

If you just bought a used bike, what else would you want to check immediately?

- > Check/set valve clearances
- > Check jetting (bike has Muzzy pipe, don't know if jets were tweaked) (If jets are original, will it run lean and hole a piston????)
- > Replace coolant, change oil.
- > Verify Thermostat is there.

First things that come to mind:

Brake and clutch fluid and brake pads.

Fork oil.

Art in DM

alisch80@mchsi.com

>>If jets are original, will it run lean and hole a piston????)

Yes it will run lean, but not likely enough to hole a piston unless something else is wrong. There has been some success with bumping the stock #35 pilot jets up to #38 to clean up the bottom end lean stumble. Factory or Dyno-Jet brand jet kit is money well spent also if it hasn't been done already by the PO.

Art in DM

Tires.

Wheel bearings, wheel alignment.

Ergonomics.

Tires.

And tires.

Bill Zeller,

Not tired.

bill@cherryriver.com

Paul,

If your tendency is to do all your own wrenching, there's no time like the present! All the tasks you mention are easily performed with average mechanical ability and simple hand tools. I don't think the dealer will be that helpful, he knows less about your bike than you do. Also, if any of the tasks are performed incorrectly by a peanut-brained dealer mechanic, it could lead to catastrophe. Get a service manual, ask us questions. There's no better peace of mind than doing it yourself and knowing it was done right.

Steve in Western NY

blackgpz@rochester.rr.com

Steering head bearing & swing arm pivot to ensure they have adequate grease.

Kawasaki was trying to save \$\$\$ when they shipped the GPz's

Lube the rear brake lever pivot point.

PT

GPzer@aol.com

I'd personally start with a valve adjust, carb sync and perhaps new plugs, oil/filter, and clean the air filter.

then lube cables, flush hydraulics, change coolant.

then dyno test it for mixture. if it runs great and mixture is fine, don't mess with the jetting.

OTOH, if there's no fuel filter, a carb cleaning is likely in order, at which time looking to see what you have in there is simple enough.

then of course get your grease out, do the steering, swing arm, rear break lever.

pull out the headlight bulb, and all the instrument bulbs, replace with murphs stuff, replace stripped bodywork screws with his stainless, add mirror extenders, a throttle meister and a corbin, paint it black, change the tires and you too will have a bike exactly like everyone elses on this list!

unless, you're one of those poor unfortunates who ended up with a slower red one...

andy b
andyburkard@yahoo.com

ADVICE from GPzlist Website

Maintenance Tips

Does anybody on the list have any tips on special tools, or procedures for the GPz?

The only things I can think of, at this moment, are...

1. When removing the coils, make SURE you don't drop the brass spacers that support the coils. They can fall down, and are immediately swallowed by the space under the starter, or alternator. Non magnetic, and the clearances are such that you just can't get them out easily! Trust me, I know!
2. The stock chain adjusters are inadequate. I use a pc of aluminum flat bar with a line scribed on it to align the rear tire with the chain. Seems to work much better.

3. I replaced the cotter pin on the rear axle with a hitch pin (kind of shaped like a capital R). It just slides in, and won't fall out, but is easily removable, and re-usable. Available at most hardware stores.
4. When adjusting the valves, I used a nylon toothbrush (the handle part) to move some of the rockers. Most are easily held out of the way for shim removal/replacement, but some are kind of awkward. The nylon won't scratch anything, and worked for me.
5. When removing/installing the stock airbox, double check the hoses connecting to it. I've had two experiences where the PCV hose (the big one on the very top) wasn't in quite right, and that can allow unfiltered air into the carbs.
6. When doing valve adjustments, you don't have to remove the ignition side cover to get to the crank indicator. Remove the inspection plug, and use the rear wheel to turn the crank, with the bike in gear, and on the centerstand. This tip was brought to my attention by my local Kaw dealer, and also someone on this list (I can't remember who). Thanks to both!

Phil Keen

I am getting ready to have my dealer adjust the valves on the GPz and was wondering if there is any "advice" of which I should provide him. This dealer does not perform all that many valve adjustments. The mechanic that will do this work is very competent and particularly thorough with things. Actually, I have gone a little further with this adjustment than I should. I think I should have done this around 6K but I have about 7.3 K on the odometer.

Any information will be greatly appreciated.

Tripp

Tripp, having done the valve adjustment myself, it is pretty simple, no special tools required. The service manual calls for draining the coolant, but this is unnecessary as you can remove the valve cover without removing the coolant hoses. Do not use sharp instruments to pry the valve cover off since this will gouge the aluminum and may cause future oil leaks. If you are careful and the gasket is not too baked on, you can re-use the gasket. Once the cover is off, you just need to measure the clearances, do the calculations, buy new shims and install them by sliding the rocker arms to the side, pop out the shims to be replaced with a telescoping magnet and install the new shims. It is tricky to get the shims back in, especially on the cylinders 2 and 3 (inside). I dab the shim with grease so it will 'stick' to the valve and not fly away as I press it into the bucket. Good luck!

Mitch Comstock

Having also done the valve adjustment, Mitch is correct, you don't have to remove the top hose to get the valve cover off. You can snake it out. I removed the hose and it made the removal of the valve cover much easier. Plus it's a good time to change that coolant that's probably already a year old.

Another short cut you can take is to put the bike in gear and use the rear

wheel to turn the engine to the proper place to adjust the valves (spark plugs out). You don't have to remove the Pickup Coil Cover. I think you can remove the inspection plug in the Pickup Coil Cover if you want to see the line up marks.

I didn't take either short cut. I went strictly by the manual. Funny that way.

Jack E. Rivers

Subj: Re: Carb Idle Screw Settings
Date: 2/9/2005 10:43:50 PM Central Standard Time
From: Dondiego@evansville.net
To: gpzlist@micapeak.com
Sent from the Internet (Details)

Chris,

One turn out is 360° counter clockwise. 2 & 1/2 turns did the job for me. While you're at it, installing a shim/washer under each of the needles will really smooth out the powerband. Radio Shack sells a packet of #4 washers that are just right for the job. They are about .024 thick with a .125 hole in the center. They look like little baby washers and are quite cute.

I'd be willing to bet that your rough idle is caused by the carbs being out of sync. Sync em!

I too usually get a bit of that carb spray in the eye, dangit.

Hope this helps you out.

Don.

----- Original Message -----

From: "Christian Hutter" <chutter719@epix.net>
To: "Kawasaki GPZ1100 discussion" <gpzlist@micapeak.com>
Sent: Wednesday, February 09, 2005 10:11 PM
Subject: Carb Idle Screw Settings

> Hello all,
> As I've just completed the camshaft swap/valve clearance check with
> great success (Thanks to Chris H. and everyone else who offered advice), I
> decided to tear down the carbs and do a little spring cleaning. I've
> always
> had a bit of a rough idle and thought I might take another look for any
> clogged idle passages. Well, I didn't find any evidence of clogging
> anywhere after pulling out all of the main and idle jets then running carb
> cleaner through all the passages. I even managed to get a squirt in the
> eye
> just like every other time I spray that stuff. Anyway, I remember
> reading
> a post a few years back about changing the idle screw settings. After
> looking through the old posts on the web site, I found recommendations for
> anywhere from 2.5 to 3.5 turns out from all the way in. I have two

> questions: 1) is that a 360 degree turn or 180 degree turn? 2) What works
> better 2.5 or 3.5?. Everything on the bike is stock (110 mains, 35 idles)
> and I'm at about 500ft above sea level.
>
> Thanks,
>
> Chris H. in PA
>

Yes, I can see where with those pod air cleaners you'd definitely have
to go bigger on the pilots or it would be way too lean.

Charles S.

Junkyardhotrod@aol.com wrote:

> In a message dated 2/17/2005 2:13:06 PM Mountain Standard Time,
> scapco@ecentral.com writes:
> Ben's in Denver so I recommended he stay with the stock
> pilot/slow jets because of the altitude.
>
> As long as he has the stock air box that should work, if he has pods he
> will want to go with the bigger pilots, I messed with my stock carbs for a
> month before I broke down and spent the bucks for the bigger pilot jets. Sure made
> it run nice though, and the air screws didnt have to be 3.5 or 4 turns out
> anymore either.
>
> Mike in Colorado

I got mine online through www.carbparts.com

there's a chart on their site at this link:

http://www.carbparts.com/keihin/needles_tuning/keihin_jet_list.htm

part number is N424-25-38 where the last 2 digits is
the pilot jet size. they go from 35 to 98. you'll
find contact info there as well.

dealers have them too, but can be 6x online prices.
these were pretty cheap.

andy b

FWIW, I used Bikermaster Daytona (black) bars sourced from my local H*nda
dealer for \$17.95 and cut 1" off each end to narrow them for less of that
overleveraged MX bike feel. Worked for me.

Bill in Yardley, PA
wkdenton@comcast.net

----- Original Message -----

From: "Charles Scappaticci" <scapco@ecentral.com>

> The width of the bars is why I switched over to the ZRX1200 bars. I
> just didn't like how wide they were and the angle they put my wrists at.
> The shape of the LSL bars is such that you can't cut them much if any
> and the switches are all the way out. The ZRX bars are a lot more
> expensive (\$75), but the bars are about the right width,

Paul,

Go down to your local dirt bike dealer and see if he sells the expanding inserts that fit into the end of the bars for the hand guards. Those are pretty cheap.

When I did mine originally, I had a Throttlemeister and the dirt bike expanding inserts didn't seem like the way to go so I bought the expanding inserts from Throttlemeister, georgeous but expensive. I'm using them and my old GPZ bar end weights now on my KZ750 which has Superbike bars on it. It definitely helped the vibration.

Charles S.

Subj: Re: V and H pipe and jetting
Date: 2/23/2005 7:45:56 PM Central Standard Time
From: blackgpz@rochester.rr.com
To: gpzlist@micapeak.com
Sent from the Internet (Details)

Ben,

I'm not sure I would have jumped 3 grooves on the needle at once. While the height is important, the shape of the needle is just as important. At most, you should have gone one groove at a time until the problem went away then backed up 1/2 a step to see if the problem came back. If not, leave it, if so, go back to where you were. You could be (and probably are) real fat in the midrange right now and not really know it. I hope by "backfire" you mean some "popping" in the exhaust on deceleration. This usually denotes a lean condition. If it only does it from high rpm, chances are the main jet is too small. I would go up one size and see if it goes away. If it is truly "backfiring", the opposite is true. This is caused by a rich condition allowing unburned fuel in the exhaust system which ignites and makes a very loud bang. Again if it was at high rpm, the main jet is too big and should be made smaller. Which of these two conditions do you have?

Steve in Western NY

'96 GPZ1100

LIME #108

"What kind of a fool do you take me for?"

"Why, is there more than one kind?"

----- Original Message -----

From: "Ben Waldman" <ben@lscdenver.com>

To: "Kawasaki GPZ1100 discussion" <gpzlist@micapeak.com>

Sent: Wednesday, February 23, 2005 12:10 PM

Subject: V and H pipe and jetting

>I took Brian's advice and changed the needle height to match the stock
> needle. The Dynojet instructions said to place the clip on the second
> groove from the top, and I ended up placing it on the bottom groove which
> changed the needle height almost exactly to that of the stock needle.
> Thanks for the input Brian. I could have spend days or even months trying
> to figure that one out.
>
> I went on a ride to Turkey Creek Canyon on Sunday with some buddies and
> she
> ran great. No more flat spot and quite a bit more power, especially from
> 5,000 rpm up. I did, however, notice quite a bit of backfire when I get
> up
> to the higher rpm's and let off the throttle. Have others noticed this?
> Can this backfire be eliminated or minimized with further adjustment?
>
> Ben

Not a problem Jeff, I actually never took the boots off... they stayed in place, but I get the feeling I'm not the first person who's stretched them some. Hm... wonder if the last hamfist in there switched them around?

Regarding the filter, done deal. About 3 inches below the petcock is cheap peace of mind.

Do they make bike sized fire extinguishers? That's what originally clued me in to the bad hose that i replaced. the PO added a filter, just by adding the filter and some clear tubing (*not* fuel line). when the clear tube got eaten, I experienced the joys of waiting for that one spark with a left pantleg doused in gas.

Don in GJ

-----Original Message-----

From: 1KPerDay [mailto:1kperday@gmail.com]
Sent: Monday, February 28, 2005 2:07 PM
To: WilcoxD@3dsystems.com
Subject: Re: Arrgh!!! Out Out, Damned Carbs!!! Many questions

Getting the carbs out/back on the Geep is a beeyatch. If we ever meet up we can compare knuckle scars. Next time, take careful note of the rubber boots; they're not identical and if you switch them you'll use up a lot of swear words. Also, try warming them in a WARM oven or hitting them with a hair dryer for a couple of minutes to soften them up.

Also, next time you've got the fuel line disconnected, split it between the petcock and the carbs and add an in-line fuel filter. My nestles just below the intakes, in the only open space there.

And buy a fire extinguisher. Don't ask.

Utah Jeff
'96 SheePz1100

On Mon, 28 Feb 2005 11:40:39 -0800, Wilcox, Don <WilcoxD@3dsystems.com> wrote:

> #1- I found it almost impossible to get the boots back in place. they're
> stretched out of course now, from pulling the carbs past them. This
concerns
> me, since they won't seem to stay put on the carb inlet throat. Heck, I
> truly wonder whether they ever did fit that well after seeing how they
were
> trying to go back on.

Don, there's a charcoal canister, separator and vacuum valve that all need to be removed along with all the hoses. The reed valves in the valve cover need to be blocked off. There are several ways to do it. Buy some trick block off plates from Muzzy, pull the hoses off and plug the two holes or the simplest method, just connect the two hoses together. The carb rack has 4 vacuum taps, one at each carb. After removing all the emission crap, the only connection here is for the petcock. Make sure the other three taps are capped off. There's also an extra vent on the gas tank that you should cap as well. A Stage 1 jet kit would be in order when switching to pods with a stock exhaust, buy a Factory kit please. The good K&N individual filters for our bike will cost about \$100 + shipping from Parts411. The K&N part number is RC-0984 for a set of 4 filters

I hope you get this reply. For some reason they keep getting returned lately. Anyway, the K&N number is RC0984 for a set of 4 individual filters. At Parts411, I think you have to order (4) RC0981. Even with their high shipping, they're \$25 cheaper than anywhere else. I have a V&H 4 degree advancer you are welcome to have, some guy threw it in on an ebay auction I won, just tell me where to send it. The jet kit is a FactoryPro 3.0. I use the #138 mains, #38 pilot jets (you'll have to buy these, don't come in the jet kit www.carbparts.com), clip in second groove from the top, pilot screws out 2 turns from lightly bottomed. On the needle, you'll have to add a washer and another clip above the one in the second groove to keep the needle from moving around under the white plastic hood. This seems to be a tried and true universal baseline set-up for the 1100 Kaw with exhaust and pods. Personally, I'd save the money on the exhaust gas analyzer. As for the rain question, I think it's more "urban legend" than anything else. I had pods on my last Suzuki and rode in the rain no problem. I've ridden in the rain with these as well with no problems. Your legs and knees cover them for the most part while moving. One thing to be aware of though is if you park it in the rain, they will definitely get wet. I use 2 hotel shower caps to cover the filters if it might rain while parked.

Andy, 15:1 is lean not rich. Adding pod filters only would make matters worse. Either fatten up the kit that's in there or go for pods with a Stage 3. For a stock GPZ motor, the settings for a Factory Stage 3 kit with pods are 138 mains, needleclip second from the top and pilot screws 3.5 to 4 turns out. If you can't get it to run smooth at a steady 4000 rpm in second gear with 4 turns on the pilot screws, you'll have to go to # 38 pilot jets (stock are #35). One pilot jet size is equivalent to 3 turns of the pilot screw so if you were at 4 turns with the #35, one turn with the #38 pilot would be the same.

The short answer is no, it's not close enough. The stoichiometric ratio for best economy is 14.7:1. Best power is generally made at around 13:1. Running for any length of time at 15:1 is bad for the engine. It will run hot because of increased combustion temperatures. It can also overheat the sparkplug causing detonation. Is the engine at 15:1 through the whole rpm range or just part of it. If you're not experiencing any drivability problems (stumble off the line, mid-range stumble when trying to accelerate, lean surging while cruising) then I would question whomever's exhaust sniffer you're using. Generally, at 15:1 it ought to run like shit.

SWINGARM

A couple of people have inquired as to repacking or replacing the swing arm bearings, so I thought I'd repost the procedure. It's not difficult and takes just a few hours. I replaced the rear shock at the same time so the section about removing the rear shock is optional, but not the part about repacking the shock linkage. I also spent a lot of time cleaning and degreasing, so some of the items I removed are not mandatory.

With the bike on the center stand, first remove the rear axle and tire, along with the rear brake caliper. You don't need to disconnect the brake. Second (this is optional), remove the seat and both body side panels. This will allow you access to the top shock bolt. Next remove the bracket that routes the rear brake line along the top of the swingarm, this is just a phillips screw. Remove all three shock bolts, the top and the two bottom linkage bolts and pull the shock out the bottom. This will allow the swing arm to lower down. You may need to remove the bolt that holds the right exhaust to the frame underneath the bike, by the rear shock. Remove the three bolts that hold on the chain guard and remove the guard. Now you're ready to remove the swingarm.

Remove the two silver plastic caps on each side of the bike. The big or nut side uses a 24mm socket and the small side uses a 22mm socket. Remove the bolt and gently tap the swingarm bolt out the side.

This should allow you to remove the swingarm. There is a hollow tube inside the swingarm that the swingarm bolt goes inside. Remove this carefully and set aside. Carefully remove the seals on each end and inspect the bearings. I replaced all four bearings (three needle and one roller) and seals, cost about \$58 at the local dealer. Since mine didn't come out easily, I choose to have my local dealer remove the old bearings and install the new ones for \$35. He packed them heavily in good waterproof grease. Sometimes they will come right out, but YMMV. I also took a substantial amount of time to degrease the chain guard, the chain guide that fits on the front of the swingarm on the chain side and around the front sprocket area. Very nasty job, but it looks a lot better.

Reinstallation is the opposite of the above. While here, I repacked the needle bearings in the shock linkages with new grease (highly recommended) and installed my rebuilt Gold Valved shock. Since my brake pads were about 2/3 worn, I also replaced them with EBC carbon series brake pads. Pad installation is a snap, and I was able to use my JC Whitney car brake caliper spreader to move the piston back slightly.

Results? As stated the back end feels steadier around corners and the

popping is gone, smooth is the word. And no worries!

Charles S.
95 "Well Oiled" GPZ1100

ZX11 Rear Wheel Conversion, Manual Cam Chain Tensioner, ZX9R Shock

Date: Wed, 16 Jun 2004 22:34:46 -0400

From: "Steve Northrop"

To: "Kawasaki GPZ1100 discussion"

Subject: Re: Pics

Message-ID: <016c01c45413\$da9a3eb0\$b1e34242 AT DB3HB511>

Thanks Charles, it doesn't look like a lot of work, but it was. I wanted to be able to run a 180 section rear tire on the proper width rim so I looked at the 5.5 inch wide ZX11 wheel (D model only) because the spoke design was the same and it used the same drive hub as the GPZ. You have to use the ZX11 caliper and torque arm because the spacing on the rotor is different than the GPZ wheel. You use the ZX11 complement of wheel spacers as well. The rub comes when you put it all in the swingarm. The ZX11 wheel is thicker through the center of the hub so to maintain proper alignment of the chain with the countershaft sprocket, the surface of the drive hub where the sprocket mounts needs to be taken down .175". You need to find a good machine shop with a jig bore machine to have this done properly as concentricity and runout are very important for obvious reasons. Pull the studs (double nut them) and you will have to tap the holes deeper so you can screw them in farther when you reinstall them. Believe it or not they'll hit the swingarm if you don't do this. I didn't have to pay to have mine done (a small benefit of the job) but it shouldn't take a competent machinist more than an hour to set it up and cut it. I used a long bolt into the right footpeg to mount the front of the rear brake torque arm. Looks like I got everything right as there are no problems after 3000 miles of some pretty hard use. I don't use the rear brake much at all but the ZX11 is a dual piston caliper so the potential for more effective rear braking is there I think.

I like the ZX9 shock a lot now that I have the right spring on it. RaceTech's 9.5 kg/mm spring (heaviest they have) wasn't enough for my 255 lb oversize self. It would be about right for someone in the 220-230 lb range. Got a 550 lb/in (roughly the equivalent of a 10.0 kg/mm) from Hyperco and it's right now. With the Gold Valve in it, it is a more controlled and compliant ride.

The GPZ900 mirrors don't allow me to see behind me any better than the stock ones, but I think they look better. They are just replacements I bought on ebay.

The manual cam chain adjuster is made by APE. Search ebay under ZX11, they're \$37 or \$38 Buy it Now, MSRP is \$45.

Steve in Western NY
'96 GPZ1100

Carb Jetting

In a message dated 4/9/2005 8:03:46 PM Mountain Standard Time, SuprHtr@aol.com writes: Anyway, when I got home I pulled the carbs, and whattya know? I expected the #35 pilots, but the 108 mains were a surprise. The pilot screws were all over the map, from 2 1/2 to 5 turns out.... : (

The first thing you have to do is figure out where the 108s came from, because the dyno jet and Keihin numbering system is different, 108 dyno jets are about equal to 112s in the keihin jets. I would suspect that you have dyno jet mains in your bike, because I put 108 keihin jets in mine before I knew about the different numbering systems and it would hardly pull above 5000 rpm and would not pull to red line. I ended up with dyno jet 108s, 38 pilots, air screws 3 turns out and the needle clip one down from the middle in my spare carbs before I put my flat slide Mikunis back on.

If it were me, I would install the 38 pilots at about 2 or 2 1/2 turns out and see how that worked, and if it was still a little lean on the transition lower the needle clips one slot. Even though it is a PITA to take the carbs in and out, you only want to make one change at a time to see how it effects performance, that way it is easier to put it back how it was if you go the wrong way.

Mike - Waiting out the blizzard in Colo

SUSPENSION

The 550 lb/in spring from Hyper Coils works if you weigh in at around 220lbs. Part number #9A0550 Hypercoil spring. I just called them direct to order. It's about \$85.00 including shipping.

<http://www.hypercoils.com/>

If you find a ZX9R shock send it to Samir samirpowar@hotmail.com and he will rebuild it for about \$20.00 plus shipping.

I have my stock front fork springs (about 19k miles on them) that I would send to you for the cost of shipping if that's what you want to do. But if you can afford it, Race Tech makes a 1.0 kg/mm for the GPZ, part #FRSPS3530(10). Even without an emulator the springs would make it handle better. I have 15wt oil in my forks.

Paul,

Another option on a non-auto petcock is the ZZR1200 petcock. It's supposed to be a bolt on.

Charles S

Dennis, below is a testimonial and a link to Pasco Fix & Fill. I'm going to get some of this stuff myself.

>Well I pulled my rashed and slightly cracked left side fairing off this
>morning, cleaned it up, broke off a mounting tab (dumbass!), and repaired
>the
>crack & the mounting tab that I broke off (bumbass!)! Pasco is awesome
>stuff, I
>have never worked with any other type of ABS filler or repair glue so I
>have
>nothing to compare it to. I sanded down the area that was cracked, poured

>the
>sandy consistency Pasco fill powder over the entire area, placed 5 or 6
>drops of Pasco fix solution and BAM! It smoked for a few seconds and was
>dry and
>solid in 10 seconds! I still need to sand it back flat and prep it for
>paint
>(can you say primer gray?). The mounting tab was just as quick, I poured
>the
>powder on one side, a few drops of liquid on the other, pressed them
>together
>and BAM, it is solid! In the immortal words one Elwood Blues, this is
>glue,
>stroooong stuff!

<http://www.boatshowproducts.com/PascoFix.htm>

Steve in Western NY
'96 GPZ1100

SLIDERS

I am the one with the frame sliders. They are intuitive race products
ZRX frame sliders. The slider attaches through the engine mount bolt.
They are a bolt in, but you need to drill a 2 inch hole in the fairing
for the slider to poke through. They also require slightly longer
bolts because the GPZ mount is a thick cast aluminum versus the thin
steel ear which the ZRX uses. The kit as it comes has one slider
slightly longer than the other which does nothing for the GPZ. I
recomend them HIGHLY. I had a minor crash drop at around 10 MPH and
the only thing damaged was the slider and the clutch lever. check the
below links to see shots of them on a ZRX.

<http://www.inturace.com/images/BigShots/efs17RLG.jpg>

<http://www.inturace.com/images/BigShots/efs17LLG.jpg>

On 5/17/05, SuprHtr@aol.com <SuprHtr@aol.com> wrote:

>
>
> Hey, Colin:
>
> It's the LSL kit. I ordered it from Murph's kits this past winter. In
> those pictures, I was still using the LSL bars, but I've since switched to a
> pair of ZRX bars, which are about 3" narrower. The risers are nice but
> pricey. For me, they've made the biggest difference in riding position and
> shoulder comfort.
>
> Regards,
> Paul
>
> OH, I've been meaning to ask you. Is your bike the one with the frame
> sliders, and, if so, which ones are they and how do they attach?

➤ Tire repair kits for long trips?

I've used the Stop & Go kits with reasonable satisfaction, and they have a
newer, smaller kit now that packs easier.

That, and a small 12v air compressor that fits under the seat. Doesn't pack much bigger than a handful of CO2 cartridges.

- Matt

Paul,

You may find three things with your Race Tech setup. One is that you should have some sag, at least an inch. If you reused the stock spacers they are now at least 1.2 inch too long.

Second, I rode Art Lischers GPZ (as did Steve Northrop) and both of us felt like it was oversprung, interesting as both of us easily outweigh Art. If you're under 225 lbs you'd be better off with the stock springs, IMHO and YMMV. 1.0kg springs are for hammering corners, not riding or touring, again, IMHO.

Third, I would not have used the 10wt oil. I know this is what Race Tech calls for, but you may find a 12.5 wt oil would be better. You might want to experiment here over the winter as you fine tune it.

Anyway, my .02 and you may decide I'm full of it after a while. I'm glad to hear it's back together in time for the start of summer. Have fun!

Charles S.

SuprHtr@aol.com wrote:

> The jury is still out on the 1.0 kg/mm front springs. There is almost no
> sag when I get on the bike, but some of that could be stiction. the front end
> shows almost no dive on braking, and the cartridge emulators seem to help a
> lot on rough pavement. I'm using straight 10 weight fork oil.

I carry a Stop & Go Tire Plugger kit with the gun (about \$40) and an AirMan 12v compressor (about \$25). They'll both fit under the seat. I've used the compressor and it works well. I haven't used the plugger yet but I like the "mushroom" style plug for motorcycle tires.

Steve in Western NY

'96 GPZ1100

LIME #108

"What kind of a fool do you take me for?"

"Why, is there more than one kind?"

Shock Oil

Steve Northrup says:

With their Gold Valve, they recommend US-1, which is equivalent to 5W suspension oil. I used Spectro, my friend that rebuilds motocross shocks for a living likes Torco. I use Bel-Ray 15W in my forks and it works fine.

PAINT CODE

>From my "archive" of collected wisdom..

Provided by Sir Charles.. ;-)
And I quote....

"The paint pen I purchased from my dealer (he had to order it) is a Color Rite 3080U 630 Pearl Cosmic Gray. I used it for touching up my engine cylinders.

Charles S. "

Color Rite 3080U 630 Pearl Cosmic Gray

Answering my own question here..

The engine paint code (which I located on my trusty Palm IIIxe) is Honda 3037,
in case anyone was wondering.

Simon

Shock Oil

For a rebuild only, I would use #2, Medium, 10w suspension fluid. The bottle could say any one of these depending on the brand. When installing a Gold Valve, use their recommended #1 or 5w. Re-pressurize to 160 psi for a stock rebuild, 200 psi with a Gold Valve.

Steve in Western NY
'96 GPZ1100
LIME #108

- Steve:
 - >
 - > Are those Diablo Strada's or Corsa's?

Actually, they are the ones in the middle, the regular Diablo's. I've worn out a set of Corsa's as well, 3700 miles. If I were going to run the Strada rear, I would probably run a regular Diablo front. You'd have a little grippier front tire that would wear out about the same time the rear will. My standard fitment from now on is going to be a Corsa front and regular rear for the same reason, plus that Corsa front tire is a real sweetheart.

I prefer Sprocket Specialists for sprockets and a DID 530ZVM for a chain.

Steve in Western NY
'96 GPZ1100
LIME #108

"I'm trying to think but nothing happened!"

I used JT sprockets front and back last time.
<http://www.jtsprockets.com/>
and EK ZVX series chain
<http://www.ekchain.com/sport.htm>

Art in DM

My most recent Sprocket Specialists catalog is a couple years old but it doesn't list a front sprocket for our bikes.

No, the one for the ZRX1100 is the same as ours.

Steve in Western NY
'96 GPZ1100
LIME #108
"I'm trying to think but nothing happened!"

----- Original Message -----

From: "Art Lischer" <alisch80@mchsi.com>
To: "Kawasaki GPZ1100 discussion" <gpzlist@micapeak.com>
Sent: Friday, August 26, 2005 12:12 AM
Subject: RE: Chain and Sprockets time

Hi guys,
Thought I'd also tell you that I found another supplier of steering head bearings as a complete kit. Below is Kevin at AllBallsRacing's response to my questions regarding the contents of the kit. Price is right at half of what mama Kaw wants (per my own researches). Never hurts to find alternatives, KWIM?
Don in GJ

>>Don:

>>The 1100 GPZ kit 22-1023 includes the top and bottom taper bearings and races along with both seals. The kit sells for \$31.97

>>Thanks

>>Kevin

>>Kevin Kraft
>>kevin_kraft@allballs racing.com
>>All Balls Racing Products
>>822 N Reading Ave, PO Box 437
>>New Berlinville, PA 19545
>>Phone: 888-228-3323, 610-473-0505
>>Fax: 888-552-0557, 610-473-8411
>>www.allballs racing.com

Getting in late on this but I'm using JT steel Sprockets

http://www.jtsprockets.com/52.0.html?&L=0&sel_uid=1105&p=

and EK #530ZVX chain

<http://www.ekchain.com/sport.htm>

Going on 20k miles and no significant wear or stretch.

Art in DM

The noise you hear is probably the stock spring loaded auto cam tensioner is close to jumping to the next tension notch. Mine did the same thing 1000 miles from home in 2004 at about 29k miles, it eventually went away.

If you have taken good care of the bike I wouldn't expect the cam chain to be stretched to the point of replacement at 57k miles.

I did buy and install the APE #KT1100 manual cam chain tensioner last spring though. I have read several reports on the COG list that the auto tensioner has been known to cause problems on the Connie and the GPz uses the same tensioner. Several of the other listers have them and like them. They show up on EBay quite frequently, about \$50.00

<http://tinyurl.com/77hnh>

here is APE's website also

<http://zxzone.com/sprockets.html>

They are very easy to install. You first back the screw out a little, and then install the assembly into the opening where you have removed the old auto tensioner and secure it with the bolts. Then just screw in the tensioner stud by hand until you can feel a little resistance of the stud hitting the inner paddle the contacts the chain. This is good enough to start the engine. When you first start up it will make some noise like BBs in a coffee can. At idle start slowly screwing in the stud in until the sound starts to go away, don't want to go too far. Lock down the lock nut and that's it. Then just recheck it every 1-2k miles and retighten (not much, maybe 1/8 turn) if it get noisy again.

HTH,

Art in DM

Wheel Bearings, SKF

The front's are a 6203, the rear's are a 6304, and the drive hub is a 6206. Murph has the 6203 for \$14 and the 6304 for \$25 a pair shipped. The 6206 and the all the seals I got from Ron Ayers.

Steve in Western NY

'96 GPZ1100

'02 Daytona 955i

LIME #108

"You Can't Fix Stupid", Ron White

With chains and sprockets, you get what you pay for. I prefer Sprocket Specialists sprockets and DID chains. You will not find a listing for the countshaft sprocket from most sprocket manufacturers. You will find one for the '99-'00 ZRX1100, it is the same as ours. For the DID chain, get a 530VM at a minimum and spring for the 530ZVM2 if you can afford it. I've run a few different sprocket combos and for all-around use, I'd stick with the stock sprocket sizes (17/45). There was no gas mileage difference between the 16/45 set-up and the stock set-up. I ran 16/47 for a while. It cost me 2 mpg but the bike was a gas to ride! It's actually the optimum gearing for the GPZ, allowing you to pull to redline in 6th gear but cruise rpm is a little

high. The sprockets you can order direct from Sprocket Specialists, watch ebay for deals on the chains.

Petcock

Julian, the year's not important. Just get the one from the ZRX1200. Part number 51023-1260.

Charles S.

Headlights

I have used the Phillips Vplus and am now on the Sylvania Silver Stars (not as good as the Euro specs Osrams). I like the Silver Stars way better, much whiter light and better pattern. going on two years with them now and the Phillips only lasted one year.

YMMV, Art in DM

> My original low-beam finally quit, so for now I am high-beam only. I
> wouldn't mind upgrading the low-beam light output, but don't want anything
> expensive or complicated at this point. Is the Osram Silver Star H4 a
> drop-in replacement? Anyone tried this or similar bulbs?
>
> Thanks,
>
> Andy in SE MI

Suspension parts interchangeability

Your going to need the zx11 triple clamps and possibly the clip ons as well. The ZX11d swingarm may need to be cut structurally and re-welded to get it to fit. You will also want to get the dog bone, and possibly the links for an 11d. The much easier swingarm to fit is an zx11c or a zx10 (88-89). If your going to do all this work might as well get some different wheels. You will need a different front wheel anyways. The 90-2003 zx7 (same as 94-97 zx9) front wheel will bolt onto the zx11 zx9 or zx7 front end. The 90-95 zx7 (same as 94-97 zx9) 5.5 inch rear wheel can be adapted without changing the chain alignment, but you need the bearings and spacers for the 90 and 91 model zx7 and the rear brake, rear brake holder, torque brace, and rotor all from the that same 90-91 zx7.

The 96-2003 zx7 rear (6in) would almost certainly also work with a 190 tire if you space front the sprocket out, or use a different sprocket, or possbly flip the stock sprocket over and take a little material off the rear sprocket carrier. Some 2000 tires would probably fit, but the chain would be real close at that point. With the 6 inch rim you're on your own for spacers.

Brake light!!!

--- Tim Kraus <tkraus@suite224.net> wrote:

> Here is the link. I called and talked to a human when I ordered. The guy
> was knowledgeable and very helpful.
>

> I had to swap out my flasher for an electronic one that flashes at a steady
> speed, even with no load. I bought it at Autozone for about \$8.00. Had to
> make a simple adapter harness.

>
> Tim

>
>

http://clearalternatives.com/Merchant2/merchant.mvc?Screen=CTGY&Store_Code=CA&Category_Code=Ninja+ZX-7R

>
>

> ----- Original Message -----

> From: "Chris Bowen" <c_p_bowen@yahoo.com>

> To: "Tim Kraus" <tkraus@suite224.net>

> Sent: Thursday, July 27, 2006 5:10 PM

> Subject: Re: Silver Streak

>
>

> > Tim:

> > Who'd you get the brake light from?

> > -Chris

I went and looked up the part - the assembly is "41078-1069".

Ron Ayers' site also has a feature where you can look up all of the applications for a part number - it's on the main page, left bar, below the Part Number Search box.

Looks like it was used on the ZR750, ZR-7 and ZR-7S too.

(Neat fee-chur!)

The zx10 swingarm bolts into the GPZ frame, Same collar and pivot bolt. The zx10 dog bone must be used. If the zx11 c/d shock is the right length, that would be the best way to go. Since I already had a fox zx9 shock I modified the Zx10 dogbone to fit the zx9 shock, shaved it just a bit. From there you will need to center the wheel in the swingarm, and center the chain wheels. If you want to use a zx9 / old zx7 chicane wheel I can tell you the right spacer configuration to make it about perfect.

An easier to find swingarm is the zx11c model 90-93. This could also be used and is nearly identical to the old zx10 unit. It would take slightly more work, but you could just barley clear a 200 tire on a 6 inch wheel. There would be no reason for this other than looks but I personally think it would be "cool".

Instrument lights

They are a 194 or equiv size. Last time I replaced mine I just put 194's in since that's all I had on hand.

Any LED with a 194 type base should also work.

Sunday, October 1, 2006, 8:36:26 PM, you wrote:

- > Anybody know the equivalent auto bulb for the instrument back lighting?
- > Anybody try replacing these with LED's?

Carbs Reiterated

- > I have the Dynojet Stage 1 kit and a Micron full system and based on list
- > recommendations, I'm using the stock springs instead of the (weaker)
- > Dynojet spring.
- > Why? What does the weaker spring do/not do, that the stocker can handle?
- > (I'm not going
- > to even hazard a guess!)

The lighter DynoJet diaphragm springs allow the vacuum slides to raise too quickly when opening the throttle, causing a lean hesitation at best with small throttle movements and bogging the motor at worst with large throttle movements.

- > I have the 4 deg. ignition advancer (and a new gasket) ready for
- > installation. What's
- > the impact to the stock bike and what difference will it make with the
- > mods above?

The 4° ignition advancer can be installed independent of any mods. It fattens up the low rpm power band a little with no reduction in top end power. The idle becomes a little more erratic, you might have to bump it 50 rpm.

- > I have the block off plates to ditch the "re-breather." What impact would
- > it have to
- > change that over now? (I know it's a must with the pods!)

The Kawasaki KLEEN Air System is a passive system and has no impact on engine performance at all. It can be removed at any time with no effect, as long as you remember to cap the carb tap after removing the hose for the vacuum valve.

- > So what measurements do I need to take to order the right K&N pods?

The K&N part number for a set of 4 pods for the GPZ is RC-0984 for a chrome end cap and RU-0984 for a rubber end cap.

- > And as for a Stage 3 kit, should I be buying individual components from
- > Sudco or will the
- > Factory Pro kit (http://www.factorypro.com/Prod_Pages/prodk93.html) do the
- > trick?

Buy the Factory Pro kit. You can't buy needles from Sudco. The Factory Pro kit comes with 2 sets plus 5 sizes of main jet. The only additional purchase you may need to make is a set of (4) #38 Keihin Pilot jets. Only one installer of the Stage 3 kit (that I know of) was able to use the stock #35 Pilot jets. Everyone else needed #38's to smooth out part throttle/cruise running.

- > Once the airbox goes, how loud can I expect the Geep to get?

At idle and part throttle/cruise openings, you will not notice any difference. However, grab a handful of throttle and there will be noticeable intake howl, particularly from 4000 rpm and up.

Steve in Western NY
'96 GPZ1100
'02 Daytona 955i
"You Can't Fix Stupid", Ron White

Get this:

APE cam chain tensioner model KT1050