

# Z900-A6

**PROJECT NAME: Z900-A6**

**PRICE GUIDE: around £7999**

**This is going to be one of our specials but like the Z1 projects (Z1-C/Z1-D) It is going to have all the uprated brakes and frame mods but still look like an original model with the 4-4 exhaust.**

**It will be based on a Z900-A4 with a few little differences?.**

**Why A6? , well America got a A5 model in early 1977 so this would be a natural progression.**

**It should be ready for the stafford show in October 2007**

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**August 8th 2007**

**I have already had the frame strengtend by Tony at Pitsop motorcycles (01942 684684) and then had it powder coated black at VANDEN in westhoughton.**

**The rest of the bike is in hundreds of pieces all over the place!!!**







**The paintwork is going to be standard Z900 design but finished in Z1-B blue.**

**The motor will be finished in black like the early Z1 and the brakes will be AP lockheed 4 pot twin calipers using our own range of wavy full floater disks(ZION) on the front and the standard drum on the rear.**

**The wheels will be period type "Lester" mag type wheels.**

**I will be using an hydraulic clutch release and billet top and bottom yokes as well.**

**29mm Smoothbore Kehian carbs will be used as well.**

**Should look good!!!**

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**Tuesday 28th August:**

**I got the cylinder head and barrels back from "Engine-tekncis" in Westhoughton after they had replaced the valve guides, cut the seats and honed the cylinders and then i sent the crankcase, cylinders and head down to Elite powder coaters for re-finishing in satin black.**

**I give the Lester wheels to my brother Lee for re-painting and polishing and sent Trev to Aerotech with all the Zinc plating and chroming.**

**The rest of the alloy parts, engine covers and forks legs were sent to Steve Smethurst for cleaning and polishing.**

**The body work went off to Dream Machine for re-painting.**

**I also did a large order to my man in Japan for some goodies to put onto the bike.**

**I am off on holiday for a few weeks so hopefully everything should be done by the time i get back.**

**I am having second thoughts about using another JMC swing arm after all the problems the last one caused me! (see Z1-D project!) so i may just use a standard arm.**

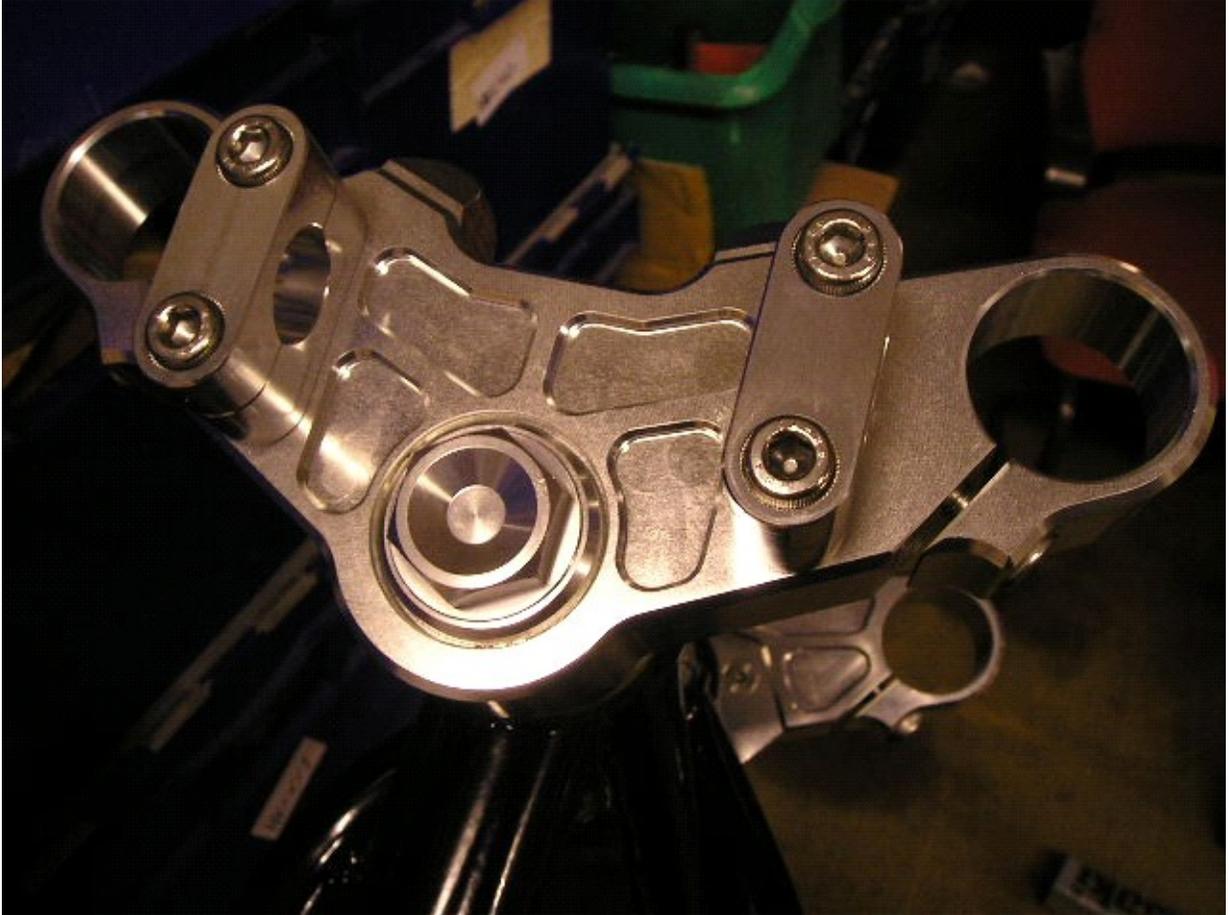
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**Wednesday 19th September:**

**I did a bit more work on the bike today.**

**I fitted a set of our billet alloy yokes to the frame using a new set of taper roller bearings.**





**Then i assembled the forks.**

**The lowers had been cleaned and polished by Steve Smethurst already so i fitted a new set of seals and dust seals to them and got a new set of inner fork tubes ready to fit.**

**I used a new set of progressive fork springs inside the tubes and a set of our adjustable top fork nuts. The legs were filled with 185cc of 10w fork oil and all tightned up.**

**I can fit these in the yokes now.**





**Brother LEE brought back the Lester Wheels all re-painted and polished, they look excellent.**

**I need to get them to SMD tyres now for a new set of tyres. Not sure what to fit yet?**





**Then i got the standard swing arm out and fitted a new grease nipple and bush/sleeve set.**





Thursday 20th September:

Well i decided on fitting Bridgestone tyres. They seem to be doing really well in the Moto-GP so they must be ok?



**I fitted the assembled fork legs to the yokes and then the alloy headlamp brackets.**





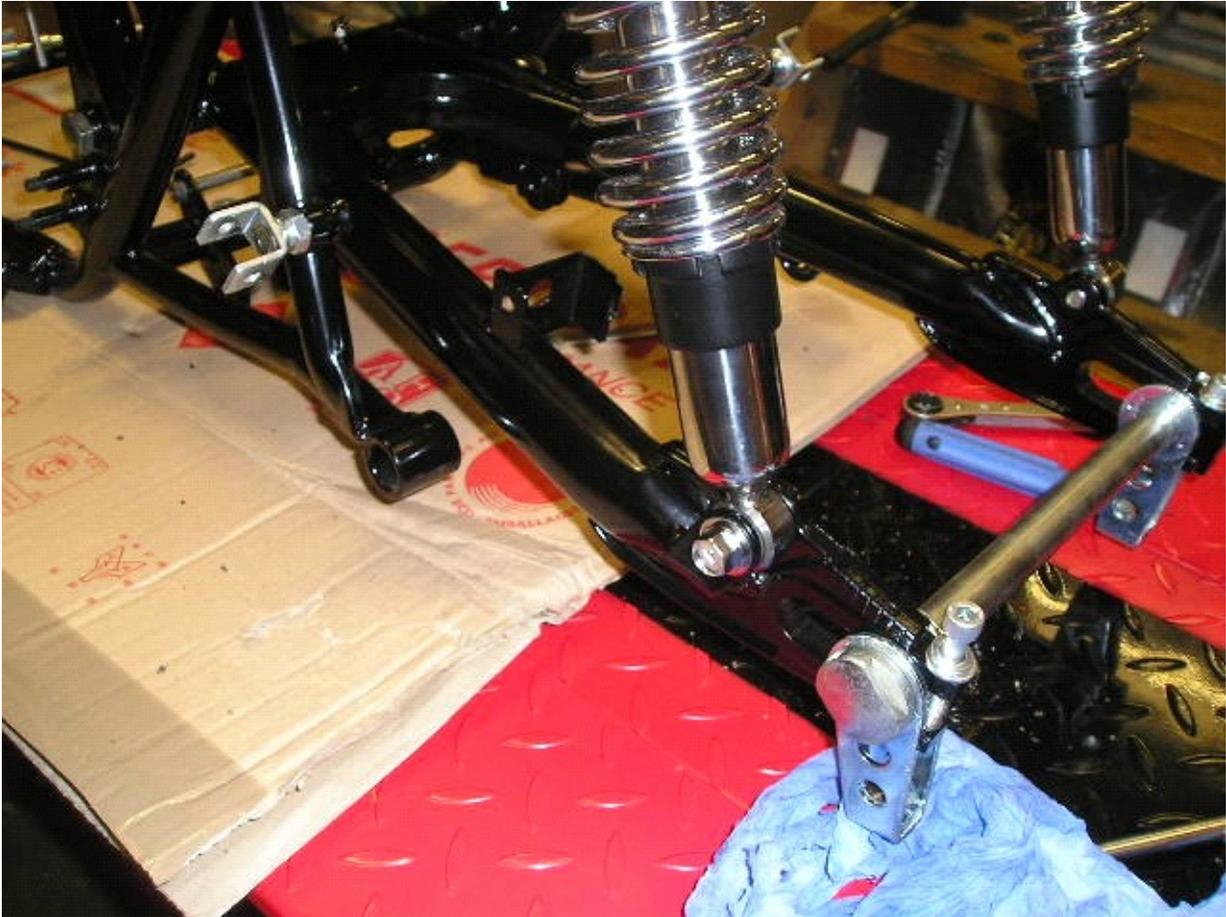
Then i mounted the battery box into the frame, fitted the new rear brake pedal and then the rear footrest brackets.





Then i fitted the swing arm into the frame and then a pair of Hagon all chrome rear shock absorbers. Once these were fitted i put the new chrome grabrail on. All new fasteners of course!





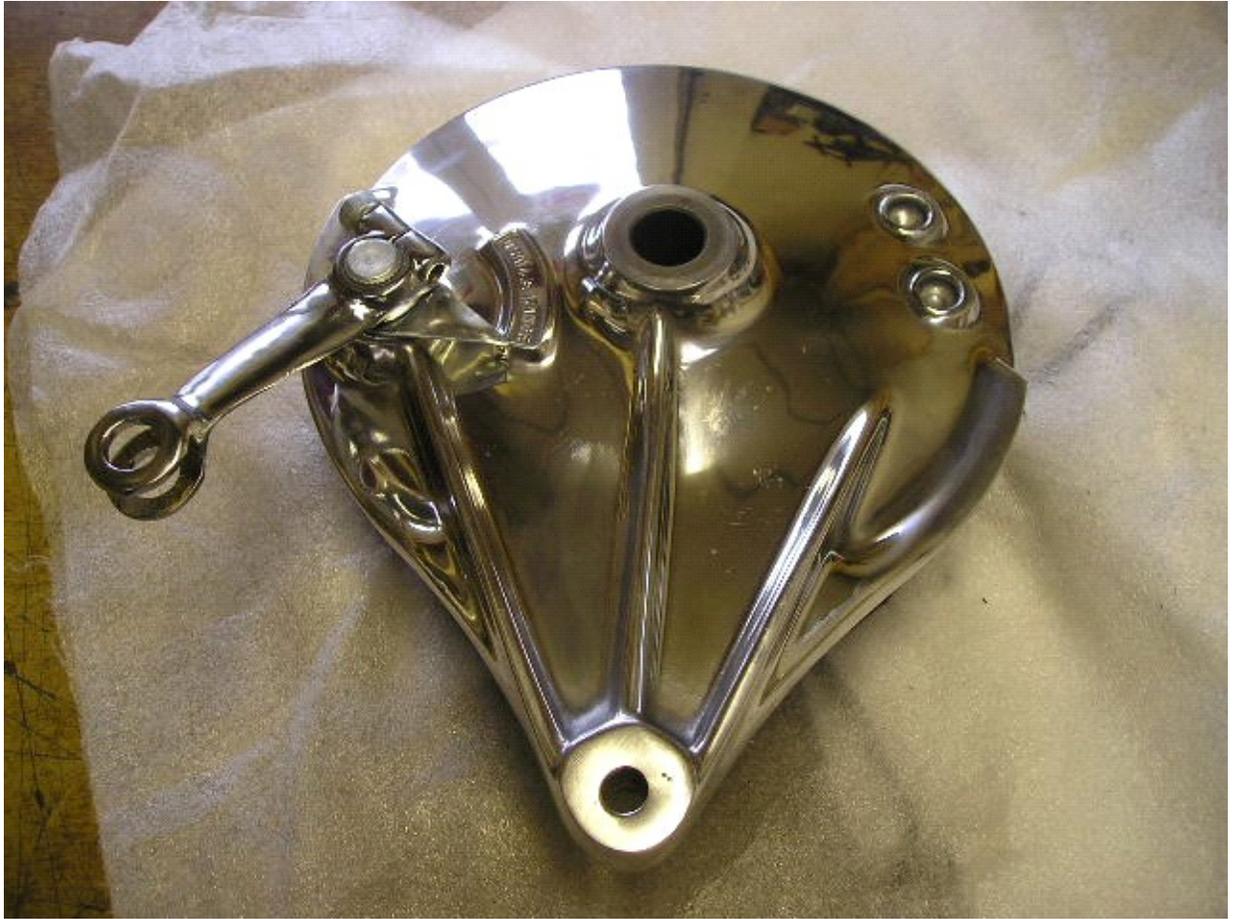
I put a few other parts on the frame like the side panel mounting rubbers, seat pins and a few various other rubber dampers.

Dream Machine are due back with the paintwork very soon and Elite powder coaters should have finished the engine by now so i put the stainless steel engine mounting bolts into place in readiness to fit the engine later on.

**I then started to work on the rear wheel. The brake panel had already been cleaned and polished by Steve Smethurst, as was the sprocket carrier. So i fitted a new set of EBC brake shoes and new springs to the panel and a re-zinc'd cam and re-chromed brake arm.**

**Then i fitted a new bearing and seal to the sprocket carrier, then a new 35 teeth sprocket and a set of new bolts and nuts to secure it.**







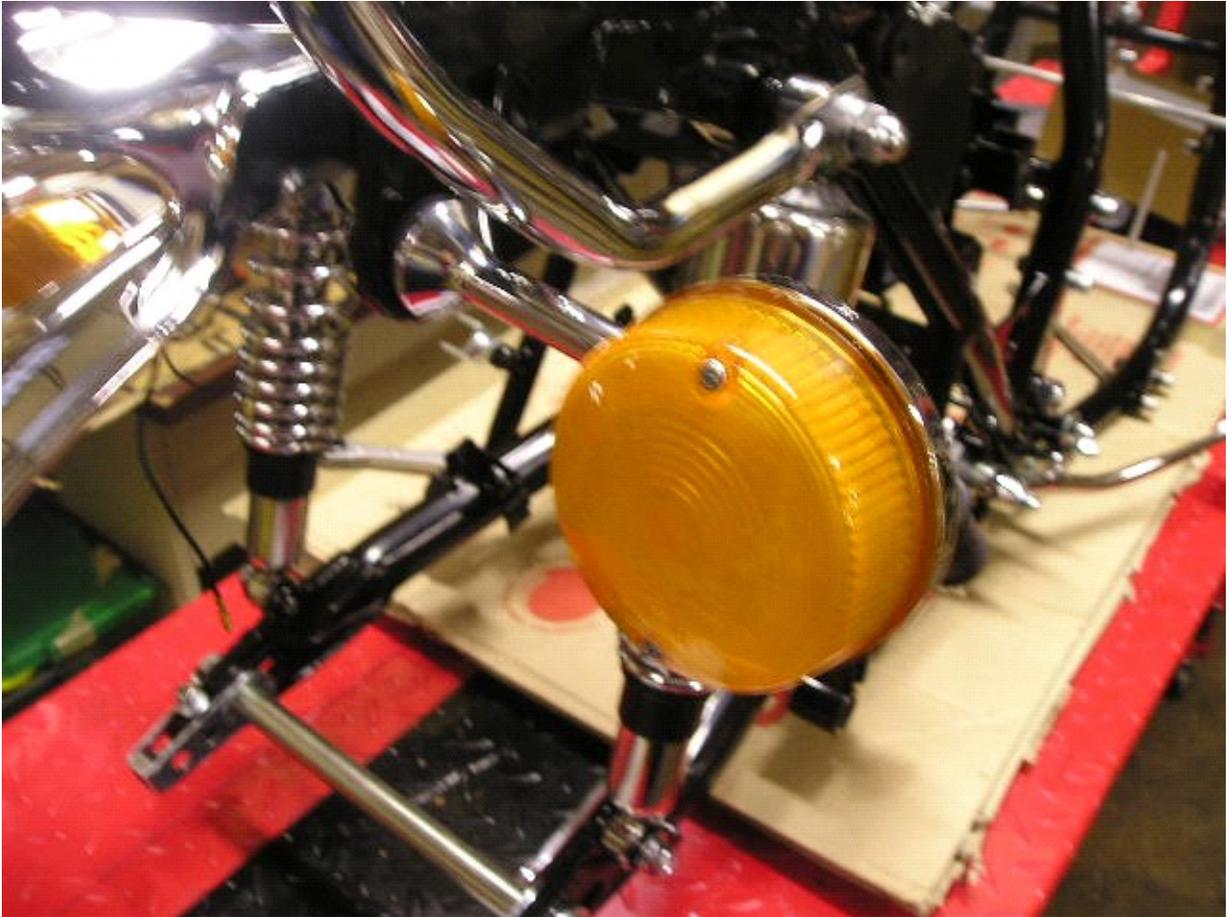
**Friday 21st September:**

**I assembled the rear wheel today ready to mount into the swing arm.**

**Then i fitted a new chrome rear fender, then the tail-light bracket and then the tail light itself.**

**Then i fitted the rear indicators and stems.**





**Then i assembled a set of standard handlebars with new switchgear and new rubber grips. I then fitted the hydraulic master cylinder to the left side because this bike will be having the hydraulic clutch release.**





**I also fitted the oil cooler to the front of the frame tubes and then i fitted the rear chrome brake torque arm to the swing arm.**





I picked the bare motor up from Elite in Liverpool toaday as well. Excellent job as per normal!!

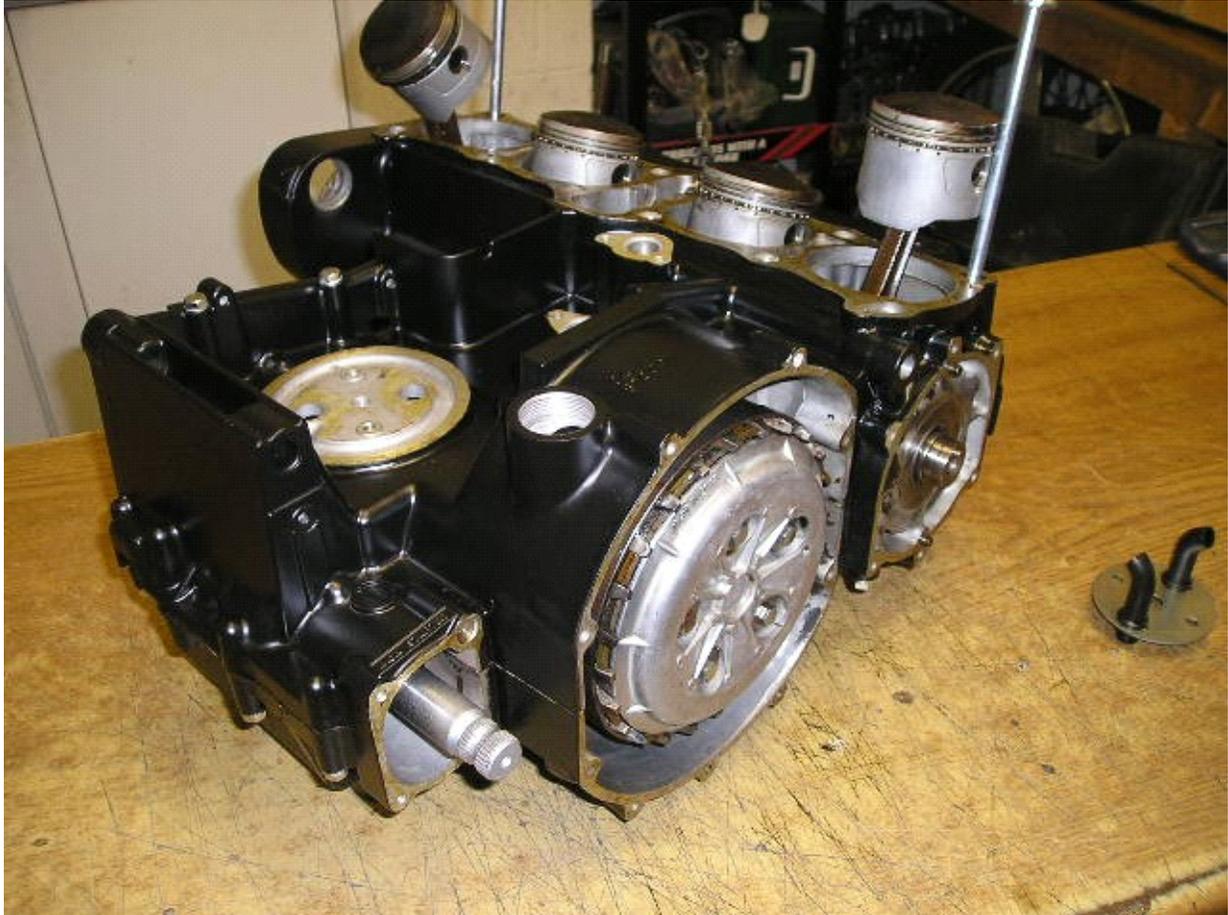


Monday 24th September

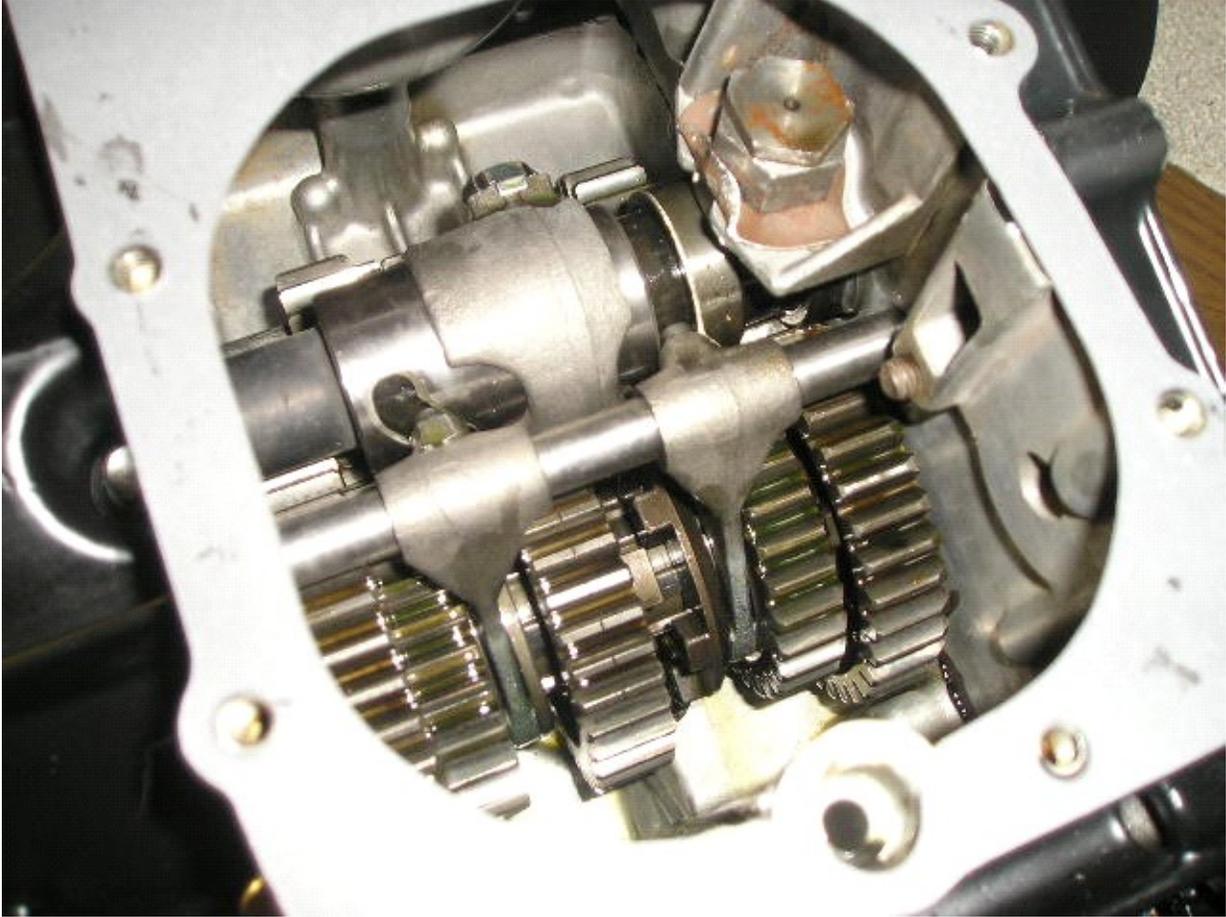
I started to assemble the bottom end of the motor today.

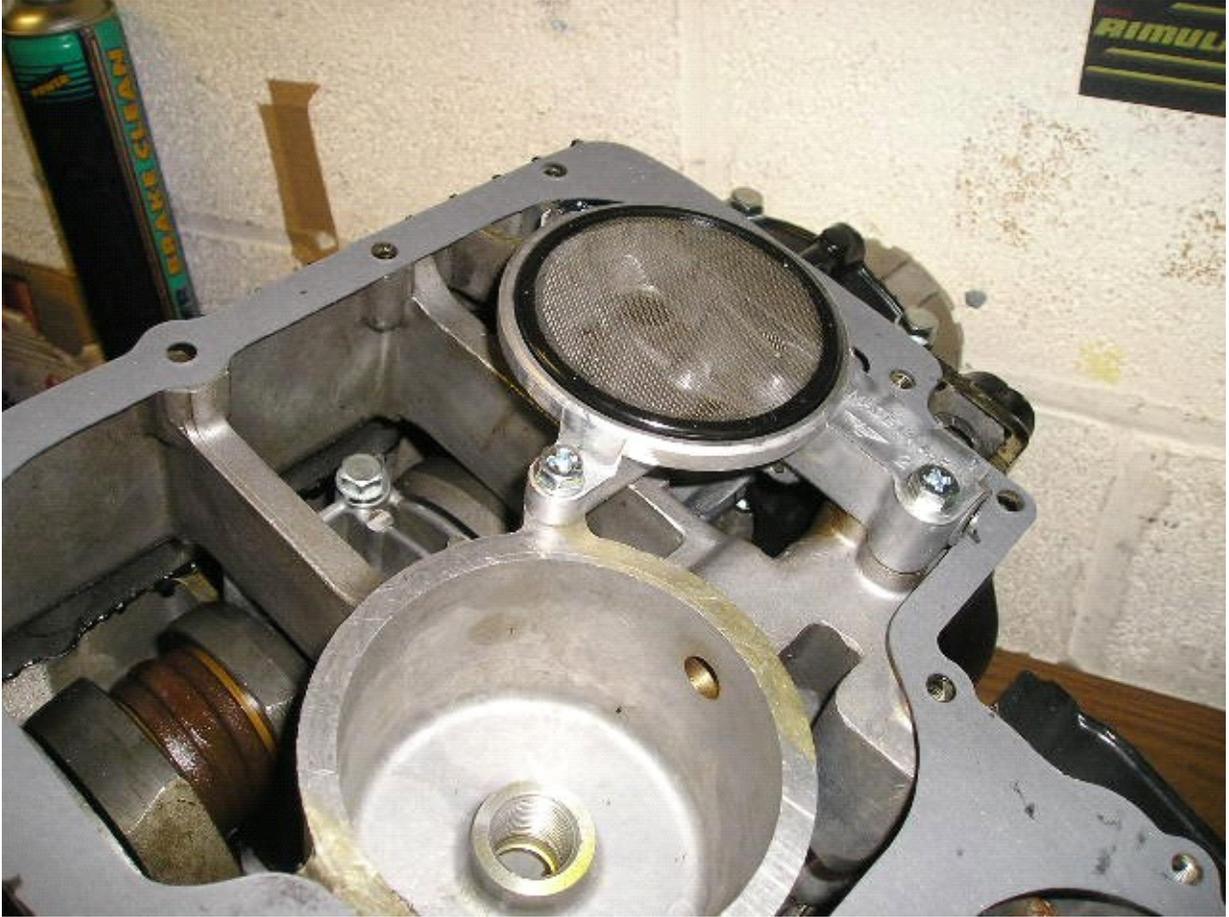
first of all i ran a tap through all the threads and then blew them all out with a air line.

Then i put a new cam chain onto the crank and fitted it into the top crankcase. Then i fitted a new set of gearbox bearings and various o` rings and tab washers to the cases before i put the whole gearbox, clutch, kick start shaft and selector forks together. Once all these were assembled in the cases i put the cases together using new 6 and 8 mm bolts. Then i fitted the PCV polished cover and the take off points for the oil cooler. Then i fitted the oil pump.









**Next job was to fit the sump plate using new o`rings and gaskets.**





**Tuesday 25th September:**

**I fitted a new double disk master cylinder to the handlebars today and then the front indicator stem and indicator.**





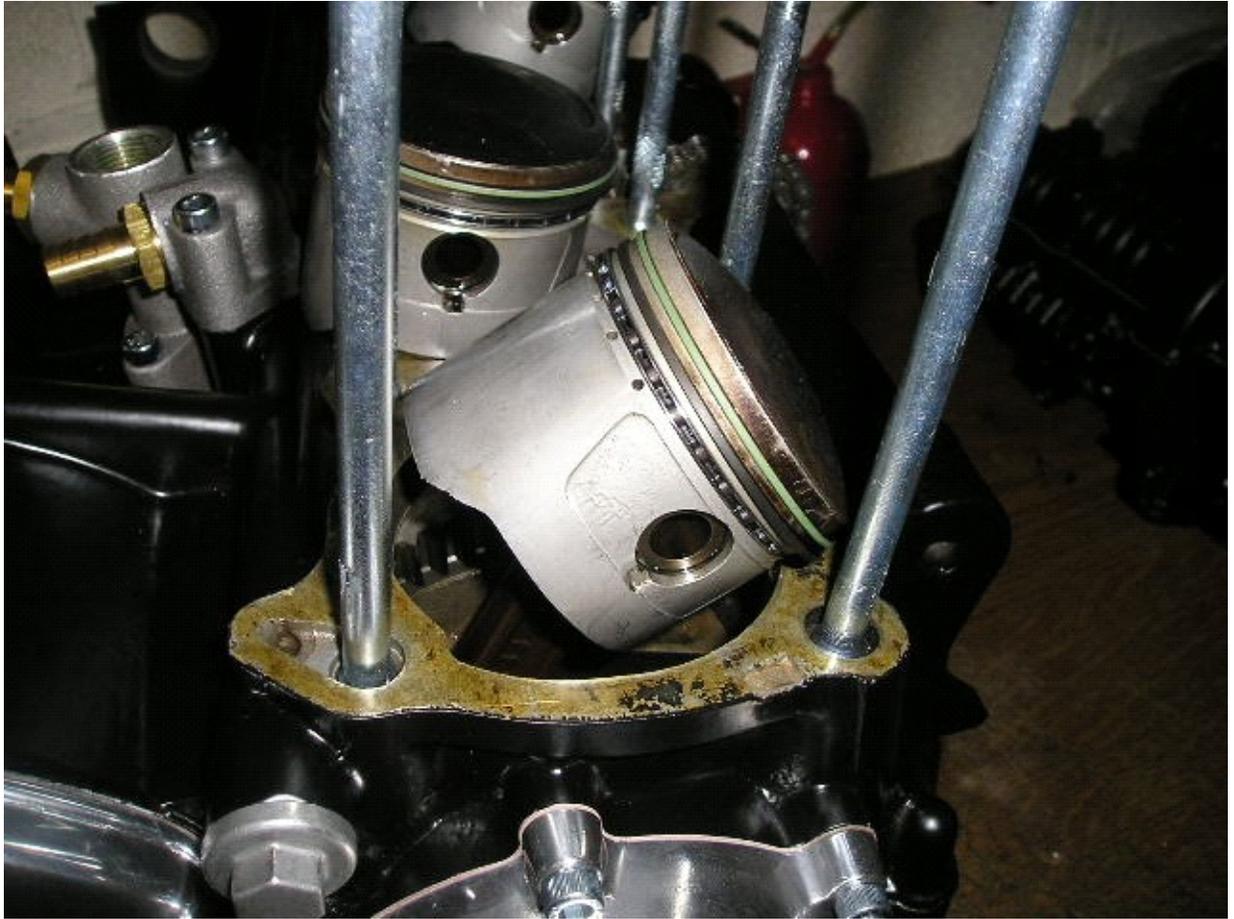
**Thursday 27th September:**

I did a bit more work on the engine today. The pistons were in good condition and measured up ok so i just fitted a new set of standard 66mm rings to them. Then i fitted a new set of main crankcase head studs.

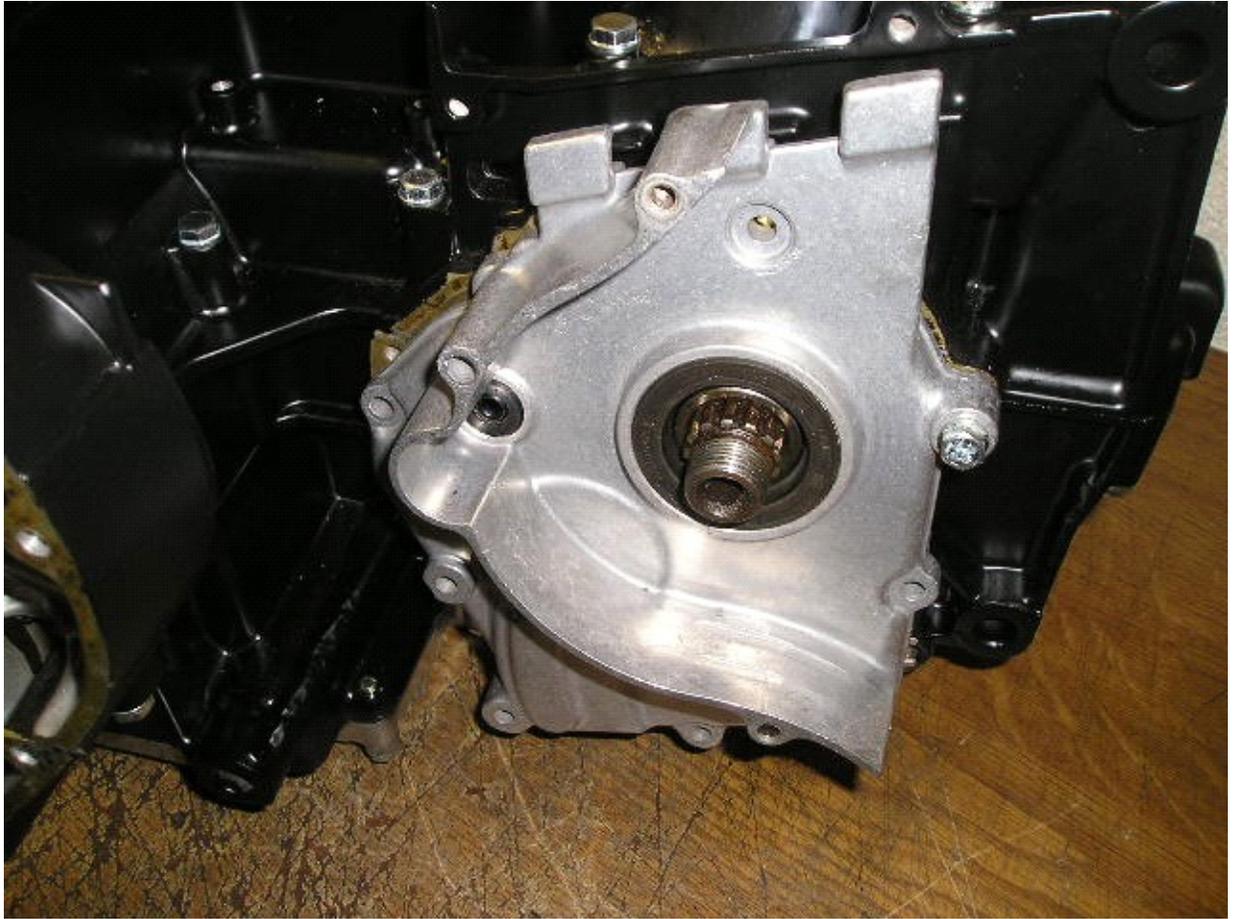
Then i fitted the polished kick start cover and the clutch and inner/outer points cover to the crankcases.

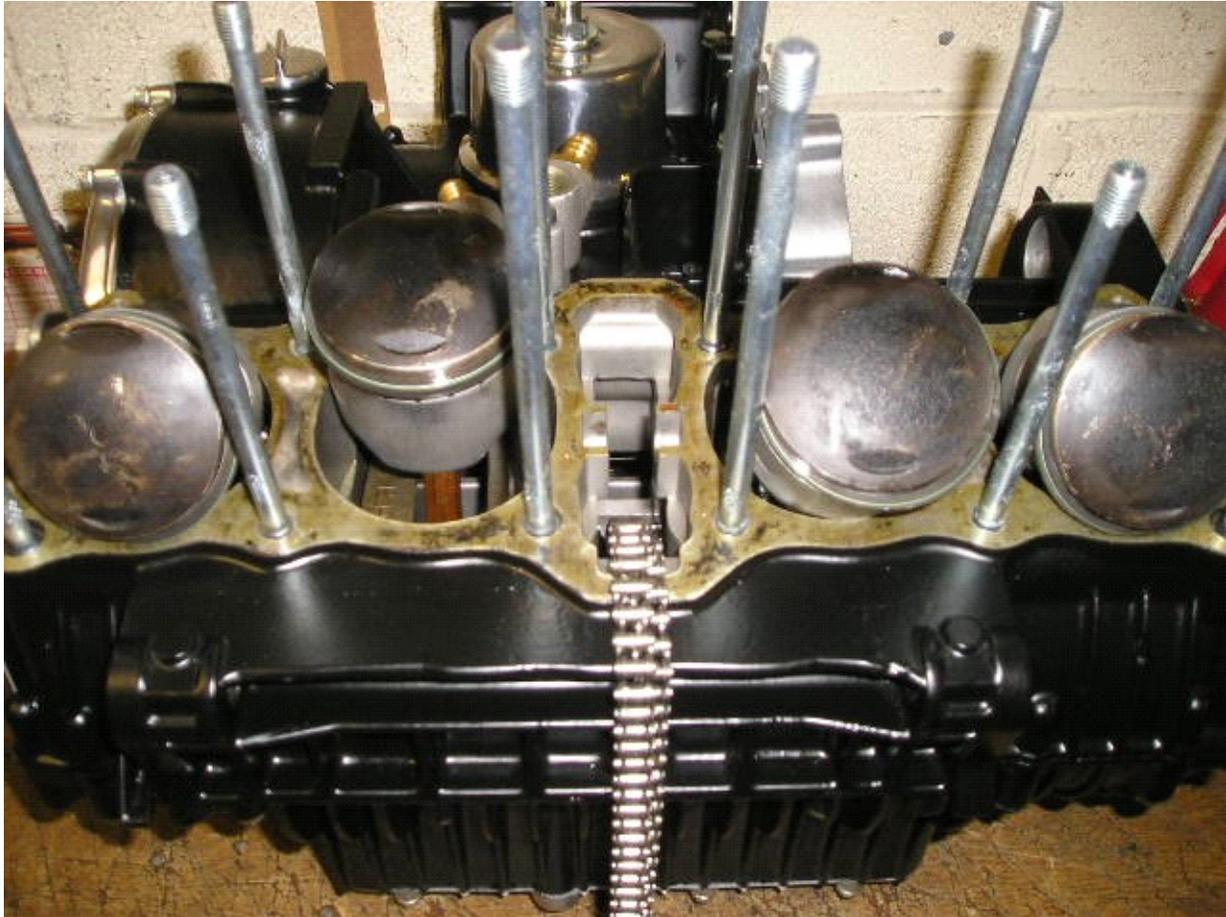
I am using allen screws instead of the normal pan head screws on the motor.

On the other side of the motor i fitted the inner transmission cover along with three new oil seals.







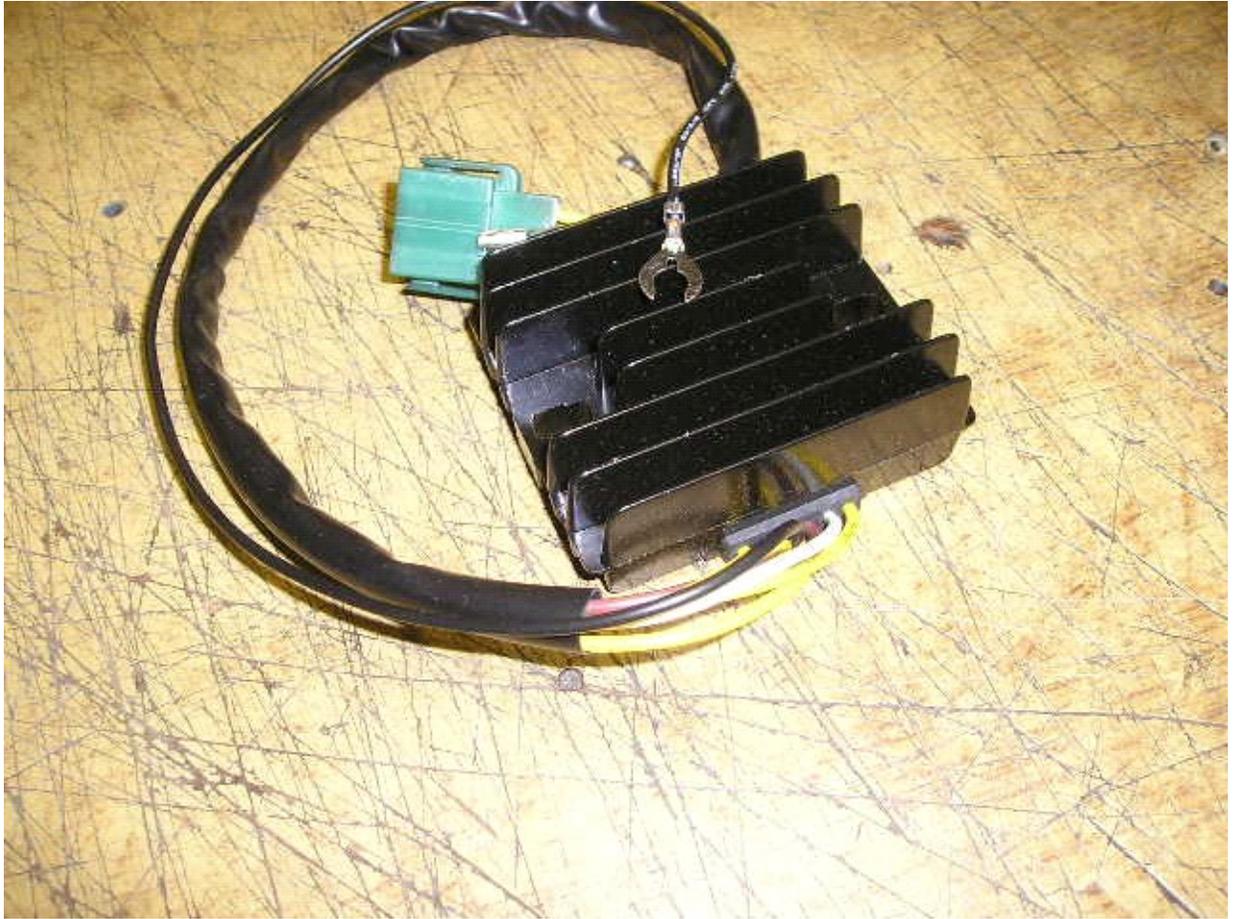


**Next job is to fit the cylinder barrels!**

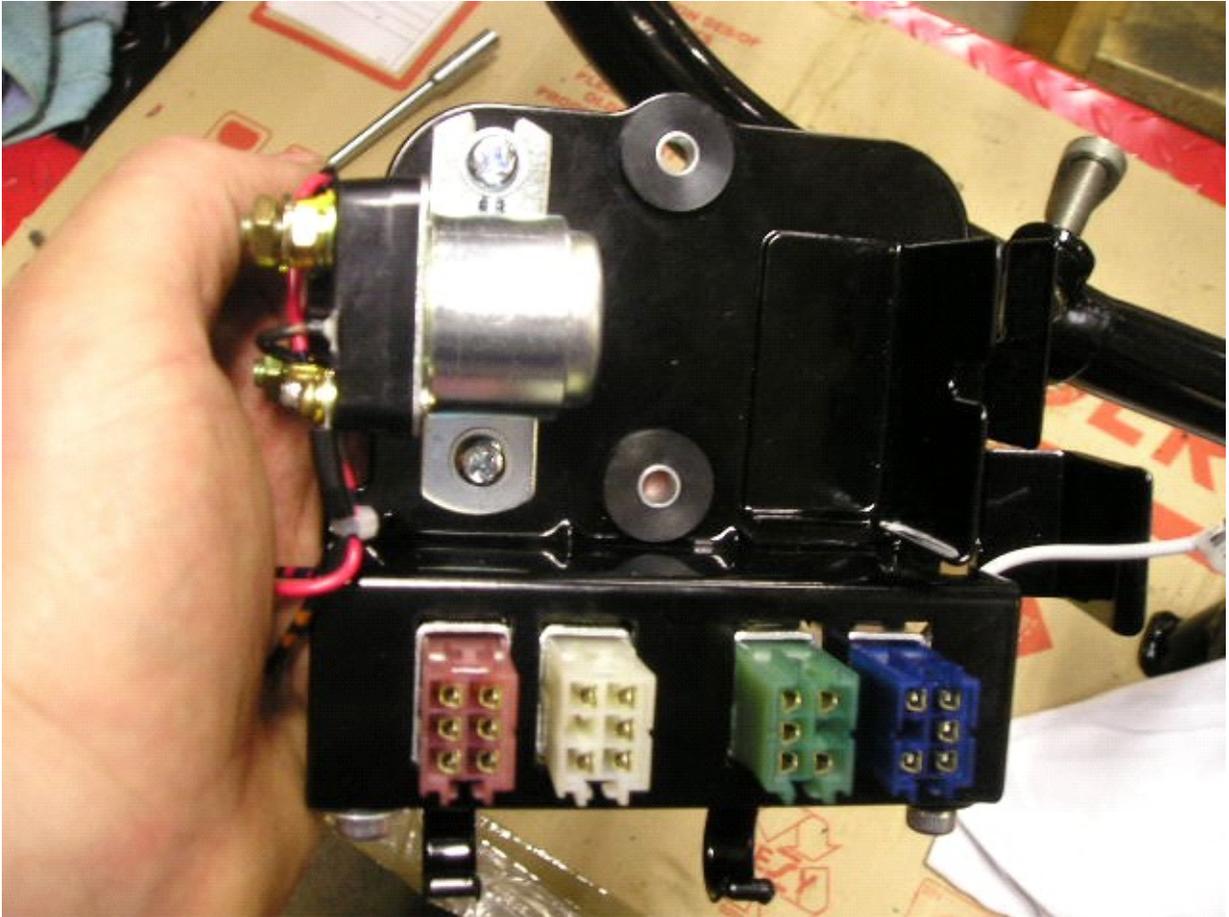
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**While i waited for some parts to arrive for the engine i did a bit more on the frame. I fitted the inner rear fender and the electrical side plate. I am using a combined regulator/rectifier on this bike which bolts to the underside of the battery box. I also fitted a new 12v sealed battery and a new middle section wiring loom and a new starter solenoid. All the electrics on this bike will be new!**

**I fitted the larger 14L-A2 battery to the battery box because it had already been modified to allow the bigger battery to fit.**







**Then i fitted a new chrome front fender along with two new cable guides to the fork legs. Then i put the rear wheel assembly into the swing arm using all the re-zincd axel parts.**





Friday 28th September:

Well Dream Machine brought back the Paintwork today. It is excellent!

I am not ready to put it on yet but i could not resist placing it on the bike to see what it looks like.

While it was on i fitted the new side panel and tank badges.

**Kawasaki should have done the Z900A4 in this colour instead of the Brown!**



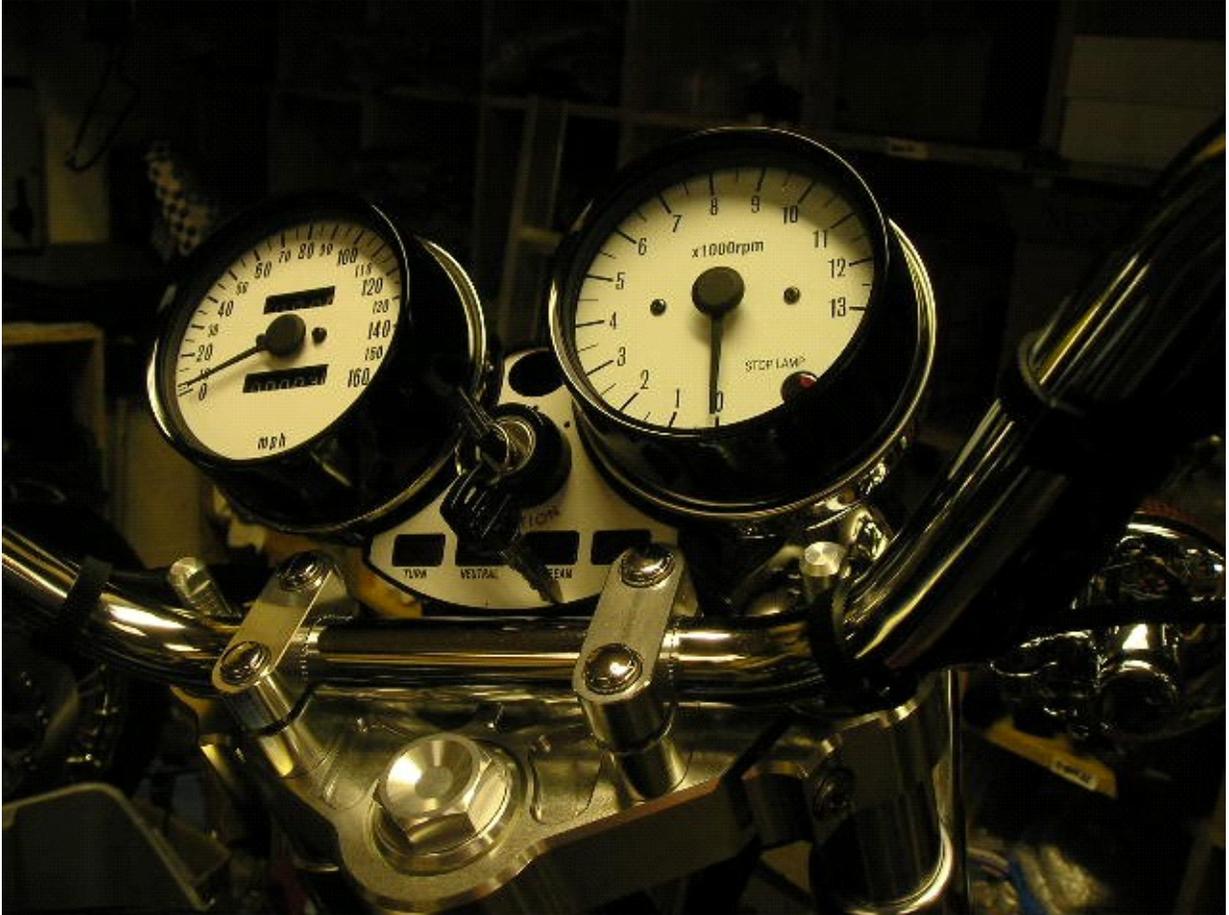




I then assembled a set of clocks. I am using an electronic white faced tachometer along with a white faced speedometer and idiot light cover. The bottom bowls are chrome. All the wiring is new of course along with a new ignition switch. Then I fitted these to the top yoke.

I also fitted the new main wiring loom and put all the connections together along with the other small electrical parts like the brake light switch and the flasher relay.





I can fit the quartz halogen headlamp now and the front indicators.

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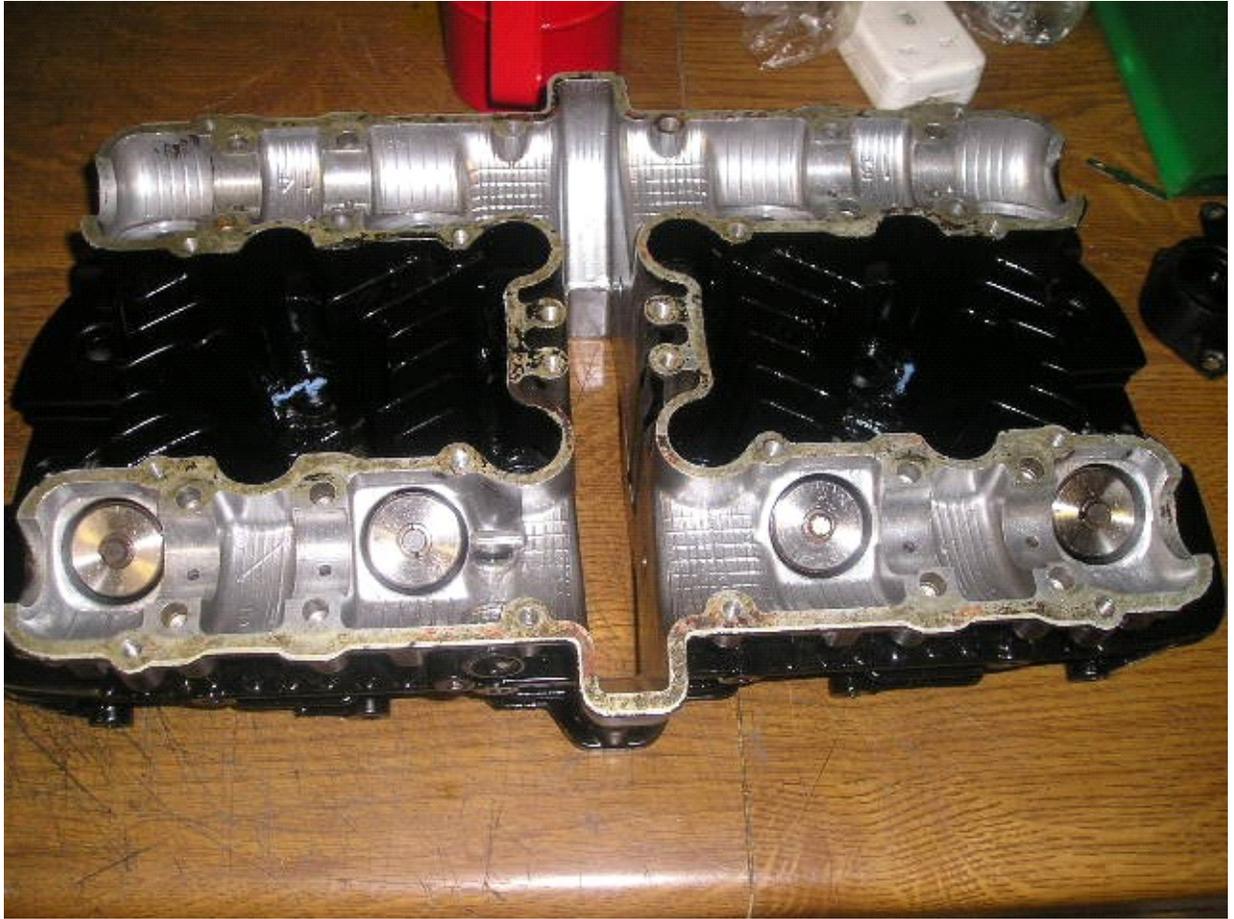
**Saturday 29th September:**

**Well i fitted the cylinder barrels today along with a set of new cam chain tensioners and i also fitted the re-chromed kickstart lever. I need to put the bottom end into the frame now before i put the head on.**





**Talking of the head, i fitted 8 new valve guide seals to it and then a set of new inlet and exhaust valves. Before i fit it to the engine i will fit the cams and set the shims. This is some times easier off the motor. I also fitted the alternator to the new right side engine case**









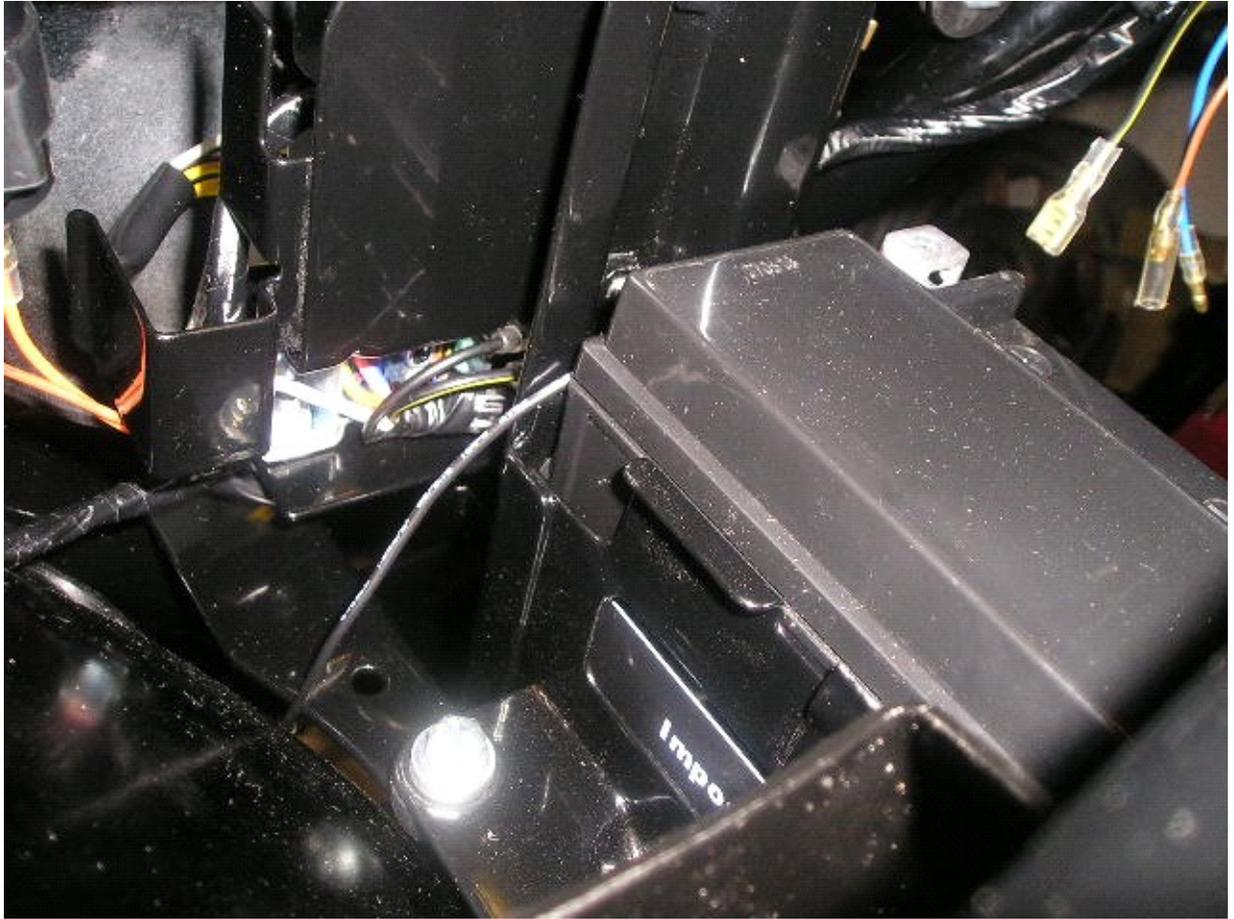


**I did a bit more on the frame, fitting the ignition coils, the horn and the re-chromed petrol cap to the tank. Then i assembled the front wheel axel and speedo gear box. The axel and spacers had been re-zincd and the speedo gearbox was highly polished by Steve Smethurst.**











Thursday 4th October:

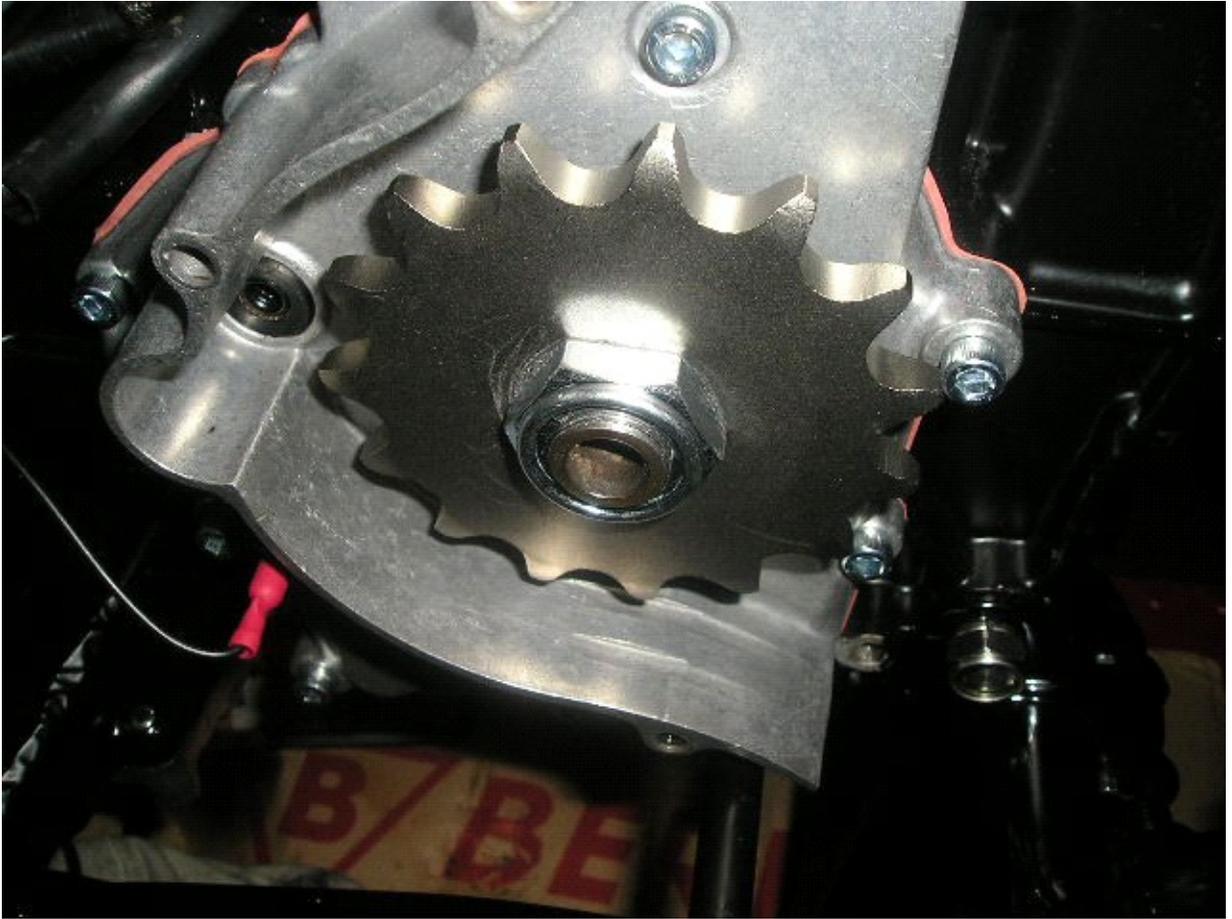
We have put the engine in the frame now so once this was done i could tighten up the engine mounts and start putting the rest of the other engine parts on,



I fitted the alternator cover and the front sprocket , then the cam chain tensioner, starter moter, starter motor chrome cover and then the hydraulic clutch release cover. Then the gear change lever and then the front footrest.









**I also fitted the new chain and the chaingaurd. Then a new side stand and spring.**





Next job was the tightening and adjustment of the chain, rear axle and brake rod.





**Then i fitted the earth lead to the engine and checked out all the electrics. Everything worked ok of course, which is normal when everything is new!!**

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**Saturday 6th October:**

**I decided to have a "Blitz" weekend on this bike!!**

**I got Trev in to help me out.**

**I fitted anew set of head gaskets and o`rings and then fitted the cylinder head, the camshafts and the upper cam chain tensioner guide. Then we checked the shim clearance again and funnily one was a bit tight?. I replaced this one and then fitted the cam end plugs and the cam cover.**





**Then we put the B7EV NGK spark plugs in and fitted the NGK plug caps.**







**Then i fitted the new points ignition plate and checked for a spark. All was ok!**

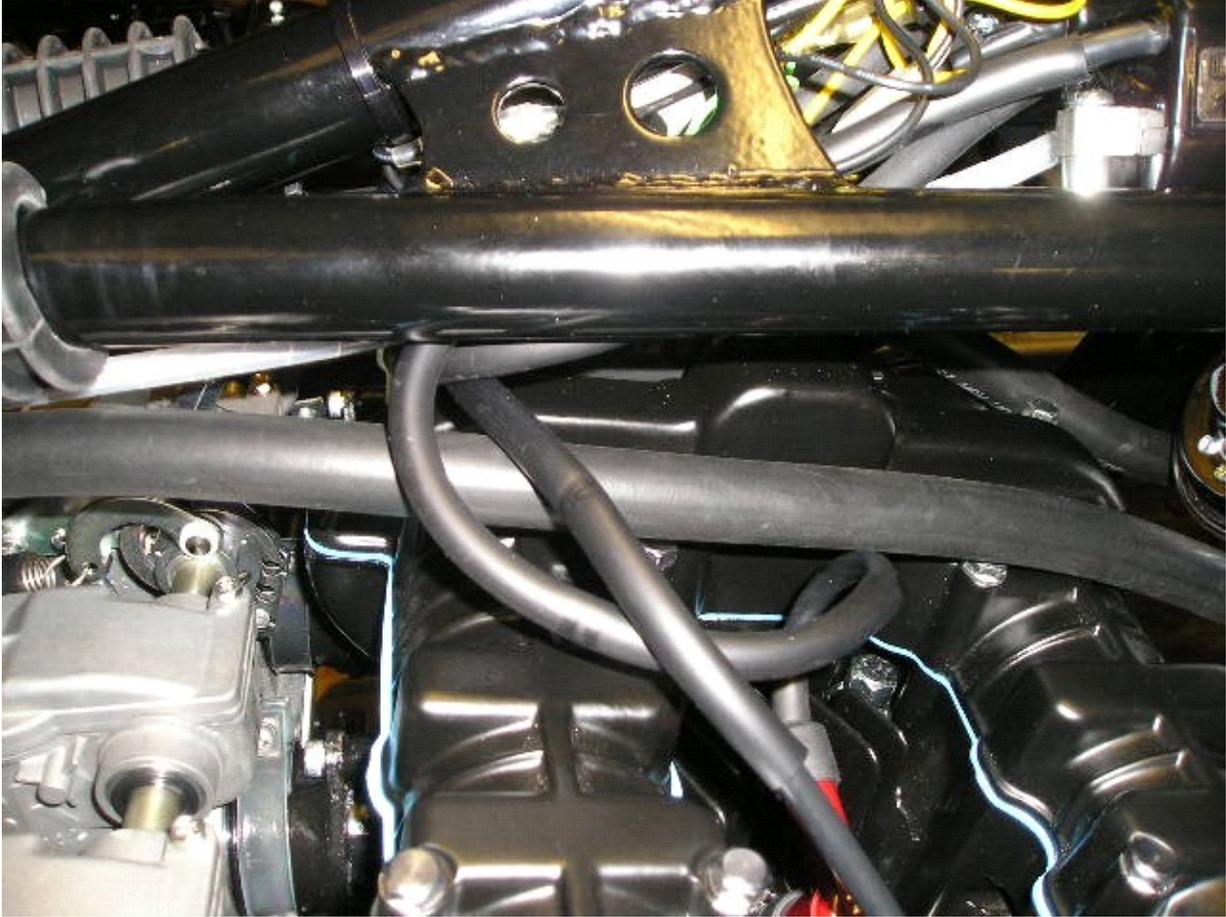
**Then we fitted a new set of standard 4-4 exhaust using one of our new fitting kits and the relevant stand rubbers.**





**Then a set of Kehian smoothbore carbs along with a set of individual power filters.  
We then fitted the oil pipes for the oil cooler carefully routing them over the cam cover.**

**Then i fitted a strap to a new seat and fitted that as well.**





**I fitted a set of our floating discs to the front wheel and then fitted the axle and speed gearbox. Once the wheel was fitted I put on a set of our AP Lockheed 4 pot calipers.**





**Once we had done this we bled the clutch and the front brakes.**

**I finished off the headlamp using a Quartz Halogen unit and then fitted the front indicators.**





**All it needs now is oil and petrol and it will be a runner!!**

**I think we will wait until after Stafford show before we fire it up!!**

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**Monday 22nd October:**

**Well the bike went to Stafford show and was well recieved.**

**Most people thought what we had done was a great idea and we took orders for lots of non-standard parts.**

