

Z1000 loose rotor carrier fix

Equipment

6.5 or 7mm drill

M8 x 1.25 plug tap

3 off M8 cap head set screws cut down to 22mm

NB the rotor body is made from very soft Aluminium which is why it wears as it does, just be aware of this when drilling and tapping.

1: - Place the rotor on the drill press square and top side down then and looking at the spider make sure it is in the centre of any wear in the back of the aluminium magnet carrier, carefully drill down the centre of three tapped holes in the rotor spider to a depth of 19mm, you should not be able to drill any further without considerable pressure so stop 🖐️



2: -

Using the existing thread as a start guide, carefully tap down the hole until the tap bottoms out. Again, when you feel your having to turn the tap hard, stop you will have reached the bottom of the hole

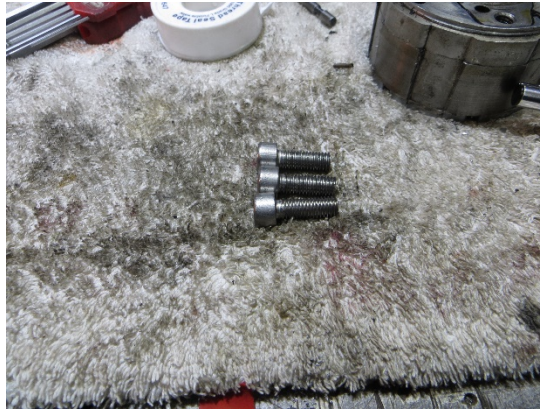


Withdraw the tap then replace it with one of the cap head screws to keep the alignment



Now tap the other two holes using the same care as before, the threads in the spider with guide the tap square into the hole so don't worry about cross threading

3:- If you have not already so cut down the cap head screws to a length of 22mm, you can hacksaw these in the vice after placing a couple of plain nuts on the screw thread to grip it. If you do not do this the screws will bottom in the holes before they have compressed the sprag clutch to the rotor



Now bolt the whole thing together using non setting thread locker and then tighten to a torque setting of 3.3 ~ 3.7 kg-m.

The three screws will act like pins in the back of the rotor stopping it from chattering and further wear.

I don't think balance will be an issue either as you are adding a few grams at 120° intervals

Good luck ! however you undertake this at your own risk, and if you feel that your skills don't cover it then please give it to somebody who can help