

SERVICE INFORMATION

Subject

Steering bearing adjustment is important, sensitive, and a matter of feel and judgment. When the steering bearings are properly adjusted, the handlebar will turn freely from side to side with no looseness of the steering stem within the frame. In other words, the bearings will have little or no free play and absolutely no preload.

Tapered roller steering bearings are more sensitive to adjustment than ball steering bearings. If they are improperly adjusted, the motorcycle may handle differently.

Inspect the steering bearing adjustment according to the Periodic Maintenance Chart or if the following symptoms are noticed.

Symptoms:**Tight—**

1. The motorcycle wanders while being ridden
2. The steering feels tight
3. The bearing races become notched

Loose—

1. The forks "clunk" or "click" when the brake is applied or when the motorcycle is ridden over a pothole
2. The handlebars seem to vibrate more than normal.

NOTE:

- o This bulletin provides general information on steering bearing inspection and adjustment. Because there are differences in design from model to model, always refer to the service manual for the specific procedures, torque values, etc.

Steering Inspection

Set the motorcycle on its centerstand or other suitable stand. Use a jack under the engine to lift the front wheel off the ground.

Checking for Steering Too Tight:

- With the front wheel pointing straight ahead, alternately tap each end of the handlebar. The front wheel should swing fully left and right from the force of gravity until the fork hits the stop.
- * If the wheel binds or catches before the stop, the steering is too tight.

NOTE:

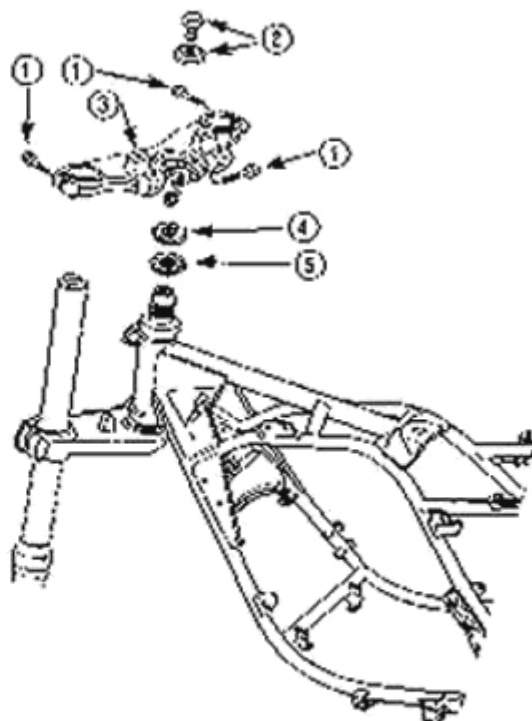
- o The cables and wiring will have some effect on the motion of the fork which must be taken into account. Be sure the wires and cables are properly routed.
- o The bearings must be in good condition and properly lubricated in order for any test to be valid.

Checking for Steering Too Loose:

- Stand in front of the motorcycle and grasp the lower ends of fork near the axle.
- Feel for steering looseness by pushing and pulling the forks.
- * If you feel looseness, the steering is too loose.

Steering Adjustment

- With the motorcycle on its centerstand, use a jack under the engine to lift the front wheel off the ground.
- Loosen the fork upper clamp bolts (1).



1. Fork Upper Clamp Bolts
2. Stem Head Bolt and Washer
3. Stem Head
4. Upper Stem Locknut
5. Lower Stem Locknut

- Loosen the steering stem head bolt (2).

NOTE:

- *Do not separate the upper and lower stem locknuts (4 and 5).*
- Loosen the steering by turning the lower stem locknut (5) counterclockwise.
- Tighten the steering by turning the upper stem locknut (4) clockwise.
- Make these adjustments with a hook spanner or by tapping with a brass drift and a small mallet on the locknut. Slight adjustments have a large effect, so go slowly.
- When the steering is adjusted to your satisfaction, tighten the stem head bolt (2) and the fork upper clamp bolts (1).

NOTE:

- *When the stem head bolt is tightened, the steering will tighten slightly. Be sure to reinspect the steering when everything is tight.*
- *Refer to the service manual for the particular model you are adjusting for torque specifications and any slight differences in the procedure from that given here.*
- *When referring to the service manual, do not confuse the adjustment procedure with the new bearing installation procedure. Installation of new tapered roller bearings requires that you torque the lower stem locknut to seat the races, then LOOSEN the locknut and procede with the adjustment procedure.*
- Reinspect the steering adjustment.
- Install any parts removed. Check that cables and wires are routed properly.

Warranty Information

This bulletin is service information only, not warranty authorization.



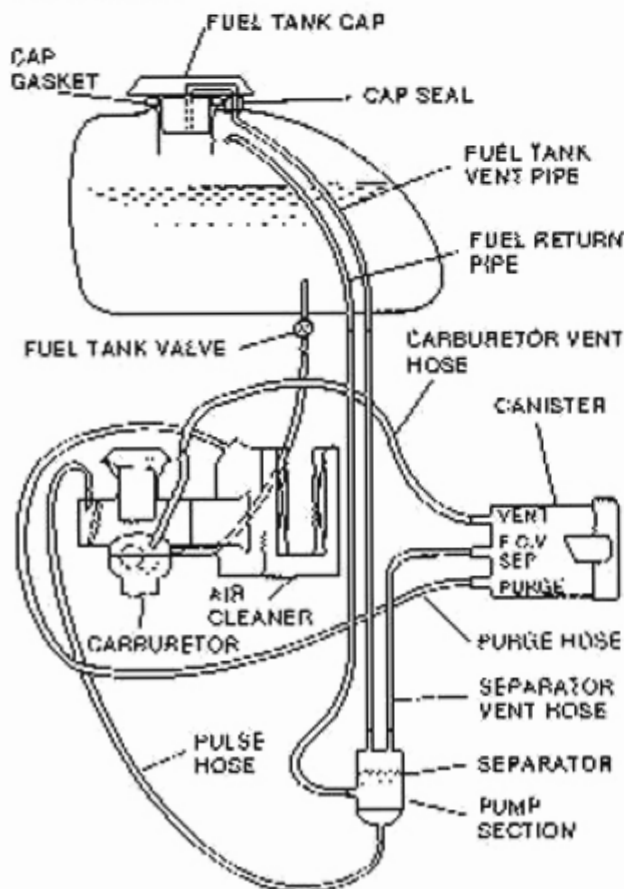
SERVICE INFORMATION

Background

Motorcycles have vented fuel tanks to allow air to enter the tank and displace the fuel used by the engine. The carburetor is vented to the atmosphere to equalize the pressure in the float bowl. These vents also allow gasoline fumes to escape to the air. Gasoline fumes are called "evaporative emissions," and they add to air pollution. To reduce air pollution, the California Air Resources Board has regulated the amount of evaporative emissions given off by street-legal motorcycles.

Factory Action

Beginning with the 1984 model year, Kawasaki will equip all street-legal motorcycles to be sold in California with an evaporative emission control system. This system does not affect driveability, power, or fuel economy, and it adds less than two pounds to the weight of the vehicle. Models for the California market are distinguished by an "L" suffix; for example: ZN1300-A2L.

**NOTE:**

- o The evaporative emission control system on a motorcycle is part of the overall emissions control package and is subject to all "anti-tampering" laws.

The Parts of the System

The evaporative emission control system includes a charcoal canister, a fuel separator, a modified fuel tank, and connecting hoses and fittings. The charcoal canister allows the fuel system to "breathe" to the atmosphere while trapping the gasoline fumes in its activated charcoal. The fuel separator passes fumes on to the canister and sends condensed vapors to the tank. The modifications to the fuel tank prevent the fumes from escaping directly into the air.

NOTE:

- o When ordering replacement parts, be sure to get the correct tank and the cap seal. See the illustration of the cap at the end of this bulletin.

How It Works

The evaporative emission control system does most of its work while the engine is off.

While the vehicle is parked, the canister catches fuel vapor from the tank and the carburetor. The separator is between the tank and the canister. Some of the vapors condense in the system and drip into the separator.

When the engine starts, the system is purged. The air cleaner is connected to the canister by the purge hose. The captured vapors are drawn out of the canister, through the purge hose, and into the engine where they are burned. The separator pump forces any condensed vapors into the fuel tank. The pump is actuated by the pulse hose from the intake tract. All this happens within a few moments after starting the engine.

While the engine is running, the system catches the tiny quantity of fumes given off by the float bowl vents on carbureted engines.

Care of the System

The evaporative emission control system needs routine inspection as described in the owner's manual and service manual for each model. Inspect the parts for visible damage, the hoses for cracks and leaks, and the fuel separator for pumping action.

Be sure also that the fuel tank cap gasket, seal, and mounting screw O-rings are in place and in good condition.



CAUTION

- o Never fill the tank so that the fuel level rises into the filler neck. If the tank is overfilled, heat may cause the fuel to expand and flow into the evaporative emission control system resulting in hard starting and engine hesitation.

Warranty Information

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RECALL

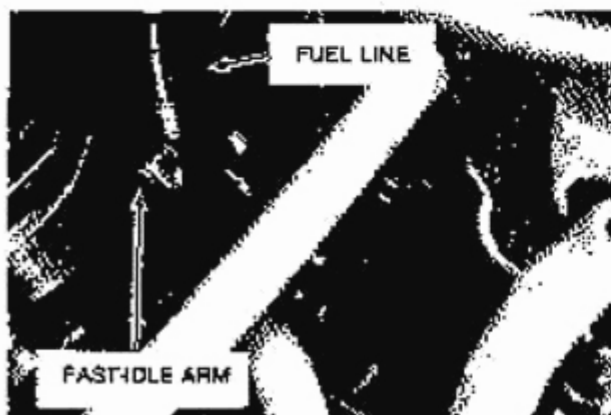
THIS BULLETIN IS OF THE HIGHEST PRIORITY, AND MUST BE ACTED UPON IMMEDIATELY TO ENSURE CUSTOMER SAFETY.

Eligible Units

Model	VIN/Serial Number Range
ZX750-E1/L	500001 through 501196
ZX1100-A2/L	500001 through 501443

Subject

At or near wide-open throttle, a roller on the fast-idle arm of the throttle linkage can catch behind one of the fuel lines, causing the throttle to be held at or near the wide-open position. This could cause uncontrolled acceleration and a loss of vehicle control, resulting in an accident and possible serious injury or death.



Kawasaki Action

Initiate Recall Campaign:

A recall letter will be sent to registered owners of eligible units. A copy of the recall letter is provided (see page 4).

Provide Preprinted Special Warranty Form:

To expedite warranty processing, a special Service Authorization Form has been sent to owners of eligible units. This form can be submitted in place of the normal Warranty Request form. Refer to the WARRANTY INFORMATION section for details.

Dealer Action

Repair Eligible Units:

Correct fuel return hose routing on all eligible units, including sold units in the field and unsold units in your inventory. Refer to Repair Procedure.

Document Completed Repairs:

Federal law requires manufacturers to maintain accurate follow-up records on repairs performed on eligible units. Dealers **MUST** submit either a completed special Service Authorization Form or a Warranty Request form, but not both. Refer to WARRANTY INFORMATION section for details.

Repair Procedure:

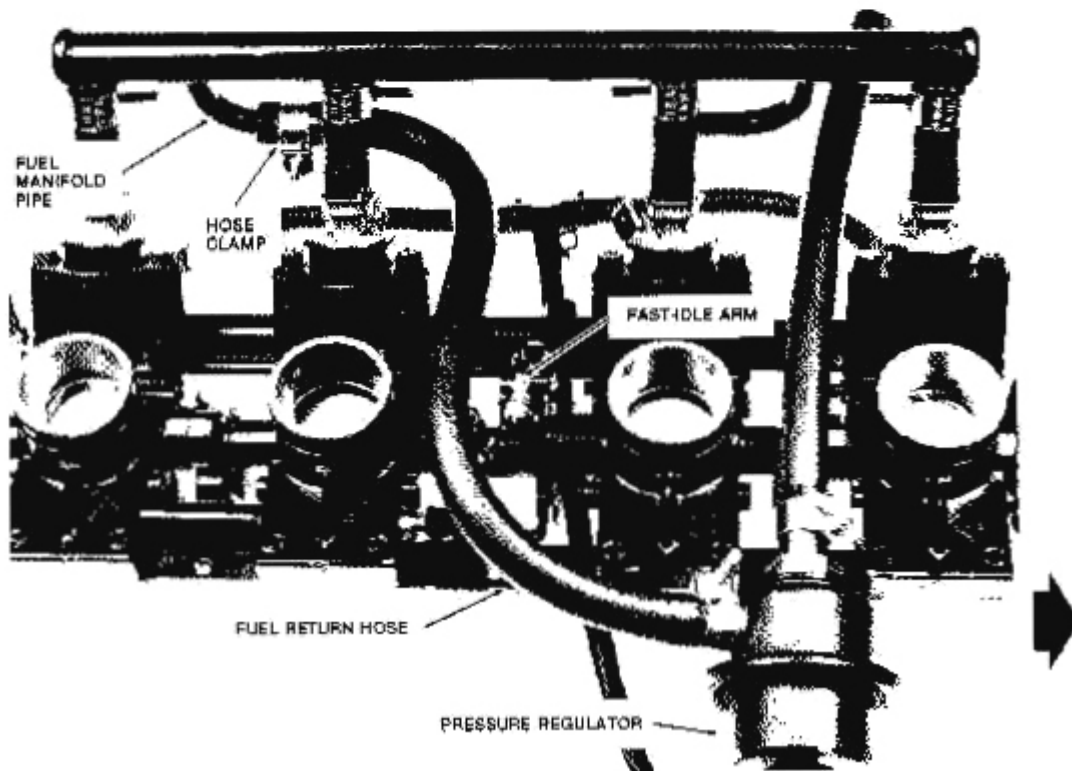
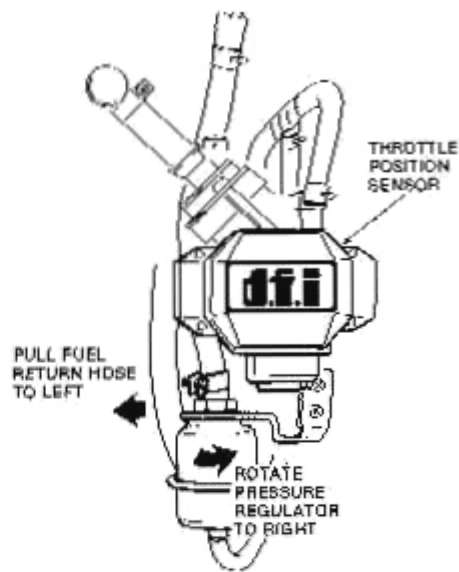
- Remove the fuel tank following procedures in the service manual.

WARNING

- While the fuel hoses are disconnected, do not turn on the ignition switch. The fuel pump will operate and fuel will spout from the fuel hose.
- Disconnect the wiring from the throttle position sensor.
- Remove the wire clip before you pull the connector out.

S E R V I C E

- Loosen the nut at the top of the pressure regulator.
- It may be necessary to loosen the regulator bracket mounting screws to remove the bracket for easier access to the nut.
- Rotate the pressure regulator as shown while pulling the fuel return hose to the left. This moves the fuel return hose against the air box and away from the throttle linkage.
- Be sure the pressure regulator does not move when you retighten the nut.
- Loosen the fuel return hose clamp at the fuel manifold pipe. Remove any twisting of the hose by rotating it on the manifold pipe. This also moves the hose back away from the throttle linkage.
- Operate the throttle to see that the throttle linkage does not come in contact with the fuel return hose.
- Tighten the hose clamp.
- Install the fuel tank.
- Reconnect the wiring to the throttle position sensor and install the wire clip.



Warranty Information

This is a safety recall campaign. Repair is authorized regardless of ownership or warranty status.

Expedite warranty processing by completing the special Service Authorization form sent to owners of eligible units. This form can be submitted **in place** of the normal Warranty Request form.

Service Authorization Form Instructions:

- Verify the VIN/SERIAL NO. on the customer's form with the unit being repaired. If the numbers do not match, correct the form.
- Form distribution:
 White (original)—KMC Warranty copy
 Pink—Owner's copy
 Yellow—Dealer's copy

NOTE:

- o *If the customer does not have a preprinted Service Authorization Form, complete normal Warranty Request form including the information specified. See Warranty Policies and Procedures Manual (Claim Type 3 information) for detailed instructions.*

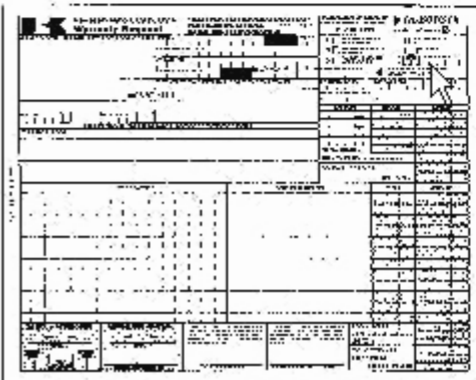
WARRANTY REQUEST INFORMATION			
Parts Qty.	P/N	Description	Claim Type: Job Code: Time: Failure Date:
—	—	—	3 22014 0.4 hr. Same as repair date



SUBMIT THIS FORM

OR

THIS FORM, BUT NOT BOTH





JANUARY 1984

ZX750-E1 AND ZX1100-A2 THROTTLE WARNING AND RECALL NOTICE

Dear Kawasaki Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Kawasaki Motors Corp., U.S.A. has determined that a defect which relates to motor vehicle safety exists in certain 1984 Kawasaki ZX750-E1 and ZX1100-A2 model motorcycles. Affected motorcycles are those with Vehicle Identification Numbers (VIN or frame numbers) in the ranges shown here:

ZX750-E1 JKAZXDE1__EB500001 to 501196

ZX1100-A2 JKAZXBA1__EB500001 to 501443

Note that the blank space represents a number or letter which appears in the VIN but does not affect the sequencing of the VIN itself. Our records indicate that you purchased one of these affected vehicles.

At or near wide-open throttle, a roller on the fast-idle arm of the throttle linkage can catch behind one of the fuel lines, causing the throttle to be held at or near the wide-open position. This could cause uncontrolled acceleration and a loss of vehicle control, resulting in an accident and possible serious injury or death. **DO NOT, UNDER ANY CIRCUMSTANCES, RIDE YOUR MOTORCYCLE AT MORE THAN ONE-HALF THROTTLE UNTIL THIS PROBLEM HAS BEEN CORRECTED.** If you should experience any indication of a sticking throttle, or of any reluctance for the throttle to return to idle, stop the engine immediately using the emergency stopping procedure described in your Owner's Manual and reprinted below:

STOPPING THE MOTORCYCLE IN AN EMERGENCY

In an emergency situation such as throttle failure, your motorcycle may be stopped by disengaging the clutch and applying the brakes. Once this stopping

procedure is initiated, the engine stop switch may be used to stop the engine. If the engine stop switch is used, turn off the ignition switch after stopping the motorcycle.

Your Kawasaki dealer will correct this problem for you at no charge. PLEASE CONTACT YOUR DEALER AS SOON AS POSSIBLE TO HAVE THIS PROBLEM CORRECTED.

Kawasaki has developed a repair procedure that will eliminate this problem. The repair consists of repositioning the fuel pressure regulator in its mounting bracket and ensuring the correct routing of the fuel line.

The repair takes less than one hour, and will be performed free of charge. Therefore, for your safety, please contact your dealer immediately.

You may submit a complaint to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590 or call the toll-free Auto Safety Hotline at 800-426-9393 (Washington, D.C. area residents may call (426-0123) if you believe that either Kawasaki Motors Corp., U.S.A. or your dealer has been unable to remedy this defect within a reasonable length of time, which is not longer than 60 days after your first attempt to obtain repair.

Kawasaki regrets any inconvenience that this may cause you, but we have taken this action in the interest of your safety and your continued satisfaction with your Kawasaki motorcycle.

Sincerely,

KAWASAKI MOTORS CORP., U.S.A.

CS Printed in U.S.A. 1004-2

SERVICE INFORMATION**Subject**

The new crating method for the ZX models uses a single bracket to hold the motorcycle's steering head to the crate. This bracket replaces the previous two-bracket system which secured the handlebar holders to the top brace of the crate.

The new bracket is attached to the steering head with the steering stem top bolt (or nut—ZX900) as shown.

- Crates with the single bracket are marked (H) on four sides.

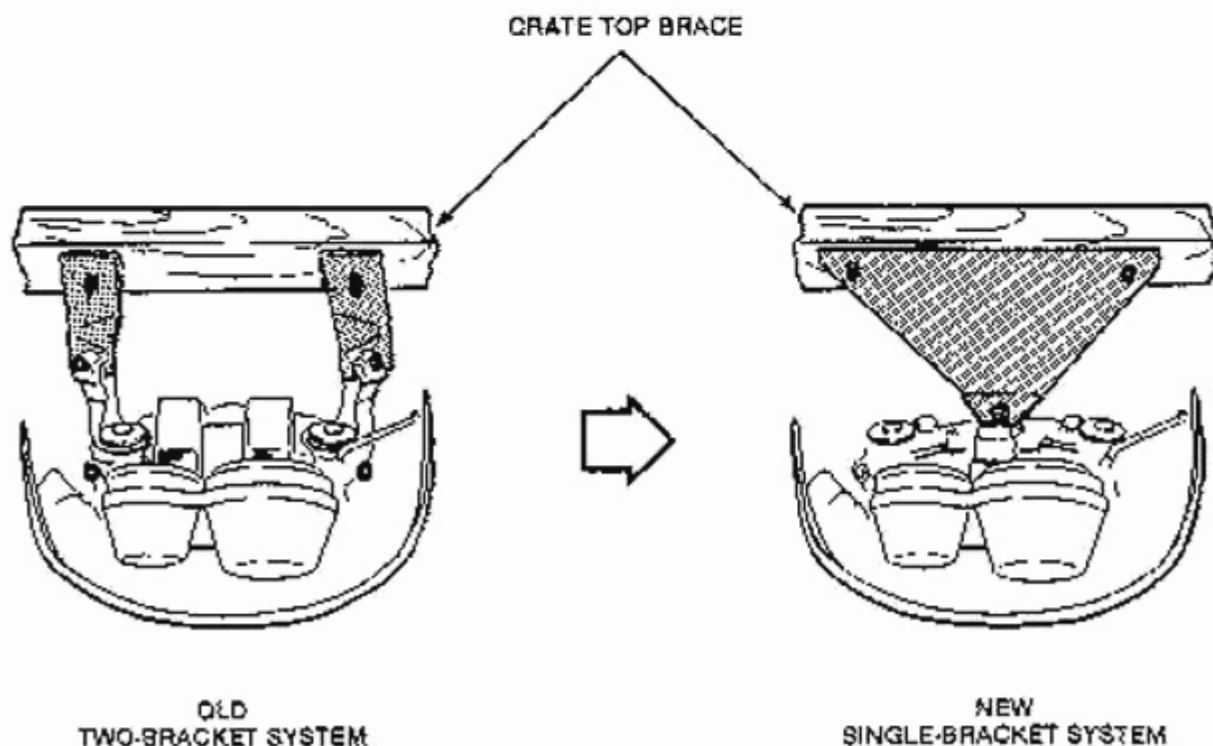
Dealer Action

When uncrating a ZX model which is secured to the crate top brace with a single bracket, take these additional uncrating steps:

- Remove the steering stem top bolt (nut) to remove the bracket.
- Reinstall the top bolt (nut) and torque it to 39 N·m (4.0 kg-m, 29 ft-lb).
- Check that the steering bearings are adjusted properly. Refer to the appropriate service manual and service bulletin MC 83-12 for instructions.
- Install the ignition switch cover with two screws.
- Refer to the General Assembly and Preparation Manual and appropriate supplements for all other uncrating, assembly, and preparation procedures.

Warranty Information

This bulletin is service information only, not warranty authorization.



**SERVICE INFORMATION****Subject**

Starting with the 1984 model year, Kawasaki has equipped all street-legal motorcycles sold in California with an evaporative emission control system. Kawasaki also builds "49-state" motorcycles which are not equipped with the evaporative emission control system. These vehicles cannot be sold in California. However, to balance warehouse inventory levels with dealer orders, Kawasaki does distribute "California" models to warehouses throughout the country. This means that "California" models are sold to retail customers everywhere in the U.S.

Dealer Action

The differences between "California" and "49-state" models make it necessary for you to identify a motorcycle before servicing it or ordering parts for it. These differences extend from fuel tanks to carburetor jetting in some cases. Refer to Service Bulletin MC 83-20 for more information on the evaporative emission control system.

Identification Procedures:

All "California" models have a special sticker on the fuel tank near the filler, as shown. Also, the "L" suffix to the model designation on the Warranty Registration Card identifies "California" models (for example: ZN1300-A2L). If the sticker is gone and the Warranty Registration Card not available, use the following identification procedures.

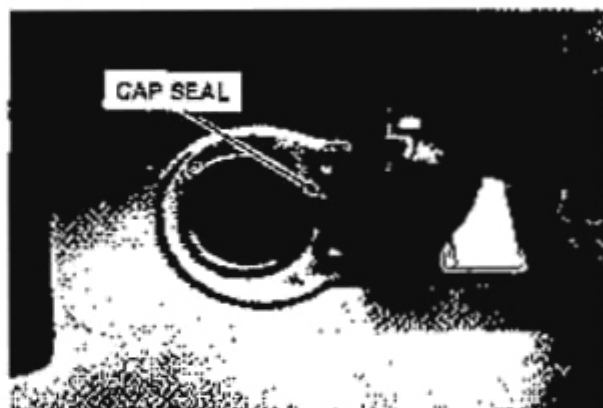


For the purpose of identification, all 1984 models may be grouped in four categories. All the models listed in a category are identified in the same way.

Cap Seal Category:

All the "California" models in this category have a fuel tank cap seal. All of the "49-state" models do not have a cap seal.

KZ550-F2/L	ZX750-A2/L
ZX550-A1/L	ZX750-E1/L
KZ700-A1/L	ZX1100-A2/L

**Fuel Return Pipe Category:**

All of the "California" models in this category have a fuel return pipe inside the fuel tank. The "49-state" models do not have one.

ZN700-A1/L	ZN1300-A2/L
ZN1100-B1/L	

- Open the fuel tank cap and feel inside and to the right (on LTD's) or to the front (on Voyagers) for the fuel return pipe.

**NOTE:**

- All of the models in this category, "California" and "49-state," have a cap seal and a vent pipe inside the fuel tank. These features cannot be used as identification in this category.

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Fuel Tank Pipe Category:

The "California" model in this category has three pipes coming out the rear of the fuel tank. The "49-state" model in this category has only two pipes.

ZX900-A1/L

- Pull the front of the seat away from the fuel tank and count the pipes.



Miscellaneous Category:

The "California" model in this category has the canister and fuel separator mounted on the frame under the left number plate. The "49-state" model has no canister or fuel separator.

KL800-A1/L



Warranty Information

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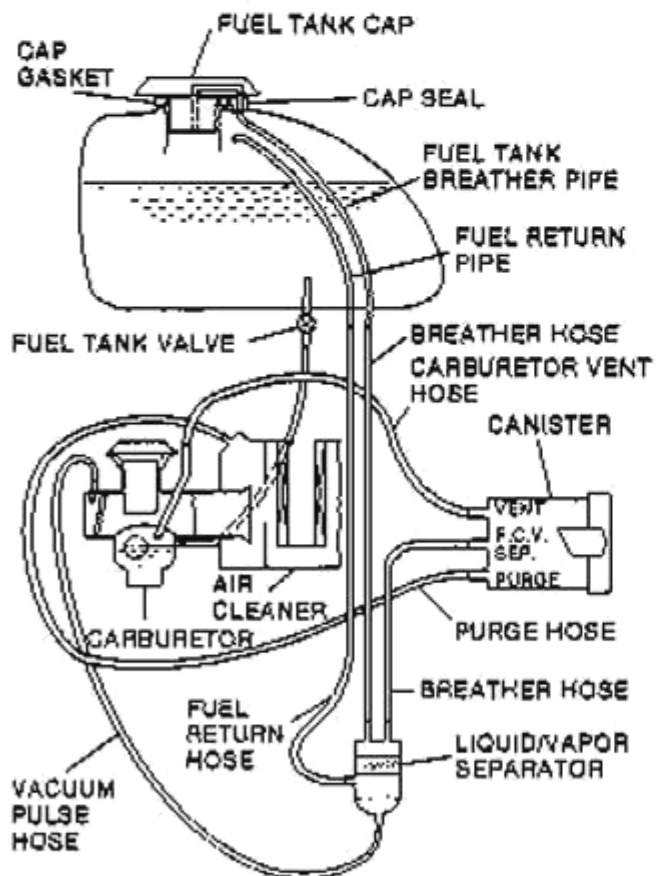


SERVICE INFORMATION

Subject

Reports from dealers indicate that improper fuel system hose routing can cause a variety of confusing symptoms. A pinched or kinked fuel tank breather hose (49-state) or evaporative emission control system hose (California) can cause erratic engine performance or equipment damage. Proper hose routing is particularly important on California models because the increased number of hoses provides more opportunity for error.

Evaporative Emission Control System



The evaporative emission control system includes a charcoal canister, a liquid/vapor separator, a modified fuel tank, and connecting hoses and fittings. The charcoal canister allows the fuel system to "breathe" to the atmosphere while trapping the gasoline fumes in its activated charcoal. The liquid/vapor separator

passes fumes on to the canister and sends condensed vapors to the tank. The modifications to the fuel tank prevent the fumes from escaping directly into the air. Refer to Service Bulletin MC 83-20 for more information on the system and how it works. Refer to Service Bulletin MC 84-22 for more information on how to identify California and 49-state models.

Dealer Action

Be sure to check hose routing while removing and installing the fuel tank or any other component that requires hoses to be disconnected or removed.

NOTE:

- o Since California models are sold throughout the country, it is important that all service and parts personnel be familiar with the Kawasaki Evaporative Emission Control System.
- o California and 49-state fuel tanks are not the same and are not interchangeable. When ordering a replacement fuel tank be sure to get the correct one.
- o When installing the cap on a California fuel tank or 49-state tank with a breather hose, be sure to install the cap seal (see illustration). Do not install the cap seal on a 49-state fuel tank which does not have a breather hose or the cap will not allow the tank to "breathe."

Warranty Information

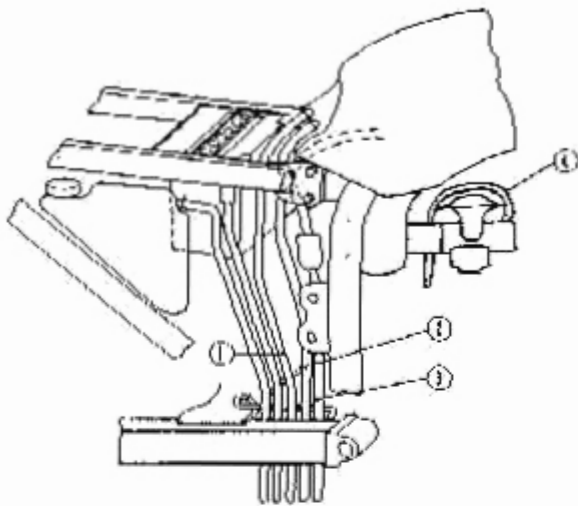
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Please see reverse side for hose identification illustrations and a pinched hose/symptom analysis chart.

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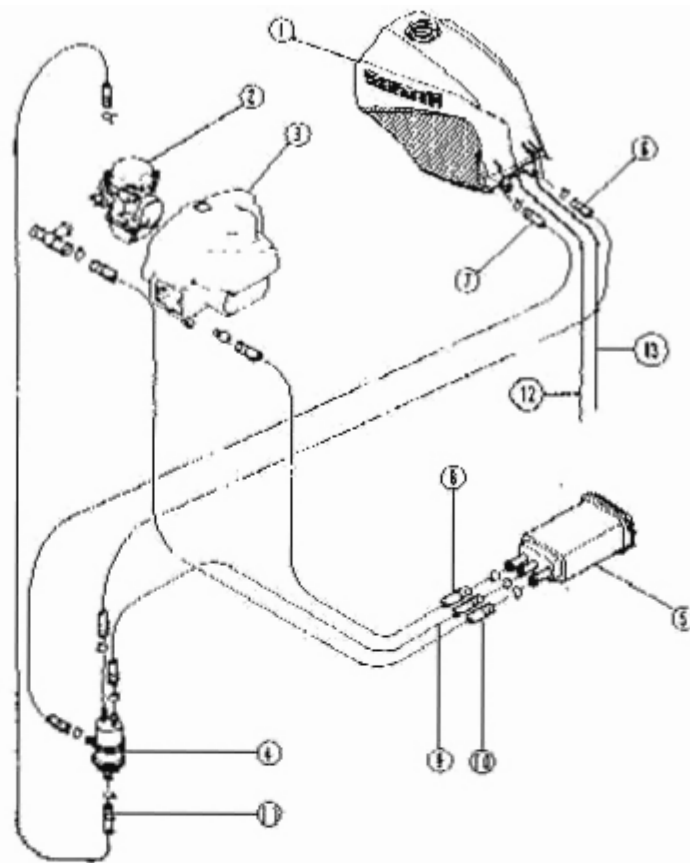


**FUEL SYSTEM HOSE ROUTING
EXAMPLES—ZX800-A1/L**



49-State Hose Routing

1. Overflow Hose (fuel tank)
2. Overflow Hose (fuel gauge)
3. Breather Hose
4. Carburetor Vent Hose



California Hose Routing

1. Fuel Tank
2. Carburetor
3. Air Cleaner Housing
4. Liquid/Vapor Separator
5. Canister
6. Breather Hose (Blue)
7. Fuel Return Hose (Red)
8. Purge Hose (Green)
9. Breather Hose (Blue)
10. Carburetor Vent Hose (Yellow)
11. Vacuum Pulse Hose (White)
12. Overflow Hose (fuel gauge)
13. Overflow Hose (fuel tank)

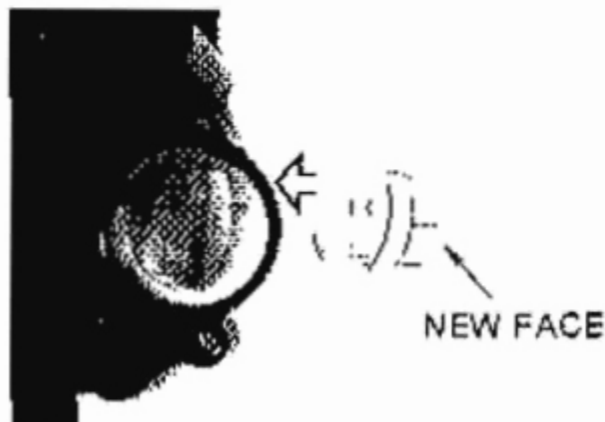
Symptom	Pinched Hose
Eccentric engine performance at high rpm or engine stops running as if out of fuel. Excessive pressure in tank causes sides to bulge.	Breather Hose—California model (blue) and 49-state model
Liquid fuel unable to return to the fuel tank can enter the canister and eventually cause hard starting and engine hesitation.	Fuel Return Hose (red)
Float chamber no longer vented to atmosphere results in hard starting, engine hesitation or engine stops as if out of fuel.	Carburetor Vent Hose—California model (yellow) and 49-state model
Fuel vapor cannot be purged from canister leading to vapor saturation of canister.	Purge Hose (green)
Same as pinched Fuel Return Hose (red)	Vacuum Pulse Hose (white)

**Kawasaki****SERVICE INFORMATION****Subject**

If the ZX750 Turbo engine oil is overfilled, the oil may run into the turbo unit while the motorcycle is parked on the side stand. The oil can then leak out of the turbo unit or cause exhaust smoking when the engine is started.

Kawasaki Action

To help prevent overfilling, the factory has designed a new oil level sight gauge face. The new face lowers the high oil level mark by 6 mm. This reduces the maximum engine oil capacity by 0.3 liters to 3.2 liters (3.4 qt).



- Align the gauge face properly by fitting the tabs on the face into the slot in the clutch cover.



- While pressing the new gauge in, be sure the tabs stay in plane in the slot.

Parts Information

Part Number	Description
50018-1732	Gauge Face (Mark)
52005-1017	Oil Level Sight Gauge
14046-035	Clutch Cover Gasket

Dealer Action

If an owner experiences the symptoms described, install the new face with a new oil level sight gauge in the clutch cover. Explain to the owner how overfilling can cause these symptoms.

Warranty Information

This bulletin is service information only, not warranty authorization.

Gauge and Face Installation Notes

- Do not reinstall an oil level sight gauge once it has been removed. It will no longer seal properly.
- Wet the outer surface of the gauge with WATER before pressing it into the clutch cover. Do not use oil.

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