

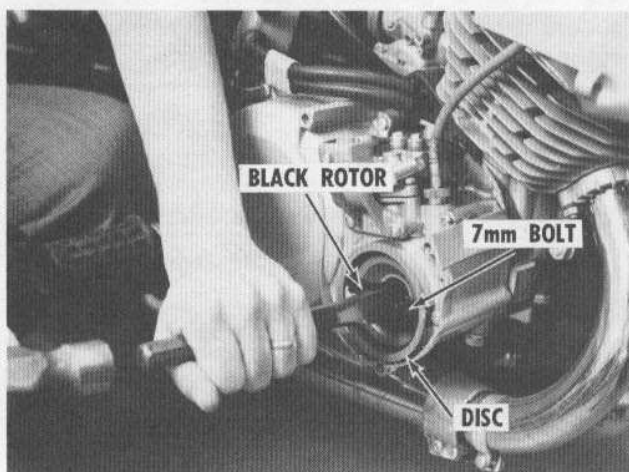
PROBLEM:

Removing the distributor rotor from an H1 has been a time consuming job, because the mechanic must first take off the right engine cover to get at the screw holding the rotor to the distributor shaft. We have also had some difficulty with arcing from the rotor tip to the attaching screw.

CORRECTION:

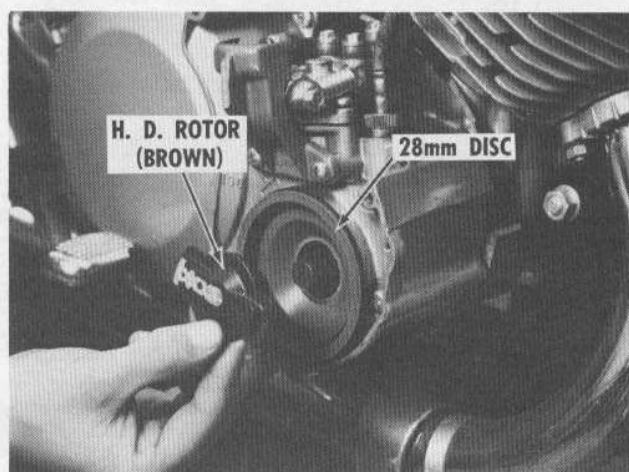
Kawasaki has developed two different corrective measures to eliminate these problems.

- A. **ALL H1's BEFORE KAE-08801:** These units have the early distributor shaft and black rotor which is secured by a bolt and lock plate. The heavy duty (H.D.) rotor made of brown plastic should be used for repair. This rotor is held on the distributor shaft by a spring clip and pressure from the center brush in the distributor cap. Installation of the H.D. brown rotor is shown below.



REMOVING BLACK ROTOR:

Break off the rotor arm on the same side as the bolt. Crack and remove the insulator disc. Take out the bolt with a 7mm wrench.

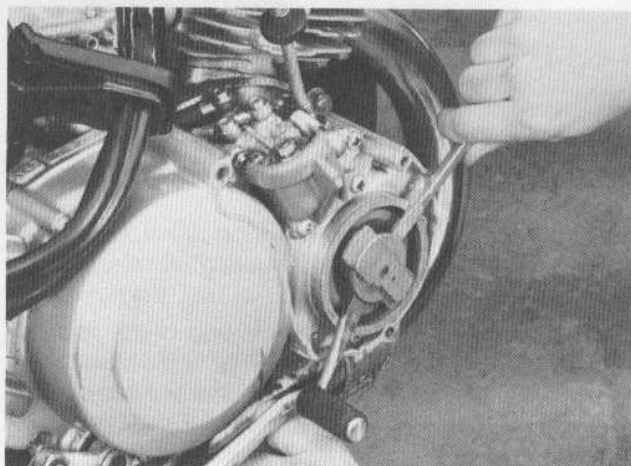


INSTALLING BROWN ROTOR:

Fit a new disc. Align the H.D. rotor tip 1/4 turn to the right of the flat on the shaft, and then push it on.

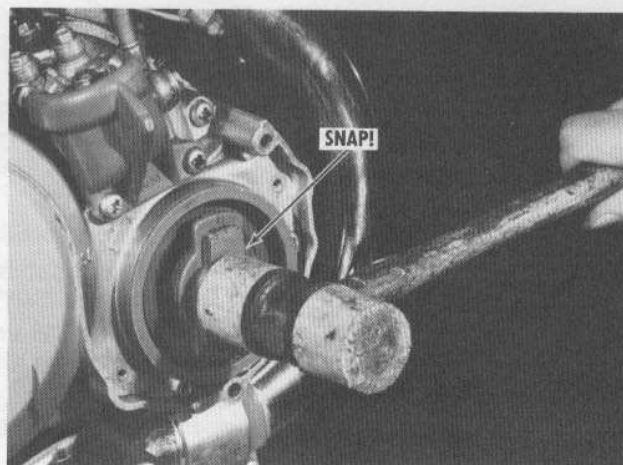
Please see reverse side for additional information.

- B. **ALL H1's AFTER KAE-08800.** These later units incorporate a new green rotor and quick-detach distributor shaft. The shaft is fitted with a snap-ring that retains an internal groove in the rotor. The hole in the insulating disc is increased from 28mm I.D. to 31mm I.D. because the green rotor has a larger diameter sleeve. Removal and installation of the new rotor is shown below.



TO REMOVE:

Turn the rotor so it points as shown. Pry on opposite sides of the rotor with two large screwdrivers and it will pop off.



TO INSTALL:

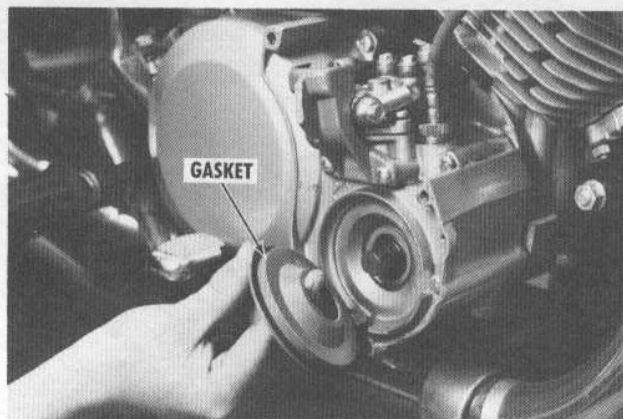
Align the rotor tip with the flat on the shaft. Tap the rotor on with a plastic mallet. You should hear a definite "SNAP" when the rotor groove engages the shaft's snap ring.

CAUTION:

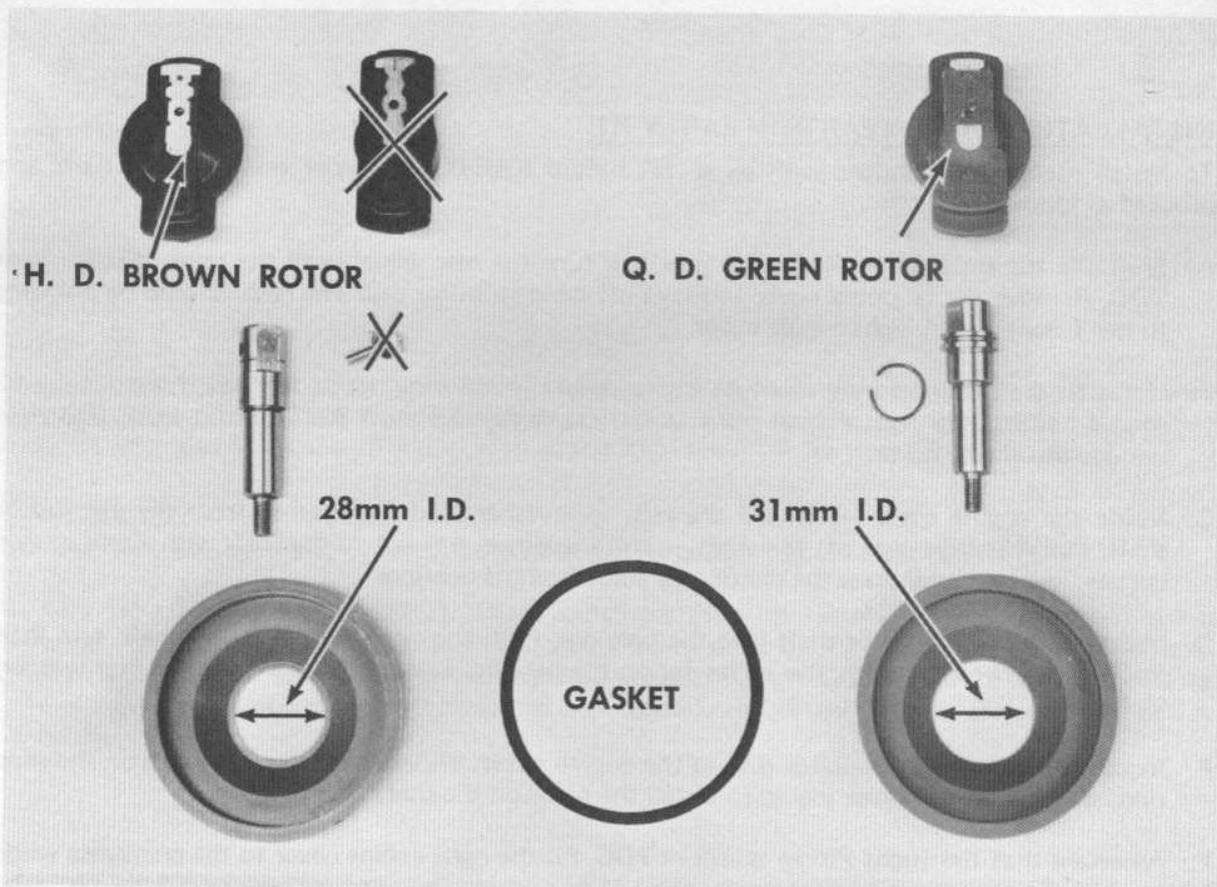
Make sure the rotor is fully engaged with the snap ring before installing the distributor cap, or else the rotor will back out and damage the cap.

NEW GASKET:

Kawasaki has a new gasket to improve sealing of the distributor chamber. It fits between the engine cover and insulator disc as shown.



This new gasket was incorporated on H1's after Engine KAE-11300, but it can be used on any H1 for better sealing.



PARTS INFORMATION:

	DESCRIPTION	OLD PARTS		NEW PARTS		INTER-CHANGE	EFFECTIVE I.D.
		OLD P/N	REMARKS	NEW P/N	REMARKS	OLD ↔ NEW	
H1's before KAE-08801	Dist. Rotor	21142-001	Black	21142-003	Brown H.D.	↔	Field Service Only
	Insulator Disc	21144-001	28mm I.D.	Same			
	Hex Head Bolt Lockwasher	92011-016 92029-013		Not Required	—		
H1's after KAE-08800	Q.D. Dist. Rotor	21142-001	Black	21142-002	Green		KAE-08801
	Insulator Disc	21144-001	28mm I.D.	21144-002	31mm I.D.		
	Distributor Shaft	21143-001	w/Set Screw	21143-002	Snap Ring Groove	↔ ONLY AS A SET	
	Snap Ring	—	—	92036-016			
All H1's	Sealing Gasket			92065-072	Behind Insulator Disc	←	KAE-11300

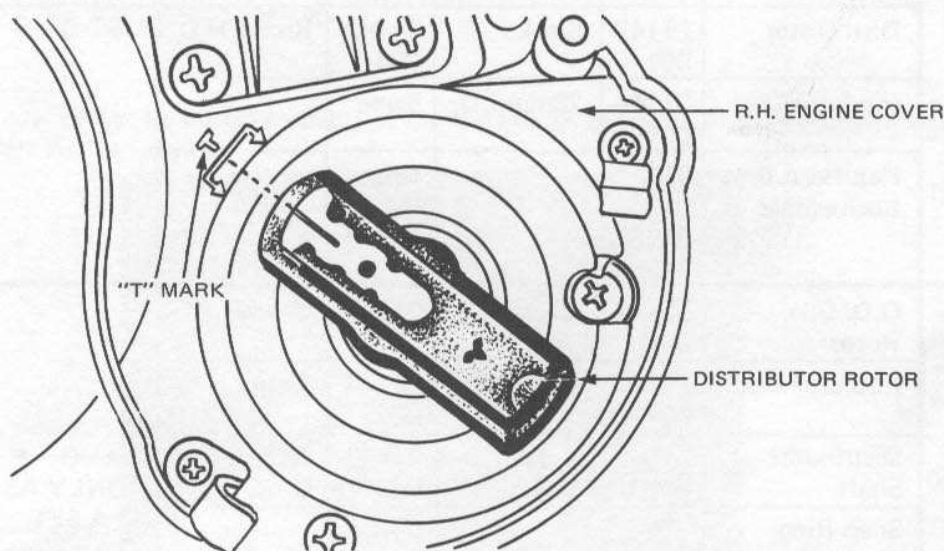
O = interchangeable X = not interchangeable □ = not available

Please see reverse side for additional information.

INSTALLATION OF NEW PARTS IN EARLY H1:

To install the new distributor shaft in an H1 before KAE-08800, order the necessary parts and proceed as follows:

- A. Shift the transmission to 4th or 5th gear and turn the rear wheel until the right piston is at TDC. Remove the oil pump cover and take off the distributor cap. The rotor should be pointing to the T-zone on the right engine cover.
- B. Unfasten the oil pump from the right engine cover by removing the two screws. Take out the 12 screws holding the right engine cover to the crankcase. Take off the kickstart lever, and then remove the engine cover.
- C. Inside the engine cover — remove the nut, lockwasher, and flat washer from the distributor shaft. Pull the drive gear off the shaft — pull the dowel pin out of the shaft with a pair of side cutters, and then withdraw the distributor shaft from its bearings.
- D. Insert the new distributor shaft into the bearings. Push the dowel pin into the shaft, and then install the drive gear with the collar facing the bearing. Secure the gear with the flat washer, lockwasher, and nut.
- E. Install the gasket and insulator disc in the engine cover. Wipe a thin film of grease on the snap ring, and then use a plastic mallet to install the rotor on the shaft.
- F. Ascertain that the Right Piston is still at TDC. Fit the right engine cover to the crankcase while turning the rotor to mesh the drive gears. After pushing the right engine cover fully onto the case, the rotor tip should point to the T-Zone on the cover: **NOTE:** The rotor doesn't have to be exactly centered in the T-Zone, since it does not govern ignition timing.
- G. Install the 12 engine cover screws, kickstart lever, oil pump, distributor cap and gasket, and oil pump cover.



WARRANTY INFORMATION:

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