



Kawasaki 3 Speed Auto

**KZ, GS, GSX1300R  
3 Speed Transmissions**

Please specify when ordering: Ratios required. Automatic or air kill.

- 4340 aircraft quality steel • Precise heat treating • Use standard size bearings • Kawasaki accepts standard countershaft spline • Requires case clearancing
- Ratios available: 1st: 2.41 or 2.64, 2nd: 1.67, 3rd: 1.17 or 1.22
- \*Air kill version available

Kawasaki .....	<b>K3A 1003-001</b>
Suzuki (uses GPZ spline).....	<b>S3A 1103-001</b>
GSX1300R.....	<b>OER 1300-3SPD</b>

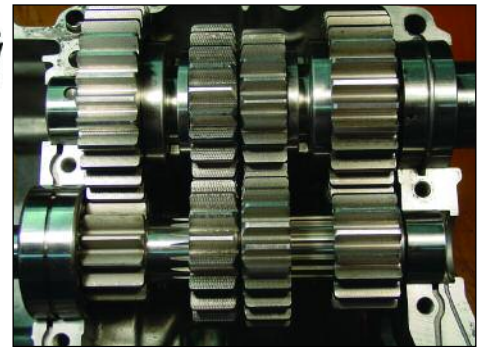
**Ceramic Hybrid  
Trans Bearings**

With the evolution of technology, comes a revolution—in the ball bearing. Silicone nitride balls are up to 40% lighter and have an extremely low coefficient of friction and are able to withstand higher operating temperatures.



<b>Honda</b>	
CBR600RR .....	<b>WWB CBR6RR-701</b>
CBR1000RR.....	<b>WWB CBR1000-701</b>
<b>Kawasaki</b>	
ZX6R.....	<b>WWB ZX6R-701</b>
KZ900/1000.....	<b>WWB 1000-701</b>
J Model/GPZ.....	<b>WWB 100J-701</b>
ZX10.....	<b>WWB ZX10-701</b>
ZX12R.....	<b>WWB ZX12-701</b>

<b>Suzuki</b>	
GSXR600/750/1000.....	<b>WWB GX10-701</b>
GSXR600 03-04.....	<b>WWB GX6-701</b>
GSXR750 03-04.....	<b>WWB GX7-701</b>
SV650.....	<b>WWB SV65-701</b>
GS1100/1150.....	<b>WWB 1150-701</b>
GS1100/1150 H/D.....	<b>WWB 1150-702</b>
GSX1300R.....	<b>WWB 1300-701</b>
<b>Yamaha</b>	
R6.....	<b>WWB YZR6-701</b>
R6 2006.....	<b>WWB YZR6-701-06</b>
R1.....	<b>WWB YZR1-701</b>



**Billet 4 Speed Transmissions**

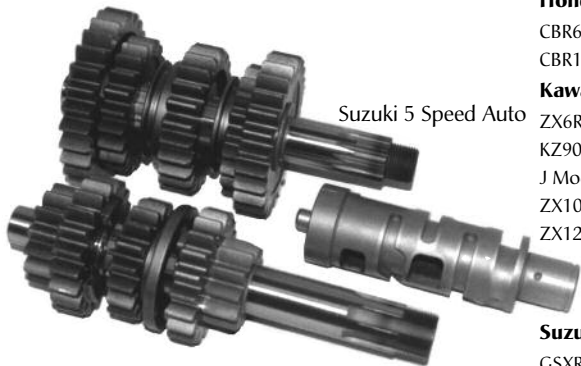
Pro Mod—Top 4 speed transmissions are the answer to the many situations that don't work well with a 5 speed or 3 speed transmission • 4340 aircraft quality steel • Precise heat treating • No spring loaded gears • 1" wide gears • Computer developed ratios: 1st: 2.64 or 2.41, 2nd: 1.67, 3rd: 1.22, 4th: 1.04 or 1.10.

<b>Kawasaki</b>	
Specify ratios and Z1 or GPZ case.....	<b>K4A 1004-001</b>
<b>Suzuki</b>	
GSX1300R.....	<b>OER 1300-4SPD</b>

**Heavy Duty Trans Bearings**

ORIENT EXPRESS offers a bearing kit that will hold up under racing conditions where the stock bearings fail. Specify GS1100 or GS1150 cases.

ZX12.....	<b>OER ZX12-702</b>
GS1100.....	<b>S5A 1150-702</b>
GS1150.....	<b>S5A 1150-702A</b>
GSXR1100 86-90.....	<b>XR5 1050-702</b>
GSX1300R.....	<b>WWB 1300-702</b>



Suzuki 5 Speed Auto

**5 Speed Automatic  
Transmission  
Pro Stock/Pro Mod**

Designed for six-second 300+ horsepower performance. • Ratios available: 1st: 2.45 or 2.50, 2nd: 1.78, 3rd: 1.35, 4th: 1.10, 5th: .95 or 1:1

- 4340 aircraft quality steel • Precise heat treating • GS/KZ output shaft spline • New large tooth form • Supplied with both shaft assemblies, shift drum • Shift fork (Suzuki 4th/5th) (Kawasaki 1st/3rd & 4th/5th)

<b>Kawasaki 5 Speed</b>	
Specify: Ratios and Z1 or GPZ case.....	<b>GPH 10HD-001</b>
<b>Suzuki 5 Speed</b>	
Specify: Ratios.....	<b>S5H 1105-001HD</b>



**GPZ to Z1  
Conversion  
Bearing**

Allows use of GPZ transmission in Z1 cases. **GP5 100J-701**



**NEW!! GSX1300R Billet  
6 Speed Auto Transmission**

The new all-billet 6 speed auto, constructed from high tensile aircraft-quality steel, has a 30mm input shaft, three engagement dogs instead of four (for easier shifts), and taller 5th and 6th gear ratios of 1.10:1 and 1:1 for more MPH. This trans fits in your stock engine case with no modifications or machine work necessary.

GSX1300R.....	<b>OER 1300-66</b>
---------------	--------------------



**KZ, J, ZX**

**2nd Gear Input**

ORIENT EXPRESS manufactures a replacement 4340 alloy steel second gear for stock Kawasaki transmissions. This gear is a must for transmissions that have increased loads due to air shifters and drag slick tires.

- Z1 KZ1000.....**Z15 1000-702**
- J model GPZ1100.....**GP5 100J-702**
- ZX11D.....**OER ZX11-702**



**ZX11 4th Gear Output**

4340 aircraft quality steel, replaces troublesome standard 4th gear. **OER ZX11-704**

**2nd Gear Output**

CNC-machined from 9310 alloy. Designed with three engagement slots versus six stock. With the three slots and eight degree undercut, positive gear changes are guaranteed. A must for high performance and racing use.

- Z1 KZ1000.....**Z15 1000-703**
- Z1 Nonauto.....**Z15 1000-704**
- J Model GPZ1100 Auto.....**GP5 100J-703**
- J Model GPZ1100 Nonauto.....**GP5 100J-704**



**GPZ 3rd Gear Output**

4340 aircraft quality steel, CNC standard replacement gear. **GP5 100J-706**



**Billet Replacement Gears for ZX12**

**2nd, 3rd, and 4th Output**

- 2nd Out.....**OER ZX12-620**
- 3rd Out.....**OER ZX12-630**
- 4th Out.....**OER ZX12-640**



**ZX12 & GSX1300R 5th/6th Gear Set**

Made of heavy duty aircraft steel, the 5th output gear and 6th gear set is 7% taller ratio than standard (.108 5th, .96 6th). Allows re-gearing for acceleration without sacrificing top speed performance.

- ZX12.....**OER ZX12-704-96**
- GSX1300R.....**OER 1300-704-96**



**GSXR1100 2nd & 5th Gear Set**

Machined from 4340 alloy bar stock, these gears will eliminate the common breakage and jumping-out-of-second-gear problems experienced by GSXR1100 owners. Features oversized engagement dogs (5th gear) and matching OS slots (2nd gear). Must be used as set.

- 86-92 2nd Out.....**XR5 1050-705**
- 86-92 2nd Out Auto.....**XR5 1050-704**
- 86-92 5th Out.....**XR5 1050-709**

**2nd Gear Output**

- 93-98 Auto.....**XR5 1053-704**
- 93-98 Nonauto.....**XR5 1053-705**

**5th Gear Output**

- 93-98 5th Out.....**XR5 1053-709**

**2nd Gear Input**

- 86-92 2nd In.....**XR5 1050-710**
- 93-98 2nd In.....**XR5 1053-702**



**Robinson Industries Billet Low Gears**

Low ratios on these models: ZX10R 2.66:1; ZX12 2.50:1; GSX1300R 2.69:1.

- ZX10R.....**OER ZX10R-610**
- ZX12.....**OER ZX12-610**
- GSX1300R.....**OER 1300-610**

**GS1100/1150 2nd & 3rd Gear Output**

Suzuki GS1100/1150 second gear replacements available in stock and automatic types. Machined from 4340 alloy with three dog slots versus six stock slots to guarantee proper gear engagement.

- 2nd Auto.....**S5A 1150-704**
- 2nd Nonauto.....**S5A 1150-705**
- 3rd Auto.....**S5A 1150-706**
- 3rd Nonauto.....**S5A 1150-707**



**GSXR1000, GSX1300R Heavy Duty Billet Output Shaft**

Heavy duty Orient Express billet output shaft is machined from super-high strength aircraft alloy steel. Sprocket spline area increased to 30mm diameter. Direct replacement includes sprocket spacer and sprocket.

- GSXR1000.....**OER GX10-701**
- GSX1300R.....**OER 1300-701**
- Heavy duty sprockets also sold separately.
- 16 tooth.....**OER 1300-701-16**
- 17 tooth.....**OER 1300-701-17**
- 18 tooth.....**OER 1300-701-18**
- 19 tooth.....**OER 1300-701-19**



**GS/GSXR Heavy Duty Output Shafts**

The Suzuki output shaft replaces the stock output shaft in Suzuki transmissions. It is a one-piece CNC-machined 4340 alloy steel super shaft. This is a must item if you have any high performance plans for your Suzuki motorcycle. This shaft is also available with a J Model spline.

- Stock Suzuki Sprocket Spline.....**S5A 1150-701**
- GSXR1100 86-92.....**XR5 1050-701**
- GSXR1100W 93-97.....**XR5 1053-701**