

KZ650 Top 12 Tips

These steps are a suggested “pathway” to improve your bike and are arranged in order of sequence. Most will provide improved ride-ability, while others will improve the reliability. With the exception of the air filter and exhaust pipe replacement, they will not improve the actual performance.

- Replace the steering stem ball bearings with tapered roller bearings.
- Inspect and repack all wheel bearings and swing arm needle bearing, replace as needed.
- Inspect, clean and re-crimp, as needed, all electrical connectors, with particular attention to the ignition circuits. Use di-electric grease on all electrical connections.
- Inspect rear cush drive rubber blocks for wear, replace as needed.
- Inspect carburettor intake manifolds (between carb and cylinder block) for cracks, replace as needed.
- Clean and lubricate mechanical advance mechanism.
- Replace points unit with a Dyna S or Dyna III electronic ignition or equivalent. Fit Dyna coils (3.0 ohms) and wires, gap spark plugs to 0.032" – 0.035".
- The standard gearing on the B, C, D series is 16 tooth front /42 tooth rear. Increase this to a 17/42 or a 16/39 or 16/40 arrangement for better highway cruising. For better “drag racing” performance go with a 16/44.
- For the F2, the standard gearing is 13/33. Increase this to a 14/34 or a 13/32 arrangement for better highway performance and a 13/36 for drag racing performance.
- Fit individual K&N air filters and 4 into 1 header with baffle installed. Increase the main jet size by two or three sizes (5 to 7.5 points higher) than OEM. Fine tune the needle / clip position.
- Replace fork springs and rear shocks with Progressive brand suspension units.
- Fit an oil cooler to lengthen engine life.

Edited and modified to suit the KZ650. Based on an article originally published at www.oldkawman.com