Kawasaki

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

ZZR 600
Motorcycle

保存版

OWNER'S MANUAL

⚠WARNING

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

Quick Reference Guide

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

A Table of Contents is included after the Foreword.

General Information

How to Ride the Motorcycle

Safe Operation

Maintenance and Adjustment

Storage

Troubleshooting Guide

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

⚠WARNING

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

CAUTION

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

NOTE

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

NOTICE

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

FOREWORD

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

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

To ensure a long, trouble-free life for your motorcycle, give it the proper care and maintenance described in this manual. For those who would like more detailed information on their Kawasaki Motorcycle, a Service Manual is available for purchase from any authorized Kawasaki motorcycle dealer. The Service Manual contains detailed disassembly and maintenance information. Those who plan to do their own work should, of course, be competent mechanics and possess the special tools described in the Service Manual.

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

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

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

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

KAWASAKI HEAVY INDUSTRIES, LTD.
Consumer Products & Machinery Company

Apr. 2003. (1). (S)

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SPECIFICATIONS

DIMENSIONS	
Overall Length	2,070 mm (81.50 in.)
Overall Width	695 mm (27.4 in.)
Overall Height	1,175 mm (46.26 in.)
Wheelbase	1,430 mm (56.30 in.)
Road Clearance	120 mm (4.72 in.)
Dry Weight	195 kg (430 lb) <Cal> 195.5 kg (431 lb)
ENGINE	
Type	DOHC, 16-valve, 4-cylinder, 4-stroke, liquid-cooled
Displacement	599 mL (36.6 cu in.)
Bore x Stroke	64.0 x 46.6 mm (2.52 x 1.83 in.)
Compression Ratio	12.0 : 1
Starting System	Electric starter
Cylinder Numbering Method	Left to right, 1-2-3-4
Firing Order	1-2-4-3
Carburetors	Keihin CVKD36 x 4
Ignition System	Battery and coil (transistorized ignition)

Ignition Timing		12.5° BTDC @1,050 r/min (rpm)
(Electronically advanced)		[<Cal> 5° BTDC @1,300 r/min (rpm)] ~ 35° BTDC @5,000 r/min (rpm)
Spark Plugs		NGK CR9E or ND U27ESR-N
Lubrication System		Forced lubrication (wet sump)
Engine Oil	Type:	API SE, SF or SG
	:	API SH or SJ with JASO MA
		SAE 10W-40
	Capacity:	3.7 L (3.9 US qt)
Coolant Capacity		2.5 L (2.6 US qt)

TRANSMISSION

Transmission Type		6-speed, constant mesh, return shift
Clutch Type		Wet, multi disc
Driving System		Chain drive
Primary Reduction Ratio		1.792 (95/53)
Final Reduction Ratio		3.000 (48/16)
Overall Drive Ratio		5.825 (Top gear)
Gear Ratio:	1st	3.166 (38/12)
	2nd	2.125 (34/16)
	3rd	1.666 (35/21)
	4th	1.380 (29/21)
	5th	1.217 (28/23)
	6th	1.083 (26/24)

FRAME		
Castor		24.5°
Trail		96 mm (3.78 in.)
Tire Size:	Front	120/60ZR17 M/C (55 W) Tubeless
	Rear	160/60ZR17 M/C (69 W) Tubeless
Fuel Tank Capacity		18 L (4.8 US gal)
ELECTRICAL EQUIPMENT		
Battery		12 V 10 Ah
Headlight		12 V 60/55 W
Tail/Brake Light		12 V 5/21 W x 2

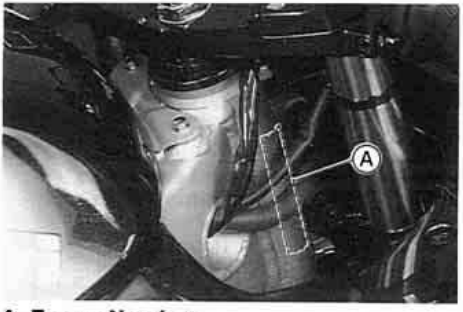
<Cal> : California model

Specifications subject to change without notice.

»»»»»»»»»»»»»»»»»»»» SERIAL NUMBER LOCATIONS «««««««««««««««««««

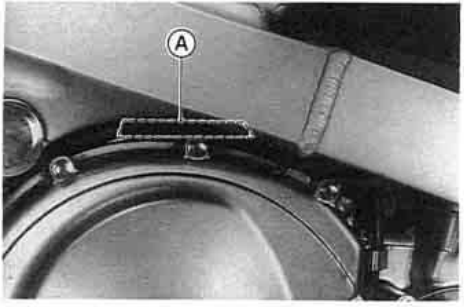
The engine and frame serial numbers are used to register the motorcycle. They are the only means of identifying your particular machine from others of the same model type. These serial numbers may be needed by your dealer when ordering parts. In the event of theft, the investigating authorities will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

Frame No.

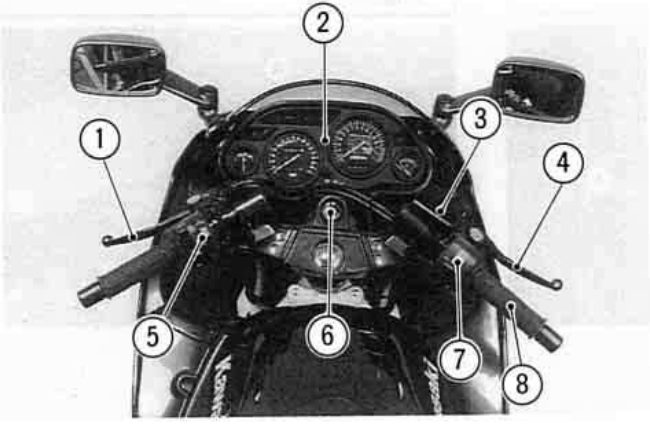


A. Frame Number

Engine No.

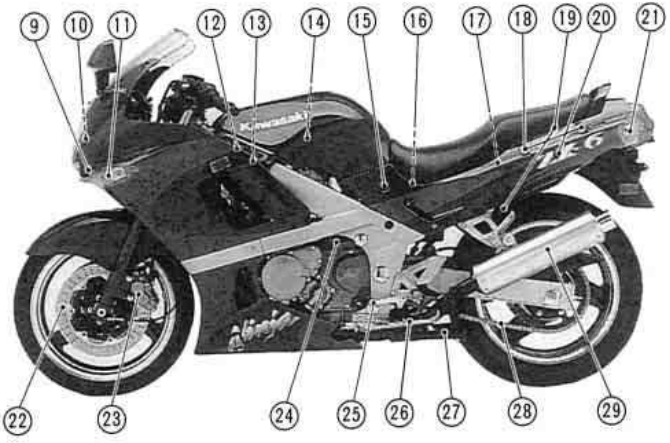


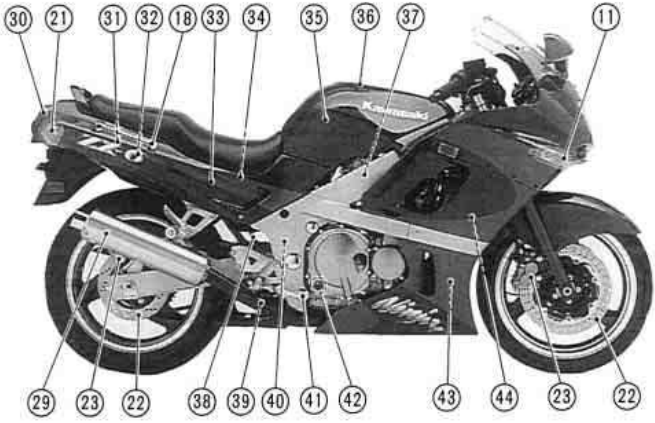
A. Engine Number



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

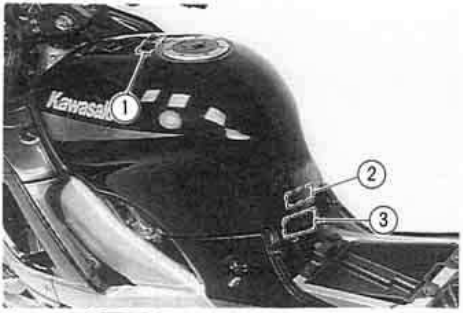
9. Air Cleaner Intake
10. Headlight
11. Turn Signal/Running Position Light
12. Fairing Pocket
13. Spark Plugs
14. Air Cleaner
15. Fuel Tap
16. Battery
17. Junction Box (Fuses)
18. Tying Hooks
19. Helmet Hooks
20. Seat Lock
21. Turn Signal Light
22. Brake Disc
23. Brake Caliper
24. Idle Adjusting Screw
25. Shift Pedal
26. Side Stand
27. Center Stand
28. Drive Chain
29. Muffler

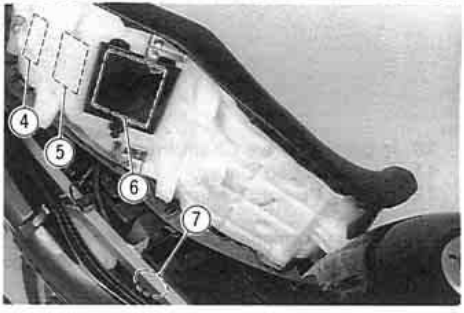


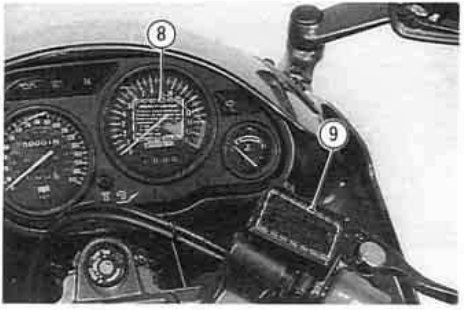


30. Tail/Brake Light
31. Tool Kit Compartment
32. Coolant Reserve Tank
33. Rear Brake Fluid Level Sighthole
34. Storage Compartment
35. Fuel Tank
36. Fuel Tank Cap
37. Carburetors
38. Rear Brake Light Switch
39. Damping Force Adjuster
40. Rear Shock Absorber
41. Rear Brake Pedal
42. Oil Level Gauge
43. Oil Cooler
44. Radiator

LOCATION OF LABELS



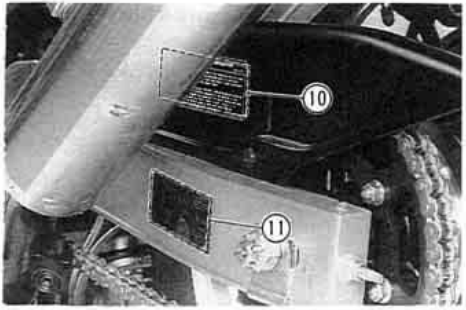




*1. Fuel Level
2. Engine Oil and Oil Filter
3. Noise Emission Control Information
*4. Vacuum Hose Routing Diagram
5. Vehicle Emission Control Information
6. Daily Safety Checks
7. Brake Fluid (Rear)
8. Break-In Caution
9. Brake Fluid (Front)

* : only on California model

(For further information of label, refer to the "LABEL INFORMATION" chapter.)



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

(For further information of label, refer to the "LABEL INFORMATION"chapter.)

⚠WARNING

Incorrect loading, improper installation or use of accessories, or modification of your motorcycle may result in an unsafe riding condition. Before you ride the motorcycle, make sure that the motorcycle is not overloaded and that you have followed these instructions.

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

NOTE

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

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

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

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

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

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

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

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

other aspect of the motorcycle's operation.

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

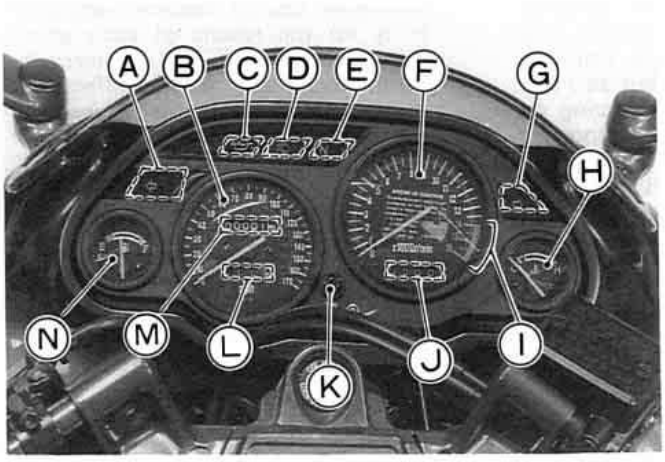
8. Fairings, windshields, backrests, and other large items have the capability of adversely affecting stability and handling of the motorcycle, not only because of their weight, but also due to the aerodynamic forces acting on these surfaces while the motorcycle is in operation. Poorly designed or installed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

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

Maximum Load

Weight of rider, passenger, baggage, and accessories must not exceed 184 kg (406 lb).

Meter Instruments



A . Left Turn Signal Indicator Light
B . Speedometer
C . Oil Pressure Warning Light
D . High Beam Indicator Light
E . Neutral Indicator Light
F . Tachometer
G . Right Turn Signal Indicator Light
H . Coolant Temperature Gauge
I . Red Zone
J . Digital Clock
K . Trip Reset Button
L . Trip Meter
M. Odometer
N . Fuel Gauge

Speedometer and Tachometer

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

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

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

Fuel Gauge

The fuel gauge shows the amount of fuel in the fuel tank. When the needle comes near the E (empty) position, refuel at the earliest opportunity.

Coolant Temperature Gauge

This gauge shows the temperature of coolant. Ordinarily, the needle should stay within the white zone. If the needle reaches the "H" line, stop the engine and check the coolant level in the reserve tank after the engine cools down.

CAUTION
Do not let the engine continue running when the gauge needle reaches the "H" line. Prolonged engine operation will result in severe damage from overheating.

Indicator Lights

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

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

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

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

Digital Clock

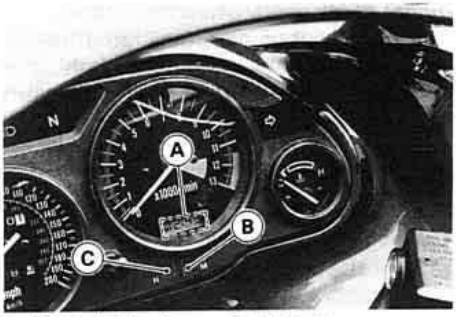
In the tachometer face is a digital clock. When the ignition key is in the OFF position, the clock functions with the back-up power supply circuit from the battery. But resetting is required when the battery becomes discharged or is disconnected.

To adjust the time follow this procedure:

1. Turn the ignition key to ON position.
2. Push the M button to adjust the minute and the H button to adjust the hour.

NOTE

○ *Pushing the button momentarily advances the hour or minute step by step. Pushing and holding the button advances the hour or minute continuously.*



A. Digital Clock
B. M Button
C. H Button

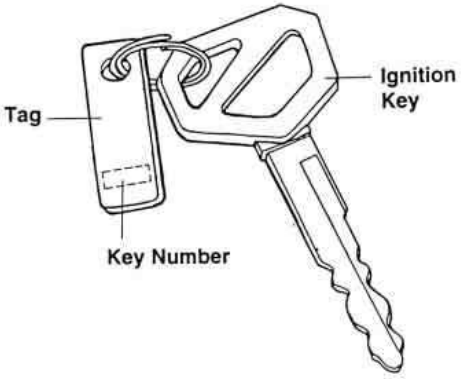
Key

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

Blank keys are available at your Kawasaki dealers. Ask your dealer to make any additional spare keys you may need, using your original key as a master, or using the key code on the tag with your keys.

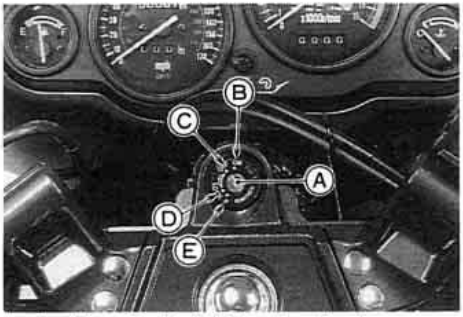
Record the code from the tag with your keys here. Participating Kawasaki dealers can use the code to make a new key in the event that your original keys are lost.

Write your key number here.



Ignition Switch/Steering Lock

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



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

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

NOTE

○*The tail, running position, and license plate lights are on whenever the ignition key is in the ON position. The headlight goes on when the starter button is released after starting the engine. To avoid battery discharge, always start the engine immediately after turning the ignition key to ON.*

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

To lock the steering:

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

Right Handlebar Switches

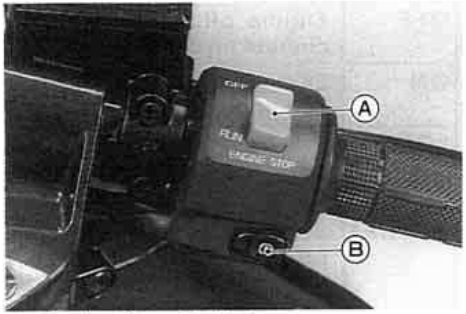
Engine Stop Switch

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

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

NOTE

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



A. Engine Stop Switch
B. Starter Button

Starter Button

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

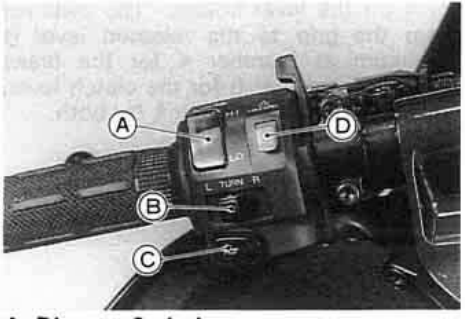
Refer to the Starting the Engine section of the "How to Ride the Motorcycle" chapter for starting instructions.

Left Handlebar Switches

Dimmer Switch

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

High beam .....HI (≡D)
Low beam .....LO (≡D)



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

Turn Signal Switch

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

To stop flashing, push the switch in.

Horn Button

When the horn button is pushed, the horn sounds.

Hazard Switch

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

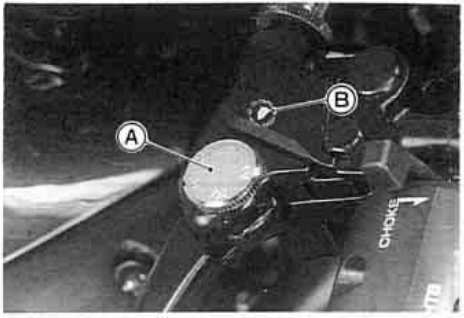
Push in the hazard switch with the ignition switch in the ON or P(Park) position. All the turn signals and turn signal indicator lights will flash on and off.

CAUTION

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

Brake/Clutch Lever Adjusters

There is an adjuster on both the brake and clutch levers. The brake lever adjuster has 4 positions and the clutch lever adjuster has 5 positions so that the released lever position can be adjusted to suit the operator's hands. Push the lever forward and turn the adjuster to align the number with the triangular mark on the lever holder. The distance from the grip to the released lever is minimum at Number 4 for the brake lever and Number 5 for the clutch lever, and maximum at Number 1 for both.



A. Adjuster B. Mark

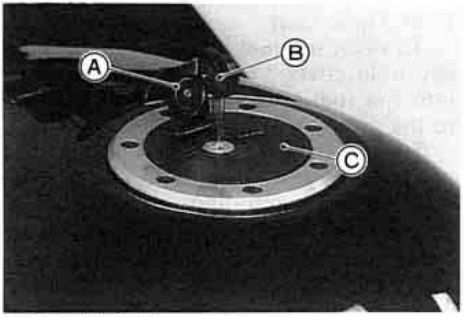
Fuel Tank Cap

To open the fuel tank cap, pull up the key hole cover. Insert the ignition key into the fuel tank cap and turn the key to the right.

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

NOTE

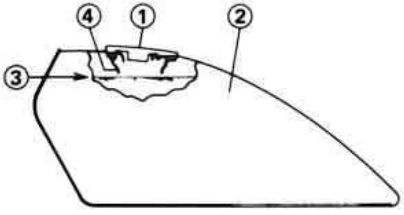
- *The fuel tank cap cannot be closed without the key inserted, and the key cannot be removed unless the cap is locked properly.*
- *Do not push on the key to close the cap, or the cap cannot be locked.*



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

Fuel Tank

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



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

⚠WARNING

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

CAUTION

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

Fuel Requirements:
Fuel Type

Use clean, fresh unleaded gasoline with a minimum Antiknock Index of 87. The Antiknock Index is posted on service station pumps in the U.S.A. The octane rating of a gasoline is a measure of its resistance to detonation or "knocking." The Antiknock Index is an average of the Research Octane Number (RON) and the Motor Octane Number (MON) as shown in the table.

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

CAUTION

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

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

Fuels Containing Oxygenates

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

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

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

CAUTION

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

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

NOTE

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

CAUTION

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

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

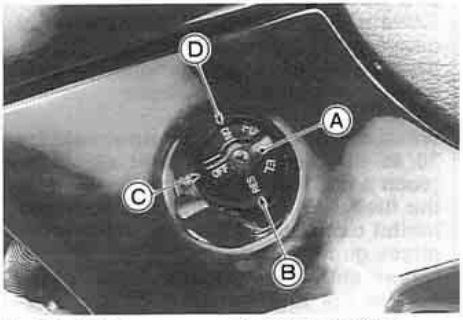
Certain ingredients of gasoline may cause paint fading or damage. Be extra careful not to spill gasoline or gasoline oxygenate blends during refueling.

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

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

Fuel Tap

The fuel tap has three positions: ON, OFF, and RES (reserve). For normal operation turn the tap to the ON position. If the fuel runs out with the tap in the ON position, the last 4.2 L (1.1 US gal) of fuel can be used by turning the fuel tap to the RES position.



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

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

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

NOTE

- *Since riding distance is limited when on RES, refuel at the earliest opportunity.*
- *Make certain that the fuel tap is turned to ON (Not RES) after filling up the fuel tank.*
- *When the carburetor is completely empty, it takes about 30 seconds for the engine to start.*

CAUTION

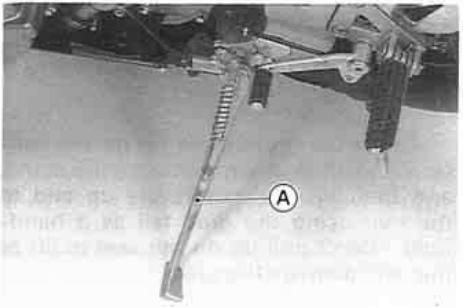
Do not operate the starter continuously for more than 5 seconds or the starter will overheat and the battery power will drop temporarily. Wait 15 seconds between each operation of the starter to let it cool and the battery power recover.

⚠WARNING

Practice operating the fuel tap with the motorcycle stopped. To prevent an accident you should be able to operate the fuel tap while riding without taking your eyes off the road.

Stands

The motorcycle is equipped with two stands: a center stand and a side stand.



A. Side Stand

NOTE

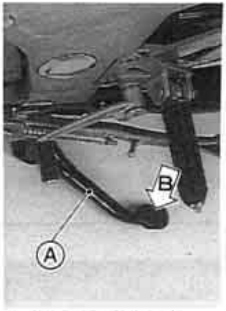
○ *When using the side stand, turn the handlebar to the left.*

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

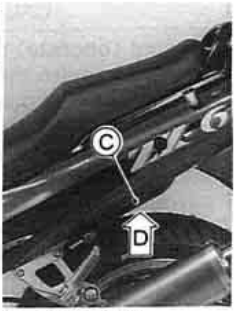
NOTE

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

To set the motorcycle up on the center stand, step down firmly on the stand, and then lift the motorcycle up and to the rear using the grab rail as a handhold. Don't pull up on the seat to lift as this will damage the seat.



A. Center Stand
B. Step down



C. Grab Rail
D. Lift up

Tying Hooks

When tying up light loads to the seat, pull up the hooks on the left and right side covers.

A. Tying Hooks

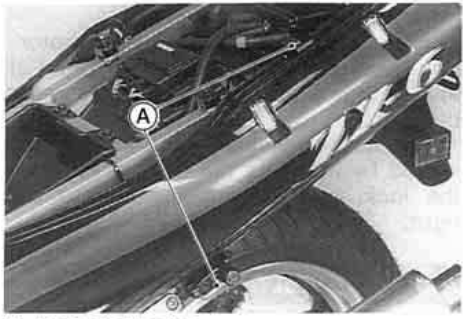
Helmet Hooks

Helmets can be secured to the motorcycle using the helmet hooks located at the left side of the motorcycle and under the seat.

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

⚠WARNING

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

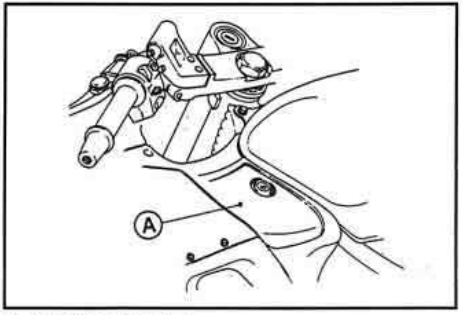


A. Helmet Hooks

Fairing Pocket

The fairing pocket is located in the inner fairing to the left of the fuel tank. Use the pocket to keep only light items. The pocket lid can be locked and unlocked with the ignition key.

Be sure to lock the lid before starting.



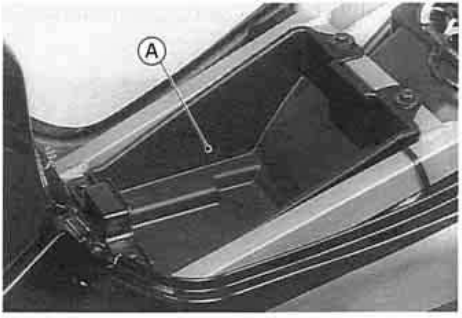
A. Fairing Pocket

⚠WARNING

Do not ride the motorcycle with the lid unlocked, or the lid could interfere with steering and cause an accident.

Storage Compartment

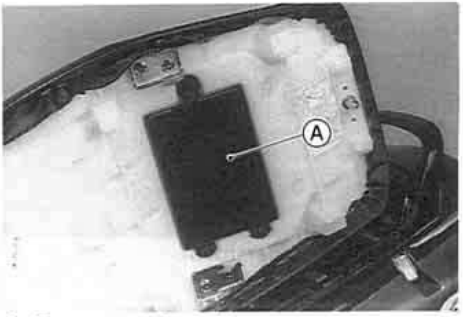
The storage compartment is located under the seat.



A. Storage Compartment

Document Container

The document container is provided on the seat bottom. Keep the owner's manual and any papers or documents that should be kept with the motorcycle in this container.



A. Document Container

Tool Kit Compartment

The tool kit is stored in the tool kit compartment at the rear under the seat.

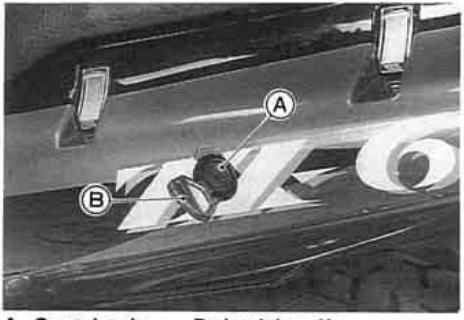
The minor adjustments and replacement of parts explained in this manual can be performed with the tools in the kit.

A. Tool Kit

Seat Lock

To open the seat, insert the ignition key into the seat lock, turn the key to the left, and pull the seat up and to the rear.

The seat is locked when pushed back into place.



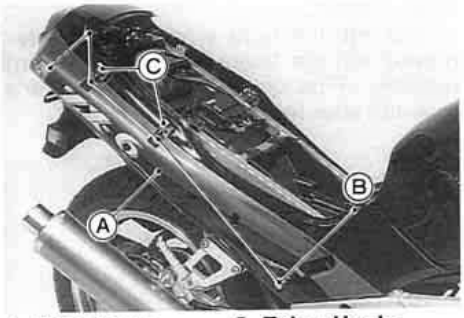
A. Seat Lock **B. Ignition Key**

Side Covers

The left and right side covers are removed for the brake fluid and coolant refilling. First unscrew the passenger's grab rail after removing the seat.

A. Grab Rail **B. Bolts**

Remove the side cover mounting screws shown and pull the side covers outward. The two of the screws on each side cover are located behind the tying hooks. Be sure to disconnect the left and right rear turn signal light leads.



A. Side Cover
B. Screws
C. Tying Hooks

Air Cleaner Intakes

The air cleaner intakes allow air to enter the air cleaner, then the carburetors. 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 Intakes

Electric Accessory Connectors

The electric power of the battery can be used through the electric accessory connectors regardless of ignition switch position. Observe and follow the notes listed below.

Electric Accessory Connectors

Location	Polarity	Wire Color
Under Seat	(+)	White/Blue
	(−)	Black/Yellow
Maximum Current: 10A		

⚠WARNING

Take care not to pinch any wire between the seat and the frame or between other parts to avoid a short circuit.

CAUTION

Whenever you leave the motorcycle, stop using the electric accessories. Be careful not to discharge the battery totally. For example, if a current of 10 amperes is continuously taken out with the engine stopped, even an originally-fully-charged battery may become totally discharged in about 20 minutes.

A. Accessory Connectors

BREAK-IN

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

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

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

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

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

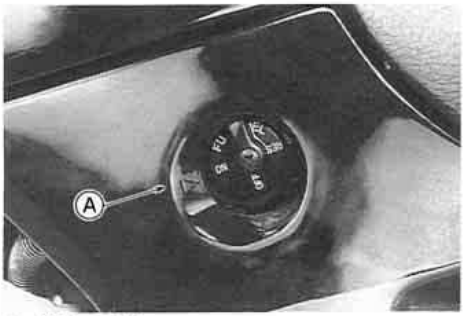
⚠WARNING

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

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

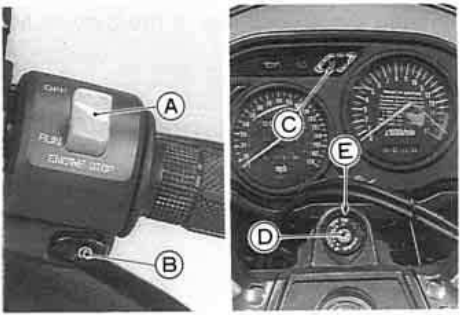
Starting the Engine

- Turn the fuel tap to the ON position.



A. ON position

- Check that the engine stop switch is in the ○ (RUN) position.
- Turn the ignition key to "ON".
- Make certain the transmission is in neutral or the clutch is disengaged.

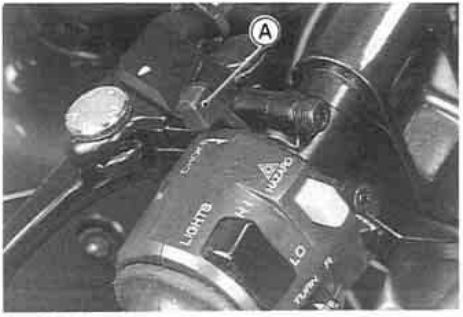


A. Engine Stop Switch
B. Starter Button
C. Neutral Indicator Light
D. Ignition Switch
E. ON position

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

NOTE

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



A. Choke Lever

● Leaving the throttle completely closed, push the starter button.

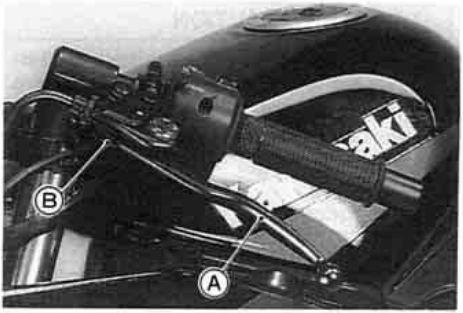
CAUTION

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

NOTE

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

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



A. Clutch Lever
B. Starter Lockout Switch

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

NOTE

○ *If you drive the motorcycle before the engine is warmed up, push the choke lever all the way back as soon as your start moving.*

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

Jump Starting

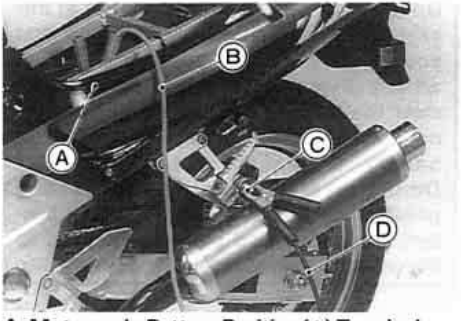
If your motorcycle battery is "run down," it should be removed and charged. If this is not practical, a 12 volt booster battery and jumper cables may be used to start the engine.

⚠WARNING

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

Connecting Jumper Cables

- Make sure the ignition key is turned to "OFF".
- Remove the seat and storage compartment (see the Battery section in the Maintenance and Adjustment chapter).
- Connect a jumper cable from the positive (+) terminal of the booster battery to the positive (+) terminal of the motorcycle battery.



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

- Connect another jumper cable from the negative (−) terminal of the booster battery to your motorcycle rear brake pedal or other unpainted metal surface. Do not use the negative (−) terminal of the battery.

⚠WARNING

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

- Follow the standard engine starting procedure.

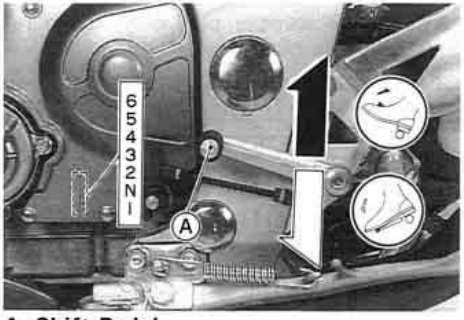
CAUTION

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

- After the engine has started, disconnect the jumper cables. Disconnect the negative (−) cable from the motorcycle first.
- Install the removed parts.

Moving Off

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



A. Shift Pedal

NOTE

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

Shifting Gears

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

⚠WARNING

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

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

Vehicle speed when shifting

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

NOTE

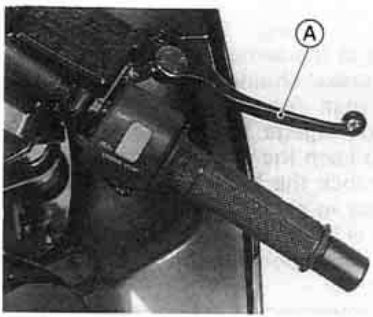
○ *The transmission is equipped with a positive neutral finder. When the motorcycle is standing still, the transmission cannot be shifted past neutral from 1st gear. To use the positive neutral finder, shift down to 1st gear, then lift up on the shift pedal while standing still. The transmission will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

Braking

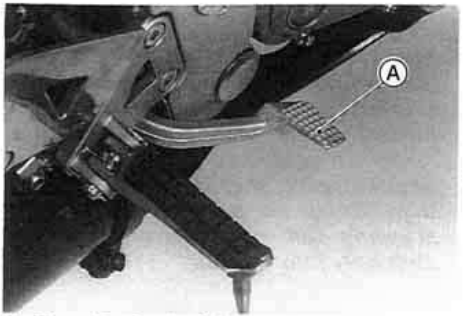
- Close the throttle completely, leaving the clutch engaged (except when shifting gears) so that the engine will help slow down the motorcycle.
- Shift down one gear at a time so that you are in 1st gear when you come to a complete stop.
- When stopping, always apply both brakes at the same time. Normally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

CAUTION

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



A. Front Brake Lever



A. Rear Brake Pedal

Stopping the Engine

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

Stopping the Motorcycle in an Emergency

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

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

In an emergency situation such as throttle failure, your vehicle may be stopped by applying the brakes and disengaging the clutch. Once this stop-

ping procedure is initiated, the engine stop switch may be used to stop the engine. If the engine stop switch is used, turn off the ignition switch after stopping the motorcycle.

Parking

- Shift the transmission into neutral and turn the ignition key to "OFF".
- Support the motorcycle on a firm, level surface with the side or center stand.

CAUTION

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

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

⚠WARNING

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

- Lock the steering to help prevent theft.

NOTE

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

Catalytic Converter

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

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

- The muffler itself and exhaust gas are hotter than other model's because of chemical reaction at the catalytic converter. Although silencer part is of double tubes to reduce heat transfer to the muffler surface, still temperature of the muffler surface is hot.
- Use only unleaded gasoline. Never use leaded gasoline. Leaded gasoline significantly reduces the capability of the catalytic converter.
- Do not coast the vehicle with the ignition switch and/or engine stop switch off. Do not attempt to start the engine by rolling the vehicle if the battery is discharged. Do not operate the vehicle with the engine or any one cylinder misfiring. Under these conditions unburned air/fuel mixture flowing out of engine excessively accelerates reaction in the converter allowing the converter to overheat and become damaged when the engine is hot, or reduces converter performance when the engine is cold.

Safe Riding Technique

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Daily Safety Checks

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

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

⚠WARNING

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

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

Front	250 kPa (2.50 kgf/cm², 36 psi)
Rear	290 kPa (2.90 kgf/cm², 41 psi)

Install the air valve cap.

Drive chain	Slack 35 ~ 45 mm (1.4 ~ 1.8 in.).
Nuts, bolts, fasteners	Check that steering and suspension components, axles, and all controls are properly tightened or fastened.
Steering	Action smooth but not loose from lock to lock. No binding of control cables.
Brakes	Brake pad wear: Lining thickness more than 1 mm (0.04 in.) left. No brake fluid leakage.
Throttle	Throttle grip play 2 ~ 3 mm (0.08 ~ 0.12 in.).
Clutch	Clutch lever play 2 ~ 3 mm (0.08 ~ 0.12 in.). Clutch lever operates smoothly.
Coolant	No coolant leakage. Coolant level between level lines (when engine is cold).
Electrical equipment	All lights and horn work.
Engine stop switch	Stops engine.
Side and center stands	Return to their fully up positions by spring tension. Return springs not weak or not damaged.

Refer to "Daily Safety Checks" caution label attached to the seat bottom.

Additional Considerations for High Speed Operation

Brakes: The importance of the brakes, especially during high speed operation, cannot be overemphasized. Check to see that they are correctly adjusted and functioning properly.

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

Tires: High speed operation is hard on tires, and good tires are crucial for riding safety. Examine their overall condition, inflate them to the proper pressure, and check the wheel balance.

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

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

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

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

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

⚠WARNING

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

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

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

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

EMISSION CONTROL INFORMATION

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

1. Crankcase Emission Control System

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

2. Exhaust Emission Control System

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

3. Evaporative Emission Control System

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

High Altitude Performance Adjustment Information

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

NOTE

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

Installation Instructions:

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

MAINTENANCE AND WARRANTY

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

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

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

You should keep a maintenance record for your motorcycle. To assist you in keeping this record, we have provided space on pages 140 through 144 of this manual where an authorized Kawasaki dealer, or someone equally competent, can record the maintenance. You should also retain copies of maintenance work orders, bills, etc., as verification of this maintenance.

TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED:

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

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

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

Periodic Maintenance Chart

	Operation / Frequency	Whichever comes first — Every	*Odometer Reading km (mi) 800 (500)	5,000 (3,000)	10,000 (6,000)	15,000 (9,000)	20,000 (12,000)	25,000 (15,000)	30,000 (18,000)	See Page
Emission Related	Carburetor synchronization --check †		•	•	•	•	•	•	•	95
	Idle speed--check †		•	•	•	•	•	•	•	95
	Throttle grip play--check †		•		•		•		•	90
	Spark plug--clean and gap †			•	•	•	•	•	•	78
	Valve clearance--check †		•		•		•		•	85
	Air suction valve--check †			•	•	•	•	•	•	85
	Air cleaner element and air vent filter--clean		•		•		•		•	86
	Air cleaner element and air vent filter--replace	5 cleanings					•			86
	Fuel system--check				•		•		•	123
	Evaporative emission control system (c)--check †		•	•	•	•	•	•	•	84
Non-Emission	K Brake light switch--check †		•	•	•	•	•	•	•	108
	Brake pad wear--check †			•	•	•	•	•	•	104
	Brake fluid level--check †	month	•	•	•	•	•	•	•	105

	Operation \ Frequency	Whichever comes first ↓ Every	*Odometer Reading km (mi) 800 (500)	5,000 (3,000)	10,000 (6,000)	15,000 (9,000)	20,000 (12,000)	25,000 (15,000)	30,000 (18,000)	See Page
Non-Emission Related	K Brake fluid--change	2 years					•			107
	Clutch--adjust		•	•	•	•	•	•	•	96
	K Steering--check †		•	•	•	•	•	•	•	–
	Drive chain wear--check † #			•	•	•	•	•	•	101
	Nut, bolt, fastener tightness --check †		•		•		•		•	130
	Tire wear--check †			•	•	•	•	•	•	115
	Engine oil--change	year	•		•		•		•	73
	K Oil filter--replace		•		•		•		•	73
	General lubrication--perform			•	•	•	•	•	•	123
	K Front fork oil--change								•	–
	K Swingarm pivot, uni-trak linkage--lubricate				•		•		•	–
	K Coolant--change	2 years							•	78
	Radiator hoses, connections --check †	year	•		•		•		•	75

	Operation / Frequency	Whichever comes first — Every	*Odometer Reading km (mi) 800 (500)	5,000 (3,000)	10,000 (6,000)	15,000 (9,000)	20,000 (12,000)	25,000 (15,000)	30,000 (18,000)	See Page
Non-Emission Related	K Steering stem bearing--lubricate	2 years					•			–
	K Master cylinder cup and dust seal--replace	2 years								–
	K Caliper piston seal and dust seal--replace	2 years								–
	K Brake hose--replace	4 years								–
	K Fuel hose--replace	4 years								–
	K Brake hoses, connections--check †			•	•	•	•	•	•	–
	K Fuel hoses, connections--check †			•	•	•	•	•	•	–
	Drive chain--lubricate #	Every 600 km (400 mi)								103
	Drive chain slack--check †#	Every 1000 km (600 mi)								98

K : Should be serviced by an authorized Kawasaki dealer.
* : For higher odometer readings, repeat at the frequency interval established here.
† : Replace, add, adjust, or torque if necessary.
# : Service more frequently when operating in severe conditions: dusty, wet, muddy, high speed, or frequent starting/stopping.
(c): California model only

Engine Oil

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

⚠WARNING

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

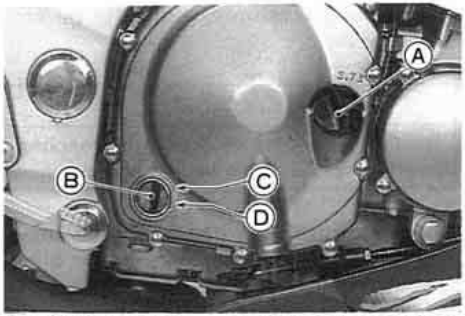
Oil Level Inspection

- If the oil has just been changed, start the engine and run it for several minutes at idle speed. This fills the oil filter with oil. Stop the engine, then wait several minutes until the oil settles.

CAUTION

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

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

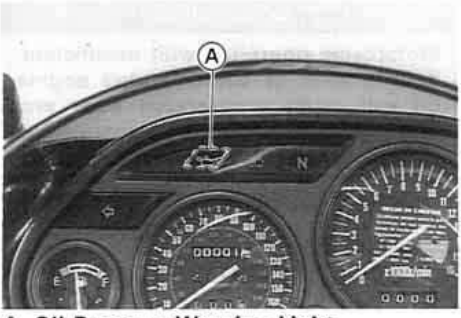


A. Oil Filler Cap
B. Oil Level Gauge
C. Upper Level Line
D. Lower Level Line

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

CAUTION

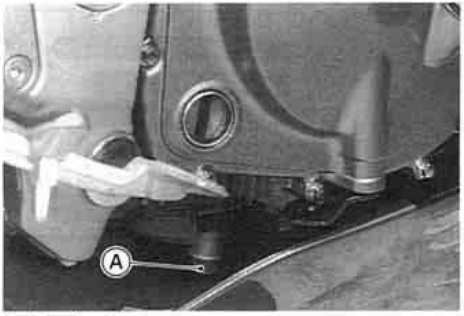
If the engine oil gets extremely low or if the oil pump does not function properly or oil passages are clogged, the oil pressure warning light will light. If this light stays on when the engine speed is above 1,200 r/min (rpm), stop the engine immediately and find the cause.



A. Oil Pressure Warning Light

Oil and/or Oil Filter Change

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



A. Drain Plug

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

⚠WARNING

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

- If the oil filter is to be replaced, have the function performed by an authorized Kawasaki dealer.
- Install the engine drain plug with its gasket. Tighten it to the specified torque.

NOTE

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

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

Tightening Torque

Engine Oil Drain Plug: 20 N-m (2.0 kgf-m, 14.5 ft-lb)

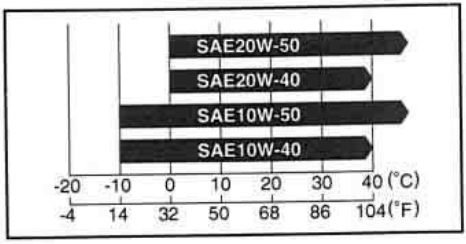
Recommended Engine Oil

Type	: API SE, SF or SG : API SH or SJ with JASO MA
Viscosity	: SAE 10W-40

Engine Oil Capacity

Capacity	: 2.8 L (3.0 US qt) [when filter is not removed] 3.2 L (3.4 US qt) [when filter is removed] 3.7 L (3.9 US qt) [when engine is completely dry]

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



Cooling System

Radiator and Cooling Fan:

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

⚠WARNING

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

CAUTION

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

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

Radiator Hoses:

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

Coolant:

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

Information for Coolant

To protect the cooling system (consisting of the aluminum engine and radiator) from rust and corrosion, the use of corrosion and rust inhibitor chemicals in the coolant is essential. If coolant containing corrosion and rust inhibitor chemicals is not used, over a period of time, the cooling system accumulates

rust and scale in the water jacket and radiator. This will clog up the coolant passages, and considerably reduce the efficiency of the cooling system.

⚠WARNING

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

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

CAUTION

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

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

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

CAUTION

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

NOTE

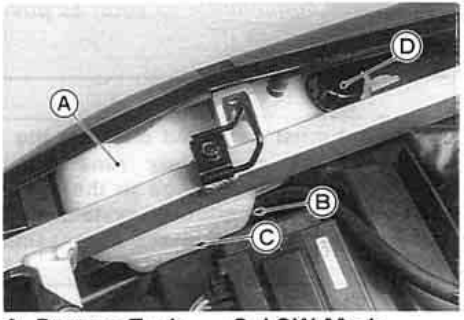
○*A permanent type of antifreeze is installed in the cooling system when shipped. It is colored green and contains ethylene glycol. It is mixed at 50% and has the freezing point of −35°C (−31°F).*

Coolant Level Inspection

- Situate the motorcycle so that it is perpendicular to the ground (on its center stand).
- Remove the seat and check the cool-coolant level through the coolant level gauge on the coolant reserve tank. The coolant level should be between the FULL and LOW marks.

NOTE

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



A. Reserve Tank **C. LOW Mark**
B. FULL Mark **D. Cap**

- If the amount of coolant is insufficient, remove the right side cover, remove the filler cap from the reserve tank and add coolant to the FULL mark. Install the cap and side cover.

NOTE

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

CAUTION

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

Coolant Change

Have the coolant changed by an authorized Kawasaki dealer.

Spark Plugs

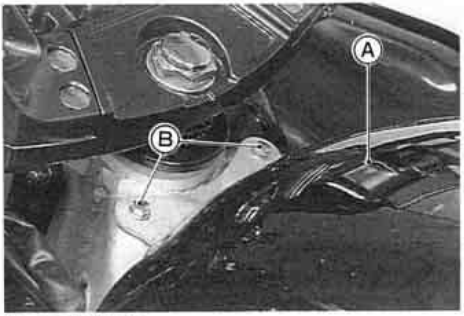
The standard spark plug is shown in the table in this section. The spark plugs should be taken out in accordance with the Periodic Maintenance Chart for cleaning, inspection, and resetting of the plug gap.

Maintenance

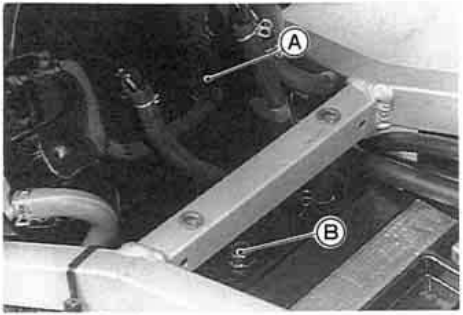
If the plug is oily or has carbon built up on it, have it cleaned, preferably in a sand-blasting device, and then clean off any abrasive particles. The plug may also be cleaned using a high flash-point solvent and a wire brush or other suitable tool. Measure the gap with a wire-type thickness gauge,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

Spark Plug Removal

- Turn the fuel tap to the OFF position to stop the fuel flow.
- Remove the seat and both side covers.
- Remove the front and rear fuel tank mounting bolts.



A. Fuel Tank
B. Mounting Bolts (Front)

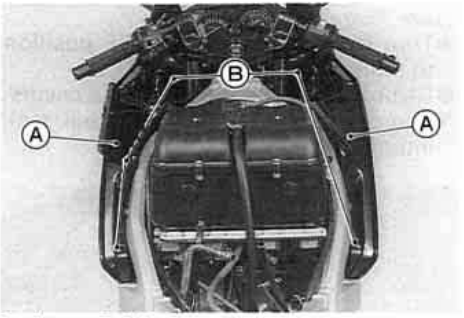


A. Fuel Tank
B. Mounting Bolt (Rear)

- Pull the upper hose that leads to the carburetors off the fuel tap.

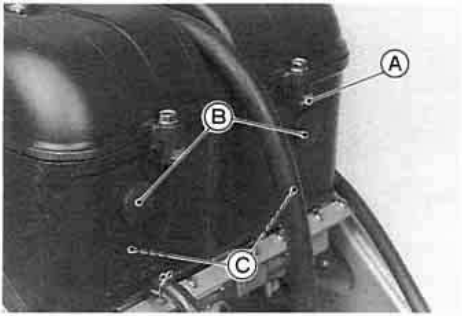
A. Hose to Carburetors

- Pull the hoses marked red and blue off the fuel tank rear end (only on California models).
- Disconnect the leads under the fuel tank.
- Remove the fuel tank.
- Remove the left and right inner fairings by taking the mounting screws off the fairing surfaces and the bottom of the fairing pocket.



A. Inner Fairings B. Screws

- Pulling off the rubber caps, remove the air cleaner housing mounting bolts through the holes.
- Remove the vacuum valve mounting bolt and pull the vacuum valve off the air cleaner housing (see Element Removal in the Air Cleaner section).

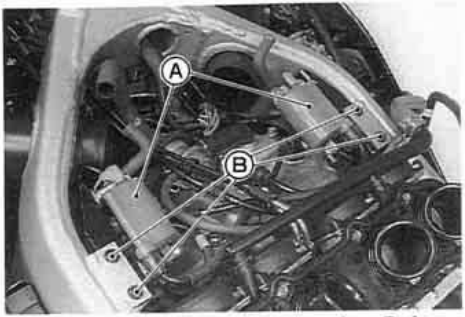


A. Air Cleaner Housing
B. Rubber Caps
C. Mounting Bolts

- Pull all the hoses off the housing.
- Remove the housing from the carburetor intakes at the rear and the air intake ducts at the front.

A. Air Intake Ducts

- Put a clean, lint-free towel over the carburetor intakes to keep dirt or other foreign material from entering.
- Remove the ignition coil mounting bolts for the left- and rightmost spark plug removal.



A. Ignition Coil **B. Mounting Bolts**

● Carefully pull the spark plug caps from the spark plugs.

A. Spark Plug Caps

● Unscrew the spark plugs.

NOTE

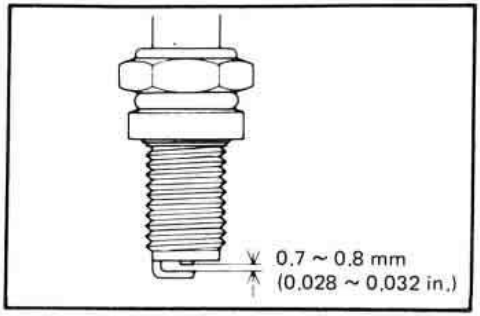
○ *Spark plug installation is performed in the reverse order of removal.*
○ *Applying a thin coat of engine oil to the air intake ducts will help them fit into the housing.*
○ *For easier installation of the air cleaner housing, first remove the upper housing and then take off the element with*

frames (see Element Removal in the Air Cleaner section).

- Make sure the air cleaner housing is installed securely in place.

Spark Plug

Standard Plug	NGK CR9E or ND U27ESR-N
Plug Gap	0.7 ~ 0.8 mm (0.028 ~ 0.032 in.)
Tightening Torque	14 N-m (1.4kgf-m, 10 ft-lb)



NOTE

○ *When installing the spark plug cap onto the spark plug, fit the plug cap securely onto the spark plug, and pull the cap lightly to make sure that it is properly installed.*

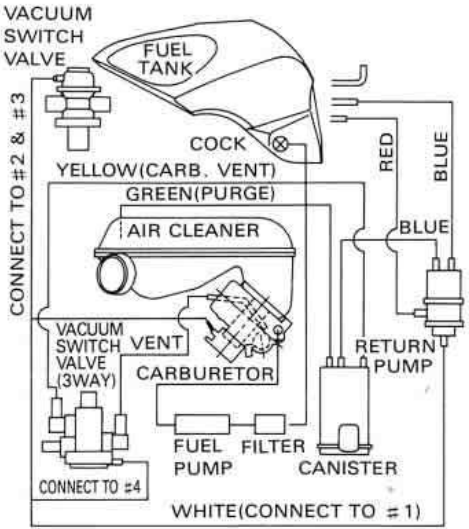
Evaporative Emission Control System (California model only)

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

Inspection

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

VACUUM HOSE ROUTING DIAGRAM



Valve Clearance

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

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

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

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

Kawasaki Clean Air System

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

Air Suction Valves:

The air suction valve is essentially a check valve which allows fresh air to flow only from the air cleaner into the exhaust port. Any air that has passed the air suction valve is prevented from returning. Inspect the air suction valves in accordance with the Periodic Maintenance Chart. Also, inspect the air suction valves whenever stable idling

cannot be obtained, engine power is greatly reduced, or there are abnormal engine noises.

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

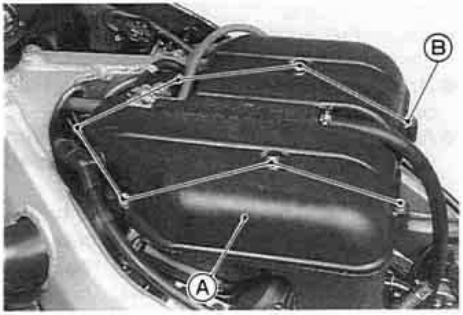
Air Cleaner

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

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

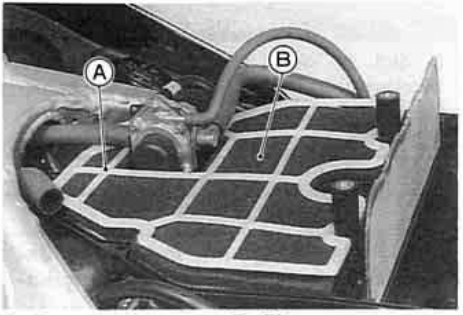
Element Removal

- Remove the seat.
- Remove the side covers, fuel tank, and inner fairings (see Spark Plug Removal in the Spark Plugs section).
- Remove the air cleaner upper housing mounting bolts.



A. Upper Housing
B. Mounting Bolts

- Pull the vacuum valve off the air cleaner housing.
- Remove the upper housing.
- Take off the upper frame, element, and lower frame.



A. Frame **B. Element**

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

⚠WARNING

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

CAUTION

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

NOTE

- *Element installation is performed in the reverse order of removal.*
- *The element must be installed with the foam element side (gray) up.*

Element Cleaning

- Clean the element in a bath of a high flash-point solvent.
- Dry the element with compressed air or by shaking it.
- After cleaning, saturate the element with SE, SF or SG class SAE 10W40 motor oil.
- Press the element against a workbench to squeeze out the excess oil, then wrap it in a clean rag and squeeze it as dry as possible.

⚠WARNING

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

Air Vent Filter Cleaning

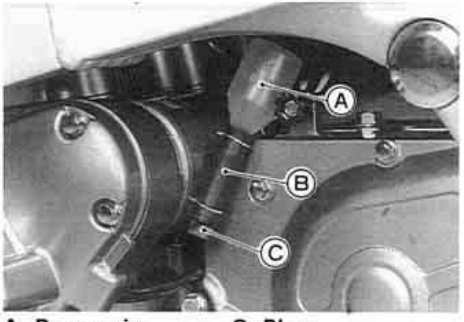
- Remove the fuel tank (see Spark Plug Removal in the Spark Plugs section).

A. Air Vent Filter

- Pull up the left and right air vent filters off the air cleaner intake ducts, and then disconnect the hoses from the filters.
- Clean the filters by directing a stream of compressed air from the clean side to the dirty side.
- After cleaning, install the air vent filters, inner fairings, and fuel tank.

Oil Draining

- Inspect the transparent reservoir located to the left side of the engine to see if any oil has run down from the air cleaner housing.



A. Reservoir
B. Drain Hose
C. Plug

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

⚠WARNING

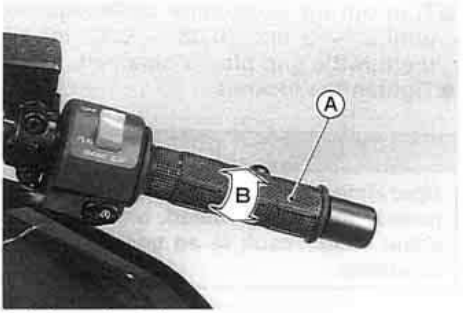
Be sure to install the plug in the drain hose after draining. Oil on tires will make them slippery and can cause an accident and injury.

Throttle Grip

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

Inspection

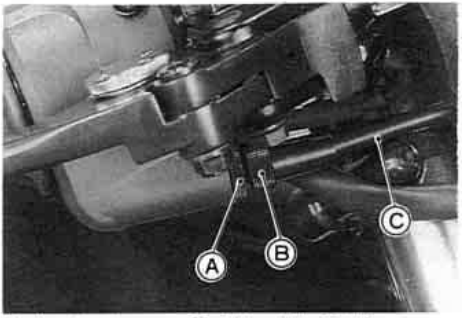
- Check that there is 2 ~ 3 mm (0.08 ~ 0.12 in.) throttle grip play when lightly turning the throttle grip back and forth.
- If there is improper play, adjust it.



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

Adjustment

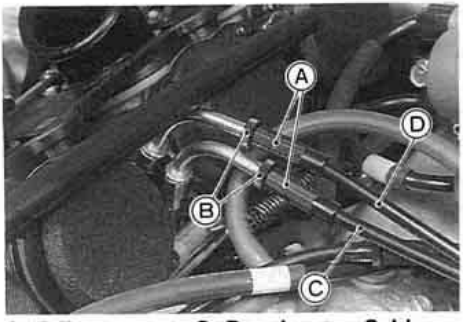
- Loosen the locknut at the throttle grip, and turn the cable adjuster until the proper amount of throttle grip play is obtained.



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

- Tighten the locknut.
- If the throttle cables can not be adjusted by using the cable adjuster at the throttle grip, use the cable adjusters at the middle of the throttle cables.
- First give the throttle grip plenty of play by turning the adjuster at the grip in fully.
- Remove the fuel tank (see Spark Plug Removal in the Spark Plugs section).

● Loosen the locknuts at the middle of the throttle cables, and turn both throttle cable adjusters fully so as to give the throttle grip plenty of play.



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

● With the throttle grip completely closed, turn out the decelerator cable adjuster until the inner cable just becomes tight.
● Tighten the locknut.
● Turn out the accelerator cable adjuster until 2 ~ 3 mm (0.08 ~ 0.12 in) of the throttle grip play is obtained.
● Tighten the locknut.

⚠WARNING

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

● Install the parts removed.

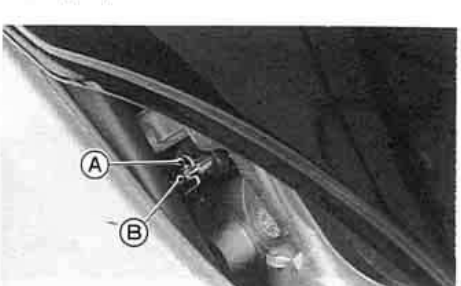
Choke Lever

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

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

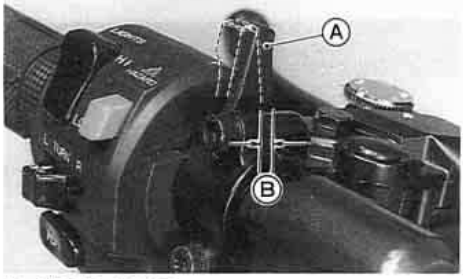
Inspection

- Check that the choke lever returns properly and that the inner cable slides smoothly. If there is any irregularity, have the choke cable checked by a competent mechanic following the instructions in the Service Manual.
- Push the choke lever back all the way to its released position.
- Determine the amount of choke cable play at the choke lever. Pull the choke lever until the starter plunger lever at the carburetor touches the starter plunger; the amount of choke lever travel is the amount of choke cable play.



A. Starter Plunger Lever
B. Starter Plunger

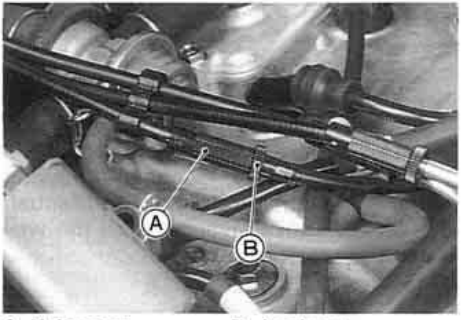
●The proper amount of play is 2 ~ 3 mm (0.08 ~ 0.12 in.) at the bottom of the choke lever. If there is too much or too little play, adjust the choke cable.



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

Adjustment

●Remove the side covers, fuel tank, and inner fairings (see Spark Plug Removal in the Spark Plugs section).
●Loosen the locknut at the middle of the choke cable, and turn the adjuster until the cable has the proper amount of play.



A. Adjuster **B. Locknut**

●Tighten the locknut after adjustment.
●Install the removed parts.

Carburetors

The carburetor adjustments, idle speed and synchronization, should be performed in accordance with the Periodic Maintenance Chart or whenever the idle speed is disturbed.

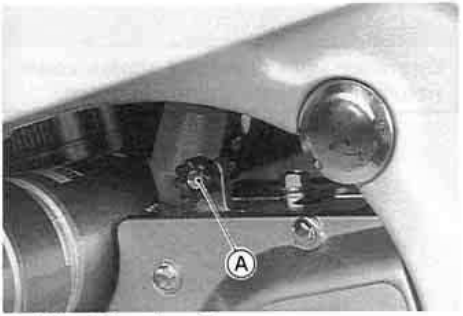
The following procedure covers the idle speed adjustment. Carburetor synchronization should be done only by a competent mechanic using vacuum gauges, following the instructions in the Service Manual.

NOTE

○*Poor carburetor synchronization will cause unstable idling, sluggish throttle response, and reduced engine power and performance.*

Adjustment

- Start the engine, and warm it up thoroughly.
- Adjust the idle speed to 1,000 ~ 1,100 (California model: 1,250 ~ 1,350) r/min (rpm) by turning the idle adjusting screw.



A. Idle Adjusting Screw

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

may be damaged. Be sure to correct any of these conditions before riding.

⚠WARNING

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

Clutch

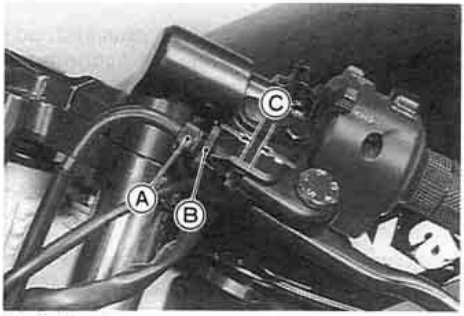
Due to friction plate wear and clutch cable stretch over a long period of use, the clutch must be adjusted in accordance with the Periodic Maintenance Chart.

⚠WARNING

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

Inspection

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



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

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

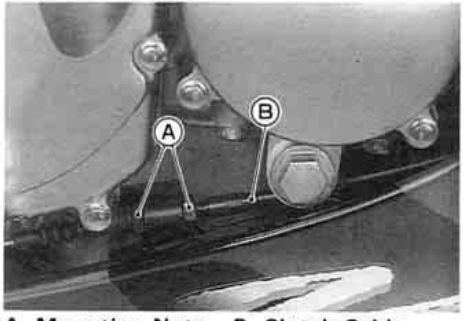
Adjustment

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

⚠WARNING

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

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



A. Mounting Nuts B. Clutch Cable

NOTE

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

Drive Chain

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

⚠WARNING

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

Chain Slack Inspection

- Set the motorcycle up on its center stand.
- Rotate the rear wheel to find the position where the chain is tightest, and measure the maximum chain slack by pulling up and pushing down the

chain midway between the engine sprocket and rear wheel sprocket.

A. 35 ~ 45 mm (1.4 ~ 1.8 in.)

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

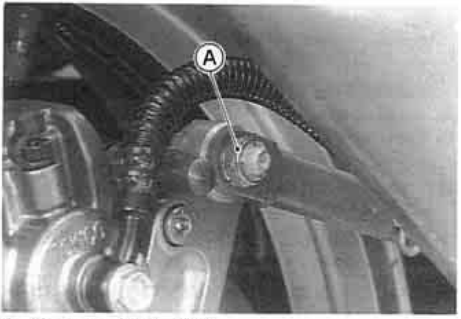
Drive Chain Slack

Standard	35 ~ 40 mm (1.4 ~ 1.6 in.)
Too tight	less than 35 mm (1.4 in.)
Too loose	more than 45 mm (1.8 in.)

Chain Slack Adjustment

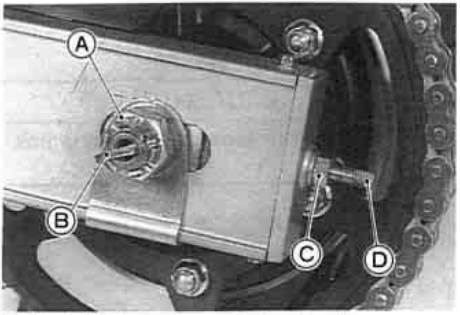
- Loosen the rear torque link nut.

CAUTION
Do not forget to loosen the torque link nut.



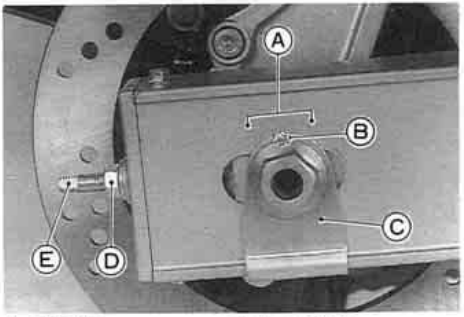
A. Torque Link Nut

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



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

- If the chain is too loose, turn out the left and right chain adjusters evenly.
- If the chain is too tight, turn in the left and right chain adjusters evenly.
- Turn 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. Locknut
E. Adjuster

NOTE

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

⚠WARNING

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

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

Tightening Torque

Axle Nut	108 N-m (11.0 kg-m, 80 ft-lb)
Torque Link Nut	34 N-m (3.5 kg-m, 25 ft-lb)

- Rotate the wheel, measure the chain slack again at the tightest position, and readjust if necessary.
- Insert a new cotter pin through the axle nut and axle, and spread its ends.
- Tighten the rear torque link nut to the specified torque.

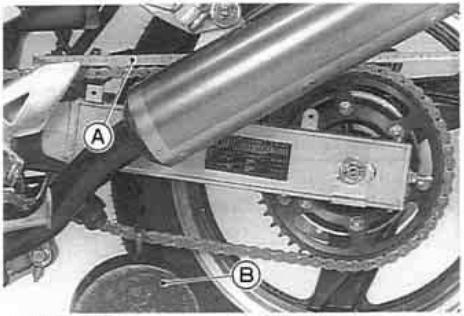
⚠WARNING

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

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

Wear Inspection

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



A. Measure B. Weight

Drive Chain 20-Link Length

Service Limit: 323 mm (12.7 in.)

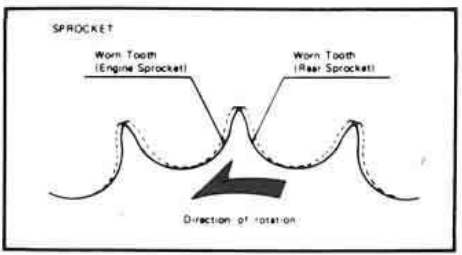
⚠WARNING

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

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

NOTE

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



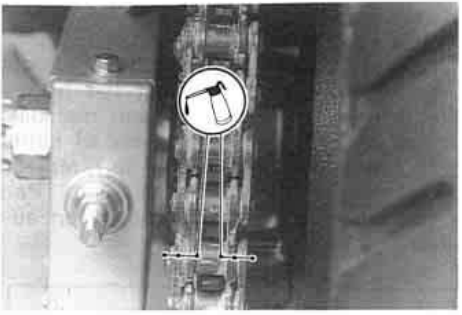
- If there is any irregularity, have the drive chain and/or the sprockets re-

placed by an authorized Kawasaki dealer.

Lubrication

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

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

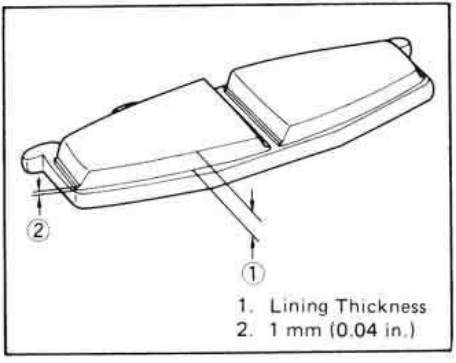


- If the chain is especially dirty, clean it using diesel oil or kerosine and then apply oil as described above.

Brakes

Brake Wear Inspection

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



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

Disc Brake Fluid:

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

Fluid Requirement

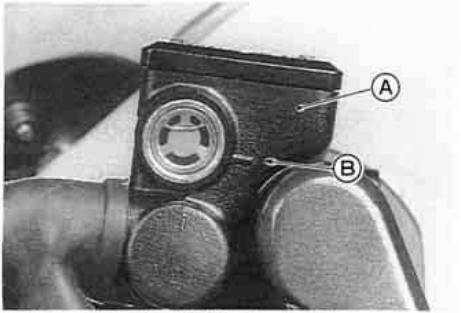
Use heavy-duty brake fluid only from a container marked D O T 4.

CAUTION

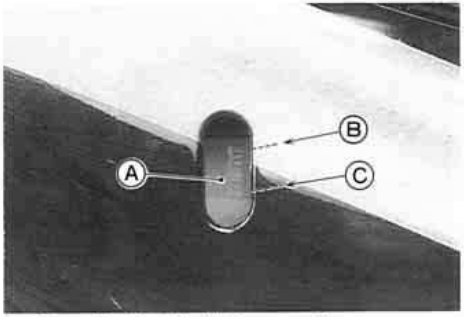
Do not spill brake fluid onto any painted surface.
Do not use fluid from a container that has been left open or that has been unsealed for a long time.
Check for fluid leakage around the fittings.
Check brake hose for damage.

Fluid Level Inspection

- The brake fluid level in the front brake fluid reservoir must be kept above the line (lower level line) next to the gauge and that in the rear reservoir must be kept between the upper and lower level lines (reservoirs held horizontal). The level in the rear reservoir can be checked through the sighthole in the right side cover.

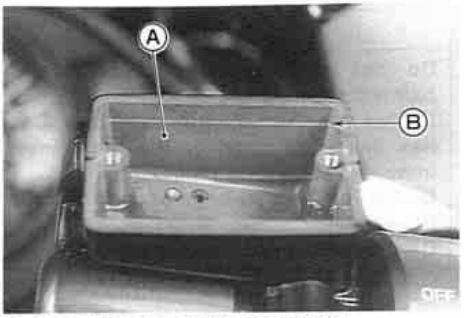


A. Front Brake Fluid Reservoir
B. Lower Level Line



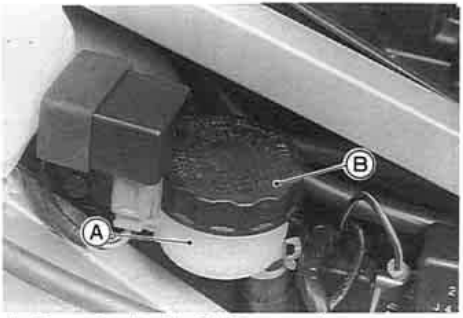
A. Rear Brake Fluid Reservoir
B. Upper Level Line
C. Lower Level Line

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



A. Front Brake Fluid Reservoir
B. Upper Level Line

- Remove the right side cover to fill the rear reservoir.



A. Rear Brake Fluid Reservoir
B. Filler Cap

⚠WARNING

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

Fluid Change

Have the brake fluid changed by an authorized Kawasaki dealer.

Front and Rear Brakes:

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

⚠WARNING

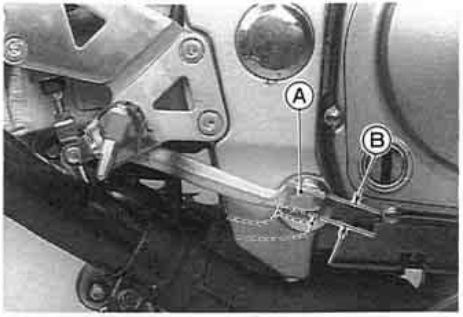
If the brake lever or pedal feels mushy when it is applied, there might be air in the brake lines or the brake may be defective. Since it is dangerous to operate the motorcycle under such conditions, have the brake checked immediately by an authorized Kawasaki dealer.

Brake Light Switches

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

Inspection

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



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

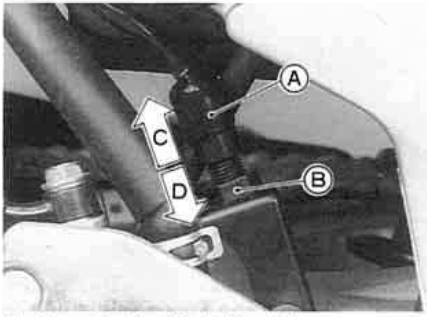
- If it does not, adjust the rear brake light switch.

Adjustment

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

CAUTION

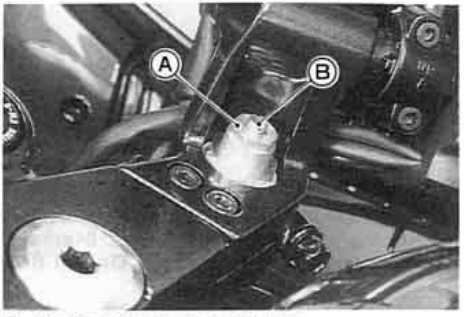
To avoid damaging the electrical connections inside the switch, be sure that the switch body does not turn during adjustment.



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

Front Fork

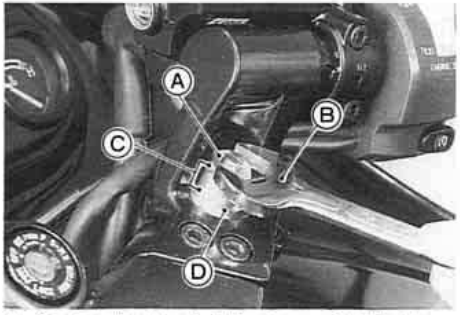
On top of each front fork leg are a spring preload adjuster and a rebound damping force adjuster so that the spring force and damping force can be adjusted for different riding and loading conditions. Weaker spring force and damping force are for comfortable riding, but they should be increased for high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



A. Spring Preload Adjuster
B. Rebound Damping Force Adjuster

Spring Preload Adjustment

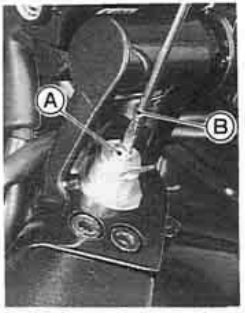
- Turn the spring preload adjusters into the front fork top bolt to increase spring force and out to decrease spring force using the wrench from the tool kit. Each adjuster has 8 adjustment marks. Be sure to position both adjusters to the same mark.



A. Spring Preload Adjuster
B. Wrench
C. Marks
D. Top Bolt

Rebound Damping Force Adjustment

- Use a screwdriver to turn the rebound damping force adjusters clockwise. Each adjuster has 4 adjustment clicks. Be sure to turn both adjusters by the same number of clicks.



A. Rebound Damping Force Adjuster
B. Screwdriver
C. Clockwise

Click Position	1	2	3	4
Damping Force		⟶ Larger		

⚠WARNING

If both spring preload adjusters and both rebound damping force adjusters are not adjusted equally, handling may be impaired and a hazardous condition may result.

The standard setting position of the spring preload adjuster for an average-build rider of 68 kg (150 lb) with no passenger and no accessories is the 5th mark from the top, and that of the rebound damping force adjuster under the same conditions is the 2nd click.

Rear Shock Absorber

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

Before making any adjustments, however, read the following procedures:

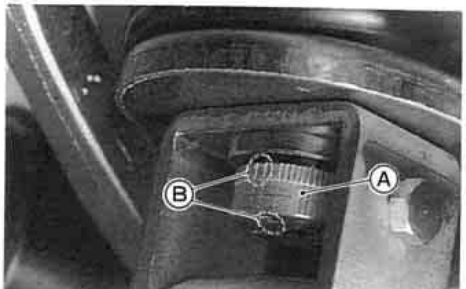
Spring Adjustment

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.

Damping Force Adjustment

The damping force adjuster at the lower end of the rear shock absorber has 3 positions. The numbers on the adjuster show the setting position.



A. Damping Force Adjuster
B. Number

If the damping feels too soft or too stiff, adjust it in accordance with the following table:

Position	I	II	III
Damping Force	⟶ Larger		

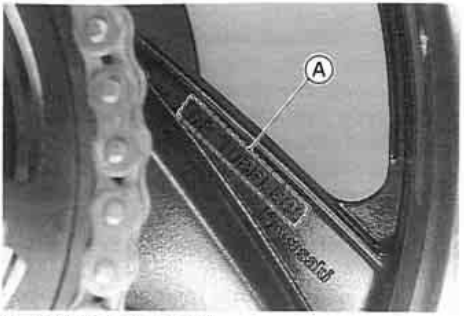
- Take off the adjuster cover.
- Turn the adjuster to the desired number until you feel a click.

The standard setting position of the damping force adjuster for an average-build rider of 68 kg (150 lb) with no passenger and no accessories is No. I

Wheels

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

A. TUBELESS Mark



A. TUBELESS Mark

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

⚠WARNING

The tires, rims, and air valves on this motorcycle are designed only for tubeless type wheels. The recommended standard tires, rims, and air valves must be used for replacement.
Do not install tube-type tires on tubeless rims. The beads may not seat properly on the rim causing tire deflation.
Do not install a tube inside a tubeless tire. Excessive heat build-up may damage the tube causing tire deflation.

Tires:
Payload and Tire Pressure

Failure to maintain proper inflation pressures or observe payload limits for your tires may adversely affect handling and performance of your motorcycle and can result in loss of control. The maximum recommended load in addition to vehicle weight is 184 kg (406 lb), including rider, passenger, baggage, and accessories.

- Remove the air valve cap.
- Check the tire pressure often, using an accurate gauge.
- Make sure that the air valve cap is securely installed.

NOTE

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

Tire Air Pressure (when cold)

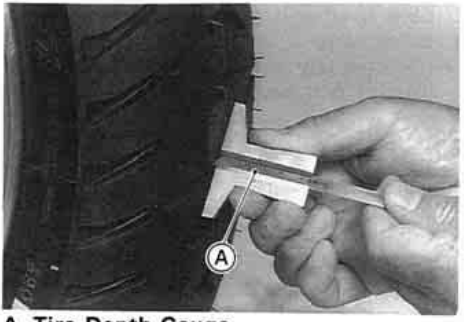
Front	250 kPa (2.50 kgf/cm², 36 psi)
Rear	290 kPa (2.90 kgf/cm², 41 psi)

A. Tire Pressure Gauge

Tire Wear, Damage

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

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



A. Tire Depth Gauge

Minimum Tread Depth

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

NOTE

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

⚠WARNING

To ensure safe handling and stability, use only the recommended standard tires for replacement, inflated to the standard pressure.
Tires that have been punctured and repaired do not have the same capabilities as undamaged tires. Do not exceed 100 km/h (60 mph) within 24 hours after repair, and 180 km/h (110 mph) at any time after that.

Standard Tire (Tubeless)

Front	120/60ZR17 M/C (55 W) ○BRIDGESTONE BT-50F RADIAL ○MICHELIN A89X ○PIRELLI MTR01 ○METZLER MEZ1 Front
Rear	160/60ZR17 M/C (69 W) ○BRIDGESTONE BT-50R RADIAL G ○MICHELIN M89X ○PIRELLI MTR02 ○METZLER MEZ1

⚠WARNING

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.

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

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

CAUTION

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

NOTE

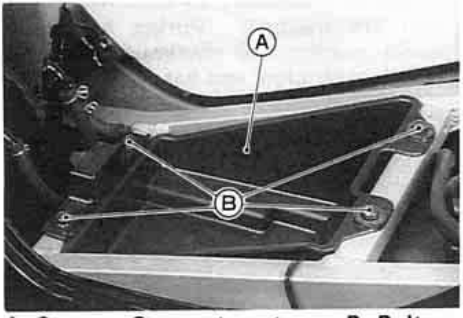
○ *If you charge the sealed battery, never fail to observe the instructions shown in the label on the battery.*

⚠WARNING

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

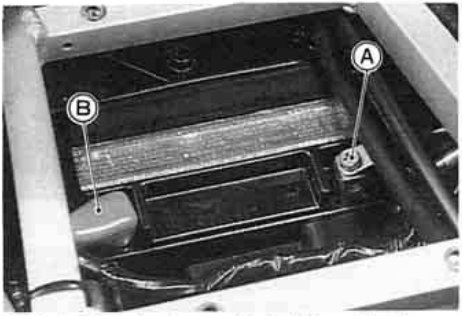
Battery Removal

- Remove the seat.
- Remove the storage compartment by taking off the mounting bolts.



A. Storage Compartment **B. Bolts**

● Disconnect the leads from the battery, first from the (−) terminal and then the (+) terminal.



A. (−) Terminal B. (+) Terminal

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

Battery Installation
● Put the battery in the battery case.
● Connect the capped lead to the (+) terminal, and then connect the black lead to the (−) terminal.

NOTE

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

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

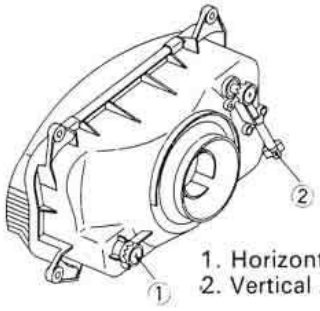
CAUTION

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

Headlight Beam

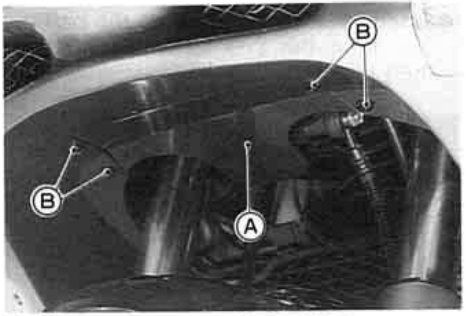
Horizontal Adjustment

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

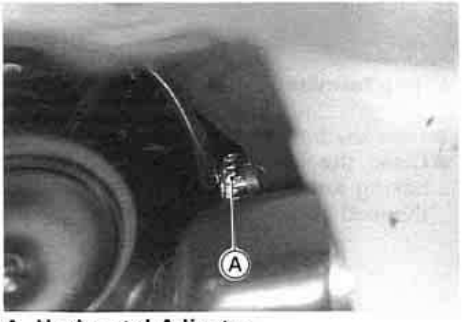


1. Horizontal Adjuster
2. Vertical Adjuster

- Take the screws off the plate located under the headlight and pull it to the rear.
- Turn the horizontal adjuster in or out until the beam points straight ahead.



A. Plate **B. Screws**

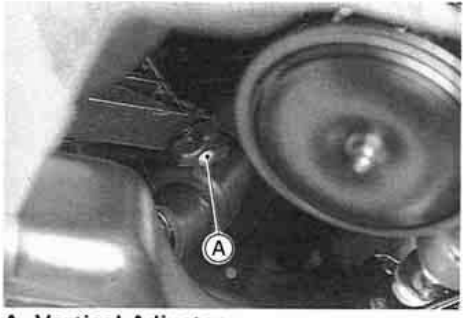


A. Horizontal Adjuster

Vertical Adjustment

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

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

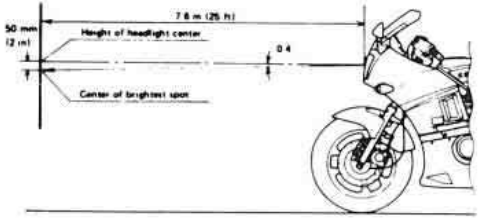


A. Vertical Adjuster

- Reinstall the plate.

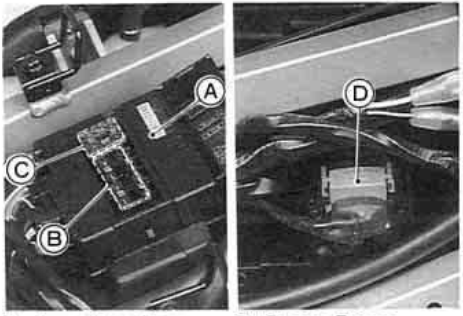
NOTE

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



Fuses

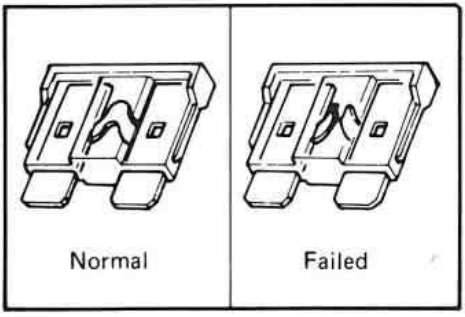
Fuses are arranged in the junction box located under the seat. The main fuse is mounted on the starter relay inside the left side cover. If a fuse fails during operation, inspect the electrical system to determine the cause, and then replace it with a new fuse of proper amperage.



A. Junction Box
B. Fuses
C. Spare Fuses
D. Main Fuse

⚠WARNING

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



Fuel System

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

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

General Lubrication

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

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

NOTE

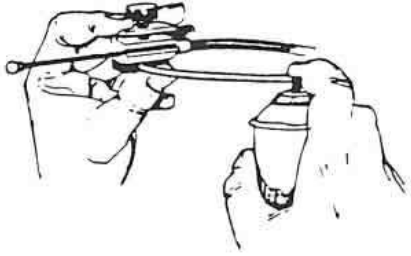
○ *A few drops of oil are effective to keep bolts and nuts from rusting and sticking. This makes removal easier. Badly rusted nuts, bolts, etc., should be replaced with new ones.*

Apply motor oil to the following pivots:

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

Lubricate the following cables with a pressure cable luber:

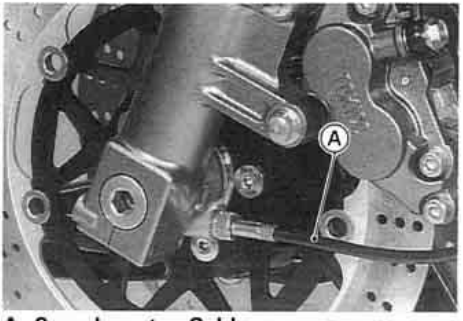
- ○ Clutch Inner Cable
- ○ Throttle Inner Cables



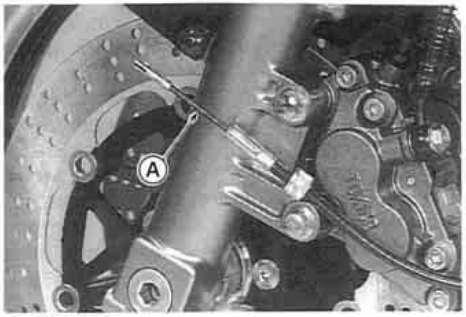
Apply grease to the following points:

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

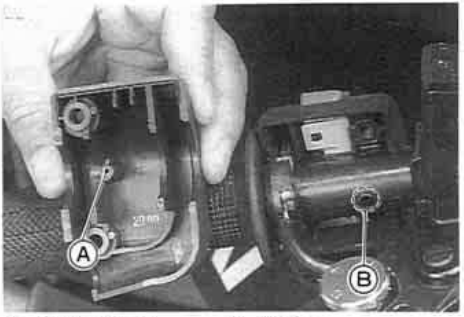
* Grease the lower part of the inner cable sparingly.



A. Speedometer Cable



A. Grease



A. Projection **B. Hole**

NOTE

- *After connecting the cables, adjust them.*
- *Making sure that the projection in the switch housing fits into the hole in the handlebar, assemble the switch housing. And after installing the switch housing, check the throttle grip play and adjust it if necessary.*
- *Insert the speedometer inner cable into the speedometer gear housing while turning the wheel so that the slot in the end of the cable will seat in the tongue of the speedometer pinion.*

Cleaning Your Motorcycle

General Precautions

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

- Be sure the engine and exhaust are cool before washing.
- Avoid applying degreaser to seals, brake pads, and tires.
- Always use non-abrasive wax and cleaner/polisher.
- Avoid all harsh chemicals, solvents, detergents, and household cleaning products such as ammonia-based window cleaners.
- Gasoline, brake fluid, and coolant will damage the finish of painted and plastic surfaces: wash them off immediately.
- Avoid wire brushes, steel wool, and all other abrasive pads or brushes.
- Use care when washing the windshield, headlight cover, and other plastic parts as they can easily be scratched.
- Avoid using pressure washers; water can penetrate seals and electrical components and damage your motorcycle.
- Avoid spraying water in delicate areas such as in air intakes, carburetors, brake components, electrical components, muffler outlets, and fuel tank openings.

Washing your motorcycle

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

water air dry as this can damage the painted surfaces.

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

NOTE

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

Painted Surfaces

After washing your motorcycle, coat painted surfaces, both metal and plastic, with a commercially available motorcycle/automotive wax. Wax should be applied once every three months or as conditions require. Avoid surfaces with "satin" or "flat" finishes. Always use non-abrasive products and apply them according to the instructions on the container.

Windshield and Other Plastic Parts

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

CAUTION

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

Chrome and Aluminum

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

Cleaning of Exhaust System:

CAUTION

To prevent surface damage, do not clean the exhaust system with chrome polishes or cleaners. Do not use waxes containing cleaners or abrasive cutting agents. Always use a soft cloth when washing and drying the system.

Washing

The exhaust system must be cool before washing to prevent water spotting.

- Prepare a mixture of water and mild soap, such as dishwashing detergent. Do not use a high alkaline content soap as commonly found at commercial car washes because it leaves a residue.
- Wash the exhaust system with a soft cloth. Do not use an abrasive scouring pad or steel wool. They will damage the finish.
- Rinse the exhaust system thoroughly.

Drying

- Dry the exhaust system completely with a soft cloth. Do not run the engine to dry the system or spotting will occur.

Protecting

- When the system is dry, apply a light coat of WD40, LPS-1, or Bel-Ray 6-in-1 multipurpose oil.
- Wipe off the excess oil.
- The system can be waxed instead of oiled. Use a carnauba type paste wax only. Do not use waxes containing cleaners or abrasive cutting agents. They will damage the finish. Apply wax according to the manufacturer's instructions.

Leather, Vinyl, and Rubber

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

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

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

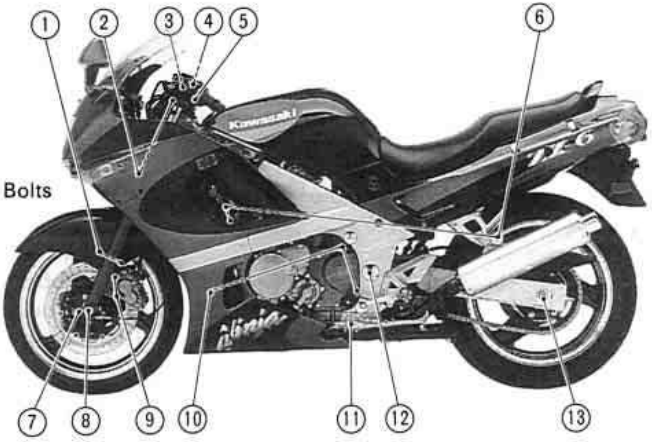
⚠ WARNING

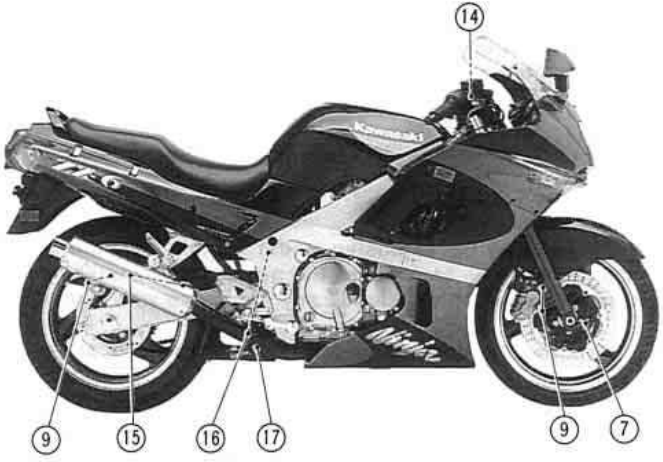
Special care must be taken not to get any rubber protectant on the tire's tread surface when treating tires. This may decrease the tire's ability to maintain contact with the road surface causing the rider to lose control.

Bolt and Nut Tightening

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

1. Front Fender Mounting Bolts
2. Front Fork Clamp Bolts
3. Clutch Lever Holder Clamp Bolts
4. Handlebar Mounting Bolts
5. Stem Head Bolt
6. Muffler Mounting Bolts
7. Front Axle Clamp Bolts
8. Front Axle Nut
9. Caliper Mounting Bolts
10. Engine Mounting Bolts and Nuts
11. Side Stand Bolt
12. Pivot Shaft Nut
13. Rear Axle Nut





14. Brake Master Cylinder Clamp Bolts
15. Torque Link Nuts
16. Rear Shock Absorber Mounting Nuts
17. Muffler Connecting Pipe Clamp Bolts

Preparation for Storage:

- Clean the entire vehicle thoroughly.
- Run the engine for about five minutes to warm the oil, shut it off, and drain the engine oil.

⚠WARNING

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

- Put in fresh engine oil.
- Empty the fuel from the fuel tank.

⚠WARNING

Gasoline is extremely flammable and can be explosive under certain conditions. Turn the ignition key to OFF. Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.
Gasoline is a toxic substance. Dispose of gasoline properly. Contact your local authorities for approved disposal methods.

- Empty the carburetors by running the engine at idle speed until all fuel in the carburetors is used up. (If left in for a long time, the fuel will break down and could clog the carburetors.)

- Remove the empty fuel tank, pour about 250 mL (½ pint) of motor oil into the tank, roll the tank around to coat the inner surfaces thoroughly, and pour out the excess oil.
- Remove the spark plugs and spray fogging oil, such as Kawasaki K-Kare Fogging Oil (part number K61030-002), directly into each cylinder. Push the starter button for a few seconds to coat the cylinder walls. Install the spark plugs.

⚠WARNING

Do not lean over the engine when performing this procedure. An air/oil mist may be forcibly ejected from the spark plug holes and could get into your eyes. If you do get some in your eyes, wash your eyes immediately with liberal amounts of clean, fresh water. Consult a physician as soon as possible.

- Reduce tire pressure by about 20%.
- Set the motorcycle on a box or stand so that both wheels are raised off the ground. (If this cannot be done, put boards under the front and rear wheels to keep dampness away from the tire rubber.)
- Spray oil on all unpainted metal surfaces to prevent rusting. Avoid getting oil on rubber parts or in the brakes.
- Lubricate the drive chain and all the cables.
- Remove the battery, and store it where it will not be exposed to direct sunlight, moisture, or freezing temperatures. During storage it should be given a slow charge (one ampere or less) about once a month. Keep the battery well charged especially during cold weather.
- Tie a plastic bags over the mufflers to prevent moisture from entering.
- Put a cover over the motorcycle to keep dust and dirt from collecting on it.

Preparation after Storage:

- Remove the plastic bags from the mufflers.
- Install the battery in the motorcycle and charge the battery if necessary.
- Make sure the spark plugs are tight.
- Fill the fuel tank with fuel.
- Check all the points listed in the Daily Safety Checks section.
- Lubricate the points listed in the General Lubrication section.

Engine Does Not Start:

Starter Motor Won't Turn

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

Engine Cranks, But Won't Start

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

Engine Stalls:

Just When Shifting Into 1st Gear

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

While Riding

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

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

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

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

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

»»»»»»»»»»»»»»»»»»»»»» OWNER SATISFACTION «««««««««««««««««««««

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

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

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

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

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

Please send your correspondence to:

CONSUMER RELATIONS
KAWASAKI MOTORS CORP., U.S.A.
P. O. Box 25252
SANTA ANA, CA. 92799-5252
(949) 460-5688

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

»»»»»»»»»»»»»»»»»»»»»» MAINTENANCE RECORD «««««««««««««««««««««

Owner Name .....

Address .....

Phone Number .....

Engine Number .....

Vehicle Number .....

Selling Dealer Name .....

Phone Number .....

Warranty Start Date .....

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

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

①

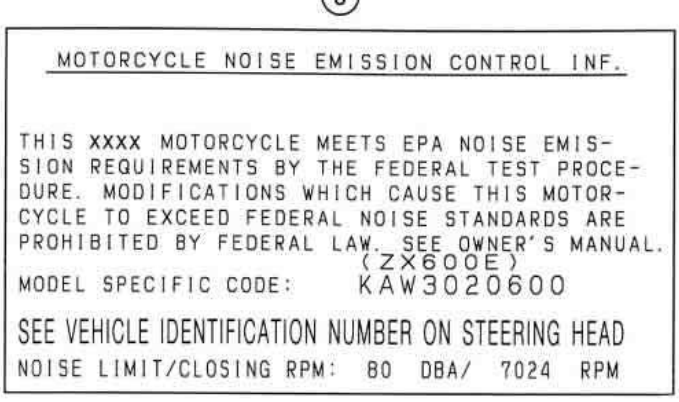
only on California model

CAUTION

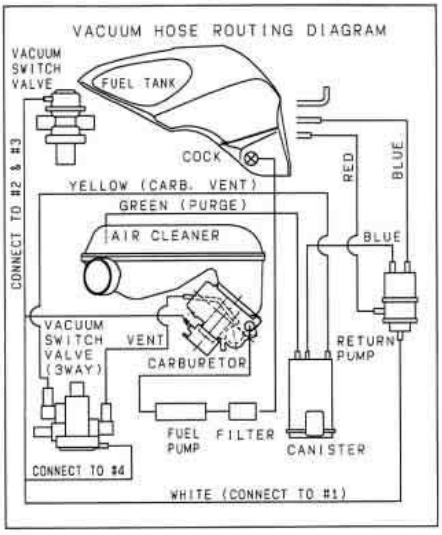
Never fill tank so fuel level rises into filler neck. If tank is overfilled, heat may cause fuel to expand and flow into Evaporative Emission Control System resulting in hard starting and engine hesitation.

②

ENGINE OIL AND OIL FILTER		
Engine Oil Change--when filter is not removed:		2.8 liters(3.0 US qt)
when filter is removed:		3.2 liters(3.4 US qt)
Engine Oil Type:	API SE, SF or SG	
:	API SH or SJ with JASO MA	
	SAE 10W-40	
See Owner's Manual for engine oil / filter information and change intervals.		


③
MOTORCYCLE NOISE EMISSION CONTROL INF.
THIS XXXX MOTORCYCLE MEETS EPA NOISE EMISSION REQUIREMENTS BY THE FEDERAL TEST PROCEDURE. MODIFICATIONS WHICH CAUSE THIS MOTORCYCLE TO EXCEED FEDERAL NOISE STANDARDS ARE PROHIBITED BY FEDERAL LAW. SEE OWNER'S MANUAL.
(ZX600E)
MODEL SPECIFIC CODE: KAW3020600
SEE VEHICLE IDENTIFICATION NUMBER ON STEERING HEAD
NOISE LIMIT/CLOSING RPM: 80 DBA/ 7024 RPM

④ only on California model



(5)

VEHICLE EMISSION CONTROL INFORMATION

ENGINE FAMILY CODE ---------- _____
MODEL(S) ---------- _____
EXHAUST EMISSION CONTROL SYSTEM ---------- _____
DISPLACEMENT ---------- _____

TUNE UP SPECIFICATIONS

IGNITION TIMING	12.5° BTDC AT 1050 RPM
IDLE SPEED	1050 ± 50 RPM IN NEUTRAL
IDLE AIR FUEL MIXTURE SETTING	NO ADJUSTMENT
VALVE CLEARANCE (ENGINE COLD)	INTAKE : 0.15-0.24 MM (0.0059-0.0094 IN) EXHAUST : 0.22-0.31 MM (0.0087-0.0122 IN)
SPARK PLUG	CR9E (NGK) SPARK PLUG GAP : 0.7-0.8 MM U27ESR-N (DENSO) (0.028-0.032 IN)
FUEL	GASOLINE WITH RESEARCH OCTANE NO. (RON) 91 MIN.
ENGINE OIL	SERVICE RATING: API SE, SF OR SG API SH OR SJ WITH JASO MA VISCOSITY: SAE 10W-40 SEE THE OWNER'S MANUAL FOR ENGINE OIL INFORMATION.

THIS VEHICLE CONFORMS TO USEPA REGULATIONS
APPLICABLE TO XXXX MODEL YEAR NEW MOTORCYCLES.
KAWASAKI MOTORS MANUFACTURING CORP., U.S.A.

(5) only on California model

VEHICLE EMISSION CONTROL INFORMATION

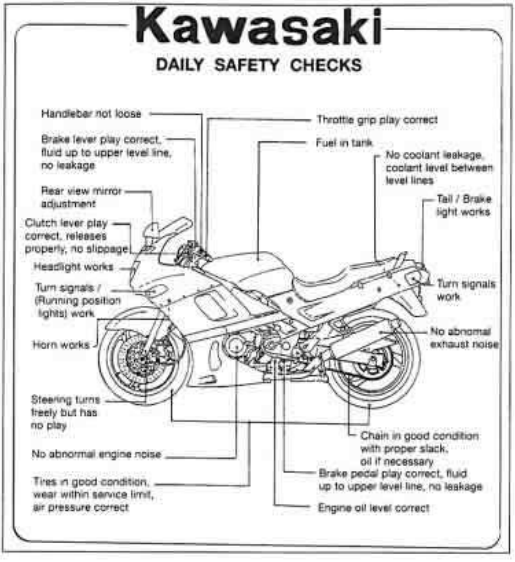
ENGINE FAMILY CODE ----------
EVAP. FAMILY ----------
MODEL(S) ----------
EXHAUST EMISSION CONTROL SYSTEM ----------
DISPLACEMENT ----------

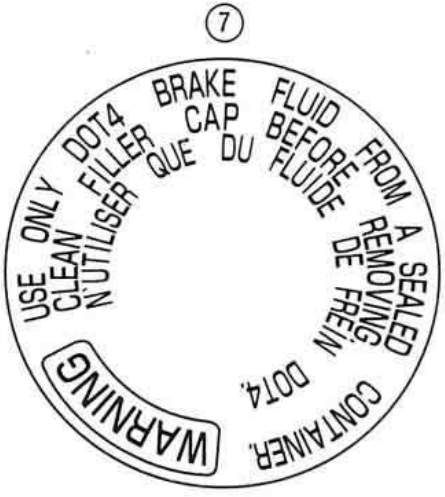
TUNE UP SPECIFICATIONS

IGNITION TIMING	5° BTDC AT 1300 RPM
IDLE SPEED	1300 ± 50 RPM IN NEUTRAL
IDLE AIR FUEL MIXTURE SETTING	NO ADJUSTMENT
VALVE CLEARANCE (ENGINE COLD)	INTAKE : 0.15-0.24 MM (0.0059-0.0094 IN) EXHAUST : 0.22-0.31 MM (0.0087-0.0122 IN)
SPARK PLUG	CR9E (NGK) SPARK PLUG GAP : 0.7-0.8 MM U27ESR-N (DENSO) (0.028-0.032 IN)
FUEL	GASOLINE WITH RESEARCH OCTANE NO. (RON) 91 MIN.
ENGINE OIL	SERVICE RATING: API SE, SF OR SG API SH OR SJ WITH JASO MA VISCOSITY: SAE 10W-40 SEE THE OWNER'S MANUAL FOR ENGINE OIL INFORMATION.

THIS VEHICLE CONFORMS TO USEPA AND CALIFORNIA
REGULATIONS APPLICABLE TO XXXX MODEL YEAR NEW MOTORCYCLES
AND IS CERTIFIED TO 1.3 G/KM HC ENGINE FAMILY EXHAUST
EMISSION STANDARD IN CALIFORNIA.
KAWASAKI MOTORS MANUFACTURING CORP., U.S.A.

⑥


Kawasaki
DAILY SAFETY CHECKS
Handlebar not loose
Brake lever play correct, fluid up to upper level line, no leakage
Rear view mirror adjustment
Clutch lever play correct, releases properly, no slippage
Headlight works
Turn signals / (Running position lights) work
Horn works
Steering turns freely but has no play
No abnormal engine noise
Tires in good condition, wear within service limit, air pressure correct
Throttle grip play correct
Fuel in tank
No coolant leakage, coolant level between level lines
Tail / Brake light works
Turn signals work
No abnormal exhaust noise
Chain in good condition with proper slack, oil if necessary
Brake pedal play correct, fluid up to upper level line, no leakage
Engine oil level correct


7
WARNING
USE ONLY DOT4 BRAKE FLUID FROM A SEALED CONTAINER.
CLEAN FILLER CAP BEFORE REMOVING
N'UTILISER QUE DU DOT4. FLUIDE DE FREIN

⑧

BREAK-IN CAUTION

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

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

⑨

— WARNING —

USE ONLY DOT4 BRAKE FLUID FROM A SEALED CONTAINER. CLEAN FILLER CAP BEFORE REMOVING.
N'UTILISER QUE DU FLUIDE DE FREIN DOT4.

⑩

IMPORTANT DRIVE CHAIN INFORMATION

To prevent an accident and/or damage to the motorcycle, the drive chain must be properly maintained. It should be lubricated every 600km(400mi) and adjusted as often as necessary to keep chain slack at about 35~40mm(1.4~1.6in) measured midway between sprockets on the lower chain run with the motorcycle on the center stand. The standard chain is an Enuma EK50MVX with estimated service life of 15000~45000km(9400~28000mi), depending on the severity of use and the frequency of lubrication and adjustment. For safety, replace the chain with only the standard chain any time it wears to over 323mm(12.7in), measured over a 20-link portion pulled straight with 98N(10kgf, 20lbf) of tension. See the Owner's Manual for chain information.

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TIRE AND LOAD DATA

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

	Air pressure(Cold)		Size & Make Type (Tubeless Tire)				Minimum Tread Depth
Front	Up to 184 kg Load (406lbs)	250 kPa (2.50kgf/cm², 36psi)	BRIDGESTONE 120/60ZR17M/C(55W) BT-50F RADIAL	MICHELIN 120/60ZR17M/C(55W) A89X	PIRELLI 120/60ZR17M/C(55W) MTR01	METZELER 120/60ZR17M/C(55W) ME2Sfront	1 mm(0.04in)
Rear	Up to 184 kg Load (406lbs)	290 kPa (2.90kgf/cm², 42psi)	BRIDGESTONE 160/60ZR17M/C(69W) BT-59R RADIAL G	MICHELIN 160/60ZR17M/C(69W) M89X	PIRELLI 160/60ZR17M/C(69W) MTR02	METZELER 160/60ZR17M/C(69W) ME2i	Up to 130 km/h(80MPH) 2 mm(0.08in) Over 130 km/h(80MPH) 3 mm(0.12in)

(12)


⚠ DANGER/POISON
SHIELD EYES
EXPLOSIVE GASES CAN CAUSE BLINDNESS OR INJURY
NO
• SPARKS
• FLAMES
• SMOKING
SULFURIC ACID
CAN CAUSE BLINDNESS OR SEVERE BURNS
FLUSH EYES IMMEDIATELY WITH WATER
GET MEDICAL HELP FAST
KEEP OUT OF REACH OF CHILDREN
IN U.S.A., SERVICED BY : YUASA INC. READING,PA. 19612
LEAD
RETURN
RECYCLE
Pb

ZX600-E12

Kawasaki
KAWASAKI HEAVY INDUSTRIES,LTD.
Consumer Products & Machinery Company
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