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PROBLEM:

An early H1 may start losing power, misfiring, backfiring, or stop running altogether. Installation of new spark plugs seems to clear up the problem, leaving the impression that the used plugs were defective. However, the problem returns after a short period of use with the new spark plugs.

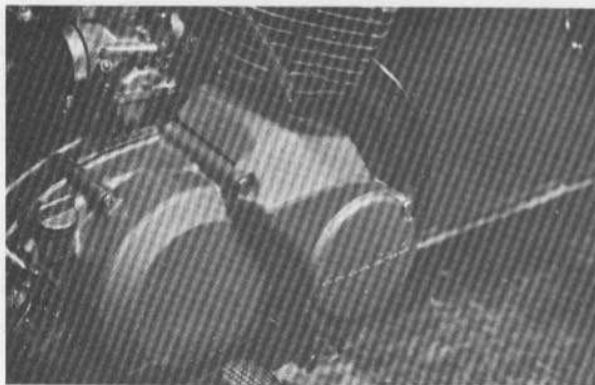
CAUSE:

The spark plugs generally are not the cause of the problem. We have found the high tension wiring leaks electricity to adjoining metal engine parts under high voltage loads. New spark plugs require less voltage to fire because the electrodes have sharp edges. As the plugs are used, these sharp edges are rounded off by high energy discharge and erosion from heat and chemical action in the combustion chamber. Consequently, they require an increasing amount of voltage to fire as mileage accumulates. Worn spark plugs, over-rich oil pump settings, or incorrect fuel mixtures demand more voltage from the ignition system to fire the spark plugs. These conditions "back up" the voltage in the secondary wiring until it jumps through the H.T. cord insulation to an inviting engine ground rather than fire the plugs.

CORRECTION:

KAWASAKI has developed a set of high tension components which, after thorough testing, has proven completely reliable and eliminates the insulation leakage problem. The purpose of the new components is to re-route the H.T. cords so they are a safe distance from metal engine grounds like the oil pump, oil pump cover, engine cover, cylinders, carburetors, etc. Additionally, the type of H.T. cord has been changed from DAIICHI brand to Belden, a better-insulated cable.

EARLY H.T. WIRING



LATE H.T. WIRING



H1 with original H.T. wiring

H1 with new H.T. wiring kit
(P/N 99990-015)

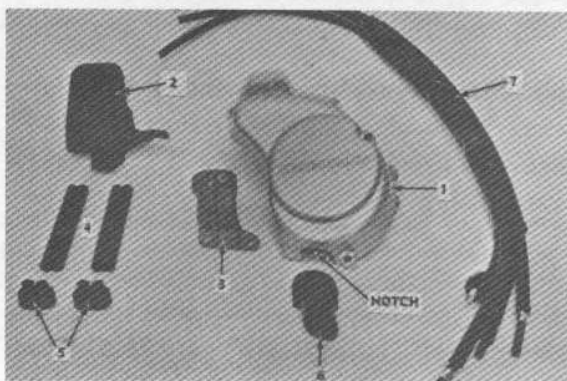
Please see reverse side for additional information.

APPLICATION:

The new H.T. components were incorporated on H1's after Engine KAE-08800. The drain grommet was not used until KAE-11300, so on units from KAE-08800 to KAE-11300, the oil pump cover is not notched for the drain grommet.

PARTS ORDERING:

If you want to convert an older H1 to all new parts, the component parts are available separately.



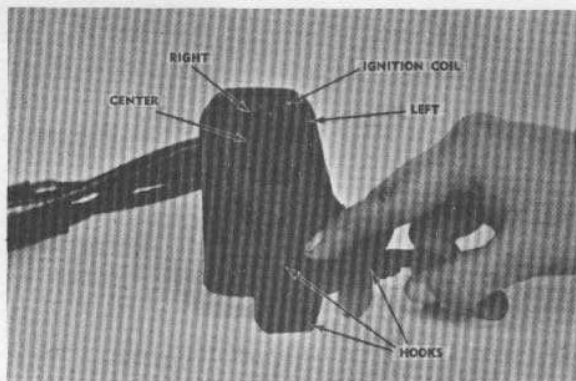
PARTS INFORMATION:

DESCRIPTION	OLD PARTS		NEW PARTS		INTER-CHANGE	EFFECTIVE I.D.
	OLD P/N	REMARKS	NEW P/N	REMARKS	OLD ↔ NEW	
Oil Pump Cover	14030-013		14030-025	w/notch for drain grommet	← <input checked="" type="checkbox"/> →	KAE-11300
H.T. Cord Grommet	92071-040		92071-043		← <input type="checkbox"/> → ONLY AS A SET	KAE-08800
Oil Pump Lever Cover	14030-014	Aluminum	14030-024	Plastic		
H.T. Cord Protector	92115-001	145mm	92115-002	120mm		
Dist. Cap Grommet	92071-031	2 Per Motorcycle	Same	2 per motorcycle		
Drain Grommet			16116-005	New Part	← <input checked="" type="checkbox"/> →	KAE-11300
H.T. Cord Assy.	21150-001		21150-003	Belden wire	← <input checked="" type="checkbox"/> → ← <input type="checkbox"/> →	KAE-08800

O = interchangeable X = not interchangeable ☐ = not available

NOTE: Watch the following items when installing the new parts.

Use Rubber band P/N 92072-013 to fix loom to right frame tube under gas tank.



To save time, use the photo above for inserting the cords in the grommet. The bottom cords should protrude 1" more than the top ones.



To keep water from entering, make sure the bottom of the grommet is hooked onto the crankcase. Route the H.T. cords over the RH carburetor, NOT between the carburetor and cylinder.

Jam the H.T. cords completely into the distributor cap sockets before installing the piercing screws.

REPLACING H.T. CORDS:

The only high tension wire assembly available in stock for the early H1 is the BELDEN #7789 secondary wire (P/N 21150-003). This cable is also stocked by most auto parts jobbers in 100 ft. reels. The H.T. cord lengths are listed below.

CORD USE	LENGTH
Center Cylinder	24.8" (63cm)
Right Cylinder	27.5" (70cm)
Ignition Coil	22.5" (57cm)
Left Cylinder	26.3" (67cm)
Total Length Req'd	101.1" (257cm)

WARRANTY INFORMATION:

Use job code X006 (0.7 hr.) for updating the high tension assy. on any H1 before engine number KAE-08800. This is a factory directed modification, CLAIM TYPE 3 on the Warranty Request Form.

NOTE: Dealers subscribing to the Small Claims Option Program are required to perform this modification and submit a Warranty Request Form for each unit so modified. The Small Claims Option Program applies to claim types 1 and 2 only. ■