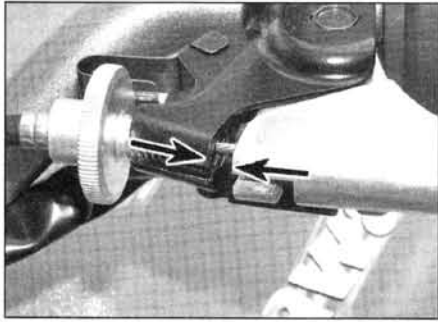
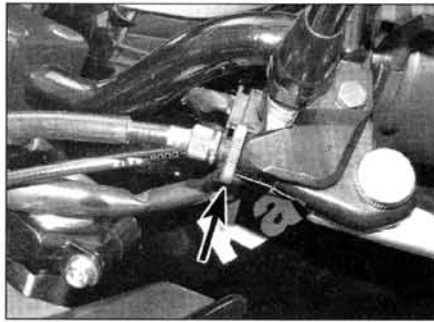


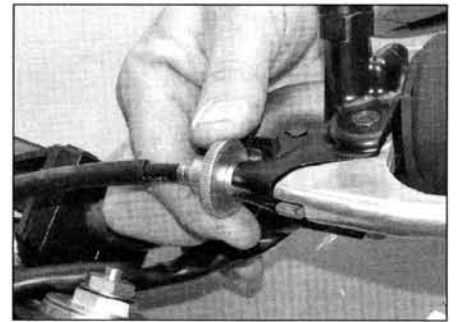
## 1•14 Routine maintenance and servicing



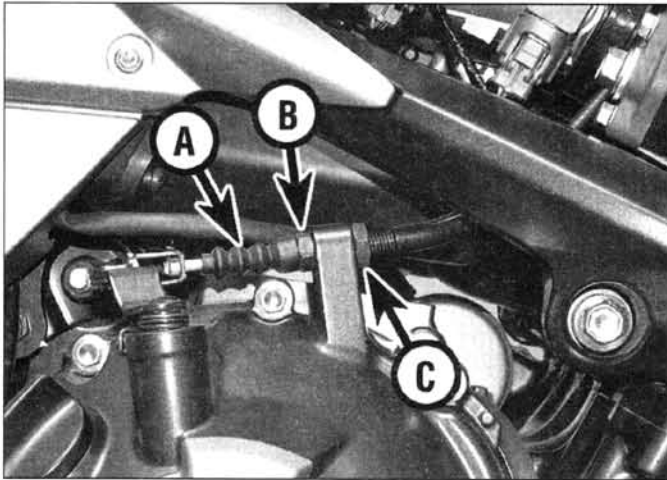
5.3 Measure the gap between the lever and bracket as shown (arrowed)



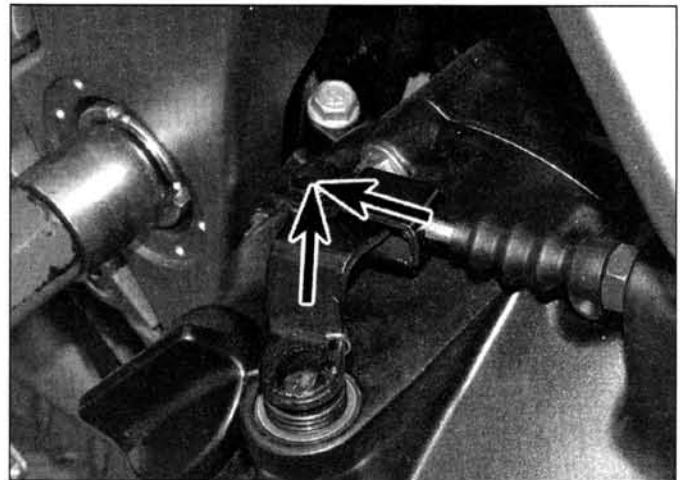
5.4a On ZR750-J models slacken the adjuster locknut (arrowed)



5.4b Turn the adjuster in or out as required



5.7 Rubber boot (A), rear nut (B) and front nut (C)



5.9 The angle between the arrows should be about 60°

the lever bracket (see illustration). Check that the gap is as specified at the beginning of the Chapter.

4 If adjustment is required, this can be done first at the lever end of the cable. On ZR750-J models fully slacken the adjuster locknut (see illustration). On all models turn the adjuster in or out until the specified amount of freeplay is obtained (see illustration). To increase freeplay, thread the adjuster into the lever bracket. To reduce freeplay, thread the adjuster out of the bracket.

5 Make sure that the slot in the adjuster is not aligned with the slot in the lever bracket – these slots are to allow removal of the cable, and if they are all aligned while the bike is in use the cable could jump out. Also make sure the adjuster is not threaded too far out of the bracket so that it is only held by a few threads – this will leave it unstable and the threads could be damaged. On ZR750-J models tighten the locknut on completion.

6 If all the adjustment has been taken up at the lever, thread the adjuster into the bracket until 5 to 6 mm of thread is left exposed to give plenty of freeplay.

7 Now set the correct amount of freeplay using the adjuster on the clutch end of cable. The adjuster is set in a holder on the top of

the clutch cover on the right-hand side of the engine (see illustration).

8 Draw the rubber boot back off the outer cable. Slacken the rear nut securing the cable in the holder. Grasp the cable and pull it towards the front of the bike until all freeplay in the release mechanism arm has been taken up, then thread the front nut down until it locates against the holder. Tighten the rear nut against the holder. Now reset the correct amount of freeplay using the lever adjuster (Steps 4 and 5).

9 Push the release mechanism arm forwards until freeplay is taken up and check that the angle between the arm and the cable is about 60° (see illustration). If not the clutch plates could be worn and should be checked (Chapter 2).

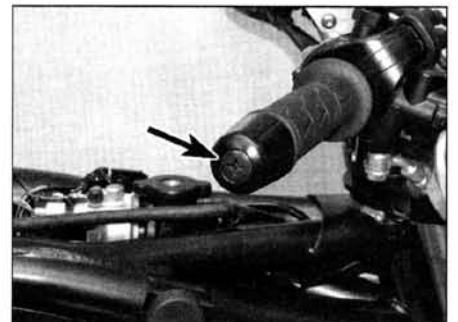
### 6 Throttle and fast idle cables

#### Throttle cables

1 Make sure the throttle grip rotates smoothly and freely from fully closed to fully open with the front wheel turned at various angles. The grip should return automatically from fully open to fully closed when released.

2 If the throttle sticks, this is probably due to a cable fault. Remove the cables (see Chapter 4) and lubricate them (see Section 18). Check that the inner cables slide freely and easily in the outer cables. If not, replace the cables with new ones.

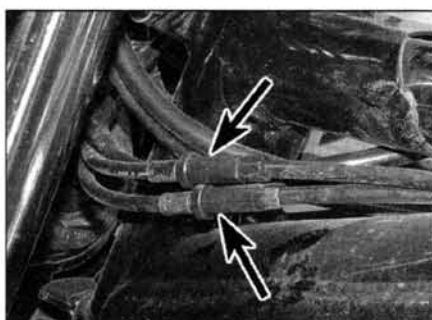
3 With the cables removed, make sure the throttle twistgrip rotates freely on the handlebar – dirt combined with a lack of lubrication can cause the action to be stiff. If necessary, unscrew the handlebar end-weight bolt, remove the weight and slide the twistgrip off the handlebar (see illustration). Clean any old grease from the bar and the inside of the tube. Smear some new grease of the specified



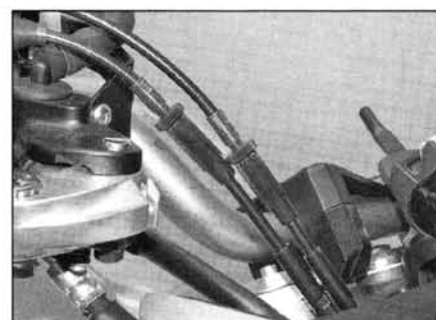
6.3 Undo the screw (arrowed) to free the end-weight and twistgrip



**6.4** Throttle cable freeplay is measured in terms of twistgrip rotation



**6.5** Throttle cable adjusters (arrowed) – Z750, ZR1000A



**6.6** Throttle cable adjusters – ZR1000-B/C models

type onto the bar, then refit the twistgrip. Clean the threads of the end-weight bolt and apply a suitable non-permanent thread locking compound. Install the cables, making sure they are correctly routed (see Chapter 4). If this fails to improve the operation of the throttle, the cables must be replaced with new ones. Note that in very rare cases the fault could lie in the throttle bodies. Remove the air filter housing and check the action of the throttle pulley (see Chapter 4).

**4** With the throttle operating smoothly, check for a small amount of freeplay in the cables, measured in terms of the amount of twistgrip rotation before the throttle opens, and compare the amount to that listed in this Chapter's Specifications (see illustration). If it's incorrect, adjust the cables to correct it as follows.

**5** On all Z750 models and ZR1000-A models loosen the locknut on the adjuster on the throttle opening cable where it leaves the switch housing, then turn the adjuster in or out until the specified amount of freeplay is obtained, then retighten the locknut. If the cable cannot be correctly adjusted, or if all the adjustment has been taken up, thread the adjuster all the way in so freeplay is at a maximum, then tighten the locknut. Now locate the adjusters in the middle of each cable between the frame and the fuel tank on

the left-hand side behind the steering head – remove the fuel tank for access if required (see Chapter 4) (see illustration). Loosen the locknut on each adjuster and turn the adjusters in completely so there is plenty of freeplay. Now turn the throttle closing cable adjuster out until there is no freeplay with the throttle closed then retighten the locknut. Now turn the throttle opening cable adjuster out until the specified amount of freeplay is obtained, then retighten the locknut.

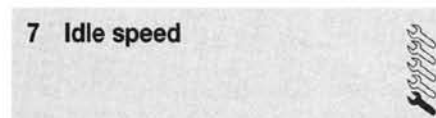
**6** On ZR1000-B/C models loosen the locknut on each adjuster and turn the adjusters in completely so there is plenty of freeplay (see illustration). Now turn the throttle closing cable adjuster out until there is no freeplay with the throttle closed then retighten the locknut. Now turn the throttle opening cable adjuster out until the specified amount of freeplay is obtained, then retighten the locknut.

### Fast idle cable – ZR750-J and ZR1000-A models

**7** With the fast idle lever on the handlebar held closed check that there is the specified amount of freeplay in the cable cam on the left-hand side of the throttle bodies (see illustration). Zero freeplay is acceptable provided the cam is at its position of rest, i.e. it is not holding the link arm open. To adjust

freeplay remove the fuel tank (see Chapter 4). Loosen the locknut on the adjuster, then turn the adjuster in or out until the specified amount of freeplay is obtained at the cam, then retighten the locknut (see illustration).

**Warning:** Turn the handlebars all the way through their travel with the engine idling. Idle speed should not change. If it does, the cables may be routed incorrectly. Correct this condition before riding the bike.

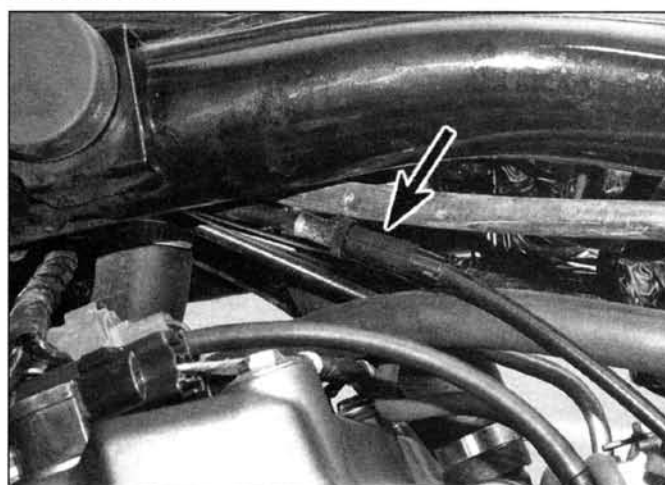


### 7 Idle speed

**1** The idle speed should be checked and adjusted before and after synchronising the throttle bodies and after checking the valve clearances, and when it is obviously too high or too low. Before adjusting the idle speed, check that the valve clearances were checked at the previous prescribed interval, the spark plugs are in good condition and the air filter is clean. Also, turn the handlebars from side-to-side and check the idle speed does not change. If it does, the throttle cables may not be adjusted or routed correctly, or may be worn out. This is a dangerous condition that



**6.7a** Check for freeplay at the cam (arrowed) . . .



**6.7b** . . . and if necessary reset it using the adjuster (arrowed)