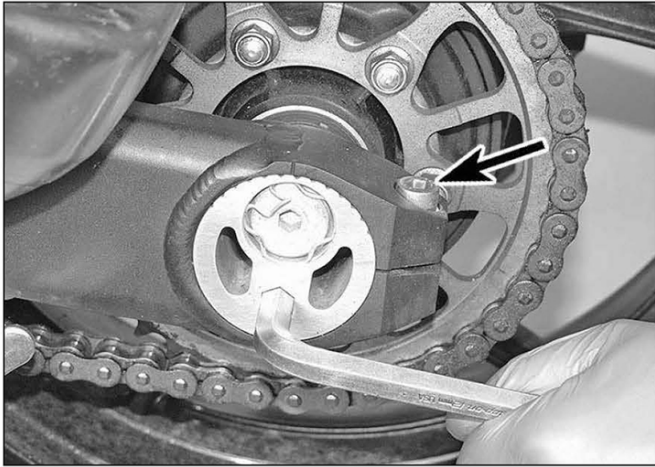
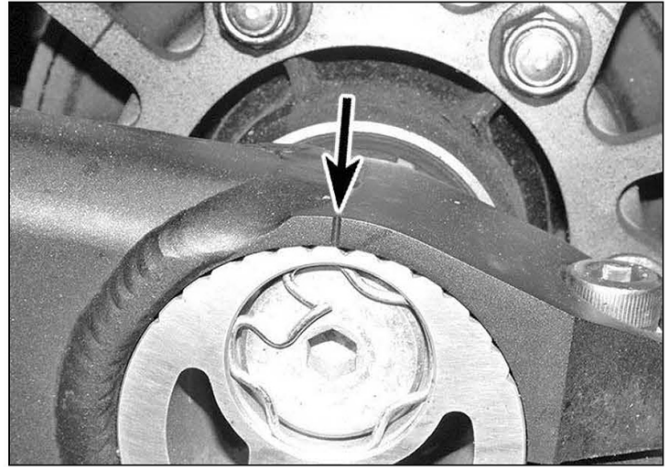


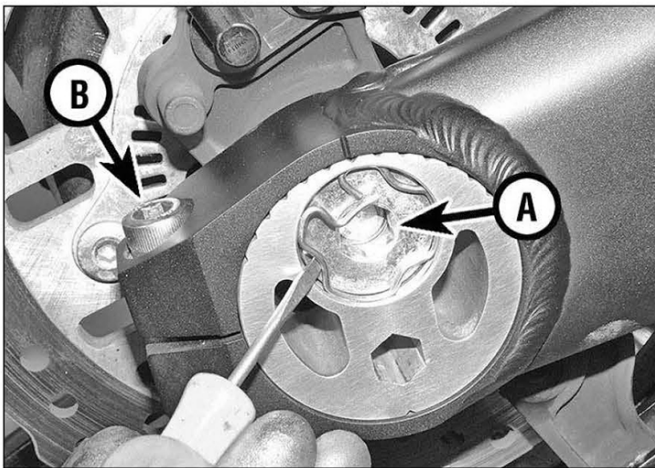
1•10 Routine maintenance and servicing



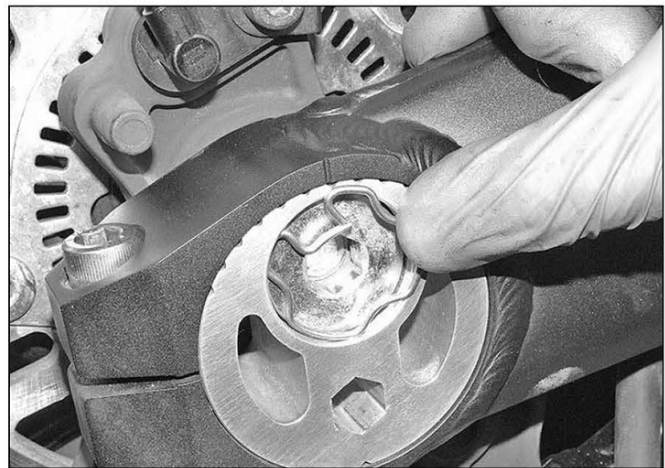
3.8 Slacken the clamp bolt (arrowed) on each side. Turn the adjuster using a 12 mm hex key.



3.9 Check the alignment of the notches in each adjuster with the index line (arrowed) on each side of the swingarm



3.11a Remove the retaining ring and slacken the nut (A) and bolt (B)



3.11b Make sure the ring seats in the groove

Chain slack adjustment

7 Move the bike so that the chain is positioned with the tightest point at the centre of its bottom run, then put it on the sidestand.

ZX and ZR models

8 Loosen the chain adjuster clamp bolt on each end of the swingarm (see illustration).

9 Using a 12 mm hex key turn the adjuster on one side as required until the chain has the correct amount of slack (see illustration 3.8) – the adjuster on the other side will turn as well. Now check that each adjuster is in the same position in relation to the index line on the swingarm using the notches (see illustration). It is important the position is the same on each side or the rear wheel will be out of alignment with the front. If they are not the same, adjust them independently as described in Step 11.

10 When adjustment is complete tighten the adjuster clamp bolts to 64 Nm.

11 If the adjusters are not positioned equally in the swingarm, tighten the adjuster clamp bolts to 64 Nm, then remove the retaining

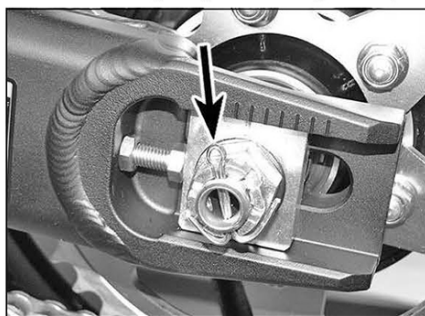
ring from the right-hand end of the axle and slacken the axle nut and the right-hand adjuster clamp bolt (see illustration). Turn the adjuster using the hex key until it aligns the same as the left, then tighten the adjuster clamp bolt to 64 Nm (see illustrations 3.8 ad 3.9). Counter-hold the left-hand end of the axle and tighten the axle nut to 98 Nm. Fit the retaining ring into the groove (see

illustration)- note that Kawasaki specify to use a new one.

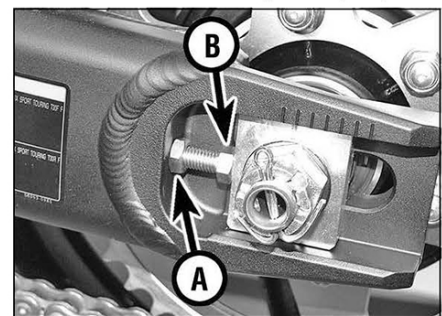
KLZ models

12 Remove the split pin, then slacken the rear axle nut (see illustration).

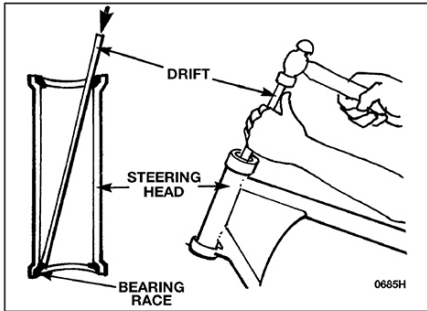
13 Slacken the locknut on each adjuster bolt (see illustration). Turn the adjuster bolt on each side of the swingarm equally until



3.12 Straighten and remove the split pin (arrowed), then slacken the nut



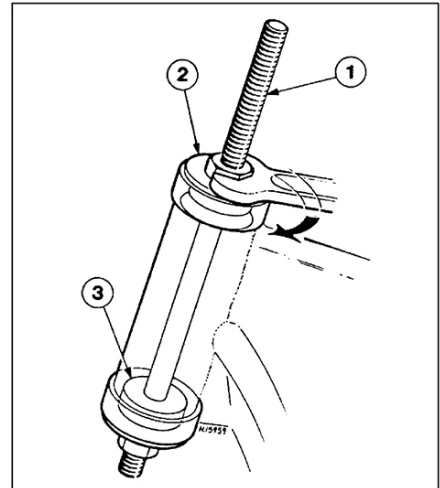
3.13a Slacken each locknut (A) and turn each adjuster bolt (B) by an equal amount...



10.4a Drive the bearing races out with a brass drift...



10.4b ...locating it in the cut-outs



10.5 Drawbolt arrangement for fitting steering stem bearing races

- 1 Long bolt or threaded bar
- 2 Thick washer
- 3 Guide for lower race

Replacement

4 The outer races are an interference fit in the steering head – tap them out using a suitable drift located in the recesses in the steering head that expose the lip of the race (see illustrations). Tap firmly and evenly using each recess so the race is driven out squarely. Curve the end of the drift slightly to improve access if necessary.

5 Press the new outer races into the head using a drawbolt arrangement (see illustration), or drive them in using a large diameter tubular drift. Make sure that the drawbolt washer or drift (as applicable) bears only on the outer edge of the race and does not contact the working surface.

two screwdrivers placed on opposite sides to work it free, using blocks of wood to improve leverage and protect the yoke (see illustrations). If the race is firmly in place it will be necessary to carefully cut it off using a Dremel or angle grinder – take the steering stem to a Kawasaki dealer if required.

7 Remove the seal from the bottom of the stem and replace it with a new one. Smear the new one with grease then fit it onto the stem.

8 Fit the new lower race onto the steering stem. Drive the new race into position using a length of tubing with an internal diameter slightly larger than the steering stem (see illustration) – heating the race and cooling the steering stem will make installation easier.

9 Install the steering stem (Section 9).

1 On ZX and ZR models remove the exhaust cover (see Chapter 7).

2 On KLZ1000B models put the bike on the centrestand. On all other models support the motorcycle so that no weight is transmitted through any part of the rear suspension – one way to do this is to place a block of wood under the sidestand so the bike will be upright and an axle stand under the bottom of the frame on the right-hand side, or alternatively displace the sidestand assembly by unscrewing the bracket bolts and use an axle stand on each side. On all models tie the front brake lever to the handlebar to ensure the bike can't roll forward. Position a support under the rear wheel or swingarm so that it does not drop when the shock absorber is removed, but also making sure that the weight of the machine is off the rear suspension so that the shock is not compressed.

3 On ZX1000L/M and KLZ models unscrew the spring pre-load adjuster bolts and remove



Installation of new bearing outer races is made much easier if the races are left overnight in the freezer. This causes them to contract slightly making them a looser fit. Alternatively, use a freeze spray.

11 Rear shock absorber



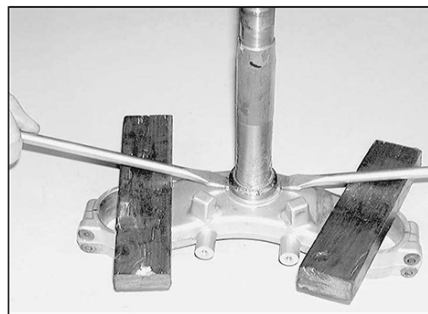
Warning: Do not attempt to disassemble this shock absorber. It is nitrogen-charged under high pressure. Improper disassembly could result in serious injury. No individual components are available for it.

Removal

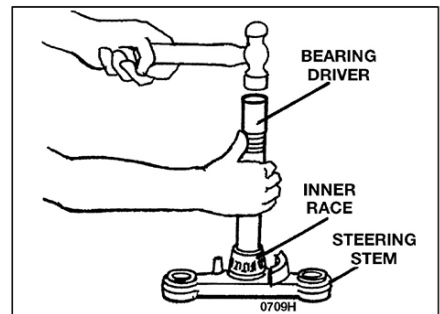
Note: If you are removing the suspension linkage as well, do so first (Section 12).



10.6a Dislodge the lower bearing using a cold chisel ...



10.6b ... and/or screwdrivers



10.8 Drive the new inner race on using a suitable bearing driver or a length of pipe that bears only against the inner rim and not the bearing surface