Kawasaki

保存版

# VN800
# VN800 CLASSIC
# VULCAN800 CLASSIC

## Motorcycle Owner's Manual

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

**⚠WARNING**

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

**CAUTION**

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

**NOTE**

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

**NOTICE**

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

VN800 : VN800-A
VN800 CLASSIC and
VULCAN800 CLASSIC : VN800-B

(Australian model only)

## TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED

**Owners are warned that the law may prohibit:**

(a) 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; and

(b) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

# FOREWORD

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

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

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

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

**KAWASAKI HEAVY INDUSTRIES, LTD.**
**Consumer Products & Machinery Group**



Aug. 2000. (1). (M)

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## SPECIFICATIONS

| | |
|---|---|
| **PERFORMANCE** | |
| Maximum Horsepower | 40.5 kW (55 PS) @7,000 r/min (rpm) |
| Maximum Torque | 64 N-m (6.5 kg-m, 47.0 ft-lb) @3,300 r/min (rpm) |
| Minimum Turning Radius | 2.9 m (114.2 in.) |
| **DIMENSIONS** | |
| Overall Length | 2,380 mm (93.70 in.) <A> 2,370mm (93.31 in.) |
| Overall Width | 940 mm (37.01 in.) <A> 825 mm (32.48 in.) |
| Overall Height | 1,125 mm (44.29 in.) <A> 1,170 mm (46.06 in.) |
| Wheelbase | 1,600 mm (62.99 in.) <A> 1,625 mm (63.98 in.) |
| Road Clearance | 135 mm (5.31 in.) <A> 160 mm (6.30 in.) |
| Dry Weight | 235 kg (518 lb) <A> 225 kg (496 lb) |
| **ENGINE** | |
| Type | SOHC, 2-cylinder, 4-stroke, liquid-cooled |
| Displacement | 805 mL (49.12 cu in.) |
| Bore x Stroke | 88.0 x 66.2 mm (3.46 x 2.61 in.) |
| Compression Ratio | 9.5 : 1 |
| Starting System | Electric starter |
| Cylinder Numbering Method | Front to rear, 1-2 |
| Carburetor | Keihin CVK36 |
| Ignition System | Battery and coil (transistorized ignition) |
| Ignition Timing (Electronically advanced) | 5° BTDC @1,000 r/min (rpm) ~ 37.5° BTDC @6,750 r/min (rpm) |

| | | |
|---|---|---|
| Spark Plugs | | NGK CR7E or ND U22ESR-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, 10W-50, 20W-40 or 20W-50 |
| | Capacity: | 3.2 L (3.4 US qt) |
| Coolant Capacity | | 2.4 L (2.5 US qt) |

**TRANSMISSION**

| | | |
|---|---|---|
| Transmission Type | | 5-speed, constant mesh, return shift |
| Clutch Type | | Wet, multi disc |
| Driving System | | Chain drive |
| Primary Reduction Ratio | | 2.184 (83/38) |
| Final Reduction Ratio | | 2.470 (42/17) |
| Overall Drive Ratio | | 4.625 (Top gear) |
| Gear Ratio: | 1st | 2.533 (38/15) |
| | 2nd | 1.650 (33/20) |
| | 3rd | 1.230 (32/26) |
| | 4th | 1.000 (29/29) |
| | 5th | 0.857 (24/28) |

**FRAME**

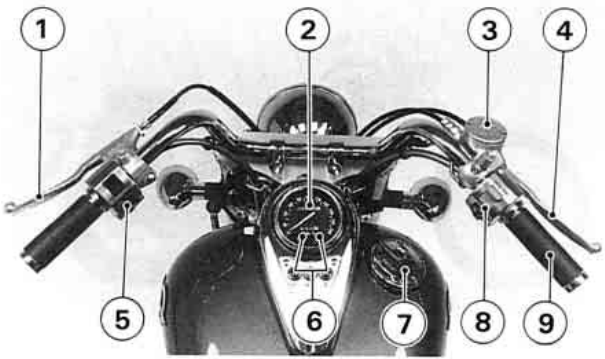
| | | |
|---|---|---|
| Castor | | 32° <A> 34° |
| Trail | | 122 mm (4.80 in.) <A> 149 mm (5.87 in.) |
| Tire Size: | Front | 130/90-16 67H Tube-type <A> 80/90-21 48H Tube-type |
| | Rear | 140/90-16 71H Tube-type |
| Fuel Tank Capacity | | 15 L (4.0 US gal) |

## ELECTRICAL EQUIPMENT

| | |
|---|---|
| Battery | 12 V 12 Ah |
| Headlight | 12 V 60/55 W |
| Tail/Brake Light | 12 V 5/21 W x 2 |
| Turn Signal Lights | 12 V 21 W x 4 |

<A>: VN800-A

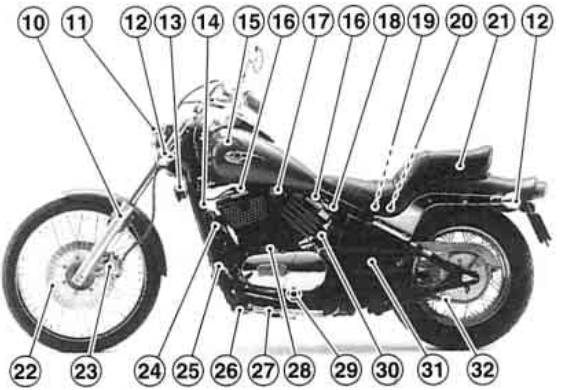
Specifications subject to change without notice and may not apply to every country.



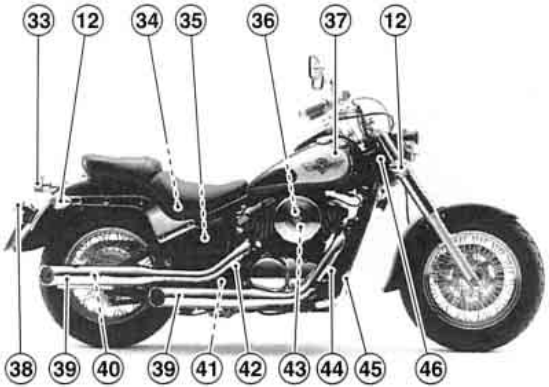

1. Clutch Lever
2. Meter Instruments
3. Front Brake Fluid Reservoir
4. Front Brake Lever
5. Left Handlebar Switches
6. Indicator Lights
7. Fuel Tank Cap
8. Right Handlebar Switches
9. Throttle Grip

## VN800-A:

10. Front Fork
11. Headlight
12. Turn Signal Light
13. Horn
14. Helmet Hook
15. Radiator Cap
16. Spark Plug
17. Fuel Tap
18. Choke Knob
19. Battery
20. Junction Box
21. Seat
22. Brake Disc
23. Brake Caliper
24. Radiator
25. Shift Pedal
26. Side Stand Switch
27. Side Stand
28. Oil Filler Cap
29. Oil Level Gauge
30. Ignition Switch
31. Tool Kit Container
32. Drive Chain

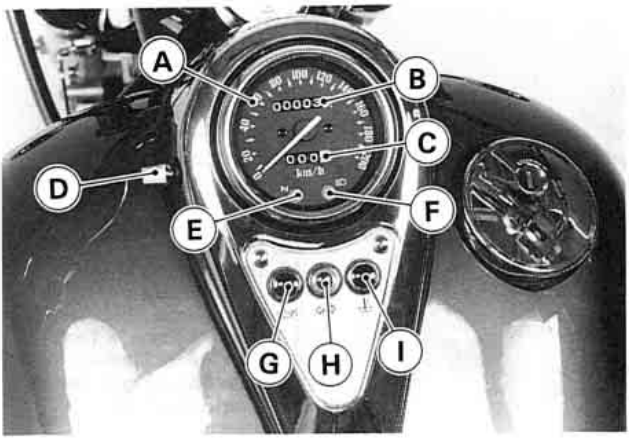


## VN800-B:




33. Tail/Brake Light
34. Main Fuse
35. Storage Box
36. Carburetor
37. Fuel Tank
38. License Plate Light
39. Muffler
40. Brake Lining Wear Indicator
41. Rear Shock Absorber
42. Coolant Reserve Tank
43. Air Cleaner Element
44. Rear Brake Light Switch
45. Rear Brake Pedal
46. Steering Lock

## Meter Instruments




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

**Speedometer**

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

**Indicator Lights**

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

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

: The oil pressure warning light goes on whenever the oil pressure is dangerously low or the ignition switch 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 turn signal switch is turned to left or right, the turn signal indicator light flashes on and off.

: The coolant temperature warning light goes on when the ignition switch is turned on and goes off soon after the engine starts running to ensure that its circuit functions properly. The warning light also goes on whenever the coolant temperature rises to 120°C or higher when the motorcycle is in operation. If it stays on, stop the engine and check the coolant level in the reserve tank after the engine cools down.

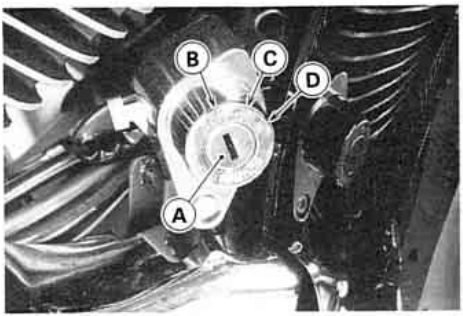
## Keys

There are two keys provided. One is for the ignition switch, fuel tank cap, tool kit container, right side cover, and helmet hook and other is for the steering lock.

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

## Ignition Switch

The ignition switch is located at the left side behind the rear cylinder. This is a three-position, key-operated switch. The key can be removed from the switch when it is in the OFF or P(Park) position.




**A. Ignition Switch**
**B. OFF position**
**C. ON position**
**D. P(Park) position**

| | |
|---|---|
| **OFF** | Engine off. All electrical circuits off. |
| **ON** | Engine on. All electrical equipment can be used. |
| **P(Park)** | Engine off. Tail, license plate and city (except Australian model) lights on. All other electrical circuits cut off. |

### NOTE

- *For parking push down the key in the ON position and turn it to P position.*
- ***Australian model only:** The tail-light and license plate light are on whenever the ignition switch is in the ON position. The headlight goes on when the starter button is released after starting the engine. To avoid battery discharge, always start the engine immediately after turning the ignition switch to ON.*
- *If you leave the P(Park) position on for a long time (one hour), the battery may become totally discharged.*

## Right Handlebar Switches

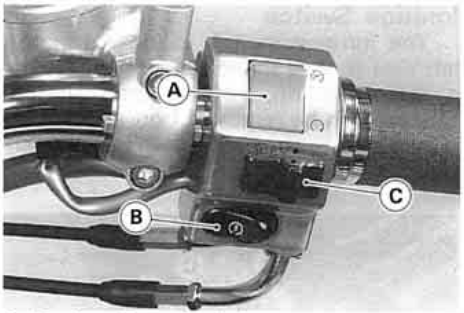
### Engine Stop Switch

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

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

### NOTE

○*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**
**C. Headlight Switch**

### 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.

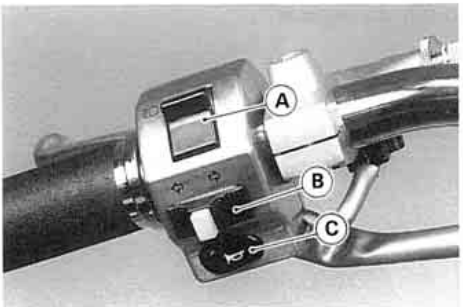
**Headlight Switch**
**(except Australian model)**

| | |
|---|---|
| ○ | Headlight off. |
| ≡D⊂ | City, tail, license plate, and meter lights on with ignition key in ON position. |
| ☼ | Head, city, tail, license plate, and meter lights on with ignition key in ON position. |

## 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 ..... (≡D)
Low beam ..... (≡D)




**A. Dimmer Switch**
**B. Turn Signal Switch**
**C. Horn Button**

**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.

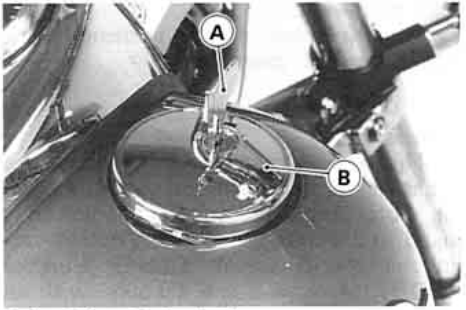
## Fuel Tank Cap

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

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

### NOTE

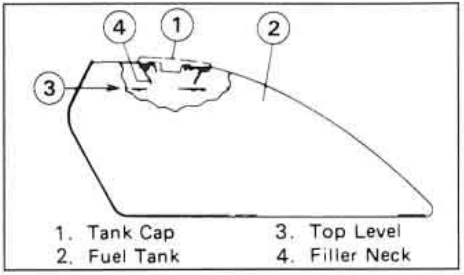
- *The tank cap cannot be closed without the key inserted, and the key cannot be removed unless the cap is locked properly.*
- *Do not push the cap down with the key, or the cap cannot be locked.*




**A. Ignition Switch Key**
**B. Fuel Tank Cap**

## Fuel Tank

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



**⚠WARNING**

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

**Fuel Requirement:**

Your Kawasaki engine is designed to use unleaded gasoline.

*Octane Rating*

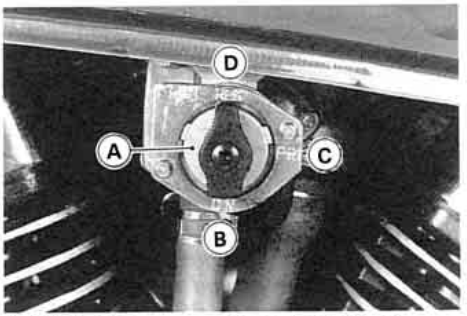
The octane rating of a gasoline is a measure of its resistance to detonation or "knocking." The term commonly used to describe a gasoline's octane rating is the Research Octane Number (RON). Always use a gasoline with an octane rating equal to, or higher than, Research Octane Number (RON) 91.

## NOTE

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

## Fuel Tap

The fuel tap is an automatic type which shuts off the fuel supply when the engine is stopped in the ON or RES position.




**A. Fuel Tap**
**B. ON position**
**C. PRI position**
**D. RES position**

The fuel tap has three positions: ON, RES (reserve), and PRI(prime). If the fuel runs out with the tap in the ON position, turn the tap to PRI, leave it for a few seconds, and then turn it to RES.

The last 3.0 L (0.8 US gal) of fuel can be used by turning the fuel tap to the RES position.

The PRI position bypasses the automatic control and is useful for priming the engine after running out of gas, or for completely draining the fuel tank.

## 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.*
- *To start a cold engine after the motorcycle has been stored for a long time, first turn the tap to PRI, leave it for a moment, and return it to ON.*

**⚠WARNING**

**Practice operating the fuel tap with the motorcycle stopped. To prevent an accident you should be able to operate the fuel tap while riding without taking your eyes off the road.**
**Be careful not to touch the hot engine while operating the fuel tap.**
**Do not leave the fuel tap in the PRI (prime) position while riding or parking the motorcycle. The engine may become flooded or fuel may spill onto the ground and create a fire hazard, if the vehicle falls over.**

## Side Stand

The motorcycle is equipped with a side stand.


**A. Side Stand**

### NOTE

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

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

### NOTE

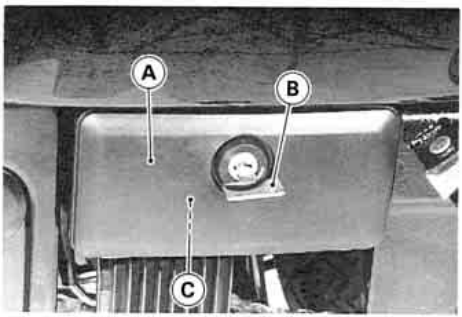
○ *The motorcycle is equipped with a side stand switch. This switch is designed so that the engine stops if the clutch is engaged with the transmission in any gear when the side stand has been left down.*

## Tool Kit Container/Tool Kit

The tool kit container is located below the left side cover.

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

To open the tool kit container, insert the ignition switch key into the lock, and turn the key to the right.




**A. Tool Kit Container**
**B. Ignition Switch Key**
**C. Tool Kit**

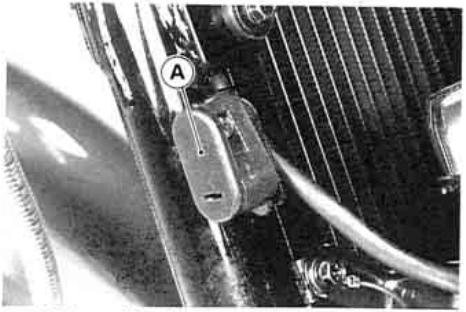
## Helmet Hook

A helmet can be secured to the motorcycle using the helmet hook.

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

**⚠WARNING**

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

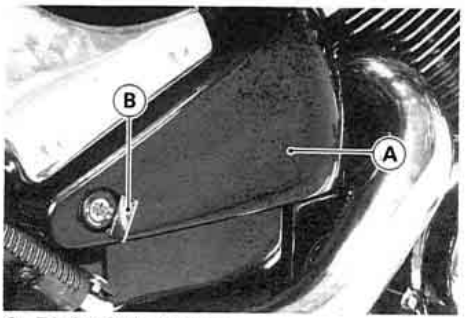



A. Helmet Hook

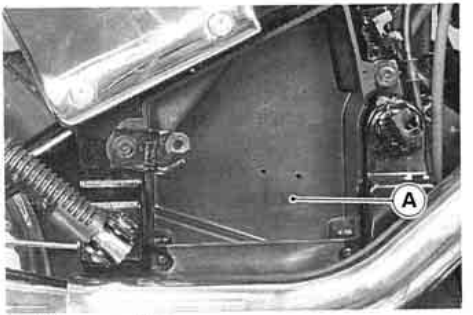
## Storage Box

The storage box is located in the right side cover. Use the box to keep the owner's manual and any papers or documents that should be kept with the motorcycle.

To open the right side cover, insert the ignition switch key into the lock, turn the key to the right, and remove the right side cover.




A. Right Side Cover
B. Ignition Switch Key




**A. Storage Box**

## Steering Lock

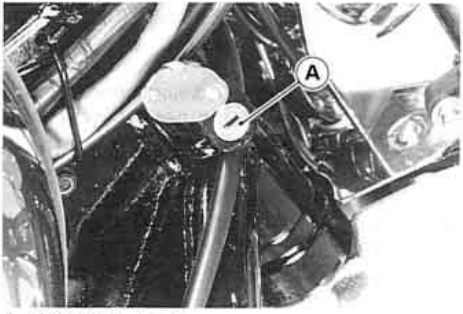
The motorcycle is equipped with the steering lock at the right side of the head pipe.

**To lock the steering:**

1. Turn the handlebar to the left.
2. Push open the key hole cover clockwise.
3. Insert the steering lock key.
4. Turn the key to the left.
5. Push the key in turning the handlebar slightly to the right, and turn the key to the right.
6. Pull the key out.

**⚠WARNING**

**Unlock the steering before starting the engine. Attempting to drive with the steering locked could cause an accident.**




**A. Steering Lock**

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 vehicle speed in km/h (mph) during the break-in period.

km/h (mph)

| Distance traveled \ Gear position | 1st | 2nd | 3rd | 4th | 5th |
|---|---|---|---|---|---|
| 0 ~ 800 km (0 ~ 500 mi) | 32 (20) | 48 (30) | 64 (40) | 80 (50) | 96 (60) |
| 800 ~ 1,600 km (500 ~ 1,000 mi) | 48 (30) | 72 (45) | 96 (60) | 120 (75) | 144 (90) |

## NOTE

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

- 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.

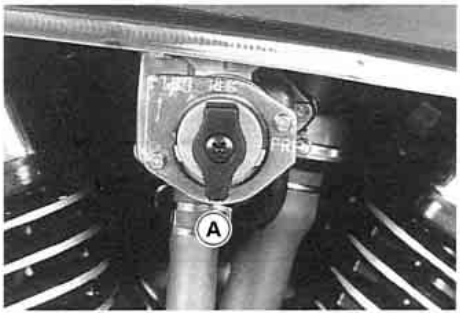
**⚠WARNING**

**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 1,000 km (600 mi) it is extremely important that the owner have the initial maintenance service performed by an authorized Kawasaki dealer.

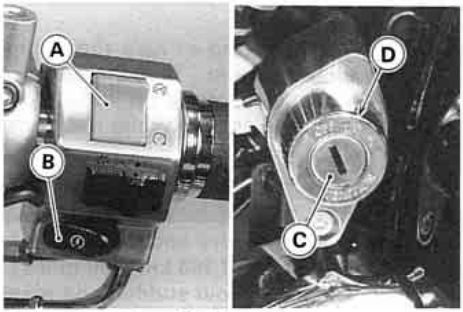
## Starting the Engine

- Turn the fuel tap to the ON position.




**A. ON position**

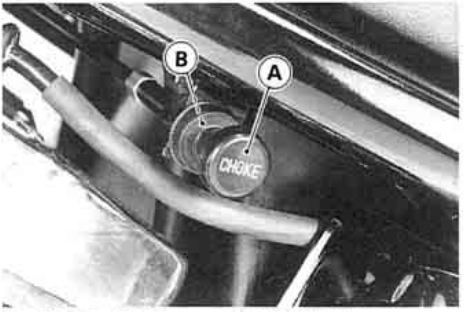
- Check that the engine stop switch is in the "○" position.
- Turn the ignition switch on.




**A. Engine Stop Switch**
**B. Starter Button**
**C. Ignition Switch**
**D. ON position**

- Make certain the transmission is in neutral.


**A. Neutral Indicator Light**




**A. Choke Knob B. Locknut**

- If the engine is cold, pull the choke knob all the way (ON position) and tighten the locknut lightly.

## NOTE

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

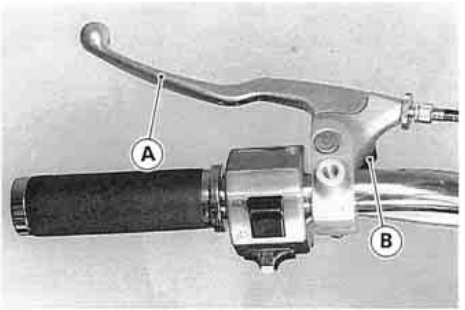
- Leaving the throttle completely closed, push the starter button until the engine starts.

**CAUTION**

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

## NOTE

- *If the engine is flooded, crank the engine over with the throttle fully open until the engine starts.*
- *The motorcycle is equipped with a starter lockout switch. This switch prevents the electric starter from operating when the clutch is engaged and the transmission is not in neutral.*




**A. Clutch Lever**
**B. Starter Lockout Switch**

- Gradually return the choke toward the off position a little at a time as necessary to keep the engine running properly during warm-up.
- When the engine is warmed up enough to idle without using the choke, loosen the locknut and return the choke to the off position.

## NOTE

- *If you drive the motorcycle before the engine is warmed up, return the choke to the off position as soon as you start moving.*

**CAUTION**

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

## NOTE

- *When the engine is stopped, do not operate the throttle. The accelerator pump will flood the engine resulting in starting difficulty.*
- *After the engine has started, do not repeatedly operate the throttle at an idle. The accelerator pump may foul the spark plugs with excess fuel.*

### Jump Starting

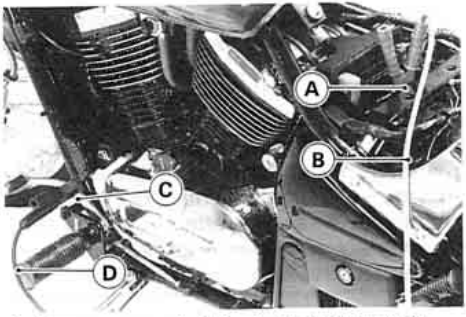
If your motorcycle battery is "run down," it should be removed and charged. If this is not practical, a 12 volt booster battery and jumper cables may be used to start the engine.

**⚠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*

- Remove the seat.
- Make sure the ignition switch is turned "OFF".
- Connect a jumper cable from the positive (+) terminal of the booster battery to the terminal connected to the positive (+) battery terminal at the starter relay.




A. Battery-connected Starter Relay 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 starts, disconnect the jumper cables. Disconnect the negative (−) cable from the motorcycle first.
- Install the seat.

## Moving Off

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


**A. Shift Pedal**

## NOTE

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

### Shifting Gears

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

**⚠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.**

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

## NOTE

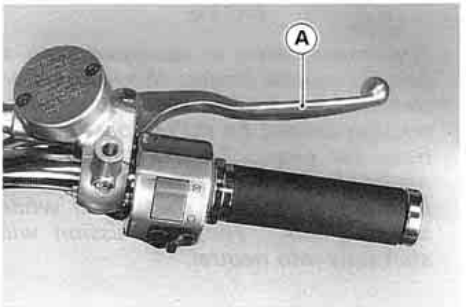
○ *The transmission is equipped with a positive neutral finder. When the motorcycle is standing still, the transmission cannot be shifted past neutral from 1st gear. To use the positive neutral finder, shift down to 1st gear, then lift up on the shift pedal while standing still. The transmission will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

**Vehicle speed when shifting**

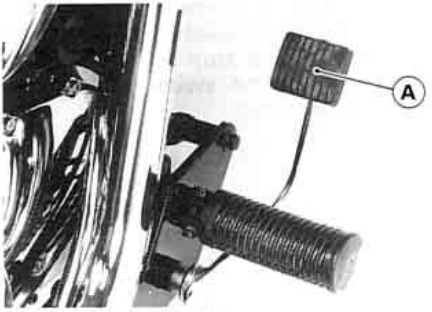
| Shifting up | km/h (mph) | Shifting down | km/h (mph) |
|---|---|---|---|
| 1st → 2nd | 15 (9) | 5th → 4th | 25 (15) |
| 2nd → 3rd | 25 (15) | 4th → 3rd | 20 (12) |
| 3rd → 4th | 35 (21) | 3rd → 2nd | 15 (9) |
| 4th → 5th | 45 (27) | 2nd → 1st | 15 (9) |

## Braking

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




**A. Front Brake Lever**




A. Rear Brake Pedal

## Stopping the Engine

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

## Stopping the Motorcycle in an Emergency

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

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

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

## Parking

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

**CAUTION**

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

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

**⚠WARNING**

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

- Lock the steering to help prevent theft.

**NOTE**

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

## 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)

| | | | |
|---|---|---|---|
| VN800-A: | Front and Rear | Up to 97.5 kg (215 lb) load | 200 kPa (2.0 kg/cm², 28 psi) |
| | | 97.5 ~ 181 kg (215 ~ 399 lb) load | 225 kPa (2.25 kg/cm², 32 psi) |
| VN800-B: | Front | Up to 181 kg (399 lb) load | 200 kPa (2.0 kg/cm², 28 psi) |
| | Rear | Up to 97.5kg (215 lb) load | 200 kPa (2.0 kg/cm², 28 pis) |
| | | 97.5 ~ 181 kg (215 ~ 399 lb) load | 225 kPa (2.25 kg/cm², 32 pisi) |

| | |
|---|---|
| Drive chain | Slack 25 ~ 35 mm (1.0 ~ 1.4 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 | No brake fluid leakage.<br>Brake pedal play 20 ~ 30 mm (0.8 ~ 1.2 in.).<br>Brake pad wear: Lining thickness more than 1 mm (0.04 in.) left.<br>Brake lining wear: Indicator within "USABLE RANGE". |
| Throttle | Throttle grip play 2 ~ 3 mm (0.08 ~ 0.12 in.). |
| Clutch | Clutch lever play 2 ~ 3 mm (0.08 ~ 0.12 in.).<br>Clutch lever operates smoothly. |
| Coolant | No coolant leakage.<br>Coolant level between level lines (when engine is cold). |
| Electrical equipment | All lights and horn work. |
| Engine stop switch | Stops engine. |
| Side stand | Returns to its fully up position by spring tension.<br>Return spring not weak or not damaged. |

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

## 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 to the proper pressure, and check the wheel balance.

**Spark Plugs:** For demanding operation such as racing, install spark plugs with one heat colder range NGK CR8E or ND U24ESR-N.

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

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

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

**Electrical Equipment:** Make 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.**

# »»»»»»»»»»»»»»»» MAINTENANCE AND ADJUSTMENT ««««««««««««««««

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.

## Periodic Maintenance Chart

| Operation \ Frequency | Whichever comes first / Every | *Odometer Reading km(mi) 1,000 (600) | 6,000 (4,000) | 12,000 (7,500) | 18,000 (12,000) | 24,000 (15,000) | 30,000 (20,000) | 36,000 (24,000) | See Page |
|---|---|---|---|---|---|---|---|---|---|
| Idle speed-adjust | | ● | | ● | | ● | | ● | 66 |
| Throttle grip play-check † | | ● | | ● | | ● | | ● | 63 |
| Spark plug-clean and gap † | | | ● | ● | ● | ● | ● | ● | 58 |
| K Valve clearance-check † | | | | ● | | ● | | ● | 61 |
| Air cleaner element-clean † # | | | | ● | | ● | | ● | 61 |
| Brake play-check † | | ● | ● | ● | ● | ● | ● | ● | 78 |
| Brake light switch-check † | | ● | ● | ● | ● | ● | ● | ● | 80 |
| Brake lining or pad wear -check † # | | | ● | ● | ● | ● | ● | ● | 75 |
| Brake fluid level-check † | month | ● | ● | ● | ● | ● | ● | ● | 76 |
| K Brake fluid-change | 2 years | | | | | ● | | | 78 |
| Clutch-adjust | | ● | ● | ● | ● | ● | ● | ● | 67 |
| K Steering-check † | | ● | ● | ● | ● | ● | ● | ● | – |
| Drive chain wear-check † # | | | ● | ● | ● | ● | ● | ● | 73 |

| Operation \ Frequency | Every | Whichever comes first → *Odometer Reading km(mi) 1,000 (600) | 6,000 (4,000) | 12,000 (7,500) | 18,000 (12,000) | 24,000 (15,000) | 30,000 (20,000) | 36,000 (24,000) | See Page |
|---|---|---|---|---|---|---|---|---|---|
| Nut, bolt, and fastener tightness-check † | | ● | | ● | | ● | | ● | – |
| K Spoke tightness and rim runout-check † | | ● | ● | ● | ● | ● | ● | ● | – |
| Tire wear-check † | | | ● | ● | ● | ● | ● | ● | 83 |
| Engine oil-change # | 6months | ● | ● | ● | ● | ● | ● | ● | 51 |
| Oil filter-replace | | ● | | ● | | ● | | ● | 51 |
| Oil screen-clean | | ● | | ● | | ● | | ● | 51 |
| K General lubrication-perform | | | | ● | | ● | | ● | – |
| K Front fork oil-change | 2 years | | | | | ● | | | – |
| Front fork oil leak-check † | | | | ● | | ● | | ● | – |
| Rear shock absorber oil leak-check † | | | | ● | | ● | | ● | – |
| K Swingarm pivot, uni-trak linkage-lubricate | | | | ● | | ● | | ● | – |

| Operation \ Frequency | Every | Whichever comes first → *Odometer Reading km(mi) | | | | | | | | | See Page |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1,000 (600) | 6,000 (4,000) | 12,000 (7,500) | 18,000 (12,000) | 24,000 (15,000) | 30,000 (20,000) | 36,000 (24,000) | | | |
| K Coolant-change | 2 years | | | | | ● | | | | | 58 |
| Radiator hoses, connections -check † | | ● | | | | | | | | | 54 |
| K Steering stem bearing-lubricate | 2 years | | | | | ● | | | | | – |
| K Master cylinder cup and dust seal-replace | 4 years | | | | | | | | | | – |
| K Caliper piston seal and dust seal-replace | 4 years | | | | | | | | | | – |
| K Brake cable-replace | 2 years | | | | | | | | | | – |
| Drive chain-lubricate # | Every 300 km (200 mi) | | | | | | | | | | 74 |
| Drive chain slack-check † # | Every 800 km (500 mi) | | | | | | | | | | 69 |

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.

## Engine Oil

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

**⚠WARNING**

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

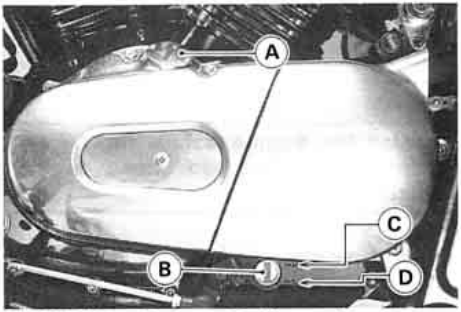
*Oil Level Inspection*

- 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 lines next to the gauge.




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

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

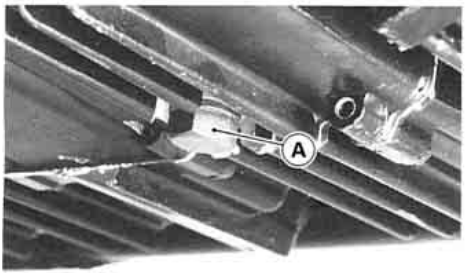
**CAUTION**

**If the engine oil gets extremely low or if the oil pump or oil passages clog up or otherwise do not function properly, the oil pressure warning light will light. If this light stays on when the engine speed is running slightly above the idle speed, stop the engine immediately and find the cause.**


**A. Oil Pressure Warning Light**

*Oil and/or Oil Filter Change, Oil Screen Cleaning*

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




**A. Drain Plug**

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

**⚠WARNING**

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

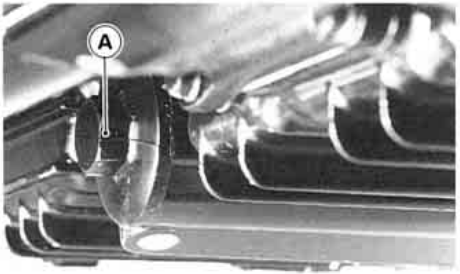
- If the oil filter is to be changed, remove the oil filter cartridge and replace it with a new one.


**A. Cartridge**

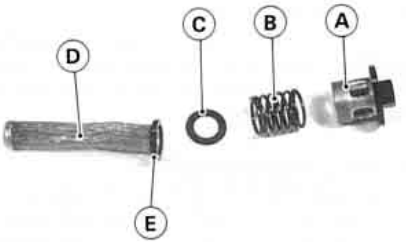
● Apply a thin film of oil on the packing and tighten the cartridge to the specified torque.


**A. Packing**

● If the oil screen is to be cleaned, clean it in a bath of a high flash-point solvent. Remove the oil screen plug, spring, and washer, then pull out the oil screen.




**A. Oil Screen Plug**




**A. Plug**
**B. Spring**
**C. Washer**
**D. Oil Screen**
**E. Rubber Gasket**

- Install the engine drain plug (with its gasket) as well as the oil screen plug, and tighten them to the specified torque.

## NOTE

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

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

Tightening Torque

| |
|---|
| Engine Drain Plug: |
| 20 N-m (2.0 kg-m, 14.5 ft-lb) |
| Cartridge: |
| 15 ~ 20 N-m (1.5 ~ 2.0 kg-m, 11.0 ~ 14.5 ft-lb) |
| Oil Screen Plug: |
| 20 N-m (2.0 kg-m, 14.5 ft-lb) |

Engine Oil

| | |
|---|---|
| Type: | API SE, SF or SG |
| : | API SH or SJ with JASO MA |
| | SAE 10W-40, 10W-50, |
| | 20W-40 or 20W-50 |
| Capacity: | 2.7 L (2.9 US qt) |
| | [when filter is not removed] |
| | 2.9 L (3.1 US qt) |
| | [when filter is removed] |
| | 3.2 L (3.4 US qt) |
| | [when engine in completely dry] |

## Cooling System

**Radiator Hoses:**

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

**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.**

**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).*

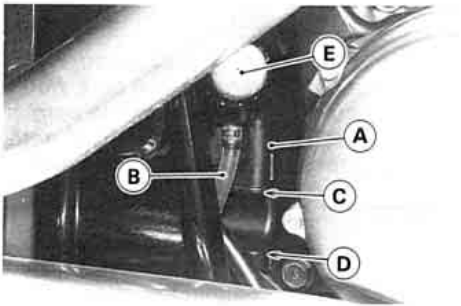
*Coolant Level Inspection*

● Situate the motorcycle so that it is perpendicular to the ground (on its side stand).

● Check the coolant level through the transparent hose at the coolant reserve tank. The coolant level should be between the upper and lower level lines on the coolant reserve tank.

## NOTE

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




**A. Coolant Reserve Tank**
**B. Coolant Level Gauge**
**C. Upper Level Line**
**D. Lower Level Line**
**E. Cap**

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

**NOTE**

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

**CAUTION**

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

*Coolant Change*

Have the coolant changed by an authorized Kawasaki dealer.

## Spark Plugs

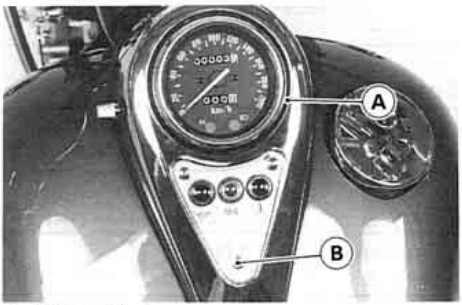
The standard spark plug is shown in the table. The spark plugs should be taken out periodically in accordance with the Periodic Maintenance Chart for cleaning, inspection, and resetting of the plug gap.

*Maintenance*

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

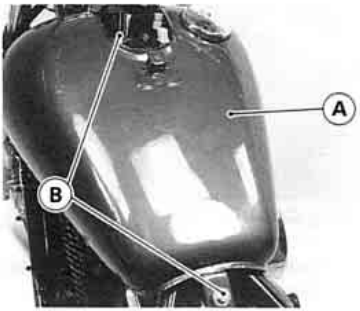
*Spark Plug Removal*

- Turn the fuel tap to the ON or RES position.
- Take off the seat mounting bolt from the rear end of the seat and remove the seat.
- Pull the fuel hoses off the fuel tap.
- Take off the meter unit mounting bolt, pull up the meter unit, and disconnect the speedometer cable and wire leads.



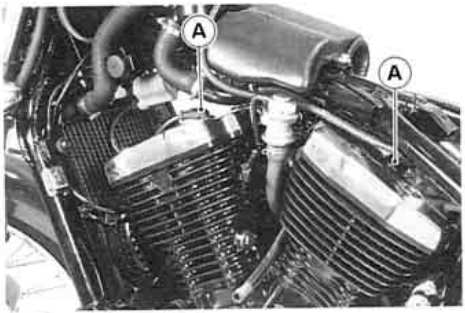

**A. Meter Unit**
**B. Mounting Bolt**

- Take off the fuel tank mounting bolts from the front and rear end of the tank and remove the tank.




**A. Fuel Tank** **B. Bolts**

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

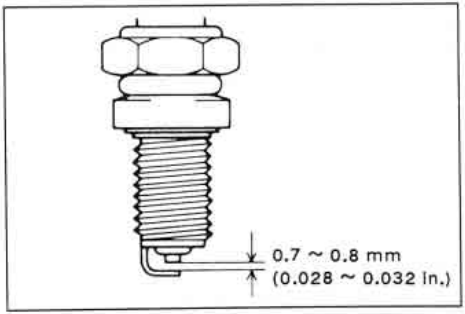



**A. Spark Plug Cap**

● Unscrew the spark plugs with a plug wrench in the tool kit.

## NOTE

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




Spark Plug

| | |
|---|---|
| Standard Plug | NGK CR7E or ND U22ESR-N |
| Plug Gap | 0.7 ~ 0.8 mm (0.028 ~ 0.032 in.) |
| Tightening Torque | 18 N-m (1.8 kg-m, 13.0 ft-lb) |

## Valve Clearance

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

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

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

Inspection and adjustment should be done by your authorized Kawasaki dealer.

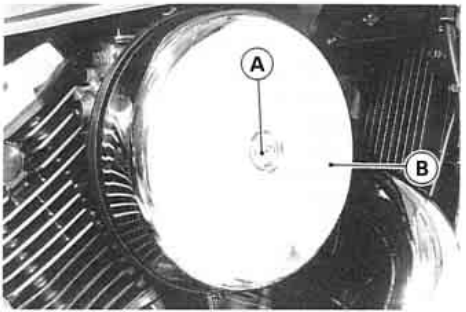
## Air Cleaner

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

The air cleaner element must be cleaned in accordance with the Periodic Maintenance Chart. In dusty 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.

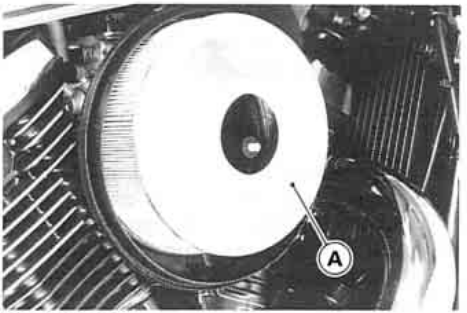
*Element Removal*

- Unscrew the nut from the air cleaner cover and remove the cover from the air cleaner housing.




A. Nut B. Air Cleaner Cover

- Pull out the element from the housing.




A. Element

- Push a clean, lint-free towel into the carburetor intake to keep dirt or other foreign material from entering.
- Inspect the element material and sponge gasket for damage. If any part of the element is damaged, the element must be replaced.

**⚠WARNING**

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

**CAUTION**

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

## NOTE

○ *Element installation is performed in the reverse order of removal.*

*Element Cleaning*

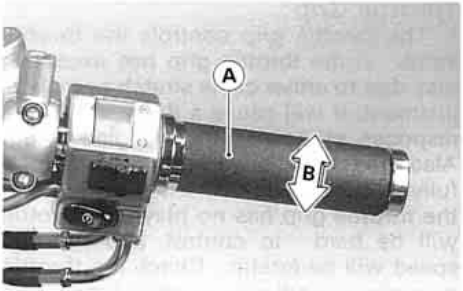
- Clean the element by tapping it lightly to loosen dust.
- Blow away the remaining dust by applying compressed air from the inside to the outside (from the clean side to the dirty side).

## Throttle Grip

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

*Inspection*

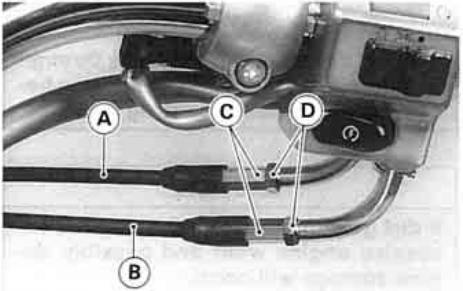
- Check that there is 2 ~ 3 mm (0.08 ~ 0.12 in.) throttle grip play when lightly turning the throttle grip back and forth.
- If there is improper play, adjust it.




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

*Adjustment*

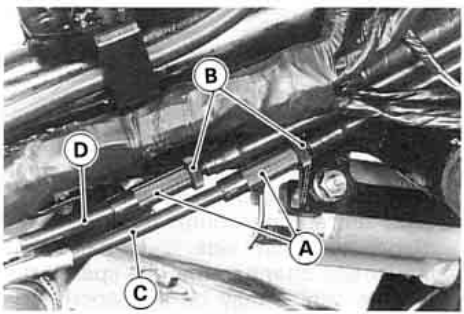
- Loosen the locknuts at the upper end of the throttle cables, and screw both throttle cable adjusting nuts in completely so as to give the throttle grip plenty of play.
- Turn out the decelerator cable adjusting nut until there is no play when the throttle grip is completely closed. Tighten the locknut.




**A. Accelerator Cable C. Adjusting Nuts**
**B. Decelerator Cable D. Locknuts**

- Turn the accelerator cable adjusting nut until 2 ~ 3 mm (0.08 ~ 0.12 in.) of throttle grip play is obtained. Tighten the locknut.
- If the throttle cables cannot be adjusted by using the cable adjusting nuts at the upper end of the throttle cables, use the cable adjusters at the middle of the throttle cables.

- First give the throttle grip plenty of play by turning the adjusting nuts 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** **C. Decelerator Cable**
**B. Locknuts** **D. Accelerator Cable**

- With the throttle grip completely closed, turn the decelerator cable adjuster until the inner cable just becomes tight.
- Tighten the locknut.
- Turn the accelerator cable adjuster until the correct throttle grip free play is obtained.
- Tighten the locknut.

**⚠WARNING**

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

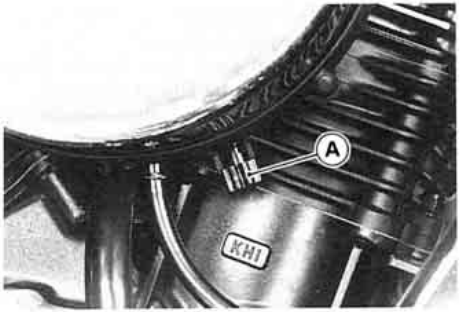
## Carburetor

The carburetor idle speed adjustment 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.

*Adjustment*

- Start the engine, and warm it up thoroughly.
- Adjust the idle speed to 950 ~ 1,050 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

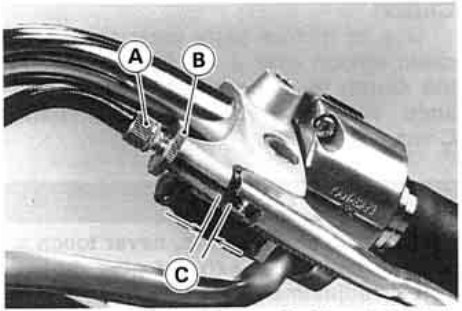
Due to friction plate wear and clutch cable stretch over a long period of use, the clutch must be adjusted in accordance with the Periodic Maintenance Chart.

**⚠WARNING**

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

*Inspection*

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

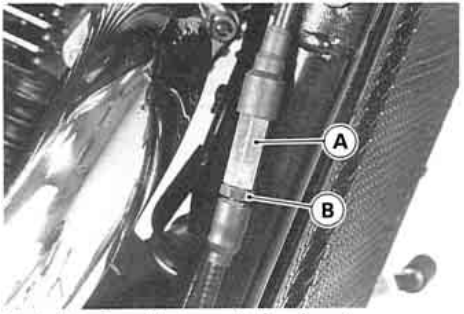



**A. Adjuster C. 2 ~ 3 mm (0.08 ~ 0.12 in.)**
**B. Locknut**

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

*Adjustment*

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



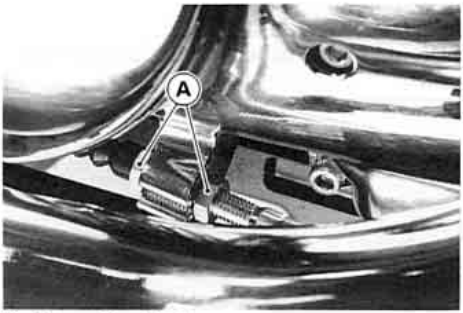

**A. Adjusting Nut B. Locknut**

**⚠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

## 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

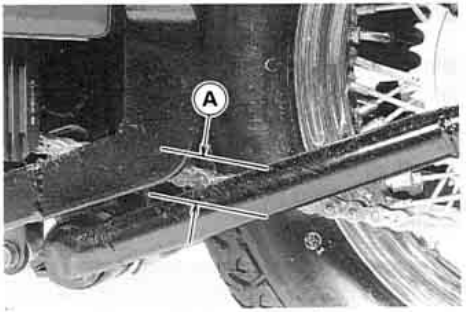
The drive chain must be checked, adjusted, and lubricated in accordance with the Periodic Maintenance Chart for safety and to prevent excessive wear. If the chain becomes badly worn or maladjusted – either too loose or too tight – the chain could jump off the sprockets or break.

**⚠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 side stand.
● Rotate the rear wheel to find the position where the chain is tightest, and measure the vertical movement midway between the sprockets.




**A. 25 ~ 35 mm (1.0 ~ 1.4 in.)**

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

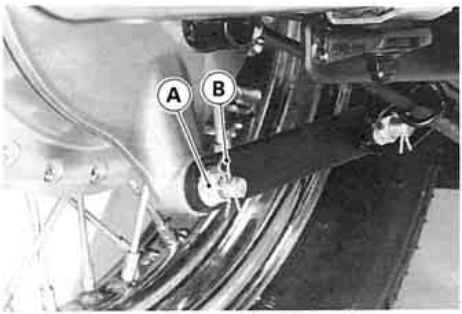
Drive Chain Slack

| | |
|---|---|
| Standard | 25 ~ 30 mm (1.0 ~ 1.2 in.) |
| Too tight | less than 25 mm (1.0 in.) |
| Too loose | more than 35 mm (1.4 in.) |

*Chain Slack Adjustment*

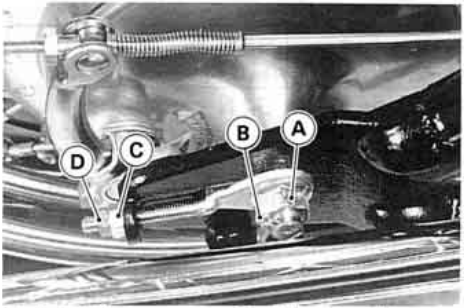
- Loosen the rear torque link nut.

| CAUTION |
|---|
| **Do not forget to loosen the torque link nut.** |



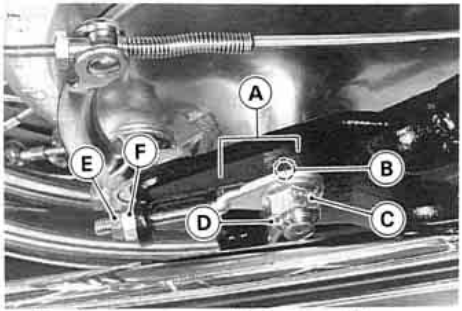

**A. Torque Link Nut B. Safety Clip**

- Loosen the left and right chain adjuster locknuts.
- Remove the axle safety clip, and loosen the axle nut.




**A. Axle Nut**
**B. Safety Clip**
**C. Adjusting Nut**
**D. Locknut**

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




**A. Marks**
**B. Notch**
**C. Axle Nut**
**D. Safety Clip**
**E. Locknut**
**F. Adjusting Nut**

## NOTE

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

**⚠WARNING**

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

- Tighten both chain adjuster locknuts, and make sure the axle stays aligned.
- Center the brake panel assembly in the brake drum. This is done by tightening the axle lightly, spinning the wheel, and depressing the brake pedal forcefully. The partially tightened axle allows the brake panel assembly to center itself within the brake drum.

**NOTE**

○ *This procedure can prevent a soft or "spongy feeling" brake.*

- Tighten the axle nut to the specified torque.

Tightening Torque

| | |
|---|---|
| Axle Nut | 98 N-m (10 kg-m, 72 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 safety clip through the axle.
- Tighten the rear torque link nut to the specified torque.

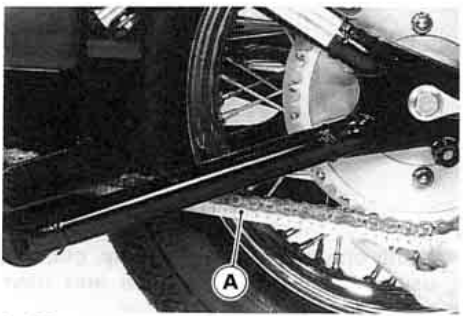
**⚠WARNING**

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

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

*Wear Inspection*

- Stretch the chain taut by using the chain adjusters.
- Measure the length of 20 links on the straight part of the chain from pin center of the 1st pin to pin center of the 21st pin. Since the chain may wear unevenly, take measurements at several places.




**A. Measure**

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

Drive Chain 20-Link Length

| Service Limit: 323 mm (12.7 in.) |
|---|

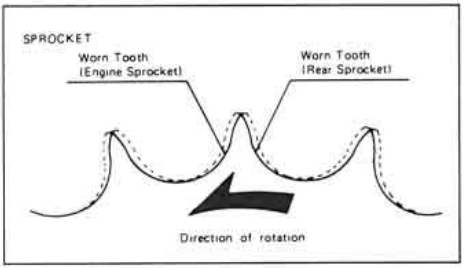
**⚠WARNING**

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

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

**NOTE**

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

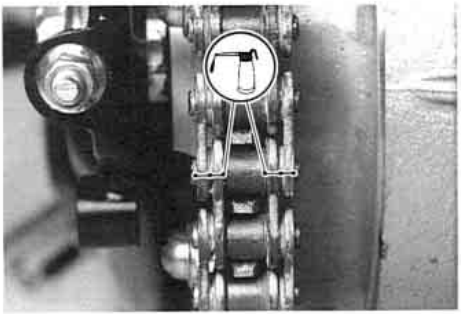



- If there is any irregularity, have the drive chain and/or the sprockets replaced by an authorized Kawasaki dealer.

*Lubrication*

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

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

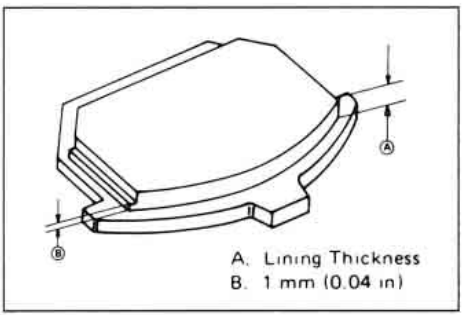


- If the chain is especially dirty, clean it using diesel oil or kerosine and then apply oil as mentioned above.

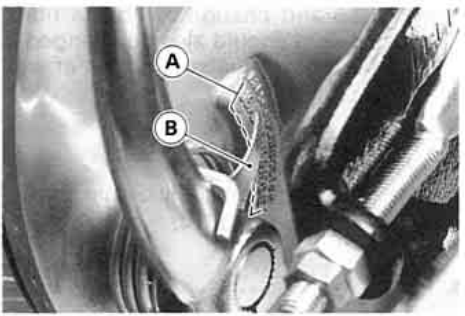
## Brakes

*Brake Wear Inspection*

In accordance with the Periodic Maintenance Chart, inspect the brakes for wear. For the front 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.




On the rear brake panel is a brake lining wear indicator. If the brake lining wear indicator does not point within the USABLE RANGE when the brake is fully applied, the brake shoe linings have worn past the service limit. In this case, the brake shoes must be replaced and the drum and other brake parts examined by an authorized Kawasaki dealer.




**A. USABLE RANGE**
**B. Brake Lining Wear Indicator**

*Lubrication*

In accordance with the Periodic Maintenance Chart, the brake camshaft should be lubricated by an authorized Kawasaki dealer.

**Disc Brake Fluid:**

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

*Fluid Requirement*

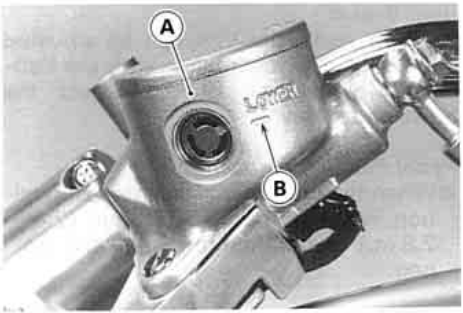
Use heavy-duty brake fluid only from a container marked D.O.T.4.

**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 for brake hose damage.**

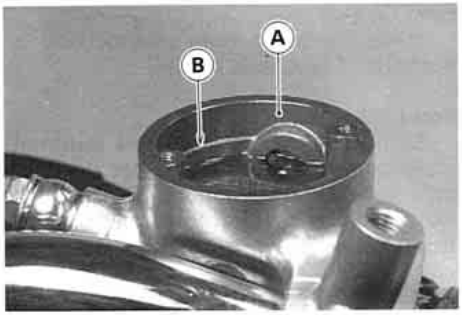
*Fluid Level Inspection*

- With the reservoir held horizontal, the brake fluid level must be kept above the lower level line.




A. Brake Fluid Reservoir
B. Lower Level Line

- If the fluid level in the 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 reservoir is a stepped line showing the upper level line.




A. Brake Fluid Reservoir
B. Upper Level Line

**⚠WARNING**

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

*Fluid Change*

Have the brake fluid changed by an authorized Kawasaki dealer.

**Front Brake:**

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

**⚠WARNING**

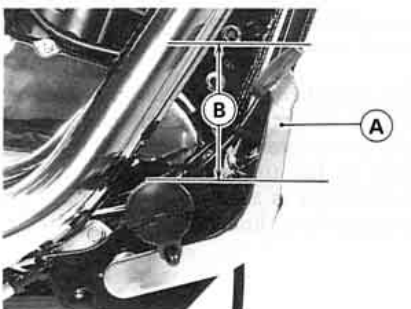
**If the brake lever feels mushy when it is applied, there might be air in the brake lines or the brake may be defective. Since it is dangerous to operate the motorcycle under such conditions, have the brake checked immediately by an authorized Kawasaki dealer.**

**Rear Brake:**

Brake pedal position can be adjusted to suit you. In accordance with the Periodic Maintenance Chart, inspect the brake pedal play.

*Pedal Position Inspection*

- When the brake pedal is in its rest position, it should be 60 ~ 70 mm (2.4 ~ 2.8 in.) higher than the top of the footpeg.



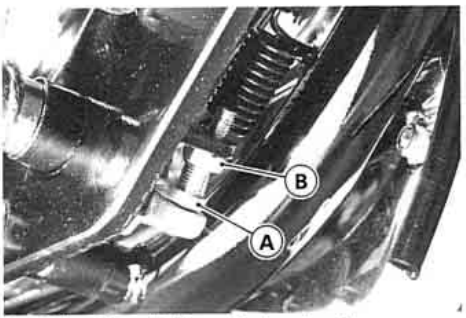

**A. Rear Brake Pedal**
**B. 60 ~ 70 mm (2.4 ~ 2.8 in.)**

●If it is not, adjust the pedal position.

*Pedal Position Adjustment*

●Loosen the locknut, and turn the adjusting bolt to adjust the pedal position.

●Tighten the locknut.

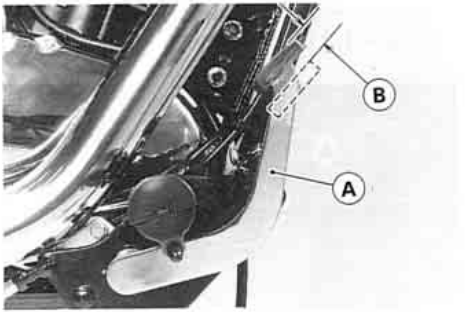



**A. Adjusting Bolt B. Locknut**

●Check the brake pedal play and operation of the rear brake light switch.

*Pedal Play Inspection*

●The brake pedal should have 20 ~ 30 mm (0.8 ~ 1.2 in.) of play when the pedal is pushed down lightly by hand.




**A. Rear Brake Pedal**
**B. 20 ~ 30 mm (0.8 ~ 1.2 in.)**

●Rotate the wheel to check for brake drag.

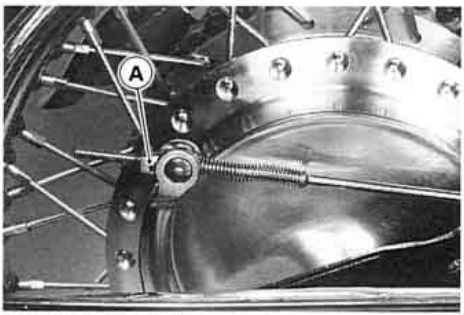
●Operate the pedal a few times to see that it returns to its rest position immediately upon release.

●Check braking effectiveness.

● If the pedal has improper play, adjust it.

*Pedal Play Adjustment*

● Turn the adjusting nut at the brake cam lever so that the pedal has 20 ~ 30 mm (0.8 ~ 1.2 in.) of play.



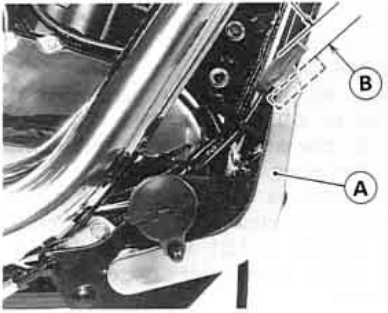

**A. Adjusting Nut**

## Brake Light Switches

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

*Inspection*

● Turn on the ignition switch.
● The brake light should go on when the front brake is applied.
● If it does not, ask your authorized Kawasaki dealer to inspect the front brake light switch.
● Check the operation of the rear brake light switch by depressing the brake pedal. The brake light should go on after about 15 mm (0.6 in.) of pedal travel.
● If it does not, adjust the rear brake light switch.



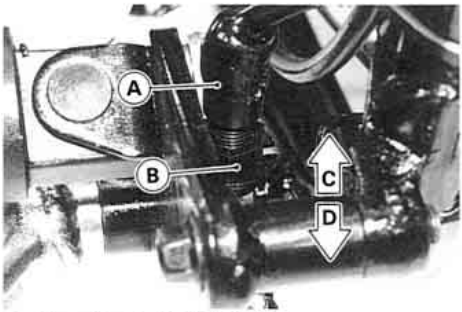

**A. Rear Brake Pedal**
**B. 15 mm (0.6 in.)**

*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.**

## Rear Shock Absorber

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

## Wheels

**Tires:**

*Payload and Tire Pressure*

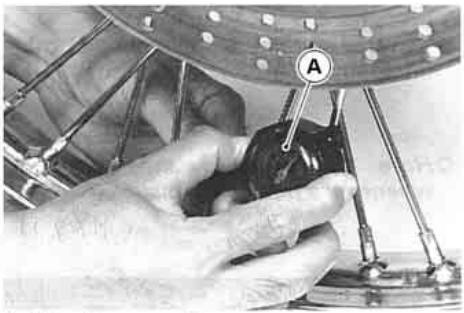
Failure to maintain proper inflation pressures or observe payload limits for your tires may adversely affect handling and performance of your motorcycle and can result in loss of control. The maximum recommended load in addition to vehicle weight is 181 kg (399 lb), including rider, passenger, baggage, and accessories.

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

### NOTE

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

*and adjusted when your riding involves wide variations in temperature or altitude.*




**A. Tire Pressure Gauge**

Tire Air Pressure (when cold)

**VN800-A:**

| | | |
|---|---|---|
| Front and Rear | Up to 97.5 kg (215 lb) load | 200 kPa (2.0kg/cm², 28psi) |
| | 97.5 ~ 181 kg (215 ~ 399 lb) | 225 kPa (2.25kg/cm², 32 psi) |

**VN800-B:**

| | | |
|---|---|---|
| Front | Up to 181 kg (399 lb) load | 200 kPa (2.0 kg/cm², 28 psi) |
| Rear | Up to 97.5 kg (215 lb) load | 200 kPa (2.0 kg/cm², 28 psi) |
| | 97.5 ~ 181 kg (215 ~ 399 lb) load | 225 kPa (2.25kg/cm², 32 psi) |

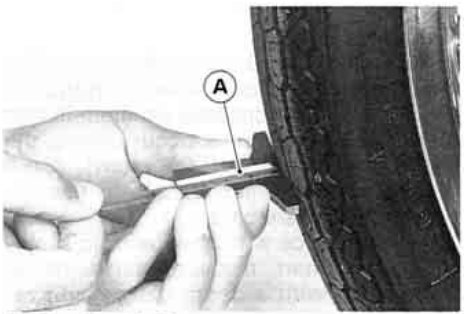
*Tire Wear, Damage*

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

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

Minimum Tread Depth

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




**A. Tire Depth Gauge**

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

**NOTE**

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

**⚠WARNING**

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

**Standard Tire (Tube-type)**
**VN800-A:**

| | |
|---|---|
| Front | 80/90-21 48H<br>BRIDGESTONE EXEDRA L307 or<br>DUNLOP D404F |
| Rear | 140/90-16 71H<br>BRIDGESTONE EXEDRA G544 or<br>DUNLOP D404 |

**VN800-B:**

| | |
|---|---|
| Front | 130/90-16 67H<br>BRIDGESTONE EXEDRA G703,<br>DUNLOP D404F or<br>METZELER MARATHON Front |
| Rear | 140/90-16 71H<br>BRIDGESTONE EXEDRA G702,<br>DUNLOP D404 or<br>METZELER MARATHON ME88 |

**⚠WARNING**

**Use the same manufacture'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 maintenance-free type, so it is not necessary to check the battery electrolyte level or add distilled water.

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

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

**CAUTION**

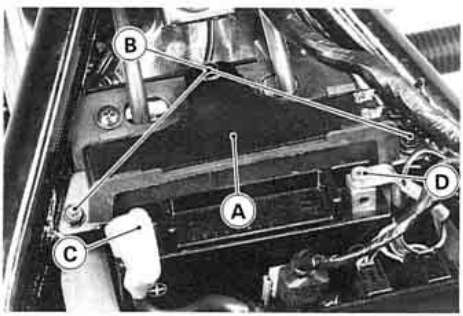
**Never remove the sealed cap, or the battery can be damaged.**
**Do not install a conventional battery in this motorcycle, or the electrical system will not work properly.**

## NOTE

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

*Battery Removal*

- Remove the seat.
- Unscrew the battery bracket bolts and remove the battery bracket.




**A. Battery Bracket** **C. (+) Terminal**
**B. Bolts** **D. (−) Terminal**

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

*Battery Installation*

- Connect the capped lead to the (+) terminal, and then connect the black lead to the (−) terminal.
- Put a light coat of grease on the terminals to prevent corrosion.
- Cover the (+) terminal with its protective cap.
- Reinstall the parts removed.

## Headlight Beam

*Horizontal Adjustment*

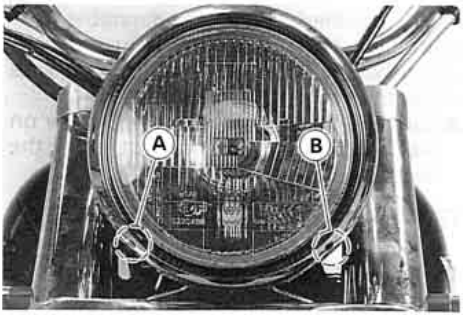
The headlight beam is adjustable horizontally. If not properly adjusted horizontally, the beam will point to one side rather than straight ahead.

- Turn the horizontal adjusting screw on the headlight rim in or out until the beam points straight ahead.

**VN800-A:**


**A. Horizontal Adjusting Screw**

**VN800-B:**




**A. Vertical Adjusting Screw**
**B. Horizontal Adjusting Screw**

*Vertical Adjustment*

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

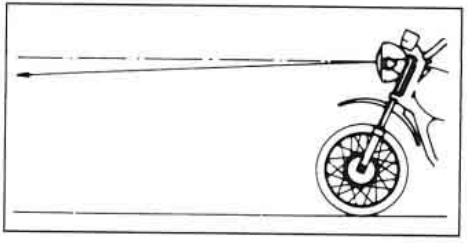
- Turn the vertical adjusting screw on the headlight rim in or out to adjust the headlight vertically.

**VN800-A:**


**A. Vertical Adjusting Screw**

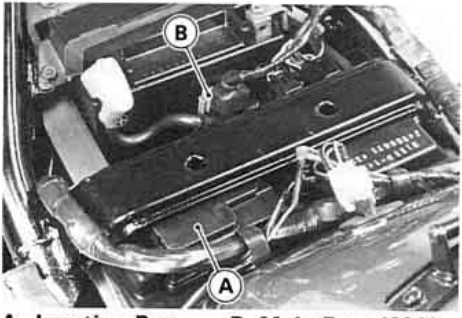
## NOTE

○ *On high beam, the brightest point should be slightly below horizontal with the motorcycle on its wheels and the rider seated. Adjust the headlight to the proper angle according to local regulations.*

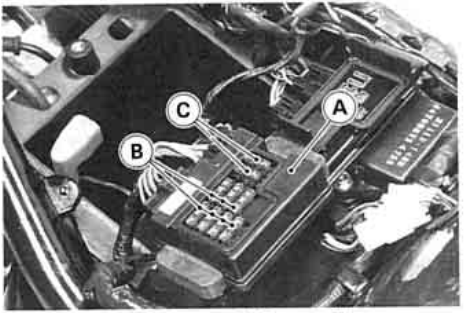


### Fuses

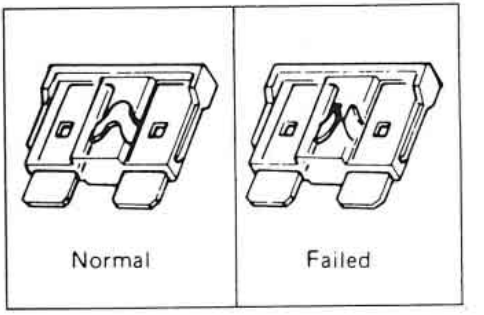
Fuses are arranged in the junction box located under the seat. The main fuse is mounted on the starter relay located under the seat behind the battery. If a fuse fails during operation, inspect the electrical system to determine the cause, and then replace it with a new fuse of proper amperage.




**A. Junction Box** **B. Main Fuse (30A)**




A. Junction Box
B. Fuses
C. Spare Fuses




**⚠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.**

## Cleaning

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

*Preparation for Washing*

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

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

*Where to be Careful*

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

- Meter instruments
- Disc brake master cylinder and caliper
- Rear hub; If water gets inside the hub, the rear brake will not function until it dries out.
- Under the fuel tank; If water gets into the ignition coils or into the spark plug caps, the spark will jump through the water and be grounded out. When this happens, the motorcycle will not start and the affected parts must be wiped dry.
- Front wheel hub
- Steering pivot (steering stem head pipe)
- Uni-trak link pivots
- Swingarm pivot

## NOTE

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

*After Washing*

- Remove the plastic bags and tape, and clean the air cleaner intake.
- Lubricate the pivots, nuts, and bolts.
- Test the brakes before motorcycle operation.
- Start the engine and run it for 5 minutes.

**⚠WARNING**

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

**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 or possible recycling.**

- Put in fresh engine oil.
- Empty the fuel from the fuel tank, and empty the carburetor by unscrewing the drain screw at the float bowl. (If left in for a long time, the fuel will break down and could clog the carburetor.)

**⚠WARNING**

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

- 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 directly into each cylinder. Push the starter button for a few seconds to coat the cylinder walls. Install the spark plugs.

**⚠WARNING**

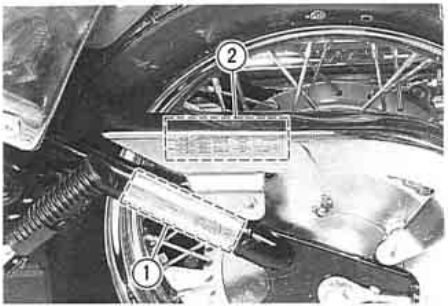
**Do not lean over the engine when performing this procedure. An air/oil mist may be forcibly ejected from the spark plug holes and could get into your eyes. If you do get some in your eyes, wash your eyes immediately with liberal amounts of clean, fresh water. Consult a physician as soon as possible.**

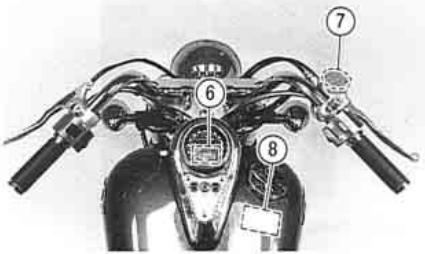
- Reduce tire pressure by about 20%.
- Set the motorcycle on a box or stand so that both wheels are raised off the ground. (If this cannot be done, put boards under the front and rear wheels to keep dampness away from the tire rubber.)
- Spray oil on all unpainted metal surfaces to prevent rusting. Avoid 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 plastic bags over the exhaust pipes 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 exhaust pipes.
- 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 pivots, nuts, and bolts.

## LOCATION OF LABELS

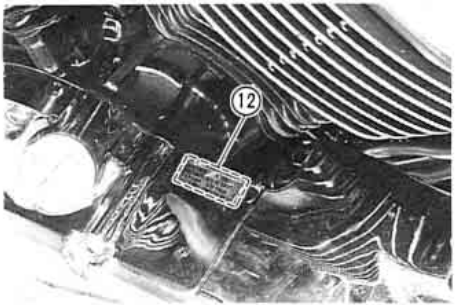


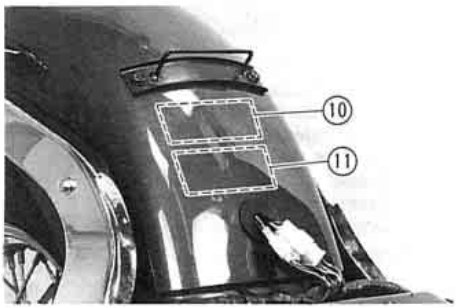





1. Important Drive Chain Information
**** 2. Tire and Load Data
3. Engine Oil and Oil Filter
4. Daily Safety Checks
* 5. Vacuum Hose Routing Diagram
** 6. Break-in Caution
7. Brake Fluid (Front)
*** 8. Unleaded Gasoline

* : only on California model
** : only on US model
*** : only on UK and Australia model
**** : only on Australia model

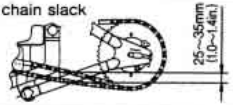




9. Battery Poison / Danger
**10. Noise Emission Control Information
**11. Vehicle Emission Control Information
12. Engine Oil Capacity

** : only on US model

①

| IMPORTANT DRIVE CHAIN INFORMATION | | 56031-1937 |
|---|---|---|
| Lub. frequency | : 300km (200mi.) | Keep a chain slack   |
| Wear limit | : 323mm (12.7in.) /20links | |
| Chain slack | : 25~35mm(1.0~1.4in.) | |
| See the Owner's Manual for chain Information. | | |

56031-1937

**VN800-A:** ②

only on Australia model

| TIRE AND LOAD DATA | | | | | | 56037-1670 |
|---|---|---|---|---|---|---|
| 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 | | Minimum Tread Depth | |
| Front | Up to 97.5kg Load (215 lbs) | 200kPa (2.00kgf/cm², 28psi) | BRIDGESTONE 80/90-21 48H EXEDRA L307 | DUNLOP 80/90-21 48H D404F | 1 mm(0.04 in) | |
| | 97.5~181kg Load (215~399 lbs) | 225kPa (2.25kgf/cm², 32psi) | | | | |
| Rear | Up to 97.5kg Load (215 lbs) | 200kPa (2.00kgf/cm², 28psi) | BRIDGESTONE 140/90-16 71H EXEDRA G544 | DUNLOP 140/90-16 71H D404 | Up to 80MPH | 2mm (0.08in) |
| | 97.5~181kg Load (215~399 lbs) | 225kPa (2.25kgf/cm², 32psi) | | | Over 80MPH | 3mm (0.12in) |

56037-1670

**VN800-B:** ②

only on Australia model

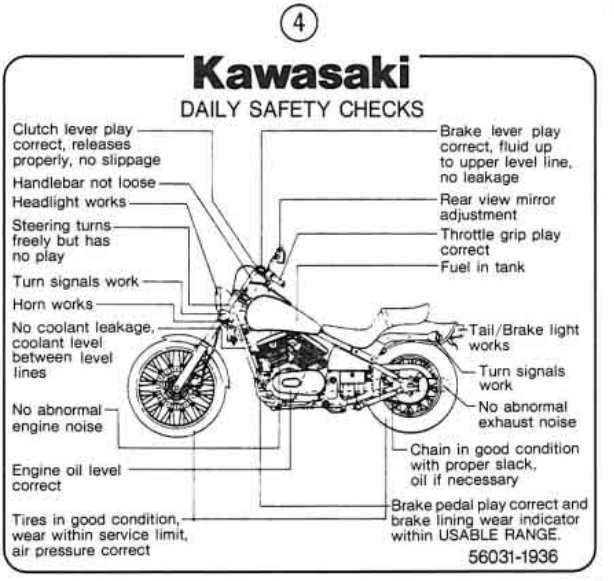
| TIRE AND LOAD DATA | | | | | | 56037-1727 |
|---|---|---|---|---|---|---|
| The stability and handling characteristics of this motorcycle could become unsafe by the use of improper tire inflation pressures, overworn tires, unsuitable replacement tires, or overloading. When tire tread wears down to the limit, replace the tire with only the standard tire. Maintain the inflation pressure specified. | | | | | | |
| | Air Pressure(Cold) | | Size & Make Type | | Minimum Tread Depth | |
| Front | Up to 181kg Load (399 lbs) | 200kPa (2.00kgf/cm², 28psi) | BRIDGESTONE 130/90-16 67H EXEDRA G703 | DUNLOP 130/90-16 67H D404F | 1 mm(0.04 in) | |
| Rear | Up to 97.5kg Load (215lbs) | 200kPa (2.00kgf/cm², 28psi) | BRIDGESTONE 140/90-16 71H EXEDRA G702 | DUNLOP 140/90-16 71H D404 | Up to 80MPH | 2mm (0.08in) |
| | 97.5~181 kg Load (215~399 lbs) | 225kPa (2.25kgf/cm², 32psi) | | | Over 80MPH | 3mm (0.12in) |

56037-1727

③

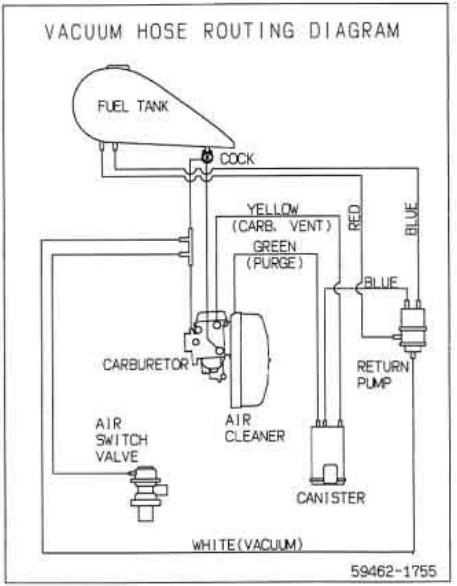
| ENGINE OIL AND OIL FILTER 56033-1213 |
|---|
| Engine Oil Change--when filter is not removed : 2.7 liters(2.9 us qt)<br>when filter is removed : 2.9 liters(3.1 us qt)<br>when engine is completely dry : 3.2 liters(3.4 us qt)<br>Engine Oil Type (API)SE, SF or SG, (API)SH or SJ of JASO MA class SAE 10W40, 10W50, 20W40 or 20W50<br>The engine oil and the oil filter element should be changed periodically to ensure long engine life. See the Owner's Manual for engine oil and oil filter information. |

56033-1213




56031-1936

⑤ only on California model




59462-1755

⑥ only on US model

**BREAK-IN CAUTION**

To ensure proper vehicle performance do not exceed the break-in limits shown below

| mile \ mph | 1st | 2nd | 3rd | 4th | 5th |
|---|---|---|---|---|---|
| 0 — 500 | 20 | 30 | 40 | 50 | 60 |
| 500 — 1,000 | 30 | 45 | 60 | 75 | 90 |

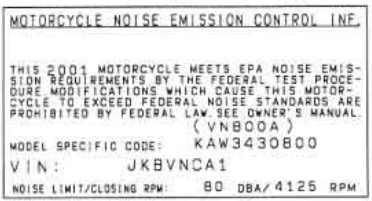
Note: when operating on public roadways keep max. speed under traffic law limits.

⑧ only on UK and Australia model


56040-1157

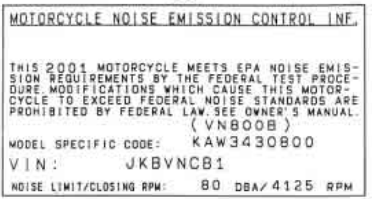
⑨

**VN800-A:** ⑩ only on US model




59463-1596

**VN800-B:** ⑩ only on US model




59463-1603

## VN800-A:

(11)

only on US model

| VEHICLE EMISSION CONTROL INFORMATION | | 59463-1595 |
|---|---|---|
| ENGINE FAMILY CODE | | 1KAXC.805AAA |
| MODEL(S) | | VN800-A7 |
| EXHAUST EMISSION CONTROL SYSTEM | | EM + AIR |
| DISPLACEMENT | | 805 CC |
| TUNE UP SPECIFICATIONS | | |
| IGNITION TIMING | 5° BTDC AT 1000 RPM | |
| IDLE SPEED | 1000 ± 50 RPM IN NEUTRAL | |
| IDLE AIR FUEL MIXTURE SETTING | NO ADJUSTMENT | |
| VALVE CLEARANCE (ENGINE COLD) | INTAKE : 0.10-0.15 MM (0.004-0.006 IN)<br>EXHAUST : 0.20-0.25 MM (0.008-0.010 IN) | |
| SPARK PLUG | CR7E (NGK) SPARK PLUG GAP : 0.7-0.8 MM<br>U22ESR-N (DENSO) (0.028-0.032 IN) | |
| FUEL | GASOLINE WITH<br>RESEARCH OCTANE NO. (RON) 91 MIN. | |
| ENGINE OIL | SERVICE RATING : (API) SE, SF OR SG<br>(API) SH OR SJ OF JASO MA CLASS<br>VISCOSITY : SAE 10W-40, 10W-50, 20W-40 OR 20W-50<br>SEE THE OWNER'S MANUAL FOR ENGINE OIL INFORMATION. | |

THIS VEHICLE CONFORMS TO USEPA REGULATIONS
APPLICABLE TO 2001 MODEL YEAR NEW MOTORCYCLES.
KAWASAKI MOTORS MANUFACTURING CORP., U.S.A.

59463-1595

**VN800-A:** (11) only on California model

| VEHICLE EMISSION CONTROL INFORMATION | | 59463-1597 |
|---|---|---|
| ENGINE FAMILY CODE | | 1KAXC.805AAA |
| EVAP.FAMILY | | 1KAXE17.0AD5 |
| MODEL(S) | | VN800-A7 |
| EXHAUST EMISSION CONTROL SYSTEM | | EM + PAIR |
| DISPLACEMENT | | 805 CC |
| 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 : 0.10-0.15 MM (0.004-0.006 IN)<br>EXHAUST : 0.20-0.25 MM (0.008-0.010 IN) | |
| SPARK PLUG | CR7E (NGK) SPARK PLUG GAP : 0.7-0.8 MM<br>U22ESR-N (DENSO) (0.028-0.032 IN) | |
| FUEL | GASOLINE WITH<br>RESEARCH OCTANE NO. (RON) 91 MIN. | |
| ENGINE OIL | SERVICE RATING : (API) SE, SF OR SG<br>(API) SH OR SJ OF JASO MA CLASS<br>VISCOSITY : SAE 10W-40, 10W-50, 20W-40 OR 20W-50<br>SEE THE OWNER'S MANUAL FOR ENGINE OIL INFORMATION. | |

THIS VEHICLE CONFORMS TO USEPA AND CALIFORNIA REGULATIONS APPLICABLE TO 2001 MODEL YEAR NEW MOTORCYCLES AND IS CERTIFIED TO 1.5G/KM HC ENGINE FAMILY EXHAUST EMISSION STANDARD IN CALIFORNIA.
KAWASAKI MOTORS MANUFACTURING CORP., U.S.A.

59463-1597

**VN800-B:** (11) only on US model

| VEHICLE EMISSION CONTROL INFORMATION | | 59463-1602 |
|---|---|---|
| ENGINE FAMILY CODE | | 1KAXC.805AAA |
| MODEL(S) | | VN800-B6 |
| EXHAUST EMISSION CONTROL SYSTEM | | EM + AIR |
| DISPLACEMENT | | 805 CC |
| TUNE UP SPECIFICATIONS | | |
| IGNITION TIMING | 5° BTDC AT 1000 RPM | |
| IDLE SPEED | 1000 ± 50 RPM IN NEUTRAL | |
| IDLE AIR FUEL MIXTURE SETTING | NO ADJUSTMENT | |
| VALVE CLEARANCE (ENGINE COLD) | INTAKE : 0.10-0.15 MM (0.004-0.006 IN)<br>EXHAUST : 0.20-0.25 MM (0.008-0.010 IN) | |
| SPARK PLUG | CR7E (NGK) SPARK PLUG GAP : 0.7-0.8 MM<br>U22ESR-N (DENSO) (0.028-0.032 IN) | |
| FUEL | GASOLINE WITH<br>RESEARCH OCTANE NO. (RON) 91 MIN. | |
| ENGINE OIL | SERVICE RATING : (API) SE, SF OR SG<br>(API) SH OR SJ OF JASO MA CLASS<br>VISCOSITY : SAE 10W-40, 10W-50, 20W-40 OR 20W-50<br>SEE THE OWNER'S MANUAL FOR ENGINE OIL INFORMATION. | |
| THIS VEHICLE CONFORMS TO USEPA REGULATIONS<br>APPLICABLE TO 2001 MODEL YEAR NEW MOTORCYCLES.<br>KAWASAKI MOTORS MANUFACTURING CORP., U.S.A. | | |

59463-1602

**VN800-B:** (11) only on California model

VEHICLE EMISSION CONTROL INFORMATION 59463-1604

ENGINE FAMILY CODE ---------- 1KAXC.B05AAA
EVAP. FAMILY ---------- 1KAXE17.0AGB
MODEL(S) ---------- VN800-B6
EXHAUST EMISSION CONTROL SYSTEM ---------- EM + PAIR
DISPLACEMENT ---------- 805 CC

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 : 0.10-0.15 MM (0.004-0.006 IN)<br>EXHAUST : 0.20-0.25 MM (0.008-0.010 IN) |
| SPARK PLUG | CR7E (NGK) SPARK PLUG GAP : 0.7-0.8 MM<br>U22ESR-N (DENSO) (0.028-0.032 IN) |
| FUEL | GASOLINE WITH<br>RESEARCH OCTANE NO. (RON) 91 MIN. |
| ENGINE OIL | SERVICE RATING :(API) SE, SF OR SG<br>(API) SH OR SJ OF JASO MA CLASS<br>VISCOSITY :SAE 10W-40, 10W-50, 20W-40 OR 20W-50<br>SEE THE OWNER'S MANUAL FOR ENGINE OIL INFORMATION |

THIS VEHICLE CONFORMS TO USEPA AND CALIFORNIA REGULATIONS APPLICABLE TO 2001 MODEL YEAR NEW MOTORCYCLES AND IS CERTIFIED TO 1.5G/KM HC ENGINE FAMILY EXHAUST EMISSION STANDARD IN CALIFORNIA.
KAWASAKI MOTORS MANUFACTURING CORP., U.S.A.

59463-1604

(12)

| OIL CAPACITY | L |
|---|---|
| FILTER NOT REMOVED | 2.7 |
| FILTER REMOVED | 2.9 |
| COMPLETELY DRY | 3.2 |

# VN800-A7
# VN800-B6

Kawasaki

KAWASAKI HEAVY INDUSTRIES, LTD.
Consumer Products & Machinery Group

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