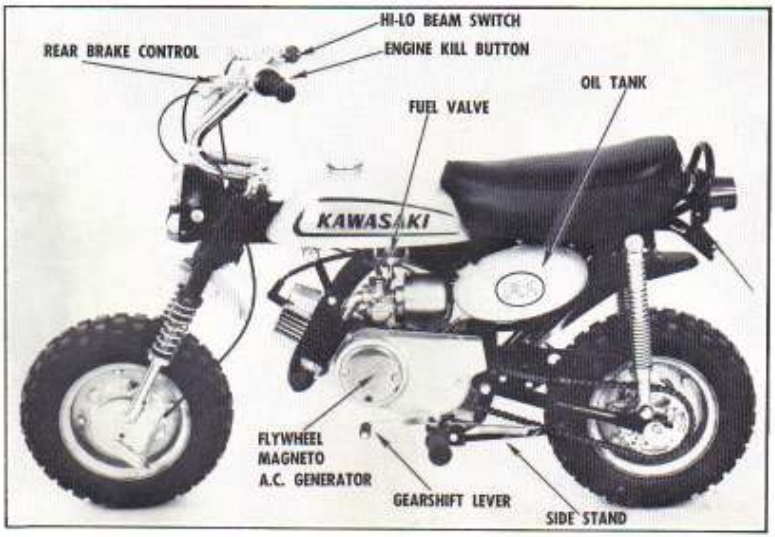
ASSEMBLY AND PREPARATION MANUAL

75 MT1

KAWASAKI MODEL MT1 75cc
ASSEMBLY AND PREPARATION MANUAL

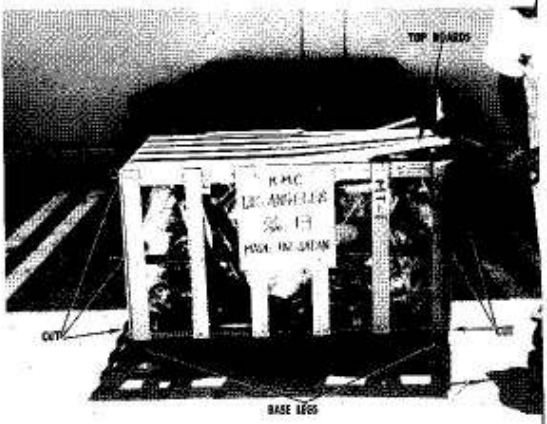
There are three major sections in this manual:

SET-UP INSTRUCTIONS	—Work performed during uncrating and assembly
PRE-SALE SERVICING	—Preparation and inspection performed before delivery
SPECIFICATIONS	—Service specifications for possible trouble shooting

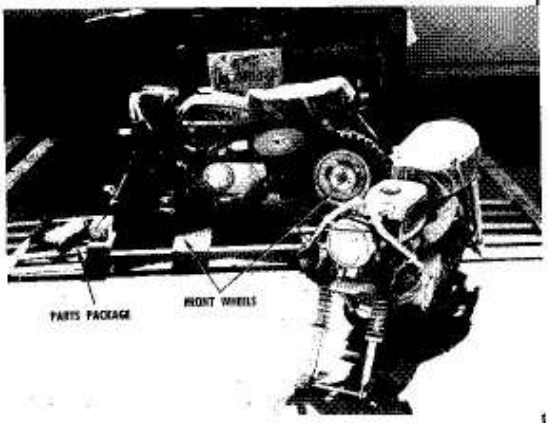


KAWASAKI MODEL MT1 75cc SET UP INSTRUCTIONS

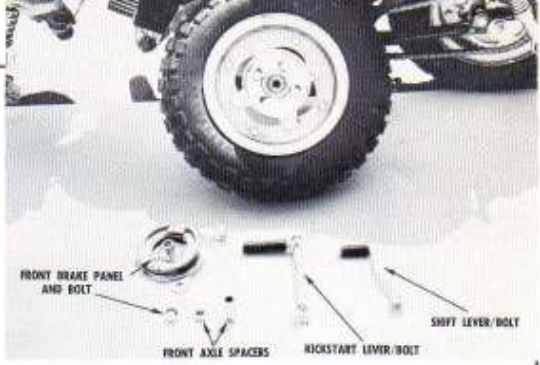
In a 15' x 15' area, position the crate upright as shown. Pry off all the top boards. Cut the three banding wires at each corner of the crate.



Pull down the two ends of the crate, and then pull down and remove the two sides. Lift the front end of one unit, and then roll it out of the crate base. CAUTION: Peen over any crate nails which could puncture the tire.



The front wheel and packaged parts for one unit are shown here. Two of each item should be in the parts package.



Remove the rear shock bolts from the swing arm. Support the frame on a stand, and then lift the rear end to position the lower shock eye inside the swing arm tab. Insert the bolt, with washer, and then tighten the nut. Install the other shock in the same way.

Check for any loose parts inside the brake panel and the brake drum, and then install the front brake panel in the front wheel drum. The short spacer is used next to the brake panel. SAFETY NOTE: Loose parts inside the brake assembly could cause the front wheel to lock, resulting in the loss of control.

Using the long spacer on the right side of the hub, position the front wheel between the fork legs. Insert the axle and then thread on the nut, with lockwasher, but don't tighten it yet.

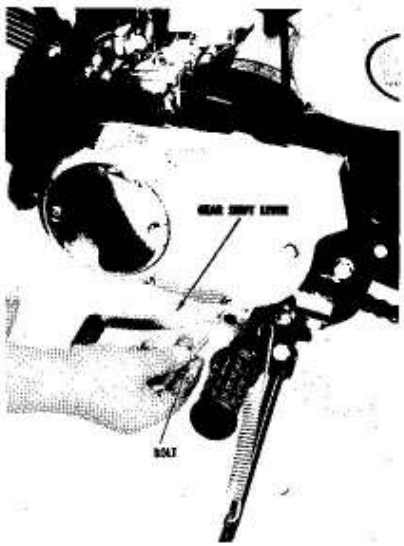
Swing the brake panel so that it lines up with the fork tube anchor tab. Insert the bolt from inside, and then secure it with the large flat washer, lockwasher and nut. Tighten the axle nut at this time.

Remove these parts from the brake cable. Insert the cable through the anchor tab hole, and then slide on the spring. Position the link pin in the actuating lever, push the cable through the link pin, and then thread on the adjuster, with the ramps facing the link pin.

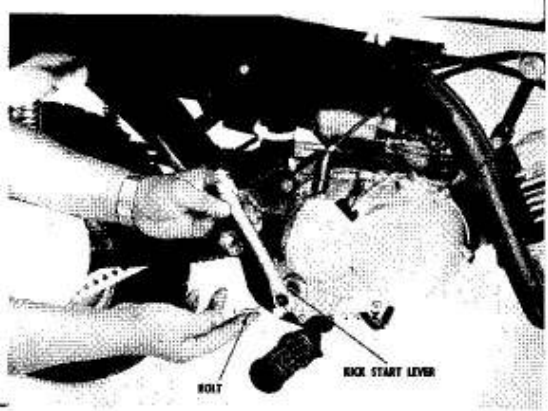
Loosen the clamp nuts, and then swing the handlebars up to the riding position. Tighten the clamp nuts. Connect the front brake cable to the right control lever. Connect the rear brake cable to the left control lever.

Screw the cable guide into the twistgrip housing, leaving ¼" exposed threads. Install the lock nut and tighten with the guide pointing forward as shown.

Remove the bolt, and then slide the gear change lever onto the shaft. Install the clamp bolt.

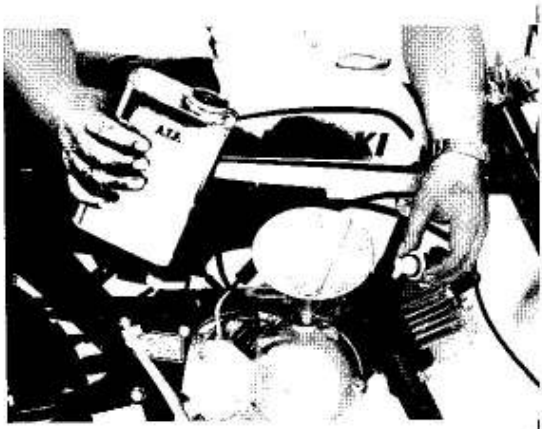


Remove the bolt, and then position the kickstart lever at the 11:00 angle as shown. Slide it on and secure it with the clamp bolt.

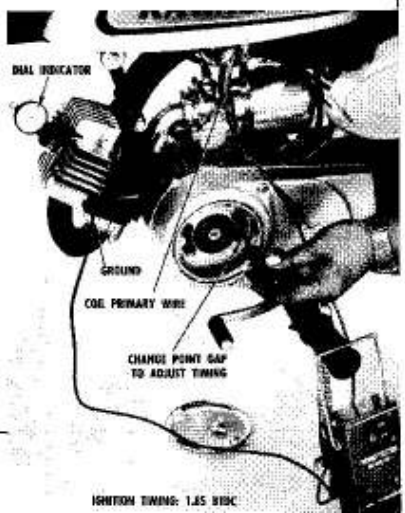


Drain the shipping oil from the transmission. NOTE: The oil level screw is used to inspect transmission oil level instead of the usual dipstick. The MT1 must be on the side stand to obtain an accurate level check.

Replace the drain plug, and then fill the transmission with Automatic Transmission Fluid (type F). QUANTITY: 1000cc or 34 fl. oz. or 1 qt.

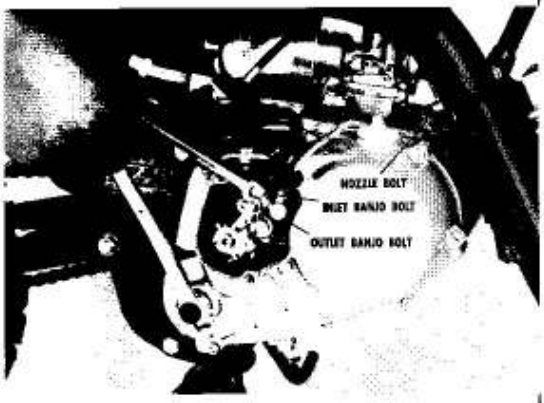


Install the dial indicator, and remove the magneto cover. Clean the contact points with a card soaked in solvent. Hook up the timing tester by connecting one lead to ground, the other lead to the coil primary wire. Turn the flywheel back and forth past TDC, where the indicator needle reverses direction. Rotate the bezel so that TDC is Omm. Turn the flywheel clockwise. NOTE: Each revolution of the needle is 1mm of position movement. As the indicator shows 1.85mm, the tester should change tone, indicating that the points have just closed. The ignition timing is adjusted by changing the point gap. Insert the screwdriver through a slot in the flywheel to loosen the point plate screw. NOTE: After the adjustment, the point gap must be within the range of 0.012 - 0.016 inch.



Make sure the oil hose is securely fastened on the oil tank outlet. Pour 2-stroke oil into the tank. Check the cap for a clear vent hole, and then replace the cap.

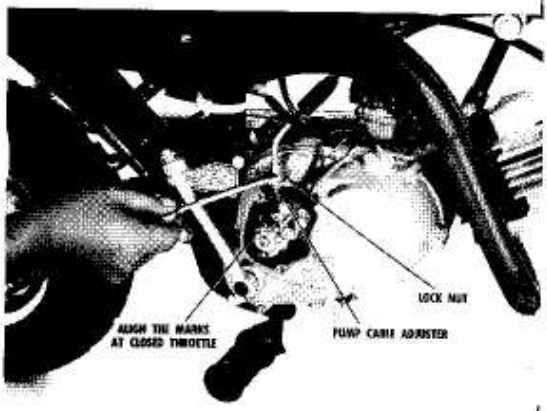
Remove the oil pump cover. Bleed any air in the oil hose by backing off the inlet banjo bolt on the pump. After 2 minutes of oil flow tighten the bolt. CAUTION: If the oil flow is slow or stops altogether check the oil tank, oil hose, and banjo bolt for restriction. At the same time, check the tightness of the outlet banjo bolt and engine nozzle bolt.



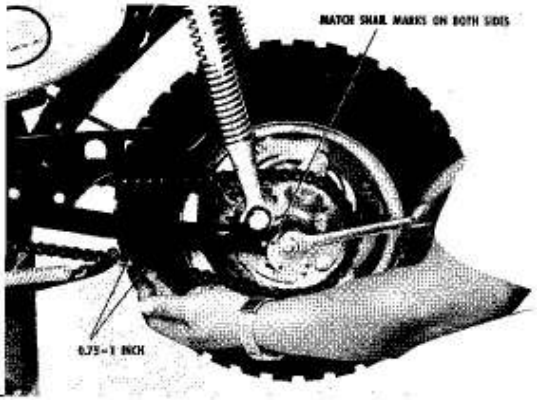
Start the engine and then pull open the pump control lever to bleed the pump and prime the engine with oil. When the exhaust starts smoking heavily, release the lever and seat the cable nipple in the lever. CAUTION: If the engine does not start smoking, or if bubbles are present in the oil pressure line, check for blockage or loose connections.

Set the pilot air screw at 1½ turns out. Start the engine and adjust idle speed to 1400 - 1600 RPM by using the idle speed screw. Kill the engine and take off the air cleaner. Turn the cable adjuster on top of the carburetor to take up throttle valve play, as shown.

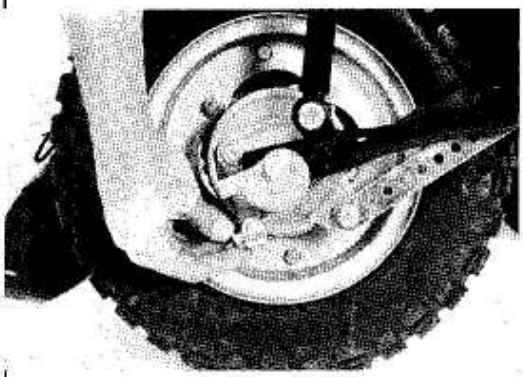
With the throttle closed, adjust the oil pump cable so that the mark (—) on the pump control lever is aligned with the mark (—) on the oil pump strut. Open the throttle and check to see that the oil pump and throttle valve open at the same time. Replace the oil pump cover.

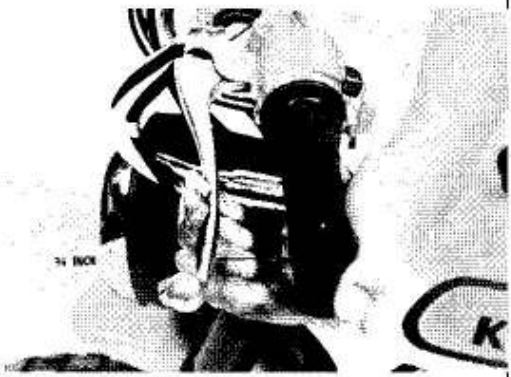


Check the chain slack, which should be 0.75 - 1.0 inch at the mid-point. Adjust by loosening the axle nut and rotating both snail adjusters to the same position. Push the wheel forward while tightening the axle nut to hold the desired adjustment.

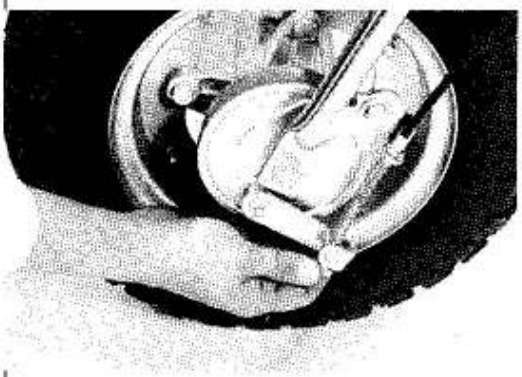


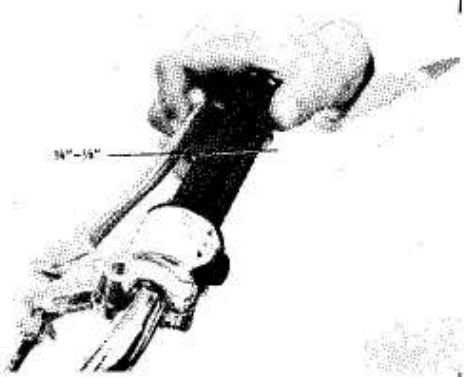
Adjust the rear brake by turning the adjuster on the brake cable at the panel lever. The left hand lever should have ¾" clearance from the handgrip when fully applied.



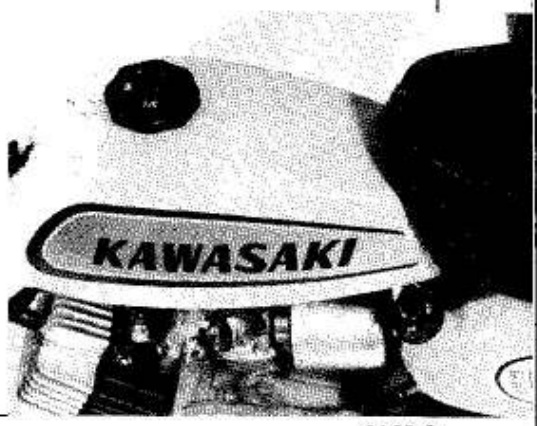


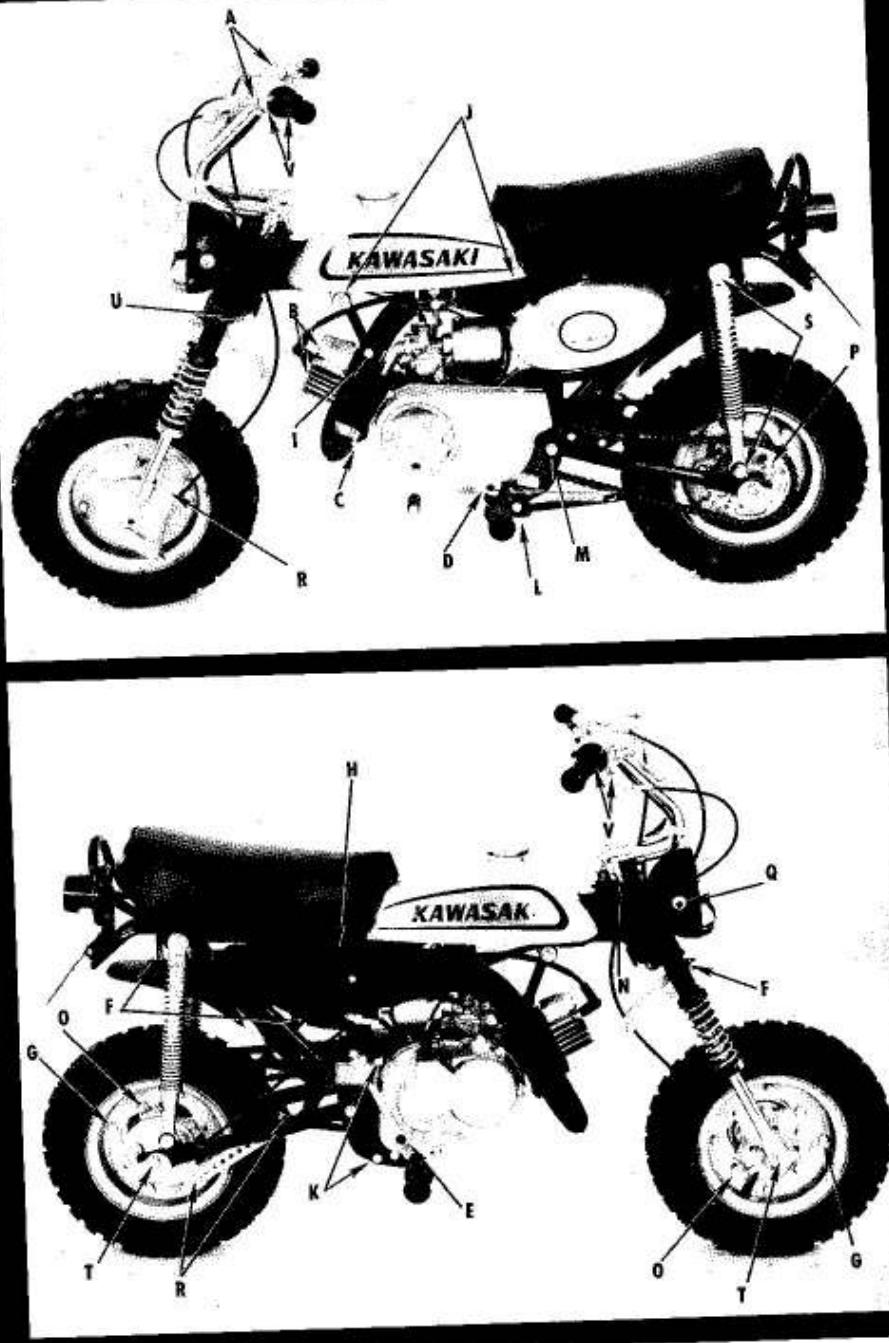
Adjust the front brake by turning the adjuster on the front panel lever. The right hand lever should have ¼" - ½" clearance from the handgrip when fully applied.





This model has a selector knob on the oil tank and fuel tank caps. Before starting the engine, turn both knobs to the ON position, which opens the cap vents. CAUTION: If the engine is run with the cap vents in the OFF position, engine damage could result from insufficient lubrication.

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PRE-SALE SERVICING

CHECK THESE ITEMS BEFORE DELIVERY

Item	Description	Tool Size	Remarks
A	Lever pivot nuts (2)	8mm	w/star washer
B	Cylinder head nuts (4)	10mm	70 lb.in. (6 lb.-ft.)
C	Exhaust flange nuts (2)	10mm	45 lb.-in. (4 lb.-ft.)
D	Shift lever bolt	10mm	
E	Kickstart lever bolt	10mm	
F	Fender mount nuts (9)	10mm	
G	Wheel flange nuts (8)	13mm	10 lb.-ft.
H	Muffler mount bolt	13mm	
I	Engine hanger bolt	13mm	
J	Fuel tank mount bolt (2)	13mm	
K	Engine mount & footrest bolts (4)	14mm	
L	Side stand pivot nut	14mm	w/jam nut
M	Swing arm bolt	14mm	20 lb.-ft.
N	Handlebar bracket bolts (4)	14mm	18 lb.-ft.
O	Wheel hub nuts (8)	14mm	
P	Sprocket bolts (4)	14mm	
Q	Headlamp housing bolts (2)	14mm	Check aim
R	Brake panel torque bolts (3)	14mm	
S	Shock mount bolts (4)	17mm	
T	Axle nuts (2)	17mm	
U	Steering stem bolt	22mm	No binding — No excessive play
V	Grip housing screws (6)	#1 Phillips	
W	Tire pressure—front	15 PSI	
X	Tire pressure—rear	17 PSI	

SERVICE SPECIFICATIONS

CARBURETOR

Float level (with caliper)	23mm
Main jet size & type	#70M
Pilot jet	#15
Jet needle & clip position	3G in 3rd
Needle jet	E–O
Throttle valve cutaway	#2.0
Pilot air screw	1½ turn

IGNITION

Spark plug type	NGK B7H
Gap	0.020"
Ignition timing	1.85mm (21°)
Point gap	0.012 - 0.016"

LUBRICANTS

Transmission oil type	ATF (type F)
Transmission oil capacity	1000cc or 34 fl. oz. or 1 qt.