Operation

1. Turn ON the ignition switch, the ECU, amplifier and antenna start working, and the meter assembly FI indicator lights up.
2. The transponder excited by radio waves transmitted from the antenna receives the ciphered code from the ECU.
3. The transponder transmits the calculated result from the key's unique code to the ECU.
4. The ECU compares this with its memorized code, and if they match the engine can start. At this time, the FI indicator in the meter assembly is switched off.

Technical Information - Immobilizer System (ZR750J6F Models)

Immobilizer System Circuit



GP30135BW3 C

- | | |
|-----------------------------|--|
| 1. Joint Connector C | 10. Ignition Fuse 10 A |
| 2. Frame Ground | 11. ECU Main Relay |
| 3. Meter Ground | 12. ECU Fuse 15 A |
| 4. Immobilizer Amplifier | 13. Starter Relay |
| 5. Ignition Switch | 14. Main Fuse 30 A |
| 6. Immobilizer Antenna | 15. Battery 12 V 8 Ah |
| 7. FI Indicator Light (LED) | 16. Immobilizer/Kawasaki Diagnostic System Connector |
| 8. Meter Unit | 17. Joint Connector D |
| 9. Junction Box | 18. Joint Connector E |
| | 19. Electronic Control Unit (ECU) |

Unit Conversion Table

Prefixes for Units

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

Units of Mass

kg	×	2.205	=	lb
g	×	0.03527	=	oz

Units of Volume

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

Units of Force

N	×	0.1020	=	kg
N	×	0.2248	=	lb

kg	×	9.807	=	N
kg	×	2.205	=	lb

Units of Length

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

Units of Torque

N·m	×	0.1020	=	kgf·m
N·m	×	0.7376	=	ft·lb
N·m	×	8.851	=	in·lb

kgf·m	×	9.807	=	N·m
kgf·m	×	7.233	=	ft·lb
kgf·m	×	86.80	=	in·lb

Units of Pressure

kPa	×	0.01020	=	kgf/cm ²
kPa	×	0.1450	=	psi
kPa	×	0.7501	=	cmHg

kgf/cm ²	×	98.07	=	kPa
kgf/cm ²	×	14.22	=	psi
cmHg	×	1.333	=	kPa

Units of Speed

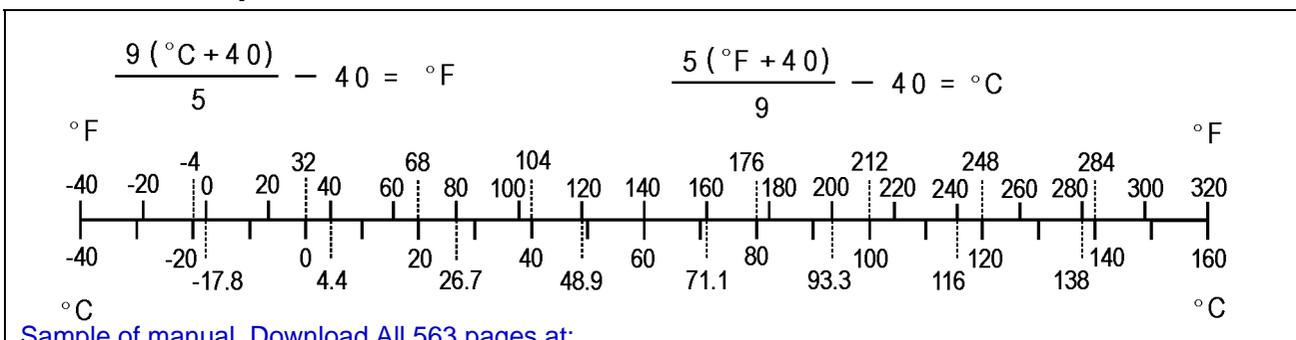
km/h	×	0.6214	=	mph
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Units of Power

kW	×	1.360	=	PS
kW	×	1.341	=	HP

PS	×	0.7355	=	kW
PS	×	0.9863	=	HP

Units of Temperature



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