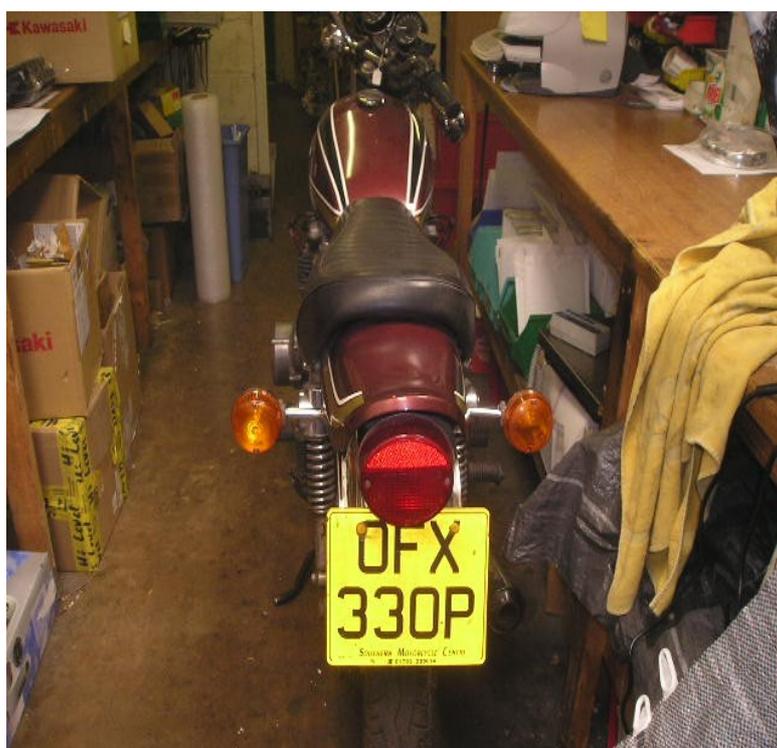


DM-NAD

1975 Z1-B

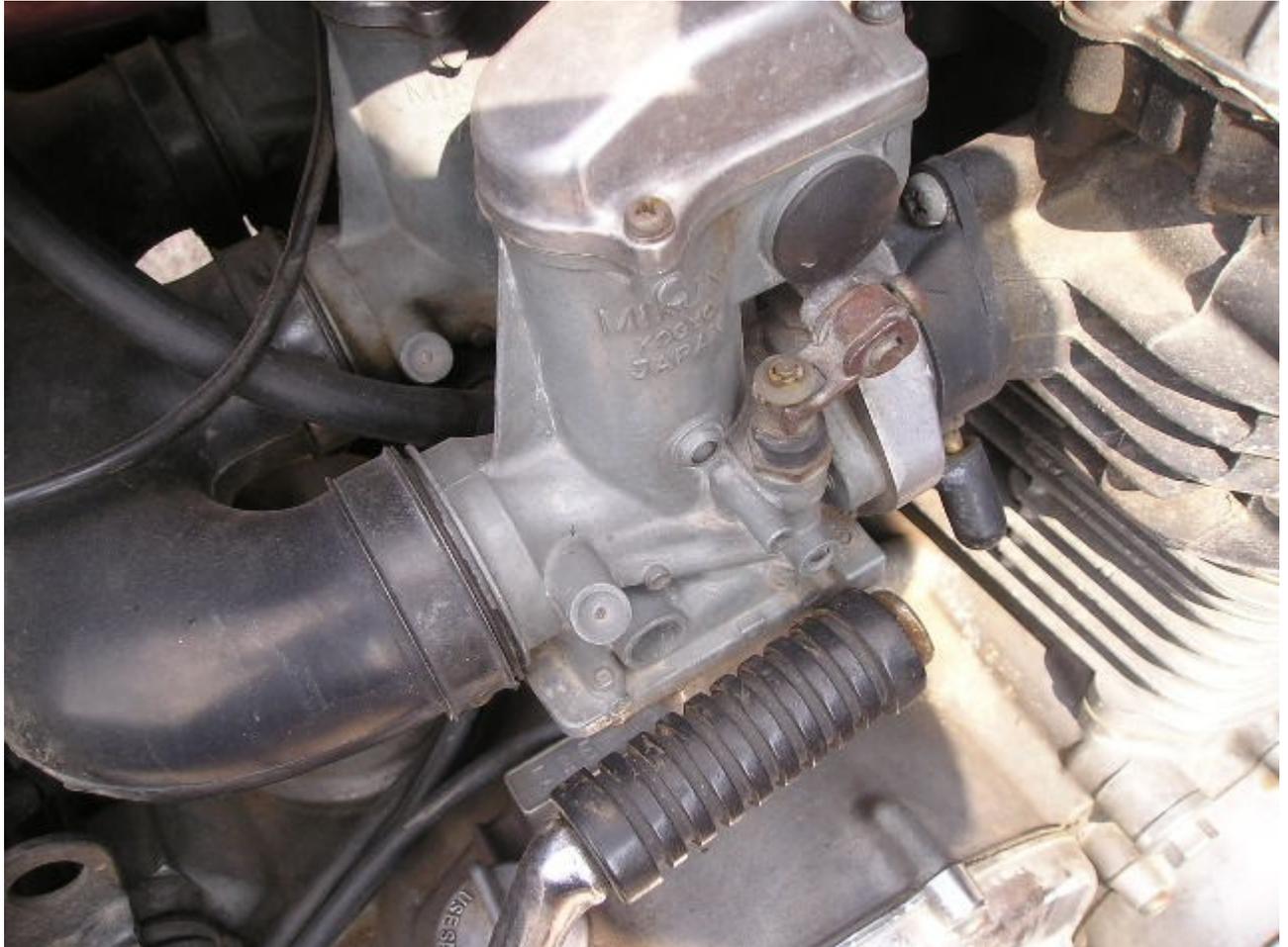


This is a Kawasaki Z1B from 1975. We bought it of EBAY a few months ago and intend to restore it to original condition by the Classic Mechanics show at Stafford in October 2006. I think we will change the colour to the Blue which is my favourite! It is in reasonable condition but has a unknown 4-1 on it and on closer inspection is fitted with a Z1000 MK11 head and Z900 carbs!!
Oh the perils of buying off EBAY!!!

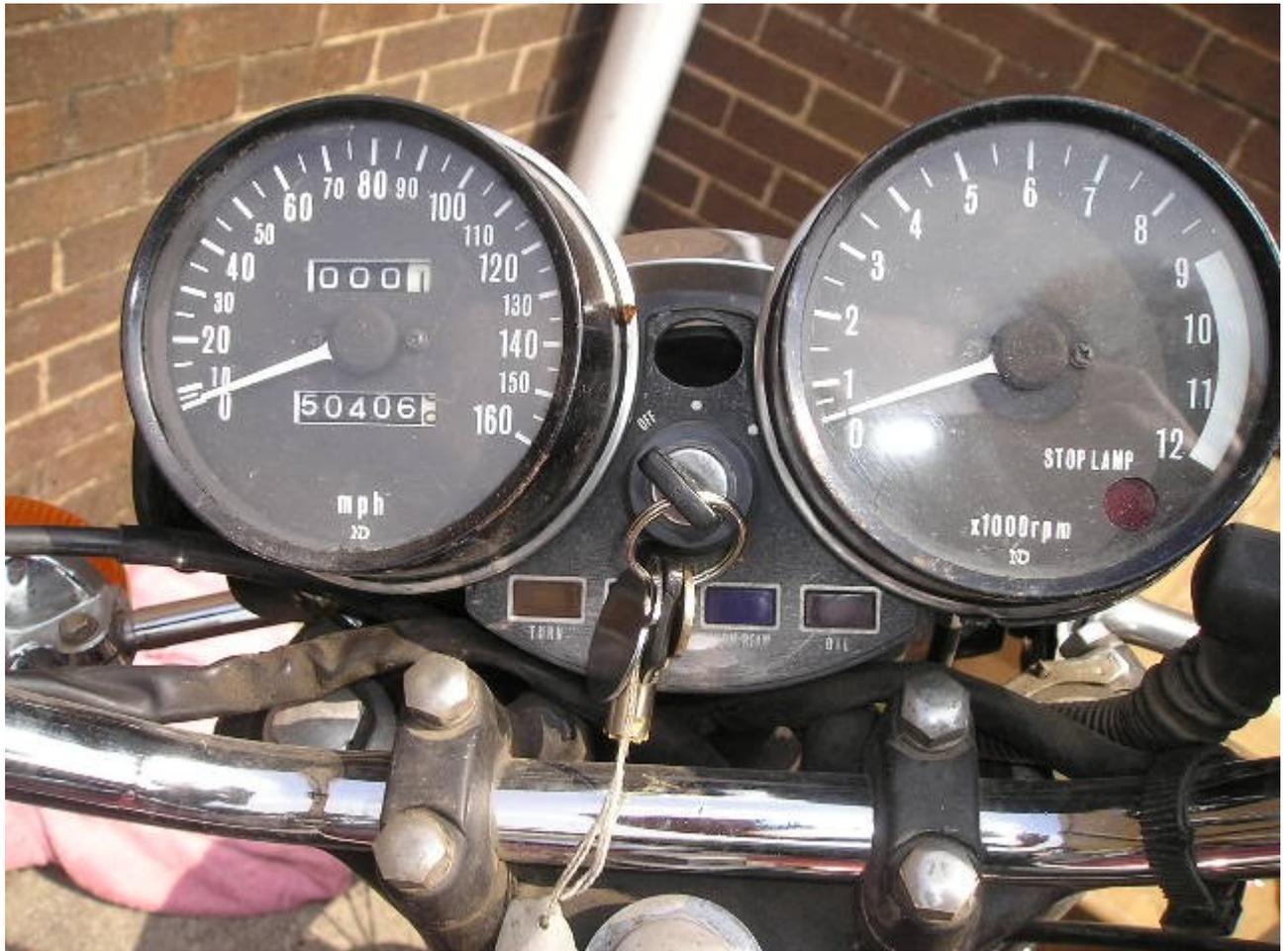
Still we do like a challenge here at Z-power!



Stay tuned.....







Sunday 6th August:

Well, finally got around to stripping the bike down. Did it in around 6 hours including stripping the motor. Luckily nothing was seized or stubborn so it was a doodle!

I decided to do it outside while it was such a nice day, then the heavens opened and soaked me!!

The things we do for for FUN!!!

A few little horrors were found in the motor, the front cam chain guide had snapped at some point and scored the cylinder quite badly. The barrel will have to be replaced I think. I will see what the "GURU" Steve Smethurst has to say about it when I take it for cleaning. This problem with the front cam chain guide seems to be getting worse with the Z's as time goes by. Steve says he has around a dozen cylinders with the same problem. We will have to look into a cost effective repair before too long.

I have divided everything up into piles for the powder coater, polishing, zinc-plating and chroming.

I will get them to the various shops tomorrow.











All the bits we will not be using will be going onto EBAY in the next few days.

(around 65% of the bike!!!)

Wednesday 9th August:

All the parts are at the various finishers now and hopefully everything will be done by monday.

Trev as taken the carbs apart to get them cleaned, zined and polished. I have the rims, hubs and spokes ready to get rebuilt and will drop them off at B&C motorcycles in Manchester on saturday.

Everything seems to be going to plan, which is a worry!!

On closer inspection of the gearbox, it would seem there is a bit of wear on a couple of the gears. I will take the whole gearbox next door to Fred, our resident gear specialist, for a professional opinion.

Saturday 12th August:

Well Fred reckons the gearbox is ok,

the marks on the gears were discolouration caused by hot oil he reckons!

Steve smethurst e-mailed to say the cleaning of the motor was finished and Trev picked up the chroming and zinc plating from Aerotech. Just the polishing and the powder coating to pick up and we can start re-building.

Trev also stripped the carbs down to a million pieces in readiness to get them restored.

Steve smethurst does a re-conditioned set of carbs for Â£400 but we have worked out it only costs us around Â£250 to do it but we may be tempted in future to buy his to save time.

The original parts that i took off are going well on EBAY, we have sold nearly 50% of what we dont need already with bids on most of the remaining parts.

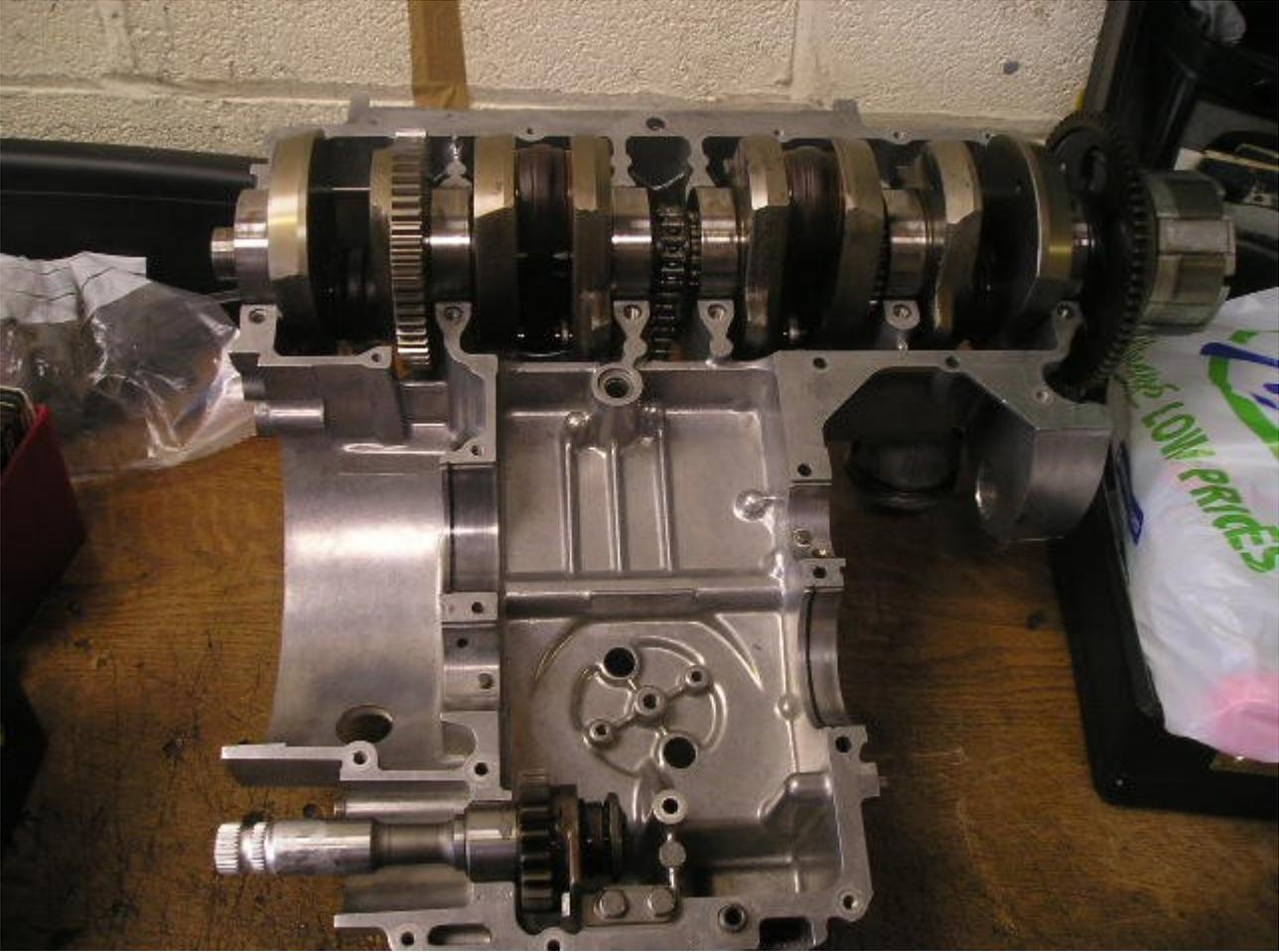
Tuesday 15th August:

Well the powder coating is back but still waiting for the rest of the polishing to return.

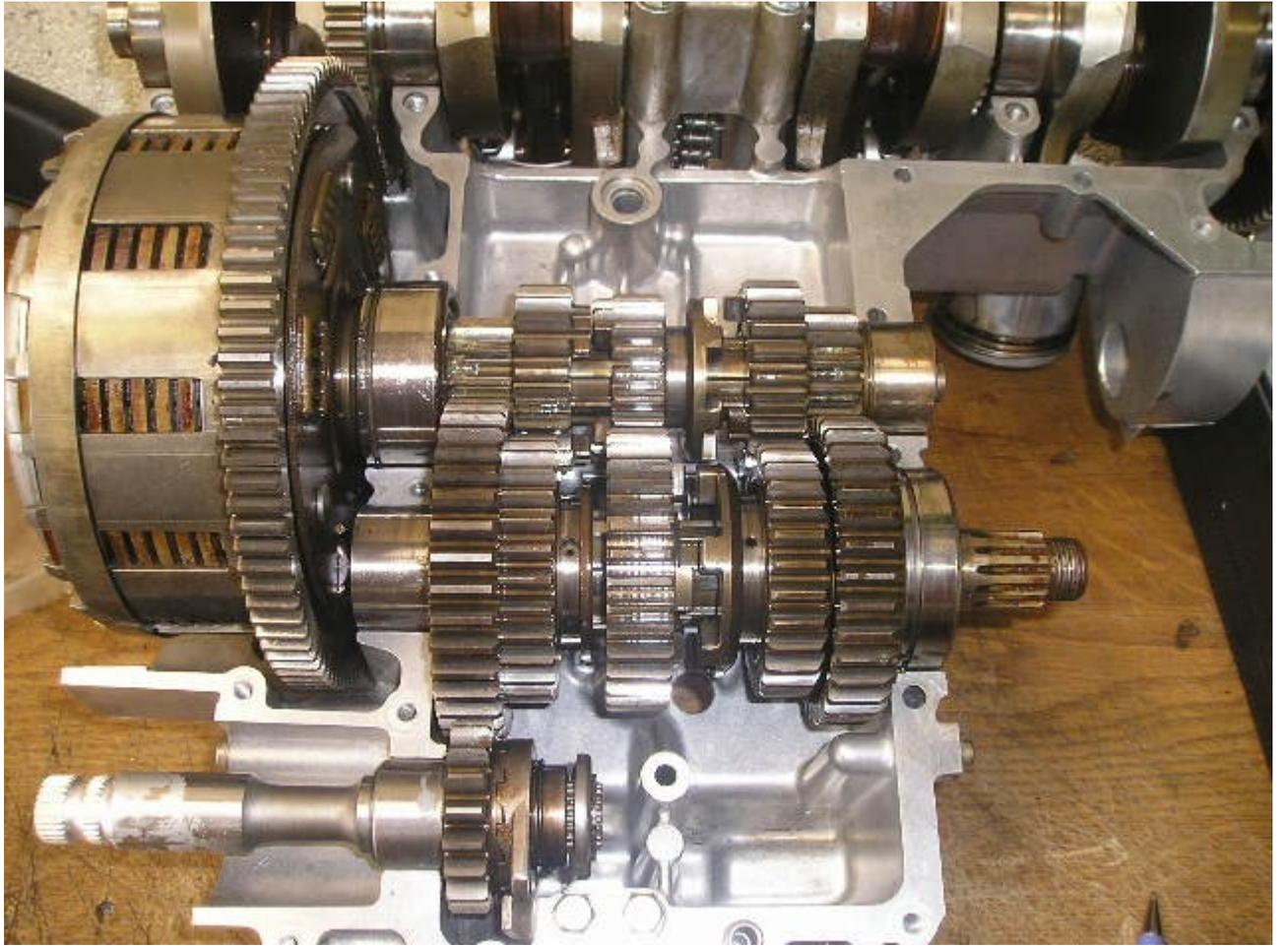
I started to put the motor back together while i had a few spare hours. I had picked up the cleaned casings from Steve Smethurst on sunday. Nothing was needed except a new cam chain and various tab washers. A new washer for the oil filter was needed, as usual it was missing.

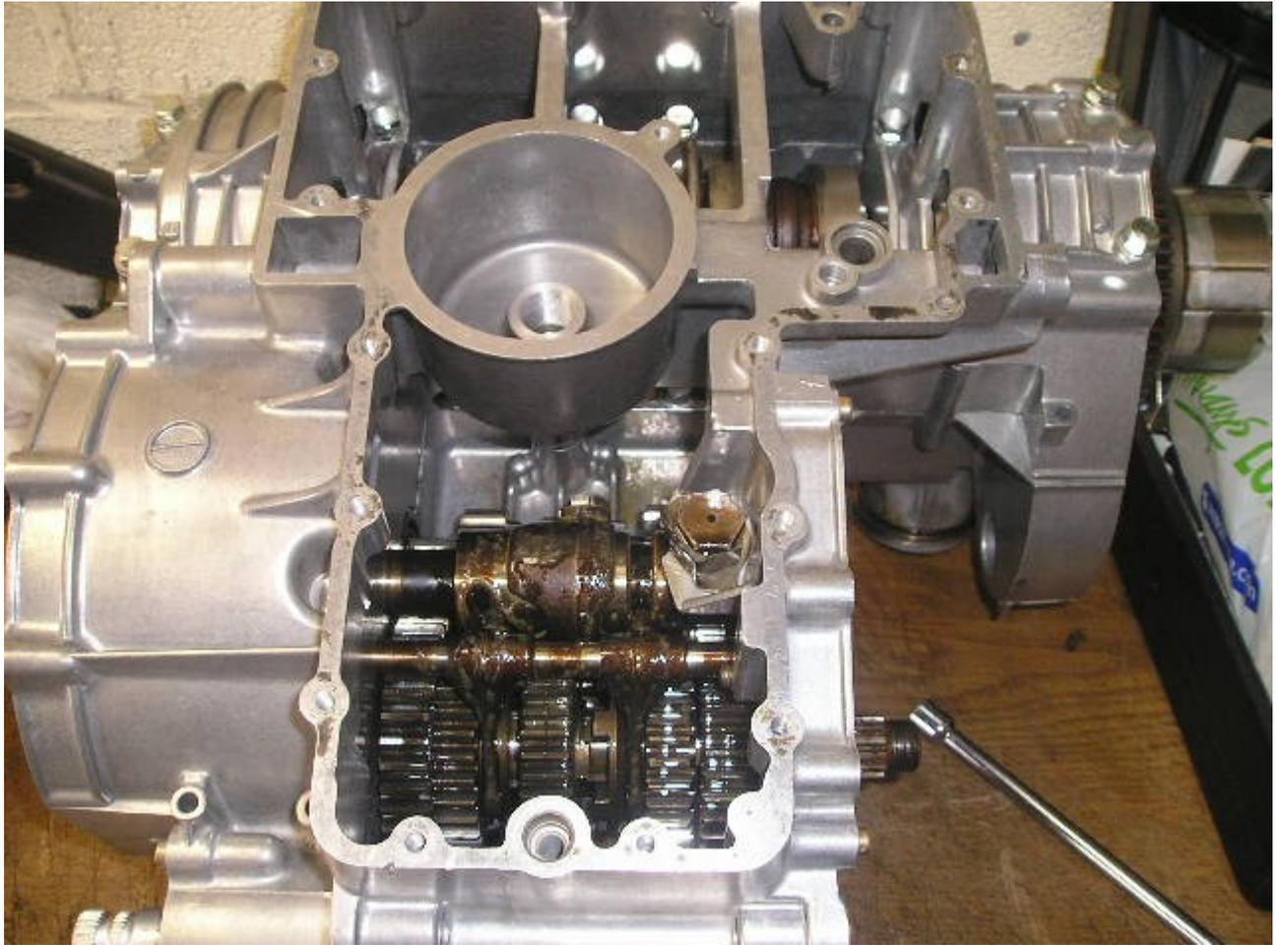
I used a set of re-Zincd bolts to put it all back together.

The bottom end is now more or less complete.

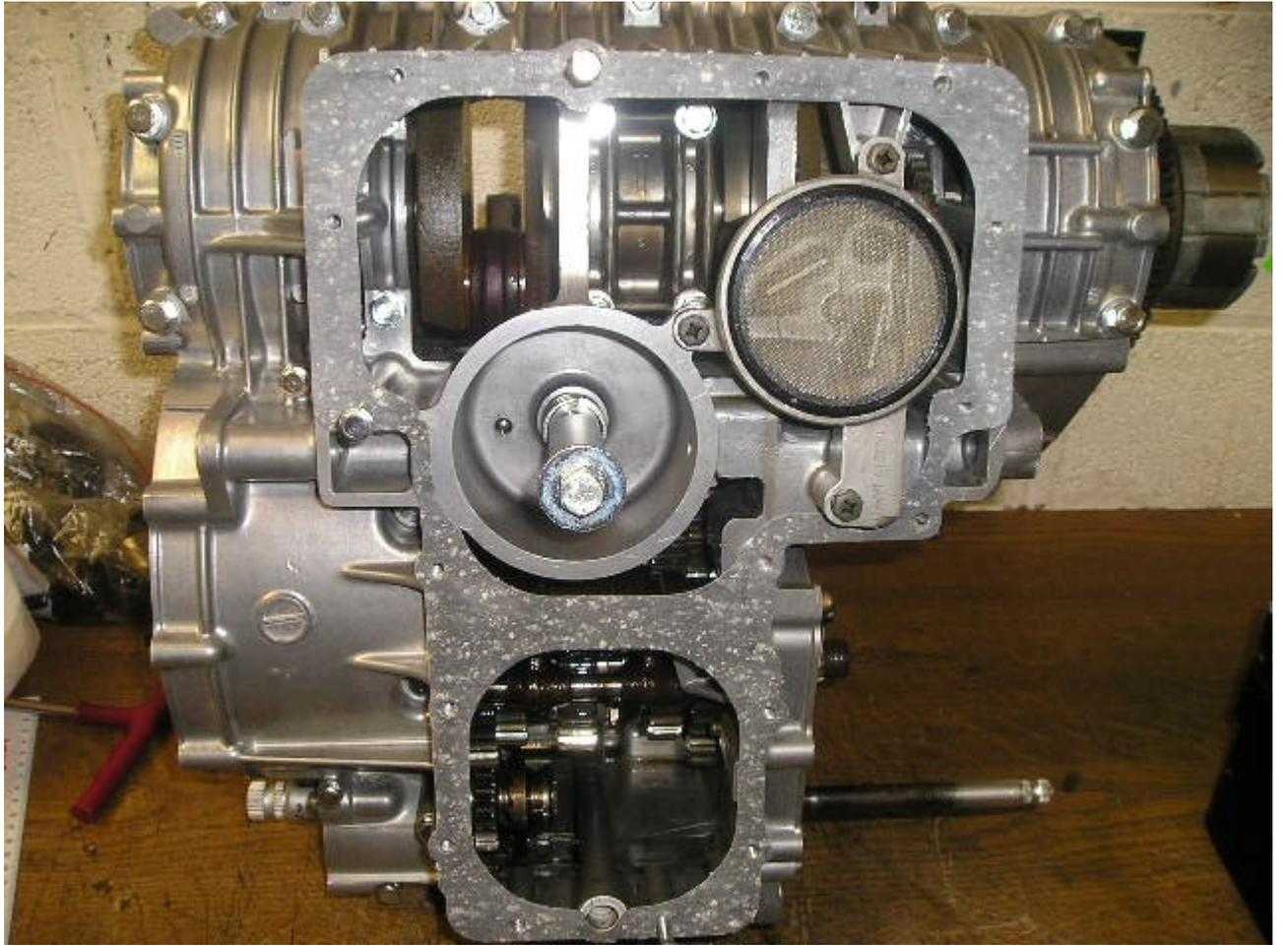
















As usual the paint on the frame is excellent. Just need to run a tap through some of the threads now and then i can start bolting things to it.







Tuesday 22nd August:

We fitted the cylinders to the motor today. The bores were well within spec and the rings also were in good condition so all we replaced were the circlips and new cam chain idler rubbers and guides. I also fitted a new set of cylinder studs because the old ones were too chewed up to get re-zincd. The head has gone away to Alan at KIPKAWA for the valve job and guide check. I give him a new set of valve guide seals to fit as well. If all goes well we should get it back this weekend. All the valves seemed ok but Alan will give them a good going over. (<http://www.kipkawa.com/>)





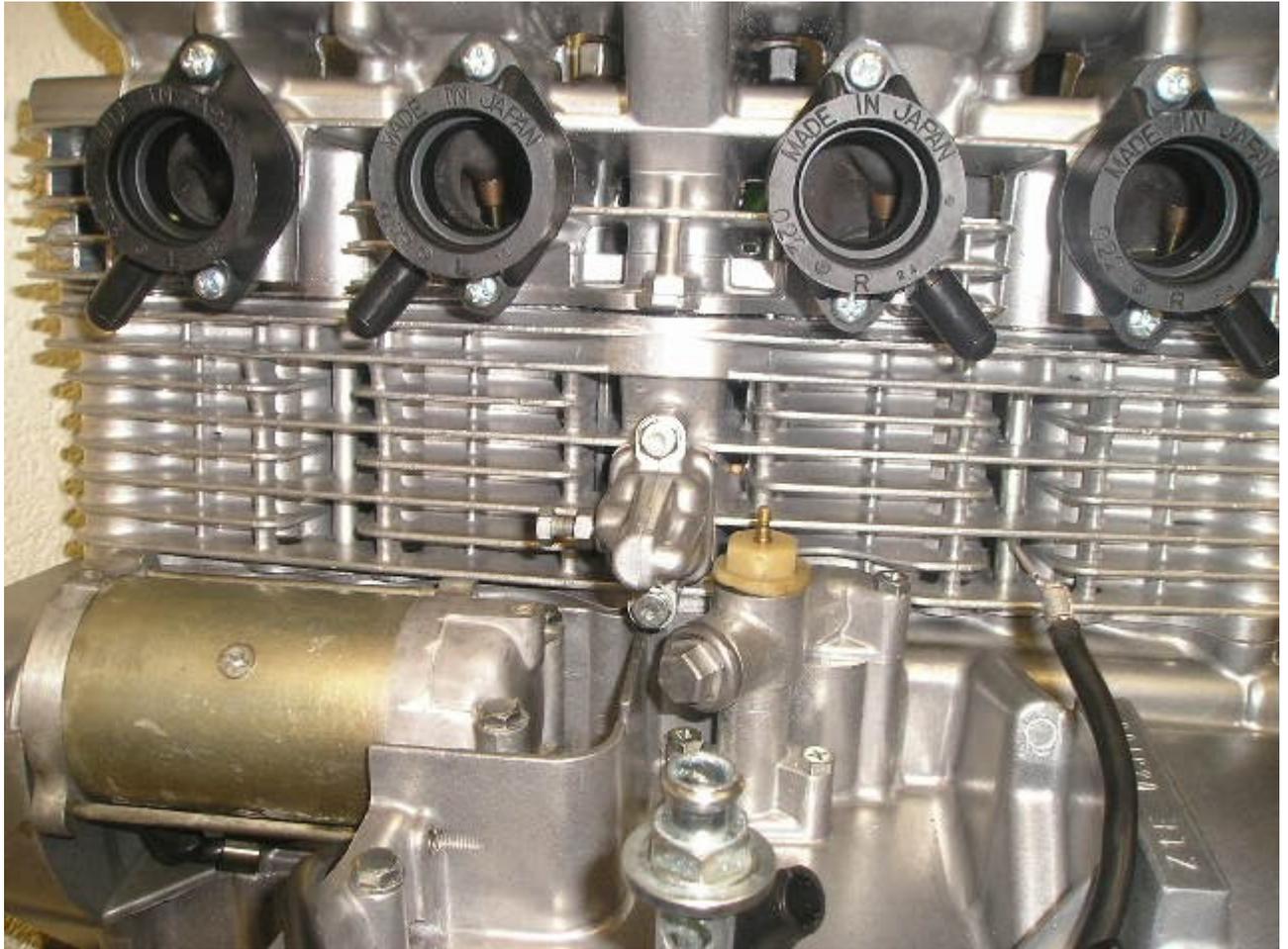
Friday 25th August:

We got the head back from Alan today so i decided to fit it. Alan said the valves and the rest of the valve gear was in excellent condition hardly needing any work. Using a new top end gasket set and new cam chain tensioners i fitted the head to the barrells. I need to sort out the shims and then i can get around to fitting the camshafts. While i was at it i fitted 4 new inlet rubbers and 8 new exhaust studs.

I also fitted the starter motor and the cam chain tensioner housing along with the oil pressure switch housing.

Steve Smethurst e-mailed as well today to say the rest of the polishing was ready for collection.





Wednesday 30th August:

We picked up the polishing from Steve at the weekend and me and Trev worked most of the weekend on getting the motor finished and getting it into the frame. We used our tried and trusted method of laying the motor on its right side and placing the frame over it. This works a treat and hardly marks the frame at all.

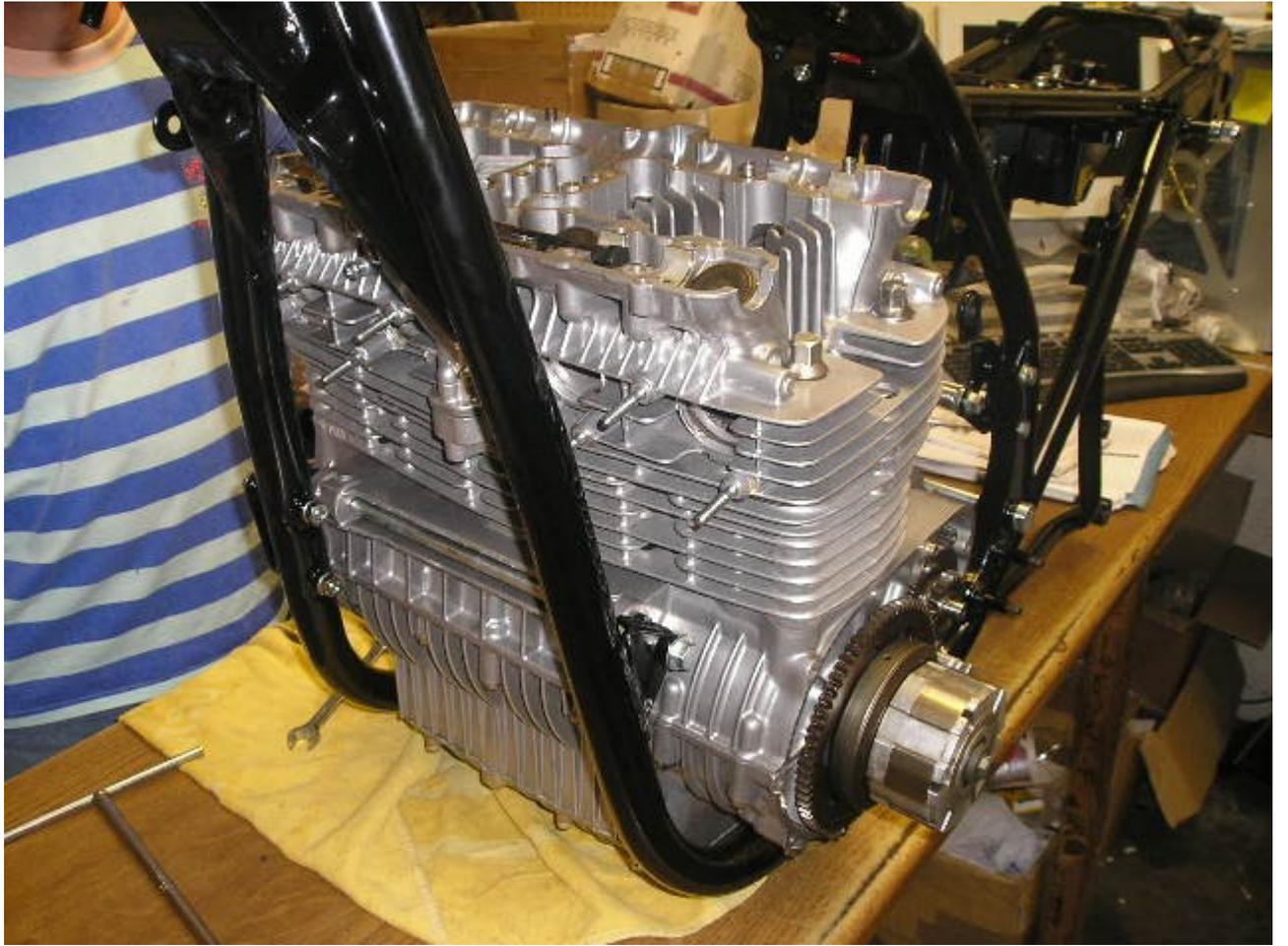
Once the motor was in the frame we got it onto the bench and started bolting bits to it. By the end of the day we had it around 40% built. A new front and rear fender was fitted along with a new grabrail.

We assembled the forks with the polished bottoms from Steve using new seals and fresh oil. These were then fitted into the yokes and fixed to the frame. The main stand and rear footrest were fitted and new swing arm bushes and sleeves were fitted and then the swing arm fitted to the frame as well. Trev has also picked up the kickstart, torque arm and rear brake pedal from the chromers so i fitted these as well. We finished the motor off with the polished engine covers and a new set of pan head screws and then fitted a new 630 pitch o'ring chain.





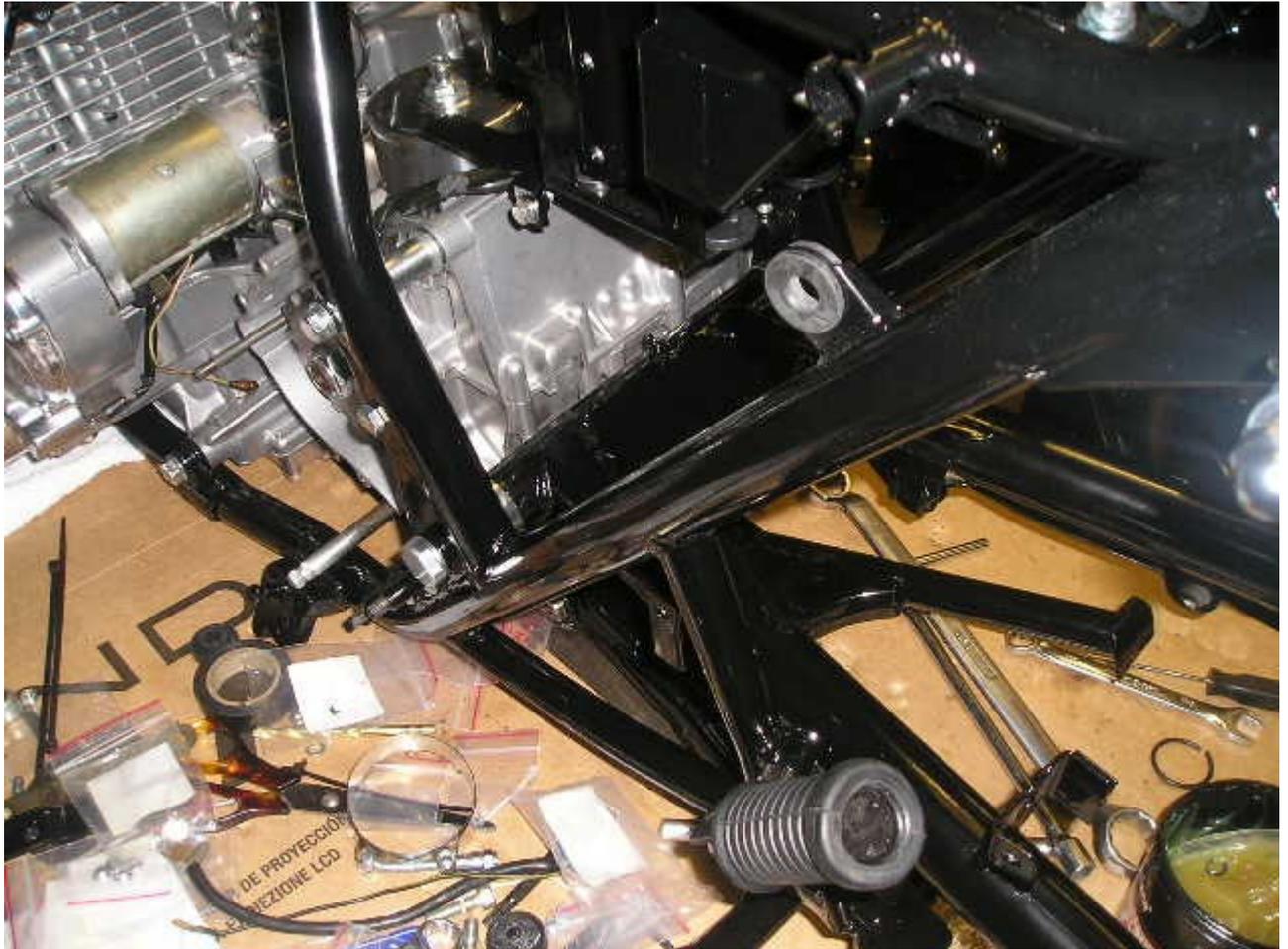








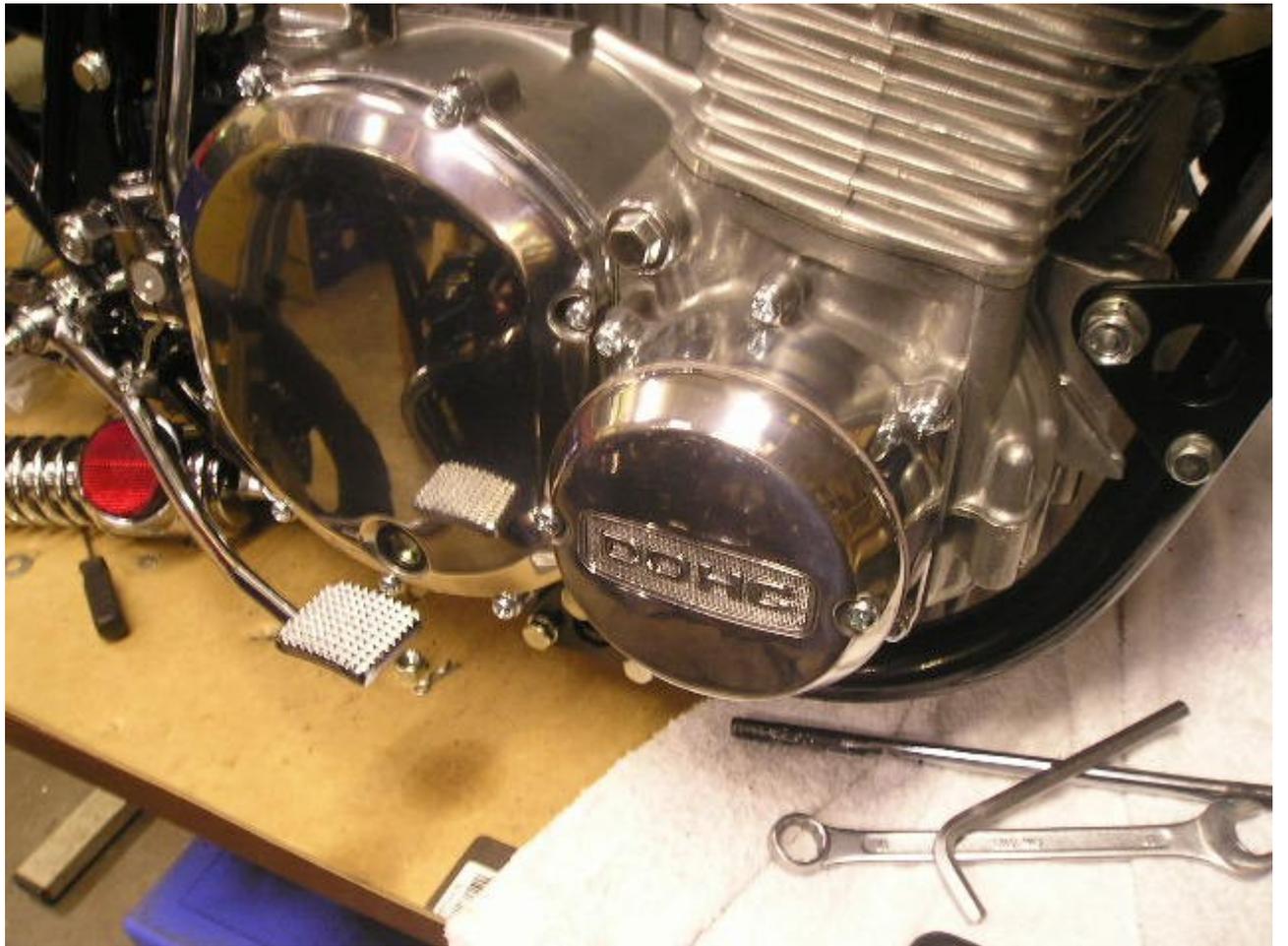




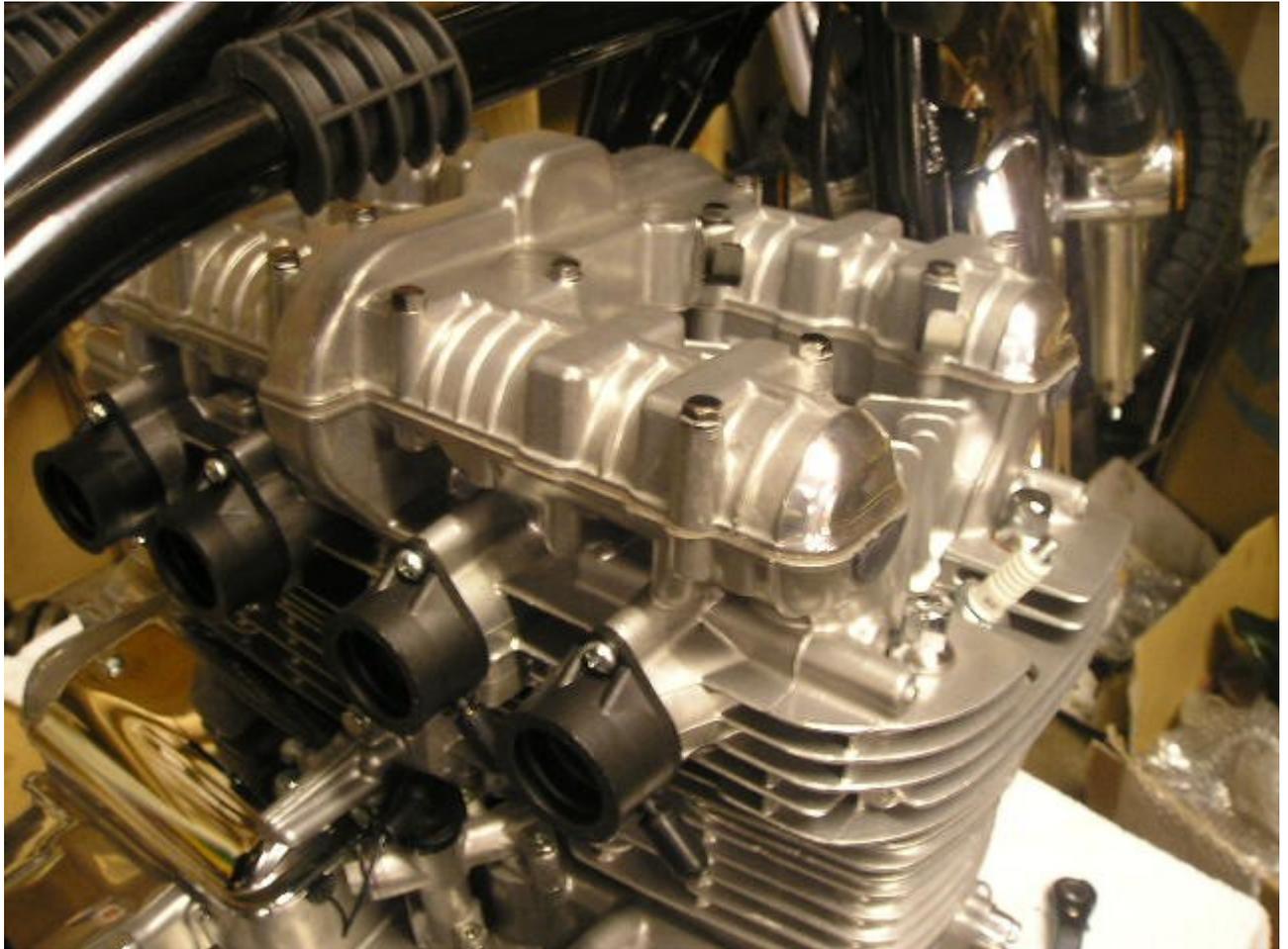
Friday 1st september:

We fitted the rear shocks today and a set of the original metal plug caps along with 4 new B8ES plugs. Then i put the cams in and did the cam timing before i fitted the cam cover.

I also got the rear brake hub assembled and fitted a new 35 teeth sprocket to the sprocket carrier in readiness to fitting the rear wheel.







I could not resist getting some of the paint work out to see what it would look like on the bike. I fitted the tail piece and the side panels. They look excellent!

I also fitted some of the electrics including a new main wiring loom. I will be using a set of standard rectifier and regulator units but these will be re-conditioned units. All the rest of the electrics will be new.

I fitted a new set of rear indicators and stems and the grab rail and a set of new rear shocks while i was working on the rear end.









Sunday 3rd September:

I put the rear wheel in today. The hub and sprocket carrier had been cleaned and polished by Steve Smethurst and we had fitted new bearings and seals to them. We had used new chrome DID rims and the original type Zinc finished spokes. We have also used the original type Dunlop Gold Seal tyres, a F11 for the front and a K87 MK11 on the rear. A new 35 tooth rear sprocket had been fitted earlier along with new tab washers and nuts. The rear axle was the original one that was re-zinc plated along with the spacers and castle nut. The brake panel had been highly polished and fitted with new shoes and springs. The 75 model had a wear indicator on it so I put a new decal on the plate to finish it off. Just need to fit the arm and brake rod now.





Thursday 7th September:

I finished off the electrics today. After fitting the main wiring loom, ignition coils, centre electrical panel, battery and the handlebar switchgear i checked to make sure everything worked. Luckily it did!! I also fitted the gear change lever and the front footrest. After that i started to assemble the clocks.









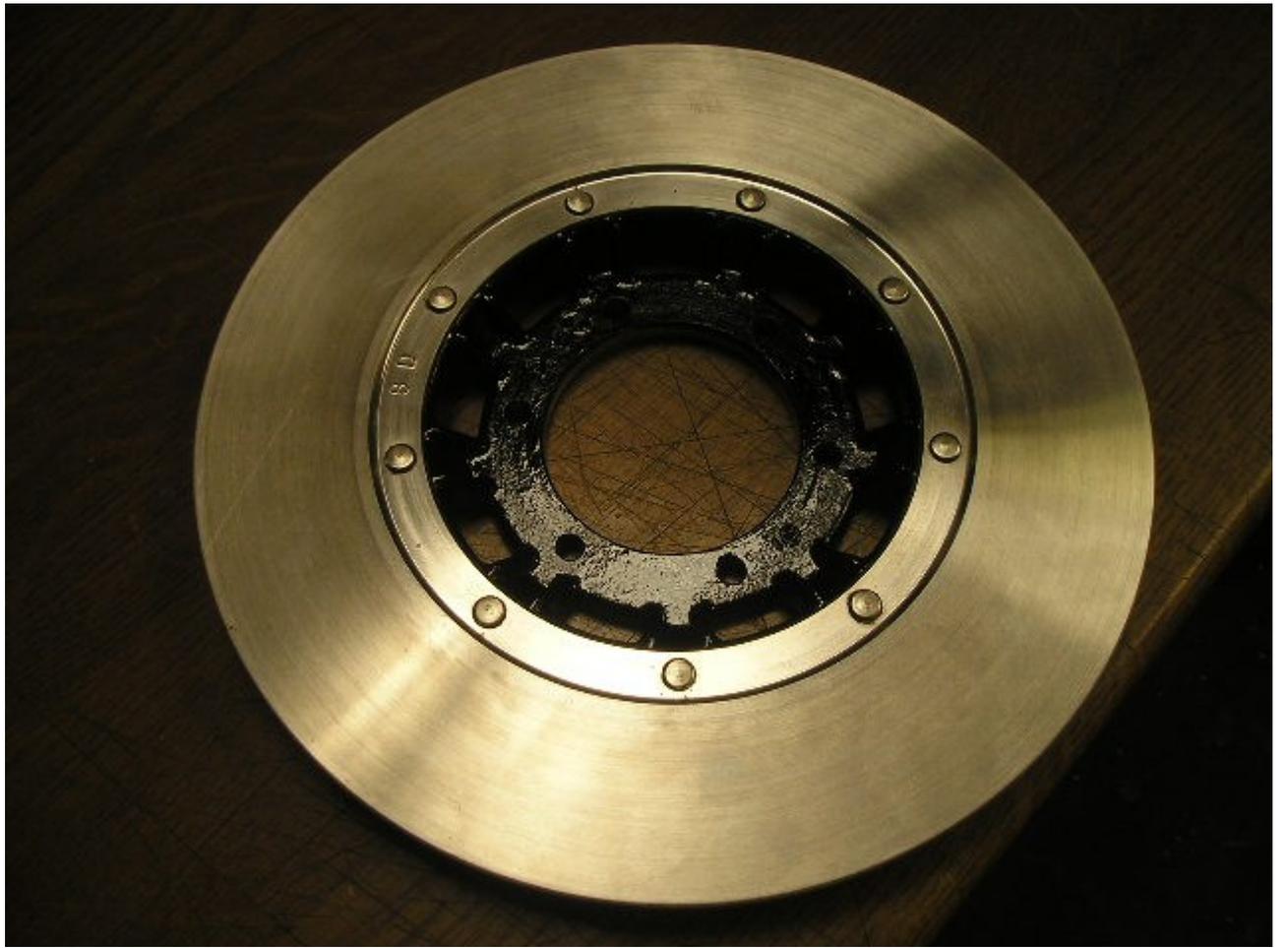




Monday 18th September:

We finished the clocks off today and then started to assemble the front wheel. Once again we have used a refurbished disc plate with new fasteners. The front axel and spacer was re-Zincd and the speedo gearbox re-painted in satin black. The rim is a chrome DID 19 inch item fitted with the a Dunlop "GOLD SEAL" tyre. I need to assemble the front brake caliper next. I also fitted the rear brake arm and the rod and all it`s little fittings.









Wednesday 20th September:

I put the tank and seat on today to get a better idea what it will all look like. Superb!!!

I need to put a strap onto the seat and a new cap and tap on the tank.

I also put the two right side exhausts on to make sure all was ok on the exhaust mounts. Sometimes these mounts can get a bit bent and pushed in, but all seemed fine.

I also fitted the front wheel into place. And fitted the front caliper.











Monday 25th Septemeber:

We fitted the warning decals today and the rear chain gaurd. I also put the strap onto the seat and fitted the document tray to the tail piece. The bike is almost done now except the carbs which i am still working on. I am trying to get them set up as good as possible before fitting them to the bike. Once fitted we can fit the new air box into place. We may have it running by the end of the week.





Thursday 28th September:

Well i finally got the carbs all together and even better, they did not leak petrol which was a result!!

We have made a little test bed for the carbs to check them over before we fit them. This saves all the petrol from covering the bike when fitting them. A new set of pipes for the fuel and overflows were fitted as well.

We also used a new air box assembly and new clamps.

We were debating on putting a re-con master cylinder onto the bike but again we ended up using one of our new ones. We also decided on which headlamp to use, a quartz halogen unit. this is much better than the standard 45w unit.









Monday 2nd October:

We got the bike off the bench today. I fitted the mirrors and we also fitted an original steering damper which was an option on the Z1 models. Just got the left side exhaust to fit now and then it should be ready to show. Not sure if we will get it running before the stafford show, we dont really need to but then i am always curious to see what they sound like?. Curosity may get the better of me!!!!







As you can see in the pictures, we also fitted the tank cap, tap and badges.

Friday 6th October.

We fitted the right side exhaust today and the air filter and cover. More or less finished now. Just a bit of tweeking to do before the big start up!!!

Trev is amazed we managed to buy, strip, rebuild this bike in half the time we have had to do the other Z1. Just shows what can be achieved once you set your mind to it!

Lets see how long the Z1-A takes! (might be longer because i am going to give Trev much more to do on his own with this one!!!)



Sunday 15th October:

Well today was the day!

We filled the tank up with petrol, the motor up with 10/40 oil and hit the button!!

It started first time!

The carbs still need a bit of adjusting and the timing wont be spot on yet and i`ve not checked the tyre pressures but this did not stop Trev from taking it for a little spin around the block.

Just look at that smile on his face!!!!





So, next stop will be Stafford show this next weekend.

"the end"

(or the beginning for the lucky owner!!!)

STAFFORD SHOW:

Well the bike eventually sold for £9000 and we took orders for 4 more bikes!