

Rebuilding the KLR

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Finally

After 2 years I'm able to rebuild the KLR650A1. Paul Ritzen told me Kawasaki has updated their database and the crankshaft of my KLR650A1 13031-1235 has been updated by the number of the KLR650A2 crankshaft number. Paul Ritzen is going to supply me this new crankshaft as soon as possible. I only need to find some time to start rebuilding it. I'm going to use the second overbore piston (101mm) and break the engine in using the stock muffler and the stock CVK40 carb. It is going to be a hard period of breaking in.

The first 100km I can only rev the engine up to 2000rpm. Afterward I can up the revs to 3000rpm until the engine reaches 400km. Until then I'm still riding way under the powerband of the engine but breaking in is very important for me. At that point of 400km I'm going to change the oil and oilfilter. Then I can start revving the engine to 4000rpm and let him reach 5000rpm several times. After 1000km the engine can rev up to 7000rpm and perhaps mount the DAM exhaust, TM40-2 (man, I'm going to have a very big smile on my face) and perhaps a 19" front wheel.

But before I can do all of this: making sure I'm going to pass for the test of school. I'm hoping to start to work on the KLR650 engine on the last weekend of January and start the break in period around March