Supplement-1986 Model

This "Supplement – 1986 Model" chapter is designed to be used in conjunction with the front part of this manual (up to the end of the "Appendix" chapter). The maintenance and repair procedures described in this chapter are only those that are unique to the 1986 ZX900-A3 motorcycle. Most service operations for these models remain identical to those described in front of this chapter. Complete and proper servicing of the 1986 ZX900-A3 motorcycle, therefore requires mechanics to read both this chapter and the text in front of this chapter.

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General Information

General Specifications

Items		ZX900-A3
Dimensions:		
Overall length		2,200 mm, Ⓒ Ⓢⓐ Ⓤ 2,150 mm
Overall width		750 mm
Overall height		1,215 mm
Wheelbase		1,495 mm, Ⓐ 1,500 mm
Road clearance		140 mm
Seat height		780 mm
Dry weight		2,240 N (228 kg), Ⓒⓐ 2,240 N (228.5 kg)
Curb weight:	Front	1,210 N (123 kg), Ⓒⓐ 1,210 N (123.5 kg)
	Rear	1,240 N (126 kg)
Fuel tank capacity		22.0 L
Performance:		
Climbing ability		30°
Braking distance		12.5 m from 50 km/h
Minimum turning radius		2.7 m
Engine:		
Type		4-stroke, DOHC, 4-cylinder
Cooling system		Liquid-cooled
Bore and stroke		72.5 x 55.0 mm
Displacement		908 mL
Compression ratio		11.0
Maximum horsepower		Max. 84.6 kW (115 PS) @9,500 r/min (rpm), Ⓒ Ⓤ 80.9 kW (110 PS) @9,500 r/min (rpm), Ⓕ 55.2 kW (—) @9,500 r/min (rpm) (UTAC's norms), Ⓢ 50.7 kW (69 PS) @6,000 r/min (rpm), Ⓢwe ⓌG 73.6 kW (100 PS) @9,500 r/min (rpm)
Maximum torque		85.3 N-m (8.7 kg-m, 62.9 ft-lb) @8,500 r/min (rpm), Ⓕ ——, Ⓢ 85.3 N-m (8.7 kg-m, 62.9 ft-lb) @5,000 r/min (rpm), Ⓢwe ⓌG 78.5 N-m (8.0 kg-m, 57.8 ft-lb) @8,500 r/min (rpm) (DIN)
Carburetion system		Carburetors, Keihin CVK34 x 4
Starting system		Electric starter
Ignition system		Battery and coil (transistorized)
Timing advance		Electronically advanced

Item			ZX900-A3
Ignition timing			From 10° BTDC @1,000 r/min (rpm) to 35° BTDC @3,500 r/min (rpm)
Spark plug			NGK DR8ES or ND X27ESR-U Ⓒ NGK DR8ES-L or ND X24ESR-U Ⓐ Ⓢ Ⓘ NGK D9EA or ND X27ES-U Ⓤ NGK D8EA or ND X24ES-U
Cylinder numbering method			Left to right, 1-2-3-4
Firing order			1-2-4-3
Valve timing:	Inlet	Open	45° BTDC
		Close	65° ABDC
		Duration	290°
	Exhaust	Open	65° BBDC
		Close	45° ATDC
		Duration	290°
Lubrication system			Forced lubrication (wet sump with cooler)
Engine oil:	Grade		SE or SF class
	Viscosity		SAE10W40, 10W50, 20W40, or 20W50
	Capacity		4.0 L
Drive Train:			
Primary reduction system:			
	Type		Gear
	Reduction ratio		1.732 (97/56)
Clutch type			Wet multi disc
Transmission:	Type		6-speed, constant mesh, return shift
	Gear ratios:	1st	2.800 (42/15)
		2nd	2.000 (38/19)
		3rd	1.590 (35/22)
		4th	1.333 (32/24)
		5th	1.153 (30/26)
		6th	1.035 (29/28)
Final drive system:	Type		Chain drive
	Reduction ratio		2.882 (49/17), Ⓐ 2.823 (48/17), ⒸⓊ 2.941 (50/17)
	Overall drive ratio		5.170, Ⓐ 5.065, ⒸⓊ 5.276 @Top gear
Frame:			
Type			Tubular, diamond
Caster (rake angle)			29°
Trail			114 mm

(Continued on next page.)

Item		ZX900-A3
Front tire:	Type	Tubeless
	Size	120/80V16-V250, Ⓒ Ⓤ 120/80V16
Rear tire:	Type	Tubeless
	Size	130/80V18-V250, Ⓒ Ⓤ 130/80V18
Front suspension:		
	Type	Telescopic fork (pneumatic)
	Wheel travel	140 mm
Rear suspension:		
	Type	Swing arm (uni-trak)
	Wheel travel	115 mm
Brake type:	Front	Dual disc
	Rear	Single disc
Electrical Equipment:		
Battery		12 V 14 Ah
Headlight:	Type	Semi-sealed beam
	Bulb	12 V 60/55 W (quartz-halogen)
Tail/brake light		12 V 5/21 W x2 , Ⓒ (SA) Ⓤ 12 V 8/27 W x2
Alternator:	Type	Three-phase AC
	Rated output	25 A @6,000 r/min (rpm), 14 V
Voltage regulator:		
	Type	Short-circuit

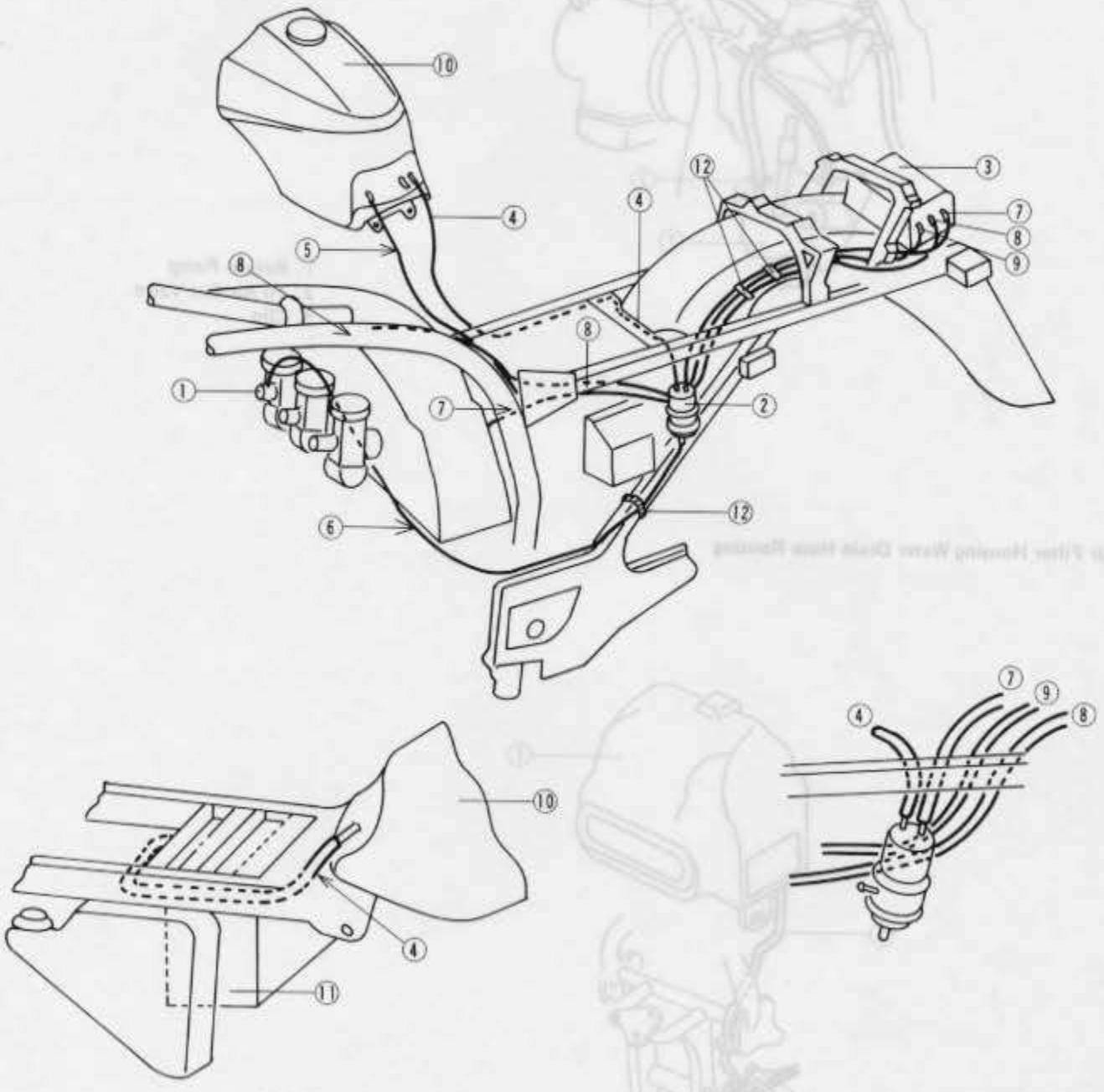
Specifications subject to change without notice, and may not apply to every country.

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

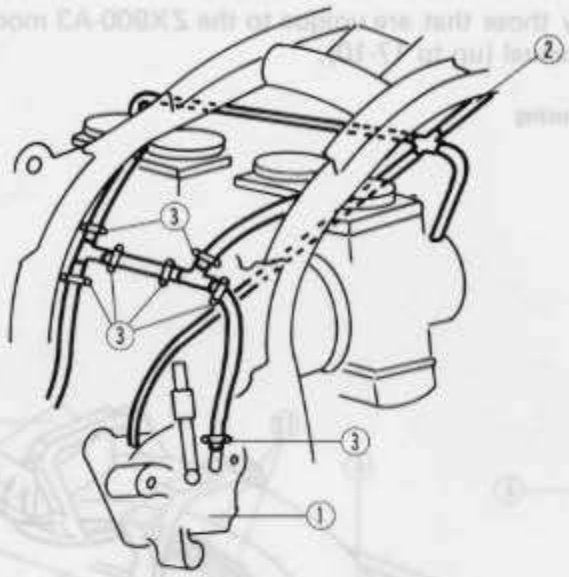
Cable Routing

The following cable routings are only those that are unique to the ZX900-A3 model. For all other routings refer to the front part of this manual (up to 17-10).

Evaporative Emission Control System Hose Routing (US California only)

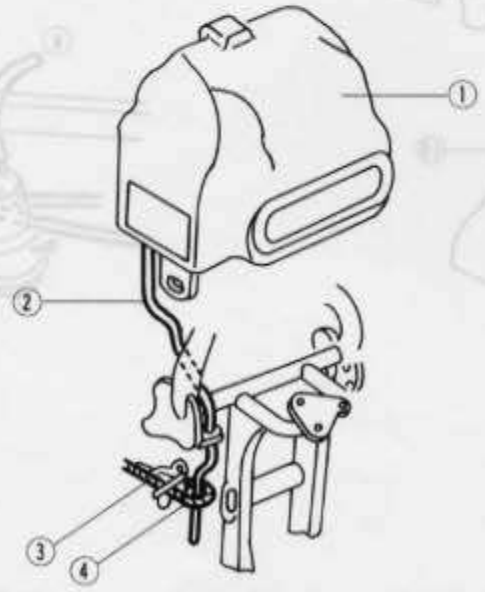


1. #3 Carburetor
2. Separator
3. Canister
4. Breather Hose (Blue)
5. Fuel Return Hose (Red)
6. Vacuum Hose (White)
7. Breather Hose (Blue)
8. Purge Hose (Green)
9. Breather Hose (Yellow)
10. Fuel Tank
11. Battery Box
12. Clamps



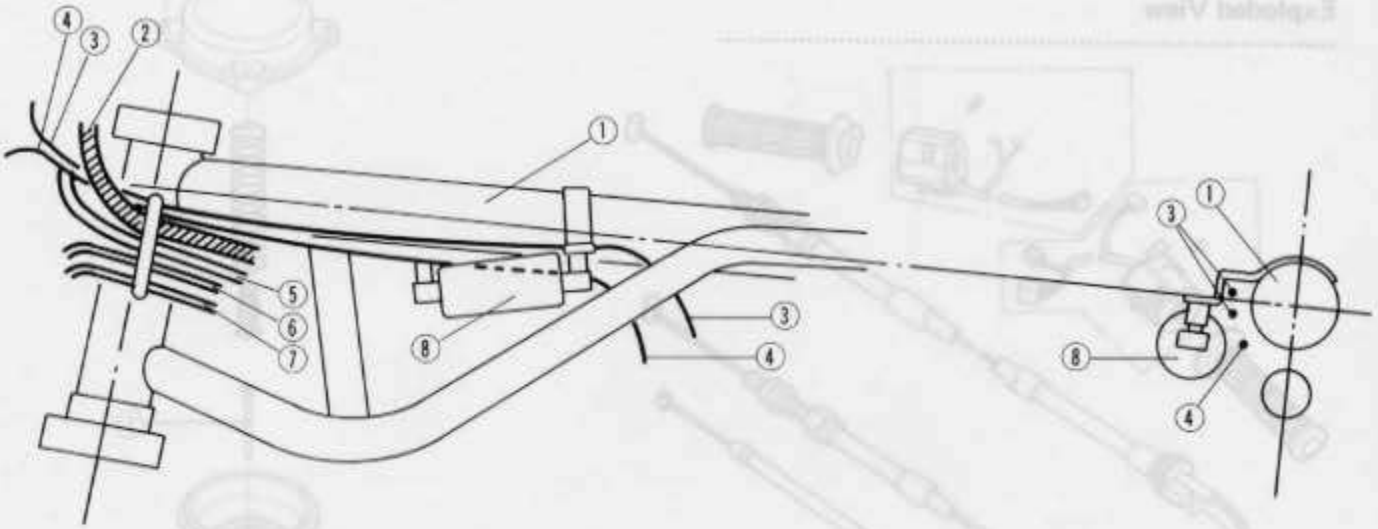
1. Return Pump
2. To Air Cut Valve
3. Clip

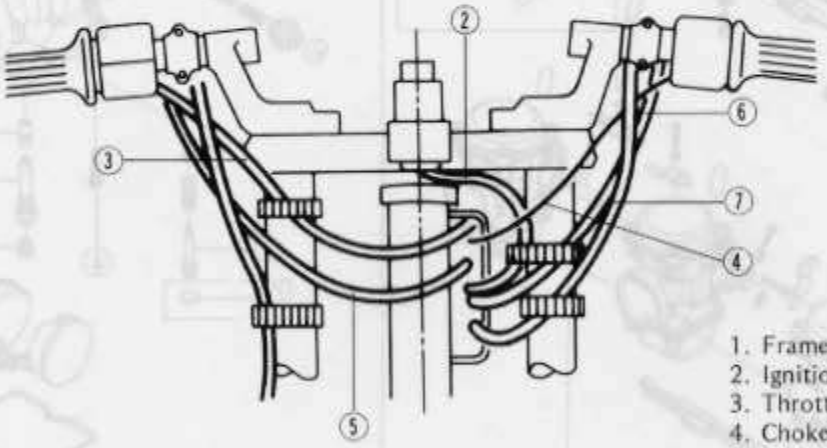
Air Filter Housing Water Drain Hose Routing



1. Air Cleaner
2. Drain Hose
3. Side Stand Switch
4. Side Stand Switch Lead

Cable and Hoses Routing

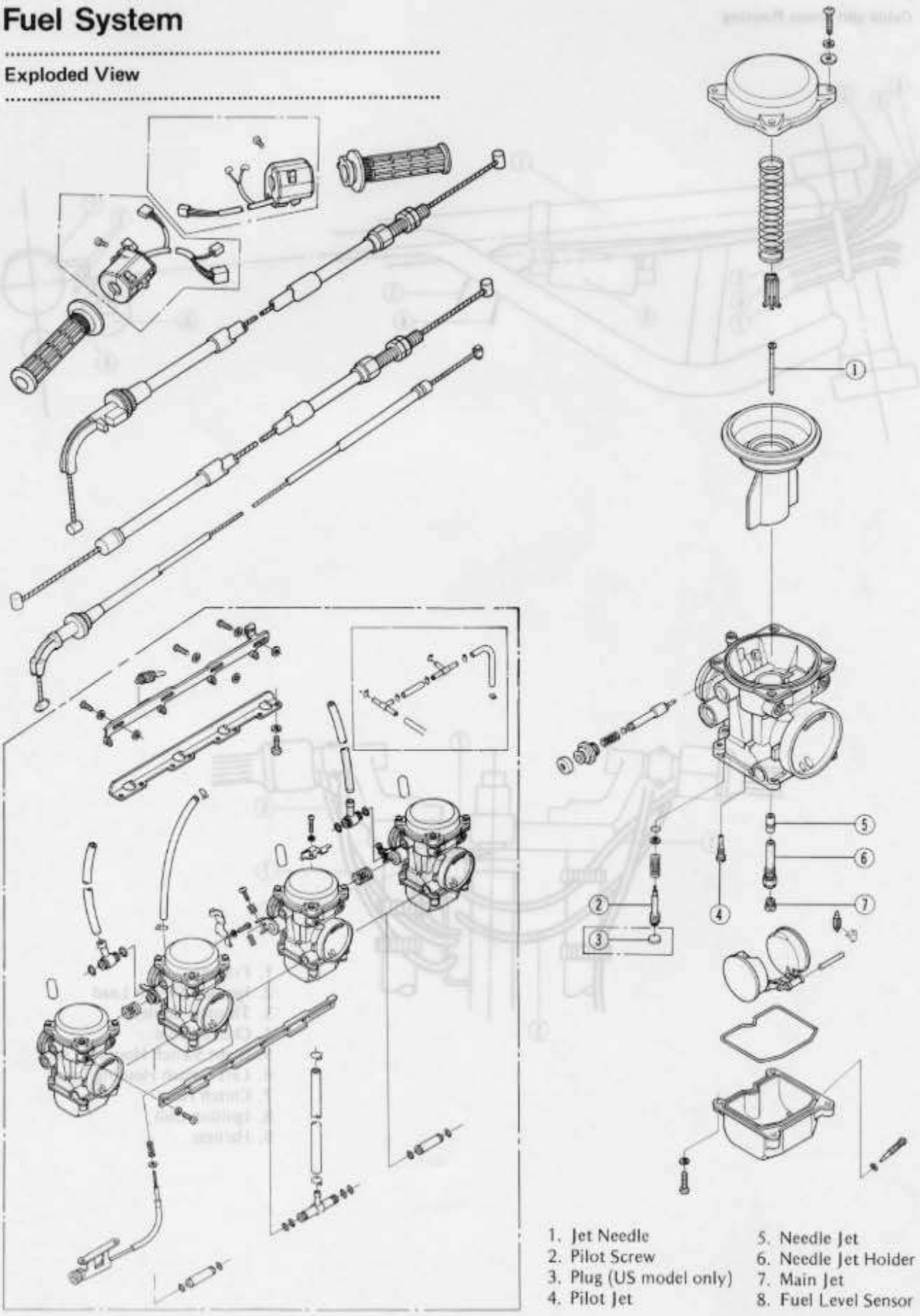




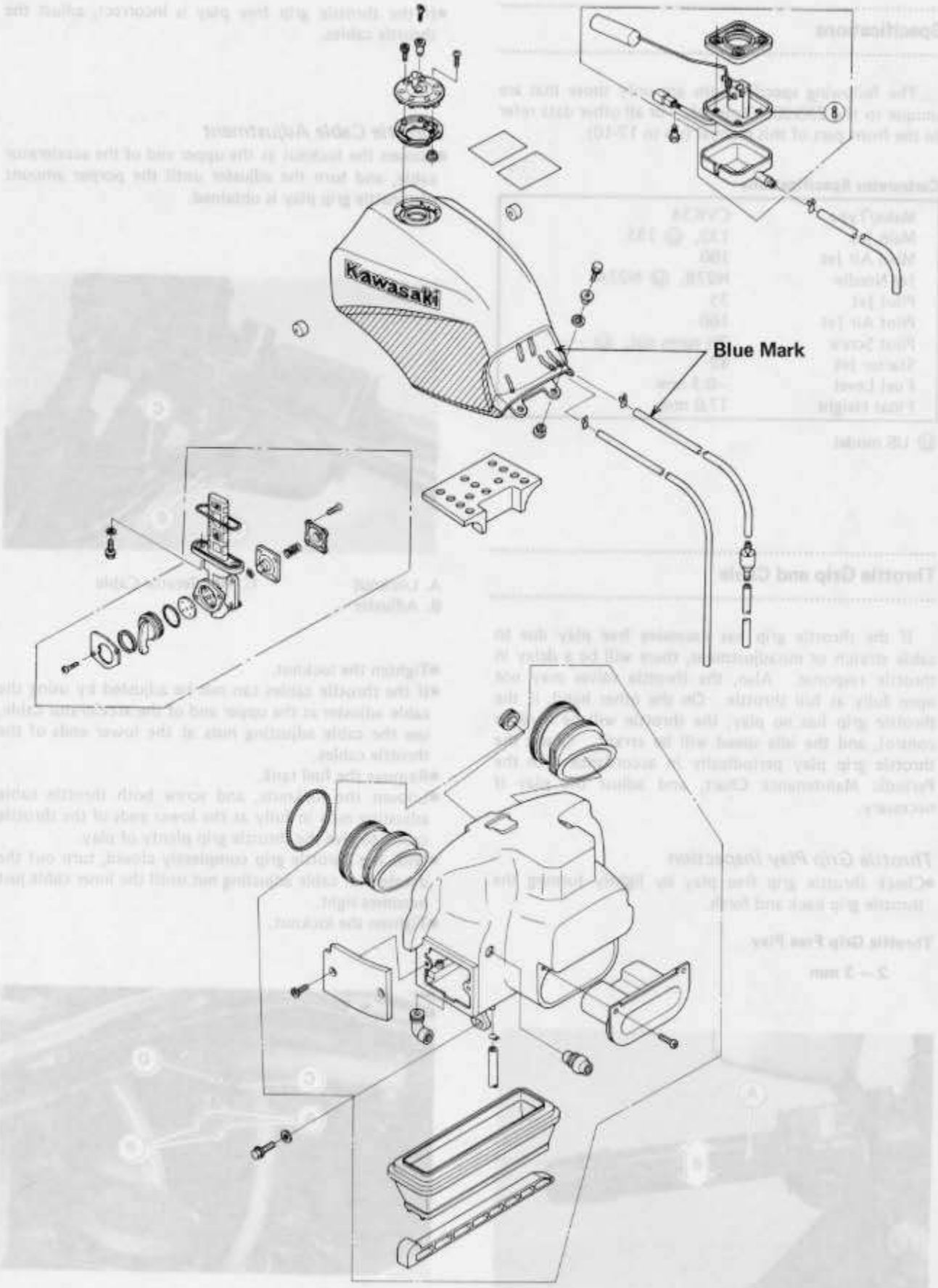
1. Frame
2. Ignition Switch Lead
3. Throttle Cables
4. Choke Cable
5. Right Switch Housing Lead
6. Left Switch Housing Lead
7. Clutch Hose
8. Ignition Coil
9. Harness

Fuel System

Exploded View



1. Jet Needle
2. Pilot Screw
3. Plug (US model only)
4. Pilot Jet
5. Needle Jet
6. Needle Jet Holder
7. Main Jet
8. Fuel Level Sensor


Kawasaki
Blue Mark

Specifications

The following specifications are only those that are unique to the ZX900-A3 model. For all other data refer to the front part of this manual (up to 17-10).

Carburetor Specifications

Make/Type	CVK34
Main Jet	132, Ⓤ 135
Main Air Jet	100
Jet Needle	N27B, Ⓤ N27A
Pilot Jet	35
Pilot Air Jet	160
Pilot Screw	2½ turns out, Ⓤ —
Starter Jet	42
Fuel Level	–0.5 mm
Float Height	17.0 mm

Ⓤ US model

Throttle Grip and Cable

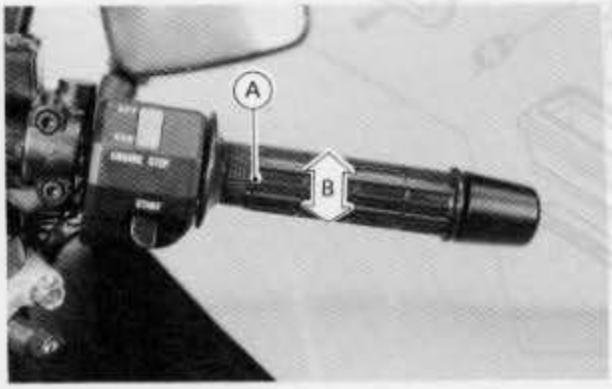
If the throttle grip has excessive free play due to cable stretch or misadjustment, there will be a delay in throttle response. Also, the throttle valves may not open fully at full throttle. On the other hand, if the throttle grip has no play, the throttle will be hard to control, and the idle speed will be erratic. Check the throttle grip play periodically in accordance with the Periodic Maintenance Chart, and adjust the play if necessary.

Throttle Grip Play Inspection

●Check throttle grip free play by lightly turning the throttle grip back and forth.

Throttle Grip Free Play

2 – 3 mm

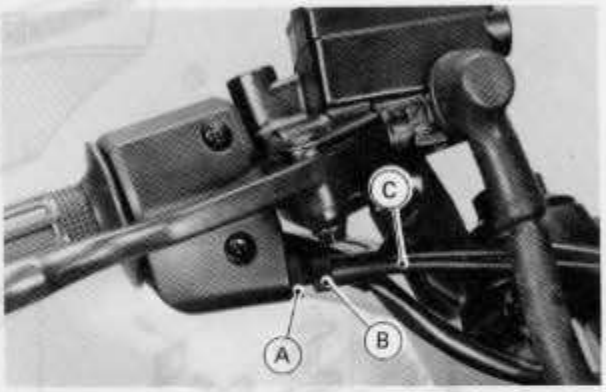


A. Throttle Grip B. Free Play

★If the throttle grip free play is incorrect, adjust the throttle cables.

Throttle Cable Adjustment

●Loosen the locknut at the upper end of the accelerator cable, and turn the adjuster until the porper amount of throttle grip play is obtained.



A. Locknut C. Accelerator Cable
B. Adjuster

●Tighten the locknut.

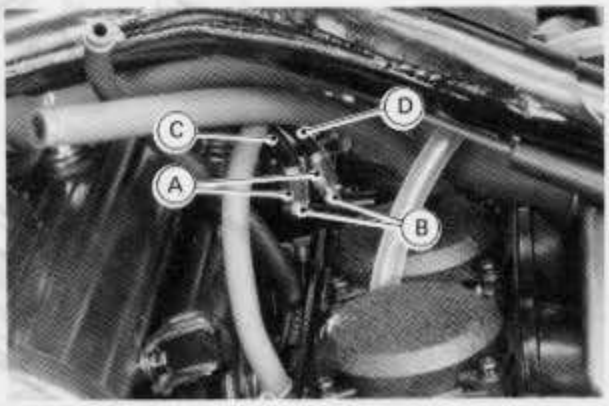
★If the throttle cables can not be adjusted by using the cable adjuster at the upper end of the accelerator cable, use the cable adjusting nuts at the lower ends of the throttle cables.

●Remove the fuel tank.

●Loosen the locknuts, and screw both throttle cable adjusting nuts in fully at the lower ends of the throttle cables to give the throttle grip plenty of play.

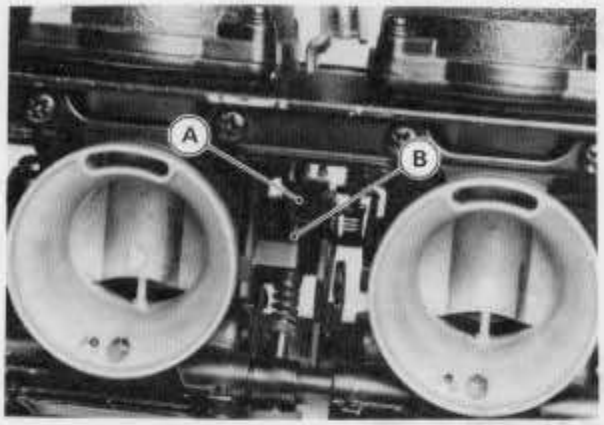
●With the throttle grip completely closed, turn out the decelerator cable adjusting nut until the inner cable just becomes tight.

●Tighten the locknut.



A. Adjusting Nuts C. Decelerator Cable
B. Locknuts D. Accelerator Cable

- Turn the accelerator cable adjusting nut until the correct throttle grip free play is obtained.
- Tighten the locknut.
- Check that the throttle linkage lever stops against the idle adjusting screw with the throttle grip closed.

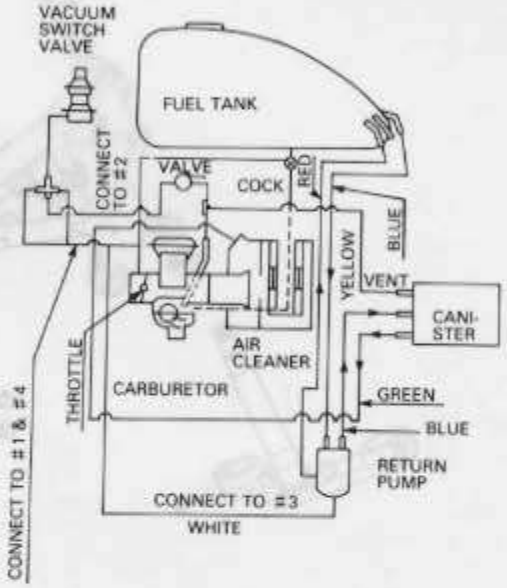


A. Linkage Lever B. Idle Adjusting Screw

Evaporative Emission Control System (US California Vehicle only)

The Evaporative Emission Control System is almost the same as for the ZX900-A2. Refer to the following hose routing diagram.

Vacuum Hose Routing Diagram



Wheels/Tires

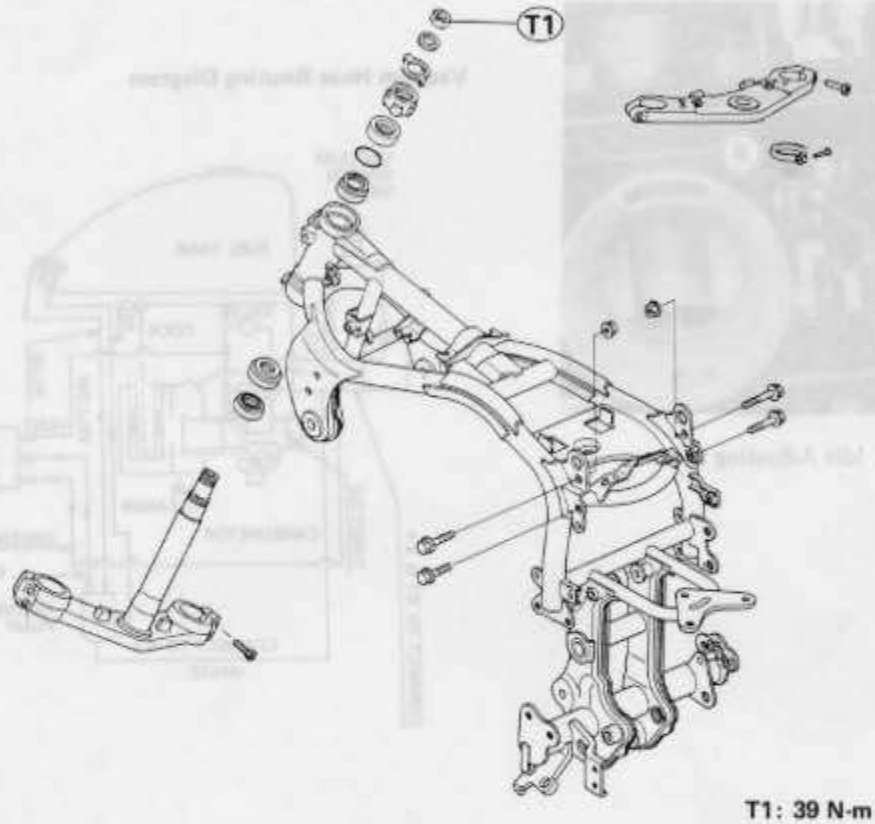
Specifications

The following specifications are only those that are unique to the ZX900-A3 model. For all other data refer to the front part of this manual (up to 17-10).

Item			Standard
Standard tire	US and Canadian Model	Front	120/80V16 TUBELESS DUNLOP F17
		Rear	130/80V18 TUBELESS DUNLOP K727
	Other than US and Canadian Model	Front	120/80V16-V250 TUBELESS DUNLOP F17, or METZELER ME33 LASER, or AVON SUPER VENOM AM17
		Rear	130/80V18-V250 TUBELESS DUNLOP K727, or METZELER PERFECT ME99A, or AVON SUPER VENOM AM18

Steering

Exploded View



T1: 39 N-m (4.0 kg-m, 29 ft-lb)

Electrical System

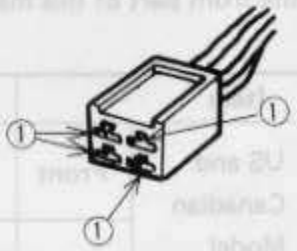
Junction Box

Parts Removal:

Junction Box Removal/Installation Notes

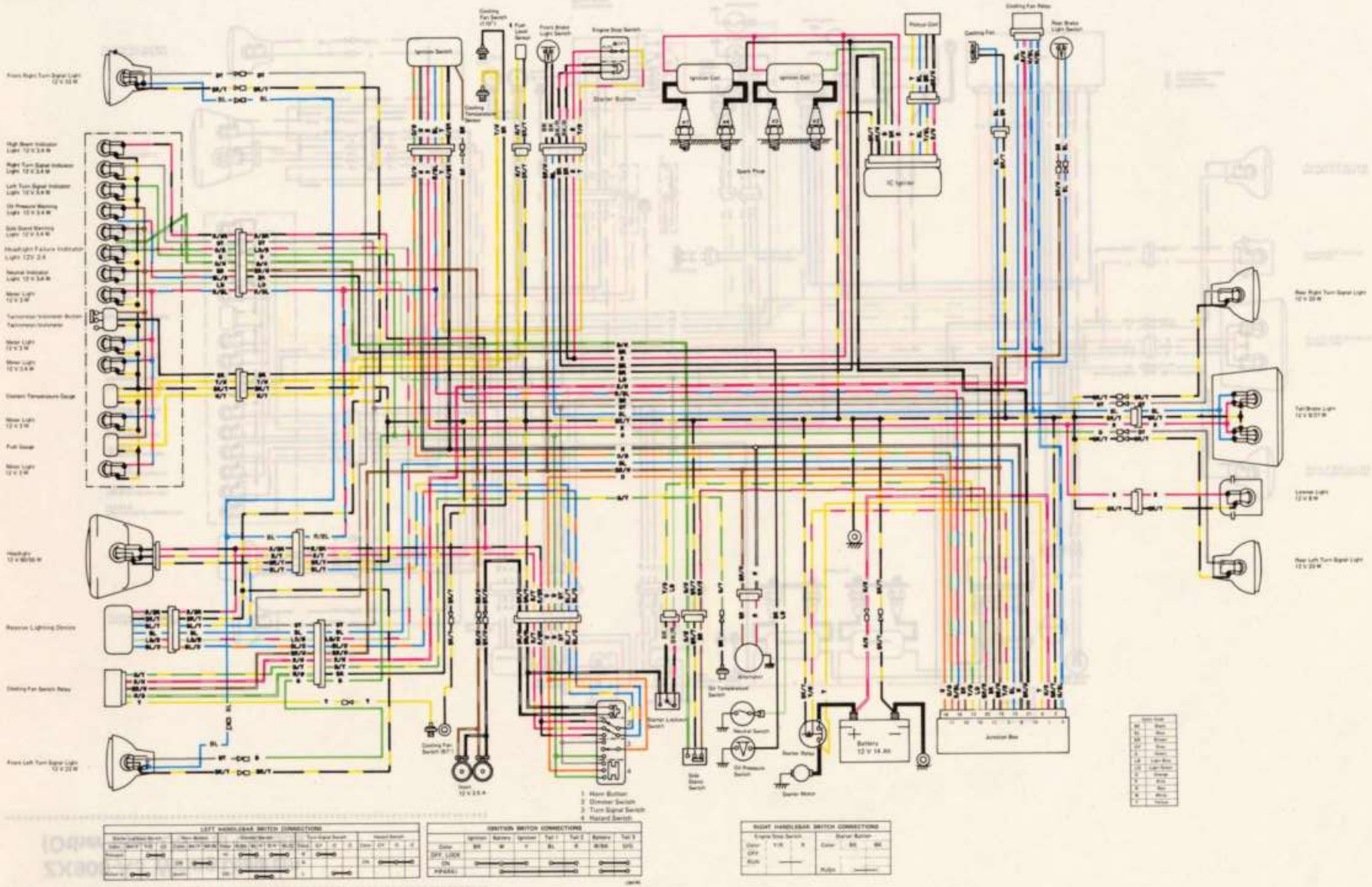
- Removal and Installation procedures are the same as for the ZX900-A2, except for the following.
- Before installing the main harness female connectors to the junction box, clean away all old grease in the slot of female connectors.
- Fill grease in the slot of female connectors.

Female Connector



1. Fill grease.

ZX900-A3 Wiring Diagram (US and Canada)



ZX900-A3 Wiring Diagram (Other than US and Canada)

