

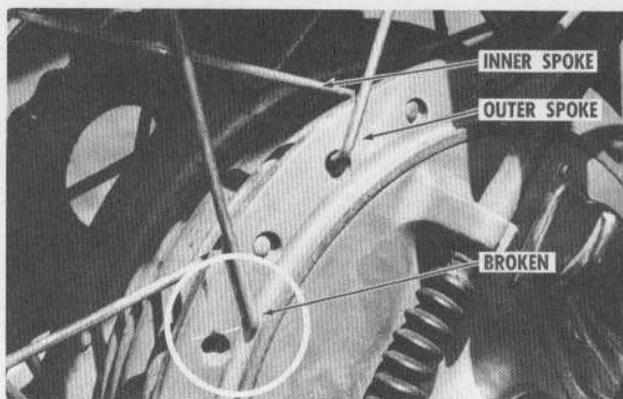
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obsolete
PROBLEM:

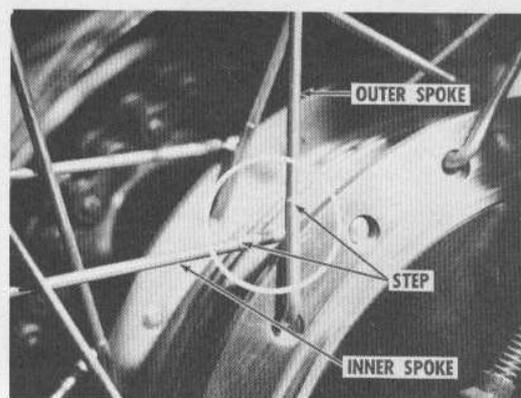
Rear wheel spoke breakage can occur on 1969-71 H1's, when rider operation is very demanding. Hard acceleration and braking impose great tensile (pulling) stresses on the rear wheel spokes. Breakage happens most often when the pavement is alternately wet and dry, such as accelerating through an underpass, where the tire may spin on wet pavement or gravel and then "grab" when passing onto dry pavement. Generally, the spoke breaks at the bend near the hub end.

CORRECTION:

On all H1's after frame number KAF-47245, the rear wheel spokes are changed for more strength. The gauge of the spoke is increased from #9 to #8 at the hub end.



EARLY H1 STRAIGHT-TYPE SPOKES



LATE H1 STEPPED-TYPE SPOKES

PARTS INFORMATION:

DESCRIPTION	OLD PARTS		NEW PARTS		INTER-CHANGE OLD ↔ NEW	EFFECTIVE I.D.
	OLD P/N	REMARKS	NEW P/N	REMARKS		
Inner Spokes	41027-012	Straight #9 3.5mm Ø	41027-047	Stepped #8/9 4.0/ 3.5mm Ø	← ⊙ →	KAF-47245
Outer Spokes	41028-013	Straight #9 3.5mm Ø	41028-046	Stepped #8/9 4.0/ 3.5mm Ø	← ⊠ → ← ⊙ →	

○ = interchangeable X = not interchangeable □ = not available

The wheel rim and wheel hub are unchanged.

NOTE: Spoke breakage is accelerated by corrosion and looseness. Make sure the end of the battery vent hose is pointed away from the wheel. In coastal regions and during wintertime in northern regions, the motorcycle is exposed to salt water corrosion, which can weaken the spokes. Repeated flexing and stretching will bring on early spoke failure; this can be minimized by checking and tightening the spokes at regular intervals (every month or each 2000 miles).

WARRANTY INFORMATION:

This is a factory production change for routine product improvement. This bulletin is for notification of modification only, not for warranty authorization. ■