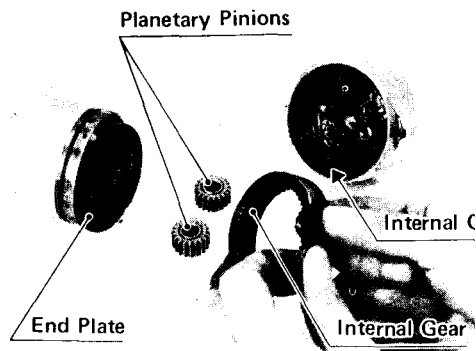


3. Apply a high temperature grease to the planet pinions 14, internal gear 17, and internal gear holder 18

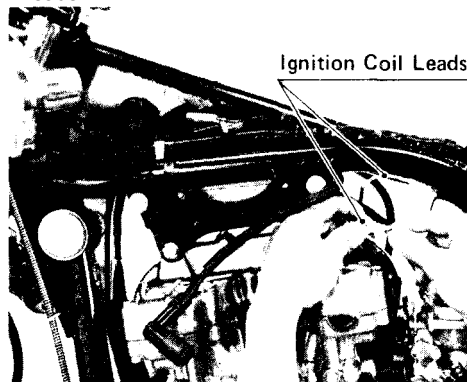


- DISASSEMBLY 51**
- Use only the Kawasaki ignition coil bolts to mount the ignition coil. Bolts of a different composition may adversely affect ignition coil performance.

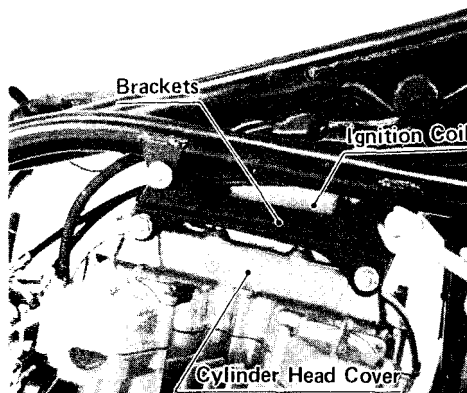
IGNITION COIL

Removal:

- Remove the fuel tank (Pg. 32).
- Pull off the lead from each spark plug.
- Disconnect the blue and the red/yellow ignition coil leads.



- Remove the bolts (4) from the brackets that connecting the cylinder head cover to the frame.



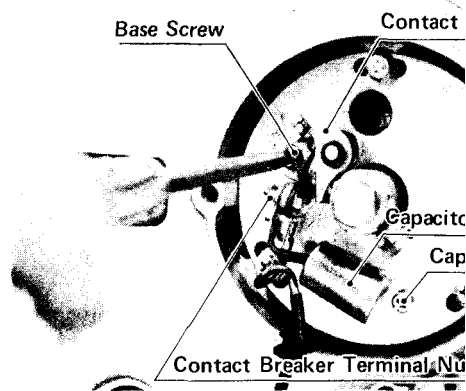
- Remove the ignition coil with the brackets.
- Remove the bolts (2) that connect the ignition coil to the brackets, and remove the ignition coil.

Installation Note:

**CONTACT
BREAKER**

Removal:

- Remove the contact breaker cover and gasket.
- Remove the contact breaker base screw. The screw has a flat washer and lock washer.

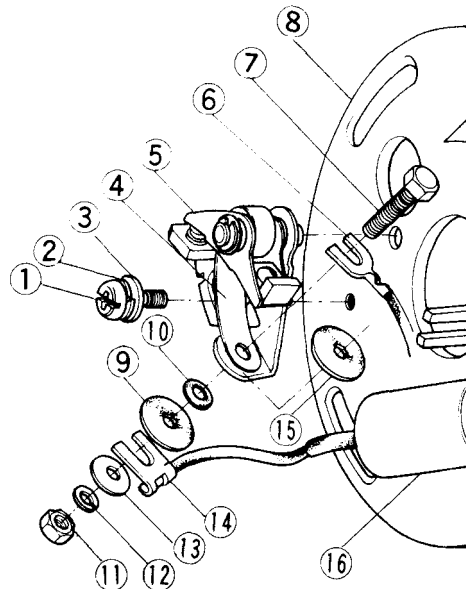


- Loosen the contact breaker terminal nut, and remove the two leads.

Installation Notes:

1. The sequence of installation on the contact breaker bolt is bolt 7 contact breaker lead 6 spring 4, large insulator 15, small insulator 10 (in contact breaker hole), large insulator (9), capacitor lead 14, flat washer 13, lock washer 12 and nut 11.

Contact Breaker Lead Installation



- | | |
|--------------------------|---------------------|
| 1. Screw | 9. Large Insulator |
| 2. Lock Washer | 10. Small Insulator |
| 3. Flat Washer | 11. Nut |
| 4. Spring | 12. Lock Washer |
| 5. Contact Breaker | 13. Flat Washer |
| 6. Contact Breaker Lead | 14. Capacitor Lead |
| 7. Bolt | 15. Large Insulator |
| 8. Contact Breaker Plate | 16. Capacitor |
2. After installation, adjust the ignition timing (Pg. 9).