



Includes:

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

VULCAN 800 Drifter Motorcycle

保存版

OWNER'S MANUAL

Quick Reference Guide

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

A Table of Contents is included after the Foreword.

**General
Information**

**How to Ride
the Motorcycle**

Safe Operation

**Maintenance and
Adjustment**

Storage

**Troubleshooting
Guide**

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

⚠ WARNING

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

CAUTION

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

NOTE

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

NOTICE

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

FOREWORD

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

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DIMENSIONS

Overall Length	2,490 mm (98 in.)
Overall Width	1,005 mm (40 in.)
Overall Height	1,125 mm (44.29 in.)
Wheelbase	1,615 mm (64 in.)
Road Clearance	160 mm (7 in.)
Dry Weight	248 kg (547 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	5° BTDC @1,000 r/min (rpm) ~
(Electronically advanced)	35° BTDC @5,000 r/min (rpm)

Spark Plugs
Lubrication System
Engine Oil
Engine Oil Capacity
Coolant Capacity

NGK CR7E or ND U22ESR-N
Forced lubrication (wet sump)
SE, SF or SG class SAE 10W40, 10W50, 20W40, or 20W50
3.2 L (3.4 US qt)
2.4 L (2.5 US qt)

TRANSMISSION

Transmission Type
Clutch Type
Driving System
Primary Reduction Ratio
Final Reduction Ratio
Overall Drive Ratio
Gear Ratio: 1st
 2nd
 3rd
 4th
 5th

5-speed, constant mesh, return shift
Wet, multi disc
Chain drive
2.184 (83/38)
2.352 (40/17)
4.405 (Top gear)
2.533 (38/15)
1.650 (33/20)
1.230 (32/26)
1.000 (29/29)
0.857 (24/28)

FRAME

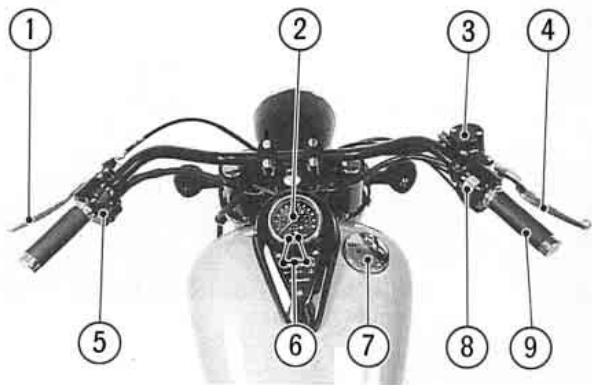
Castor
Trail
Tire Size: Front
 Rear
Fuel Tank Capacity

31.5°
158 mm (7 in.)
130/90-16 67H Tube-type
140/90-16 71H Tube-type
15 L (4.0 US gal)

ELECTRICAL EQUIPMENT

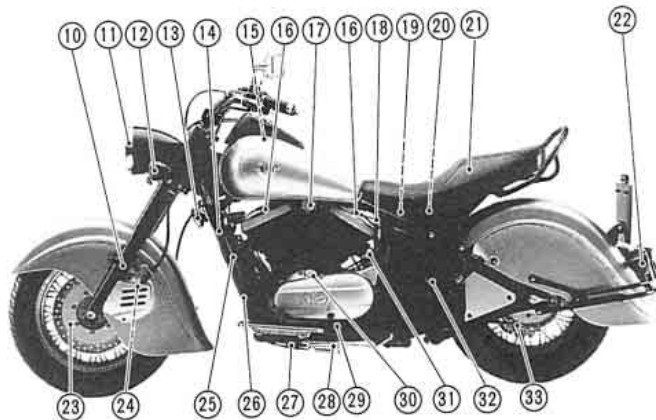
Battery	12 V 12 Ah
Headlight	12 V 60/55 W
Tail/Brake Light	12 V 5/21 W x 2
Turn Signal Lights	12 V 21 W x 4

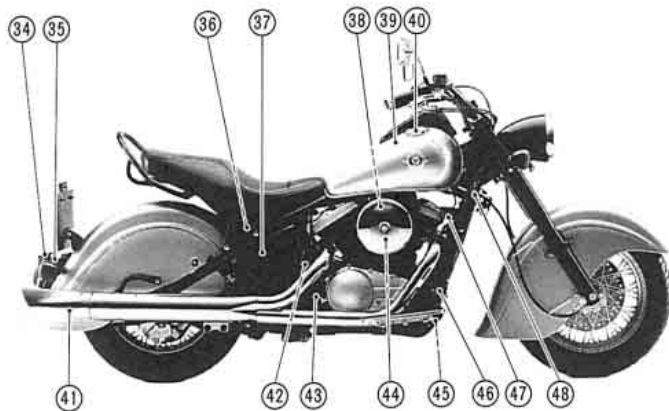
Specifications subject to change without notice.

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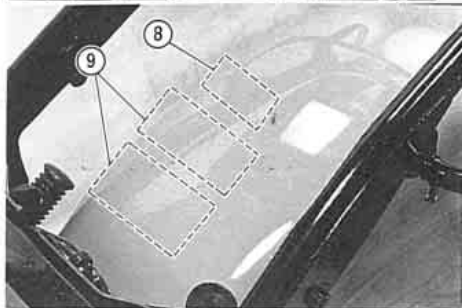
1. Clutch Lever
2. Meter Instruments
3. Brake Fluid Reservoir (Front)
4. Front Brake Lever
5. Left Handlebar Switches
6. Indicator Lights
7. Fuel Tank Cap
8. Right Handlebar Switches
9. Throttle Grip

10. Front Fork
11. Headlight
12. Turn Signal/Running
Position 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. Turn Signal Light
23. Brake Disc
24. Brake Caliper
25. Radiator
26. Shift Pedal
27. Side Stand Switch
28. Side Stand
29. Oil Level Gauge
30. Oil Filler Cap
31. Ignition Switch
32. Tool Kit Container
33. Drive Chain

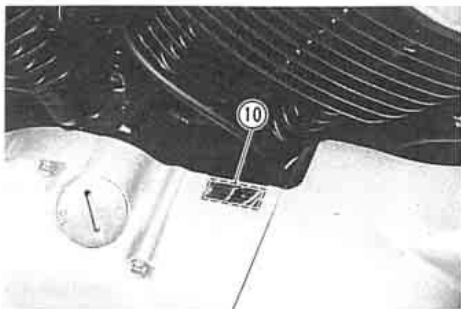




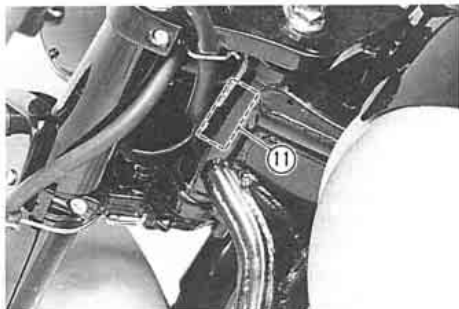
- 34. Tail/Brake Light
- 35. License Plate Light
- 36. Main Fuse
- 37. Storage Box
- 38. Carburetor
- 39. Fuel Tank
- 40. Fuel Tank Cap
- 41. Muffler
- 42. Rear Shock Absorber
- 43. Coolant Reserve Tank
- 44. Air Cleaner Element
- 45. Rear Brake Light Switch
- 46. Rear Brake Pedal
- 47. Brake Fluid Reservoir
(Rear)
- 48. Steering Lock



- 6. Brake Fluid (Rear)
- 7. Battery Poison/Danger
- 8. Noise Emission Control Information
- 9. Vehicle Emission Control Information



10. Engine Oil Capacity



11. Weight & Manufacture

1. Any passenger should be thoroughly familiar with motorcycle operation. The passenger can affect control of the motorcycle by improper positioning during cornering and sudden movements. It is important that the passenger sit still while the motorcycle is in motion and not interfere with the operation of the motorcycle. Do not carry animals on your motorcycle.
2. You should instruct any passenger before riding to keep his feet on the passenger footpegs and hold on to the operator, seat strap or grab rail. Do not carry a passenger unless he or she is tall enough to reach the footpegs and footpegs are provided.
3. All baggage should be carried as low as possible to reduce the effect on the motorcycle center of gravity. Baggage weight should also be distributed equally on both sides of the motorcycle. Avoid carrying baggage that extends beyond the rear of the motorcycle.
4. Baggage should be securely attached. Make sure that the baggage will not move around while you are riding. Recheck baggage security as often as possible (not while the motorcycle is in motion) and adjust as necessary.
5. Do not carry heavy or bulky items on a luggage rack. They are designed for light items, and overloading can affect handling due to changes in weight distribution and aerodynamic forces.
6. Do not install accessories or carry baggage that impairs the performance of the motorcycle. Make sure that you have not adversely affected any lighting components, road clearance, banking capability (i.e., lean angle), control operation, wheel travel, front fork movement, or any

other aspect of the motorcycle's operation.

7. Weight attached to the handlebar or front fork will increase the mass of the steering assembly and can result in an unsafe riding condition.
8. Fairings, windshields, backrests, and other large items have the capability of adversely affecting stability and handling of the motorcycle, not only because of their weight, but also due to the aerodynamic forces acting on these surfaces while the motorcycle is in operation. Poorly designed or installed items can result in an unsafe riding condition.
9. This motorcycle was not intended to be equipped with a sidecar or to be used to tow any trailer or other vehicle. Kawasaki does not manufacture sidecars or trailers for motorcycle and cannot predict the effects of such accessories on handling or stability,

but can only warn that the effects can be adverse and that Kawasaki cannot assume responsibility for the results of such unintended use of the motorcycle. Furthermore, any adverse effects on motorcycle components caused by the use of such accessories will not be remedied under warranty.

Maximum Load


Weight of rider, passenger, baggage, and accessories must not exceed 179 kg (395 lb).


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 key is in the ON position with the engine not running, and goes off when the engine oil pressure is high enough. Refer to the Maintenance and Adjustment chapter for more detailed engine oil information.

 : When the 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 key is turned to "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.

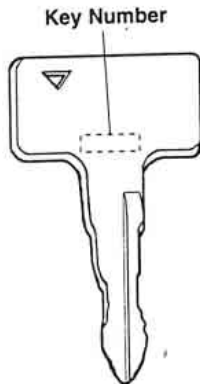
Key

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

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

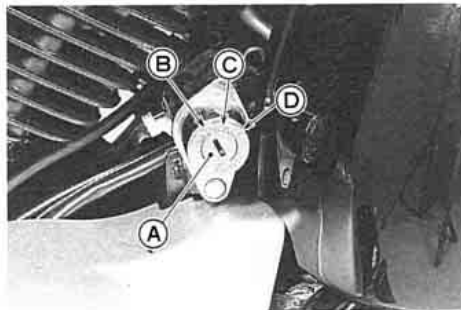
Record the code from the tag with your keys here. Participating Kawasaki dealers can use the code to make a new key in the event that your original keys are lost.

Write your key number here.



Ignition Switch

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
- C. ON
- D. P(Park)

OFF	Engine off. All electrical circuits off.
ON	Engine on. All electrical equipment can be used.
P(Park)	Engine off. Tail and license plate 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.*
- *The tail, running position, and license plate lights are on whenever the ignition key is in the ON position. The headlight goes on when the starter button is released after starting the engine. To avoid battery discharge, always start the engine immediately after turning the ignition key to "ON."*
- *If you leave the P(Park) position on for a long time (one hour), the battery may become totally discharged.*

Right Handlebar Switches

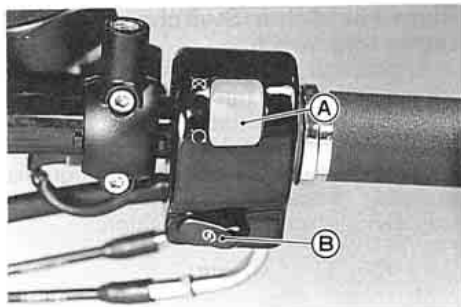
Engine Stop Switch

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


Starter Button


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


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

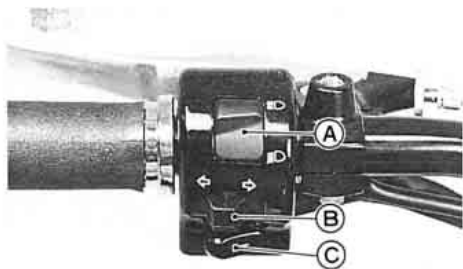
Left Handlebar Switches

Dimmer Switch

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

High beam ()

Low beam ()



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.

The turn signal switch is automatically canceled after it has first been on for 8 seconds, and then the motorcycle has traveled an additional 65 m (213 ft). However, make a practice of pushing the switch in to stop flashing.

Horn Button

When the horn button is pushed, the horn sounds.

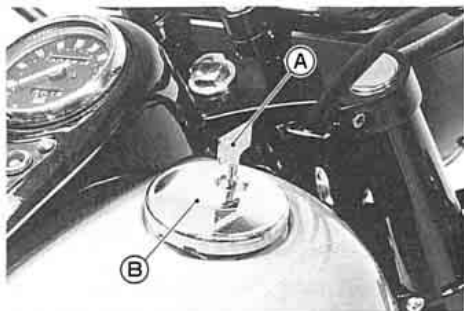
Fuel Tank Cap

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

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

NOTE

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

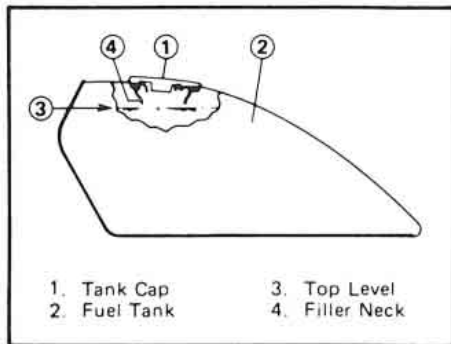


A. Ignition Key
B. Fuel Tank Cap

Fuel Tank

The following octane rating gasoline is recommended in the fuel tank.

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



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

⚠ WARNING

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

Fuel Requirement:

Fuel Type

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

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

CAUTION

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

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

Fuels Containing Oxygenates

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

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

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

CAUTION

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

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

NOTE

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

CAUTION

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

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

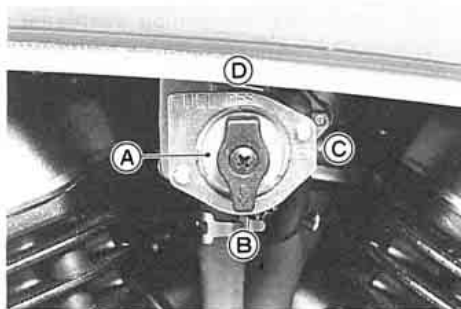
Certain ingredients of gasoline may cause paint fading or damage. Be extra careful not to spill gasoline or gasoline oxygenate blends during refueling.

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

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

Fuel Tap

The fuel tap 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 fuel tap lever 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 lever to RES.

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 lever to PRI, leave it for a moment, and return it to "ON."*

⚠ WARNING

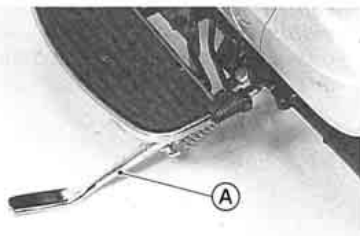
Practice operating the fuel tap with the motorcycle stopped. To prevent an accident you should be able to operate the fuel tap while riding without taking your eyes off the road.

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

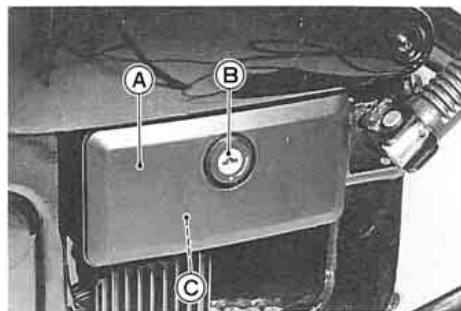
- *The motorcycle is equipped with a side stand switch. This switch is designed so that the engine stops if the clutch is engaged with the transmission in gear when the side stand is left down.*

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 key into the lock, and turn the key to the left.



A. Tool Kit Container
B. Lock

C. Tool Kit

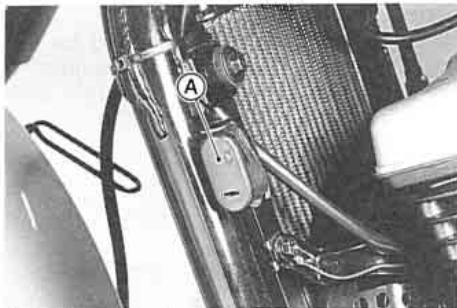
Helmet Hook

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

The helmet hook can be unlocked by inserting the ignition 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.



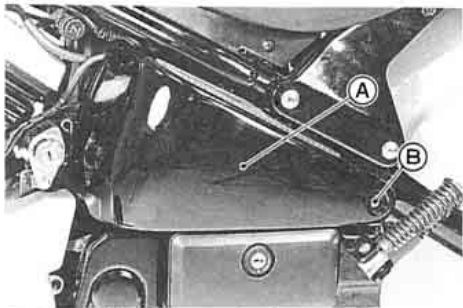
A. Helmet Hook

Side Covers

The left side cover is removed for using the accessory leads, and adjusting the rear shock absorber. The right side cover is removed for using the storage box.

Left Side Cover Removal:

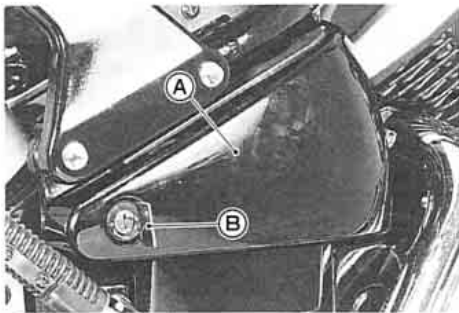
1. Remove the side cover mounting screw.
2. Pull the side cover outward.



A. Left Side Cover B. Screw

Right Side Cover Removal:

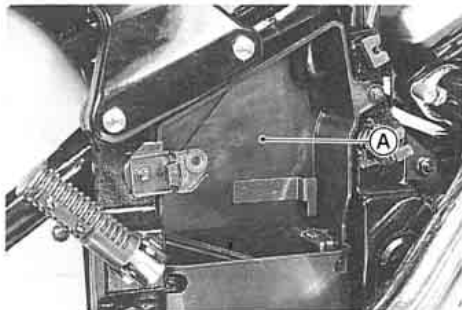
1. Insert the ignition key into the lock, and turn the key to the left.
2. Pull the side cover rear end outward.
3. Push the side cover toward the front with the ignition key inserted.



A. Right Side Cover
B. Ignition Key

Storage Box

The storage box is located behind 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.



A. Storage Box

Steering Lock

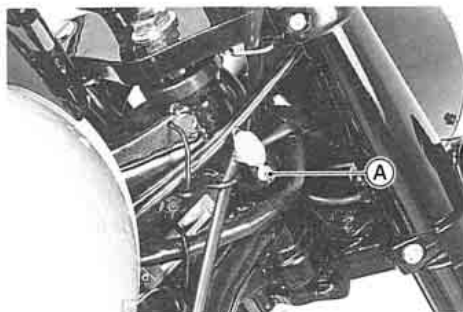
The motorcycle is equipped with the steering lock at the right side of the head pipe.

To lock the steering:

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

⚠ WARNING

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



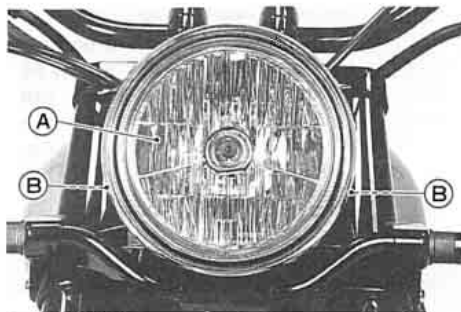
A. Steering Lock

Electric Accessory Leads

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

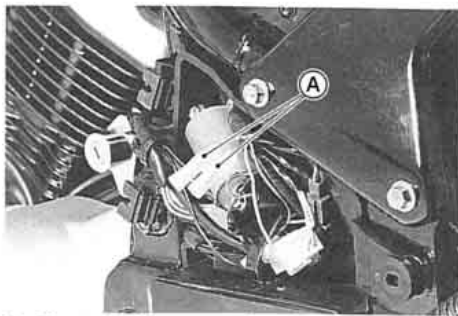
Location	Polarity	Lead Color
Behind left side cover	(+)	White/Blue
	(-)	Black/Yellow
Behind head light	(+)	White/Blue
	(-)	Black/Yellow
Maximum Current:		10A

To remove the head light, take off the screws, and pull out the head light.

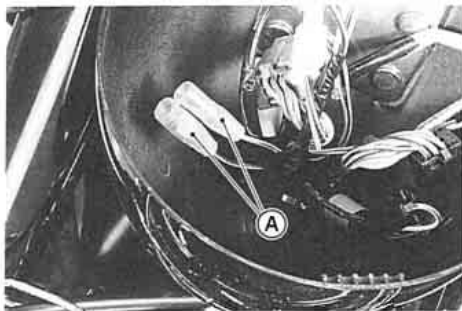


A. Headlight

B. Screw



A. Electric Accessory Leads



A. Electric Accessory Leads

CAUTION

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

⚠WARNING

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

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

»»»»»»»»»»»»»»»» HOW TO RIDE THE MOTORCYCLE ««««««««««««««««

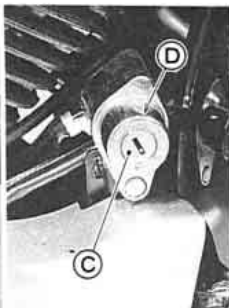
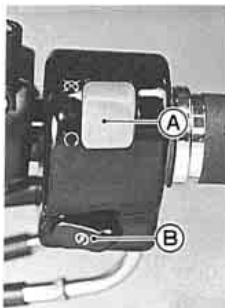
Starting the Engine

- Turn the fuel tap lever to "ON".



A. ON

- Check that the engine stop switch is in the "O" position.
- Turn the ignition key to "ON".



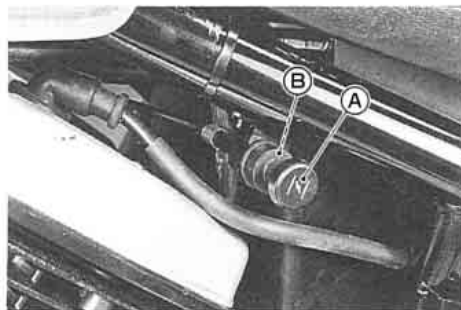
- A. Engine Stop Switch
- B. Starter Button
- C. Ignition Switch
- D. ON

- Make certain the transmission is in neutral, or the clutch is disengaged.



A. Neutral Indicator Light

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



A. Choke Knob

B. Locknut

NOTE

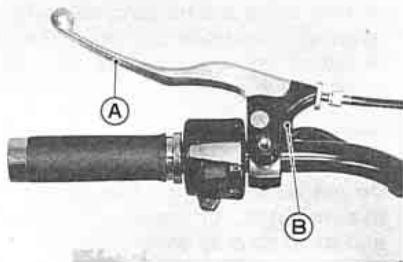
- *When the engine is already warm or on hot days [higher than 35°C (95°F)], close the throttle completely and do not use the choke for starting the engine.*
- Leaving the throttle completely closed, push the starter button.

CAUTION

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

NOTE

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



A. Clutch Lever

B. Starter Lockout Switch

- Gradually push the choke knob back 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 push the choke knob all the way back.

NOTE

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

CAUTION

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

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

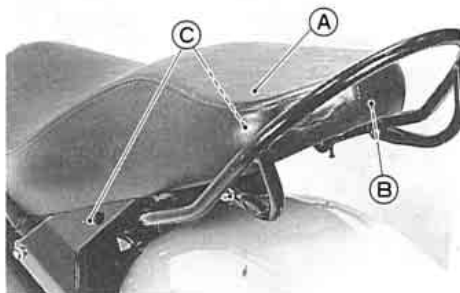
If your motorcycle battery is "run down," it should be removed and charged. If this is not practical, a 12 volt booster battery and jumper cables may be used to start the engine.

⚠ 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

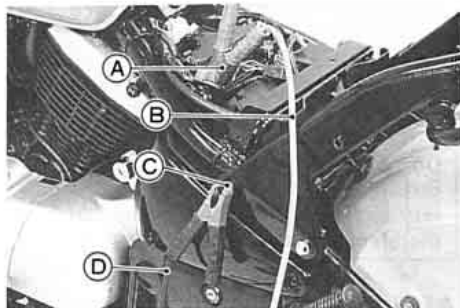
- Take off the locknut from the rear end of the seat and the seat mounting bolts from the left and right side.



- A. Seat
- B. Locknut
- C. Seat Mounting Bolts

- Remove the seat.
- Make sure the ignition key is turned to "OFF".
- Connect a jumper cable from the positive (+) terminal of the booster bat-

tery to the positive (+) terminal of the motorcycle battery.



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

- Connect another jumper cable from the negative (-) terminal of the booster battery to the seat mounting bolt of your motorcycle or other unpainted metal surface. Do not use the negative (-) terminal of the battery.

⚠ WARNING

Do not make this last connection at the carburetor or battery. Take care that you do not touch the positive and negative cables together, and do not lean over the battery when making this last connection. Do not jump start a frozen battery. It could explode.

Do not reverse polarity by connecting positive (+) to negative (-), or a battery explosion and serious damage to the electrical system may occur.

- Follow the standard engine starting procedure.

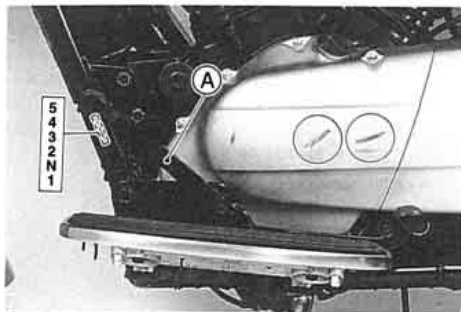
CAUTION

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

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

Moving Off

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



A. Shift Pedal

NOTE

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

Shifting Gears

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

WARNING

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

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

NOTE

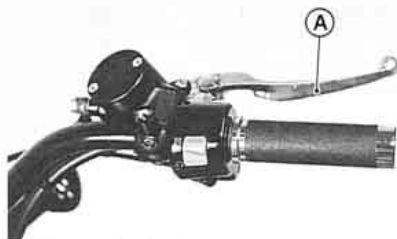
- *The transmission is equipped with a positive neutral finder. When the motorcycle is standing still, the transmission cannot be shifted past neutral from 1st gear. To use the positive neutral finder, shift down to 1st gear, then lift up on the shift pedal while standing still. The transmission will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

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

Parking

- Shift the transmission into neutral and turn the ignition key to "OFF."
- Support the motorcycle on a firm, level surface with the side 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 tail and license plate light on for greater visibility by turning the ignition key to the P(Park) position.*
- *Do not leave the ignition switch at P position too long, or the battery will discharge.*

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

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

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

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

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

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

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

Daily Safety Checks

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

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

⚠ WARNING

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

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

Front and Rear	Up to 97.5 kg (215 lb) load	200 kPa (2.0 kg/cm ² , 28 psi)
	97.5 ~ 181 kg (215 ~ 399 lb) load	225 kPa (2.25 kg/cm ² , 32 psi)

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. Brake pad wear: Lining thickness more than 1 mm (0.04 in.) left.
Throttle	Throttle grip play 2 ~ 3 mm (0.08 ~ 0.12 in.).
Clutch	Clutch lever play 2 ~ 3 mm (0.08 ~ 0.12 in.). Clutch lever operates smoothly.
Coolant	No coolant leakage. Coolant level between level lines (when engine is cold).
Electrical equipment.....	All lights and horn work.
Engine stop switch.....	Stops engine.
Side stand	Return to its fully up position by spring tension. Return spring not weak or not damaged.

Refer to "Daily Safety Checks" caution label attached to the back 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 engine 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.

EMISSION CONTROL INFORMATION

To protect the environment in which we all live, Kawasaki has incorporated crankcase emission (1) and exhaust emission (2) control systems in compliance with applicable regulations of the United States Environmental Protection Agency.

1. Crankcase Emission Control System

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

2. Exhaust Emission Control System

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

High Altitude Performance Adjustment Information

High Altitude adjustment is not required for this motorcycle.

MAINTENANCE AND WARRANTY

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

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

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

You should keep a maintenance record for your motorcycle. To assist you in keeping this record, we have provided space on pages 123 through 128 of this manual where an authorized Kawasaki dealer, or someone equally competent, can record the maintenance. You should also retain copies of maintenance work orders, bills, etc., as verification of this maintenance.

TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED:

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

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

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

Periodic Maintenance Chart

Frequency Operation		Whichever comes first Every	*Odometer Reading km(mi)							
			800 (500)	5,000 (3,000)	10,000 (6,000)	15,000 (9,000)	20,000 (12,000)	25,000 (15,000)	30,000 (18,000)	See Page
Emission Related	Idle speed-adjust		●		●		●		●	87
	Throttle grip play-check †		●		●		●		●	83
	Spark plug-clean and gap †			●	●	●	●	●	●	77
	K Valve clearance-check †				●		●		●	79
	Air suction valve-check			●	●	●	●	●	●	80
	Air cleaner element-clean † #				●		●		●	81
Non-Emission	Brake light switch-check †		●	●	●	●	●	●	●	99
	Brake pad wear-check † #			●	●	●	●	●	●	96
	Brake fluid level-check †	month	●	●	●	●	●	●	●	97
	K Brake fluid-change	2 years					●			99
	Clutch-adjust		●	●	●	●	●	●	●	89
	K Steering-check †		●	●	●	●	●	●	●	—

Frequency Operation		Whichever comes first Every	*Odometer Reading km(mi)								See Page
			800 (500)	5,000 (3,000)	10,000 (6,000)	15,000 (9,000)	20,000 (12,000)	25,000 (15,000)	30,000 (18,000)		
Non-Emission Related	Drive chain wear-check † #			●	●	●	●	●	●	93	
	Nut, bolt, and fastener tightness-check †		●		●		●		●	117	
	K Spoke tightness and rim runout-check †		●	●	●	●	●	●	—		
	Tire wear-check †			●	●	●	●	●	●	104	
	Engine oil-change #	6months	●	●	●	●	●	●	●	70	
	Oil filter-replace		●		●		●		●	70	
	Oil screen-clean		●		●		●		●	71	
	K General lubrication-perform				●		●		●	112	
	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				●		●		●	—	

Frequency Operation		Which ever comes first ↓	*Odometer Reading km(mi)								See Page
			800 (500)	5,000 (3,000)	10,000 (6,000)	15,000 (9,000)	20,000 (12,000)	25,000 (15,000)	30,000 (18,000)		
Non-Emission Related	K Coolant-change	2 years					●			77	
	Radiator hoses, connections -check †		●							73	
	K Steering stem bearing-lubricate	2 years					●			—	
	K Brake master cylinder cup and dust seal-replace	4 years								—	
	K Caliper piston seal and dust seal-replace	4 years								—	
	Drive chain-lubricate #	Every 600 km (400 mi)								95	
	Drive chain slack-check † #	Every 1,000 km (600 mi)								90	

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 replace the oil filter in accordance with the Periodic Maintenance Chart. Not only do dirt and metal particles collect in the oil, but the oil itself loses its lubricative quality if used too long.

WARNING

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

Oil Level Inspection

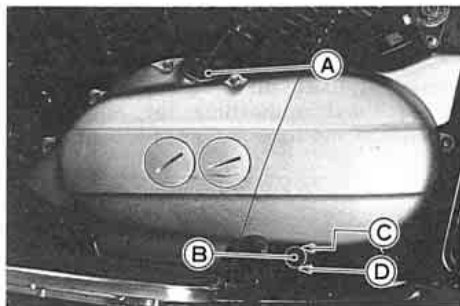
- If the oil has just been changed, start the engine and run it for several minutes at idle speed. This fills the oil filter with oil. Stop the engine, then

wait several minutes until the oil settles.

CAUTION

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

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



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

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

CAUTION

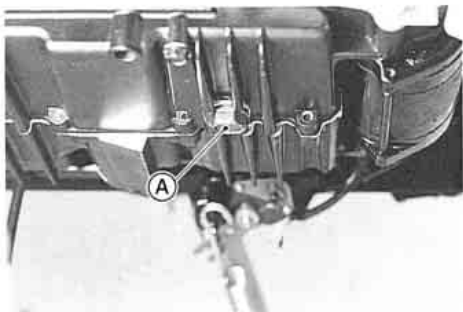
If the engine oil gets extremely low or if the oil pump does not function properly, or oil passages are clogged, or otherwise do not function properly, the oil pressure warning light will light. If this light stays on when the engine speed is running slightly above the idle speed, stop the engine immediately 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 it.
- Place an oil pan beneath the engine.
- Remove the engine oil drain plug.



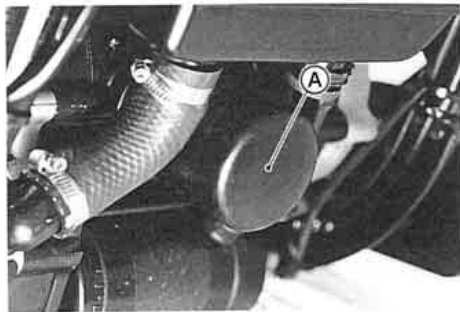
A. Drain Plug

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

⚠ WARNING

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

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



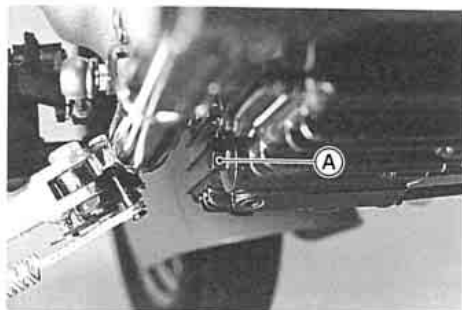
A. Cartridge

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

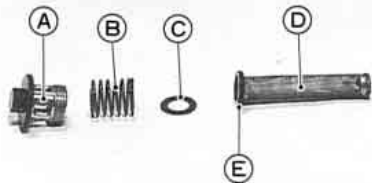


A. Packing

- 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 a good quality motor oil specified in the table.
- Check the oil level.
- Start the engine and check for oil leakage.

Tightening Torque

Engine Oil 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

Grade: SE, SF or SG class
Viscosity: SAE 10W40, 10W50,
20W40, or 20W50
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 is 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).

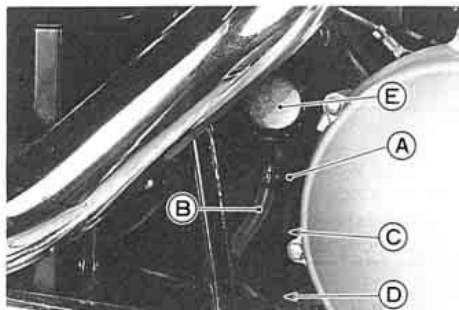
Coolant Level Inspection

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

- Check the coolant level through the coolant level gauge on the coolant reserve tank. The coolant level should be between the FULL and LOW 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. FULL Level Line
D. LOW 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 FULL level line.
- Install the cap.

NOTE

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

CAUTION

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

Coolant Change

Have the coolant changed by an authorized Kawasaki dealer.

Spark Plugs

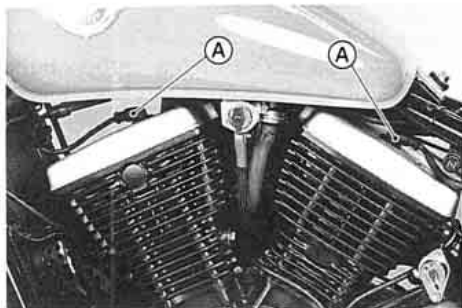
The standard spark plug is shown in the table in this section. The spark plugs should be taken out in accordance with the Periodic Maintenance Chart for cleaning, inspection, and resetting of the plug gap.

Maintenance

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

Spark Plug Removal

- Turn the fuel tap lever to "ON" or RES.
- Remove the seat. (see Jump Starting section in How to Ride the Motorcycle chapter.)
- Carefully pull the spark plug caps from the spark plugs.

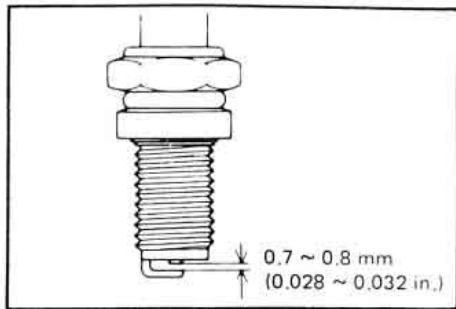


A. Spark Plug Cap

- 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, 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 a competent mechanic following the instructions in the Service Manual.

Kawasaki Clean Air System

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

Air Suction Valves:

The air suction valve is essentially a check valve which allows fresh air to flow only from the air cleaner into the exhaust port. Any air that has passed the air suction valve is prevented from returning.

Inspect the air suction valves in accordance with the Periodic Maintenance Chart. Also, inspect the air suction

valves whenever stable idling cannot be obtained, engine power is greatly reduced, or there are abnormal engine noises.

Air suction valve removal and inspection should be done by an authorized Kawasaki dealer.

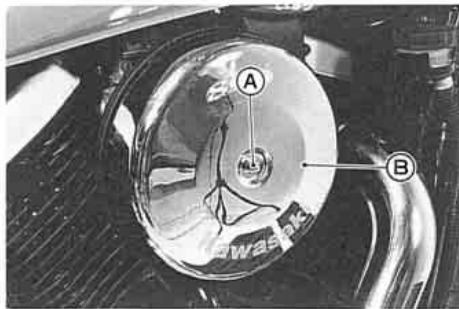
Air Cleaner

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

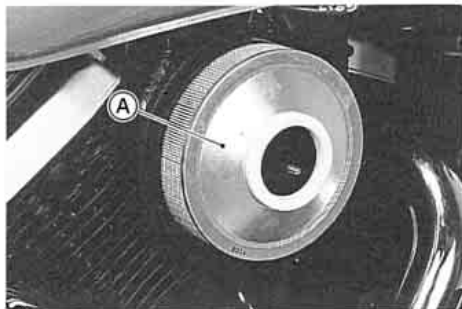
- Unscrew the nut from the air cleaner cover and remove the cover from the air cleaner housing.



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

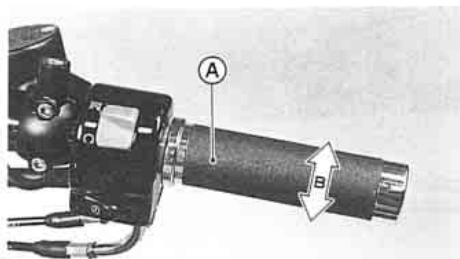
- Clean the element by tapping it lightly to loosen dust.
- Blow away the remaining dust by applying compressed air from the inside to the outside (from the clean side to the dirty side).

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 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.

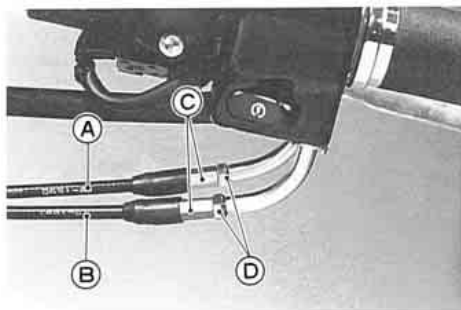


A. Throttle Grip

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

Adjustment

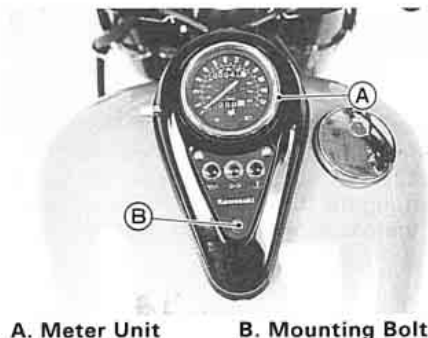
- Loosen the locknuts, and screw both throttle cable adjusting nuts in completely at the upper end of the throttle cables so as to give the throttle grip plenty of play.
- Turn out the decelerator cable adjusting nut until there is no play when the throttle grip is completely closed. Tighten the locknut.



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.

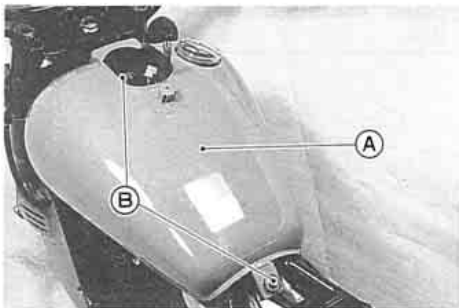
- First give the throttle grip plenty of play by turning the adjusting nuts at the upper end of the throttle cables in fully.
- Remove the seat (see Jump Starting section in How to Ride the Motorcycle chapter.)
- Pull the fuel hoses off the fuel tap.
- Take off the meter unit mounting bolts, pull up the meter unit and disconnect the speedometer cable and wire leads from the meter unit.



A. Meter Unit

B. Mounting Bolt

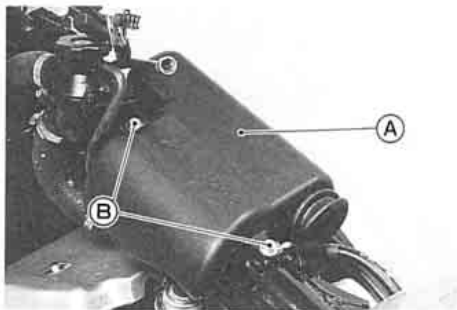
- Take off the fuel tank mounting bolts from the front and rear end of the tank and remove the tank.



A. Fuel Tank

B. Bolts

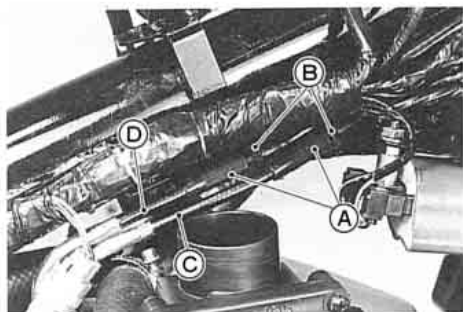
- Take off the mounting bolts from the front and rear end of the air intake surge tank and then remove the air intake surge tank.



A. Air Intake Surge Tank

B. Mounting Bolts

- 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**

⚠ WARNING

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

- 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.

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 the lowest stable speed 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

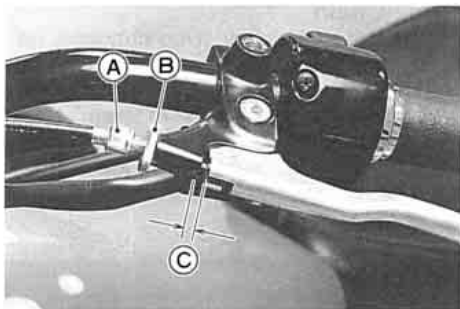
Due to friction plate wear and clutch cable stretch over a long period of use, the clutch must be adjusted in accordance with the Periodic Maintenance Chart.

⚠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.

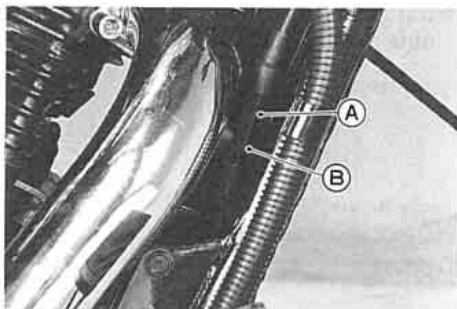


- A. Adjuster**
B. Locknut
C. 2 ~ 3 mm (0.08 ~ 0.12 in.)

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

Adjustment

- Loosen the locknut at the clutch lever.
- Turn the 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.



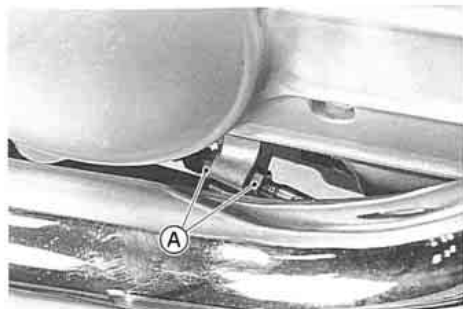
- A. Adjusting Nut** **B. Locknut**

⚠ 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.

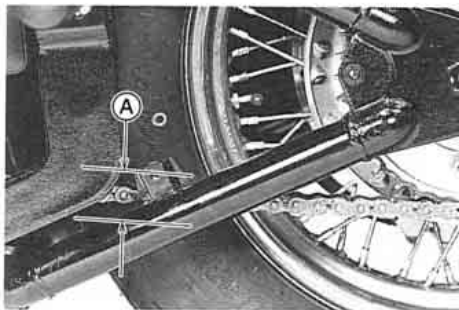
⚠ WARNING

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 maximum chain slack by pulling up and pushing down the

chain midway between the engine sprocket and rear wheel sprocket.



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

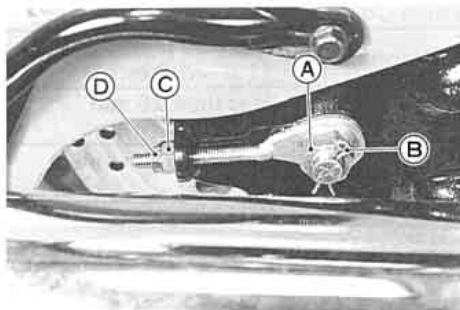
- If the drive chain is too tight or too loose, adjust it so that the chain slack will be within the standard value.

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

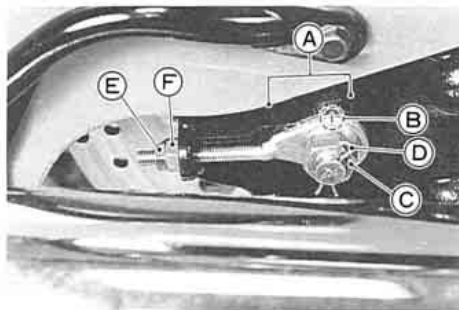
- Loosen the left and right chain adjuster locknuts.
- Remove the axle safety clip, and loosen the axle nut.



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.
- Tighten the axle nut to the specified torque.

Tightening Torque

Axle Nut	98 N·m (10 kg-m, 72 ft-lb)
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- Rotate the wheel, measure the chain slack again at the tightest position, and readjust if necessary.
- Insert a safety clip through the axle.

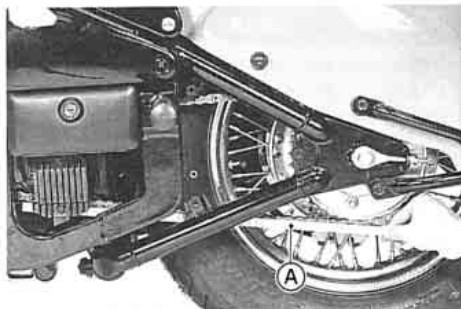
⚠ WARNING

If the axle 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.)

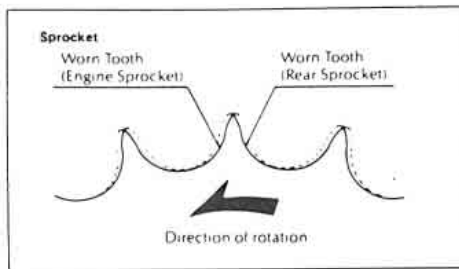
⚠ WARNING

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.*

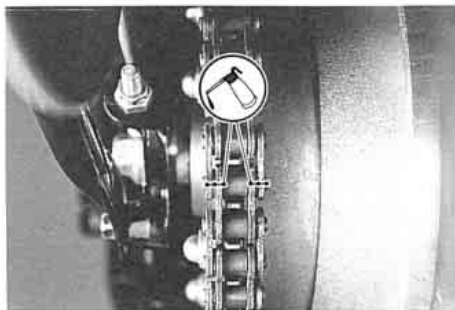


- If there is any irregularity, have the drive chain and/or the sprockets replaced by an authorized Kawasaki dealer.

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.

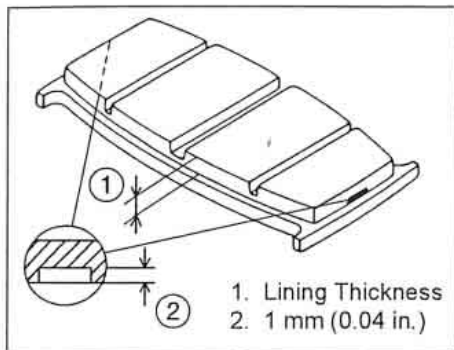


- If the chain is especially dirty, clean it using diesel oil or kerosine and then apply oil as described above.

Brakes

Brake Wear Inspection

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



Disc Brake Fluid:

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

Fluid Requirement

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

Recommended Disc Brake Fluid

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

CAUTION

Do not spill brake fluid onto any painted surface.

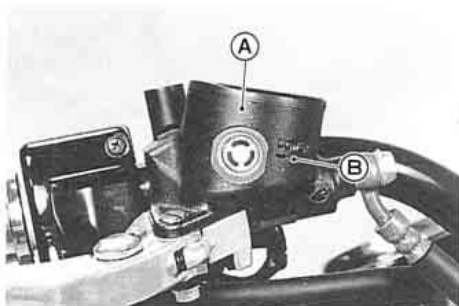
Do not use fluid from a container that has been left open or that has been unsealed for a long time.

Check for fluid leakage around the fittings.

Check brake hose for damage.

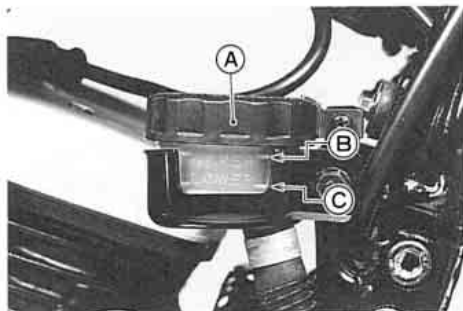
Fluid Level Inspection

- With the reservoirs held horizontal, the brake fluid level in the front brake fluid reservoir must be kept above the line (lower level line) next to the gauge and that in the rear brake fluid reservoir (located near the right front fork) must be kept between the upper and lower level lines (reservoirs held horizontal).



A. Front Brake Fluid Reservoir

B. Lower Level Line



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

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



A. Front Brake Fluid Reservoir
B. Upper Level Line

⚠ WARNING

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

Fluid Change

Have the brake fluid changed by an authorized Kawasaki dealer.

Front and Rear Brakes:

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

⚠ WARNING

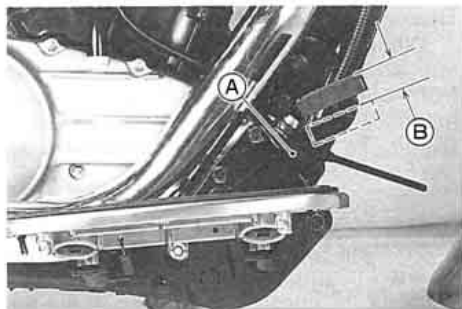
If the brake lever or pedal feels mushy when it is applied, there might be air in the brake lines or the brake may be defective. Since it is dangerous to operate the motorcycle under such conditions, have the brake checked immediately by an authorized Kawasaki dealer.

Brake Light Switches

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

Inspection

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



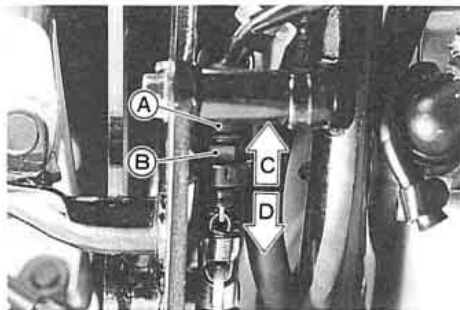
A. Rear Brake Pedal
B. 10 mm (0.4 in.)

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

Spring Adjustment

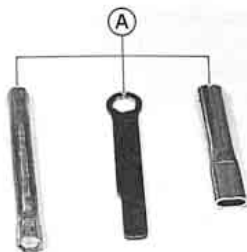
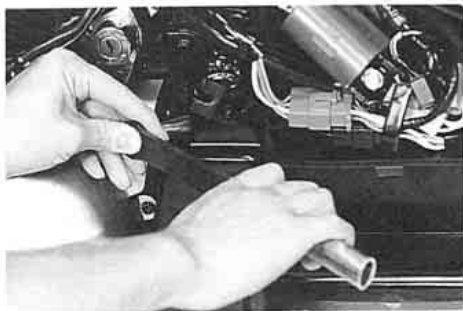
The spring preload adjuster on rear shock absorber has 7 positions.

- Support the motorcycle on a firm, level surface with the side stand.
- Take off the screw from the left side cover. (see the Side Covers section in General Information chapter.)
- Remove the left side cover.



A. Adjusting Bolt

- Turn the adjusting bolt on the preload adjuster counterclockwise with the wrenches in the tool kit.



A. Wrenches

Position	1	2	3	4	5	6	7
Spring Action	→ Stronger						

The standard setting position for an average-build rider of 68 kg (150 lb) with no passenger and no accessories is No.4.

NOTE

- *Be sure to turn back the bolt on the preload adjuster clockwise from position 7 when softing the spring action.*
- *Be careful not to damage the frame when turning the bolt on the preload adjuster.*

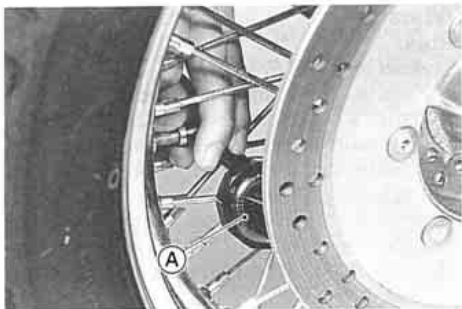
Wheels

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 179 kg (395 lb), including rider, passenger, baggage, and accessories.

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



A. Tire Pressure Gauge

NOTE

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

Tire Air Pressure (when cold)

Front and Rear	Up to 97.5 kg (215 lb) load	200 kPa (2.0 kg/cm ² , 28 psi)
	97.5 ~ 181 kg (215 ~ 399 lb)	225 kPa (2.25 kg/cm ² , 32 psi)

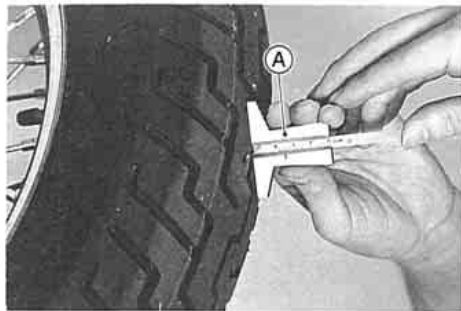
Tire Wear, Damage

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)

Front	130/90-16 67H ○ DUNLOP D404FM ○ BRIDGESTONE EXEDRA G703J
Rear	140/90-16 71H ○ DUNLOP D404G ○ BRIDGESTONE EXEDRA G702G

WARNING

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

WARNING

New tires are slippery and may cause loss of control and injury.

A break-in period of 160 km (100 miles) is necessary to establish normal tire traction. During break-in, avoid sudden and maximum braking and acceleration, and hard cornering.

Battery

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

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

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

CAUTION

Never remove the sealing strip, or the battery can be damaged.

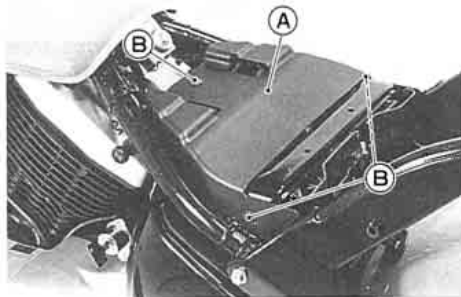
Do not install a conventional battery in this motorcycle, or the electrical system will not work properly.

NOTE

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

Battery Removal

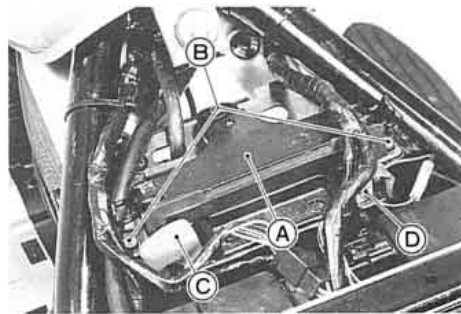
- Remove the seat. (see the Jump Starting section in How to Ride the Motorcycle chapter.)
- Unscrew the screws from the battery case cover and remove the battery case cover.



A. Battery Case Cover

B. Screws

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



A. Battery Bracket

B. Bolts

C. (+) Terminal

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

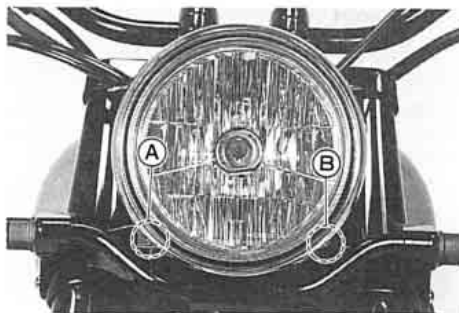
- Connect the capped lead to the (+) terminal, and then connect the black lead to the (-) terminal.
- Put a light coat of grease on the terminals to prevent corrosion.
- Cover the (+) terminal with its protective cap.
- Reinstall the parts removed.

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.



A. Horizontal Adjusting Screw
B. Vertical Adjusting Screw

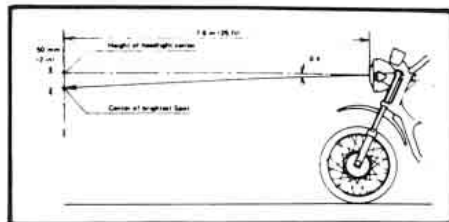
Vertical Adjustment

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.

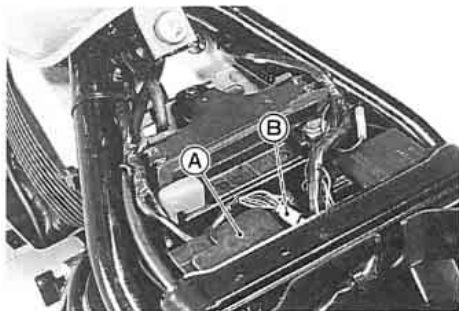
NOTE

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

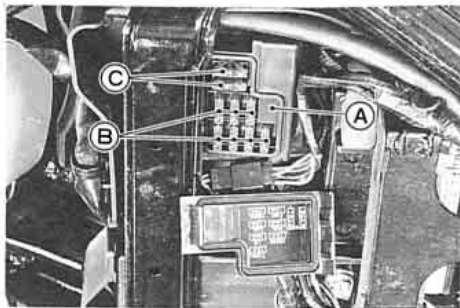


Fuses

Fuses are arranged in the junction box located under the seat. The main fuse is mounted on the starter relay 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)

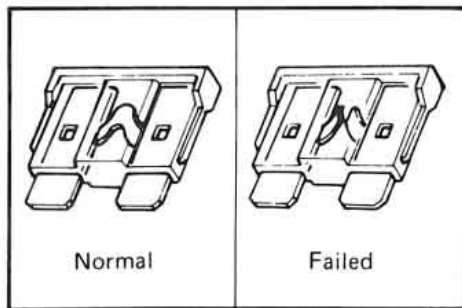


A. Junction Box C. Spare Fuses
B. Fuses

⚠ 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 and main fuse.



General Lubrication

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

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

NOTE

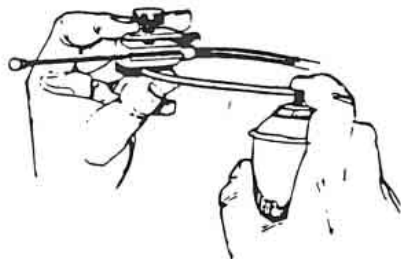
○ *A few drops of oil are effective to keep bolts and nuts from rusting and sticking. This makes removal easier. Badly rusted nuts, bolts, etc., should be replaced with new ones.*

Apply motor oil to the following pivots:

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

Lubricate the following cables with a pressure cable luber:

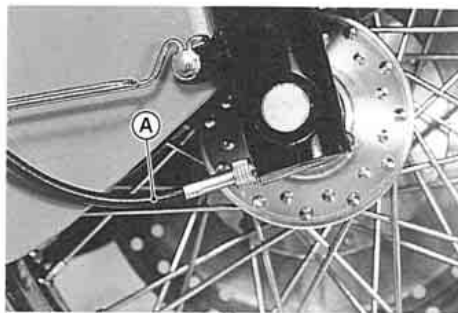
- Throttle Inner Cables
- Clutch Inner Cable



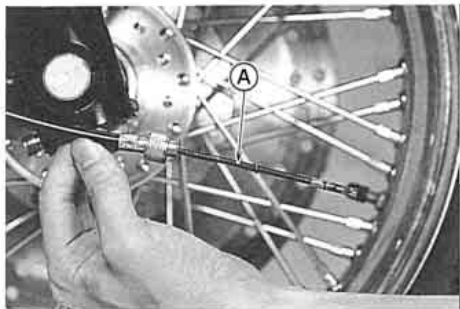
Apply grease to the following points:

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

- * Grease the lower part of the inner cable sparingly.



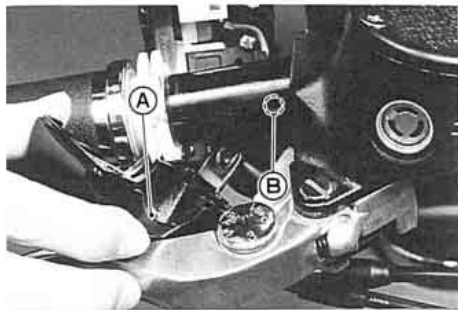
**A. Speedometer Cable
B. Bolt**



A. Grease

NOTE

- After connecting the cables, adjust them.
- Making sure that the projection in the switch housing fits into the hole in the handlebar, assembly the switch housing. And after installing the switch housing, check the throttle grip play and adjust it if necessary.



A. Projection

B. Hole

NOTE

- Insert the speedometer inner cable into the speedometer gear housing while turning the wheel so that the slot in the end of the cable will seat in the tongue of the speedometer pinion.

Cleaning

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.

Preparations for Washing

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

- Rear opening of 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
- 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 and rear wheel hubs
- 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

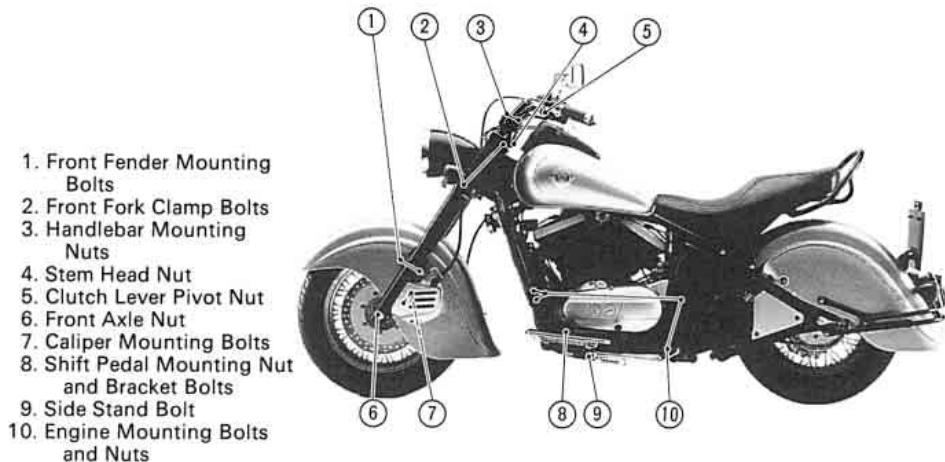
- Remove all plastic bags and tape, and clean the air cleaner intake.
- Lubricate the pivots, nuts, and bolts.
- Test the brakes before motorcycle operation.
- Start the engine and run it for 5 minutes.

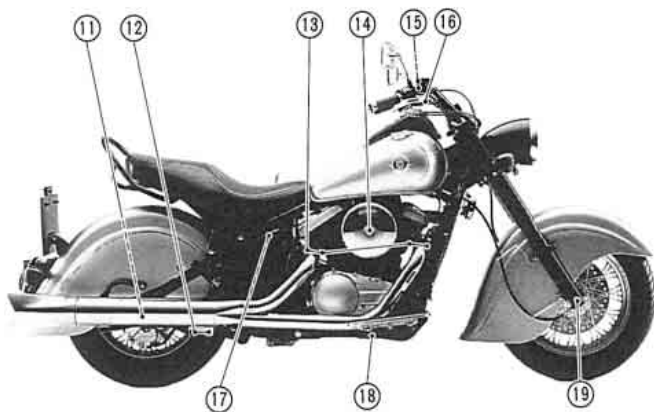
▲WARNING

Never wax or lubricate the brake discs. 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.

Bolt and Nut Tightening

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





- 11. Rear Axle Nut
- 12. Muffler Mounting Bolt and Nut
- 13. Exhaust Pipe Mounting Bolts
- 14. Air Cleaner Cover Nut
- 15. Brake Master Cylinder Clamp Bolts
- 16. Brake Lever Pivot Bolt
- 17. Rear Shock Absorber Mounting Bolt
- 18. Brake Pedal Bracket Bolts
- 19. Front Axle Clamp Bolt

- Remove the empty fuel tank, pour about 250 mL ($\frac{1}{2}$ 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 muffler 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 muffler.
- 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.

Engine Does Not Start:

Starter Motor Won't Turn

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

Engine Cranks, But Won't Start

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

Engine Stalls:

Just When Shifting Into 1st Gear

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

While Riding

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

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

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