ENGLISH

Motorcycle
Owner's Manual

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

⚠WARNING

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

CAUTION

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

NOTE

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

NOTICE

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

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

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 Company

July 2001. (1). (M)

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»»»»»»»»»»»»»»»»»»»»»»»»»» SPECIFICATIONS «««««««««««««««««««««««««

PERFORMANCE		
Maximum Horsepower		40.5 kW (55 PS) @7,000 r/min (rpm)
Maximum Torque		64 N·m (6.5 kg-m, 47.0 ft-lb) @3,300 r/min (rpm)
Minimum Turning Radius		2.9 m (114.2 in.)
DIMENSIONS		
Overall Length		2,380 mm (93.70 in.) <A> 2,370mm (93.31 in.)
Overall Width		940 mm (37.01 in.) <A> 825 mm (32.48 in.)
Overall Height		1,125 mm (44.29 in.) <A> 1,170 mm (46.06 in.)
Wheelbase		1,600 mm (62.99 in.) <A> 1,625 mm (63.98 in.)
Road Clearance		135 mm (5.31 in.) <A> 160 mm (6.30 in.)
Dry Weight		235 kg (518 lb) <A> 225 kg (496 lb)
ENGINE		
Type		SOHC, 2-cylinder, 4-stroke, liquid-cooled
Displacement		805 mL (49.12 cu in.)
Bore x Stroke		88.0 x 66.2 mm (3.46 x 2.61 in.)
Compression Ratio		9.5 : 1
Starting System		Electric starter
Cylinder Numbering Method		Front to rear, 1-2
Carburetor		Keihin CVK36
Ignition System		Battery and coil (transistorized ignition)
Ignition Timing		5° BTDC @1,000 r/min (rpm) ~
(Electronically advanced)		37.5° BTDC @6,750 r/min (rpm)
Spark Plugs		NGK CR7E or ND U22ESR-N
Lubrication System		Forced lubrication (wet sump)
Engine Oil	Type:	API SE, SF or SG API SH or SJ with JASO MA
		SAE 10W-40
	Capacity:	3.2 L (3.4 US qt)
Coolant Capacity		2.4 L (2.5 US qt)
TRANSMISSION		
Transmission Type		5-speed, constant mesh, return shift
Clutch Type		Wet, multi disc
Driving System		Chain drive
Primary Reduction Ratio		2.184 (83/38)
Final Reduction Ratio		2.470 (42/17)
Overall Drive Ratio		4.625 (Top gear)
Gear Ratio:	1st	2.533 (38/15)
	2nd	1.650 (33/20)
	3rd	1.230 (32/26)
	4th	1.000 (29/29)
	5th	0.857 (24/28)
FRAME		
Castor		32° <A> 34°
Trail		122 mm (4.80 in.) <A> 149 mm (5.87 in.)
Tire Size:	Front	130/90-16 67H Tube-type <A> 80/90-21 48H Tube-type
	Rear	140/90-16 71H Tube-type
Fuel Tank Capacity		15 L (4.0 US gal)

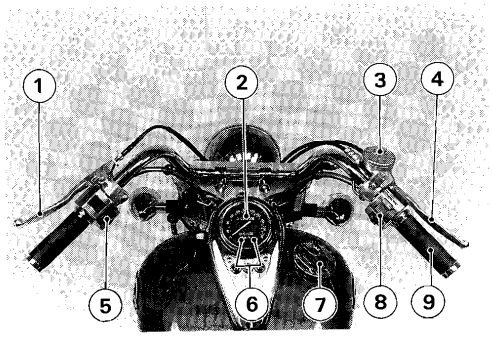
ELECTRICAL EQUIPMENT

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

<A>: VN800-A

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

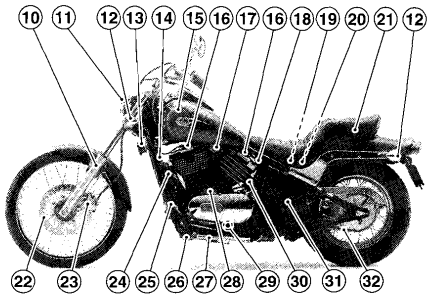
LOCATION OF PARTS



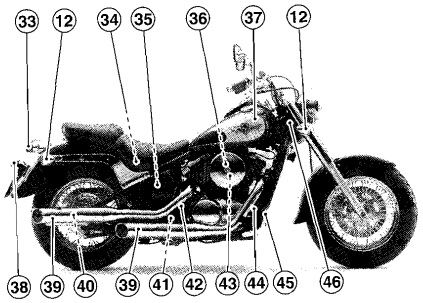
1. Clutch Lever
2. Meter Instruments
3. Front Brake Fluid Reservoir
4. Front Brake Lever
5. Left Handlebar Switches
6. Indicator Lights
7. Fuel Tank Cap
8. Right Handlebar Switches
9. Throttle Grip

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

VN800-A:

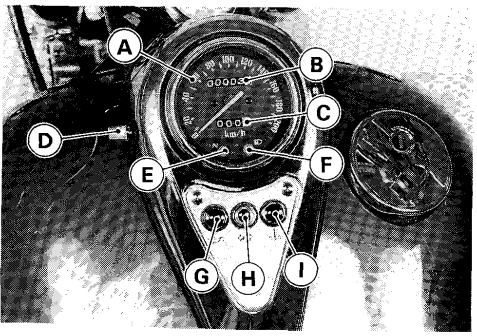


VN800-B:



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

Meter Instruments



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

Speedometer

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

Indicator Lights

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

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

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

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

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

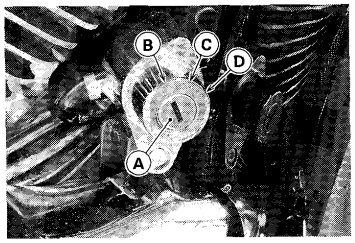
Keys

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

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

Ignition Switch

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



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

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

NOTE

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

Right Handlebar Switches

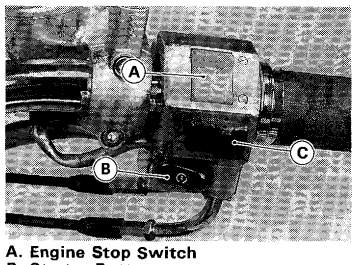
Engine Stop Switch

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

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

NOTE

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



A. Engine Stop Switch
B. Starter Button
C. Headlight Switch

Starter Button

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

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

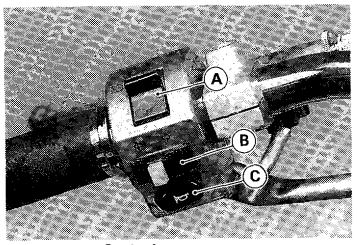
Headlight Switch (except Australian model)

○	Headlight off.
⋑⋐	City, tail, license plate, and meter lights on with ignition key in ON position.
☼	Head, city, tail, license plate, and meter lights on with ignition key in ON position.

Left Handlebar Switches

Dimmer Switch

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



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

Turn Signal Switch

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

To stop flashing, push the switch in.

Horn Button

When the horn button is pushed, the horn sounds.

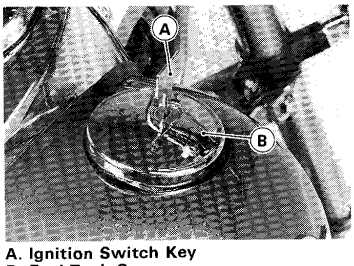
Fuel Tank Cap

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

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

NOTE

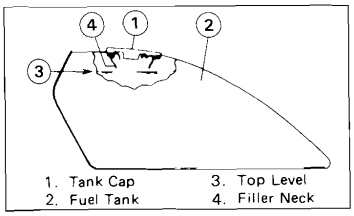
- *The tank cap cannot be closed without the key inserted, and the key cannot be removed unless the cap is locked properly.*
- *Do not push the cap down with the key, or the cap cannot be locked.*



A. Ignition Switch Key
B. Fuel Tank Cap

Fuel Tank

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



⚠WARNING

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

Fuel Requirement:

Your Kawasaki engine is designed to use unleaded gasoline.

Octane Rating

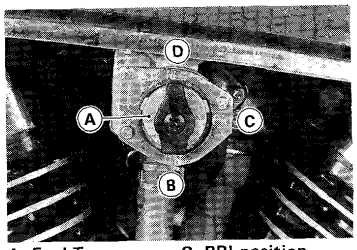
The octane rating of a gasoline is a measure of its resistance to detonation or "knocking." The term commonly used to describe a gasoline's octane rating is the Research Octane Number (RON). Always use a gasoline with an octane rating equal to, or higher than, Research Octane Number (RON) 91.

NOTE

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

Fuel Tap

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



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

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

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

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

NOTE

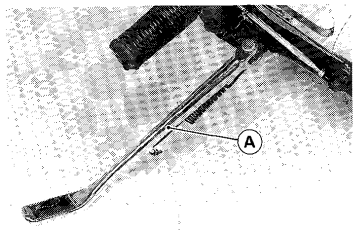
- *Since riding distance is limited when on RES, refuel at the earliest opportunity.*
- *Make certain that the fuel tap is turned to ON (Not RES) after filling up the fuel tank.*
- *To start a cold engine after the motorcycle has been stored for a long time, first turn the tap to PRI, leave it for a moment, and return it to ON.*

⚠WARNING

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

Side Stand

The motorcycle is equipped with a side stand.



A. Side Stand

NOTE

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

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

NOTE

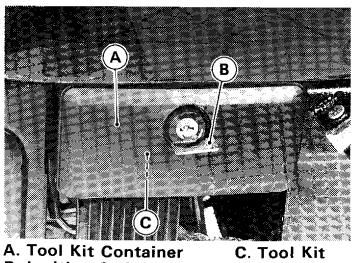
- *The motorcycle is equipped with a side stand switch. This switch is designed so that the engine stops if the clutch is engaged with the transmission in any gear when the side stand has been left down.*

Tool Kit Container/Tool Kit

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

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

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



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

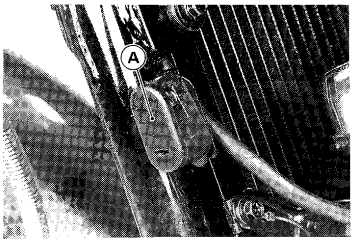
Helmet Hook

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

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

⚠WARNING

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

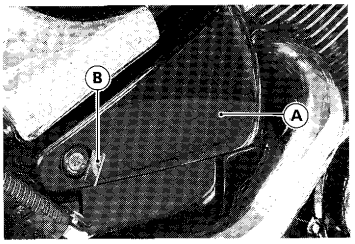


A. Helmet Hook

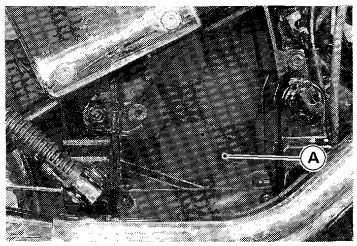
Storage Box

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

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



A. Right Side Cover
B. Ignition Switch Key



A. Storage Box

Steering Lock

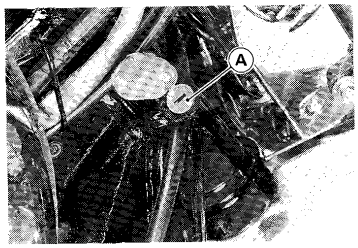
The motorcycle is equipped with the steering lock at the right side of the head pipe.

To lock the steering:

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

⚠WARNING

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



A. Steering Lock

BREAK-IN

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

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

- The table shows maximum recommended vehicle speed in km/h (mph) during the break-in period.

km/h (mph)

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

NOTE

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

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

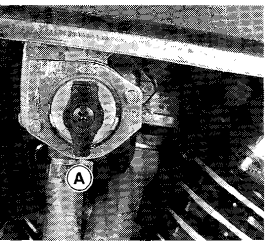
⚠WARNING

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

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

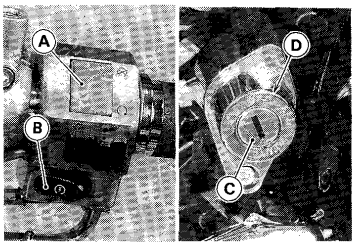
the Engine

e fuel tap to the ON position.



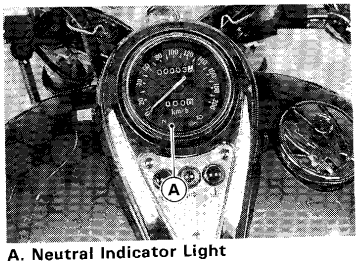
sition

that the engine stop switch is
Ω" position.
e ignition switch on.



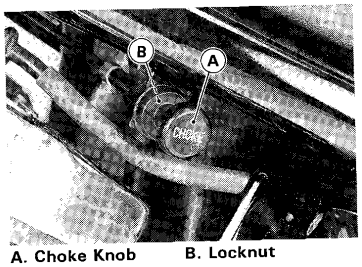
A. Engine Stop Switch
B. Starter Button
C. Ignition Switch
D. ON position

- Make certain the transmission is in neutral.



A. Neutral Indicator Light

- 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)], open the throttle part way instead of using the choke, and then start the engine.*

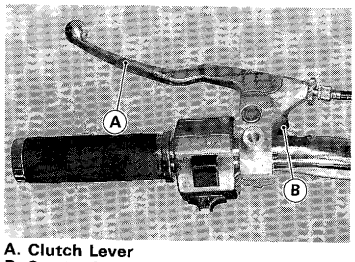
- Leaving the throttle completely closed, push the starter button until the engine starts.

CAUTION

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

NOTE

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



A. Clutch Lever
B. Starter Lockout Switch

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

NOTE

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

CAUTION

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

NOTE

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

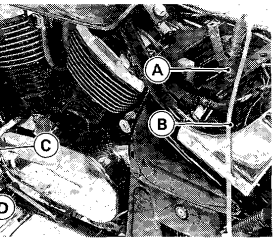
Jump Starting

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

⚠WARNING

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

g Jumper Cables
e the seat.
sure the ignition switch is "OFF".
ct a jumper cable from the posi-) terminal of the booster bat-the terminal connected to the e (+) battery terminal at the relay.



connected Starter Relay Terminal
ooster Battery Positive (+) Terminal
ed Metal Surface
ooster Battery Negative (-) Terminal

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

⚠WARNING

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

- Follow the standard engine starting procedure.

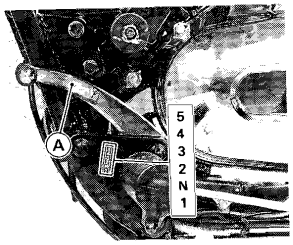
CAUTION

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

- After the engine starts, disconnect the jumper cables. Disconnect the negative (−) cable from the motorcycle first.
- Install the seat.

Moving Off

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



A. Shift Pedal

NOTE

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

Shifting Gears

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

⚠WARNING

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

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

NOTE

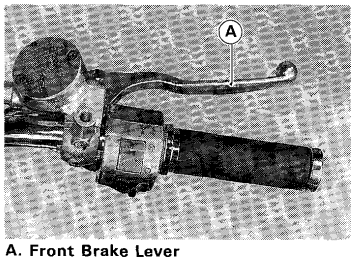
○*The transmission is equipped with a positive neutral finder. When the motorcycle is standing still, the transmission cannot be shifted past neutral from 1st gear. To use the positive neutral finder, shift down to 1st gear, then lift up on the shift pedal while standing still. The transmission will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

Vehicle speed when shifting

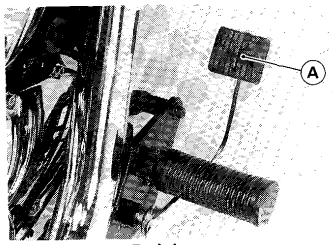
Shifting up	km/h (mph)	Shifting down	km/h (mph)
1st → 2nd	15 (9)	5th → 4th	25 (15)
2nd → 3rd	25 (15)	4th → 3rd	20 (12)
3rd → 4th	35 (21)	3rd → 2nd	15 (9)
4th → 5th	45 (27)	2nd → 1st	15 (9)

Braking

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



A. Front Brake Lever



A. Rear Brake Pedal

Stopping the Engine

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

Stopping the Motorcycle in an Emergency

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

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

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

Parking

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

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

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

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

- Lock the steering to help prevent theft.

NOTE

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

»»»»»»»»»»»»»»»»»»»»»»»» SAFE OPERATION «««««««««««««««««««««««

Daily Safety Checks

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

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

⚠WARNING

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

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

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

Drive chain ..... Slack 25 ~ 35 mm (1.0 ~ 1.4 in.).
Nuts, bolts, fasteners ..... Check that steering and suspension components, axles, and all controls are properly tightened or fastened.
Steering ..... Action smooth but not loose from lock to lock. No binding of control cables.
Brakes ..... No brake fluid leakage.
Brake pedal play 20 ~ 30 mm (0.8 ~ 1.2 in.).
Brake pad wear: Lining thickness more than 1 mm (0.04 in.) left.
Brake lining wear: Indicator within "USABLE RANGE".
Throttle ..... Throttle grip play 2 ~ 3 mm (0.08 ~ 0.12 in.).
Clutch ..... Clutch lever play 2 ~ 3 mm (0.08 ~ 0.12 in.).
Clutch lever operates smoothly.
Coolant ..... No coolant leakage.
Coolant level between level lines (when engine is cold).
Electrical equipment..... All lights and horn work.
Engine stop switch..... Stops engine.
Side stand ..... Returns to its fully up position by spring tension.
Return spring not weak or not damaged.

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

Additional Considerations for High Speed Operation

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

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

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

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

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

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

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

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

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

⚠WARNING

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

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

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

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

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

ic Maintenance Chart

Frequency / ation	Whichever comes first ↓ Every	*Odometer Reading km(mi) 1,000 (600)	6,000 (4,000)	12,000 (7,500)	18,000 (12,000)	24,000 (15,000)	30,000 (20,000)	36,000 (24,000)	See Page
peed-adjust		●		●		●		●	66
tle grip play-check †		●		●		●		●	63
plug-clean and gap †			●	●	●	●	●	●	58
clearance-check †				●		●		●	61
eaner element-clean † #				●		●		●	61
hose, connections-check †			●	●	●	●	●	●	–
play-check †		●	●	●	●	●	●	●	78
light switch-check †		●	●	●	●	●	●	●	80
lining or pad wear heck † #			●	●	●	●	●	●	75
fluid level-check †	month	●	●	●	●	●	●	●	76
fluid-change	2 years					●			78
hose, connections-check †			●	●	●	●	●	●	–
h-adjust		●	●	●	●	●	●	●	67
ring-check †		●	●	●	●	●	●	●	–

Operation / Frequency	Whichever comes first ↓ Every	※Odometer Reading km(mi) 1,000 (600)	6,000 (4,000)	12,000 (7,500)	18,000 (12,000)	24,000 (15,000)	30,000 (20,000)	36,000 (24,000)	See Page
Drive chain wear–check † #			●	●	●	●	●	●	73
Nut, bolt, and fastener tightness–check †		●		●		●		●	–
K Spoke tightness and rim runout–check †		●	●	●	●	●	●	●	–
Tire wear–check †			●	●	●	●	●	●	83
Engine oil–change #	6months	●	●	●	●	●	●	●	51
Oil filter–replace		●		●		●		●	51
K General lubrication–perform				●		●		●	–
K Front fork oil–change	2years					●			–
Front fork oil leak–check †				●		●		●	–
Rear shock absorber oil leak–check †				●		●		●	–
K Swingarm pivot, uni–trak linkage–lubricate				●		●		●	–
K Coolant–change	2years					●			58