

## TRIG-3071

**We have started a new project here at Z-POWER. A 1972 Z1-900. This will be rebuilt into one of our show winning bikes from genuine and replacement parts that we sell here at [Z-POWER](#). Completion date will be the bike show at [STAFFORD](#) in October 2006 where it will be up for sale.**

*[We will be contiunely updating this page so keep checking back to see where we are up to.](#)*

The bike is a very early Z1, frame number 3071. It has been modified by a previous owner to include a rear disc brake and a pair of BREMBO front calipers. The swing arm was braced and the electrics were in the usual mess! The shocks are Konis and it has a Harris 4-1 on it.

We are still debating on which colour to finish it in, probably in Green/yellow because our main show bike is already in Brown/Orange.



***WE have already stripped it down to bare bones and sent the frame off for powder coating.***



***Just about fills a pick up!!!***

**MONDAY 10th APRIL**

All the black bits have gone to the powder coaters for blasting and painting. We use a company local to us called VANDEN who do a very good job.

**VANDEN, MANCHESTER ROAD, WESTHOUGHTON TEL: 01942 818953**

***(for more info on powder coating, check out this link: [Powder Coating](#))***











**WEDNESDAY 19th APRIL**

The engine is now at Steve Smethurts. We have stripped it down and give steve the main engine parts to blast and clean and to polish the relevant parts. This will be a black engine model of course so steve will just prepare it for us to paint. The motor was showing some signs of wear but will only need the cam chain and its relevant tensioners replacing along with the valve guide seals and a new set of rings. The top end was recently done by the previous owner and is well within tolerances.



**Friday 28th April**

**Not done a lot on the bike this week really. Sold most of the parts from the original bike on [EBAY](#). Just got the fenders and a few small things left to sell. It is a wonderful thing is EBAY, just because we did not want the parts from our Z1, did not mean there were hundreds of other owners who did`nt!!!**

**After a quick adding up of what we got back, the bike hardly stands us at anything now!! A right result.**

**We ordered in lots of new rubbers, bolts and fasteners ready for the frame to come back next week and Trev took the few bits that we can`t renew with new bits down to the chromers. Mainly the brake pedal (bought off EBAY for Â£8), headlamp rim and the few odd bolts. We were going to re-chrome the fenders but it is more economical to sell the old ones and buy new ones!.**

**I sorted out the metal bits that will need zinc plating and hope to get them sorted next week.**

**We blasted and then polished the rear wheel hub and are just waiting for the front hub to come back from the painters before we can have the wheels re-rimmed and re-spoked.**

**The fork leg lowers have also gone for polishing, depending on what they turn out like, i may be tempted to**

replace them with new ones, but i will wait and see. I told the polisher not to finish them off to good, after all Kawasaki never did!!

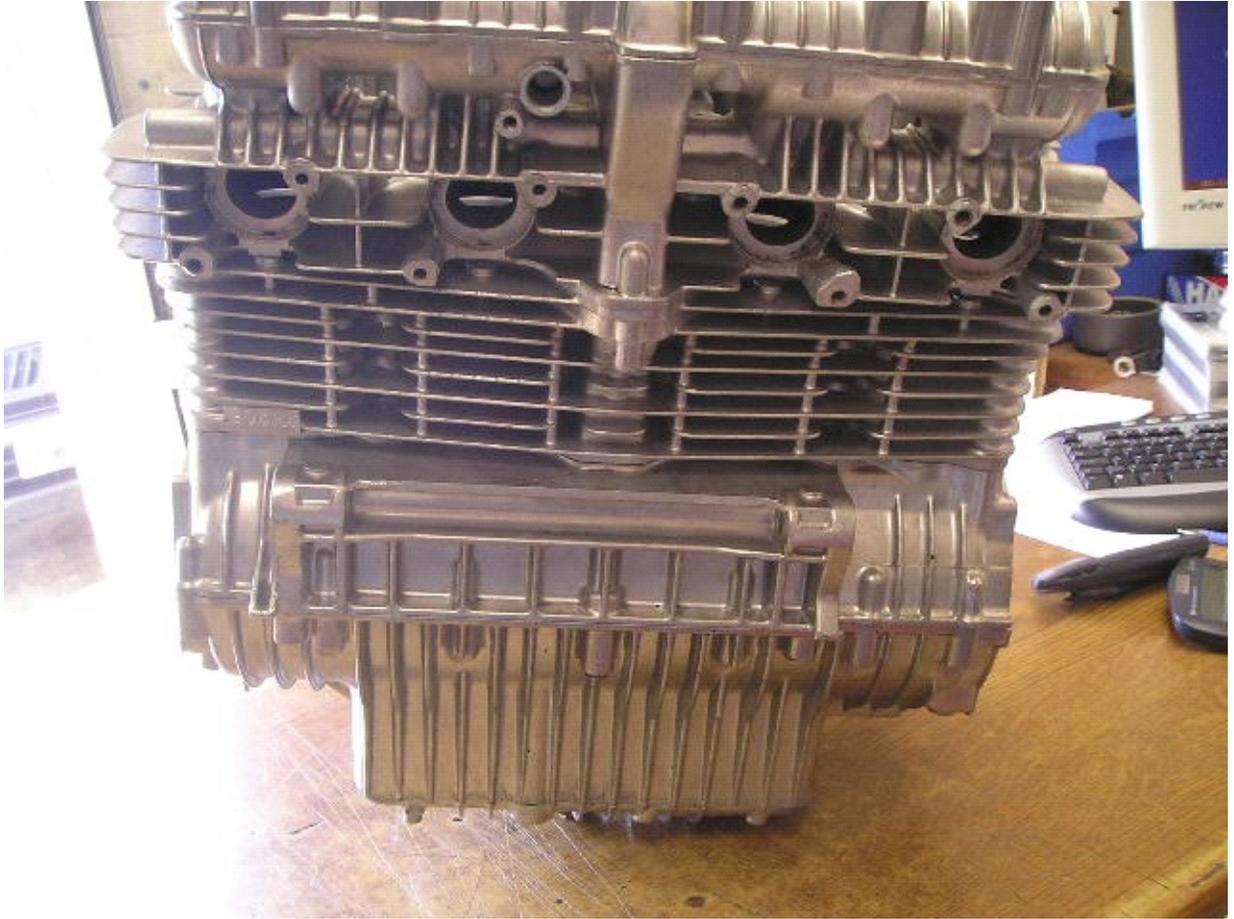
Still debating on the decision on tyres, i wanted to put the on the original Dunlops (F11/K87) but Trev thinks maybe something a bit more "useable" maybe continentals? Especially since we will be selling this one to maybe somebody who will ride it?

We have decided however to go with the green/yellow colour scheme.



**Wednesday 3rd May:**

We got the engine back from Steve Smethurst and as normal, the finish is excellent. All we need to do now is mask off the non painted parts and get spraying. We are using Sperex high heat engine enamel in a semi-gloss black finish (SIMVHT32). We have used this for over 20 years to finish our Z1 motors and found it to be an excellent product. Still waiting for the frame to come back, seems there was a problem with the blasting and is taking longer than normal.

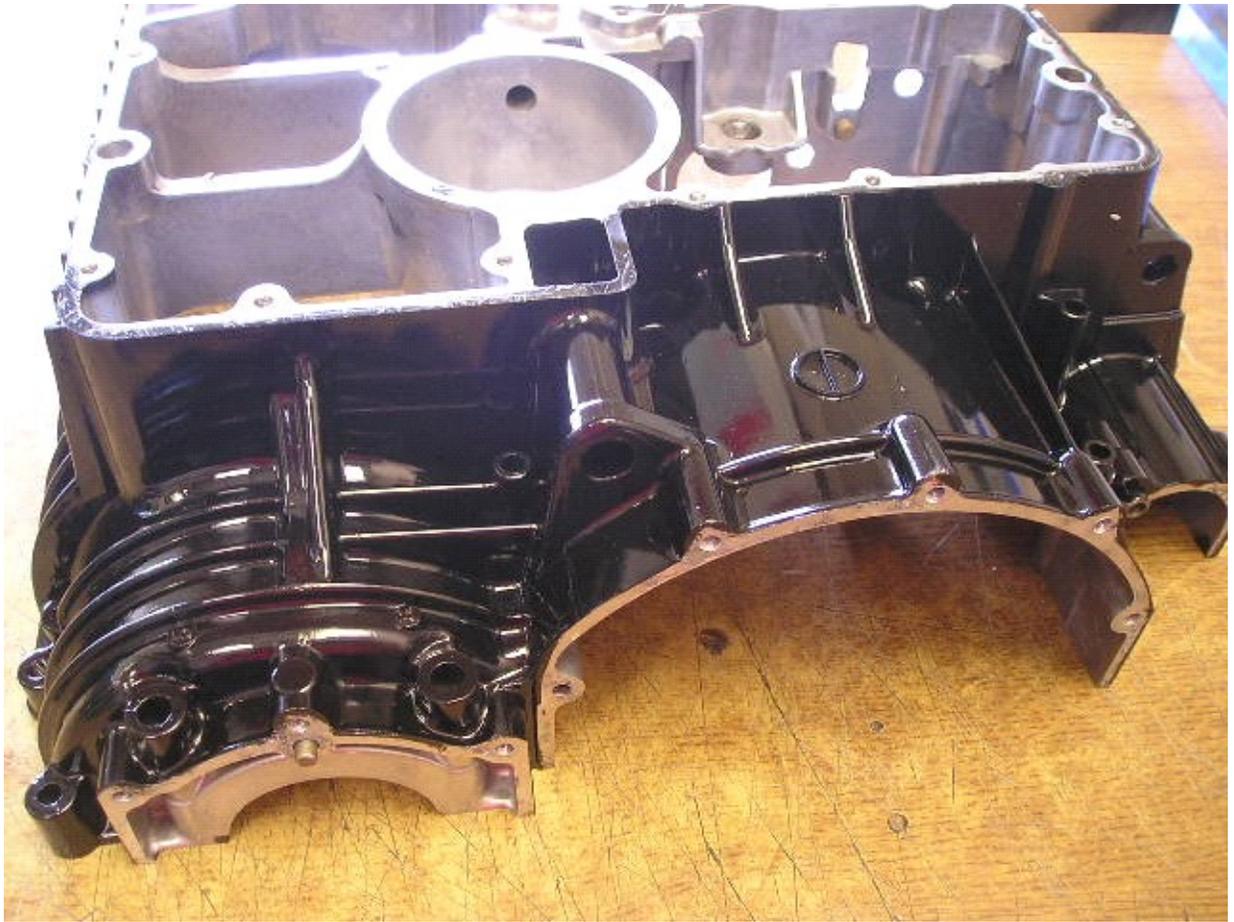


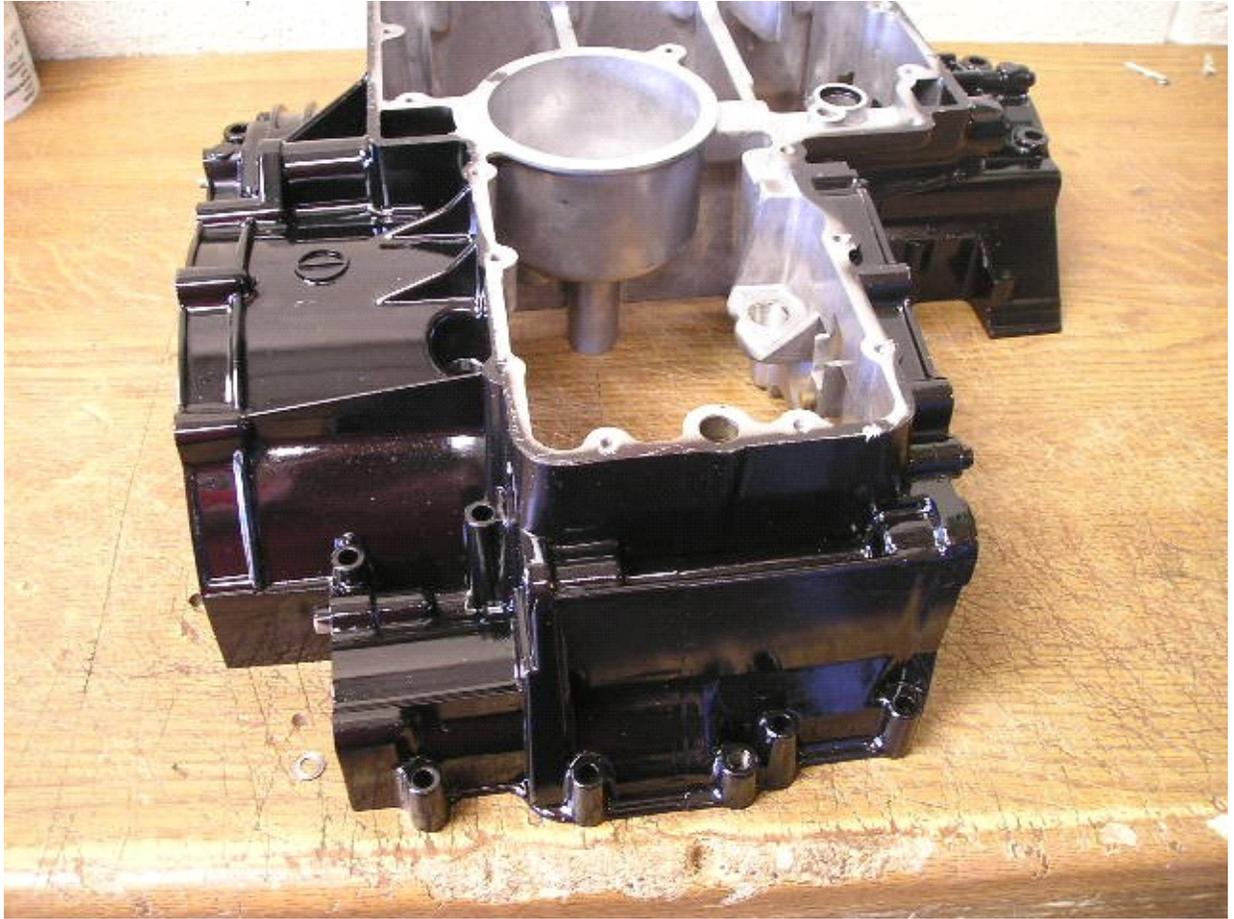


**Friday 5th May:**

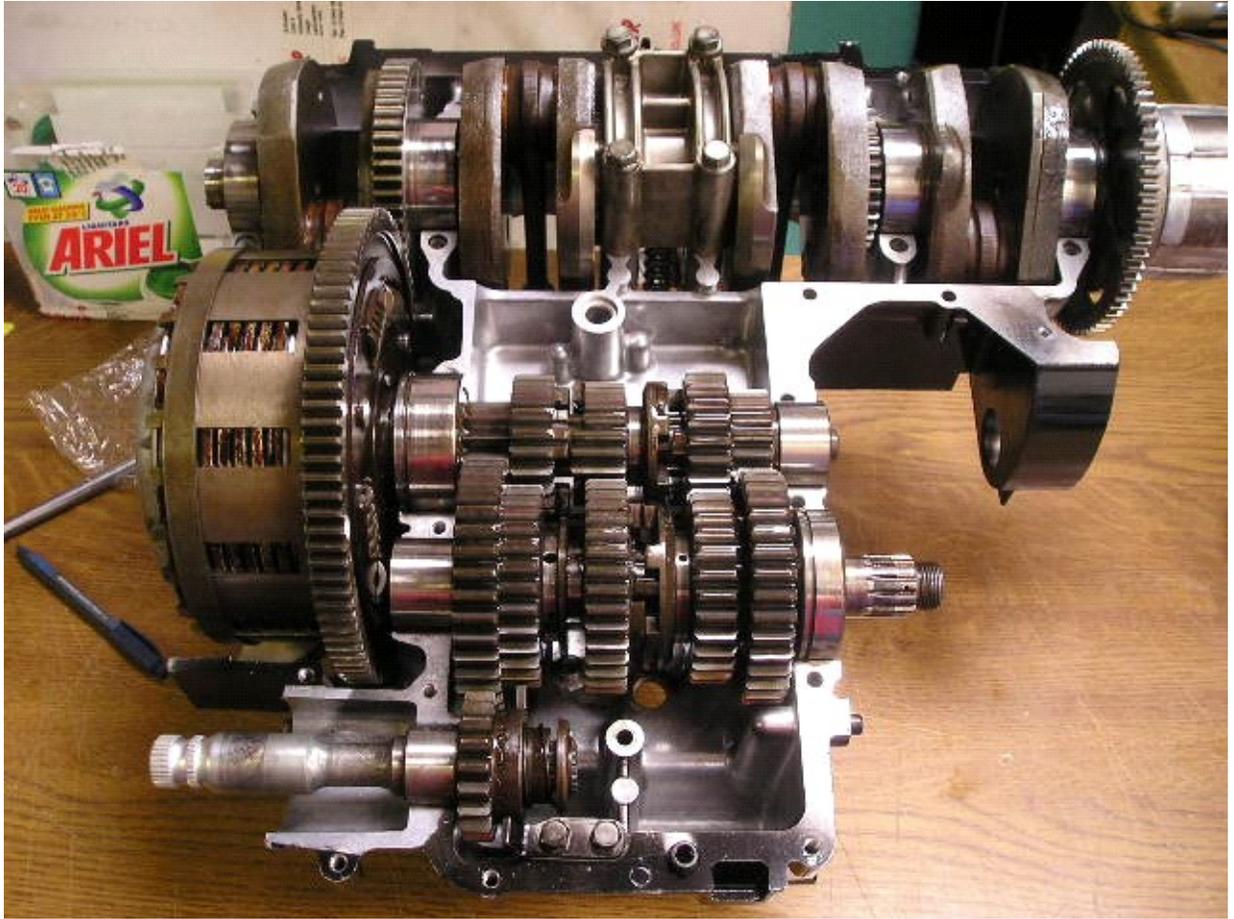
**We have painted the crankcases and have started to re-assemble the bottom end. We found that the input shaft end bush was damaged due to the rear drive chain having come off some time in its life, so we replaced this with a new one. The clutch push rod will also need replacing, the chain must have damaged this as well. The only other new items required at this stage was a genuine Cam chain and new tab washers on the various bolts. We also replaced the various dowel pins, set rings and gear change springs. The steel clutch plates are almost perfect so we will just replace the friction plates and the 5 main clutch pressure springs. I stripped, cleaned and rebuilt the oil pump and inspected the teeth and dogs on the transmission gears and the selector forks. One of the forks had a small burr on it so we replaced it with a new one. Other than that, everything else seem in very good condition, which comes as no surprise. Kawasaki well over-engineered these engines starting the legend of "bullit proof" motors.**

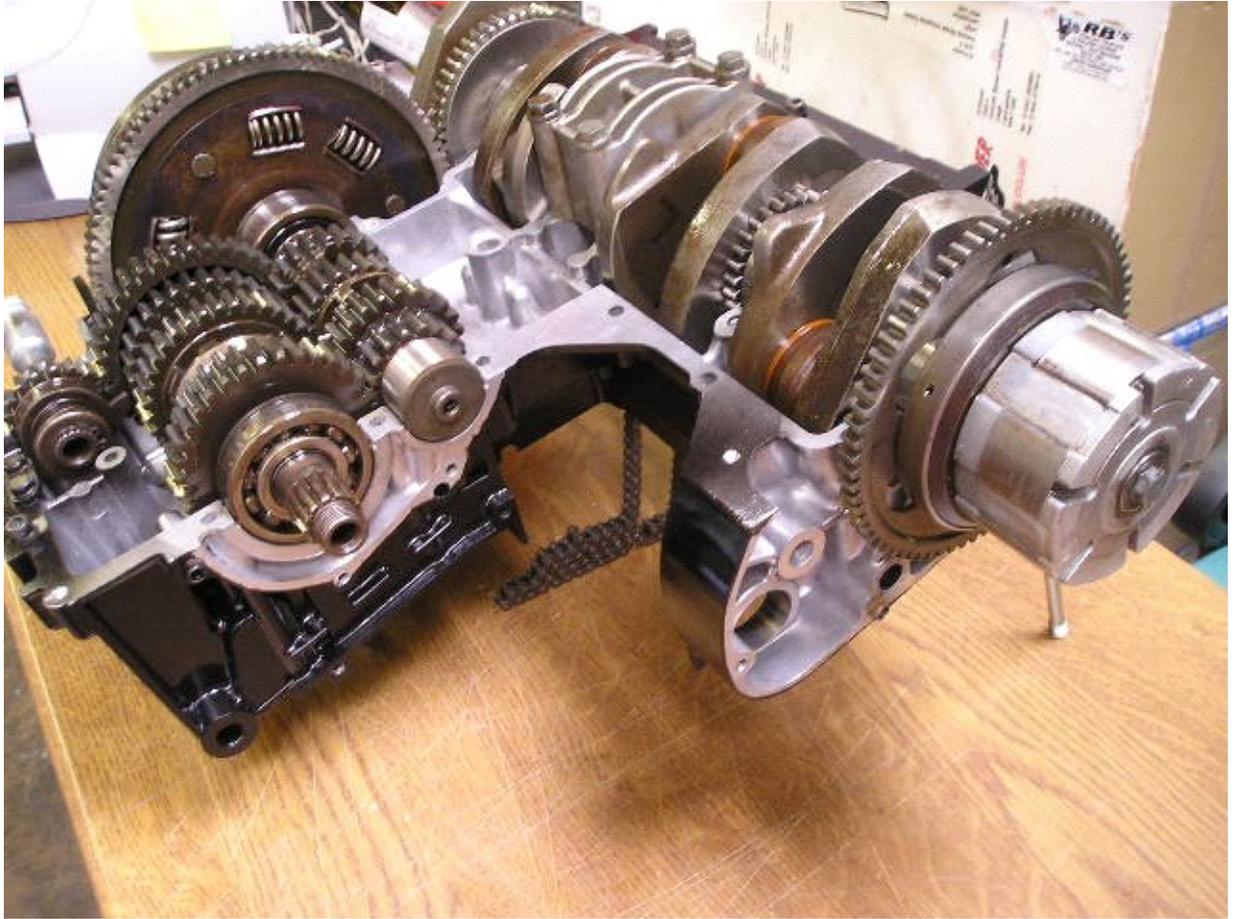
**The speedo had 40,000 km on it which sounds about right. Not bad for a 34 year old!! If the speedo is correct, that means it as only averaged 700 miles a year!**

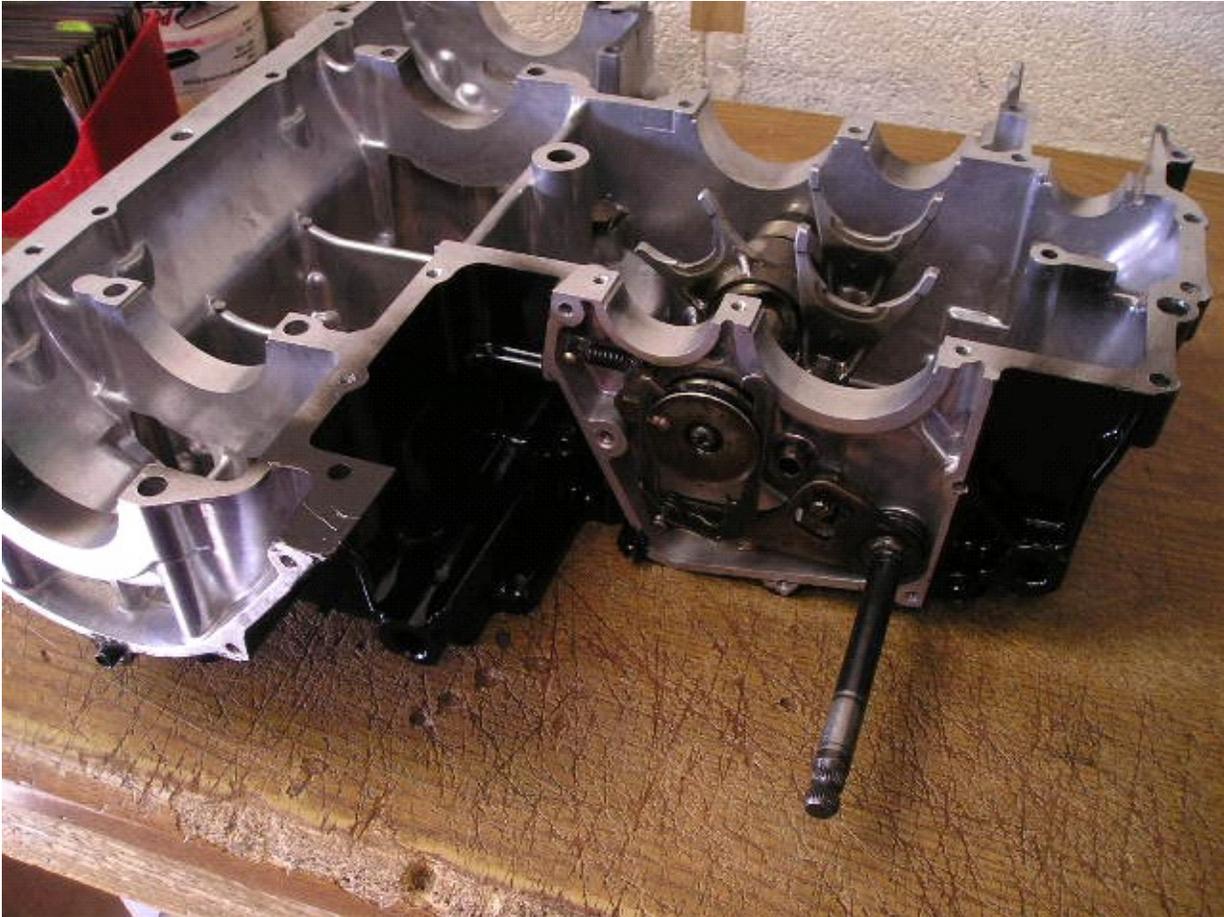










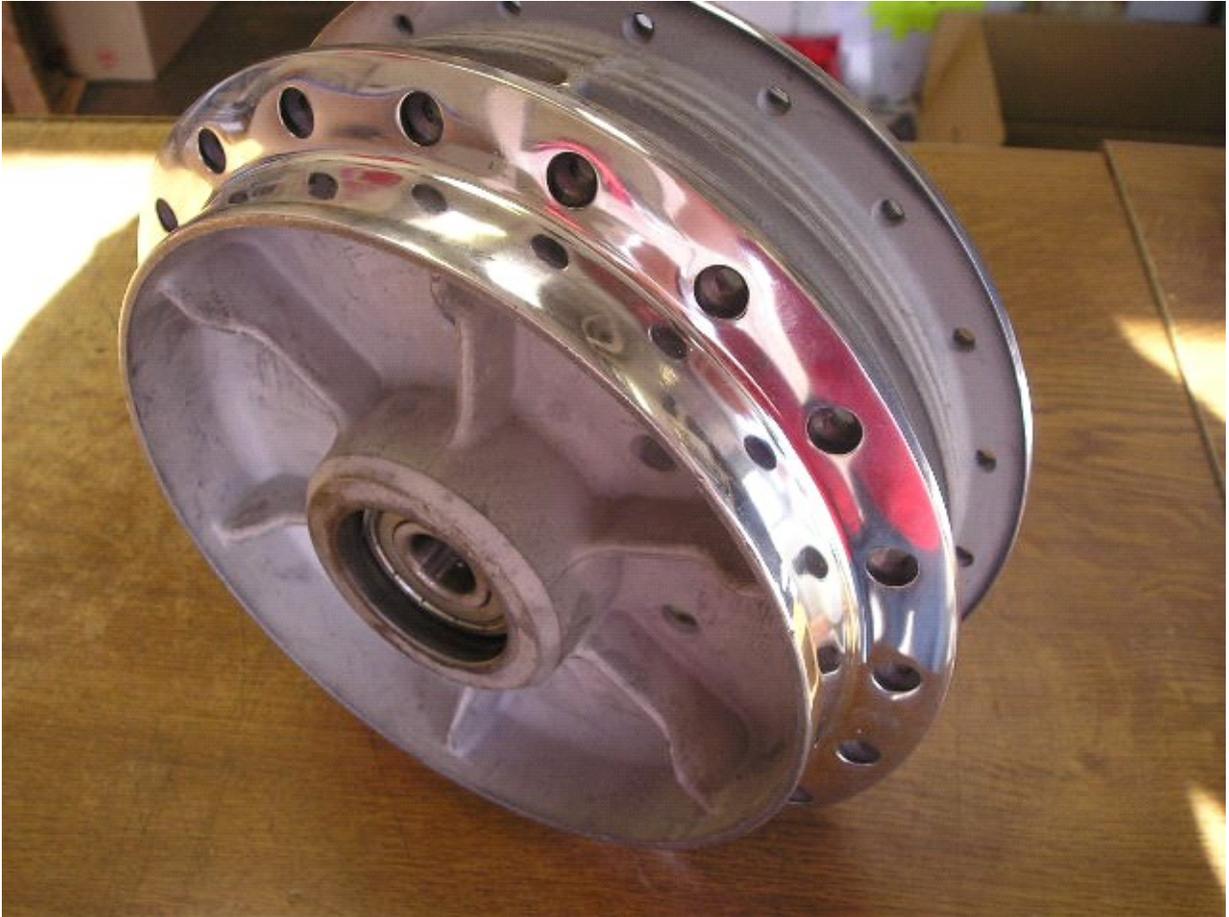


**Next job is to get the wheels rebuilt.**

We use a guy called Steve at **B+C motorcycles in Manchester (TEL: 0161-205-3243)** to rebuild the wheels. I can put the wheels together myself but i have not the confidence to "true" them up!, better to leave it to a specialist.

We will be using the standard type chrome wheel rims. 2.15 x 18 rear and 1.85 x 19 front. These are made by DID in Japan who make them for kawasaki as a genuine part. The spokes are standard steel, butted type with the gold coloured nipples, just like the original. New wheel bearings and seals have also been fitted to the re-furbished hubs. Still not decided on the tyres yet? .....



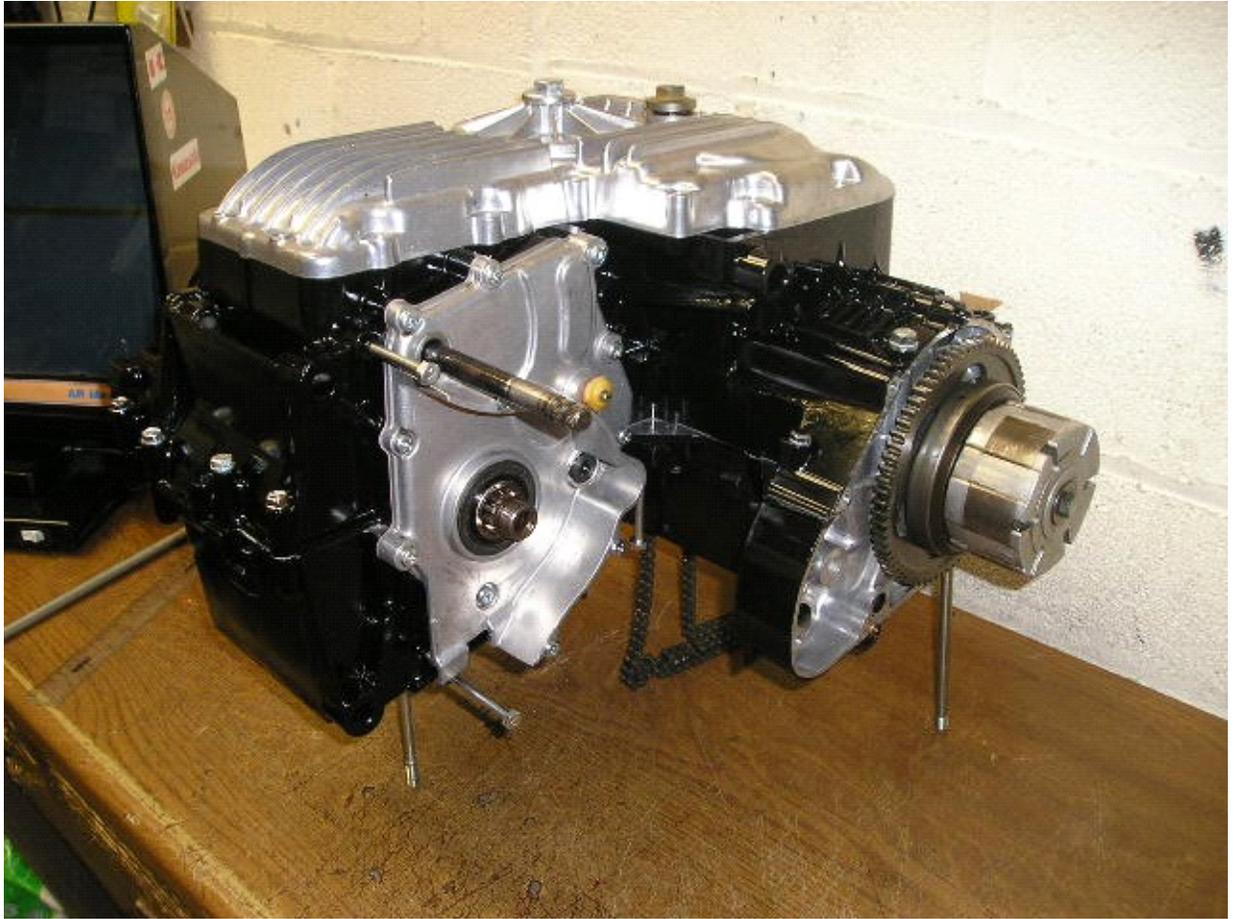


Tuesday 9th May:

Well the bottom end is more or less assembled now. We replaced all the 6mm and 8mm bolts holding the crankcases together with new ones. Also fitted was a new set of 6mm sump bolts and new filter and sump bolts. We can start looking at the top end of the motor now.

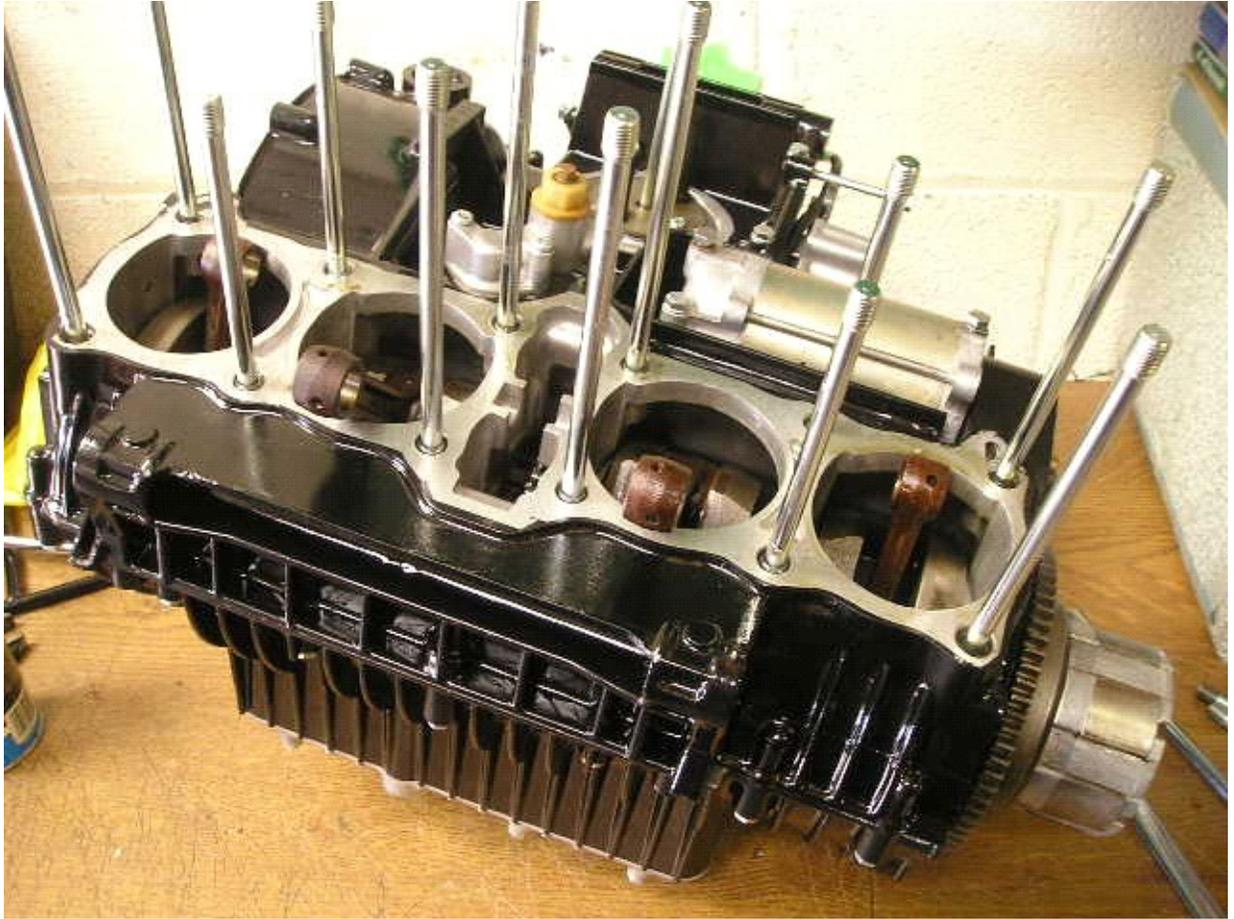
The outer engine covers are still at the polishers except the kickstart cover which is painted black. We will fit the bottom end into the frame (when it comes back) as it is before we do anything else to the motor. It will be much easier to "man-handle" the motor without the top end on it!. Once in the frame we can fit the 12 cylinder studs and fit the pistons onto the conrods.

I have just finished painting the cylinders and need to allow them to completely dry before filling the ends of the fins to give them that original look.













**Thursday 11th May:**

I picked up the Zinc plating from KARAS in Leigh (01942 260393). They have done an excellent job, in fact the finish is a bit to good!!



**Other good news today, the powder coating is finally done so i can pick the frame up tomorrow.**

**Monday 15th May:**

Well the frame came back and so did the wheels and also the polished outer engine covers. Suddenly we had lots to do! The wheels look superb.

I got to work running a tap through the various threads on the frame in readiness to fit the engine.

We also fitted the stands to help keep the frame upright while we got the motor in.

Trev came in and helped me put the bottom end into the frame. We managed it without a single scratch to the paint!, we must be getting good at this!!











Next job is to finish the top end off and get it fitted to the engine now it is in the frame. We will be fitting new rings, piston pins and circlips. Also being replaced are the cam chain tensioner rollers, guides and damper rubbers. I have given the head to a good friend of ours, Alan (kipkawa) Cooper, to re-seat the valves, replace the guide seals and shim it up. We used to do this in house but find it now quicker and easier to give it to specialist with the correct tools to do it for us. Alan will also be checking the guides and springs to see if they need replacing. Initial inspection looks good, all the bits being well within tolerances. You can check his web site at [WWW.KIPKAWA.COM](http://WWW.KIPKAWA.COM)

I fitted the bottom yoke using the standard head race set up and put most of the new damper and mounting rubbers and other small items onto the frame. The battery box and tool tray was also fitted along with the electrical plate.

I was going to fit the swing arm but there was a build up of paint where the new bushes will fit so i will have to wait until i clean them out. No hurry, we are well in front of schedule!! At this rate we will have this bike finished by the end of June! Not a bad move actually because we have a few more 900/1000's in the pipe line to restore. Trev is getting a bit nervous at the amount of bikes that i am bidding on on EBAY!! but i have assured him that i know what i am doing, all i have to do now is to convince myself!!!!







Friday 19th May:

We have been really busy here at Z-power this last week so not much has been done on the bike. I managed to fit the new rear fender and the shocks and rear footrest and start the front end but not a lot else. I did however get the problem bush out of the swing arm helped by my little helper Fred. Fred has the unit next door to us and specialises in Auto gearbox repairs but he has a very big tool box coupled with lots of experience and a keen interest in bikes. He has proved invaluable at times.





Still no sign of the chroming coming back and the cylinder head is still with Alan. In fact he rang this morning to tell me that we need 2 new exhaust valves due to a bit of pitting on the seat faces. Not a problem, i give him the valves and new collets and he is on with the job. I have had a look at the electrics on the bike and i think we will have to replace the whole lot. Somebody previously had fitted a Honda Superdream combined regulator/rectifier unit, but had butchered the wiring in the process. We will be fitting the original charging units so a new loom will be required. New switchgear and ignition switch will be used as well.





**Monday 22nd May**

**Had a bit of spare time so i put the handlebars and switches together and fastened them to the top yoke. I fitted the clutch lever assy, new grips and a new front brake Master cylinder. We were going to use a reconditioned master cylinder but after pricing up the cost of re-anodising and new pistons and seals we decided it would be just as cheap to use one of our new ones. I also got on with putting the meters together but we are waiting for Chris Rivett (01604 455160) to finish off restoring our speedo so they are only half done!!**







**We also got the fork bottoms back after Steve Smethurst cleaned and polished them but to be honest they are too good!!!! Really excellent top job but a bit bright. New ones are not available from Kawasaki but our Japanese supplier can supply them but the cost is over Â£600. I will have to sit Trev down and talk to him all grovelly!!!! Can we justify the price????**



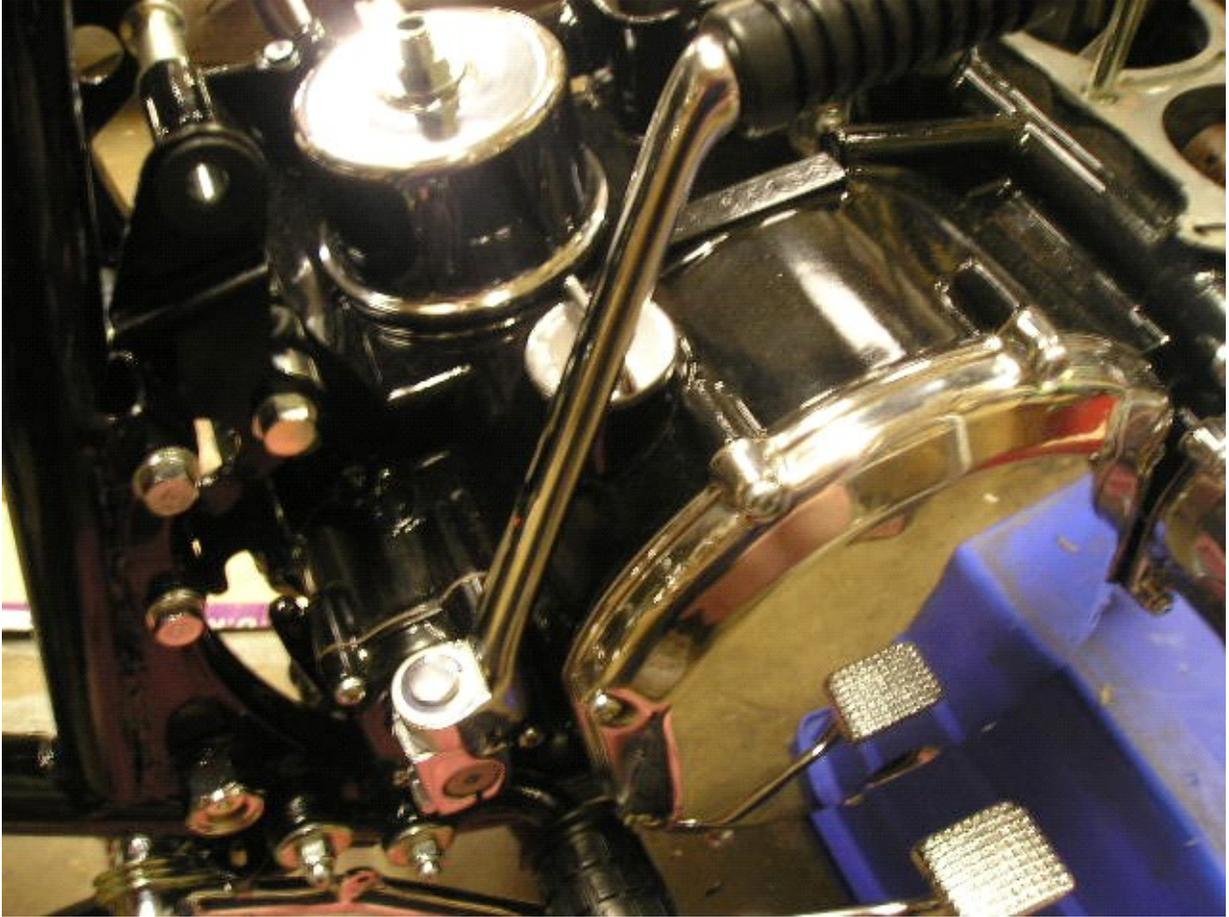
**sunglasses required!!!!**

**Friday 26th May**

**Well the chroming has come back and it is excellent, well worth the wait. A bit expensive we think but then you only get what you pay for!! I wasted no time in fitting the bits to the bike to see what they would look like.**





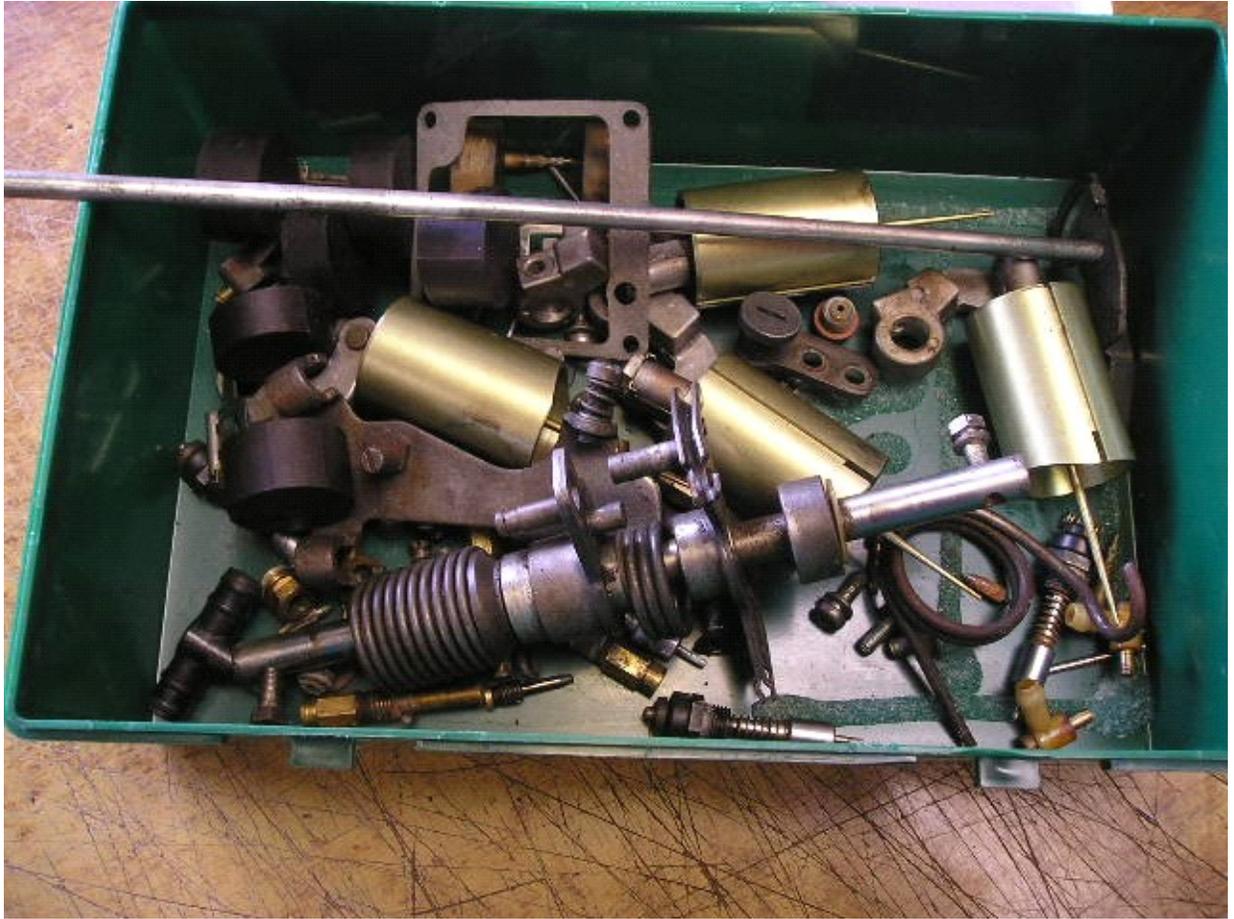


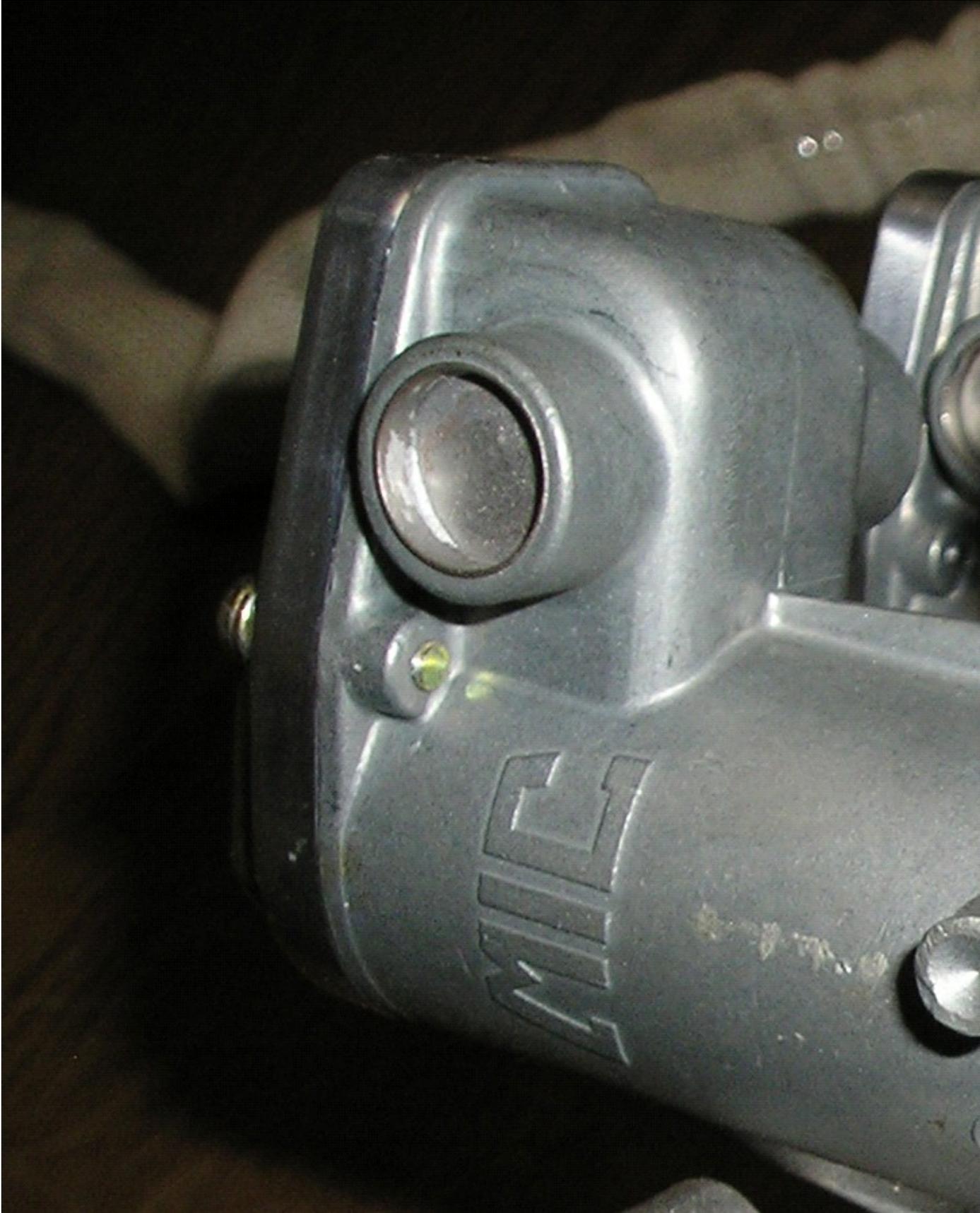
Wednesday 31st May:

Alan at kipkawa rang today to say the head was finished and he will be dropping it off on friday. I can get on with painting the rest of the top end then so that Trev can finish putting the motor back together.

We stripped the Carbs down and sent the bodies and alloy bits to Steve Smethurst to clean and polish. Trev was a bit concerned on how many bits there was but i assured him we **can** rebuild them although it has been a few years since i did the job!!! How hard can it be?????



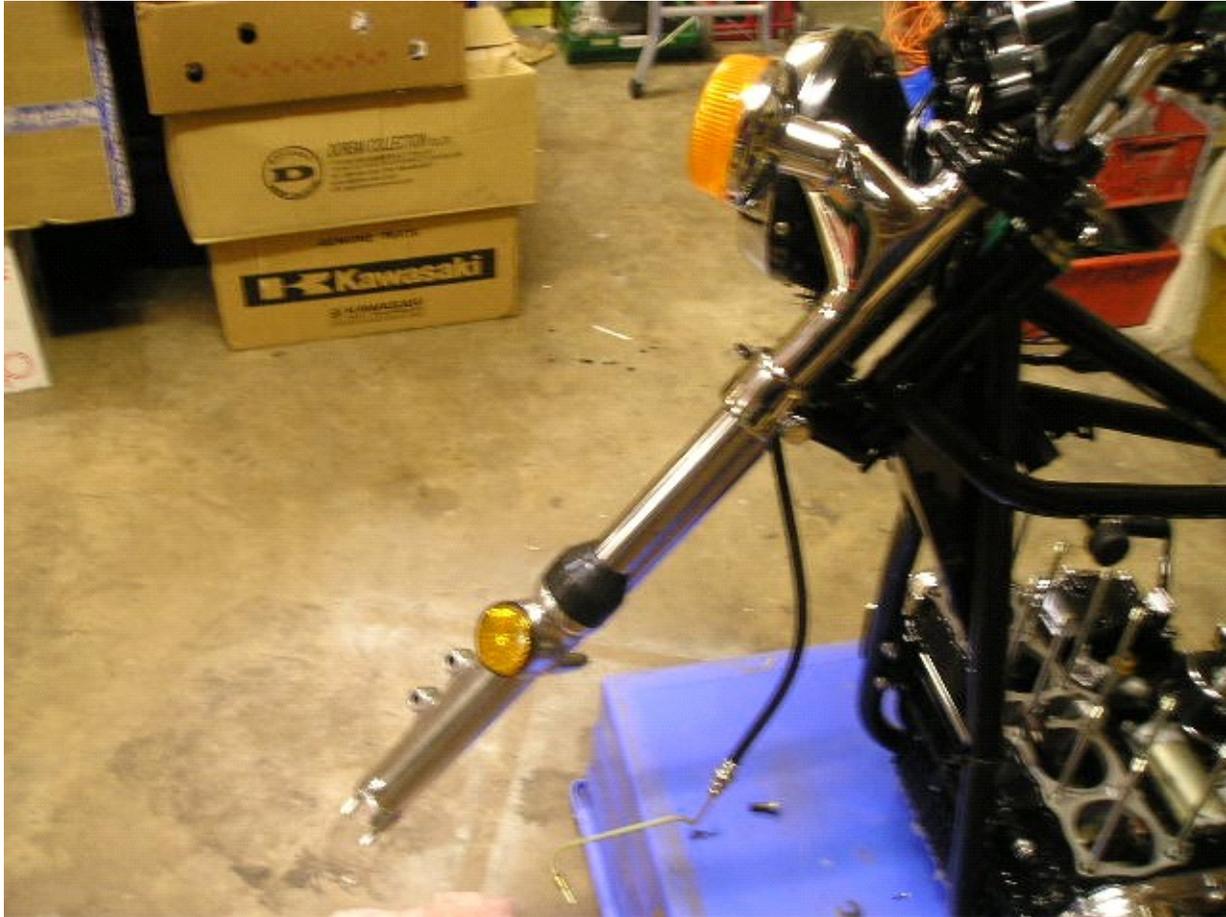




**Thursday 1st June:**

**Well we have decided to use the polished fork leg bottoms after all. Once we fitted the new seals, dust seals and reflectors, they did not look half as bright as before! That will save us a bit of time and money. I was going to replace the 8mm studs on the bottom of the legs but they seem very reluctant to come out. I think a trip next door to Fred is required!!**





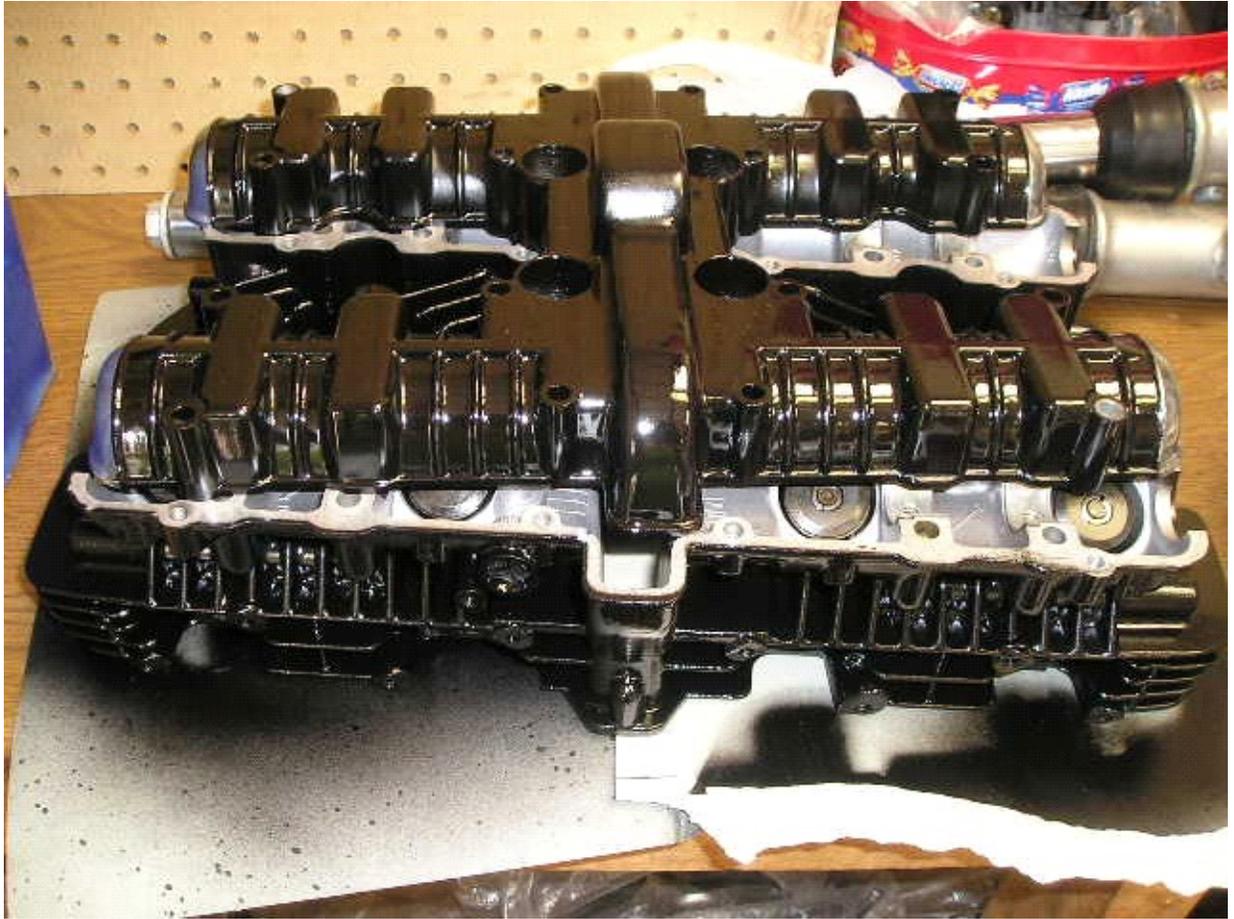
**Wednesday 7th June:**

**Fred managed to remove the fork leg bottom studs for us, so 4 new ones have now been fitted.**

**Alan dropped the head off and i quickly got on with masking it off and painting it. I painted the cam cover at the same time. Just need to leave it a few days now before i detail the edging of the fins and fit the 6mm exhaust studs. Because the valves have been re-ground into the seats means we will have to re-shim it which i will do once the cams have been fitted. I got together the remaining cam chain tensioner parts and relevant gaskets so that we can finish putting the top end together maybe this weekend. We have had quite a good positive response to this rebuild and we even have had customers turning up at Z-power just to see the real thing. Trev thinks it will be sold well before stafford show in october which means i will have to hurry up and start a few more. We have a Z1-B ready to do, probably in the Blue colour and a Z900-A4. I am on the look out for a Z1-A if anybody out there has one for sale?**

**The new black and silver number plate also showed up. This Z1 is a 1972 model so this is legal. It also means that it is Road Tax exempt as well.**

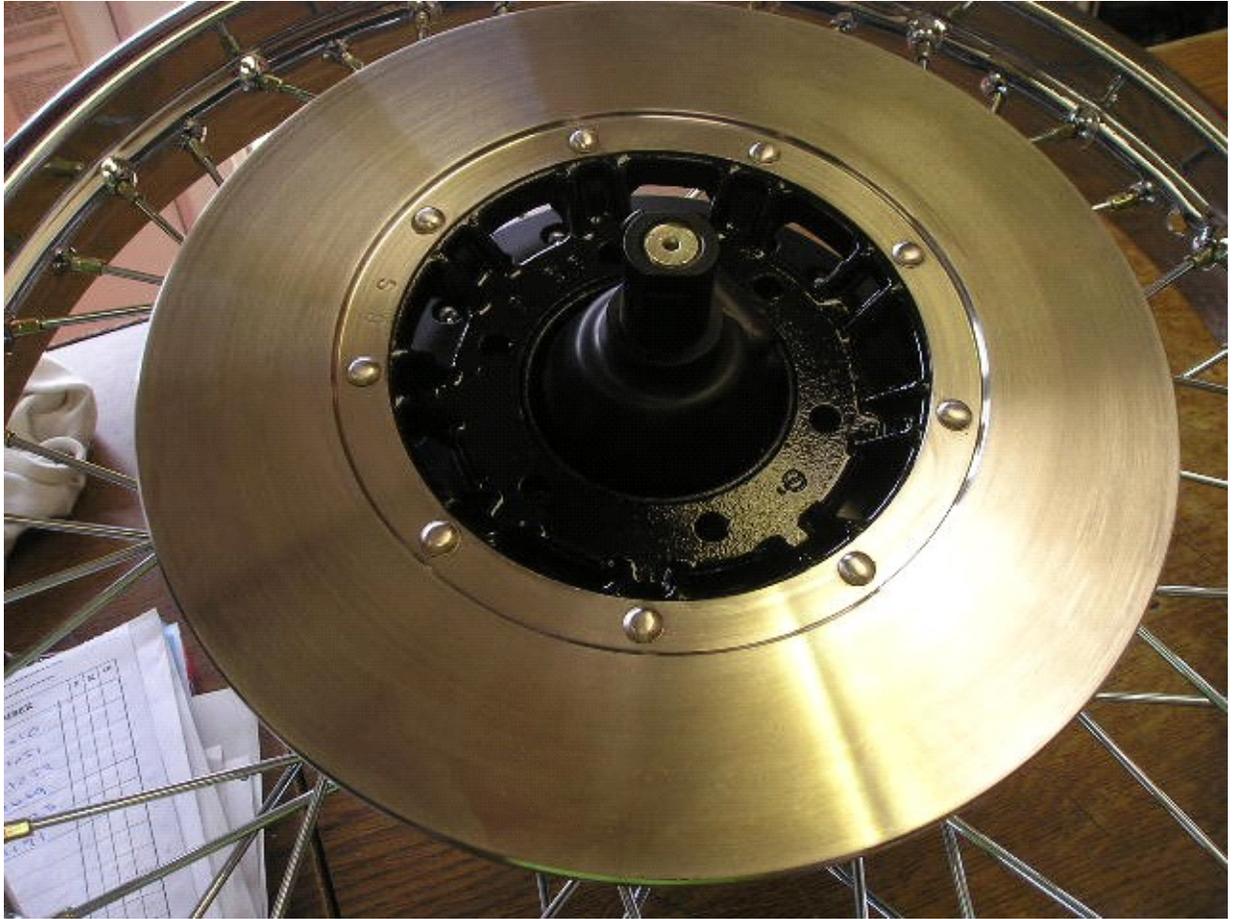


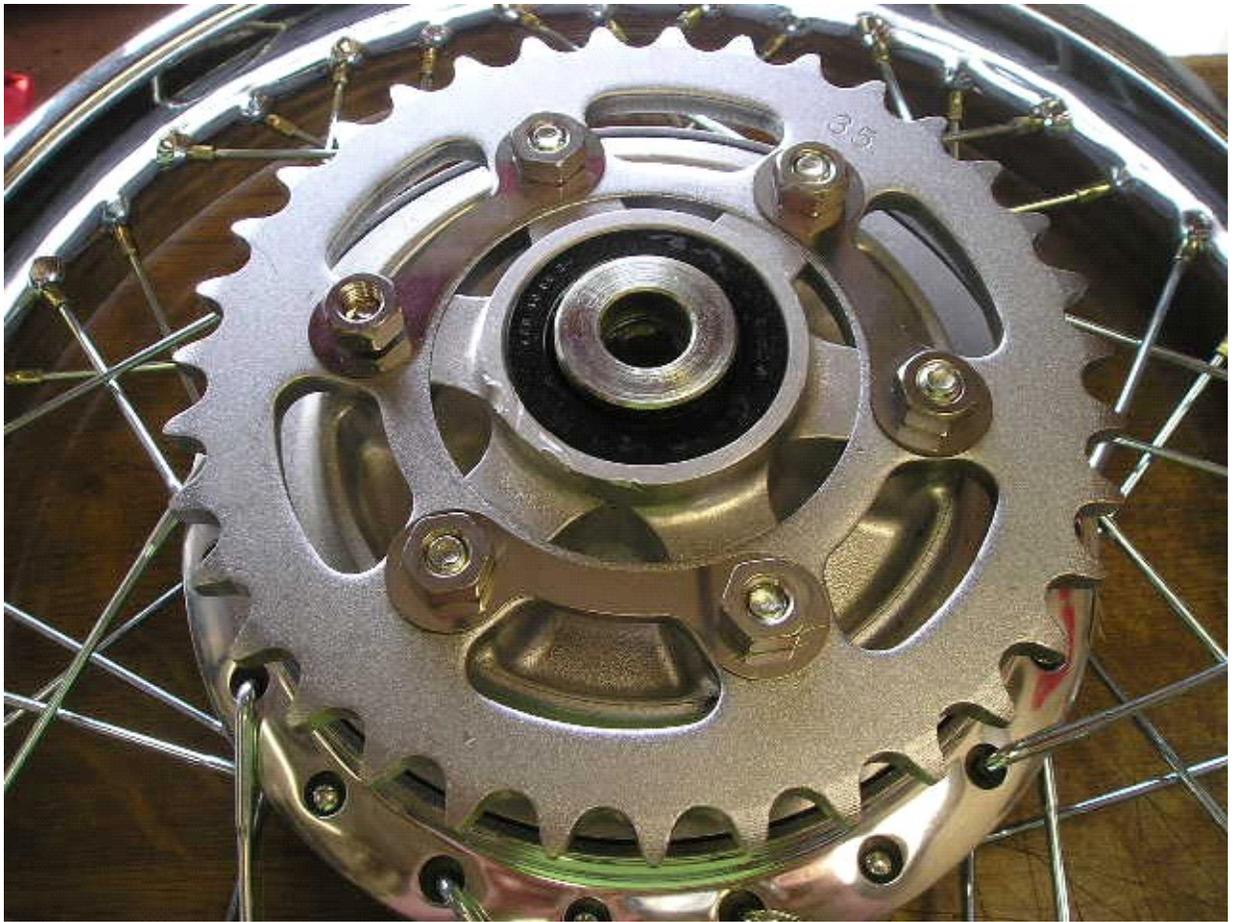




Thursday 8th June:

While waiting for the head to dry we decided to do a bit more on the wheels. I fitted the new rear wheel cush drive rubbers and the new 35 teeth sprocket along with new tab washers and 17mm nuts. The bolts were the original ones that we had zinc plated. I also fitted the front disc rotor to the front wheel. Again new bolts and tab washers will be used. The disc was a used item that we had skimmed and i painted the inner section, now it looks better than new!







Monday 12th June:

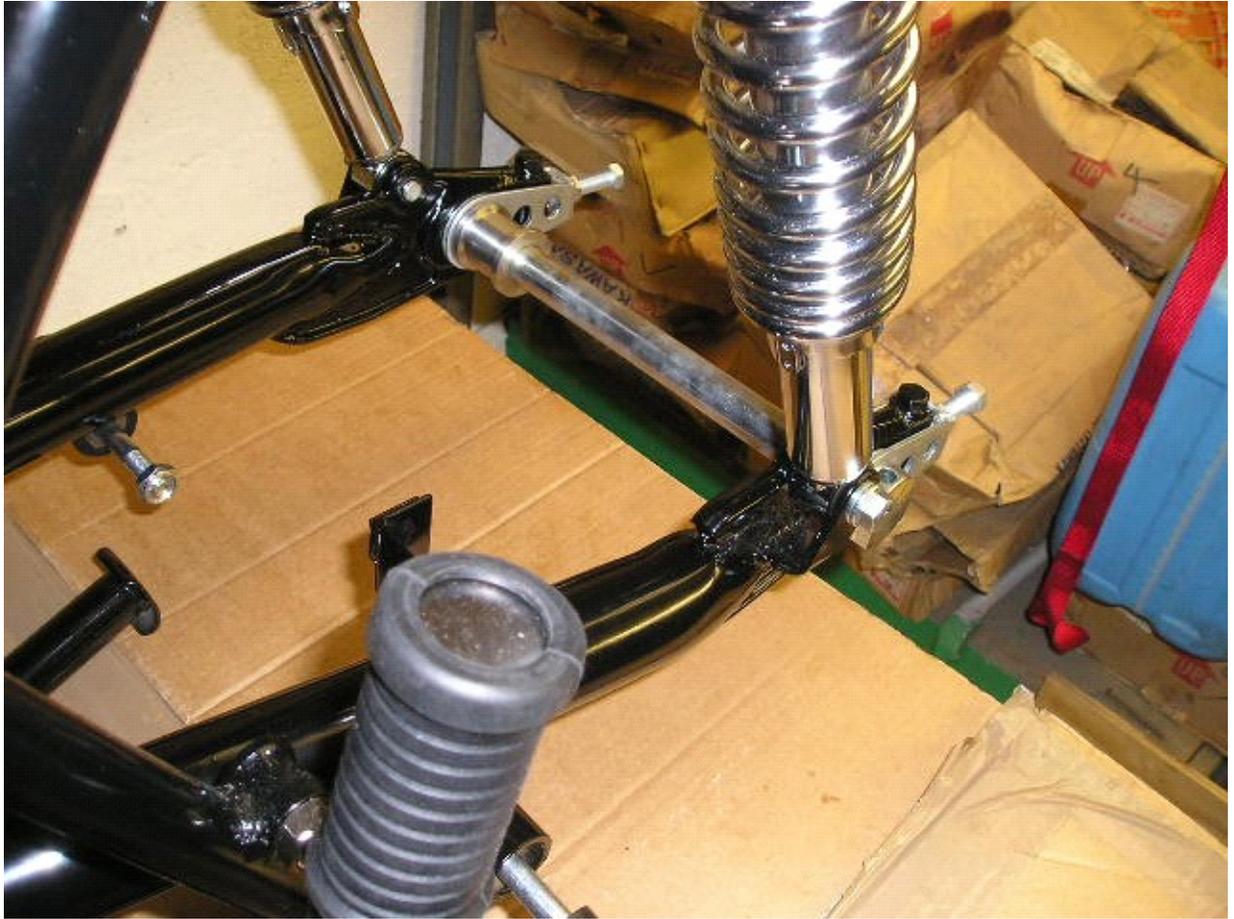
I finally got around to fitting the swinging arm. I put the rear axle and chain adjusters in place while i was at it.

I also assembled the front fork legs using new top fork nuts. The original nuts were well chewed up and fit only for the bin! I filled the forks with 175cc of 15w fork oil. Originally Kawasaki used just 10w oil but this was way to thin. Once assembled i fitted the front fork legs into the yokes and tightened all the pinch bolts and then offered up the front fender. The fender is a new one.

The cylinder head is now ready for the finishing touches to the edge of the fins. I normally do this with a small file but i have bought a Rotary tool to experiment with.

I am on holiday for a few weeks after this week so the final assembly of the motor will have to wait until i get back. I have everything ready to fit so it is a relative simple job to do.

Hopefully by the time i get back, Trev will have the rest of the polishing and Carbs back from Steve Smethurst.





Tuesday 11th July:

Well i am back! Trev has got all the polishing back now so we can get on with quite a bit of work. first thing to do is get the tyres fitted and get the motor all together. Hopefully this will be all done this week.

Tuesday 18th July:

Well it would seem i under-estimated how busy we would be here at Z-power since i got back! it as been manic so hardly anything as been done to the bike.

However the speedo came back from Chris Rivett and as usual it is an excellent job. I also got the bits for the rear brake panel so that can be re-assembled. New shoes and springs will be fitted and a new dust seal. The Arm as been re-chromed and the cam re-zinc plated.

I did put the barrell and cylinder head onto the engine just to hold them while i finished off the detailing on the edge of the fins on the cylinder head. We will need to remove them again soon so we can fit the pistons and other internals.

We also need to put the Carbs back together which we have been putting off for weeks!!!







Wednesday 19th July:

We did a bit of work on the front brake caliper today. The main body and holder bracket of it had been powder coated and a new piston, seal kit and bleed nipple was fitted. The 2 Allen bolts had been re-zinc plated and we had used one of our round external decals to finish the job off. Vesarah pads have been fitted to help combat brake squeal! We were toying with the idea of fitting the optional twin disk set up but decided to keep it standard and fit just the one.





Saturday 22nd July:

We got the tyres and tubes ready to put onto the wheels but it was so hot today that i chickened out and took them to our local tyre supplier SMD of Leigh. They fitted them for me while i waited for a very reasonable fee, while i watched eating a McFlurry!!! I love hard work, especially when it is not me doing it!!!

They were highly amused at my choice of original Dunlop Gold seals, muttering about "Japlops" and other descriptive words i can` t possibly repeat! I dont care, I think they look dead good!

**Check out SMD on thier web site [HERE](#) :**



On returning to Z-power i re-fitted the front brake disc, speedo gearbox and the front Axle and put the sprocket carrier back onto the rear wheel.









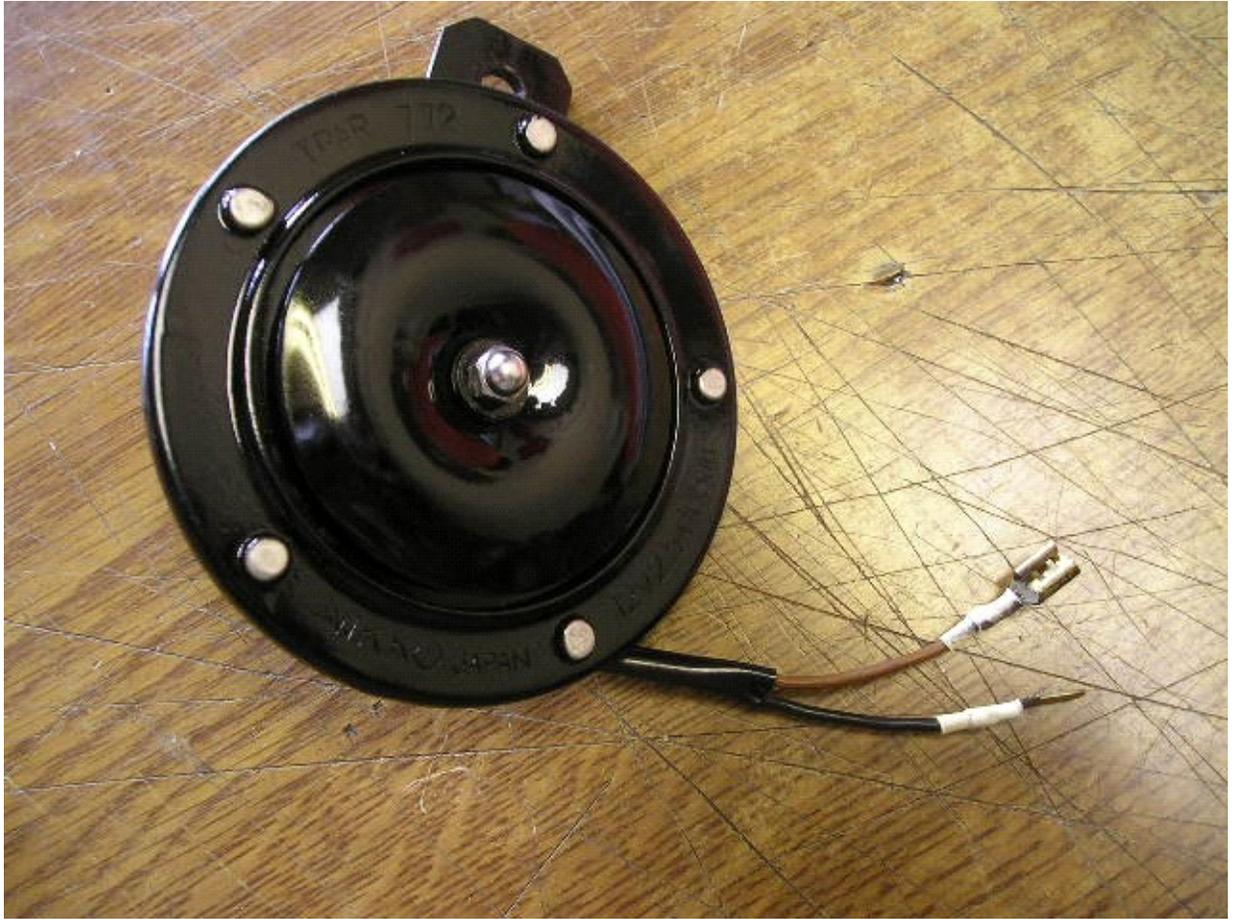
Monday 31st July:

Started to look at the electrics again today. I decided to restore the original horn rather than use one of our pattern items. When we started this project we had in mind to showcase some of the pattern items we do but the more we get into it the more it has turned into a full on restoration. Not a bad thing but could cost that little bit more!!! Trev is still on holiday so the rest of the engine rebuild can wait until next week, beside i have a bit of work going on with the ELR Z9R i am doing. It feels a little strange swoping between different projects but the differences in them keep me interested. I was customising bikes long before i started to restore them back to standard spec in the late 70` s. It feels good to now be able to combine the two.

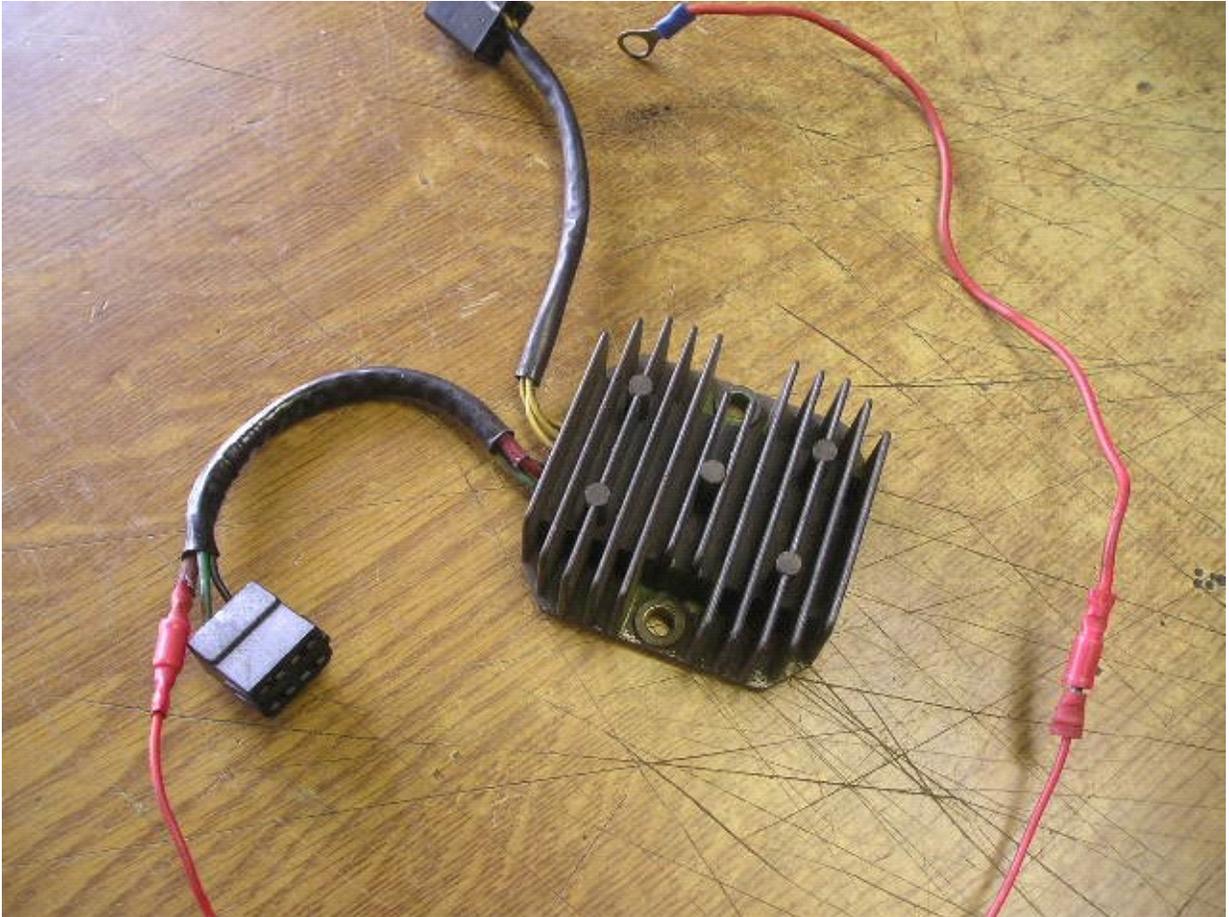
Sunday 6th August:

I got out the rest of the electrics today, new loom, switches and various earthing leads. I will be using a reconditioned rectifier and regulator because new ones are not available any more. I have a pair of them already that were once on my new Z1 before i found new ones a few years ago.

The combined unit i took off the bike will come in useful for the ELR 900 i am doing.



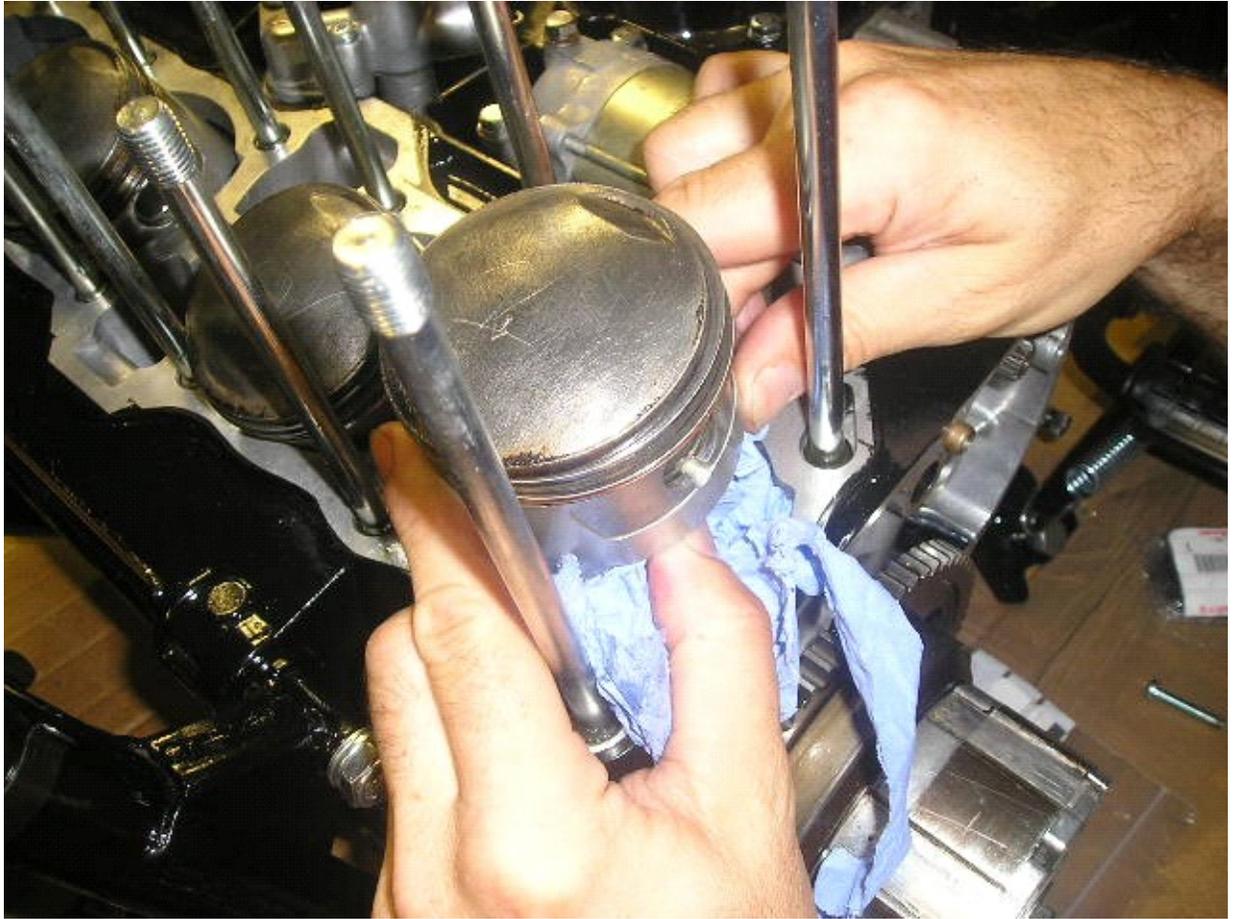




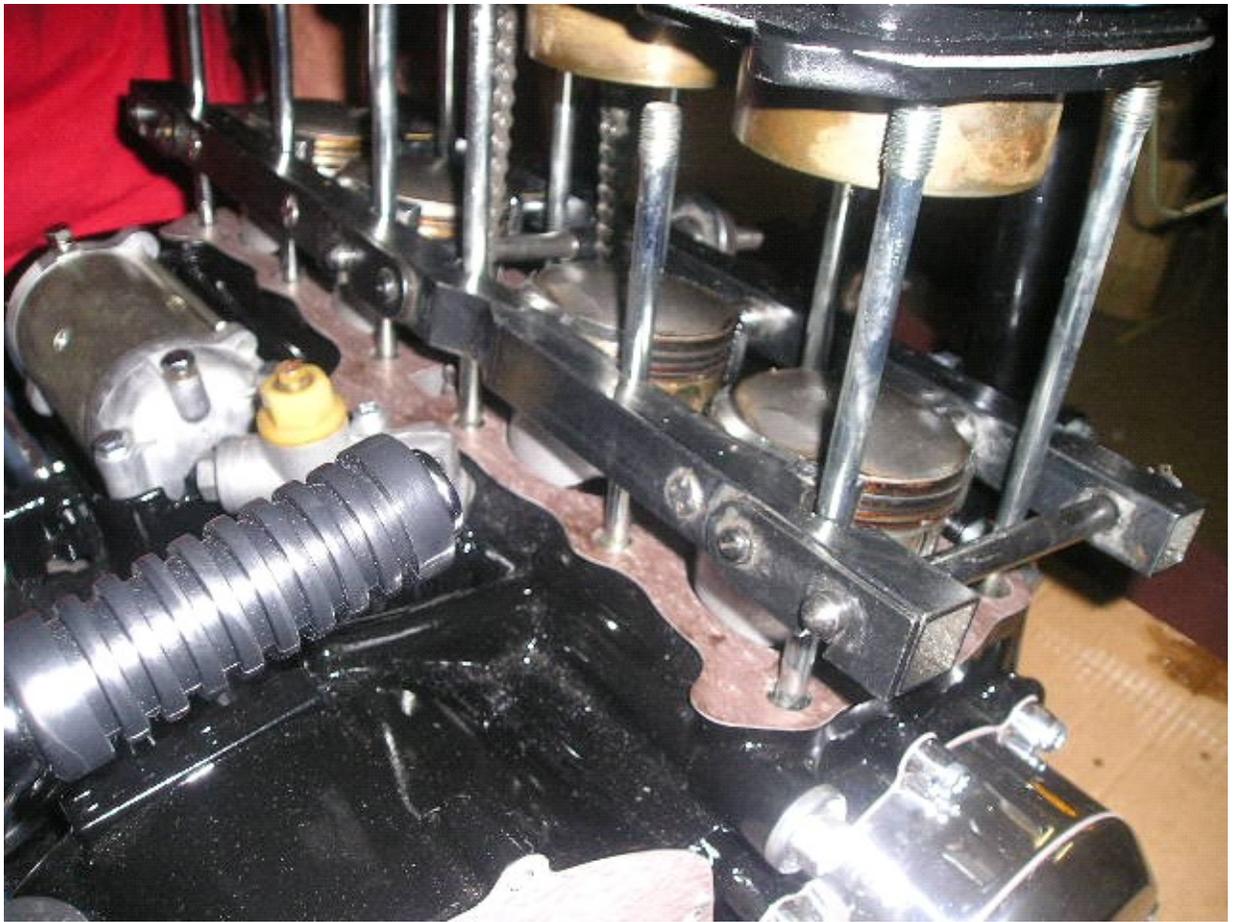
Sunday 13th August:

Well Trev and me finally got around to finishing off the top end of the motor. We fitted a new base gasket, 4 new o`rings to the sleeves, fitted the pistons and used the special Kawasaki tool to fit the pistons into the cylinder. This makes the job quite easy!

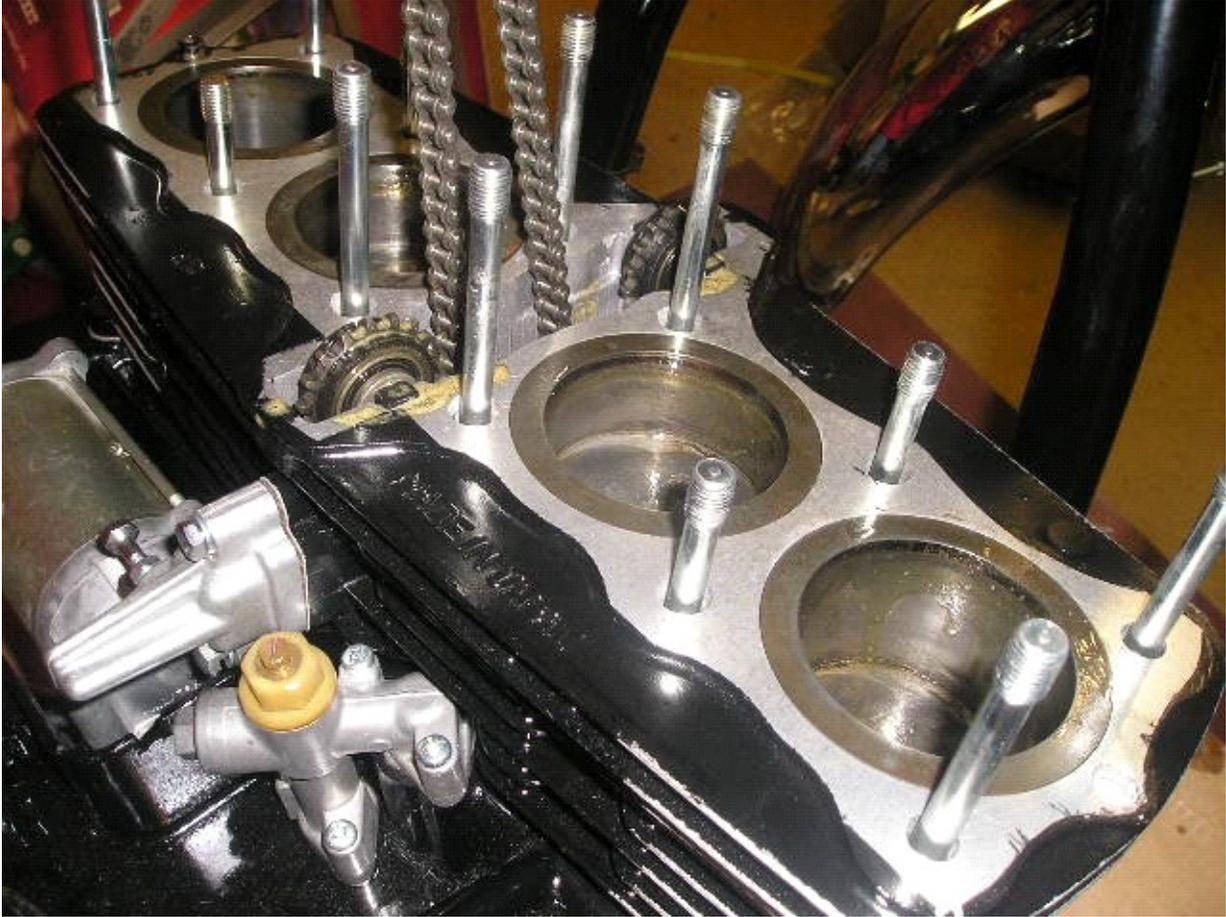
Then a new one piece head gasket was fitted and the head installed. All the new cam chain parts were put in there of course. Then we fitted the head bolts and torqued the whole lot down. 4 new B8ES plugs were also fitted as well.





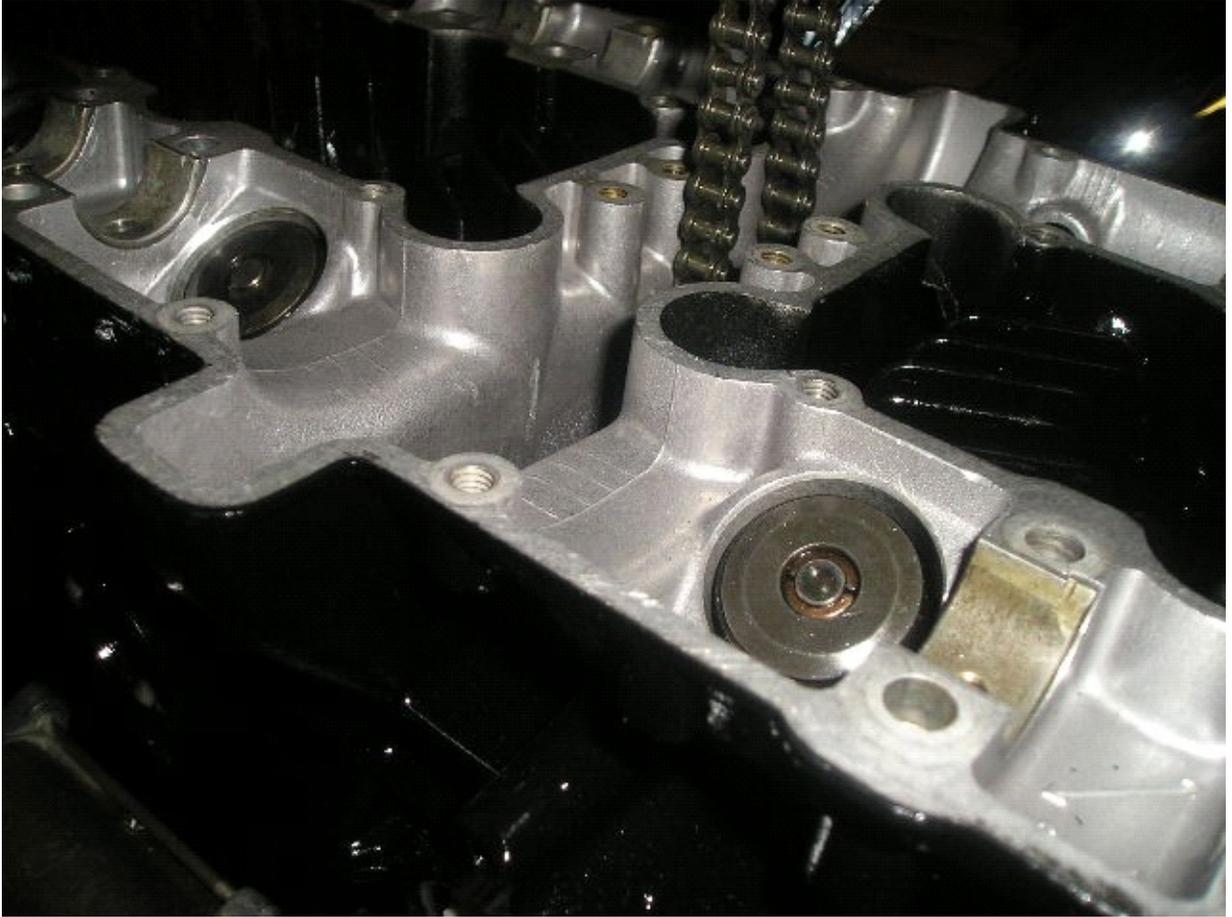














We were going to fit the Camshafts but i realised that i could not find the list of shims that Alan had give me when he did the head!! That means i will have to re-check them all again!

Not a big job but it stopped us for a while. We needed to put the engine in the frame on the Eddie Lawson bike so we decided to do that instead and leave the Z1 for another day. Maybe i will find the original shim list by then? Anyway i need to measure up the cam shaft bearings and see if they need replacing.

**Wednesday 16th August:**

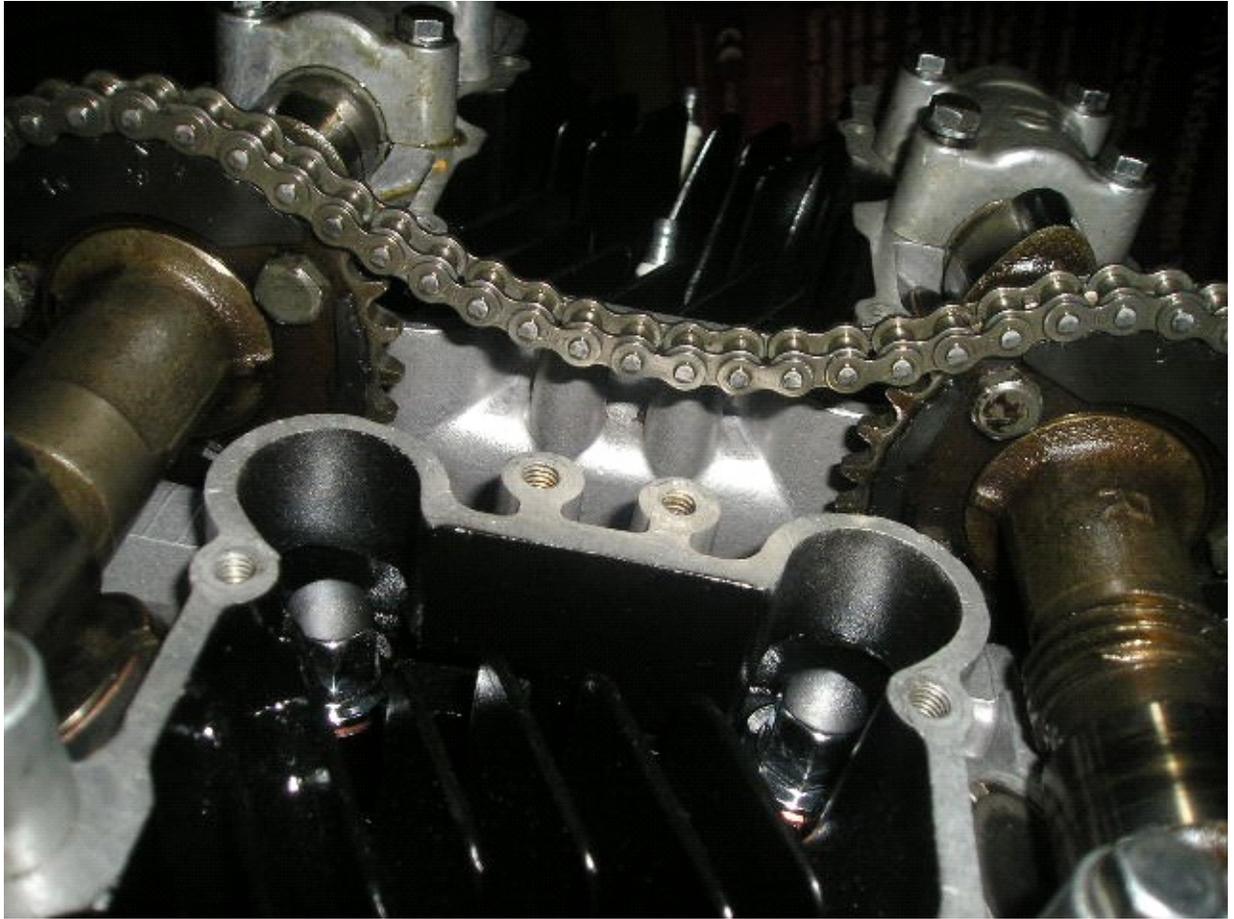
**I found the original shim list, so i got the corresponding shims out of stock and fitted them into the top of the buckets. All the shims were around the 215-225 mark which is normal after valves have been ground in.**

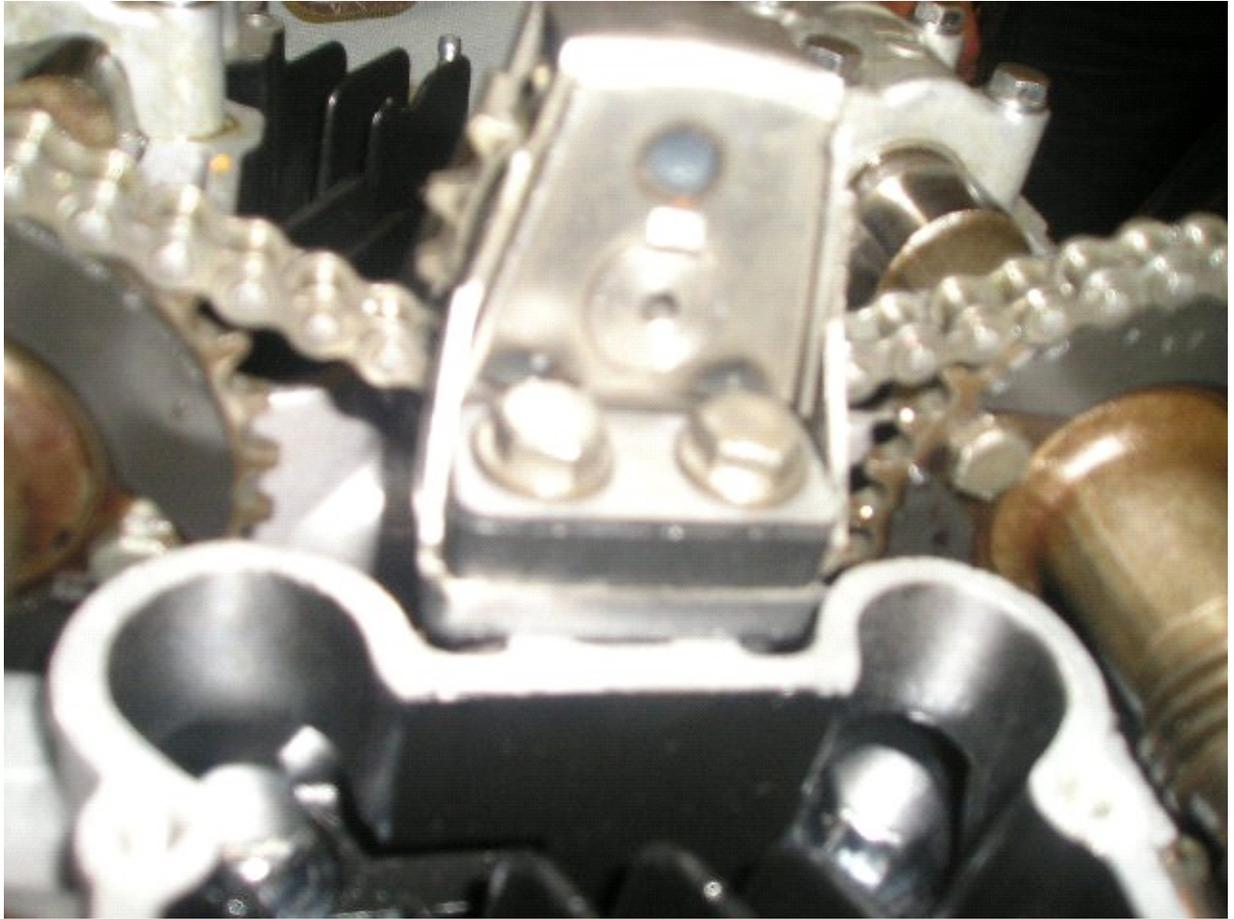
**We decided to replace all the cam shaft shell bearings with new ones to be on the safe side.**

**After this we fitted the cam shafts paying attention to the cam timing. It still surprises me that some people still get this wrong even though the workshop manual explains it clearly enough. After a new cam cover gasket, 4 new cam end rubbers and 4 new top idler rubbers we were ready to fit the cam cover.**

**A new set of 16 6 x 45mm chrome bolts were used to fasten it all down.**









Tuesday 22nd August:

I did a bit more work on the electrics today. I fitted the speedo and wired up the tail light loom. I also fitted the rectifier and regulator and the starter solenoid switch. Most of the electrics are now done.





**I also got around to fitting the inner rear fender and the ignition coils.**

**I also need to get a set of our warning decals out of stock to fit to the various parts.**





Friday 1st September:

Not really done much on the Z1 for a while, we have been too busy with the other projects, especially the Z1-B. I did put the tail piece on and the side panels to see what they looked like. Looks really good!!

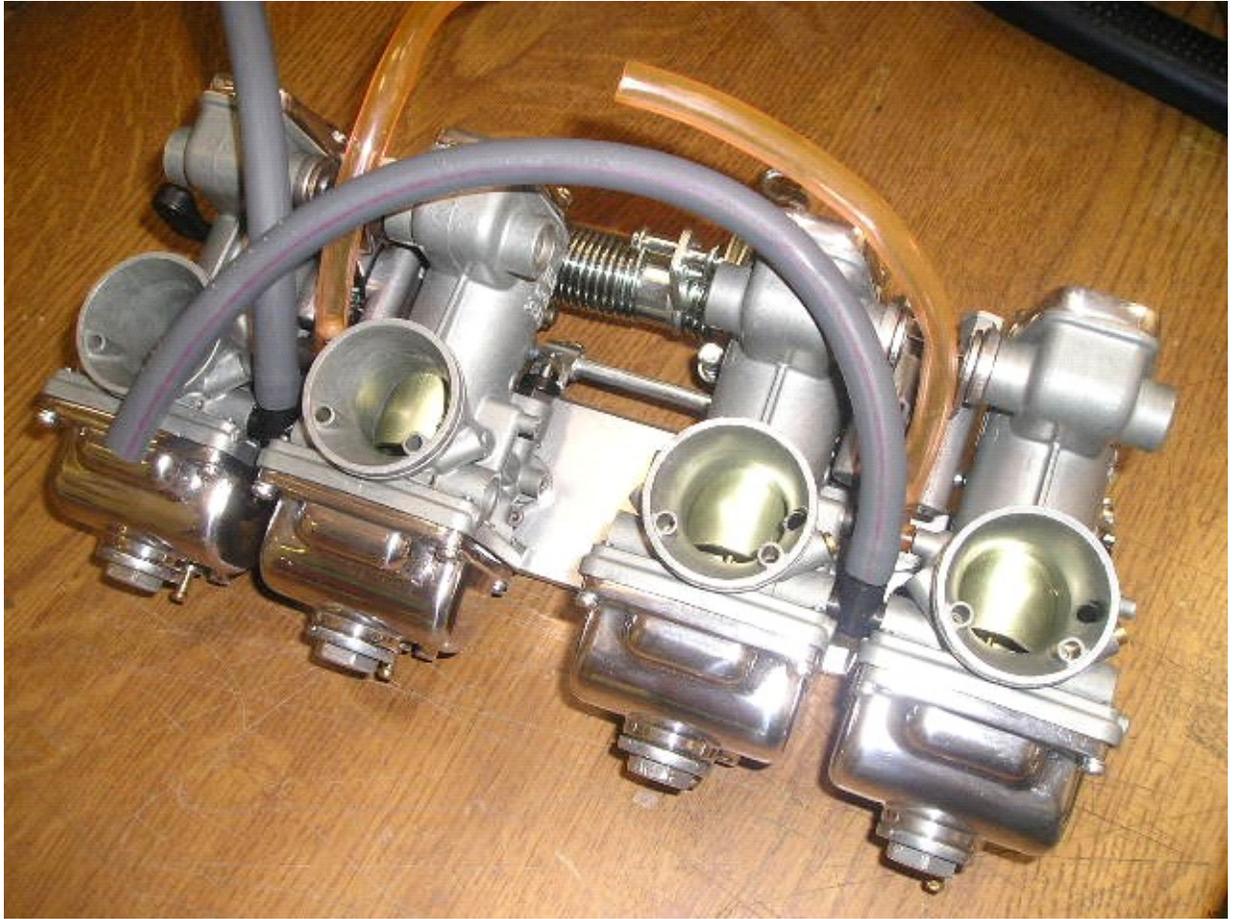


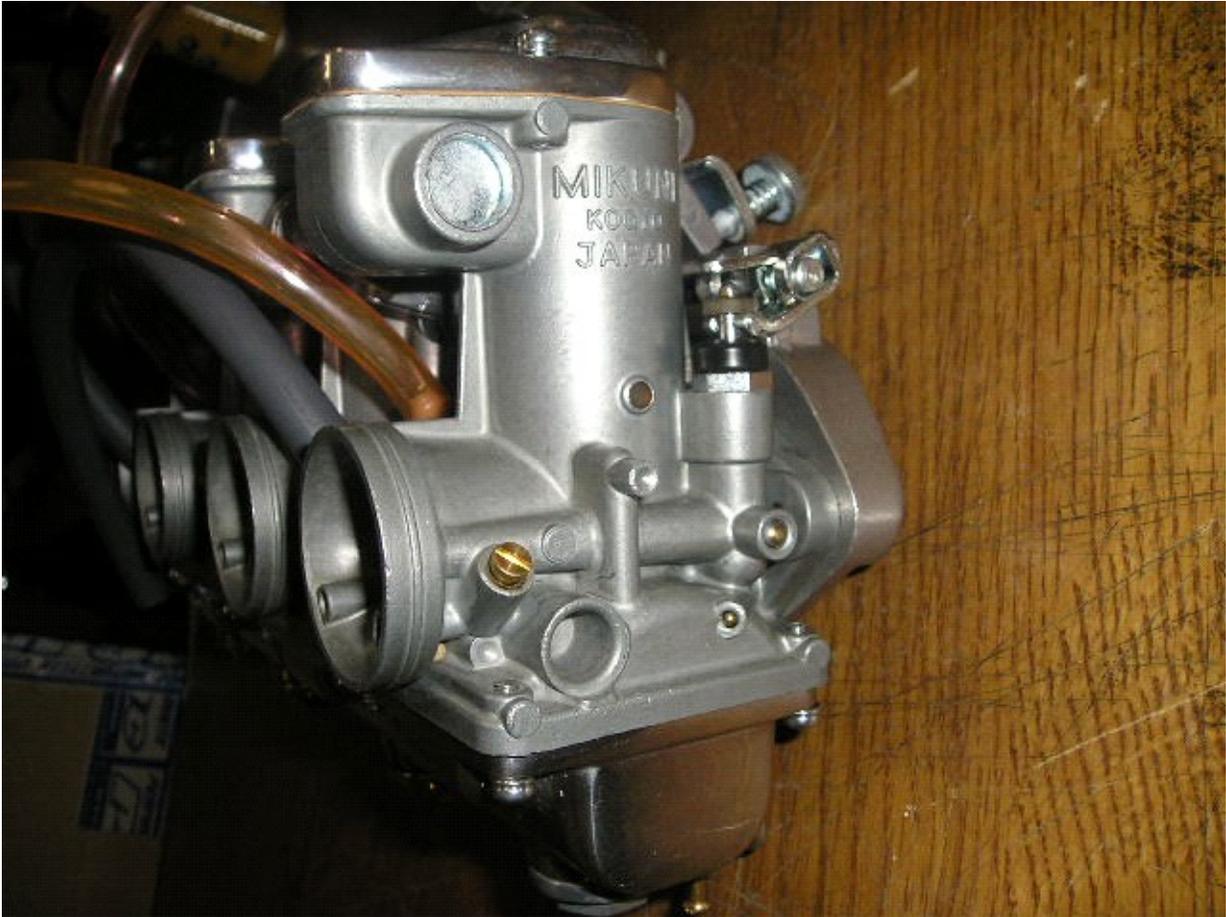




Sunday 10th September:

I finally got around to finishing the carbs off today. 4 new carb repairs kits were used along with new 4mm screws and all the polished and zinced parts. New fuel pipes were also fitted. They look better than new now!! Obviously i can only set them up roughly by hand until the motor is running.





Monday 2nd October:

It seems ages since we did anything on the Z1!

I finished off the electrics today and fitted the tail light lens. I have all the parts to finish it off so it just needs a day or so with me and Trev concentrating on doing just this bike. The other two projects are more or less finished so that should not be a problem.

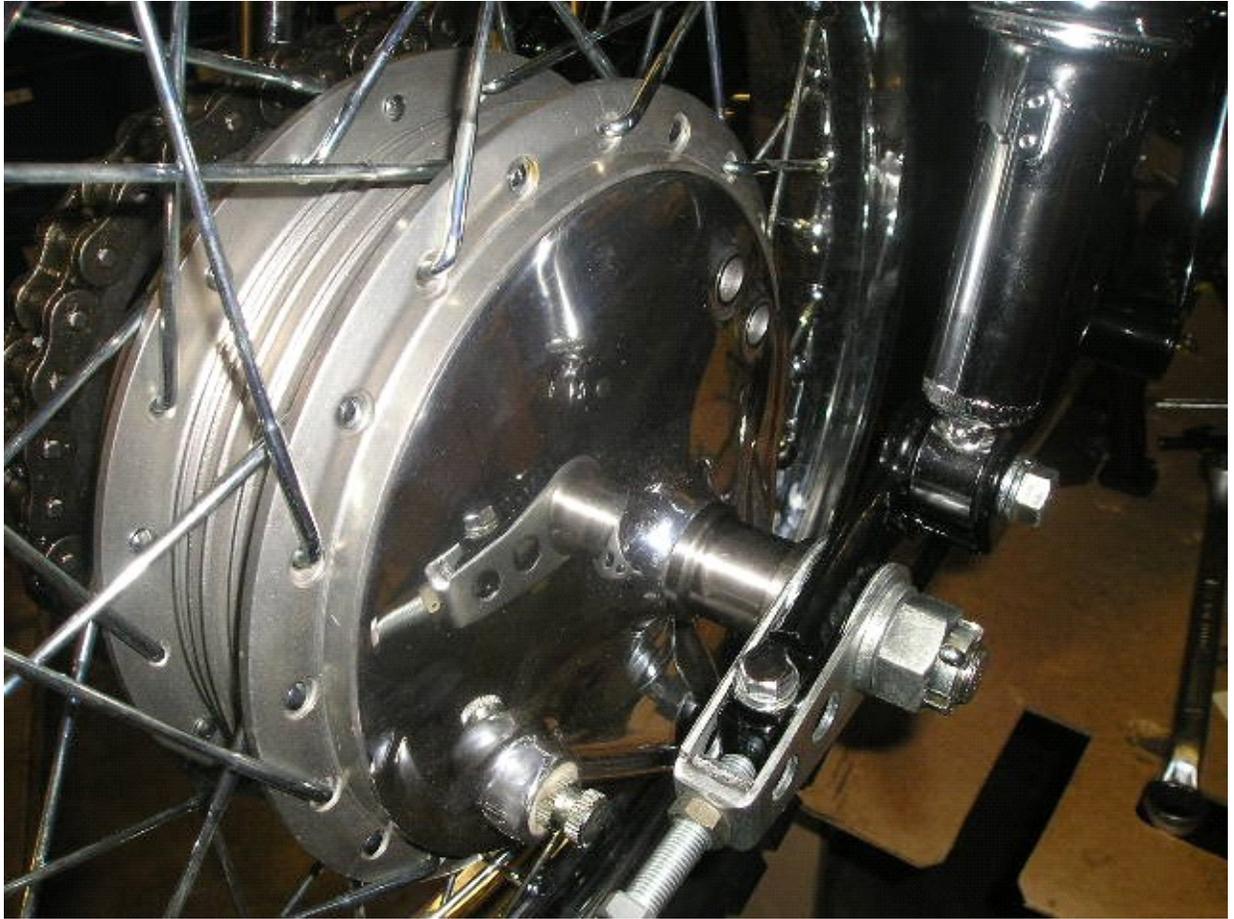


Friday 6th October:

We fitted the front forks, wheel and fender today along with the rear wheel and drive chain. Another couple of days and it should be finished. Now that the ELR-900 and the Z1-B are done we can concentrate on the Z1.









We also fitted a set of our warning decals.

Sunday 8th October:

Well we worked hard this weekend!, we got the carbs, exhaust, paintwork and seat fitted. Apart from the headlamp and mirrors it is just about complete. We are waiting for some of the original type headlamps to come in from Japan, should be this week.









**Because this is a 1972 model the tank is fitted with the smaller tank badges.**

**Tuesday 17th October:**

**Fitted the headlamp today. All looks ok. It does not look like we will have the bike running before Stafford show this weekend but not to worry. We are very busy getting the stand ready for the show but if it runs half as good as it looks then i will be very happy!!**





**STAFFORD SHOW:**

**Well the bike went down a storm at the show.**

**It was eventually bought for Â£12,000 but such was the response we have had to take orders for 3 more bikes!!!**



**Wednesday 1st November:**

**Well my old friend Colin Smith came in today to help me get the bike running. Colin was my chief mechanic way back in my Knott Mill Kawasaki days, in the late 1970`s!!**

**He was curious to see if he still had what it takes to get one of these bikes up and running. He left the bike trade in the mid 80`s but it all soon came flooding back to him. Within 20 minutes he had the strobe and vac gauges out and had the bike running really well.**

**I was that impressed i give him a cylinder head to finish off as "homework"!!!**



THE END!!