From: Steve C
To: xj-owners@micapeak.com
Subject: Found: Perfect Petcock Replacement.
This may be good information to put on the XJCD.
Since the petcock that came on the bike when I got it was trashed I've been trying different kinds of replacements but none of them was satisfactory until now. Either they wouldn't flow enough gas through all the little internal holes to keep the engine running at high speed, leaked, or reserve didn't work. I tried the $15.00 ones from china that are available everywhere but they were not satisfactory either because they leaked, didn't flow enough gas and they have a very fragile holy washer that is not replaceable. Finally I found a Pingel that is the perfect replacement for the Seca. They are made for high flow rates and have a 1/4" hole up through them when opened with no obstructions to fuel flow. There is no holy washer to replace, just an O-ring inside but they seem to be made to last forever.
The one I got is the 4000 Series made of brass and heavily chrome plated with 3/8" pipe threads and an output on the side at 90 deg. with a handle arranged horizontally on the bottom for On, Reserve and OFF. Pingel also sells an adapter plate kit, #A1602C, with 34mm between mounting holes and 3/8" threaded hole to fit the petcock. It comes with gasket and metric allen head screws that fit the Seca tank. The whole assy. is sold for replacement on the Kawasaki Vulcan 1500 but is a perfect fit on Seca tanks. They are normally pretty expensive, $79.00 or so for the petcock but I got the whole package on ebay for $50.00. Don't get the Pingel with output on the bottom or it will hit the choke lever on the #1 carb.
The hole in the tank will need to have small half circles filed on each side of the hole in the center to clear the screen because the Pingel is round, not flat like the original petcock. Since the adapter plate has a flat washer instead of a large oval O-ring, the mounting surface on the tank has to be cleaned up before mounting. A wire brush in an electric drill works well for this. Brush off all the old dirt, rust and flaking paint. The surface must be smooth, so file off any bumps with a small file. There is a plate spot welded inside the tank to accept the mounting screws and mine had some bumps around the spot welds that had to be filed down. If you don't want the plate to leak coat the gasket, mounting surface of the tank and bottom of the plate with a thin layer of form-a-gasket. Also put some form-agasket
on the screw threads before you tighten up the screws. The instructions
say to use teflon tape on the 3/8" petcock threads but when I did that it leaked so I removed the shreads of teflon and put a thin layer of form-a-gasket on the threads. Screw in the petcock until tight with the outlet facing towards the rear of the tank. If it ends up facing forward you
will have to take off the plate and turn it 180 degrees and put it back on to get the outlet pointed the right way. Don't get form-a-gasket on the screen or put on too much or it will be squeezed into the tank. Let the form-a-gasket dry for a few hours before putting fuel into the tank or it will dissolve if it hasn't hardened. Then fill the tank and let it sit on your workbench for a while and check for leaks. They are easier to fix before putting the tank back on the bike. One problem with the 4000 series petcock is that is was meant to go on the right side so when it's used

on a Seca the handle is on the inside where it can't be reached. That's easy to fix since it's just a roll pin that's pressed into a hole in the shaft. Use a small punch to knock out the handle, turn it around and tap it into the opposite side of the shaft before screwing in the petcock. There is room under the tank above the rubber boots to install a small fuel filter. Put a 2"-3" piece of fuel line on the petcock, press in the filter, then connect a longer piece of fuel line from the filter down between the 1st and 2nd carb rubber boots and connect to the fuel input "T" between carbs.

On Thu, 18 Nov 2004 07:06:17 -0800, "Patrick Geerlings"
wrote:
Han Valk told me that he had a fix for the leak problem: a Kawasaki petcock kit would do the trick. He says it works. I'll try it out, as soon as the petcock goes EOL.
The Kawa Part Number is: 43028-1015 Diaphragm assy (4A)

And Mike added that there is an entire Kawi rebuild kit that will work:

For those of you that are interested, I managed to obtain a Kawasaki replacement part for my XJ650RJ.
Part# 430281021 - This the Diaphram Assembly including:
>-Square Plastic body
>-2 square rubber gaskets
>- Metal Plunger with small O ring
Source Kawasaki Bike is the KZ650-H2 '81-'82 H1/H2)
Price: $16.26 Cdn Incl Tax
Source - Cycle World East, Toronto