



SERVICE

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BULLETIN SER 73 GEN-10

Title: OIL TANK VENT
TUBE ROUTING**Gen**
SERIES

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PROBLEM

If the oil tank vent tube becomes pinched, a vacuum is created in the oil tank which does not allow the oil pump to deliver oil. In the case of a two-stroke, the result is engine damage due to lack of lubrication. In the case of the Z1, which has an oil tank for the drive chain lubricating system, the result is premature failure of the drive chain due to lack of lubrication.

SOLUTION

Careful routing of the oil tank vent tube so that it cannot be pinched or melted will ensure that the lubrication system functions properly. If there is a lubrication failure, the oil tank vent tube must not be overlooked as a possible cause. And even though there is no vent tube routing problem with models which have a vent hole in the oil tank cap, in the event of a lubrication failure, this vent hole must be inspected for blockage.

Also, if the oil tank cap is replaced on a model which has no oil tank vent tube, the replacement cap must have a vent hole.

CAUTION: The oil tank caps of some Kawasaki models are not interchangeable from one year to the next, because of changes in oil tank venting methods.

VENTED CAP WITH SEALED TANK		Interchangeability	UNVENTED CAP WITH VENT-TUBE TANK	
Model	Vented Cap P/N		Model	Unvented Cap P/N
G4TR G4TRA G4TRB G4TRC	52003-001	→ ⊕ ← ← X →	G4TRD	52003-018
G3SS G3SSA G3SSB G3SSC G3TR G3TRA	52003-002	→ ⊕ ← ← X →	G3SSD	52003-019
H1 H1A	52003-009	→ ⊕ ← ← ⊠ →	H1B H1C	52003-017 (Original equipment superseded by 52003-009 in parts stock)
F8 F5 F5A	52003-009	→ ⊕ ← ← ⊠ →	F8A F9 F9A F9B	52003-017 (Original equipment superseded by 52003-009 in parts stock)

⊕ = will interchange X = will not interchange ⊠ = not available

CURRENT MODEL VENT TUBE ROUTING

CAUTION: Always allow the oil tank vent tube to arc gently in the first few inches from the spigot on the oil tank. This will prevent the tube from folding over at this point blocking the vent.

Wherever a guide or clamp is employed to secure the vent tube, care must be taken that the vent tube is not pinched or restricted at this point.

Take special care to keep the vent tube well away from the muffler, or else it will melt shut.





MT1

There is no oil tank vent tube for this model. Instead, there is a vent hole in the cap, which can be opened or closed. **IMPORTANT:** The cap must be turned to the ON position to run the engine.



MC1

Run the vent tube under the battery box mount bracket and under the frame tube which supports the rear seat clamps. Secure the end of the vent tube with the guide on the rear fender.



G3SS

On the 1974 model the vent tube goes directly to the rear of the machine under the frame tube. Since the tube is so short, it can support itself and does not need a guide to hold it in place. On the 1973 model there is no vent tube at all. The tank is vented through the cap.



G4TR

Allow the vent tube to arc slowly behind the oil tank and feed it downwards directly behind the engine cases.



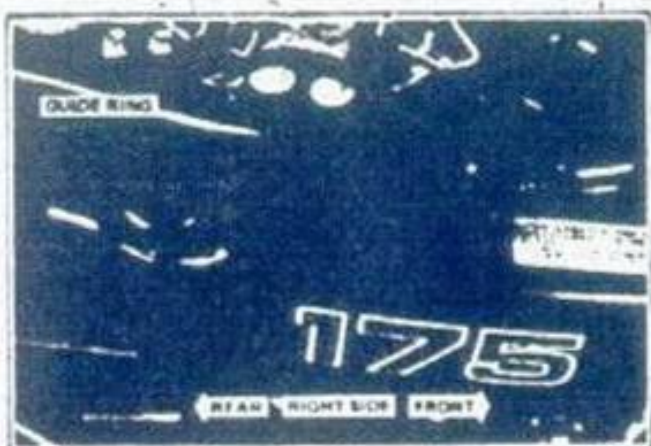
G5

Run the vent tube along the frame and secure it with the guide on the rear fender. Cut the tube if necessary so only 25-38mm (1"-1½") of the tube goes beyond the guide. This will ensure that the tube will not get pinched when the seat is closed.



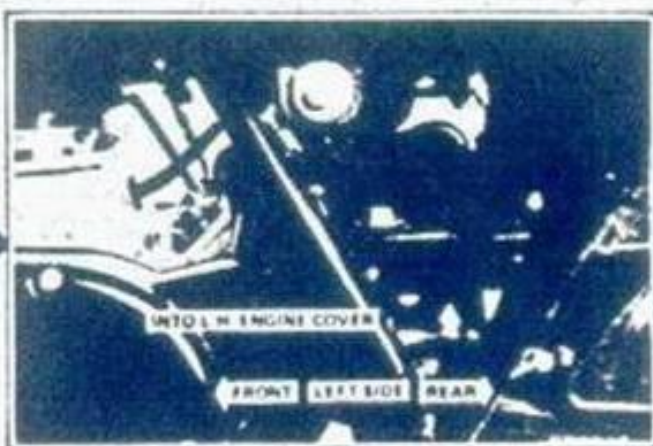
KS125

Let the vent tube arc gently from the oil tank spigot to the frame bracket. Run the tube along the bracket and finally under it at the frame on the right side. Allow the tube to follow the frame and secure it with the clamp above the turn signal bracket.

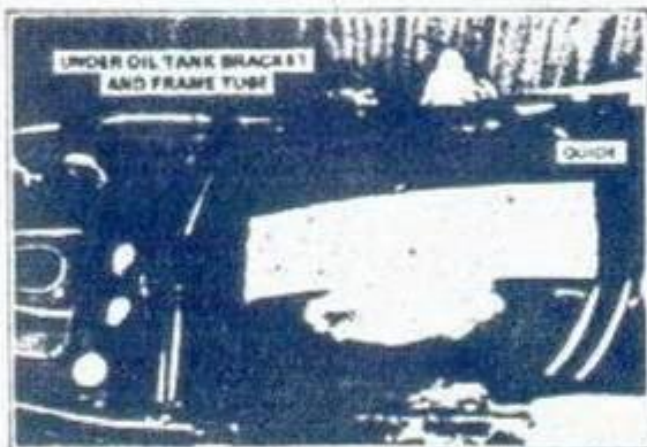


F6 and F7

It may be necessary to bend the spigot on the oil tank up slightly so the vent tube will not have to bend sharply as it goes over the bracket and down through the guide ring.



Bring the vent tube over the tool box from behind the oil tank. Fit the end of the tube into the L.H. engine cover.



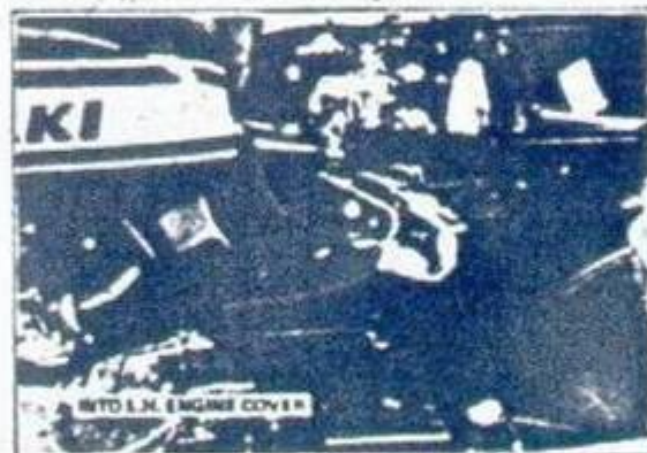
F11

Feed the vent tube under the oil tank bracket and frame tube. Run the tube along the frame to the guide at the rear fender.



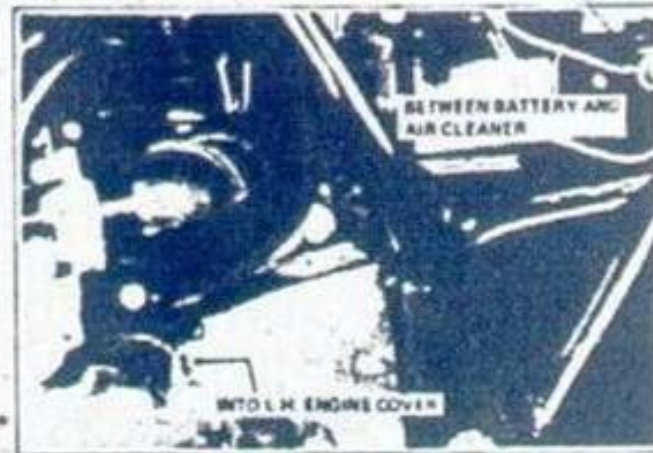
F9

Bring the vent tube from the oil tank to the left side of the motorcycle going under the frame tube. Then run the tube under the fender bracket, straight back to the guide on the rear fender.



S1, S2, and S3

Bring the vent tube back over the frame tube and along the rear fender to the left side of the motorcycle. Run the tube forward under the rectifier and insert the end into the L.H. engine cover.



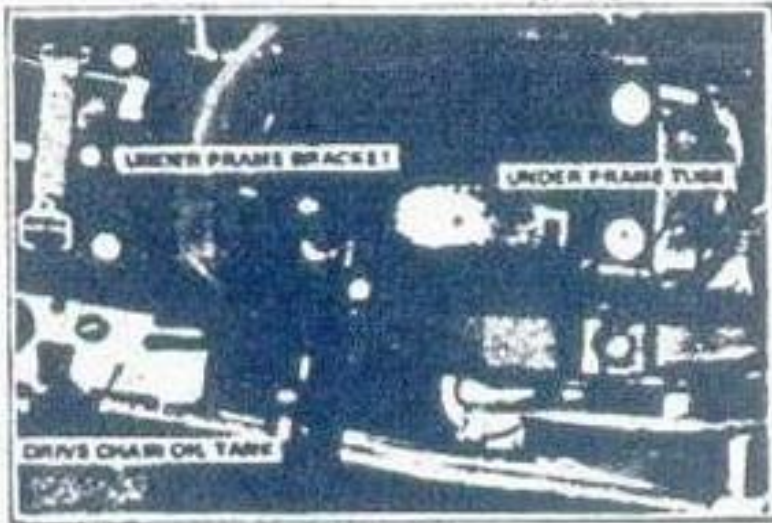
H1D and H1E

Run the vent tube forward from the oil tank and down between the air cleaner and battery to the left side of the motorcycle. Feed the tube into the hole in the L.H. engine cover.



H2

Allow the vent tube to arc gently down behind the oil tank and feed the end through the rubber guide near the bottom of the rear fender.



Z1

Route the drive chain oil tank vent tube straight back along the left side of the rear fender, over the rear fender and forward again on the right side.