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PROBLEM:

There is a tendency for some Kawasaki three-cylinder models to smoke excessively from one exhaust pipe. On the H1 and H2, it is usually the right cylinder that is affected.

CAUSE:

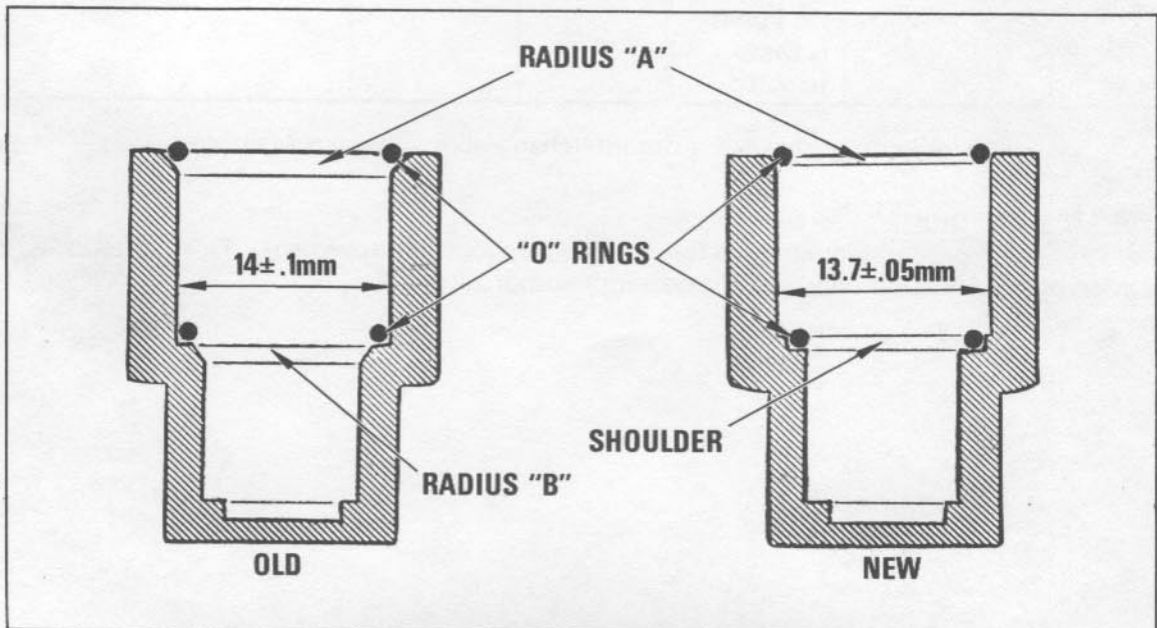
This problem has been traced to faulty O-ring seating in the oil pump end cover. After installation, the two O-rings inside the cover shrink approximately .1 to .2mm in diameter. This shrinkage allows oil to seep around the seals and into the end cover chamber. From this point, the excess oil is pumped to the right cylinder which is serviced by the end cover orifice, resulting in smoking and premature sparkplug failure.

It should be noted that other symptoms may indicate oil pump malfunction, such as right hand piston seizure. This may be caused by oil being forced back into the main pump body through defective O-rings. As a result, the right cylinder is starved for oil, and this situation will eventually lead to seizing.

CURE:

To remedy this problem, the oil pump end cover has been redesigned to prevent oil seepage. The illustration below points out the differences between the old and new parts.

- A. Radius "A" has been decreased in depth to give the O-rings less "squish" space, making a tighter seal.
- B. Radius "B" has been eliminated altogether, improving the seal at this point.
- C. The internal diameter of the chamber has been decreased from $14 \pm .1\text{mm}$ to $13.7 \pm .05\text{mm}$ to compensate for O-ring shrinkage.
- D. A slight shoulder has been added to the base of the new chamber to further compress the O-ring.



Please see reverse side for additional information.

APPLICATION:

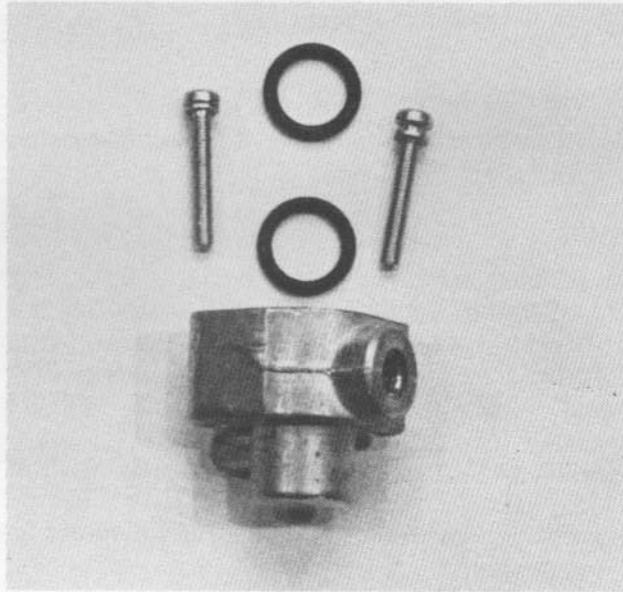
Modified oil pump end covers are presently being installed on all new H1's and H2's at the factory.

AVAILABILITY:

A conversion kit is now available from the parts department that will correct older model oil pumps. This kit consists of two mounting screws, two O-rings, and a new oil pump end cover. These parts will fit all Kawasaki three cylinder oil pumps. The part number for the oil pump conversion kit is 99990-016.

IMPORTANT:

Whenever an oil pump is disassembled for *any* reason, the O-rings must be replaced. The end cover O-rings are P/N 16090-002.



P/N 99990-016
Three Cylinder Oil Pump
Conversion Kit

PARTS INFORMATION:

DESCRIPTION	OLD PARTS		NEW PARTS		INTER-CHANGE	EFFECTIVE I.D.
	OLD P/N	REMARKS	NEW P/N	REMARKS	OLD ↔ NEW	
Oil Pump Conversion Kit	NA	—	99990-016	End Cover, O-Rings, and Screws	<div style="display: flex; align-items: center; justify-content: center;"> ← <div style="border: 1px solid black; padding: 2px; text-align: center;">X</div> → </div> <div style="display: flex; align-items: center; justify-content: center; margin-top: 5px;"> ← <div style="border: 1px solid black; border-radius: 50%; width: 10px; height: 10px; display: flex; align-items: center; justify-content: center;">O</div> → </div>	Field Service Only
O-Rings (2)	16090-002	Replace Whenever Oil Pump is Disassembled	Same			

O = interchangeable X = not interchangeable □ = not available

WARRANTY INFORMATION:

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