



保存版

250HS

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.

EMISSION CONTROL INFORMATION

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

1. Crankcase Emission Control System

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

2. Exhaust Emission Control System

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

3. Evaporative Emission Control System

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

High Altitude Performance Adjustment Information

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 130 through 132 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.



This warning may apply to any of the following components or any assembly containing one or more of these components: -

Brake Shoes or Pads
Clutch Friction Material
Gaskets
Insulators

SAFETY INSTRUCTIONS

- Operate if possible out of doors or in a well ventilated place.
- Preferably use hand tools or low speed tools equipped, if necessary, with an appropriate dust extraction facility. If high speed tools are used, they should always be so equipped.
- If possible, dampen before cutting or drilling.
- Dampen dust and place it in properly closed receptacle and dispose of it safely.

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 & COMPONENTS GROUP

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May 1990. (1). (S)

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Specifications.....	10
Consumer Information	13
Serial Number Locations.....	14
Location of Parts	15
Location of Labels	18
Loading Information	20
General Information.....	23
Meter Instruments	23
Speedometer and Tachometer.....	24
Indicator Lights	24
Key	25
Ignition Switch/Steering Lock	26
Right Handlebar Switches.....	27
Engine Stop Switch	27
Starter Button.....	28
Left Handlebar Switches	28
Dimmer Switch	28
Turn Signal Switch	29
Horn Button	29
Fuel Tank Cap	29
Fuel Tank.....	30
Fuel Tap	33
Stand.....	34

Seats.....	35
Helmet Hook.....	37
Tool Kit.....	38
Electric Accessory Leads.....	39
Tying Hooks.....	41
Break-In.....	42
How to Ride the Motorcycle.....	43
Starting the Engine.....	43
Jump Starting.....	46
Moving Off.....	48
Shifting Gears.....	49
Braking.....	51
Stopping the Engine.....	52
Stopping the Motorcycle in an Emergency.....	53
Parking.....	54
Safe Operation.....	55
Safe Riding Technique.....	55
Daily Safety Checks.....	57
Additional Considerations for High Speed Operation.....	59
Maintenance and Adjustment.....	60
Periodic Maintenance Chart.....	61

Engine Oil	64
Cooling System	68
Spark Plugs	73
Evaporative Emission Control System	76
Valve Clearance	77
Air Cleaner	77
Throttle Grip	80
Choke Lever	83
Carburetors	85
Clutch	86
Drive Chain	88
Brakes	94
Brake Light Switches	100
Rear Shock Absorbers	102
Wheels	103
Battery	108
Headlight Beam	112
Fuses	114
Fuel System	116
General Lubrication	117
Cleaning	120
Bolt and Nut Tightening	122

Storage	124
Troubleshooting Guide	126
Reporting Safety Defects	127
Owner Satisfaction	128
Maintenance Record	130

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DIMENSIONS

Overall Length	2,140 mm (84.25 in.)
Overall Width	765 mm (30.1 in.)
Overall Height	1,100 mm (43.31 in.)
Wheelbase	1,490 mm (58.66 in.)
Road Clearance	150 mm (5.91 in.)
Dry Weight	146.5 kg (323 lb) <Cal> 147 kg (324 lb)

ENGINE

Type	DOHC, 2-cylinder, 4-stroke, liquid-cooled
Displacement	248 mL (15.1 cu in.)
Bore x Stroke	62.0 x 41.2 mm (2.44 x 1.62 in.)
Compression Ratio	12.0 : 1
Starting System	Electric starter
Cylinder Numbering Method	Left to right, 1-2
Firing Order	1-2
Carburetors	Keihin CVK30 x 2
Ignition System	Battery and coil (transistorized ignition)

Ignition Timing
(Electronically advanced)
Spark Plugs

Lubrication System
Engine Oil
Engine Oil Capacity
Coolant Capacity

TRANSMISSION

Transmission Type
Clutch Type
Driving System
Primary Reduction Ratio
Final Reduction Ratio
Overall Drive Ratio
Gear Ratio: 1st
 2nd
 3rd
 4th
 5th
 6th

10° BTDC @1,300 (<Cal> 5° BTDC @1,500)
r/min (rpm) ~ 42° BTDC @4,500 r/min (rpm)

NGK C8HA or ND U24FS-L
<C> NGK CR8HSA or ND U24FSR-U

Forced lubrication (wet sump)
SE or SF class SAE 10W40, 10W50, 20W40, or 20W50
1.9 L (2.0 US qt)
1.0 L (1.1 US qt)

6-speed, constant mesh, return shift

Wet, multi disc

Chain drive

3.458(83/24)

3.142 (44/14)

9.704 (Top gear)

2.600 (39/15)

1.789 (34/19)

1.409 (31/22)

1.160 (29/25)

1.000 (27/27)

0.892 (25/28)

FRAME

Castor

29°

Trail

112 mm (4.41 in.)

Tire Size:

Front

100/90-17 55S Tubeless

Rear

140/90-15 M/C 70S Tubeless

Fuel Tank Capacity

11.0 L (2.9 US gal)

ELECTRICAL EQUIPMENT

Battery

12 V 8 Ah

Headlight

12 V 60/55 W

Tail/Brake Light

12 V 8/27 W

<Cal> : California model

<C> : Canadian model

Specifications subject to change without notice.

Vehicle Minimum Stopping Distance on Dry Pavement

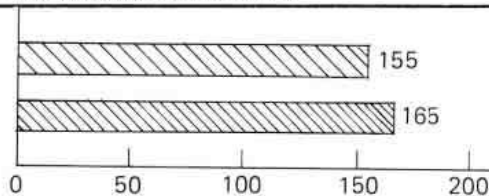
These figures indicate braking performance that can be met or exceeded by the vehicle to which they apply, without locking the wheels, under different conditions of loading. The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicle to which this table applies: Model EL250-E1

A. Fully Operational Service Brake

Load: Light

Maximum



Stopping distance in feet from 60 mph.

Manufacturer: **Kawasaki Heavy Industries, Ltd.**

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

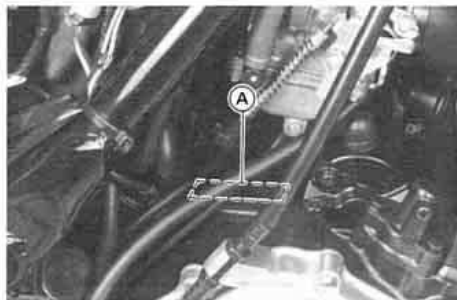
The engine and frame serial numbers are used to register the motorcycle. They are the only means of identifying your particular machine from others of the same model type. These serial numbers may be needed by your dealer when ordering parts. In the event of theft, the investigating authorities will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

Frame No.



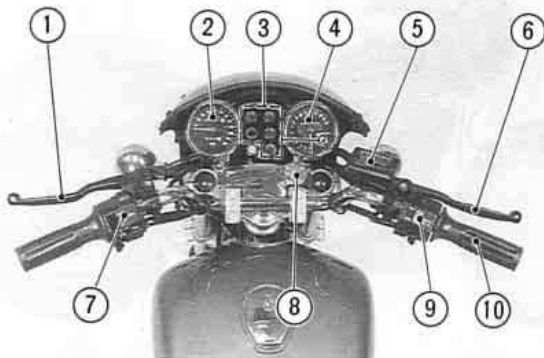
A. Frame Number

Engine No.



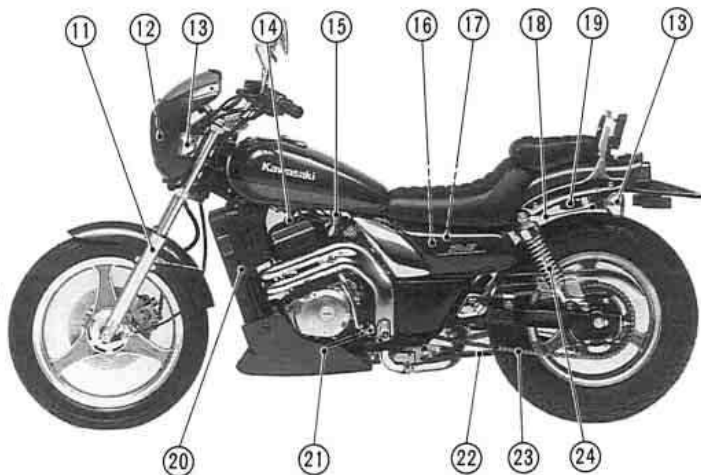
A. Engine Number

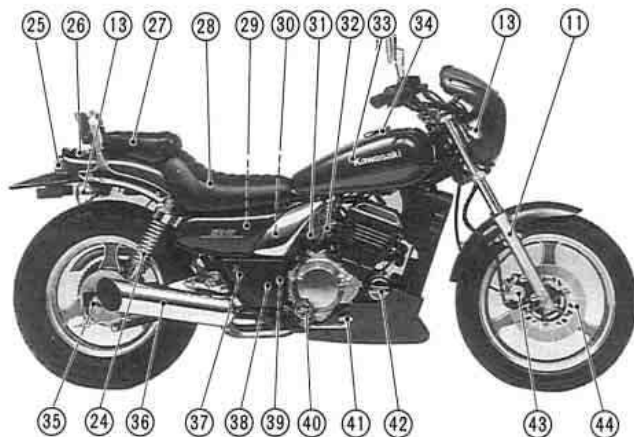
LOCATION OF PARTS



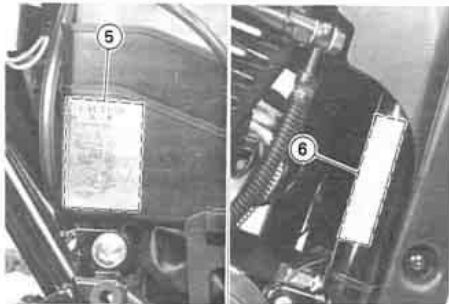
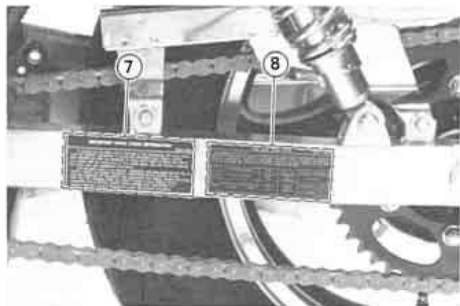
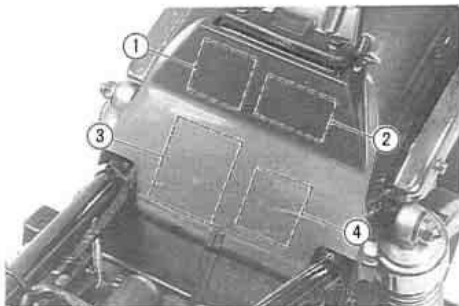
1. Clutch Lever
2. Speedometer
3. Indicator Lights
4. Tachometer
5. Brake Fluid Reservoir
(Front)
6. Front Brake Lever
7. Left Handlebar Switches
8. Ignition Switch/Steering
Lock
9. Right Handlebar Switches
10. Throttle Grip

- 11. Front Fork
- 12. Headlight
- 13. Turn Signal Light
- 14. Spark Plugs
- 15. Fuel Tap
- 16. Junction Box (Fuses)
- 17. Air Cleaner
- 18. Tying Hooks
- 19. Helmet Hook
- 20. Radiator
- 21. Shift Pedal
- 22. Side Stand
- 23. Drive Chain
- 24. Rear Shock Absorber



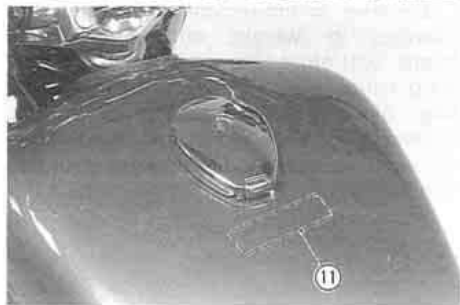


- 25. Tail/Brake Light
- 26. License Plate Light
- 27. Passenger's Seat
- 28. Rider's Seat
- 29. Battery
- 30. Main Fuse
- 31. Idle Adjusting Screw
- 32. Carburetors
- 33. Fuel Tank
- 34. Fuel Tank Cap
- 35. Brake Lining Wear Indicator
- 36. Muffler
- 37. Tool Kit
- 38. Coolant Reserve Tank
- 39. Rear Brake Light Switch
- 40. Oil Level Gauge
- 41. Rear Brake Pedal
- 42. Horn
- 43. Brake Caliper
- 44. Brake Disc

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- * 1. Vehicle Emission Control Information
- 2. Engine Oil and Oil Filter
- 3. Daily Safety Checks
- ** 4. Vacuum Hose Routing Diagram
- 5. Battery Vent Hose
- * 6. Noise Emission Control Information
- 7. Important Drive Chain Information
- 8. Tire and Load Data

- * : only on US model
- ** : only on California model



- * 9. Break-In Caution
- 10. Brake Fluid
- ** 11. Fuel Level
- 12. Battery Poison/Danger

- * : only on US model
- ** : only on California model

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. Re-check baggage security as often as possible (not while the motorcycle is in motion) and adjust as necessary.
5. Do not carry heavy or bulky items on a luggage rack. They are designed for light items, and overloading can affect handling due to changes in weight distribution and aerodynamic forces.
6. Do not install accessories or carry baggage that impairs the performance of the motorcycle. Make sure that you have not adversely affected any lighting components, road clearance, banking capability (i.e., lean angle), control operation, wheel travel, front fork movement, or any other aspect of the motorcycle's operation.

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

Speedometer and Tachometer

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

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

CAUTION

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

Indicator Lights

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

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

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

OIL: 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 pres-

sure is high enough. Refer to the Maintenance and Adjustment chapter for more detailed engine oil information.

TEMP: The coolant temperature warning light (LED-Light Emitting Diode) 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.

▲CAUTION

Do not let the engine continue running when the warning light goes on. Prolonged engine operation will result in severe damage from overheating.

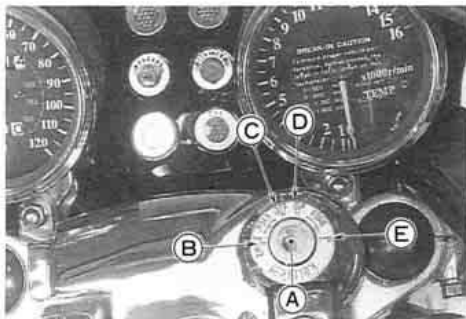
Key

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

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

Ignition Switch/Steering Lock

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



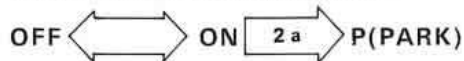
- A. Ignition Switch/Steering Lock
- B. LOCK position
- C. OFF position
- D. ON position
- E. P (Park) position

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

NOTE

- The head, tail, and license plate lights are on whenever the ignition switch is in the ON position. To avoid battery discharge, always start the engine immediately after turning the ignition switch to ON.
- If you leave the PARK position on for a long time (one hour), the battery may become totally discharged.

To operate the ignition switch:



LOCK

1. Turn the handlebar fully to the left.
2. a. For parking push down the key in the ON position and turn it to P (Park).
b. For locking push down the key in the OFF position and turn it to LOCK.

Right Handlebar Switches

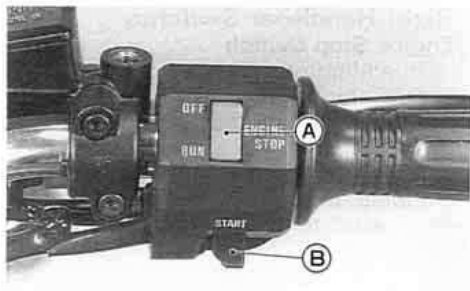
Engine Stop Switch

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

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

NOTE

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



A. Engine Stop Switch
B. Starter Button

Starter Button

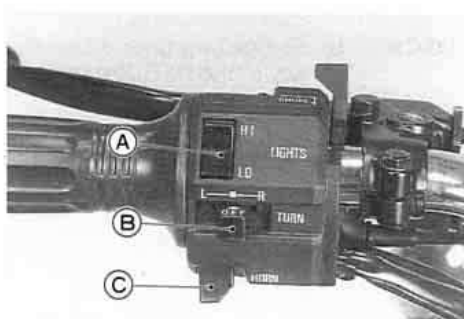
The starter button operates the electric starter when pushed with the clutch lever pulled in or the transmission in neutral.

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

Left Handlebar Switches

Dimmer Switch

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



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

Turn Signal Switch

When the turn signal switch is turned to L (left) or R (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.

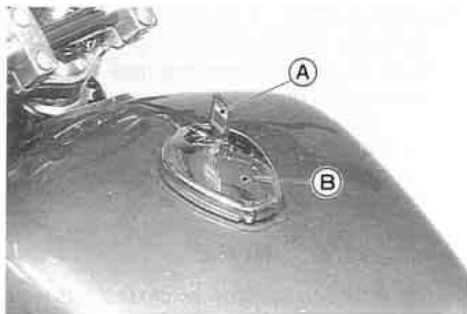
Fuel Tank Cap

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

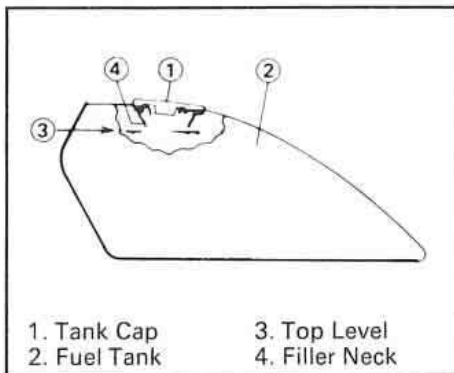
- *The tank cap cannot be closed without the key inserted, and the key cannot be removed unless the cap is locked properly.*
- *Do not push the cap down with the key, or the cap cannot be locked.*



A. Ignition Switch Key
B. Fuel Tank Cap

Fuel Tank

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 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.

⚠ CAUTION

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

Fuel Requirement:

Octane Rating

The octane rating of a gasoline is a measure of its resistance to detonation or "knocking." Use a gasoline with an octane rating equal to or higher than that shown in the table below.

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

The Antiknock Index is an average of the Research Octane Number (RON) and the Motor Octane Number (MON). The Antiknock Index is posted on service station pumps in the U.S.A. Research Octane Number is a commonly used term describing a gasoline's octane rating.

NOTE

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

Gasoline and Alcohol Blends

Blends of gasoline and alcohol called "gasohol" can be used on an occasional basis, however continued use is not recommended. Switch back immediately to gasoline which does not contain alcohol if you experience any operating irregularities. Any deterioration of fuel system components or degradation of performance resulting from the use of gasohol will not be covered by

Kawasaki's Limited Warranty, Emissions Warranties, or Good Times Protection Plan. If you decide to use gasohol, be sure to follow these simple cautions:

⚠ CAUTION

Never use gasohol with an octane rating lower than the minimum octane rating specified by Kawasaki for this product.

Never use gasohol containing more than 10% ethanol (grain alcohol).

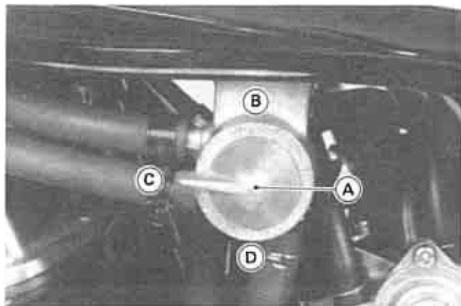
Never use gasohol containing more than 5% methanol (wood alcohol). Gasoline containing methanol must also be blended with cosolvents and corrosion inhibitors.

Never use gasohol for extended periods and never store this product with gasohol in the fuel system.

Gasoline containing alcohol can cause paint damage. Be extra careful not to spill gasohol during refueling.

Fuel Tap

The fuel tap has three positions: OFF, ON, and RES (reserve). If the fuel runs out with the tap in the ON position, the last 3.0 L (0.8 US gal) of fuel can be used by turning the fuel tap to RES.



A. Fuel Tap
B. RES position

C. OFF position
D. ON position

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.

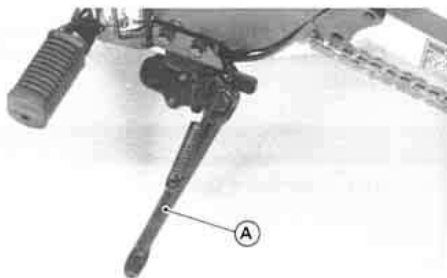
⚠ WARNING

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.

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.

⚠ WARNING

Forgetting and leaving the side stand down and riding away could cause an accident.

Seats

To remove the seat, follow this step.

1. Remove the left and right lower side covers (right with the ignition switch key).
2. Remove the left and right upper side covers.
3. Remove the license plate mounting bolts.
4. Pull the passenger's seat rearward a little.
5. Remove the rider's seat mounting bolts.
6. Pull the seat up and to the rear.



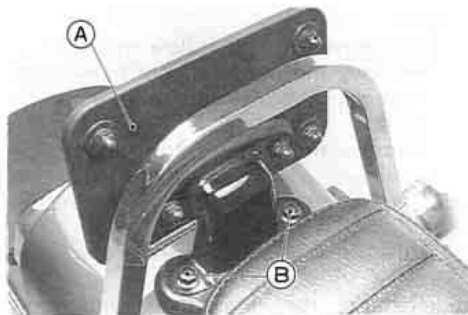
A. Right Lower Side Cover

B. Lock



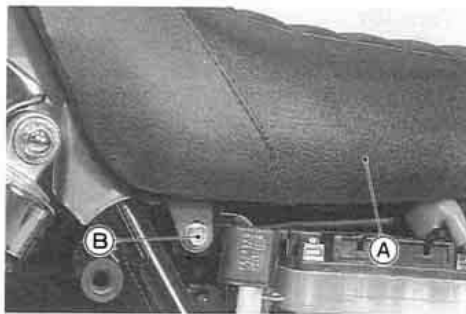
A. Upper Side Cover

B. Screw



A. License Plate

B. Bolts



A. Seat

B. Bolt

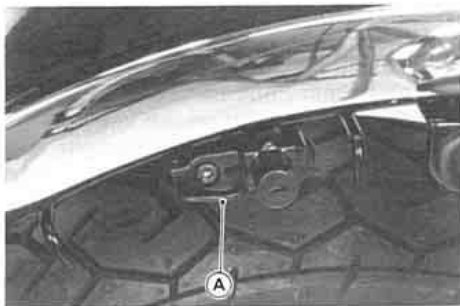
Helmet Hook

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 helmet attached to the hook. The helmet could cause an accident by distracting the operator or interfering with normal vehicle operation.



A. Helmet Hook

Tool Kit

The tool kit is stored under the battery case inside the right side cover secured with a rubber band. The minor adjustments and replacement of parts explained in this manual can be performed.



A. Tool Kit

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.

Electric Accessory Leads

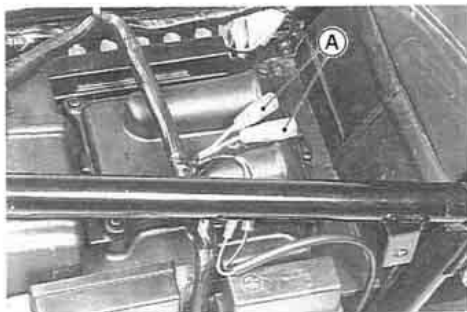
Location	Polarity	Lead Color
Under Seat	(+)	White/Blue
	(-)	Yellow/Black
Inside Headlight Housing	(+)	White/Blue
	(-)	Yellow/Black
Maximum Current: 10A		

CAUTION

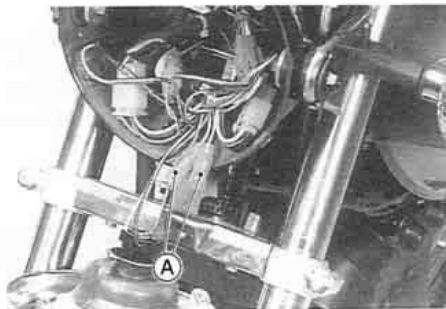
Whenever you leave the motorcycle, stop using the electric accessories. Be careful not to discharge the battery totally. For example, if a current of 20 amperes is continuously taken out with the engine stopped, even an originally-fully-charged battery may become totally discharged in about 20 minutes.

WARNING

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



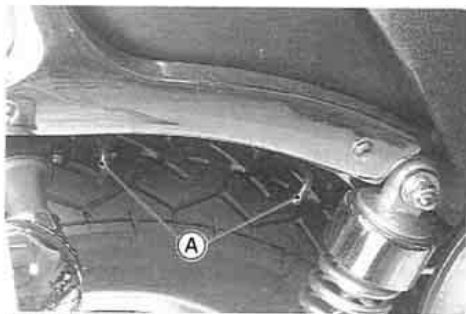
A. Accessory Leads



A. Accessory Leads

Tying Hooks

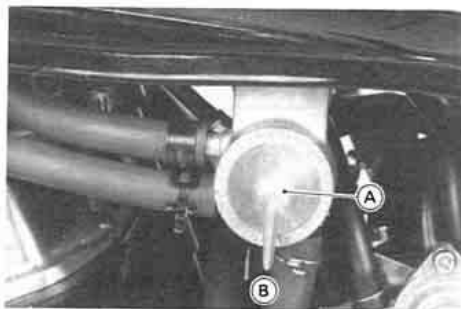
When tying up light loads to the seat, use the hooks on the left and right sides of the rear fender.



A. Tying Hooks

Starting the Engine

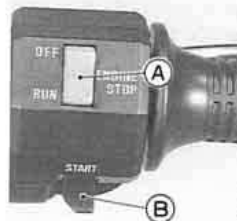
- Turn the fuel tap to the ON position.



A. Fuel Tap

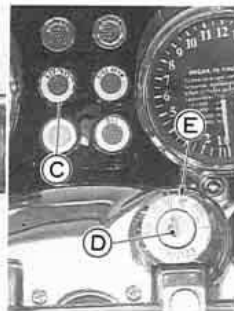
B. ON position

- Check that the engine stop switch is in the RUN position.
- Turn the ignition switch on.
- Make certain the transmission is in neutral or the clutch is disengaged.



A. Engine Stop Switch

B. Starter Button



C. Neutral Indicator Light

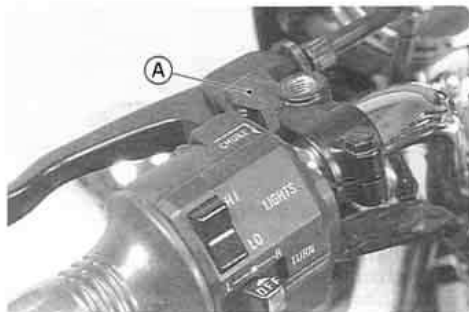
D. Ignition Switch

E. ON position

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

NOTE

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



A. Choke Lever

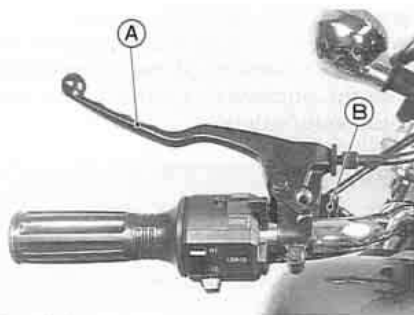
- Leaving the throttle completely closed, push the starter button with the clutch lever pulled in until the engine starts.

⚠ 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 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 return the choke toward the off position a little at a time as necessary to keep the engine speed below 2,500 r/min (rpm) during warm-up.
- When the engine is warmed up enough to idle without using the choke, 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 after you have driven the motorcycle for the length of time shown in the table.

⚠ CAUTION

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

Ambient temperature	Choke off after running for
20°C (68°F) ~ 35°C (95°F)	15 seconds
Below 20°C (68°F)	1.5 minutes
Below 5°C (40°F)	2 minutes

Jump Starting

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

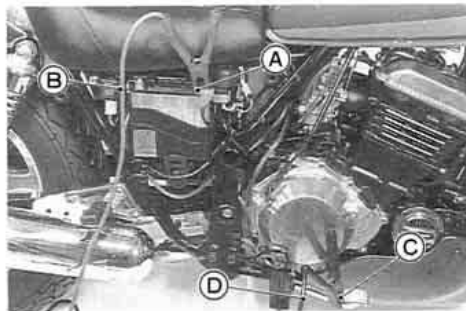
⚠ WARNING

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

Connecting Jumper Cables

- Make sure the ignition switch is turned "OFF."

- Remove the right side covers.
- Connect a jumper cable from the positive (+) terminal of the booster battery to the positive (+) terminal of the motorcycle battery.



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

- Connect another jumper cable from the negative (-) terminal of the booster battery to your motorcycle rear brake pedal or other unpainted metal surface.

Do not use the negative (-) terminal of the battery.

⚠ WARNING

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

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

- Follow the standard engine starting procedure.

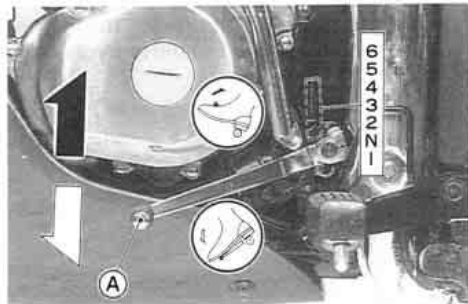
⚠ CAUTION

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

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

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 below.

WARNING

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

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

Vehicle speed when shifting

Shifting up	km/h (mph)	Shifting down	km/h (mph)
1st → 2nd	20 (12)	6th → 5th	25 (15)
2nd → 3rd	25 (15)	5th → 4th	20 (12)
3rd → 4th	30 (19)	4th → 3rd	15 (9)
4th → 5th	35 (21)	3rd → 2nd	15 (9)
5th → 6th	40 (25)	2nd → 1st	15 (9)

NOTE

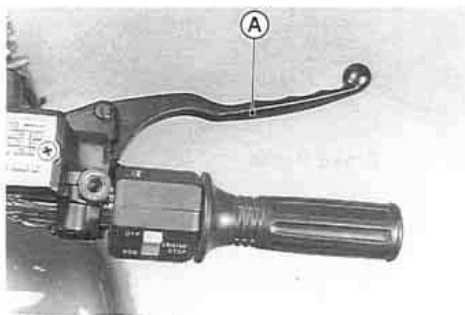
- *The transmission is equipped with a positive neutral finder. When the motorcycle is standing still, the transmission cannot be shifted past neutral from 1st gear. To use the positive neutral finder, shift down to 1st gear, then lift up on the shift pedal while standing still. The transmission will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

Braking

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

⚠ CAUTION

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



A. Front Brake Lever



A. Rear Brake Pedal

Stopping the Engine

- Close the throttle completely.
- Shift the transmission into neutral.
- Turn the ignition switch off.
- Turn the fuel tap to the OFF position.
- 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 and insufficient riding skills can create a dangerous situation known as throttle failure. Two of the most common causes of throttle failure are:

1. During removal of the air cleaner by the owner, dirt is allowed to enter and jam the carburetor.
2. A novice may forget which direction the throttle rotates; then jerk the throttle wide open thinking he has shut it off. He may panic when the machine accelerates suddenly instead of slowing down; and "freeze," holding the throttle wide open.

In an emergency situation such as throttle failure, your motorcycle may be stopped by disengaging the clutch and applying the brakes. 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.
- Turn the fuel tap to the OFF position.
- 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 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.*

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	200 kPa (2.0 kg/cm ² , 28 psi)
----------------------	---

Drive Chain.....	Slack 35 ~ 45 mm (1.4 ~ 1.8 in.).
Nuts, bolts, fasteners.....	Check that steering and suspension components, axles, and all controls are properly tightened or fastened.
Steering	Action smooth but not loose from lock to lock. No binding of control cables.
Brakes	Brake pedal play 20 ~ 30 mm (0.8 ~ 1.2 in.). Brake lining wear: Indicator within "USABLE RANGE." Brake pad wear: Lining thickness more than 1 mm (0.04 in.) left.
Throttle	No brake fluid leakage. 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).
Radiator cap	Properly installed.
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 the "Daily Safety Checks" caution label attached to the rear fender under the seat.

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.

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.

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

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

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

Periodic Maintenance Chart

	Operation	Frequency	Whichever comes first 	*Odometer Reading							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)	
Emission Related	Carburetor synchronization --check †		Every	•	•	•	•	•	•	•	85
	Idle speed--check †			•	•	•	•	•	•	•	85
	Throttle grip play--check †			•		•		•		•	80
	Spark plug--clean and gap †				•	•	•	•	•	•	73
	Valve clearance--check †			•		•		•		•	77
	Air cleaner element--clean †			•		•		•		•	77
	Air cleaner element--replace	5 cleanings					•				77
	Fuel system--check				•		•		•		116
	Evaporative emission control system (c)--check †			•	•	•	•	•	•	•	76
Non-Emission	Battery electrolyte level--check †	month		•	•	•	•	•	•	•	108
	Brake light switch--check †			•	•	•	•	•	•	•	100
	Brake lining and pad wear--check †				•	•	•	•	•	•	94
	Brake play--check †			•	•	•	•	•	•	•	99

	Frequency	Operation	Whichever 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		Brake fluid level--check †	month	•	•	•	•	•	•	•	96
	K	Brake fluid--change	2 years					•			97
		Clutch--adjust		•	•	•	•	•	•	•	86
	K	Steering--check †		•	•	•	•	•	•	•	—
		Drive chain wear--check †			•	•	•	•	•	•	92
		Nuts, bolts, and fasteners tightness--check †		•		•		•		•	122
		Tire wear--check †			•	•	•	•	•	•	105
		Engine oil--change	year	•		•		•		•	64
		Oil filter--replace		•		•		•		•	64
		General lubrication--perform			•	•	•	•	•	•	117
	K	Front fork oil--change								•	—
	K	Swing arm pivot--lubricate				•		•		•	—
		Coolant--change	2 years							•	72
		Radiator hoses, connections --check †	year	•		•		•		•	69

Frequency Operation		Whichever comes first ↓	*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)	
Non-Emission Related	K Brake camshaft--lubricate	2 years					•			95
	K Steering stem bearing--lubricate	2 years					•			—
	K Master cylinder cup and dust seal--replace	2 years								—
	K Caliper piston seal and dust seal--replace	2 years								—
	K Brake hose --replace	4 years								—
	K Fuel hose--replace	4 years								—
	Drive chain--lubricate	Every 300 km (200 mi)								93
	Drive chain slack--check †	Every 800 km (500 mi)								88

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.

(C) : California model only

Engine Oil

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

WARNING

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

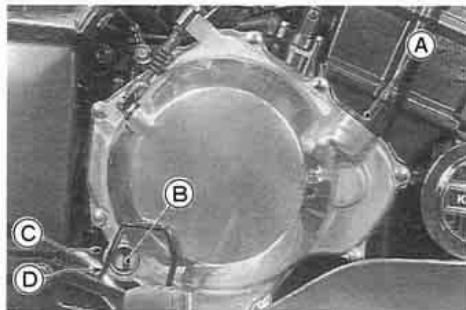
Oil Level Inspection

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

CAUTION

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

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



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

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

⚠ CAUTION

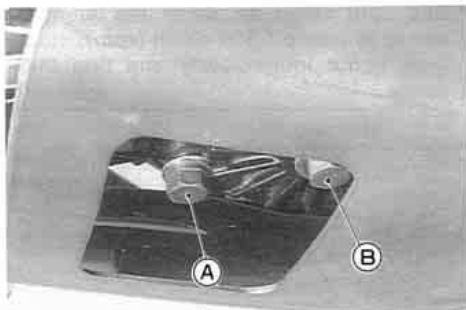
If the engine oil gets extremely low or if the oil pump or oil passages clog up or otherwise do not function properly, the oil pressure warning light will light. If this light stays on when the engine speed is above 1,500 r/min (rpm), stop the engine immediately and find the cause.



A. Oil Pressure Warning Light

Oil and/or Oil Filter Change

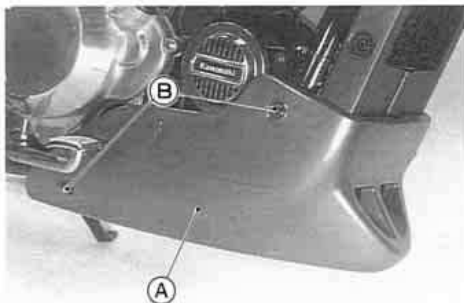
- Warm up the engine thoroughly, and then stop the engine.
- Place an oil pan beneath the engine.
- Remove the engine drain plug.



A. Drain Plug

B. Oil Filter Mounting Bolt

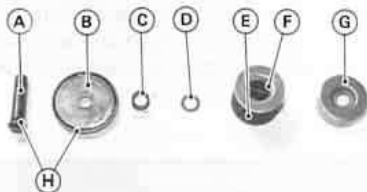
- With the motorcycle perpendicular to the ground, let the oil completely drain.
- If the oil filter is to be changed, remove the lower fairing.



A. Fairing

B. Bolts

- Remove the oil filter mounting bolt and drop out the oil filter.
- Replace the oil filter element with a new one.



A. Mounting Bolt
B. Filter Cover
C. Spring
D. Flat Washer

E. Element
F. Grommet
G. Element Fence
H. O-ring

NOTE

- Check for O-ring damage. If necessary, replace them with new ones.
- When installing the oil filter, make sure the O-rings are in place.
- Apply a little engine oil to the O-ring on the filter mounting bolt, fit the filter

cover on the bolt, and install the spring and flat washer.

- Apply a little engine oil to the grommets on both sides of the element, and turn the filter to work the element into place. Be careful that the element grommets do not slip out of place.
- Install the element fence on the bolt.
- Install the oil filter, tightening its mounting bolt to the specified torque.
- After the oil has completely drained out, install the engine drain plug with its gasket. Proper torque for it is shown in the table.

NOTE

- Replace the damaged gasket with a new one.
- Fill the engine up to the upper level with a good quality motor oil specified in the table.
- Check the oil level.
- Reinstall the lower fairing.

Tightening Torque

Engine Drain Plug:

20 N·m (2.0 kg·m, 14.5 ft·lb)

Oil Filter Mounting Bolt:

20 N·m (2.0 kg·m, 14.5 ft·lb)

Engine Oil

Grade: SE or SF class

Viscosity: SAE 10W40, 10W50,
20W40, or 20W50

Capacity: 1.5 L (1.6 US qt)
[when filter is not removed]
1.9 L (2.0 US qt)
[when filter is removed]

Cooling System

Radiator and Cooling Fan:

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

WARNING

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

⚠CAUTION

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

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

Radiator Hoses:

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

Coolant:

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

Information for Coolant

To protect the cooling system (consisting of the aluminum engine and radiator) from rust and corrosion, the use of corrosion and rust inhibitor chemicals in the coolant is essential. If coolant containing corrosion and rust inhibitor chemicals is not used, over a period of time, the cooling system accumulates rust and scale in the water jacket and radiator. This will clog up the coolant passages, and considerably reduce the efficiency of the cooling system.

⚠ WARNING

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

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

⚠ CAUTION

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

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

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

⚠ CAUTION

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

NOTE

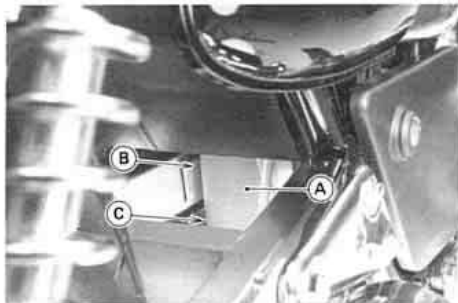
- A permanent type of antifreeze is installed in the cooling system when shipped. It is colored green, contains a 50% solution of ethylene glycol, and has the freezing point of -35°C (-31°F).

Coolant Level Inspection

- Situate the motorcycle so that it is perpendicular to the ground.
- Check the coolant level through the coolant level gauge on the reserve tank from behind the right side of the motorcycle. The coolant level should be between the F (FULL) and L (LOW) marks.

NOTE

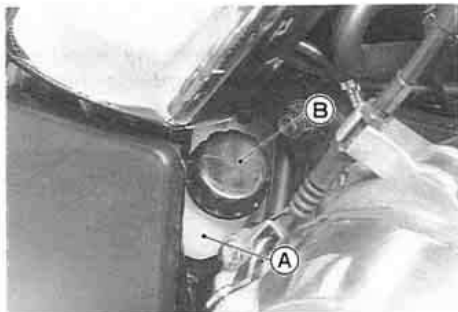
- Check the level when the engine is cold (room or atmospheric temperature).



A. Reserve Tank
B. F (FULL) Mark

C. L (LOW) Mark

- If the amount of coolant is insufficient, unscrew the cap from the reserve tank, and add coolant through the filler opening to the F (FULL) mark. Install the cap.



A. Reserve Tank

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

Spark Plug Removal

- Remove the seat (see the Seats section in the General Information chapter).
- Turn the fuel tap to the OFF position.
- Pull the fuel hoses off the fuel tap.
- Take off the fuel tank mounting bolt and remove the fuel tank.



A. Fuel Tank

B. Bolt

- 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.

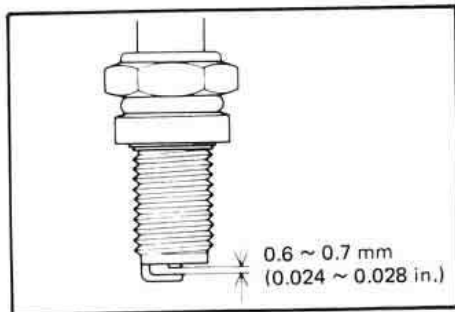
NOTE

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

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

Standard Plug	NGK C8HA or ND U24FS-L
	© NGK CR8HSA or ND U24FSR-U
Plug Gap	0.6 ~ 0.7 mm (0.024 ~ 0.028 in.)
Tightening Torque	14 N·m (1.4 kg·m, 10.0 ft·lb)

© : Canadian model

Hotter Spark Plug

NGK C7HA or ND U22FS-L
©NGK CR7HSA or ND U22FSR-U

© : Canadian model

⚠CAUTION

For cold weather and/or low speed riding, a hotter spark plug shown in the table may be used for quicker warm-ups and more efficient engine operation. However, for normal temperatures and/or high speed use, the standard spark plug must be used to prevent engine damage.

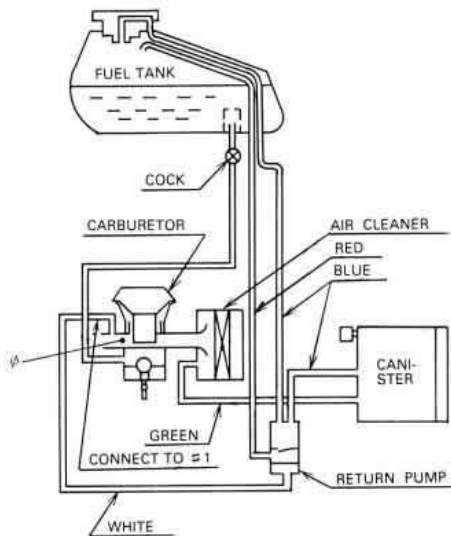
Evaporative Emission Control System (California model only)

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

Inspection

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

VACUUM HOSE ROUTING DIAGRAM



Valve Clearance

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

▲CAUTION

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

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

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

Air Cleaner

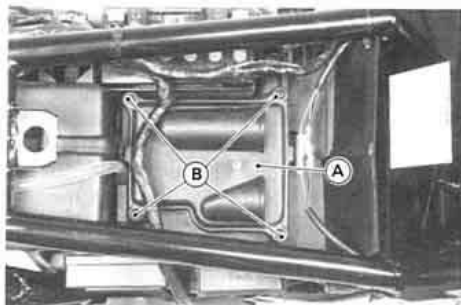
A clogged air cleaner restricts the engine's air intake, increasing fuel consumption, reducing engine power, and causing spark plug fouling.

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

Element Removal

- Remove the seat (see Seats section in the General Information chapter).

● Unscrew the air cleaner housing cap.



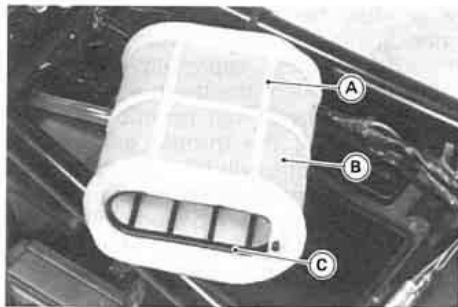
A. Air Cleaner Housing Cap
B. Screws

● Pull out the element.



A. Element

- Remove the outer frame from the element then the inner frame.



A. Outer Frame

B. Element

C. Inner Frame

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

⚠ WARNING

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

⚠ CAUTION

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

NOTE

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

Element Cleaning

- Clean the element in a bath of a high flash-point solvent.
- Dry the element with compressed air or squeeze it.
- After cleaning, saturate the element with SE class SAE 30 motor oil,

squeeze out the excess, then wrap it in a clean rag and squeeze it as dry as possible. Be careful not to tear the element.

⚠WARNING

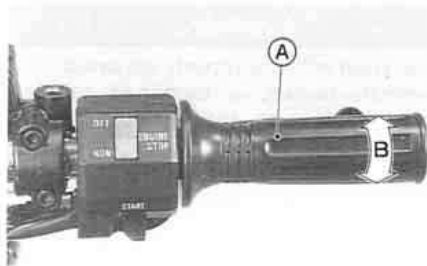
Clean the element in a well ventilated area, and take care that there are no sparks or flame anywhere near the working area; this includes any appliance with a pilot light. Do not use gasoline or a low flash-point solvent to clean the element. A fire or explosion could result.

Throttle Grip

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

Inspection

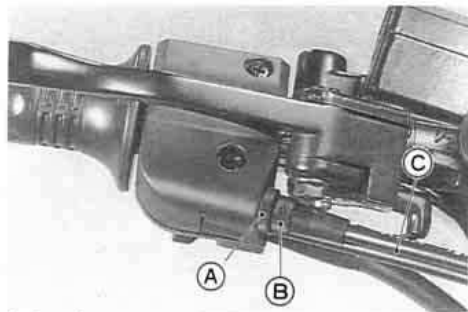
- Check that there is 2 ~ 3 mm (0.08 ~ 0.12 in.) throttle grip play when lightly turning the throttle grip back and forth.
- If there is improper play, adjust it.



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

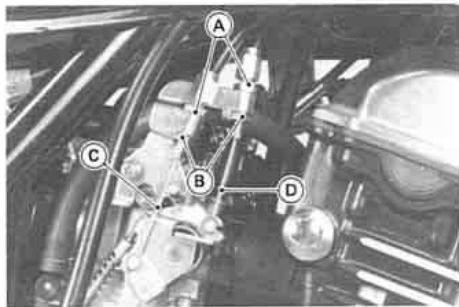
Adjustment

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



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

- Tighten the locknut.
- If the throttle cables can not be adjusted by using the cable adjuster at the upper end of the throttle cable, use the upper and lower nuts at the lower ends of the throttle cables.
- Turn out both upper nuts and turn in both lower nuts as far as they will go so as to give the throttle grip plenty of play.



A. Upper Nuts C. Accelerator Cable
B. Lower Nuts D. Decelerator Cable

- Loosen the locknut at the throttle grip and turn in the adjuster fully.
- Tighten the locknut.
- With the throttle grip completely closed, turn out the lower nut and turn in the upper nut of the decelerator cable at its lower end until the inner cable just becomes tight.
- Turn out the lower nut and turn in the upper nut of the accelerator cable until the specified free play is obtained.

⚠ WARNING

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

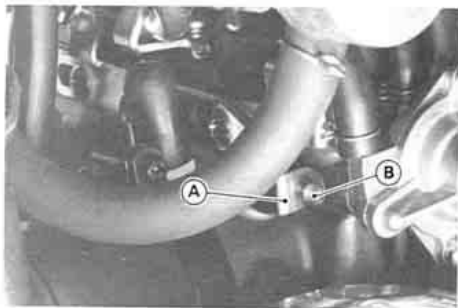
Choke Lever

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

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

Inspection

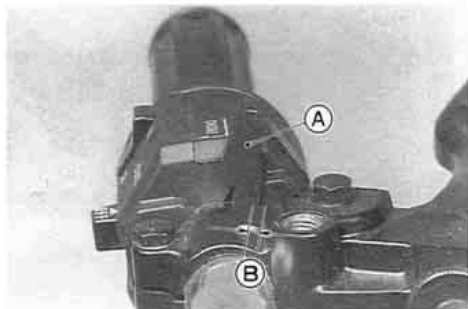
- Check that the choke lever returns properly and that the inner cable slides smoothly. If there is any irregularity, have the choke cable checked by an authorized Kawasaki dealer.
- Push the choke lever back all the way to its released position.
- Determine the amount of choke cable play at the lever. Pull the choke lever until the starter plunger lever at the carburetor touches the starter plunger; the amount of choke lever travel is the amount of cable play.



A. Starter Plunger Lever

B. Starter Plunger

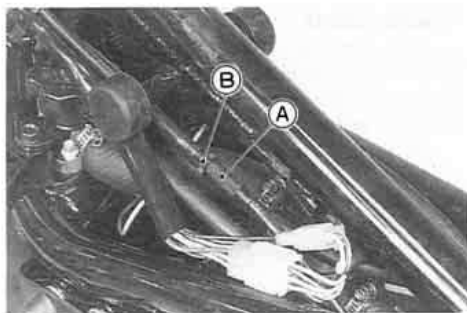
- The proper amount of play is 2 ~ 3 mm (0.08 ~ 0.12 in.) at the bottom of the choke lever. If there is too much or too little play, adjust the choke cable.



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

Adjustment

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



A. Adjuster **B. Locknut**

- Tighten the locknut after adjustment.

Carburetors

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

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

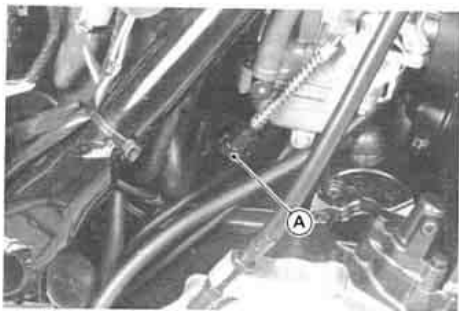
NOTE

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

Adjustment

- Start the engine, and warm it up thoroughly.
- Adjust the idle speed to 1,200 ~ 1,400 (California model: 1,400 ~ 1,600)

r/min (rpm) by turning the idle adjusting screw.



A. Idle Adjusting Screw

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

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

⚠ WARNING

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

Clutch

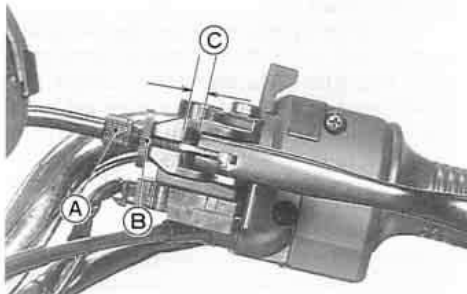
Due to friction plate wear and clutch cable stretch over a long period of use, the clutch must be adjusted in accordance with the Periodic Maintenance Chart.

⚠ WARNING

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

Inspection

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



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

If it does not, adjust the lever play as follows.

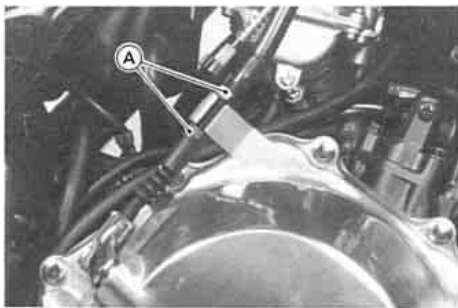
Adjustment

- Loosen the locknut at the clutch lever.
- Turn the adjuster so that the clutch lever will have the specified free play.

⚠ WARNING

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

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



A. Mounting Nuts

NOTE

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

Drive Chain

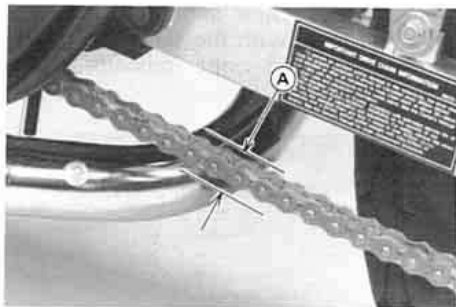
The drive chain must be checked, adjusted, and lubricated in accordance with the Periodic Maintenance Chart for safety and to prevent excessive wear. If the chain becomes badly worn or maladjusted – either too loose or too tight – the chain could jump off the sprockets or break.

▲WARNING

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

Chain Slack Inspection

- Set the motorcycle up on its side stand.
- Rotate the rear wheel to find the position where the chain is tightest, and measure the vertical movement midway between the sprockets.



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

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

Drive Chain Slack

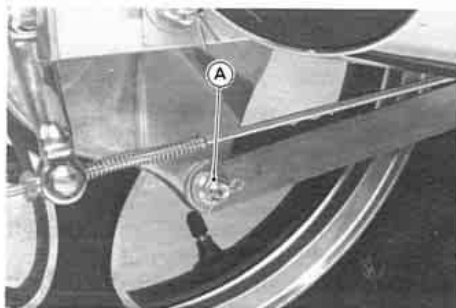
Standard	35 ~ 40 mm (1.4 ~ 1.6 in.)
Too tight	less than 35 mm (1.4 in.)
Too loose	more than 45 mm (1.8 in.)

Chain Slack Adjustment

- Loosen the rear torque link nut.

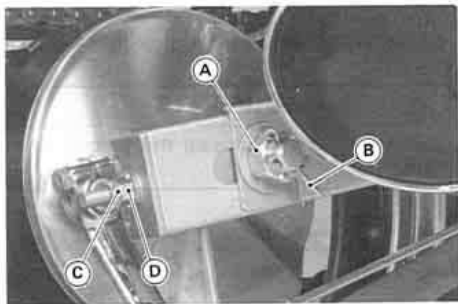
⚠ CAUTION

Do not forget to loosen the torque link nut.



A. Torque Link Nut

- Loosen the left and right chain adjuster locknuts.

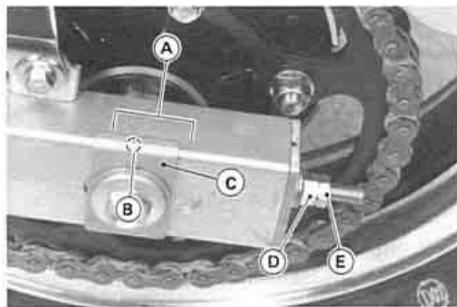


A. Axle Nut
B. Cotter Pin

C. Locknut
D. Adjusting Nut

- Remove the cotter pin, and loosen the axle nut.
- 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 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 wheel alignment indicator should align with the same swing arm mark that the right indicator notch aligns with.



A. Marks
B. Notch
C. Indicator

D. Adjusting Nut
E. Locknut

NOTE

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

▲WARNING

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

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

NOTE

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

- Tighten the axle nut to the specified torque.

Tightening Torque

Axle Nut	110 N-m (11 kg-m, 80 ft-lb)
Torque Link Nut	29 N-m (3 kg-m, 22 ft-lb)

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

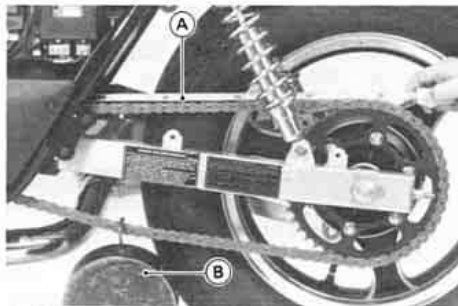
⚠ WARNING

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

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

Wear Inspection

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



A. Measure

B. Weight

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

Drive Chain 20-Link Length

Service Limit: 323 mm (12.7 in.)

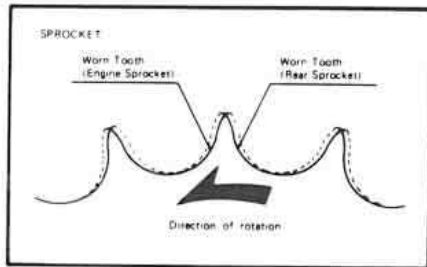
⚠ WARNING

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.*

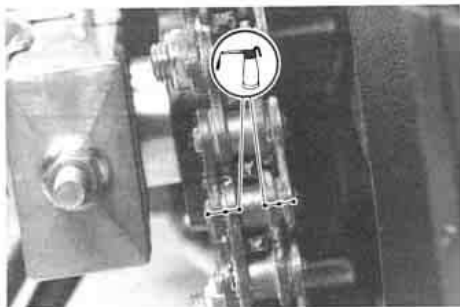


- If there is any irregularity, have the drive chain and/or the sprockets replaced by an authorized Kawasaki dealer.

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.

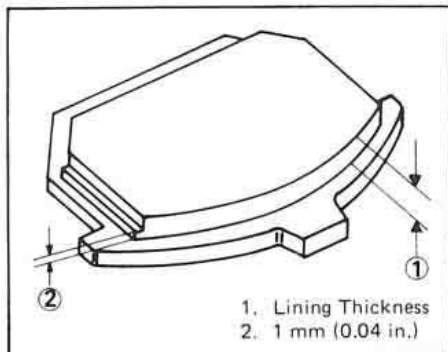


- If the chain is especially dirty, clean it using diesel oil or kerosene and then apply oil as mentioned above.

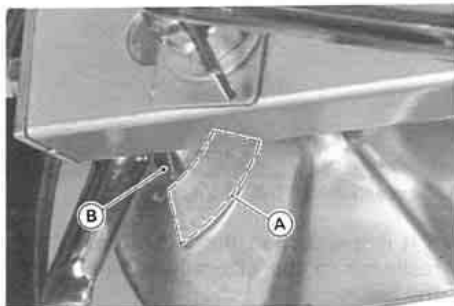
Brakes

Brake Wear Inspection

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



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



A. USABLE RANGE
B. Brake Lining Wear Indicator

Lubrication

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

Disc Brake Fluid:

In accordance with the Periodic Maintenance Chart, inspect the brake fluid level in the reservoir 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. 3.

Recommended Disc Brake Fluid

Atlas Extra Heavy Duty
Shell Super Heavy Duty
Texaco Super Heavy Duty
Wagner Lockheed Heavy Duty
Castrol Girling-Universal
Castrol GT (LMA)
Castrol Disc Brake Fluid

⚠ CAUTION

Do not spill brake fluid onto any painted surface.

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

Check for fluid leakage around the fittings.

Check for brake hose damage.

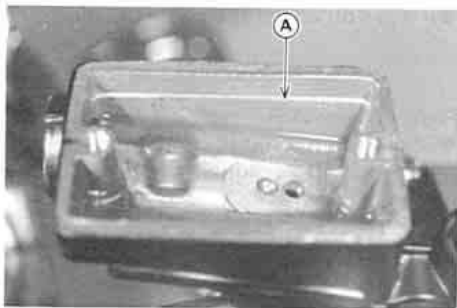
Fluid Level Inspection

- The brake fluid level in the reservoir must be kept above the lower level line (reservoir held horizontal).



A. Lower Level Line

- If it is lower than the level line, fill the reservoir to the upper level line inside the reservoir.



A. Upper Level Line

⚠ WARNING

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

Fluid Change

Have the brake fluid changed by an authorized Kawasaki dealer.

Front Brake:

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

⚠ WARNING

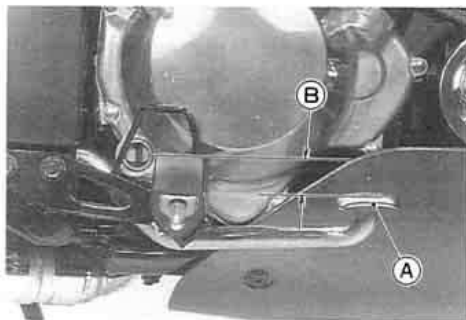
If the brake lever feels mushy when it is applied, there might be air in the brake lines or the brake may be defective. Since it is dangerous to operate the motorcycle under such conditions, have the brake checked immediately by an authorized Kawasaki dealer.

Rear Brake:

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

Pedal Position Inspection

- When the brake pedal is in its rest position, it should be 0 ~ 20 mm (0 ~ 0.8 in.) lower than the top of the footpeg.

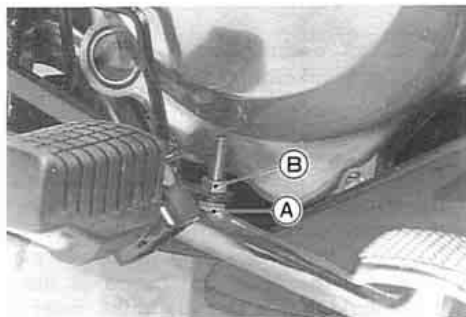


A. Rear Brake Pedal
B. 0 ~ 20 mm (0 ~ 0.8 in.)

- If it is not, adjust the pedal position.

Pedal Position Adjustment

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

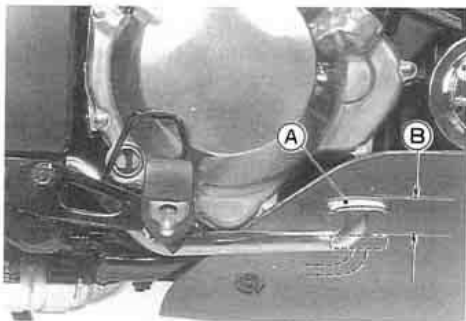


A. Adjusting Bolt B. Locknut

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

Pedal Play Inspection

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



A. Rear Brake Pedal

B. 20 ~ 30 mm (0.8 ~ 1.2 in.)

- Rotate the wheel to check for brake drag.
- Operate the pedal a few times to see that it returns to its rest position immediately upon release.
- Check braking effectiveness.
- If the pedal has improper play, adjust it.

Pedal Play Adjustment

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



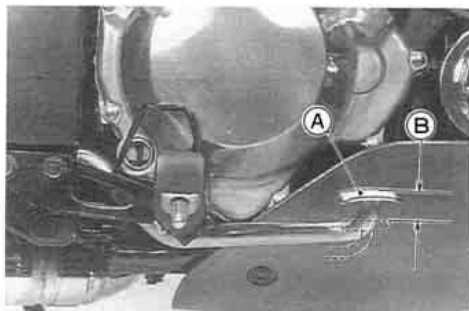
A. Adjusting Nut

Brake Light Switches

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

Inspection

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



A. Brake Pedal

B. 15 mm (0.6 in.)

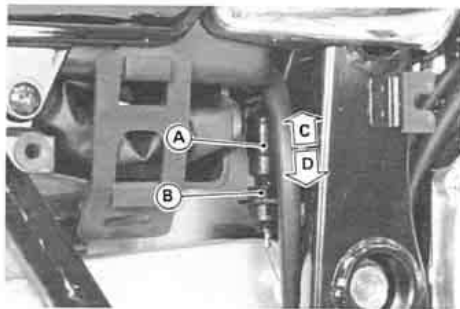
- If it does not, adjust the rear brake light switch.

Adjustment

- Remove the right lower side cover.
- 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

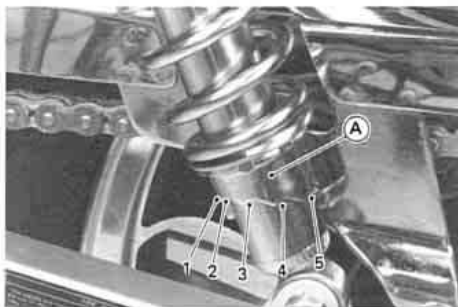
C. Lights sooner.

D. Lights later.

Rear Shock Absorbers

Spring Adjustment

The spring adjusting sleeve on each rear shock absorber has 5 positions so that the spring can be adjusted for different road and loading conditions.



A. Adjusting Sleeve

If the spring action feels too soft or too stiff, turn each adjusting sleeve by using the wrench in the tool kit in accordance with the following table:

Position	1	2	3	4	5
Spring Action	→ Stronger				



A. Wrench

⚠ WARNING

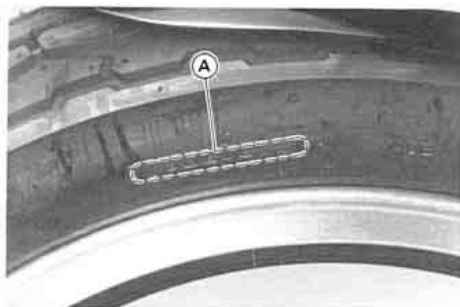
If both spring adjusting sleeves are not adjusted equally, handling may be impaired and a hazardous condition may result.

NOTE

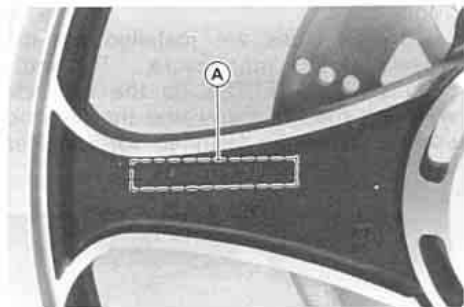
- *Be sure to turn back the adjusting sleeve counterclockwise from position 5 when softening the spring action.*

Wheels

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



A. TUBELESS Mark



A. TUBELESS Mark

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

⚠ WARNING

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

Do not install a tube inside a tubeless tire. Excessive heat build-up may damage the tube causing tire deflation.

Tires:

Payload and Tire Pressure

Failure to maintain proper inflation pressures or observe payload limits for your tires may adversely affect handling and performance of your motorcycle and can result in loss of control. The maximum recommended load in addition to vehicle weight is 167 kg (368 lb), in-

cluding rider, passenger, baggage, and accessories.

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

NOTE

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



A. Tire Pressure Gauge

Tire Air Pressure (when cold)

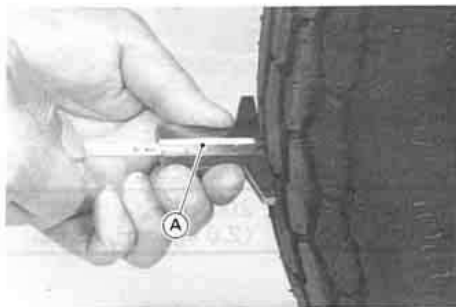
Front and Rear	200 kPa (2.0 kg/cm ² , 28 psi)
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Tire Wear, Damage

As the tire tread wears down, the tire becomes more susceptible to puncture and failure. An accepted estimate is that 90% of all tire failures occur during the last 10% of tread life (90% worn). So it

is false economy and unsafe to use the tires until they are bald.

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



A. Tire Depth Gauge

Minimum Tread Depth

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

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

NOTE

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

⚠ WARNING

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

Tires that have been punctured and repaired do not have the same capabilities as undamaged tires. Do not exceed 100 km/h (60 mph) within 24 hours after repair.

NOTE

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

Standard Tire

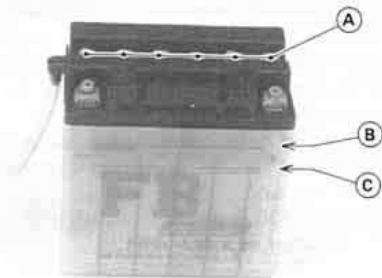
Front	110/90-17 55S DUNLOP F17 Tubeless
Rear	140/90-15 M/C 70S DUNLOP K425G Tubeless

Battery

Battery Electrolyte Level Inspection

The battery electrolyte level must be kept between the upper and lower level lines. Check the electrolyte level in each cell in accordance with the Periodic Maintenance Chart.

- Remove the battery from the motorcycle (see Battery Removal).
- Check that the electrolyte level in each cell is between the upper and lower level lines.



A. Filler Caps

B. Upper Level Line

C. Lower Level Line

- If the electrolyte level is low in any cell, fill with distilled water as follows.
- Remove the battery filler caps and fill with distilled water until the electrolyte level in each cell reaches the upper level line.

⚠CAUTION

Add only distilled water to the battery. Ordinary tap water is not a substitute for distilled water and will shorten the life of the battery.

Battery Charging

- Remove the battery from the motorcycle (see Battery Removal).

⚠CAUTION

Always remove the battery from the motorcycle for charging. If the battery is charged while still installed, battery electrolyte may spill and corrode the frame or other parts of the motorcycle.

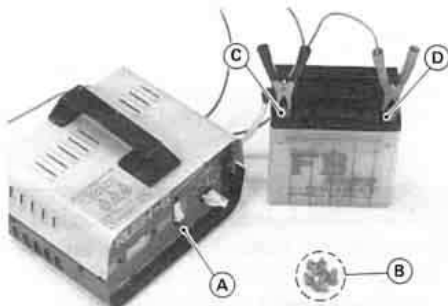
- Before charging, check the electrolyte level in each cell. If the electrolyte level is low in any cell, fill to above the lower level line but not up to the upper

level line since the level rises during charging.

- Remove the caps from all the cells, and connect the battery charger leads to the battery terminals (red to +, black to -).

⚠WARNING

Because the battery gives off an explosive gas mixture of hydrogen and oxygen, keep any sparks or open flame away from the battery during charging. When using a battery charger, connect the battery to the charger before turning on the charger. This procedure prevents sparks at the battery terminals which could ignite any battery gases.



A. Battery Charger C. (-) Terminal
B. Filler Caps D. (+) Terminal

- Charge the battery at a rate that is 1/10th of the battery capacity. For example, the charging rate for a 10Ah battery would be 1.0 ampere.

⚠CAUTION

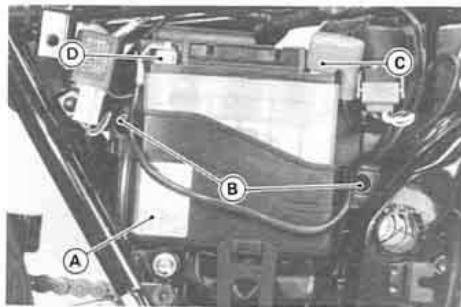
Do not use a high rate battery charger, as is typically employed at automotive service stations, unless the charging rate can be reduced to the level required for motorcycle batteries. Charging the battery at a rate higher than specified may ruin the battery. Charging at a high rate causes excess heat which can warp the plates and cause internal shorting. Higher than normal charging rates also cause the plates to shed active material. Deposits will accumulate, and can cause internal shorting. If the temperature of the electrolyte rises above 45°C (115°F) during charging, reduce the charging rate to lower the temperature, and increase charging time proportionately.

- After charging, check the electrolyte level in each cell. If the level has fallen, add distilled water to bring it back up to the upper level line.
- Install the caps on the cells.

- Install the battery.

Battery Removal

- Remove the right lower and upper side covers.
- Unscrew the battery holder.



A. Battery Holder C. (+) Terminal
B. Screws 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

- Put the battery in the battery case, and route the battery vent hose as shown on the caution label.
- 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.

⚠ CAUTION

Make sure the battery vent hose is kept away from the drive system and exhaust system. Battery electrolyte can corrode and dangerously weaken the drive system. Do not let the vent hose become folded, pinched, or melted by the exhaust system. An unvented battery will not keep a charge and it may crack from built-up gas pressure.

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.

- Take off the headlight fairing mounting bolt and pull up the fairing to remove.



A. Fairing

B. Bolt

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



A. Adjusting Screw

- Reinstall the headlight fairing.

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.

- Loosen the headlight bolt shown.

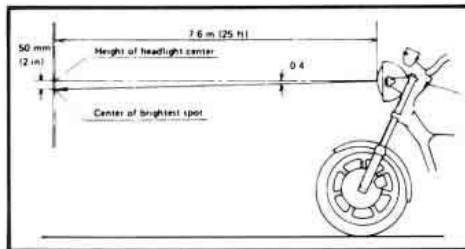


A. Headlight Bolt

- Push the headlight up or down to adjust the headlight vertically.
- Tighten the headlight bolt.

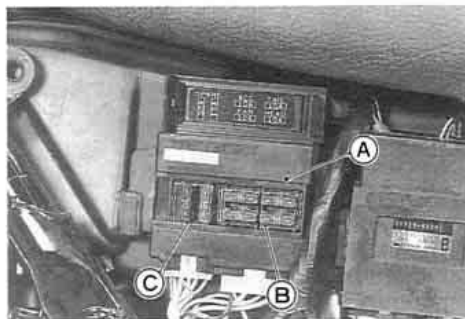
NOTE

- *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.*



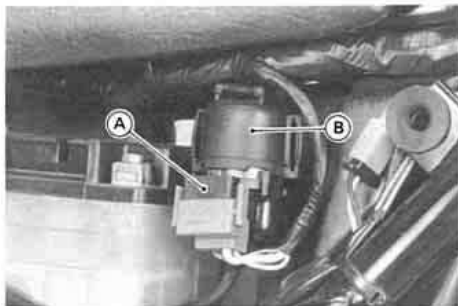
Fuses

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



A. Junction Box
B. Fuses

C. Spare Fuses



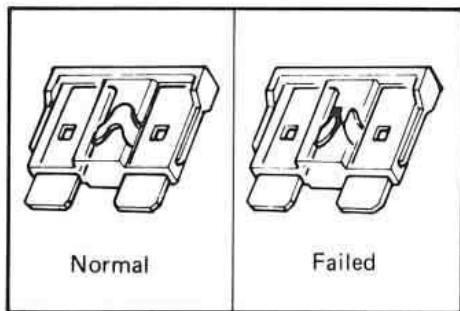
A. Main Fuse

B. Starter Relay

⚠ WARNING

Do not use any substitute for the standard fuse.

Replace the blown fuse with a new one of the correct capacity, as specified on the junction box.



Fuel System

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

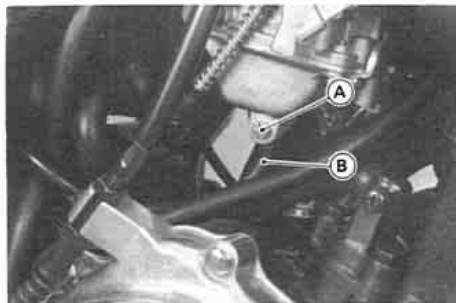
⚠ WARNING

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. Make sure the engine is cold before working. Wipe any fuel off the engine before starting it.

Inspection

- Turn the fuel tap to the ON position.
- Run the lower ends of the drain hoses into a suitable container.

- Turn out each drain screw a few turns to drain the carburetors, and check to see if water or dirt has accumulated in the carburetors.



A. Drain Screw

B. Drain Hose

- Tighten the drain screws.

NOTE

- *If any water or dirt appears during the above operation, have the fuel system checked by a competent mechanic following the procedure in the Service Manual.*

General Lubrication

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

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

NOTE

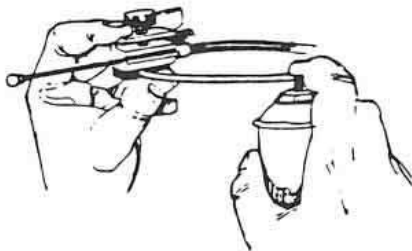
- *A few drops of oil are effective to keep bolts and nuts from rusting and sticking. This makes removal easier. Badly rusted nuts, bolts, etc., should be replaced with new ones.*

Apply motor oil to the following pivots:

- Side Stand
- Clutch Lever
- Front Brake Lever
- Rear Brake Pedal
- Rear Brake Rod Joint
- Rear Brake Cam Lever

Lubricate the following cables with a pressure cable luber:

- Clutch Inner Cable
- Throttle Inner Cable

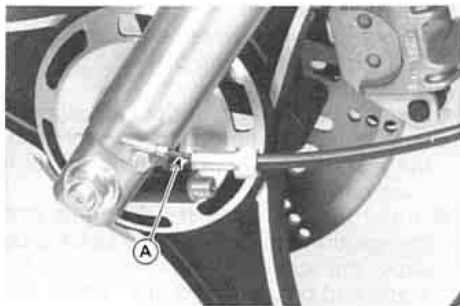


Apply grease to the following points:

- Clutch Inner Cable Upper End
- Throttle Inner Cable Upper End
- * ○ Speedometer Inner Cable
- * Grease the lower part of the inner cable sparingly.



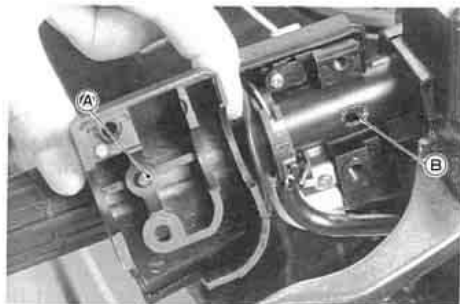
A. Speedometer Cable



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, assemble the switch housing. And after installing the switch housing, check the throttle grip play and adjust it if necessary.



A. Projection

B. Hole

- 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.

Preparation for Washing

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

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

Where to be Careful

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

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

NOTE

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

After Washing

- Remove the plastic bags and tape, and clean the air cleaner intake.
- Lubricate the points listed in the General Lubrication section.
- Test the brake before motorcycle operation.
- Start the engine and run it for 5 minutes.

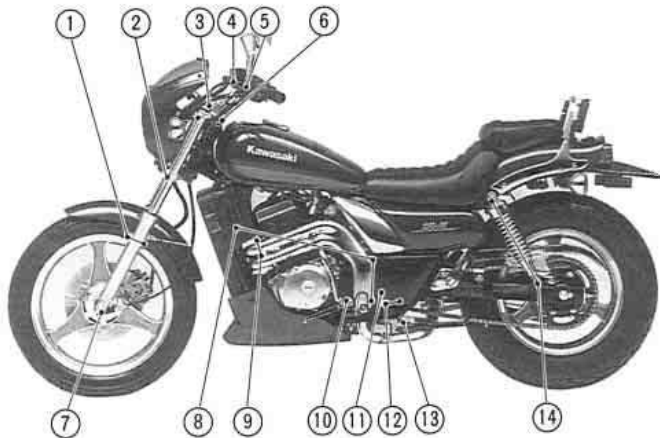
⚠ WARNING

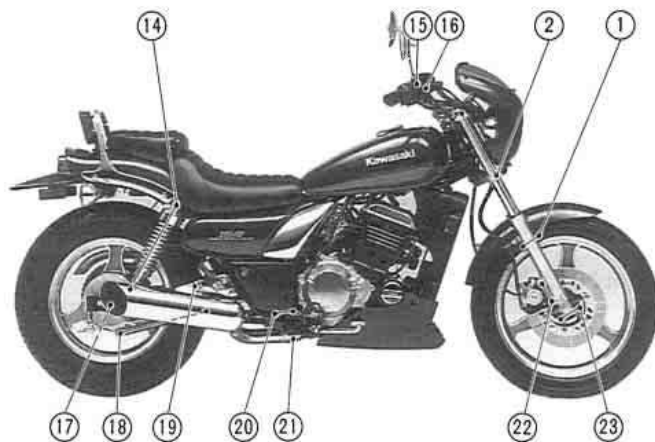
Never wax or lubricate the brake disc. Loss of braking and an accident could result. Clean the disc with an oilless solvent such as trichloroethylene or acetone. Observe the solvent manufacturer's warnings.

Bolt and Nut Tightening

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

1. Front Fender Mounting Bolts
2. Front Fork Clamp Bolts
3. Handlebar Clamp Bolts
4. Clutch Lever Pivot Bolt
5. Clutch Lever Holder Clamp Bolt
6. Stem Head Bolt
7. Front Axle Nut
8. Engine Mounting Bolts and Nuts
9. Exhaust Pipe Mounting Nuts
10. Shift Pedal Rod Bolt
11. Pivot Shaft Nut
12. Footpeg/Side Stand Bracket Bolts
13. Side Stand Bolt
14. Rear Shock Absorber Bolt and Nut





- 15. Brake Master Cylinder
Clamp Bolts
- 16. Brake Lever Pivot Bolt
- 17. Rear Axle Nut
- 18. Torque Link Nuts
- 19. Muffler Mounting Bolt
and Nut
- 20. Footpeg Mounting Bolts
- 21. Muffler Connecting
Clamp Bolt and Nut
- 22. Caliper Mounting Bolts
- 23. Front Axle Clamp Bolt
and Nut

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Preparation for Storage:

- Clean the entire vehicle thoroughly.
- Empty the fuel from the fuel tank, and empty the carburetors by unscrewing the drain screw at each float bowl. (If left in for a long time, the fuel will break down and could clog the carburetors.)
- Remove the empty fuel tank, pour about 250 mL ($\frac{1}{2}$ pint) of motor oil into the tank, roll the tank around to coat the inner surfaces thoroughly, and pour out the excess oil.

▲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.

- Remove the spark plugs and put several drops of SE class SAE 30 oil into each cylinder. Push the starter button for a few seconds to coat the cylinder walls with oil, and install the spark plugs.
- 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 during cold weather so that the electrolyte does not freeze and crack open the battery. The more discharged the battery becomes, the more easily it freezes.
- Tie a plastic bag over the exhaust pipe to prevent moisture from entering.
- Put a cover over the motorcycle to keep dust and dirt from collecting on it.

Preparation after Storage:

- Check the electrolyte level in the battery, charge the battery if necessary, and install it in the motorcycle. Be careful that the battery vent hose is not pinched and that it is kept away from the driving system and other frame parts.
- Make sure the spark plugs are tight.
- Fill the fuel tank with fuel.
- Change the engine oil.
- Check all the points listed in the Daily Safety Checks section.
- Lubricate the points listed in the General Lubrication section.

Engine Does Not Start:

Starter Motor Won't Turn

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

Engine Cranks, But Won't Start

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

Engine Stalls:

Just When Shifting Into 1st Gear

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

While Riding

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

»»»»»»»»»»»»»»»» **REPORTING SAFETY DEFECTS** ««««««««««««««««

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

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

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

Please send your correspondence to:

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

[illegible]

Vehicle Identification No.

Owner Name

Warranty Start Date.....

Engine Displacement.....

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

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EL250- E1

KAWASAKI
HEAVY INDUSTRIES, LTD.
CONSUMER PRODUCTS & COMPONENTS GROUP

Part No. 99920-1537-01

Printed in Jap