Kawasaki

保存版

KLX650

Motorcycle Owner's Manual

Whenever you see the symbols shown below, heed their instructions! Always follow safe operating and maintenance practices.

⚠WARNING

This warning symbol identifies special instructions or procedures which, if not correctly followed, could result in personal injury, or loss of life.

CAUTION

This caution symbol identifies special instructions or procedures which, if not strictly observed, could result in damage to or destruction of equipment.

NOTE

○This note symbol indicates points of particular interest for more efficient and convenient operation.

NOTICE

THIS PRODUCT HAS BEEN MANUFACTURED FOR USE IN A REASONABLE AND PRUDENT MANNER BY A QUALIFIED OPERATOR AND AS A VEHICLE ONLY.

FOREWORD

We wish to thank you for choosing this fine Kawasaki Motorcycle. Your new motorcycle is the product of Kawasaki's advanced engineering, exhaustive testing, and continuous striving for superior reliability, safety, and performance.

Read this Owner's Manual before riding so you will be thoroughly familiar with the proper operation of your motorcycle's controls, its features, capabilities and limitations. This manual offers many safe riding tips, but its purpose is not to provide instruction in all the techniques and skills required to ride a motorcycle safely. Kawasaki strongly recommends that all operators of this vehicle enroll in a motorcycle rider training program to attain awareness of the mental and physical requirements necessary for safe motorcycle operation.

To ensure a long, trouble-free life for your motorcycle, give it the proper care and maintenance described in this manual. For those who would like more detailed information on their Kawasaki Motorcycle, a Service Manual is available for purchase from any Kawasaki dealer. The Service Manual contains detailed disassembly and maintenance information.

Due to improvements in design and performance during production, in some cases there may be minor discrepancies between the actual vehicle and the illustrations and text in this manual.

KAWASAKI HEAVY INDUSTRIES, LTD.

CONSUMER PRODUCTS GROUP

July 1994. (1). (S)

TABLE OF CONTENTS

SPECIFICATIONS

DIMENSIONS	
Overall Length	2,250 mm (88.58 in.)
Overall Width	900 mm (35.43in.)
Overall Height	1,190 mm (46.85 in.)
Wheelbase	1,510 mm (59.45 in.)
Road Clearance	265 mm (10.43 in.)
Dry Weight	153 kg (337 lb) <Ca>154kg (340lb)
ENGINE	
Type	DOHC, single-cylinder, 4-stroke, liquid-cooled
Displacement	651 mL (39.7 cu in.)
Bore x Stroke	100.0 x 83.0 mm (3.94 x 3.27 in.)
Compression Ratio	9.5 : 1
Starting System	Electric starter
Carburetor	Keihin CVK40
Ignition System	C.D.I.

<Ca>:California model

Ignition Timing		5° BTDC @1,300 r/min (rpm) ~ 31° BTDC @3,000 r/min (rpm)
Spark Plug		NGK DPR8EA-9 or ND X24EPR-U9
Lubrication System		Forced lubrication (wet sump)
Engine Oil		SE, SF or SG class SAE 10W40, 10W50, 20W40, or 20W50
Engine Oil Capacity		2.1 L (2.2 US qt)
Coolant Capacity		1.9 (2.0 US qt)
TRANSMISSION		
Transmission Type		5-speed, constant mesh, return shift
Clutch Type		Wet, multi disc
Driving System		Chain drive
Primary Reduction Ratio		2.272 (75/33)
Final Reduction Ratio		2.866 (43/15)
Overall Drive Ratio		5.157 (Top gear)
Gear Ratio:	1st	2.266 (34/15)
	2nd	1.529 (26/17)
	3rd	1.181 (26/22)
	4th	0.954 (21/22)
	5th	0.791 (19/24)

FRAME		
Castor		28.5°
Trail		122 mm (4.80 in.)
Tire Size:	Front	90/90-21 54S
	Rear	130/80-17 65S
Fuel Tank Capacity		12 L (3.2 US gal)
ELECTRICAL EQUIPMENT		
Battery		12 V 8 Ah
Headlight		12 V 60/55 W
Tail/Brake Light		12 V 8/27 W

Specifications subject to change without notice.

NOTE

○ *Have the wheel balance inspected whenever a new tire is installed.*

⚠WARNING

To ensure safe handling and stability, use only the recommended standard tires for replacement, inflated to the standard pressure.

Standard Tire

Front	90/90-21 54S DUNLOP K850A
Rear	130/80-17 65S DUNLOP K850A

Battery

The battery installed in this motorcycle is a maintenance-free type, so it is not necessary to check the battery electrolyte level or add distilled water.

The sealed cap should not be pulled off once the specified electrolyte has been installed in the battery for initial service.

Since the electrical system of this motorcycle is designed to use only a maintenance-free battery, do not replace it with a conventional battery.

CAUTION

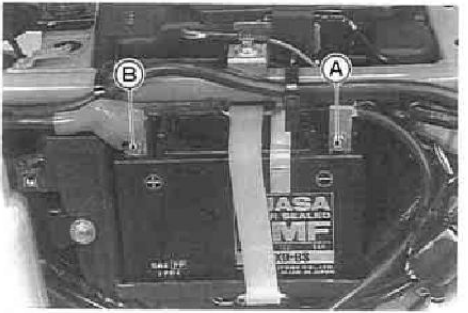
Never remove the sealed cap, or the battery can be damaged.
Do not install a conventional battery in this motorcycle, or the electrical system will not work properly.

NOTE

○*If you charge the maintenance-free battery, never fail to observe the instructions shown in the label on the battery.*

Battery Removal

- Remove the left side cover and battery cover.
- Remove the battery band.
- Unscrew the fuse case holder screw and take the holder out above the battery.
- Disconnect the leads from the battery, first from the (−) terminal and then the (+) terminal.



A. (−) Terminal B. (+) Terminal

- Take the battery out of the case.
- Clean the battery using a solution of baking soda and water. Be sure that the lead connections are clean.

Battery Installation

- Connect the capped lead to the (+) terminal, and then connect the black lead to the (−) terminal.
- Put a light coat of grease on the terminals to prevent corrosion.

- Cover the (+) terminal with its protective cap.
- Reinstall the removed parts.

Headlight Beam

Horizontal Adjustment

The headlight beam is adjustable horizontally. If not properly adjusted horizontally, the beam will point to one side rather than straight ahead.

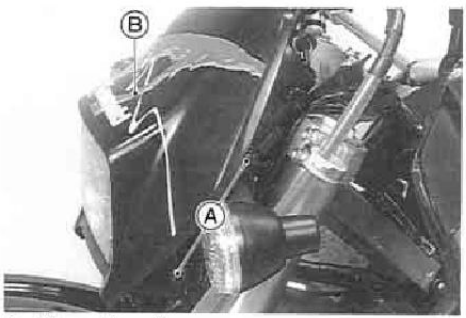
- Turn the adjusting screw on the headlight rim in or out until the beam points straight ahead. Turning the adjusting screw clockwise makes the headlight beam point to the right.

A. Adjusting Screw

Vertical Adjustment

The headlight beam is adjustable vertically. If adjusted too low, neither low nor high beam will illuminate the road far enough ahead. If adjusted too high, the high beam will fail to illuminate the road close ahead, and the low beam will blind oncoming drivers.

- Remove the mounting screws, and take off the headlight cover.



A. Mounting Screws
B. Headlight Cover

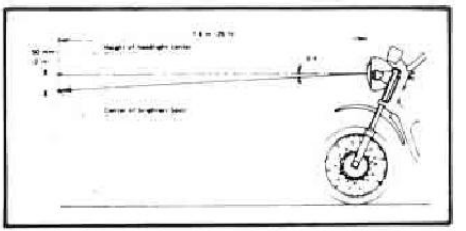
- Loosen the lower headlight bolt, and adjust the headlight vertically.

A. Lower Headlight Bolt

- Tighten the lower headlight bolt.
- Install the headlight cover, and tighten the mounting screws securely.

NOTE

○ *On high beam, the brightest point should be slightly below horizontal. The proper angle is 0.4 degrees below horizontal. This is a 50 mm (2 in.) drop at 7.6 m (25 ft) measured from the center of the headlight, with the motorcycle on its wheels and the rider seated.*

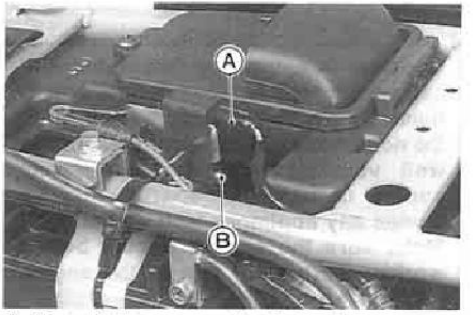


CAUTION

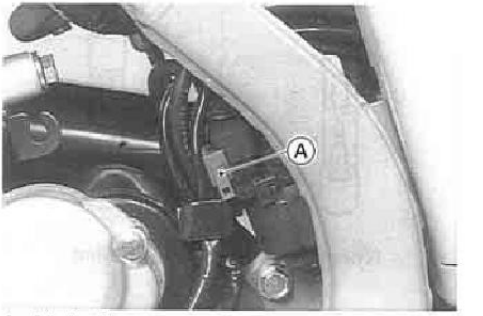
When handling the quartz-halogen bulbs, never touch the glass portion with bare hands. Always use a clean cloth. Oil contamination from hands or dirty rags can reduce bulb life or cause the bulb to explode.

Fuses

The fuse case is located under the seat. The main fuse is mounted on the starter relay. If a fuse fails during operation, inspect the electrical system to determine the cause, and then replace it with a new fuse of proper amperage.



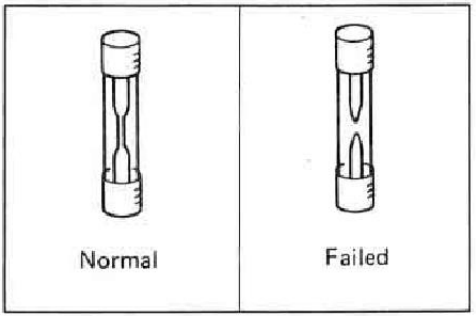
A. Fuse Case B. Spare Fuse

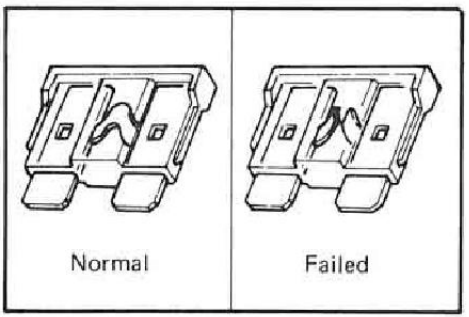


A. Main Fuse

⚠WARNING

Do not use any substitute for the standard fuse.
Replace the blown fuse with a new one of the correct capacity, as specified on the junction box.





Fuel System

Accumulation of moisture or sediment in the fuel system will restrict the flow of fuel and cause carburetor malfunction. The system should be checked in accordance with the Periodic Maintenance Chart.

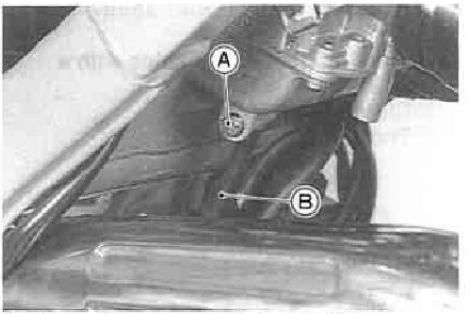
⚠WARNING

Gasoline is extremely flammable and can be explosive under certain conditions. Turn the ignition switch OFF. Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light. Make sure the engine is cold before working. Wipe any fuel off the engine before starting it.

Inspection

- Run the lower end of the drain hose into a suitable container.

●Turn out the drain screw a few turns to drain the carburetor, and check to see if water or dirt has accumulated in the carburetor.



A. Drain Screw **B. Drain Hose**

●Tighten the drain screw.

NOTE

○*If any water or dirt appears during the above operation, have the fuel system checked by a competent mechanic following the procedure in the Service Manual.*

General Lubrication

Lubricate the points shown below, with either motor oil or regular grease, in accordance with the Periodic Maintenance Chart or whenever the vehicle has been operated under wet or rainy conditions.

Before lubricating each part, clean off any rusty spots with rust remover and wipe off any grease, oil, dirt, or grime.

NOTE

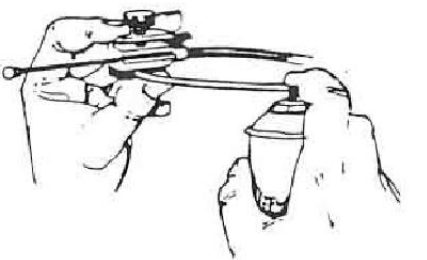
○ *A few drops of oil are effective to keep bolts and nuts from rusting and sticking. This makes removal easier. Badly rusted nuts, bolts, etc., should be replaced with new ones.*

Apply motor oil to the following pivots:

- ○ Side Stand
- ○ Clutch Lever
- ○ Front Brake Lever
- ○ Rear Brake Pedal Rod Joint

Lubricate the following cables with a pressure cable luber:

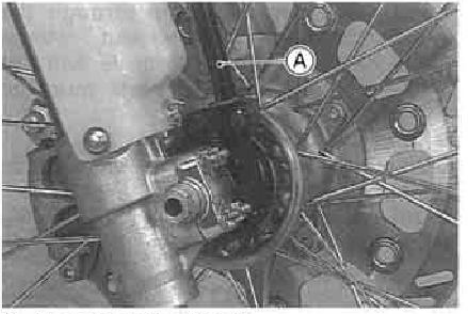
- ○ Clutch Inner Cable
- ○ Throttle Inner Cables



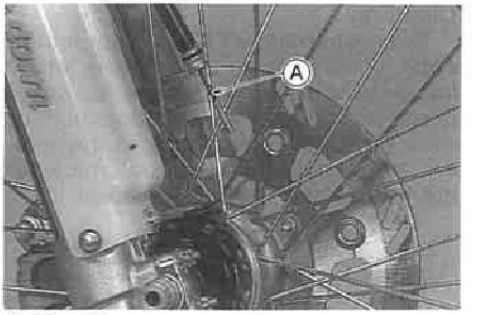
Apply grease to the following points:

- ○Clutch Inner Cable Upper End
- ○Throttle Inner Cable Upper Ends
- * ○Speedometer Inner Cable

* Grease the lower part of the inner cable sparingly.



A. Speedometer Cable



A. Grease

NOTE

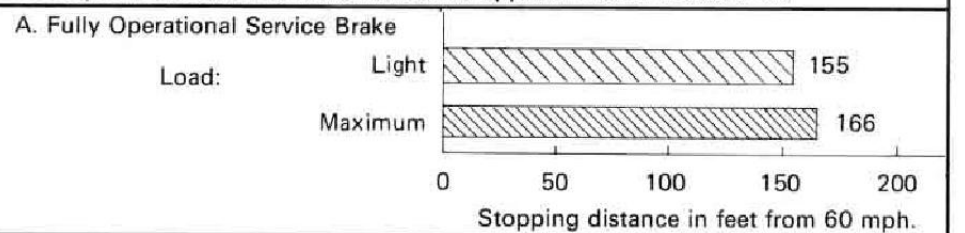
- ○*After connecting the cables, adjust them.*
- ○*Insert the speedometer inner cable into the speedometer gear housing while turning the wheel to that the slot in the end of the cable will seat in the tongue of the speedometer pinion.*

Vehicle Minimum Stopping Distance on Dry Pavement

These figures indicate braking performance that can be met or exceeded by the vehicle to which they apply, without locking the wheels, under different conditions of loading. The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicle to which this table applies: Model KLX650-C3

A. Fully Operational Service Brake



Manufacturer: **Kawasaki Heavy Industries, Ltd.**

Cleaning

For the prolonged life of your motorcycle, wash it down immediately after it has been splashed with seawater or exposed to the sea breeze; operated on rainy days, rough roads, or in dusty areas; or operated on roads on which salt has been scattered for ice removal.

Preparation for Washing

Before washing, precautions must be taken to keep water off the following places:

- Rear opening of the muffler; Cover with a plastic bag secured with a rubber band.
- Clutch and brake levers, switch housings on the handlebar; Cover with plastic bags.
- Ignition switch; Cover the keyhole with tape.
- Air cleaner intake; Close up the intake with tape, or stuff with rags.

Where to be Careful

Avoid spraying water with any great force near the following places:

- Meter Instruments
- Disc brake master cylinders and calipers
- Under the fuel tank; If water gets into the ignition coil or into the spark plug cap, the spark will jump through the water and be grounded out. When this happens, the motorcycle will not start and the affected parts must be wiped dry.
- Front and rear wheel hubs
- Steering pivot (steering stem head pipe)
- Uni-trak system pivots
- Swingarm pivot

NOTE

○ *Coin operated, high pressure spray washers are not recommended. The water may be forced into bearings and other components causing eventual failure from rust and corrosion. Some*

of the soaps which are highly alkaline leave a residue or cause spotting.

After Washing

- Remove the plastic bags and tape, and clean the air cleaner intake.
- Lubricate the points listed in the General Lubrication section.
- Test the brakes before motorcycle operation.
- Start the engine and run it for 5 minutes.

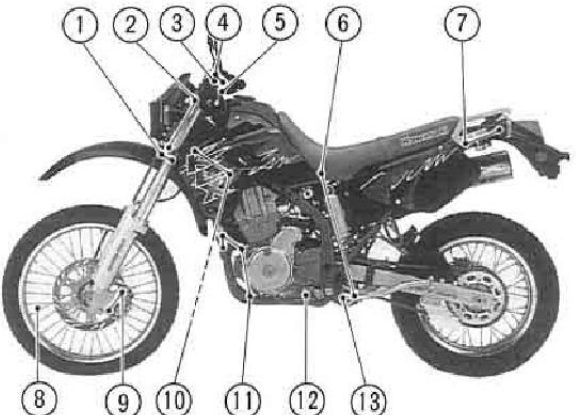
⚠WARNING

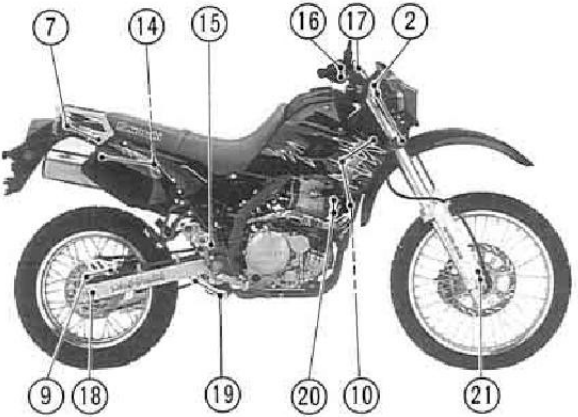
Never wax or lubricate the brake discs. Loss of braking and an accident could result. Clean the discs with an oilless solvent such as trichloroethylene or acetone. Observe the solvent manufacturer's warnings.

Bolt and Nut Tightening

In accordance with the Periodic Maintenance Chart, it is very important to check the tightness of the bolts and nuts listed here. Also, check to see that each cotter pin is in place and in good condition. Please ask your authorized Kawasaki dealer for torque values.

1. Front Fender Mounting Bolts
2. Front Fork Clamp Bolts
3. Clutch Lever Holder Clamp Bolts
4. Handlebar Mounting Bolts
5. Stem Head Nut
6. Rear Shock Absorber Mounting Bolts
7. Rear Carrier Mounting Bolts
8. Spokes
9. Caliper Mounting Bolts
10. Radiator Mounting Bolts
11. Engine Mounting Bolts and Nuts
12. Shift Pedal Bolt
13. Side Stand Bolt





14. Muffler Mounting Bolts
15. Rear Brake Reservoir Mounting Bolt
16. Brake Master Cylinder Clamp Bolts
17. Brake Lever Pivot Bolt
18. Rear Axle Nut
19. Tie-rod Mounting Bolts
20. Exhaust Pipe Holder Nuts
21. Front Axle Clamp Nuts

Preparation for Storage:

- Clean the entire vehicle thoroughly.
- Run the engine for about five minutes to warm the oil, shut it off and drain the engine oil.
- Put in fresh engine oil.
- Empty the fuel from the fuel tank, and empty the carburetor by unscrewing the drain screw at the float bowl. (If left in for a long time, the fuel will break down and could clog the carburetor.)
- Remove the empty fuel tank, pour about 250 mL (½ pint) of motor oil into the tank, roll the tank around to coat the inner surfaces thoroughly, and pour out the excess oil.

⚠WARNING

Gasoline is extremely flammable and can be explosive under certain conditions. Turn the ignition switch OFF. Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.

- Remove the spark plug and put several drops of SE class SAE 30 oil into the cylinder. Push the starter button for a few seconds to coat the cylinder wall with oil, and install the spark plug.
- Reduce tire pressure by about 20%.

- Set the motorcycle on a box or stand so that both wheels are raised off the ground. (If this cannot be done, put boards under the front and rear wheels to keep dampness away from the tire rubber.)
- Spray oil on all unpainted metal surfaces to prevent rusting. Avoid getting oil on rubber parts or in the brakes.
- Lubricate the drive chain and all the cables.
- Remove the battery, and store it where it will not be exposed to direct sunlight, moisture, or freezing temperatures.
- Tie a plastic bag over the exhaust pipe to prevent moisture from entering.
- Put a cover over the motorcycle to keep dust and dirt from correcting on it.

Preparation for after Storage:

- Remove the plastic bag from the exhaust pipe.
- Install the battery in the motorcycle and charge the battery if necessary.
- Make sure the spark plug is tight.
- Fill the fuel tank with fuel.
- Check all the points listed in the Daily Safety Checks section.
- Lubricate the points listed in the General Lubrication section.

Engine Does Not Start:

Starter Motor Won't Turn

- Engine stop switch off
- Clutch lever not pulled in and transmission not in neutral
- Fuse blown
- Battery leads do not make good electrical contact with battery terminals
- Battery discharged

Engine Cranks, But Won't Start

- No fuel in tank
- Fuel line clogged
- Fuel broken down
- Choke is not used when engine is cold
- Engine flooded
- Spark plug not in good contact
- Spark plug fouled or wet
- Incorrect spark plug gap
- Incorrect valve clearance
- Battery discharged

Engine Stalls:

Just When Shifting Into 1st Gear

- Side stand has been left down
- Clutch does not properly disengage

While Riding

- Choke is used too long after moving off
- No fuel in tank
- Fuel tank air vent is obstructed
- Overheating
- Battery discharged

»»»»»»»»»»»»»»»»»»» REPORTING SAFETY DEFECTS «««««««««««««««««

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Kawasaki Motors Corporation, U.S.A.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Kawasaki Motors Corporation, U.S.A.

To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in Washington, D.C. area) or write to: NHTSA, U.S. Department of Transportation, Washington, D.C. 20590. You can also obtain other information about motor vehicle safety from the Hotline.

Your satisfaction is important to your authorized Kawasaki dealer and to Kawasaki Motors Corp., U.S.A. If you have a problem concerning warranty or service, please take the following action:

Contact the owner and/or service manager of your authorized Kawasaki dealer. Fully explain your problem and ask for assistance in resolving the situation. The OWNER of the dealership is concerned with your satisfaction and your future business. For this reason the owner is in the best position to assist you. Also, all warranty and service matters are handled and resolved through the authorized Kawasaki dealer network.

If you are unsatisfied after working with your Kawasaki dealer and feel you still require further assistance, WRITE to the address below. Please be certain to provide the model, product identification number, mileage or hours of use, accessories, dates that events occurred and what action has been taken by both you and your dealer. Include the name and address of the dealership. To assist us in resolving your inquiry, please include copies of related receipts and any other pertinent information including the names of the dealership personnel with whom you have been working in the resolution of your problem. Upon receipt of your WRITTEN correspondence we will contact the dealership and work with them in resolving your problem.

In order to provide a permanent record, all warranty and service resolutions take place only through WRITTEN correspondence.

Please send your correspondence to:

CONSUMER RELATIONS
KAWASAKI MOTORS CORP., U.S.A.
P. O. Box 25252
SANTA ANA, CA. 92799-5252

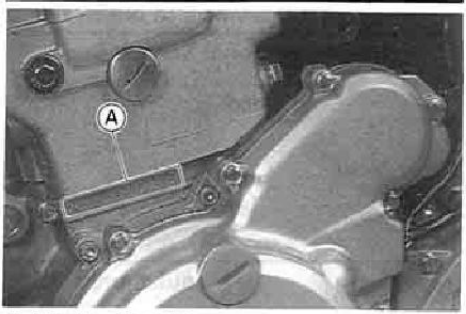
SERIAL NUMBER LOCATIONS

The engine and frame serial numbers are used to register the motorcycle. They are the only means of identifying your particular machine from others of the same model type. These serial numbers may be needed by your dealer when ordering parts. In the event of theft, the investigating authorities will require both numbers as well as the model type and any peculiar features of your machine that can help them identify it.

Frame No.

A. Frame Number

Engine No.



A. Engine Number

MAINTENANCE RECORD

Vehicle Identification No. .....

Owner Name .....

Warranty Start Date .....

Engine Displacement .....

Note: Keep this information and a spare key in a secure location.

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

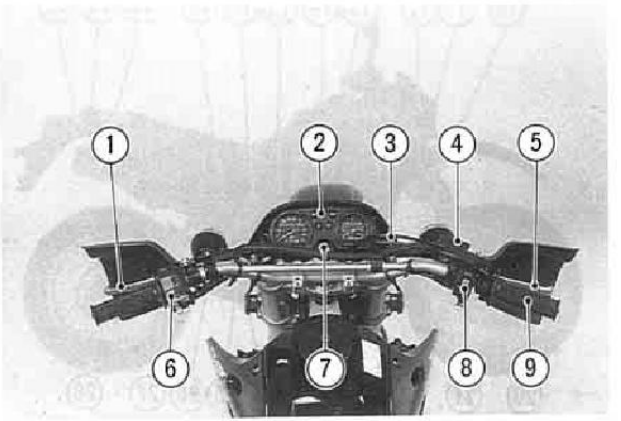
Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

KLX650-C3

KAWASAKI
HEAVY INDUSTRIES, LTD.
CONSUMER PRODUCTS GROUP

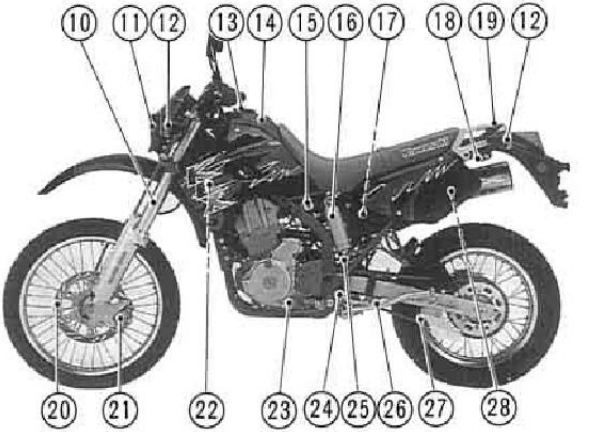
Part No. 99920-1726-01

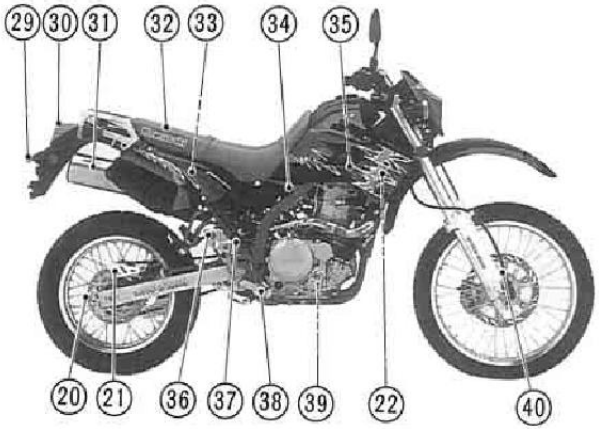
Printed in Japan



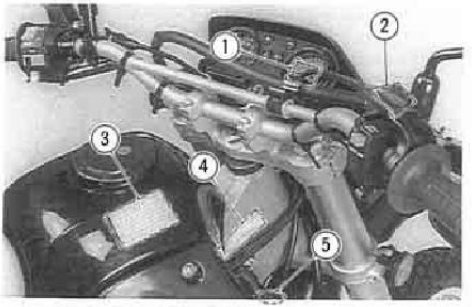
1. Clutch Lever
2. Meter Instruments
3. Choke Knob
4. Brake Fluid Reservoir (Front)
5. Front Brake Lever
6. Left Handlebar Switches
7. Ignition Switch/Steering Lock
8. Right Handlebar Switches
9. Throttle Grip

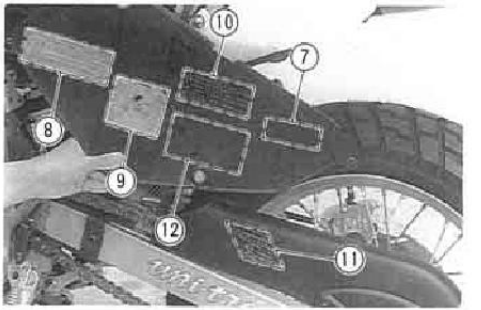
10. Front Fork
11. Headlight
12. Turn Signal Light
13. Fuel Tank Cap
14. Fuel Tank
15. Fuel Tap
16. Tool Kit Container
17. Battery
18. Helmet Hook
19. Rear Carrier
20. Brake Disc
21. Brake Caliper
22. Radiator
23. Shift Pedal
24. Side Stand Switch
25. Rear Shock Absorber
26. Side Stand
27. Drive Chain
28. Coolant Reserve Tank

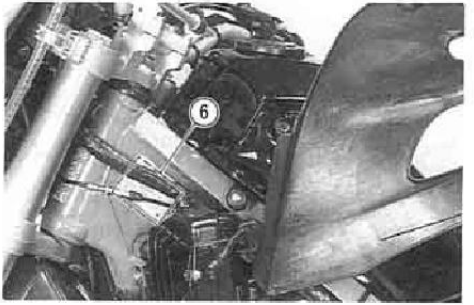


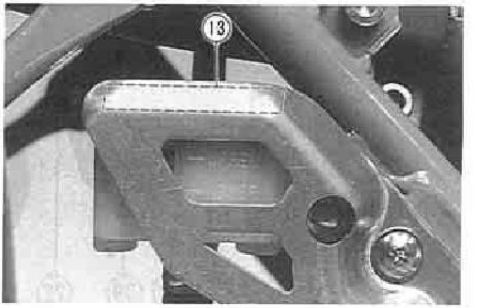


29. License Plate Light
30. Tail/Brake Light
31. Muffler
32. Seat
33. Air Cleaner Element
34. Carburetor
35. Spark Plug
36. Brake Fluid Reservoir (Rear)
37. Rear Brake Light Switch
38. Rear Brake Pedal
39. Oil Level Gauge
40. Speedometer Cable


1
2
3
4
5


10
7
8
9
12
11


6


13

*1. Break-In Caution
2. Brake Fluid (Front)
**3. Fuel Level
*4. Noise Emission Control Information
5. Radiator Cap
*6. Vehicle Emission Control Information
7. Engine Oil and Oil Filter
8. Rear Carrier
9. Daily Safety Checks
10. Tire and Load Data
11. Important Drive Chain Information
**12. Vacuum Hose Routing Diagram
13. Brake Fluid (Rear)
14. Battery Poison/Danger

* : only on US model
** : only on California model

⚠WARNING

Incorrect loading, improper installation or use of accessories, or modification of your motorcycle may result in an unsafe riding condition. Before you ride the motorcycle, make sure that the motorcycle is not overloaded (refer to page 96 for maximum load information) and that you have followed these instructions.

With the exception of genuine Kawasaki Parts and Accessories, Kawasaki has no control over the design or application of accessories. In some cases, improper installation or use of accessories, or motorcycle modification, will void the motorcycle warranty. In selecting and using accessories, and in loading the motorcycle, you are personally responsible for your own safety and the safety of other persons involved.

NOTE

○Kawasaki Parts and Accessories have been specially designed for use on Kawasaki motorcycles. We strongly recommend that all parts and accessories you add to your motorcycle be genuine Kawasaki components.

Because a motorcycle is sensitive to changes in weight and aerodynamic forces, you must take extreme care in carrying cargo, passengers and/or in the fitting of additional accessories. The following general guidelines have been prepared to assist you in making your determinations.

1. Any passenger should be thoroughly familiar with motorcycle operation. The passenger can affect control of the motorcycle by improper positioning during cornering and sudden movements. It is important that the passenger sit still while the motorcycle is in motion and not interfere with the operation of the motorcycle. Do not carry animals on your motorcycle.

2. You should instruct any passenger before riding to keep his feet on the passenger footpegs and hold on to the operator, seat strap or grab rail. Do not carry a passenger unless he or she is tall enough to reach the footpegs and footpegs are provided.

3. All baggage should be carried as low as possible to reduce the effect on the motorcycle center of gravity. Baggage weight should also be distributed equally on both sides of the motorcycle. Avoid carrying baggage that extends beyond the rear of the motorcycle.

4. Baggage should be securely attached. Make sure that the baggage will not move around while you are riding. Recheck baggage security as often as possible (not while the motorcycle is in motion) and adjust as necessary.

5. Do not carry heavy or bulky items on a luggage rack. They are designed for light items, and overloading can affect handling due to changes in weight distribution and aerodynamic forces.

6. Do not install accessories or carry baggage that impairs the performance of the motorcycle. Make sure that you have not adversely affected any lighting components, road clearance, banking capability (i.e., lean angle), control operation, wheel travel, front fork movement, or any

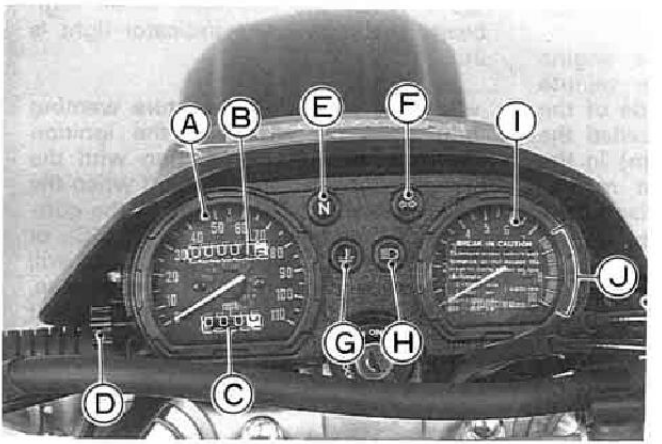
other aspect of the motorcycle's operation.

7. Weight attached to the handlebar or front fork will increase the mass of the steering assembly and can result in an unsafe riding condition.

8. Fairings, windshields, backrests, and other large items have the capability of adversely affecting stability and handling of the motorcycle, not only because of their weight, but also due to the aerodynamic forces acting on these surfaces while the motorcycle is in operation. Poorly designed or installed items can result in an unsafe riding condition.

9. This motorcycle was not intended to be equipped with a sidecar or to be used to tow any trailer or other vehicle. Kawasaki does not manufacture sidecars or trailers for motorcycles and cannot predict the effects of such accessories on handling or stability, but can only warn that the effects can be adverse and that Kawasaki cannot assume responsibility for the results of such unintended use of the motorcycle. Furthermore, any adverse effects on motorcycle components caused by the use of such accessories will not be remedied under warranty.

Meter Instruments



A. Speedometer
B. Odometer
C. Trip Meter
D. Trip Reset Knob
E. Neutral Indicator Light
F. Turn Signal Indicator Light
G. Coolant Temperature Warning Light
H. High Beam Indicator Light
I. Tachometer
J. Red Zone

Speedometer and Tachometer

The speedometer shows the speed of the vehicle. In the speedometer face are the odometer and trip meter. The odometer shows the total distance that the vehicle has been ridden. The trip meter shows the distance traveled since it was last reset to zero. The trip meter can be reset to zero by turning the reset knob counterclockwise.

The tachometer shows the engine speed in the revolutions per minute (r/min, rpm). On the right side of the tachometer face is a portion called the "red zone." Engine r/min (rpm) in the red zone is above maximum recommended engine speed and is also above the range for good performance.

CAUTION
Engine r/min (rpm) should not be allowed to enter the red zone; operation in the red zone will overstress the engine and may cause serious engine damage.

Indicator Lights

N : When the transmission is in neutral, the neutral indicator light is lit.

⇦⇨ : When the turn signal switch is turned to left or right, the turn signal indicator light flashes on and off.

≡D : When the headlight is on high beam, the high beam indicator light is lit.

: The coolant temperature warning light goes on whenever the ignition switch is in the ON position with the engine in neutral, and goes off when the transmission is in any gear. If the coolant temperature rises to 115°C or higher, the light will not go off and will stay on even in any gear. In this case, stop the engine and check the coolant level in the reserve tank after the engine cools down.

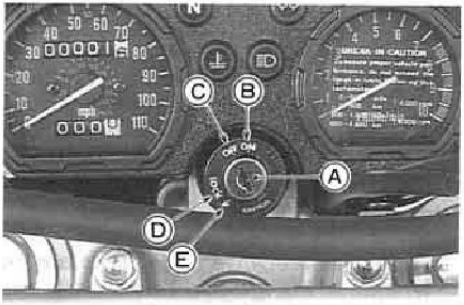
Key

This motorcycle has a combination key, which is used for the ignition switch/steering lock, fuel tank cap, tool kit container, and helmet hook.

Blank keys are available at your Kawasaki dealers. Ask your Dealer to make any additional spare keys you may need, using your original key as a master.

Ignition Switch/Steering Lock

This is a four-position, key-operated switch. The key can be removed from the switch when it is in the OFF, LOCK, or P(PARK) position.



A. Ignition Switch/Steering Lock
B. ON position
C. OFF position
D. LOCK position
E. P (Park) position

ON	Engine on. All electrical equipment can be used.
OFF	Engine off. All electrical circuits off.
LOCK	Steering locked. Engine off. All electrical circuits off.
P(Park)	Steering locked. Engine off. Taillight and license plate light on. All other electrical circuits cut off.

NOTE

- *The tail and license plate lights are on whenever the ignition switch is in the ON position. The headlight goes on when the starter button is released after starting the engine. To avoid battery discharge, always start the engine immediately after turning the ignition switch to ON.*
- *If you leave the PARK position on for a long time (one hour), the battery may become totally discharged.*

To lock the steering:

1. Turn the handlebar fully to the left.
2. With the ignition switch key in the OFF position, push down and release the key.
3. Turn the key to LOCK or P(Park) position.
4. Pull the key out.

Right Handlebar Switches

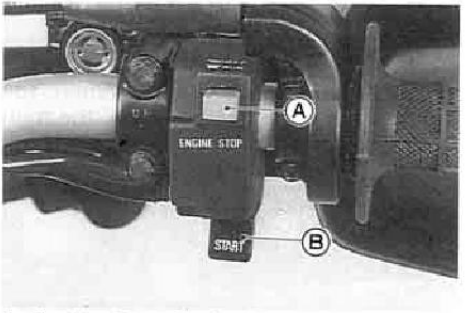
Engine Stop Switch

In addition to the ignition switch, the engine stop switch must be in the RUN position for the motorcycle to operate.

The engine stop switch is for emergency use. If some emergency requires stopping the engine, push the engine stop switch to the OFF position.

NOTE

○*Although the engine stop switch stops the engine, it does not turn off all the electrical circuits. Ordinarily, the ignition switch should be used to stop the engine.*



A. Engine Stop Switch
B. Starter Button

Starter Button

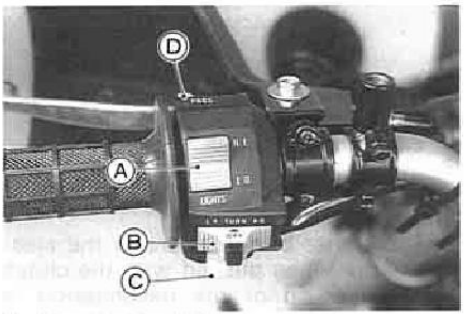
The starter button operates the electric starter when pushed with the clutch lever pulled in or the transmission in neutral.

Refer to the Starting the Engine section of the "How to Ride the Motorcycle" chapter for starting instructions.

Left Handlebar Switches

Dimmer Switch

High or low beam can be selected with the dimmer switch. When the headlight is on high beam (HI), the high beam indicator light is lit.



A. Dimmer Switch
B. Turn Signal Switch
C. Horn Button
D. Passing Button

Turn Signal Switch

When the turn signal switch is turned to L (left) or R (right), the corresponding turn signals flash on and off.

To stop flashing, push the switch in.

Horn Button

When the horn button is pushed, the horn sounds.

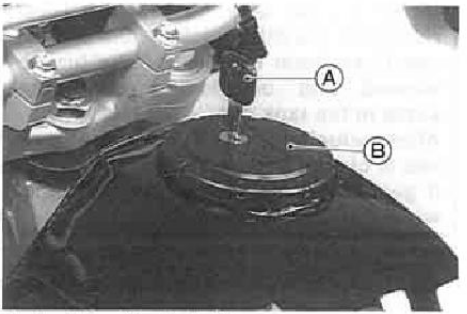
Passing Button

When the passing button is pushed, the headlight high beam (passing beam) comes on to signal the driver of the vehicle ahead that you are about to pass him. The passing light shuts off as soon as the switch is released.

Fuel Tank Cap

To open the fuel tank cap, insert the ignition switch key into the lock and turn the key to the right.

To close the cap, push it down into place with the key inserted. The key can be removed by turning it counterclockwise to the original position.



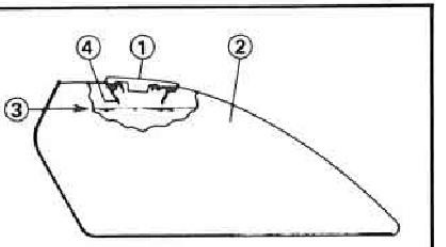
A. Ignition Switch Key
B. Fuel Tank Cap

NOTE

- *The tank cap cannot be closed without the key inserted, and the key cannot be removed unless the cap is locked properly.*
- *Do not push the cap down with the key, or the cap cannot be locked.*

Fuel Tank

The following octane rating gasoline is recommended in the fuel tank. Avoid filling the tank in the rain or where heavy dust is blowing so that the fuel does not get contaminated.



1. Tank Cap
2. Fuel Tank
3. Top Level
4. Filler Neck

⚠WARNING

Gasoline is extremely flammable and can be explosive under certain conditions. Turn the ignition switch OFF. Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light. Never fill the tank so the fuel level rises into the filler neck. If the tank is overfilled, heat may cause the fuel to expand and overflow through the vents in the tank cap.

After refueling, make sure the tank cap is closed securely.

If gasoline is spilled on the fuel tank, wipe it off immediately.

CAUTION
California models only: Never fill the tank so the fuel level rises into the filler neck. If the tank is overfilled, heat may cause the fuel to expand and flow into the Evaporative Emission Control System resulting in hard starting and engine hesitation.

Fuel Requirement:

Octane Rating

The octane rating of a gasoline is a measure of its resistance to detonation or "knocking." Use a gasoline with an octane rating equal to or higher than that shown in the table below.

Octane Rating Method	Minimum Rating
Antiknock Index $\frac{(RON + MON)}{2}$	87
Research Octane Number (RON)	91

The Antiknock Index is an average of the Research Octane Number (RON) and the Motor Octane Number (MON). The Antiknock Index is posted on service station pumps in the U.S.A. Research Octane Number is a commonly used term describing a gasoline's octane rating.

NOTE

- *If "knocking" or "pinging" occurs, use a different brand of gasoline or higher octane rating.*

Gasoline and Alcohol Blends

Blends of gasoline and alcohol called "gasohol" can be used on an occasional basis, however continued use is not recommended. Switch back immediately to gasoline which does not contain alcohol if you experience any operating irregularities. Any deterioration of fuel system components or degradation of

performance resulting from the use of gasohol will not be covered by Kawasaki's Limited Warranty, Emissions Warranties, or Good Times Protection Plan. If you decide to use gasohol, be sure to follow these simple cautions:

CAUTION

Never use gasohol with an octane rating lower than the minimum octane rating specified by Kawasaki for this product.

Never use gasohol containing more than 10% ethanol (grain alcohol).

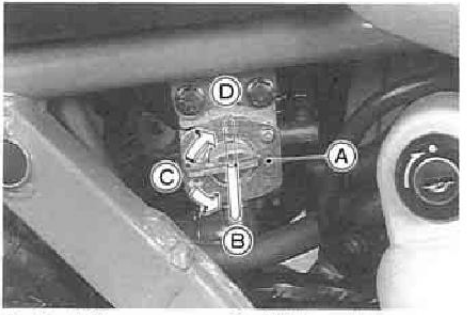
Never use gasohol containing more than 5% methanol (wood alcohol). Gasoline containing methanol must also be blended with cosolvents and corrosion inhibitors.

Never use gasohol for extended periods and never store this product with gasohol in the fuel system.

Gasoline containing alcohol can cause paint damage. Be extra careful not to spill gasohol during refueling.

Fuel Tap

The fuel tap has three positions: OFF, ON, and RES (Reserve). For normal operation turn the tap to the ON position. If the fuel runs out with the tap in the ON position, the last 2.0 L (0.53 US gal) of fuel can be used by turning the fuel tap to the RES position.



A. Fuel Tap
B. ON position
C. OFF position
D. RES position

With the fuel tap in the ON or RES position fuel flows to carburetor only when the engine is started or is running, and fuel supply is shut off when the engine is stopped.

Turn the fuel tap to the OFF position when the fuel tank is removed for maintenance and adjustments or the motorcycle is stored for long time.

NOTE

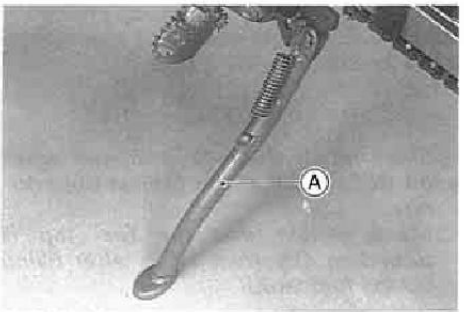
- *Since riding distance is limited when on RES, refuel at the earliest opportunity.*
- *Make certain that the fuel tap is turned to ON (Not RES) after filling up the fuel tank.*

⚠WARNING

Practice operating the fuel tap with the motorcycle stopped. To prevent an accident you should be able to operate the fuel tap while riding without taking your eyes off the road.
Be careful not to touch the hot engine while operating the fuel tap.

Stand

The motorcycle is equipped with the side stand.



A. Side Stand

NOTE

○ When using the side stand, turn the handlebar to the left.

Whenever the side stand is used, make it a practice to kick the stand fully up before sitting on the motorcycle.

NOTE

○ The motorcycle is equipped with a side stand switch. This switch is designed so that the engine stops if the clutch is engaged with the transmission in gear when the side stand has been left down.

Tool Kit Container

The tool kit container is located forward the left side cover. Use this container to keep the tool kit that should be kept with the motorcycle.

The tool kit container can be unlocked by inserting the ignition switch key into the lock, and turning the key to the right.

A. Tool Kit Container
B. Tool Kit

Tool Kit

The minor adjustments and replacement of parts explained in this manual can be performed with the tools in the kit.

Helmet Hook

Helmet can be secured to the motorcycle using the helmet hook located under the seat.

The helmet hook can be unlocked by inserting the ignition switch key into the lock, and turning the key to the right.

⚠WARNING

Do not ride the motorcycle with a helmet attached to the hook. The helmet could cause an accident by distracting the operator or interfering with normal vehicle operation.

A. Helmet Hook

Rear Carrier

The motorcycle is equipped with a carrier on the rear.

Vehicle Total Payload (must not exceed.)	**190 kg (419 lb)**

Rear Carrier Maximum Load Capacity	**10 kg (22 lb)**

A. Rear Carrier

⚠WARNING

Never exceed the rear carrier load limit of 10 kg (22 lb). It is designed for light items, and overloading can affect handling due to changes in weight distribution and aerodynamic forces.

Do not exceed the vehicle speed of 130 km/h (80 mph) when carrying a load of more than 5 kg (11 lb) on the carrier.

Overloading and failure to adjust speed to compensate for addition of cargo may result in loss of control and an accident. Speed must also be adjusted to suit various road and weather conditions.

BREAK-IN

The first 1,600 km (1,000 mi) that the motorcycle is ridden is designated as the break-in period. If the motorcycle is not used carefully during this period, you may very well end up with a "broken down" instead of a "broken in" motorcycle after a few thousand kilometers.

The following rules should be observed during the break-in period.

- The table shows maximum recommended engine speed during the break-in period.

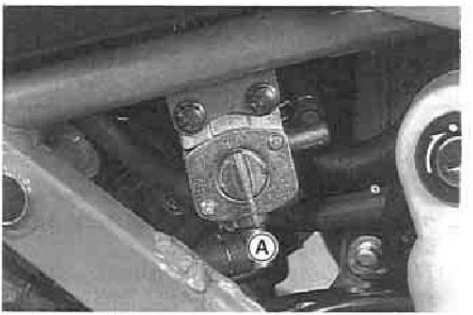
Distance traveled	Maximum engine speed
0 ~ 800 km (0 ~ 500 mi)	4,000 r/min (rpm)
800 ~ 1,600 km (500 ~ 1,000 mi)	6,000 r/min (rpm)

- Do not start moving or race the engine immediately after starting it, even if the engine is already warm. Run the engine for two or three minutes at idle speed to give the oil a chance to work up into all the engine parts.
- Do not race the engine while the transmission is in neutral.

In addition to the above, at 800 km (500 mi) it is extremely important that the owner have the initial maintenance service performed by a competent mechanic following the procedures in the Service Manual.

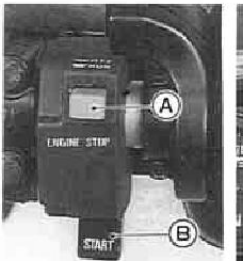
Starting the Engine

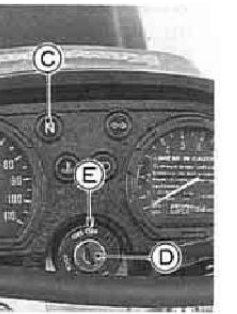
- Turn the fuel tap to the ON position.



A. ON position

- Check that the engine stop switch is in the RUN position.
- Turn the ignition switch on.
- Make certain the transmission is in neutral or the clutch is disengaged.





A. Engine Stop Switch
B. Starter Button
C. Neutral Indicator Light
D. Ignition Switch
E. ON position

- If the engine is cold, pull up the choke knob all the way.

NOTE

○ *When the engine is already warm or on hot days (35°C, 95°F or more), open the throttle part way instead of using the choke, and then start the engine.*

A. Choke Knob

● Leaving the throttle completely closed, push the starter button with the clutch lever pulled in until the engine starts.

CAUTION

Do not operate the starter continuously for more than 5 seconds, or the starter will overheat and the battery power will drop temporarily. Wait 15 seconds between each operation of the starter to let it cool and the battery power recover.

NOTE

○ *If the engine is flooded, crank the engine over with the throttle fully open until the engine starts.*

○ *The motorcycle is equipped with a starter lockout switch. This switch prevents the electric starter from operating when the clutch is engaged and the transmission is not in neutral.*

A. Clutch Lever
B. Starter Lockout Switch

- Gradually return the choke toward the off position a little at a time as necessary to keep the engine speed below 2,000 r/min (rpm) during warm-up.
- When the engine is warmed up enough to idle without using the choke, push in the choke knob all the way.

NOTE

○ *If you drive the motorcycle before the engine is warmed up, return the choke to the off position after you have driven the motorcycle for the length of time shown in the table.*

CAUTION
Do not let the engine idle longer than five minutes, or engine overheating and damage may occur.

Ambient temperature	choke off after running for
20°C (68°F) ~ 35°C (95°F)	15 seconds
Below 20°C (68°F)	1.5 minutes
Below 5°C (40°F)	2 minutes

Jump Starting

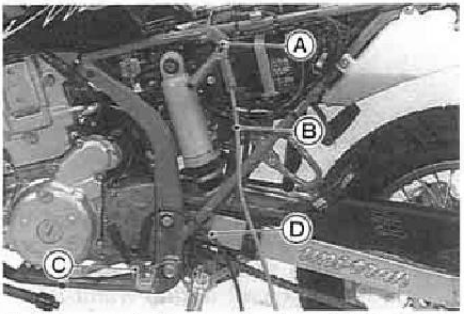
If your motorcycle battery is "run down," it should be removed and charged. If this is not practical, a 12 volt booster battery and jumper cables may be used to start the engine.

⚠WARNING

Battery acid generates hydrogen gas which is flammable and explosive under certain conditions. It is present within a battery at all times, even in a discharged condition. Keep all flames and sparks (cigarettes) away from the battery. Wear eye protection when working with a battery. In the event of battery acid contact with skin, eyes, or clothing, wash the affected areas immediately with water for at least five minutes. Seek medical attention.

Connecting Jumper Cables

- Make sure the ignition switch is turned "OFF."
- Remove the left side cover and battery cover.
- Connect a jumper cable from the positive (+) terminal of the booster battery to the positive (+) terminal of the motorcycle battery.



A. Motorcycle Battery Positive (+) Terminal
B. To Booster Battery Positive (+) Terminal
C. Unpainted Metal Surface
D. To Booster Battery Negative (-) Terminal

- Connect another jumper cable from the negative (−) terminal of the booster battery to your motorcycle

rear brake pedal or other unpainted metal surface. Do not use the negative (−) terminal of the battery.

⚠WARNING

Do not make this last connection at the carburetor or battery. Take care that you do not touch the positive and negative cables together, and do not lean over the battery when making this last connection. Do not jump start a frozen battery. It could explode.
Do not reverse polarity by connecting positive (+) to negative (−), or a battery explosion and serious damage to the electrical system may occur.

- Follow the standard engine starting procedure.

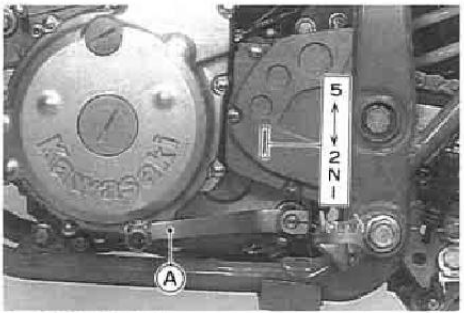
CAUTION

Do not operate the starter continuously for more than 5 seconds or the starter will overheat and the battery power will drop temporarily. Wait 15 seconds between each operation of the starter to let it cool and the battery power recover.

- After the engine starts, disconnect the jumper cables. Disconnect the negative (−) cable from the motorcycle first.

Moving Off

- Check that the side stand is up.
- Pull in the clutch lever.
- Shift into 1st gear.
- Open the throttle a little, and start to let out the clutch lever very slowly.
- As the clutch starts to engage, open the throttle a little more, giving the engine just enough fuel to keep it from stalling.



A. Shift Pedal

NOTE

The motorcycle is equipped with a side stand switch. This switch is designed so that the engine stops if the clutch is engaged with the transmission in gear when the side stand has been left down.

Shifting Gears

- Close the throttle while pulling in the clutch lever.
- Shift into the next higher or lower gear. For smooth riding, shift up or down when the motorcycle is operated at the speeds shown in the table below.

⚠WARNING

When shifting down to a lower gear, do not shift at such a high speed that the engine r/min (rpm) jumps excessively. Not only can this cause engine damage, but the rear wheel may skid and cause an accident. Downshifting should be done below 5,000 r/min (rpm) for each gear.

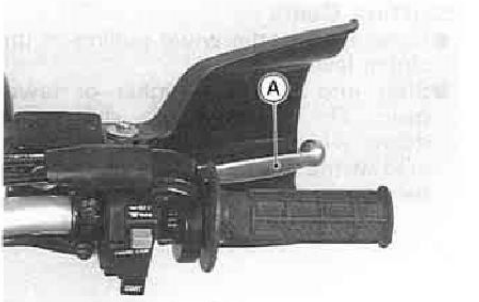
- Open the throttle part way, while releasing the clutch lever.

Vehicle speed when shifting

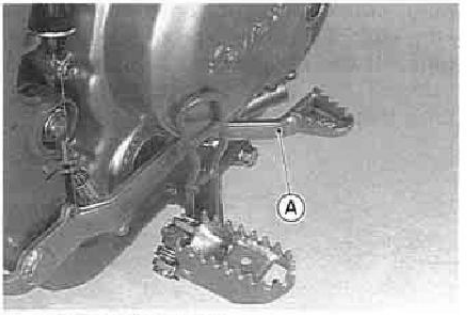
Shifting up	km/h (mph)	Shifting down	km/h (mph)
1st → 2nd	15 (9)	5th → 4th	25 (15)
2nd → 3rd	25 (15)	4th → 3rd	20 (12)
3rd → 4th	35 (21)	3rd → 2nd	15 (9)
4th → 5th	45 (27)	2nd → 1st	15 (9)

Braking

- Close the throttle completely, leaving the clutch engaged (except when shifting gears) so that the engine will help slow down the motorcycle.
- Shift down one gear at a time so that you are in 1st gear when you come to a complete stop.
- When stopping, always apply both brakes at the same time. Normally the front brake should be applied a little more than the rear. Shift down or fully disengage the clutch as necessary to keep the engine from stalling.
- Never lock the brakes, or it will cause the tires to skid. When turning a corner, it is better not to brake at all. Reduce your speed before you get into the corner.
- For emergency braking, disregard downshifting, and concentrate on applying the brakes as hard as possible without skidding.



A. Front Brake Lever



A. Rear Brake Pedal

Stopping the Engine

- Close the throttle completely.
- Shift the transmission into neutral.
- Turn the ignition switch off.
- Support the motorcycle on a firm level surface with the side stand.
- Lock the steering.

Stopping the Motorcycle in an Emergency

Your Kawasaki Motorcycle has been designed and manufactured to provide you optimum safety and convenience. However, in order to fully benefit from Kawasaki's safety engineering and craftsmanship, it is essential that you, the owner and operator, properly maintain your motorcycle and become thoroughly familiar with its operation. Improper maintenance can create a dangerous situation known as throttle failure. Two of the most common causes of throttle failure are:

1. An improperly serviced or clogged air cleaner may allow dirt and dust to enter the carburetor and stick the throttle open.
2. During removal of the air cleaner, dirt is allowed to enter and jam the carburetor.

In an emergency situation such as throttle failure, your vehicle may be stopped by applying the brakes and disengaging the clutch. Once this stopping procedure is initiated, the engine stop switch may be used to stop the engine. If the engine stop switch is used, turn off the ignition switch after stopping the motorcycle.

Parking

- Shift the transmission into neutral and turn the ignition switch OFF.
- Support the motorcycle on a firm level surface with the side stand.

CAUTION

Do not park on a soft or steeply inclined surface or the motorcycle may fall over.

- If parking inside a garage or other structure, be sure it is well ventilated and the motorcycle is not close to any source of flame or sparks; this includes any appliance with a pilot light.

⚠WARNING

Gasoline is extremely flammable and can be explosive under certain conditions.

- Lock the steering to help prevent theft.

NOTE

- *When stopping near traffic at night, you can leave the taillight on for greater visibility by turning the ignition switch to the P (park) position.*
- *Do not leave the switch at P position too long, or the battery will discharge.*

Safe Riding Technique

The points given below are applicable for everyday motorcycle use and should be carefully observed for safe and effective vehicle operation.

For safety, eye protection and a helmet are strongly recommended. Gloves and suitable footwear should also be used for added protection in case of a mishap.

A motorcycle does not provide the impact protection of an automobile, so defensive riding in addition to wearing protective apparel is extremely important. Do not let protective apparel give you a false sense of security.

Before changing lanes, look over your shoulder to make sure the way is clear. Do not rely solely on the rear view mirror; you may misjudge a vehicle's distance and speed, or you may not see it at all.

When going up steep slopes, shift to a lower gear so that there is plenty of power to spare rather than overloading the engine.

When applying the brakes, use both the front and rear brakes. Applying only one brake for sudden braking may cause the motorcycle to skid and lose control.

When going down long slopes, control vehicle speed by closing the throttle. Use the front and rear brakes for auxiliary braking.

On rainy days, rely more on the throttle to control vehicle speed and less on the front and rear brakes. The throttle should also be used judiciously to avoid skidding the rear wheel from too rapid acceleration or deceleration.

Riding at the proper rate of speed and avoiding unnecessarily fast acceleration are important not only for safety and low fuel consumption but also for long vehicle life and quieter operation.

When riding in wet conditions or on loose roadway surfaces, the ability to maneuver will be reduced. All of your actions should be smooth under these conditions. Sudden acceleration, braking or turning may cause loss of control.

On rough roads, exercise caution, slow down, and grip the fuel tank with the knees for better stability.

When quick acceleration is necessary as in passing, shift to a lower gear to obtain the necessary power.

Do not downshift at too high an r/min (rpm) to avoid damage to the engine from overrevving.

Avoiding unnecessary weaving is important to the safety of both the rider and other motorists.

Daily Safety Checks

Check the following items each day before you ride. The time required is minimal, and habitual performance of these checks will help ensure you a safe, reliable ride.

If any irregularities are found during these checks, refer to the Maintenance and Adjustment chapter or see your dealer for the action required to return the motorcycle to a safe operating condition.

⚠WARNING

Failure to perform these checks every day before you ride may result in serious damage or a severe accident.

Fuel ..... Adequate supply in tank, no leaks.
Engine oil ..... Oil level between level lines.
Tires..... Air pressure (when cold):

Front	150 kPa (1.5 kg/cm², 21 psi)	
Rear	Up to 97.5 kg (215 lb) load	150 kPa (1.5 kg/cm², 21 psi)
	97.5 ~ 190 kg (215 ~ 419 lb) load	200 kPa (2.0 kg/cm², 28 psi)

Drive chain	Slack 55 ~ 65 mm (2.2 ~ 2.6 in.).
Nuts, bolts, fasteners	Check that steering and suspension components, axles, and all controls are properly tightened or fastened.
Steering	Action smooth but not loose from lock to lock. No binding of control cables.
Brakes	Brake pad wear: Lining thickness more than 1 mm (0.04 in.) left. No brake fluid leakage.
Throttle	Throttle grip play 2 ~ 3 mm (0.08 ~ 0.12 in.).
Clutch	Clutch lever play 10 ~ 20 mm (0.4 ~ 0.8 in.). Clutch lever operates smoothly.
Coolant	No coolant leakage. Coolant level between level lines (when engine is cold).
Radiator cap	Properly installed.
Electrical equipment	All lights and horn work.
Engine stop switch	Stops engine.
Side stand	Returns to its fully up position by spring tension. Return spring not weak or not damaged.

Refer to the "Daily Safety Checks" caution label attached to the inside of the left side cover.

Additional Considerations for Off Road Operation

Brakes: The importance of reliable brakes is obvious. Check to see that they are functioning properly.

Steering: Looseness in the steering can cause loss of control. Check to see that the handlebar turns freely but has no play.

Tires: Due to the extra stress to the tire on rough roads, be sure to examine their overall condition, and inflate to the proper pressure.

Drive Chain: When not adjusted properly, the severe stress on rough roads can cause damage to the sprockets and cause the chain to be thrown. Examine the chain slack and alignment, and lubricate if necessary.

Fuel: Have sufficient fuel for the high fuel consumption on rough roads.

Engine Oil: To avoid seizure and resulting loss of control, make certain that the oil level is at the upper level line.

Coolant: To avoid overheating, check that the coolant level is at the upper level line.

Miscellaneous: Check to see that the electrical equipment is functioning properly, all nuts and bolts are tight, and all safety related parts are in good condition.

The maintenance and adjustments outlined in this chapter are easily carried out and must be done in accordance with the Periodic Maintenance Chart to keep the motorcycle in good running condition. **The initial maintenance is vitally important and must not be neglected.**

If you are in doubt as to any adjustment or vehicle operation, please ask your authorized Kawasaki dealer to check the motorcycle.

Please note that Kawasaki cannot assume any responsibility for damage resulting from incorrect maintenance or improper adjustment done by the owner.

EMISSION CONTROL INFORMATION

To protect the environment in which we all live, Kawasaki has incorporated crankcase emission (1) and exhaust emission (2) control systems in compliance with applicable regulations of the United States Environmental Protection Agency and California Air Resources Board. Additionally, Kawasaki has incorporated an evaporative emission control system (3) in compliance with applicable regulations of the California Air Resources Board on vehicle sold in California only.

1. Crankcase Emission Control System

This system eliminates the release of crankcase vapors into the atmosphere. Instead, the vapors are routed through an oil separator to the intake side of the engine. While the engine is operating, the vapors are drawn into the combustion chamber, where they are burned along with the fuel and air supplied by the carburetors.

2. Exhaust Emission Control System

This system reduces the amount of pollutants discharged into the atmosphere by the exhaust of this motorcycle. The fuel and ignition systems of this motorcycle have been carefully designed and constructed to ensure an efficient engine with low exhaust pollutant levels.

3. Evaporative Emission Control System

Vapors caused by fuel evaporation in the fuel system are not vented into the atmosphere. Instead, fuel vapors are routed into the running engine to be burned, or stored in a canister when the engine is stopped. Liquid fuel is caught by a vapor separator and returned to the fuel tank.

High Altitude Performance Adjustment Information

To improve the EMISSION CONTROL PERFORMANCE of vehicles operated above 4,000 feet, Kawasaki recommends the following Environmental Protection Agency (EPA) approved modification.

NOTE

○ *When properly performed, these specified modifications only are not considered to be emissions system "tampering" and vehicle performance is generally unchanged as a result.*

Installation Instructions:

High altitude adjustment requires replacement of certain carburetor components. Installation of these optional parts may be performed by an authorized Kawasaki dealer, or the consumer, following repair recommendations specified in the appropriate Kawasaki Service Manual.

MAINTENANCE AND WARRANTY

Proper maintenance is necessary to ensure that your motorcycle will continue to have low emission levels. This Owner's Manual contains those maintenance recommendations for your motorcycle. Those items identified by the Periodic Maintenance Chart are necessary to ensure compliance with the applicable standards.

As the owner of this motorcycle, you have the responsibility to make sure that the recommended maintenance is carried out according to the instructions in this Owner's Manual at your own expense.

The Kawasaki Limited Emission Control System Warranty requires that you return your motorcycle to an authorized Kawasaki dealer for remedy under warranty. Please read the warranty carefully, and keep it valid by complying with the owner's obligations it contains.

You should keep a maintenance record for your motorcycle. To assist you in keeping this record, we have provided space on pages 118 through 120 of this manual where an authorized Kawasaki dealer, or someone equally competent, can record the maintenance. You should also retain copies of maintenance work orders, bills, etc., as verification of this maintenance.

TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED:

Federal law prohibits the following acts or the causing thereof: (1) the removal or rendering inoperative by any person other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use, or (2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Among those acts presumed to constitute tampering are the acts listed below:

- Replacement of the original exhaust system or muffler with a component not in compliance with Federal regulations.
- Removal of the muffler(s) or any internal portion of the muffler(s).
- Removal of the air box or air box cover.
- Modifications to the muffler(s) or air intake system by cutting, drilling, or other means if such modifications result in increased noise levels.

Periodic Maintenance Chart

	Operation / Frequency	Every (Whichever comes first)	800 (500)	5 000 (3 000)	10 000 (6 000)	15 000 (9 000)	20 000 (12 000)	25 000 (15 000)	30 000 (18 000)	See Page
			*Odometer Reading km (mi)							
Emission Related	Idle speed--check †		•	•	•	•	•	•	•	77
	Throttle grip play--check †		•		•		•		•	74
	Spark plug--clean and gap †			•	•	•	•	•	•	66
	Valve clearance--check †		•		•		•		•	68
	Air cleaner element--clean †		•		•		•		•	70
	Air cleaner element--replace	5 cleanings					•			70
	Fuel system--check				•		•		•	104
	Evaporative emission control system (c)--check †		•	•	•	•	•	•	•	69
Non-Emissions	Spark arrester--clean	Every 5 000 km (3 000 mi)								80
	Brake light switch--check †		•	•	•	•	•	•	•	93
	Brake pad wear--check †			•	•	•	•	•	•	89
	Brake fluid level--check †	month	•	•	•	•	•	•	•	90
	K Brake fluid--change	2 years					•			92

Non Emissions	Operation	Frequency: Every	Whichever comes first: *Odometer Reading km (mi) 800 (500)	5 000 (3 000)	10 000 (6 000)	15 000 (9 000)	20 000 (12 000)	25 000 (15 000)	30 000 (18 000)	See Page
	Clutch--adjust		•	•	•	•	•	•	•	78
	K Steering--check †		•	•	•	•	•	•	•	–
	Drive chain wear--check †			•	•	•	•	•	•	85
	K Spoke tightness and rim runout--check †		•	•	•	•	•	•	•	–
	Nuts, bolts, and fasteners tightness--check †		•		•		•		•	110
	Tire wear--check †			•	•	•	•	•	•	97
	Engine oil--change	year	•		•		•		•	60
	Oil filter--replace		•		•		•		•	60
	General lubrication--perform			•	•	•	•	•	•	106
	K Front fork oil--change								•	–
	K Swing arm pivot, uni-trak linkage--lubricate				•		•		•	–
	K Coolant--change	2 years							•	65

	Operation \ Frequency	Whichever comes first — Every	*Odometer Reading km (mi) 800 (500)	5 000 (3 000)	10 000 (6 000)	15 000 (9 000)	20 000 (12 000)	25 000 (15 000)	30 000 (18 000)	See Page
Non-Emissions	Radiator hoses, connections --check †	year	•		•		•		•	–
	K Steering stem bearing--lubricate	2 years								–
	K Master cylinder cup and dust seal--replace	2 years								–
	K Caliper piston seal and dust seal--replace	2 years								–
	K Brake hose --replace	4 years								–
	K Fuel hose--replace	4 years								–
	Drive chain--lubricate	Every 300 km (200 mi)								86
	Drive chain slack--check †	Every 800 km (500 mi)								82

K : Should be serviced by an authorized Kawasaki dealer.
• : For higher odometer readings, repeat at the frequency interval established here.
† : Replace, add, adjust, or torque if necessary.
(C) : California model only

Engine Oil

In order for the engine, transmission, and clutch to function properly, maintain the engine oil at the proper level, and change the oil and oil filter in accordance with the Periodic Maintenance Chart. Not only do dirt and metal particles collect in the oil, but the oil itself loses its lubricative quality if used too long.

⚠WARNING

Motorcycle operation with insufficient, deteriorated, or contaminated engine oil will cause accelerated wear and may result in engine or transmission seizure, accident, and injury.

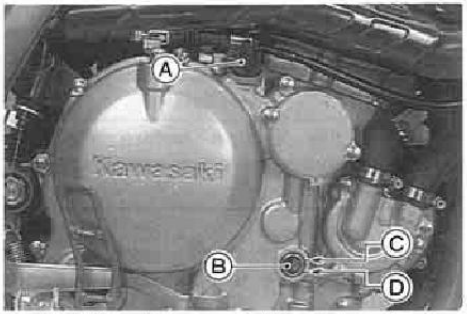
Oil Level Inspection

- Situate the motorcycle so that it is perpendicular to the ground.
- If the oil has just been changed, start the engine and run it for several minutes at idle speed. This fills the oil filter with oil. Stop the engine and leave it for one minute.

CAUTION

Racing the engine before the oil reaches every part can cause engine seizure.

- If the motorcycle has just been used, run the engine for about 20 seconds at idle speed. Stop the engine and leave it one minute.
- Check the engine oil level through the oil level gauge in the lower right side of the engine. The oil level should come up between the upper and lower level.



A. Oil Filler Cap **C. Upper Level**
B. Oil Level Gauge **D. Lower Level**

- If the oil level is too high, remove the excess oil, using a syringe or some other suitable device.
- If the oil level is too low, add the correct amount of oil through the oil filler opening. Use the same type and brand of oil that is already in the engine.

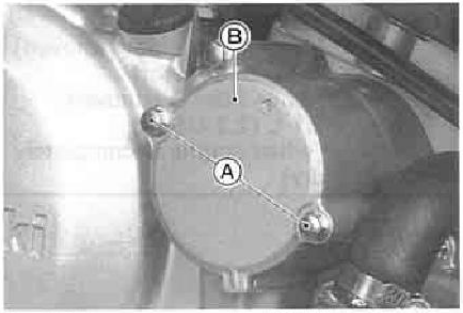
Oil and/or Oil Filter Change

- Warm up the engine thoroughly, and then stop the engine.
- Set the motorcycle up on its side stand.
- Place an oil pan beneath the engine.
- Remove the engine drain plug and magneto flywheel cover drain plug.

A. Drain Plugs

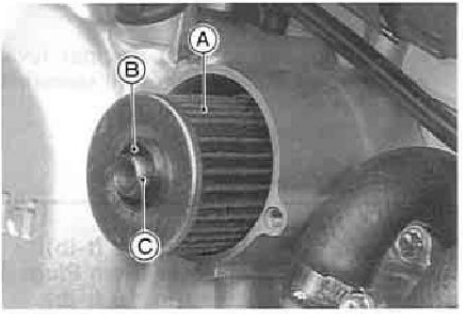
- With the motorcycle perpendicular to the ground, let the oil completely drain.

- If the oil filter is to be changed, remove the oil filter cover bolts and take off the cover with O-ring.



A. Bolts **B. Oil Filter Cover**

- Pull off the element with the element mounting pin and collar.
- Remove the collar and pull the mounting pin off the element.
- Replace the element with a new one.
- Apply a little engine oil to the grommets on both side of the element, and push the mounting pin into the element. Be careful that the grommets do not slip out of place.
- Fit the collar in the element mounting pin hole of the crankcase.
- Install them with the smaller end of the pin inside.



A. Element **C. Mounting Pin**
B. Grommet

- Install the oil filter cover and tighten its bolts.
- After the oil has completely drained out, install the engine and magneto

flywheel cover drain plugs with its gasket. Proper torque for it is shown in the table.

NOTE

○ *Replace the damaged gasket with a new one.*

- Fill the engine up to the upper level with a good quality motor oil specified in the table.
- Check the oil level.

Tightening Torque

Engine Drain Plug: 29 N-m (3.0 kg-m, 22 ft-lb) Magneto Flywheel Cover Drain Plug: 24 N-m (2.5 kg-m, 18 ft-lb)

Engine Oil

Grade:	SE, SF or SG class
Viscosity:	SAE 10W40, 10W50, 20W40, or 20W50
Capacity:	1.9 L (2.0 US qt) [when filter is not removed] 1.9 L (2.0 US qt) [when filter is removed] 2.1 L (2.2 US qt) [when engine is completely dry]

Cooling System

Radiator and Cooling Fan:

Check the radiator fins for obstruction by insects or mud. Clean off any obstructions with a stream of low-pressure water.

⚠WARNING

The cooling fan turns on automatically, even with the ignition switch off. Keep your hands and clothing away from the fan blades at all times.

CAUTION

Using high-pressure water, as from a car wash facility, could damage the radiator fins and impair the radiator's effectiveness.

Do not obstruct or deflect airflow through the radiator by installing unauthorized accessories in front of the radiator or behind the cooling fan. Interference with the radiator airflow can lead to overheating and consequent engine damage.

Radiator Hoses:

Check the radiator hoses for cracks or deterioration, and connections for looseness in accordance with the periodic Maintenance Chart.

Coolant:

Coolant absorbs excessive heat from the engine and transfers it to the air at the radiator. If the coolant level becomes low, the engine overheats and may suffer severe damage. Check the coolant level each day before riding the motorcycle, and replenish coolant if the level is low. Change the coolant in accordance with the Periodic Maintenance Chart.

NOTE

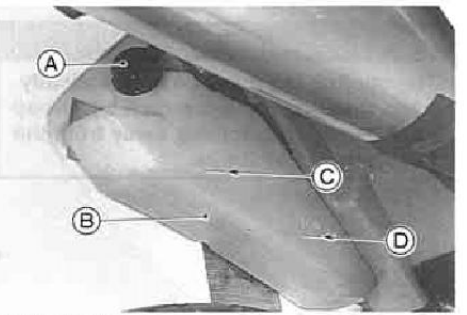
○*A permanent type of antifreeze is installed in the cooling system when shipped. It is colored green and contains ethylene glycol. It is mixed at 50% and has the freezing point of −35° C (−31° F).*

Coolant Level Inspection

●Check the coolant level with the motorcycle held level. The coolant level should be between the FULL and LOW level lines.

NOTE

○*Check the level when the engine is cold (room or atmospheric temperature).*



A. Tank Cap
B. Reserve Tank
C. FULL Level Line
D. LOW Level Line

- If the amount of coolant is insufficient, unscrew the cap from the reserve tank, and add coolant through the filler opening to the FULL level line.
- Install the cap.

NOTE

- *In an emergency you can add water alone to the coolant reserve tank, however it must be returned to the correct mixture ratio by the addition of antifreeze concentrate as soon as possible.*

CAUTION
If coolant must be added often, or the reserve tank completely runs dry, there is probably leakage in the system. Have the cooling system inspected by your authorized Kawasaki dealer.

Coolant Change

Have the coolant changed by an authorized Kawasaki dealer.

Spark Plug

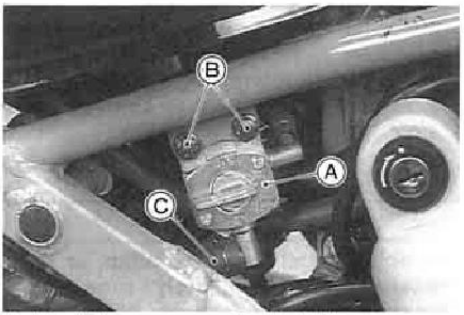
The standard spark plug is shown in the table. The spark plug should be taken out periodically in accordance with the Periodic Maintenance Chart for cleaning, inspection, and resetting of the plug gap.

Maintenance

If the plug is oily or has carbon built up on it, have it cleaned, preferably in a sand-blasting device, and then clean off any abrasive particles. The plug may also be cleaned using a high flash-point solvent and a wire brush or other suitable tool. Measure the gap with a wire-type thickness gauge, and adjust the gap if incorrect by bending the outer electrode. If the spark plug electrodes are corroded or damaged, or if the insulator is cracked, replace the plug. Use the standard plug.

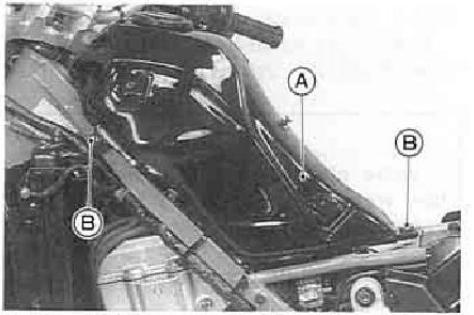
Spark Plug Removal

- Remove the left and right radiator covers.
- Remove the seat.
- Turn the fuel tap to the OFF position.
- Pull the carburetor fuel hose off the fuel tap.
- Remove the fuel tap mounting bolts.



A. Fuel Tap **C. Fuel Hose**
B. Mounting Bolts

- Remove the fuel tank mounting bolts and remove the fuel tank.



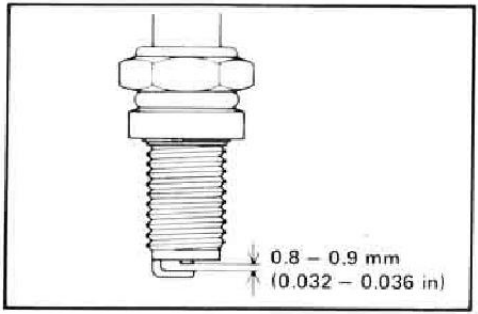
A. Fuel Tank **B. Mounting Bolt**

- Carefully pull the spark plug cap from the spark plug.
- Unscrew the spark plug.

A. Spark Plug Cap

NOTE

- *Spark plug installation is performed in the reverse order of removal.*



Spark Plug

Standard Plug	NGK DPR8EA-9 or ND X24EPR-U9
Plug Gap	0.8 ~ 0.9 mm (0.032 ~ 0.036 in)
Tightening Torque	14 N-m (1.4 kg-m, 10.0 ft-lb)

Valve Clearance

Valve and valve seat wear decreases valve clearance, upsetting valve timing.

CAUTION

If valve clearance is left unadjusted, the wear will eventually cause the valves to remain partly open; which lowers performance, burns the valves and valve seats, and may cause serious engine damage.

Valve clearance for each valve should be checked and adjusted in accordance with the Periodic Maintenance Chart.

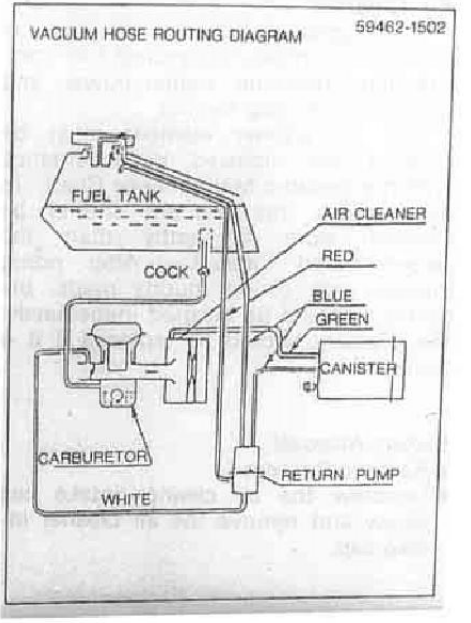
Inspection and adjustment should be done only by a competent mechanic following the instructions in the Service Manual.

Evaporative Emission Control System (California model only)

This system routes fuel vapors from the fuel system into the running engine or stores the vapors in a canister when the engine is stopped. Although no adjustments are required, a thorough visual inspection must be made at the intervals specified by the Periodic Maintenance Chart.

Inspection

- Check that the hoses are securely connected.
- Replace any kinked, deteriorated, or damaged hoses.



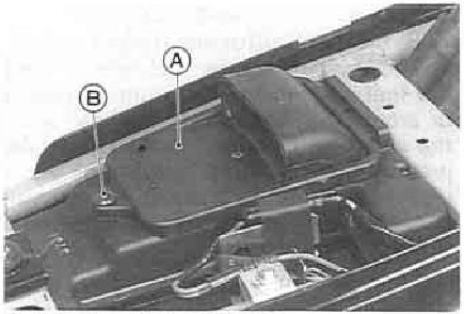
Air Cleaner

A clogged air cleaner restricts the engine's air intake, increasing fuel consumption, reducing engine power, and causing spark plug fouling.

The air cleaner element must be cleaned and replaced in accordance with the Periodic Maintenance Chart. In dusty areas, the element should be cleaned more frequently than the recommended interval. After riding through rain or on muddy roads, the element should be cleaned immediately. The element should be replaced if it is damaged.

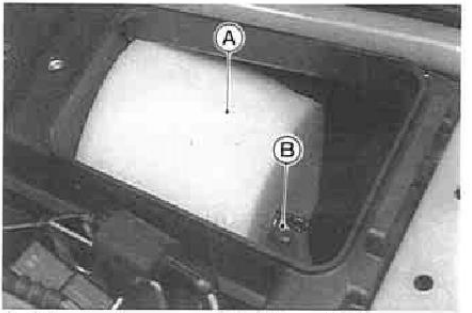
Element Removal

- Remove the seat.
- Unscrew the air cleaner intake cap screw and remove the air cleaner intake cap.



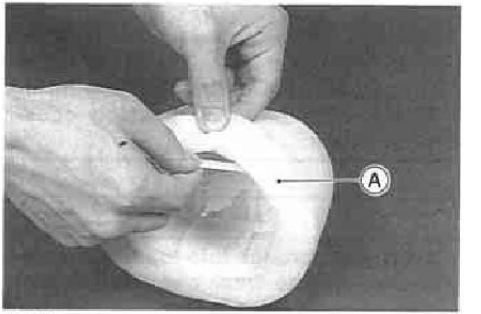
A. Air Cleaner Intake Cap
B. Screw

- Remove the wing bolt, and take out the element.



A. Element B. Wing Bolt

- Remove the element from the frame.



A. Element

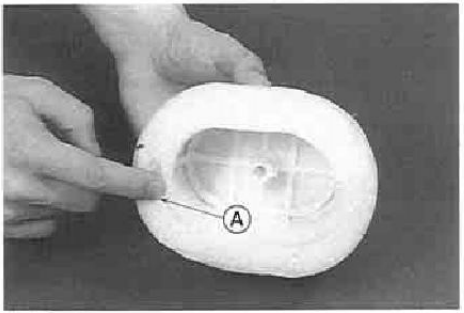
- Put a clean, lint-free towel over the air cleaner housing to keep dirt or other foreign material from entering.
- Inspect the element material for damage. If any part of the element is damaged, the element must be replaced.

⚠WARNING

If dirt or dust is allowed to pass through into the carburetor, the throttle may become stuck, possibly causing accident.

CAUTION

If dirt gets through into the engine, excessive engine wear and possibly engine damage will occur.



A. Grease

NOTE

- *Element installation is performed in the reverse order of removal.*
- *When installing the element, coat the lip of the element with a thick layer of all purpose grease to assure a complete seal against the air cleaner element base. Also, coat the base where the lip of the element fits.*

Element Cleaning

- Clean the element in a bath of a high flash-point solvent.
- Dry the element with compressed air or squeeze it.
- After cleaning, saturate the element with 2-stroke racing oil or high-quality foam-air-filter oil, squeeze out the excess oil, then wrap it in a clean rag and squeeze it as dry

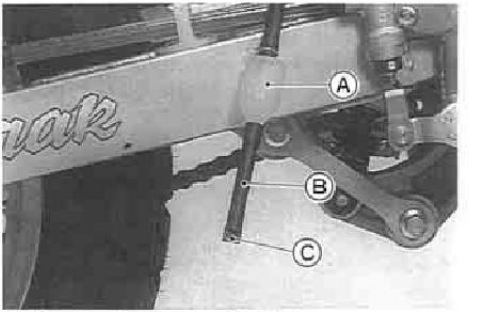
as possible. Be careful not to tear the element.

⚠WARNING

Clean the element in a well ventilated area, and take care that there are no sparks or flame anywhere near the working area; this includes any appliance with a pilot light. Do not use gasoline or a low flash-point solvent to clean the element. A fire or explosion could result.

Oil Draining

- Inspect the transparent reservoir below the air cleaner housing to see if any oil has run down from the air cleaner housing.



A. Reservoir
B. Drain Hose
C. Plug

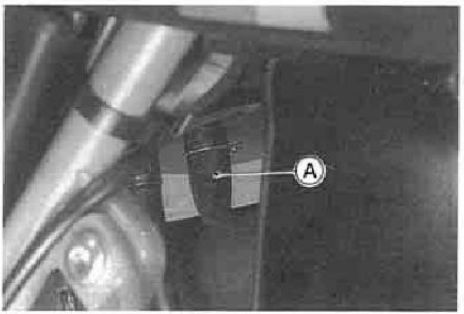
- If there is any oil in the reservoir, remove the plug from the lower end of the drain hose and drain the oil.

⚠WARNING

Be sure to install the plug in the drain hose after draining. Oil on tires will make them slippery and can cause an accident and injury.

Dust and/or Water Inspection

● Push open the drain hose on the bottom of the air cleaner housing to expel dust and/or water accumulated inside.



A. Drain Hose

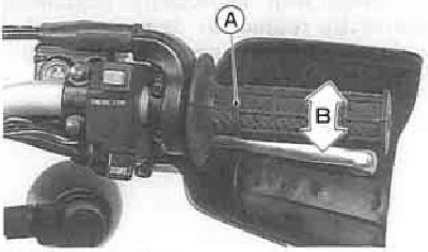
Throttle Grip

The throttle grip controls the throttle valves. If the throttle grip has excessive play due to either cable stretch or maladjustment, it will cause a delay in throttle response, especially at low engine speed. Also, the throttle valves may not open fully at full throttle. On the other hand, if the throttle grip has no play, the throttle will be hard to control, and the idle speed will be erratic. Check the throttle grip play periodically in accordance with the Periodic Maintenance Chart and adjust the play if necessary.

Inspection

● Check that there is 2 ~ 3 mm (0.08 ~ 0.12 in.) throttle grip play when lightly turning the throttle grip back and forth.

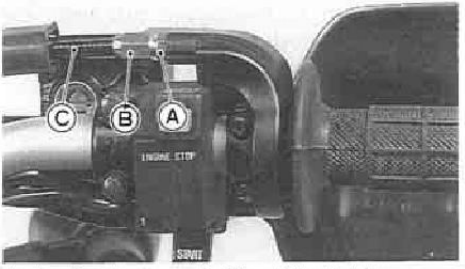
● If there is improper play, adjust it.



A. Throttle Grip
B. 2 ~ 3 mm (0.08 ~ 0.12 in)

Adjustment

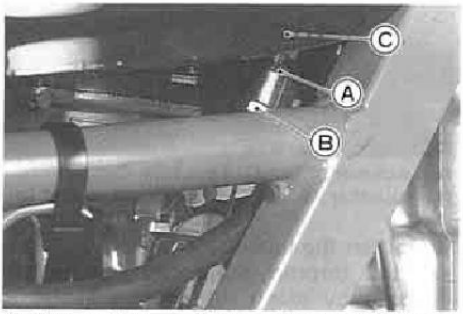
- Loosen the locknut at the throttle grip, and turn the adjuster until the proper amount of throttle grip play is obtained.



A. Locknut
B. Adjuster
C. Throttle Cable (Accelerator Cable)

- Tighten the locknut.
- If the throttle cable can not be adjusted by using the cable adjuster at the upper end of the throttle cable, use the nuts on the accelerator cable at the carburetor.
- Loosen the locknut at the throttle grip and turn in the adjuster fully.
- Tighten the locknut.

- Loosen the upper nut and turn out the lower nut on the accelerator cable, then turn in the upper nut until the correct amount of free play is obtained.



A. Upper Nut **C. Accelerator Cable**
B. Lower Nut

- If there is excess play, use the adjuster at the throttle grip.

⚠WARNING

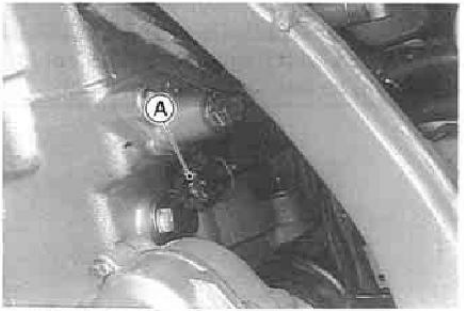
Operation with improperly adjusted, incorrectly routed, or damaged cable could result in an unsafe riding condition.

Carburetor

The following procedure covers the idle speed adjustment, which should be performed in accordance with the Periodic Maintenance Chart or whenever the idle speed is disturbed.

Adjustment

- Start the engine, and warm it up thoroughly.
- Adjust the idle speed to 1,200 ~ 1,400 r/min (rpm) by turning the idle adjusting screw.



A. Idle Adjusting Screw

- Open and close the throttle a few times to make sure that the idle speed does not change. Readjust if necessary.
- With the engine idling, turn the handlebar to each side. If handlebar movement changes the idle speed, the throttle cables may be improperly adjusted or incorrectly routed, or they may be damaged. Be sure to correct any of these conditions before riding.

⚠WARNING

Operation with damaged cables could result in an unsafe riding condition.

Clutch

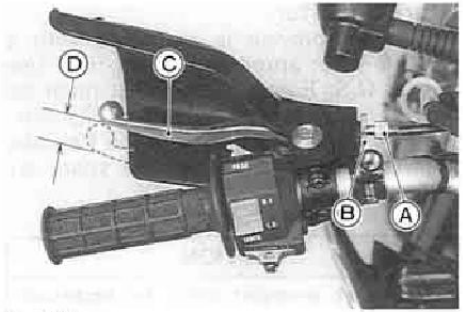
Due to friction plate wear and clutch cable stretch over a long period of use, the clutch must be adjusted in accordance with the Periodic Maintenance Chart.

⚠WARNING

To avoid a serious burn, never touch a hot engine or exhaust pipe during clutch adjustment.

Inspection

- Check that the clutch lever has 10 ~ 20 mm (0.4 ~ 0.8 in) of play as shown in the figure.



A. Adjuster
B. Locknut
C. Clutch Lever
D. 10 ~ 20 mm (0.4 ~ 0.8 in)

If it does not, adjust the lever play as follows.

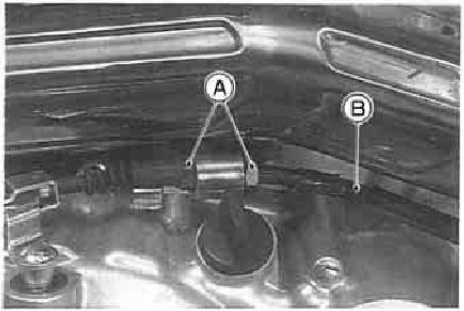
Adjustment

- Side the dust cover at the clutch lever out of place.
- Loosen the locknut at the clutch lever.
- Turn the adjuster so that the clutch lever will have 10 ~ 20 mm (0.4 ~ 0.8 in) of play.

⚠WARNING

Be sure the upper end of the clutch outer cable is fully seated in its fitting, or it could slip into place later, creating enough cable play to prevent clutch disengagement, resulting in a hazardous riding condition.

- Tighten the locknut.
- If it cannot be done, use the mounting nuts at the lower end of the cable.



A. Mounting Nuts B. Clutch Cable

NOTE

○*After the adjustment is made, start the engine and check that the clutch does not slip and that it releases properly.*

Spark Arrester

This motorcycle is equipped with a spark arrester approved for off-road use by the U.S. Forest Service. It must be properly maintained to ensure its efficiency. In accordance with the Periodic Maintenance Chart, clean the spark arrester.

CAUTION

The spark arrester must be installed correctly and functioning properly to provide adequate fire protection.

Spark Arrester Cleaning

⚠WARNING

To avoid burns, wear gloves while cleaning the spark arrester. Since the engine must be run during this procedure, the muffler will become hot.

- Remove the drain plugs on the muffler.

A. Drain Plugs

- In an open area away from combustible materials, start the engine with the transmission in neutral.
- Raise and lower engine speed while tapping on the muffler with a rubber mallet until carbon particles are purged from the muffler.

⚠WARNING

Do not run the engine in a closed area. Exhaust gases contain carbon monoxide; a colorless, odorless, poisonous gas. Breathing exhaust gas leads to carbon monoxide poisoning, asphyxiation, and death.

- Stop the engine.
- Install the drain plugs.

Drive Chain

The drive chain must be checked, adjusted, and lubricated in accordance with the Periodic Maintenance Chart for safety and to prevent excessive wear. If the chain becomes badly worn or maladjusted – either too loose or too tight – the chain could jump off the sprockets or break.

⚠WARNING

A chain that breaks or jumps off the sprockets could snag on the engine sprocket or lock the rear wheel, severely damaging the motorcycle and causing it to go out of control.

Chain Slack Inspection

- Set the motorcycle up on its side stand.
- Rotate the rear wheel to find the position where the chain is tightest.
- Measure the space between the chain and the swingarm upper surface at the rear of the chain slipper. It should be 55 ~ 65 mm (2.2 ~ 2.6 in).

A. 55 ~ 65 mm (2.2 ~ 2.6 in)

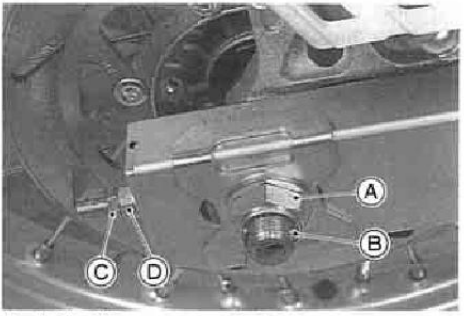
- If the drive chain is too tight or too loose, adjust it so that the chain slack will be within the standard value.

Drive Chain Slack

Standard	55 ~ 60 mm (2.2 ~ 2.4 in)
Too tight	less than 55 mm (2.2 in)
Too loose	more than 65 mm (2.6 in)

Chain Slack Adjustment

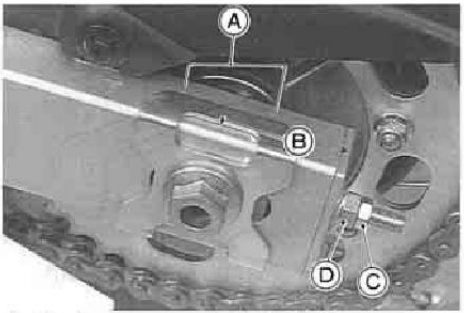
- Loosen the left and right chain adjuster locknuts.
- Remove the cotter pin, and loosen the rear axle nut.



A. Axle Nut
B. Cotter Pin
C. locknut
D. Adjusting Nut

- If the chain is too tight, back out the left and right chain adjusting nuts evenly, and kick the wheel forward until the chain is too loose.
- Turn in both chain adjusting nuts evenly until the drive chain has the correct amount of slack. To keep the chain and wheel properly aligned, the notch on the left chain adjuster should align with the same swingarm

mark that the right chain adjuster notch aligns with.



A. Marks
B. Notch
C. Locknut
D. Adjusting Nut

NOTE

○ *Wheel alignment can also be checked using the straightedge or string method.*

⚠WARNING

Misalignment of the wheel will result in abnormal wear, and may result in an unsafe riding condition.

- Tighten both chain adjuster locknuts.
- Tighten the axle nut to the specified torque.

Tightening Torque

Axle Nut :	98 N-m (10.0 kg-m, 72 ft-lb)

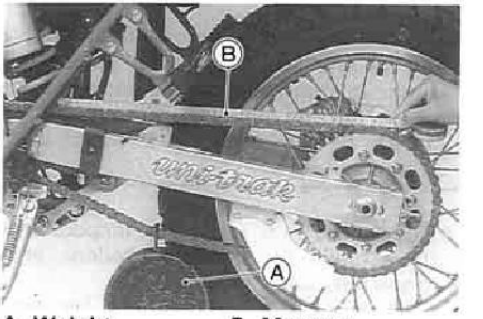
- Rotate the wheel, measure the chain slack again at the tightest position, and readjust if necessary.
- Insert a new cotter pin through the axle, and spread its ends.

⚠WARNING

If the axle nut is not securely tightened or the cotter pin is not installed, an unsafe riding condition may result.

Wear Inspection

- Stretch the chain taut either by using the chain adjusters, or by hanging a 10 kg (20 lb) weight on the chain.
- Measure the length of 20 links on the straight part of the chain from pin center of the 1st pin to pin center of the 21st pin. Since the chain may wear unevenly, take measurements at several places.



A. Weight **B. Measure**

- If the length exceeds the service limit, the chain should be replaced.

Drive Chain 20-Link Length

Service Limit: 323 mm (12.7 in).

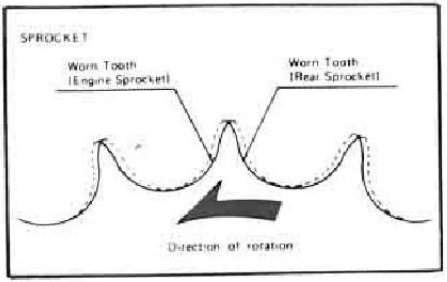
⚠WARNING

For safety, use only the standard chain. It is an endless type and should not be cut for installation; have it installed by an authorized Kawasaki dealer.

- Rotate the rear wheel to inspect the drive chain for damaged rollers, and loose pins and links.
- Also inspect the sprockets for unevenly or excessively worn teeth, and damaged teeth.

NOTE

○*Sprocket wear is exaggerated for illustration. See Service Manual for wear limits.*

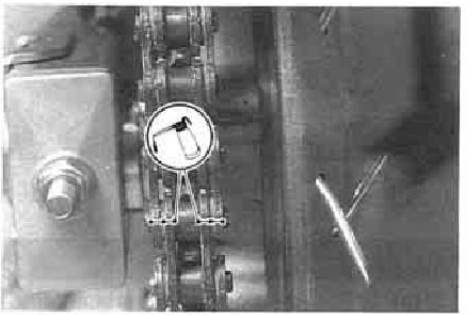


- If there is any irregularity, have the drive chain and/or the sprockets replaced by an authorized Kawasaki dealer.

Lubrication

Lubrication is also necessary after riding through rain or on wet roads, or any time that the chain appears dry. A heavy oil such as SAE 90 is preferred to a lighter oil because it will stay on the chain longer and provide better lubrication.

- Apply oil to the sides of the rollers so that it will penetrate to the rollers and bushings. Apply oil to the O-rings so that the O-rings will be coated with oil. Wipe off any excess oil.



- If the chain is especially dirty, clean it using diesel oil or kerosine and then apply oil as mentioned above.

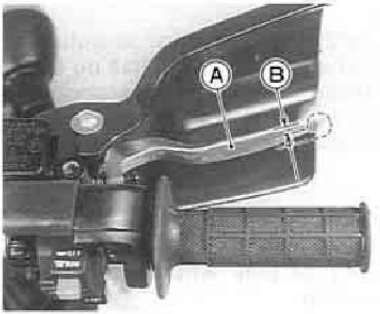
Brakes

Disc and disc pad wear is automatically compensated for and has no effect on the brake lever or pedal action. So there are no parts that require adjustment on the brakes except brake lever play.

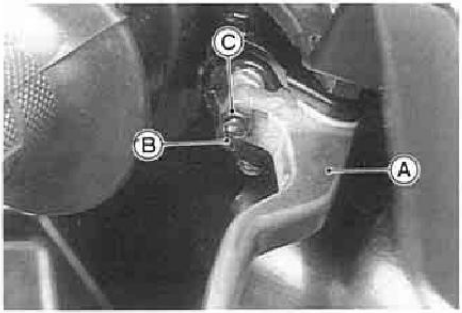
Front Brake Lever Play

The brake lever has 2 ~ 5 mm (0.08 ~ 0.20 in) of play when the brake is lightly applied.

To adjust the brake lever play, loosen the locknut and turn the adjuster to either side. After adjustment, tighten the locknut securely and check the braking effectiveness.



A. Brake Lever B. 2 ~ 5 mm



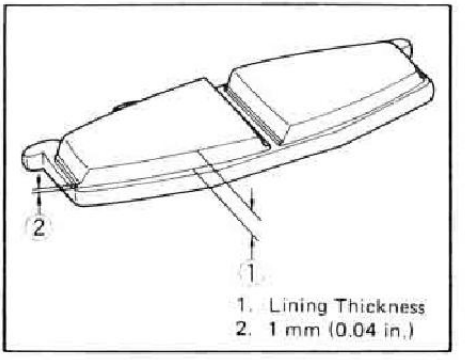
A. Brake Lever C. Locknut
B. Adjuster

⚠WARNING

If the brake lever or pedal feels mushy when it is applied, there might be air in the brake lines or the brake may be defective. Since it is dangerous to operate the motorcycle under such conditions, have the brake checked immediately.

Brake Wear Inspection

In accordance with the Periodic Maintenance Chart, inspect the brakes for wear. For each front and rear disc brake caliper, if the thickness of either pad is less than 1 mm (0.04 in), replace both pads in the caliper as a set. Pad replacement should be done by an authorized Kawasaki dealer.



1. Lining Thickness
2. 1 mm (0.04 in.)

Disc Brake Fluid:

In accordance with the Periodic Maintenance Chart, inspect the brake fluid level in the reservoirs and change the brake fluid. The brake fluid should also be changed if it becomes contaminated with dirt or water.

Fluid Requirement

Recommended fluids are given in the table. If none of the recommended brake fluids are available, use extra heavy-duty brake fluid only from a container marked D.O.T.3 or D.O.T.4.

Recommended Disc Brake Fluid

(D.O.T.3)

Atlas Extra Heavy Duty
Shell Super Heavy Duty
Texaco Super Heavy Duty
Wagner Lockheed Heavy Duty
Castrol Girling-Universal
Castrol GT (LMA)
Castrol Disc Brake Fluid

(D.O.T.4)

Castrol Girling-Universal
Castrol GT (LMA)
Castrol Disc Brake Fluid
Check Shock Premium Heavy Duty

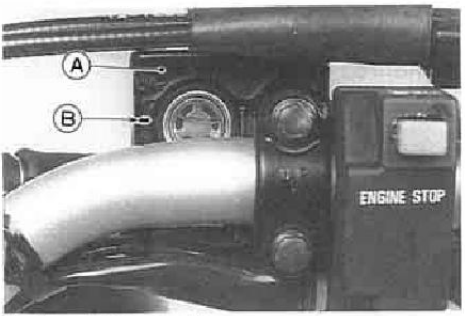
NOTE

○ *Brake fluid of D.O.T.4 is installed in the brake system when shipped.*

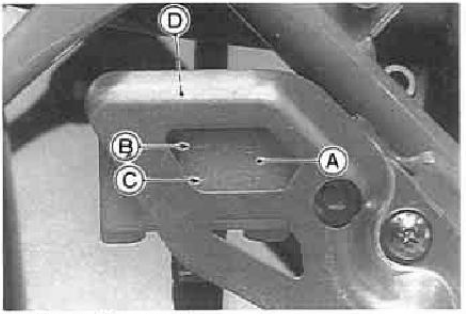
CAUTION
Do not spill brake fluid onto any painted surface.
Do not use fluid from a container that has been left open or that has been unsealed for a long time.
Check for fluid leakage around the fittings.
Check for brake hose damage.

Fluid Level Inspection

● The brake fluid level in the front brake fluid reservoir must be kept above the line (lower level line) next to the gauge and that in the rear reservoir must be kept between the upper and lower level lines (reservoirs held horizontal).

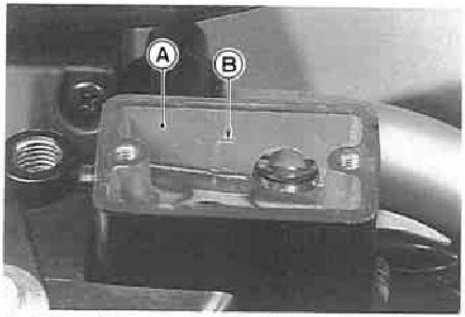


A. Front Reservoir
B. Upper Level



A. Rear Reservoir
B. Upper Level Line
C. Lower Level Line
D. Filler Cap

- If the fluid level in each reservoir is lower than the lower level line, check for fluid leaks in the brake lines, and fill the reservoir to the upper level line. Inside the front reservoir is a stepped end showing the upper level line.



A. Front Reservoir B. Upper Level

⚠WARNING

Do not mix two brands of fluid. Change the brake fluid in the brake line completely if the brake fluid must be refilled but the type and brand of the brake fluid that is already in the reservoir are unidentified.

Fluid Change

Have the brake fluid changed by an authorized Kawasaki dealer.

Brake Light Switches

When either the front or rear brake is applied, the brake light goes on. The front brake light switch requires no adjustment, but the rear brake light switch should be adjusted in accordance with the Periodic Maintenance Chart.

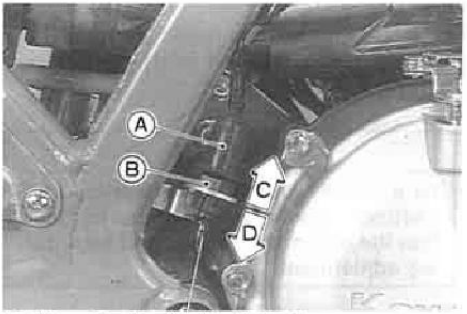
Inspection

- Turn on the ignition switch.
- The brake light should go on when the front brake is applied.
- If it does not, ask your authorized Kawasaki dealer to inspect the front brake light switch.
- Check the operation of the rear brake light switch by depressing the brake pedal. The brake light should go on after about 10 mm (0.4 in) of pedal travel.
- If it does not, adjust the rear brake light switch.

Adjustment

- To adjust the rear brake light switch, move the switch up or down by turning the adjusting nut.

CAUTION
To avoid damaging the electrical connections inside the switch, be sure that the switch body does not turn during adjustment.



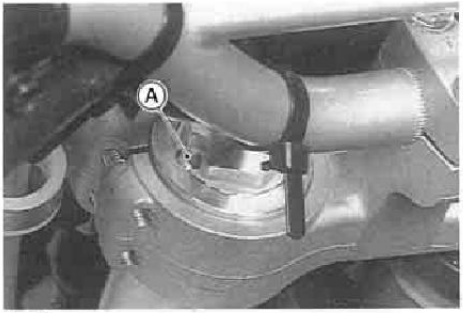
A. Rear Brake Light Switch
B. Adjusting Nut
C. Lights sooner.
D. Lights later

Front Fork

Air Pressure:

The standard air pressure in the front fork legs is atmospheric pressure. The air pressure in the fork legs increases as the fork heats up, so the fork action will get stiffer as the vehicle operation progresses.

- Using the jack under the frame, stabilize the motorcycle.
- Place a stand or block under the engine so that the front wheel is raised off the ground.
- Remove the screws at the top of the front fork top bolts. Then reinstall them.



A. Screw

Rear Shock Absorber

The rear shock absorber can be adjusted by changing the spring preload for various riding and loading conditions. If the spring action feels too soft or too stiff, have it adjusted by an authorized Kawasaki dealer.

Wheels

Tires:

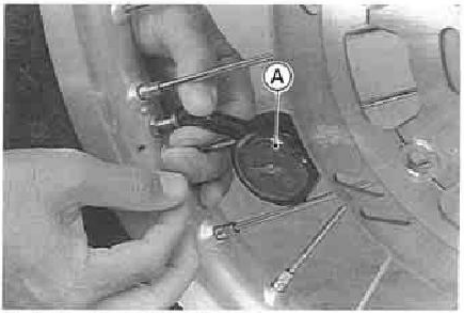
Payload and Tire Pressure

Failure to maintain proper inflation pressures or observe payload limits for your tires may adversely affect handling and performance of your motorcycle and can result in loss of control. The maximum recommended load in addition to vehicle weight is 190 kg (419 lb), including rider, passenger, baggage, and accessories.

- Check the tire pressure often, using an accurate gauge.

NOTE

- *Measure the tire pressure when the tires are cold (that is, when the motorcycle has not been ridden more than a mile during the past 3 hours).*
- *Tire pressure is affected by changes in ambient temperature and altitude, and so the tire pressure should be checked and adjusted when your riding involves wide variations in temperature or altitude.*



A. Tire Pressure Gauge

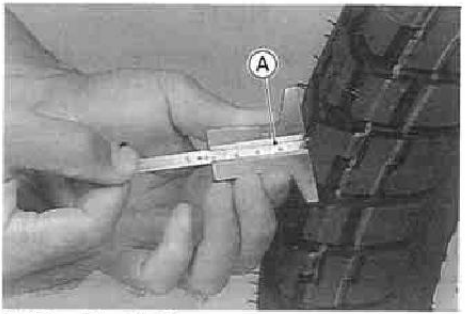
Tire Air Pressure (when cold)

Front	150 kPa (1.5 kg/cm², 21 psi)	
Rear	Up to 97.5 kg (215 lb) load	150 kPa (1.5 kg/cm², 21 psi)
	97.5 ~ 190 kg (215 ~ 419 lb) load	200 kPa (2.0 kg/cm², 28 psi)

Tire Wear, Damage

As the tire tread wears down, the tire becomes more susceptible to puncture and failure. An accepted estimate is that 90% of all tire failures occur during the last 10% of tread life (90% worn). So it is false economy and unsafe to use the tires until they are bald.

- In accordance with the Periodic Maintenance Chart, measure the depth of the tread with a depth gauge, and replace any tire that has worn down to the minimum allowable tread depth.



A. Tire Depth Gauge

Minimum Tread Depth

Front and Rear	2 mm (0.08 in)

- Visually inspect the tire for cracks and cuts, replacing the tire in case of bad damage. Swelling or high spots indicate internal damage, requiring tire replacement.
- Remove any imbedded stones or other foreign particles from the tread.