



**SET-UP MANUAL
PARTS LIST**

2007-CBR600RR

RACING KIT



Safety Messages

Your safety and the safety of others is very important. We have provided important safety messages in this manual and on the HRC CBR600RR. Please read these messages carefully.

A safety message alerts you to potential hazards that could hurt you or others. Each safety message is preceded by a safety alert symbol  and one of three words, **DANGER**, **WARNING**, or **CAUTION**.

These mean:

 **DANGER**

You **WILL** be **KILLED** or **SERIOUSLY HURT** if you don't follow instructions.

 **WARNING**

You **CAN** be **KILLED** or **SERIOUSLY HURT** if you don't follow instructions.

 **CAUTION**

You **CAN** be **HURT** if you don't follow instructions.

Each message tells you what the hazard is, what can happen and what you can do to avoid or reduce injury.

Damage Prevention Messages

You will also see other important messages that are preceded by the word **NOTICE**.

This word means:

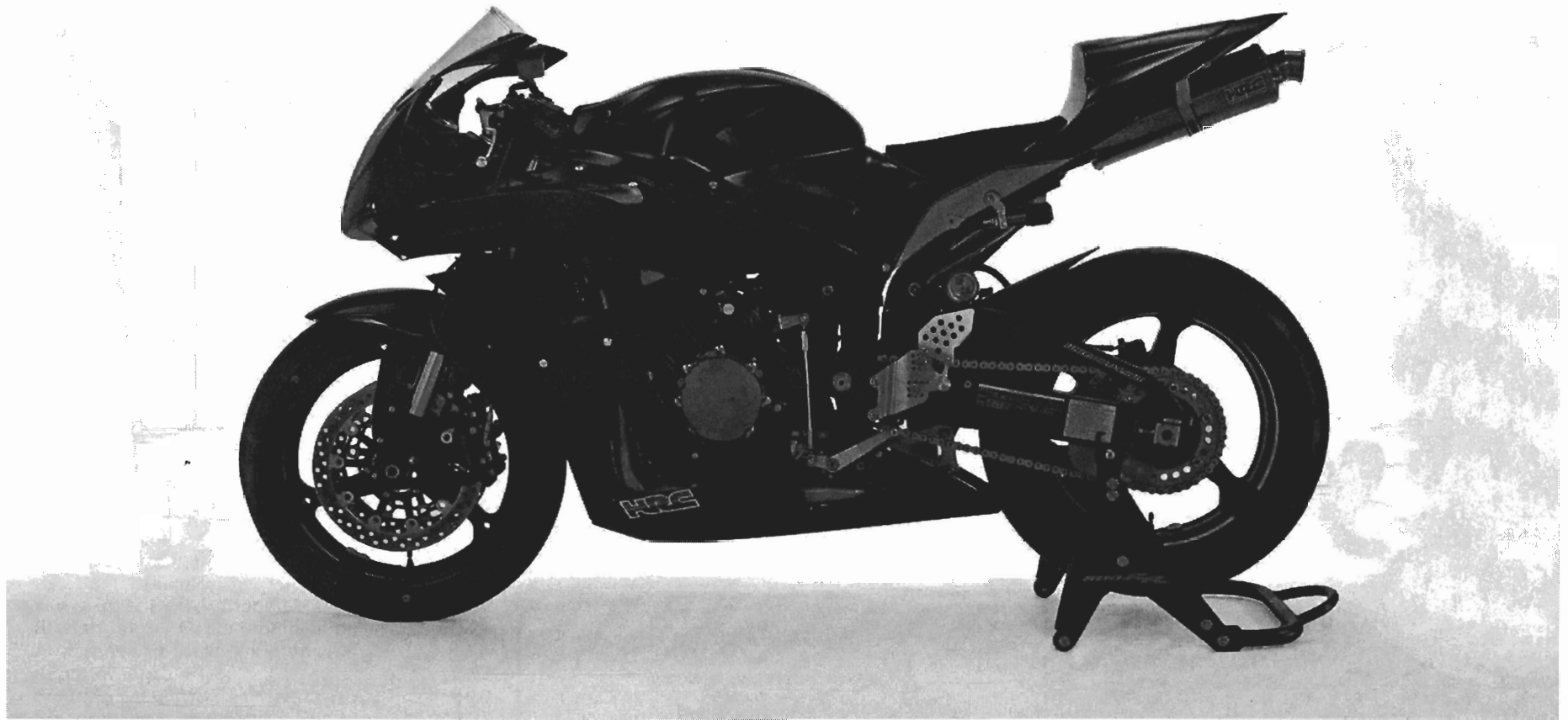
NOTICE

Your HRC CBR600RR or other property can be damaged if you don't follow instructions.

The purpose of these messages is to help prevent damage to your HRC CBR600RR, other property, or the environment.

HRC CBR600RR Racing Kit

Set-up Manual/Parts List



All information in this publication is based on the latest product information available at the time of approval for printing. Honda Racing Corporation reserves the right to make changes at any time without notice and without incurring any obligation. No part of this publication may be reproduced without written permission.

Important Information

- This kit is sold as is without warranty, and the entire risk as to quality and performance is with the buyer.
 - This kit is designed and manufactured to enhance the performance of the CBR600RR, and as is stated in the CBR600RR owner's manual, should be used only in an organized racing or competitive event upon a closed course which is conducted under the auspices of a recognized sanctioning body or by permit issued by the local governmental authority having jurisdiction.
 - This kit is not suitable for use with any other parts.
 - Refer to section 2 for function of the handlebar switches.
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Memo

1. Service Information

General Information

- This Set-up Manual contains information for CBR600RR Racing Kit.
- Refer to Shop Manual for service procedures and data not included in this manual.

Service Data

Different items between standard CBR600RR and Racing kit installed CBR600RR.

Item			2007 Standard	2007 Racing Kit (Super Bike Kit)	
Engine	Type		Water cooled 4-stroke DOHC 16 valve	←	
	Cylinder arrangement		Inline four	←	
	Bore and stroke		67.0 x 42.5 mm (2.64 x 1.67 in)	←	
	Displacement		599 cm ³ (36.5 cu-in)	←	
	Compression ratio		12.2 : 1	12.6 : 1	
	Cylinder head gasket thickness		t0.6	t0.65	
	Valve clearance	IN	0.20 ± 0.03 mm (0.008 ± 0.001 in)	←	
		EX	0.28 ± 0.03 mm (0.011 ± 0.001 in)	←	
	Valve train		DOHC, chain driven	←	
	Valve timing	Intake	opens	21° BTDC	23° BTDC
			closes	44° ABDC	52° ABDC
		Exhaust	opens	40° BBDC	45° BBDC
			closes	5° ATDC	10° ATDC
	Valve lift	Intake	8.3 mm	←	
Exhaust		7.2 mm	←		
Fuel delivery system		PGM-DSFI, ø40	←		
Electrical	Spark plug		NGK: IMR9C-9HES, DENSO: VUH27D	NGK: R0109B-10	

NOTICE

- Honda's testing has shown that the optimum overall performance of the Honda CBR600RR engine power up kit can be obtained by using appropriate exhaust system.
- No testing was done to verify serviceability or overall quality. Honda makes no claim and assumes no responsibility as to the reliability or quality of these components.

Use unleaded premium gasoline (research octane number 100)

Service Information

About the Racing Kit

Engine Starting

Turn the engine stop switch ON while the engine running, the ECU cannot detect the atmospheric pressure correctly. So, turn the engine stop switch ON and wait more than 0.2 seconds before starting the engine with the starter motor and/or pushing. Do not do the following operations:

- Turn the engine stop switch ON while the starter switch ON.
- Turn the engine stop switch ON while pushing the vehicle.
- Turn the engine stop switch from OFF to ON while running the vehicle.

If you do above, once stop the crankshaft rev and turn the engine stop switch from OFF to ON, then start the engine with the specified procedure.

Engine Idle Speed

- The CBR600RR's idle speed is automatically adjusted by the IACV (Idle Air Control Valve). So idle speed cannot be adjusted manually like the 2006 CBR600RR. For the racing use, engine idle speed can be adjusted using the optional PGM-FI Setting Tool. Adjustable range between the 1,400 – 3,000 min⁻¹ (rpm) by 200 min⁻¹ (rpm) increments. The adjusted idle speed is differ from real engine idle speed because of the engine oil, exhaust system and/or other vehicle condition.
- For adjustment, need the HRC PGM-FI Setting Tool CD-ROM and Serial Interface Unit. For adjustment procedure, refer to PGM-FI Setting Manual included in the CD-ROM.

Steering Damper

When using the racing kit wire harness, the standard steering damper is not operated (the damper damping is locked in the softest position). We recommended that using the steering damper included in the racing kit or using the commercially available manual steering damper.

Torque Values

Standard Torque

Item	Thread/ pitch	Torque N•m (kgf•m, lbf•ft)
M5 bolt and nut	M5 x 0.8	4.9 (0.5, 3.6)
M6 hex/SH bolt and nut	M6 x 1.0	12 (1.2, 9)
M8 bolt and nut	M8 x 1.25	22 (2.2, 16)
M10 bolt and nut	M10 x 1.25	34 (3.5, 25)
M12 bolt and nut	M12 x 1.25	54 (5.5, 40)
M5 screw	M5 x 0.8	4 (0.4, 2.9)
M6 screw	M6 x 1.0	9 (0.9, 6.5)
M6 flange bolt and nut (NSHF)	M6 x 1.0	12 (1.2, 9)
M8 flange bolt and nut	M8 x 1.25	26 (2.7, 20)
M10 flange bolt and nut	M10 x 1.25	39 (4.0, 29)

NOTICE

- Use Honda 4-stroke oil to the bolt and nut that are oil application is specified. Actual torque down and cross threads will occur if using the oil other than specified.
- Check the crankcase cover bolt seating surfaces before tightening the cover bolts. If the crankcase cover painting peels off, remove paint off from the bolt seating surfaces, then tighten the bolts.

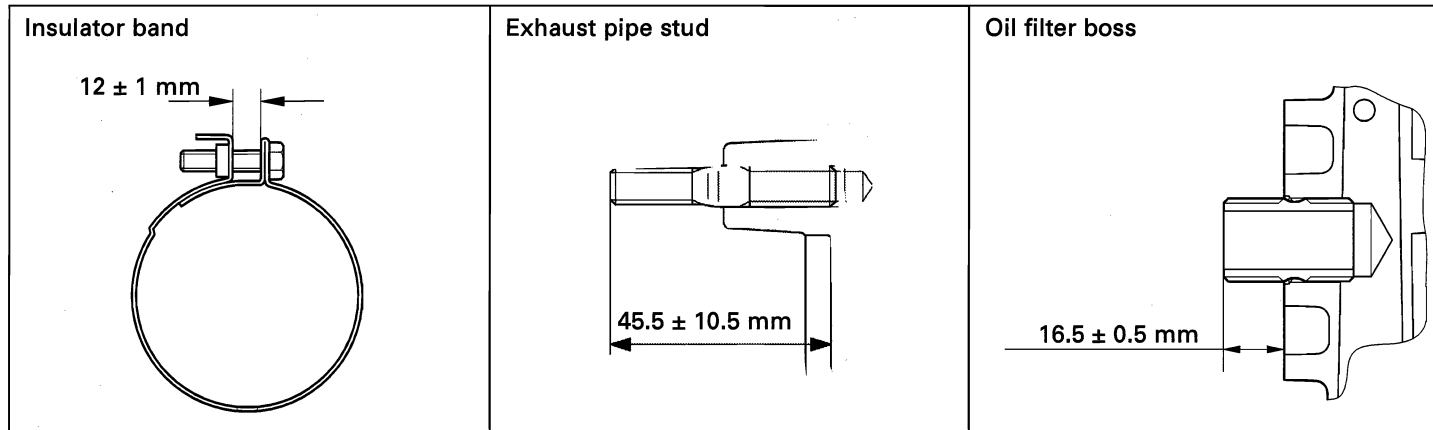
Engine

Item	Thread/ pitch	Torque N•m (kgf•m, lbf•ft)	Remarks
Main journal bolt	M8 x 1.25	15 (1.5, 11) + 120°	Apply oil to the threads and seating surface
Crankcase bolt	M10 x 1.25	39 (4.0, 29)	Apply oil to the threads and seating surface
	M8 x 1.25	24 (2.4, 17)	
	M6 x 1.0	12 (1.2, 9)	Apply oil to the threads and seating surface
Lower crankcase sealing bolt	M20 x 1.0	30 (3.1, 22)	Apply locking agent
Oil drain bolt	M12 x 1.5	30 (3.1, 22)	Wire lock
Timing hole cap	M45 x 1.5	18 (1.8, 13)	Apply grease
ACG wire clamp flange bolt	M6 x 1.0	12 (1.2, 9)	CT bolt (standard), SH bolt 6 x 16 (racing kit)
Cylinder head bolt	M9 x 1.25	47 (4.8, 35)	Apply oil to the threads and seating surface after removing anti-rust additive
	M6 x 1.0	12 (1.2, 9)	Apply oil to the threads and seating surface after removing anti-rust additive
	M14 x 1.0	18 (1.8, 13)	Apply locking agent
Camshaft holder bolt	M6 x 1.0	12 (1.2, 9)	Apply oil to the threads and seating surface
Cylinder head cover bolt	M6 x 1.0	10 (1.0, 7)	Apply oil to the threads and seating surface
Breather plate bolt	M6 x 1.0	12 (1.2, 9)	Apply locking agent
PAIR reed valve cover bolt	M6 x 1.0	12 (1.2, 9)	CT bolt, apply locking agent
Connecting rod bolt	M7 x 0.75	20 (2.0, 14) + 90°	New bolt, apply oil to the threads and seating surface
		14 (1.4, 10) + 90°	Only when checking oil clearance (see above for final torque)

Service Information

Item	Thread/ pitch	Torque Nm (kgfm, lbf•ft)	Remarks
Starter clutch outer special bolt	M10 x 1.25	83 (8.5, 61)	Apply oil to the threads and seating surface
Flywheel bolt	M10 x 1.25	103 (10.5, 76)	Apply oil to the threads and seating surface
Cam sprocket knock bolt	M7 x 1.0	20 (2.0, 14)	Apply locking agent
Cam pulse generator rotor knock bolt	M6 x 1.0	12 (1.2, 9)	Apply locking agent
Cam chain tensioner A bolt	M6 x 1.0	12 (1.2, 9)	Apply locking agent
Cam chain tensioner B bolt	M10 x 1.25	20 (2.0, 14)	Apply locking agent
Cam chain guide bolt/washer	M6 x 1.0	12 (1.2, 9)	
Oil pump assembly bolt	M6 x 1.0	12 (1.2, 9)	CT bolt
Oil pump driven sprocket bolt	M6 x 1.0	15 (1.5, 11)	Apply locking agent
Oil filter cartridge	M20 x 1.5	26 (2.7, 20)	Apply oil to the threads and seating surface
Spark plug	M10 x 1.0	16 (1.6, 12)	
Oil filter boss	M20 x 1.5	-	See page 1-5, apply locking agent threads of the crankcase side
Oil cooler bolt	M20 x 1.5	59 (6.0, 43)	Apply oil to the threads and seating surface, wire lock
Tw sensor	M12 x 1.5	23 (2.3, 17)	
Primary fuel rail mounting bolt	M5 x 1.0	5.1 (0.5, 3.6)	
Secondary fuel rail mounting bolt	M5 x 1.0	5.3 (0.5, 3.6)	
IACV set plate screw	M4 x 0.7	2.1 (0.2, 1.4)	
Water pump assembly bolt	M6 x 1.0	12 (1.2, 9)	CT bolt
Thermostat housing cover bolt	M6 x 1.0	12 (1.2, 9)	CT bolt
Water pump impeller	M6 x 1.0	12 (1.2, 9)	Left hand thread
Drive sprocket bolt	M10 x 1.25	54 (5.5, 40)	Wire lock
Throttle body insulator bolt	M6 x 1.0	12 (1.2, 9)	
Insulator band	M5 x 0.8	-	See page 1-5
Clutch center lock nut	M22 x 1.0	128 (13.1, 95)	Apply oil to the threads and seating surface
Clutch spring bolt	M6 x 1.0	12 (1.2, 9)	
Shift drum center bolt	M8 x 1.25	23 (2.3, 17)	Apply locking agent
Shift drum stopper arm bolt	M6 x 1.0	12 (1.2, 9)	Apply locking agent
Shift spindle stopper pin	M8 x 1.25	22 (2.2, 16)	
Stator mounting socket bolt	M6 x 1.0	12 (1.2, 9)	
Mainshaft bearing set plate bolt	M6 x 1.0	12 (1.2, 9)	Apply locking agent
Shift drum bearing set plate bolt	M6 x 1.0	12 (1.2, 9)	Apply locking agent
Water pump impeller special bolt	M6 x 1.0	13 (1.3, 9)	
Oil jet pipe mounting bolt	M6 x 1.0	12 (1.2, 9)	Apply locking agent

Item	Thread/ pitch	Torque N•m (kgf•m, lbf•ft)	Remarks
Starter motor terminal nut	M6 x 1.0	10 (1.0, 7)	
Oil pressure switch	PT1/8	12 (1.2, 9)	Apply sealant to the thread
Oil pressure switch terminal screw	M4x 0.7	2 (0.2, 1.4)	
Neutral switch	M10 x 1.25	12 (1.2, 9)	
Exhaust pipe stud bolt	M8 x 1.25	-	See illustration below



Service Information

Frame

Item	Thread/ pitch	Torque Nm (kgfm, lbf·ft)	Remarks
Seat rail mounting bolt	M10 x 1.25	54 (5.5, 40)	10 x 45
Seat rail mounting bolt	M10 x 1.25	54 (5.5, 40)	10 x 32
Fuel pump mounting nut	M6 x 1.0	12 (1.2, 9)	
Bank angle sensor mounting screw	M4 x 0.7	1.5 (0.2, 1.4)	
Fuel tank mounting bolt	M8 x 1.25	30 (3.1, 22)	
IAT sensor mounting screw	M5	1.1 (0.1, 0.7)	5 x 16 tapping screw
MAP sensor mounting screw	M5	1.1 (0.1, 0.7)	5 x 16 tapping screw
ECM set plate screw	M5	0.7 (0.07, 0.6)	5 x 20 tapping screw
Front brake disc bolt	M6 x 1.0	20 (2.0, 1.4)	ALOCK bolt; replace with a new one
Front axle bolt	M14 x 1.5	59 (6.0, 43)	
Front axle holder bolt	M8 x 1.25	22 (2.2, 16)	
Fork socket bolt	M10 x 1.25	34 (3.5, 25)	
Fork bolt	M44 x 1.5	34 (3.5, 25)	
handlebar pinch bolt	M6 x 1.0	10 (1.0, 7)	
Top bridge pinch bolt	M8 x 1.25	22 (2.2, 16)	
Bottom bridge pinch bolt	M8 x 1.25	27 (2.8, 20)	
Steering stem adjusting nut	M26 x 1.0	25 (2.5, 18)	
Steering stem adjusting nut lock nut	M26 x 1.0	-	
Steering stem nut	M24 x 1.0	103 (10.5, 76)	
Steering damper mounting bolt	M6 x 1.0	10 (1.0, 7)	
Second arm nut	M6 x 1.0	12 (1.2, 9)	
Rear brake disc bolt	M8 x 1.25	42 (4.3, 31)	ALOCK bolt; replace with a new one
Final driven sprocket nut	M10 x 1.25	64 (6.5, 47)	
Rear axle nut	M22 x 1.5	113 (11.5, 83)	
Rear shock absorber mounting nut	M10 x 1.25	44 (4.5, 33)	U-nut
Shock arm nut (swingarm side)	M10 x 1.25	44 (4.5, 33)	U-nut
Drive chain case bolt	M6 x 1.0	12 (1.2, 9)	
Drive chain slider bolt	M6 x 1.0	9.0 (0.9, 6.5)	ALOCK bolt; replace with anew one
Swingarm pivot adjust bolt	M30 x 1.0	12 (1.2, 9)	Apply oil to the threads
Swingarm pivot lock nut	M30 x 1.0	64 (6.5, 47)	
Swingarm pivot nut	M18 x 1.5	93 (9.5, 69)	
Shock arm nut	M10 x 1.25	44 (4.5, 33)	U-nut

Item	Thread/ pitch	Torque N•m (kgf•m, lbf•ft)	Remarks
Front master cylinder reservoir stopper plate bolt	M4 x 0.7	1.2 (0.1, 0.7)	
Brake lever pivot bolt	M6 x 1.0	1.0 (0.1, 0.7)	
Brake lever pivot nut	M6 x 1.0	6.0 (0.6, 4.3)	
Brake master cylinder holder bolt	M6 x 1.0	12 (1.2, 9)	
Front brake caliper assembly bolt	M8 x 1.25	22 (2.2, 16)	Apply locking agent
Front brake caliper mounting bolt	M10 x 1.25	45 (4.6, 33)	ALOCK bolt; replace with a new one
Front brake reservoir stay bolt	M6 x 1.0	12 (1.2, 9)	
Rear master cylinder push rod lock nut	M8 x 1.25	18 (1.8, 13)	
Rear brake reservoir cap screw	M4 x 0.7	1.5 (0.2, 1.4)	
Rear master cylinder mounting bolt	M6 x 1.0	10 (1.0, 7)	
Rear master cylinder reservoir tank mounting bolt	M6 x 1.0	12 (1.2, 9)	
Rear brake hose screw	M4 x 0.7	1.5 (0.2, 1.4)	
Front brake caliper pad pin	M10 x 1.25	15 (1.5, 11)	
Rear brake caliper pad pin	M10 x 1.25	15 (1.5, 11)	
Brake hose oil bolt	M10 x 1.25	34 (3.5, 25)	
Front brake hose clamp bolt	M6 x 1.0	9.0 (0.9, 6.5)	
Front brake hose clamp nut	M6 x 1.0	10 (1.0, 7)	
Brake hose oil bolt	M6 x 1.0	10 (1.0, 7)	

Service Information

Lubrication & Seal Point

Engine

Item	Material	Remarks
Piston/piston ring sliding surface Clutch disc whole surface Starter one-way clutch sliding surface Crankpin bearing cap bolt threads and seating surface Flywheel bolt threads and seating surface Clutch center lock nut threads and seating surface Oil filter cartridge threads and O-ring Oil cooler bolt threads, sealing washer seating surface Camshaft holder bolt threads and seating surface Starter clutch mounting bolt threads and seating surface Each gear teeth Each O-ring Each ball bearing and needle bearing Other rotating and sliding surface Engine inside	Honda 4-stroke motorcycle oil or an equivalent API service classification: SG or higher (except oils labelled as energy conserving on the circular API service label) Viscosity: SAE 10W-30 JASO T903 STANDARD: MA	
Main journal bearing sliding surface Piston pin sliding surface Crankpin bearing sliding surface Connecting rod small end I.D. Crankshaft thrust surface Camshaft lobe and journal surface Valve stem (valve guide sliding surface Valve lifter sliding surface Oil pump drive sprocket guide sliding surface Water pump shaft/thrust washer sliding surface Clutch outer sliding surface Clutch outer guide sliding surface M3/4, C5, C6 shifter gear (shift fork grooves) Starter reduction gear sliding surface Starter idle gear shaft sliding surface Cylinder head bolt threads and surface	Molybdenum disulfide oil (a mixture of engine oil and 1/2 of molybdenum disulfide grease)	

Item	Material	Remarks
Timing hole cap threads Each oil seal lips	Multi-purpose grease	
Crankcase mating surface Oil pan mating surface Crankcase/cover mating surface Oil pressure switch threads ACG cover wire grommet Right crankcase cover wire grommet Cylinder head semi-circular portion	Three bond 1207B	
Cam pulse generator rotor bolt threads Oil pump driven sprocket bolt threads Shift drum bearing set plate bolt threads Mainshaft bearing set plate bolt threads Cam sprocket bolt threads Shift drum center bolt threads Cam chain tensioner A pivot bolt threads Cam chain tensioner B pivot bolt threads Shift drum stopper arm pivot bolt threads Oil jet pipe mounting bolt threads Oil level plate bolt threads Oil pipe A/B mounting bolt threads AICV reed valve cover threads Oil filter boss threads (crankcase side)	Locking agent	Coating width: 6.5 ± 1 mm Coating width: 6.5 ± 1 mm Coating width: 6.5 ± 1 mm Coating width: 6.5 ± 1 mm Coating width: 6.5 ± 1 mm Coating width: 6.5 ± 1 mm Coating width: 6.5 ± 1 mm Coating width: 6.5 ± 1 mm Coating width: 6.5 ± 1 mm Coating width: 6.5 ± 1 mm Coating width: 6.5 ± 1 mm Coating width: 6.5 ± 1 mm Coating width: 6.5 ± 1 mm

Service Information

Frame

Item	Material	Remarks
Front/rear wheel dust seal lip Axle surface Swingarm pivot bolt surface	Multi-purpose grease	
Steering stem upper/lower bearings Steering stem dust seal Steering stem adjusting nut threads	Urea based multi-purpose grease for extreme pressure (example: EXCELITE EP2 manufactured by KYODO YUSHI, Japan) or equivalent	3 – 5 g 3 – 5 g 0.1 – 0.3 g
Swingarm pivot bolt bearing Swingarm pivot dust seal lips Shock link needle bearing Shock link dust seal lips Rear shock absorber needle bearing Rear shock absorber dust seal lips	Multi-purpose grease (Shell Alvania EP2 or equivalent)	
Swingarm pivot adjusting bolt threads Each O-ring	Engine oil	
Front/rear brake push rod/master piston contact area Brake lever pivot bolt sliding surface Rear brake caliper pin sliding surface Rear brake caliper pad pin, O-ring	Silicone grease	
Brake master piston, piston cups Brake master cylinder/caliper cylinder I.D.	DOT 4 Brake fluid	
Fork inside Fork oil seal lip	Fork fluid	
Front caliper assembly torx bolt threads	Locking agent	

Maintenance Schedule

Perform pre-ride Inspection at each scheduled maintenance period.

I: Inspect and clean, Adjust, Lubricate or Replacement if necessary. C: Clean, R: Replace, L: Lubricate.

Item	Frequency	Each race or about 2.5 hours	Remarks
Fuel Line		I	See page 2-16
Throttle Operation		I	
Spark Plug		I	
Valve Clearance		I	
Engine Oil		R	
Engine Oil Filter		R	
Intake Valves		I	I: We recommended check by sound, R: every 3,000 km (1,850 mi)
Exhaust Valves		I	I: We recommended check by sound, R: every 3,000 km (1,850 mi)
Valve Lifter		I	I: We recommended check by sound, R: every 3,000 km (1,850 mi)
Valve Springs		I	I: We recommended check by sound, R: every 3,000 km (1,850 mi)
Pistons		I	I: We recommended check by sound, R: every 3,000 km (1,850 mi)
/Piston rings		I	I: We recommended check by sound, R: every 3,000 km (1,850 mi)
Crankpin Bearings		I	I: We recommended check by sound, R: every 3,000 km (1,850 mi)
Main journal bearings		I	I: We recommended check by sound, R: every 3,000 km (1,850 mi)
Cylinder Head		I	I: We recommended check by sound, R: every 3,000 km (1,850 mi)
Camshaft		I	I: We recommended check by sound, R: every 3,000 km (1,850 mi)
Cylinder Sleeve		I	I: We recommended check by sound, R: every 3,000 km (1,850 mi)
Radiator Coolant		I	
Cooling System		I	
Drive Chain		I, L	
Drive Chain Slider		I	
Drive/Driven Sprocket		I	
Brake Fluid		I	R: every 3 races, replace after riding in rain
Brake Pad Wear		I	
Brake System		I	
Clutch System		I	R: every race (clutch discs and plates)
Exhaust Pipe/Muffler		I	
Suspension		I	
Nuts, Bolts, Fasteners		I	
Wheels And Tires		I	R: every 2 years
Steering Head Bearings		I	

Check for other parts not listed above for wear or damage. Replace any faulty parts as necessary.

Service Information

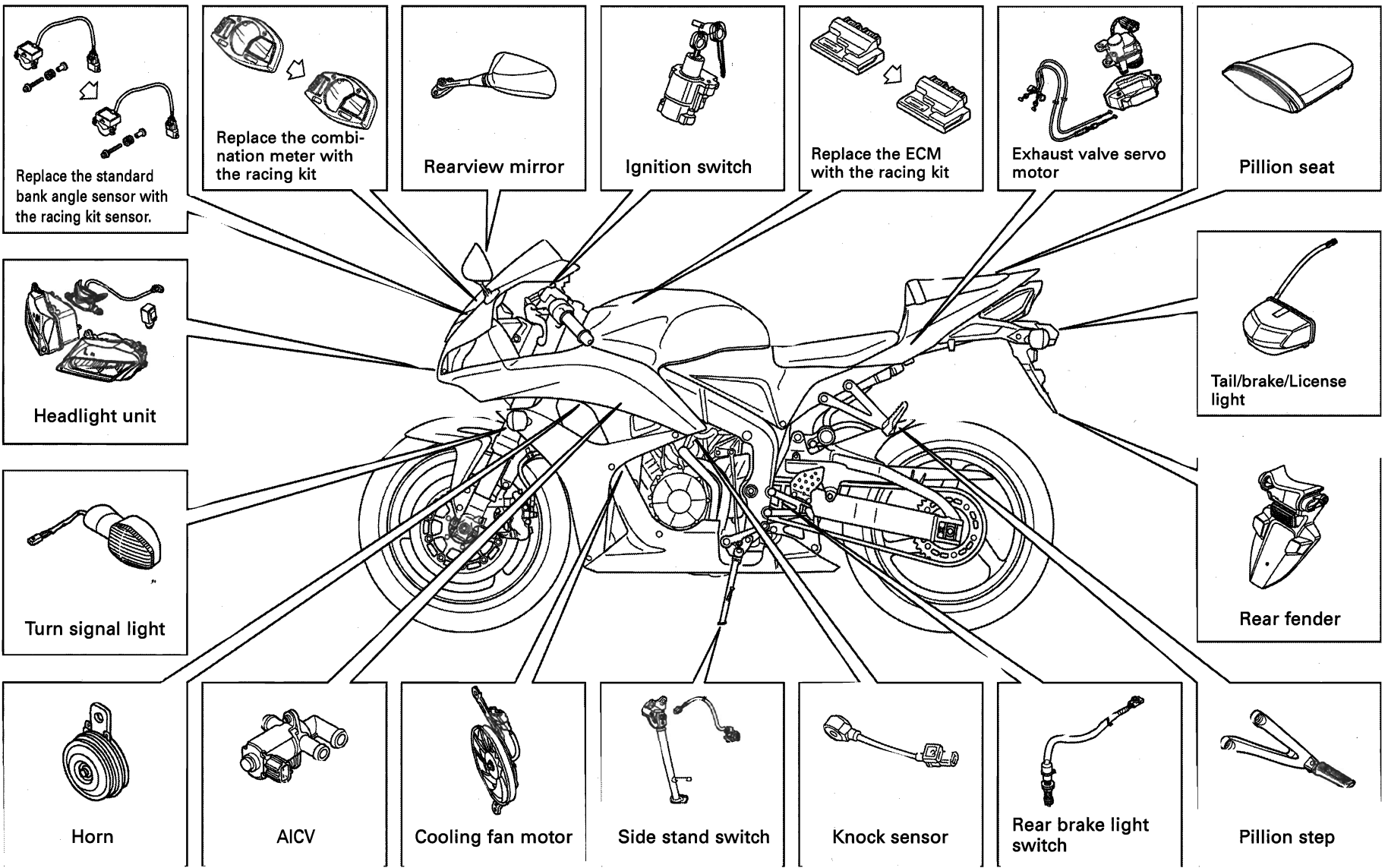
Inspection/Replacement Parts

Parts Requiring Periodic Inspection/Replacement

Item	Inspection Interval	Replacement Interval	Cause
Engine			
IN/EX valve	Every 1,500 km (930 mi)	Every 3,000 km (1,850 mi)	Valve seat warpage
Valve spring	Every 1,500 km (930 mi)	Every 3,000 km (1,850 mi)	Wear or deformation
Piston	Every 1,500 km (930 mi)	Every 3,000 km (1,850 mi)	Skirt and piston land wear or damage
Piston pin	Every 1,500 km (930 mi)	Every 3,000 km (1,850 mi)	Wear or damage
Piston ring	Every 1,500 km (930 mi)	Every 3,000 km (1,850 mi)	Wear or damage
Connecting rod	Every 1,500 km (930 mi)	Every 3,000 km (1,850 mi)	Small end wear or damage
Connecting rod bolt	Every 1,500 km (930 mi)	Every 3,000 km (1,850 mi)	Wear or damage
Cam chain	Every 1,500 km (930 mi)	Every 3,000 km (1,850 mi)	Stick
Cam sprocket	Every 3,000 km (1,850 mi)	—	Damage
Ignition pulse generator	—	Every 3,000 km (1,850 mi)	Damage
Connecting rod bearing	—	Every 3,000 km (1,850 mi)	Wear or damage
Crankpin bearing	—	Every 3,000 km (1,850 mi)	Wear or damage
Main journal bearing	—	Every 3,000 km (1,850 mi)	Wear or damage
Crankcase	Every overhaul	Every 3,000 km (1,850 mi)	Sleeve wear or other damage
Crankcase main journal bolt	—	Every 4 tightening	Tightening torque
Cylinder head	Every overhaul	Every 3,000 km (1,850 mi)	Cracks (see next page)

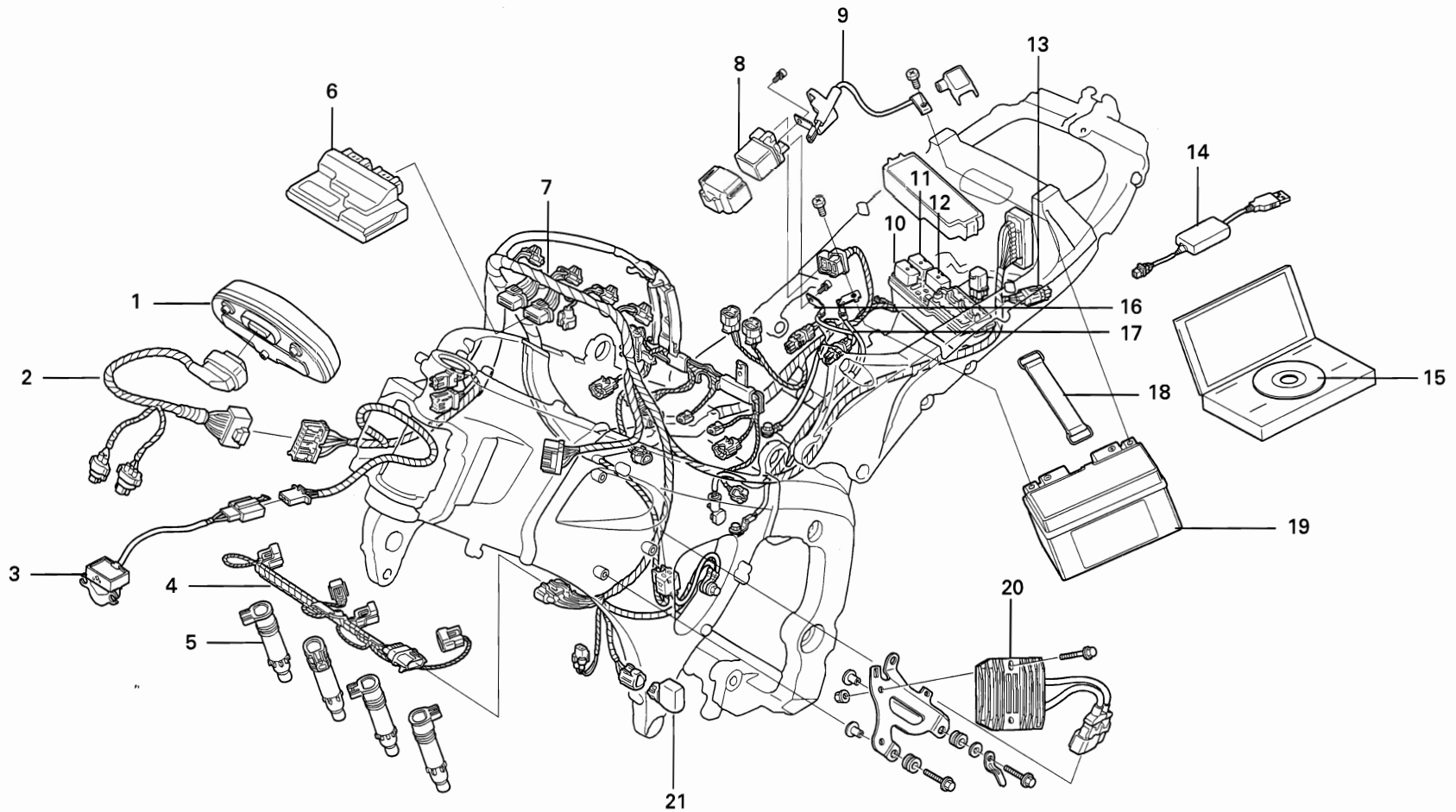
Check for other parts not listed above for wear or damage. Replace any faulty parts as necessary.

Removal/Replacement Parts



Service Information

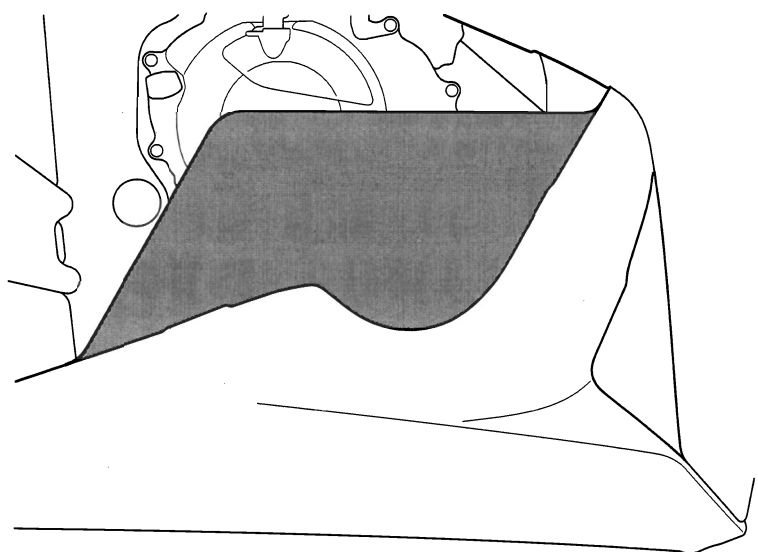
Cable & Harness Routing



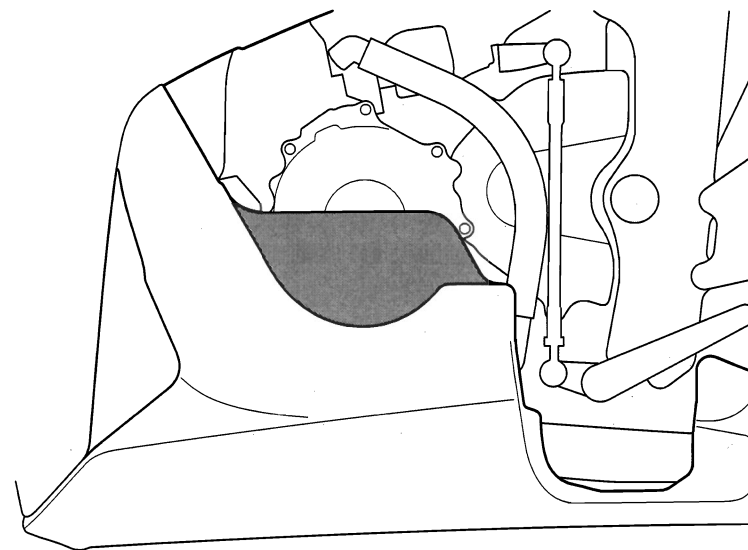
No.	Item	No.	Item	No.	Item	No.	Item
1	Combination meter	7	Harness, wire	13	Data link connector	19	Battery
2	Sub-harness, combination meter	8	Switch assy., starter magnetic	14	Unit assy., serial I/F	20	Rectifier assembly., regulator
3	Sensor assy., bank angle	9	Cable, starter battery	15	CD-ROM, PGM-FI/IGN	21	Resistor
4	Sub harness, IGN	10	Fuel cut-off relay	16	Cable, starter motor		
5	Coil, cap & ignition	11	Engine stop relay	17	Battery ground cable		
6	Unit, PGM-FI/IGN	12	Shift up indicator relay	18	Band, battery		

Secondary Engine Guard Cover

The secondary engine guard cover must be installed from 2008 FIM road race by FIM regulation.
The purpose of this cover is protected the engine case from vehicle fall.
The cover material is specified to plastic.
Refer to illustration below, and make cover severally, and then install it securely onto the under cowl.



Forward →

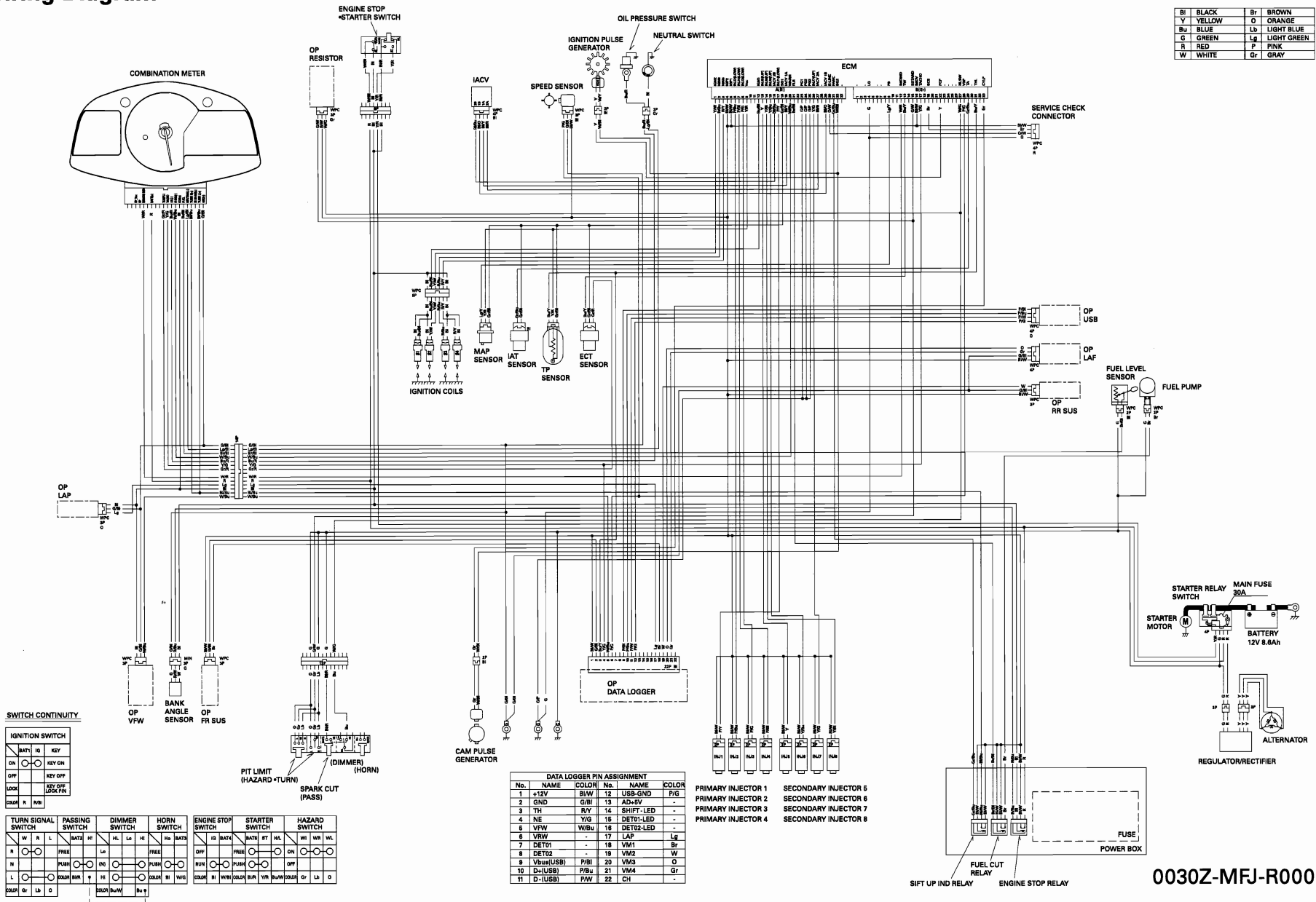


← Forward

Service Information

Wiring Diagram

Bf	BLACK	Bf	BROWN
Y	YELLOW	O	ORANGE
Bu	BLUE	Lb	LIGHT BLUE
G	GREEN	Lg	LIGHT GREEN
R	RED	P	PINK
W	WHITE	Gr	GRAY



SWITCH CONTINUITY

IGNITION SWITCH	
BAT+	KEY
ON	KEY ON
OFF	KEY OFF
LOCK	KEY OFF LOCK PIN
COLAR	R RUN

TURN SIGNAL SWITCH		PASSING SWITCH		DIMMER SWITCH		HORN SWITCH		ENGINE STOP SWITCH		STARTER SWITCH		HAZARD SWITCH			
W	R	L	HL	La	H	HL	La	H	HL	La	HL	La	HL	La	
ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF
COLAR	Gr	Lb	O	COLAR	Gr	Lb	O	COLAR	Gr	Lb	O	COLAR	Gr	Lb	O

DATA LOGGER PIN ASSIGNMENT

No.	NAME	COLOR	No.	NAME	COLOR
1	+12V	Bl/W	12	USB-GND	P/G
2	GND	G/Bf	13	AD+5V	-
3	TH	R/Y	14	SHIFT-LED	-
4	NE	Y/G	15	DET0-LED	-
5	VPW	W/Bu	18	DET02-LED	-
6	VRW	-	17	LAP	Lg
7	DET01	-	18	VM1	Sp
8	DET02	-	19	VM2	W
9	Vbu(USB)	P/Bf	20	VM3	O
10	D-(USB)	P/Bu	21	VM4	Gr
11	D+(USB)	P/W	22	CH	-

- PRIMARY INJECTOR 1 SECONDARY INJECTOR 5
- PRIMARY INJECTOR 2 SECONDARY INJECTOR 6
- PRIMARY INJECTOR 3 SECONDARY INJECTOR 7
- PRIMARY INJECTOR 4 SECONDARY INJECTOR 8

0030Z-MFJ-R000

Replacement Necessary Parts

Refer to CBR600RR SHOP MANUAL (62MFJ00) for replacement procedure.

If you convert the France type vehicle to the racer, replace the insulator comp. with ED type insulator.

No.	Part Number	Item	Q'ty
	06130-N1A-D00	Engine Power-up Kit	
1	12251-NL3-751	Gasket, cylinder head 0.65	1
2	14110-NL3-750	Camshaft comp., IN	1
3	14210-N1A-D00	Camshaft comp., EX	1
4	14405-NL3-750	Rotor, cam pulse	1
5	14751-NL3-750	Spring IN, valve	8
6	14752-NL3-750	Spring EX, valve	8
7	31910-NL3-871	Plug, spark R0409B-10	4

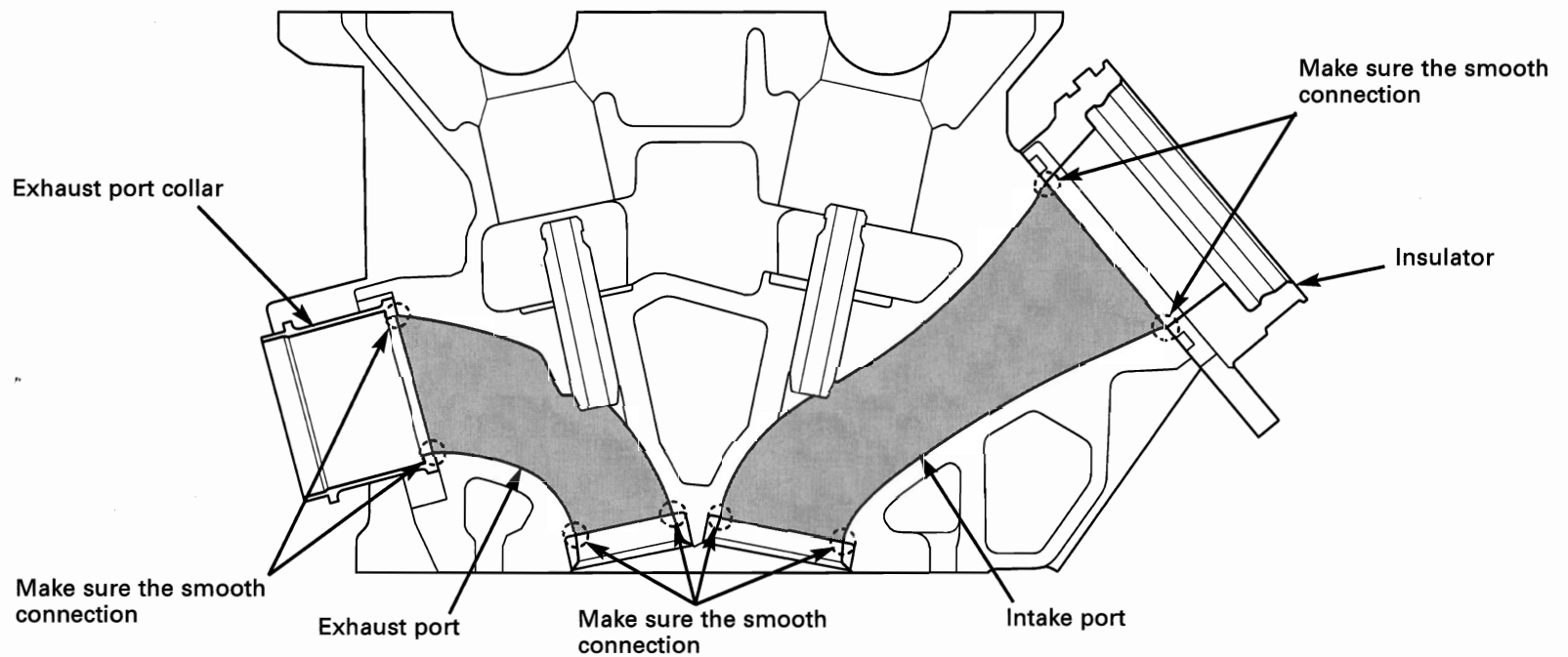
Modifying the Cylinder Head Ports

Intake port

- Grind the intake port so that no height difference between the insulator and intake port.
- Lightly polish the other surfaces using a emery cloth.

Exhaust port

- Grind the exhaust port so that no height difference between the collar and exhaust port.
- Lightly polish the other surfaces using a emery cloth.

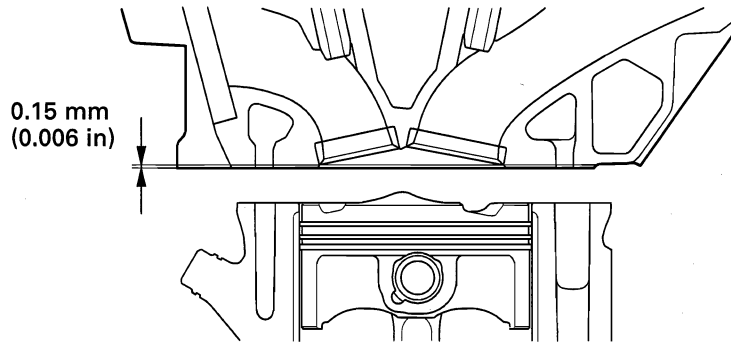


Adjusting the Compression Ratio

Grind the cylinder head mating surface using the following procedure.

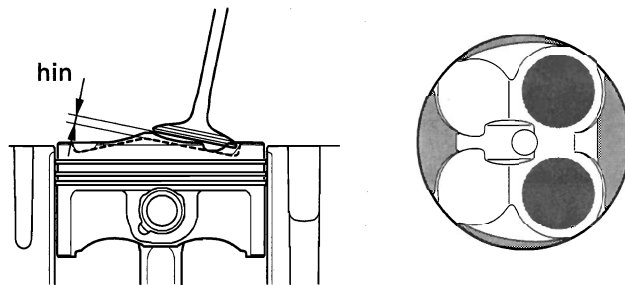
1. Remove the cylinder head and remove carbon deposits from the combustion chambers.
2. Grind the cylinder head mating surface 0.15 mm (0.006 in) by machining roughness 8S. Finish the surface using an oil stone.
3. Remove the carbon deposits from the piston heads. Reassemble the piston and cylinder head using a standard gasket

Expected compression ratio: 12.6 : 1

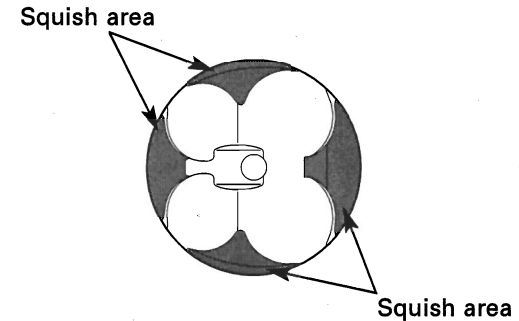


Select the cylinder head gasket as follows:

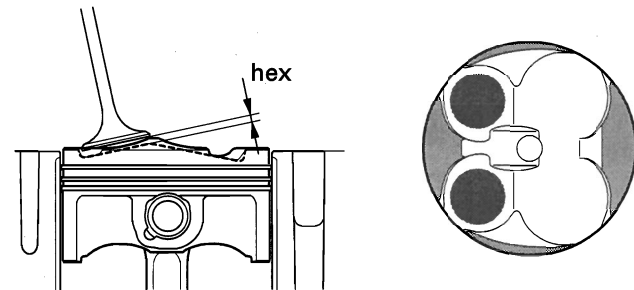
1. With the aid of the dial gauge, bring the piston at TDC (Top Dead Center).
2. Measure the clearance between the intake valve and the piston head using a solder.
 - When the clearance is $h_{in} < 1.2$ mm:
Use racing kit gasket ($t=0.65$ mm), because there is a possibility that the piston comes in contact with the valve.
 - When the clearance is $h_{in} \geq 1.2$ mm:
Follow the next step procedure.



3. Measure the clearance between the squish area of the piston head and combustion chamber using a solder.
 - When the clearance is $h_{sq} < 0.65$ mm:
Use racing kit gasket ($t=0.65$ mm), because there is a possibility that the piston comes in contact with the combustion chamber.
 - When the clearance is $h_{in} \geq 0.65$ mm:
Follow the next step.



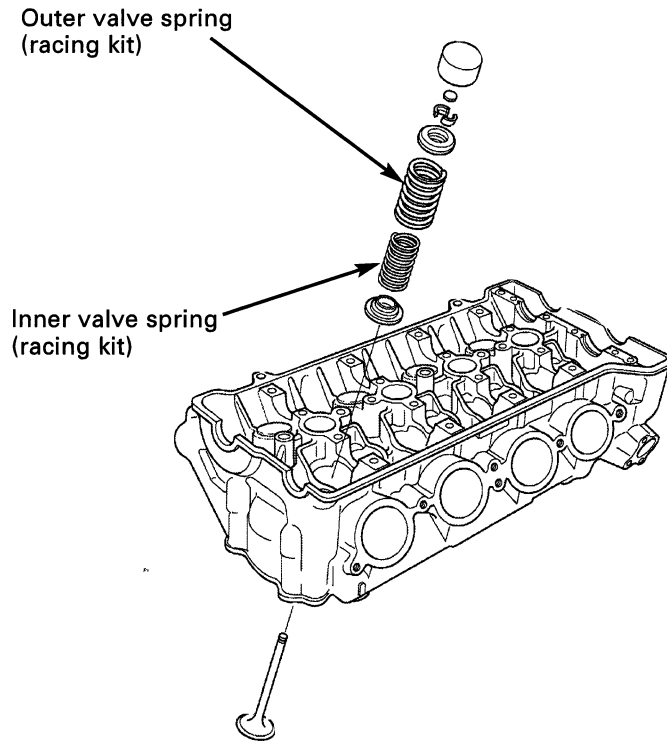
4. Measure the clearance between the exhaust valve and piston head using a solder.
 - When the clearance is $h_{in} < 1.4$ mm:
Use racing kit gasket ($t=0.65$ mm), because there is a possibility that the piston comes in contact with the valve.
 - When the clearance is $h_{in} \geq 1.4$ mm:
Use standard gasket ($t=0.60$ mm).



Racing Kit

Valve Spring Replacement

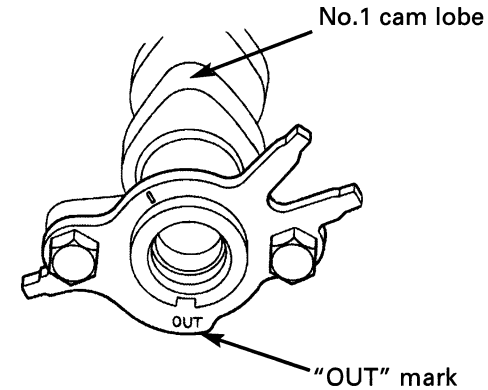
Replace the inner and outer intake valve springs with the racing kit springs.



Camshaft and Cam Pulse Generator Rotor Replacement

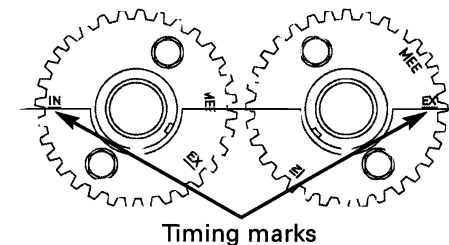
Cam Pulse Rotor Replacement

1. Remove the standard cam pulse rotor, and clean the rotor bolt threads thoroughly.
Apply locking agent to the threads of the cam pulse rotor bolt.
2. With the No.1 cam lobe facing up and install the racing kit cam pulse rotor as shown in the illustration below ("OUT" mark on the rotor facing out).



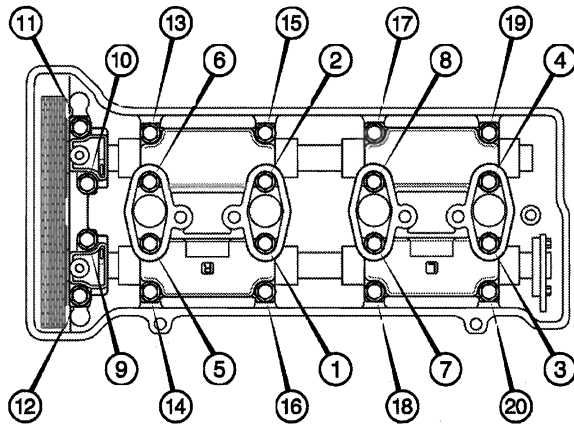
Camshaft Replacement

1. Remove the cam sprockets from the standard camshafts.
2. Clean the rotor bolt threads thoroughly, and apply locking agent to the threads of the cam pulse rotor bolt.
3. Reinstall the cam sprockets onto the racing kit camshafts.
4. Install the camshafts onto the cylinder head, and then install the cam chain onto the sprockets.
5. Align the "T" mark on the ignition pulse generator rotor with the index mark on the right crankcase cover. Make sure the No.1 piston is TDC (Top Dead Center) on the compression stroke.
6. Make sure that the timing marks on the cam sprockets are facing outward and flush with the cylinder head upper surface as shown.



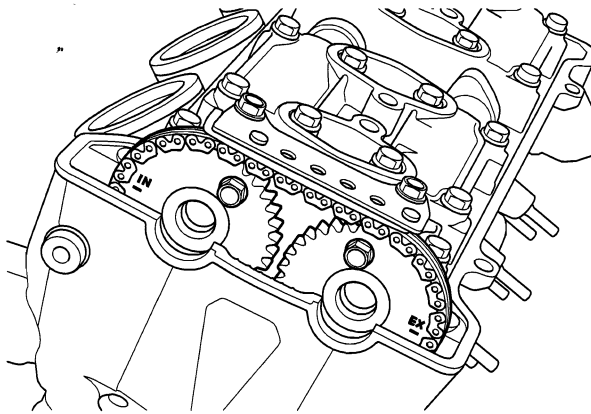
7. Clean the camshaft holder bolt in solvent and blow them dry.
Apply clean engine oil to the bolt threads and seating surface.
8. Install the camshaft holders and tighten the bolts in the specified order lettered on the camshaft holder.

Torque: 12 N•m (1.2 kgf•m, 9 lbf•ft)



9. Tighten the cam sprocket bolts to the specified torque.

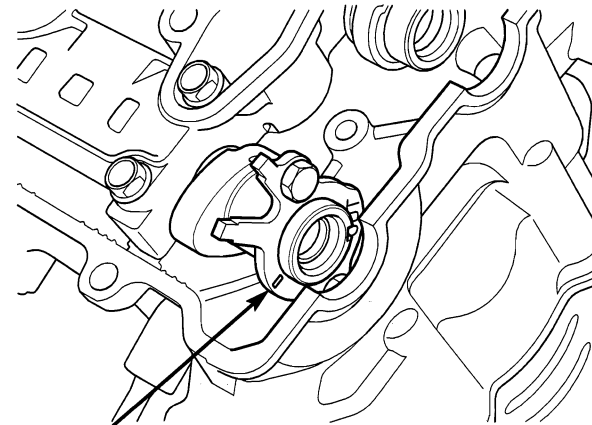
Torque: 20 N•m (2.0 kgf•m, 14 lbf•ft)



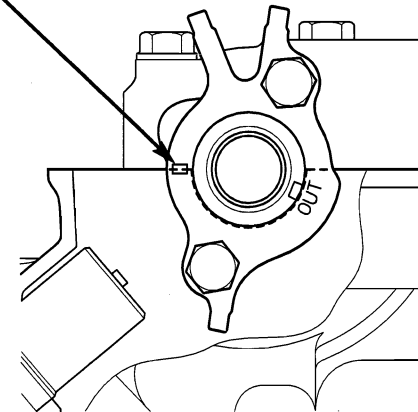
Cam Pulse Rotor Adjustment

1. With the No.1 piston TDC, check that the cam pulse rotor index line aligns with the cylinder head upper surface.
2. Tighten the cam pulse generator bolt to the specified torque.

Torque: 12 N•m (1.2 kgf•m, 9 lbf•ft)



Index line



Racing Kit

ACG Set Installation

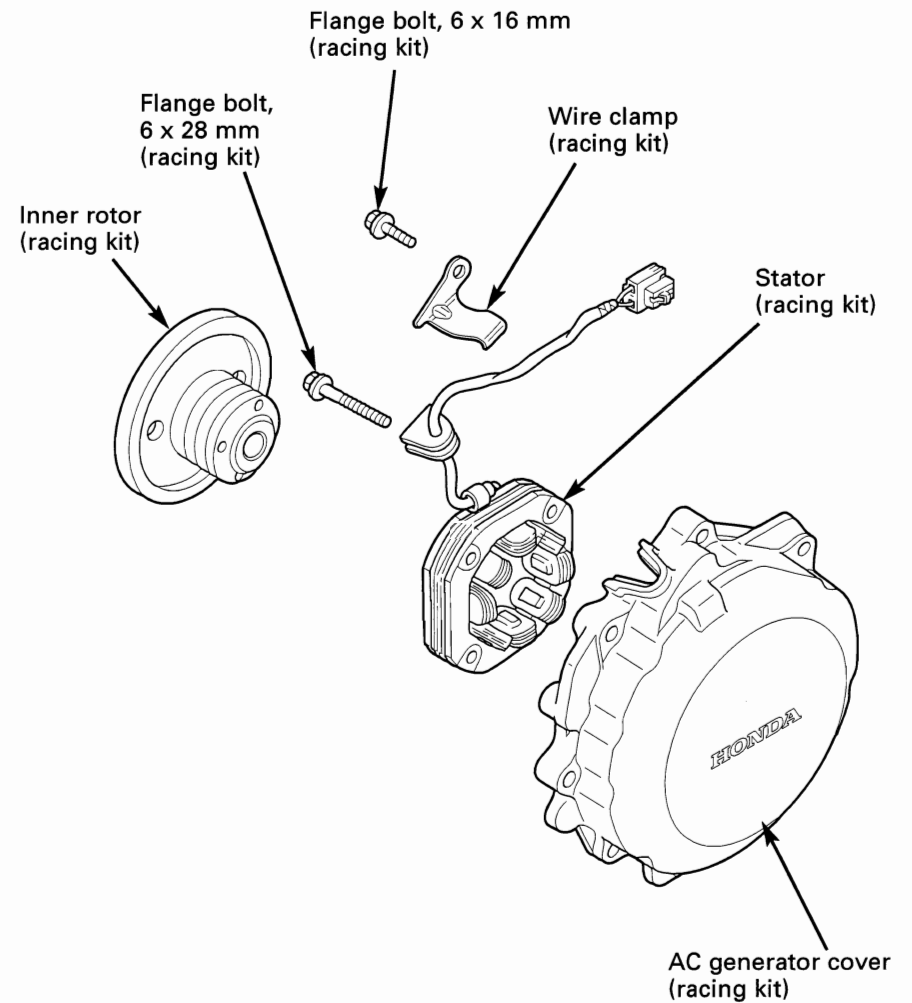
1. Remove the standard AC generator cover and flywheel.
2. Clean any oil off from the crankshaft taper and flywheel taper.
3. Install and racing kit inner rotor to the crankshaft.
4. Hold the inner rotor securely using the special tool (see next page).
5. Apply engine oil to the inner rotor mounting bolt threads and seating surface.
6. Install the bolt with washer, tighten the bolt to the specified torque.

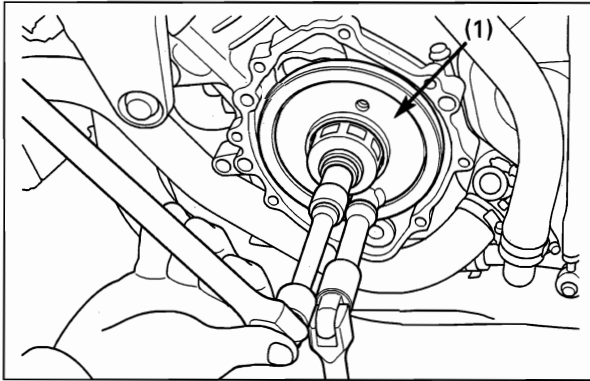
Torque: 103 N•m (10.5 kgf•m, 76 lbf•ft)

7. Install the racing kit stator onto the racing kit alternator cover, then tighten the stator bolts and the wire clamp bolt to the specified torque.

Torque: 12 N•m (1.2 kgf•m, 9 lbf•ft)

8. Apply sealant to the mating surface of the alternator cover.
9. Install the AC generator cover and tighten the bolts securely.



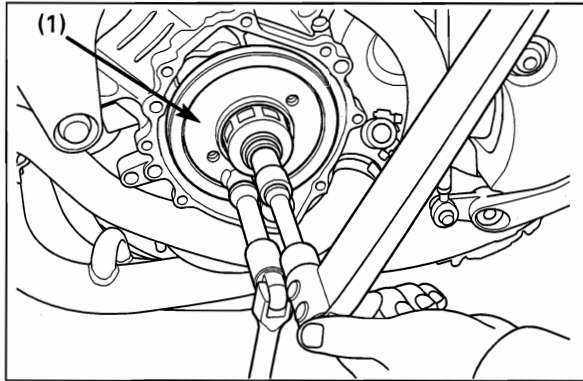


(1) ROTOR HOLDER

Flywheel Holding

Hold the inner rotor with rotor holder by inserting the holder bosses into the flywheel holes and seat the holder into the flywheel.
Loosen and remove the rotor bolt.

Tool:
Rotor holder **89030-NL9-711**



(1) ROTOR HOLDER

Install the inner rotor onto the crankshaft.
Apply oil to the rotor bolt threads and seating surface.
Install the washer and rotor bolt.

Hold the inner rotor with rotor holder by inserting the holder bosses into the flywheel holes and seat the holder into the flywheel.

Tool:
Rotor holder **89030-NL9-711**

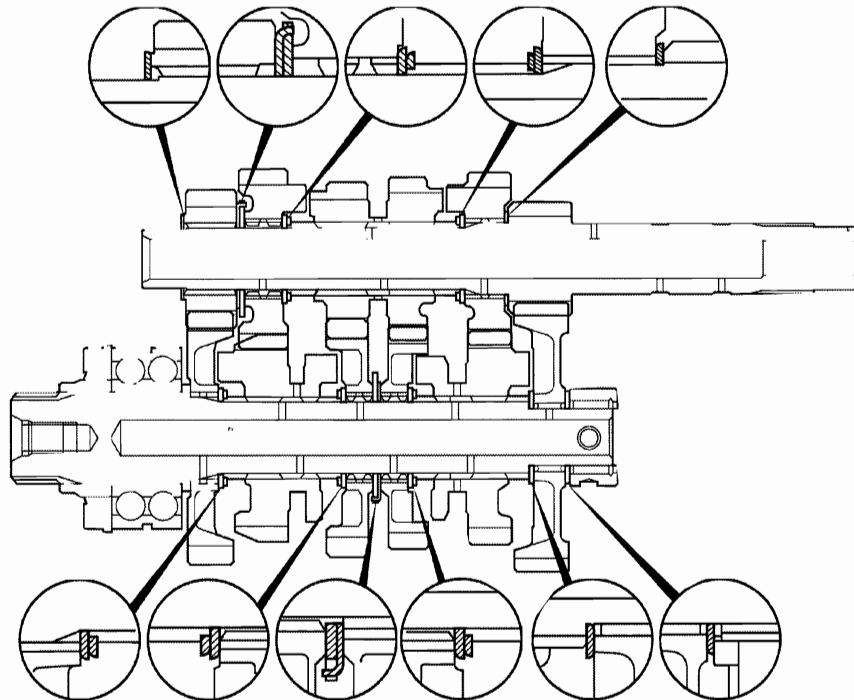
Refer to previous page for tightening procedure.

Transmission Set Installation

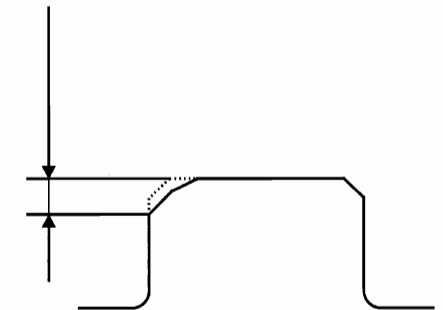
1. Remove and disassemble the transmission.
2. Assemble the transmission using the racing kit mainshaft and C1 gear.

NOTICE

- When disassembling, always replace the circlips with new ones.
- Always install the thrust washer and snap ring with the chamfered (rolled) edge facing away from the thrust load as shown.



	Standard	Racing kit
	Gear ratio (T= Teeth)	Gear ratio (T= Teeth)
1st	2.750 (12/33T)	2.533 (15/39T)
2nd	2.000 (16/32T)	←
3rd	1.667 (18/30T)	←
4th	1.444 (18/26T)	←
5th	1.304 (23/30T)	←
6th	1.208 (24/29T)	←



Check the gear dog edges for wear.

Service limit: 1.0 mm (0.04 in)

The gear jumps occur, if the gear dog edges are wear.
Replace the gear with new ones when the wear to the service limit.

Connecting Rod Bolt Tightening

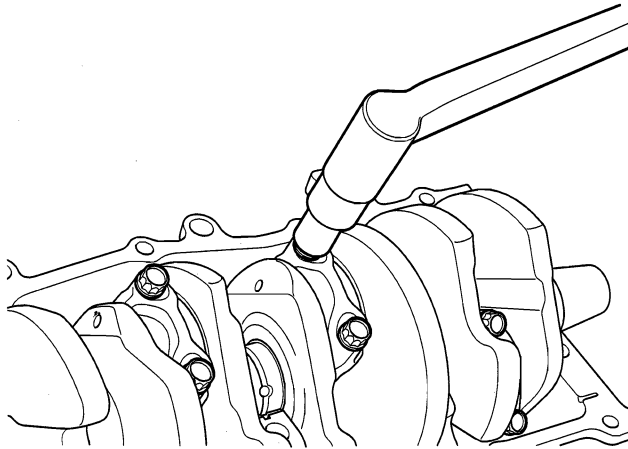
NOTICE

- Replace the crankpin bolts with new ones when tightening.
- Tighten the connecting rod bolts using the Plastic Region Tightening Method.

1. Apply oil to the connecting rod bolt threads and seating surfaces.
2. Install and tighten the connecting rod bolts alternately, then tighten them to the specified torque.

Torque: 20 N•m (2.0 kgf•m, 14 lbf•ft)

3. Further tighten the main journal bolts 45 degrees in numerical order.
4. Further tighten the main journal bolts 45 degrees in numerical order again (total 90 degrees).



Main Journal Bolt Tightening

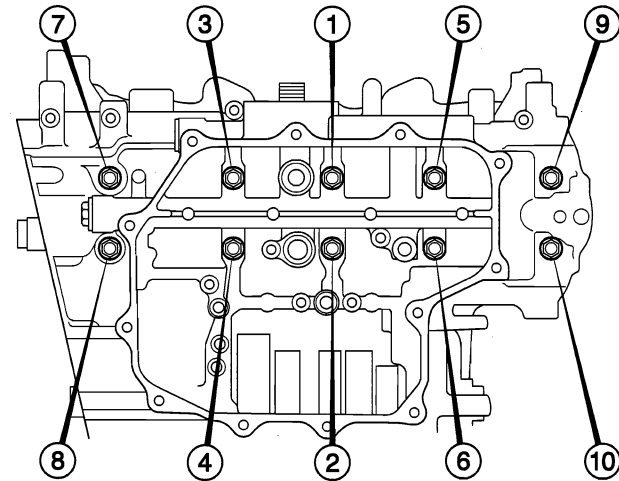
NOTICE

- Replace the main journal bolts with new ones every 4 tightening.
- Tighten the main journal bolts using the Plastic Region Tightening Method.

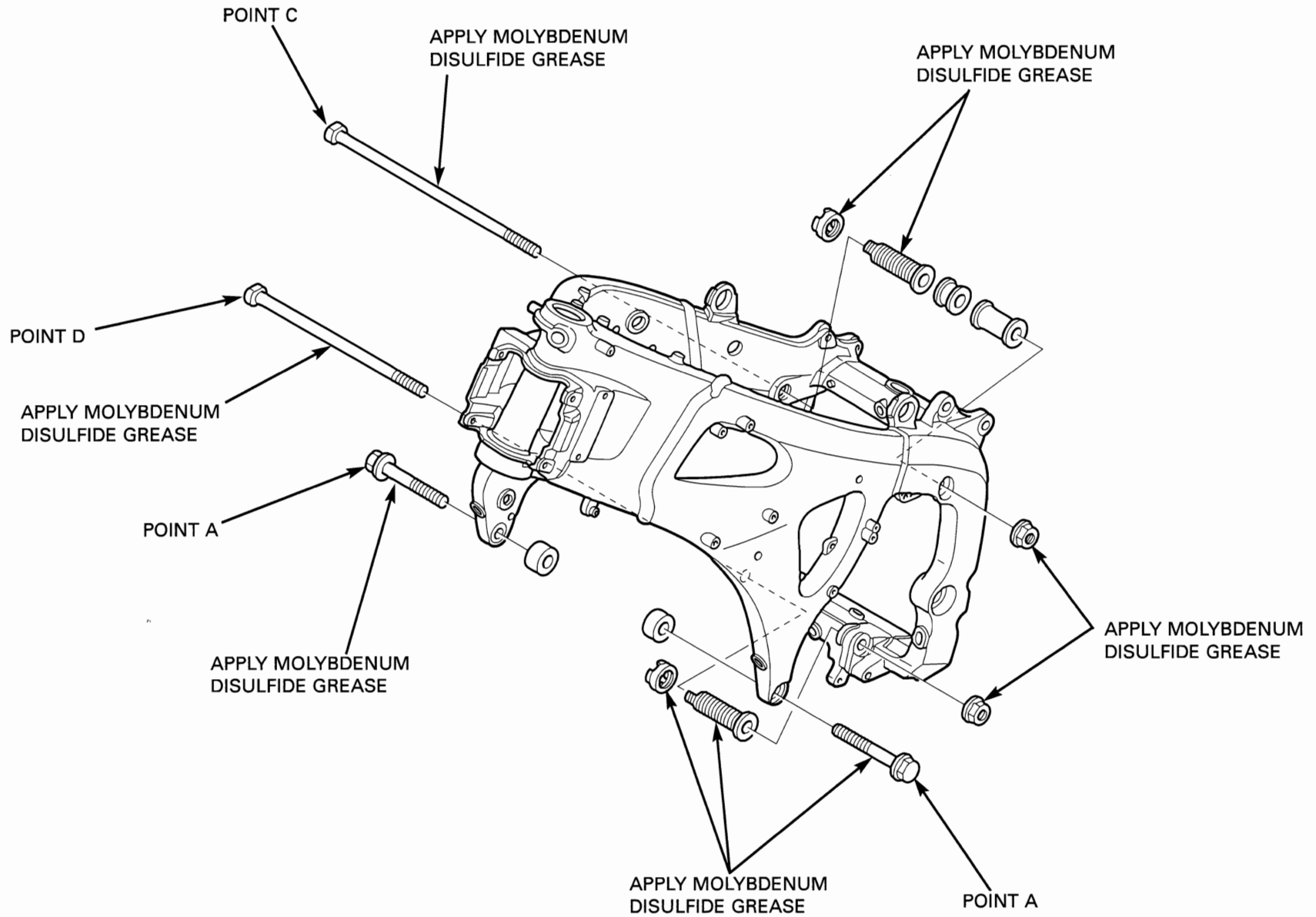
1. Apply oil to the main journal bolt threads and seating surfaces (not necessary to apply oil to the new bolts, there are already apply oil).
2. Install and tighten the main journal bolts to the specified torque in the order in the illustration below.

Torque: 15 N•m (1.5 kgf•m, 11 lbf•ft)

3. Further tighten the main journal bolts 60 degrees in numerical order.
4. Further tighten the main journal bolts 60 degrees in numerical order again (total 120 degrees).



Engine Hanger Tightening Sequence



NOTICE

When using the lock nut wrench for the adjusting bolt lock nut, use a deflecting beam type torque wrench 20 inches long. The lock nut wrench increases the torque wrench's leverage, so the torque wrench reading will be less than the torque actually applied to the lock nut. The specification given is the actual torque applied to the lock nut, not the reading on the torque wrench. Do not over-tighten the lock nut.

Apply molybdenum disulfide grease to the all mounting bolt threads and seating surface of the nuts.

Install and tighten the engine hanger bolts as follow:

1. Install the point C and point D engine hanger adjusting bolt from the inside of the frame.
2. Install the engine into the frame.
3. Install the rear lower engine hanger bolt (D) from the right side and align the flat surface between the adjusting bolt and hanger bolt.
4. Install the point rear upper (C) engine hanger distance collars. Install the rear upper engine hanger bolt (C) from the right side and align the flat surface between the adjusting bolt and hanger bolt.
5. Install the right and left front hanger (A) distance collars and hanger bolts.
6. Tighten the rear lower hanger adjusting bolt while turning the hanger bolt until it seats.
7. Tighten the rear lower engine hanger adjusting bolt (D) to the specified torque.

Torque: 10 N•m (1.0 kgf•m, 7 lbf•ft)

8. Tighten the rear lower engine hanger adjusting bolt lock nut (D) to the specified torque.

Tool:
Lock nut wrench, 5.8 x 46 mm
07VMA-MBB0100 or 07VMA-MBB0101

Torque:
Actual: 54 N•m (5.5 kgf•m, 40 lbf•ft)
Scale reading: 49 N•m (5.0 kgf•m, 36 lbf•ft)

9. Install the rear lower engine hanger nut (D), then tighten the nut to the specified torque while holding the hanger bolt.

Torque: 59 N•m (6.0 kgf•m, 43 lbf•ft)

10. Tighten the rear upper engine hanger adjusting bolt (C) to the specified torque.

Torque: 10 N•m (1.0 kgf•m, 7 lbf•ft)

11. Tighten the rear upper engine hanger adjusting bolt lock nut (C) to the specified torque.

Tool:
Lock nut wrench, 5.8 x 46 mm
07VMA-MBB0100 or 07VMA-MBB0101

Torque:
Actual: 54 N•m (5.5 kgf•m, 40 lbf•ft)
Scale reading: 49 N•m (5.0 kgf•m, 36 lbf•ft)

12. Install the rear upper engine hanger nut (C), then tighten the nut to the specified torque while holding the hanger bolt.

Torque: 59 N•m (6.0 kgf•m, 43 lbf•ft)

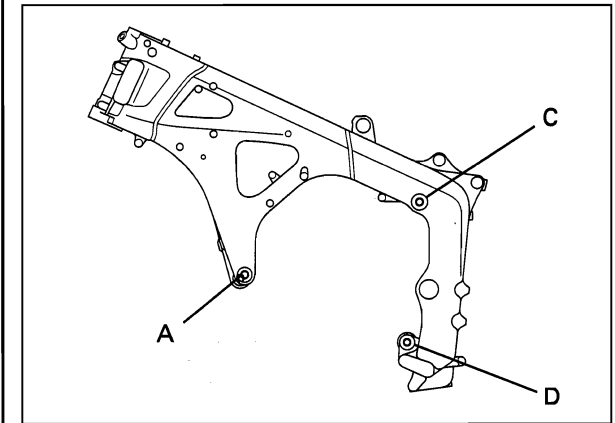
13. Tighten the left side front engine hanger bolt (A) to the specified torque.

Torque: 59 N•m (6.0 kgf•m, 43 lbf•ft)

14. Tighten the right side front engine hanger bolt (A) to the specified torque.

Torque: 59 N•m (6.0 kgf•m, 43 lbf•ft)

Install the removed parts in the reverse order of removal.



Racing Kit

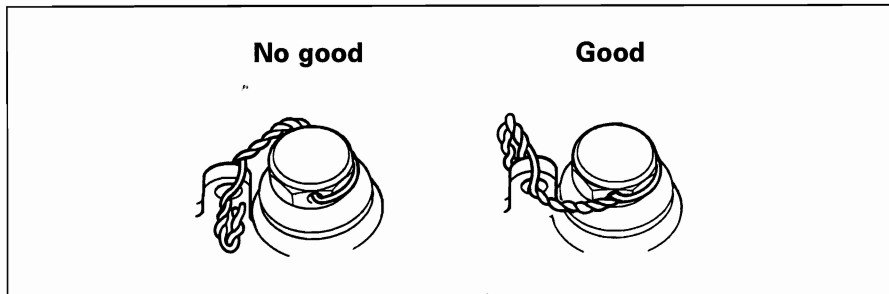
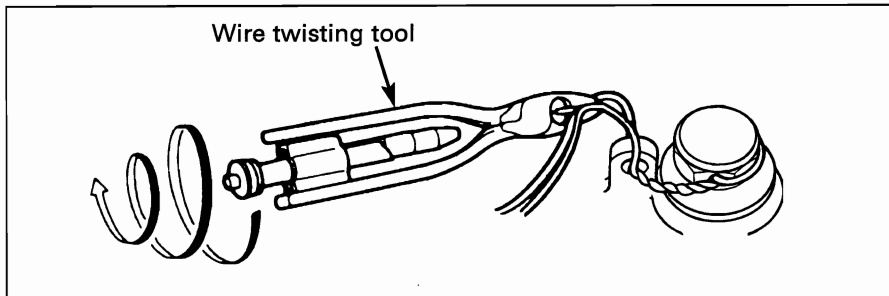
Wire Lock

NOTICE

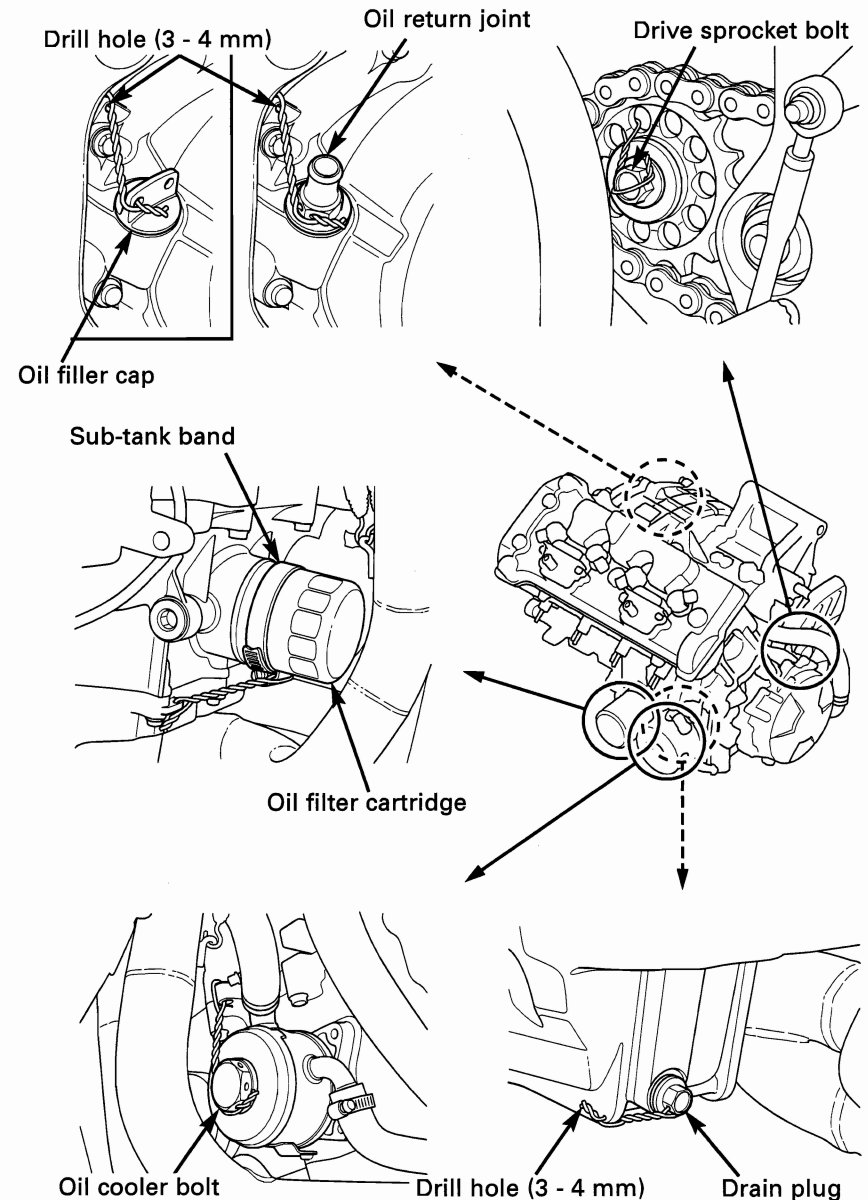
Before riding the machine, secure the following bolts and nuts:

- Engine oil return joint or oil filler cap
- Drive sprocket bolt
- Oil filter cartridge
- Oil cooler bolt
- Engine oil drain plug

1. Insert the proper length locking wire to the bolt.
2. Twist the wire using a commercially available wire twisting tool.
3. Insert the wire in the other side hole, and twist the wire.
4. Cut off any excess wire.

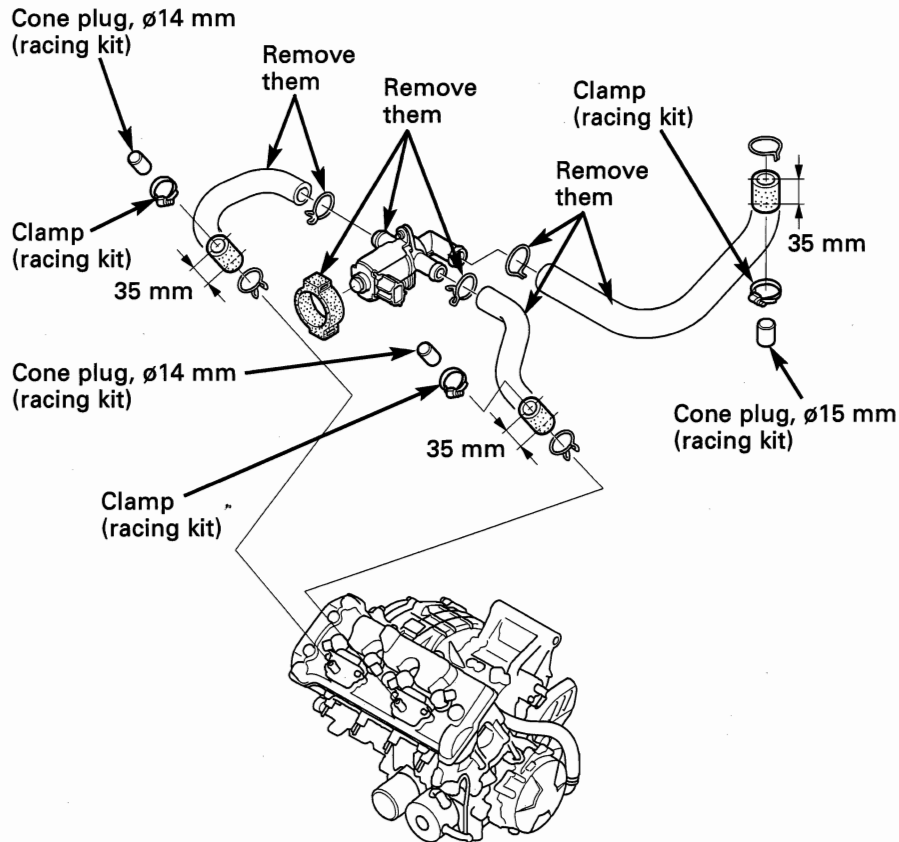


- Use new 0.8 mm (0.03 in) stainless wire.
- Secure the bolt as shown so that it cannot come loose.
- Twisting the wire too tightly will break a locking wire.



Secondary Air Supply System Removal

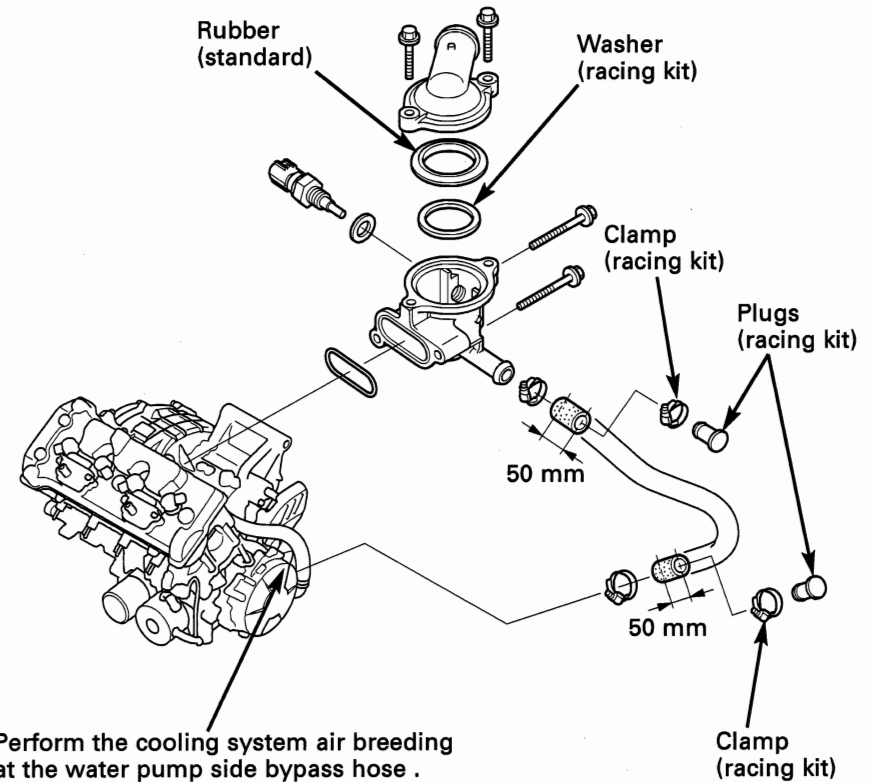
1. Disconnect the secondary air supply hoses from the cylinder head reed valve covers and air cleaner housing.
2. Cut the removed hoses 35 mm from the each end of the cylinder head reed valve cover side and air cleaner housing side.
3. Install the cutted hoses to the cylinder head reed valve covers and air cleaner housing, then secure them with removed clips.
4. Plug the hoses with cone plugs in the racing kit, and secure them with clamps also in the racing kit (air cleaner side cone plug: $\varnothing 15$ mm, reed valve cover side cone plug: $\varnothing 14$ mm).



Thermostat and Bypass Hose Removal

1. Drain the coolant.
2. Remove the thermostat housing cover, then remove the thermostat.
3. Remove the rubber from the thermostat, then install it on the thrust washer in the racing kit.
4. Install the thrust washer in the thermostat housing, and assemble the thermostat housing in the reverse order of removal.
5. Remove the bypass hose.
6. Cut the removed hoses 50 mm from the each end.
7. Install the cutted hoses to the water pump and thermostat housing, then secure them with clips in the racing kit.
8. Install the plugs in the racing kit to the hose ends, and clamp them with the clamps in the racing kit.

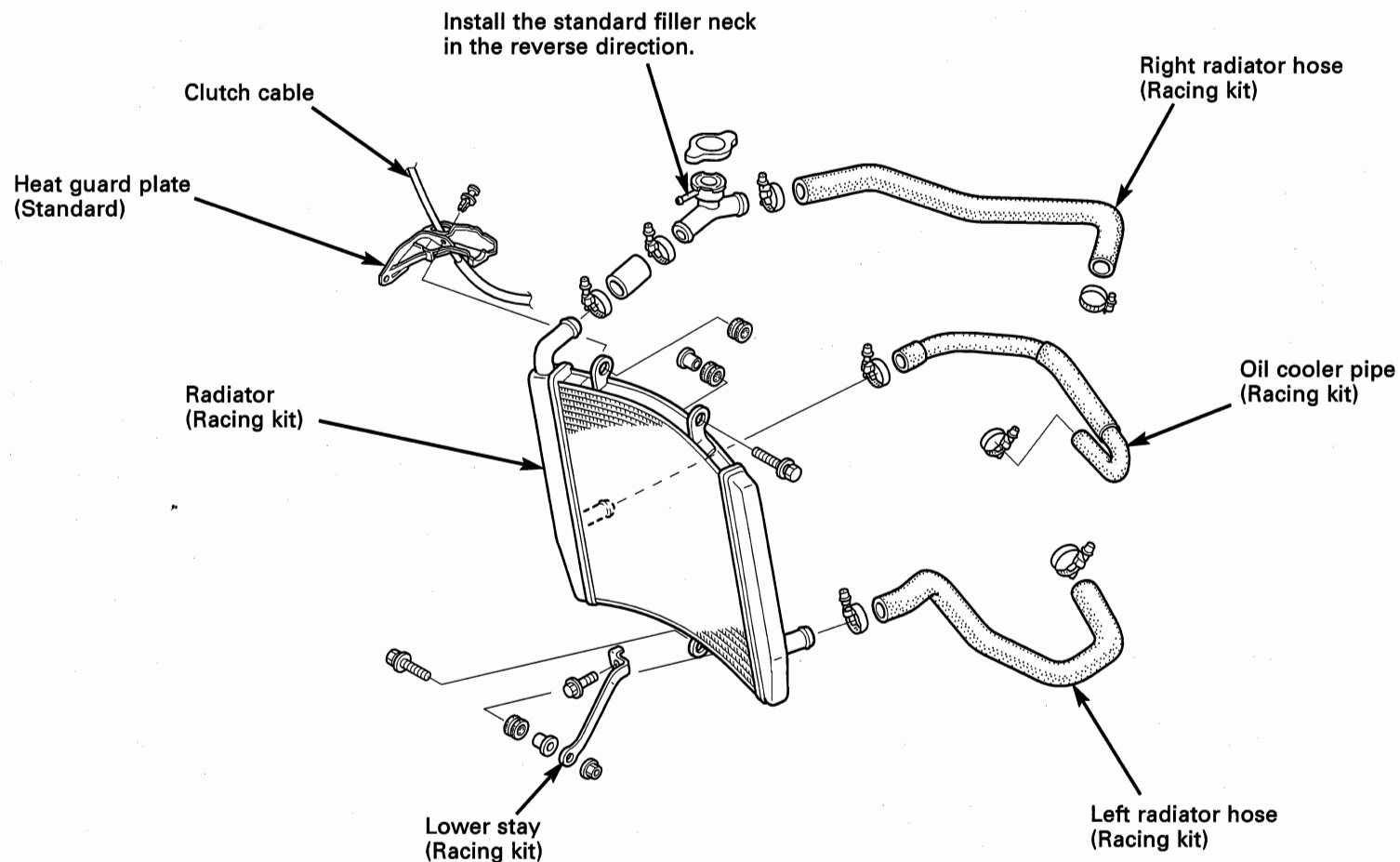
When replacing the coolant, bleed the air from the water pump side bypass hose.



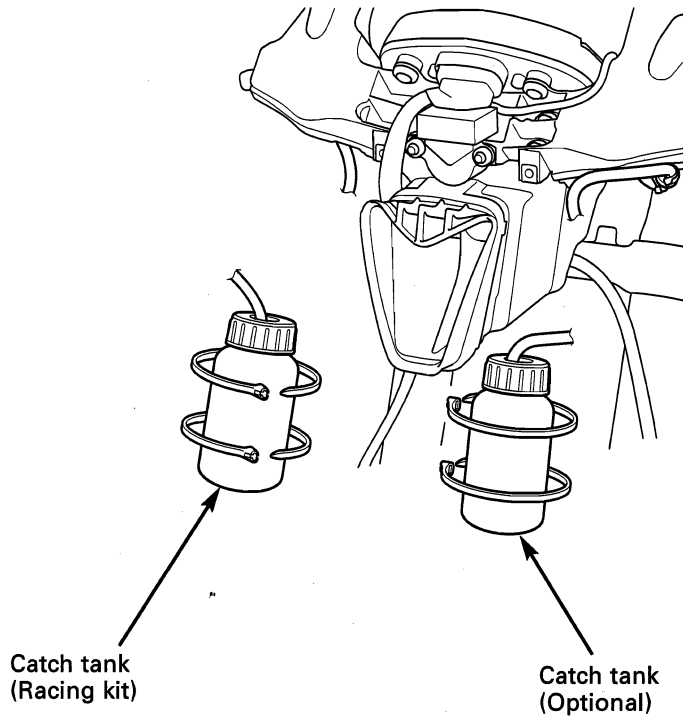
Racing Kit

Radiator Kit Installation

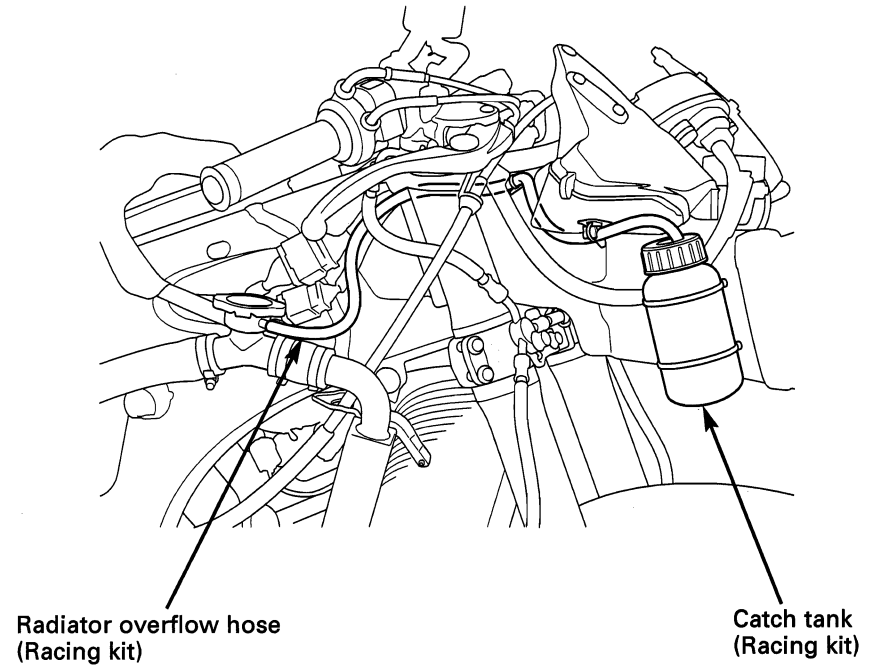
1. Remove the standard radiator and radiator reserve tank.
2. Install the racing kit radiator lower stay using the removed standard stay bolt.
3. Install the racing kit radiator with the racing kit right and left radiator hose, oil cooler hoses and oil cooler pipe using the standard hose clamps. When installing the racing kit, install the radiator filler neck reverse direction as shown in the illustration.
4. Tighten the hose clamps securely.
5. Install the removed right heat guard plate onto the radiator while routing the clutch cable into the guard plate groove.



6. Install the overflow catch tank to the intake air duct.



7. Route the radiator overflow hose properly referring to the illustration below, then connect to the catch tank.
8. Fill the radiator with coolant and bleed air. Warm-up the engine and check coolant leaks.

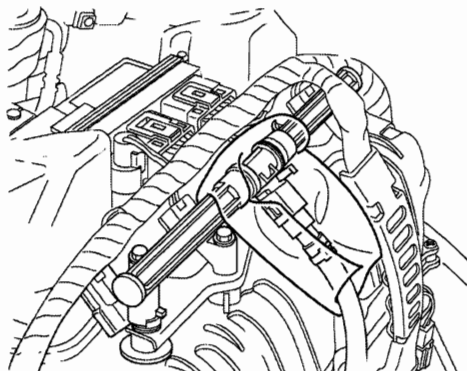


Fuel Feed Hose Removal/Installation

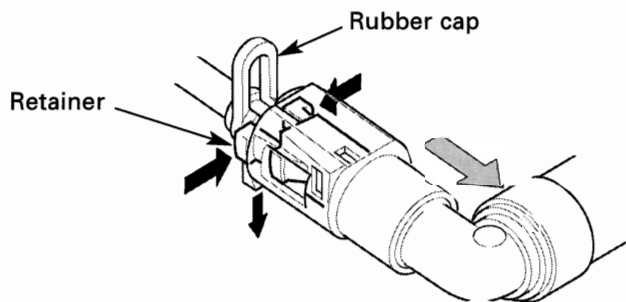
The fuel hose retainer must be replaced, if the fuel feed hose is disconnected.

Removal

1. Turn the engine stop switch OFF.
2. Lift the fuel tank and support it.
3. Disconnect the fuel pump 2P (Brown) connector.
4. Turn the engine stop switch ON and start the engine. Operate the engine at idle until the engine stalls.
5. Turn the engine stop switch OFF, disconnect the battery ground (-) cable.
6. Check the fuel feed hose quick connector for dirt, clean them if necessary. Cover the quick connector with a shop towel or an equivalent.

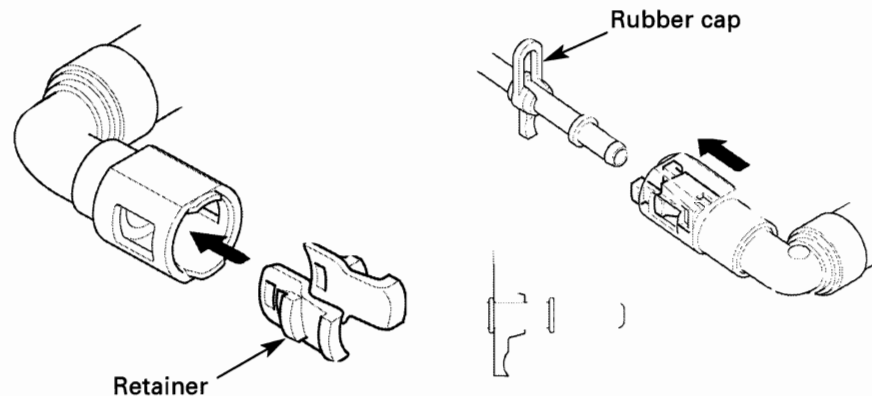


7. Pull the rubber cap and remove it from the retainer.
8. Hold the connector by one hand and push the retainer tabs with the other hand, then remove it from the lock groove. Disconnect the connector, and remove the retainer and rubber cap from the joint.
9. After the fuel feed hose is removed, cover the joint portion to avoid entering the dust and dirt into the fuel line.

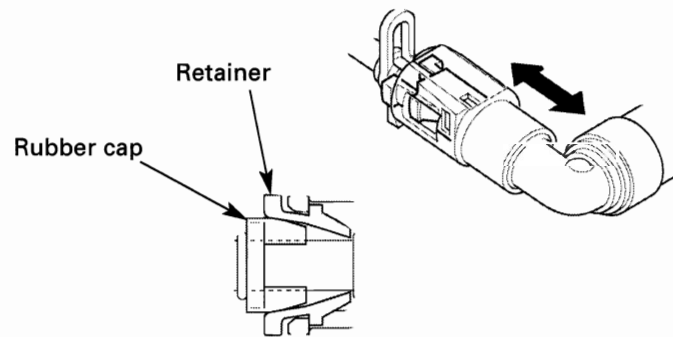


Installation

1. Install the new retainer into the fuel feed hose joint as shown.
2. Check the rubber cap condition, replace it if it is damaged. Install the rubber cap onto the fuel pipe as shown in the illustration.
3. Check that the retainer tabs aligns the connector grooves, then install the fuel feed hose to the fuel pipe until it "Clicks". If it is hard to install, apply small amount of engine oil to the tip of the fuel pipe.



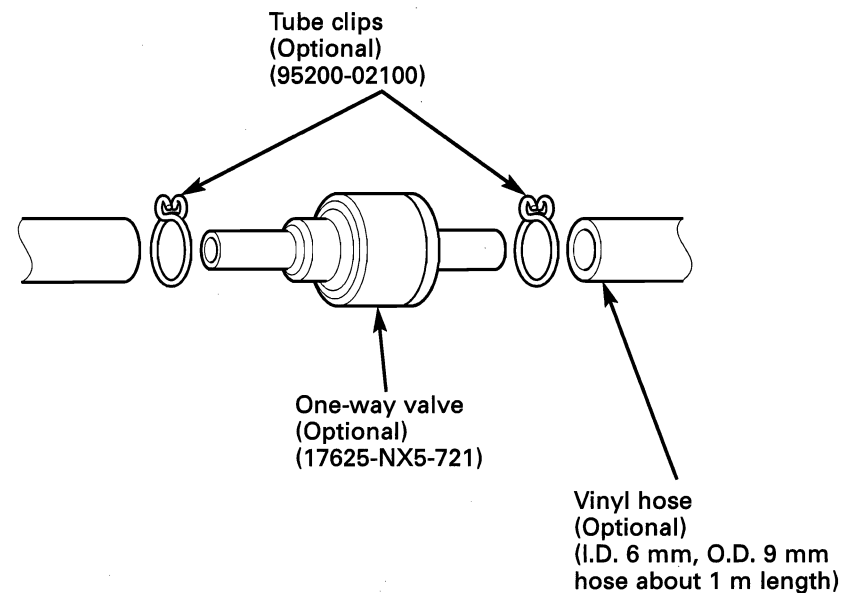
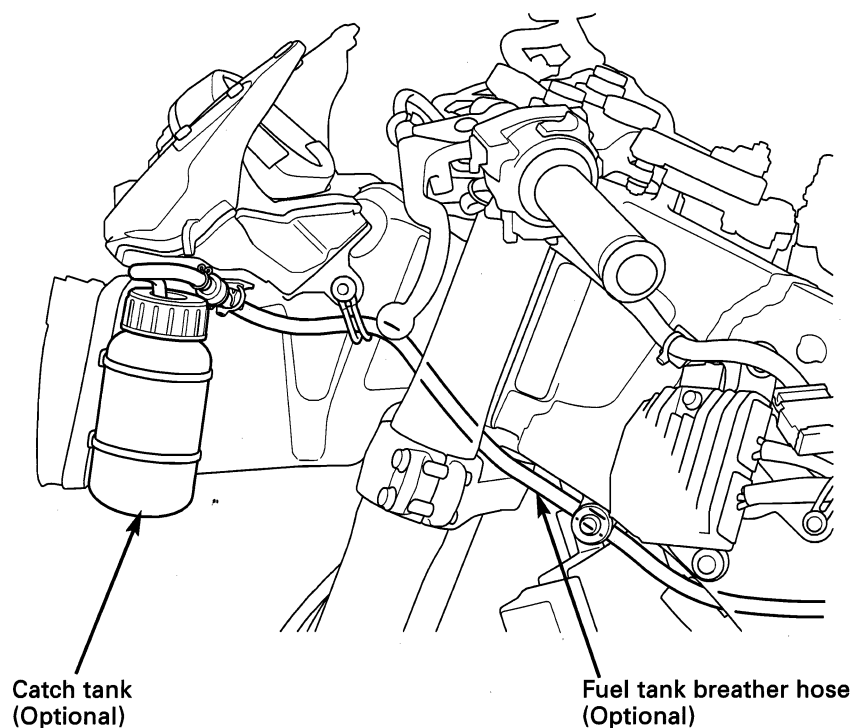
4. Move the fuel feed hose connector back and force, check that the fuel feed hose connector securely connected.
5. Check that the rubber cap is installed securely between the pipe flange and retainer.
6. Connect the pump connector and battery negative (-) cable. Turn the engine stop switch ON and operate the fuel pump about 2 seconds. Repeat this procedure 2 - 3 times and check that there are not fuel leaks. If there are fuel leaks, replace the fuel feed hose with a new one.



Fuel Tank Breather Hose Installation

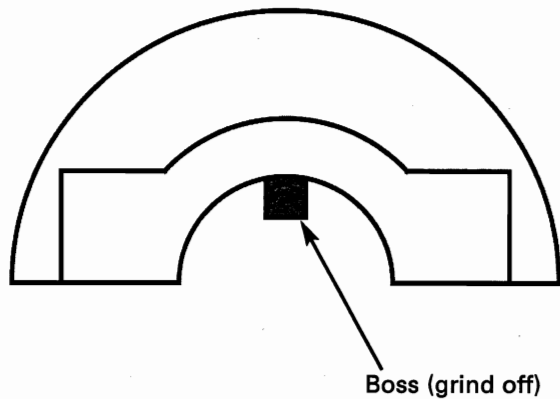
The fuel tank breather hose and catch tank are not listed in the racing kit parts. If you wish to install the fuel tank breather catch tank, prepare the parts using the parts number as follows.

1. Install the fuel breather catch tank to the air duct.
2. Install the one-way valve as shown in the illustration.
3. Route the fuel tank breather hose referring to the illustration below and connect it to the fuel tank catch tank.



Hi Throttle Set Installation

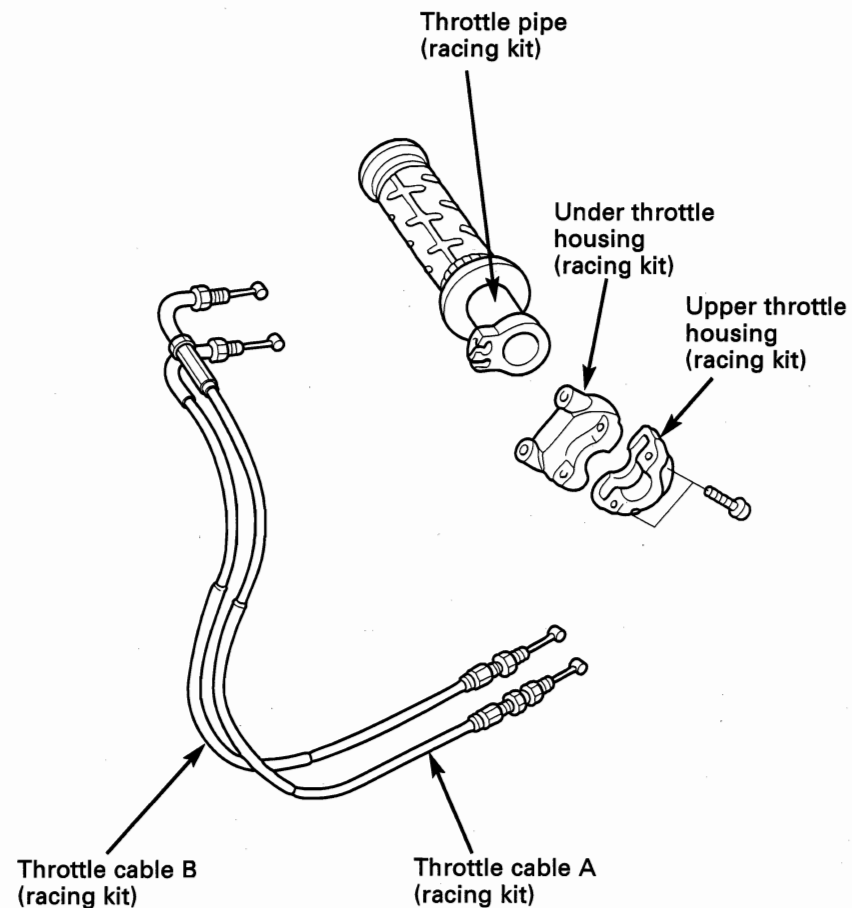
1. Remove the standard throttle housing and right grip comp. from the right handlebar.
2. Install the racing kit throttle pipe onto the right handlebar.
3. Grind off the boss in the upper throttle housing as shown.



4. Install the racing kit throttle cable A and B to the under throttle housing.
5. Connect the throttle cable ends to the throttle pipe, then tighten the throttle housing screws.

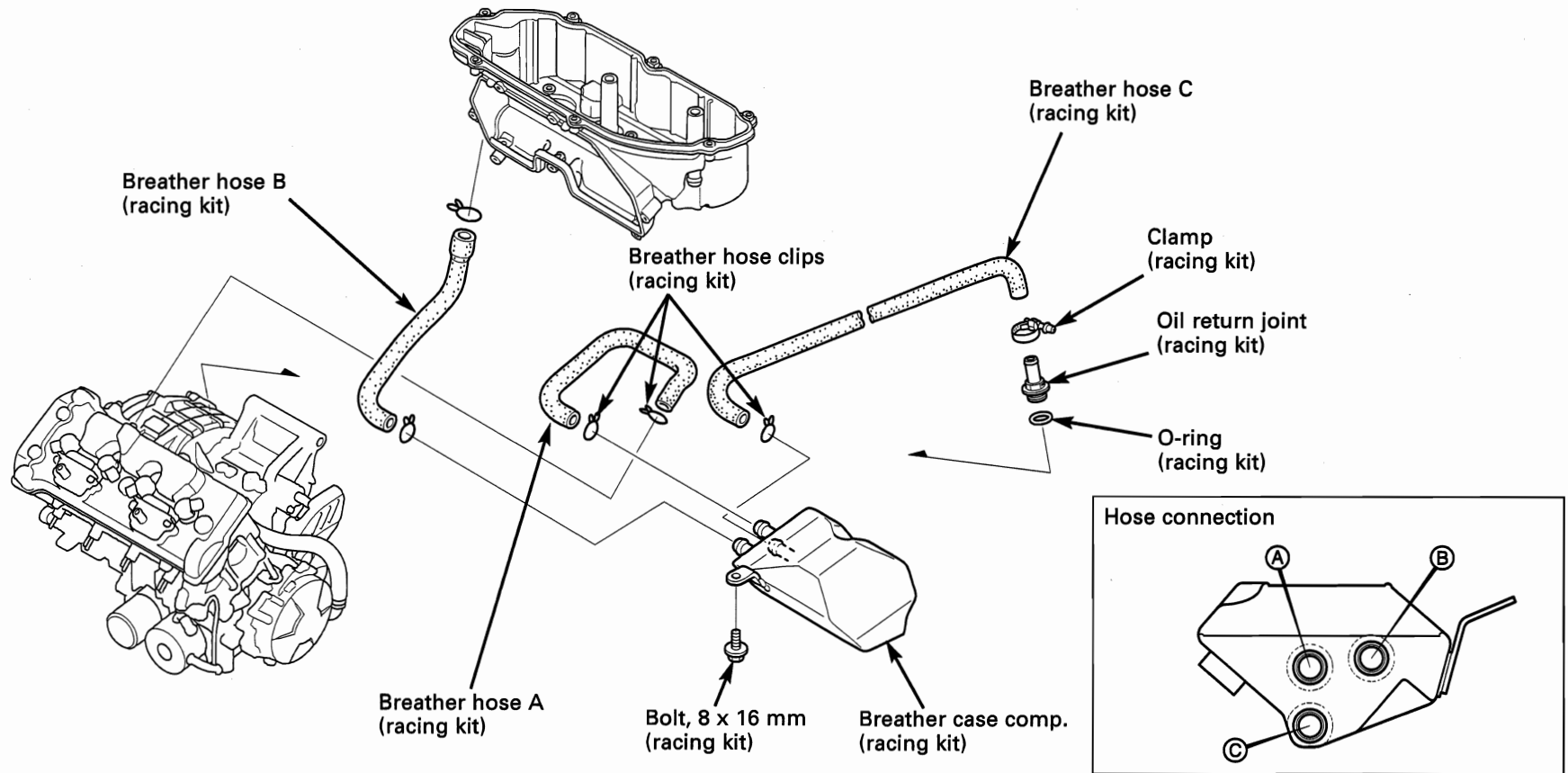
Note:

- Check the inside of the throttle housing and remove moisture completely after riding in rain.



Breather Case Installation

1. Disconnect the crankcase breather hose from the air cleaner housing and cylinder head cover, then remove the breather hose.
2. Install the breather hose B onto the air cleaner housing and the racing kit breather case using the standard clips.
3. Install the breather hose A to the cylinder head cover and racing kit breather case using the clips in the racing kit.
4. Install the breather hose C to the racing kit breather case using the clip in the racing kit.
5. Install the breather case assembly into the frame (the place previously installed the EVAP PAIR control valve/horn stay), tighten the bolt securely.
6. Remove the oil filler cap from the right crankcase cover, the install the oil return joint in place.
7. Connect the breather hose C to the oil return joint using the clamp in the racing kit, tighten the clamp securely.



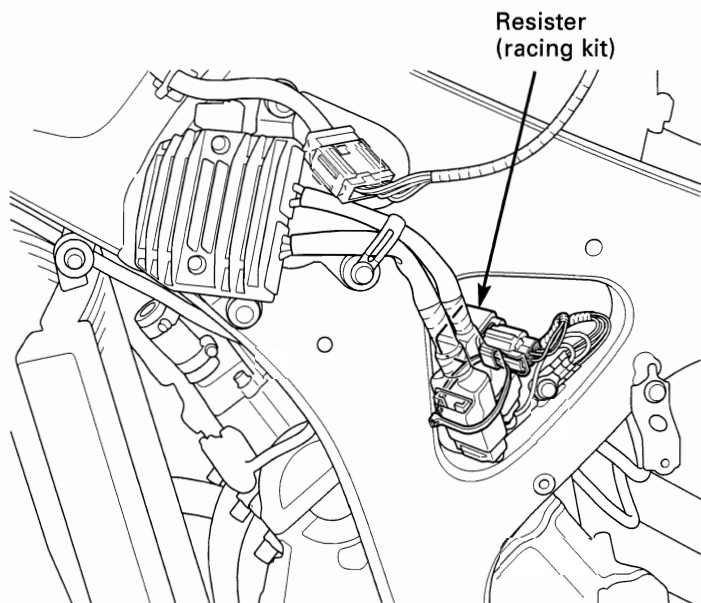
Racing Kit

Resister Installation

The 3P dummy connector is taped in wire harness near the regulator/rectifier. Remove the dummy connector, and install the racing kit resister and tape it onto the wire harness.

NOTICE

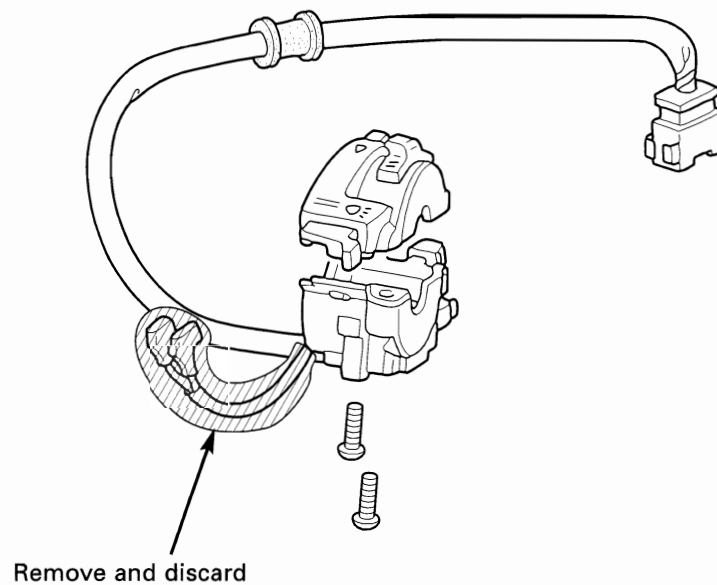
If the resister is not installed, the ignition cut-off system is activated incorrectly.



Turn Signal Switch Modification

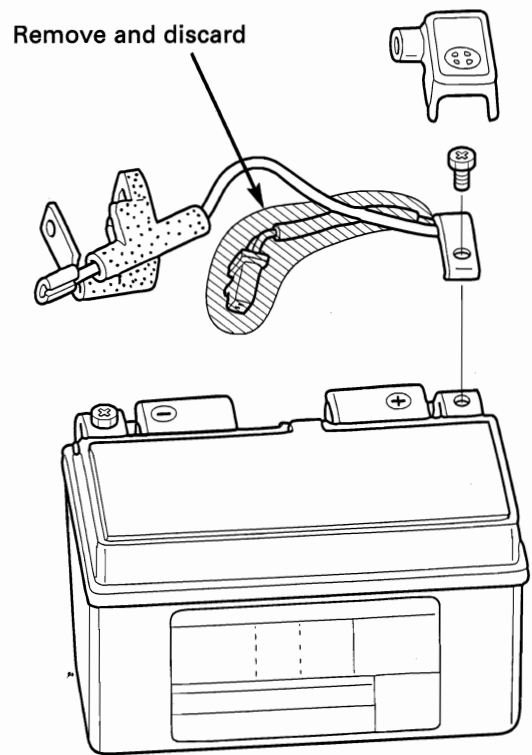
Remove the turn signal switch from the handlebar. Cut and remove the clutch switch wire from the turn signal switch and seal with tape securely.

The turn signal switch modification can be done for ED and JP type. If the base vehicle is A type, replace the turn signal switch to ED type, and modify it.



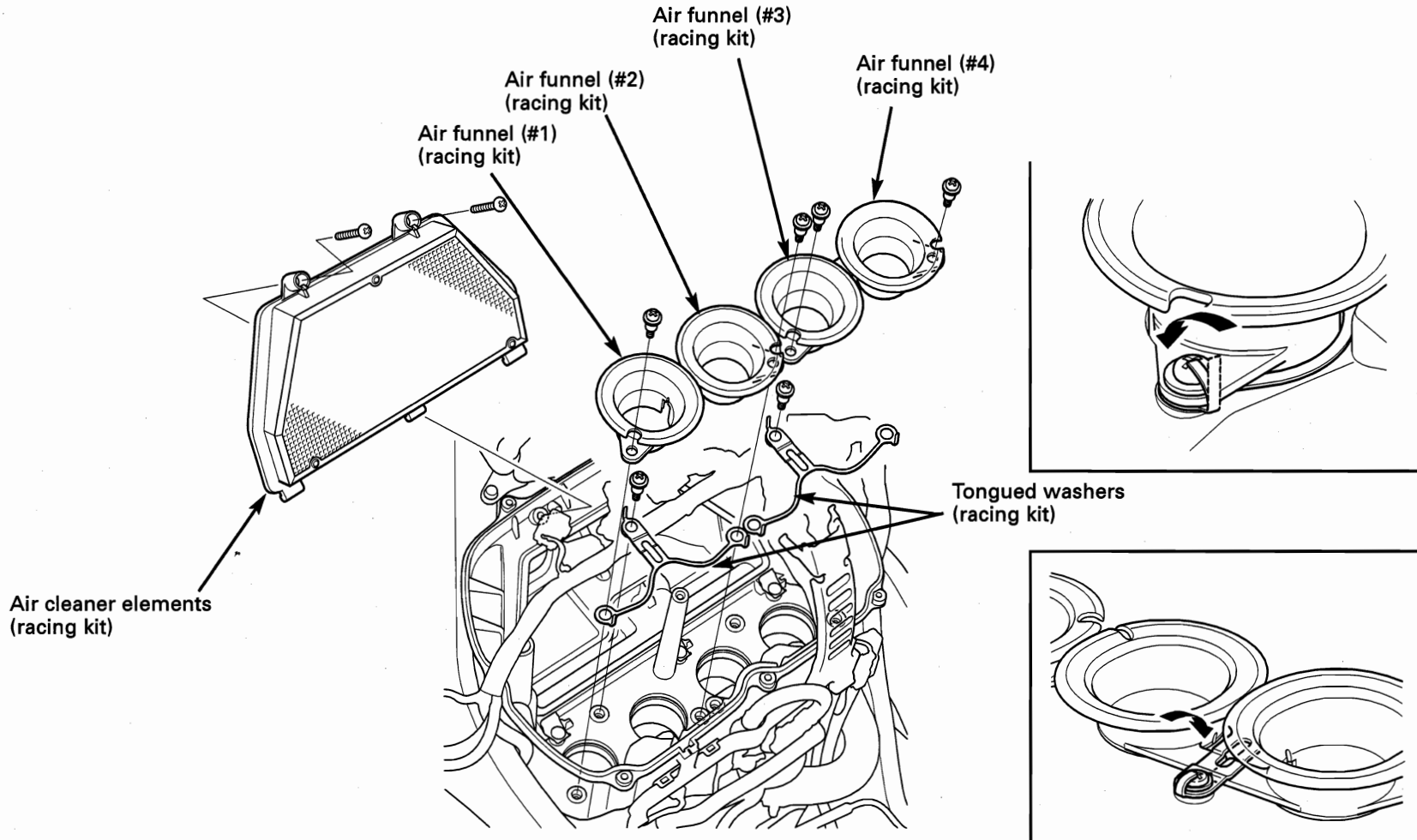
Starter/Battery Cable Modification

Remove the unnecessary part from the starter/battery cable, and seal with tape securely.



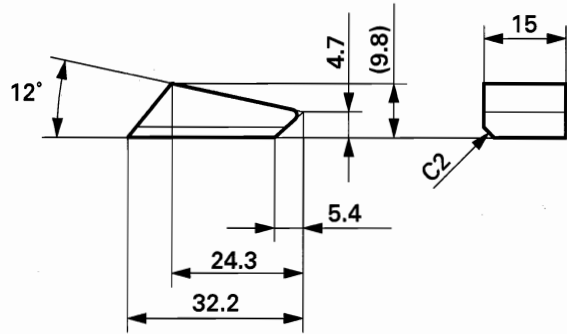
Air Funnel/Air Cleaner Element Replacement

1. Remove the standard air cleaner element and air funnels.
2. Install the racing kit air funnels into proper location according to each identification mark on the funnel.
3. Install the tongued washer and screw, then tighten the screws securely.
4. Bend the tabs of the tongued washer and lock the screws.
5. Install racing kit air cleaner element.

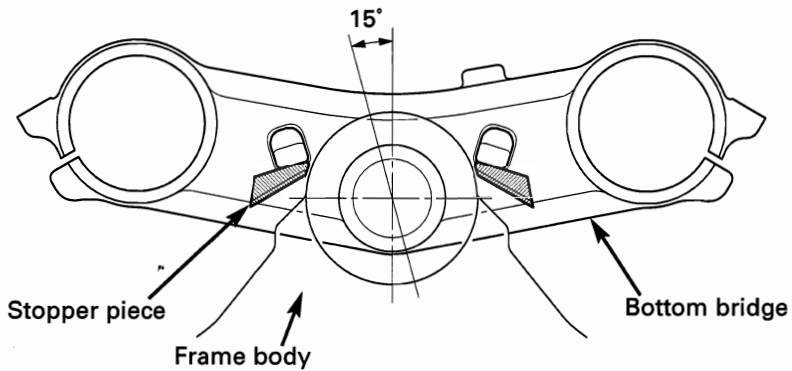


Steering Stem Modification

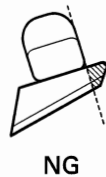
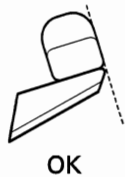
1. Make the steering stopper pieces from aluminium block. The piece dimensions are shown in the illustration below.



2. Weld the stopper pieces onto the bottom bridge as shown.
 3. Make sure the steer angle is minimum of 15° on both side.



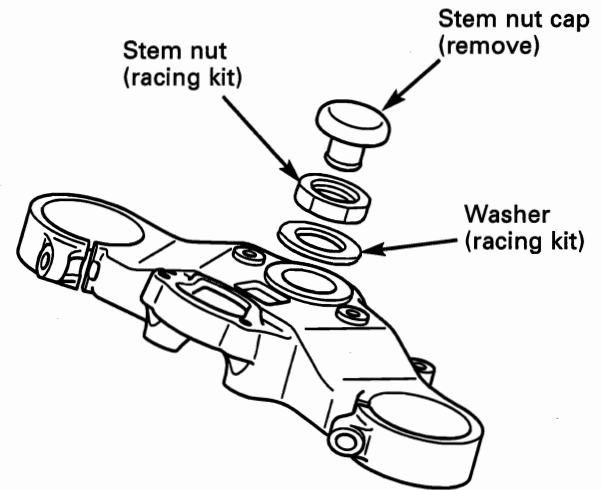
Make sure the tip of the stopper piece does not projected from the stopper ends as shown.



Steering Stem Nut/Washer Replacement

The stem nut and washer is provided in the racing kit for the purpose of the smooth steering feel.

Remove the standard stem nut cap, stem nut and washer. Install the racing kit stem washer and stem nut, then tighten the nut to the specified torque.

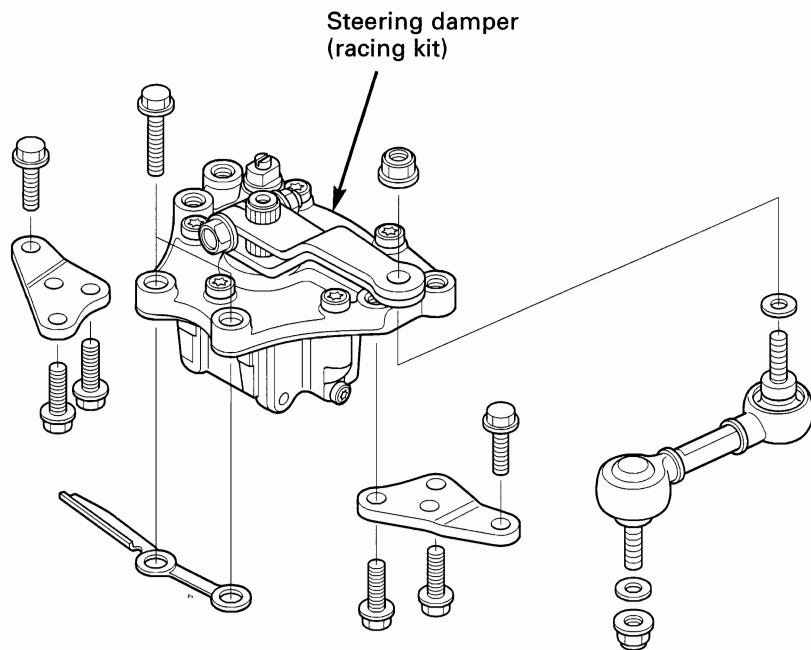


Steering Damper Replacement

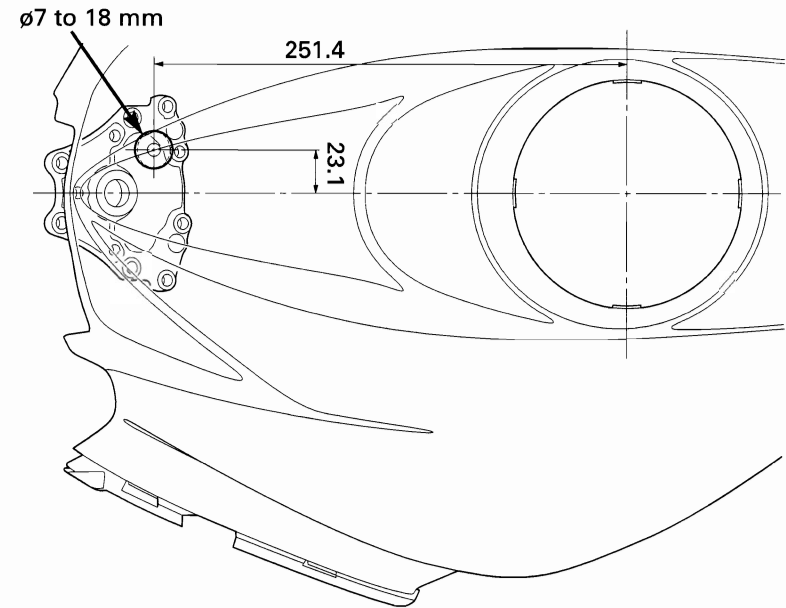
Note:

- The racing kit steering damper can be adjusted manually by turning the adjusting screw.

1. Remove the standard steering damper.
2. Install the racing kit steering damper without installing the link cover.

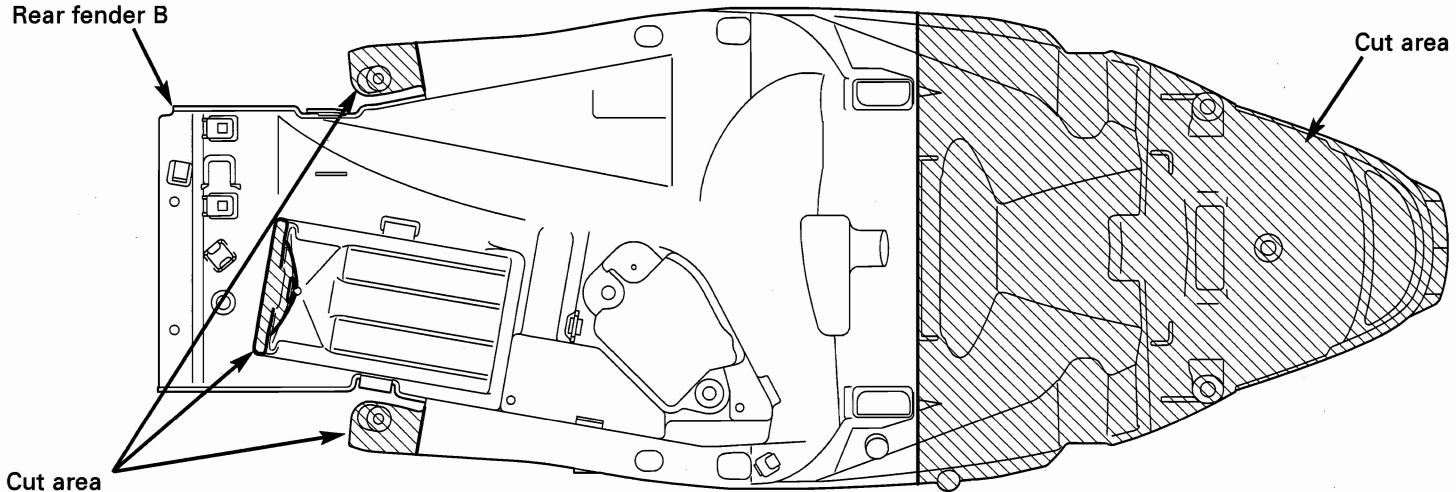


- On racing kit mechanical steering damper, the damping force is adjusted by the screwdriver. We recommended that the make a drill hall to the stop shelter for steering damper adjustment without removing the shelter.
- For only adjustment, make $\varnothing 7$ mm drill hole. For reading indicator label, make $\varnothing 18$ mm drill hole.

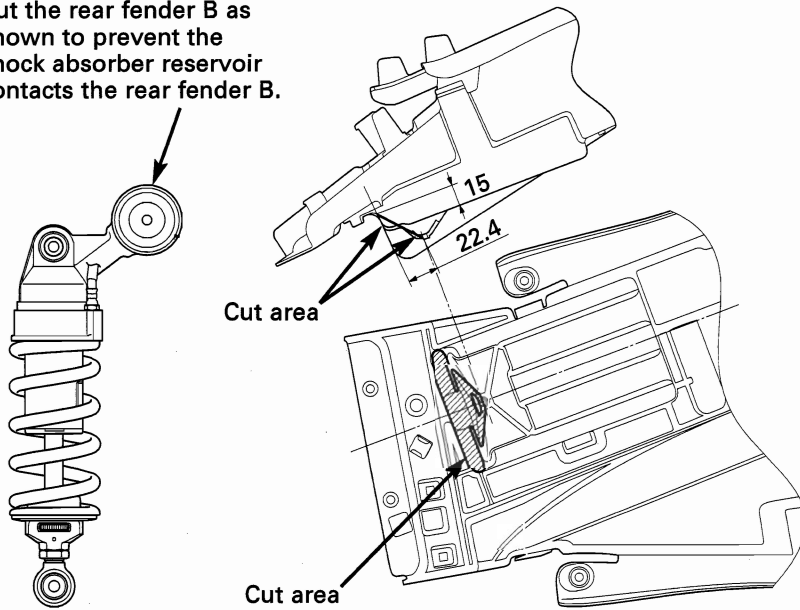


Rear Fender B Modification

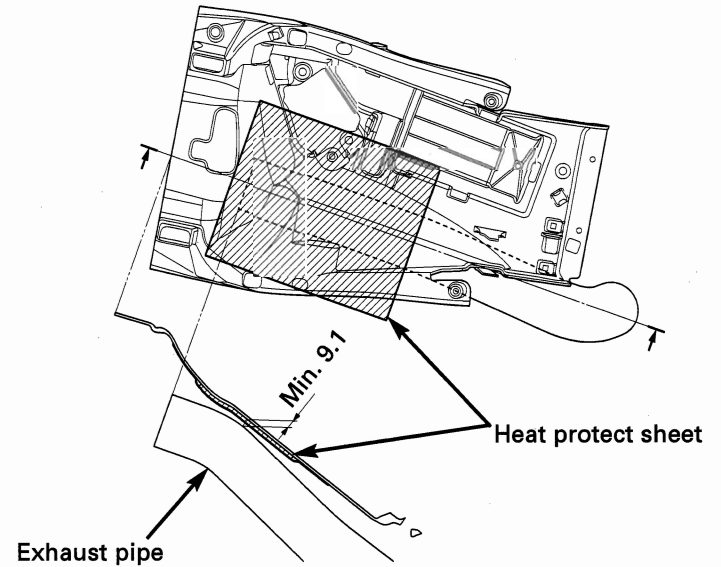
1. Cut and remove the indicated portion of the rear fender B.



Cut the rear fender B as shown to prevent the shock absorber reservoir contacts the rear fender B.



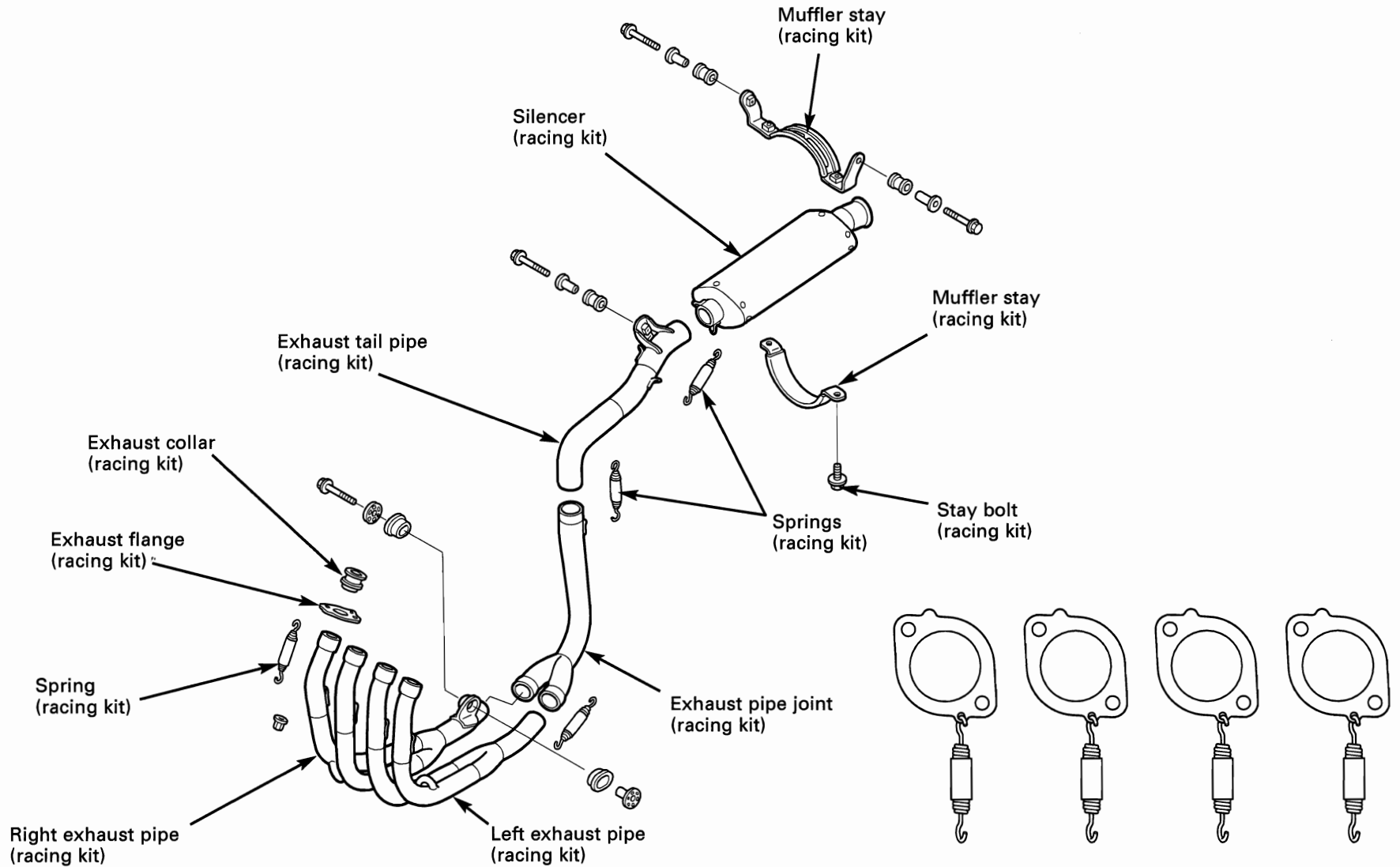
2. Install the heat protect seat to the rear fender B as shown to protect the rear fender B from the exhaust pipe heat.



Racing Kit

Exhaust Pipe/Muffler Replacement

1. Remove the standard muffler and exhaust pipe referring to the Service Manual.
2. Install the racing kit exhaust pipes and silencer (use standard mounting bolts, collar and grommets; except the muffler stay bolts).

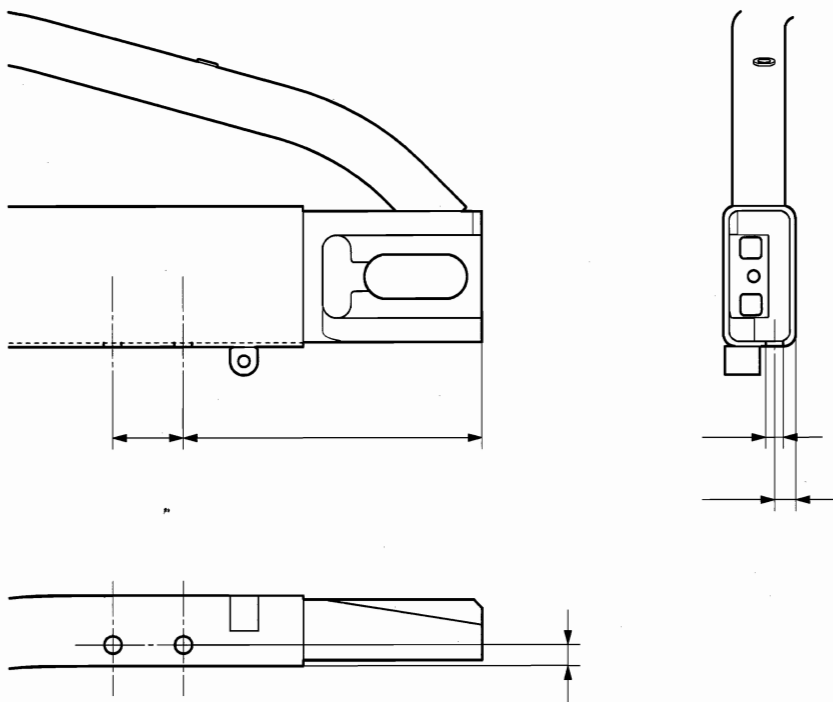


Drive Chain Guard Installation

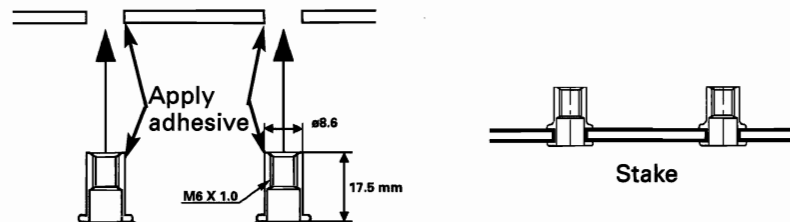
NOTICE

Inside of the swingarm is filled with urethane foam. Do not weld the drive chain guard because of the urethane form is burned.

1. Remove the swingarm. Drill $\varnothing 9.05 - 9.25$ mm holes for the pop nut as shown.

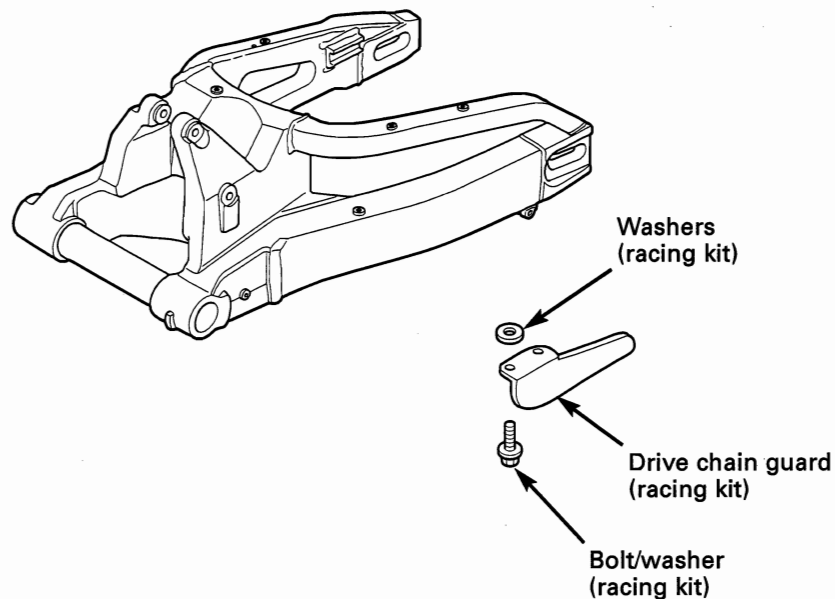


2. Apply adhesive to the drill holes and pop nut seat, and install the pop nuts into the holes. Stake the pop nut using a commercially available tool.



Pop nut, 6 mm
(manufactured by POP RIVET FASTENER LTD.; SPH650R or equivalent)

3. After the adhesive hardened, install the washer and drive chain guard and tighten the bolt/washers securely.



Racing Kit

Optional Drive/Driven Sprocket

The optional drive/driven sprockets are available.

Drive sprockets:

- 14T (23801-NL3-620)
- 15T (23802-NL3-620)
- 16T (23803-NL3-620)

Driven sprockets:

- 41T (41201-NL3-651)
- 42T (41202-NL3-651)
- 43T (41203-NL3-651)
- 44T (41204-NL3-651)
- 45T (41205-NL3-651)
- 46T (41206-NL3-651)
- 47T (41207-NL3-651)

Drive chain:

RKGB520-120J

Drive	Driven						
	41T	42T	43T	44T	45T	46T	47T
14T	110L	(110L)*1	(110L)*1	(110L)*1			
	(112L)*2	112L	112L	112L	112L		
		(114L)*2	(114L)*2	(114L)*2	(114L)*2	114L	114L
15T	(110L)*1						
	112L	112L	112L	112L			
		(114L)*2	(114L)*2	(114L)*2	114L	114L	114L
					(116L)*2	(116L)*2	(116L)*2
16T	(110L)*1						
	112L	112L	112L	(112L)*2	116L	116L	
		(114L)*2	(114L)*2	114L	114L	114L	114L
				(116L)*2	(116L)*2	(116L)*2	(116L)*2

:Recommended chain link

() : Can be installed chain link

*1: Move axle position forward than the standard position.

*2: Move axle position rearward than the standard position.

Brake Pad Selection

The following brake pads are available for racing condition.

Front:

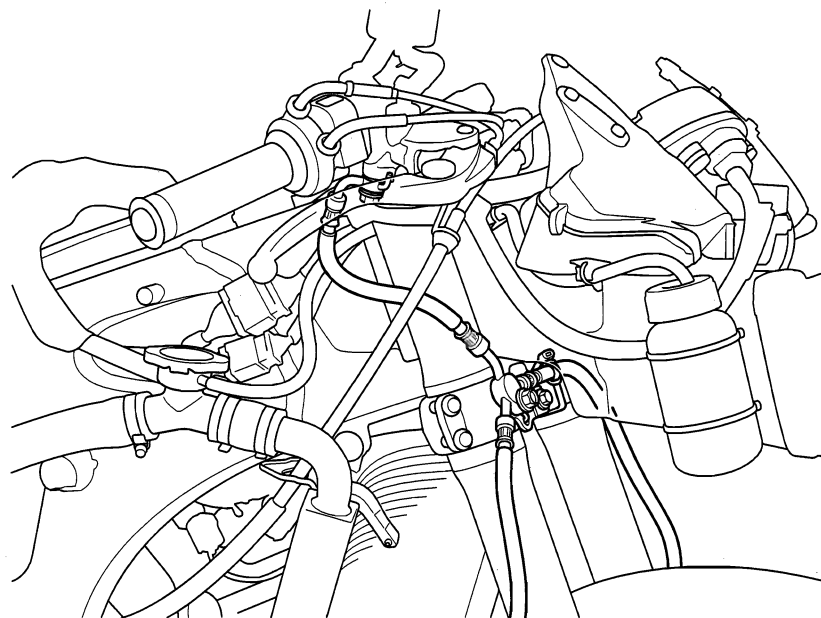
Parts number	Item	Remarks
45105-NL3-921	H21A	Force and effect significant concerned (thicker than standard, back plate metal polished)
45106-NL3-921	N608	Control significant concerned
45105-NL9-801	N615	Decay durability significant concerned

Rear:

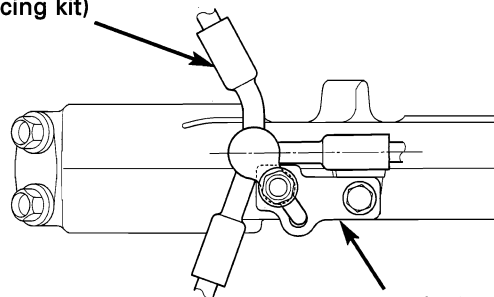
Parts number	Item	Remarks
43105-NL9-C30 43106-NL9-C30	TT2450	Anti-fade/decay durability significant concerned
43105-NL9-C41 43106-NL9-C41	NKX19	Control/decay durability significant concerned

Front Brake Hose Replacement

Replace the front brake hose with the racing kit.



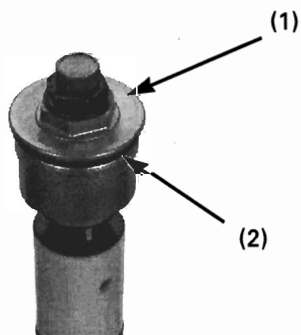
Brake hose joint
(racing kit)



Brake hose stay
(racing kit)



(1) PRE-LOAD ADJUSTER

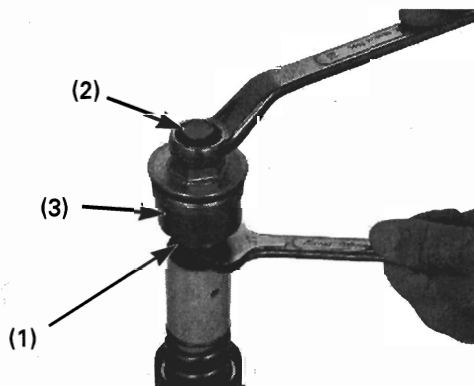
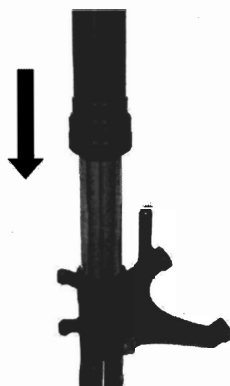


(1) FORK BOLT (2) O-RING

Fork Spring Replacement

Make sure that the pre-load adjuster softest position by turning the adjuster counterclockwise.

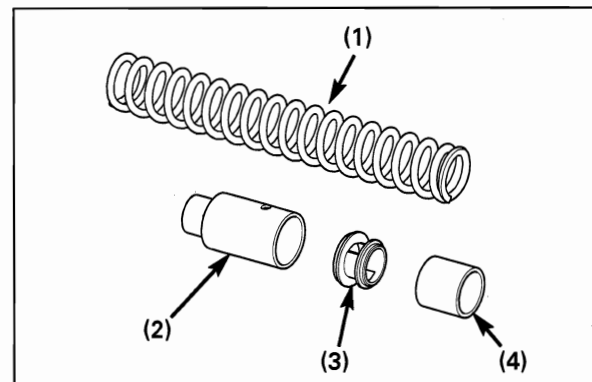
Remove the fork bolt from the fork slider.



(1) DAMPER ROD FLAT PORTION
(2) PRE-LOAD ADJUSTER (3) FORK BOLT

Push the fork slider slowly down, and gently seat the dust seal onto the axle holder.

Insert a 17 mm spanner between the spring seat stopper, and hold the damper rod. Remove the fork bolt.



(1) FORK SPRING (2) SPRING COLLAR
(3) SPRING SEAT STOPPER
(4) SPRING COLLAR B

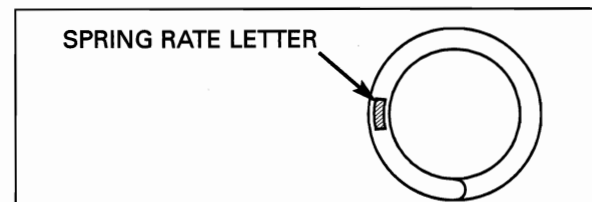
Remove the following:

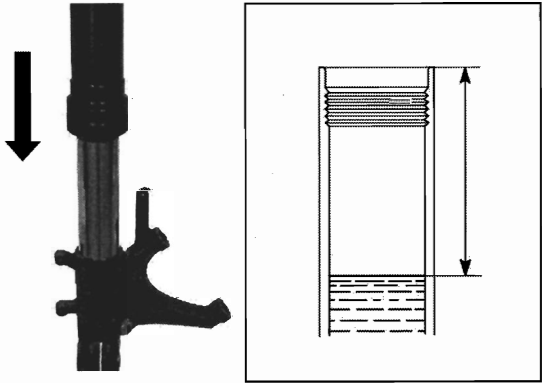
- Spring collar B
- Spring seat stopper
- Spring collar
- Fork spring

The following optional fork springs are available.

Part number	Spring rate	Oil level
51401-NEE-R21	0.95 kgf/mm (STD)	120 mm
51401-NL3-921	0.90 kgf/mm	115 mm
51402-NL3-921	1.0 kgf/mm	125 mm
51403-NL3-921	1.05 kgf/mm	130 mm

Optional springs are identified by the spring rate letter on the spring end as shown (standard spring has no letter).

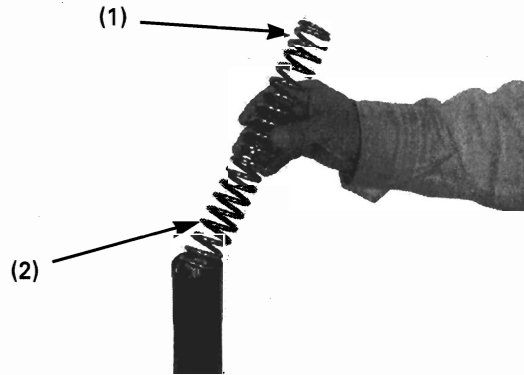




(1) OIL LEVEL

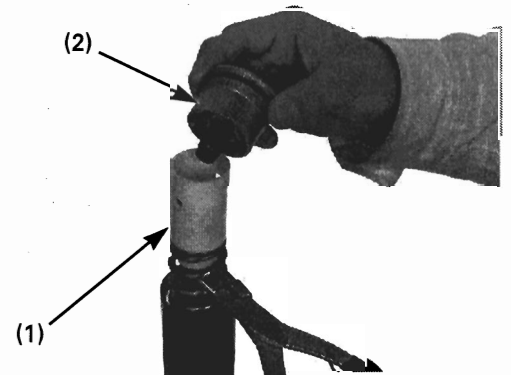
Slowly down the slider, and gently seat the dust seal onto the axle holder and leave it for 5 minutes.

After the oil level stabilizes, measure the oil level from top of the fork slider. Be sure the oil level is the same in the both forks.



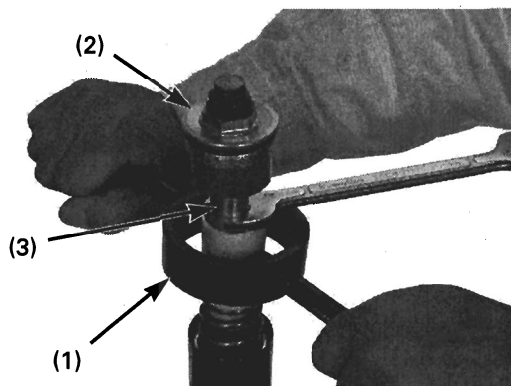
(1) TAPERED END
(2) FORK SPRING

Install the fork spring into the fork slider with the tapered end facing up.



(1) SPRING COLLAR
(2) FORK BOLT

Pull up the damper rod and hold it between the spring coil as shown.



- (1) SPRING COLLAR HOLDER
- (2) FORK BOLT
- (3) FORK DAMPER

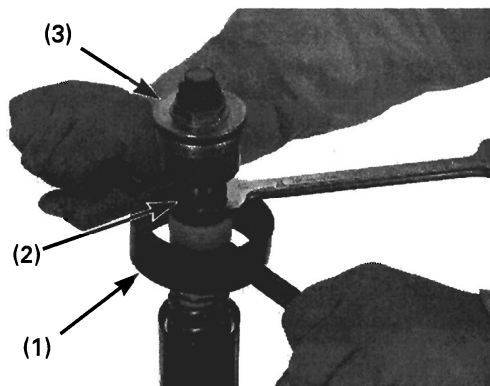
Install the spring collar holder to the spring collar.

TOOL:

Spring collar holder **070MF-MBZC110**

Compress the fork spring while pushing the spring collar in, and pull up the fork damper assembly same time.

Install the 17 mm spanner into the flat portion of the damper rod as shown.

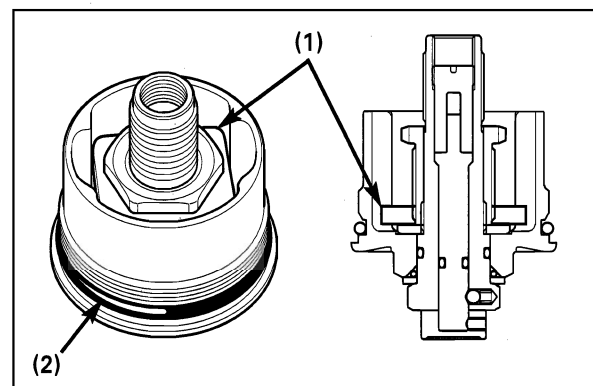


- (1) SPRING COLLAR HOLDER
- (2) SPRING SEAT STOPPER
- (3) FORK BOLT

Remove the fork bolt, install the spring seat stopper. Reinstall the fork bolt to the damper rod.

Compress the fork spring while pushing the spring collar in, and pull up the fork damper assembly. Remove the 17 mm spanner from the damper rod. Push the spring seat stopper down and align the spring seat stopper cut-outs with the damper rod flat surface, then install the 17 mm spanner to the flat surface.

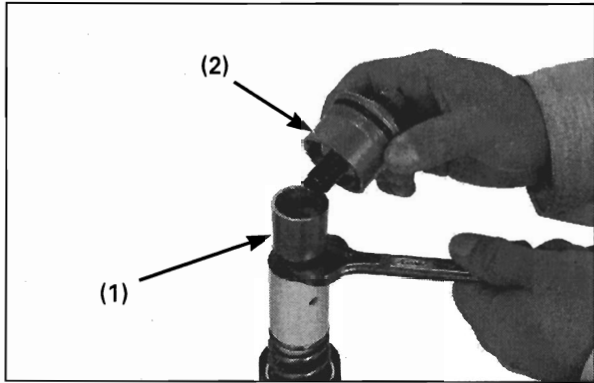
Remove the fork bolt assembly again. Remove the spring collar holder.



- (1) PRE-LOAD ADJUST PLATE
- (2) O-RING

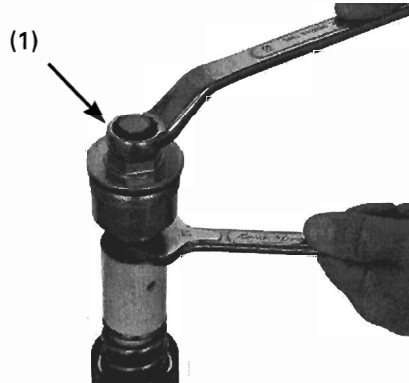
Apply fork fluid to a new O-ring, and install it to the fork bolt.

Turn the pre-load adjuster and adjust it softest position as shown.



(1) SPRING COLLAR B
(2) FORK BOLT

Install the spring collar B and then install the fork bolt.

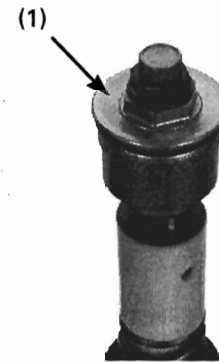


(1) PRE-LOAD ADJUSTER

Tighten the pre-load adjuster to the specified torque, while holding the damper rod.

Torque: 25 N•m (2.5 kgf•m, 19 lbf•ft)

Remove the 17 mm spanner from the damper rod.



(1) FORK BOLT



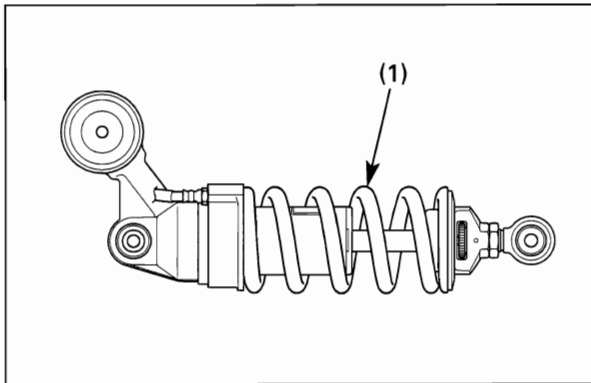
(1) PRE-LOAD ADJUSTER

Install the fork bolt to the fork slider.

Adjust the pre-load by turning the pre-load adjuster.

Tighten the fork bolt after install the fork legs to the steering stem.

Racing Kit



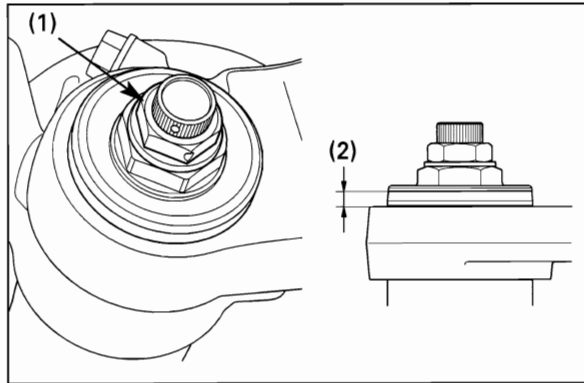
- (1) SPRING
(2) STANDARD LENGTH (L=318 mm)

Rear Cushion Spring

Three optional rear cushion springs are available.

Part number	Spring rate	Identification color
52401-MFJ-R01	10.5 kgf/mm (STD)	Yellow
52401-N1A-D00	10.0 kgf/mm	White
52402-N1A-D00	10.3 kgf/mm	Blue
52403-N1A-D00	10.8 kgf/mm	Black
52404-N1A-D00	11.0 kgf/mm	Red
52405-N1A-D00	11.3 kgf/mm	Green

The optional rear shock absorber springs are identified by color.



- (1) PRE-LOAD ADJUSTER
(2) FORK HEIGHT

Front Suspension Setting

Front Suspension Setting

Pre-load Adjuster

Spring pre-load can be adjusted by turning the pre-load adjuster.

Turn the adjuster clockwise, the spring pre-load increase.

Turn the adjuster counterclockwise, the spring pre-load decrease.

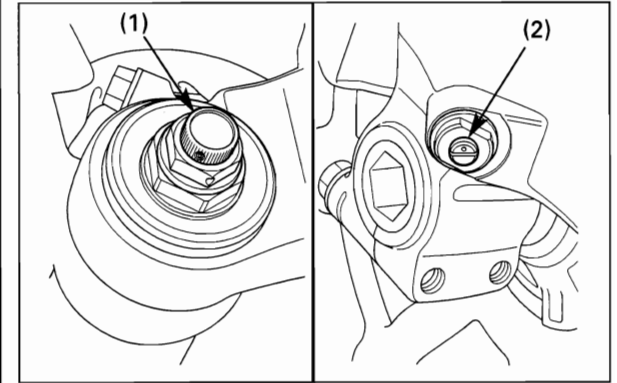
Standard position: 7 mm from full soft

Fork Height

Fork height must be adjusted 8 mm or less.

Recommended height: 7 mm

If the fork height adjusted more than 8 mm, upper cowl contacts the road while vehicle inclined.



- (1) REBOUND ADJUSTER
(2) COMPRESSION ADJUSTER

Rebound Damping Adjuster

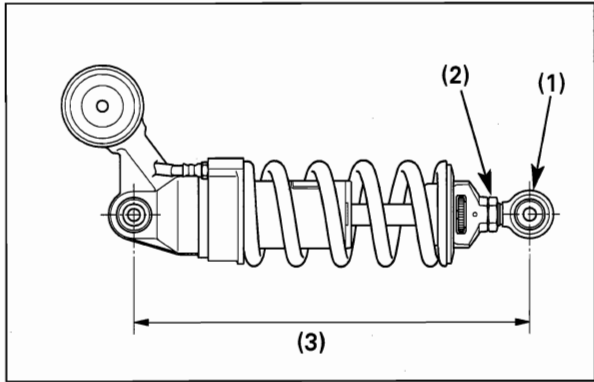
The rebound damping adjuster clockwise until it stops (full hard position), then turn the adjuster counterclockwise.

Standard position: 10 clicks out from full hard

Compression Damping Adjuster

The compression damping adjuster clockwise until it stops (full hard position), then turn the adjuster counterclockwise.

Standard position: 10 clicks out from full hard



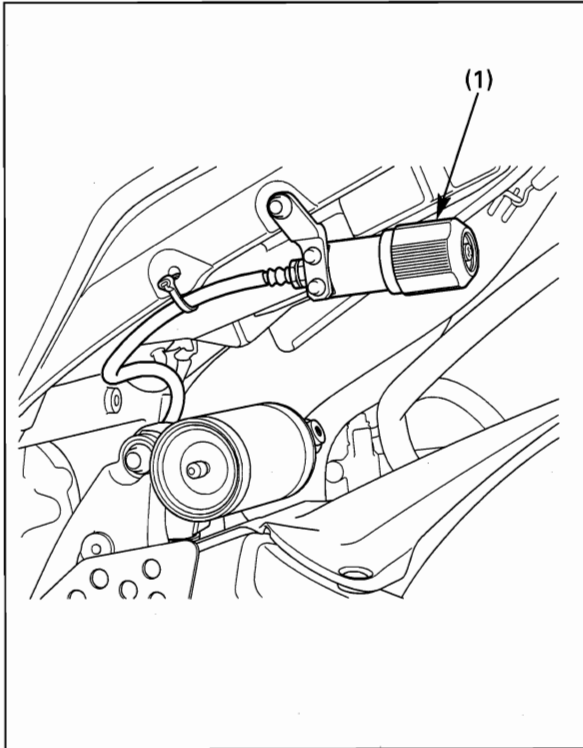
- (1) LOWER JOINT
- (2) LOCK NUT
- (3) SHOCK ABSORBER LENGTH

Vehicle Height Adjustment

To adjust the vehicle height, loosen the rear shock absorber lower joint lock nut, turning the lower joint.

Standard shock absorber length: 297 mm (11.7 in)
Adjustable range: 294 – 302 mm (11.6 – 12.0 in)

Do not adjust the shock absorber length out of the range.



- (1) PRE-LOAD ADJUSTING KNOB

Rear Suspension Setting

Pre-load Adjuster

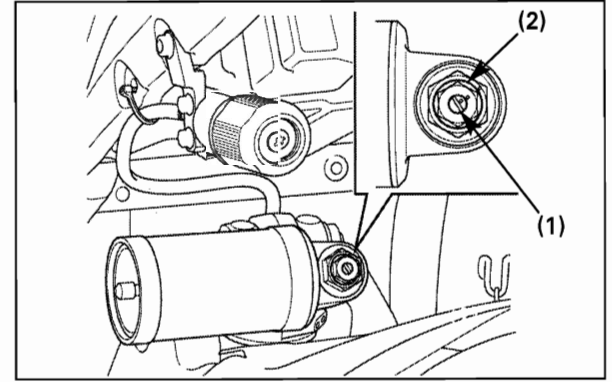
Spring pre-load can be adjusted by turning the pre-load adjuster knob.

Turn the adjuster clockwise, the spring pre-load increase.

Turn the adjuster counterclockwise, the spring pre-load decrease.

Standard position: 14 turns from full soft (7 mm)

The spring pre-load is already 5 mm when installing the spring to the shock absorber. The adjustment is started from this position.



- (1) COMPRESSION DAMPING ADJUSTER (Lo)
- (2) COMPRESSION DAMPING ADJUSTER (Hi)

Hi-speed Compression Damping Adjuster

The hi-speed compression damping adjuster counterclockwise until it stops (full soft position), then turn the adjuster clockwise.

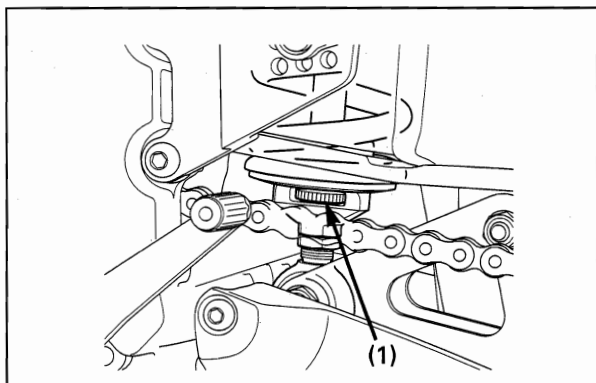
Standard position: 1 turns in from full soft

Low-speed Compression Damping Adjuster

The low-speed compression damping adjuster clockwise until it stops (full hard position), then turn the adjuster counterclockwise.

Standard position: 10 clicks out from full hard

Racing Kit

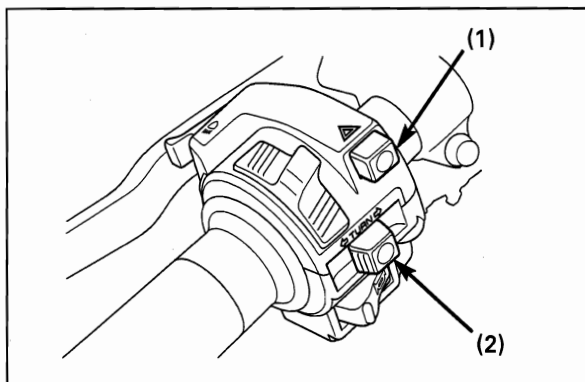


(1) REBOUND DAMPING ADJUSTER

Rebound Damping Adjuster

The rebound damping adjuster clockwise until it stops (full hard position), then turn the adjuster counterclockwise.

Standard position: 10 clicks out from full hard



(1) HAZARD SWITCH (SPEED LIMIT SWITCH)
(2) TURN SIGNAL SWITCH (SPEED LIMIT SWITCH)

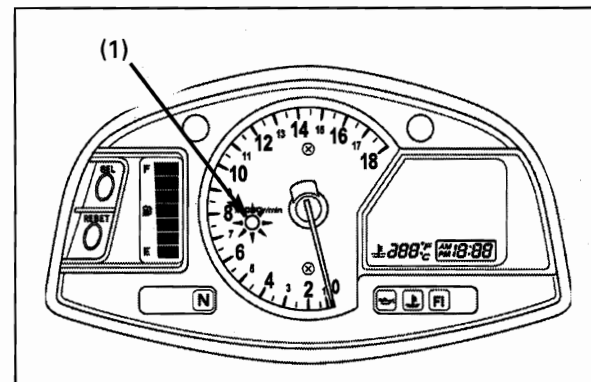
Left Handlebar Switch Function

Pit Lane Speed Limit:

While pushing the hazard switch or pushing the turn signal switch to the right or left, the engine speed limiter is activated.

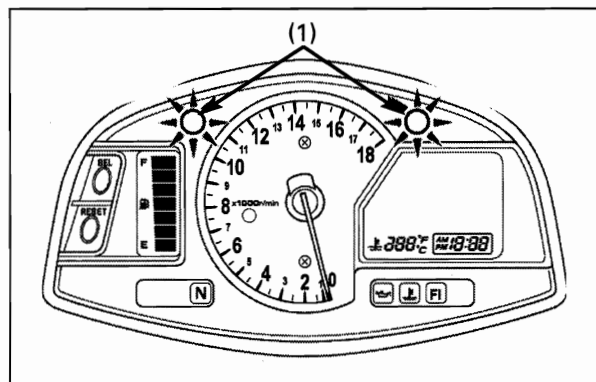
While activated the speed limiter, the indicator on the combination meter is illuminated.

See Setting Manual in the CD-ROM for pit lane speed limit function.



(1) INDICATOR LAMP

The engine speed limiter is deactivated, when you turn the hazard switch off or the turn signal switch off.
The indicator on the combination meter goes off.



(1) TURN SIGNAL INDICATOR (SHIFT-UP INDICATOR)

Shift-up Indicator

When the engine rev reaches the setting rev, the turn signal indicator on the combination meter is illuminated.

See Setting Manual in the CD-ROM for shift-up indicator setting.

Memo

2007-CBR600RR PARTS LIST

CONTENTS

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ENGINE GROUP

E- 1	Engine power up kit	3- 3
E- 2	A.C. generator set	3- 4
E- 3	Oil pan	3- 5
E- 4	Transmission set	3- 6
E- 5	Water hose plug set	3- 7

FRAME GROUP

F- 1	Thottle / brake	3- 8
F- 2	Steering damper	3- 9
F- 3	Front fork	3-10
F- 4	Air fannel set / Breather case set	3-12
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INSTRUCTIONS FOR USE OF PARTS LIST

This parts list is to be used when ordering replacement parts; it contains all parts for model 2007-CBR600RR.

I. How to order parts

●Information required

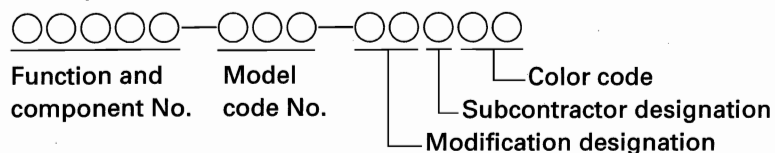
Replacement parts orders must contain both the part number and the stamped number(s) as described below. This is because any changes and modifications of parts are registered at Honda with the pertinent parts and stamped numbers.

- If quantities are shown in (), the parts are optional.
- If “N” is indicated in the quantity column, the parts quantity is to be determined as required.

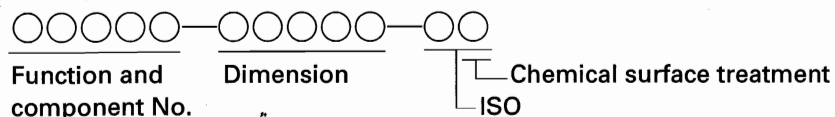
II. How to read this parts list

●Make-up of the part number

(Example) General parts



(Example) Bolts, nuts and other standard parts



●Abbreviations

The following abbreviations are used in this parts list.

A.C.	Alternating current	M.	Middle
ASSY.	Assembly	mm	Millimeter
C.	Center	R.	Right
COMP.	Complete	STD.	Standard
G.	Gram	T(22T)	Tooth (22 Teeth)
L.	Left	T.W.	Thermo Water
L(100L)	Link (100Links)		

IMPORTANT INFORMATION

- The parts which have a dot “•” on the left side of the “Ref. No.” are exclusive for HRC products. To purchase these parts, consult your Honda dealer.
- The parts which have no dot are Honda products and can be purchased from your nearest Honda motorcycle dealer, or from HRC-JAPAN/ EUROPE if you can,t obtain the parts locally.

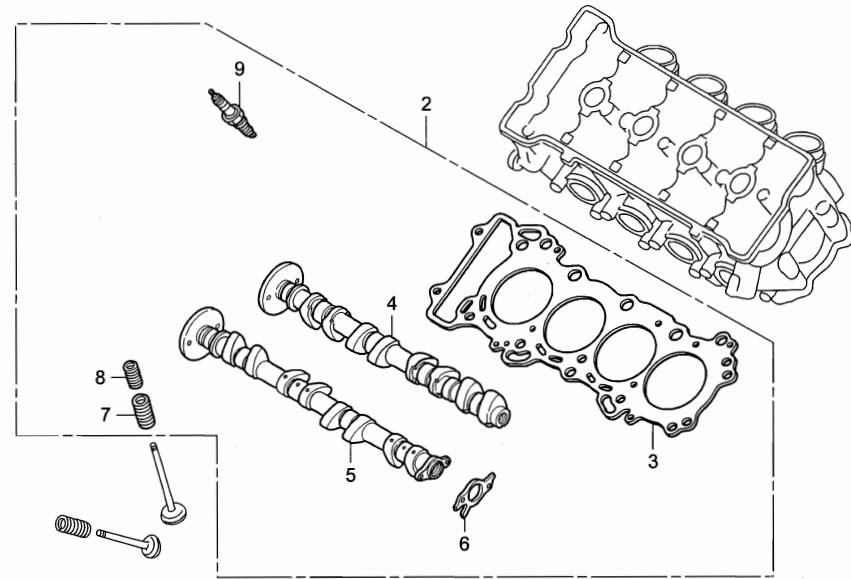
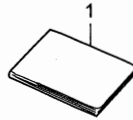
MEMO

Block No.

E-1

Engine power up kit

2007 CBR600RR



Note

The parts which have no "Ref No" in the illustration are Honda products.



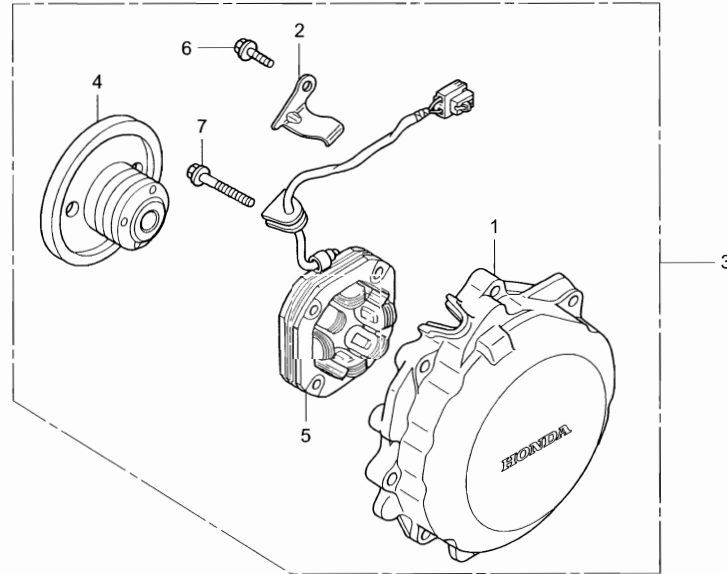
Ref. No.	Part No.	Description	Reqd. No.	Remarks
• 1	00X32-N1A-D00	SET UP MANUAL PARTS LIST	1	
• 2	06130-N1A-D00	ENGINE POWER UP KIT	1	
3	12251-MFJ-D01	GASKET CYLINDER HEAD 0.6.....	(1)	STD, t0.6
• 3	12251-NL3-751	GASKET CYLINDER HEAD 0.65.....	1	t0.65
• 4	14110-NL3-750	CAM SHAFT COMP., IN 23/52.....	1	23/52 7500
• 5	14210-N1A-D00	CAM SHAFT COMP., EX 10/45.....	1	10/45 D000
• 6	14405-NL3-750	ROTER, CAM PULSE	1	
• 7	14751-NL3-750	SPG, IN VALVE OUTER	8	
• 8	14752-NL3-750	SPG, IN VALVE INNER	8	
• 9	31910-NL3-871	SPARK PLUG (NGK R0409B-10)	4	

Block No.

E-2

A.C. generator set

2007 CBR600RR



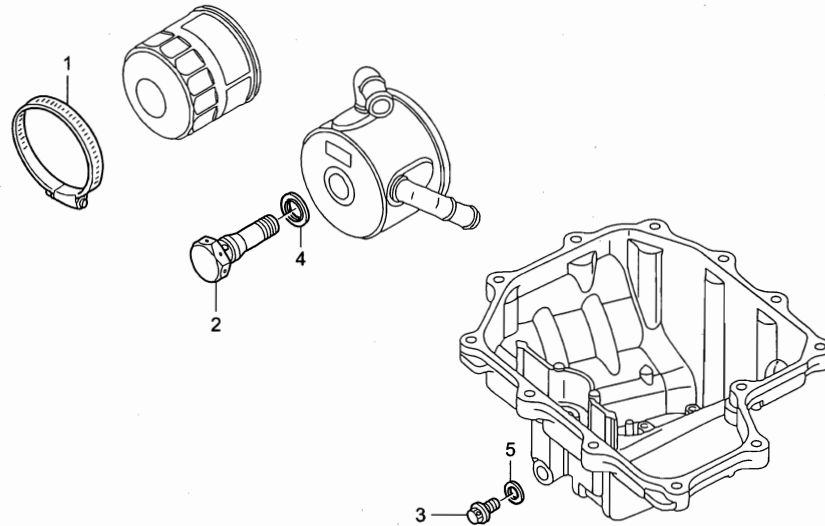
Ref. No.	Part No.	Description	Reqd. No.	Remarks
• 1	11321-N1A-D00	COVER, ACG	1	
	11333-MFJ-D00	CLAMP, ACG COOD	1	
• 3	31100-N1A-D00	A.C. GEN ASSY.....	1	
• 4	31110-N1A-D00	ROTOR COMP	1	N1AA
• 5	31120-NL3-750	STATOR COMP	1	
6	96001-06016-00	BOLT, FLANGE, SH, 6 X 16	1	
7	96001-06028-00	*BOLT, FLANGE, SH, 6 X 28	4	

Block No.

E-3

Oil pan

2007 CBR600RR



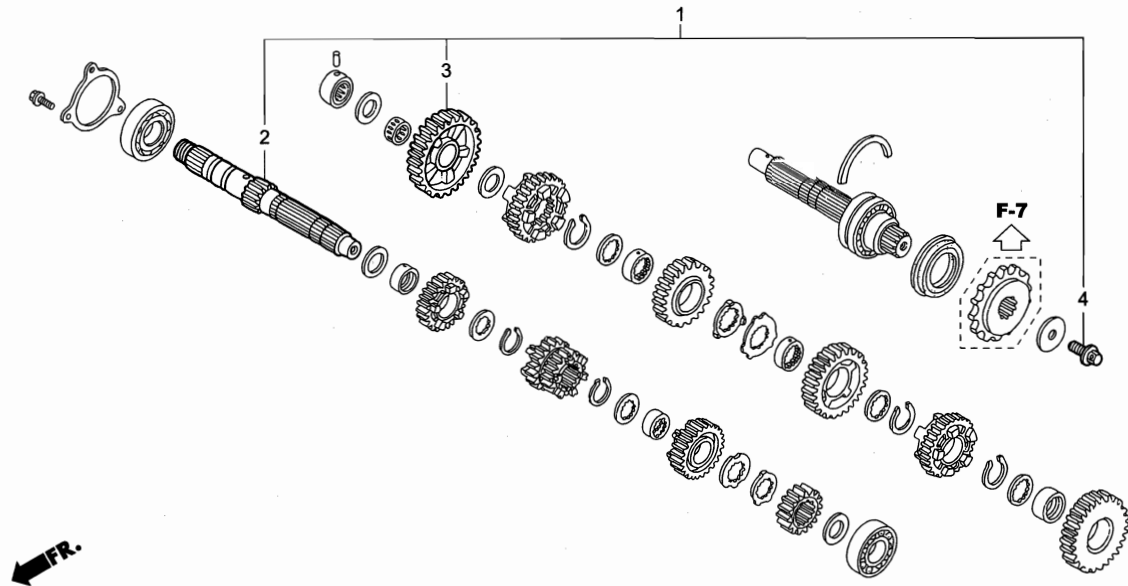
Ref. No.	Part No.	Description	Reqd. No.	Remarks
1	50252-GC4-830	BAND, SUB TANK	1	
• 2	90019-N1A-D00	BOLT, OIL COOLER.....	1	
• 3	90081-NX4-000	BOLT, DRAIN 12mm.....	1	hole for wire lock
4	90402-MFJ-D01	WASHER, SEALING, 34.5mm.....	1	STD
5	94109-12000	WASHER, DRAIN PLUG, 12mm	1	STD

Block No.

E-4

Transmission set

2007 CBR600RR



Ref. No.	Part No.	Description	Reqd. No.	Remarks
• 1	06230-N1A-D00	TRNSMISSION SET	1	
• 2	23211-N1A-D00	SHAFT, MAIN	1	15T
• 3	23421-N1A-D00	GEAR, C-1	1	39T
• 4	90004-492-010	BOLT, SPECIAL, 10 X 22	1	hole for wire lock

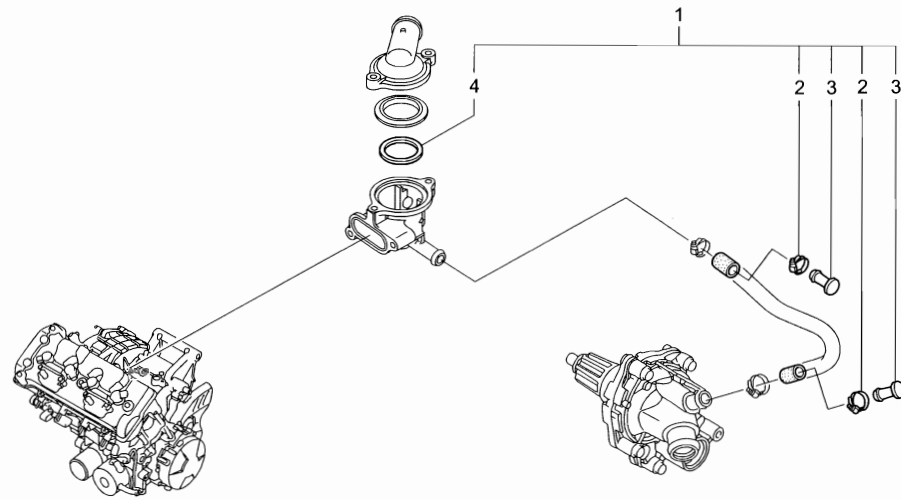
Block No.

E-5

Water hose plug set

2007 CBR600RR

←FR.



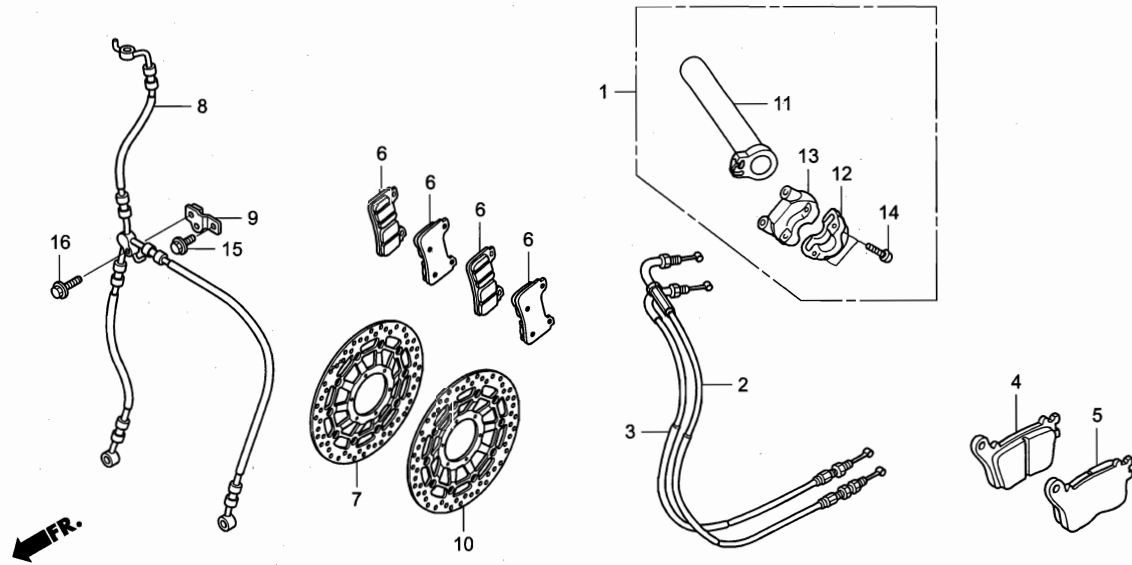
Ref. No.	Part No.	Description	Reqd. No.	Remarks
• 1	04193-N1A-D00	WATER HOSE PLUG SET	1	
2	19505-KS6-700	CLAMP A, WATER HOSE	2	
• 3	19512-NL3-620	PLUG, HOSE B	2	
4	90454-ZV1-000	WASHER, THRUST	1	

Block No.

F-1

Thottle / Brake

2007 CBR600RR



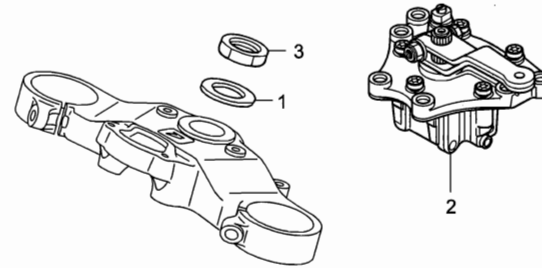
Ref. No.	Part No.	Description	Reqd. No.	Remarks
• 1	06531-NL3-750	HOUSING SET, THROTTLE	1	
• 2	17910-N1A-D00	THROTTLE CABLE, A	1	N1A-D00
• 3	17920-N1A-D00	THROTTLE CABLE, B	1	N1A-D00
• 4	43105-NL9-C30	PAD COMP., A RR. (TT2450)	1	Anti-fade/decay dirability significant concerned
•	43105-NL9-C41	PAD COMP., A RR. (NKX19)	1	Control/decay durability significant concerned
• 5	43106-NL9-C30	PAD COMP., B RR. (TT2450)	1	Anti-fade/decay dirability significant concerned
•	43106-NL9-C41	PAD COMP., B RR. (NKX19)	1	Control/decay durability significant concerned
• 6	45105-NL3 -921	PAD COMP., FR. (H21A)	4	Force and effect significant concerned (thicker than standard, back plate metal polished)
•	45105-NL9 -801	PAD COMP., FR. (N615)	4	Decay durability significant concerned
•	45106-NL3 -921	PAD COMP., FR. (N608)	4	Control significant concerned
• 7	45120-NL3-901	DISK COMP., R. FR. BRK (t5mm)	1	
• 8	45125-N1A-D00	HOSE, COMP., FR. BRAKE	1	
• 9	45159-N1A-D00	STAY COMP., FR. BRAKE	1	
• 10	45220-NL3-901	DISK COMP., L. FR. BRK (t5mm)	1	
• 11	53141-MT7-000	PIPE, THROTTLE GRIP	1	
12	53167-KV3-700	HOUSING UP. THROTTLE	1	
13	53168-KV3-701	HOUSING UND. THROTTLE	1	
14	93500-05020-OG	SCREW, PAN, 5 X 20	2	
15	96001-06012-07	BOLT, FLANGE, SH 6 X 12	1	
16	96001-06018-07	BOLT, FLANGE, SH 6 X 18	1	

Block No.

F-2

Steering damper

2007 CBR600RR



←FR.

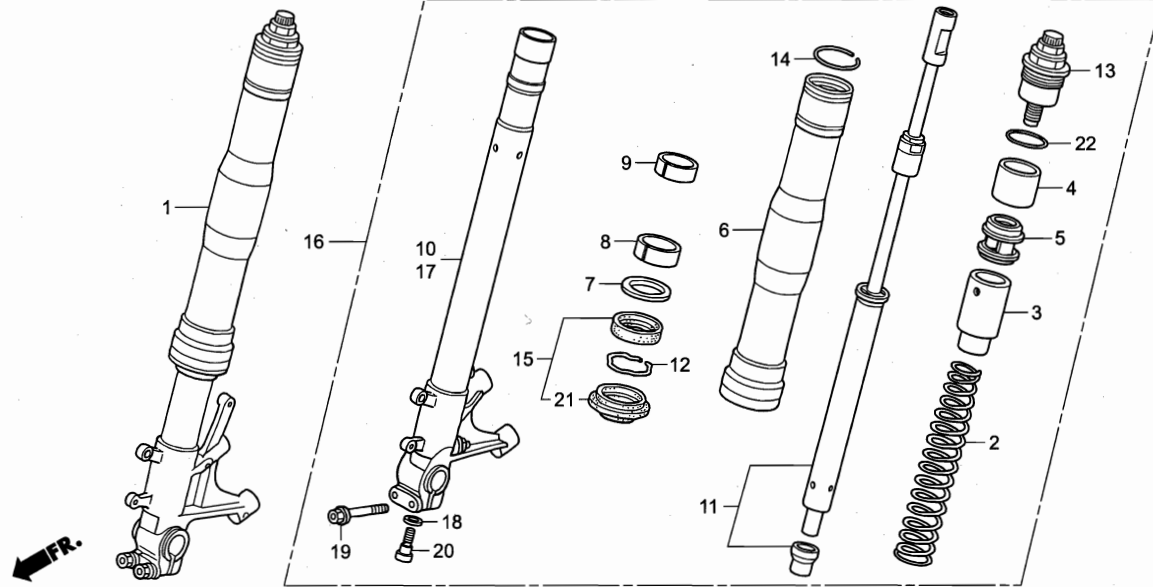
Ref. No.	Part No.	Description	Reqd. No.	Remarks
1	53215-GF8-000	WASHER, DUST SEAL.....	1	
• 2	53700-MFJ-R01	DAMPER ASSY., STRG	1	
• 3	90304-MFJ-R00	NUT, STEERING STEM	1	

Block No.

F-3

Front fork

2007 CBR600RR



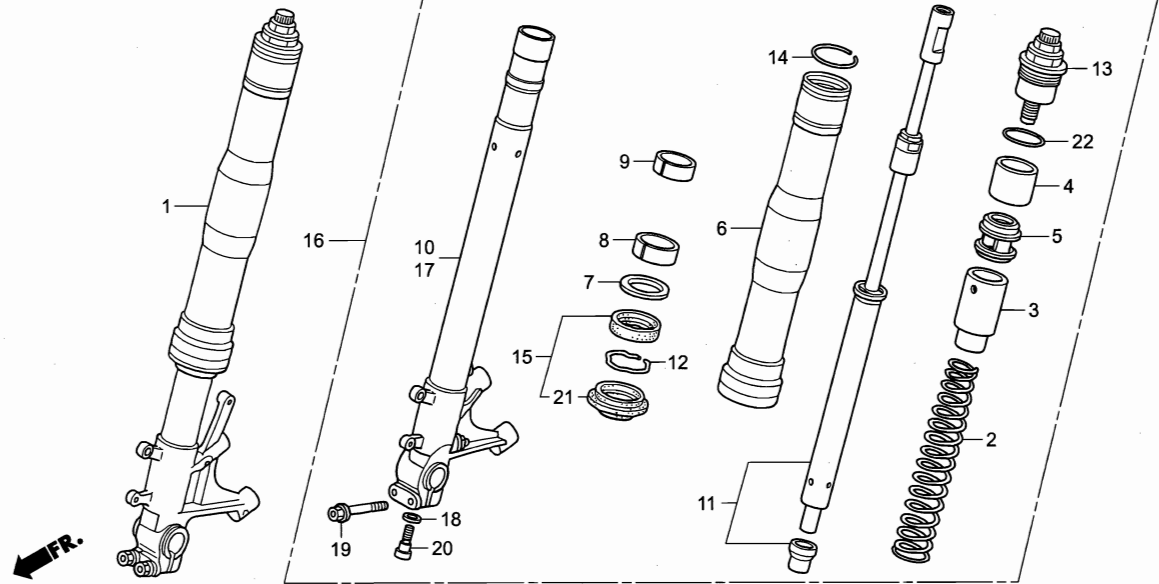
Ref. No.	Part No.	Description	Reqd. No.	Remarks
• 1	51400-MFJ-R00	FORK ASSY., R. FRONT	1	
• 2	51401-MEE-R21	SPRING, FR. CUSHION (0.95)	2	No mark
•	51401-NL3-921	SPRING, FR. CUSHION (0.90)	(2)	0.90
•	51402-NL3-921	SPRING, FR. CUSHION (1.00)	(2)	1.00
•	51403-NL3-921	SPRING, FR. CUSHION (1.05)	(2)	1.05
• 3	51403-MEE-D01	COLLAR, SPRING	2	
• 4	51404-MFJ-R01	COLLAR B, SPRING	2	
• 5	51406-MFJ-R01	STOPPER, SPRING SEAT	2	
• 6	51410-MFJ-D01	TUBE, OUTER	2	
• 7	51412-MB4-003	RING, BACK UP	2	
• 8	51414-KCR-003	BUSH, GUIDE	2	
• 9	51415-KCR-003	BUSH, SLIDER	2	
• 10	51420-MFJ-R01	PIPE COMP., R. SLIDE	1	
• 11	51430-MFJ-R01	DAMPER COMP., FR.	2	
• 12	51447-KA4-711	RING, OIL SEAL STOPPER	2	
• 13	51450-MFJ-R01	BOLT COMP., FR. FORK	2	
• 14	51455-MW4-003	RING, STOPPER	2	
• 15	51490-MEE-D01	SEAL SET, FR. FORK	2	
• 16	51500-MFJ-R00	FORK ASSY., L. FRONT	1	
• 17	51520-MFJ-R01	PIPE COMP., L. SLIDE	1	

Block No.

F-3

Front fork

2007 CBR600RR



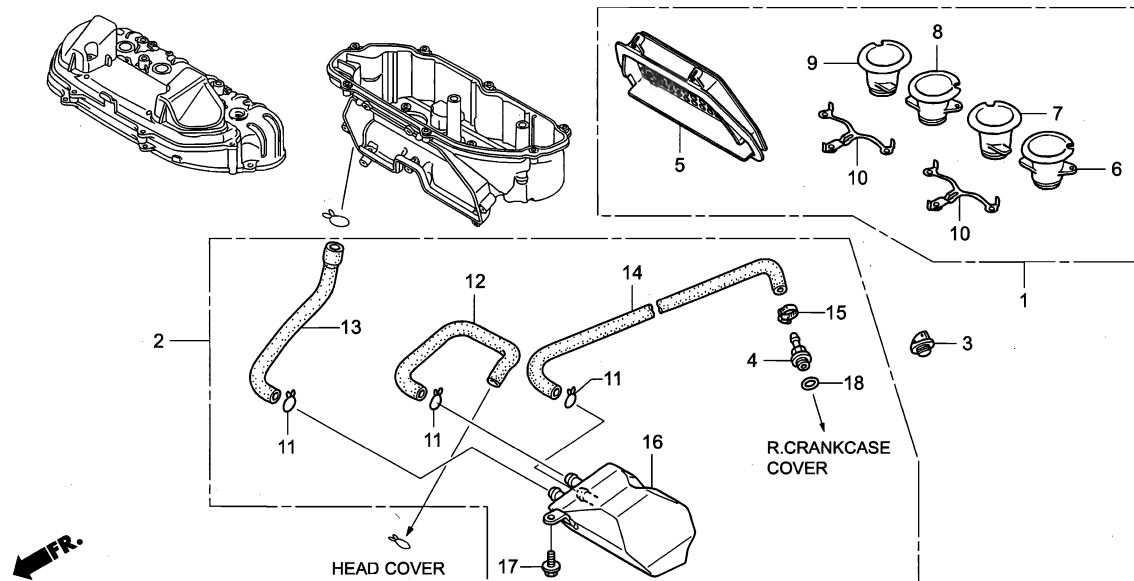
Ref. No.	Part No.	Description	Reqd. No.	Remarks
18	52442-KA3-711	WASHER, SPECIAL 10mm	2	
19	90109-MR7-000	BOLT, FLANGE DR 8 X 45	4	
20	90126-MR7-003	BOLT, SOCKET 10 X 35	2	
21	91254-MEE-D01	DUST SEAL	2	
22	91258-GF4-003	O-RING 42.2 X 2.4	2	

Block No.

F-4

**Air fannel set /
Breather case set**

2007 CBR600RR



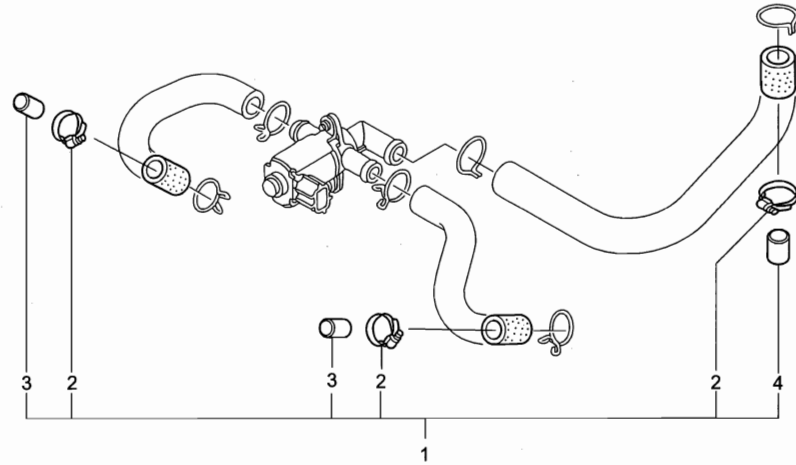
Ref. No.	Part No.	Description	Reqd. No.	Remarks
• 1	06170-N1A-D00	AIR FUNNEL SET	1	
• 2	06552-N1A-D00	BREATHER CASE SET	1	
• 3	15611-NF4-900	CAP, OIL FILLER.....	1	hole for wire lock (=15611-MEE-R00)
• 4	15514-N1A-D00	JOINT, OIL RETURN.....	1	
• 5	17210-N1A-D00	ELEMENT, AIR CLEANER.....	1	
• 6	17211-N1A-D00	FUNNEL, AIR #1 L35.....	1	N1A-D0 #1 L35
• 7	17212-N1A-D00	FUNNEL, AIR #2 L40.....	1	N1A-D0 #2 L40
• 8	17213-N1A-D00	FUNNEL, AIR #3 L40.....	1	N1A-D0 #3 L40
• 9	17214-N1A-D00	FUNNEL, AIR #4 L35.....	1	N1A-D0 #4 L35
• 10	17225-N1A-D00	TONGUED WASHER	2	
• 11	17316-611-000	CLIP, BREATHER TUBE	3	
• 12	17554-N1A-D00	TUBE A, BREATHER	1	
• 13	17555-N1A-D00	TUBE B, BREATHER	1	
• 14	17556-N1A-D00	TUBE C, BREATHER	1	
• 15	19505-KS6-700	CLAMP A, WATER HOSE	1	
• 16	55200-N1A-D00	CASE COMP., BREATHER	1	
• 17	90123-MEN-670	BOLT, SH DR 8 X16	1	
• 18	91307-KF0-003	O-RING, 18 X 3.....	1	

Block No.

F-5

Air injection plug set

2007 CBR600RR



FR.

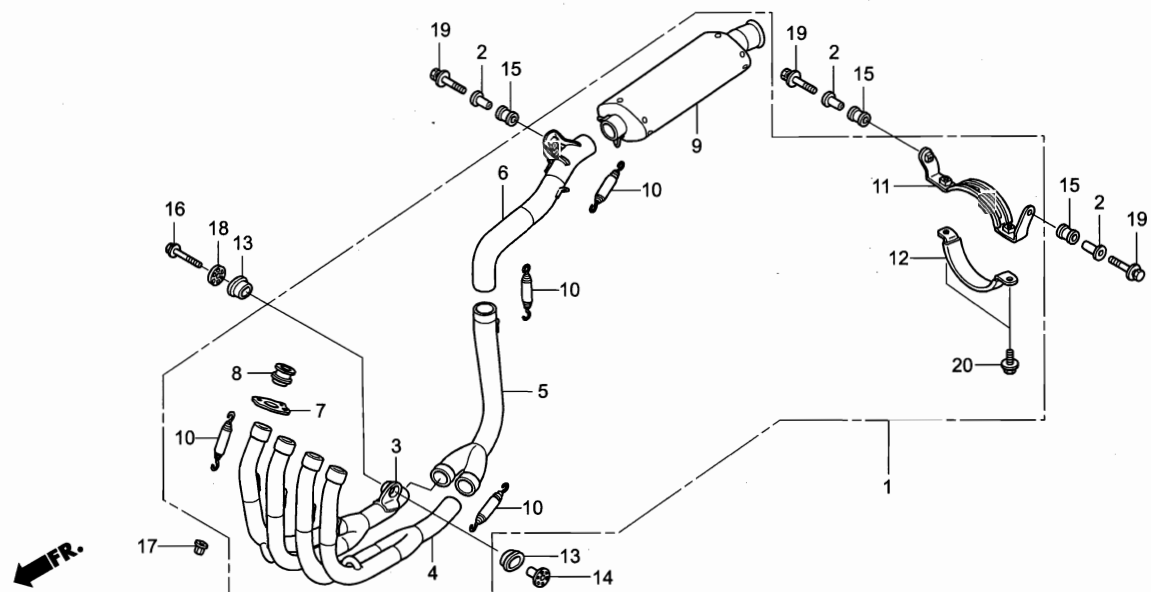
Ref. No.	Part No.	Description	Reqd. No.	Remarks
• 1	06195-N1A-D00	PLUG SET, EXHAUST A/I.....	1	
• 2	19505-KS6-700	CLAMP A, WATER HOSE.....	3	
• 3	96205-14012	PLUG, CONE TYPE, 14 X 12.....	2	ø14
• 4	96205-15012	PLUG, CONE TYPE, 15 X 12.....	1	ø15

Block No.

F-6

Exhaust set

2007 CBR600RR



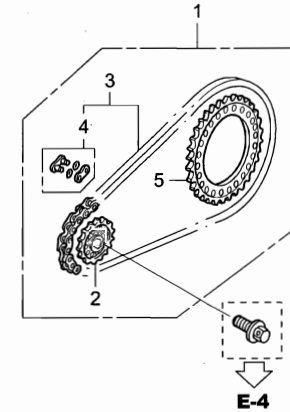
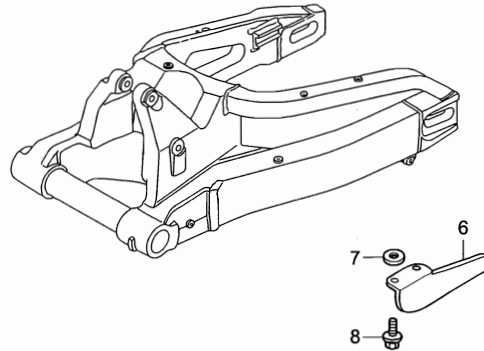
Ref. No.	Part No.	Description	Reqd. No.	Remarks
• 1	06180-N1A-D00	EXHAUST SET (FIM)	1	
2	17246-439-000	COLLAR, AIR CLEANER	3	STD
• 3	18151-N1A-D00	PIPE COMP., R. EXHAUST	1	
• 4	18152-N1A-D00	PIPE COMP., L. EXHAUST	1	
• 5	18157-N1A-D00	JOINT RR. EXH. PIPE	1	
• 6	18158-N1A-D00	TAIL PIPE, EXH.	1	
• 7	18231-N1A-D00	FLANGE, EXH.	4	
• 8	18232-NL3-900	COLLAR, EXH.	4	
• 9	18310-N1A-D00	SILENCER COMP. (FIM)	1	
• 10	18334-NL3-750	SPRING, EXH. PIPE	9	
• 11	18371-N1A-D00	BAND A, MUFFLER	1	
• 12	18372-N1A-D00	BAND B, MUFFLER	1	
13	18422-MFJ-D00	RUBBER, EXH. PIPE MOUNT	2	STD
14	18423-MFJ-D00	COLLAR, EXH. PIPE MOUNT	1	STD
15	18424-MFJ-D00	RUBBER, MUFFLER RR. MOUNT	3	STD
16	90120-MFJ-D00	BOLT, FLANGE GUIDE 8 X 50	1	STD
17	90304-MM5-000	NUT, FLANGE, 7 mm	8	STD
18	90501-MFJ-D00	WASHER, 8.5 X 38	1	STD
19	93401-06028-00	BOLT-WASHER, 6 X 28	3	STD
20	96001-06014-00	BOLT, 6 X 14	2	

Block No.

F-7

Chain

2007 CBR600RR



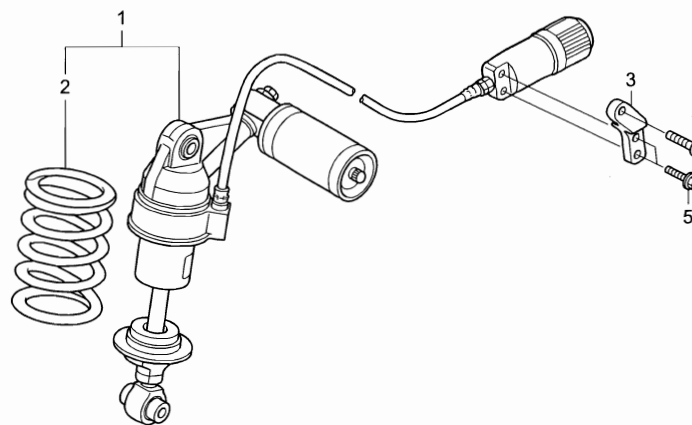
Ref. No.	Part No.	Description	Reqd. No.	Remarks
• 1	06412-NL3-650	FINAL SET SPRKT 520.....	1	
• 2	23801-NL3-620	SPROCKET, DRIVE 14T (520).....	1	
•	23802-NL3-620	SPROCKET, DRIVE 15T (520).....	1	
•	23803-NL3-620	SPROCKET, DRIVE 16T (520).....	1	
• 3	40530-NL6-003	CHAIN, DRIVE GB520 HRVZ2-120LJ-F.....	1	
• 4	40535-NL6-003	JOINT, DRIVE CHAIN.....	1	
• 5	41201-NL3-651	SPROCKET, FINAL DRIVEN 41T (520).....	1	
•	41202-NL3-651	SPROCKET, FINAL DRIVEN 42T (520).....	1	
•	41203-NL3-651	SPROCKET, FINAL DRIVEN 43T (520).....	1	
•	41204-NL3-651	SPROCKET, FINAL DRIVEN 44T (520).....	1	
•	41205-NL3-651	SPROCKET, FINAL DRIVEN 45T (520).....	1	
•	41206-NL3-651	SPROCKET, FINAL DRIVEN 46T (520).....	1	
•	41207-NL3-651	SPROCKET, FINAL DRIVEN 47T (520).....	1	
• 6	52157-NL3-650	PROTECTOR, SPROKT.....	1	
7	90505-116-670	WASHER 13 X 20.....	N	
8	93404-06010-08	BOLT-WASHER, 6 X 10.....	1	

Block No.

F-8

Rear cushion

2007 CBR600RR



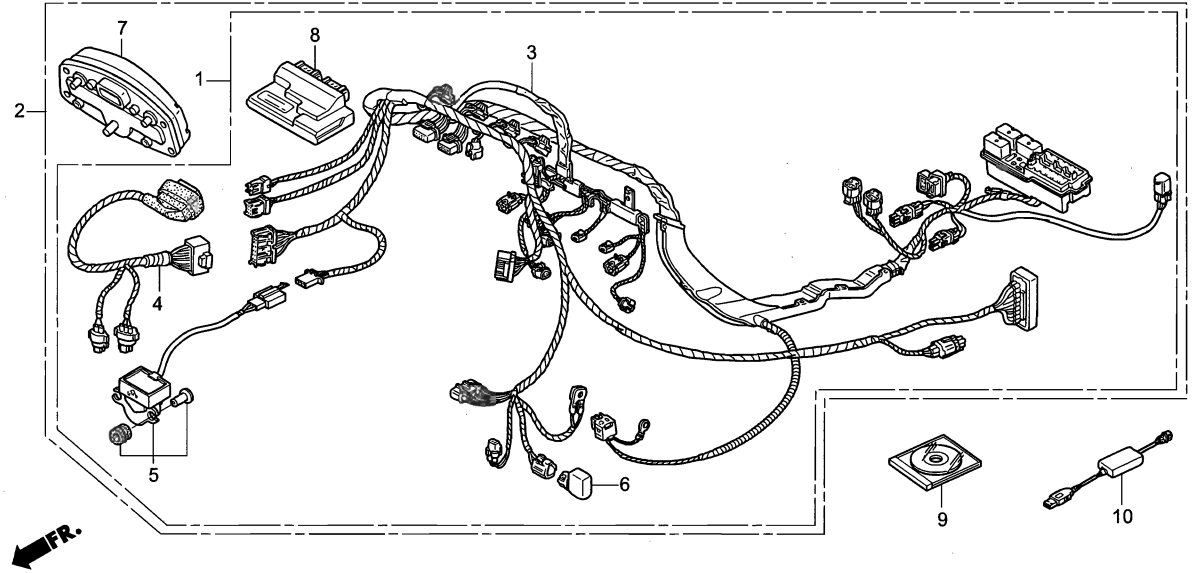
Ref. No.	Part No.	Description	Reqd. No.	Remarks
• 1	52400-MFJ-R01	RR. CUSH ASSY.....	1	
• 2	52401-MFJ-R01	SPRING, RR. CUSHION (10.5).....	1	Yellow paint
•	52401-N1A-D00	SPRING, RR. CUSHION (10.0).....	(1)	White paint
•	52402-N1A-D00	SPRING, RR. CUSHION (10.3).....	(1)	Blue paint
•	52403-N1A-D00	SPRING, RR. CUSHION (10.8).....	(1)	Black paint
•	52404-N1A-D00	SPRING, RR. CUSHION (11.0).....	(1)	Red paint
• 3	52505-MFJ-R00	STAY, PRELOAD ADJ.....	1	
4	90157-ME9-000	BOLT, SOCKET 8 X 22.....	1	
5	96001-06022-00	BOLT, FLANGE, SH, 6 X 22.....	2	

Block No.

F-9

Wire harness

2007 CBR600RR



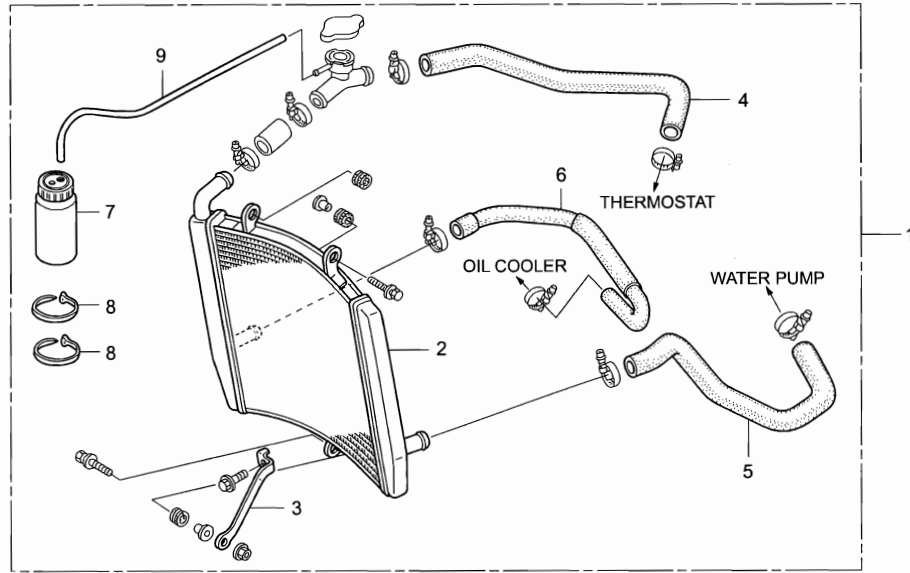
Ref. No.	Part No.	Description	Reqd. No.		Remarks
			SS	ST	
• 1	06304-N1A-D00	ELECTRIC SET (FIM)	1	-	
• 2	06304-N1A-J00	ELECTRIC SET (ST)	-	1	
• 3	32100-MFJ-R00	HARNESS, WIRE	1	1	
• 4	32102-MFJ-R00	WIRE, HARN FR. SUB	1	1	
• 5	35160-MBW-Y02	SENSOR ASSY., BANK ANGLE	1	1	
• 6	35400-NL9 -000	RESISTER, COMP.	1	1	
• 7	37100-MFJ-R01	METER ASSY., COMBINATION	1	1	
• 8	38770-MFJ-R01	UNIT ASSY. PGM-FI /IGN	-	1	
•	38770-N1A-D00	UNIT ASSY. PGM-FI /IGN	1	-	
• 9	38771-N1A-D00	CD-ROM, PGM-FI/IGN	1	1	
• 10	38880-NL9 -C00	UNIT ASSY., SERIAL I/F USB TYPE	1	1	

Block No.

F-10

Radiator set

2007 CBR600RR



Ref. No.	Part No.	Description	Reqd. No.	Remarks
• 1	06190-N1A-D00	RADIATOR SET	1	
• 2	19010-N1A-D01	RADIATOR COMP.	1	
• 3	19105-N1A-D00	STAY, RADIATOR LOWER	1	
• 4	19503-N1A-D00	HOSE, RADIATOR R.	1	
• 5	19512-N1A-D00	HOSE, RADIATOR L.	1	
• 6	19513-N1A-D00	HOSE, OIL/C	1	
• 7	19602-NF4-810	TANK, CATCH 250	1	
• 8	90651-NC8-000	TY-LAP, 3.6 X 281	2	
• 9	95003-14081-10	VINYL-TUBE, 6 X 9 X 800	1	Order 95003-14001-10M (6 x 9 x 1000)

2007-CBR600RR PART NO. INDEX

Part No.	Block	Part No.	Block	Part No.	Block	Part No.	Block
00X30-N1A-J00	E- 1	14751-NL3-750	E- 1	18310-N1A-D00	F- 6	31110-N1A-D00	E- 2
		14752-NL3-750	E- 1	18334-NL3-750	F- 6	31120-NL3-750	E- 2
				18371-N1A-D00	F- 6	31910-NL3-871	E- 1
04193-N1A-D00	E- 5			18372-N1A-D00	F- 6		
06130-N1A-D00	E- 1	15514-N1A-D00	F- 4	18422-MFJ-D00	F- 6		
06170-N1A-D00	F- 4	15611-NF4-900	F- 4	18423-MFJ-D00	F- 6		
06180-N1A-D00	F- 6			18424-MFJ-D00	F- 6	32100-MFJ-R00	F- 9
06190-N1A-D00	F-10					32102-MFJ-R00	F- 9
06195-N1A-D00	F- 5						
06230-N1A-D00	E- 4	17210-N1A-D00	F- 4	19010-N1A-D01	F-10		
06304-N1A-D00	F- 9	17211-N1A-D00	F- 4	19105-N1A-D00	F-10	35160-MBW-Y02	F- 9
06304-N1A-J00	F- 9	17212-N1A-D00	F- 4	19503-N1A-D00	F-10	35400-NL9 -000	F- 9
06412-NL3-650	F- 7	17213-N1A-D00	F- 4	19505-KS6-700	E- 5		
06531-NL3-750	F- 1	17214-N1A-D00	F- 4		F- 4		
06552-N1A-D00	F- 4	17225-N1A-D00	F- 4		F- 5		
		17246-439-000	F- 6	19512-N1A-D00	F-10	37100-MFJ-R01	F- 9
		17316-611-000	F- 4	19512-NL3-620	E- 5		
		17554-N1A-D00	F- 4	19513-N1A-D00	F-10		
11321-N1A-D00	E- 2	17555-N1A-D00	F- 4	19602-NF4-810	F-10		
11333-MFJ-D00	E- 2	17556-N1A-D00	F- 4			38770-MFJ-R01	F- 9
		17910-N1A-D00	F- 1			38770-N1A-D00	F- 9
		17920-N1A-D00	F- 1			38771-N1A-D00	F- 9
				23211-N1A-D00	E- 4	38880-NL9 -C00	F- 9
12251-MFJ-D01	E- 1			23421-N1A-D00	E- 4		
12251-NL3-751	E- 1			23801-NL3-620	F- 7		
		18151-N1A-D00	F- 6	23802-NL3-620	F- 7		
		18152-N1A-D00	F- 6	23803-NL3-620	F- 7	40530-NL6-003	F- 7
		18157-N1A-D00	F- 6			40535-NL6-003	F- 7
14110-NL3-750	E- 1	18158-N1A-D00	F- 6			41201-NL3-651	F- 7
14210-N1A-D00	E- 1	18231-N1A-D00	F- 6				
14405-NL3-750	E- 1	18232-NL3-900	F- 6	31100-N1A-D00	E- 2		

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Part No.	Block	Part No.	Block	Part No.	Block	Part No.	Block
				53167-KV3-700	F- 1		
41202-NL3-651	F- 7	51401-NL3-921	F- 3	53168-KV3-701	F- 1		
41203-NL3-651	F- 7	51402-NL3-921	F- 3	53215-GF8-000	F- 2		
41204-NL3-651	F- 7	51403-MEE-D01	F- 3	53700-MFJ-R01	F- 2	93401-06028-00	F- 6
41205-NL3-651	F- 7	51403-NL3-921	F- 3			93404-06010-08	F- 7
41206-NL3-651	F- 7	51404-MFJ-R01	F- 3			93500-05020-0G	F- 1
41207-NL3-651	F- 7	51406-MFJ-R01	F- 3				
		51410-MFJ-D01	F- 3	55200-N1A-D00	F- 4		
		51412-MB4-003	F- 3				
		51414-KCR-003	F- 3			94109-12000	E- 3
43105-NL9-C30	F- 1	51415-KCR-003	F- 3				
43105-NL9-C41	F- 1	51420-MFJ-R01	F- 3	90004-492-010	E- 4		
43106-NL9-C30	F- 1	51430-MFJ-R01	F- 3	90019-N1A-D00	E- 3		
43106-NL9-C41	F- 1	51447-KA4-711	F- 3	90081-NX4-000	E- 3	95003-14081-10	F-10
		51450-MFJ-R01	F- 3	90109-MR7-000	F- 3		
		51455-MW4-003	F- 3	90120-MFJ-D00	F- 6		
		51490-MEE-D01	F- 3	90123-MEN-670	F- 4		
45105-NL3 -921	F- 1	51500-MFJ-R00	F- 3	90126-MR7-003	F- 3	96001-06012-07	F- 1
45105-NL9 -801	F- 1	51520-MFJ-R01	F- 3	90157-ME9-000	F- 8	96001-06014-00	F- 6
45106-NL3 -921	F- 1			90304-MFJ-R00	F- 2	96001-06016-00	E- 2
45120-NL3-901	F- 1			90304-MM5-000	F- 6	96001-06018-07	F- 1
45125-N1A-D00	F- 1			90402-MFJ-D01	E- 3	96001-06022-00	F- 8
45159-N1A-D00	F- 1	52157-NL3-650	F- 7	90454-ZV1-000	E- 5	96001-06028-00	E- 2
45220-NL3-901	F- 1	52400-MFJ-R01	F- 8	90501-MFJ-D00	F- 6	96205-14012	F- 5
		52401-MFJ-R01	F- 8	90505-116-670	F- 7	96205-15012	F- 5
		52401-N1A-D00	F- 8	90651-NC8-000	F-10		
		52402-N1A-D00	F- 8				
50252-GC4-830	E- 3	52403-N1A-D00	F- 8				
51400-MFJ-R00	F- 3	52404-N1A-D00	F- 8				
51401-MEE-R21	F- 3	52442-KA3-711	F- 3	91254-MEE-D01	F- 3		
		52505-MFJ-R00	F- 8	91258-GF4-003	F- 3		
		53141-MT7-000	F- 1	91307-KF0-003	F- 4		

