

Includes:

- -Important Safety Information
- -Operating Instructions
- -Maintenance and Storage

Z 1000 Motorcycle





A WARNING

Engine exhaust, some of its constituents, and certain vehicle components contain or emit chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.

Quick Reference Guide

This Quick Reference Guide will assist you in finding the information you're looking for.

Location of Parts General Information How to Ride the Motorcycle Safe Operation Maintenance and Adjustment Storage Troubleshooting Guide

A Table of Contents is included after the Foreword.

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

A 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

Congratulations on your purchase of a new Kawasaki motorcycle. Your new motorcycle is the product of Kawasaki's advanced engineering, exhaustive testing, and continuous striving for superior reliability, safety and performance.

Please read this Owner's Manual carefully before riding so that 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 authorized Kawasaki motorcycle dealer. The Service Manual contains detailed disassembly and maintenance information. Those who plan to do their own work should, of course, be competent mechanics and possess the special tools described in the Service Manual.

Keep this Owner's Manual aboard your motorcycle at all times so that you can refer to it whenever you need information.

This manual should be considered a permanent part of the motorcycle and should remain with the motorcycle when it is sold.

All rights reserved. No part of this publication may be reproduced without our prior written permission.

This publication includes the latest information available at the time of printing. However, there may be minor differences between the actual product and illustrations and text in this manual.

All products are subject to change without prior notice or obligation.

KAWASAKI HEAVY INDUSTRIES, LTD. Consumer Products & Machinery Company

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June. 2005. (1). (M)

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Specifications

DIMENSIONS

Overall Length 2,080 mm (81.89 in.)

Overall Width 770 mm (30.31 in.)

Overall Height 1,055 mm (41.54 in.)
Wheelbase 1,420 mm (55.9 in.)

Road Clearance 145 mm (5.7 in.)

Dry Weight 198 kg (437 lb)

ENGINE

Type DOHC, 16-valve, 4-cylinder, 4-stroke, liquid-cooled

Displacement 953 mL (58.2 cu in.)

Bore x Stroke 77.2 x 50.9 mm (3.04 x 2.00 in.)

Compression Ratio 11.2: 1

Starting System Electric starter

Cylinder Numbering Method Left to right, 1-2-3-4

Firing Order 1-2-4-3

Carburetion System Fi (Fuel Injection System)

Ignition System Battery and coil (transistorized ignition)

10° BTDC @1,100 r/min (rpm) ~ **Ignition Timing** 36° BTDC @7,500 r/min (rpm) (Electronically advanced) NGK CR9EK or ND U27ETR Spark Plugs Forced lubrication (wet sump) Lubrication System API SE, SF or SG Engine Oil Type: API SH or SJ with JASO MA SAE 10W-40 Capacity: 3.8 L (4.0 US qt) 2.9 L (3.1 US qt) Coolant Capacity TRANSMISSION 6-speed, constant mesh, return shift Transmission Type Wet, multi disc Clutch Type Chain drive **Driving System** 1.714 (84/49) Primary Reduction Ratio 2.625 (42/16) Final Reduction Ratio 4.929 (Top gear) Overall Drive Ratio 1st 2.571 (36/14) Gear Ratio 2nd 1.941 (33/17)

1.555 (28/18)

3rd

12 SPECIFICATIONS

4th	1.333 (28/21)
5th	1.200 (24/20)
6th	1.095 (23/21)

FRAME

24° Castor

Trail 101 mm (3.98 in.)

Tire Size: Front 120/70ZR17 M/C (58 W) Tubeless

Rear 190/50ZR17 M/C (73 W) Tubeless

Rim Size: Rear 17 × 6.00

18 L (4.8 US gal) Fuel Tank Capacity

Front

ELECTRICAL EQUIPMENT

12 V 8 Ah Battery

12 V 55 W x 2 Headlight

LED Tail/Brake Light 12 V 0.5/5 W

Even if one of LED (Light Emitting Diode) is not lit, consult with an authorized Kawasaki dealer.

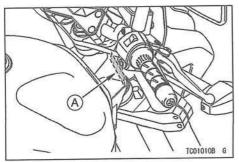
17 × 3.50

Specifications subject to change without notice.

Serial Number Locations

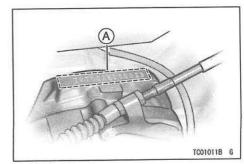
The engine and frame serial numbers are used to register the motorcycle. They are the only means of identifying your particular machine from others of the same model type. These serial numbers may be needed by your dealer when ordering parts. In the event of theft, the investigating authorities will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

Frame No.



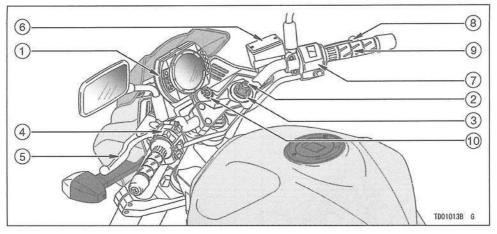
A. Frame Number

Engine No.



A. Engine Number

Location of Parts

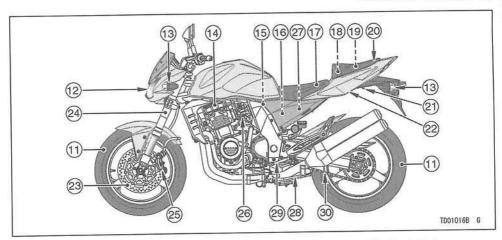


- 1. Meter Instruments
- Rebound Damping Force Adjuster
 Spring Preload Adjuster
 Left Handlebar Switches

- 5. Clutch Lever

- 6. Brake Fluid Reservoir (Front) 7. Right Handlebar Switches 8. Front Brake Lever

- 9. Throttle Grip
- 10. Ignition Switch/Steering Lock

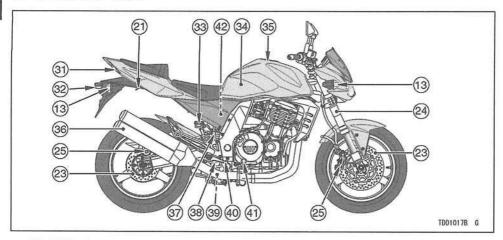


- 11. Wheel
- 12. Headlight
- 13. Turn Signal Light 14. Spark Plugs
- 15. Air Cleaner
- 16. Battery 17. Rider's Seat

- 18. Helmet Hooks
- 19. Tool Kit/Storage Compartments
- 20. Passenger's Seat
- 21. Tying Hooks
- 22. Seat Lock
- 23. Brake Disc

- 24. Front Fork
- 25. Brake Caliper
- 26. Idle Adjusting Screw 27. Coolant Reserve Tank
- 28. Side Stand
- 29. Shift Pedal
- 30. Drive Chain

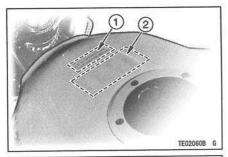
16 LOCATION OF PARTS

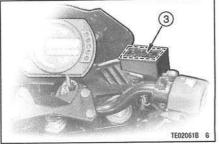


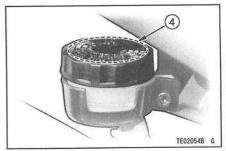
- 31. Tail/Brake Light
- 32. License Plate Light
- 33. Brake Fluid Reservoir (Rear)
- 34. Fuel Tank

- 35. Fuel Tank Cap
- 36. Muffler
- 37. Rear Brake Light Switch
- 38. Rear Shock Absorber
- 39. Rebound Damping Force Adjuster
- 40. Rear Brake Pedal
- 41. Oil Level Gauge
- 42. Main Fuse

Location of Labels

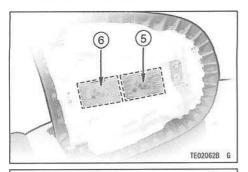


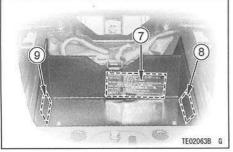


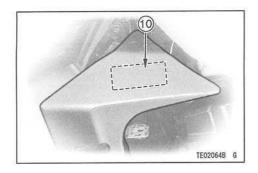


- 1. Break-In Caution
- *2. Fuel Level
- 3. Brake Fluid (Front)
- 4. Brake Fluid (Rear)

*: only on California model

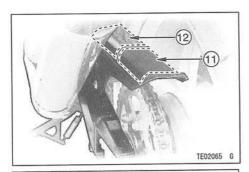


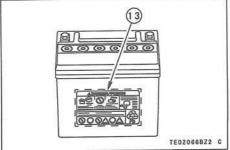




- 5. Daily Safety Checks
- *6. Vacuum Hose Routing Diagram
- 7. Engine Oil and Oil Filter
- 8. Vehicle Emission Control Information
- 9. Noise Emission Control Information
- 10. Weight and Manufacture

*: only on California model





- 11. Tire and Load Data
- 12. Important Drive Chain Information
- 13. Battery Poison/Danger

(1)

BREAK-IN CAUTION

To ensure proper vehicle performance, do not exceed the break-in limits shown on this tachometer.

0-500 mile 0-800 km] 4,000 rpm 500-1,000 mile 800-1,600 km] 6,000 rpm

TE03098B S

(2) only on California model

CAUTION

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

TF03106B S

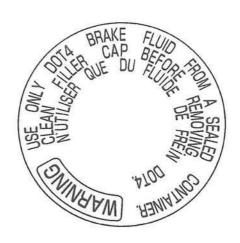
(3)

USE ONLY DOT4 BRAKE FLUID FROM A SEALED CONTAINER. CLEAN FILLER CAP BEFORE REMOVING.

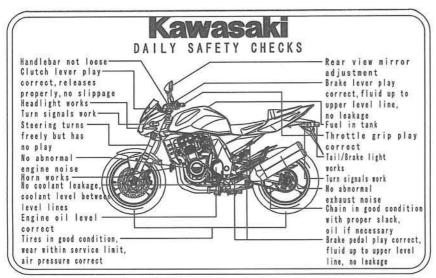
-WARNING-

N'UTILISER QUE DU FLUIDE DE FREIN DOT4.

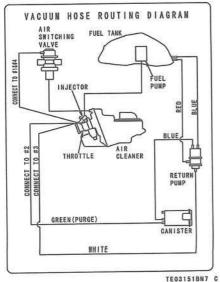
TE03104BN9 C



(5)



(6) only on California model



(7)

ENGINE OIL AND OIL FILTER

Engine Oil Change--when filter is not removed: 3.1 liters(3.3 US qt)
when filter is removed: 3.3 liters(3.5 US qt)

Engine Oil Type: API SE.SF or SG

: API SH or SJ with JASO MA

SAE 10W-40

See Owner's Manual for engine oil / filter information and change intervals.

TE03152BN8 C

(8) only on California model

EHICLE EMISSION C	ONTROL INFORMATION
IGINE FAMILY CODE	
DDEL(S)	
	CONTROL SYSTEM
ISPLACEMENT	
UNE UP SPECIFICAT	IONS
IGNITION TIMING	10° BTDC AT 1100 RPM
IDLE SPEED	1100 ± 50 RPM IN NEUTRAL
IDLE AIR FUEL	NO ADJUSTMENT
MIXTURE SETTING	
VALVE CLEARANCE	INTAKE : 0.15-0.24 MM (0.0059-0.0094 IN)
(ENGINE COLD)	EXHAUST : 0.22-0.31 MM (0.0087-0.0122 IN) CR9EK (NGK) SPARK PLUG GAP : 0.7-0.8 MM
SPARK PLUG	U27FTR (DENSO) (0.028-0.032 IN)
FUEL	GASOLINE WITH
LUCL	RESEARCH OCTANE NO. (RON) 91 NIN.
ENGINE OIL	SERVICE RATING : API SE, SF OR SG
CHUTTLE VIE	API SH OR SJ WITH JASO MA
	VISCOSITY : SAE 10W-40
	SEE THE OWNER'S MANUAL FOR ENGINE OIL INFORMATION.
THIS VEHICLE CONFO	RWS TO USEPA REGULATIONS
PPI ICARIE TO YYYY	THODEL YEAR NEW HOTORCYCLES
CAWASAKI HEAVY IND	ÚSTRIES. LTD.

(8) only on California model

AP. FAMILY	
DEL(S)	ONTROL SYSTEM
SPLACEMENT	
NE UP SPECIFICAT	IONS
IGNITION TIMING	110° BIDG AT 1100 RPM
IDLE SPEED	1100 ± 50 RPM IN NEUTRAL
IDLE AIR FUEL MIXTURE SETTING	NO ADJUSTMENT
VALVE CLEARANCE (ENGINE COLD)	INTAKE : 0.15-0.24 MM (0.006-0.009 IN) EXHAUST : 0.22-0.31 MM (0.009-0.012 IN)
SPARK PLUG	CR9EK (NGK) SPARK PLUG GAP : 0.7-0.8 MM U27ETR (DENSO) (0.028-0.032 IN)
FUEL	GASOLINE WITH RESEARCH OCTANE NO. (RON) 91 MIN.
ENGINE OIL	SERVICE RATING :API SE, SF OR SG API SH OR SJ WITH JASO WA
	VISCOSITY :SAE 10M-40 SEE THE OWNER'S MANUAL FOR ENGINE OIL INFORMATION.
IS VEHICLE CONFO	RNS TO U <u>sepa</u> and california
GULATIONS APPLIC	ABLE TO XXXX MODEL YEAR NEW MOTORCYCLES O 1,26/KW HC ENGINE FAMILY EXHAUST

(9)

MOTORCYCLE NOISE EMISSION CONTROL INF.

THIS TAXX MOTORCYCLE MEETS EPA NOISE EMISSION REQUIREMENTS BY THE FEDERAL TEST PROCEDURE.
MODIFICATIONS WHICH CAUSE THIS MOTORCYCLE TO EXCEED FEDERAL NOISE STANDARDS ARE PROHIBITED BY FEDERAL LAW. SEE OWNER'S MANUAL. (ZRIODOA) MODEL SPECIFIC CODE: KAWAS41000
SEE VEHICLE IDENTIFICATION NUMBER ON STEERING HEAD MOISE I HUTCH OS ING RPM BODBA/55500PM

TE03205BN9 C

(10)

WED. BY KAWASAKI HEAVY INDUSTRIES, LTD.

DATE:

I THIS VEHICLE COMFORMS
TO ALL APPLICASE FEDERAL WOTOR VEHICLE
SAFETY STANDARDS IN EFFECT ON THE DATE
OF MANUFACTURE SHOUN ABOVE. GVWR 84 LBS.
GAWR F 320 LBS. WITH 120/702R17102(58W)
TIRE, J17MCXW15.50R1W, AT36PS1.00LD.
GAWR R 564 LBS. WITH 190/502R17107(673W)
TIRE, J17W/CXW15.00R1W, AT 42PS1. COLD.

WAZRC ATXXX XXXXX
HOTOR CYCLE (ZE1000A) MADE IN JAPAN

TE03183BN9 C

(11)

TIRE AND LOAD DATA

The stability and handling characteristics of this motorcycle could become unsafe by the use of improper tire inflation pressures, overworn tires, unsuitable replacement tires, or overloading. When tire tread wears down to the limit, replace the tire with only the standard tire. Maintain the inflation pressure specified.

	Air Pressur	e(Cold)	Size & Make Type	(Tubeless Tire)	Minimum Tread Depth
Front	Up to 180kg Load	250 kPa (2.50ksf/cs, 36psi)	BRIDGESIONE 120/70ZR17M/C (SOW) BIO19F RADIAL	DUNLOP 120/70ZR17W/C (58W) D208FL	(i) (iii) (iii) (iii) (iii)
Rear	(3971bs)	290 kPa (2.90kgf/cm, 42psi)	BRIDGESTONE 190/SOZR17W/C (73W) BT012R RADIAL J	90%LOP 190/50ZR17W/C (73W) 0208P	Up to 130 km/h (80MPH) 2 mm(0.08in) Over 130 km/h (80MPH) 3 mm(0.12in)

TE03199BN8 C

(12)

IMPORTANT DRIVE CHAIN INFORMATION

To prevent an accident and/or damage to the motorcycle, the drive chain must be properly maintained. It should be lubricated every 600km (400mi) and adjusted as often as necessary to keep chain slack at about 20~30mm (0.8~1.2in) measured midway between sprockets on the lower chain run with the motorcycle on the side stand. The standard chain is an Enuma EK525UVL, with estimated service life of 15000~45000km (9400~28000mi), depending on the severity of use and the frequency of lubrication and adjustment. For safety, replace the chain with only the standard chain any time it wears to over 323mm (12.7in), measured over a 20-link portion youlled straight with 98M (10kgf, 201bf) of tension. See the Owner's Manual for chain information.

TE03155BN8 C

A DANGER/POISON



EXPLOSIVE

GASES CAN CAUSE : FLAMES :

NO

SPARKS



ACID CAN CAUSE **BLINDNESS OR** BLINDNESS OR INJURY! . SMOKING! SEVERE BURNS FLUSH EYES IMMEDIATELY WITH WATER



KEEP OUT OF REACH OF CHILDREN

IN U.S.A.,

YUASA INC.

SERVICED BY: READING, PA. 19612















Loading Information

A 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 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

O 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.

- 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.
- 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.

- 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.
- 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.

cle's operation.

- 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 motorcy-
- front fork will increase the mass of the steering assembly and can result in an unsafe riding condition. 8. Fairings, windshields, backrests,

Weight attached to the handlebar or

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.
- 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.

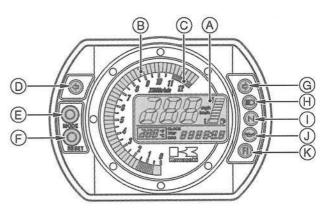
Maximum Load

Weight of rider, passenger, baggage, and accessories must not exceed 180 kg (396 lb).

General Information

Meter Instruments

- A. Digital Meter
- **B.** Tachometer
- C. Red Zone
- D. Left Turn Signal Indicator Light
- E. "MODE" Button
- F. "RESET" Button
- G. Right Turn Signal Indicator Light
- H. High Beam Indicator Light
- I. Neutral Indicator Light
- J. Oil Pressure Warning Light
- K. Fl Indicator Light



Tachometer Gauge:

The tachometer shows the engine speed in 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.

When the ignition key is turned to "ON" the tachometer momentarily goes from the minimum to the maximum, then goes back from the maximum to the minimum reading to check its operation. If the tachometer does not operate correctly, have it checked by an authorized Kawasaki dealer.

CAUTION

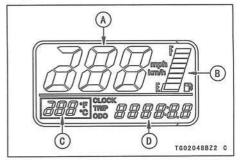
Engine r/min (rpm) should not be allowed to enter the red zone; operation in the red zone will overstress the engine and may cause serious engine damage.

Digital Meter:

The LCD (Liquid Crystal Display) digital meter displays the following functions: the speedometer, clock, trip meter, odometer, coolant temperature gauge, fuel gauge. the MODE button shifts the display in the digital meter through the following three modes: odometer, trip meter, and clock. When the ignition key is turned to "ON", all the LCD segments are displayed for three seconds, then, depending on the mode selected, the clock, gauge or meters operate normally.

- A. Odometer
- B. Tripmeter
- C. Clock
- D. Push MODE Button

Digital Meter



- A. Speedometer
- B. Fuel Gauge
- C. Coolant Temperature Gauge
- D. Clock, Trip Meter, Odometer

NOTE

O Do not shift the digital meter display while riding for safe operation.

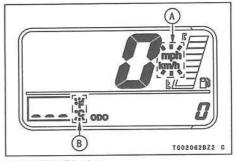
Mile/Km Display -

Mile/Km Display can alternate between English and metric modes (mile and km) in the digital meter. Make sure that km or mile according to local regulations is correctly displayed before riding.

NOTE

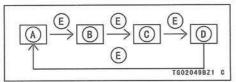
- O Do not operate the vehicle with the digital meter displaying in the wrong unit (km or mile) of the digital meter. Shift the km/mile display in the digital meter as follows.
- Display the odometer in the digital meter.
- The km/mile (and °C/°F temperature) display shifts by pushing the

RESET button while the MODE button pushed in.



A. Km/Mile Display B. °C/°F Display

 The km/mile (and °C/°F temperature) display shifts as follows.



- A. Km and °C Display
- B. Mile and °F Display
- C. Mile and °C Display
- D. Km and °F Display
- E. Push RESET Button with MODE Button in

NOTE

OThe data is maintained even if the battery is disconnected.

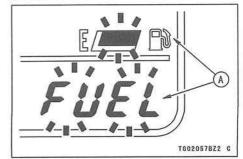
Speedometer -

The speedometer shows the speed of the vehicle in digital value.

Fuel Gauge -

The fuel in the fuel tank is shown by the number of segments displayed. When the fuel tank is full, all the segments are displayed. As the fuel level in the tank goes down, the segments disappear one by one from F (full) to E (empty). When only the most bottom segment is displayed, 5.0 L (1.3 US gal) of fuel remain. Furthermore, when the lowest segment and "FUEL" flash in the digital meter, only 4.0 L (1.1 US gal) of fuel remain.

Refuel at the earliest opportunity if the most bottom segment of the fuel gauge flashes.



A. Flash

NOTE

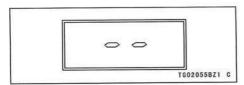
OWhen pushing the MODE button while "FUEL" is displayed, the display can be shifted to odometer, trip meter, or clock mode.

Coolant Temperature Gauge -

The coolant temperature gauge shows the coolant temperature.

The coolant temperature is displayed as follows.

 Start the engine. If the coolant temperature is below 40°C (104°F), no temperature is displayed.



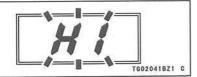
 When the coolant temperature rises to above 40°C (104°F), the numerical value of the coolant temperature at the present state is displayed.



 If the coolant temperature rises to above 115°C (239°F) and below 120°C (248°F), the numerical value of the current coolant temperature starts flashing. This warns the operator that the coolant temperature is high.



 If the coolant temperature rises to above 120°C (248°F), "HI" is displayed and starts flashing. This warns the operator that the coolant temperature is too high; stop the engine and check the coolant level in the reserve tank after the engine cools down.



CAUTION

Do not let the engine continue running when the coolant temperature shows "HI", prolonged engine operation will result in severe engine damage from overheating.

Clock -

To adjust the hours and minutes:

- Turn the ignition key to "ON".
- Push the "MODE" button to display the clock.
- Push the "RESET" button for more than two seconds. Both the hour and minute displays start flashing.



 Push the "RESET" button. The hour display only flashes. Push the "MODE" button to advance the hours.



 Push the "RESET" button. The hour display stops flashing and the minute display starts flashing. Push the "MODE" button to advance the minutes.



- Push the "RESET" button. Both the hour and minute displays start flashing again.
- Push the "MODE" button. The displays stop flashing and the clock starts working.

NOTE

- O Pushing the "MODE" button momentarily advances the hour or minute step by step. Pushing and holding the button advance the hour or minute continuously.
- O The clock works normally from the back-up power while the ignition switch is turned off.
- OWhen the battery is disconnected, the clock resets to 1:00 and starts working again when the battery is connected.

Odometer -

The odometer shows the total distance in kilometers or miles that the vehicle has been ridden. This meter cannot be reset.



NOTE

- OThe data is maintained even if the battery is disconnected.
- OWhen the figures come to 999999, they are stopped and locked.

Trip Meter -

The trip meter shows the distance in kilometers or miles traveled since it was last reset to zero.

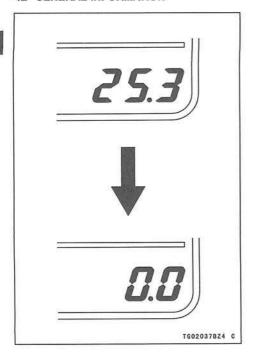
To reset the trip meter:

 Push the "MODE" button to display the trip meter.

- Push the "RESET" button and hold it in.
- After two seconds, the figure display turns to 0.0, and then starts counting when the vehicle is operated. The meter counts until it is next reset.

NOTE

- The data is maintained by the back -up power if the ignition key is turned off.
- OWhen the trip meter reaches 999.9 while running, the meter resets to 0.0 and continues counting.
- OWhen the battery is disconnected, the meter display resets to 0.0.



Warning/Indicator Lights:

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

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

⇒⇒: When the turn signal switch
is pushed to the left or right, the corresponding turn signal indicator light
flashes.

CAUTION

The front turn signal/running position lights use a vibration resistant bulb. Replacement of the front turn signal/running position bulbs with a non-vibration resistant bulb may result in premature bulb failure.

: The oil pressure warning light goes on whenever the oil pressure is dangerously low or the ignition key is in the ON position with the engine not running, and goes off when the engine oil pressure is high enough. Refer to the Maintenance and Adjustment chapter for more detailed engine oil information.

FI: The fuel injection (FI) indicator light goes on when the ignition key is turned to "ON" and goes off soon after ensuring that its circuit functions properly. The indicator light also goes on whenever the troubles occur in digital fuel injection system (DFI). If the indicator light comes on, have the DFI system checked by an authorized Kawasaki dealer,

When the indicator light flashes, first turn the ignition key to "OFF" and then back to "ON".

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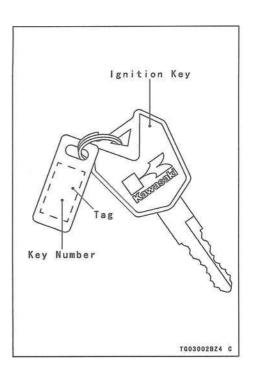
Key

This motorcycle has a combination key, which is used for the ignition switch/steering lock, seat lock, and fuel tank cap.

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, or using the key code on the tag with your keys.

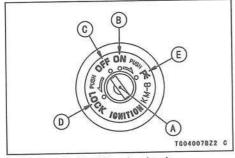
Record the code from the tag with your keys here. Participating Kawasaki dealers can use the code to make a new key in the event that your original keys are lost.

Write your key number here.



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

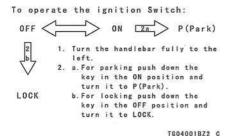
OFF	Engine off. All electrical circuits off.
ON	Engine on. All electrical equipment can be used.
LOCK	Steering locked. Engine off. All electrical circuits off.
P(Park)	Steering locked. Engine off. Tail light and license plate light on and turn signals can be used. All other electrical circuits cut off.

NOTE

O The tail, running position and license plate lights are on whenever the ignition key is in the ON position. One 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 key to "ON".

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 If you leave the P (Park) position on for a long time (one hour), the battery may become totally discharged.



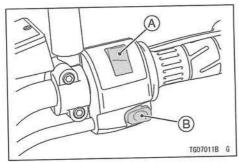
Right Handlebar Switches Engine Stop Switch:

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

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

NOTE

O 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 the transmission is 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:

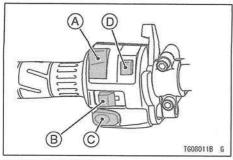
High or low beam can be selected with the dimmer switch. When the headlight is on high beam (D), the high beam indicator light is lit.

High beam.....(■)

NOTE

O When the headlight is on high beam, both head lights are lit. When the headlight is on low beam, only one headlight is lit.

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- A. Dimmer Switch
- B. Turn Signal Switch
- C. Horn Button
- D. Hazard Switch

Turn Signal Switch:

When the turn signal switch is turned to the left (\diamondsuit) or right (\diamondsuit), 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.

Hazard Switch:

If an emergency requires you to park on the highway shoulder, turn on the hazard lights to warn other drivers of your location.

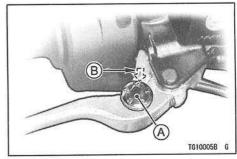
Push in the hazard switch with the ignition switch in the ON or P (Park) position. All the turn signals and turn signal indicator lights will flash on and off.

CAUTION

If you leave the switch on for a long time, the battery may become totally discharged. So be careful not to use the hazard lights for more than 30 minutes.

Brake Lever Adjuster

There is an adjuster on the brake lever. The adjuster has 5 positions so that the released lever position can be adjusted to suit the operator's hands. Push the lever forward and turn the adjuster to align the number with the mark on the lever holder. The distance from the grip to the released lever is minimum at Number 5 and maximum at Number 1.



A. Adjuster B. Mark

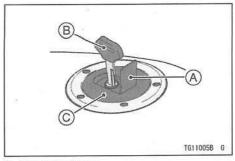
Fuel Tank Cap

To open the fuel tank cap, pull up the key hole cover. Insert the ignition key into the fuel tank cap 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 to the left to the original position.

NOTE

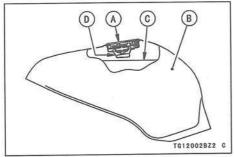
- O The fuel tank cap cannot be closed without the key inserted, and the key cannot be removed unless the cap is locked properly.
- O Do not push on the key to close the cap, or the cap cannot be locked.



- A. Key Hole Cover
- B. Ignition Key C. Fuel Tank Cap

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.



- A. Tank Cap
- B. Fuel Tank
- C. Top Level
- D. Filler Neck

A WARNING

Gasoline is extremely flammable and can be explosive under certain conditions. Turn the ignition key to "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 fuel tank cap is closed securely. If gasoline is spilled on the fuel tank, wipe it off immediately.

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 staring and engine hesitation.

Fuel Requirement:

Fuel Type

Use clean, fresh unleaded gasoline with a minimum Antiknock Index of 87. The Antiknock Index is posted on service station pumps in the U.S.A. The

octane rating of a gasoline is a measure of its resistance to detonation or "knocking." The Antiknock Index is an average of the Research Octane Number (RON) and the Motor Octane Number (MON) as shown in the table.

Octane Rating Method		Minimum Rating
Antiknock Index	(RON + MON)	87
	2	
Research Octane Number (RON)		91

If engine "knocking" or "pinging" occurs, use a different brand of gasoline of a higher octane rating. If this condition is allowed to continue it can lead to severe engine damage.

Gasoline quality is important. Fuels of low quality or not meeting standard industry specifications may result in unsatisfactory performance. Operating problems that result from the use of poor quality or nonrecommended fuel may not be covered under your warranty.

Fuels Containing Oxygenates

Gasoline frequently contains oxygenates (alcohols and ethers) especially in areas of the U.S. and Canada which are required to sell such reformulated fuels as part of a strategy to reduce exhaust emissions.

The types and volume of fuel oxygenates approved for use in unleaded gasoline by the U.S. Environmental Protection Agency include a broad range of alcohols and ethers, but only two components have seen any significant level of commercial use.

Gasoline/Alcohol Blends - Gasoline containing up to 10% ethanol (alcohol produced from agricultural products such as corn), also known as "gasohol" is approved for use.

Avoid using blends of unleaded gasoline and methanol (wood alcohol) whenever possible, and never use "gasohol" containing more than 5% methanol. Fuel system damage and performance problems may result.

Gasoline/Ether Blends - The most common ether is methyl tertiary butyl ether (MTBE). You may use gasoline containing up to 15% MTBE.

NOTE

Other oxygenates approved for use in unleaded gasoline include TAME (up to 16.7 %) and ETBE (up to 17.2 %). Fuel containing these oxygenates can also be used in your Kawasaki.

CAUTION

Never use gasoline with an octane rating lower than the minimum specified by Kawasaki.

Never use "gasohol" with more than 10% ethanol, or more than 5% methanol. Gasoline containing methanol must also be blended with cosolvents and corrosion inhibitors.

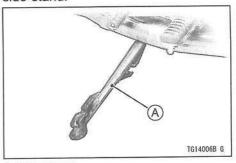
Certain ingredients of gasoline may cause paint fading or damage. Be extra careful not to spill gasoline or gasoline oxygenate blends during refueling.

When not operating your Kawasaki for 30 to 60 days, mix a fuel stabilizer (such as STA-BIL) with the gasoline in the fuel tank. Fuel stabilizer additives inhibit oxidation of the fuel which minimizes gummy deposits.

Never store this product with "gasohol" in the fuel system. Before storage it is recommended that you drain all fuel from the fuel system. See the Storage section in this manual.

Stand

The motorcycle is equipped with a side stand.



A. Side Stand

NOTE

OWhen 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

O The motorcycle is equipped with a side stand switch. This switch is designed so that the engine does not start if the transmission is in gear and the side stand is down.

Seat Lock

Passenger's Seat Removal

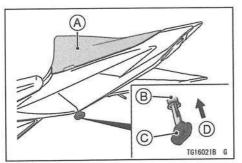
Remove the passenger's seat (or rear fairing top cover) by inserting the ignition key into the seat lock located under the rear cowling, turning the key clockwise, pulling up on the rear of the seat (or rear fairing top cover), and pushing the seat to the front (or pulling off the rear fairing top cover to the rear).

A WARNING

The muffler surface is hot once the engine has been started. When operating the seat lock be careful not to touch the muffler or you may be burned.

NOTE

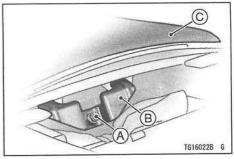
O Insert the ignition key to the bottom of the seat lock, and turn the key clockwise while strongly pushing down the rear of the seat for easier removal.



- A. Passenger's Seat
- B. Seat Lock
- C. Ignition Key
- D. Insert

Rider's Seat Removal

 Take off the bolt and remove the hook bracket.



- A. Bolt
- B. Hook Bracket
- C. Rider's Seat
- Remove the rider's seat by pulling it up on the rear and to the rear.

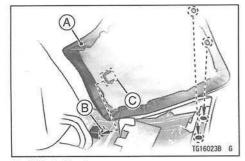
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Seat Installation

Install the rider's and passenger's seats (or rear fairing top cover) in the reverse order of removal.

Rider's Seat -

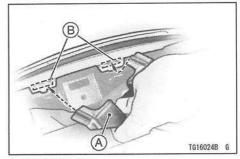
 Place the tab on the front of the rider's seat into the slot in the bracket and bottom ends of the seat onto the frame.



A. Rider's Seat

- B. Slot
- C. Tab

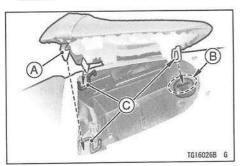
 Insert the bracket into the corresponding hole at the rear of the rider's seat, and tighten the bolt.



A. Hook Bracket B. Rear Hole

Passenger's Seat -

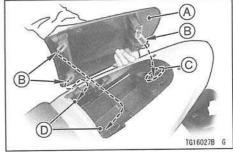
 Insert the left and right hooks at the front of the passenger's seat into the left and right holder on the frame. • Insert the holder at the rear of the passenger's seat into the slot in the frame.



- A. Hooks
- B. Slot
- C. Holder
- Push down the rear part of the passenger's seat until the lock clicks.
- Pull up the rear ends of the passenger's and rider's seats to make sure they are securely locked.

Rear Fairing Top Cover -

 Insert the left and right holders at the front of the rear fairing top cover into the corresponding hooks behind the rider's seat.



- A. Rear Fairing Top Cover
- B. Holder
- C. Slot
- D. Hook
- Insert the holder at the rear fairing top cover into the slot in the frame.

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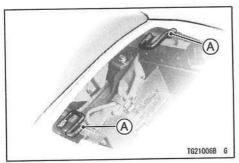
- Push down the rear part of the rear fairing top cover until the lock clicks.
- Pull up the rear end of the rear fairing top cover to make sure it is securely locked.

Helmet Hooks

Helmets can be secured to the motorcycle using the helmet hooks located under the passenger's seat.

▲ WARNING

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



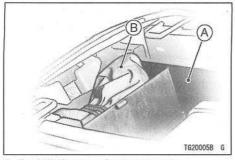
A. Helmet Hooks

Tool Kit/Storage Compartments

The tool kit/storage compartments are located under the passenger's seat

Store the tool kit in the compartment provided at the front. The kit contains tools that can be helpful in making roadside repairs, adjustments, and some maintenance procedures explained in this manual. Use the main compartment to keep the owner's manual, any papers or documents that should be kept with the motorcycle.

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A. Tool Kit/Storage Compartments

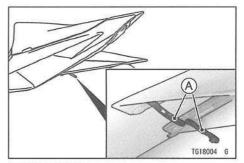
B. Tool Kit

Tying Hooks

When tying up light loads to the seat, use the tying hooks located at the rear fairing.

CAUTION

Do not carry the passenger or baggage on the rear fairing top cover or the cover could be damaged.

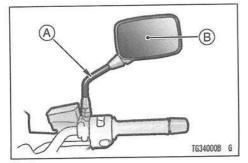


A. Tying Hooks

Rear View Mirror

Rear View Mirror Adjustment

- Adjust the rear view mirror by slightly moving only the mirror portion of the assembly.
- If the rear visibility can not be assured by moving the mirror, turn the stay by hand.

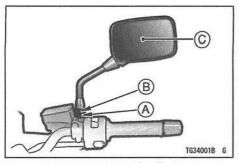


A. Stav B. Rear View Mirror

CAUTION

Do not force to tighten and/or loosen the upper hexagonal area with a pair of spanners or wrench. Forcible loosening and/or tightening may damage the upper hexagonal area and/or the turning mechanism of the stay

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A. Lower Hexagonal Area for Tightening B. Upper Hexagonal Area C. Rear View Mirror

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.

A WARNING

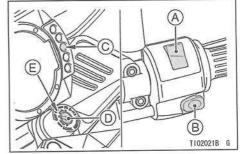
New tires are slippery and may cause loss of control and injury. A break-in period of 160 km (100 miles) is necessary to establish normal tire traction. During break-in, avoid sudden and maximum braking and acceleration, and hard cornering.

In addition to the above, at 1,000 km (600 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.

How to Ride the Motorcycle

Starting the Engine

- Check that the engine stop switch is in the Q position.
- Turn the ignition key to "ON".
- Make sure the transmission is in neutral.



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

NOTE

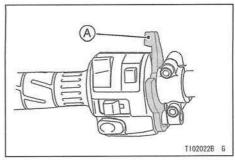
O The motorcycle is equipped with a vehicle-down sensor, which causes the engine to stop automatically

and the fuel injection indicator light to flash when the motorcycle falls down. After righting the motorcycle, first turn the ignition key to "OFF" and then back to "ON" before starting the engine.

 If the engine is cold, pull the choke lever all the way.

NOTE

O When the engine is already warm or on hot days [35°C (95°F) or more], close the throttle completely and do not use the choke for starting the engine.



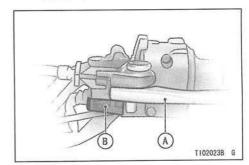
A. Choke Lever

 Leaving the throttle completely closed, push the starter button.

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.
- O The motorcycle is equipped with a starter lockout switch. This switch is designed so that the engine does not start if the transmission is in gear and the side stand is down. However, the engine can be started if the clutch lever is pulled and the side stand is fully up.



A. Clutch Lever

- B. Starter Lockout Switch
- Gradually return the choke lever back a little at a time as necessary to keep the engine speed below 2,500 r/min (rpm) during warm-up.
- When the engine is warmed up enough to idle without using the choke, return the choke lever all the way back.

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NOTE

Olf you drive the motorcycle before the engine is warmed up, return the choke lever all the way back as soon as you start moving.

CAUTION

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

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.

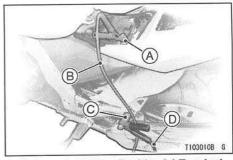
A WARNING

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

- Remove the rider's and passenger's seats.
- Make sure the ignition key is turned to OFF.

 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. From Booster Battery Positive (+) Terminal
- C. Footpeg
- D. From Booster Battery Negative (-) Terminal
- Connect another jumper cable from the negative (-) terminal of the

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booster battery to your motorcycle footpeg or other unpainted metal surface. Do not use the negative (–) terminal of the battery.

A WARNING

Do not make this last connection at the fuel system 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.

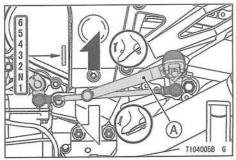
CAUTION

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 has started, disconnect the jumper cables. Disconnect the negative (–) cable from the motorcycle first.
- Reinstall the parts removed.

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

- O The motorcycle is equipped with a side stand switch. This switch is designed so that the engine does not start if the transmission is in gear and the side stand is down.
- O When the headlight is on high beam, two headlight beams are lit, and on low beam, the one side of the headlights is lit.

Shifting Gears

- Close the throttle while pulling in the clutch lever.
- Shift into the next higher or lower gear. For smooth riding, each gear position should cover the proper rate of speed shown in the table.

A 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.

NOTE

O The transmission is equipped with a positive neutral finder. When the motorcycle is standing still, the transmission cannot be shifted past neutral from 1st gear. To use the positive neutral finder, shift down to 1st gear, then lift up on the shift pedal while standing still. The transmission will shift only into neutral.

Vehicle speed when shifting

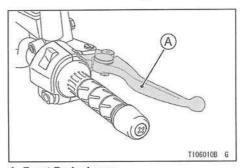
Shifting up km/h (mph)		Shifting down	km/h (mph)		
1st → 2nd	15 (9)	6th → 5th	30 (19)		
2nd → 3rd	25 (15)	5th → 4th	25 (15)		
3rd → 4th	35 (21)	4th → 3rd	20 (12)		
4th → 5th	45 (27)	3rd → 2nd	15 (9)		
5th → 6th	55 (34)	2nd → 1st	15 (9)		

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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.

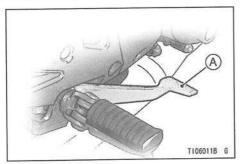
- Never lock the brakes, or it will cause the tires to skid. When turning a corner, it is better not to brake at all. Reduce your speed before you get into the corner.
- For emergency braking, disregard downshifting, and concentrate on applying the brakes as hard as possible without skidding.



A. Front Brake Lever

CAUTION

In order to protect the emission control parts, do not turn off the ignition switch when the motorcycle is in motion.



A. Rear Brake Pedal

Stopping the Engine

- Close the throttle completely.
- Shift the transmission into neutral.
- Turn the ignition key to "OFF".
- Support the motorcycle on a firm, level surface with the side stand.
- Lock the steering.

NOTE

O The motorcycle is equipped with a vehicle-down sensor, which causes the engine to stop automatically and the fuel injection indicator light to flash when the motorcycle falls down. After righting the motorcycle, first turn the ignition key to "OFF" and then back to "ON" before starting the engine.

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:

 An improperly serviced or clogged air cleaner may allow dirt and dust to enter the throttle body and stick the throttle open. During removal of the air cleaner, dirt is allowed to enter and jam the fuel injection system.

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 key to "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.

A WARNING

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

 Lock the steering to help prevent theft.

NOTE

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

Catalytic Converter

This motorcycle is equipped with a catalytic converter in the exhaust system. Platinum and rhodium in the converter react with harmful carbon monoxide and hydrocarbons to convert them into harmless carbon dioxide and water resulting in much cleaner exhaust gases to be discharged into the atmosphere.

For proper operation of the catalytic converter, the following cautions must be observed.

 This model's muffler and exhaust gas are hotter than usual because of the chemical reaction that takes place in the catalytic converter. Although the muffler is made of double tubing to reduce heat transfer the temperature on the muffler surface is very hot.

- Use only unleaded gasoline. Never use leaded gasoline. Leaded gasoline significantly reduces the capability of the catalytic converter.
- Do not coast the vehicle with the ignition switch and/or engine stop switch off. Do not attempt to start the engine by rolling the vehicle if the battery is discharged. Do not operate the vehicle with the engine or any one cylinder misfiring. Under these conditions unburned air/fuel mixture flowing out of engine excessively accelerates reaction in the converter allowing the converter to overheat and become damaged when the engine is hot, or reduces converter performance when the engine is cold.

Safe Operation

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.

A 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	Up to 180 kg (396 lb) Load	250 kPa (2.5 kg/cm², 36 psi)
Rear	Up to 180 kg (396 lb) Load	290 kPa (2.9 kg/cm², 41 psi)

Install the air valve cap.

Drive chain Slack 20 ~ 30 mm (0.8 ~ 1.2 in.)

Nuts, bolts, fasteners .. Check that steering and suspension components, axles, and all controls are properly tightened or fastened.

84 SAFE OPERATION

Steering Action smooth but not loose from lock to lock. No binding of control cables. Brake pad wear: Lining thickness more than 1 mm (0.04 Brakes in.) left. No brake fluid leakage. Clutch Clutch lever play 2 ~ 3 mm (0.08 ~ 0.12 in.). Clutch lever operates smoothly. Coolant No coolant leakage. Coolant level between level lines (when engine is cold). Electrical equipment ... All lights and horn work. Engine stop switch Stops engine. Side stand Returns to its fully up position by spring tension. Returns spring not weak or not damaged.

Refer to the "Daily Safety Checks" caution label attached to the back of the passenger's seat.

Additional Considerations for High Speed Operation

Brakes: The importance of the brakes, especially during high speed operation, cannot be overemphasized. Check to see that they are correctly adjusted and 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: High speed operation is hard on tires, and good tires are crucial for riding safety. Examine their overall condition, inflate them to the proper pressure, and check the wheel balance.

Fuel: Have sufficient fuel for the high fuel consumption during high speed operation.

Engine Oil: To avoid engine seizure and resulting loss of control, make sure 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.

Electrical Equipment: Make sure that the headlight, tail/brake light, turn signals, horn, etc., all work properly.

Miscellaneous: Make sure that all nuts and bolts are tight and that all safety related parts are in good condition.

A WARNING

Handling characteristics of a motorcycle at high speeds may vary from those you are familiar with at legal highway speeds. Do not attempt high speed operation unless you have received sufficient training and have the required skills.

Maintenance and Adjustment

The maintenance and adjustments outlined in this chapter must be carried out 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.

With a basic knowledge of mechanics and the proper use of tools, you should be able to carry out many of the maintenance items described in this chapter. If you lack proper experience or doubt your ability, all adjustments, maintenance, and repair work should be completed by a qualified technician.

Please note that Kawasaki cannot assume any responsibility for damage resulting from incorrect 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 fuel injection system.

2. Exhaust Emission Control System

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

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 High Altitude adjustment is not required.

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 page 169 through 176 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	Whichever comes first	*Odometer Reading km × 1000 (mile × 1000)								
		1 (0.6)	6 (4)	12 (7.5)	18 (12)	24 (15)	30 (20)	36 (24)		
Engine vacuum synchronization-check † (e)				0		0		•	117	
Idle speed-check † (e)						0		0	118	
Throttle control system-check † (e)		0	0	0		0			113	
Spark plug-clean and gap † (e)			0	0	•	0	0	0	107	
Valve clearance-check † (e)						0			111	
Air suction valve-check † (e)			0	0	0	0	0	0	110	

Operation	Whichever comes first	*Odometer Reading km × 1000 (mile × 1000)							
	Every	1 (0.6)	6 (4)	12 (7.5)	18 (12)	24 (15)	30 (20)	36 (24)	
Air cleaner element-clean †# (e)				0		0		•	111
Evaporative emission control system-check † (cal)(e)		•	•	0	0	0		•	109
K Brake hose, connections-check †				0	0	0	•	0	840
Brake light switch-check †			0	•		•	•	0	132
Brake pad wear-check †#			0		0	0	•	•	128
Brake fluid level-check †	month		0		0	•		•	129
K Fuel hoses, connections -check †			0	•	0	0	0	0	
K Brake fluid-change	2 years					•			131

Operation	Whichever comes first	*Odometer Reading km × 1000 (mile × 1000)							
	Every	1 (0.6)	6 (4)	12 (7.5)	18 (12)	24 (15)	30 (20)	36 (24)	
Clutch -adjust †		0	0	0	0	•			119
K Steering-check †		0	0	0	0	0	0	0	-
Drive chain wear-check †#			0	0		0			125
Nut, bolt and fastener tightness-check †		0		0		0		0	158
Tire wear-check †			•	0	•				140
Engine oil-change #	year	0		0		0		0	99
Oil filter-replace				0		0		•	99
General lubrication -perform						0		•	152
Front fork oil leak-check †						•			_

Operation	Whichever comes first	*Odometer Reading km × 1000 (mile × 1000)								
	Every	1 (0.6)	6 (4)	12 (7.5)	18 (12)	24 (15)	30 (20)	36 (24)		
Rear shock absorber oil leak-check †				0		0			=	
K Swingarm pivot-lubricate				•		•		0	877	
K Coolant-change	2 years					0			107	
Radiator hoses, connections-check †									102	
K Steering stem bearing-lubricate	2 years					•			ş 0	
K Brake master cylinder cup and dust seal-replace	4 years								-	
K Caliper piston seal and dust seal-replace	4 years								-	

Operation	Whichever comes first	⇒		*Odometer Reading km × 1000 (mile × 1000)						
	Every	1 (0.6)	6 (4)	12 (7.5)	18 (12)	24 (15)	30 (20)	36 (24)		
Drive chain-lubricate #		Every 600 km (400 mi)					127			
Drive chain slack-check †#		Every 1,000 km (600 mi)							121	

K: Should be serviced by an authorized Kawasaki dealer.

† : Replace, add, adjust, or torque if necessary.

#: Service more frequently when operating in severe conditions: dusty, wet, muddy, high speed, or frequent staring/stopping.

*: For higher odometer readings, repeat at the frequency interval established here.

(cal): California model only

(e): Emission Related Item

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 replace the 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.

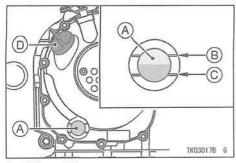
Oil Level Inspection

• 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, then wait several minutes until the oil settles.

CAUTION

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

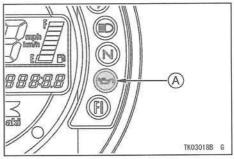
- If the motorcycle has just been used, wait several minutes for all the oil to drain down.
- Check the engine oil level through the oil level gauge. With the motorcycle held level, the oil level should come up between the upper and lower level lines next to the gauge.



- A. Oil Level Gauge
- B. Upper Level Line
- C. Lower Level Line
- D. Oil Filler Cap
- If the oil level is too high, remove the excess oil through the oil filler opening using a syringe or some other suitable device.
- If the oil level is too low, add the oil to reach the correct level. Use the same type and brand of oil that is already in the engine.

CAUTION

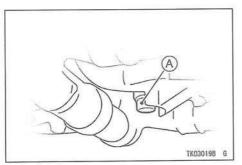
If the engine oil gets extremely low or if the oil pump does not function properly or oil passages are clogged, the oil pressure warning light will light. If this light stays on when the engine speed is above 1,300 r/min (rpm), stop the engine immediately and find the cause.



A. Oil Pressure Warning Light

Oil and/or Oil Filter Change

- · Warm up the engine thoroughly, and then stop it.
- Place an oil pan beneath the engine.
- Remove the engine oil drain plug.



A. Drain Plug

• Let the oil completely drain with the motorcycle perpendicular to the ground.

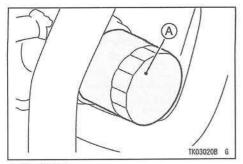
▲ WARNING

Motor oil is a toxic substance. Dispose of used oil properly. Contact your local authorities for approved disposal methods or possible recycling.

• If the oil filter is to be replaced, remove the oil filter cartridge and replace it with a new one.

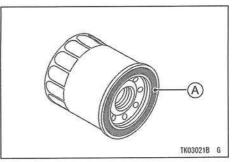
NOTE

Olf a torque wrench or required Kawasaki special tool is not available, this item should be serviced by a Kawasaki dealer.



A. Cartridge

 Apply a thin film of oil to the packing and tighten the cartridge to the specified torque.



A. Packing

 Install the drain plug with a new gasket. Tighten it to the specified torque.

NOTE

O Replace any gaskets with new ones.

- Fill the engine up to the upper level line with a good quality engine oil specified in the table.
- Start the engine.
- Check the oil level and oil leakage.

Tightening Torque

Engine Oil Drain Plug:

20 N·m (2.0 kgf·m, 15 ft·lb)

Cartridge:

31 N·m (3.2 kgf·m, 23 ft·lb)

Recommended Engine Oil

Type: API SE, SF or SG

API SH or SJ with JASO MA

Viscosity: SAE 10W-40

Engine Oil Capacity

Capacity: 3.1 L (3.3 US qt)

[when filter is not removed]

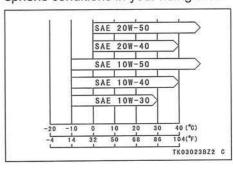
3.3 L (3.5 US qt)

[when filter is removed]

3.8 L (4.0 US qt)

[when engine is completely dry]

Although 10W-40 engine oil is the recommended oil for most conditions, the oil viscosity may need to be changed to accommodate atmospheric conditions in your riding area.



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.

A 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.

Information for Coolant

To protect the cooling system (consisting of the aluminum engine and radiator) from rust and corrosion, the use of corrosion and rust inhibitor chemicals in the coolant is essential. If coolant containing corrosion and rust inhibitor chemicals is not used, over a period of time, the cooling system accumulates rust and scale in the water jacket and radiator. This will clog up the coolant passages, and considerably reduce the efficiency of the cooling system.

WARNING

Use coolant containing corrosion inhibitors made specifically for aluminum engines and radiators in accordance with the instructions of the manufacturer. Chemicals are harmful to the human body.

Soft or distilled water must be used with the antifreeze (see below for antifreeze) in the cooling system.

CAUTION

If hard water is used in the system, it causes scale accumulation in the water passages, and considerably reduces the efficiency of the cooling system.

If the lowest ambient temperature encountered falls below the freezing point of water, use permanent antifreeze in the coolant to protect the cooling system against engine and radiator freeze-up, as well as from rust and corrosion.

Use a permanent type of antifreeze (soft water and ethylene glycol plus corrosion and rust inhibitor chemicals for aluminum engines and radiators) in the cooling system. On the mixture ratio of coolant, choose the suitable one referring to the relation between freezing point and strength directed on the container.

CAUTION

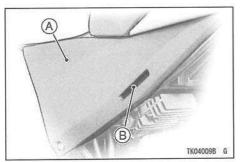
Permanent types of antifreeze on the market have anti-corrosion and anti-rust properties. When it is diluted excessively, it loses its anti-corrosion property. Dilute a permanent type of antifreeze in accordance with the instructions of the manufacturer.

NOTE

OA 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

- Situate the motorcycle so that it is perpendicular to the ground.
- Check the coolant level through the coolant level inspection window on the left side cover.

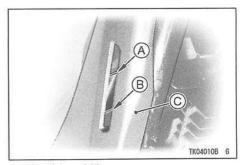


A. Left Side Cover B. Inspection Window

 The coolant level should be between the F (Full) and L (Low) level lines.

NOTE

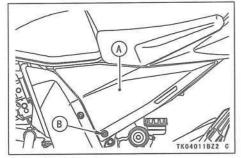
 Check the level when the engine is cold (room or atmospheric temperature).



- A. F(Full) Level Line B. L(Low) Level Line
- C. Left Side Cover
- If the amount of coolant is insufficient, remove the left side cover and add coolant into the reserve tank.

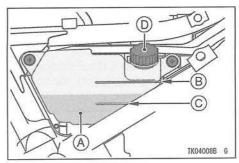
Coolant Filling

 Remove the left side cover by removing the bolt.



A. Left Side Cover B. Bolt

 Remove the cap from the reserve tank and add coolant through the filler opening to the F(Full) level line.



- A. Reserve Tank
- B. F(Full) Level Line
- C. L(Low) Level Line
- D. Cap
- Install the cap and the parts removed.

NOTE

O 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.

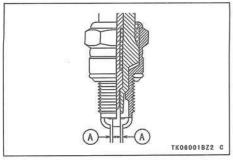
Spark Plugs

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

Spark plug removal, maintenance and adjustment should be done only by a competent mechanic following the instructions in the Service Manual.

Spark Plug

Standard Plug	NGK CR9EK or ND U27ETR
Plug Gap	0.7 ~ 0.8 mm (0.028 ~ 0.032 in.)
Tightening Torque	13 N·m (1.3 kgf·m, 10 ft·lb)



A. 0.7 ~ 0.8 mm (0.028 ~ 0.032 in.)

CAUTION

For cold weather and/or low speed riding, a hotter spark plug shown in the table may be used for quicker warm-ups and more efficient engine operation. However, for normal temperatures and/or high speed use, the standard spark plug must be used to prevent engine damage.

Hotter Spark Plug

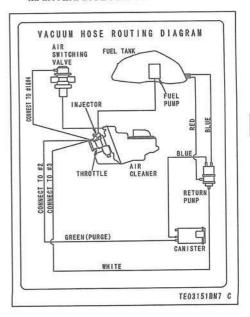
NGK CR8EK or ND U24ETR

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.



Kawasaki Clean Air System

The Kawasaki Clean Air System (KCA) is a secondary air suction system that helps the exhaust gases to burn more completely. When the spent fuel charge is released into the exhaust system, it is still hot enough to burn. The KCA System allows extra air into the exhaust system so that the spent fuel charge can continue to burn. This continued burning action tends to burn up a great deal of the normally unburned gases, as well as changing a significant portion of the poisonous carbon monoxide into harmless carbon dioxide.

Air Suction Valves -

The air suction valve is essentially a check valve which allows fresh air to flow only from the air cleaner into the

exhaust port. Any air that has passed the air suction valve is prevented from returning. Inspect the air suction valves in accordance with the Periodic Maintenance Chart. Also, inspect the air suction valves whenever stable idling cannot be obtained, engine power is greatly reduced, or there are abnormal engine noises.

Air suction valve removal and inspection should be done only by a competent mechanic following the instructions in the Service Manual.

Valve Clearance

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

CAUTION

If valve clearance is left unadjusted, 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.

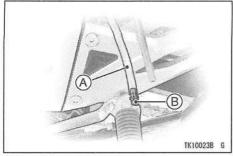
Air Cleaner

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 in accordance with the Periodic Maintenance Chart. In dusty, rainy, or muddy conditions, the air cleaner element should be serviced more frequently than the recommended interval by a competent mechanic following the instructions in the Service Manual.

Oil Draining

 Inspect the drain hose located on the left side of the engine to see if any oil or water has run down from the air cleaner housing.



A. Drain Hoses

B. Plugs

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

A 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.

Throttle Control System

Check the throttle grip play, and the throttle body bores in accordance with the Periodic Maintenance Chart, and adjust the throttle grip play and clean the throttle bores around of the butterfly valves if necessary.

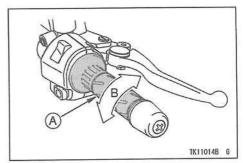
Throttle Grip -

The throttle grip controls the buttefly valves in the throttle body. 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 valve may not open fully at full throttle. On the other hand, if the throttle grip has not play, the throttle will be hard to control, and the idle speed will be erratic.

Inspection

Check that there is 2 ~ 3 mm (0.08
 ~ 0.12 in.) throttle grip play when

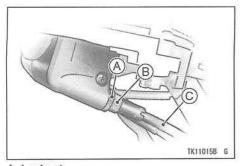
lightly turning the throttle grip back and forth.



- A. Throttle Grip B. 2 ~ 3 mm (0.08 ~ 0.12 in.)
- If there is improper play, adjust it.

Adjustment

 Loosen the locknut near the throttle grip, and turn the cable adjuster until 2 ~ 3 mm (0.08 ~ 0.12 in.) of throttle grip play is obtained. Tighten the locknut against the cable adjuster.



- A. Locknut B. Adjuster
- C. Throttle Cable (Accelerator Cable)
- If the throttle cable can not be adjusted by using the cable adjuster at the throttle grip, use the cable adjusters located at the front of the fuel tank.

- Loosen the locknut at the throttle grip and turn in the adjuster fully.
- Tighten the locknut.
- Loosen the locknuts above the engine, and screw both throttle cable adjusters in fully so as to give the throttle grip plenty of play.
- Turn out the decelerator cable adjusting nut until there is no play when the throttle grip is completely closed. Tighten the locknut.
- Turn out the accelerator cable adjuster until 2 ~ 3 mm (0.08 ~ 0.12 in.) of throttle grip play is obtained. Tighten the locknut.

D A TK110168 G

- A. Adjuster
- B. Locknuts
- C. Decelerator Cable
- D. Accelerator Cable

A WARNING

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

Throttle Bore Cleaning -

Check the throttle bores at the butterfly valves and around it for carbon deposits.

Have the throttle bores around the butterfly valves cleaned only by a competent mechanic following the instructions in the Service Manual.

Choke Lever

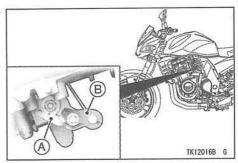
By pulling the choke lever, the fuel injection system provides a rich starting mixture that is necessary to enable easy starting when the engine is cold.

If starting difficulty or rich fuel mixture trouble occurs, inspect the choke lever, and adjust it if necessary.

Inspection

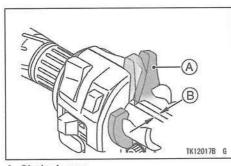
- Check that the choke lever returns properly and that the inner cable slides smoothly. If there is any irregularity, have the choke cable checked only by a competent mechanic following the instructions in the Service Manual.
- Push the choke lever back all the way.
- Determine the amount of choke cable play at the choke lever. Pull the choke lever till just before the cam moves the link lever; the amount of

choke lever travel is the amount of cable play.



A. Link Lever B. Cam

The proper amount of play is 0 ~ 0.5 mm (0 ~ 0.02 in.) at the bottom of the choke lever. If there is too much or too little play, have the choke cable adjusted only by a competent mechanic following the instructions in the Service Manual.



A. Choke Lever B. 0 ~ 0.5 mm (0 ~ 0.02 in.)

Engine Vacuum Synchronization

Engine vacuum synchronization must be checked and adjusted periodically in accordance with the Periodic Maintenance Chart by a competent mechanic following the instructions in the Service Manual.

NOTE

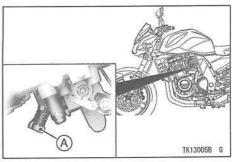
 Poor engine vacuum synchronization will cause unstable idling, sluggish throttle response, and reduce engine power and performance.

Idle Speed

The idle speed adjustment 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 1,050 ~ 1,150 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.

A WARNING

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

Clutch

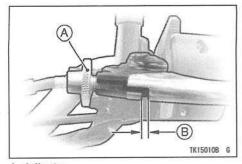
Due to friction plate wear and clutch cable stretch over a long period of use, the clutch must be adjusted in accordance with the Periodic Maintenance Chart.

WARNING

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

Inspection

 Check that the clutch lever has 2 ~ 3 mm (0.08 ~ 0.12 in.) of play as shown in the figure.



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

If the play is incorrect, adjust the lever play as follows.

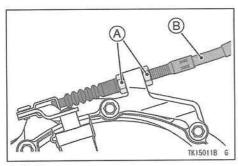
Adjustment

 Turn the adjuster so that the clutch lever will have 2 ~ 3 mm (0.08 ~ 0.12 in.) of play.

A 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.

 If it cannot be done, use the nuts at the lower end of the clutch cable.



A. Nuts B. Clutch Cable

NOTE

- O After the adjustment is made, start the engine and check that the clutch does not slip and that it releases properly.
- O For minor corrections, use the adjuster at the clutch lever.

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.

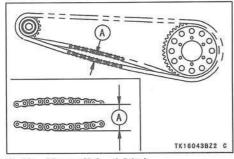
♠ WARNING

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, and measure the maximum chain slack by pulling up and pushing down the chain midway between the engine sprocket and rear wheel sprocket.



A. 20 ~ 30 mm (0.8 ~ 1.2 in.)

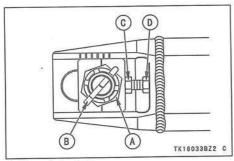
 If the drive chain is too tight or too loose, adjust it so that the chain slack will be within the standard value.

Drive Chain Slack

Standard	20 ~ 30 mm	
	(0.8 ~ 1.2 in.)	

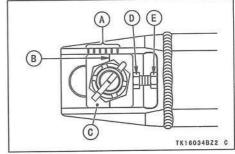
Chain Slack Adjustment

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



- A. Rear Axle Nut
- B. Cotter Pin
- C. Adjuster
- D. Locknut
- If the chain is too loose, turn out the left and right chain adjusters evenly.
- If the chain is too tight, turn in the left and right chain adjusters evenly.
- Turn out both chain adjusters evenly until the drive chain has the correct amount of slack. To keep the

chain and wheel properly aligned, the notch on the left wheel alignment indicator should align with the same swingarm mark that the right indicator notch aligns with.



- A. Marks
- B. Notch
- C. Indicator
- D. Adjuster
- E. Locknut

NOTE

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

A 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 rear axle nut to the specified torque.

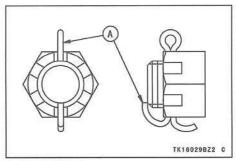
Tightening Torque

Axle Nut:

127 N·m (13.0 kgf·m, 94 ft·lb)

NOTE

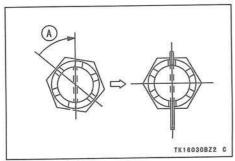
- If a torque wrench is not available, this item should be serviced by a Kawasaki dealer.
- Rotate the wheel, measure the chain slack again at the tightest position, and readjust if necessary.
- Install a new cotter pin through the rear axle nut and axle, and spread its ends.



A. Cotter Pin

NOTE

- OWhen inserting the cotter pin, if the slots in the nut do not align with the cotter pin hole in the axle shaft, tighten the nut clockwise up to the next alignment.
- Olt should be within 30 degree.
- O Loosen once and tighten again when the slot goes past the nearest hole.



A. Turning Clockwise

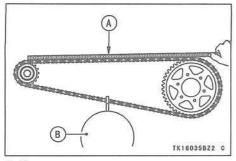
A WARNING

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

 Check the rear brake (see the Brakes section).

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



A. Measure B. Weight

Drive Chain 20-Link Length

Service Limit: 323 mm (12.7 in.)

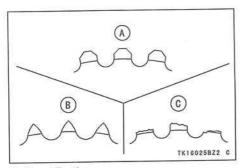
A WARNING

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.

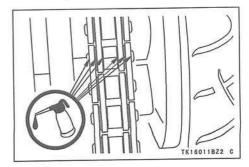


- A. Good Teeth
- B. Worn Teeth
- C. Damaged Teeth
- If there is any irregularity, have the drive chain and/or the sprockets replaced by an authorized Kawasaki dealer.

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.

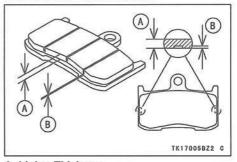


 If the chain is especially dirty, clean it using diesel oil or kerosine and then apply oil as mentioned above.

Brakes

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.



A. Lining Thickness B. 1 mm (0.04 in.)

Disc Brake Fluid -

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

Fluid Requirement

Use heavy-duty brake fluid only from a container marked DOT4.

CAUTION

Do not spill brake fluid onto any painted surface.

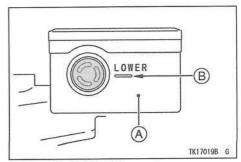
Do not use fluid from a container that has been left open or that has been unsealed for a long time.

Check for fluid leakage around the fittings.

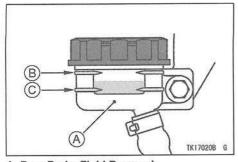
Check brake hose for damage.

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 brake fluid reservoir (located near the rear fender) must be kept between the upper and lower level lines (reservoirs held horizontal).

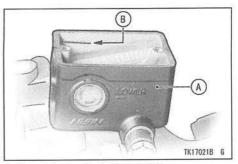


A. Front Brake Fluid Reservoir
B. Lower Level Line



A. Rear Brake Fluid Reservoir

- B. Upper Level Line
- C. Lower Level Line
- If the fluid level in either 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 brake fluid reservoir is a stepped line showing the upper level line.



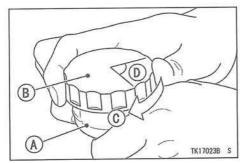
A. Front Brake Fluid Reservoir B. Upper Level Line

A WARNING

Do not mix two brands of brake 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.

NOTE

O First, tighten until slight resistance is felt indicating that the cap is seated on the reservoir body; then, tighten the cap an additional 1/6 turn while holding the brake fluid reservoir body.



- A. Reservoir
- B. Cap
- C. Clockwise
- D. 1/6 turn

Fluid Change

Have the brake fluid changed by an authorized Kawasaki dealer.

Front and Rear 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 front brakes and rear brakes.

A WARNING

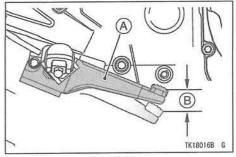
If the brake lever or pedal feels mushy when it is applied, there might be air in the brake lines or the brake may be defective. Since it is dangerous to operate the motorcycle under such conditions, have the brake checked immediately by an authorized Kawasaki dealer.

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 the ignition key to "ON".
- 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.



A. Brake Pedal B. 10 mm (0.4 in.)

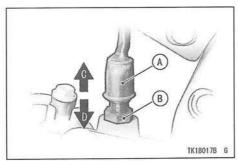
 If it does not, adjust the rear brake light switch.

Adjustment

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

CAUTION

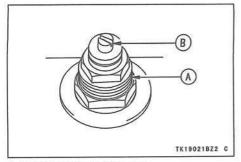
To avoid damaging the electrical connections inside the switch, be sure that the switch body does not turn during adjustment.



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

Front Fork

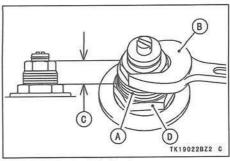
On top of the each front fork leg is a spring preload adjuster and on the spring preload adjuster of the right front fork leg is a rebound damping force adjuster so that the spring force and damping force can be adjusted for different riding and loading conditions. Weaker spring force and damping force are for comfortable riding, but they should be increased for high speed riding or riding on rough roads.



A. Spring Preload Adjuster
B. Rebound Damping Force Adjuster

Spring Preload Adjustment

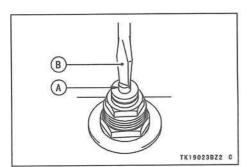
 Turn the spring preload adjuster into the nut to increase spring force and out to decrease spring force. The adjusting range stretches 10 ~ 25 mm (0.4 ~ 1.0 in.) from the top of the adjuster.



- A. Spring Preload Adjuster
- B. Wrench
- C. 10 ~ 25 mm (0.4 ~ 1.0 in.)
- D. Nut

Rebound Damping Force Adjustment

- Turn the rebound damping force adjuster all the way into the spring preload adjuster with a screwdriver.
 This makes the damping force greatest.
- Turn out the adjuster to decrease damping force.



A. Rebound Damping Force Adjuster B. Screwdriver

The standard setting positions of the spring preload adjuster and rebound damping force adjuster for an average -build rider of 68 kg (150 lb) with no passenger and no accessories are as follows:

MAINTENANCE AND ADJUSTMENT 135

Spring Preload Adjuster	19 mm (0.7 in.) from top of adjuster
Rebound Damping Force Adjuster	1 turns out*

*: out from the fully seated position

Rear Shock Absorbers

The rear shock absorber can be adjusted by changing the spring preload and rebound damping force for various riding and loading conditions.

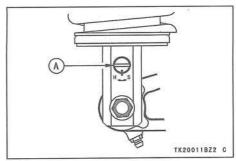
Spring Preload Adjustment

The spring adjusting nut on the rear shock absorber can be adjusted.

If the spring action feels too soft or too stiff, have it adjusted by an authorized Kawasaki dealer.

Rebound Damping Force Adjustment

The rebound damping force adjuster is located at the lower end of the rear shock absorber.



A. Rebound Damping Force Adjuster

- Turn the rebound damping force adjuster all the way clockwise with a screwdriver to make the damping force greatest.
- Turn the adjuster counterclockwise to decrease damping force.

The standard setting position of the rebound damping force adjuster for an average-build rider of 68 kg (150 lb) with no passenger and no accessories is as follows:

Rebound Damping Force Adjuster

1 turns out*

*: out from the fully seated position

▲ WARNING

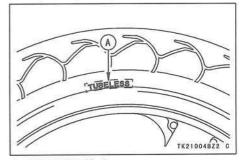
This unit contains high pressure nitrogen gas. Mishandling can cause explosion.

Read Service Manual for instructions.

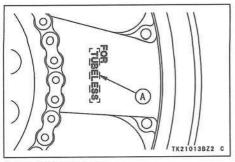
Do not incinerate, puncture or open.

Wheels

Tubeless tires are installed on the wheels of this motorcycle. The indications of TUBFLESS on the tire side wall and the rim show that the tire and rim are specially designed for tubeless use.



A. TUBELESS Mark



A. TUBELESS Mark

The tire and rim form a leakproof unit by making airtight contacts at the tire chamfers and the rim flanges instead of using an inner tube.

A WARNING

The tires, rims, and air valves on this motorcycle are designed only for tubeless type wheels. The recommended standard tires, rims, and air valves must be used for replacement.

Do not install tube-type tires on tubeless rims. The beads may not seat properly on the rim causing tire deflation.

Do not install a tube inside a tubeless tire. Excessive heat build-up may damage the tube causing tire deflation.

Tires -

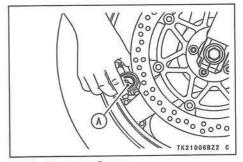
Payload and Tire Pressure

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 180 kg (396 lb), including rider, passenger, baggage, and accessories.

- Remove the air valve cap.
- Check the tire pressure often, using an accurate gauge.
- Make sure to install the air valve cap securely.

NOTE

O 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). O 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	250 kPa (2.5 kgf/cm², 36 psi)
Rear	290 kPa (2.9 kgf/cm², 41 psi)

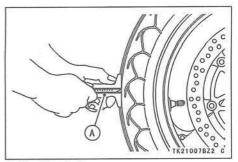
Tire Wear, Damage

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.

Minimum Tread Depth

Front		1 mm (0.04 in.)
Rear	Under 130 km/h (80 mph)	2 mm (0.08 in.)
	Over 130 km/h (80 mph)	3 mm (0.12 in.)



A. Tire Depth Gauge

- 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.

NOTE

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

M WARNING

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

Tires that have been punctured and repaired do not have the same capabilities as undamaged tires. Do not exceed 100 km/h (60 mph) within 24 hours after repair, and 180 km/h (110 mph) at any time after that.

NOTE

 When operating on public roadways, keep maximum speed under traffic law limits.

Standard Tire (Tubeless)

Front	Size: 120/70ZR17 M/C (58W)	
	BRIDGESTONE	
	"BT019F RADIAL"	
	DUNLOP "D208FL"	
Rear	Size: 190/50ZR17 M/C (73W)	
	BRIDGESTONE	
	"BT012R RADIAL J"	
	DUNLOP "D208P"	

WARNING

Use the same manufacturer's tires on both front and rear wheels.

A WARNING

New tires are slippery and may cause loss of control and injury. A break-in period of 160 km (100 miles) is necessary to establish normal tire traction. During break-in, avoid sudden and maximum braking and acceleration, and hard cornering.

Battery

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

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

However, in order to maximize battery life and ensure that it will provide the power needed to start the motorcycle you must properly maintain the battery's charge. When used regularly, the charging system in the motorcycle helps keep the battery fully charged. If your motorcycle is only used occasionally or for short periods of time, the battery is more likely to discharge.

Due to their internal composition, batteries continually self discharge. The discharge rate depends on the type of battery and ambient temperature. As temperatures rise, so does the discharge rate. Every 15°C (27°F) doubles the rate.

Electrical accessories, such as digital clocks and computer memory, also draw current from the battery even when the key is switched off. Combine such "key-off" draws with hot temperature, and a battery can go from fully charged to completely discharged in a matter of days.

	Self-discharg	е
	Approx. Number of Days From 100% Charged to 100% discharged	
Temperature	Lead -Antimony	Lead -Calcium
	Battery	Battery
40°C (104°F)	100 Days	300 Days
25°C (77°F)	200 Days	600 Days
0°C (32°F)	550 Days	950 Days

	Current Drain	n
Discharging Ampere	Days form 100% charged to 50% Discharged	Days form 100% charged to 100% Discharged
7 mA	60 Days	119 Days
10 mA	42 Days	83 Days
15 mA	28 Days	56 Days
20 mA	21 Days	42 Days
30 mA	14 Days	28 Days

In extremely cold weather the fluid in an inadequately charged battery can easily freeze, which can crack the case and buckle the plates. A fully charged battery can withstand sub-freezing temperatures with no damage.

Battery Sulfation

A common cause of battery failure is sulfation.

Sulfation occurs when the battery is left in a discharged condition for an extended time. Sulfate is a normal by product of the chemical reactions within a battery. But when continuous discharge allows the sulfate to crystallize in the cells, the battery plates become permanently damaged and will not hold a charge. Battery failure due to sulfation is not warrantable.

Battery Maintenance

It is the owner's responsibility to keep the battery fully charged. Failure to do so can lead to battery failure and leave you stranded.

If you are riding your vehicle infrequently, inspect the battery voltage weekly using a voltmeter. If it drops below 12.8 volts, the battery should be

charged using an appropriate charger (check with your Kawasaki dealer). If you will not be using the motorcycle for longer than two weeks, the battery should be charged using an appropriate charger. Do not use an automotive-type quick charger that may overcharge the battery and damage it.

Kawasaki-recommended chargers are:

OptiMate III

Yuasa 1.5 Amp Automatic charger Battery Mate 150–9

If the above chargers are not available, use equivalent one.

For more details, ask your Kawasaki dealer.

Battery Charging

 Remove the battery from the motorcycle (see Battery Removal).

- Attach the leads from the charger and charge the battery at a rate that is 1/10th of the battery capacity. For example, the charging rate for a 10 Ah battery would be 1.0 ampere.
- The charger will keep the battery fully charged until you are ready to reinstall the battery in the motorcycle (see Battery Installation).

CAUTION

Never remove the sealing strip, or the battery can be damaged. Do not install a conventional battery in this motorcycle, or the electrical system cannot work properly.

NOTE

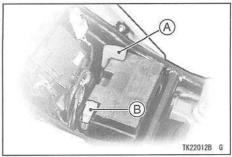
Olf you charge the sealed battery, never fail to observe the instructions shown in the label on the battery.

A WARNING

Battery posts, terminals and related accessories contain lead and lead compounds. Wash hands after handling.

Battery Removal

 Remove the rider's and passenger's seats.



A. (+) Terminal B. (-) Terminal

- Disconnect the wires from the battery, first from the (-) terminal and then the (+) terminal.
- Take the battery out of the case.
- Clean the battery using a solution of baking soda and water. Be sure that the wire connections are clean.

Battery Installation

Place the battery in the battery case.

 Connect the capped wire to the (+) terminal, and then connect the black wire to the (-) terminal.

NOTE

 Install the battery in the reverse order of the Battery Removal.

CAUTION

Installing the (-) cable to the (+) terminal of the battery or the (+) cable to the (-) terminal of the battery can seriously damage the electrical system.

- Put a light coat of grease on the terminals to prevent corrosion.
- Cover the (+) terminal with its protective cap.

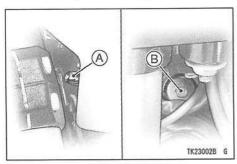
Reinstall the parts removed .

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 horizontal adjuster in or out with a Phillips head screwdriver until the beam points straight ahead.



A. Horizontal Adjuster B. Vertical Adjuster

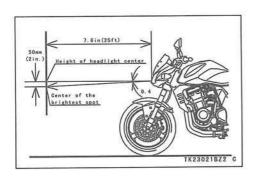
Vertical Adjustment

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.

 Turn the vertical adjuster in or out to adjust the headlight vertically.

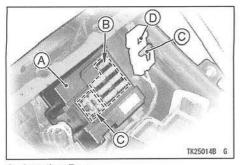
NOTE

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.

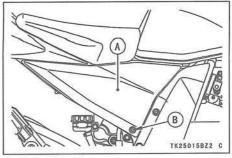


Fuses

Fuses are arranged in the junction box located under the seat. The main fuse is mounted on the starter relay behind the right side cover. The ECU fuse is located behind the battery. 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.

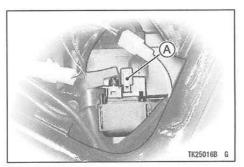


- A. Junction Box
- B. Fuses
- C. Spare Fuses
- D. ECU Fuse
- Remove the right side cover by removing the bolt.



A. Right Side Cover

B. Bolt

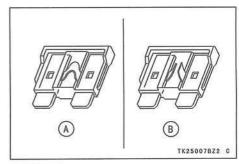


A. Main Fuse

A 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 and main fuse.



A. Normal B. Failed

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

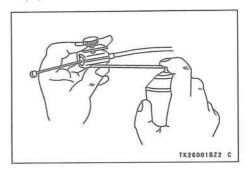
OA few drops of oil are effective to keep bolts and nuts from rusting and sticking. This makes removal easier. Badly rusted nuts, bolts, etc., should be replaced with new ones.

Apply motor oil to the following pivots:

- OSide Stand
- OClutch Lever
- O Front Brake Lever
- ORear Brake Pedal

Lubricate the following cables with a pressure cable lubber:

- O(K)Clutch Inner Cable
- ○(K)Throttle Inner Cables



Apply grease to the following points:

- ○(K)Clutch Inner Cable Upper End ○(K)Throttle Inner Cable Upper Ends
 - (K) : Should be serviced by an authorized Kawasaki dealer.

NOTE

O After connecting the cables, adjust them.

Cleaning Your Motorcycle

General Precautions

Frequent and proper care of your Kawasaki motorcycle will enhance its appearance, optimize overall performance, and extend its useful life. Covering your motorcycle with a high quality, breathable motorcycle cover will help protect its finish from harmful UV rays, pollutants, and reduce the amount of dust reaching its surfaces.

- Be sure the engine and exhaust are cool before washing.
- Avoid applying degreaser to seals, brake pads, and tires.
- Avoid all harsh chemicals, solvents, detergents, and household cleaning products such as ammonia-based window cleaners.
- Gasoline, brake fluid, and coolant will damage the finish of painted and

- plastic surfaces: wash them off immediately.
- Avoid wire brushes, steel wool, and all other abrasive pads or brushes.
- Use care when washing the windshield, headlight cover, and other plastic parts as they can easily be scratched.
- Avoid using pressure washers; water can penetrate seals and electrical components and damage your motorcycle.
- Avoid spraying water in delicate areas such as in air intakes, fuel system, brake components, electrical components, muffler outlets, and fuel tank openings.

Washing Your Motorcycle

- Rinse your bike with cold water from a garden hose to remove any loose dirt.
- Mix a mild neutral detergent (designed for motorcycles or automobiles) and water in bucket. Use a soft cloth or sponge to wash your motorcycle. If needed, use a mild degreaser to remove any oil or grease build up.
- After washing, rinse your motorcycle thoroughly with clean water to remove any residue (residue from the detergent can damage parts of your motorcycle).
- Use a soft cloth to dry your motorcycle. As you dry, inspect your motorcycle for chips and scratches. Do not let the water air dry as this can damage the painted surfaces.

- Start the engine and let it idle for several minutes. The heat from the engine will help dry moist areas.
- Carefully ride your motorcycle at a slow speed and apply the brakes several times. This helps dry the brakes and restores them to normal operating performance.
- Lubricate the drive chain to prevent rusting.

NOTE

O After riding in an area where the roads are salted or near the ocean, immediately wash your motorcycle with cold water. Do not use warm water as it accelerates the chemical reaction of the salt. After drying, apply a corrosion protection spray on all metal and chrome surfaces to prevent corrosion.

Semi-Gloss Finish

To clean the semi-gloss finish:

- When washing the motorcycle, always use a mild neutral detergent and water.
- The semi-gloss finish effect may be lost when it is excessively rubbed.
- If any doubt, consult an authorized Kawasaki dealer.

Windshield and Other Plastic Parts

After washing use a soft cloth to gently dry plastic parts. When dry, treat the windshield, headlight lens, and other non-painted plastic parts with an approved plastic cleaner/polisher product.

CAUTION

Plastic parts may deteriorate and break if they come in contact with chemical substances or household cleaning products such as gasoline, brake fluid, window cleaners, thread-locking agents, or other harsh chemicals. If a plastic part comes in contact with any harsh chemical substance, wash it off immediately with water and a mild neutral detergent, and then inspect for damage. Avoid using abrasive pads or brushes to clean plastic parts, as they will damage the part's finish.

Chrome and Aluminum

Chrome and uncoated aluminum parts can be treated with a chrome/aluminum polish. Coated aluminum should be washed with a mild neutral detergent and finished with a spray polish. Aluminum wheels, both painted and unpainted can be cleaned with special non-acid based wheel spray cleaners.

Leather, Vinyl, and Rubber

If your motorcycle has leather accessories, special care must be taken. Use a leather cleaner/treatment to clean and care for leather accessories. Washing leather parts with detergent and water will damage them, shortening their life.

Vinyl parts should be washed with the rest of the motorcycle, then treated with a vinyl treatment.

The sidewalls of tires and other rubber components should be treated with a rubber protectant to help prolong their useful life.

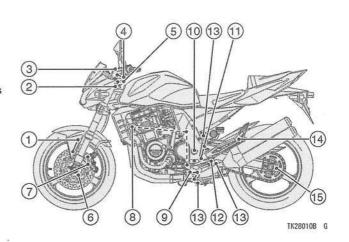
A WARNING

Special care must be taken not to get any rubber protectant on the tire's tread surface when treating tires. This may decrease the tire's ability to maintain contact with the road surface causing the rider to lose control.

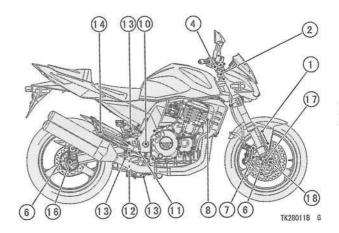
Bolt and Nut Tightening

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.

- Front Fender Mounting
 Bolts
- 2. Front Fork Clamp Bolts
- 3. Clutch Lever Pivot Bolts
- 4. Handlebar Mounting Bolts
- 5. Stem Head Nut
- 6. Brake Disc Mounting Bolts
- 7. Caliper Mounting Bolts
- Engine Mounting Bolts and Nuts
- 9. Side Stand Bolt
- 10. Pivot Shaft Nut
- 11. Step Stay Mounting Bolt
- 12. Step Holder Bolts
- Rear Shock Absorber Mounting Bolts
- Muffler Mounting Bolts and Nuts
- 15. Rear Sprocket Mounting Bolts



- 16. Rear Axle Nut
- 17. Front Axle Nut
- 18. Front Axle Clamp Bolt



Storage

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.

▲ WARNING

Motorcycle oil is a toxic substance. Dispose of used oil properly. Contact your local authorities for approved disposal methods or possible recycling.

- Put in fresh engine oil.
- Empty the fuel from the fuel tank by the pump or siphon.

A WARNING

Gasoline is extremely flammable and can be explosive under certain conditions. Turn the ignition key to "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.

Gasoline is a toxic substance. Dispose of gasoline properly. Contact your local authorities for approved disposal methods.

- Empty the fuel system by running the engine at idle speed until the engine stalls.
 (If left in for a long time, the fuel will break down and could clog the fuel system.)
- 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. During storage it should be given a slow charge (one ampere or less) about once a month. Keep the battery well charged especially during cold weather.
- Tie plastic bags over the mufflers to prevent moisture from entering.

162 STORAGE

• Put a cover over the motorcycle to keep dust and dirt from collecting on it.

Preparation after Storage:

- Remove the plastic bags from the mufflers.
- Install the battery in the motorcycle and charge the battery if necessary.
- Fill the fuel tank with fuel.
- Check all the points listed in the Daily Safety Checks section.
- Lubricate the pivots, bolts, and nuts in General Lubrication section.

Troubleshooting Guide

Engine Does Not Start:

Starter Motor Won't Turn

- Engine stop switch off
- 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 plugs not in good contact
- Spark plugs fouled or wet
- Incorrect spark plug gap
- Incorrect valve clearance

- Battery discharged
- No first turning the ignition key to "OFF" when the motorcycle falls down

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
- Fuel tap is turned off
- No fuel in tank
- Fuel tank air vent is obstructed
- Overheating
- Battery discharged

Owner Satisfaction

(For Products Sold in the Continental United States of America Only)

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 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 (949) 460-5688

Reporting Safety Defects

(For Products Sold in the Continental United States of America Only)

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.

Environmental Protection

To protect our environment, properly discard used batteries, tires, engine oil, or other vehicle components that you might dispose of in the future. Consult your authorized Kawasaki dealer or local environmental waste agency for their proper disposal procedure.

Maintenance Record

Owner Name	•••
Address	
Phone Number	
Engine Number	
Vehicle Number	
Selling Dealer Name	
Phone Number	
Warranty Start Date 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
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Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address
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Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address
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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



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