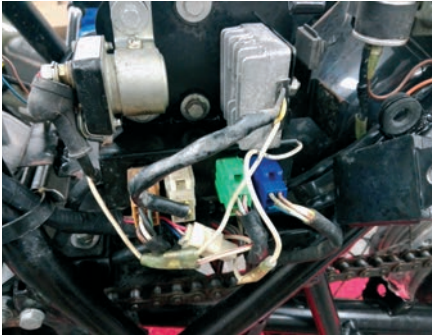




## HOW TO RESTORE KAWASAKI Z1, Z/KZ900 & Z/KZ1000

See photo 7.5 of the main units being stripped out. This mess of spaghetti gives a good indication of why taking lots of dismantling photos is so important!

With the main loom and associated components stripped off



7.4 Junction box in place for reference.



7.5 Main electrics being stripped out.



7.6 Ignition coils in situ under the tank.



7.7 Ignition coils removed and labelled.

the bike I then removed the ignition coils. These are bolted to the top rails under the petrol tank (see photo 7.6), which can apparently give rise to them cracking due to vibration, resulting in strange ignition problems. Mine looked to be okay, however, and I removed them from the bike, labelled them, and stored them with the other components. See photo 7.7. At this stage I was unsure whether or not to replace them with new or updated units, but, in the end, replaced them with new, as closer inspection showed the originals to be unserviceable.

Alongside the coils I also



7.8 This strange unit had been disconnected and left hanging – but what was it? (The rear brake light failure switch, it turns out).



7.9 Left-hand side of battery carrier assembly before dismantling.



7.10 Right-hand side of battery carrier assembly.

discovered a small component that had clearly been disconnected in the past and just left hanging (thankfully), though I had no idea what it was. I later discovered that this was the rear brake light failure switch, which is currently unobtainable, but without which the brake light failure warning light on the instrument panel won't work, so I was very glad it was still there! See photo 7.8.

This now left a Meccano set of bracketry between the rear of the engine and the back wheel. See photos 7.9 and 7.10. This assembly is held together with the usual assortment of cross-headed screws and 10mm bolts, and came apart quite easily, although the whole thing seemed over-elaborate.

After much removing of screws and bolts, the battery carrier came away, with the rectifier screwed to the bottom of it. See photo 7.11. The battery carrier assembly was now



7.11 Rectifier bolted to bottom of battery carrier.



7.12 Battery carrier assembly removed.

# Chapter 29

## Reassembling the gear change & gearbox cover

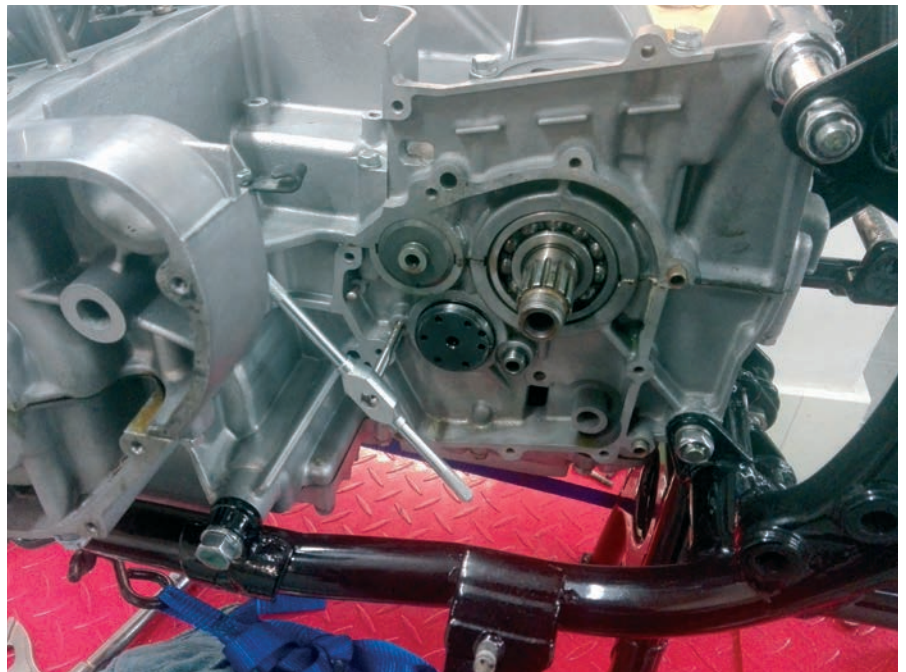
Next on the agenda were the gear selector mechanism and gearbox cover. My first job (as ever) was to run a tap down the threads which I had neglected to do before – when it would have been so much easier. See photo 29.1. After this I inserted the pins in the gear change drum, with the long pin in the position shown in photo 29.2. I was a bit confused because I was pretty sure the long pin and the gear change drum itself were in the correct position, but a diagram in the *Kawasaki Workshop Manual* clearly shows it being in a different position. Eventually, I found another diagram in the same manual which suggested that the position I had the drum and long pin in was correct so I went with it. Not very reassuring, though. Note that the longer pin is what operates the neutral switch, so it should align with the neutral switch in the outer cover.

With the pins inserted I fitted the small detent lever and its spring (which I had checked to see if it had stretched beyond recommended limits, as per the workshop manual), to the left of the gear change drum, ensuring that the lever was free to move on its shouldered mounting bolt. See photo 29.3. This photo also

shows the correct position of the spring, with the end of the spring to the outside of its retaining pin, not the inside.

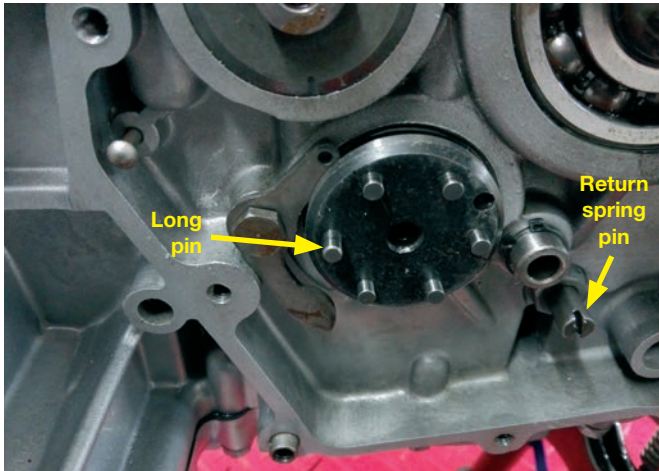
I cleaned and checked the gear shaft and pawl mechanism and gear change drum cover plate. See photo

29.4. Having already fitted the return spring pin that the hair spring on the mechanism engages with (see photo 29.2 again), I fitted the pawl mechanism to the casing. The long arms of the pawls engage with the pins in the gear change drum and

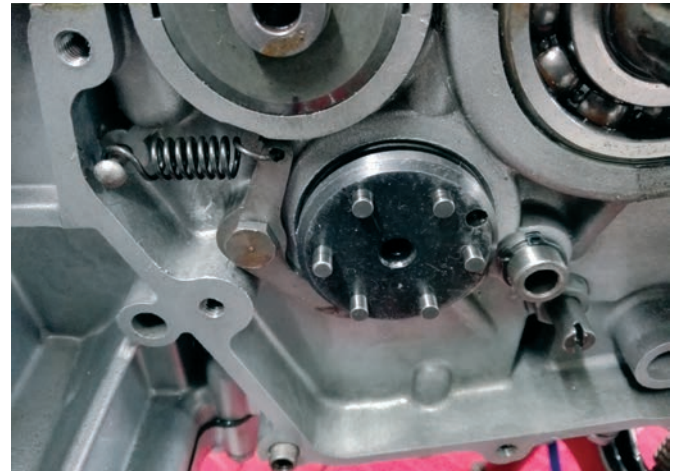


29.1 Tapping out the threads in the gearbox casing.

## HOW TO RESTORE KAWASAKI Z1, Z/KZ900 & Z/KZ1000



29.2 Refitting the pins in the gearbox drum. The return spring pin was also fitted and locked.



29.3 Detent lever and spring in position.



29.4 The gearchange shaft and pawl mechanism.



29.5 Gearchange shaft in place, along with the 'O' ring on the main shaft.



29.6 Gearbox casing with set screws and seals ready to be inserted.

turn it to change gear. I also fitted the drum cover plate to the gear change drum with the protrusion in the cover over the long pin. This protrusion is what presses on the neutral switch. I also fitted the 'O' ring seal on the gear shaft just in front of the bearing, without which the gearbox will leak. See photo 29.5.

I then assembled the new crosshead screws and oil seals for the gearbox cover (see photo 29.6) before inserting the seals in the cover using my normal method of heating the casing slightly, lubricating the outside edge of the seal, and driving it home with a suitably sized socket and lump hammer (NB oil seals always fit with their innards toward the oil and their flat faces outward), applying Wellseal prior to

