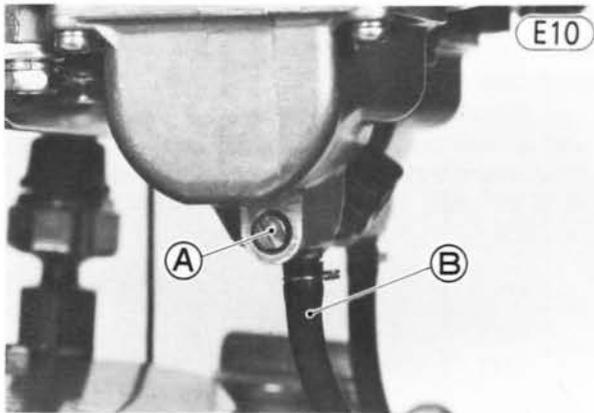


- Push the seat back down.

FUEL TAP

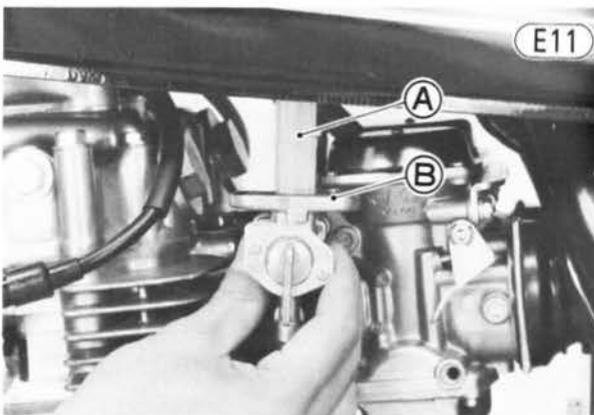
Removal:

- Run the ends of the overflow tubes into a suitable container, and turn the tap to the "PRI" position.
- Loosen the drain screws to drain the tank through the overflow tubes until no fuel comes out, and then tighten the drain screws.



A. Drain Screw B. Overflow Tube

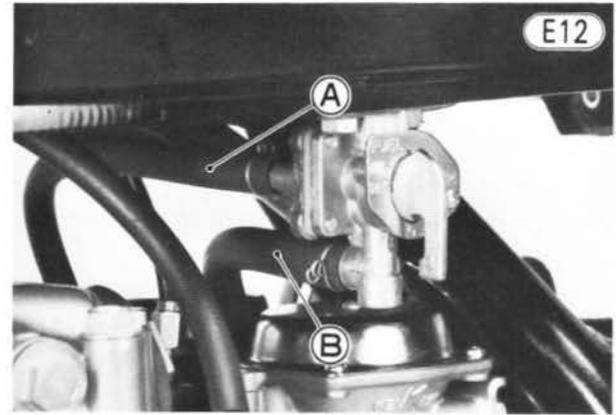
- Slide the hose clamps out of position, and pull the fuel and vacuum hoses off the tap.
- Remove the bolts and gaskets, and pull the fuel tap with O ring off the fuel tank. Be careful not to damage the filter.



A. Filter B. "O" Ring

Installation Notes:

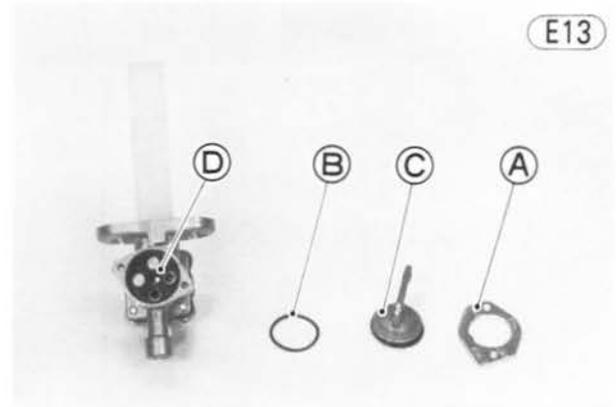
1. Check the O ring, and replace it with a new one if it is damaged or deteriorated.
2. After installing the fuel tap on the tank, make sure that the fuel stops when the engine stops.
3. The vacuum hose is the small diameter hose; the fuel hose is larger.



A. Vacuum Hose B. Fuel Hose

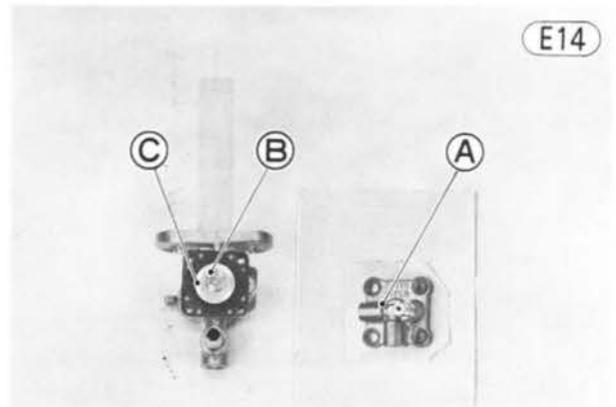
Disassembly:

- Remove the screws (2), and remove the tap lever, wave washer, and holding plate.



A. Holding Plate C. Tap Lever
B. Wave Washer D. Valve Gasket

- Take out the valve gasket.
- Remove the screws (4), and remove the diaphragm cover and spring.



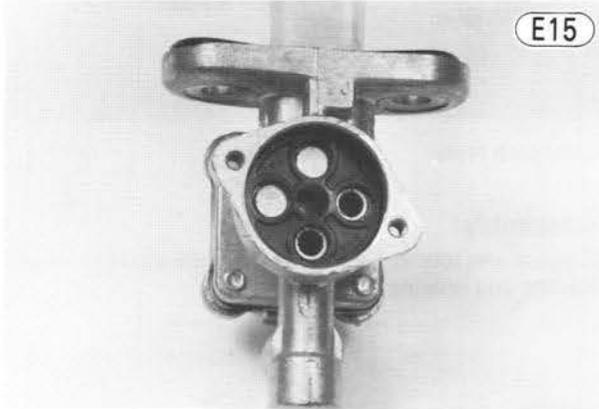
A. Diaphragm Cover C. Diaphragm Assembly
B. Spring

- Remove the diaphragm assembly from the fuel tap.

52 DISASSEMBLY—ENGINE INSTALLED

Assembly Notes:

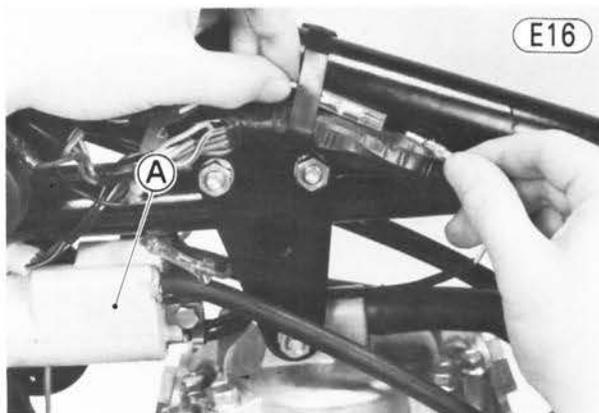
1. Check and clean all the parts (Pg. 147). Replace damaged parts with new ones.
2. Install the diaphragm cover in the direction shown in Fig. E14, marking sure that the spring is compressed at the center of the diaphragm between the diaphragm and the cover.
3. Install the valve gasket in aligning its holes with the holes in the body.



IGNITION COIL

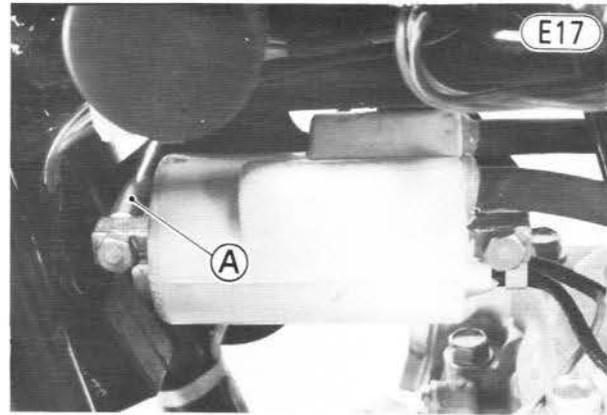
Removal:

- Remove the fuel tank (Pg. 50).
- Pull the spark plug leads off the spark plugs.
- Disconnect the blue and yellow/red leads of the ignition coil.



A. Ignition Coil

- Remove the bolts (2) that connect the ignition coil to the bracket, and remove the ignition coil. Each bolt has a collar between the ignition coil and the bracket.



A. Collar

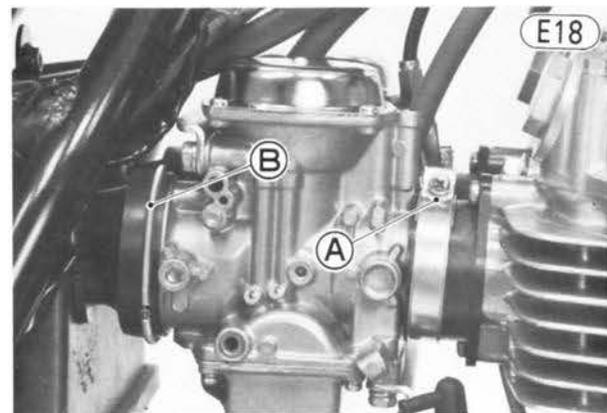
Installation Notes:

1. Use only the Kawasaki ignition coil bolts to mount the ignition coil. Bolts of a different composition may adversely affect ignition coil performance.
2. Run the right spark plug lead between the upper brackets.

CARBURETORS

Removal:

- Remove the fuel tank (Pg. 50).
- Take off the right and left side covers.
- Pull off the oil pressure switch lead so that it does not get damaged during carburetor removal.
- Loosen both carburetor holder clamps, and slip them out of place.
- Slide both spring bands of the air cleaner ducts out of place.



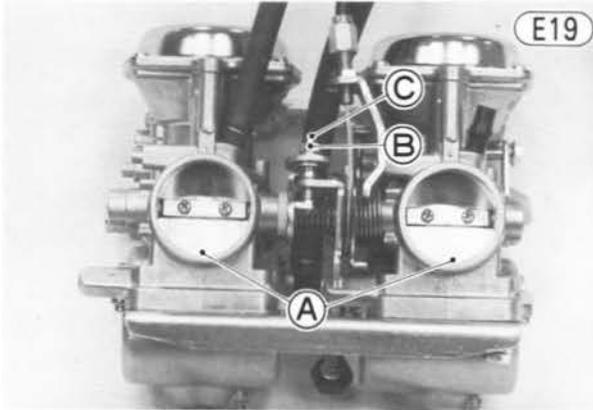
A. Carburetor Holder Clamp

B. Spring Band

- Loosen the locknut of the throttle cable adjuster, screw the adjuster out of its bracket, and slip the tip of its inner cable out of the pulley.
- Slip the carburetors up and out of them to the right side.

Installation Notes:

- If the carburetors were disassembled, visually synchronize the throttle (butterfly) valves as follows:
 - Check to see that both butterfly valves open and close smoothly without no binding when turning the pulley.
 - Visually check the clearance between the butterfly and the carburetor bore in each carburetor.



A. Clearance **C. Balance Adjusting Screw**
B. Locknut

- If both clearance differ from each other, loosen the locknut, and turn the balance adjusting screw to obtain the same clearance.
 - Tighten the locknut.
- Adjust the throttle cable (Pg. 21).
 - Adjust the carburetors (Pg. 22).

Carburetor Body Disassembly (each carburetor):

NOTE: The following procedure explains removal of the carburetor parts listed below, and these parts can be removed without separating the carburetors from the mounting plates.

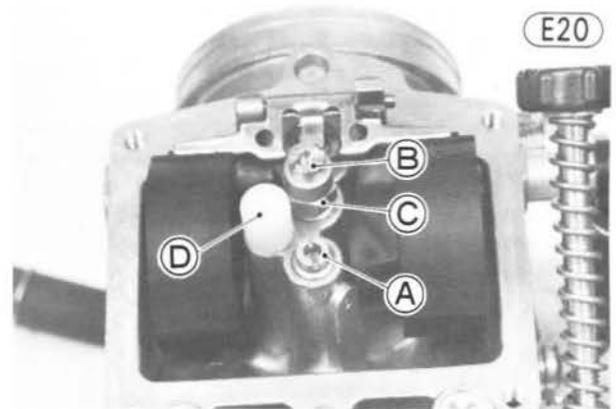
Vacuum Piston	Needle Jet Holder
Jet Needle	Float
Pilot Screw	Float Valve Needle
Primary Main Jet	Needle Jet
Main Jet Bleed Pipe	Pilot Jet
Secondary Main Jet	

Top End:

- Remove the upper chamber cover screws (4), and take off the upper chamber cover 54 and spring 55.
 - Pull out the vacuum piston 59 with the diaphragm.
- CAUTION** During carburetor disassembly, be careful not to damage the diaphragm. Never use a sharp edge to remove the diaphragm.
- Unscrew the holding screw 56, and remove the jet needle 57.
 - To remove the pilot screw 42 on the US model carburetor, punch and pry off the plug 41 with an owl or other suitable tools, turn in the pilot screw and count the number of turns until it seats fully but not tightly, and then remove the pilot screw, spring 43, washer 44, and O ring 45. This is to set a pilot screw on its original position when assembling.

Bottom End:

- Remove the screws 52 and lockwashers 51 (4 ea), and take off the float bowl 69 and O ring 68.
- Now, the primary main jet 47, main jet bleed pipe 46, secondary main jet 63, and needle jet holder 62 can be removed.

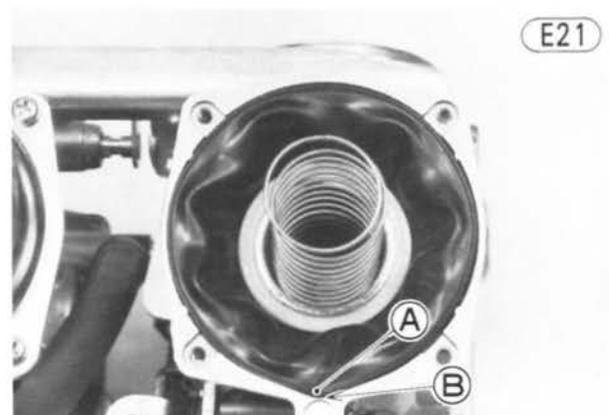


A. Primary Main Jet **C. Needle Jet Holder**
B. Secondary Main Jet **D. Plastic Plug**

- To remove the float valve needle 64, first push out the float pin 67, remove the float 66, and pull out the float valve needle with its hanger clip 65.
- To remove the needle jet 61, remove the vacuum piston (see above) and needle jet holder.
- To remove the pilot jet 48, remove the plastic plug 50 with the O ring 49.

Carburetor Body Assembly Notes (each carburetor):

- Replace any O ring and plastic plug if damaged or deteriorated.
- Assemble the upper chamber as follows:
 - Insert the spring into the vacuum piston.
 - Fit the vacuum piston into the carburetor body, and check that the piston slides up and down without drag.
 - Align the diaphragm tongue with the notch in the upper chamber cover mating surface, and fit the diaphragm sealing lip into its groove.



A. Tongue **B. Notch**

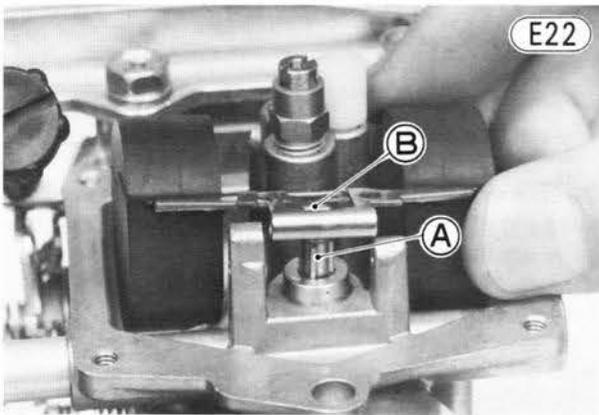
54 DISASSEMBLY—ENGINE INSTALLED

○With a finger, lift the vacuum piston just enough so that there is no crease on the diaphragm, and taking care not pinch the diaphragm lip, install the upper chamber cover. While holding the cover to keep it from being lifted by the spring, tighten the screws (4 ea).

CAUTION If the diaphragm is pinched, not only does the diaphragm become damaged, but the vacuum piston will not slide down to the rest position (there is a 7 mm space normally left between the piston lower end and the carburetor venturi). This causes idling instability and reduces engine performance.

○After installing the upper chamber cover, check that the vacuum pistons slide up and down smoothly without binding in the carburetor bores.

3. When assembling the float valve needle, hook its hanger clip to the tang on the float.



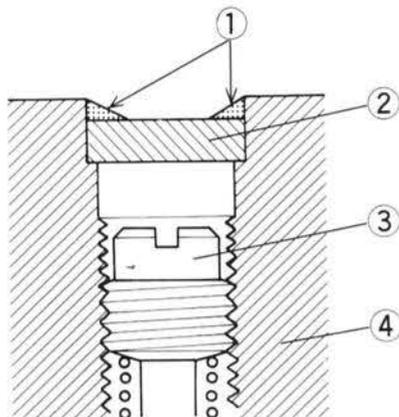
A. Valve Needle B. Tang

4. For the US model carburetor, install the pilot screw and plug as follows:

○Turn in the pilot screw fully but not tightly, and then back it out the same number of turns counted during disassembly.

○Install a new plug in the pilot screw hole, and apply a small amount of a bonding agent to the circumference of the plug to fix the plug.

Plug Installation

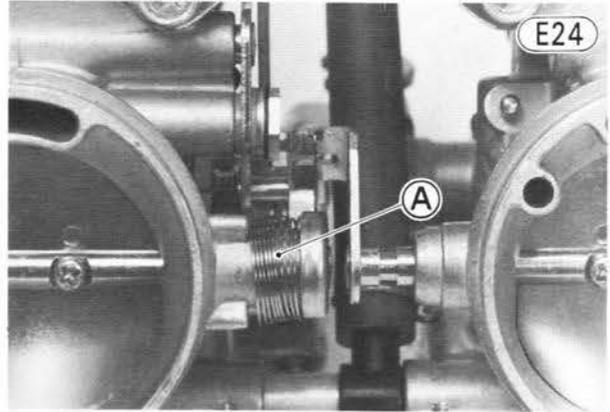


1. Apply a bonding agent.
2. Pilot Screw Plug
3. Pilot Screw
4. Carburetor Body

CAUTION Do not apply too much bond on the plug to keep the pilot screw itself from being fixed.

Separation of Carburetors:

●Unhook the end of the choke link spring (21) from the lever on the right choke valve shaft.



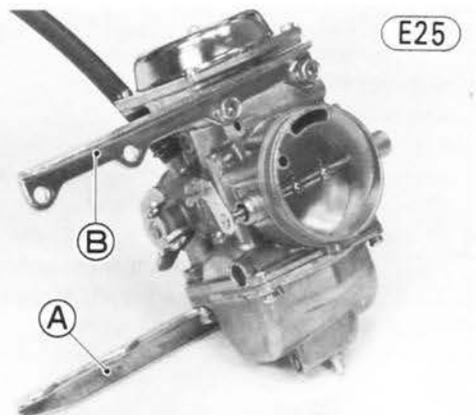
A. Choke Link Spring

●Remove the screws and lockwashers (4 ea) to take off the upper mounting plate (1).

●Remove the screws and lockwashers (4 ea) to take off the lower mounting plate (7) and separate the left and right carburetors. The linkage mechanism spring (40) and fuel hose 3-way joint (36) come off.

Assembly:

●Install the upper and lower mounting plates to one of the carburetors. The lower mounting plate must be installed as shown in the figure.

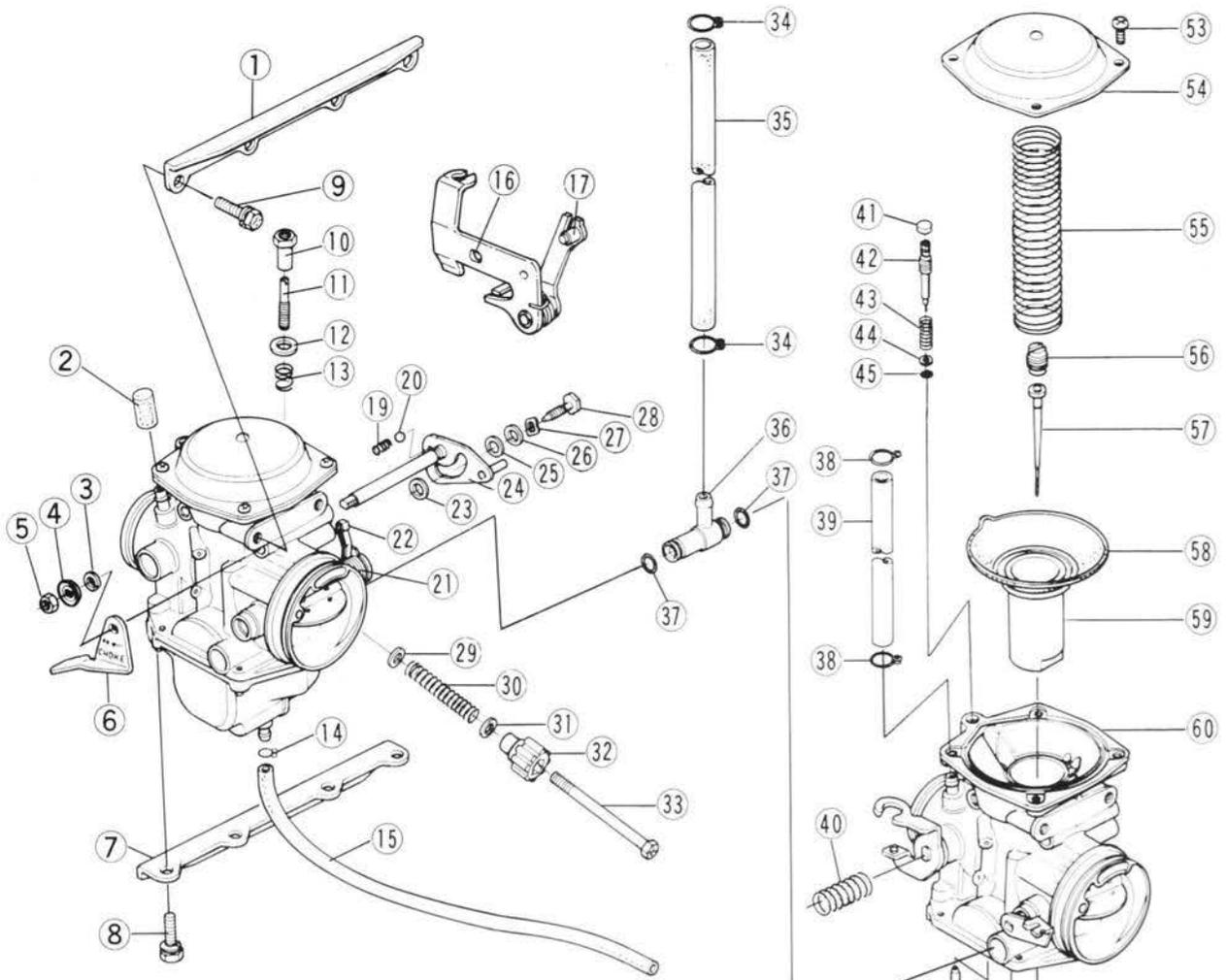


A. Lower Mounting Plate B. Upper Mounting Plate

●Check that the O rings (2) are in place, and install the long pipe of the fuel hose 3-way joint to the left carburetor.

Carburetors

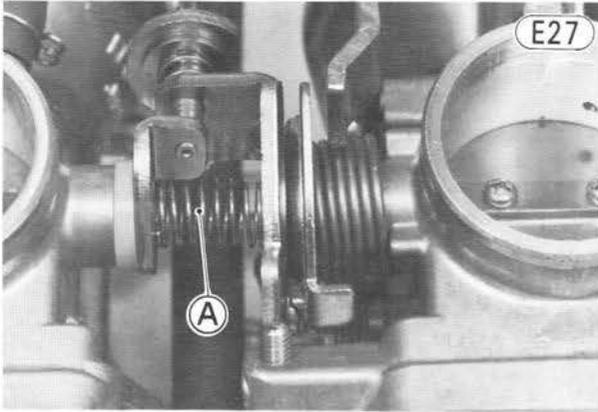
E26



- | | | |
|-----------------------------|--------------------------|-------------------------|
| 1. Upper Mounting Plate | 27. Wave Washer | 53. Screw |
| 2. Cap | 28. Bolt | 54. Upper Chamber Cover |
| 3. Lockwasher | 29. Washer | 55. Spring |
| 4. Washer | 30. Spring | 56. Holding Screw |
| 5. Nut | 31. Washer | 57. Jet Needle |
| 6. Choke Lever | 32. Knob | 58. Diaphragm |
| 7. Lower Mounting Plate | 33. Idle Adjusting Screw | 59. Vacuum Piston |
| 8. Bolt | 34. Clip | 60. Carburetor Body |
| 9. Bolt | 35. Fuel Hose | 61. Needle Jet |
| 10. Locknut | 36. 3-way Joint | 62. Needle Jet Holder |
| 11. Balance Adjusting Screw | 37. O Ring | 63. Secondary Main Jet |
| 12. Washer | 38. Clip | 64. Float Valve Needle |
| 13. Spring | 39. Vacuum Hose | 65. Hanger Clip |
| 14. Clip | 40. Spring | 66. Float |
| 15. Overflow Tube | 41. Plug | 67. Float Pin |
| 16. Cable Bracket | 42. Pilot Screw | 68. O Ring |
| 17. Fast Idle Link | 43. Spring | 69. Float Bowl |
| 18. Screw | 44. Washer | 70. Drain Screw |
| 19. Spring | 45. O Ring | 71. O Ring |
| 20. Ball | 46. Bleed Pipe | |
| 21. Choke Link Spring | 47. Primary Main Jet | |
| 22. Choke Link | 48. Pilot Jet | |
| 23. Flat Washer | 49. O Ring | |
| 24. Fast Idle Cam | 50. Plastic Plug | |
| 25. Flat Washer | 51. Lockwasher | |
| 26. Flat Washer | 52. Screw | |

56 DISASSEMBLY—ENGINE INSTALLED

- Install the linkage mechanism spring as shown in the figure.



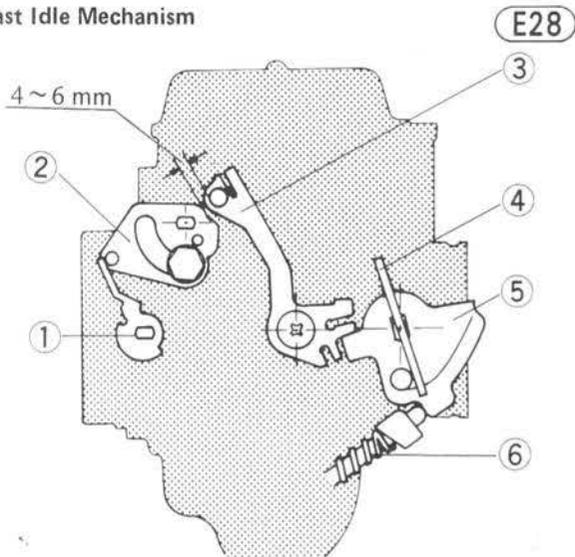
A. Spring

- Install the other carburetor on the mounting plate.
- Hook the end of the choke link spring on the lever.

Fast Idle Mechanism Adjustment

- Adjust the idle speed to 1,100~1,300 rpm by turning the idle adjusting screw (Pg. 23).
- Check that there is 4~6 mm clearance between the pin on the idling link and the fast idle cam when the choke lever is fully pushed down as shown in Fig. E28.

Fast Idle Mechanism



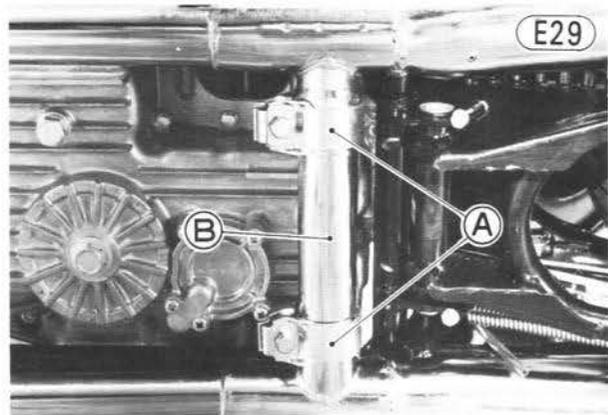
1. Choke Link
2. Fast Idle Cam
3. Fast Idle Link
4. Butterfly Valve
5. Pulley
6. Idle Adjusting Screw

- If the clearance is not within the specified value, narrow or spread the gap in the idling link to adjust the clearance.

MUFFLERS

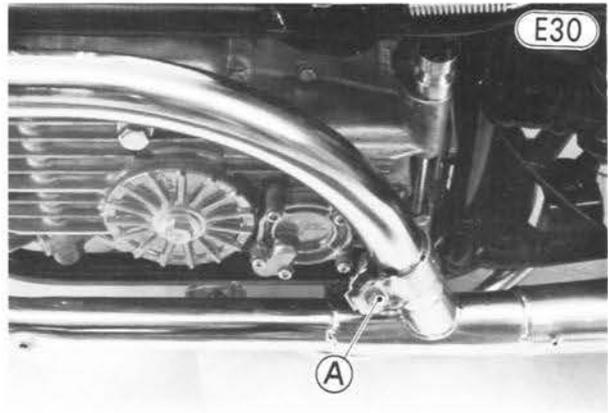
Removal:

- For the muffler of 2 into 2 type, loosen the clamps that secure the mufflers to the muffler connecting pipe, and slide the connecting pipe toward the left.



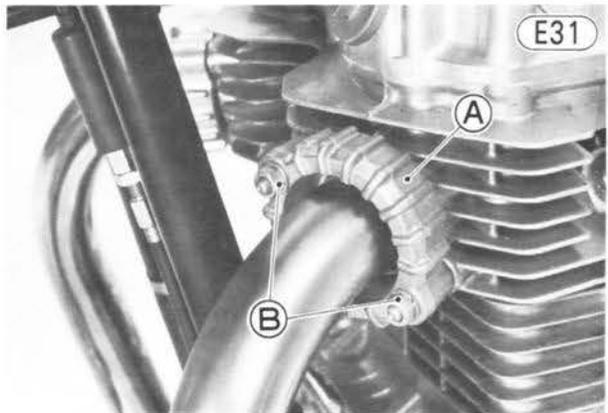
A. Clamps B. Muffler Connecting Pipe

- For the muffler of 2 into 1 type, loosen the exhaust pipe clamp bolt.



A. Clamp Bolt

- Remove the exhaust pipe holder nuts (4), and slide both left and right holders off the cylinder head studs.



A. Exhaust Pipe Holder B. Nuts

- Remove the split keepers.
- Remove the left and right rear footpeg mounting bolts to complete muffler removal. Also, remove the exhaust pipe holders and gaskets. The rear footpeg mounting bolt has a footpeg, flat washer, lockwasher, and nut.