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best. Be sure to get their cam chain tensioner as well. The
stock one is junk. Here is the info from the manual. KZ1100:
Inlet opens 30 degrees BTDC closes 60 degrees ABDC
Exhaust opens 63 degrees BBDC closes 27 degrees ATDC

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Duration 270 degrees. Let me know if you need Page 10/25.
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You have to remove the valve cover and cams and cam chain idler assembly (the guide in the middle of the head on top). Take a wire and wire up your old chain so you don't lose in into the engine. Cut it with a cut off wheel or buy a chain breaker tool but it needs to come apart. Buy a 124 link w/master link from Z1Enterprises. Use the master link to fasten the new chain to the old and drag it ...

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If the crank turns okay, keep turning a full 360 degrees then recheck the cam timing. At the crank, the timing mark is a small “ t ” to the left of the 1-4 mark. If the crank doesn ’ t turn with reasonable effort, STOP. Something is jammed. A likely candidate is the cam chain, having slipped off the teeth on the crankshaft. Back to square one, remove the

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cam guide sprocket, cam caps and cams ...

Kawasaki KZ1000 information

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Z1BL1000 \$64.15. Shown here mounted to OEM-style idler assembly. Note - idler assembly not included. Idler assembly sold seperately (#12057-001HP) CAM CHAIN TENSIONER GUIDE . This is the guide in the back of the block that the tensioner pushes against. Racers know that the stock guide is ...

KZ Zone - Cam Sprockets, Chain...

Secondly when I align the "T" mark up and have the dots on the camshaft aligned appropriately the piston on the left

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hand side is not at TDC as specified it should be. It still has about a third of the way to travel up to reach TDC. I have tried using both "T" marks to try and figure this out but neither one aligns when the left hand piston is at TDC and nor do the dots on the camshaft. The ...

Valve Timing; I am soooo confused - KZ1300.COMmunity Installation will require lobe clearancing, shim under tappets and high performance valve springs.

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