

The ZX600 models

When you think about the 600 cc supersport class you tend to assume that any major manufacturer's leading bike in that sector would be an out-and-out race replica - especially if that manufacturer is Kawasaki. But in the case of the ZZ-R600 (known as the Ninja ZX-6 in the US) you'd be wrong. Sure the bike had some success on the track but in essence it is a smaller version of its 1100 cc big brother. The big ZZ-R was in its time the fastest thing on the roads but it was never a racer like the Yamaha EXUP or Suzuki GSX-R. You can make the same comparison in the 600 class with the smaller ZZ-R and Yamaha's FZR and, to a lesser extent, Honda's CBR. Think of the Kawasaki as a middleweight Gran Turismo and you won't go far wrong.

Indeed at the launch of the first model, the D1 of 1990, Kawasaki were keen to emphasise the bike's touring potential, referring to its 'real world riding position' and the fact that it was 'upsized', meaning presumably that it was big enough to be comfortable for two people and their luggage. Although the bike was obviously related to the ZX600A and ZX600C that had gone before, it had an all new engine layout with an aluminium frame. Kawasaki have always evolved their bikes from model to model, but here was a quantum jump in their middleweight thinking. The result was an outstanding all-rounder that was bigger, plusher and actually faster than the class-leading Honda but with the luxuries of twin tipmeters, retractable luggage hooks and a centre stand.

The D range was good enough to stay largely unchanged for three years before the E1 appeared for the 1993 model year. The basic concept stayed the same, but the new



Kawasaki ZX600D

bike was almost entirely different from the original.

The most obvious difference was the adoption of the Twin Ram Air intake system and its aggressive double air scoops on the front of the fairing under the headlight. Whereas the D-model had shaped ducts and a big airbox for intake air management all carefully hidden from outside view, the E-model made a styling statement out of the necessity to manage its intake and gained a very distinctive image along the way. The engine retained its 64 x 46.6 mm bore and stroke but the internals were all lightened. Even the valve stems were thinned down, which meant the valve springs could have a lighter rate and the cam followers could therefore be lightened. At the bottom end, the reciprocating weight was cut down by enough to allow the big-end crankpin size to be reduced. Although outward signs, like the carburettor

bore, remained the same, the E-model's motor was completely re-engineered.

The chassis also got a major makeover. Instead of being fabricated from extruded sections joining the steering head and swingarm pivot castings as on the D-model, the extrusions were replaced by pressings. However, the modifications made no difference to the bike's weight which remained constant at 195 kg. Other major components like the 41 mm front forks were also unchanged but the bike looked completely different.

The effect was to change the bike by giving it a more efficient motor with noticeably improved top-end power but in its essential character the ZZ-R600 remained unchanged as the prime example of a middleweight sports tourer, a designation usually saved for much bigger bikes. And that's exactly what the little ZZ-R is: it's the middleweight that thinks it's a litre bike.

Acknowledgments

Our thanks are due to Kawasaki Motors (UK) Ltd for providing technical information and for giving permission to reproduce certain illustrations used in this manual. We would also like to thank NGK, Spark Plugs (UK) Ltd for supplying the color spark plug condition photos and the Avon Rubber Company for supplying information on tire fitting.

Thanks are also due to the Kawasaki Information Service for supplying color transparencies and to Julian Ryder for writing the introduction 'The Green Meanies'.

About this Manual

The aim of this manual is to help you get the best value from your motorcycle. It can do so in several ways. It can help you decide what work must be done, even if you choose to have it done by a dealer; it provides information and procedures for routine maintenance and servicing; and it offers diagnostic and repair procedures to follow when trouble occurs.

We hope you use the manual to tackle the work yourself. For many simpler jobs, doing it yourself may be quicker than arranging an appointment to get the motorcycle into a dealer and making the trips to leave it and pick it up. More importantly, a lot of money can be saved by avoiding the expense the

shop must pass on to you to cover its labour and overhead costs. An added benefit is the sense of satisfaction and accomplishment that you feel after doing the job yourself.

References to the left or right side of the motorcycle assume you are sitting on the seat, facing forward.

We take great pride in the accuracy of information given in this manual, but motorcycle manufacturers make alterations and design changes during the production run of a particular motorcycle of which they do not inform us. No liability can be accepted by the authors or publishers for loss, damage or injury caused by any errors in, or omissions from, the information given.

Kawasaki Zzr600 Service Manual

Mike Stubblefield, John Harold Haynes

A red circular graphic with a gradient, appearing as a stylized arrow or a partial circle, located to the right of the authors' names.

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Table of Contents Kawasaki Zzr600 Service Manual

1. Understanding the eBook Kawasaki Zzr600 Service Manual
 - The Rise of Digital Reading Kawasaki Zzr600 Service Manual
 - Advantages of eBooks Over Traditional Books
2. Identifying Kawasaki Zzr600 Service Manual
 - Exploring Different Genres
 - Considering Fiction vs. Non-Fiction
 - Determining Your Reading Goals
3. Choosing the Right eBook Platform
 - Popular eBook Platforms
 - Features to Look for in an Kawasaki Zzr600 Service Manual
 - User-Friendly Interface
4. Exploring eBook Recommendations from Kawasaki Zzr600 Service Manual
 - Personalized Recommendations
 - Kawasaki Zzr600 Service Manual User Reviews and Ratings
 - Kawasaki Zzr600 Service Manual and Bestseller Lists
5. Accessing Kawasaki Zzr600 Service Manual Free and Paid eBooks
 - Kawasaki Zzr600 Service Manual Public Domain eBooks
 - Kawasaki Zzr600 Service Manual eBook Subscription Services

-
- Kawasaki Zxr600 Service Manual Budget-Friendly Options
 - 6. Navigating Kawasaki Zxr600 Service Manual eBook Formats
 - ePub, PDF, MOBI, and More
 - Kawasaki Zxr600 Service Manual Compatibility with Devices
 - Kawasaki Zxr600 Service Manual Enhanced eBook Features
 - 7. Enhancing Your Reading Experience
 - Adjustable Fonts and Text Sizes of Kawasaki Zxr600 Service Manual
 - Highlighting and Note-Taking Kawasaki Zxr600 Service Manual
 - Interactive Elements Kawasaki Zxr600 Service Manual
 - 8. Staying Engaged with Kawasaki Zxr600 Service Manual
 - Joining Online Reading Communities
 - Participating in Virtual Book Clubs
 - Following Authors and Publishers Kawasaki Zxr600 Service Manual
 - 9. Balancing eBooks and Physical Books Kawasaki Zxr600 Service Manual
 - Benefits of a Digital Library
 - Creating a Diverse Reading Collection Kawasaki Zxr600 Service Manual
 - 10. Overcoming Reading Challenges
 - Dealing with Digital Eye Strain
 - Minimizing Distractions
 - Managing Screen Time
 - 11. Cultivating a Reading Routine Kawasaki Zxr600 Service Manual
 - Setting Reading Goals Kawasaki Zxr600 Service Manual
 - Carving Out Dedicated Reading Time
 - 12. Sourcing Reliable Information of Kawasaki Zxr600 Service Manual
 - Fact-Checking eBook Content of Kawasaki Zxr600 Service Manual
 - Distinguishing Credible Sources
 - 13. Promoting Lifelong Learning
 - Utilizing eBooks for Skill Development
 - Exploring Educational eBooks
 - 14. Embracing eBook Trends

- Integration of Multimedia Elements
- Interactive and Gamified eBooks

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