



MOTORCYCLE INDUSTRY COUNCIL

FACTORY DIRECTED MODIFICATION REPAIR AS DIRECTED

PROBLEM:

OIL LIGHT STAYS ON

On some Z1's and KZ900's, the oil pressure indicator light may come on during a period of full-throttle acceleration, and then stay on. The reason is air in the pump. If the pump's internal clearances are too large, it cannot pump the air out, oil flow stops, the pressure drops to zero, and the light comes on.

CAUTION

DO NOT OPERATE THE MOTORCYCLE UNDER THESE CONDITIONS OR SEVERE ENGINE DAMAGE COULD RESULT.

FACTORY ACTION:

Three ways of preventing an air-locked oil pump have been developed.

1. Reduce Pump Gear-to-Cover Clearance. With tighter clearances the pump is better able to pump the air out.
2. Redrill the Air-Bleed Hole in the Oil Pressure Indicator Switch Plate. The air-bleed hole may be partially obstructed by the end of the plunger. Redrilling it allows air trapped under the switch plate to escape.
3. Drill an Air-Bleed Hole in the Pump Body. The air can escape through the air-bleed hole more easily than it can be pumped through the entire lubrication system.

DEALER ACTION:

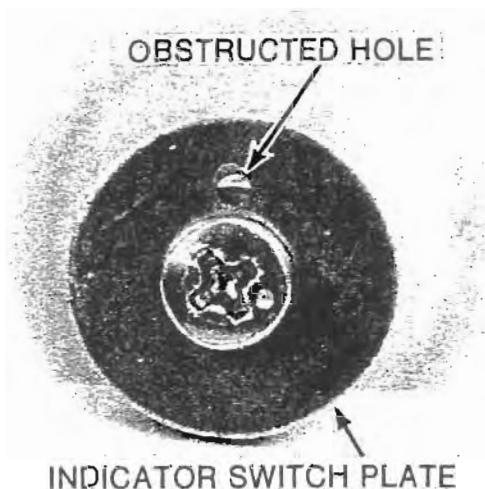
USE ALL THREE SOLUTIONS FOR PROBLEM UNITS.

ELIGIBILITY REQUIREMENTS (Must Meet Both)

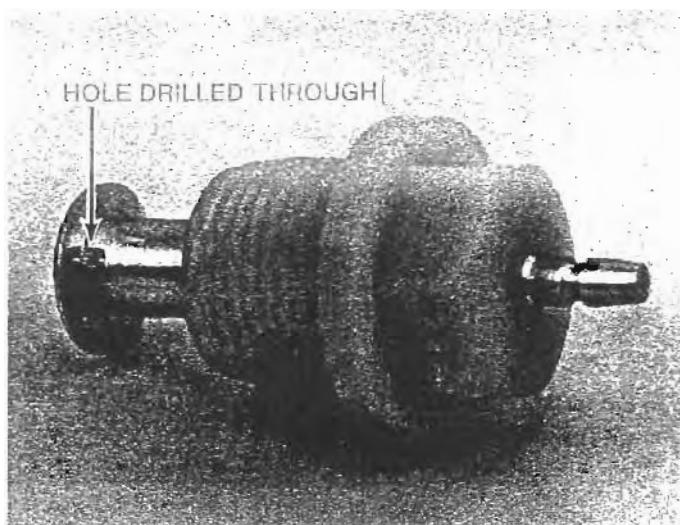
1. Oil light will not go out.
2. All Z1's and KZ900's above E/N Z1E078111.

When a motorcycle meets both eligibility requirements, repair it using the following procedure.

1. Remove the oil pressure indicator switch. Inspect the air-bleed hole in the switch plate.

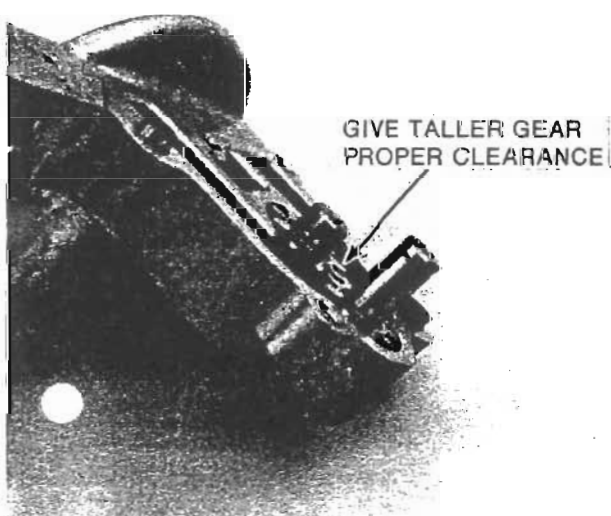
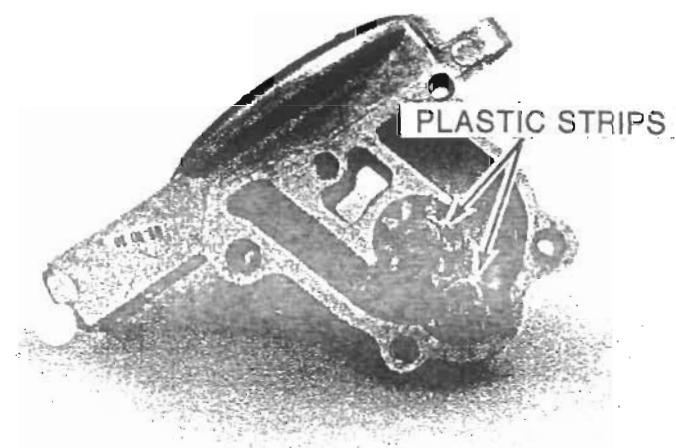


2. If the hole is partially obstructed, redrill the hole 1.5mm in diameter (1/16 in. or No. 53 drill), as shown. **NOTE:** Do not exceed this diameter, or the warning light will not go out. Install the switch.

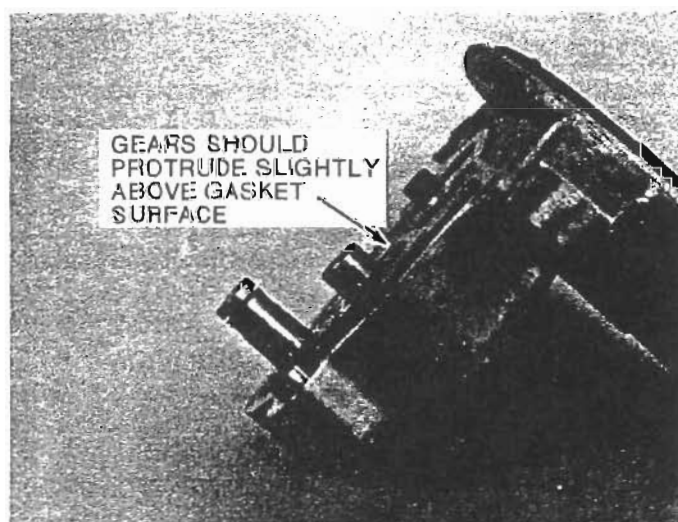
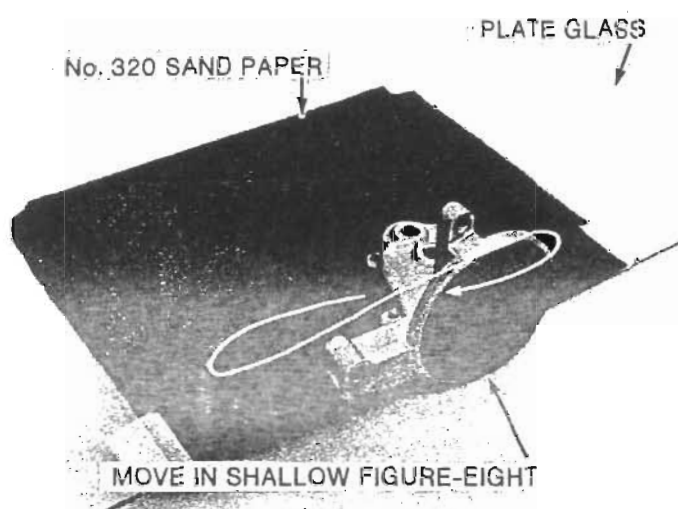


Please see reverse side for additional information.

3. Remove the oil pan and the oil pump.
4. Measure the gear-to-cover clearance with Plastigage, as shown. Be sure to lay the plastic strip across the gear tooth with plenty of room for expansion. Consult the Clearance Table to choose the correct gasket and repair procedure.



5. Clearance over 0.10mm cannot be corrected with a gasket alone. In this case the pump body must be lapped, as shown. Be careful not to remove too much material. To check, go back to step 4.



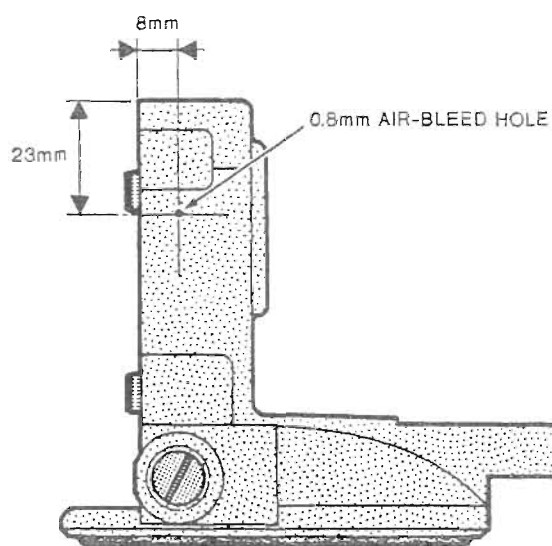
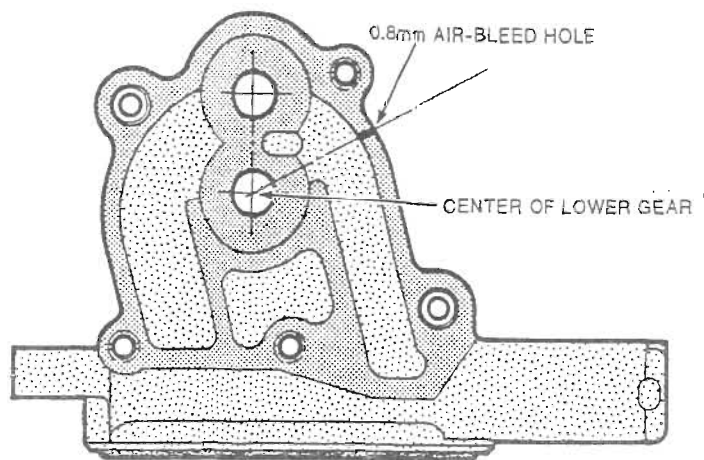
6. To drill the pump air-bleed hole, first remove the gears and stuff rags into the oil passage holes. In the position and direction shown, drill a hole 0.8mm in diameter (1/32 in. or No. 68 drill). This hole should be spaced 8.0mm (0.32 in.) from the gasket surface.

CLEARANCE TABLE

If clearance with standard gasket is ..	Use this gasket:
0.01 to 0.05 mm	16145-002, standard, 0.10mm
0.06 to 0.10mm	11009-1023, thin, 0.05mm
over 0.10mm	As required after lapping pump body.

CAUTION

BE SURE TO CLEAN ALL THE CHIPS OUT OF THE PUMP AFTER DRILLING. METAL CHIPS IN THE LUBRICATION SYSTEM COULD CAUSE EXTENSIVE ENGINE DAMAGE.



7. Assemble the oil pump with the proper gasket, check to be sure it turns freely, and then install it and the oil pan.

WARRANTY INFORMATION:

This is a Factory Directed Modification for all eligible units. See the Warranty Policies and Procedures Manual (Claim Type 3 Information) for detailed instructions. Only the part numbers listed below may be used on the warranty claim.

WARRANTY CLAIM INFORMATION			
PARTS			CLAIM TYPE
QTY	P/N	DESCRIPTION	
1	16145-002	Oil Pump Cover	Claim Type: 3 Job Code: 21054 Time: 1.7 hr.
	or	Gasket	
1	11009-1023		
1	16112-002	Oil Pan Gasket	