


Ninja ZX-6R

Motorcycle

OWNER'S MANUAL

 Read this manual carefully. It contains safety information.

GENERAL INFORMATION

Specifications**PERFORMANCE**

Minimum Turning Radius 3.4 m (11.2 ft)

DIMENSIONS

Overall Length 2 025 mm (79.72 in.)

Overall Width 710 mm (28.0 in.)

Overall Height 1 105 mm (43.50 in.)

Wheelbase 1 400 mm (55.12 in.)

Road Clearance 130 mm (5.12 in.)

Curb Mass: ZX636J 197 kg (434 lb)
(CAL) 198 kg (437 lb)

ZX636K 195 kg (430 lb)
(CAL) 196 kg (432 lb)

ENGINE

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

Displacement		636 cm ³ (38.8 cu in.)
Bore × Stroke		67.0 × 45.1 mm (2.64 × 1.78 in.)
Compression Ratio		12.9 : 1
Starting System		Electric starter
Cylinder Numbering Method		Left to right, 1-2-3-4
Firing Order		1-2-4-3
Fuel System		FI (Fuel Injection)
Ignition System		Battery and coil (transistorized ignition)
Ignition Timing (Electronically advanced)		13° BTDC @1 300 r/min (rpm) – 43° BTDC @6 750 r/min (rpm)
Spark Plug:	Type	NGK CR9E
	Gap	0.7 – 0.8 mm (0.028 – 0.031 in.)
Lubrication System		Forced lubrication (wet sump)
Engine Oil:	Type	API SG, SH, SJ, SL, or SM with JASO MA, MA1 or MA2
	Viscosity	SAE 10W-40
	Capacity	3.6 L (3.8 US qt)
Coolant Capacity		2.4 L (2.5 US qt)

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TRANSMISSION

Transmission Type		6-speed, constant mesh, return shift
Clutch Type		Wet, multi disc
Driving System		Chain drive
Primary Reduction Ratio		1.900 (76/40)
Final Reduction Ratio		2.867 (43/15)
Overall Drive Ratio		7.081 (Top gear)
Gear Ratio:	1st	2.846 (37/13)
	2nd	2.200 (33/15)
	3rd	1.850 (37/20)
	4th	1.600 (32/20)
	5th	1.421 (27/19)
	6th	1.300 (26/20)

FRAME

Caster		23.5°
Trail		101 mm (3.98 in.)

Tire Size:	Front	120/70ZR17 M/C (58W)
	Rear	180/55ZR17 M/C (73W)
Rim Size:	Front	17M/C × MT3.50
	Rear	17M/C × MT5.50
Fuel Tank Capacity		17 L (4.5 US gal)
Brake Fluid:	Front	DOT4
	Rear	DOT4

ELECTRICAL EQUIPMENT

Battery		12 V 8 Ah (10 HR)
Headlight:	High Beam	LED
	Low Beam	LED
City Light		LED
Brake/Tail Light		LED
Turn Signal Light:	Front	LED
	Rear	LED
License Plate Light		LED

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CAL: California model

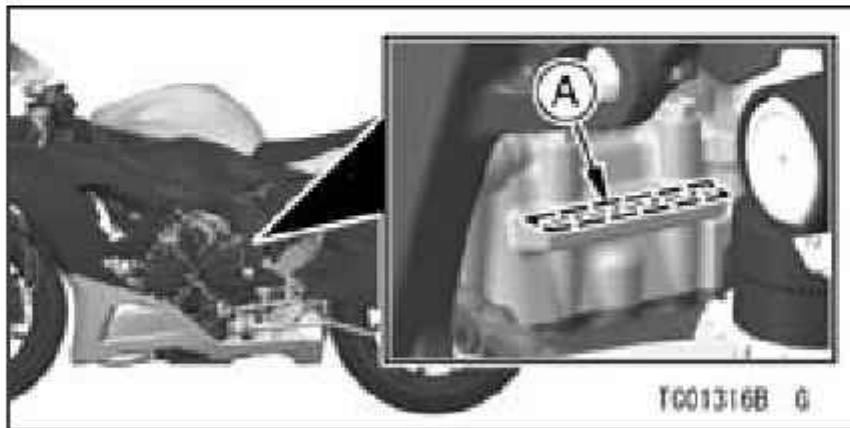
■ Even if any one element of LED (Light Emitting Diode) light does not go on, consult with an authorized Kawasaki dealer.

Specifications are subject to change without notice.

Serial Number Locations

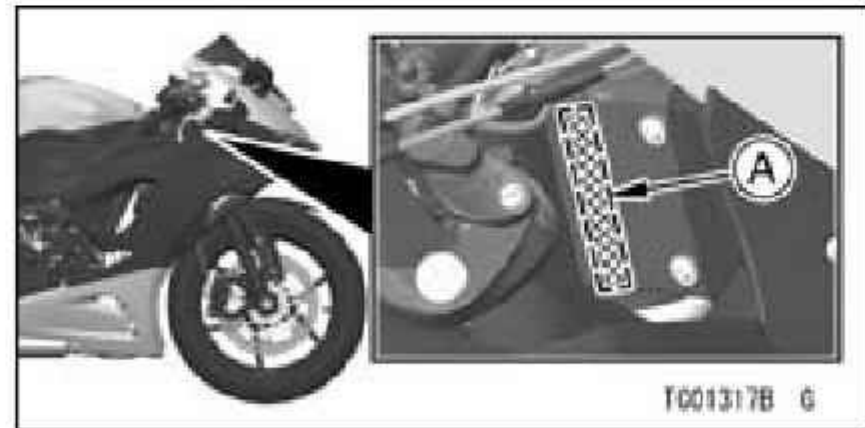
The engine and frame serial numbers are used to register the motorcycle. They are the only means of identifying your particular machine from others of the same model type. These serial numbers may be needed by your dealer when ordering parts. In the event of theft, the investigating authorities will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

Engine No.



A. Engine Number

Frame No.



A. Frame Number

Location of Labels

All warning labels which are on your vehicle are repeated here. Read labels on your vehicle and understand them thoroughly. They contain information which is important for your safety and the safety of anyone else who may operate your vehicle. Therefore, it is very important that all warning labels be on your vehicle in the locations shown. If any label is missing, damaged, or worn, get a replacement from your Kawasaki dealer and install it in the correct position.

NOTE

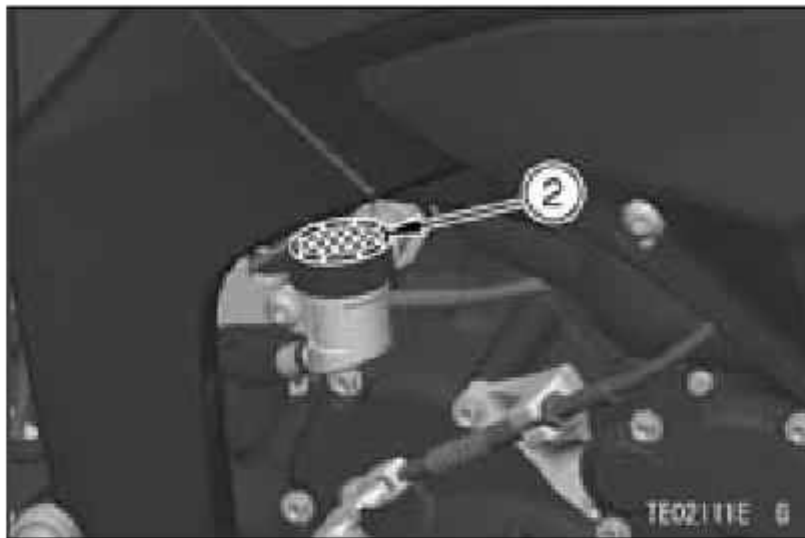
○ *The sample warning labels in this section have part numbers to help*

you and your dealer obtain the correct replacement.

○ *Refer to the actual vehicle label for model specific data grayed out in the illustration.*

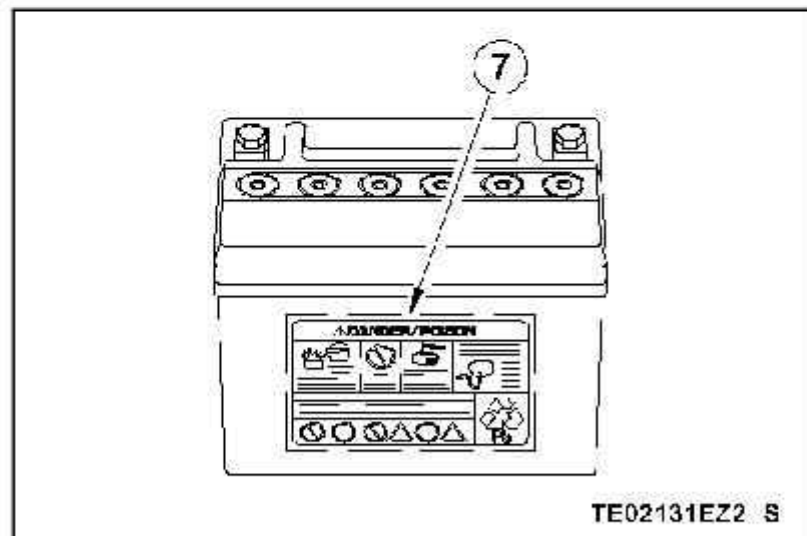
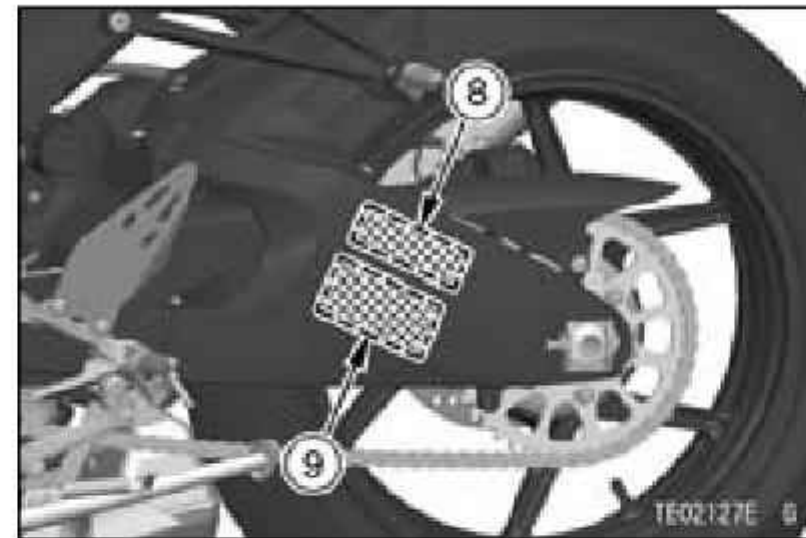


1. Brake Fluid (Front)

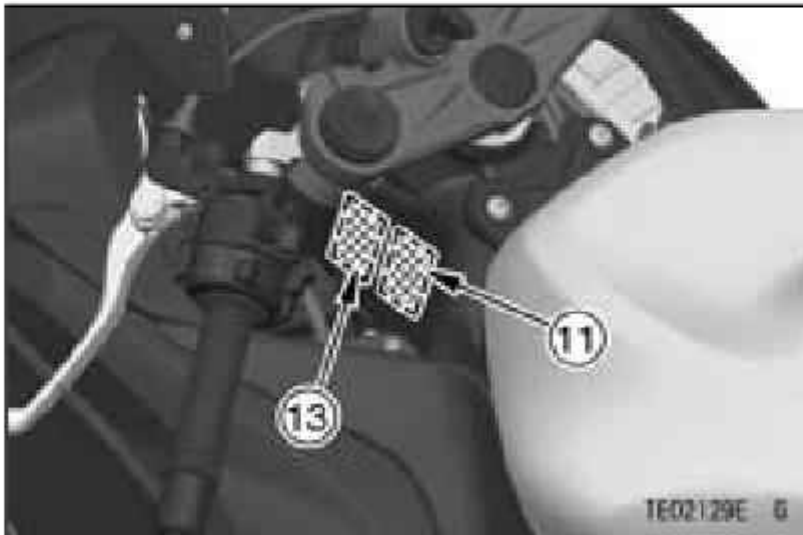
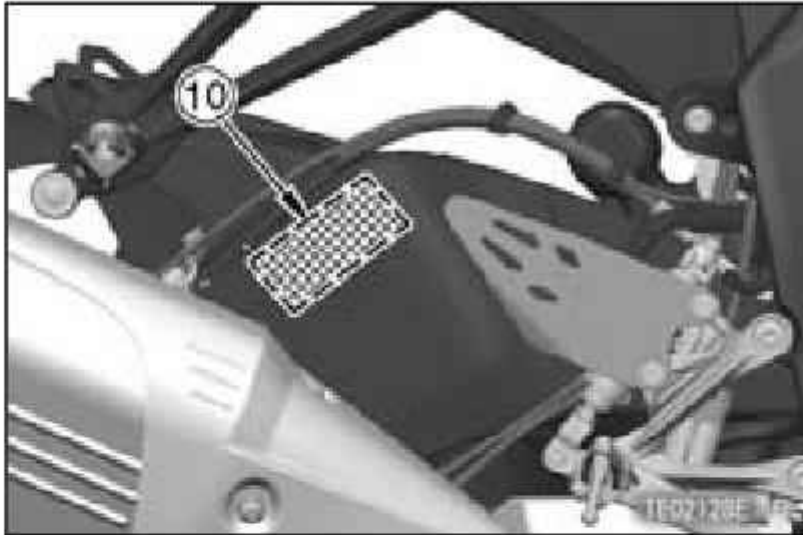


- 2. Brake Fluid (Rear)
- 3. Rear Shock Absorber Warning
- 4. Radiator Cap Danger

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- 5. Fuel Level
- 6. Fuel Notice
- 7. Battery Poison/Danger
- 8. Important Drive Chain Information
- 9. Tire and Load Data



- 10. Vehicle Emission Control Information
- 11. Noise Emission Control Information
- 12. Weight and Manufacture
- 13. Vacuum Hose Routing Diagram

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1)



TE03527D S

3)

▲ WARNING
This unit contains high pressure nitrogen gas. Mishandling can cause explosion. ● Do not incinerate, puncture or open
▲ AVERTISSEMENT
Cette unité contient de l'azote à haute pression. Une mauvaise manipulation peut entraîner d'explosion. ● Ne pas brûler ni perforer ni ouvrir.
▲ 警告
高圧窒素ガス入りです。 取り扱いを誤ると爆発する恐れがあります。 ● 火中への投入、穴あけ、分解はしないでください。

TE034600N7 C

4)



TE03079E S

9)

WARNING			
Use of tires with improper inflation or excessive wear, unsuitable replacement tires or overloading can result in a loss of control causing serious bodily injury. See Owner's Manual for additional information.			
TIRE AND LOAD DATA			
	Air Pressure (Cold)	Size & Load Type	Minimum Tread Depth
Front	35 PSI (2.4 bar)	P185/70R14 120/100R14M/C 120/100R14M/C	1.6 mm (0.063 in.)
Rear	30 PSI (2.1 bar)	P185/65R14 115/70R14M/C 115/70R14M/C	1.6 mm (0.063 in.) (1.6 mm (0.063 in.) (1.6 mm (0.063 in.)

TE03570FN9 S

7)

▲ DANGER/POISON

SHIELD EYES	NO SPARKS, FLAMES, OR SMOKING	SULFURIC ACID CAN CAUSE SKIN BURNS	FLUSH EYES IMMEDIATELY WITH WATER. GET MEDICAL HELP FAST.
EXPLOSIVE GASES CAN CAUSE BLINDNESS OR INJURY			

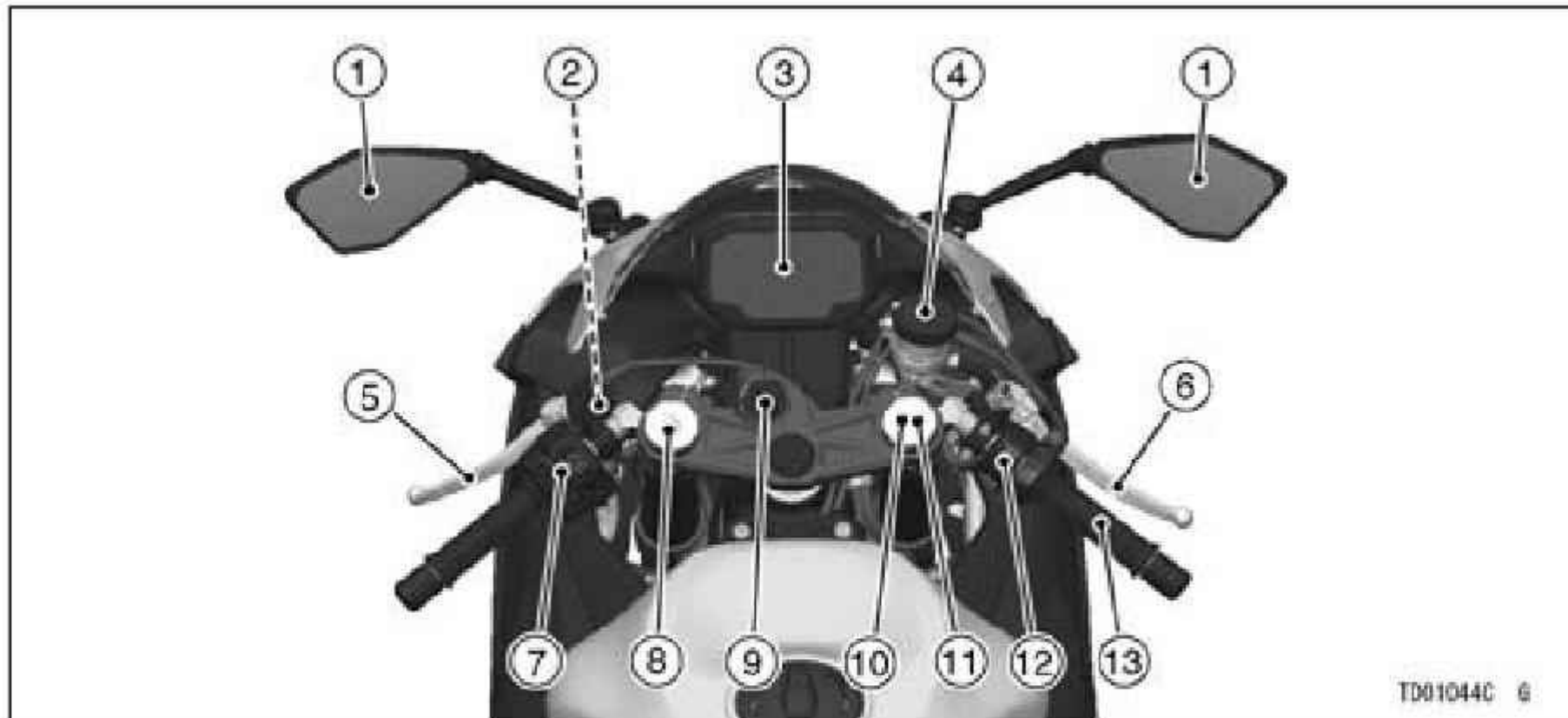
KEEP OUT OF REACH OF CHILDREN

IN U.S.A.: YUASA BATTERY, INC.
SERVICED BY: READING, PA. 19606

RECYCLE Pb

TE03498E S

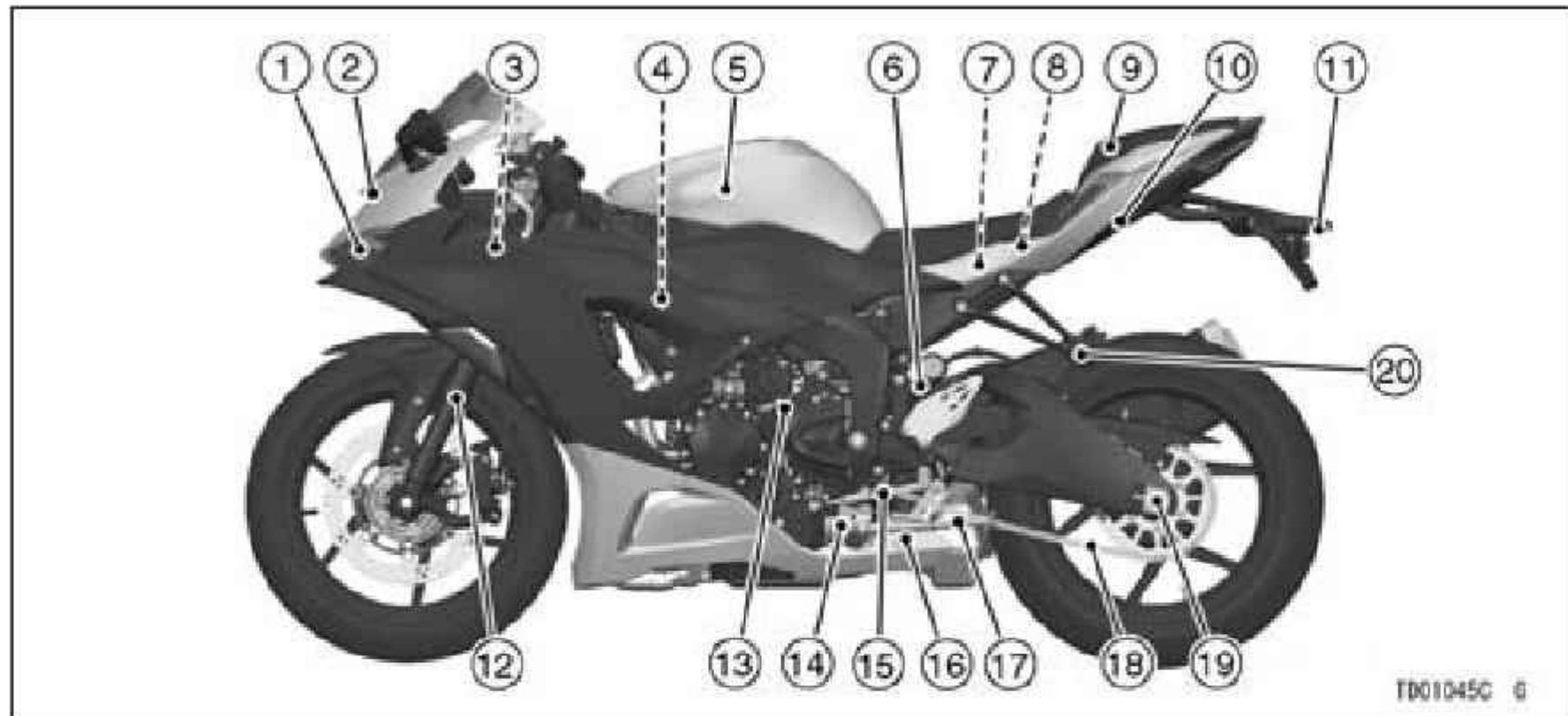
Location of Parts



TD01044C 6

1. Rear View Mirrors
2. Starter Lockout Switch
3. Meter Instrument
4. Brake Fluid Reservoir (Front)
5. Clutch Lever
6. Front Brake Lever
7. Left Handlebar Switches

8. Spring Preload Adjuster
9. Ignition Switch/Steering Lock
10. Rebound Damping Force Adjuster
11. Compression Damping Force Adjuster
12. Right Handlebar Switches
13. Throttle Grip

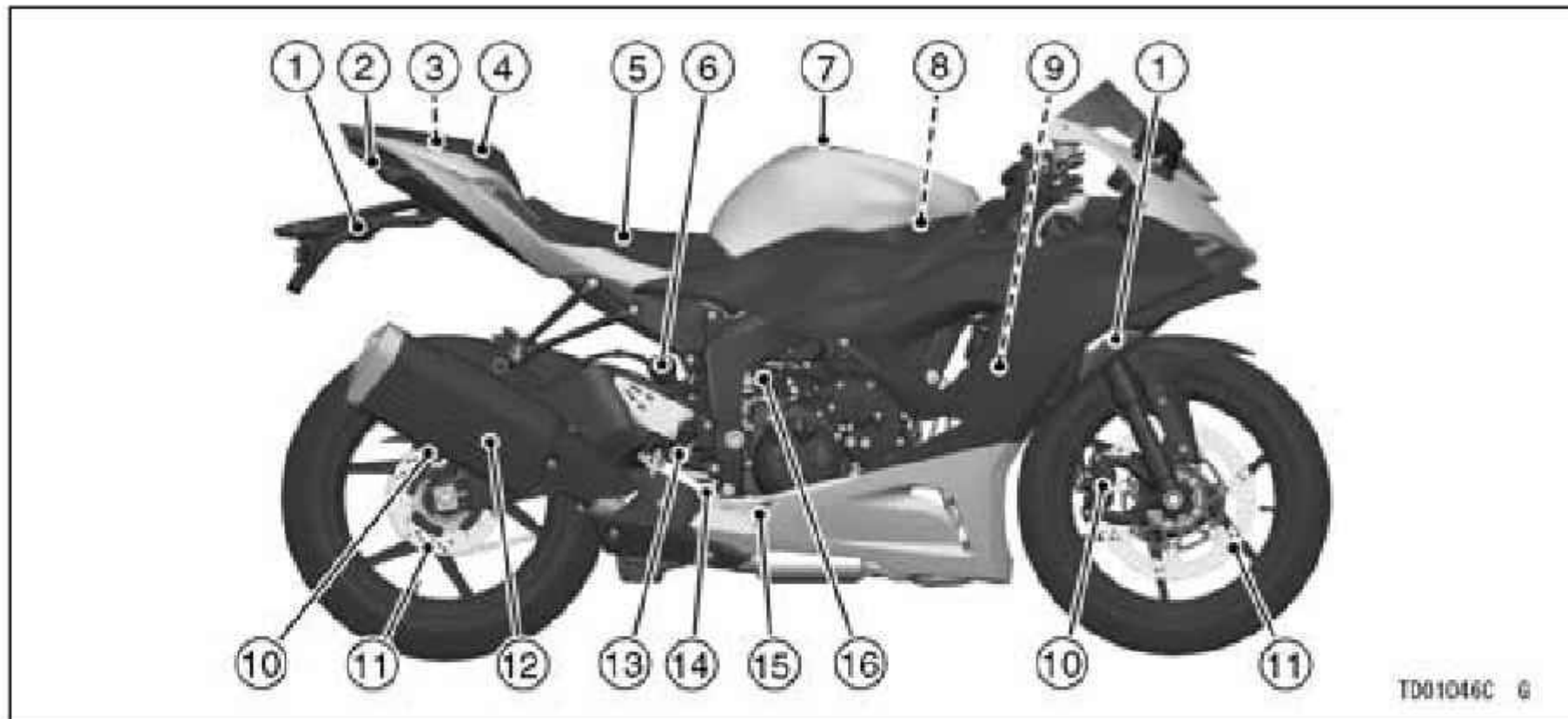


- 1. Headlight
- 2. Air Cleaner Intake
- 3. Fuse Boxes
- 4. Spark Plugs
- 5. Fuel Tank
- 6. Compression Damping Force Adjuster
- 7. Battery
- 8. Fuse Box (ABS: Equipped Models)
- 9. Seat Strap
- 10. Seat Lock

- 11. License Plate Light
- 12. Front Fork
- 13. Idle Adjusting Screw
- 14. Side Stand Switch
- 15. Shift Pedal
- 16. Rebound Damping Force Adjuster
- 17. Side Stand
- 18. Drive Chain
- 19. Chain Adjuster
- 20. Rear Footpeg

TD01045C G

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1. Turn Signal Lights
2. Brake/Tail Light
3. Tool Kit
4. Passenger's Seat
5. Rider's Seat
6. Rear Shock Absorber
7. Fuel Tank Cap
8. Air Cleaner

9. Coolant Reserve Tank
10. Brake Calipers
11. Brake Discs
12. Muffler
13. Rear Brake Light Switch
14. Brake Pedal
15. Oil Level Inspection Window
16. Brake Fluid Reservoir (Rear)

Meter Instruments

The display layout can be switched from two different types. Refer to the Menu Mode section.

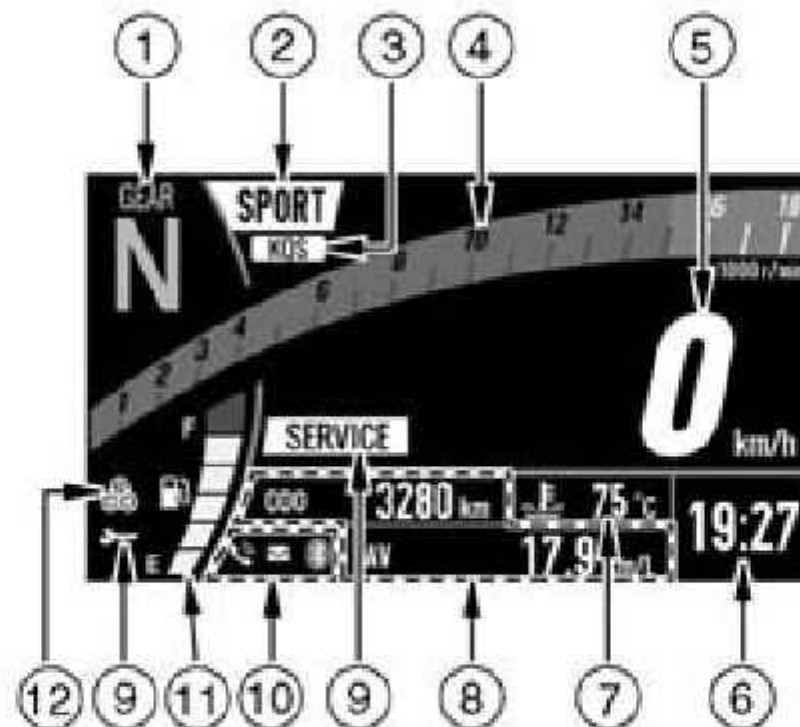


1. Display Screen
2. Right Meter Button

3. Ambient Brightness Sensor
4. Left Meter Button

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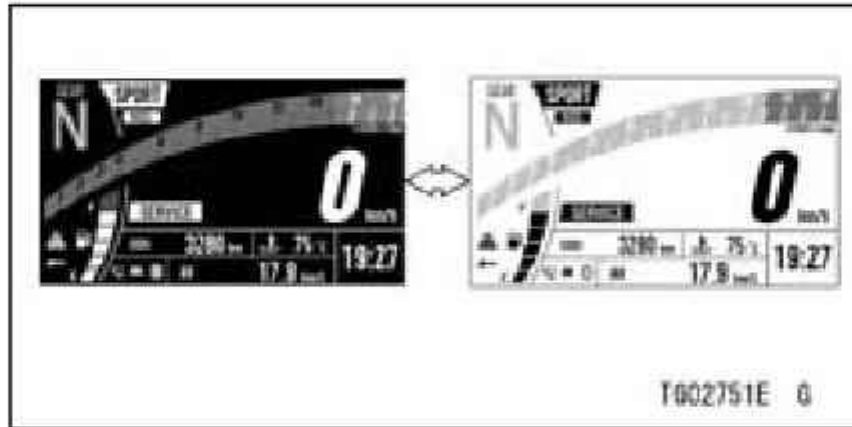
1. Gear Position Indicator
2. Integrated Riding Mode Indicator
3. KQS Mode Indicator
4. Tachometer
5. Speedometer
6. Clock
7. Coolant Temperature Meter
8. Multifunction Display
 - Odometer
 - Trip Meter A/B
 - Current Mileage
 - Average Mileage
 - Cruising Range
 - Average Speed
 - Total Time
 - Battery Voltage
9. Service Indicator
10. Bluetooth® Connection Indicator
11. Fuel Gauge
12. Economical Riding Indicator



TG02750E G

Background Color Change

- When the current mileage, cruising range or battery voltage is displayed on multifunction display, pushing and holding the right meter button to invert the background color of the display screen.



⇒ : Flow when pushing and holding the right meter button

NOTE

- When the average mileage, average speed or total time is displayed on

multifunction display, pushing and holding right meter button resets item and the background color of the display screen does not invert.

Ambient Brightness Sensor

The brightness of the meter instrument is controlled automatically depending on the ambient brightness.

NOTE

- *Be careful not to cover the ambient brightness sensor on the meter instrument while riding the motorcycle.*

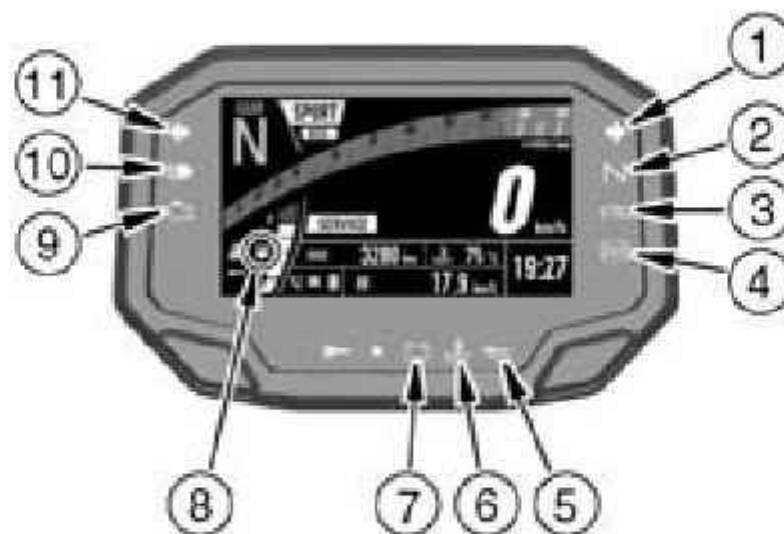
Meter Instrument Brightness Setting

- The brightness of the meter instrument can be adjusted manually in two levels. Refer to Brightness in the Menu Mode section.

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Indicators

1.  Right Turn Signal Indicator (Green)
2. **N** Neutral Indicator (Green)
3.  KTRC Indicator (Yellow)
4.  ABS Indicator (Yellow) (Equipped Models)
5.  Oil Pressure Warning Indicator (Red)
6.  Coolant Temperature Warning Indicator (Red)
7.  Battery Warning Indicator (Red)
8.  Fuel Level Warning Indicator
9.  Engine Warning Indicator (Yellow)
10.  High Beam Indicator (Blue)
11.  Left Turn Signal Indicator (Green)



Indicator Initial Operation



T602748E G

When the ignition switch is turned on, all indicators go on/off as shown in the table. If any indicator does not operate as shown, have it checked by an authorized Kawasaki dealer.

ON			Indicators	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		

ON: When ignition switch is turned on.

: After a few seconds

: When engine starts.

: Goes on.



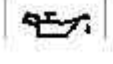
: Goes off.


*: goes off shortly after the motorcycle starts moving.

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When Warning Indicators Go On or Blink

When warning indicators appear, there could be a problem with vehicle function. Follow actions in the table after stopping the vehicle in a safe place.

Indicators	Status	Actions
	ON	This indicator goes on if the battery voltage is less than 11.0 V or more than 16.0 V. If the voltage is less than 11.0 V, charge the battery. If it does not solve the problem, contact an authorized Kawasaki dealer.
	ON	This indicator goes on whenever the coolant temperature rises too high when the motorcycle is in operation. Stop the engine and check the coolant level in the reserve tank after the engine cools down. If the amount of coolant is insufficient, add coolant to the reserve tank. Contact an authorized Kawasaki dealer.
	ON	This indicator goes on whenever the oil pressure is dangerously low or the ignition switch is turned on with the engine not running. If this indicator goes on when the engine speed is above idle, stop the engine immediately and check the engine oil level. If the amount of engine oil is insufficient, add engine oil. If the oil level is good, contact an authorized Kawasaki dealer.

Indicators	Status	Actions
	Change the color to orange and blink (with lowest segment)	<p>Usable Fuel Remains: Approximately 4.2 L (1.1 US gal)</p> <p>Refuel at the earliest opportunity. If the vehicle is on the side stand, the warning indicator cannot estimate the amount of fuel in the tank. Stand the vehicle upright to check the fuel level.</p>
	Change the color to orange and blink (with all segments)	The fuel level warning system has malfunctioned. Contact an authorized Kawasaki dealer.

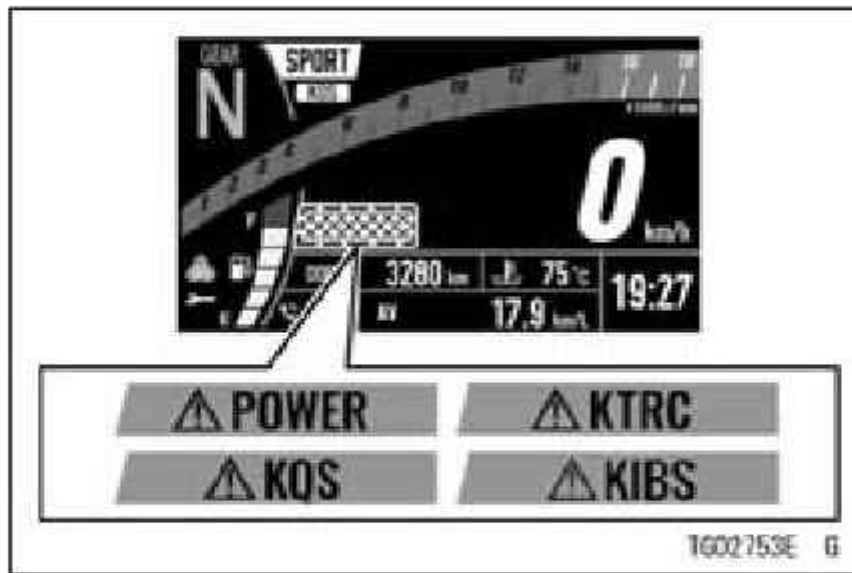
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Indicators	Status	Actions
	ON	The DFI system has malfunctioned. Contact an authorized Kawasaki dealer.
	Blink	
	ON	ABS indicator may go on under following specific condition*1. If this indicator appears, first turn the ignition switch off, and then back on, and ride the motorcycle. The ABS indicator should then go off. If it does not, the ABS may have malfunctioned. ABS will not work but conventional brakes function. Contact an authorized Kawasaki dealer.

- *1:
- After continuous riding on a rough road.
 - When the engine is started with the stand raised and the transmission engaged, and the rear wheel turns.
 - When accelerating so abruptly that the front wheel leaves the ground.
 - When the ABS has been subjected to strong electrical interference.
 - When tire pressure is abnormal. Adjust tire pressure.
 - When a tire different in size from the standard size is being used. Replace with standard size.
 - When the wheel is deformed. Replace the wheel.




When Warning Messages Display

When warning messages appear, there could be a problem with vehicle function. Have them checked by an authorized Kawasaki dealer.

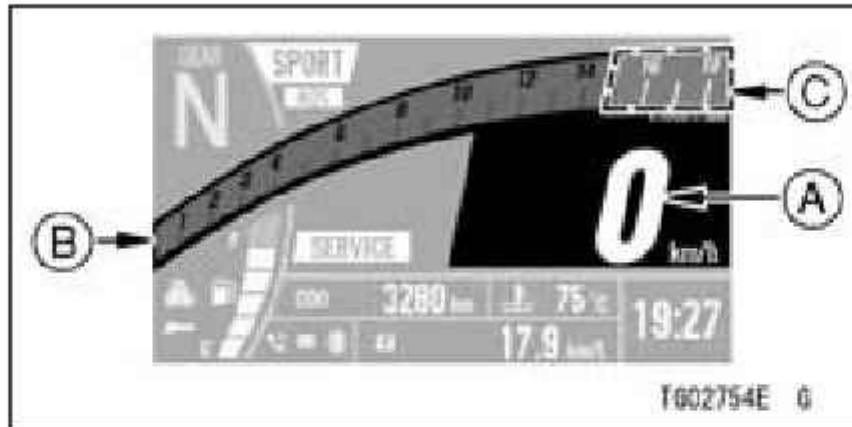


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Other Indicators

Indicators	Status
	When the turn signal switch is pushed to the left, this indicator blinks.
	When the turn signal switch is pushed to the right, this indicator blinks.
	When the headlight is on high beam, this indicator goes on.
N	When the transmission is in neutral, this indicator goes on.
KTRC	When the KTRC functions, this indicator blinks.

Speedometer/Tachometer



- A. Speedometer
- B. Tachometer
- C. Red Zone

Speedometer

The speedometer is digital and can be set for km/h or mph.

The unit setting can be changed according to local regulations. Make sure

the unit setting (km/h or mph) is correctly displayed before riding. Refer to the Menu Mode section.

Tachometer

The tachometer shows the engine speed in revolutions per minute (r/min, rpm).

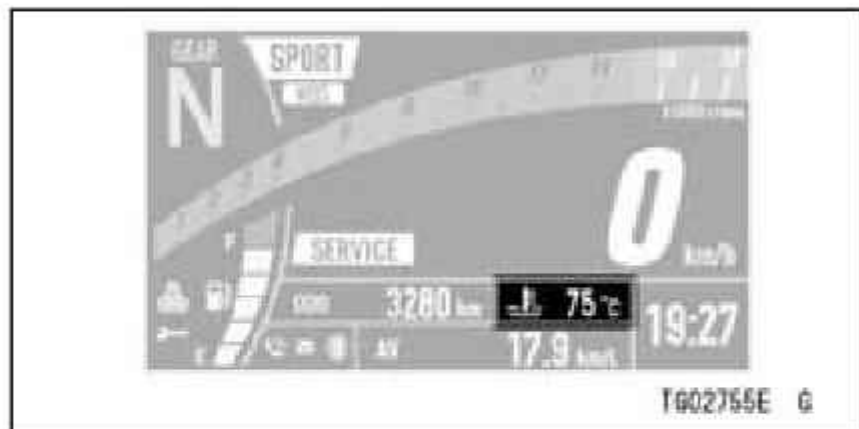
NOTICE

Engine speed should not be allowed to enter the red zone; operation in the red zone will overstress the engine and may cause serious engine damage.

The tachometer also serves as the shift-up indicator.

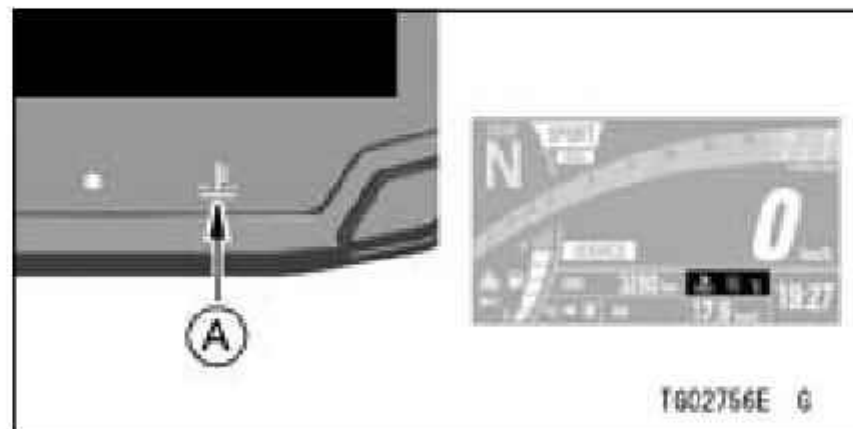
Features

Coolant Temperature Meter



This meter shows the coolant temperature. The meter display is as shown below.

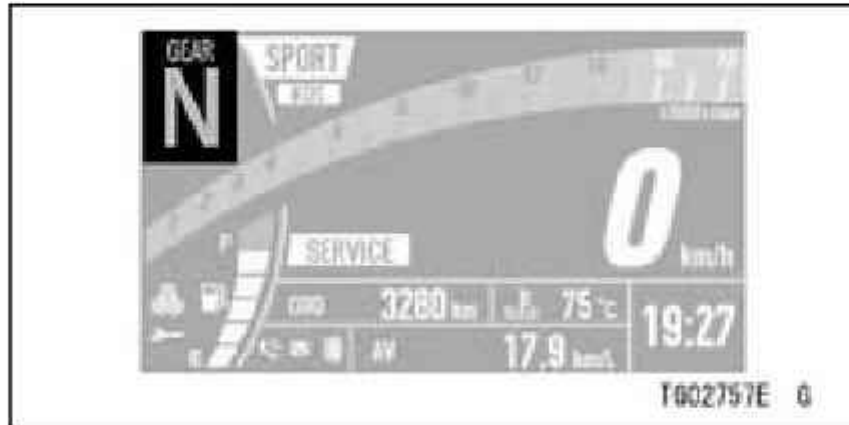
Coolant Temperature	Meter
Below 40°C (104°F)	"- - -" is displayed
Above 115°C (239°F)	Starts blinking
Above 120°C (248°F)	"Hi" appears and starts blinking



A. Coolant Temperature Warning Indicator

NOTICE

Stop the engine if the coolant temperature shows “Hi.” Prolonged engine operation will result in severe engine damage from overheating.

Gear Position Indicator

The current gear position is shown. When the transmission is in neutral, “N” appears.

NOTE

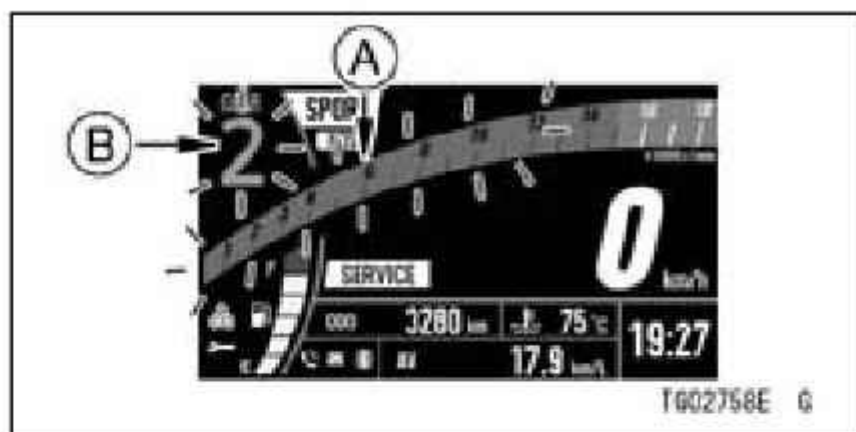
○ *If the transmission gears are not engaged properly, the gear position indicator disappears.*

The gear position indicator also serves as the shift-up indicator function.

Shift-up Indicator Function

The shift-up indicator function indicates the timing for the next up shift. From 500 r/min (rpm) before reaching the set engine speed, the gear position indicator changes color to orange, the gear position indicator starts blinking slowly. When the engine speed reaches the set value, the tachometer also changes color to orange, and the gear position indicator and the tachometer blinks rapidly.

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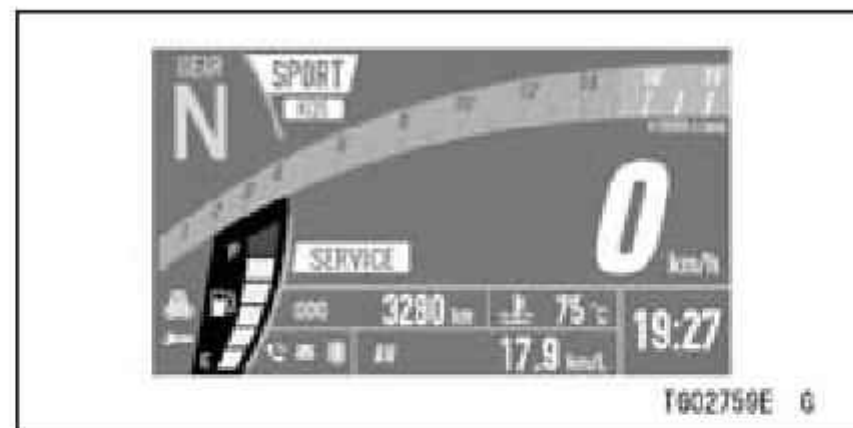
- A. Tachometer (Change color to orange and blink)
- B. Gear Position Indicator (Change color to orange and blink)

The shift-up indicator function can be selected on or off, and the set value can be adjusted.

Shift-up Indicator Function Setting

- Refer to Vehicle Settings in the Menu Mode section.

Fuel Gauge

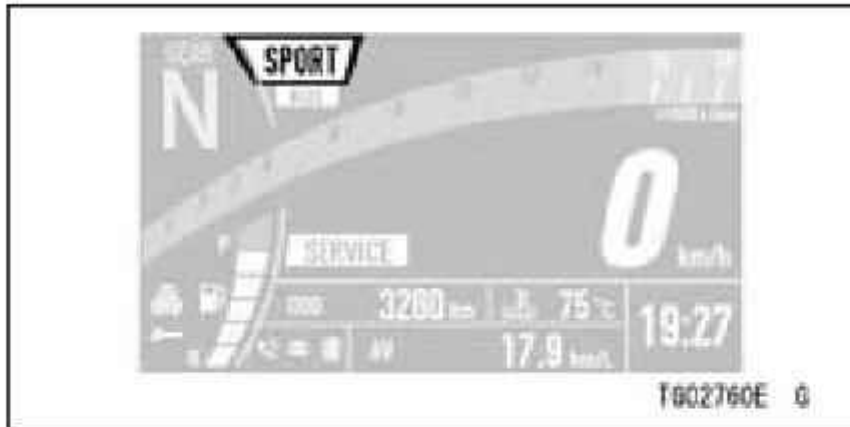


The fuel level in the fuel tank is shown by the number of segments displayed between E (empty) and F (full).

NOTE

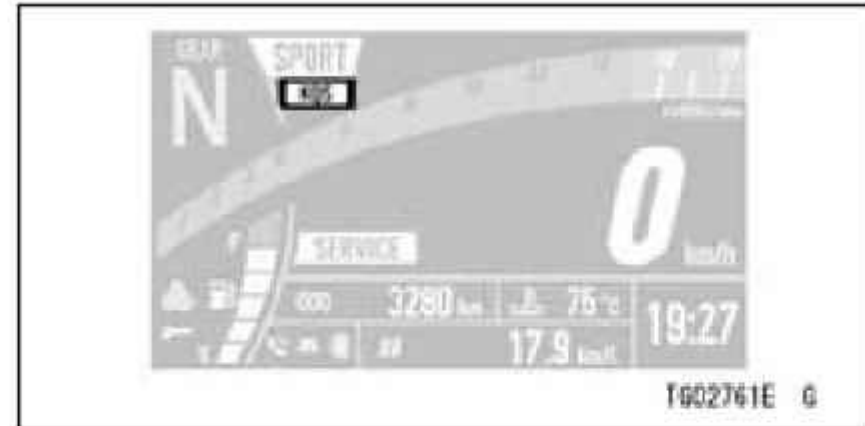
- *When the fuel level warning indicator goes on or blinks, refer to When Warning Indicators Go On or Blink in the Indicators section.*

Integrated Riding Mode Indicator



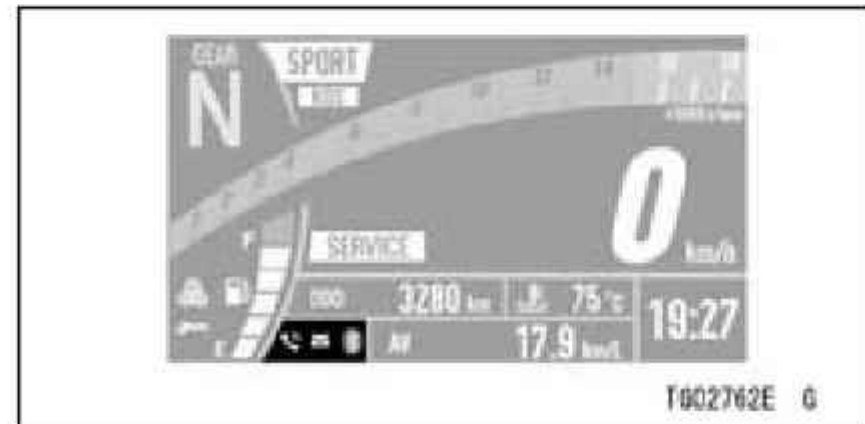
The current setting of the integrated riding mode is shown. Refer to the Integrated Riding Modes section in the HOW TO RIDE THE MOTORCYCLE chapter.

KQS Mode Indicator



The current setting of the KQS is shown. Refer to the KQS section in the HOW TO RIDE THE MOTORCYCLE chapter.

Bluetooth® Connection Indicator



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The bluetooth icon appears when your smart device is connected to the vehicle. The telephone icon appears when a phone call is received by your smart device. The mail icon appears when a email or text message is received.



A. Telephone Icon

B. Mail Icon

How to Setup Bluetooth Connection

- Refer to Bluetooth in the Menu Mode section.

Bluetooth® Connectivity

This motorcycle can connect to the smart device via built-in Bluetooth wireless technology.

Using the application “RIDEOLOGY THE APP,” several data of your vehicle can be accessed, and several setting items can be adjusted. Refer to the application for details.

WARNING

For safety, do not use a smart device while riding the motorcycle.

NOTE

- *Some smart devices may not be compatible even if Bluetooth technology is available.*
- *The Bluetooth® word mark and logos are registered trademarks owned by Bluetooth SIG, Inc.*



Economical Riding Indicator

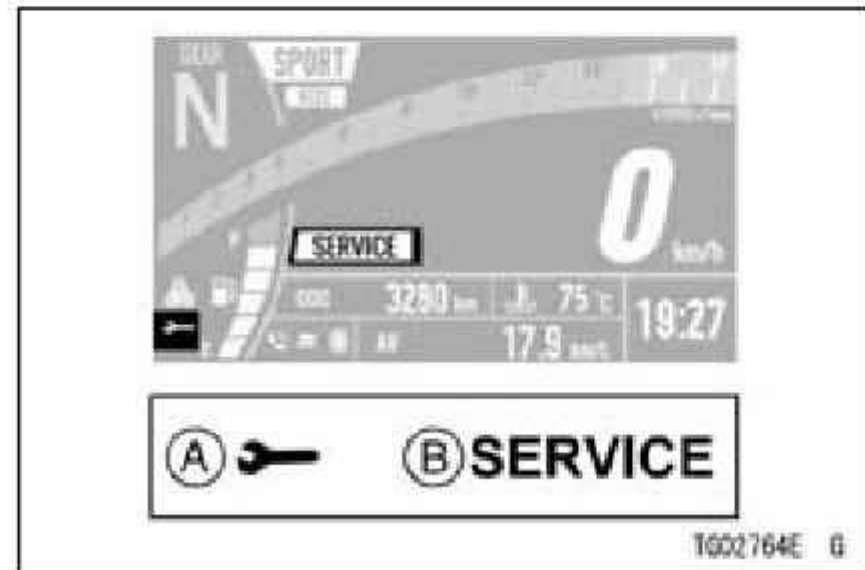


When riding the motorcycle efficiently, the economical riding indicator appears on the LCD to indicate favorable fuel consumption. Monitoring the economical riding indicator can help the rider maximize fuel efficiency.

WARNING

Failure to observe the road ahead increases the chance of an accident resulting in severe injury or death. Do not continually focus your vision on the economical riding indicator.

Service Indicator



- A. Service Indicator
- B. "SERVICE" Message

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This motorcycle has three types of maintenance reminders; the standard Kawasaki maintenance schedule, user defined interval for oil, and user defined interval for regular maintenance to assist you with maintenance on your Kawasaki.

When the date or distance reaches to the set value, the service indicator and message appear on the display screen every time the ignition switch is turned on.

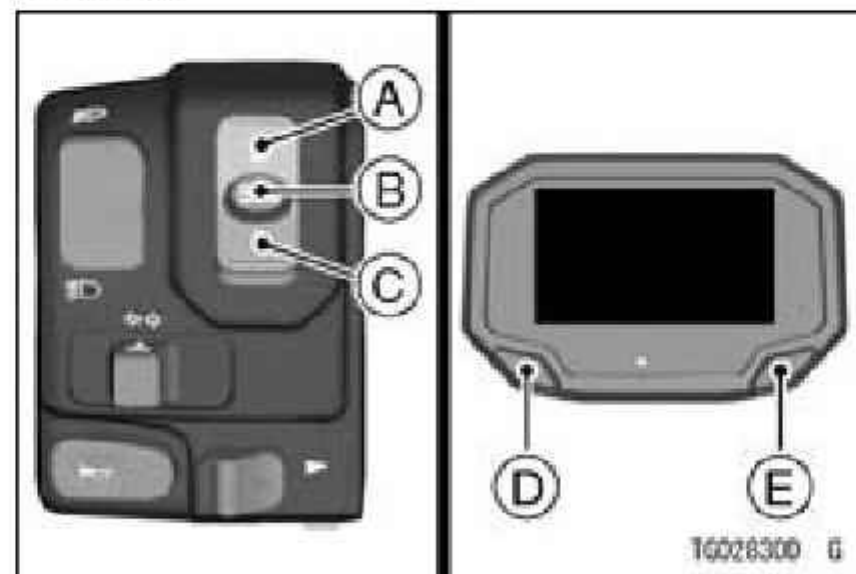
Only "SERVICE" message disappears after 30 seconds.

Maintenance Reminder Setting

- Refer to Service in the Menu Mode section.

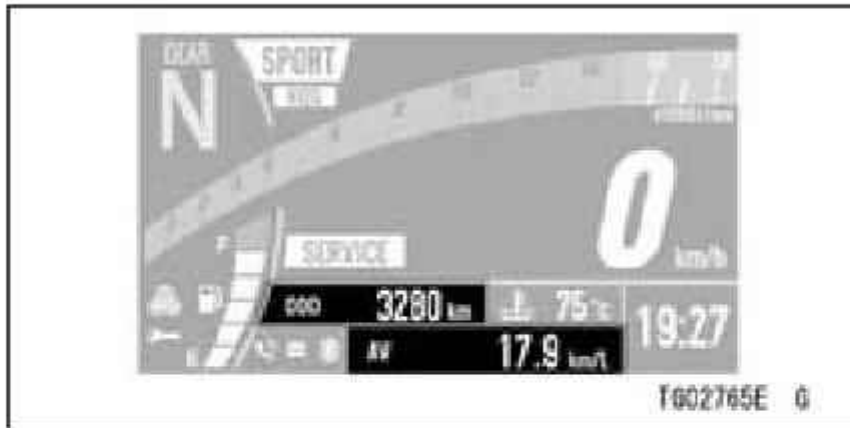
Control Buttons

The upper, lower and "SEL" buttons on the left handlebar and left and right button on the meter are used to operate the various functions of the display screen.



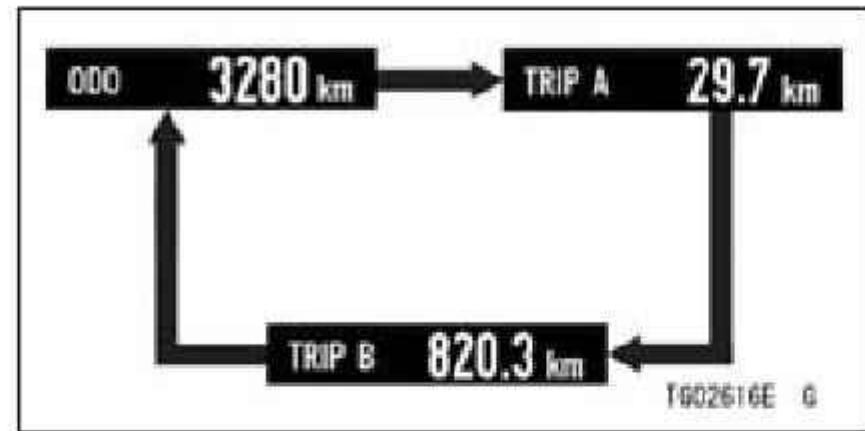
- A. Upper Button
- B. "SEL" Button
- C. Lower Button
- D. Left Meter Button
- E. Right Meter Button

Multifunction Display



- Push the upper or left meter button to select the items shown below. The display items are switched in the following order.

Odometer
Trip Meter A
Trip Meter B

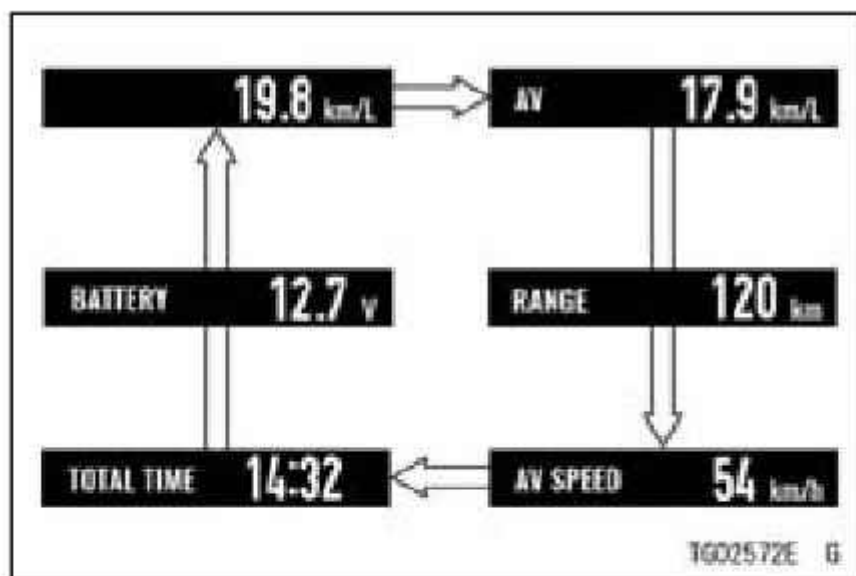


➔ : Flow when pushing upper or left meter button

- Push the lower or right meter button to select the items shown below. The display items are switched in the following order.

Current Mileage
Average Mileage
Cruising Range
Average Speed
Total Time
Battery Voltage

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⇒ : Flow when pushing lower or right meter button

Odometer



The odometer shows the total distance. This meter cannot be reset.

NOTE

- When the figures come to 999999, the display is stopped and locked.

Trip Meter



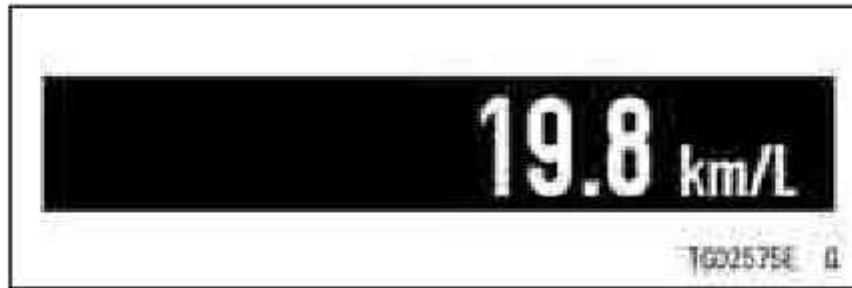
The trip meter shows the distance traveled since it was reset.

NOTE

- When the trip meter reaches 9999.9 while riding, the meter resets to 0.0 and continues counting.

How to Reset

Refer to the Multifunction Display Re-setting section.

Current Mileage

This shows the instantaneous rate of fuel consumption.

NOTE

- *When the ignition switch is turned on, the numerical value shows “- -.-.” After a few seconds of riding the numerical value is displayed.*

Average Mileage

This shows the average rate of fuel consumption since it was reset.

How to Reset

Refer to the Multifunction Display Re-setting section.

Cruising Range

This indicates the cruising range from the remaining fuel in the fuel tank.

NOTE

- *When there is sufficient fuel, “(+)” appears next to the cruising range value.*
- *The cruising range value is no longer shown if the fuel level gets too low*

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after the fuel level warning indicator goes on.

- To recover the cruising range display, add fuel to at least the level needed for the fuel level warning indicator goes off. The cruising range value may still be displayed with a low fuel level, but it will not be accurate until enough fuel is added to stop the fuel level warning indicator goes on.

Average Speed



This shows the average vehicle speed since it was reset.

How to Reset

Refer to the Multifunction Display Re-setting section.

Total Time



This shows the amount of time that has elapsed while the ignition switch is turned on.

NOTE

- When the figures come to 99:59, the display is stopped and locked.

How to Reset

Refer to the Multifunction Display Re-setting section.

Battery Voltage



This shows the current battery voltage.

NOTE

- *The battery voltage is displayed in the 9.0 – 16.0 V range. If the display range is exceeded, the indication is fixed at the maximum or minimum value.*
- *The battery voltage shown in this display may differ from the numerical value measured by a volt meter.*

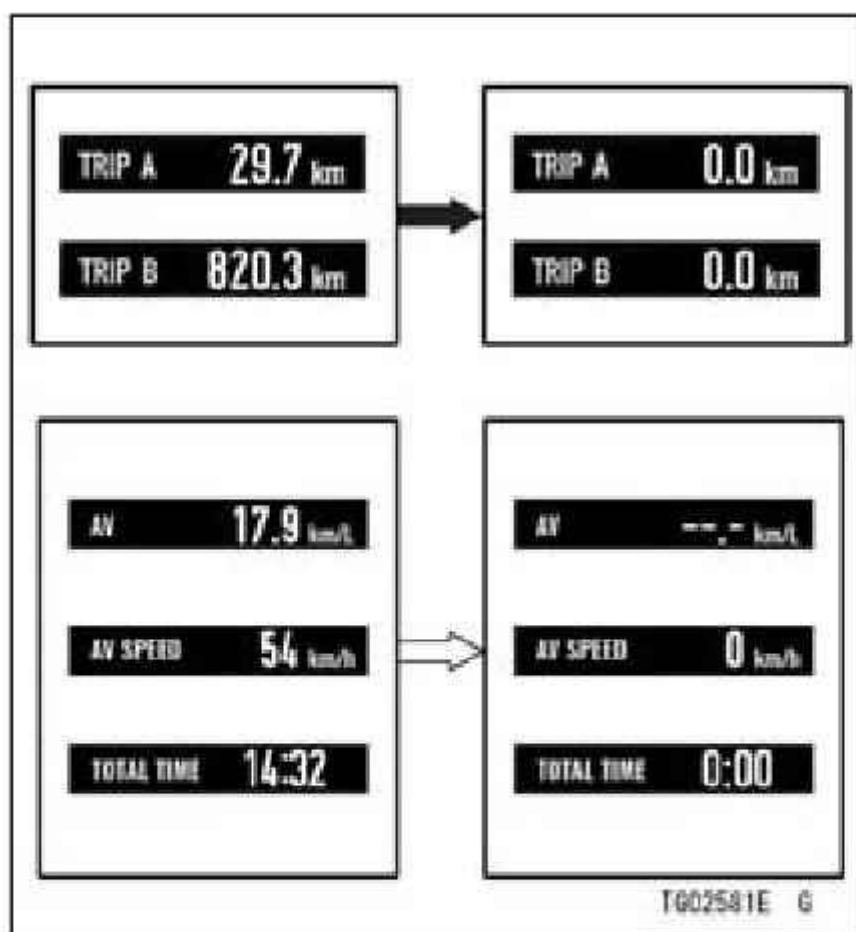
Multifunction Display Resetting

The following multifunction display items can be reset.

Trip Meter A/B
Average Mileage
Average Speed
Total Time

- Push the left or right meter button to display the items can be reset.
- Push the left or right meter button and hold it until resetting is done.

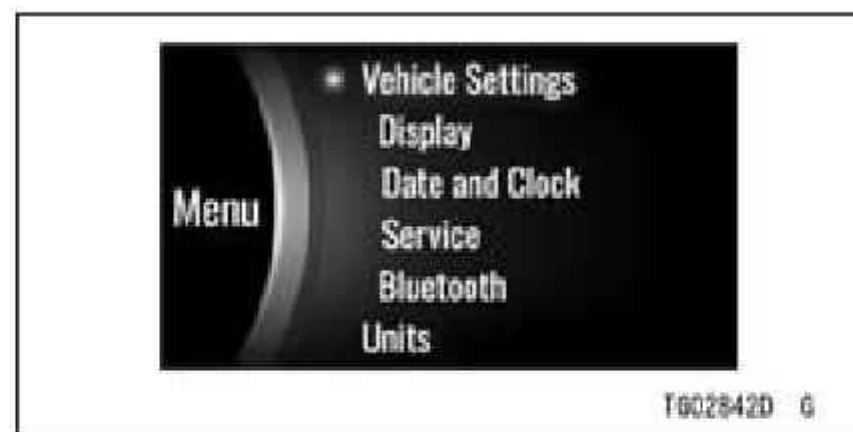
64 GENERAL INFORMATION



➡ : Flow when pushing and holding the left meter button

↪ : Flow when pushing and holding the right meter button

Menu Mode



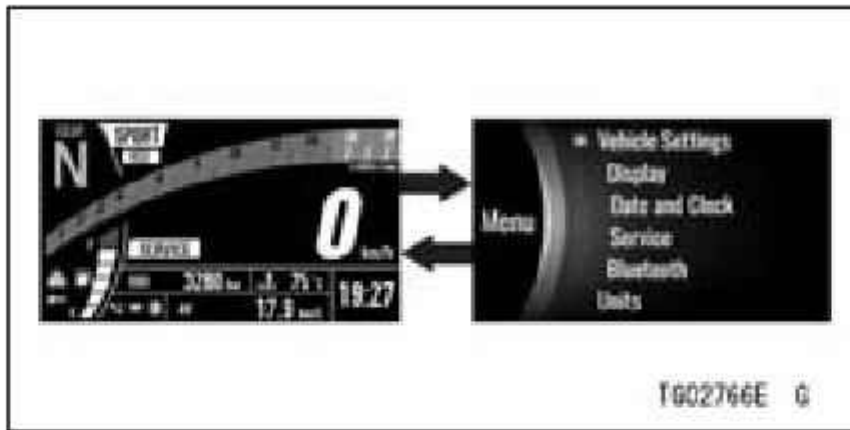
The menu mode can set various functions of the vehicle.

NOTE

- When the vehicle speed exceeds 5 km/h (3 mph), the menu mode cannot be displayed.

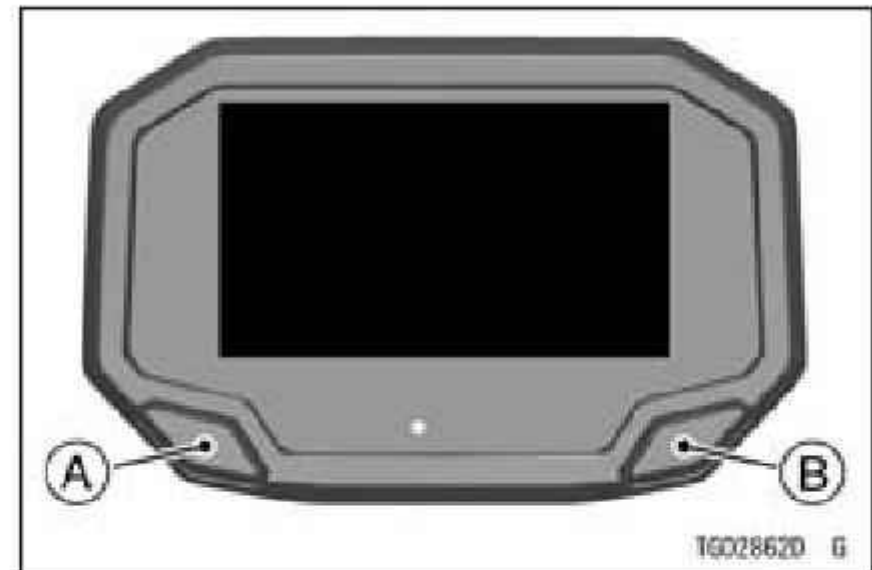
How to Enter/Exit Menu Mode

- Push and hold the left and right meter button to enter or exit.



➔ : Flow when pushing and holding left and right meter button

Basic Operations in Menu Mode



- A. Move highlighted item or choose item
- B. Shift to next screen (set) or go back to previous screen (cancel)

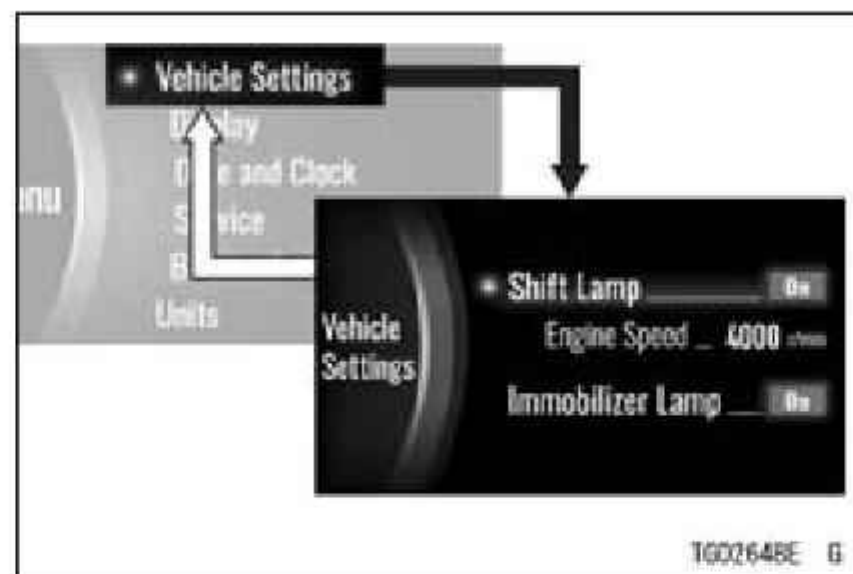
Vehicle Settings



Shift Lamp: Turn shift-up indicator system on or off

Engine Speed: Adjust engine speed of shift-up indicator

Immobilizer Lamp: Turn immobilizer warning indicator blinking mode on or off



➔ : Flow when pushing the right meter button

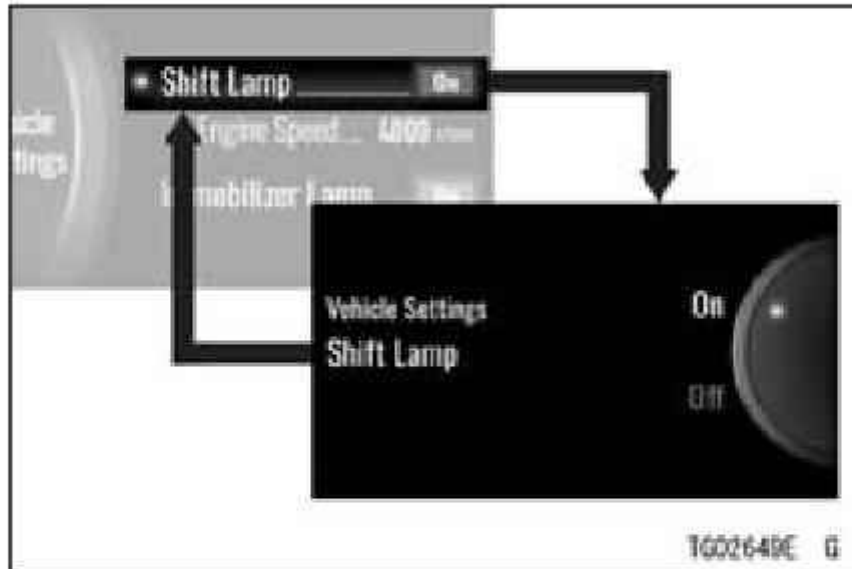
⇨ : Flow when pushing and holding the right meter button

Shift Lamp

This switches the shift-up indicator function on or off.

- Highlight "Shift Lamp" using the left meter button.
- Push the right meter button to shift to the next screen.

- Choose on or off using the left meter button.
- Push the right meter button.



➔ : Flow when pushing the right meter button

NOTE

- Refer to the Features section for details of the shift-up indicator function.

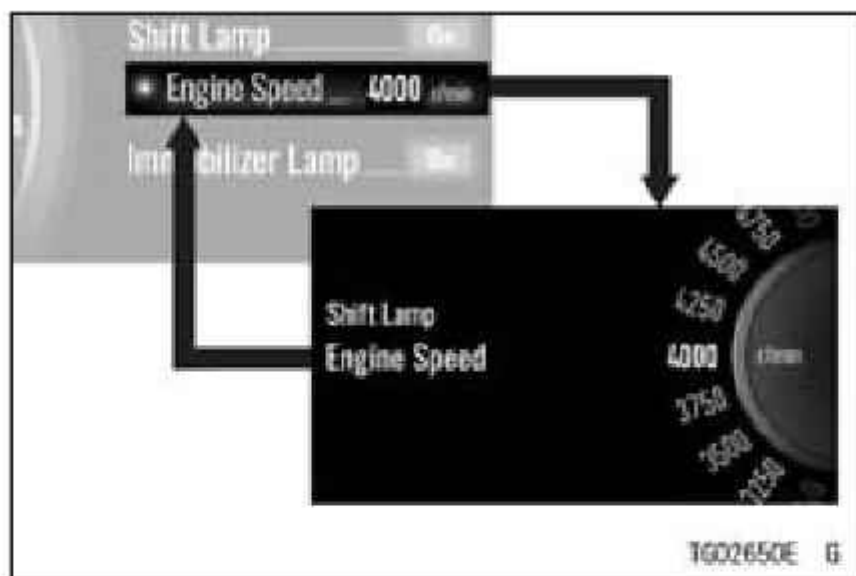
Engine Speed

This adjusts the timing at which the shift-up indicator works.

NOTE

- When “Shift Lamp” setting is off, this item is grayed out.
- Highlight “Engine Speed” using the left meter button.
- Push the right meter button to shift to the next screen.
- Set the desired engine speed using the left meter button.
- Push the right meter button.

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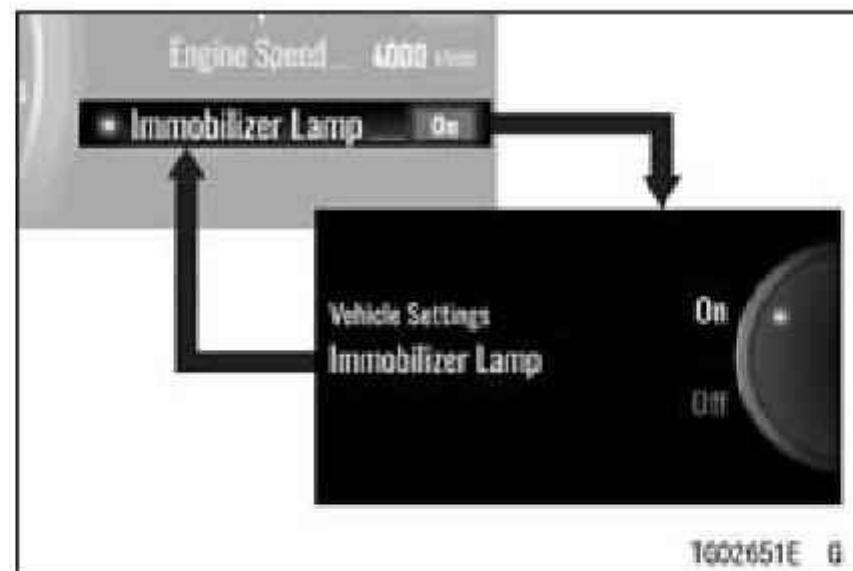
➔ : Flow when pushing the right meter button

Immobilizer Lamp

This switches the immobilizer warning indicator blinking mode on or off.

- Highlight “Immobilizer Lamp” using the left meter button.
- Push the right meter button to shift to the next screen.
- Choose on or off using the left meter button.

- Push the right meter button.



➔ : Flow when pushing the right meter button

NOTE

- Refer to the Indicators section for details of the immobilizer warning indicator blinking mode.

Display



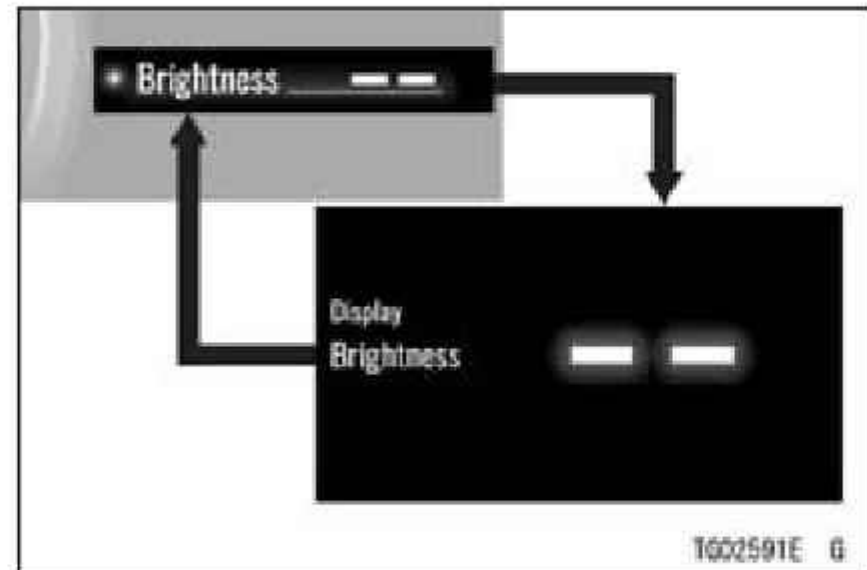
Brightness: Adjust backlight of LCD

Brightness

This adjusts the backlight brightness of the screen in two levels.

- Enter the menu mode.
- Highlight "Display" using the left meter button.
- Push the right meter button to shift to the next screen.

- Push the right meter button again to shift to the next screen.
- Adjust the setting using the left meter button.
- Push the right meter button.



➔ : Flow when pushing the right meter button

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Date and Clock

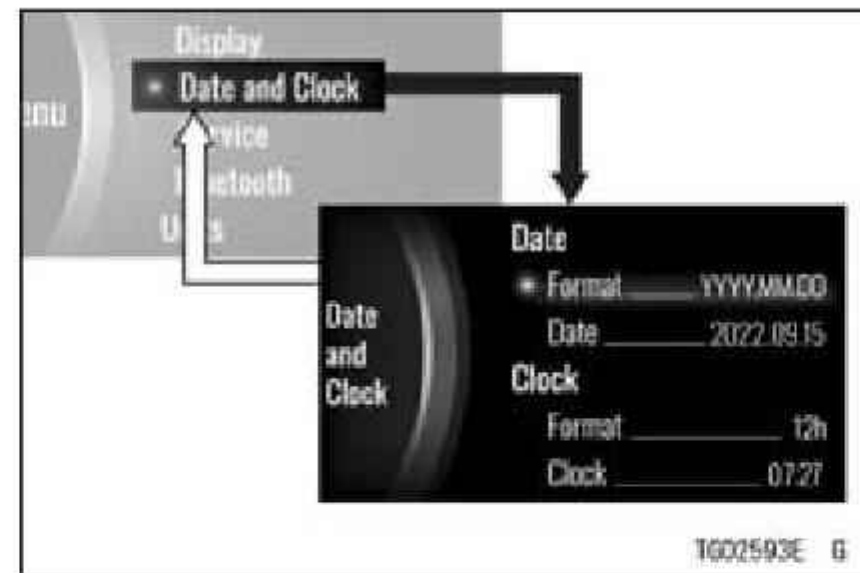


Date: Adjust date

Clock: Adjust clock

Format: Choose date and time notation

- Enter the menu mode.
- Highlight "Date and Clock" using the left meter button.
- Push the right meter button to shift to the next screen.



➡ : Flow when pushing the right meter button

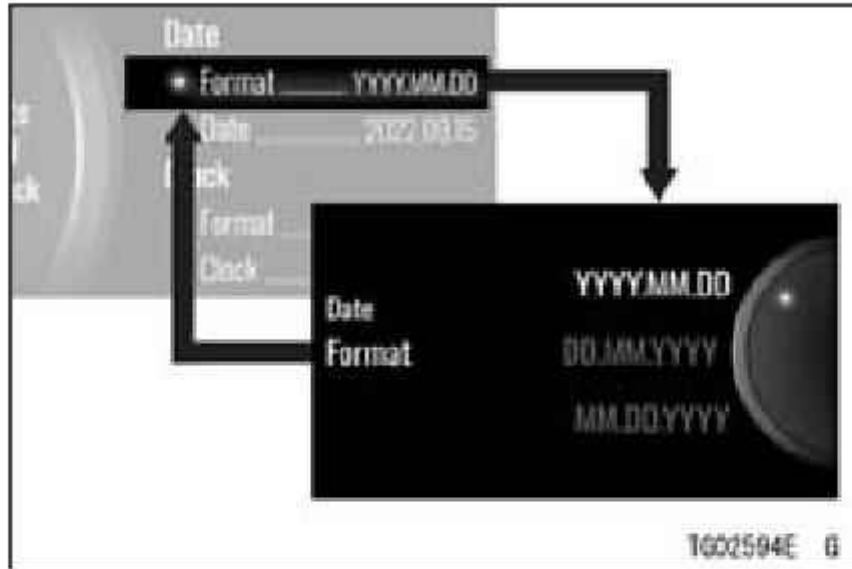
⇨ : Flow when pushing and holding the right meter button

Format (Date)

This switches the date format.

- Highlight "Format" under "Date" using the left meter button.
- Push the right meter button to shift to the next screen.
- Choose the date format using the left meter button.

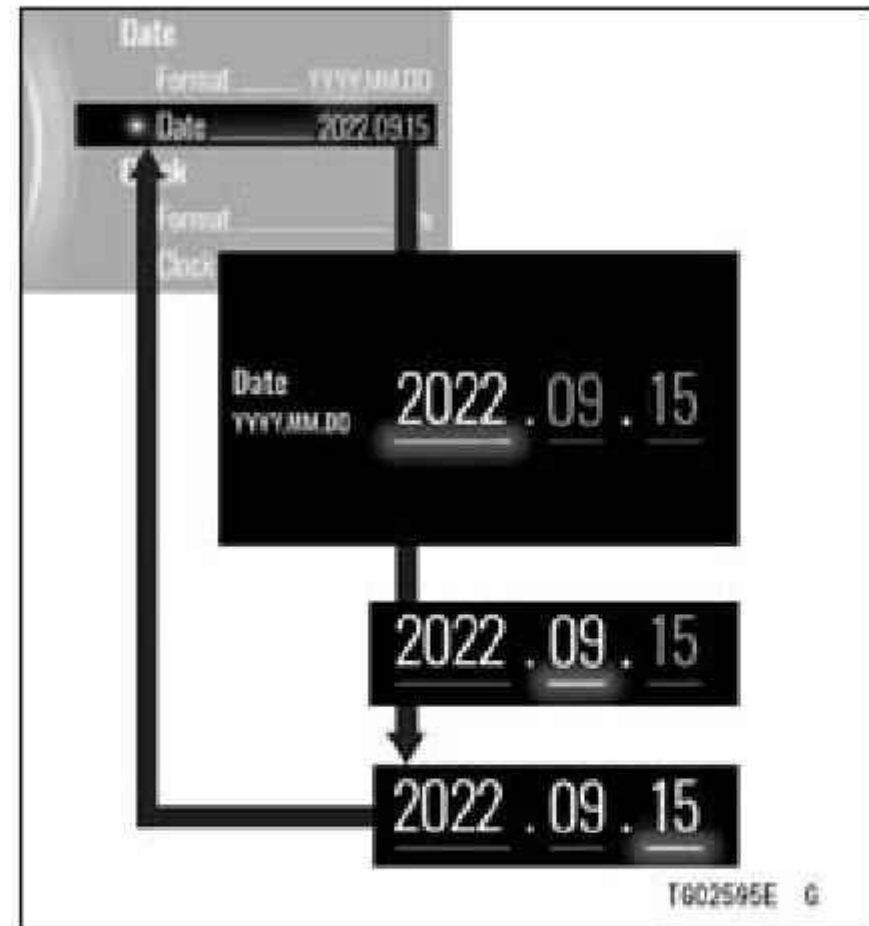
- Push the right meter button.



➔ : Flow when pushing the right meter button

Date

- Highlight “Date” using the left meter button.
- Push the right meter button to shift to the next screen.
- Adjust the date using the left meter button.
- Push the right meter button.



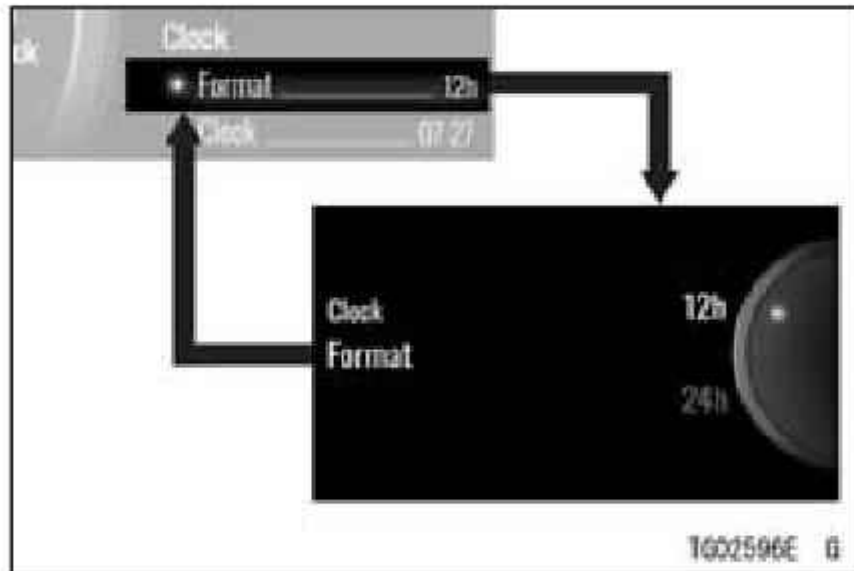
➔ : Flow when pushing the right meter button

Format (Clock)

This switches the time display.

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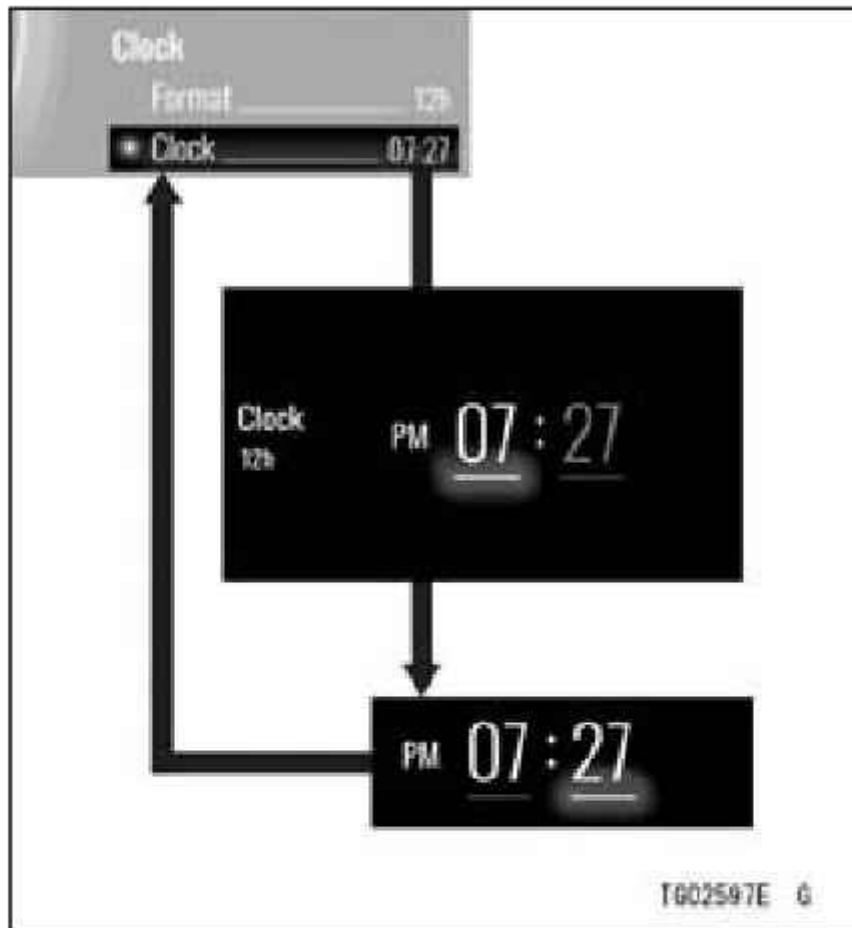
- Highlight “Format” under “Clock” using the left meter button.
- Push the right meter button to shift to the next screen.
- Choose the 12-hour clock or 24-hour clock using the left meter button.
- Push the right meter button.



➔ : Flow when pushing the right meter button

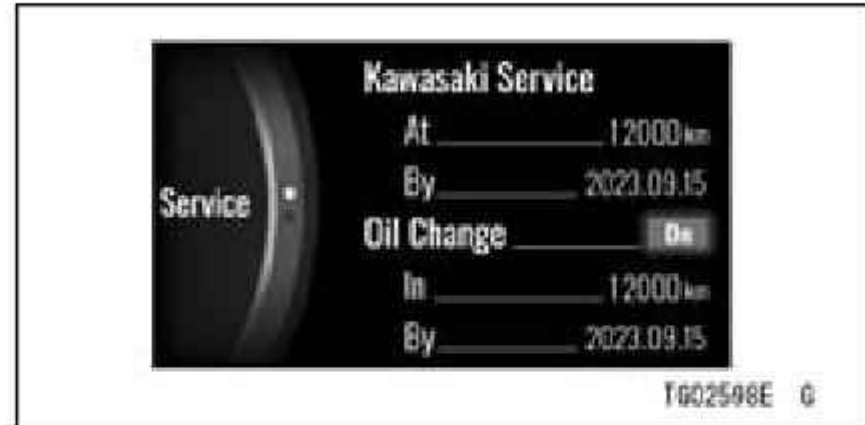
Clock

- Highlight “Clock” using the left meter button.
- Push the right meter button to shift to the next screen.
- Adjust the clock using the left meter button.
- Push the right meter button.



➔ : Flow when pushing the right meter button

Service Screen 1 of 2

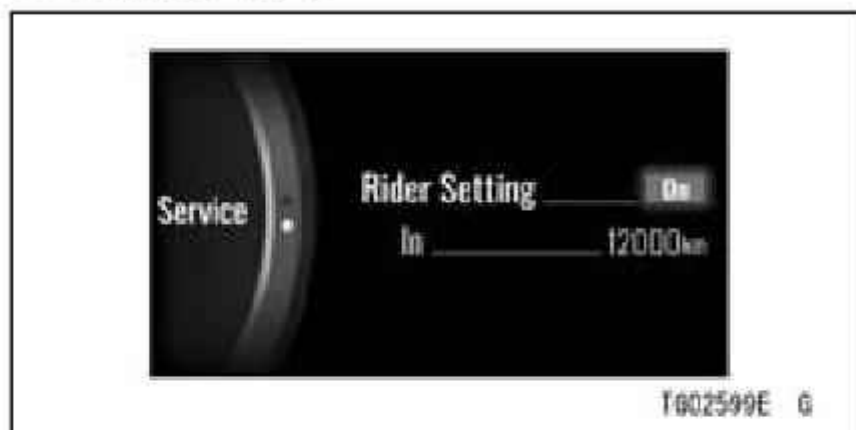


Kawasaki Service: Dealer defined interval for periodic maintenance (can be activated or deactivated by authorized Kawasaki dealer)

Oil Change: User defined interval for engine oil change (user can set distance and end date maintenance reminder)

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Screen 2 of 2

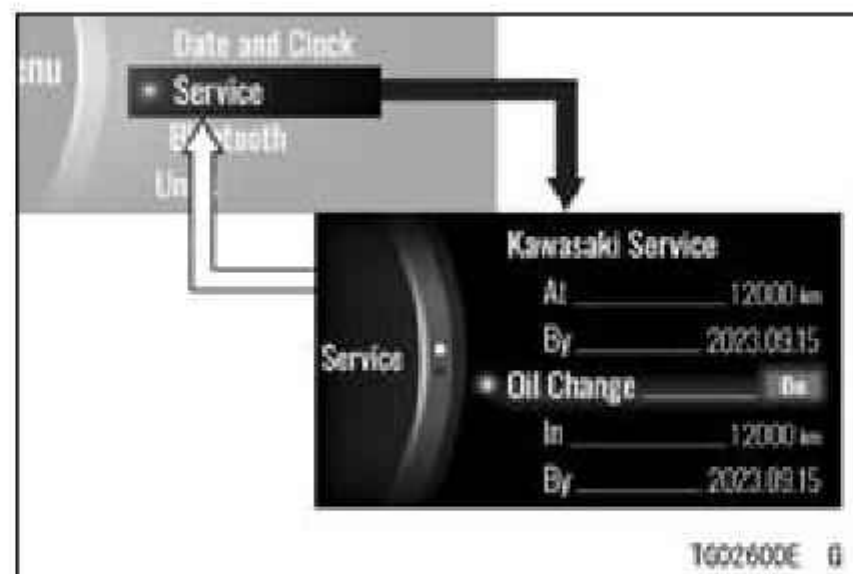


Rider Setting: User defined interval for maintenance (user can set distance maintenance reminder)

NOTE

- *The disabled item is grayed out.*
- *The distance shown on the meter indicates the remaining distance to the maintenance reminder and will decrease as the vehicle is operated.*
- *The service item changes to orange when the scheduled date or distance is reached.*

- Enter the menu mode.
- Highlight "Service" using the left meter button.
- Push the right meter button to shift to the next screen.



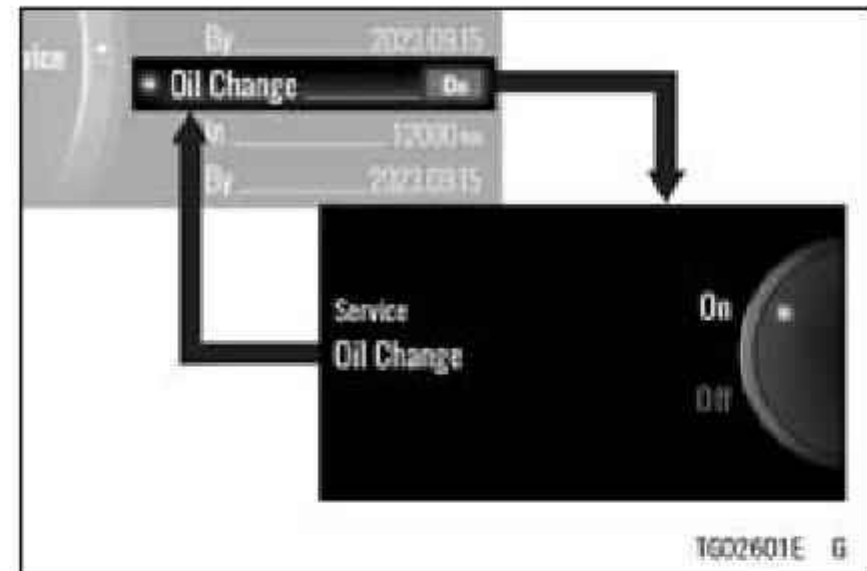
➡ : Flow when pushing the right meter button

➡ : Flow when pushing and holding the right meter button

Oil Change

This switches the maintenance schedule notification on or off. The setting distance also can be adjusted.

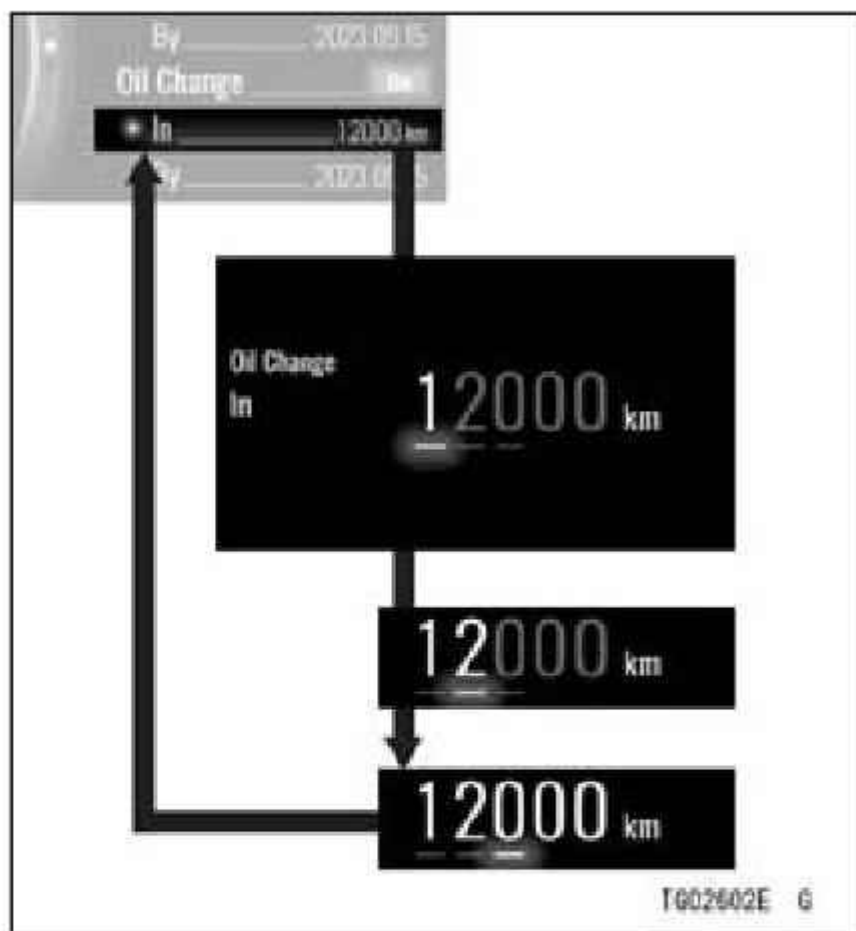
- Highlight “Oil Change” using the left meter button.
- Push the right meter button to shift to the next screen.
- Choose on or off using the left meter button.
- Push the right meter button.



➔ : Flow when pushing the right meter button

- Highlight “In” under “Oil Change” using the left meter button.
- Push the right meter button to shift to the next screen.
- Set the desired distance using the left meter button.
- Push the right meter button.

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NOTE

- The setting date cannot be changed manually. It sets to one year later automatically when turning on this function or changing the distance. For example, when the current date is “2022.09.15,” it sets to “2023.09.15.”

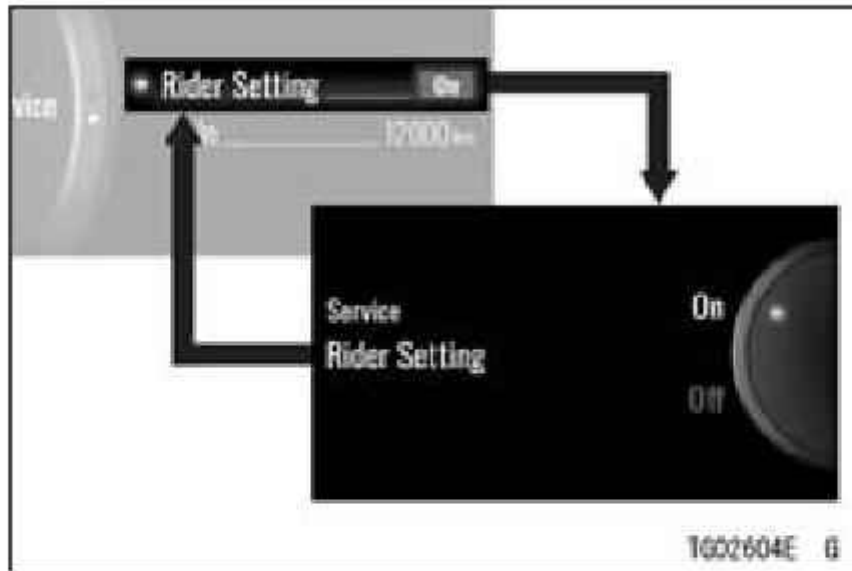


Rider Setting

This allows the rider to set the distance for certain maintenance item.

- Highlight “Rider Setting” using the left meter button.
- Push the the right meter button to shift to the next screen.
- Choose on or off using the left meter button.

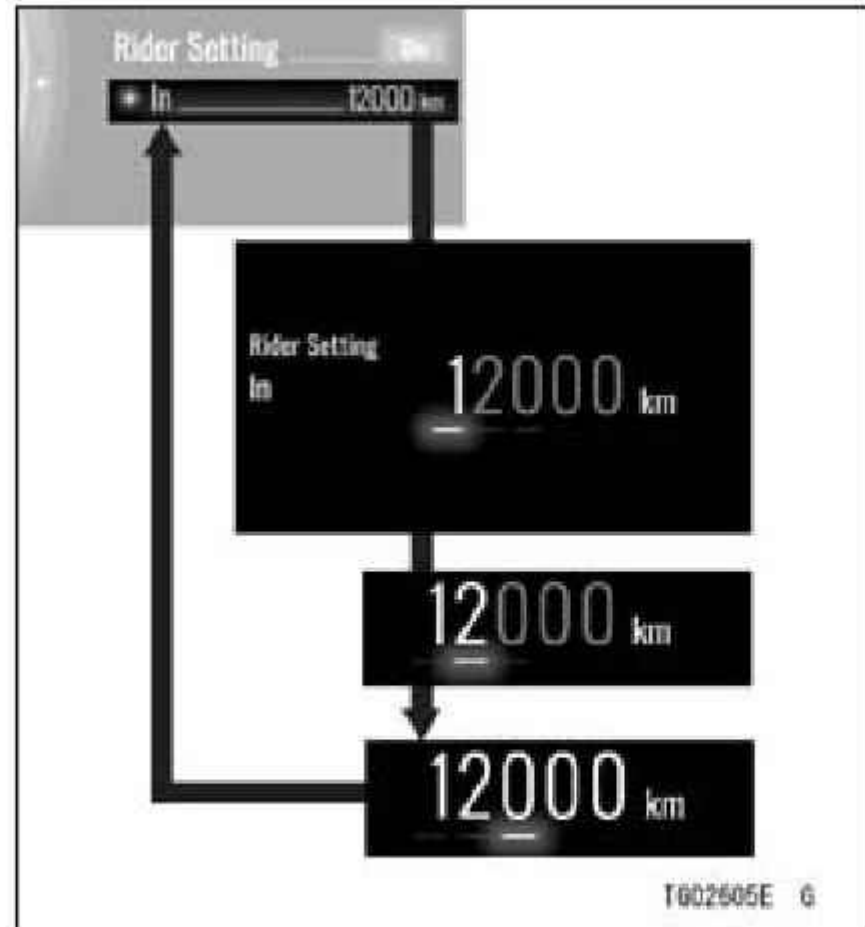
- Push the right meter button.



➔ : Flow when pushing the right meter button

- Highlight “In” under “Rider Setting” using the left meter button.
- Push the right meter button to shift to the next screen.
- Set the desired distance using the left meter button.

- Push the right meter button.



➔ : Flow when pushing the right meter button

Bluetooth®



Bluetooth: Turn Bluetooth wireless technology on or off

Pairing: Switch pairing mode of Bluetooth

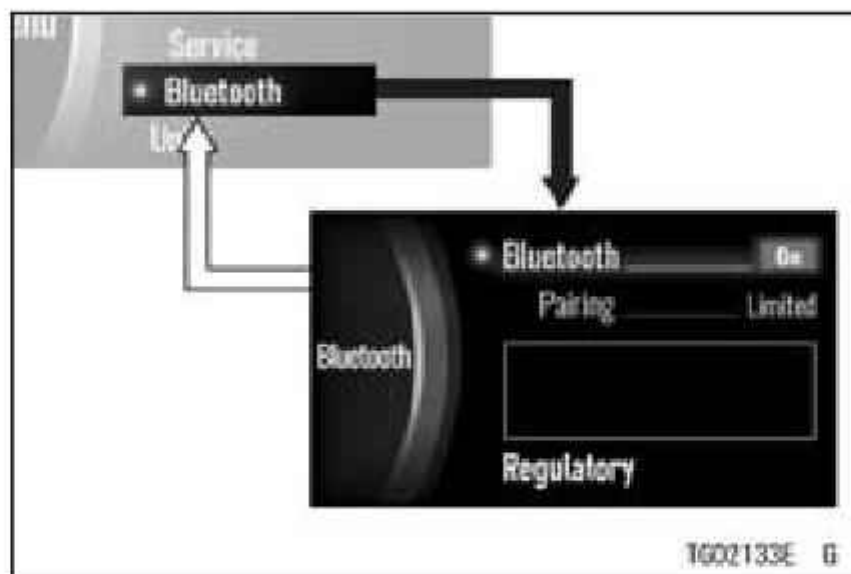
Regulatory: Display the acquired certification mark

NOTE

○ To use the Bluetooth function, “RIDE-
OLOGY THE APP” is necessary.

- Enter the menu mode.

- Highlight “Bluetooth” using the left meter button.
- Push the right meter button to shift to the next screen.



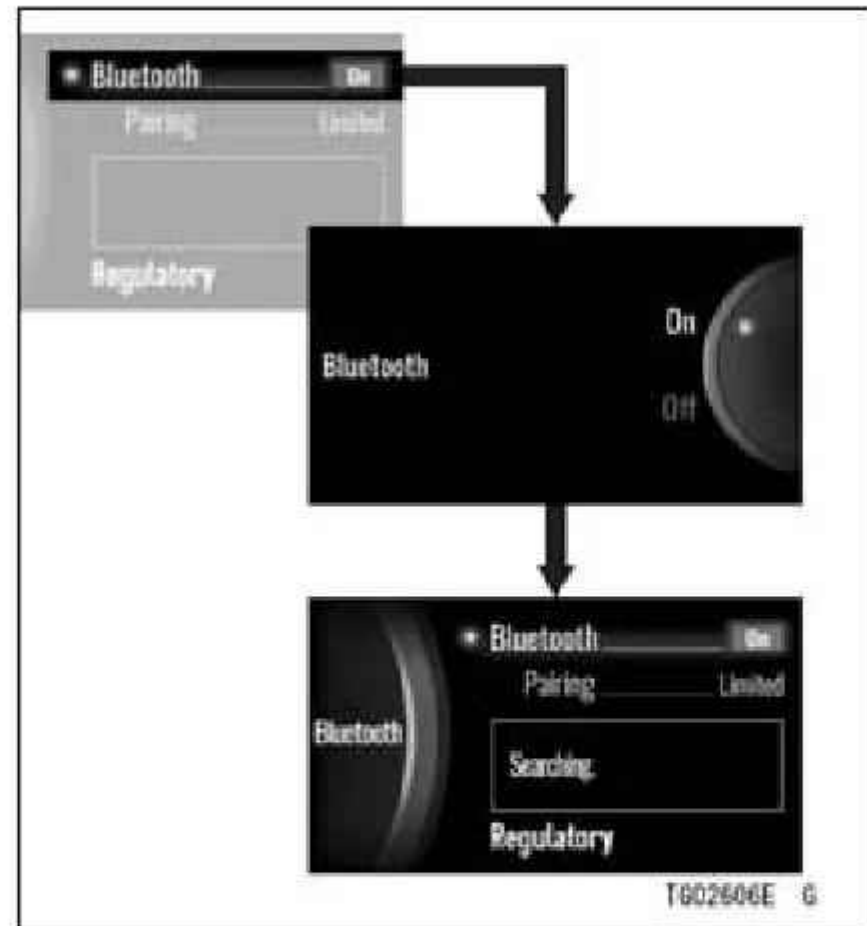
➔ : Flow when pushing the right meter button

⇨ : Flow when pushing and holding the right meter button

Bluetooth

This switches the Bluetooth on or off.

- Highlight “Bluetooth” using the left meter button.
- Push the right meter button to shift to the next screen.
- Choose on or off using the left meter button.
- Push the right meter button. When selecting “On,” the motorcycle starts searching for the smart device.
- Turn on the Bluetooth function of the smart device and launch the app.

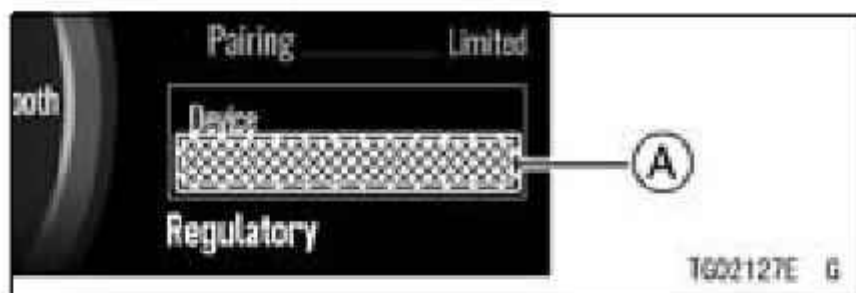


➔ : Flow when pushing right meter button

NOTE

- If the motorcycle detects the paired device, they connect automatically.

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A. Connected Device Name

NOTE

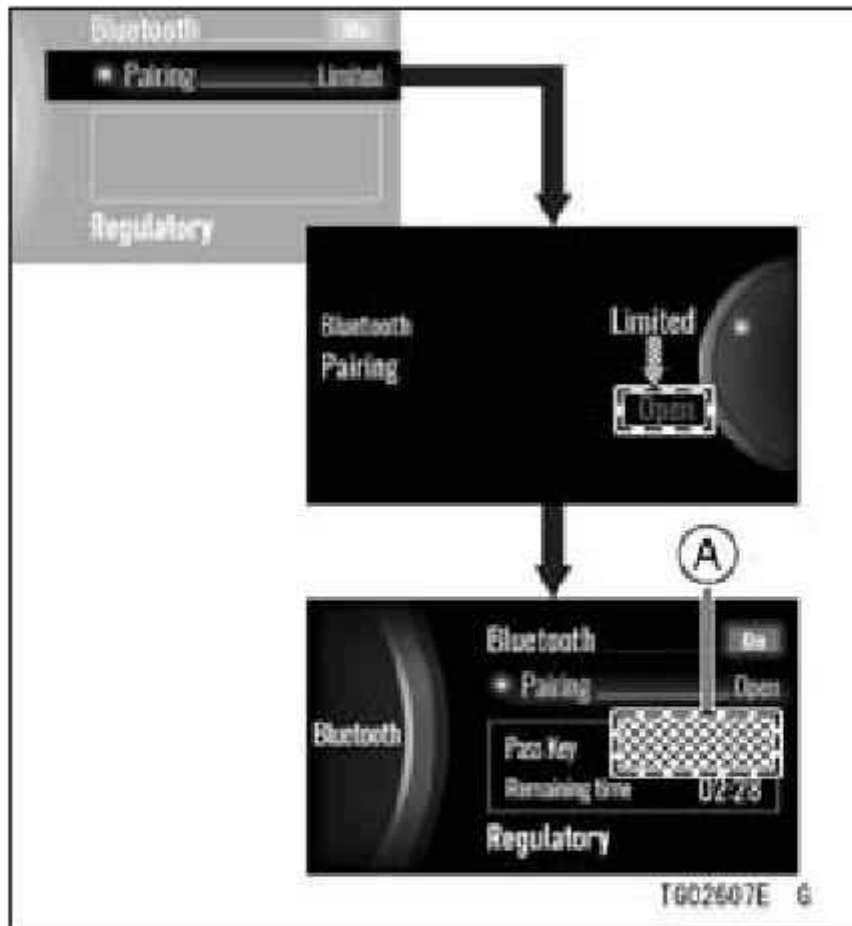
- *If the motorcycle does not have the paired device, it switches the pairing mode to "Open" automatically.*

Pairing

This switches the pairing mode of Bluetooth. "Limited" is used when communication with the paired device.

"Open" can establish the communication with a new device.

- Highlight "Pairing" using the left meter button.
- Push the right meter button to shift to the next screen.
- Choose "Limited" or "Open" using the left meter button. When selecting "Open", the motorcycle start searching for an unpaired device.
- Turn on the Bluetooth function of the unpaired device and launch the app.



➡ : Flow when pushing right meter button
 ➡ : Flow when pushing left meter button

A. Pass Key (PIN)

- In the pairing setting menu of the app, select “Ninja ZX-6R” and tap the connect button. The motorcycle displays the pass key (PIN) on the display screen.
- Enter the pass key (PIN) into the unpaired device.

NOTE

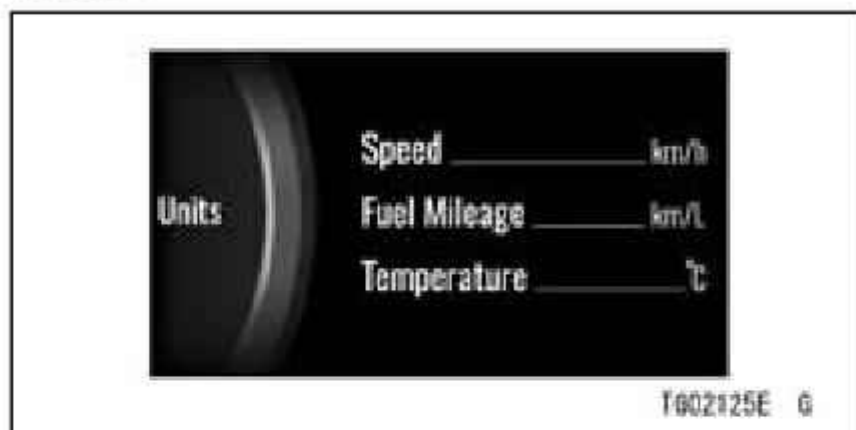
- *If the motorcycle does not detect the device, bring the device closer to the meter instruments.*

Regulatory

- Highlight “Regulatory” using the left meter button.
- Push the right meter button to shift to the next screen.
- Push the right meter button.

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Units

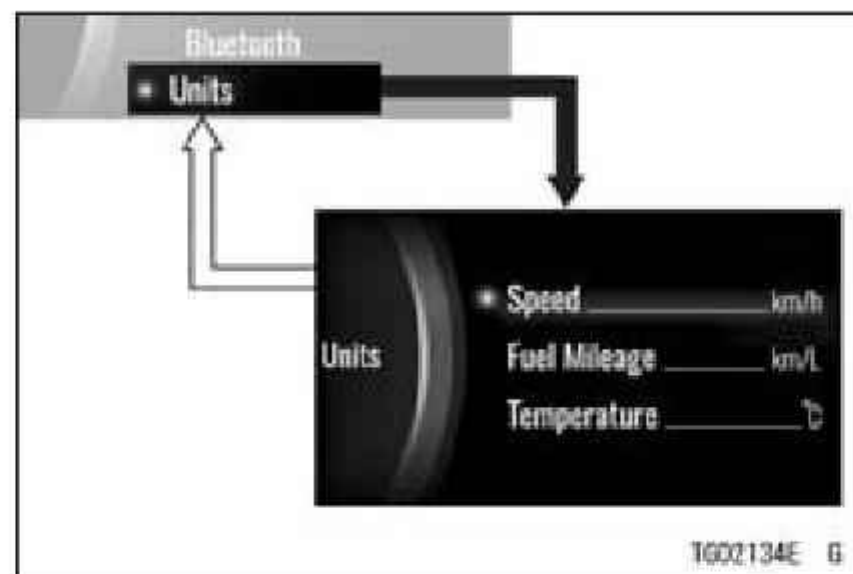


Speed: Switch unit of speed between km/h and mph

Fuel Mileage: Switch unit of fuel consumption

Temperature: Switch unit of temperature between °C and °F

- Enter the menu mode.
- Highlight "Units" using the left meter button.
- Push the right meter button to shift to the next screen.



➔ : Flow when pushing the right meter button

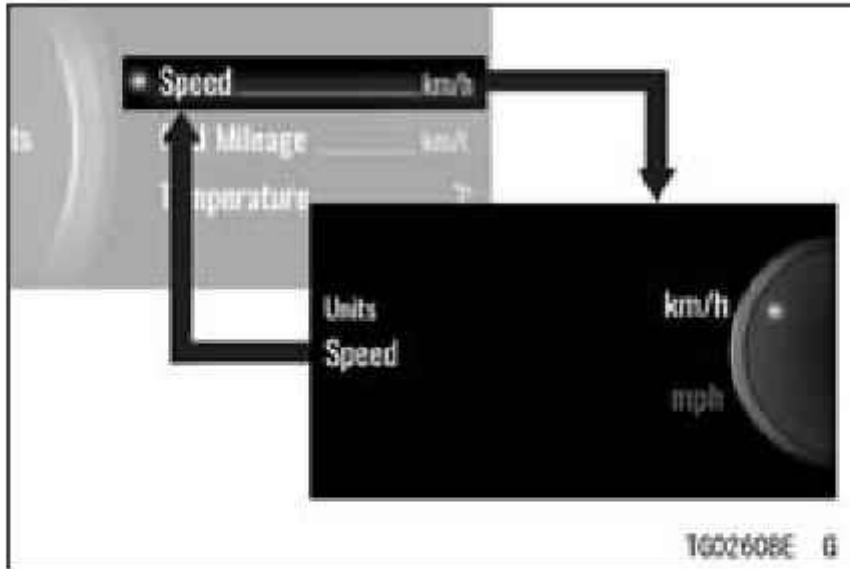
⇨ : Flow when pushing and holding the right meter button

Speed

This switches the unit of speed.

- Highlight "Speed" using the left meter button.
- Push the right meter button to shift to the next screen.
- Choose "km/h" or "mph" using the left meter button.

- Push the right meter button.



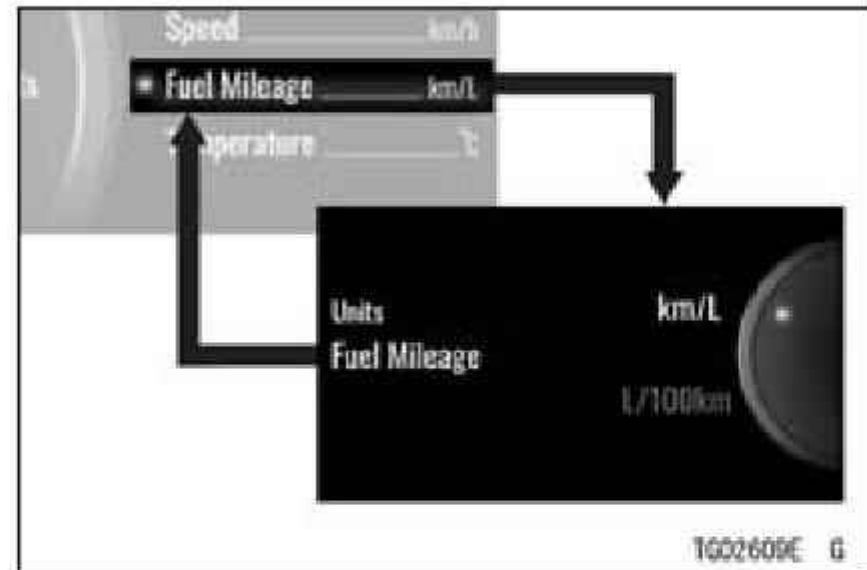
➔ : Flow when pushing the right meter button

Fuel Mileage

This switches the unit of fuel consumption.

- Highlight “Fuel Mileage” using the left meter button.
- Push the right meter button to shift to the next screen.

- Choose the unit using the left meter button.
- Push the right meter button.



➔ : Flow when pushing the right meter button

NOTE

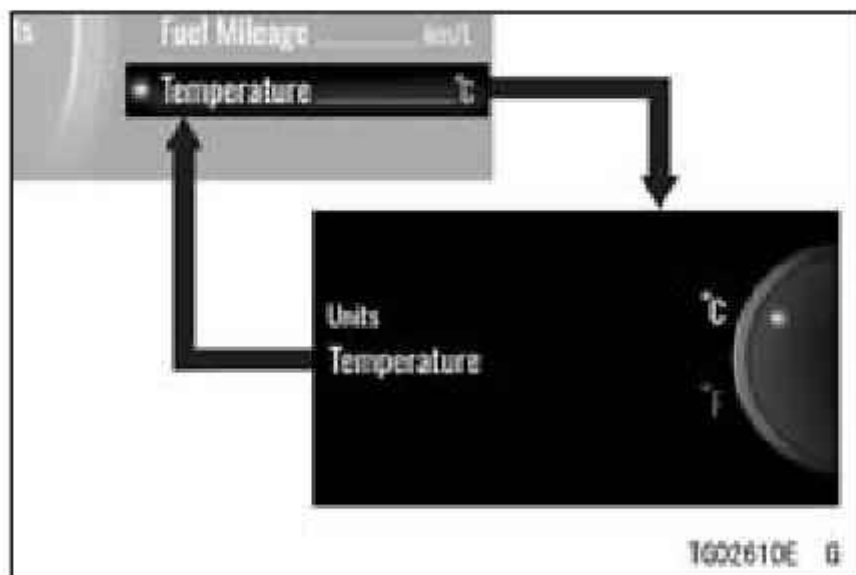
- *The choices will change according to the unit set by “Speed.”*

Temperature

This switches the unit of temperature.

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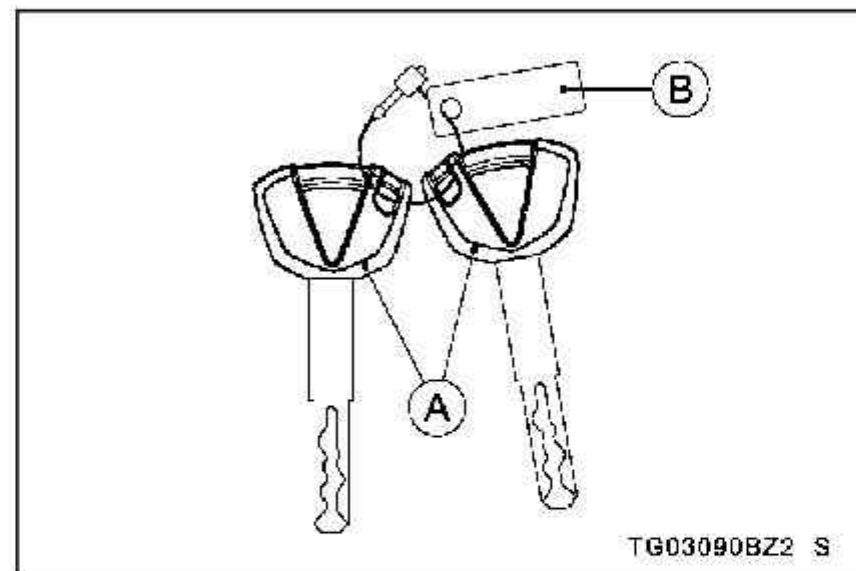
- Highlight “Temperature” using the left meter button.
- Push the right meter button to shift to the next screen.
- Choose “°C” or “°F” using the left meter button.
- Push the right meter button.



➔ : Flow when pushing the right meter button

Keys

You will need the key number or spare key to have a duplicate made.



- A. Ignition Key
- B. Key Number Tag

If you lose all keys and the key number, you will need to replace the ignition switch and all other locks operated by that key.

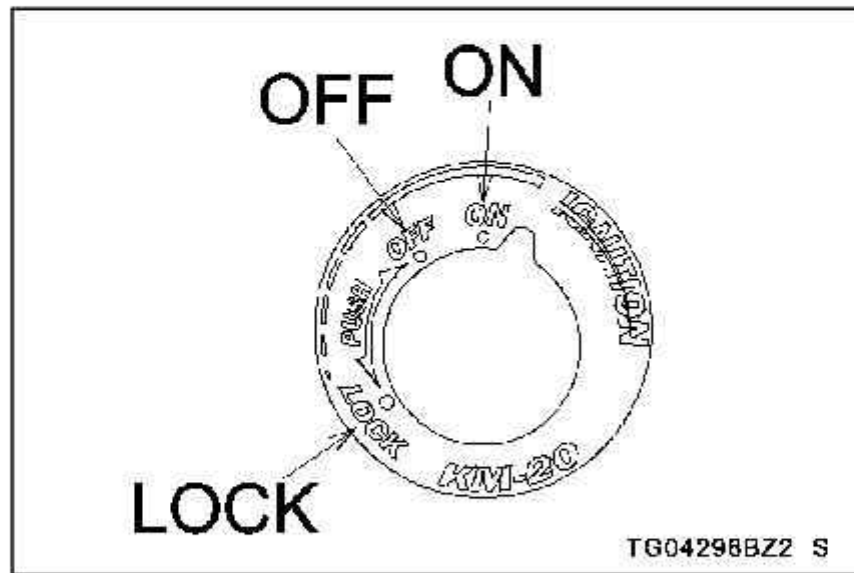
Contact your Kawasaki dealer to purchase additional spare keys.



Ignition Switch/Steering Lock

This is a three-position, key-operated switch.

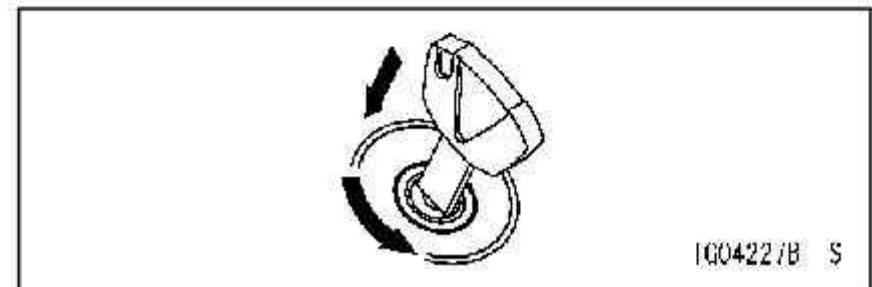
The key can be removed when it is in the “OFF” or “LOCK” position.



<p>ON</p>	<ul style="list-style-type: none"> ● Engine can be started. ● All electrical equipment can be used. ● Key cannot be removed.
<p>OFF</p>	<ul style="list-style-type: none"> ● Engine off. ● Electrical equipment is off. ● Key can be removed.
<p>LOCK</p>	<ul style="list-style-type: none"> ● Steering locked. ● Engine off. ● Electrical equipment is off. ● Key can be removed.

For locking:

1. Turn the handlebars fully to the left.
2. Push the key down in the “OFF” position and turn it to “LOCK” position.



WARNING

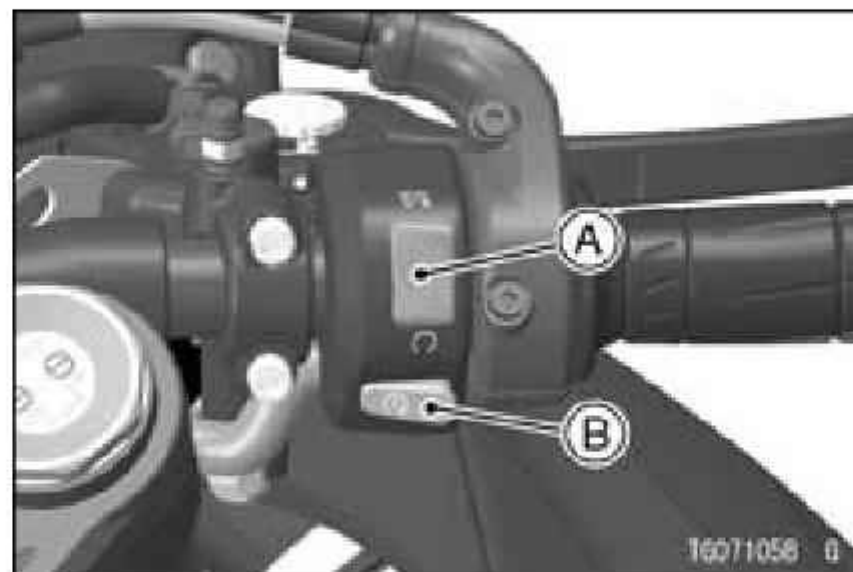
Turning the ignition switch to the “OFF” position while riding the motorcycle shuts down the entire electrical system (headlight, brake light, turn signal light, etc.) and the engine will stop, which could cause an accident resulting in severe injury or death. Never operate the ignition switch while riding the motorcycle; only operate it when the motorcycle is at a standstill.

NOTE

- *The headlight, tail, city and license plate lights are on whenever the ignition key is in the “ON” position.*
- *Do not leave the ignition switch at the “ON” position for an extended time with the engine stopped, or the battery may become totally discharged.*

- *Do not leave the hazard lights switched on for a long time without the engine running or the battery will become discharged.*

Right Handlebar Switches



- A. Engine Stop Switch**
- B. Starter Button**

Starter Button

Refer to the Starting the Engine section in the HOW TO RIDE THE MOTORCYCLE chapter for starting instructions.

Engine Stop Switch

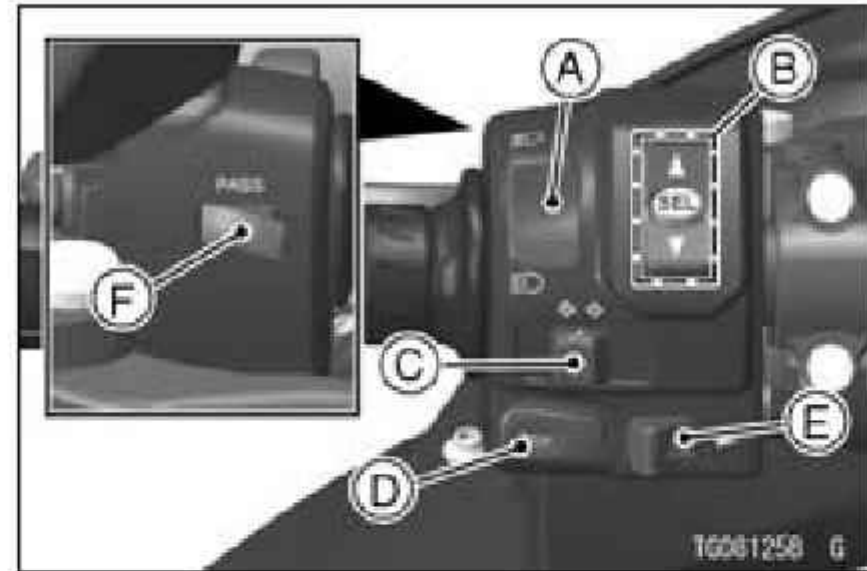
To stop the engine in an emergency, move the engine stop switch to the “OFF” position.

Ordinarily, the engine stop switch must be in the “ON” position for the motorcycle to operate.

NOTE

- Ordinarily, the ignition switch should be used to stop the engine.
- Although the engine stop switch stops the engine, it does not turn off all the electrical circuits and eventually the battery will be discharged.

Left Handlebar Switches



- A. Dimmer Switch
- B. Multifunction Button
- C. Turn Signal Switch
- D. Horn Button
- E. Hazard Switch
- F. Passing Button

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Dimmer Switch

High or low beam can be selected with the dimmer switch.

High beam...  (High beam indicator: see Meter Instruments section)

Low beam... 

NOTE

- *Do not allow anything to cover the headlight lens when the headlight is on. If covered, heat can build up in the headlight lens causing lens discoloration or melting, as well as damage to the item covering the lens.*

SELECT Button

The SELECT button is used for setting the RIDER mode parameters and KQS mode.

RIDER mode parameter setting: Refer to the Integrated Riding Modes section in the HOW TO RIDE THE MOTORCYCLE chapter.

KQS mode setting: Refer to the KQS section in the HOW TO RIDE THE MOTORCYCLE chapter.

Multifunction Button


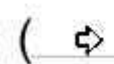
The multifunction button is used for setting the meter display, power mode, KTRC mode and KQS mode.

Meter setting: Refer to the Display Setting section.

Riding mode: Refer to the Integrated Riding Modes section in the HOW TO RIDE THE MOTORCYCLE chapter.

KQS mode setting: Refer to the KQS section in the HOW TO RIDE THE MOTORCYCLE chapter.

Turn Signal Switch

When the turn signal switch is turned to the left () or right (), the corresponding turn signal lights and turn signal indicator blinks. To cancel the turn signal, push the switch in.

Horn Button

When the horn button is pushed, the horn sounds.

Hazard Switch | |

Push in the hazard switch with the ignition switch in the “ON” position. All the turn signal lights and turn signal indicators will blink.

NOTE

- *Be careful not to use the hazard lights for an extended period of time, otherwise the battery may become totally discharged.*

Passing Button | |

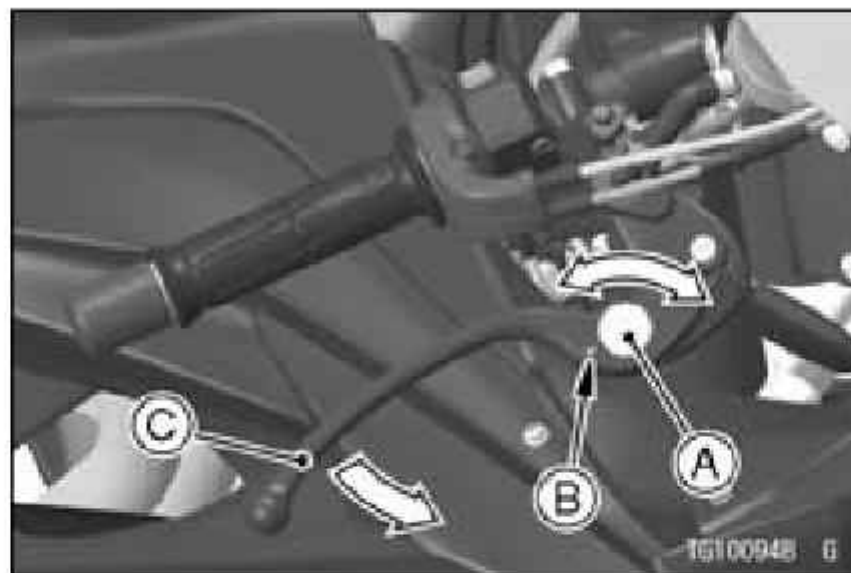
The high beam turns on only while the passing button is pushed.

Brake Lever Adjuster

While pushing the brake lever forward, rotate the adjuster and choose a suitable lever position from the six positions.

[Brake Lever Adjustment]

Adjuster Position	1	2	3	4	5	6
Lever Position	Far ←	—	—	—	→	Near



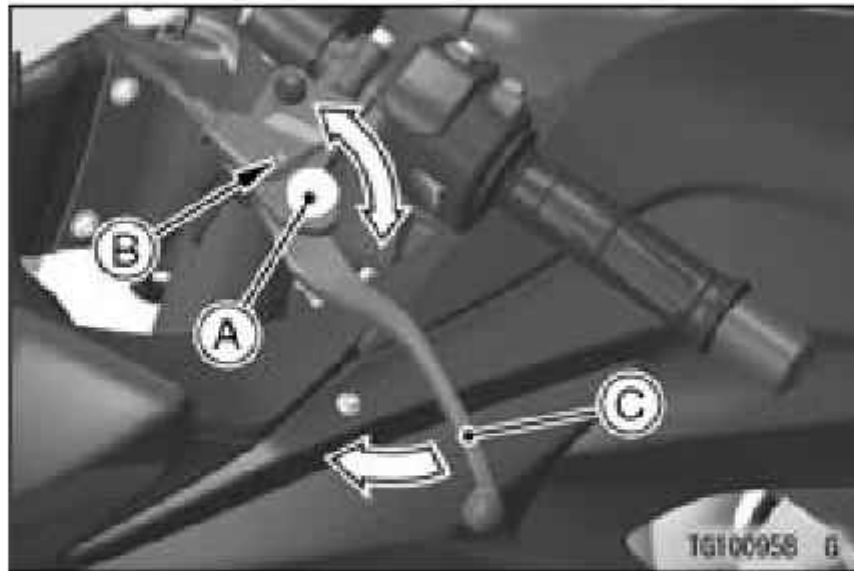
- A. Adjuster
- B. Mark
- C. Brake Lever

Clutch Lever Adjuster

While pushing the clutch lever forward, rotate the adjuster and choose a suitable lever position from the five positions.

[Clutch Lever Adjustment]

Adjuster Position	1	2	3	4	5
Lever Position	Far ←	← —	← — →	→	Near



- A. Adjuster
B. Mark
C. Clutch Lever

Fuel

WARNING

Gasoline is extremely flammable and can be explosive under certain conditions, creating the potential for serious burns. Turn the ignition switch off.

Do not smoke.

Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.

Fuel Requirements

Use clean, fresh unleaded gasoline with the following conditions.

- Antiknock Index of 90 or more
- Up to 10% of ethanol contained

NOTICE

Use only unleaded gasoline. Never use leaded gasoline. Leaded gasoline significantly reduces the capability of the catalytic converter in the exhaust system.

NOTICE

Use minimum of 90 octane gasoline only to prevent severe engine damage.

NOTICE

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.

NOTICE

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.

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.*

NOTICE

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.

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Fuel Type and Octane Rating

Use clean, fresh unleaded gasoline.

The Antiknock Index is posted on service station pumps. 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.

Fuel Type	Unleaded Gasoline
Ethanol Content	E10 or less
Antiknock Index	90 or more

NOTICE

Do not use any fuel that contains more ethanol or other oxygenates than specified for E10 fuel* in this vehicle. Damage to the engine and fuel system, or engine starting and/or performance problems may result from the use of improper fuel.

*E10 means fuel containing up to 10% ethanol.

Filling the Tank

Avoid filling the tank in the rain or where heavy dust is blowing so that the fuel does not get contaminated.

 **WARNING**

Gasoline is extremely flammable and can be explosive under certain conditions, creating the potential for serious burns. Turn the ignition switch off. Do not smoke.

Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light. Never fill the tank completely to the top.

If the tank is filled completely to the top, heat may cause the fuel to expand and overflow through the vents in the tank cap.

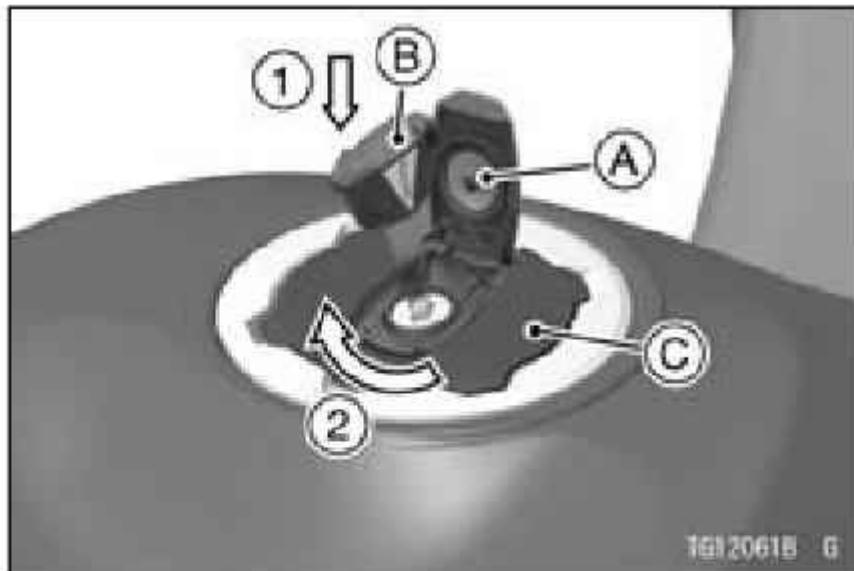
After refueling, make sure the tank cap is closed securely. If gasoline is spilled on the fuel tank, wipe it off immediately.

NOTICE

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

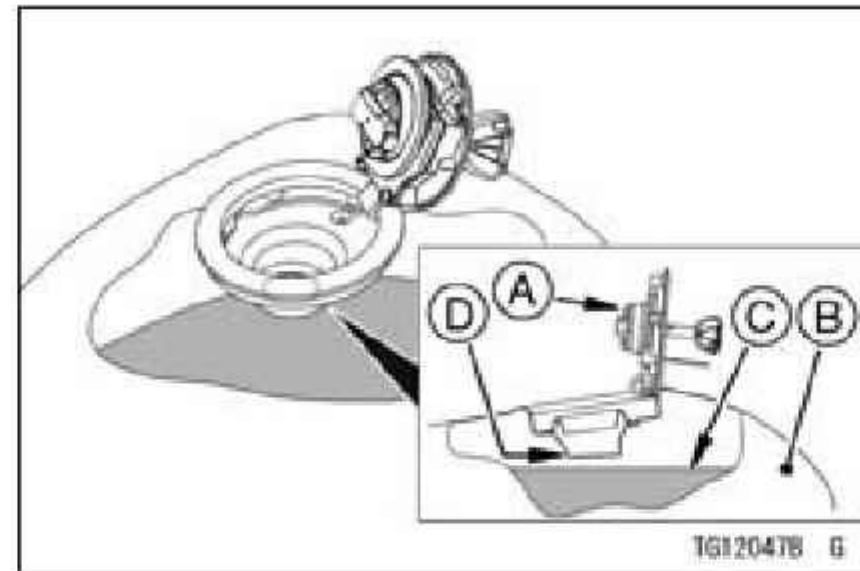
- Lift the key hole cover.
- Insert the ignition key into the fuel tank cap.
- Turn the key clockwise while pushing down the fuel tank cap.

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

- Open the fuel tank cap.
- Add fuel.



- A. Tank Cap
- B. Fuel Tank
- C. Top Level
- D. Bottom of Filler Neck (Maximum Fuel Level)

NOTE

- Do not exceed the maximum fuel level as shown.
- Push the fuel tank cap down into place with the key inserted.

- The key can be removed by turning counterclockwise to the original position.
- Close the key hole cover.

NOTICE

Never fill the tank completely to the top.

If the tank is filled completely to the top, heat may cause the fuel to expand and overflow through the vents in the tank cap.

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

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

NOTE

- *The fuel tank cap cannot be closed without the key inserted, and the key*

cannot be removed unless the cap is locked properly.

- *Do not push on the key to close the cap, or the cap cannot be locked.*

Side Stand

Always kick the stand fully up before moving the motorcycle. The engine will stop automatically if the motorcycle is in gear and the clutch is released with the side stand down.

NOTE

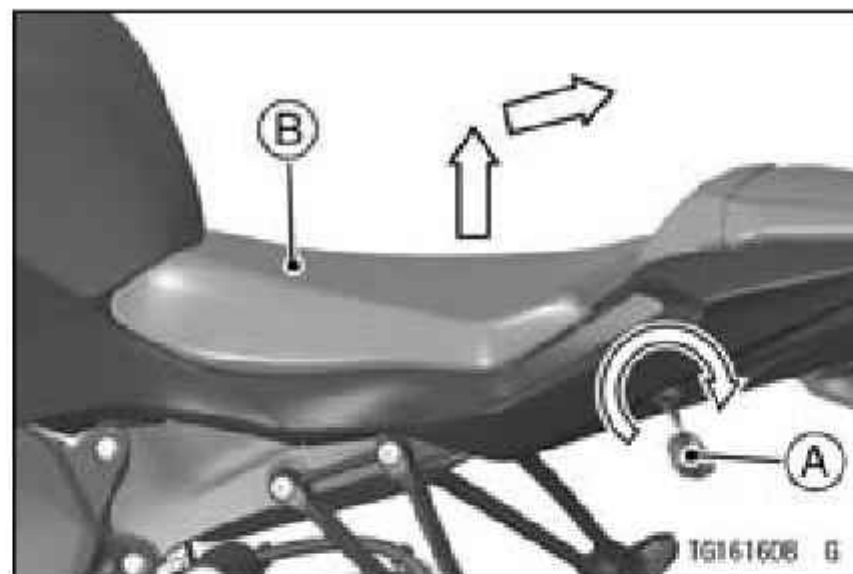
- *When using the side stand, turn the handlebars to the left.*
- *Make sure the side stand is down securely before leaving the motorcycle.*
- *Do not sit on the motorcycle while it is on its side stand.*

Seats

The seats can be removed by in order of the rider's seat then the passenger's seat.

Rider's Seat Removal

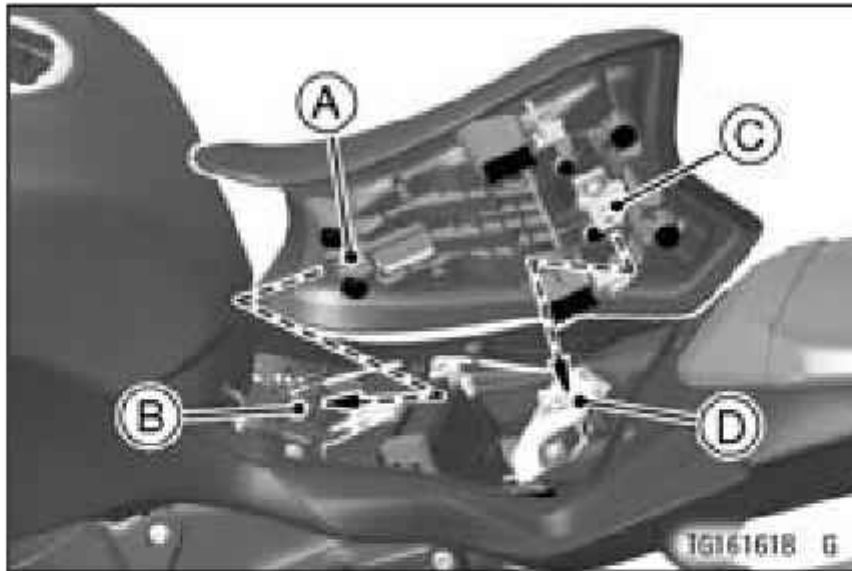
- Insert the ignition key into the seat lock.
- Lift the rear part of the rider's seat upward while turning the key clockwise.
- Remove the rider's seat rearward.
- Remove the ignition key.



A. Ignition Key
B. Rider's Seat

Rider's Seat Installation

- Insert the hook on the front of the rider's seat into the slot in the frame.
- Insert the latch plate at the rear of the rider's seat into the latch holes on the frame.
- Push down the rear part of the rider's seat until the lock clicks.



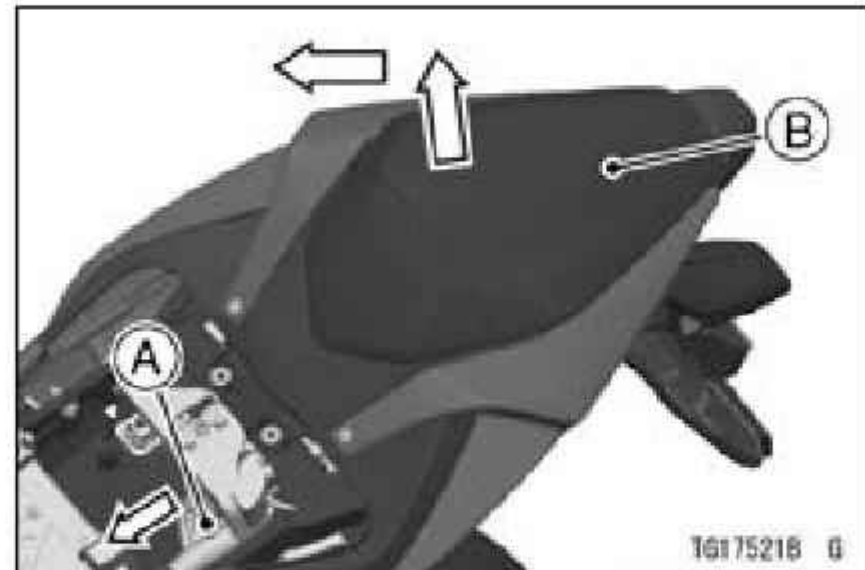
- A. Hook
- B. Slot
- C. Latch Plate
- D. Latch Hole

- Pull up the front and rear ends of the rider's seat to make sure they are securely locked.

Passenger's Seat Removal

- Remove the rider's seat (see Rider's Seat Removal).

- Lift the front part of the passenger's seat upward while pulling the seat lock cable forward.
- Remove the passenger's seat forward.



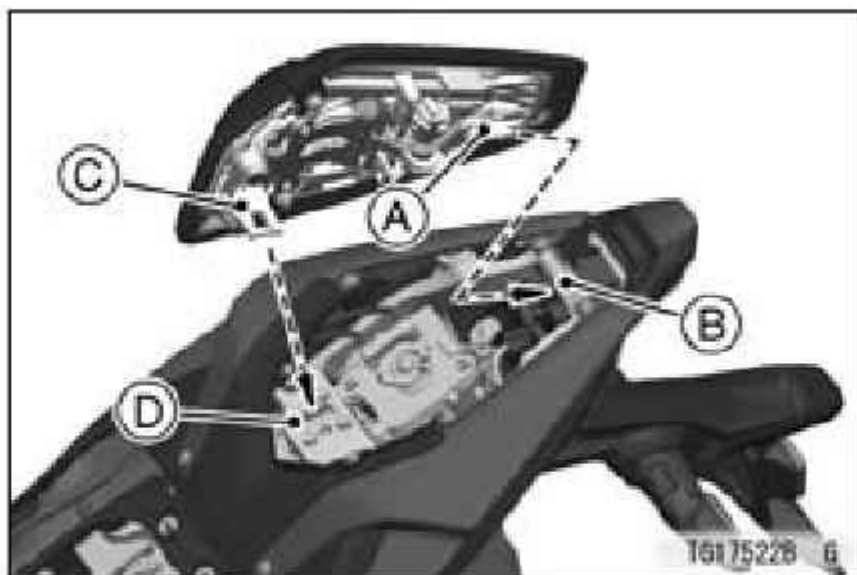
- A. Seat Lock Cable
- B. Passenger's Seat

Passenger's Seat Installation

- Insert the hooks at the rear of the passenger's seat under the frame.

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- Insert the latch plate at the front part of the passenger's seat into the latch hole of the frame.
- Push down the front part of the passenger's seat until the lock clicks.



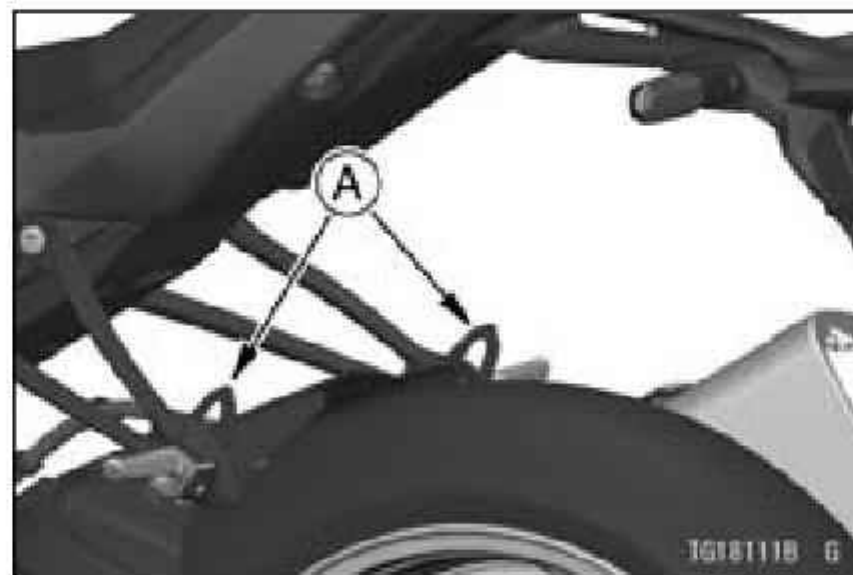
- A. Hooks
- B. Frame
- C. Latch Plate
- D. Latch Hole

- Pull up the front and rear ends of the passenger's seat to make sure they are securely locked.

- Install the rider's seat (see Rider's Seat Installation).

Tie Hooks

When tying up light loads to the seat, use the tie hooks located in rear of the rear footpegs.



- A. Tie Hooks

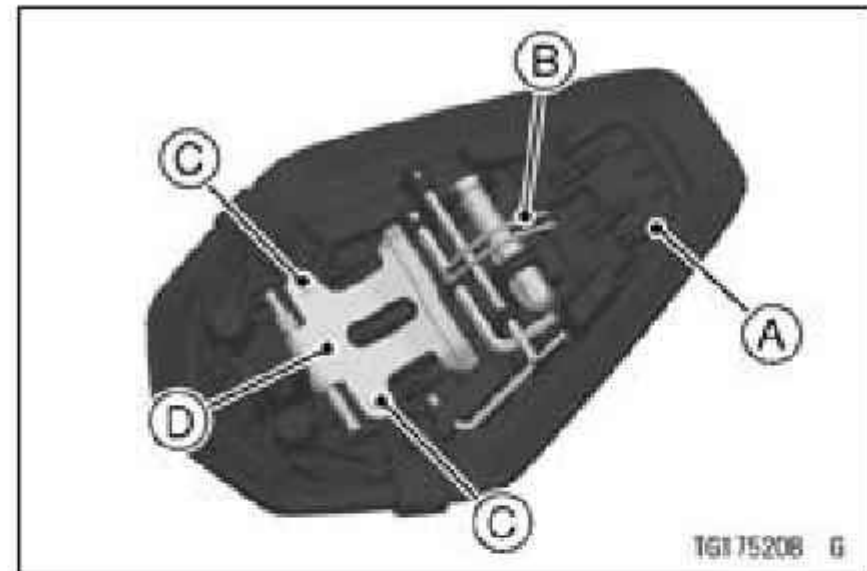
⚠ WARNING

The muffler quickly becomes very hot soon after the engine is started and can cause serious burns. To avoid burns, be careful not to touch the muffler when using the tie hook.

Tool Kit

The tool kit is installed at the back side of the passenger's seat.

Keep the tool kit in the original place. Hold the tool kit with the band and the holder securely.



- A. Passenger's Seat
- B. Band
- C. Bolts
- D. Holder

Electrical Accessory Connectors

The electric power of the battery can be used through the electrical accessory connectors.

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NOTE

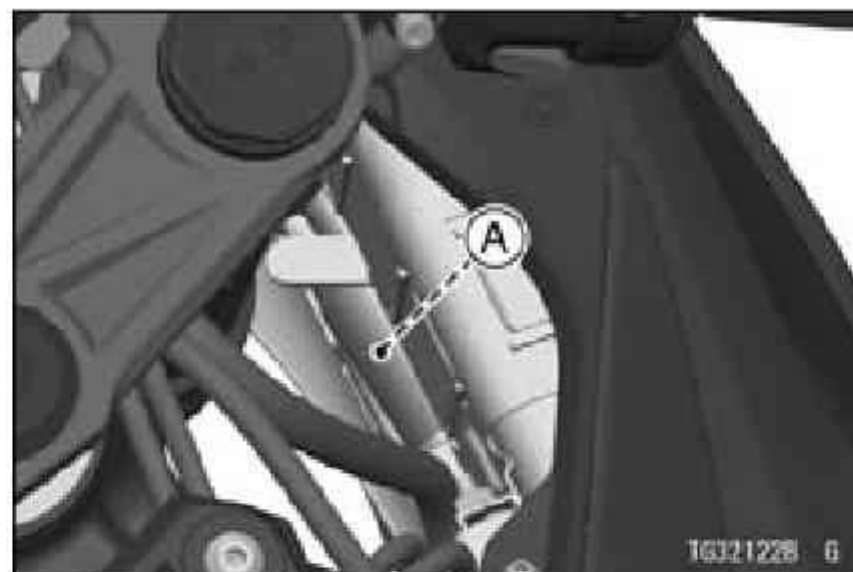
- Some models require a relay to use the electrical accessory connectors.
- The electrical accessory connection to the connectors should be done by an authorized Kawasaki dealer.

NOTICE

Do not connect the accessories other than specified accessories.

Accessory Connectors

Location	Polarity	Wire Color
Back of Headlight	(+)	White/Blue
	(-)	Black/Yellow



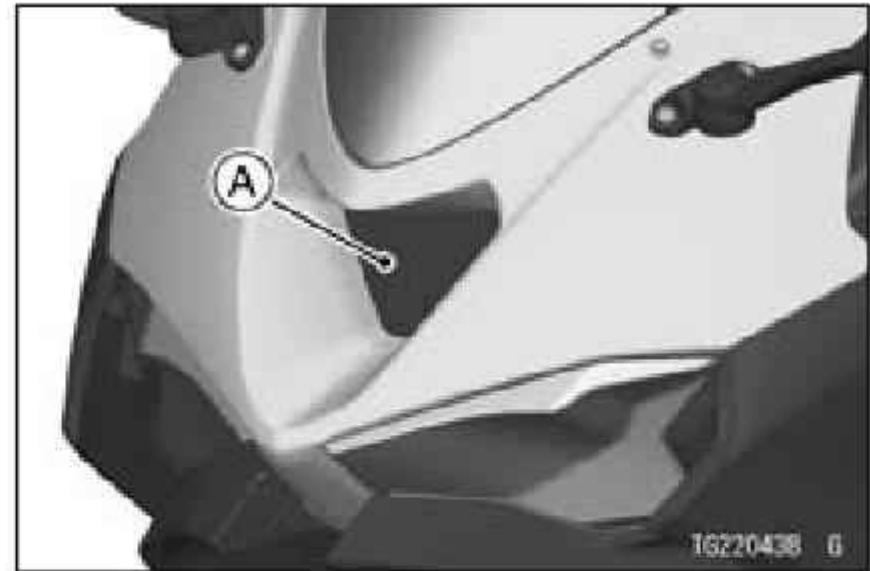
A. Accessory Connector

NOTICE

This accessory circuit has 2 A fuse for the connectors. Always install a fuse 2 A or less for the circuit. Do not connect more than 23 W of load to this accessory circuit or the battery may become discharge, even with the engine running.

Air Cleaner Intake

The air cleaner intake allows air to enter the fuel system. Never allow anything to restrict the flow of air into the air cleaner. A restricted air cleaner will reduce performance and increase exhaust emissions.



A. Air Cleaner Intake

MAINTENANCE AND ADJUSTMENT

The maintenance and adjustments outlined in this chapter must be carried out in accordance with the Daily Checks and Periodic Maintenance to keep the motorcycle in good running condition and to reduce air pollution. **The initial maintenance is vitally important and must not be neglected.**



WARNING

Failure to perform these checks or to correct a problem before operation may result in serious damage or an accident. Always perform daily checks before operation.

Although items other than daily maintenance are described, this maintenance and repair work should be done by qualified technicians. Kawasaki does not recommend doing this work without knowledge and proper tools. Please note that Kawasaki cannot assume any responsibility for damage resulting from incorrect or improper adjustment made by the owner.

 **DANGER**

Exhaust gas contains carbon monoxide, a colorless, odorless poisonous gas. Inhaling carbon monoxide can cause serious brain injury or death. **DO NOT** run the engine in enclosed areas. Operate only in a well-ventilated area.

NOTE

- *If a torque wrench is not available, the maintenance items which require a specific torque value should be serviced by an authorized Kawasaki dealer.*

Daily 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, contact an authorized Kawasaki dealer. Temporary measures methods are described on each page.

Operation	See Page
Fuel Adequate supply in tank, no leaks	—
Engine oil Oil level between level lines	137
Tires Air pressure (when cold), install the air valve cap Tire wear	166 167
Drive chain Slack: every 1 000 km (600 mile) Lubricate: every 600 km (400 mile)	149 149




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Operation	See Page
Bolts, nuts and fasteners Check for loose and/or missing bolts, nuts and fasteners	—
Steering Action smooth but not loose from lock to lock No binding of control cables	— —
Brakes Brake pad wear Brake fluid level No brake fluid leakage	155 154 —
Throttle Throttle grip free play	144
Clutch Clutch lever free play Clutch lever operates smoothly	147 147
Coolant No coolant leakage	—

Operation	See Page
Coolant level between level lines (when engine is cold)	140
Electrical equipment All lights (head, city, brake/tail, turn signal, license plate, warning/indicator), meter and horn work	—
Engine stop switch Stops engine	—
Side stand Return to its fully up position by spring tension Return spring not weak or not damaged	— —
Rear view mirrors Rear view sight	—

Periodic Maintenance
















- *A: Service at number of years shown or indicated odometer reading intervals, whichever comes first.
- *B: For higher odometer readings, repeat at the frequency interval established here.
- *C: Service more frequently when operating in severe conditions: dusty, wet, muddy, high speed, or frequent starting/stopping.
- *D: California model only
- : Emission Related Item

-  Dealer Inspection
-  Dealer Change or Replace
-  Dealer Lubrication

Items	year (*A)	Odometer Reading (*B) × 1 000 km (× 1 000 mile)					See Page
		1 (0.6)	12 (7.6)	24 (15.2)	36 (22.8)	48 (30.4)	
○ Air cleaner element (*C)				↻		↻	143
○ Idle speed		Q	Q	Q	Q	Q	146
○ Throttle control system (play, smooth return, no drag)	Q:1	Q	Q	Q	Q	Q	144
○ Engine vacuum synchronization			Q	Q	Q	Q	—
Fuel system	Q:1	Q	Q	Q	Q	Q	—
Fuel filter				↻		↻	—
Fuel hose	↻:5						—
○ Evaporative emission control system (*D)				Q		Q	—
Cooling system	Q:1	Q	Q	Q	Q	Q	—
Coolant, water hose and O-ring	↻:3				↻		—

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Items	year (*A)	Odometer Reading (*B) × 1 000 km (× 1 000 mile)					See Page
		1 (0.6)	12 (7.6)	24 (15.2)	36 (22.8)	48 (30.4)	
○ Valve clearance			Q	Q	Q	Q	—
○ Air suction system			Q	Q	Q	Q	—
Clutch operation (play, engagement, disengagement)	Q:1	Q	Q	Q	Q	Q	147
Engine oil (*C) and oil filter	↻:1	↻	↻	↻	↻	↻	138
Wheel bearing damage	Q:1		Q	Q	Q	Q	—
Drive chain wear (*C)			Q	Q	Q	Q	—
Drive chain guide wear			Q	Q	Q	Q	—
Brake system	Q:1	Q	Q	Q	Q	Q	—
Brake operation (effectiveness, play, no drag)	Q:1	Q	Q	Q	Q	Q	—
Brake fluid (front and rear)	↻:2			↻		↻	—

Items	year (*A)	Odometer Reading (*B) × 1 000 km (× 1 000 mile)					See Page
		1 (0.6)	12 (7.6)	24 (15.2)	36 (22.8)	48 (30.4)	
Brake hose	 :4						-
Rubber parts of brake master cylinder and caliper	 :4						-
Suspension system	Q:1		Q	Q	Q	Q	-
Steering play	Q:1	Q	Q	Q	Q	Q	-
Steering stem bearing	 :2						-
Electrical system	Q:1		Q	Q	Q	Q	-
○ Spark plug							-
Chassis parts	 :1						-
Condition of bolts, nuts and fasteners		Q	Q	Q	Q	Q	-

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NOTE

- *All owner daily maintenance items should also be checked at every scheduled dealer service.*



Engine Oil

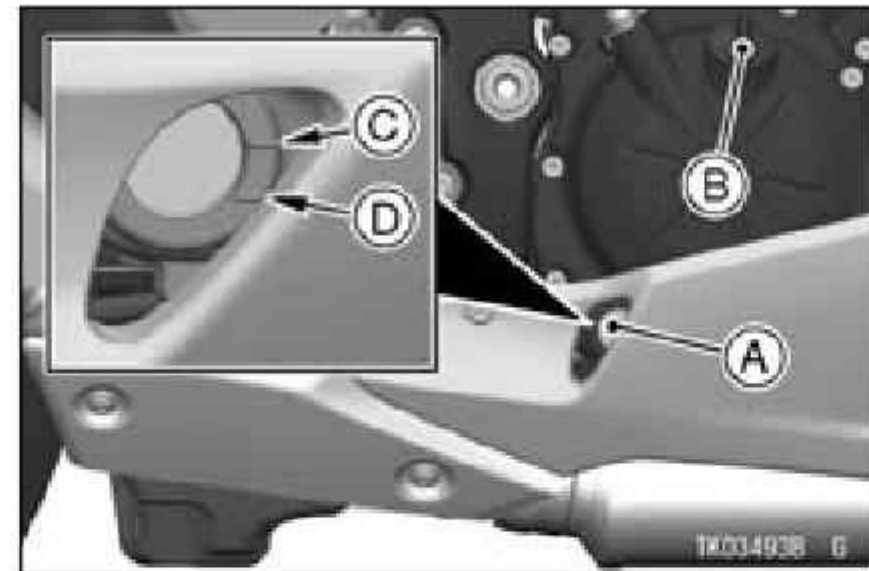
Oil Level Inspection

- If the engine is cold, start the engine and run it for several minutes at idle speed.
- Stop the engine, then wait several minutes until the oil settles.

NOTICE

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

- Check the engine oil level through the oil level inspection window. With the motorcycle held level, the oil level should come up between the upper and lower level lines next to the oil level inspection window.



- A. Oil Level Inspection Window
- B. Oil Filler Cap
- C. Upper Level Line
- D. Lower Level Line

- 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 oil to reach the correct level. Use the same type and brand of oil that is already in the engine.

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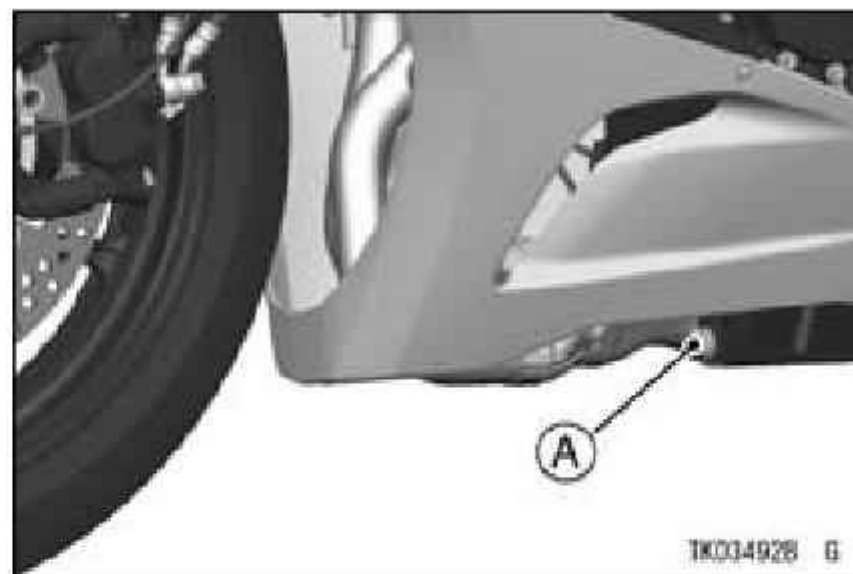
Oil and/or Oil Filter Change

- The oil change and oil filter replacement should be done by an authorized Kawasaki dealer.



WARNING

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

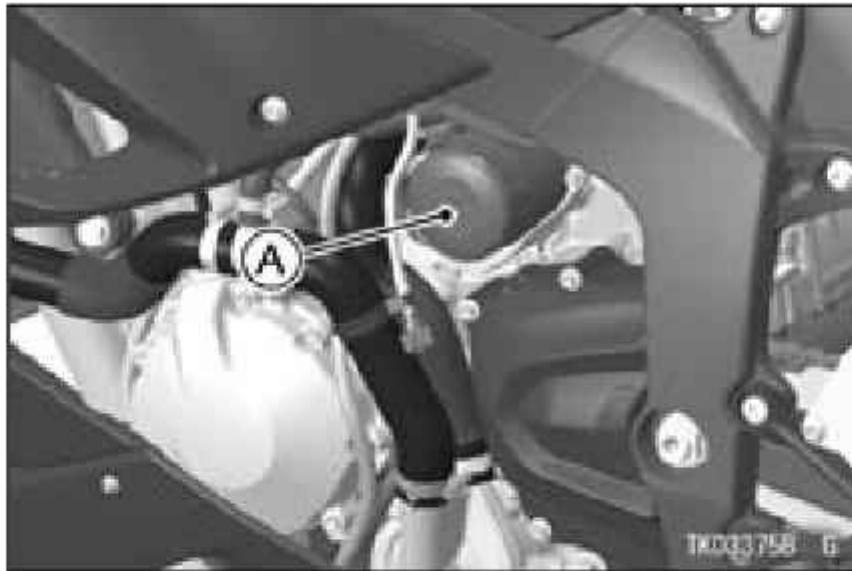


A. Engine Oil Drain Bolt

Tightening Torque

Engine Oil Drain Bolt:

29 N·m (3.0 kgf·m, 21 ft·lb)



A. Oil Filter

Tightening Torque

Oil Filter:

17 N·m (1.7 kgf·m, 13 ft·lb)

Recommended Engine Oil

Type:

Kawasaki Performance 4-Stroke
Motorcycle Oil*

Kawasaki Performance 4-Stroke
Semi-Synthetic Oil*

Kawasaki Performance 4-Stroke Full
Synthetic Oil*

or other 4-stroke oils with API SG, SH,
SJ, SL or SM with JASO MA, MA1 or
MA2 rating

Viscosity:

SAE 10W-40

*Kawasaki Performance Oils and Lubricants have been specifically engineered for your vehicle. Consistent use of these products meets or exceeds warranty and service requirements and can help to extend the life of your Kawasaki.

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NOTE

- *Do not add any chemical additive to the oil. Oils fulfilling the above requirements are fully formulated and provide adequate lubrication for both the engine and the clutch.*

Engine Oil Capacity

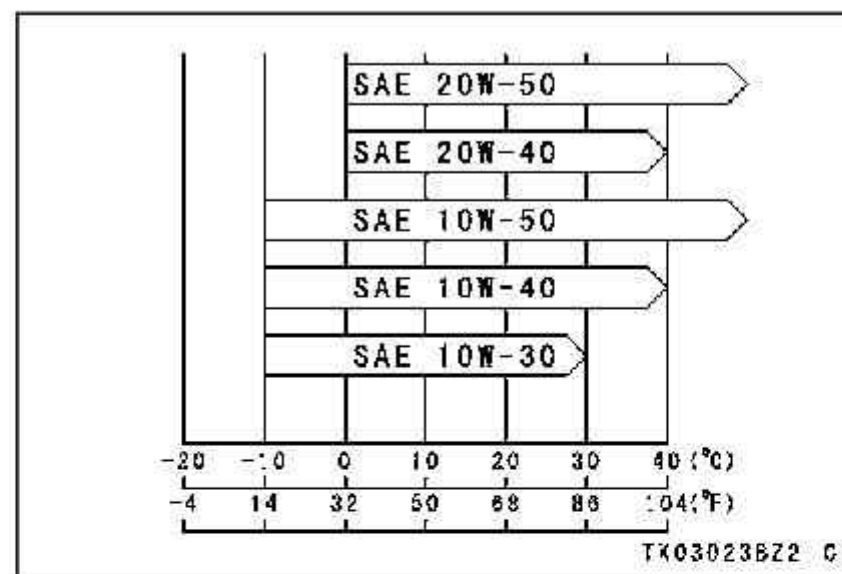
Capacity: 2.8 L (3.0 US qt)

[when filter is not removed]

3.1 L (3.3 US qt)

[when filter is removed]

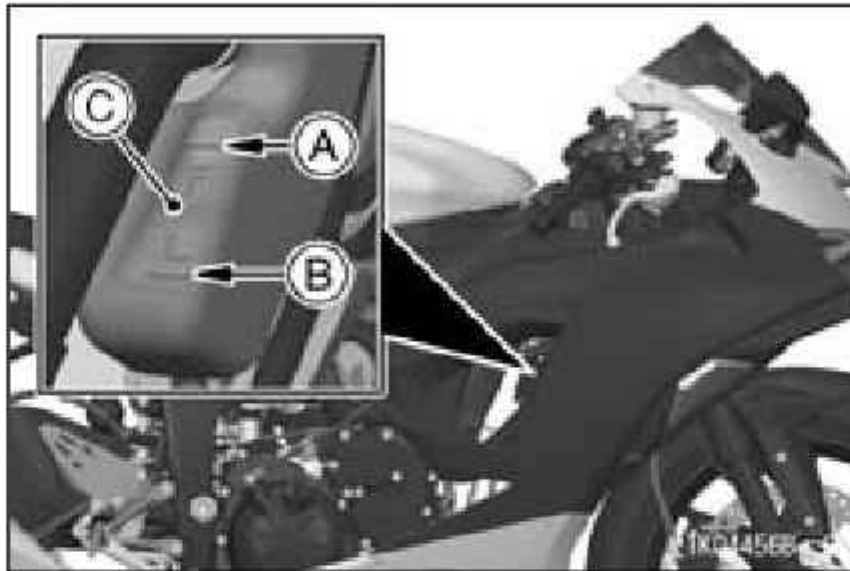
Although 10W-40 engine oil is the recommended oil for most conditions, the oil viscosity may need to be changed to accommodate atmospheric conditions in your riding area.



Coolant

Coolant Level Inspection

- Position the motorcycle so that it is perpendicular to the ground.
- Check the coolant level through the coolant level gauge on the reserve tank located to the right of the engine. The coolant level should be between the F (Full) and L (Low) level lines.



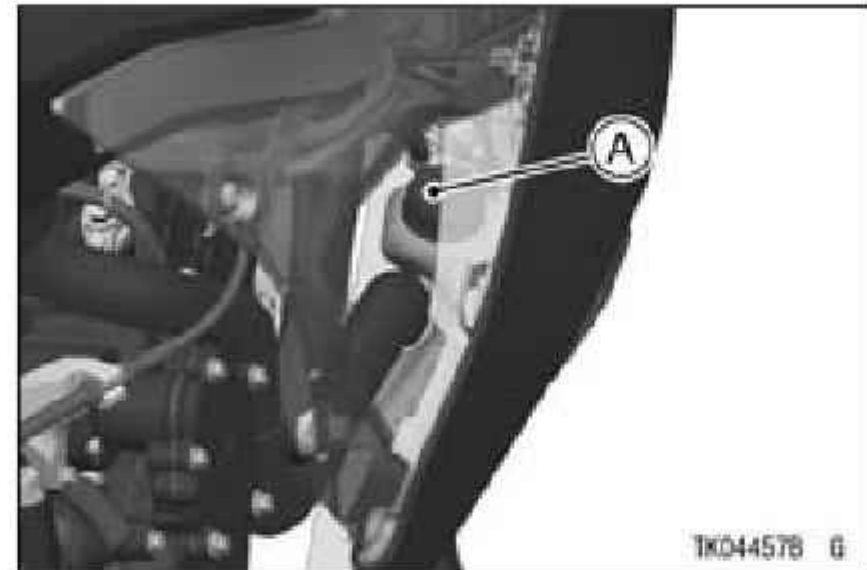
- A. F (Full) Level Line
- B. L (Low) Level Line
- C. Reserve Tank

NOTE

- *Check the level when the engine is cold (room or atmospheric temperature).*
- If the amount of coolant is insufficient, add coolant into the reserve tank.

Coolant Filling

- Remove the reserve tank cap from the reserve tank and add coolant through the filler opening between the F (Full) and L (Low) level lines.



- A. Reserve Tank Cap

NOTE

- *In an emergency you can add water alone to the coolant reserve tank, however it must be returned to the*

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correct mixture ratio by the addition of antifreeze concentrate as soon as possible.

NOTICE

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.

- Install the reserve tank cap.

Coolant Change

Have the coolant changed by an authorized Kawasaki dealer.

Coolant Requirement

WARNING

Coolant containing corrosion inhibitors for aluminum engines and radiators include harmful chemicals for human body. Drinking coolant can result in serious injury or death. Use coolant in accordance with the instructions of the manufacturer.

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.

NOTICE

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.

NOTE

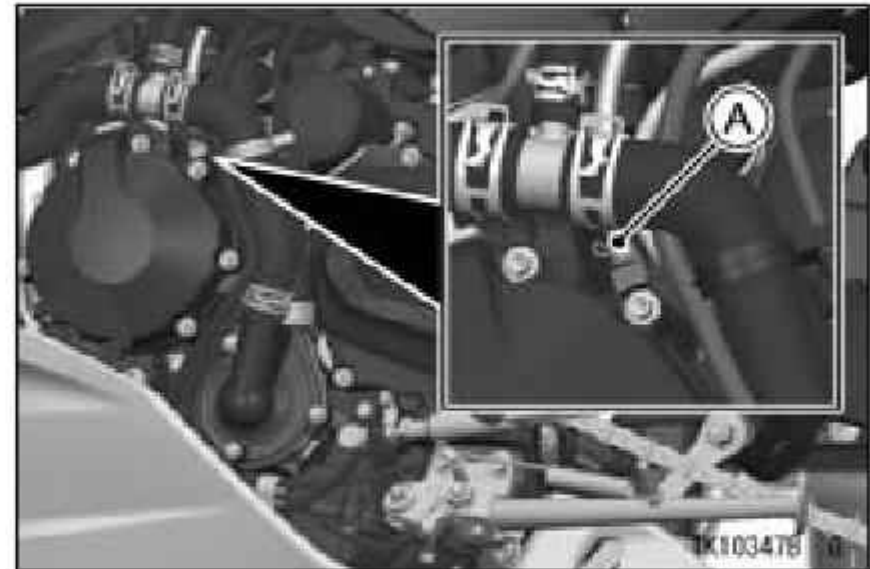
- A permanent type of antifreeze is installed in the cooling system when shipped. It is mixed at 50% and has the freezing point of -35°C (-31°F).

Air Cleaner

This motorcycle's air cleaner element consists of a wet paper filter. Replacement of the air cleaner element should be done by an authorized Kawasaki dealer.

Oil Draining

- Inspect the transparent drain hose located to the rear side of the engine to see if any oil has run down.



A. Transparent Drain Hose

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

 **WARNING**

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

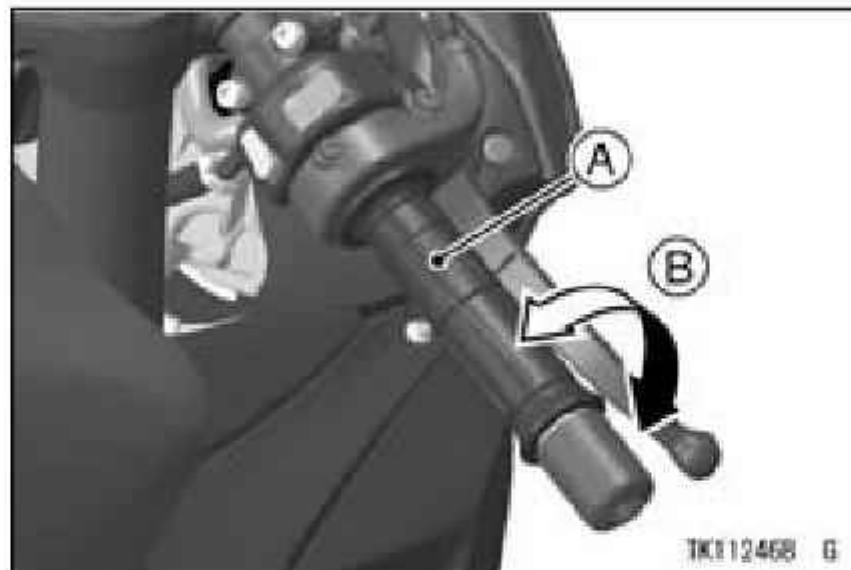
Throttle Control System

Throttle Grip

Throttle Grip Free Play Inspection

- Check that the throttle grip moves smoothly from full open to close, and the throttle closes quickly and completely by the return spring in all steering positions.
- If the throttle grip does not return properly, have the throttle control system checked by an authorized Kawasaki dealer.

- Check the throttle grip free play by turning back and forth.



- A. Throttle Grip
- B. Throttle Grip Free Play

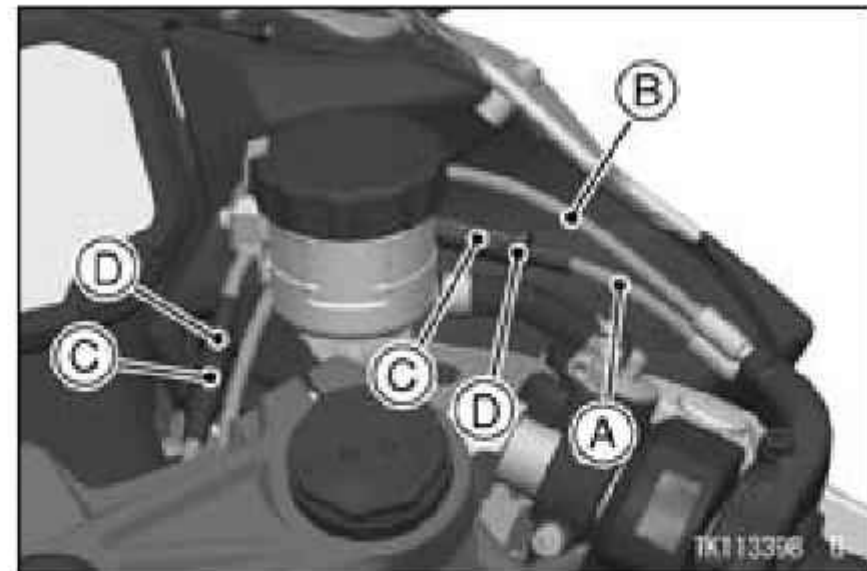
Throttle Grip Free Play

2 – 3 mm (0.08 – 0.12 in.)

- If there is improper play, adjust it.

Throttle Grip Free Play Adjustment

- Loosen the locknuts at the upper ends of the throttle cables, and screw both throttle cable adjusters completely so as to give the throttle grip plenty of play.
- Turn the decelerator cable adjuster until there is no play when the throttle grip is completely closed. Tighten the locknut.



- A. Decelerator Cable**
- B. Accelerator Cable**
- C. Adjusters**
- D. Locknuts**

- Turn the accelerator cable adjuster until 2 – 3 mm (0.08 – 0.12 in.) of throttle grip free play is obtained. Tighten the locknut.
- If the throttle cables cannot be adjusted with the adjuster at the upper end of the throttle cable, further adjustment of the throttle cables should

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be done by an authorized Kawasaki dealer.

- With the engine idling, turn the handlebars to each side. If handlebar movement changes the idle speed, the throttle cables may be improperly adjusted or incorrectly routed, or they may be damaged. Be sure to correct any of these conditions before riding.



WARNING

Operation with improperly adjusted, incorrectly routed, or damaged cables could result in an unsafe riding condition. Be sure the control cables are adjusted and routed correctly, and are free from damage.

Idle Speed

Idle Speed Adjustment

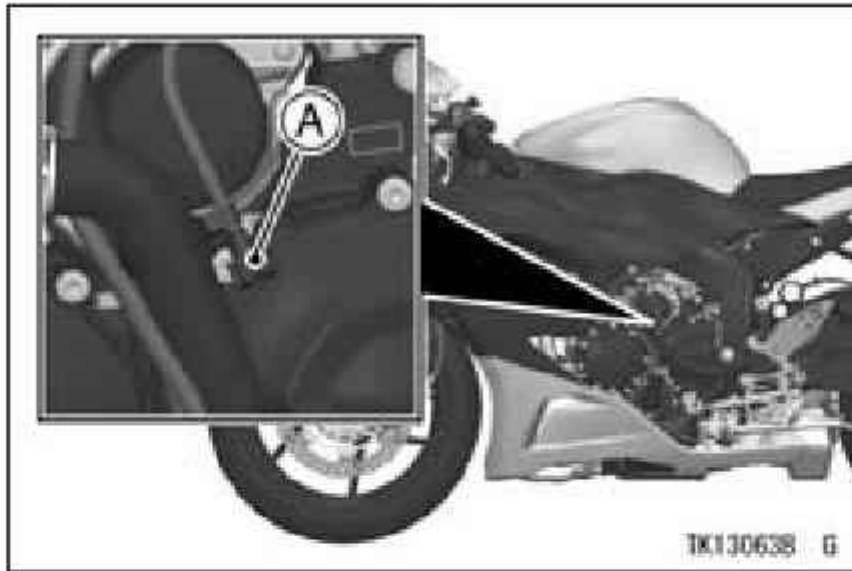
- Start the engine, and warm it up thoroughly.
- Adjust the idle speed by turning the idle adjusting screw.

NOTE

- *While the engine is cold, the fast idle system automatically raises the engine idle speed.*

Idle Speed

1 250 – 1 350 r/min (rpm)



A. Idle Adjusting Screw

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

WARNING

Operation with damaged cables could result in an unsafe riding condition. Replace damaged control cables before operation.

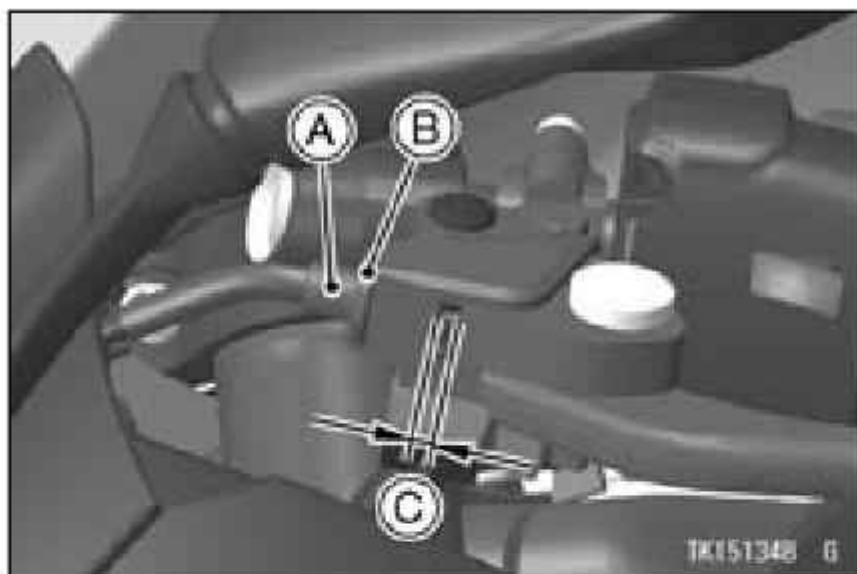
Clutch

Clutch Operation Inspection

- Check that the clutch lever operates properly and that the inner cable slides smoothly. If there is any irregularity, have the clutch cable checked by an authorized Kawasaki dealer.
- Check the clutch lever free play.

Clutch Lever Free Play

2 – 3 mm (0.08 – 0.12 in.)



- A. Adjuster
- B. Locknut
- C. Clutch Lever Free Play

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

Clutch Lever Free Play Adjustment

- Loosen the locknut, and turn the adjuster so that the clutch lever will have the specified free play.

⚠ WARNING

Excess clutch lever free play could prevent clutch disengagement and cause a crash resulting in serious injury or death. When adjusting the clutch lever free play, be sure the upper end of the clutch outer cable is fully seated in its fitting so that it doesn't slip into place later and create excessive free play.

- If it cannot be done, have the clutch cable adjusted by an authorized Kawasaki dealer.

NOTE

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

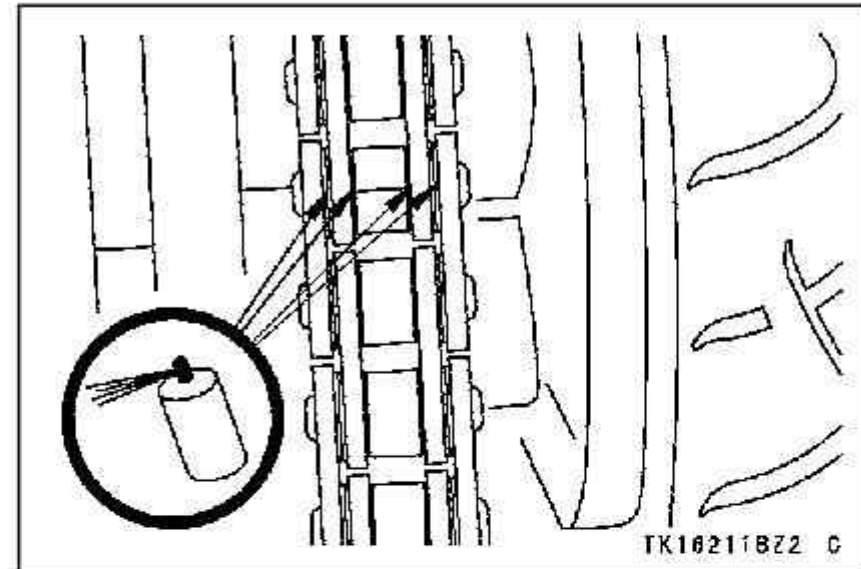
Drive Chain

Drive Chain Lubrication

Lubrication is necessary after riding through rain or on wet roads, or any time that the chain appears dry.

Use a lubricant for sealed chains to prevent deterioration of chain seals. If the chain is especially dirty, clean it using a cleaner for sealed chains following the instructions supplied by the chain cleaner manufacturer.

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



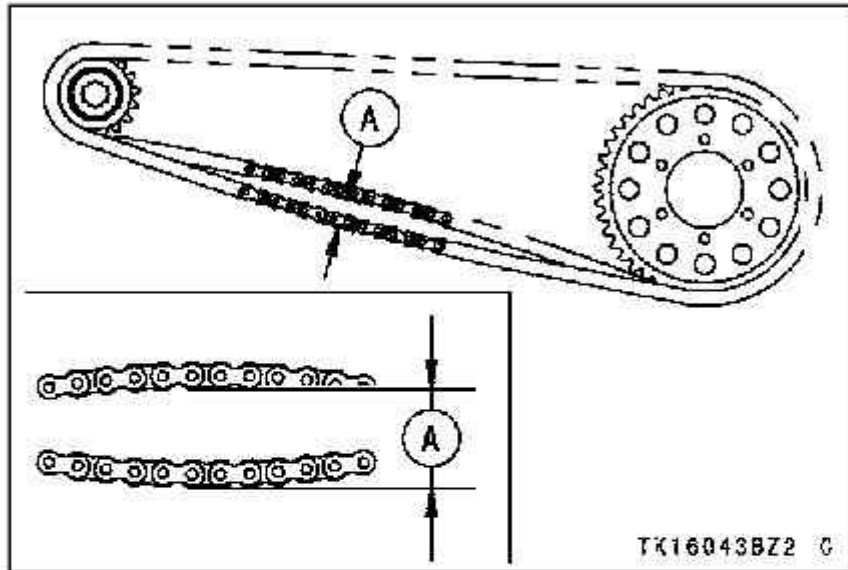
- Wipe off any lubricant that gets on the tire surface.

Drive Chain Slack Inspection

- Set the motorcycle up on its side stand.
- Clean the chain if it is dirty, and lubricate it if it appears dry.
- 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

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chain midway between the engine sprocket and rear wheel sprocket.



A. Chain Slack

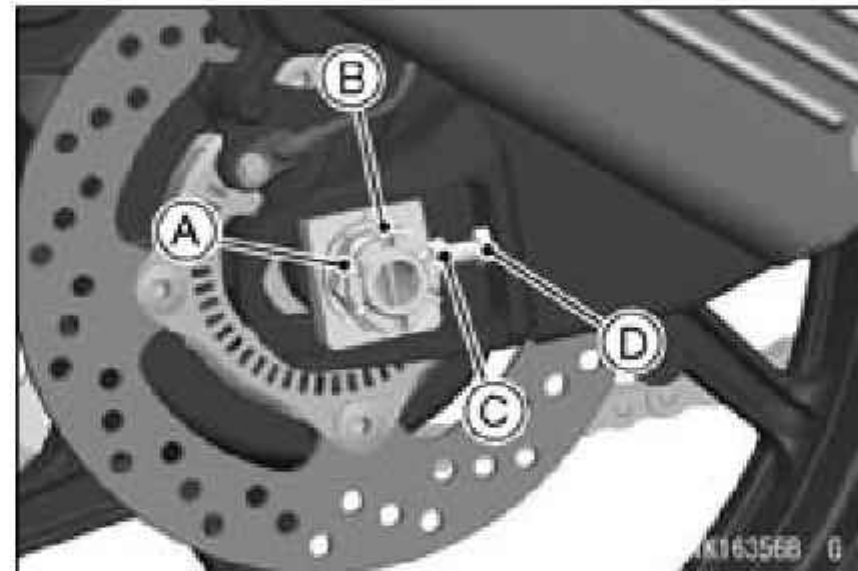
- If the drive chain is too tight or too loose, adjust it so that the chain slack is within the standard value.

Drive Chain Slack

Standard: 30 – 40 mm (1.2 – 1.6 in.)

Drive Chain Slack Adjustment

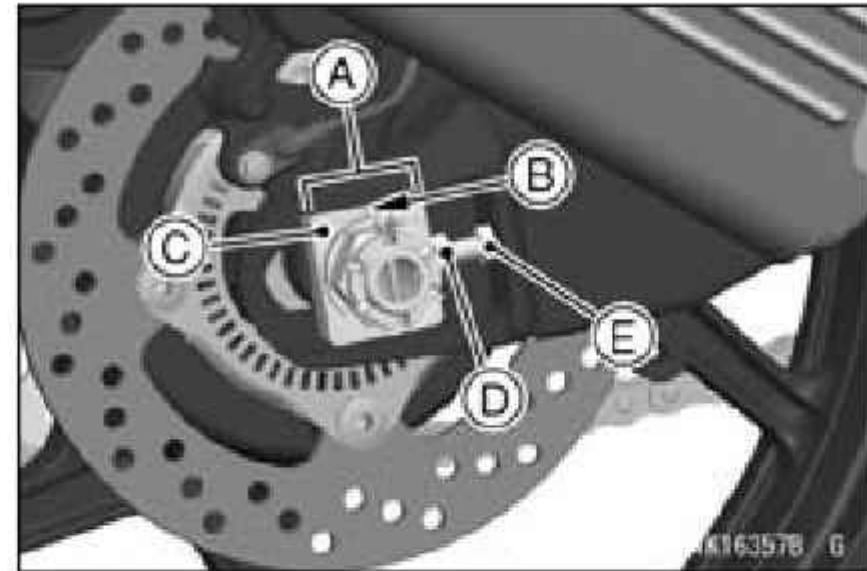
- Loosen the left and right chain adjuster locknuts.
- Remove the cotter pin, and loosen the axle nut.



- A. Axle Nut
- B. Cotter Pin
- C. Adjuster
- D. Locknut

- If the chain is too loose or too tight, turn the left and right chain adjusters evenly to adjust the drive chain slack.

- 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.*

⚠ WARNING

Misalignment of the wheel will result in abnormal wear, and may result in an unsafe riding condition. Align the rear wheel using the marks on the swingarm or measuring the distance between the center of the axle and swingarm pivot.

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

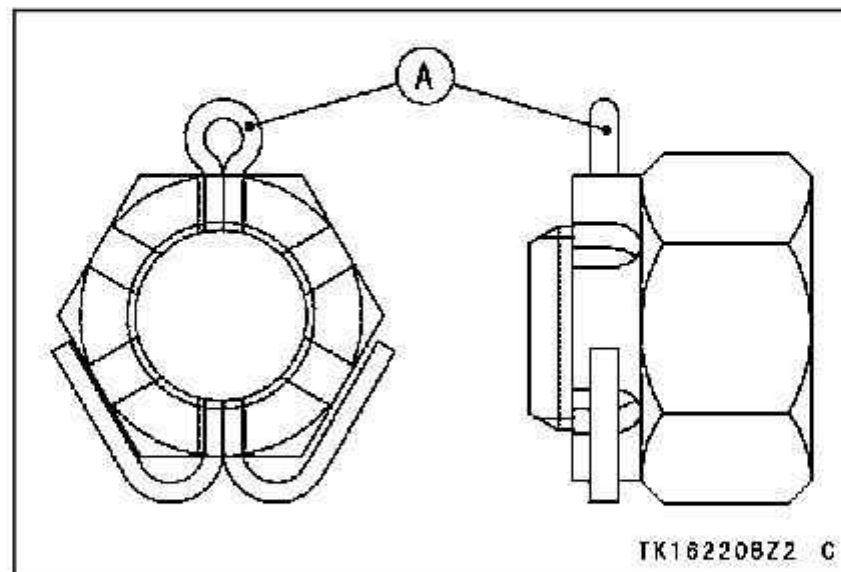
Tightening Torque

Axle Nut: 130 N·m (13.3 kgf·m, 95.9 ft·lb)

NOTE

- If a torque wrench is not available, this item should be serviced by an authorized 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 axle nut and axle, and spread its ends.



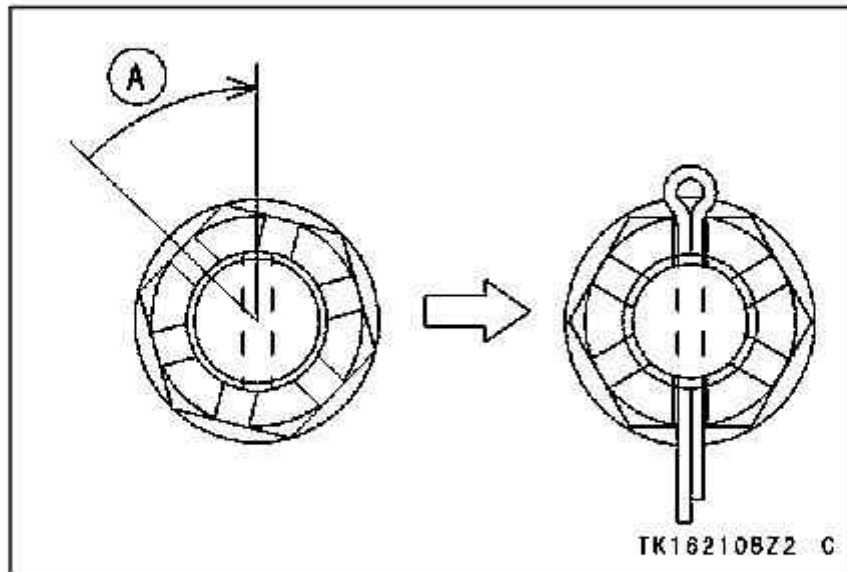
A. Cotter Pin

NOTE

- When 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.

- *It should be within 30 degrees.*
- *Loosen once and tighten again when the slot goes past the nearest hole.*



A. Turn Clockwise

⚠ WARNING

A loose axle nut can lead to an accident resulting in serious injury or death. Tighten the axle nut to the proper torque and install a new cotter pin.

- Check the rear brake (see the Brakes section).

Brakes

If you feel there is something wrong when applying the brakes, have the brake system checked by an authorized Kawasaki dealer immediately.

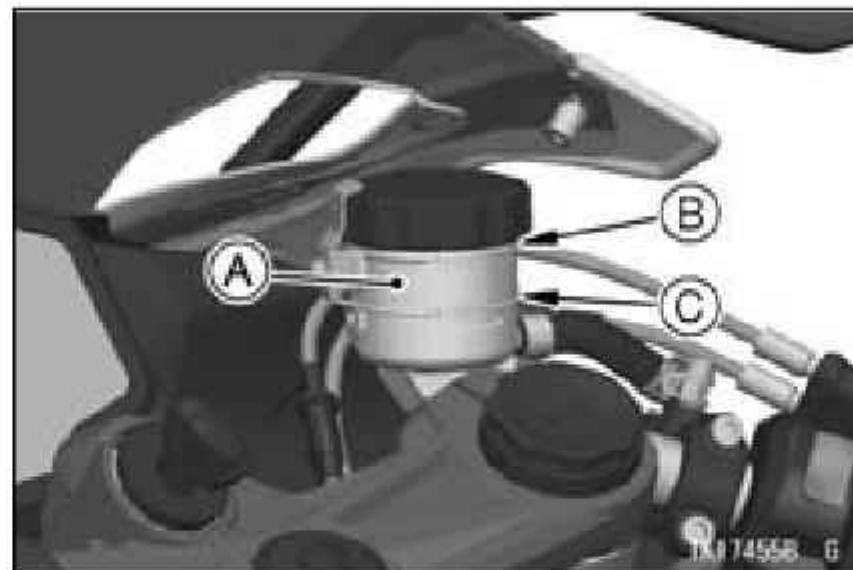
 **WARNING**

Air in the brake lines diminish braking performance and can cause an accident resulting in injury or death. 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. Have the brake checked immediately by an authorized Kawasaki dealer.

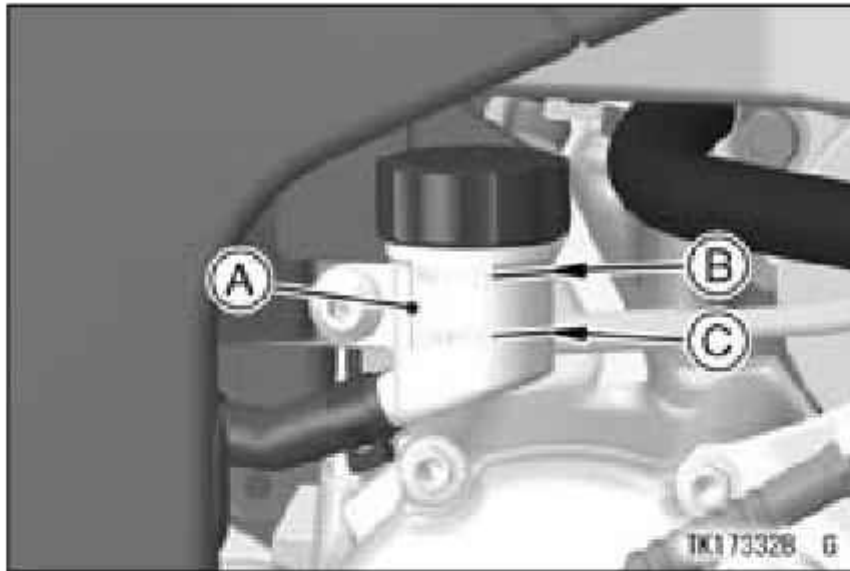
Brake Fluid Level Inspection

- With the brake fluid reservoirs held horizontal, the brake fluid level must

be kept between the upper and lower level lines.



- A. Front Brake Fluid Reservoir
- B. Upper Level Line
- C. Lower Level Line



- A. Rear Brake Fluid Reservoir
- B. Upper Level Line
- C. Lower Level Line

- If the fluid level is lower than the lower level line, it may indicate that the fluid is leaking. In this case, have the brake system inspected by an authorized Kawasaki dealer.

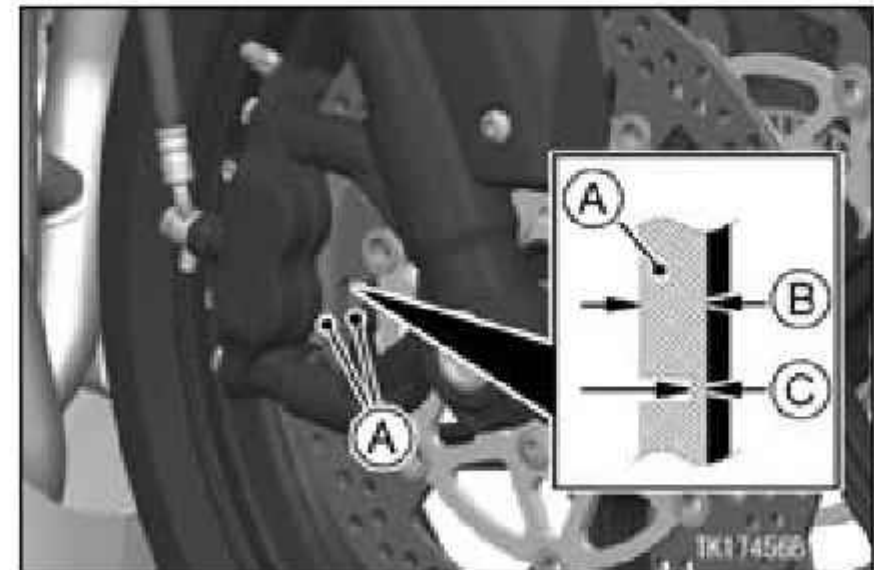
Brake Pad Wear Inspection

Inspect the brakes for wear. For each front and rear disc brake caliper, if the

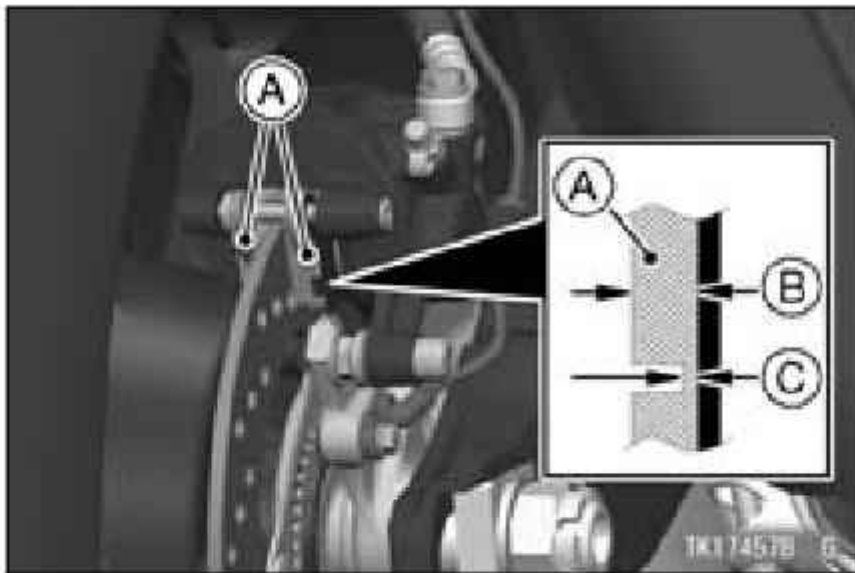
thickness of either pad lining is less than below table, replace both pads in the caliper as a set. Pad replacement should be done by an authorized Kawasaki dealer.

Lining Thickness Service Limit

Front	1 mm (0.04 in.)
Rear	1 mm (0.04 in.)



- A. Front Brake Pads
- B. Lining Thickness
- C. Service Limit



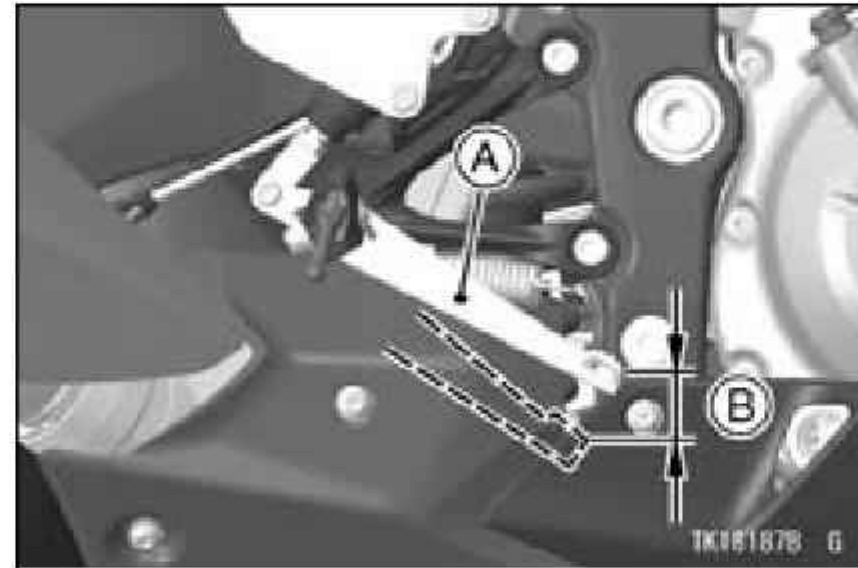
A. Rear Brake Pads
B. Lining Thickness
C. Service Limit

Brake Light Switches

Brake Light Switch Inspection

- Turn the ignition switch 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 the proper pedal travel.



A. Brake Pedal
B. Brake Pedal Travel

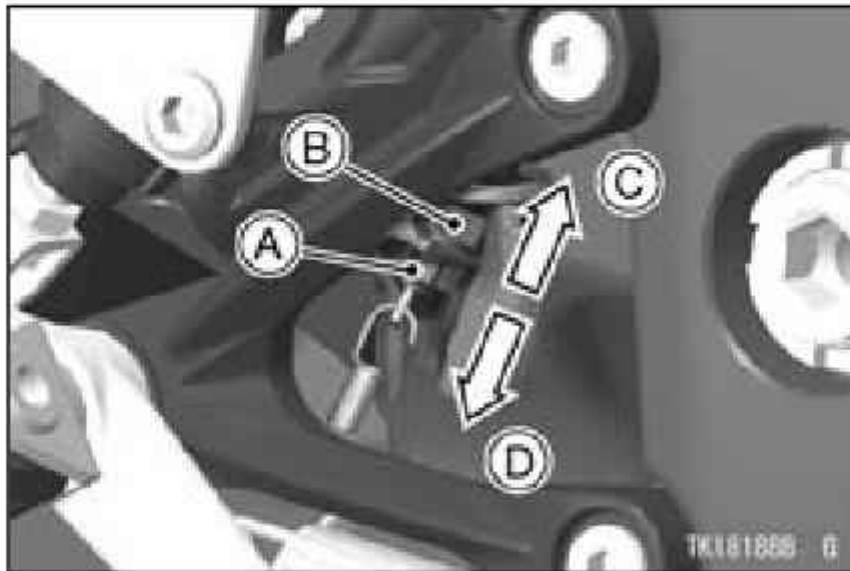
- If the light does not come on, adjust the rear brake light switch.

Brake Pedal Travel

10 mm (0.4 in.)

Brake Light Switch Adjustment

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



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

NOTICE

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

Suspension System

Front Fork

NOTICE

After riding on the normal road, the unpaved road and in the rainy weather, clean off any dirt (grit, mud or insect etc.) that stuck to inner tube before it hardens. If the motorcycle keeps running with the dirt stuck to the inner tube, the oil seal will be damaged and it causes the oil leak.

Spring Preload Adjustment

The adjuster is located at the top of the left front fork leg.

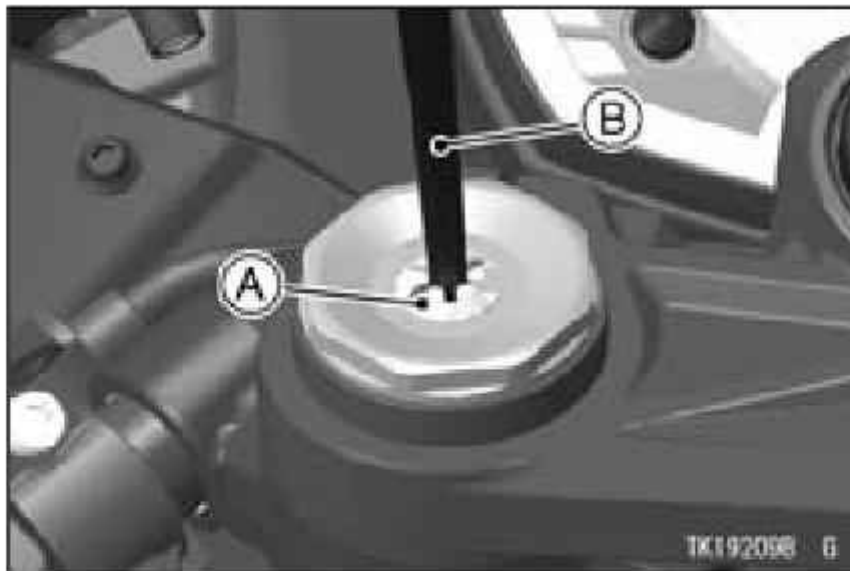
- Turn the adjuster clockwise with a wrench to increase spring preload and stiffen the suspension.
- Turn the adjuster counterclockwise to decrease spring preload and soften the suspension.

NOTICE

Do not turn the adjuster beyond the fully seated position or the adjusting mechanism may be damaged.

NOTE

- *The spring preload adjuster can be turned with the Allen wrench or suitable tool.*
- *The standard and setting limit are shown in the Setting Tables.*



A. Spring Preload Adjuster
B. Allen Wrench

Rebound Damping Force Adjustment

The adjuster is located at the top of the right front fork leg.

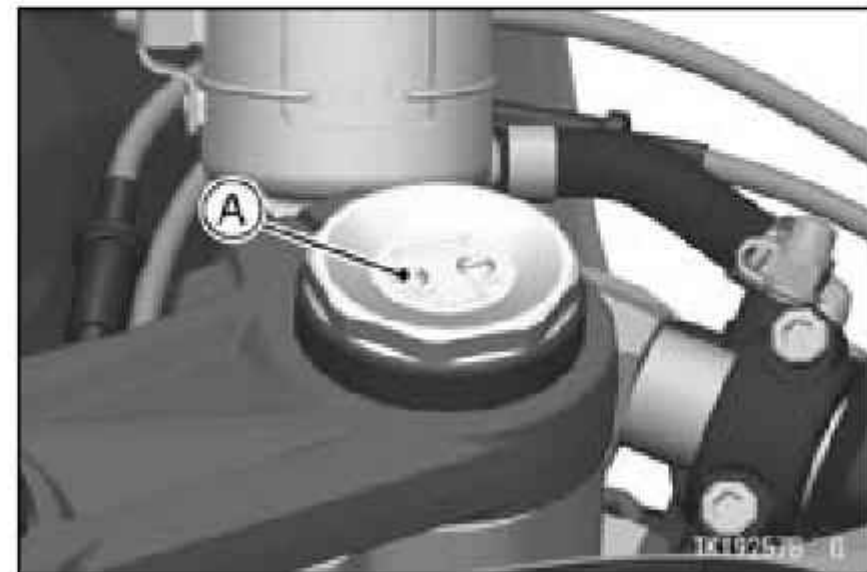
- Turn the adjuster clockwise with a flat tip screwdriver to increase damping force.
- Turn the adjuster counterclockwise to decrease damping force.

NOTICE

Do not turn the adjuster beyond the fully seated position or the adjusting mechanism may be damaged.

NOTE

- *The standard and setting limit are shown in the Setting Tables.*



A. Rebound Damping Force Adjuster

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Compression Damping Force Adjustment

The adjuster is located at the top of the right front fork leg.

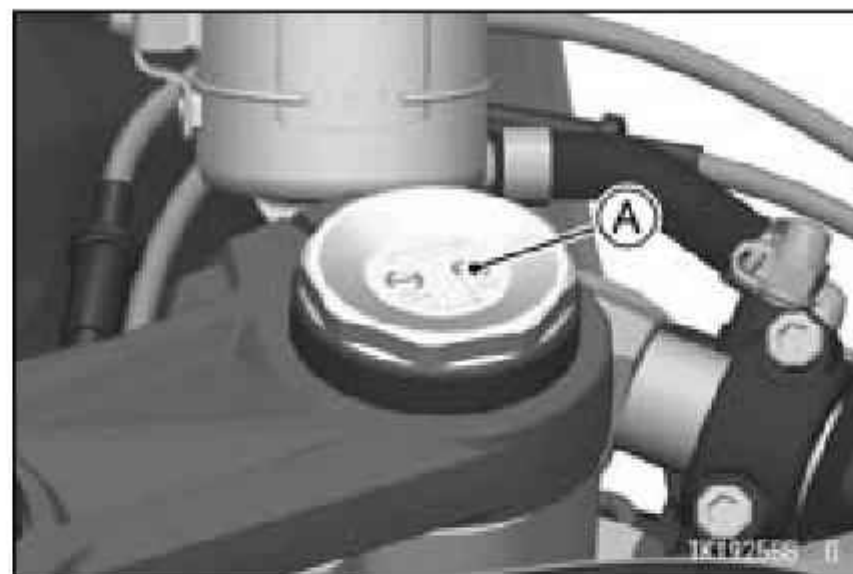
- Turn the adjuster clockwise with a flat tip screwdriver to increase damping force.
- Turn the adjuster counterclockwise to decrease damping force.

NOTICE

Do not turn the adjuster beyond the fully seated position or the adjusting mechanism may be damaged.

NOTE

- *The standard and setting limit are shown in the Setting Tables.*



A. Compression Damping Force Adjuster

Rear Shock Absorber

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 adjuster is located at the lower end of the rear shock absorber.

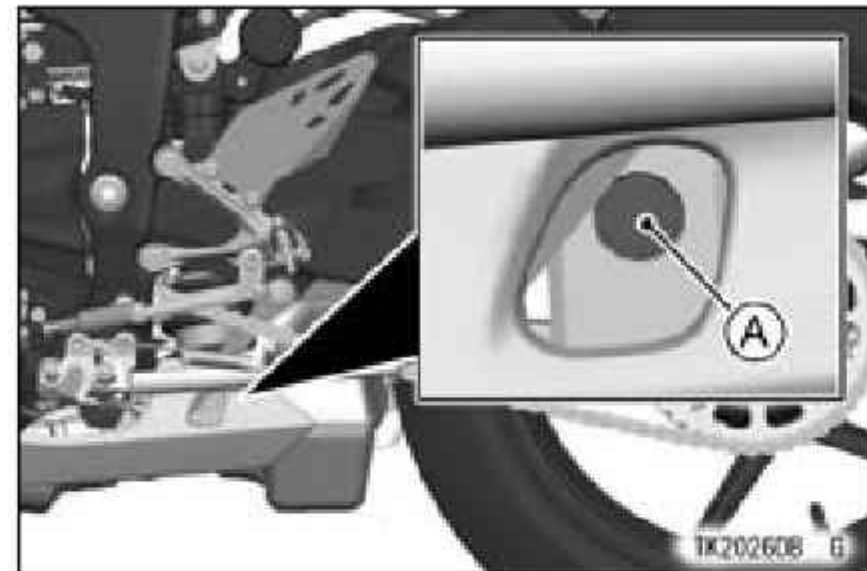
- Turn the adjuster clockwise with a flat tip screwdriver to increase damping force.
- Turn the adjuster counterclockwise to decrease damping force.

NOTICE

Do not turn the adjuster beyond the fully seated position or the adjusting mechanism may be damaged.

NOTE

- *The standard and setting limit are shown in the Setting Tables.*



A. Rebound Damping Force Adjuster

Compression Damping Force Adjustment

The adjuster is located at the upper end of the rear shock absorber.

- Turn the adjuster clockwise with a flat tip screwdriver to increase damping force.
- Turn the adjuster counterclockwise to decrease damping force.

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NOTICE

Do not turn the adjuster beyond the fully seated position or the adjusting mechanism may be damaged.

NOTE

- *The standard and setting limit are shown in the Setting Tables.*



A. Compression Damping Force Adjuster

Setting Tables

Front Fork Spring Preload Setting

	Softest setting limit	Standard	Hardest setting limit
Adjuster Position	0*	5 turns in**	20 turns in**
Spring Action	Weak	←→	Strong
Setting	Soft	←→	Hard
Load	Light	←→	Heavy
Road	Good	←→	Bad
Speed	Low	←→	High

*: This position is the fully seated position (turned fully counterclockwise).

** : In from the fully seated position (turned fully counterclockwise). This adjustment range may not exactly match the number shown in the table due to small tolerance of production.

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Front Fork Damping Force Settings

		Softest setting limit	Standard	Hardest setting limit
Adjuster Position:	Rebound	5 1/2 turns out**	4 1/4 turns out**	0*
	Compression	7 turns out**	6 turns out**	0*
Damping Force		Weak	←→	Strong
Setting		Soft	←→	Hard
Load		Light	←→	Heavy
Road		Good	←→	Bad
Speed		Low	←→	High

*: This position is the fully seated position (turned fully clockwise).

** : Out from the fully seated position (turned fully clockwise). This adjustment range may not exactly match the number shown in the table due to small tolerance of production.

Rear Shock Absorber Damping Force Settings

		Softest setting limit	Standard	Hardest setting limit
Adjuster Position:	Rebound	3 turns out**	1 1/2 turns out**	0*
	Compression	5 turns out**	2 1/2 turns out**	0*
Damping Force		Weak	↔	Strong
Setting		Soft	↔	Hard
Load		Light	↔	Heavy
Road		Good	↔	Bad
Speed		Low	↔	High

*: This position is the fully seated position (turned fully clockwise).

** : Out from the fully seated position (turned fully clockwise). This adjustment range may not exactly match the number shown in the table due to small tolerance of production.

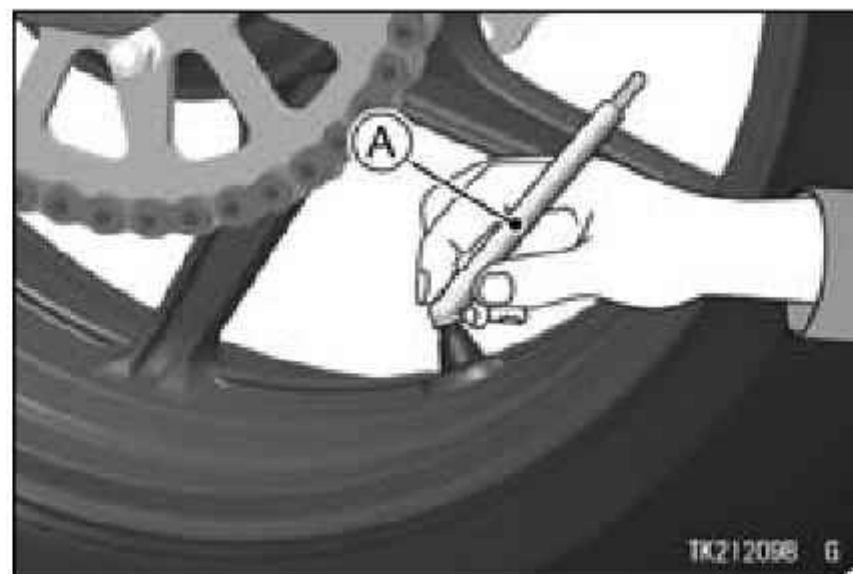
Wheels

Tire Pressure Inspection

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

NOTE

- *Measure the tire pressure when the tires are cold (that is, when the motorcycle has not been ridden more than 1.6 km (1 mile) during the past 3 hours).*
- *Tire pressure is affected by changes in ambient temperature and altitude, and so the tire pressure should be checked and adjusted when your riding involves wide variations in temperature or altitude.*



A. Tire Pressure Gauge

Tire Air Pressure (when cold)

Front	250 kPa (2.50 kgf/cm ² , 36 psi)
Rear	290 kPa (2.90 kgf/cm ² , 42 psi)

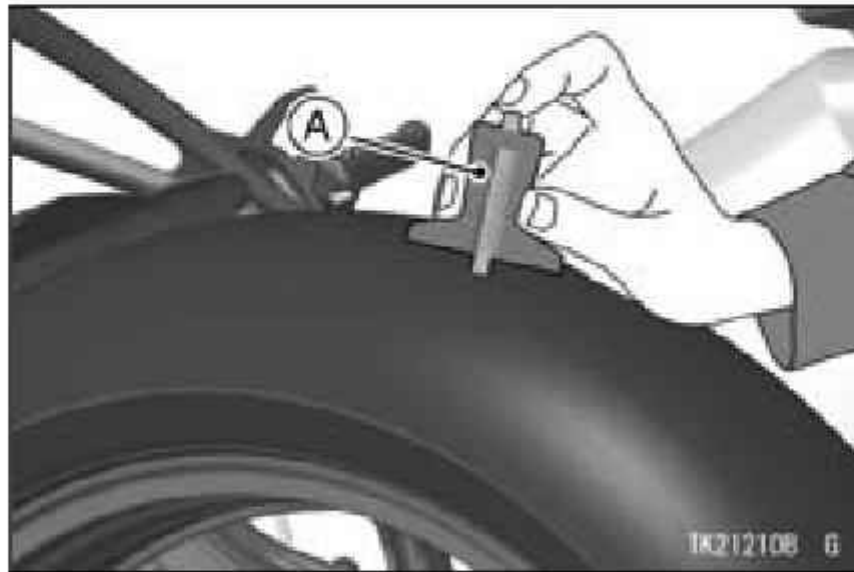
Tire Wear, Damage

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.

Tire Wear Inspection

- Measure the depth of the tread with a depth gauge, and replace any tire that has worn down to the minimum allowable tread depth.

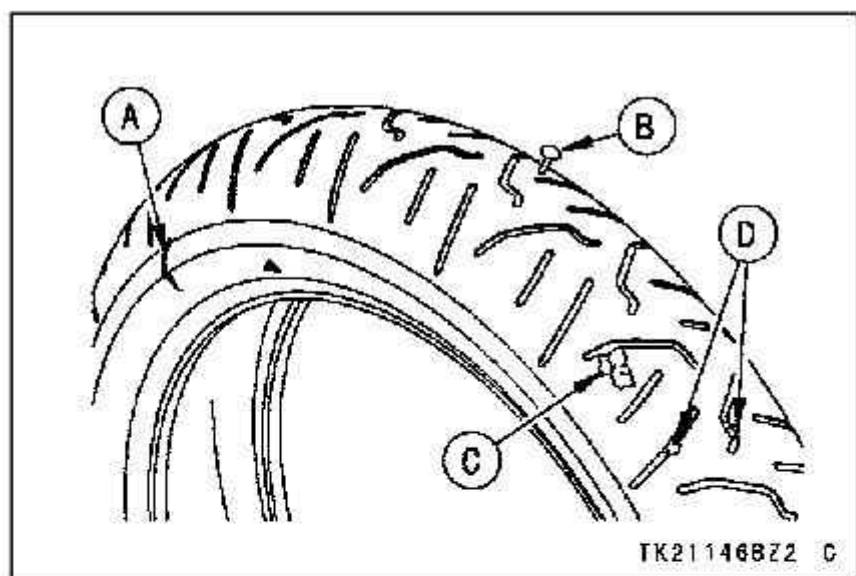


A. Tire Depth Gauge

Minimum Tread Depth

Front	—	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.)

- 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.



- A. Crack or Cut
- B. Nail
- C. Swelling or High Spot
- D. Stone

- Remove any imbedded stones or other foreign particles from the tread.

NOTE

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

WARNING

Tires that have been punctured and repaired do not have the same capabilities as undamaged tires and can suddenly fail, causing an accident resulting in serious injury or death. Replace damaged tires as soon as possible. To ensure safe handling and stability, use only the recommended standard tires for replacement, inflated to the standard pressure. If it is necessary to ride on a repaired tire, do not exceed 100 km/h (60 mph) until the tire is replaced.

NOTE

- *Most countries may have their own regulations requiring a minimum tire tread depth; be sure to follow them.*

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

Standard Tire

Front	Make, Type: PIRELLI, DIABLO ROSSO IV C Size: 120/70ZR17 M/C (58W)
Rear	Make, Type: PIRELLI, DIABLO ROSSO IV C Size: 180/55ZR17 M/C (73W)

 **WARNING**

Mixing tire brands and types can adversely affect handling and cause an accident resulting in injury or death. Always use the same manufacturer's tires on both front and rear wheels.

 **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.

NOTICE

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.

Make	GS Yuasa
Type	YTX9-BS

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.

NOTE

○ *Leaving the battery connected causes the electrical components (clock etc.) to make the battery discharged, resulting the over discharge of the battery. In this case, the repair or replacement of the battery is not included in the warranty. If you do*

not drive for four weeks or more, disconnect the battery from the vehicle.

Kawasaki-recommended chargers are:

Battery Mate 150-9

OptiMate 4

Yuasa MB-2040/2060

Christie C10122S

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

For more details, ask your Kawasaki dealer.

Battery Charging

- Charge the battery following the instructions of your battery charger.
- The charger will keep the battery fully charged until you are ready to reinstall the battery in the motorcycle (see Battery Installation).

⚠ DANGER

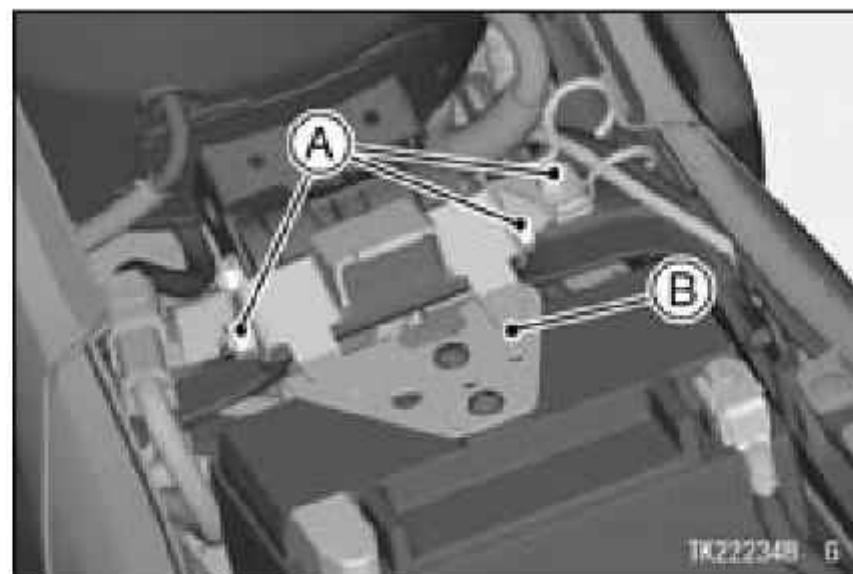
Battery acid generates hydrogen gas which is flammable and explosive under certain conditions. It is present within a battery at all times, even in a discharged condition. Keep all flames and sparks (cigarettes) away from the battery. Wear eye protection when working with a battery. In the event of battery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

 **WARNING**

Battery posts, terminals and related accessories contain lead and lead compounds, chemicals known to the State of California to cause cancer and reproductive harm. Wash hands after handling.

Battery Removal

- Make sure the ignition switch is turned off.
- Remove the rider's seat. Refer to the Seats section in the GENERAL INFORMATION chapter.
- Remove the bolts and the seat bracket.



A. Bolts

B. Seat Bracket

- Disconnect the negative (-) cable from the (-) terminal.
- Slide the red cap from the positive (+) terminal.
- Disconnect the positive (+) cable from the (+) terminal.



A. Red Cap and (+) Terminal
 B. (-) Terminal

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

Battery Installation

- Place the battery in the battery case.

- Connect the positive (+) cable to the (+) terminal, and then connect the negative (-) cable to the (-) terminal.

NOTE

- *Install the battery in the reverse order of the Battery Removal.*
- *When connecting the battery negative (-) cable, be sure to tighten the terminal bolt while pressing the battery cable terminal against the battery terminal.*

NOTICE

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.

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- Cover the (+) terminal with the red cap.
- Install the removed parts.

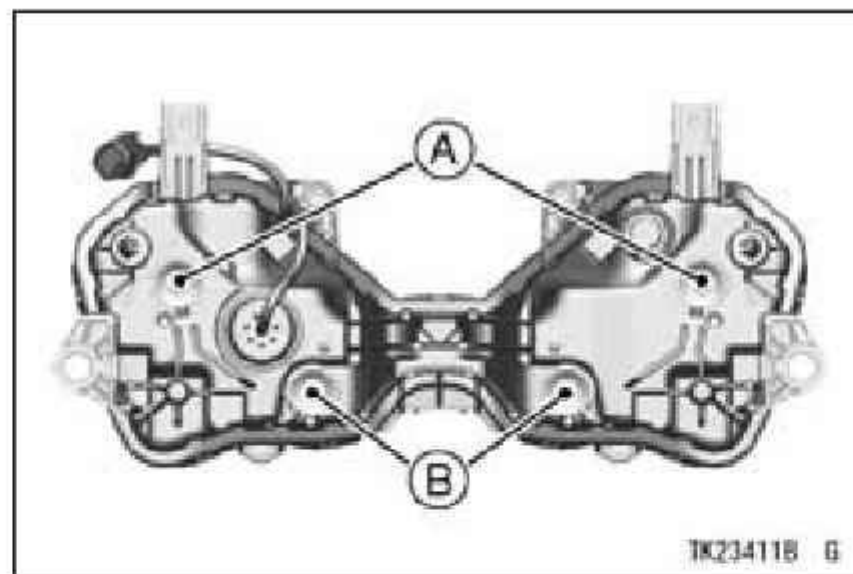
Headlight

Headlight aiming should be done by an authorized Kawasaki dealer.

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 until the beam points straight ahead.



- A. Vertical Adjusters**
- B. Horizontal Adjusters**

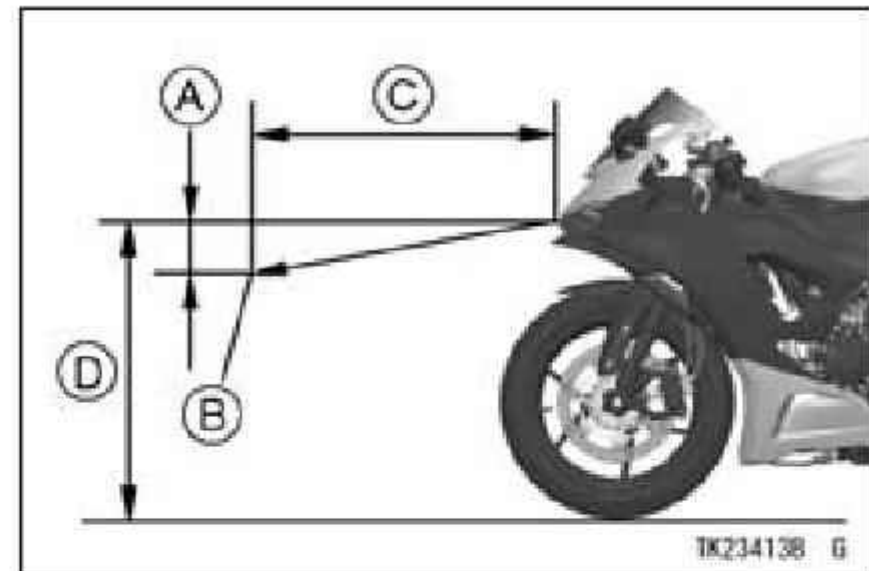
Vertical Adjustment

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 points should be slightly below horizontal. The proper angle is 0.4 degrees below horizontal. This is a 50 mm (2.0 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.



- A. 50 mm (2.0 in.)
- B. Center of Brightest Spot
- C. 7.6 m (25 ft)
- D. Height of Headlight Center

Fuses

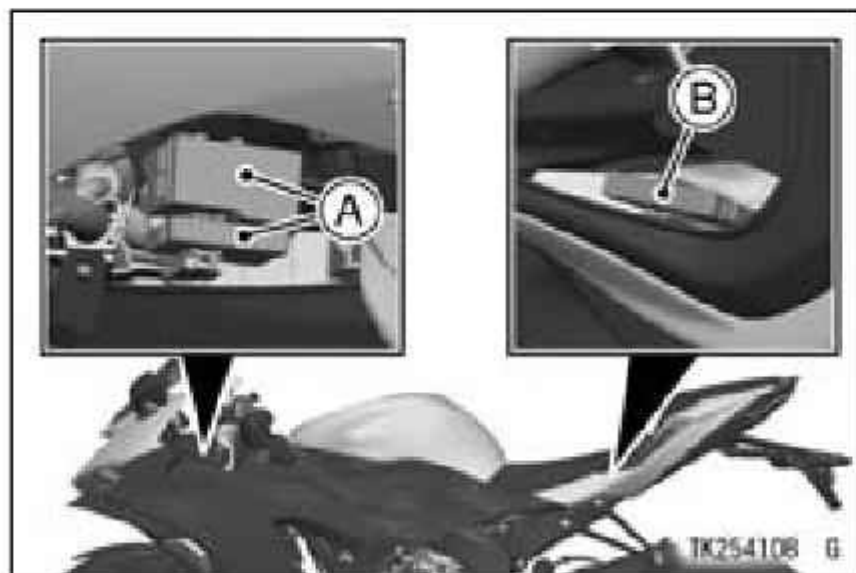
Fuses are arranged in the fuse boxes located under the left upper inner fairing and under the rider's seat. The main fuse is located under the fuel tank. If a fuse fails during operation, inspect the electrical system to determine the

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cause, and then replace it with a new fuse of proper amperage.

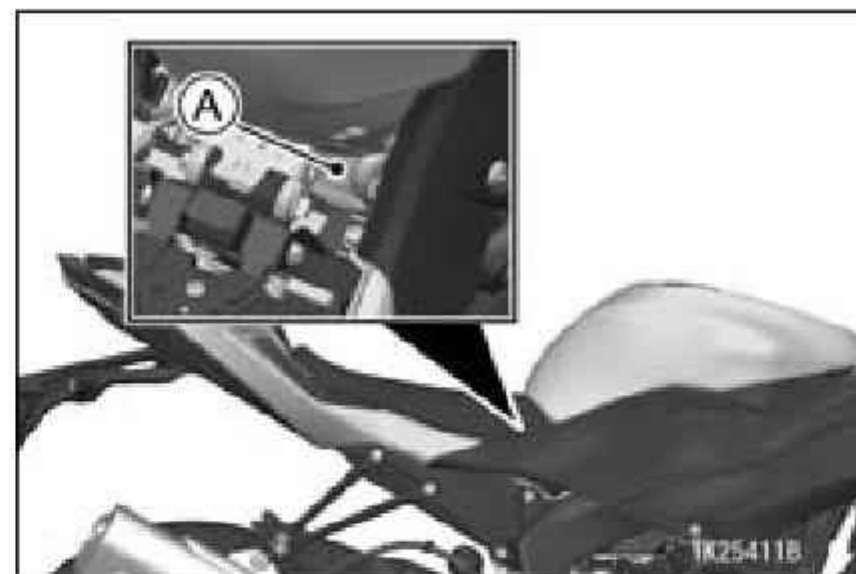
If the fuse fails repeatedly, there is something wrong with the electrical system. Have the motorcycle checked by an authorized Kawasaki dealer.

The main fuse removal should be done by an authorized Kawasaki dealer.



A. Fuse Box

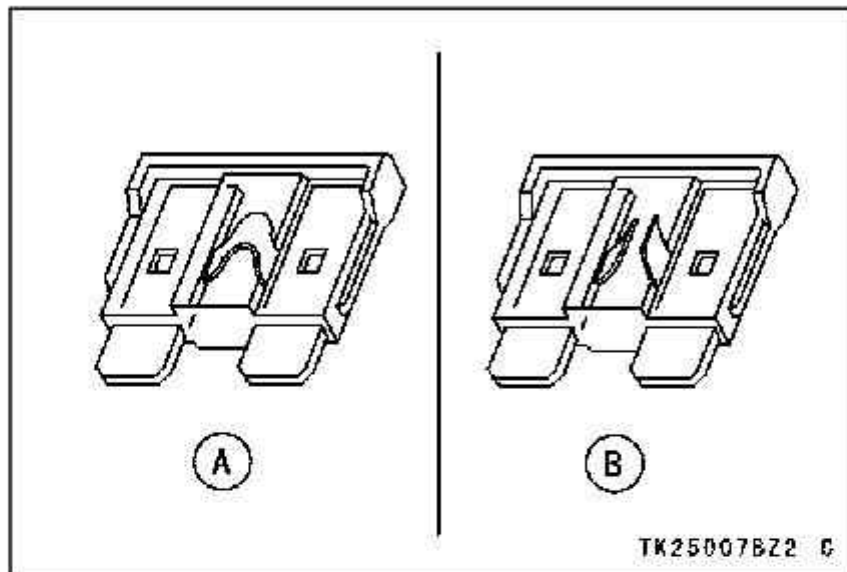
B. Fuse Box (ABS: Equipped Models)



A. Main Fuse

WARNING

Substituting fuses can cause wiring to overheat, catch fire and/or fail. 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 fuse boxes and main fuse.



A. Normal
B. Failed

General Lubrication

Lubricate the points shown below, with either engine 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.

Apply motor oil to the following pivots

- Side Stand
- Clutch Lever
- Front Brake Lever
- Rear Brake Pedal

Lubricate the following cables with a pressure cable luber

- (K) Clutch Inner Cables
- (K) Throttle Inner Cables

Apply grease to the following points

- (K) Clutch Inner Cable Upper Ends
- (K) Throttle Inner Cable Upper Ends

(K): Should be serviced by an authorized Kawasaki dealer.

NOTE

- *After connecting the cables, adjust them.*

Cleaning

General Precautions

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

WARNING

Build-up of debris or flammable material in and around the vehicle chassis, engine, and exhaust can cause mechanical problems and increase the risk of fire. When operating the vehicle in conditions that allow debris or flammable material to collect in and around the vehicle, inspect the engine, electrical component and exhaust areas frequently. If debris or flammable materials have collected, park the vehicle outside and stop the engine. Allow the engine to cool, then remove any collected debris. Do not park or store the vehicle in an enclosed space prior to inspecting for build-up of debris or flammable materials.

- Be sure the engine and exhaust are cool before washing.
- When washing the vehicle, always use a mild neutral detergent and water.
- Avoid applying all harsh chemicals, solvents, degreaser, oil remover, electrical contact cleaner, and household cleaning products such as ammonia-based window cleaners. They will damage or deteriorate painted parts, plastic parts, rubber parts and other synthetic parts including covers and headlight lens.
- Avoid applying degreaser to seals, brake pads, and tires.
- 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.

- Take care when washing the headlight lens and other plastic parts as they can easily be scratched.

NOTE

- *After riding in an area where the roads are salted or near the ocean, immediately wash your vehicle 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.*
- *Condensation may form on the inside of the headlight lens after riding in the rain, washing the vehicle or in humid weather. To remove the moisture, start the engine and turn on the headlight. Gradually the condensation on the inside of the lens will clear off.*

Radiator

Clean off any obstructions with a stream of low-pressure water.

NOTICE

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.

Matte Paint Parts

- When washing the vehicle, always use a mild neutral detergent and water, or cleaners for matte paint.
- The matte paint effect may be lost when the paint is excessively rubbed.
- If any doubt, consult an authorized Kawasaki dealer.

Plastic Parts

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

NOTICE

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 vehicle 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 vehicle, 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.

Where to be Careful

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

- Disc brake master cylinder and caliper.
- Under the seat and left inner cover - if water gets into the fuse box or battery, it can ground out the spark. When this happens the vehicle will not operate properly and the affected parts must be wiped dry.

NOTICE

Coin operated, high pressure spray washers are not recommended. Water may be forced into bearings and other components causing eventual failure from rust and corrosion. Some soaps are highly alkaline and may leave a residue or cause spotting.

NOTE

- *Abrasive cleanser or high pressure washer will damage the surface finish on the bodywork.*

Washing Your Vehicle

- Before washing, precautions must be taken to keep water off the following parts.

Muffler rear opening - cover with a plastic bag.

Ignition switch - cover the keyhole with tape.

- Rinse your vehicle 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 a bucket. Use a soft cloth or sponge to wash your vehicle.
- After washing, rinse your vehicle thoroughly with clean water to remove any residue (residue from the

detergent can damage parts of your vehicle).

- Remove the plastic bag and tape.
- Use a soft cloth to dry your vehicle. As you dry, inspect your vehicle for chips and scratches. Do not let the water air dry as this can damage the painted surfaces.
- Carefully ride your vehicle at a slow speed and apply the brakes several times. This helps dry the brakes and restores them to normal operating performance.

ZX636JR/KR

Kawasaki Motors, Ltd.



Printed in Japan

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