# Kawasaki

# KZ1000 KZ1100



Motorcycle Service Manual

### Quick Reference Guide

To use, bend the manual back and match the desired chapter below against the black spot showing at the edge of these pages.

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# General Information

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#### BEFORE SERVICING

Before starting to service a motorcycle, careful reading of the applicable section is recommended to eliminate unnesessary work. Photographs, diagrams, notes, cautions, warnings, and detailed descriptions have been included wherever necessary. Nevertheless, even a detail account has limitations, a certain amount of basic knowledge is also required for successful work.

Especially note the following:

(1) Edges

Watch for sharp edges, especially during major engine disassembly and assembly. Protect your hands with gloves or a piece of thick cloth when lifting the engine or turning it over.

(2) Dirt

Before removal and disassembly, clean the motorcycle. Any dirt entering the engine, carburetor or other parts will work as an abrasive and shorten the life of the motorcycle. For the same reason, before installing a new part, clean off any dust or metal fillings.

(3) Tightening Sequence

Where there is a tightening sequence indication in this Service Manual: the bolts, nuts, or screws must be tightened in the order and method indicated. When installing a part with several bolts, nuts, or screws; they should all be started in their holes and tightened to a snug fit. Then tighten them evenly, according to the tightening sequence, to the specified torque. This is to avoid distortion of the part and/or causing gas or oil leakage. Conversely when loosening the bolts, nuts, or screws; loosen all of them about a quarter of turn and then remove them.

(4) Torque

The torque values given in this Service Manual should always be adhered to. Either too little or too much torque may lead to serious damage. Use a good quality, reliable torque wrench.

(5) Force

Common sense should dictate how much force is necessary in assembly and disassembly. If a part seems especially difficult to remove or install, stop and examine what may be causing the problem. Whenever tapping is necessary, tap lightly using a wooden or plastic-faced mallet. Use an impact driver for screws (particularly for the removal of screws held by a locking agent) in order to avoid damaging the screw heads.

(6) Lubricant

Don't use just any oil or grease. Some oils and greases in particular should be used only in certain applications and may be harmful if used in an application for which they are not intended.

(7) Battery Ground

Before performing any disassembly operations on the motorcycle, remove the ground (–) lead from the battery to prevent the possibility of accidentally turning the engine over while partially disassembled.

(8) Engine Rotation

When turning the crankshaft by hand, always turn it in the direction of normal rotation; which is clockwise, viewed from the right side of the engine. This will ensure proper adjustments.

(9) Lublication

Engine wear is generally at its maximum while the engine is warming up and before all the rubbing surfaces have an adequate lubricative film. During assembly, oil or grease (whichever is more suitable) should be applied to any rubbing surface which has lost its lubricative film. Old grease and dirty oil should be cleaned off. Deteriorated grease has lost its lubricative quality and may contain abrasive foreign particles.

(10) Press

A part installed using a press or driver, such as a wheel bearing, should first be coated with oil on its outer or inner circumference so that it will go into place smoothly.

(11) Oil Seal, Grease Seal

Replace any oil or grease seals that were removed with new ones, as removal generally damages seals. A seal guide is required for certain oil or grease seals during installation to avoid damage to the seal lips. Before a shaft passes through a seal, apply a little oil, preferably high temperature grease on the lips to reduce rubber to metal friction.

(12) Gasket, O-ring

When in doubt as to the condition of a gasket or O-ring, replace it with a new one. The mating surfaces around the gasket should be free of foreign matter and perfectly smooth to avoid oil or compression leaks.

(13) Liquid Gasket, Non-permanaent Locking Agent

Follow manufacture's directions for cleaning and preparing surfaces where these compounds will be used. Apply sparingly. Excessive amounts may block engine oil passages and cause serious damage. An example of a non-permanent locking agent commonly available in North America is Loctite Lock'n Seal (Blue).

(14) Ball Bearing, Oil Seal, Grease Seal Installation

When installing a ball bearing, the bearing race which is affected by friction should be pushed by a suitable driver. This prevents severe stress on the balls and races, and prevents races and balls from being dented. Press a ball bearing until it stops at the stop in the hole or on the shaft. Seals should be pressed into place using a suitable driver, which contacts evenly with the side of the seal until the face of the seal is even with the end of the hole.

(15) Circlip, Retaining Ring

Replace any circlips and retaining rings that were removed with new ones, as removal weakens and deforms them. When installing circlips and retaining rings, take care to compress or expand them only enough to install them and no more.

(16) High Flash-Point Solvent

A high flash-point solvent is recommended to reduce fire danger. A commercial solvent commonly available in North America is Stoddard solvent (generic name). Always follow manufacturer and container directions regarding the use of any solvent.

(17) Molybdenum Disulfide (MoS, ) Grease

This manual makes reference to molybdenum disulfide grease in the assembly of certain engine and chassis parts. Always check manufacturer recommendations before using such special lubricants.

(18) Electrical Leads

All the electrical leads are either single-color or two-color and, with only a few exceptions, must be connected to leads of the same color. On any of the two-color leads there is a greater amount of one color and a lesser amount of a second color, so a two-color lead is identified by first the primary color and then the secondary color. For example, a yellow wire with thin red stripes is referred to as a "yellow/red" lead; it would be a "red/yellow" lead if the colors were reversed to make red the main color.

#### MODEL IDENTIFICATION

KZ1000-J:



#### KZ1000-K:



#### KZ1000-M:



#### **SPECIFICATIONS**

21000-J1  55 mm, ① 2,240 mm  mm, ① 845 mm  50 mm  mm  mm  kg  liters
65 mm, ① 2,240 mm mm, ① 845 mm 60 mm mm mm mm kg liters
mm, (i) 845 mm  55 mm  70 mm  mm  mm  kg  liters
mm, (U) 845 mm  5 mm  70 mm  mm  mm  kg  liters
5 mm 20 mm mm mm kg liters
20 mm mm mm kg liters
mm bnS kg biters manya aylıb lani 4
mm kg big big big big big big big big big bi
kg http://www.metaya.avjab.lani3
Final drive system:
Final drive system: Hun up
agyT
f FO I I
m from 50 kph
nC, 4-cylinder otter evint lierevD
10,000
oke, DOHC, 4-cylinder
cooled
APU nom; (3) 8,24P (97 500 may) 1200 1500
HP @8,500 rpm, @ 97HP @8,500 rpm
g-m @7,000 rpm, @ 8.8 kg-m @7,500 rpm
"pdX.
BTDC
ABDC Inclandable more
BBDC assace a lovely bentween
ATDC Indianague 166H
eqyT
ni carburetors, BS34 x 4
to right, 1-2-3-4
-3
ed lubrication (Wet sump)
ed labilitation (wet sump)
ass ass
10W40, 10W50, 20W40, or 20W50
ters
ric starter
ry and coil (Transistariand)
ry and coil (Transistorized)
anically advanced
anically advanced 10° BTDC @1,000 rpm
anically advanced
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①: US model ③: West German, Swiss, and Swedish models Specifications subject to change without notice, and may not apply to every country.

#### KZ/Z1000-J1 Specifications (Cont.):

tems	KZ/Z1000-J1
Drive Train:	0001717X
Primary reduction system:	mi KZ Z1000-
Туре	Gear
Peduction ratio	1.732 (97/56)
Clutch type	Wet multi disc
Transmission:	I) (mm 028
	5-speed, constant mesh, return shift
Type Gear ratios 1st	2.642 (37/14)
2nd	1.833 (33/18)
3rd	1 // 120 // 20// 21\
4th	1.173 (27/23)
	1.040 (26/25)
5th	1.040 (20/23)
Final drive system:	Chain drive
Type	2.733 (41/15)
Reduction ratio	
Overall drive ratio	4.923 @Top gear
Frame:	- maig
Type Mabality 4 OH	Tubular, double cradle
Castor (rake angle)	27.5°
	0.88 x 1 99 mm
Front tire:	Supplement 60 cc
Туре	Tubeless
0.1	3.25V-19 4PR
	10.04/ -1114-01
Rear tire: Type	Tubeless
Size	4 25V-18 4PR
Front suspension:	3014 00
56 1 St. 1 S	Telescopic fork (Pneumatic)
Type Wheel travel	145 mm
	odas Bas mini
Rear suspension:	Swing arm
Туре	100 mm
Wheel travel	Submerion artism
Brake type:	Dual disc brake
Front	Single disc brake
Rear	Silligie disc blake
Electrical Equipment:	Grade
Alternator:	Missailu
Type	I nree-phase AC
Rated output	20 amp. @o,000 rpm, 14 v
Voltage regulator	Short-circuit type
Battery	I IZV IOAT
Headlight:	Vindings who is a second of the second of th
Type	Sem-sealed Sem-sealed
	12V 60/55W (Quartz-halogen)
Bulb	12V 5/21W × 2, ① © 12V 8/27W × 2

①: US model ©: Canadian model Specifications subject to change without notice, and may not apply to every country.

#### KZ/Z1000-K1, KZ1000-M1 Specifications:

Items and table lists the tights	KZ/Z1000-K1	KZ1000-M
Dimensions:	then it to the specified recover Sollow the	en each bolt
Overall length	2,293 mm, ① 2,245 mm	0.045
Overall width	820 mm	2,245 mm
Overall height	1 220 mm	adA L
Wheelbase	1,535 mm	Reduction
Road clearance	130 mm	Clutch type
Seat height	795	Transmission
Dry weight	1 T T T T T T T T T T T T T T T T T T T	* sayT
Fuel tank capacity	234 kg, (i) 232 kg 15 liters	232 kg
Performance:	15 liters and application of the second of t	Remark Day
	30° 900/42) 877.1 8° 1.0 84.0 lbs	8.4
Climbing ability	30°	*
Braking distance	12.5 m from 50 kph	* A 6-3
Minimum turning radius	2.6 m 1.25 16.0 130mz	a wish lange
Engine:	(a) (a) (a) (b) (a) (b) (b) (b) (c) (c) (c) (c) (c) (c) (c) (c) (c) (c	A Type
Туре	4-stroke, DOHC, 4-cylinder	* 5 (1.4.1.6.2)
Cooling system	Air cooled	* S   8.5
Bore and stroke	69.4 x 66.0 mm	
Displacement	000 00	A HIST
Compression ratio	9.2 Wigns	Start realize
Maximum horsepower		A misself
Maximum torque	92HP @8,000 rpm, @ 95HP @8,500 rpm	*
Valve timing:	8.7 kg-m @7,000 rpm, @ 8.2HP @7,500 rpm	*
Inlet Open	20° BTD 0	
Close	30° BTDC	*.4
	60° ABDC	*
Duration Exhaust Open	2/0	*
277 NO. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	63° BBDC	* 0316
Close	27° ATDC 1.0 = 87 H-789	MARINE AUDITA
Duration	2/0° 50 1.0° 100 1.0° 1.87 In-lbs	* 297 848
Carburetion system	Mikuni carburetors, BS34 x 4	*
Cylinder numbering method	Left to right, 1-2-3-4	nague ruo A
Firing order	1-2-4-3	*
Lubrication system	Forced lubrication (Wet sump)	* learly/
Engine oil:	6 x 1,0 2 1.2 104 in-lbs	
Grade	SE class 29	* thor7.5-18
Viscosity	SAE 10W40, 10W50, 20W40, or 20W50	* 1007 0 17
Capacity	3.7 liters	*
Starting system	Electric starter	tip 3 his His His 13
Ignition system	Battery and coil (Transistorized)	Alfemator
Timing advance	Mechanically advanced	
Ignition timing	From 10° BTDC @1,000 rpm	uo beini a re
Rear (233 trim langth)	to 40° BTDC @3,400 rpm	*110000
Spark plugs		a variable of the second
holeo2	NGK BR8ES or ND W24ESR-U,	NGK B8ES of
world the family of the family	U NGK B8ES or ND W24ES-U	ND W24ES-U

U: US model G: West German, Swiss, and Swedish models

Specifications subject to change without notice, and may not apply to every country.

<sup>\*:</sup> Identical to KZ/Z1000-K1

#### KZ/Z1000-K1, KZ1000-M1 Specifications (Cont.):

Items	KZ/Z1000-K1	KZ1000-M1
Drive Train:		Same de la company de la compa
Primary reduction system:	2,293 mm, (Q) 2,245 mm	diffusion included.
Type	Gear	*
Reduction ratio	1.732 (97/56)	*
Clutch type	Wet multi disc	* demiliant//
Transmission:	130 mm	Spirit chiaranae
Туре	5-speed, constant mesh, return shift	* 10 mm 2
Gear ratios 1st	2.642 (37/14)	*//ginv y10
2nd	1.833 (33/18)	TOWN STRONG WITH
3rd	1.428 (30/21)	*
4th	1.173 (27/23)	*
5th	1.040 (26/25)	*
	1.040 (20/25)	mounts gastraid
Final drive system:	Chain drive	www.mumini.d.s
Type		*
Reduction ratio	2.600 (39/15)	
Overall drive ratio	4.684 @Top gear	9836
Frame:	1000 AN ARA 1000 M	Bost and strate
Type	Tubular, double cradle	Bearing and Kenton
Castor (rake angle)	29°	*
Trail	107 mm	*
Front tire:		record requestion 1
Type may ood to 9HS.8	Tubeless	Tube type
Size	3.25V-19 4PR, UC 3.25H-19 4PR	3.25H-19 4PR
Rear tire:	2019 00	THE REAL PROPERTY.
Туре	Tubeless	Tube type
Size	130/90V-16 4PR, (U)C) 130/90-16 67H	130/90-16 671
Front suspension:		Thundra .
Туре	Telescopic fork (Pneumatic)	*
Wheel travel	180 mm	*
Rear suspension:	nem zero Mikuni, earbureloni, BS3A	els upitatings
Туре	Swing arm	*
Wheel travel	120 mm	*up to be many
	n 7e W 20 Hilling and I becord The star man	and the property of the last
Brake type:	Dual disc brake	* illo anign E
Front	Single disc brake	*
Rear 08W0C 10 UN	THE OFFICIAL DISTRICT SALE	yiinneiV
Electrical Equipment:	A. Hars.	Starting system
Alternator:		* a doblinol
Туре	Tillee-pilase AC	
Rated output	20 amp. @8,000 rpm, 14V	T iming ada * ne
Voltage regulator	Short official type	Ignition tire or
Battery	12V 18AH	*
Headlight:	PAZA (TM 10 STRING NOW)	Spark plugs
Type	Semi-sealed	Sealed
Bulb	12V 60/55W (Quartz-halogen)	12V 60/50W
Tail/brake light	12V 5/21W x 2, (U) © 12V 8/27W x 2	12V 8/27W x
		Inham 211-/11

① : US model © : Canadian model \* : Identical to KZ/Z1000-K1

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