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NOTE: For further information on Z1 shift problems, see Bulletin Ser. '73 Z-23.

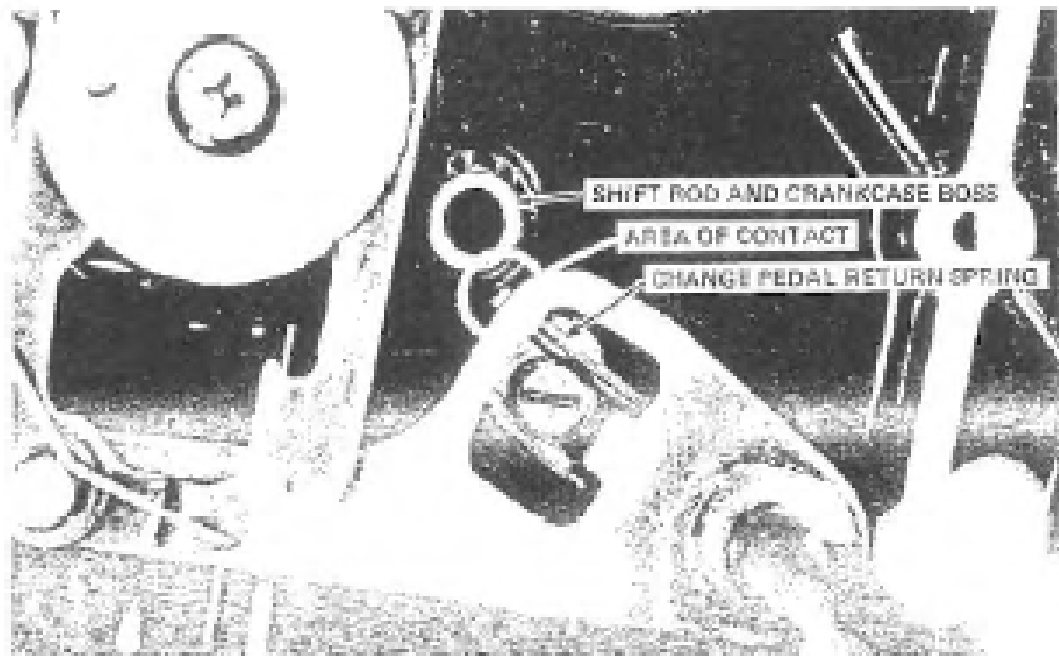
PROBLEM:

On some Z1 models, the change pedal return spring contacts the crankcase when an upshift is attempted. Several different upshifting problems can result.

1. The travel of the shift pedal may vary from one upshift to another.
2. The transmission may not upshift at all.
3. The shift lever may not return after an upshift.
4. Or the transmission may jump out of gear, after an upshift.

CAUSE:

When the shift pedal is in the middle position, one end of the change pedal return spring is very close to the crankcase shift rod boss and moves even closer when an upshift is attempted. The spring contacts the boss and produces any of the aforementioned problems.



SOLUTION:

To prevent the change pedal return spring from striking the crankcase, the manufacturing tolerances of the spring length have been changed. This new spring is used in Z1 production beginning with engine Number Z1E-D4821. To correct upshifting problems that are caused by an old style return spring, either a new style return spring can be used as a replacement or the old style spring can be modified by removing 1-2mm from the ends.

Please see reverse side for additional information.