

© Kawasaki Motors Corp. 1973

PROBLEM:

Some mechanics think that adjustment of the oil pump control lever is subject to "tuning" for special conditions or to offset other problems. **IMPORTANT:** There have been only two cases where Kawasaki specified a nonstandard pump setting because of overoiling: 1. The original H1 oil pump, which is not marked on the lever. (Service News H-1-2, September 9, 1969). 2. The original F5 oil pump, marked "F5" on the control lever (Emergency News #4, March 10, 1970).

On later production of these models, reduced output oil pumps have been incorporated. These later pumps must be adjusted in the normal "MATCH-MARKS" manner to prevent overheating, early wear, and potential piston seizure.

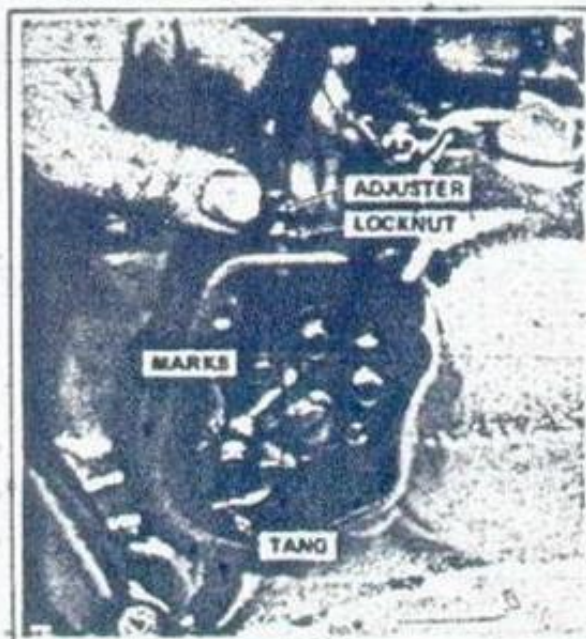
All Kawasaki 2-stroke motorcycles use either SUPERLUBE (oil pumped directly to the intake passage), or INJECTOLUBE (oil pumped to both intake passage and crankcase) lubrication systems. The oil is pumped to the engine at a specific rate determined by a combination of RPM and throttle opening.

Each model has a pump specifically designed to supply adequate oil flow to the engine without causing excessive smoke or fouling plugs. To maintain the proper rate of lubrication, the oil pump must be adjusted at the time of set up and should be checked at regular service intervals thereafter.

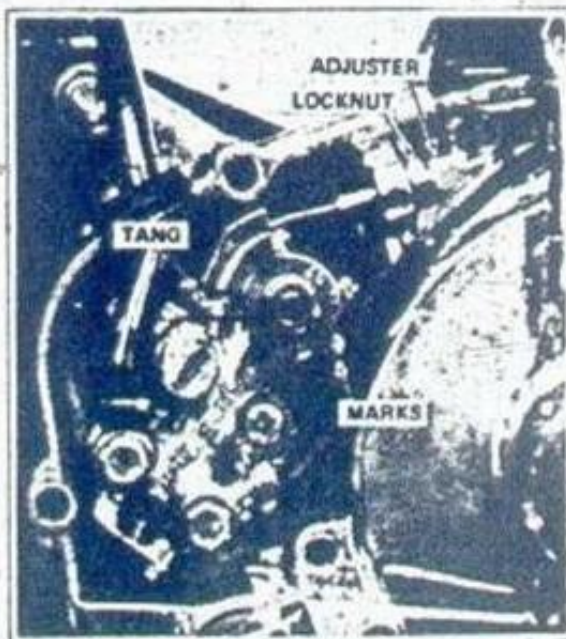
ADJUSTMENT PROCEDURE:

All Kawasaki oil pumps are adjusted only after the carburetor is properly adjusted. With the throttle fully closed, the mark on the oil pump lever should align with the mark on the oil pump body just as the throttle valve starts to open in the carburetor. If it does not, loosen the locknut and turn the adjuster as required. Be sure to tighten the locknut after adjustment. Also check the small tang on the pump lever to make sure it holds the cable securely. It's always wise to check the banjo bolts for tightness. Make sure the oil lines are not pinched, and bleed any air bubbles from the lines.

The following pictures show where the oil pump and cable adjusters are located for each of the Kawasaki Motorcycle models.


MT1

The MT1 oil pump is located beneath a small cover on the right side of the engine.

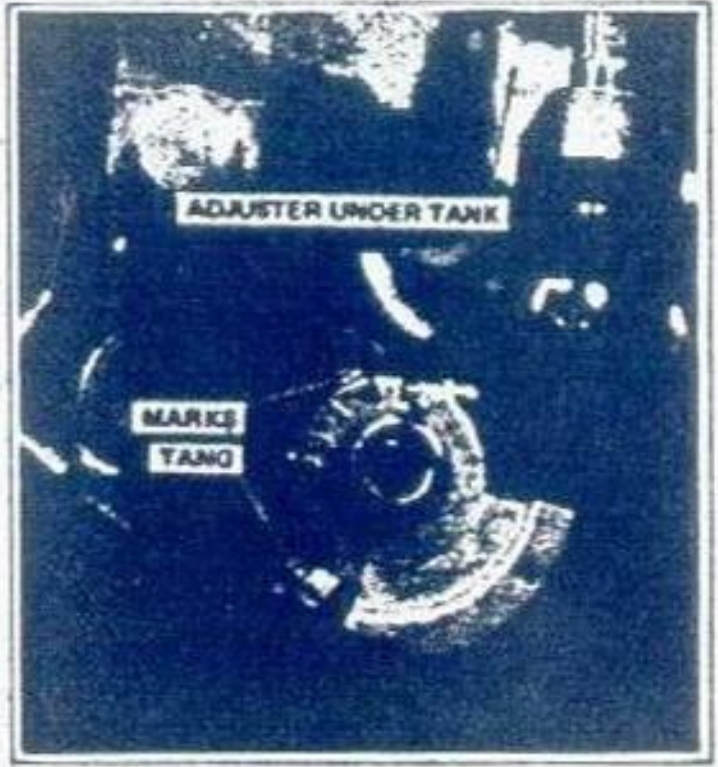

G-Series and MC1

The oil pump is located under a cover on the right side of the crankcase.



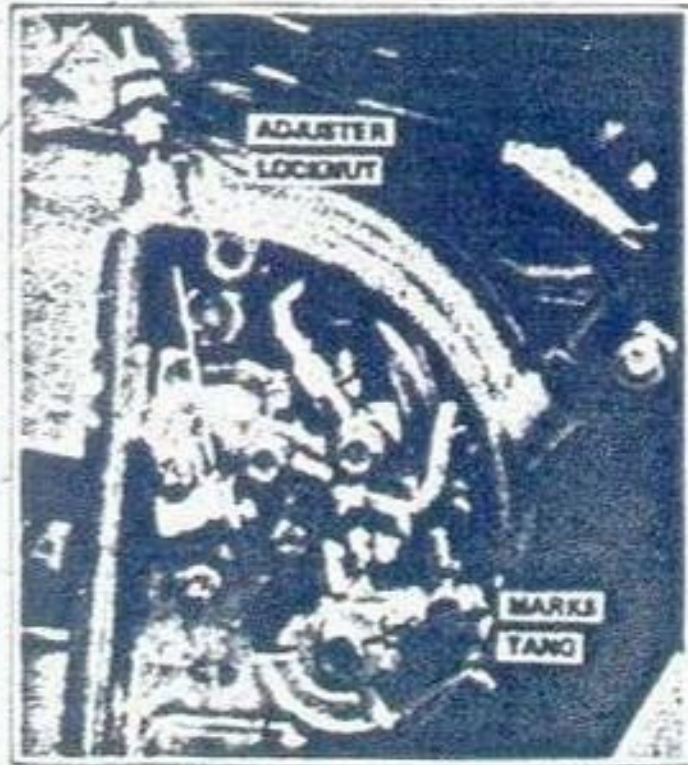
F6/F7-C

The oil pump on the F6/F7 is located at the rear of the right case.



F9-B

The oil pump on the F9 is located under the carb cover, just below the carburetor. The adjuster is located under the tank.



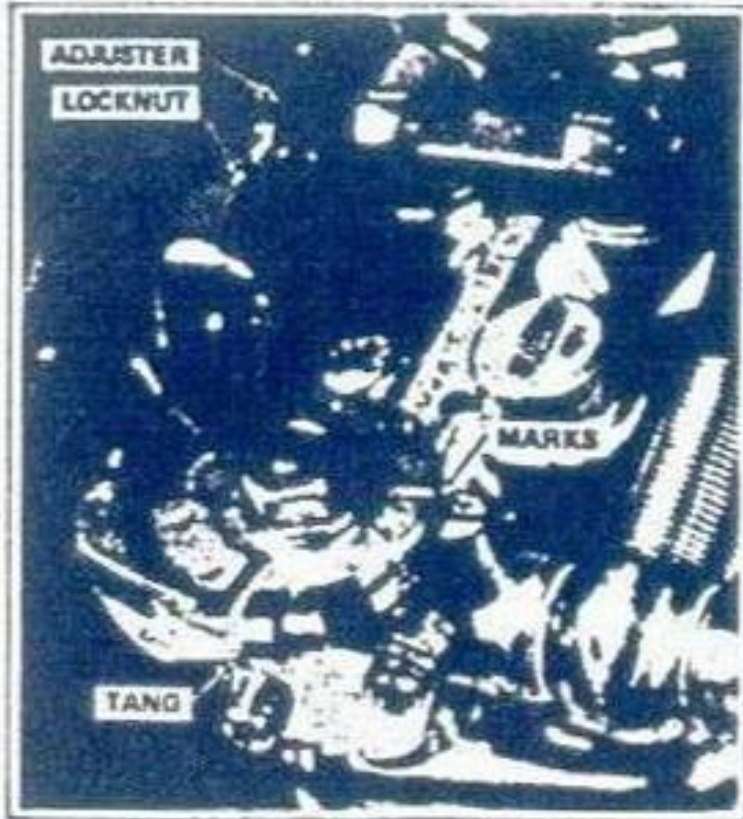
F11-A

The oil pump on the F11 is located on the right side under the forward cover.



S1-B, S3

The S Series oil pump is located under a cover to the right of the right hand cylinder. The adjuster is up under the gas tank.



SEE REVERSE SIDE
FOR OIL PUMP
IDENTIFICATION CHART

H1-E, H2-B

The H1 and H2 oil pumps are located under the cover to the right of the right hand cylinder.