



Kawasaki Ninja ZX-6RR

2005 Ninja ZX-6RR Racing Kit Manual

This manual contains only the information of the racing kit parts. Refer to the base manual listed below for information of the original model.

Base Manual	Part Number
Ninja ZX-6RR Motorcycle Service Manual	99924-1346-01

Congratulation on your purchase of racing kit parts for the 2005 Ninja ZX-6RR.

IMPORTANT

This manual provides how to install racing kit parts for the 2005 Ninja ZX-6RR and how to tune up basically.

As for the basic knowledge, refer to the base Service Manual for the Ninja ZX-6RR (P/No. 99924-1346-01).

When you participate in a race, it is necessary to modify the machine for the regulation. So we want you to ask for the tuning up shop.

WARNING

AFTER ANY MODIFICATION TO TUNE THE VEHICLE TO A COMPETITION MACHINE, IT SHOULD NOT BE USED ON PUBLIC STREETS, ROADS OR HIGHWAYS. THE USE OF THIS VEHICLE SHOULD BE LIMITED TO PARTICIPATION IN SANCTIONED COMPETITION EVENTS UPON A CLOSED COURSE.

CAUTION

When operating the engine, be careful not to trouble persons with noise. Do not turn the engine with loud engine and exhaust noise.

DISCLAIMER OF WARRANTY

ON OPTIONAL TUNING PARTS FOR RACING ARE NO WARRANTIES EXPRESSED OR IMPLIED.

BASIC WORKS IN INSTALLING KIT PARTS

We are going to make up the original Ninja ZX-6RR for the racing machine. We recommend that the rider himself should do the basic works, removing parts or installing parts etc., given advices by the tuning shop. In a race, although trouble will be apt to happen, if you participate in basic works, you can discriminate cause of trouble, so you can return the race soon.

But concerning difficult technical works, you should as tuning shop.

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General Specifications

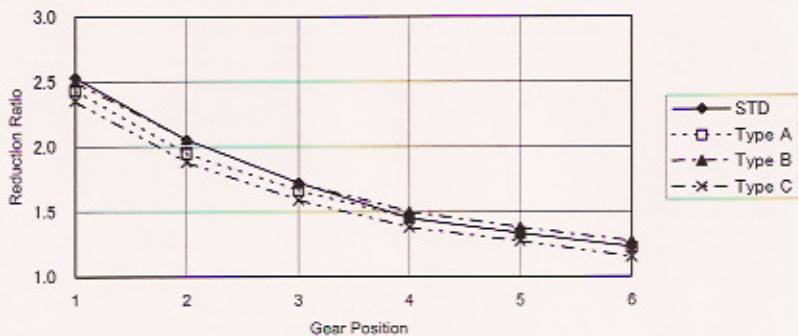
Item	2005 Ninja ZX-6RR Racing
Engine:	
Ignition timing	12.5°BTDC @1 300 r/min (rpm)
Fuel (Recommended)	Racing gasoline
Engine oil (Recommended): Level	Racing oil Between upper and lower levels of oil level gauge.
Drive Train:	
Primary drive reduction ratio	1.891 (87/46)

Transmission Gear Table

		Original	Type A	Type B	Type C
1st	In	13127-0033	13127-0033	13127-0034	13127-00135
	Out	13262-0297	13260-1619 *	13260-1543	13262-0034
	Teeth (Out/In)	39/16	39/16	35/14	40/17
	Gear Ratio	2.437	2.437	2.500	2.352
2nd	In	13260-1987	23262-0091	13260-1987	13262-0035
	Out	13260-1992	13262-0092	13260-1992	13262-0036
	Teeth (Out/In)	37/18	37/19	Original	32/17
	Gear Ratio	2.055	1.947	2.055	1.822
3rd	In	13262-0143	see note	see note	see note
	Out	13260-1993	13262-0038	13260-1993	13262-0038
	Teeth (Out/In)	31/18	35/21	Original	35/22
	Gear Ratio	1.722	1.666	1.722	1.590
4th	In	13262-0143	see note	see note	see note
	Out	13262-0044	13260-1994	13262-0044	13262-0090
	Teeth (Out/In)	33/22	29/20	Original	29/21
	Gear Ratio	1.500	1.450	1.500	1.380
5th	In	13262-0144	Original	13262-0144	13262-0110
	Out	13262-0150		13262-0047	13260-1995
	Teeth (Out/In)	28/21		29/21	28/22
	Gear Ratio	1.333		1.380	1.272
6th	In	13262-0188	Original	13262-0188	13260-1990
	Out	13262-0187		13262-0050	13262-0254
	Teeth (Out/In)	27/22		28/22	30/26
	Gear Ratio	1.227		1.272	1.153

Note:

		4th gear type		
		A	B	C
3rd gear type	A	13262-0145 (A-A)	13262-0149 (A-B)	13262-0147 (A-C)
	B	13262-0109 (B-A)	13262-0143 (B-B)	NA (B-C)
	C	13262-0148 (C-A)	NA (C-B)	13262-0146 (C-C)



Number of Grooves

		STD	Type A	Type B	Type C
1st	In	4	1	2	3
	Out	1	1	2	3
2nd	In	1	2	1	3
	Out	0	2	0	3
3rd	In	0	1	0	2
	Out	0	1	0	1
4th	In	3	0	3	0
	Out	2	0	2	3
5th	In	3	3	3	2
	Out	3	3	2	1
6th	In	3	3	3	2
	Out	3 or 1	3 or 1	2	1

*: 1st gear out – STD is interchangeable with type A.

Racing Kit Service Data

Item	Standard
Cylinder Head, Valves:	
Duration:	
Intake	320°
Exhaust	272°
Camshaft timing (cam lift center):	
Intake	105° (ATDC)
Exhaust	105° (BTDC)
Valve clearance:	
Intake	0.18 mm
Exhaust	0.28 mm
Valve to piston clearance:	
Intake	0.7 mm (Minimum) @12°ATDC
Exhaust	1.4 mm (Minimum) @12°BTDC
Ignition System:	
Spark plugs	NGK R016-10, R0373A-10
Spark plug tightening torque	13 N·m (1.3 kgf·m, 113 in·lb)

These values show the specifications when standard cylinder head and gasket are used.

When the clearance between the valve and the piston head is smaller than the minimum specific values, turn the installed position of the camshaft sprocket on the camshaft and change the camshaft timing.

Periodic Maintenance Chart

The scheduled maintenance must be done in accordance with this chart to keep the motorcycle in good running condition.

OPERATION	FREQUENCY	Each	Every	Every	Every	As Required
		Race (300 km)	3 races (1 000 km)	5 races (1 500 km)	10 races (3 000 km)	
Engine						
Clutch plate - - check*		•				
Throttle grip play - - check*		•				
Spark plug - - clean/gap*		•				
Engine oil - - change		•				
Oil filter - - replace		•				
Valve lapping				•		
Cylinder head/valve - - decarbonization				•		

OPERATION	FREQUENCY					As Required
	Each Race (300 km)	Every 3 races (1 000 km)	Every 5 races (1 500 km)	Every 10 races (3 000 km)		
Cylinder - - check*			•			
Piston/cylinder clearance - - check*			•			
Piston, Piston ring, Piston pin - - replace			•			
Crankshaft main bearing - - check*				•		
Connecting rod big end bearing - - check*				•		
Transmission gear, bearing - - check*				•		
Engine sprocket - - check*	•					
Coolant - - change						•
Radiator hoses, connections - - check*	•					
Frame						
Brake operation - - check*	•					
Brake pad wear - - check*	•					
Brake fluid level - - check*	•					
Brake fluid - - change*						year
Brake master cylinder cup and dust seal - - replace						year
Brake caliper piston seal and dust seal - - replace						year
Brake hose - - replace						2 years
Drive chain - - adjust	•					
Drive chain - - lubricate	•					
Drive chain wear - - check*	•					
Drive chain guide - - replace			If damaged			
Front fork - - clean/check*	•					
Front fork oil - - change		First change after 2 races, then every 5 races				
Nut, bolt, and fastener tightness - - check*	•					
Fuel system - - clean	•					
Fuel hose, fuel filter - - replace						•
Steering play - - check*	•					
Steering stem bearing - - grease			•			
Rear sprocket - - replace						•
General lubrication of chassis - - perform	•					
Wheel bearing (rear) - - grease				•		
Swingarm pivot, uni-track linkage - - grease			•			
Swingarm pivot, uni-track linkage - - check*			•			

*: Replace, add, adjust, clean, or torque if necessary.

Preparation

Before Installing

- Modify the parts based on your race regulation.
- To avoid misuse keep the parts replaced with the kit parts separate.
- When reusing parts, clean them and check them for damage or deterioration.
- Main Removal Parts:
 - Lights
 - Rear View Mirrors
 - Side Stand
 - Starter Lockout Switch
- Remove the side stand switch. When the optional main harness is not used, connect removing Black/Yellow and Green/White Leads directly.

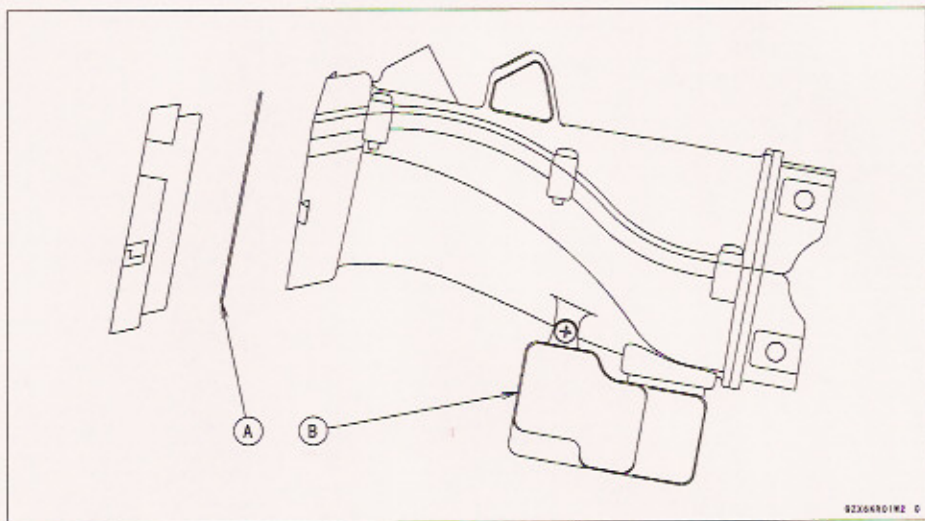
Racing Kit Parts

Also, we have provided the spare parts, and other optional parts (engine, frame, and electric parts) for racing. So please order each parts referring to the "Racing Kit Parts List" in the back of this manual.

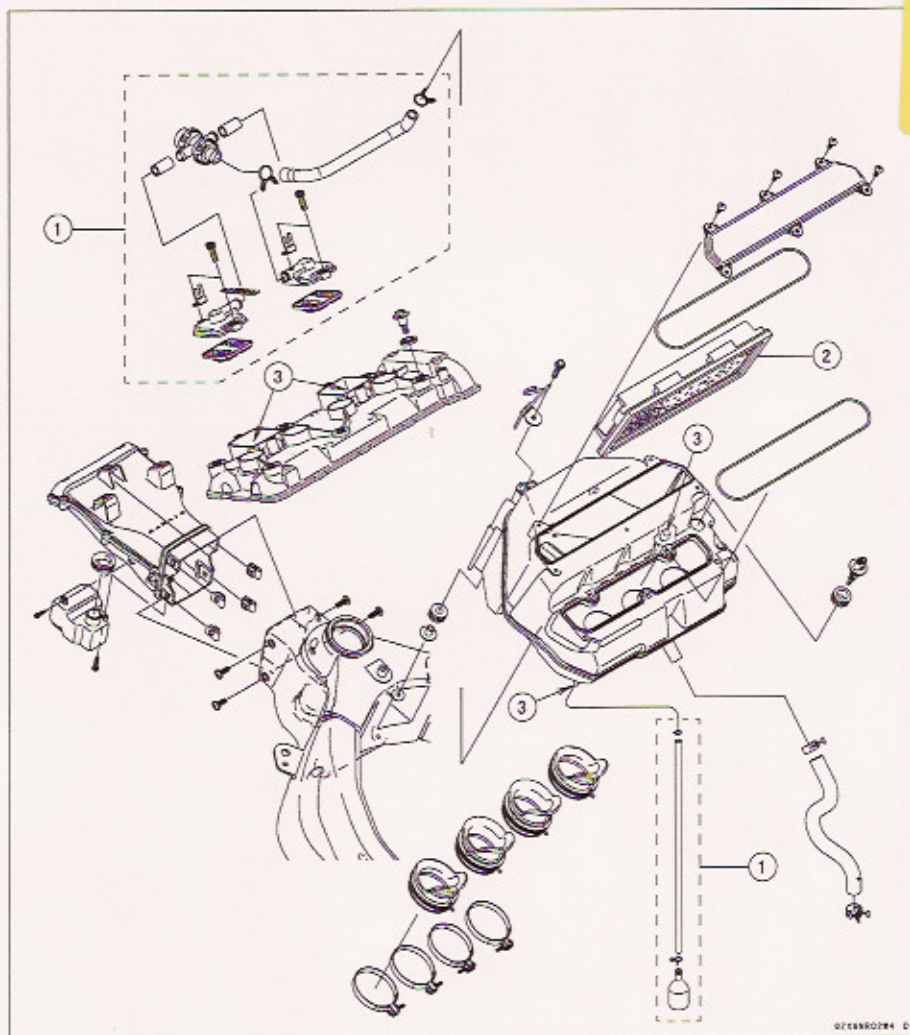
Engine Parts Installation

Air Intake Parts

- Remove the air cleaner element or cut the cleaner element off remaining the wire net to reduce the air flow resistance.
- When removing the air cleaner element, remove the element and relational parts as shown in next page.
- Remove the tank (16181-0002) to reduce the weight. Plug the holes firmly with a tape. The air pressure in the duct rises during high speed operation because the Ram Air System is used.



- A. Remove (Wire Net)
- B. Remove this part and plug the hole.



1. Remove the parts.
2. Remove the parts.
3. Plug the holes.

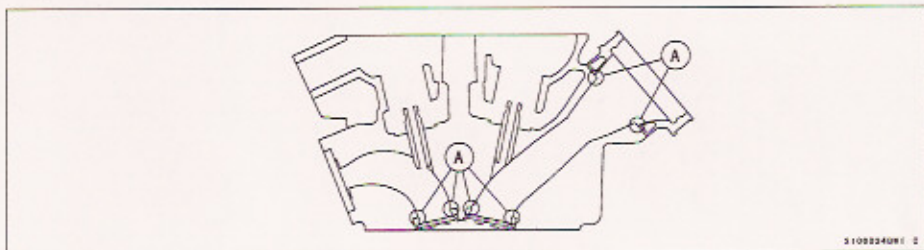
Cylinder Head

- Grind off the stepped portions of the ports and smooth the inside of ports to make intake/exhaust gas flow more smooth.
- Grind off the stepped portion only at the mating surface between the carburetor holder and the intake port. Do not port it. To extend the intake port, air flow speed will be reduced and the engine performance at the high speed range may be down.
- Mark the carburetor holders so that they can be installed in their original positions.

- Grind off and smooth the stepped portions at the mating surface between valve seat and the port.
- Smooth the inside of the intake port and exhaust port.
- Chamfer the machining edge of the cylinder head where the valve seat is installed, also smooth the dome of the combustion chamber with the valves installed. Excessive smoothing may reduce the cylinder compression.
- Use the hand grinder.
- Use #200 oil stone for eliminating any stepped portions.
- Use #200 oil stone for smoothing and #300 oil stone for finishing.

NOTE

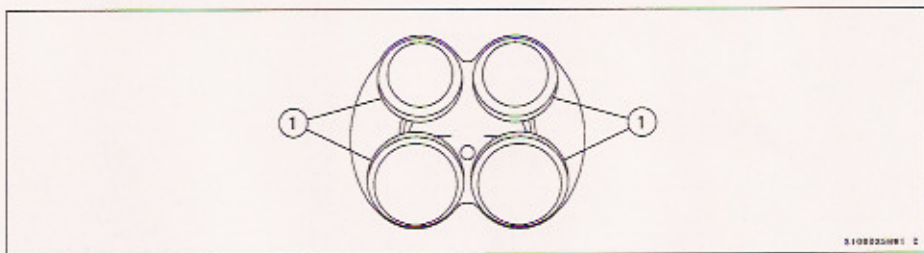
- *These procedures make air resistance less and intake/exhaust gas flow more smooth. However, much more effect can not be expected by excessive grinding and smoothing. It may be done to the extent of getting rid of uneven surfaces.*



A: Stepped Portions

---: Combustion Chamber Dome

- The combustion chambers are modified by cutting work but the edges shown must be hand finished for smooth corners (Round them to about R1).



1. Edges (4)

NOTE

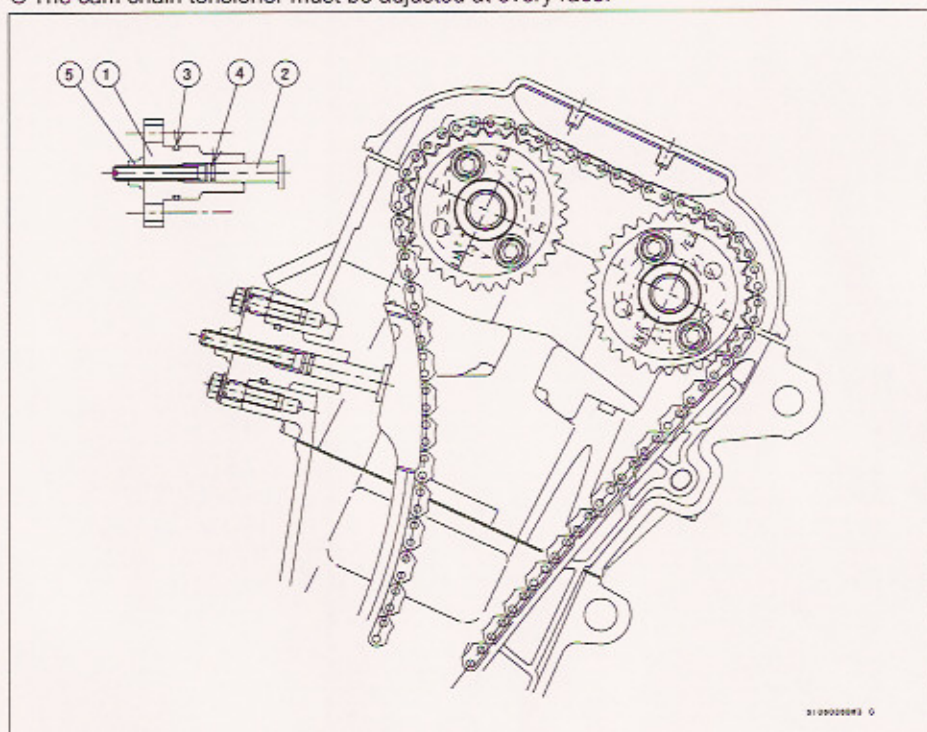
- *When grinding the cylinder head bottom surface or using thinner gaskets, adjust the valve timing to keep that the valve to piston clearance is not less than the minimum value (IN: 0.7 mm, EX: 1.4 mm).*

Camshaft Chain Tensioner

- Replace the cam chain tensioner with the kit to decrease the flutter of tensioner.
- Apply the engine oil to the tensioner rod, O-ring and tensioner body, insert them into the tensioner body.
- Check to see that the tensioner rod turns freely in the body, if not, polish the tensioner rod or fine the female threads in the body with a tap (Diameter × Pitch = 6 mm × 1.0 mm).
- Install the tensioner on the cylinder block with the tensioner rod is fully pushed back.
- Turn the tensioner rod in with a screwdriver until it becomes hard to turn.
- Turn the crankshaft clockwise forcing lightly to the tensioner rod with twisting force to take up any gap and tighten the locknut.

NOTE

- *Never forward the tensioner rod forcibly, this will increase mechanical loss of the tensioner and may damage to the chain guide.*
- The cam chain tensioner must be adjusted at every race.



1. Tensioner
2. Tensioner Rod
3. O-ring
4. O-ring
5. Lock nut

Camshafts, Sprockets

Camshafts, Sprockets:

Camshaft	Duration	Lift
Original Camshaft (Intake)	320°	8.7 mm
Original Camshaft (Exhaust)	272°	7.0 mm

- Adjust the valve clearance within the specified value. Intake: 0.11 ~ 0.19 mm, Exhaust: 0.25 ~ 0.31 mm
- More performance is expected when adjusted from middle value to upper limit between adjustable range.
- If you can not adjust the valve timing for racing, install the camshaft sprocket to the kit camshaft using the round bolt holes and adjust the cam chain timing according to the Ninja ZX-6RR Service Manual. If you adjust the valve timing, install the sprocket to the camshaft between the adjustable range of the long bolt holes.
- Tighten the camshaft sprocket bolts to 15 N·m (1.5 kgf·m, 11.0 ft·lb) of torque.

Valve Timing (when the round bolt holes are used)

Timing (cam lift center)	Intake	Exhaust
Original	105°	105°
Race use	103 ~ 107°	103 ~ 107°

- When grinding the cylinder head bottom surface, grinding the cylinder top surface or using thinner gaskets, be sure the valve to piston clearance especially.
- When using the sprocket long bolt holes and adjusting the valve timing to be different from the standard timing, check the valve to piston clearance of all cylinders after adjusting the valve clearance correctly.

Valve to Piston Clearance (Min.)

Intake	0.7 mm
Exhaust	1.4 mm

If the valve to piston clearance is less than the minimum value, do not start the engine because the valves will touch the piston and the engine may be damaged.

- Measure the valve to piston clearance at about 12° ATDC (Intake) and 12° BTDC (Exhaust) of crankshaft timing. At this point, the valve to piston clearance will be minimum.

Valve Springs

The original machine's valve springs should be used.

Cylinder Compression

- To adjust the cylinder compression, adjust the thickness of the cylinder head gasket and the cylinder base gasket or smooth the cylinder top surface to make the piston squish 0.65 ~ 0.8 mm. Keep the piston squish more than 0.65 mm.
- Position the piston at Top Dead Center, and put a small piece of modeling clay on the shoulder of the piston. Install the cylinder head gasket and cylinder head, and tighten the head bolts to the specified torque.
- Remove the cylinder head and measure the thickness of the clay. The thickness of the collapsed clay is the size of the squish.

Squish Measurement

[1] Front and Rear	0.65 ~ 0.80 mm
[2] Left and Right	0.67 ~ 0.85 mm

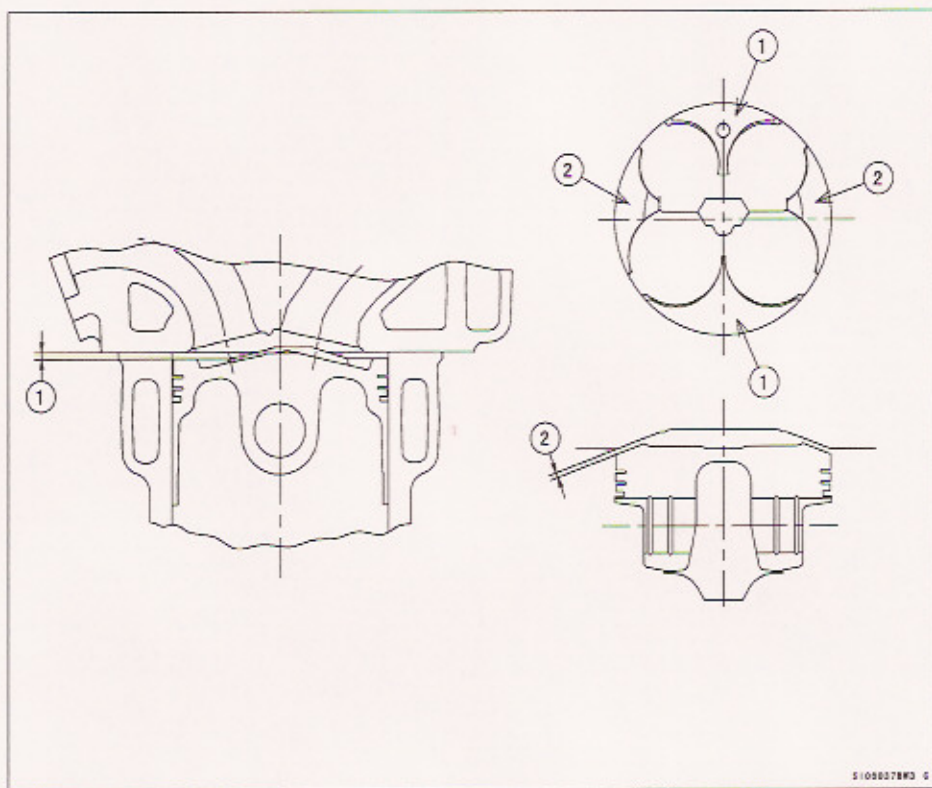
- The most preferable squish measurement is [1] 0.65 mm/[2] 0.67 mm.
- Select proper cylinder head gasket and cylinder base gasket.
- Note that by grinding the cylinder head surface only left and right squishes become narrower, while by grinding the cylinder top surface or decreasing the gasket-thickness all the squishes become narrower.

Cylinder Head Gasket

Part No.	Thickness	Note
11004-0020	0.45 mm	KIT
11004-0018	0.60 mm	KIT
11004-0036	0.65 mm	Original
11004-0019	0.70 mm	KIT

Cylinder Base Gasket

Part No.	Thickness	Note
11061-0036	0.15 mm	KIT
11061-0033	0.20 mm	KIT
11061-0041	0.25 mm	Original
11061-0037	0.30 mm	KIT



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1. Squish, Front/Rear
2. Squish, Left/Right

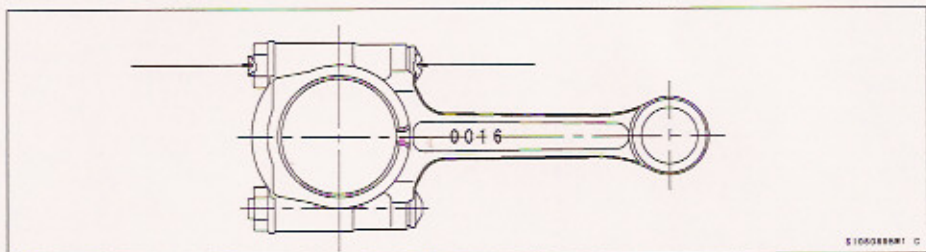
Crankshaft Main Journal and Con-rod Big End Bushings

- Crankshaft Main Journal Bushings: Use original bushings.
- Con-rod Big End Bushings: Use kit bushings (Size colors are same as original).

Connecting Rod Bolts

Use the original connecting bolts and nuts.

The original connecting rod bolt has recesses at both ends to measure its length and determine the bolt stretch.



- Install the original bolts into the connecting rod.
- Before every tightening, use a point micrometer to measure the length of the bolts and record the values to find the bolt stretch.
- Apply a small amount of molybdenum disulfide grease to the threads of bolts.
- Tighten the big end nuts at the torque of 20 N-m (2.0 kgf-m): reference
- Check the length of the bolts and find the bolt stretch.

Bolt Length after tightening – Bolt Length before tightening = Stretch

Bolt Stretch

Usable Range: 0.33 ~ 0.38 mm (0.013 ~ 0.015 in.)

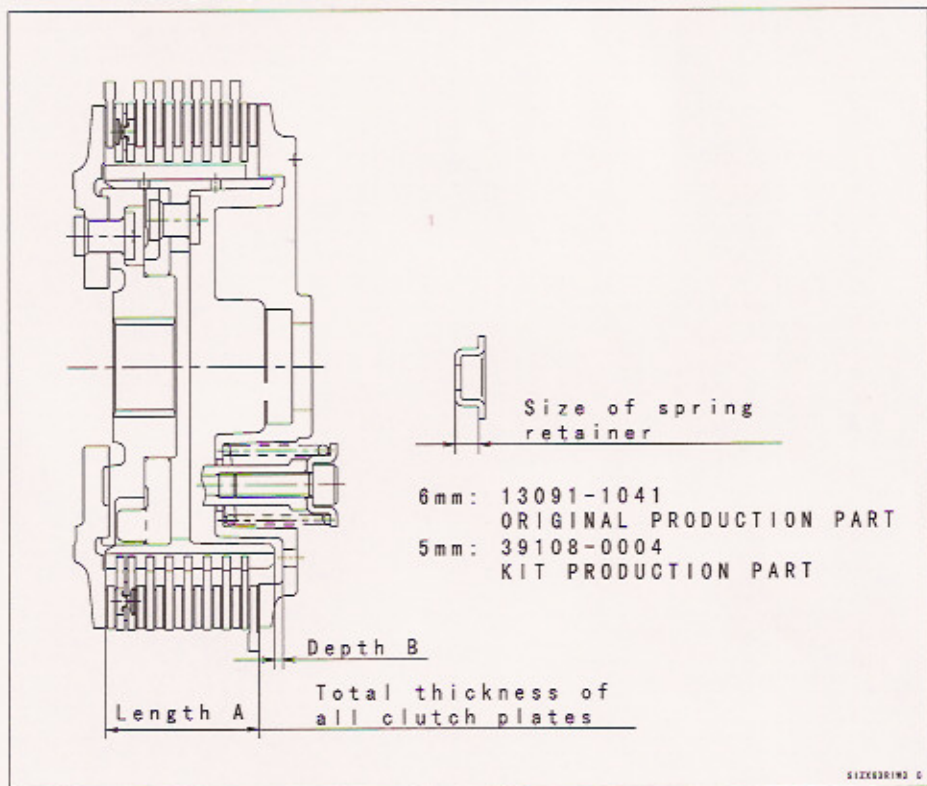
- Turn the big end nuts more until the bolt stretch reaches the usable range.

NOTE

- Replace the original bolts with new ones if they have already been tightened up to usable range 2 times.

Clutch Adjustment (Back-Torque Limiter Setting)

The Ninja ZX-6RR engine is equipped with the Kawasaki back-torque limiter mechanism in the clutch. The back-torque limiter works to reduce the chance of rear wheel hop caused by engine braking during hard braking and down shifting. The back-torque limiter operating condition can be changed by changing the total thickness of clutch plates and changing the number of leaf springs. Try different settings and select the best.



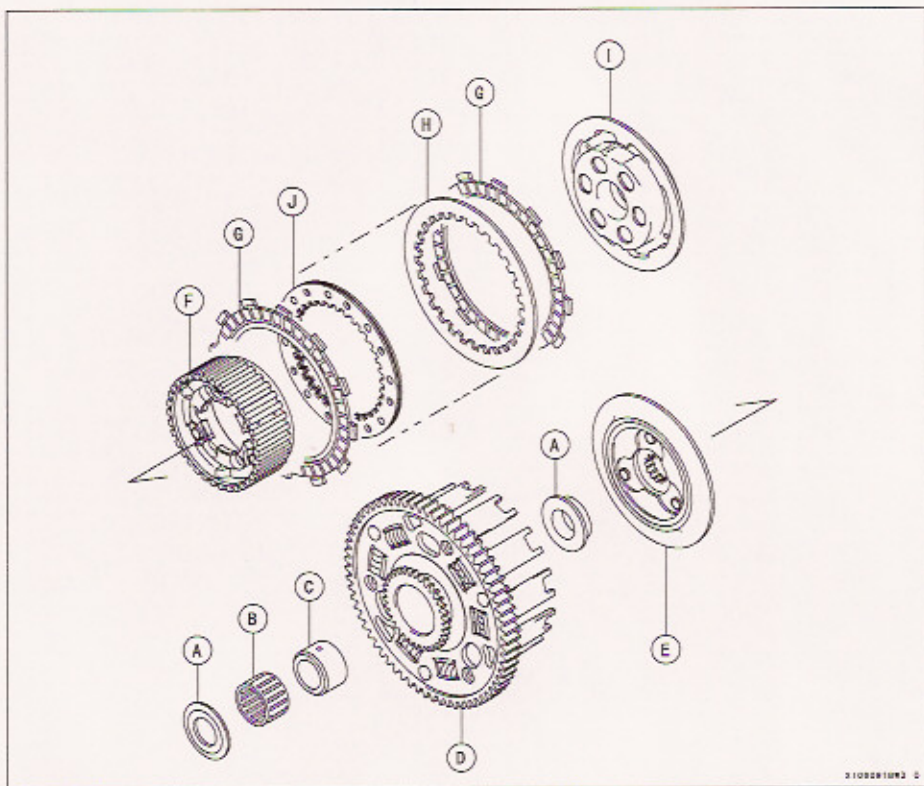
- The standard setting of length [A], total thickness of clutch plates shown below, becomes about 38.8 mm (Supposed combination of steel plates is t1.6 with spring × 1 pcs. + 1.6 × 1 pcs. + t2.0 × 5 pcs.). For this setting the effective stroke of clutch spring plate during the back-torque limiter operation is adjusted between 0.45 and 0.75 mm. By increasing the effective stroke the back-torque limiter causes more slip. The effective stroke increases by decreasing the length [A]. The length [A] between 37.6 and 38.8 mm is available by changing the combination of the steel plates. Replace one steel plate with a thinner one and try the setting. If the operation of the back-torque limiter is not enough replace other steel plates one by one.

Thickness (mm)	Part Number	Used Number
with spring	13089-0003	1 (first inside use)
1.6	13089-0005	Selection (1 Original)
2.0	13089-0007	Selection (5 Original)

* Steel plates of 2004 model's are available.

Thickness (mm)	Part Number
1.6	13089-013
2.0	13089-1073

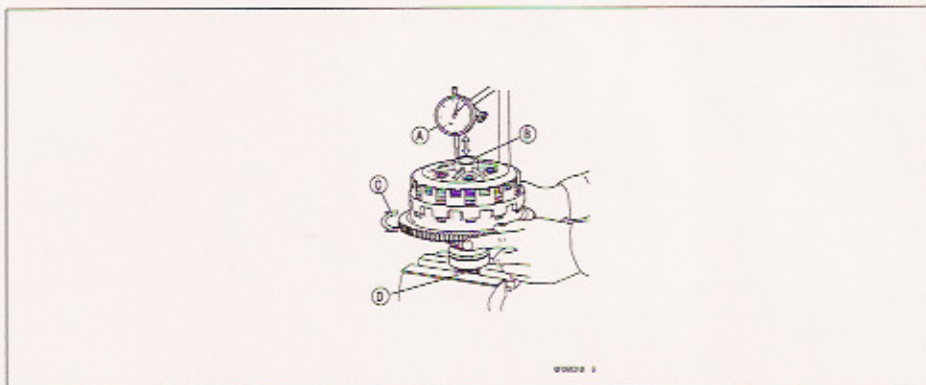
- For precise setting the measurement of the effective stroke of clutch spring plate is recommended.
 - Remove oil from clutch plates.
 - Hold an extra drive shaft in a vise and install the following clutch parts on the shaft.



- [A] Spacers
- [B] Needle Bearing
- [C] Bushing
- [D] Clutch Outer Casing
- [E] Clutch Hub
- [F] Sub Clutch Hub
- [G] Friction Plates: 8 pcs.
- [H] Steel Plates
- [I] Spring Plate
- [J] Steel Plate with Spring

- Engage the cam followers (Clutch Hub) with the cams (Sub Clutch Hub).
- To measure the effective stroke of clutch spring plate, set a dial gauge [A] against the raised center [B] of the clutch spring plate.
- Move the clutch housing gear back and forth [C]. The difference between the highest and lowest gauge readings is the amount of the effective stroke of clutch spring plate.

[D] Drive Shaft



- After installing the clutch to the engine, measure and record the depth [B] shown in the figure on page 18. The length from the clutch spring plate to the top surface of the sub clutch hub, using a caliper or a depth gauge. Manage the depth [B] to adjust the effective stroke after that, because the friction disks would be worn and the length [A] (Total thickness of all clutch plates) would change. The decrease of the depth [B] from the initial setting shows the increase of the effective stroke of clutch spring plate from the value initially measured.
- When decreasing the length [A], total thickness of clutch plates, use the optional spring retainers (provided as optional production parts) to keep the preload of clutch springs according to the table below. If you have clutch slip during acceleration use shorter spring retainers by 1 mm to increase preload of clutch springs.
- When decreasing the length [A], total thickness of clutch plates, use the optional shim (provided as optional production part) to keep the position of clutch release lever according to the table below.
- The standard setting of the number of leaf springs is four. By decreasing the number of the leaf springs the sub clutch hub operates easily and pushes the clutch operating plate causing more slip. Two types of nuts are available for the number of leaf springs, two and three. They are provided as optional production parts. The number of leaf springs affects all over the operation of the back-torque limiter but especially the beginning of the operation.

Standard Selection of Spring Retainers

Total Thickness of Clutch Plates	Size of Spring Retainers	Remarks
38.2 ~ 38.8 mm	6 mm	P/No. 13091-1041 Original Setting
37.6 ~ 38.2 mm	5 mm	P/No. 39108-0004

* If clutch slip is occurred with a retainer of 6 mm, try with a retainer of 5 mm.

Standard Selection of Shim

Total Thickness of Clutch Plates	Size of Shim	Remarks
Approx. 38.8 mm	0.6 mm	P/No. 92025-1755 Original Setting
38.0 ~ 38.6 mm	0.4 mm	P/No. 92025-1756
37.6 ~ 38.0 mm	—	Without Shim

Transmission

- Remove the three steel balls (600A0500) from the output shaft assembly. This is done to start easily the engine with the second gear.
- Take kit and optional transmission gears are available to be closer to each gear ratio.

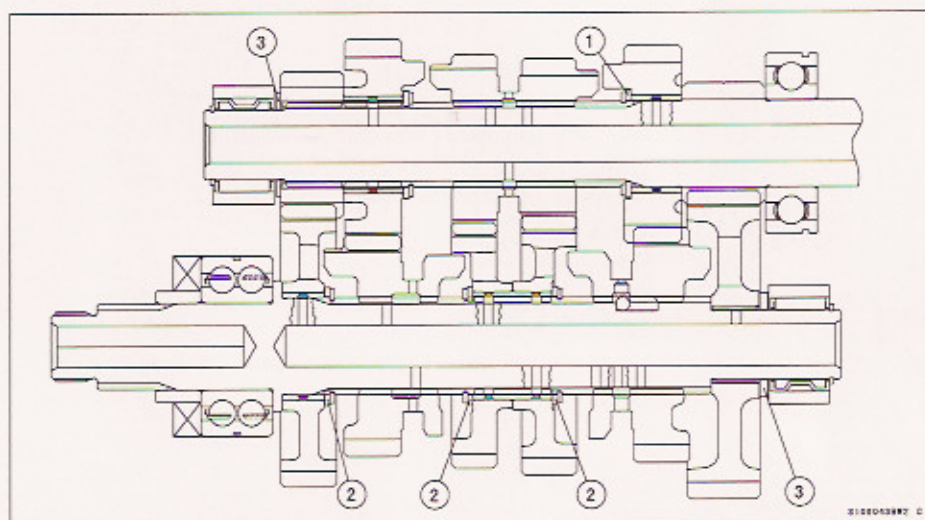
Transmission Shimming

By using washers with various thickness, keep the axial clearance between 0.3 mm and 0.4 mm, to prevent the seizure of gears and to keep smooth gear-shifting.

	Thickness	Part No.	
Spline washer (input)	1.5 mm	92200-1239	Original
	1.7mm	92200-1534	Kit
Spline washer (output)	1.5 mm	92200-1240	Original
	1.7 mm	92200-1535	kit
Plane washer	0.7 mm	92022-1026	Production part
	1.0 mm	92022-112	Original (input)
	1.2 mm	92200-1536	Kit
	1.4 mm	92022-223	Production part
	1.5 mm	92200-1375	Production part
	2.3 mm	92200-1238	Original (output)

Plane Washer combination (example)

1.0 = 1.0	2.1 = 0.7 + 1.4	2.8 = 1.4 + 1.4
1.2 = 1.2	2.2 = 1.0 + 1.2	2.9 = 1.4 + 1.5
1.4 = 1.4	2.3 = 2.3	3.0 = 1.5 + 1.5
1.5 = 1.5	2.4 = 1.0 + 1.4	3.2 = 1.0 + 1.0 + 1.2
1.7 = 0.7 + 1.0	2.5 = 1.0 + 1.5	3.3 = 1.0 + 2.3
1.9 = 0.7 + 1.2	2.6 = 1.2 + 1.4	3.4 = 1.0 + 1.0 + 1.4
2.0 = 1.0 + 1.0	2.7 = 1.2 + 1.5	3.5 = 1.0 + 1.0 + 1.5



1. Spline washer (input)
2. Spline washer (output)
3. Plane washer

Generator (Kit)

To quicken response by reducing the flywheel mass and to reduce the weight, use the optional inner rotor generator.

- Select using the optional generator or original generator according to the situation.
- Use the optional regulator and optional generator cover set when using the optional generator.
- The output power of the optional generator is 10A/8000 rpm (Original: 22.5A/5000rpm).
The consume current of the racing model in running condition is 7 ~ 8A.

Generator Cover (Kit)

To increase the lean-angle of the machine, use the optional generator cover.

NOTE

○ When using the optional generator cover, use the optional generator.

Cover Gaskets

The optional cover gaskets are available.

They are made from "meta-form" and made easy to exfoliation.

Ducts (Air Funnels)

The original machine's air funnel should be used. The suitable funnel is originally equipped for racing in '05 model.

Muffler

With recommended muffler engine performance can be improved.

Recommended muffler: Beet NASSERT-R 1002-E01-00

Home Page : [http://www.beet.co.jp/\(beet.japan\)](http://www.beet.co.jp/(beet.japan))

* For further information contact the manufacture of muffler directly.

Water Temperature Sensor

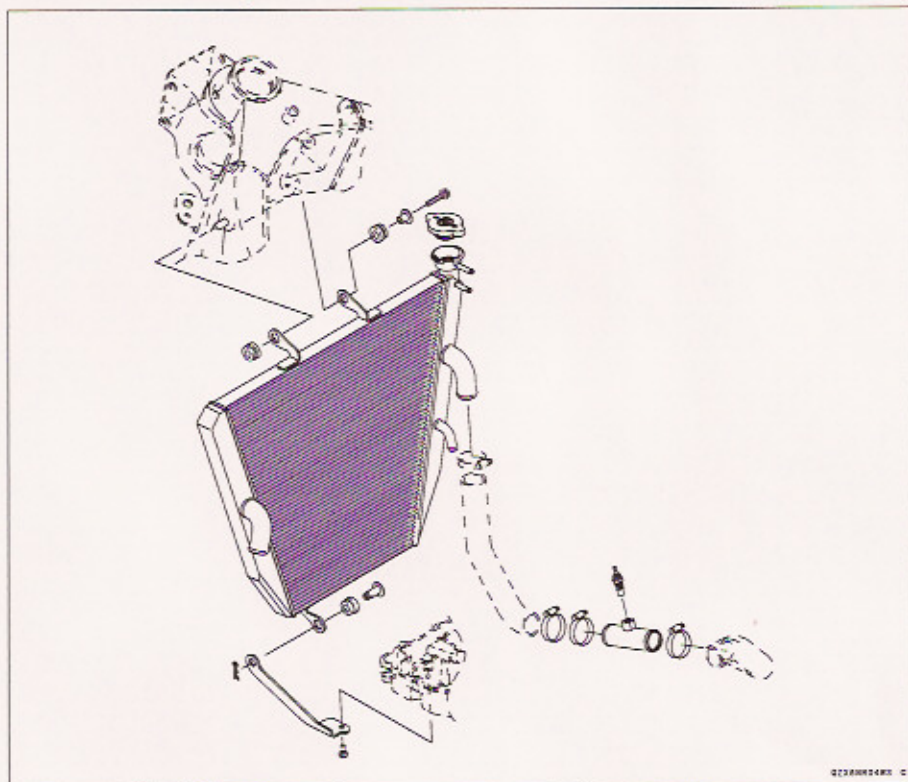
The original water temperature sensor installed in the cylinder head must be remain and connected to the main harness because the electronic control unit (E.C.U.) needs the output signal from the original water temperature sensor. The optional tachometer is equipped with a water temperature display. Install the optional water temperature sensor to the optional water pipe and connect the sensor and the optional meter unit with the optional harness.

Radiator (Kit)

'05 model ZX-6RR Racing Kit provides the capacity increased main radiator (39060-0020) to improve cooling performance.

Radiator Installation

- Use the radiator stay (35063-0230) belong to kit, and fasten the radiator to the oil pan by bolts as shown in the figure.



* The stay is specialized for a recommended Beet muffler, and is not available for a standard muffler. Make your stay for a standard muffler or any other ones.

- Machine the original cowl to meet the outline of radiator.
- Fill the space between the cowl and the sides of radiator by fixing a sponge or the like.

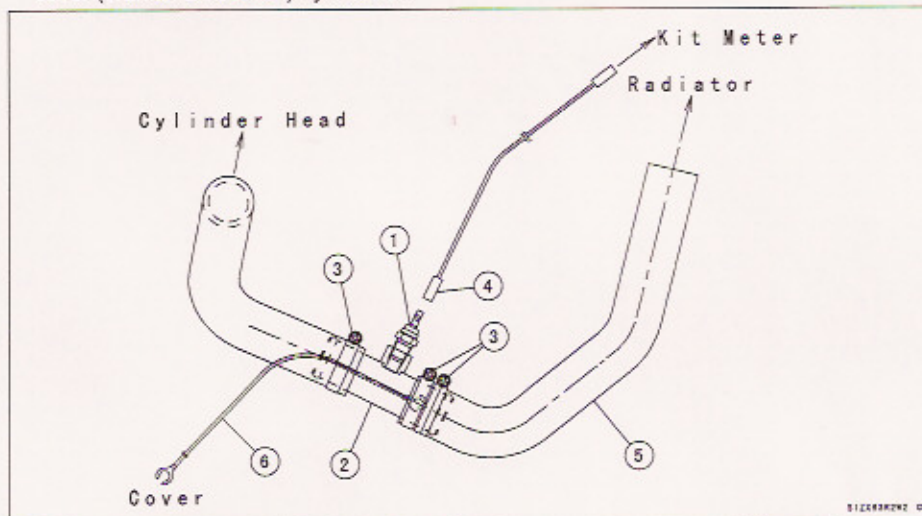
NOTE

○ After radiator's installation, be sure to check that there is no interference between the radiator and the manifold, or fender, tire and the front fork full bottomed.

Radiator Installation

Radiator inlet

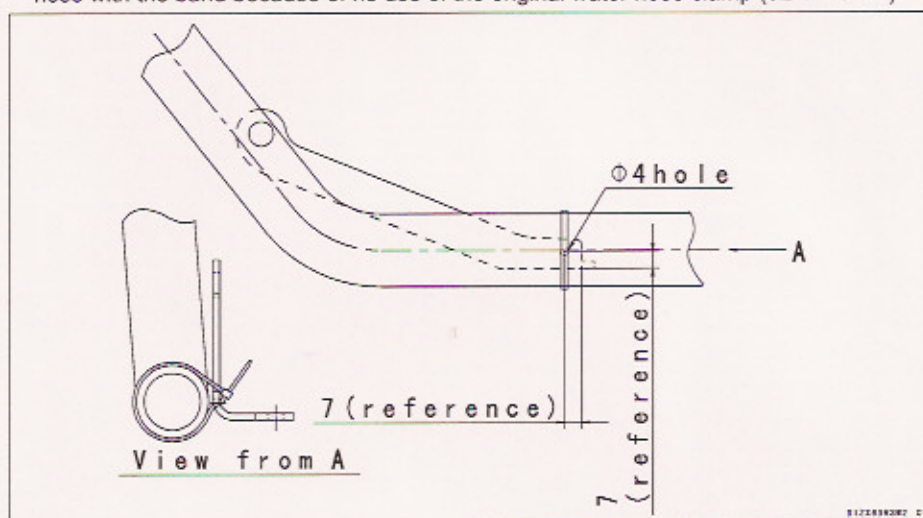
- Apply a non-permanent locking agent to the thread of the water temperature sensor (Kit for Meter Lamp). Mount the sensor on the pipe (39192-0011).
- Divide the original water hose at suitable position, and insert the water pipe (39192-0011).
- Insert the ground terminal of the water temperature sensor lead between the hose and the pipe, and clamp the hose as shown in the figure. Fasten the another terminal to the cover (crankshaft sensor) by the bolt.



1. Sensor 21176-1099
2. Water Pipe 39192-0011
3. Clamp 92171-0179
4. Lead Wire 26011-1779
5. Original Water Hose 39062-0022
6. Ground Wire 26011-0071

Radiator outlet

- When using the radiator stay (Kit), drill a hole of 4 mm dia. in the stay and fasten the hose with the band because of no use of the original water hose clamp (92171-0421).



Reserve Tank Installation

When using the radiator (Kit), the original reserve tank cannot be used. Prepare a suitable substitute.

Reserve Tank should be equipped with a band so as not to affect the running and the handling.

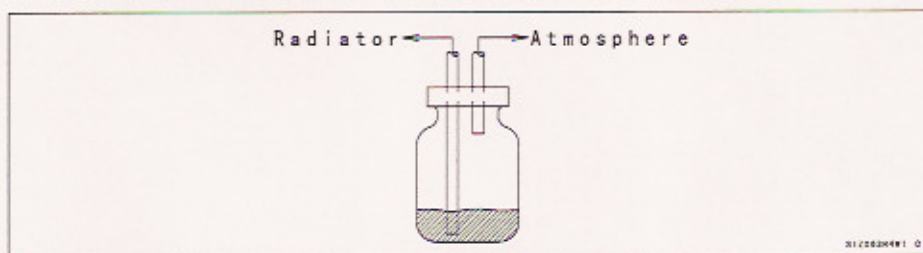
NOTE

○ Capacity of a reserve tank should be more than 200 cc.

○ Position of the hose to a reserve tank.

* End of the hose to the radiator should be always in the liquid.

* End of the hose to atmosphere should be always beyond the liquid surface.



Frame Parts Installation

Throttle Parts (Kit)

The following throttle cases, grip and reels are available as optional parts. These optional parts quicken throttle response to the twist grip.

1) Throttle Case

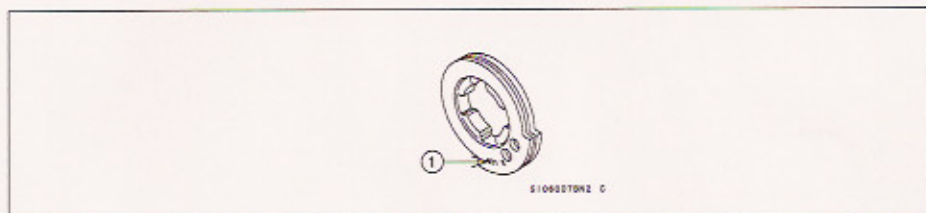
Parts	P/No.
Throttle Case, Upper	32099-0004
Throttle Case, Lower	32099-0005
Bolts (2)	120S0625
Grip, Right	46075-1143

2) Throttle Reels

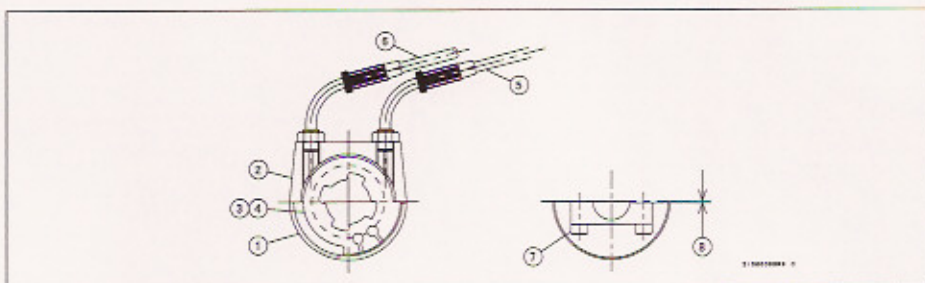
Two types are available.

P/No.	I.D. Mark	Twist Grip Turn Angle to Full Throttle
59101-0001	R21.5	60°
59101-0002	R20.0	65°

Throttle Reel Travel Angle.....Effective angle excluding throttle cable free play.



1. Identification Mark



1. Lower Case: 32099-0005
2. Upper Case: 32099-0004
3. Reel, 60°: 59101-0001
4. Reel, 65°: 59101-0002
5. Throttle Cable, Open Side: 54012-0160
6. Throttle Cable, Close Side: 54012-0161
7. Bolt: 120S0625
8. Gap

3) Throttle Cables

The throttle cables are also available as optional parts, use these parts when the above optional throttle reel is used.

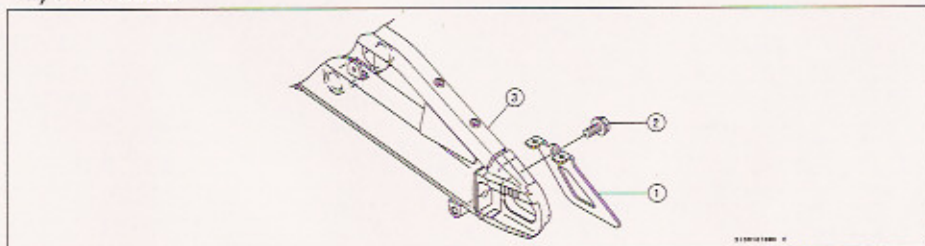
Parts	P/No.
Throttle Cable, Acceleration	54012-0160
Throttle Cable, Deceleration	54012-0161

Final Drive Parts (Kit)

1) Drive Chain

#520 Joint endless drive chain is available as an optional parts.

2) Chain Guard



1. Guard: 55020-0028
2. Bolt: 130J1020
3. Swingarm (Left Side)

Brake Pads (Kit)

The front and rear brake pads for racing use are available. The front pads are for higher braking force, and the rear pads are for higher braking force.

Front Brake Pads

P/No.	Mark	Braking Force
43082-0005	F9633	High
Original	C93YT	Low

Rear Brake Pads

P/No.	Mark	Braking Force
Original	FO GG	High
43082-1220	C93G	Low
43082-1192	C93	Low

Steering Damper (Kit)

The steering damper is useful at high speeds to prevent handlebar vibration.

The steering damper should be installed to do not the steering handle movement stop by the steering damper itself at the fully locket position both left and right side.

(Steering angle should be controlled by the regulation)

1) Recommended Steering Damper

OHLINS SD1005

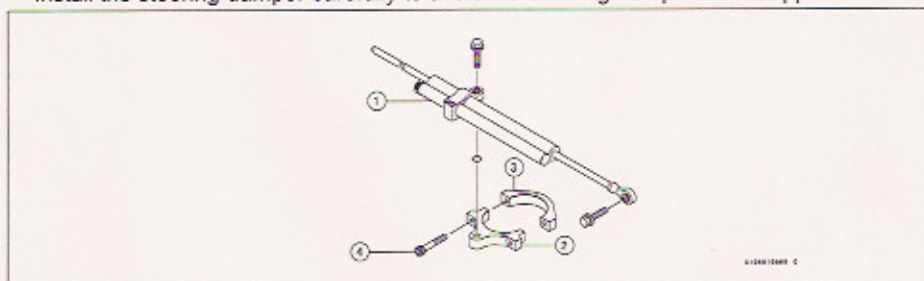
- Set the steering damper to the holder as shown.

2) Stroke(s)

SD1005: 120 mm

3) Installation

- Install the steering damper carefully to avoid the steering damper as a stopper.



1. Steering Damper: OHLINS SD1005

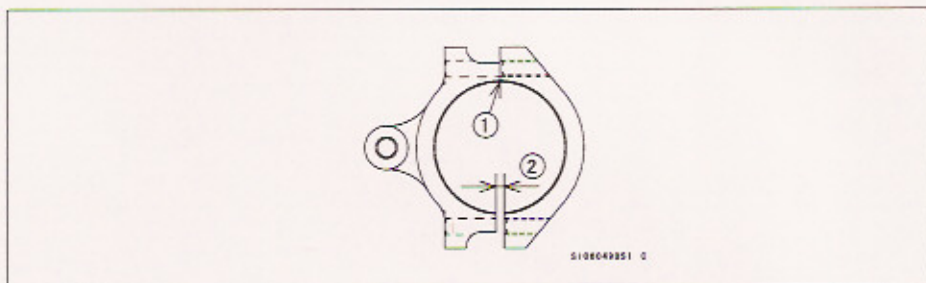
2. Holder: 13280-0011

3. Holder: 13280-0012

4. Bolt, Socket: 120P0635

NOTE

- The holder's one side mating surface are shifted from center about 1.5 mm to ensure tightening force.
- Install the holder properly shown below to avoid steering damper operation stick.



1. No Gap
2. Gap (3 mm or less)

4) Damper Adjuster

Standard Position: 8th click [1st click (harder) is fully clockwise click]

Usable Range: 1st to 12 – 17th click

Seat Height Adjustment

- Loosen the nut (1) and insert the spacer (2) as required.
- Tighten the nut (1) to 59 N·m (6.0 kgf·m, 43 ft·lb) of torque.
- One turn of the spring adjusting nut changes the spring length by 1.5 mm.

Rear Suspension Condition of Seat Height Adjustment

- When the seat height adjusts spacer applied, the rear suspension should be softened.

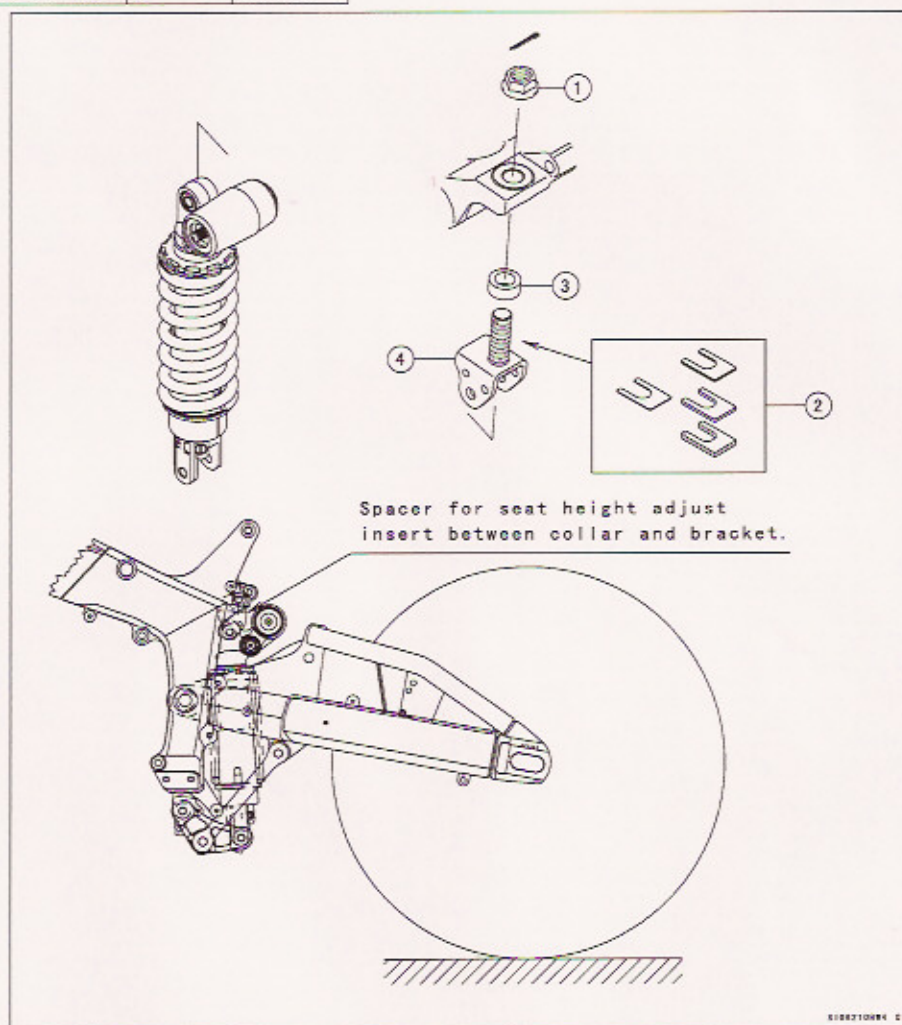
Seat Height Adjustment

Spacer Set: 92026-1586

P/No.	Quantity	Thickness
92026-1582	1	1.0 mm
92026-1583	1	2.0 mm
92026-1584	1	3.2 mm
92026-1585	2	4.5 mm

Used nut and seat height adjustable range (Std: 11 mm)

	Range from standard position	Remarks
Original	- 6 mm	cotter pin used
Kit	- 6 ~ + 3.5 mm	self lock nut



- 1. Nut
- 2. Spacer

- 3. Collar
- 4. Bracket

Front Fork Springs (Kit)

The optional front fork springs are available for racing.

1) Front Fork Specifications

Items	Original
Rounded damping setting (Upper)	2 1/4 turns out from the fully clockwise position
Compression damping setting (Lower)	2 3/4 turns out from the fully clockwise position
Fork oil	SHOWA SS8
Fork oil level	115 mm
Oil lock	Oil lock piece
Oil seal	---
Spring length	297.1 mm (Free Length)
Spring constant	9.0 N/mm
Spacer length	50 mm
Sub spring stroke	20 mm

2) Front Fork Spring

P/No.	A × B × C (mm)	Number of Winding	Spring Constant
Original	4.7 × 26.8 × 297.1	17.4	K = 9.0 N/mm
44026-0066	4.7 × 26.8 × 297.1	18.5	K = 8.5 N/mm
44026-0067	4.8 × 26.6 × 297.1	17.7	K = 9.5 N/mm
44026-0068	4.9 × 26.4 × 297.1	18.9	K = 10.0 N/mm
44026-0070	5.0 × 26.2 × 297.1	19.2	K = 10.5 N/mm
44026-0071	5.2 × 25.8 × 297.1	21.9	K = 11.0 N/mm

A: Coil Diameter

B: Spring Inside Diameter

C: Spring Free Length

3) Front Fork Spring Replacement

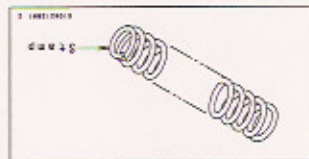
Replace the main spring referring to the Fork Oil Change section of the base Service Manual.

NOTE

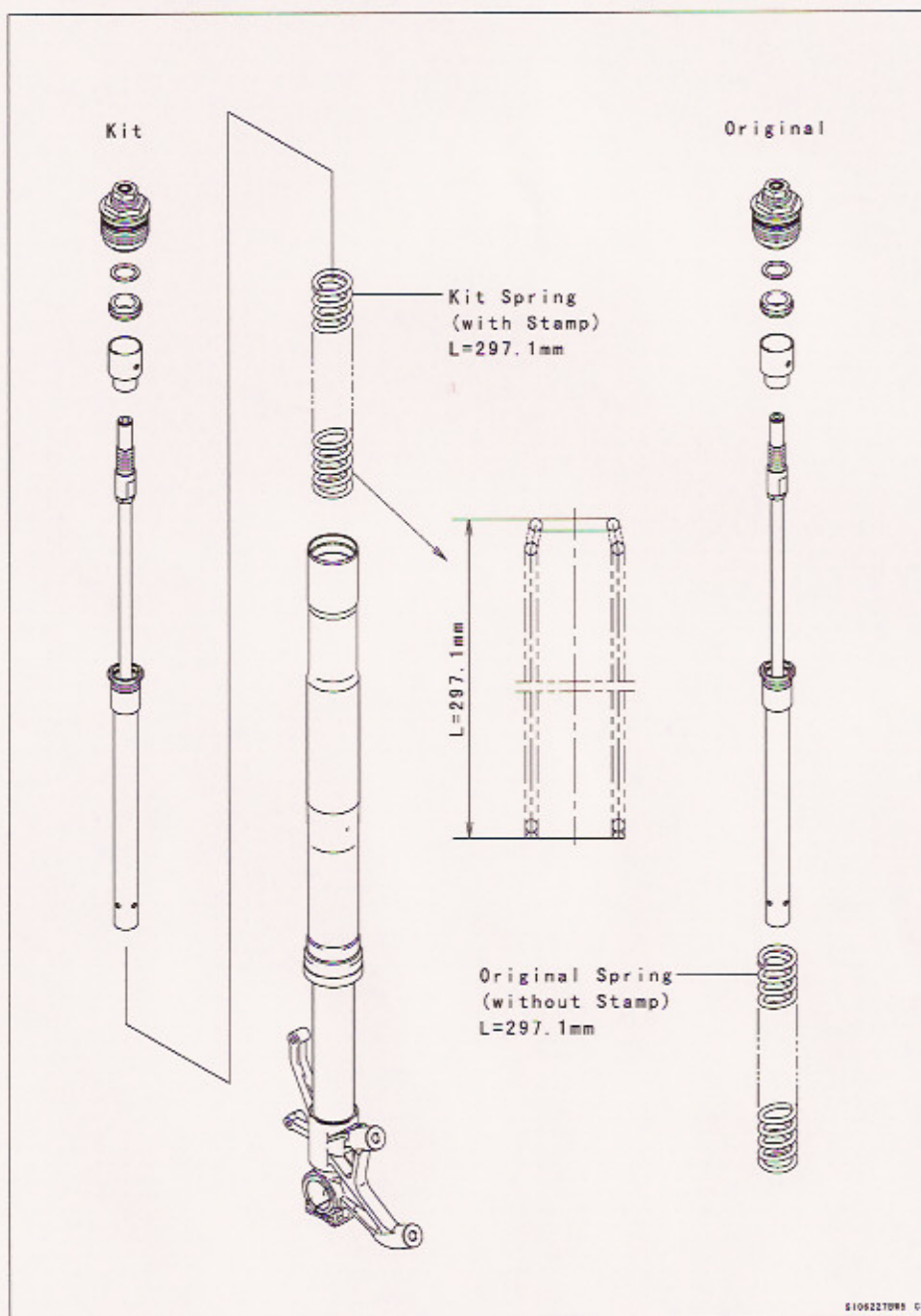
○ Install the optional springs facing the smaller spring end diameter side upward.

Identification Mark

The spring constant value is stamped on the one side surface of the spring.



Fork Spring Installation



Electric Parts Installation

Battery

- Use the original battery or a battery with 12 V 7 Ah or more capacity.

Main Harness and Sub Harness (Kit)

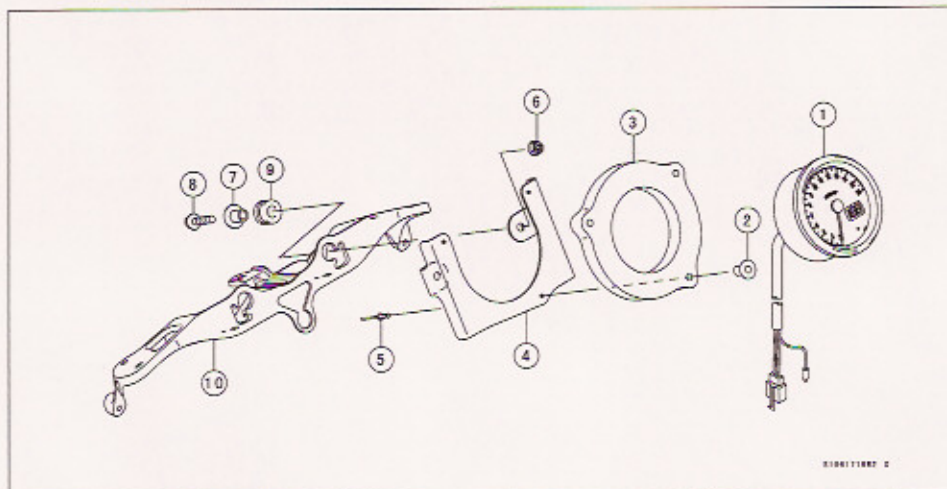
Main harness and sub harness are available for racing use as optional parts. Select one of them in accordance with your race regulation.

Main Harness (with Optional Meter): 26031-0325

Sub Harness (with Original Meter and Original Main Harness): 26031-0327

Main Harness (with Original Meter): 26031-0326

Meter (Kit) Installation



1. Tachometer with Water Temperature Gauge (Optional): 25031-1142

2. Collar (Optional): 92152-0058

3. Damper (Optional): 92161-0053

4. Bracket (Optional): 11053-0220

5. Rivet (Optional): 92039-1106

6. Nut (Optional): 92015-1233

7. Washer (Optional): 92022-1690

8. Bolt (Optional): 130J0616

9. Damper (Original): 92160-1167

10. Bracket (Original): 11053-1289

- Insert the three collars [2] into the damper [3].
- Insert the rivet [5] from the backside of the bracket [4] and fix them.
- Install the bracket [4] to the original bracket [10].

Main Harness Combination Parts Table

Main Harness and Kit Part Combination Table

○: need ×: no need.

Part \ Harness	Harness for Kit Meter 26031-0325	Harness for Original Meter 26031-0326	Sub Harness 26031-0327
Meter Assembly (Kit)	×	○	○
Tachometer with Water Temperature Gauge (Kit) 25031-1142	○	×	×
Water Temperature Gauge Lead (Kit) 26011-1779	○	×	×
Water Temperature Sensor Ground Lead (Kit) 26011-0071	○	×	×
Water Temperature Sensor 21176-1099	○	×	×

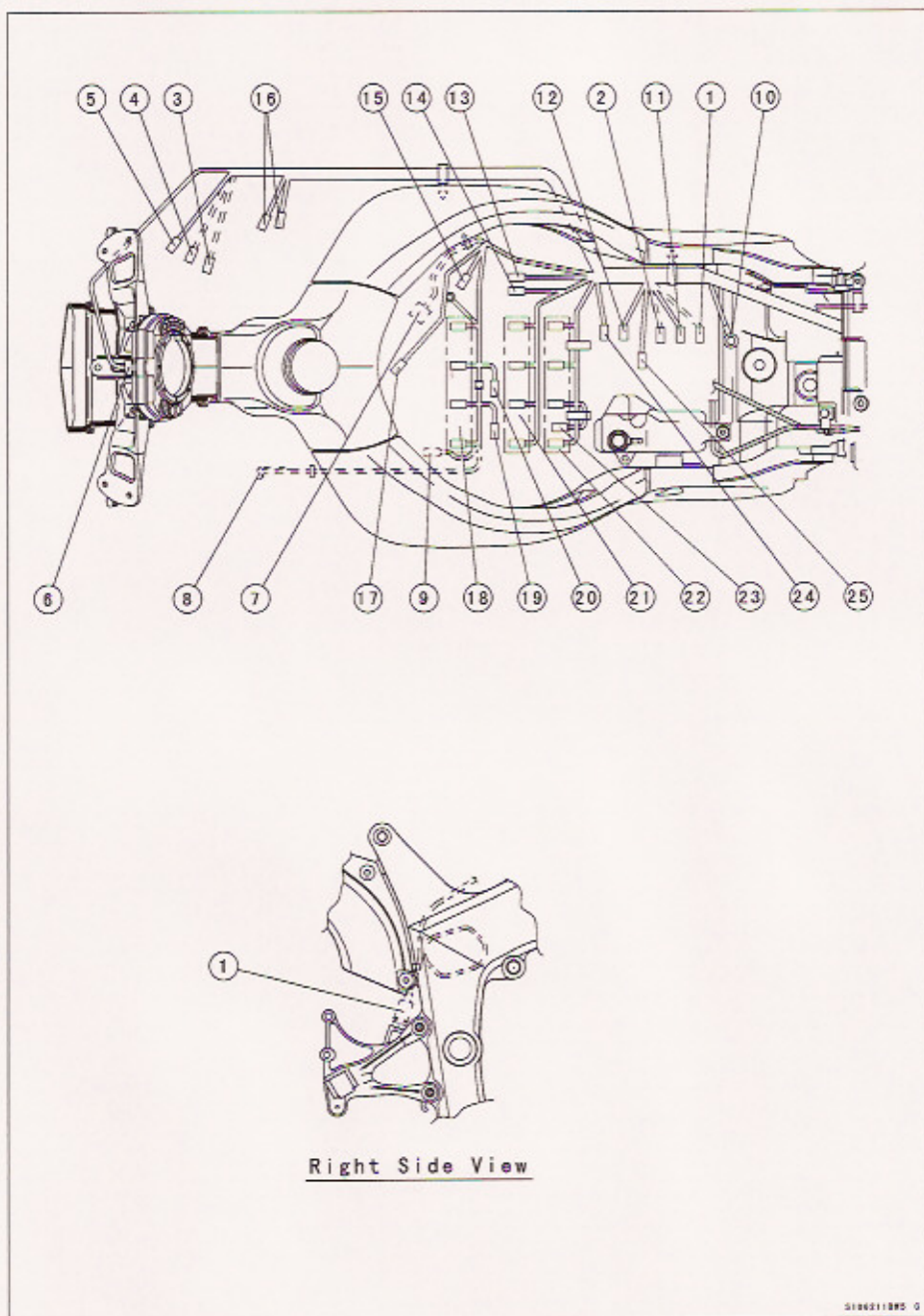
Main Harness and Original Part Combination Table

○: need ×: no need.

Part \ Harness	Harness for Kit Meter 26031-0325	Harness for Original Meter 26031-0326
Main Harness (Original)	×	×
Meter Assembly (Original)	×	○
Left Handlebar Switches	×	○
License Light	×	×
Rear Brake Light Switch	×	×
Turn Signal Light (Front, Rear, Left, Right)	×	×
Headlight	×	×
Tail/Brake Light	×	×
Ignition Switch	×	×
Fan Motor	×	×
Horn	×	×
Side Stand Switch	×	×
Turn Signal Relay	×	×
Fuse Box	×	×
Neutral Switch	×	×
Oil Pressure Switch	×	×

Dummy Page

Wiring Routing



Removal Parts

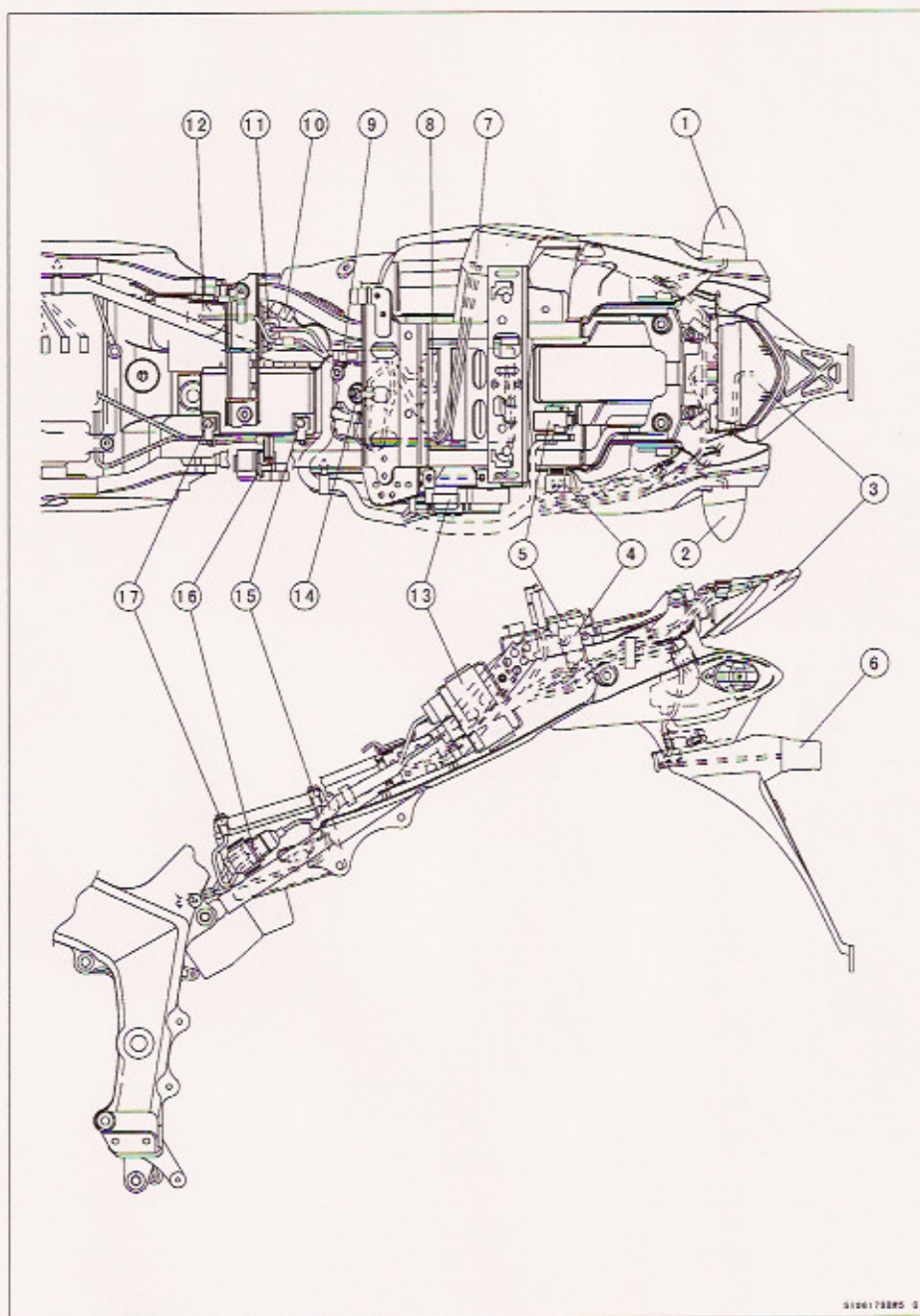
1. Rear Brake Light Switch
2. Side Stand Switch
3. Front Harness (Headlight, Turn Signal Light • Front Left)
4. Turn Signal Light • Front Right
5. Left Handlebar Bar Switch
6. Meter Assembly (Original Part)
7. Ignition Switch
8. Horn
9. Fan Motor

*Do not remove the following parts when Original Meter Harness (26031-0326) used.

5. Left Handlebar Bar Switch
6. Meter Assembly (Original Part)

Other Parts

10. Frame ground
11. Engine Harness
12. Subthrottle Valve Actuator
13. Main Throttle Sensor
14. Intake Air Temperature Sensor
15. Sub-throttle Sensor
16. Right Handle Bar Switch
17. Cam Shaft Position Sensor
18. Ignition Coil
19. Manifold Pressure Sensor
20. Atmospheric Pressure Sensor
21. Injector
22. Injector
23. Water Temperature Sensor
24. Regulator
25. Speed Sensor

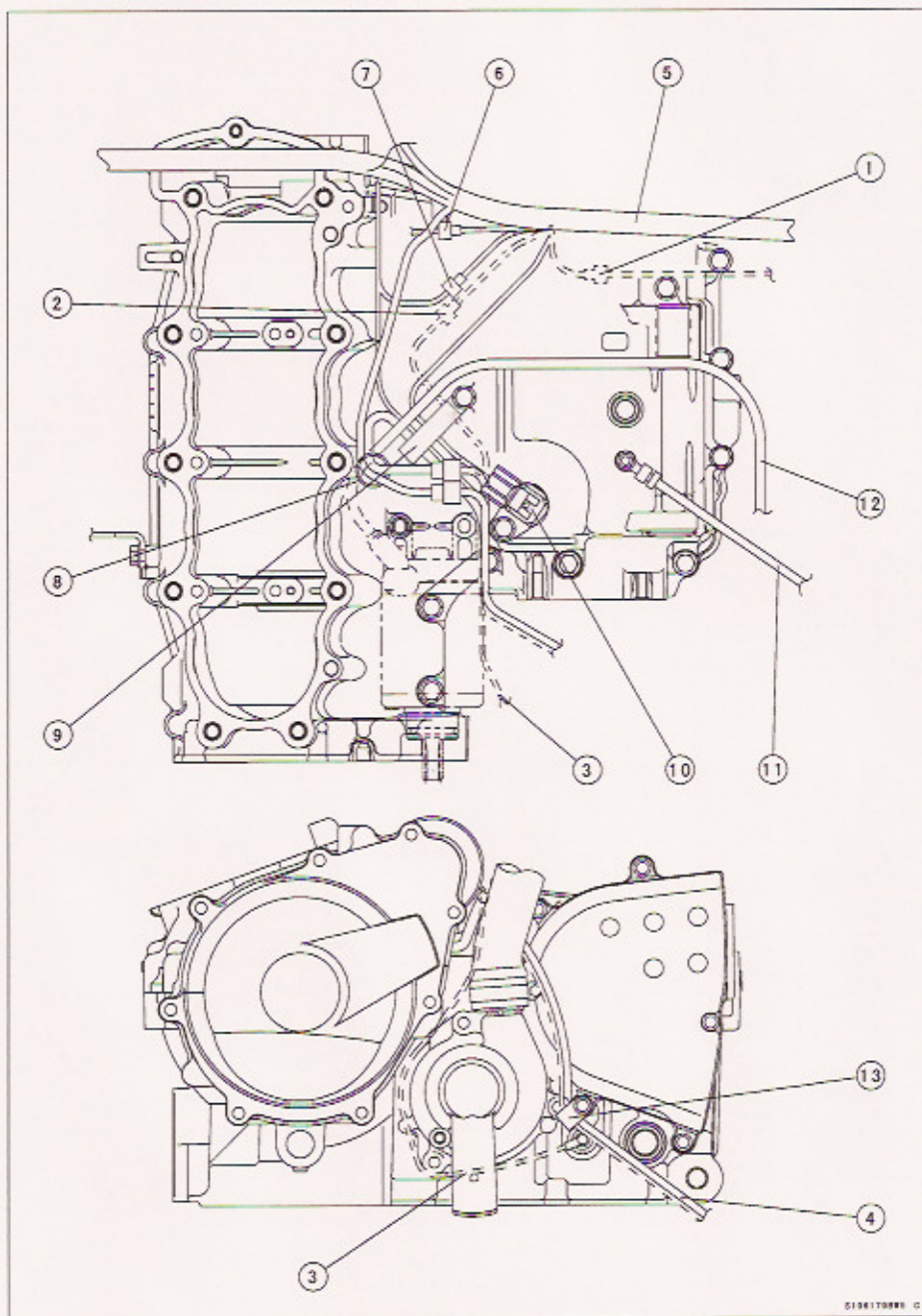


Removal Parts

1. Turn Signal Light • Rear Right
2. Turn Signal Light • Rear Left
3. Tail And Stop Light
4. Turn Signal Relay
5. Fuse Box
6. License Light

Other Parts

7. Exhaust Device Cable
8. ECU (Electronic Control Unit)
9. Diagnosis Connector
10. Interface Box Connector
11. Vehicle Down Sensor
12. Fuel Pump Lead
13. Relay Box
14. Exhaust Device Motor
15. Battery (-) Lead
16. Magnetic Switch
17. Battery (+) Lead



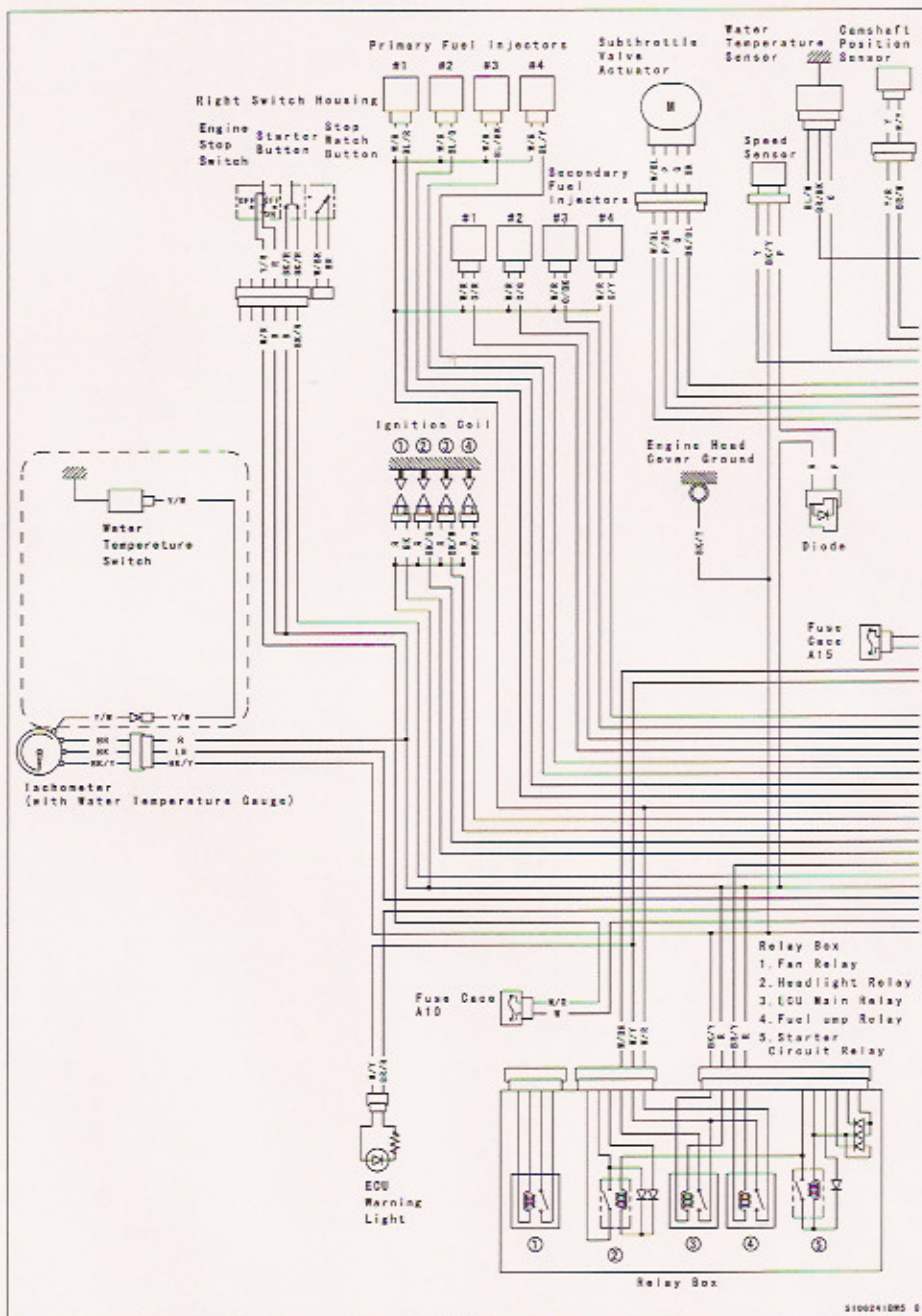
Removal Parts

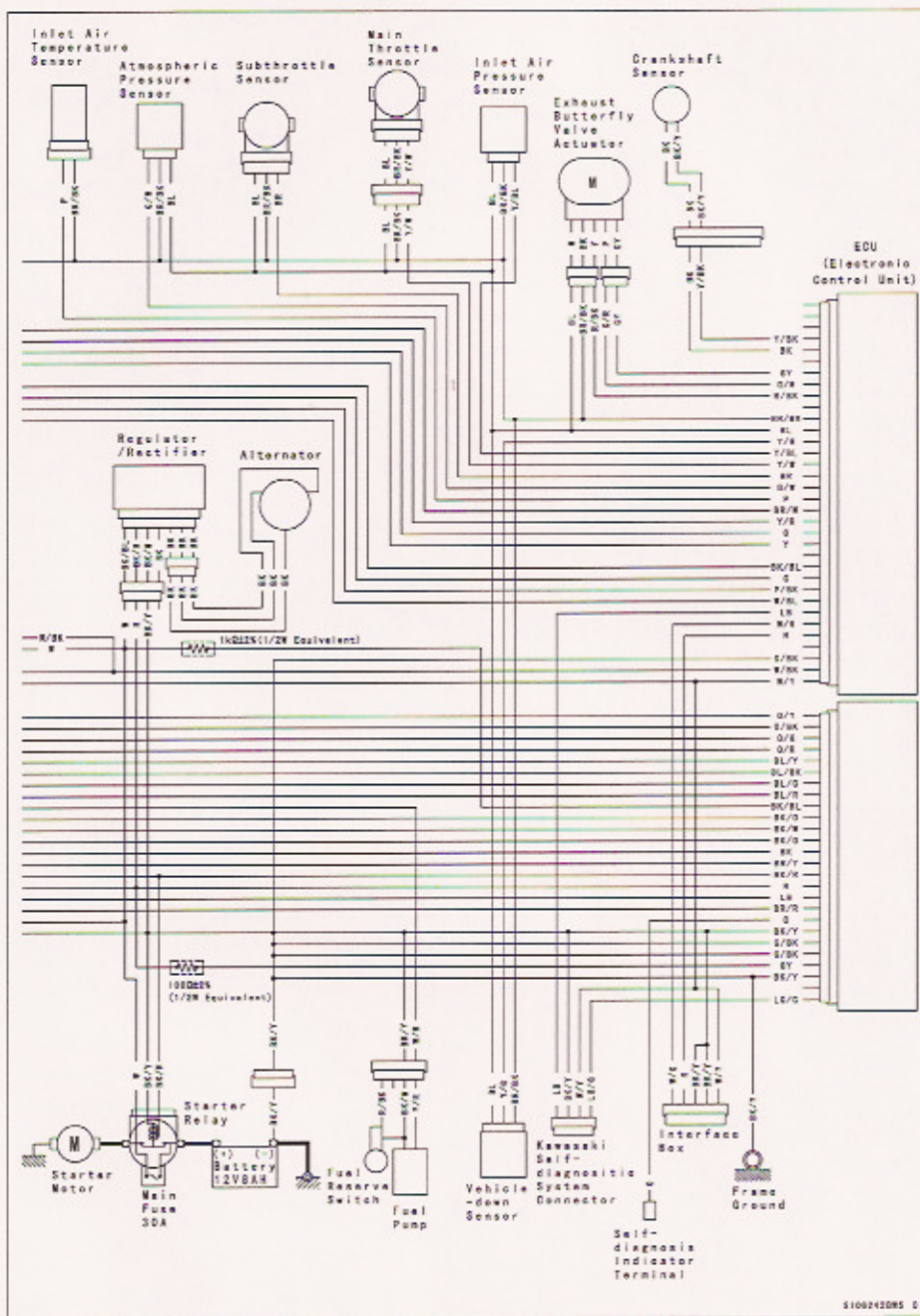
1. Rear Brake Switch
2. Side Stand Switch
3. Neutral Switch

Other Parts

4. Regulator
5. Main Harness
6. Sub-throttle Valve Actuator
7. Engine Harness Lead
8. Clamp
9. Clamp
10. Speed Sensor
11. Battery (-) Lead
12. Starter Motor Lead
13. Clamp

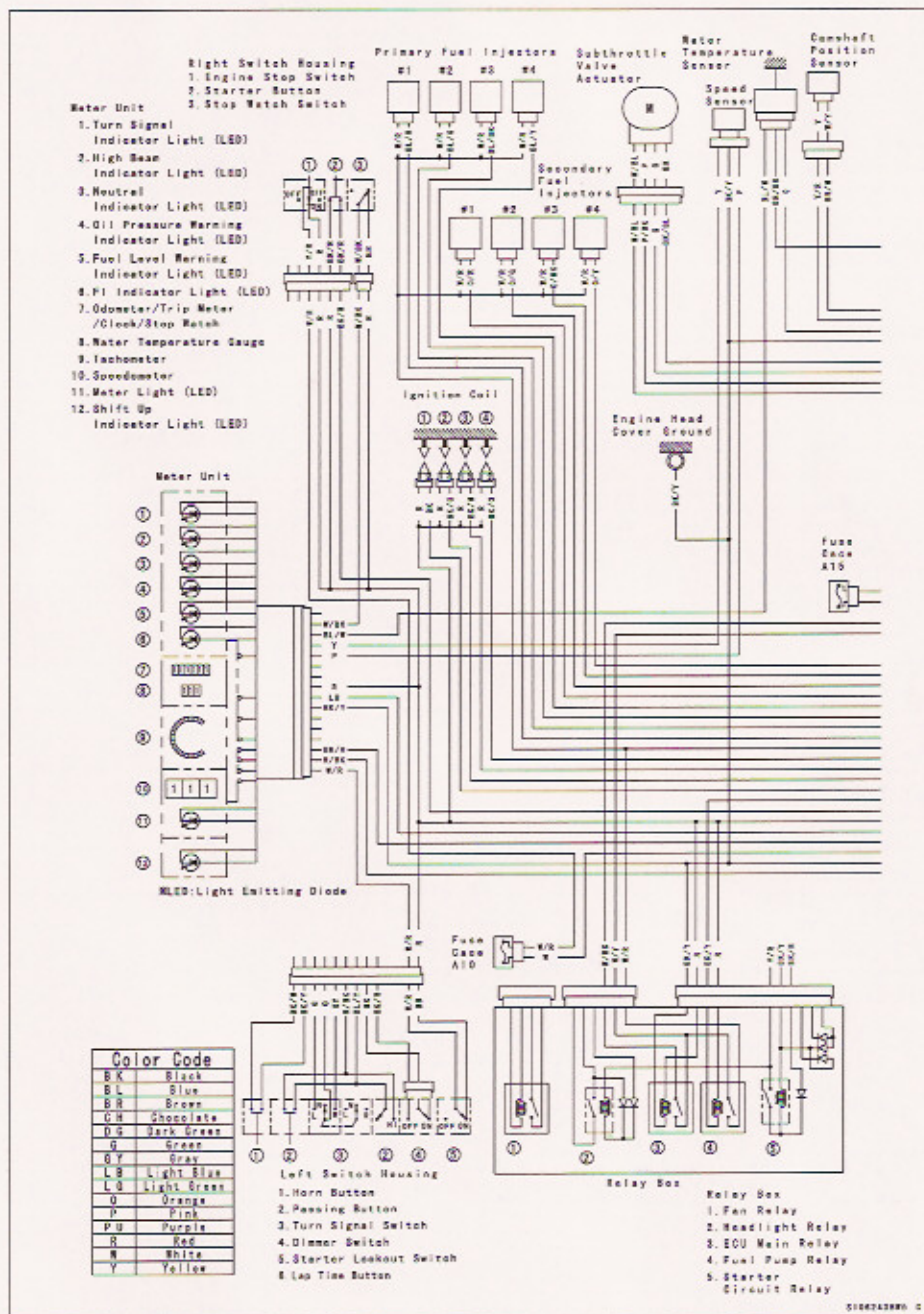
Wiring Diagram (with Kit Meter)

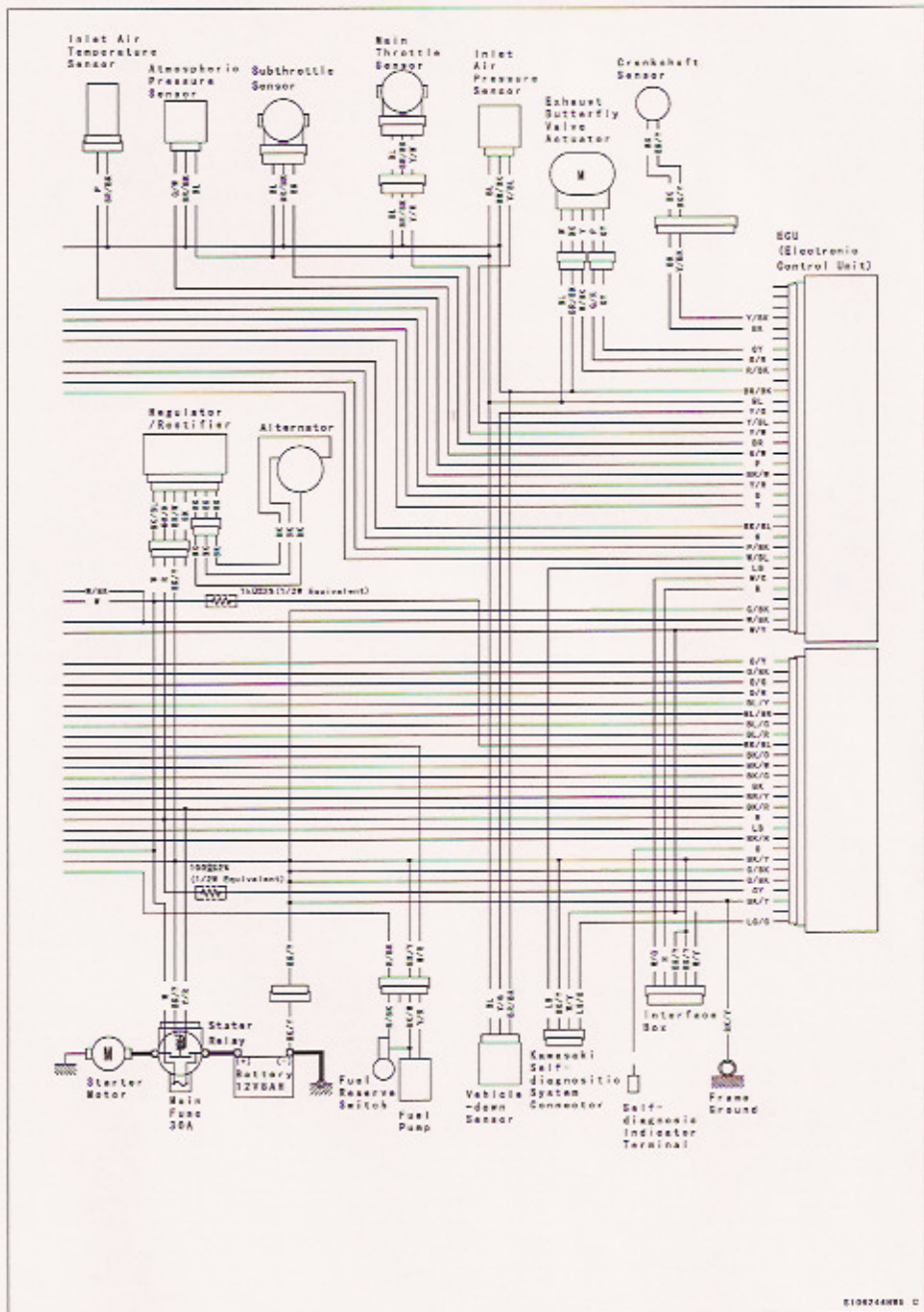




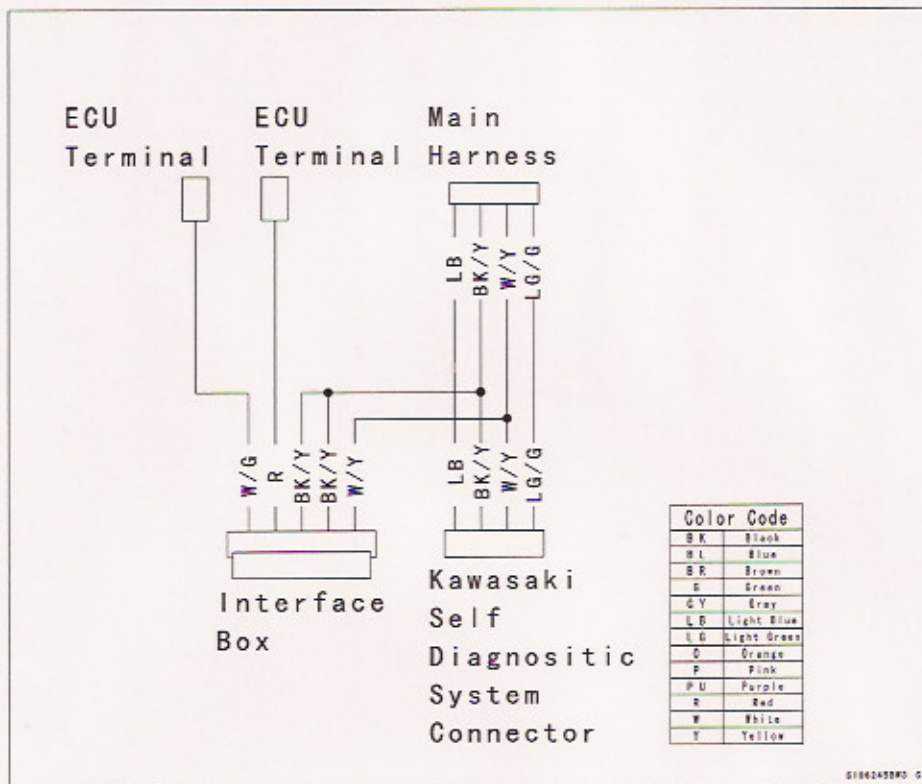
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Wiring Diagram (with Original Meter Assembly)



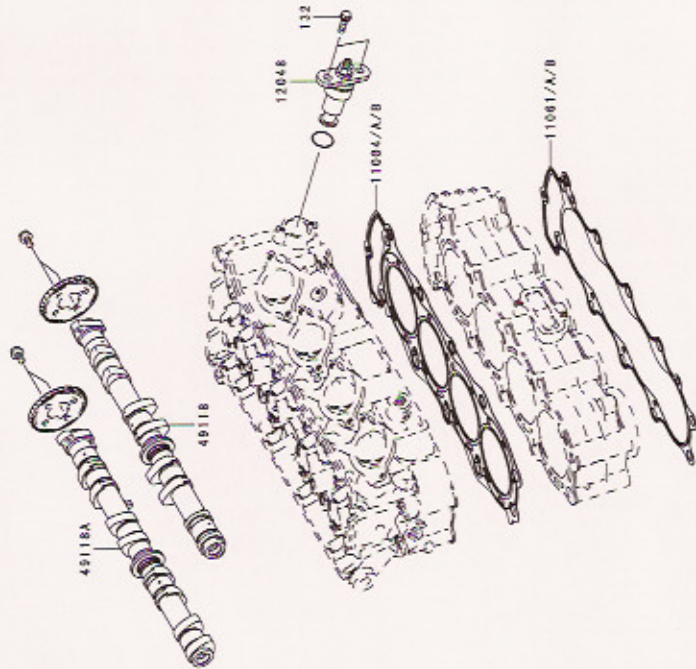


Wiring Diagram (Sub Harness)



Racing Kit Parts List

E1121



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX600		
				'05 NR1		
11004	11004-0018 (OPTION)	GASKET-HEAD,T=0.55		1		
11004A	11004-0019 (OPTION)	GASKET-HEAD,T=0.85		1		
11004B	11004-0020 (OPTION)	GASKET-HEAD,T=0.40		1		
11081	11081-0033 (OPTION)	GASKETCYLINDER BASE,T=0.20		1		
11081A	11081-0036 (OPTION)	GASKETCYLINDER BASE,T=0.15		1		
11081B	11081-0037 (OPTION)	GASKETCYLINDER BASE,T=0.30		1		
12048	12048-1175 (OPTION)	TENSIONER-ASSY		1		
49118	49118-0036 (OPTION)	CAMSHAFT-COMPINTAKE		1		
49118A	49118-0037 (OPTION)	CAMSHAFT-COMP EXHAUST		1		
132	132.00620 (OPTION)	BOLT-FLANGED-SMALL M6X20		2		

This catalog covers:

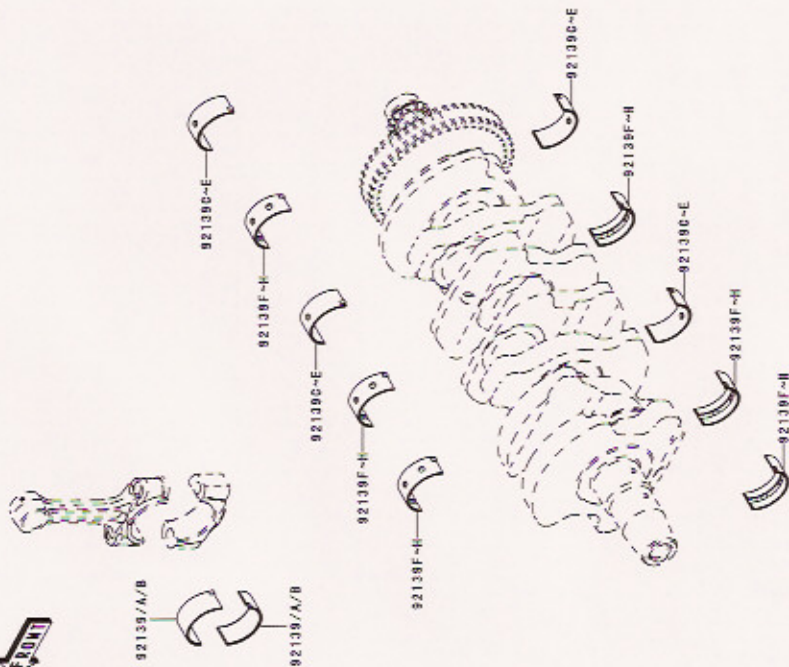
'05 ZX600-NR1 Engine

GRID NO.

This grid covers:

B-4 Crankshaft

E1321



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX600		
				'05	NR1	
92139	92139-0068 (OPTION)	BUSHING, BLACK		AR		
92139A	92139-0069 (OPTION)	BUSHING, BROWN		B		
92139B	92139-0070 (OPTION)	BUSHING, PINK		AR		
92139C	92139-0097 (OPTION)	BUSHING, CRANK #3A#5, BLUE		4		
92139D	92139-0098 (OPTION)	BUSHING, CRANK #3A#5, BLACK		AR		
92139E	92139-0099 (OPTION)	BUSHING, CRANK #3A#5, BROWN		AR		
92139F	92139-0100 (OPTION)	BUSHING, CRANK #1, BLUE		6		
92139G	92139-0101 (OPTION)	BUSHING, CRANK #1, BLACK		AR		
92139H	92139-0102 (OPTION)	BUSHING, CRANK #1, BROWN		AR		

This catalog covers:

'05 ZX600-NR1 Engine



GRID NO. This grid covers:

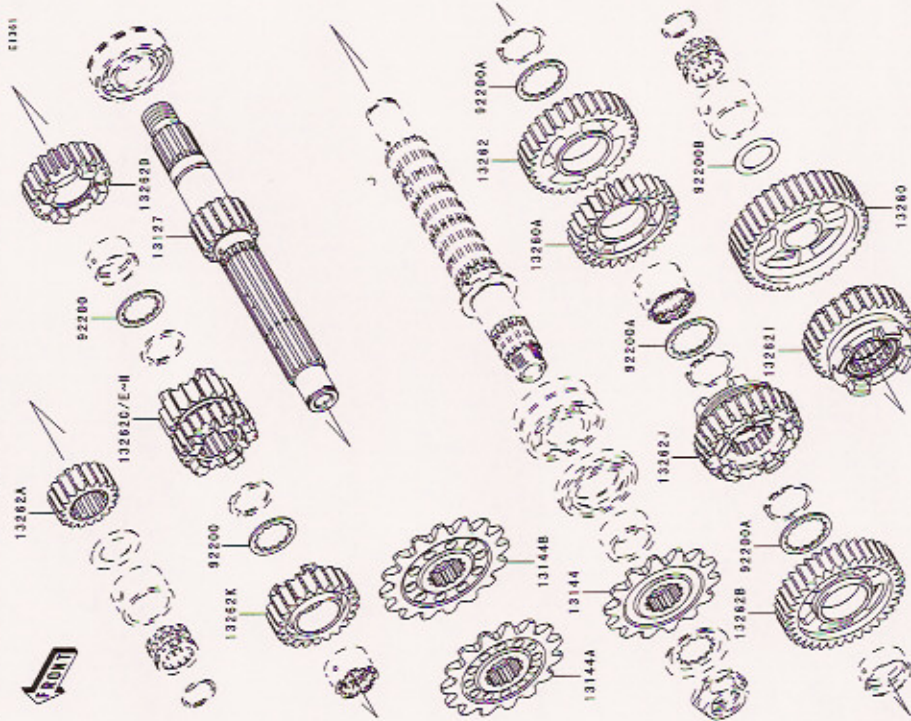
B-5 Clutch

E1359

Ref. No.	Part No.	Description	Spec Code	Quantity-ZX600		
				'05	NR1	
39108	39108-0004 (OPTION)	RETAINER-SPRING,L=5MM		6		
92015	92015-1929	NUT		1		
92025	92025-1756 (OPTION)	SHIM,T=0.4		1		
92210	92210-0058 (OPTION)	NUT		1		



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX600
13127	13127-0033 (OPTION)	SHAFT-TRANSMISSION INPUT,16T		1
13144	13144-0014 (OPTION)	SPROCKET-OUTPUT,14T		1
13144A	13144-1287 (OPTION)	SPROCKET-OUTPUT,15T		1
13144B	13144-1288 (OPTION)	SPROCKET-OUTPUT,16T		1
13260	13260-1613 (OPTION)	GEAR,OUTPUT,LOW,39T		1
13260A	13260-1994 (OPTION)	GEAR,OUTPUT 4TH,26T		1
13262	13262-0038 (OPTION)	GEAR,OUTPUT 3RD,35T		1
13262A	13262-0091 (OPTION)	GEAR,INPUT 2ND,19T		1
13262B	13262-0092 (OPTION)	GEAR,OUTPUT 2ND,37T		1
13262C	13262-0109 (OPTION)	GEAR,INPUT,3RD&4TH,16T&20T		1
13262D	13262-0144 (OPTION)	GEAR,INPUT,5TH,21T		1
13262E	13262-0145 (OPTION)	GEAR,INPUT 3RD&4TH,21T&20T		1
13262F	13262-0147 (OPTION)	GEAR,INPUT 3RD&4TH,21T&21T		1
13262G	13262-0148 (OPTION)	GEAR,INPUT 3RD&4TH,22T&20T		1
13262H	13262-0149 (OPTION)	GEAR,INPUT 3RD&4TH,21T&22T		1
13262I	13262-0150 (OPTION)	GEAR,OUTPUT 5TH,28T		1
13262J	13262-0187 (OPTION)	GEAR,OUTPUT 6TH,27T		1
13262K	13262-0188 (OPTION)	GEAR,INPUT 6TH,22T		1
92200	92200-1534 (OPTION)	WASHER,INPUT,T=1.7	AR	
92200A	92200-1535 (OPTION)	WASHER,OUTPUT,T=1.7	AR	
92200B	92200-1536 (OPTION)	WASHER,T=1.2	AR	



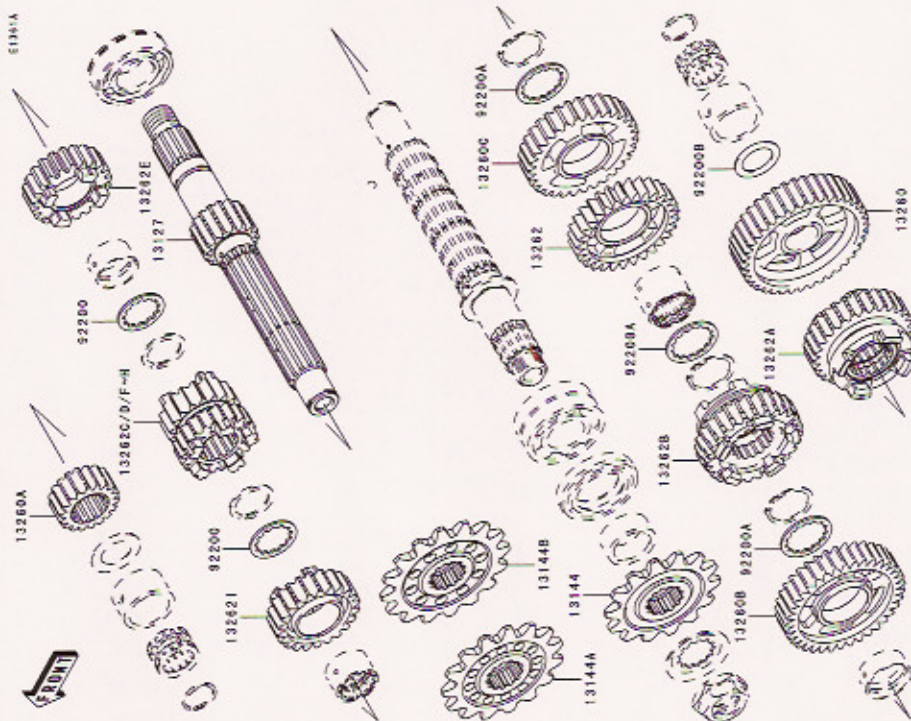
This catalog covers:

'05 ZX600-NR1 Engine

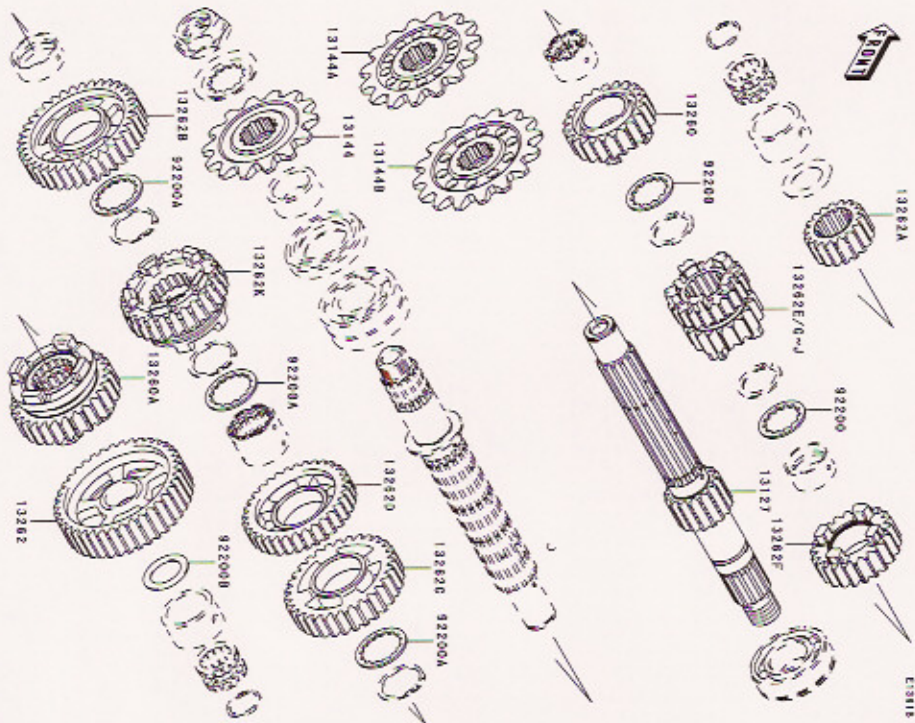
GRID NO. This grid covers:

B-7 Transmission(TYPE-B)

5138-A



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX600	
				'05 NR1	
13127	13127-0034 (OPTION)	SHAFT-TRANSMISSION INPUT,14T		1	
13144	13144-0014 (OPTION)	SPROCKET-OUTPUT,14T		1	
13144A	13144-1287 (OPTION)	SPROCKET-OUTPUT,15T		1	
13144B	13144-1288 (OPTION)	SPROCKET-OUTPUT,16T		1	
13260	13260-1543 (OPTION)	GEAR,OUTPUT LOW,35T		1	
13260A	13260-1987 (OPTION)	GEAR,INPUT 2ND,18T		1	
13260B	13260-1992 (OPTION)	GEAR,OUTPUT 2ND,37T		1	
13260C	13260-1993 (OPTION)	GEAR,OUTPUT 3RD,31T		1	
13262	13262-0044 (OPTION)	GEAR,OUTPUT 4TH,33T		1	
13262A	13262-0047 (OPTION)	GEAR,OUTPUT 5TH,29T		1	
13262B	13262-0050 (OPTION)	GEAR,OUTPUT 6TH,28T		1	
13262C	13262-0109 (OPTION)	GEAR,INPUT,3RD&4TH,18T&20T		1	
13262D	13262-0143 (OPTION)	GEAR,INPUT,3RD&4TH,18T&22T		1	
13262E	13262-0144 (OPTION)	GEAR,INPUT,5TH,21T		1	
13262F	13262-0147 (OPTION)	GEAR,INPUT 3RD&4TH,21T&21T		1	
13262G	13262-0148 (OPTION)	GEAR,INPUT 3RD&4TH,22T&20T		1	
13262H	13262-0149 (OPTION)	GEAR,INPUT 3RD&4TH,21T&22T		1	
13262I	13262-0188 (OPTION)	GEAR,INPUT 6TH,22T		1	
92200	92200-1534 (OPTION)	WASHER,INPUT,T=1.7	AR		
92200A	92200-1535 (OPTION)	WASHER,OUTPUT,T=1.7	AR		
92200B	92200-1536 (OPTION)	WASHER,T=1.2	AR		



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX600
				'05 NR1
13127	13127-0035 (OPTION)	SHAFT-TRANSMISSION INPUT,17T		1
13144	13144-0014 (OPTION)	SPROCKET-OUTPUT,14T		1
13144A	13144-0247 (OPTION)	SPROCKET-OUTPUT,15T		1
13144B	13144-0288 (OPTION)	SPROCKET-OUTPUT,16T		1
13280	13280-1980 (OPTION)	GEAR,INPUT TOP,28T		1
13280A	13280-1985 (OPTION)	GEAR,OUTPUT 5TH,28T		1
13282	13282-0034 (OPTION)	GEAR,OUTPUT LOW,40T		1
13282A	13282-0035 (OPTION)	GEAR,INPUT 2ND,17T		1
13282B	13282-0036 (OPTION)	GEAR,OUTPUT 2ND,32T		1
13282C	13282-0038 (OPTION)	GEAR,OUTPUT 3RD,35T		1
13282D	13282-0090 (OPTION)	GEAR,OUTPUT 4TH,35T		1
13282E	13282-0108 (OPTION)	GEAR,INPUT 3RD&4TH,18T&20T		1
13282F	13282-0110 (OPTION)	GEAR,INPUT 5TH,22T		1
13282G	13282-0146 (OPTION)	GEAR,INPUT 3RD&4TH,20T&20T		1
13282H	13282-0147 (OPTION)	GEAR,INPUT 3RD&4TH,21T&21T		1
13282I	13282-0148 (OPTION)	GEAR,INPUT 3RD&4TH,22T&20T		1
13282J	13282-0149 (OPTION)	GEAR,INPUT 3RD&4TH,21T&22T		1
13282K	13282-0254 (OPTION)	GEAR,OUTPUT TOP,30T		1
92200	92200-1534 (OPTION)	WASHER,INPUT T=1.7		AR
92200A	92200-1535 (OPTION)	WASHER,OUTPUT T=1.7		AR
92200B	92200-1536 (OPTION)	WASHER T=1.2		AR

This catalog covers:

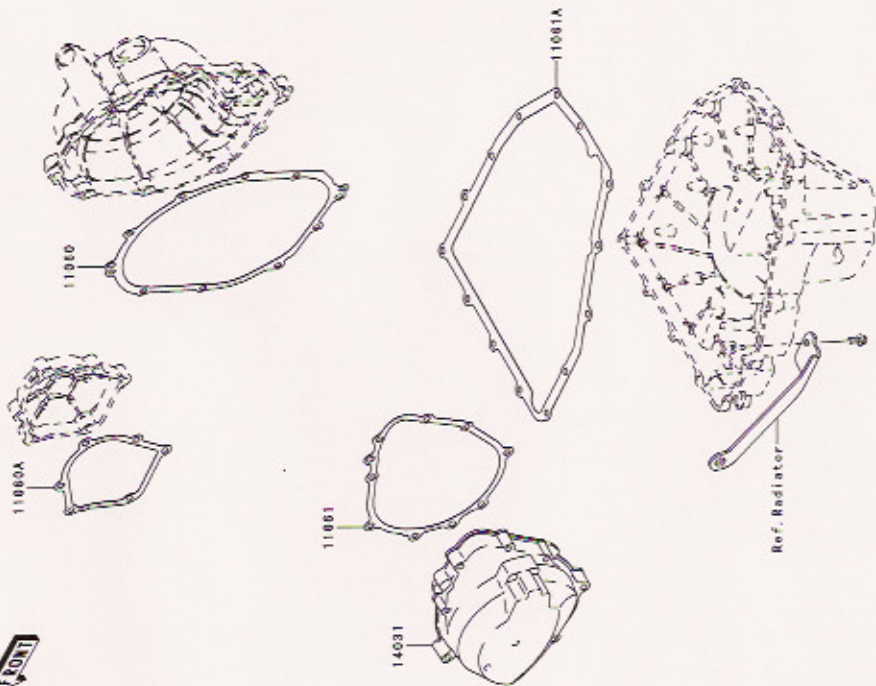
'05 ZX600-NR1 Engine

GRID NO.

This grid covers:

B-9 Engine Cover(s)

E1431



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX600	
				'05 NR1	
11060	11060-1968 (OPTION)	GASKET,CLUTCH COVER		1	
11060A	11060-1991 (OPTION)	GASKET,PLUSING COIL COVER		1	
11061	11061-0162 (OPTION)	GASKET,GENERATOR COVER		1	
11061A	11061-0173 (OPTION)	GASKET,OIL PAN		1	
14031	14031-0046 (OPTION)	COVER-GENERATOR, FOR SMALL ACG		1	

This catalog covers:

'05 ZX600-NR1 Engine



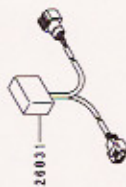
GRID NO.

This grid covers:

B-10 Fuel Injection

01313

Ref. No.	Part No.	Description	Spec Code	Quantity-ZX600		
				'05	NR1	
21175	21175-0074 (OPTION)	CONTROL UNIT-ELECTRONIC		1		
26031	26031-0240 (OPTION)	HARNESS-INTERFACE BOX		1		



26031



21175

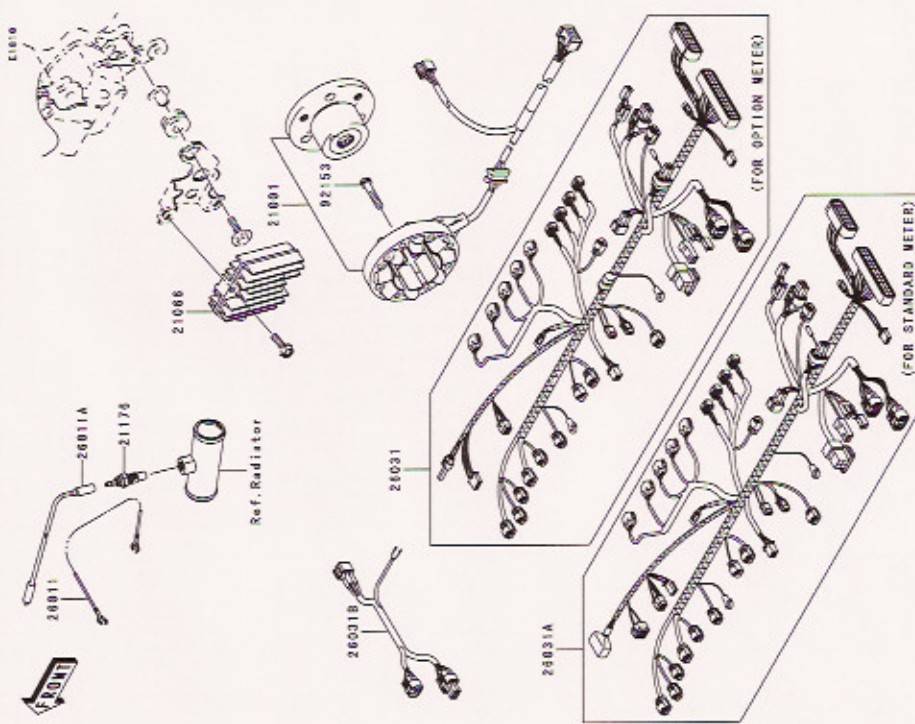
This catalog covers:

'05 ZX600-NR1 Engine

GRID NO. This grid covers:

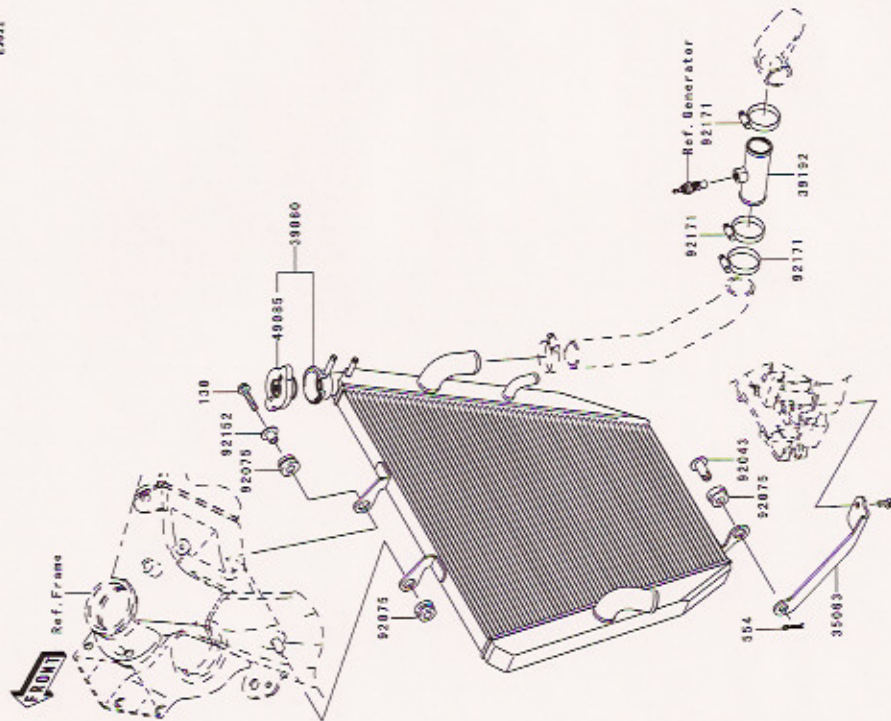
B-11 Generator

Ref. No.	Part No.	Description	Spec Code	Quantity-ZX600		
				'05	NR1	
21001	21001-0031 (OPTION)	GENERATOR, SMALL		1		
21086	21086-0010 (OPTION)	REGULATOR-VOLTAGE		1		
21176	21176-1099 (OPTION)	SENSOR, TEMP		1		
28011	28011-0071 (OPTION)	WIRE-LEAD, TEMP SENSOR EARTH		1		
28011A	28011-1779 (OPTION)	WIRE-LEAD		1		
26031	26031-0325 (OPTION)	HARNES, MAIN, OP METER		1		
26031A	26031-0326 (OPTION)	HARNES, MAIN, STD METER		1		
26031B	26031-0327 (OPTION)	HARNES, SUB, STD METER&HARNES		1		
92153	92153-0366 (OPTION)	BOLT, TORX, M6X28		4		

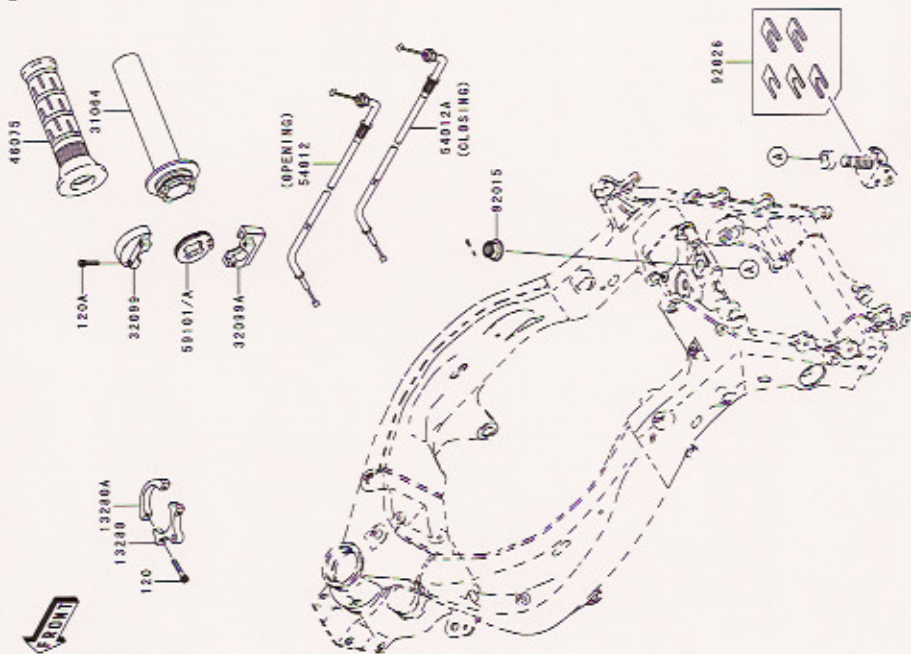


C9932

Ref. No.	Part No.	Description	Spec Code	Quantity-ZX600	
				'05	NR1
35063	35063-0230 (OPTION)	STAY,RADIATOR		1	
39060	39060-0020 (OPTION)	RADIATOR,BIG		1	
38192	38192-0011 (OPTION)	PIPE,WATER		1	
49085	49085-1066 (OPTION)	CAP-ASSY-PRESSURE		1	
92043	92043-1438 (OPTION)	PIN		1	
92075	92075-1123 (OPTION)	DAMPER,RUBBER		3	
92152	92152-1074 (OPTION)	COLLAR		1	
92171	92171-0179 (OPTION)	CLAMP		3	
130	130W0630 (OPTION)	BOLT-FLANGED M6X30		1	
554	554A1000 (OPTION)	PIN-SNAP,10MM		1	



F2133



This catalog covers:

'05 ZX600-NR1 Chassis



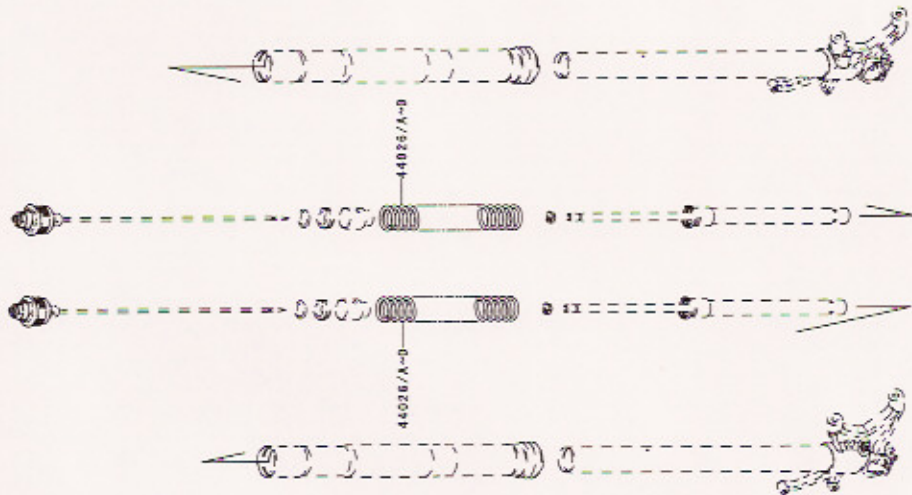
GRID NO.

This grid covers:

C-4 Front Fork

F2310

Ref. No.	Part No.	Description	Spec Code	Quantity-ZX600		
				'05	NR1	
44026	44026-0066 (OPTION)	SPRING-FRONT FORK,K=8.50N/MM		2		
44026A	44026-0067 (OPTION)	SPRING-FRONT FORK,K=9.50N/MM		2		
44026B	44026-0068 (OPTION)	SPRING-FRONT FORK,K=10.0N/MM		2		
44026C	44026-0070 (OPTION)	SPRING-FRONT FORK,K=10.5N/MM		2		
44026D	44026-0071 (OPTION)	SPRING-FRONT FORK,K=11.0N/MM		2		



This catalog covers:

'05 ZX600-NR1 Chassis

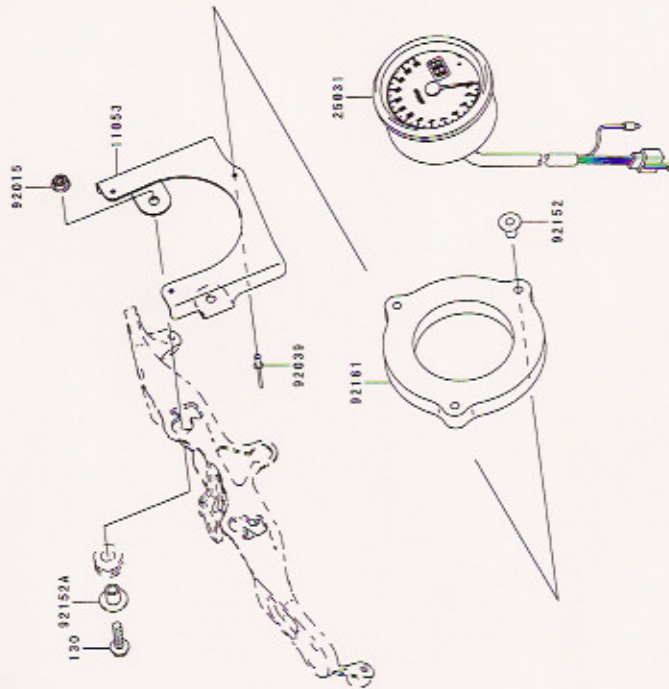
GRID NO.

C-5

This grid covers:

Meter(s)

F2539



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX600		
				'05	NR1	
11053	11053-1749 (OPTION)	BRACKET,KIT METER		1		
25031	25031-1142 (OPTION)	METER,ASSY		1		
92015	92015-1233 (OPTION)	NUT,FLANGED,8MM,BLACK		2		
92039	92039-1106 (OPTION)	RIVET		3		
92152	92152-0058 (OPTION)	COLLAR		3		
92152A	92152-1074 (OPTION)	COLLAR		2		
92161	92161-0063 (OPTION)	DAMPER		1		
130	130L0625 (OPTION)	BOLT,FLANGED,M8X25		2		

This catalog covers:

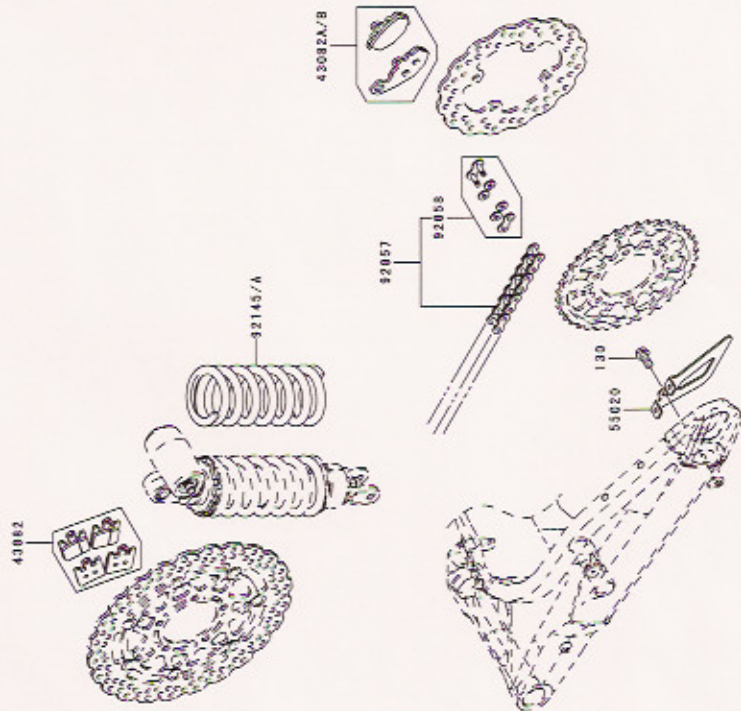
'05 ZX600-NR1 Chassis

GRID NO.

This grid covers:

C-6 Other

FR753



Ref. No.	Part No.	Description	Spec Code	Quantity-ZX600		
				'05	NR1	
43082	43082-0005 (OPTION)	PAD-ASSY-BRAKE,RR,F6633			2	
43082A	43082-1192 (OPTION)	PAD-ASSY-BRAKE,RR,C993			1	
43082B	43082-1220 (OPTION)	PAD-ASSY-BRAKE,RR,C93G			1	
55020	55020-0028 (OPTION)	GUARD,CHAIN			1	
92057	92057-1529 (OPTION)	CHAIN,DRIVE,120L/#520			1	
92058	92058-1050 (OPTION)	JOINT-CHAIN,DRIVE/#520			1	
92145	92145-0318 (OPTION)	SPRING,SHOCKABSORBER,K=100N/MM			1	
92145A	92145-0319 (OPTION)	SPRING,SHOCKABSORBER,K=110N/MM			1	
130	130-1020 (OPTION)	BOLT-FLANGED,10X20			1	



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