

SPECIFICATIONS

PERFORMANCE

Maximum Horsepower	21 kW (29 PS) @10 000 r/min (rpm)
Maximum Torque	21 N·m (2.2 kgf·m) @9 500 r/min (rpm)
Maximum Turning Radius	2.35 m

DIMENSIONS

Overall Length	1 960 mm
Overall Width	725 mm
Overall Height	1 085 mm
Wheelbase	1 310 mm
Road Clearance	135 mm
Dry Weight	122 kg

ENGINE

Type	2-stroke, single cylinder, crankcase reed valve, liquid-cooled
Displacement	148 mL
Bore x Stroke	59.0 x 54.4 mm
Compression Ratio	6.8 : 1
Starting System	Primary kick
Carburetors	KEIHIN PWL28
Ignition System	DC CDI
Ignition Timing	10° BTDC @1 500 r/min (rpm) ~ 20° BTDC @4 000 r/min (rpm)

Spark Plug

Lubrication System

Engine Oil

Type:

Capacity:

NGK B9ES

Superlube (oil injection)

JASO FC

1.2 L

1.3 L

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

Type:

Capacity:

6-speed, constant mesh, return shift

Wet, multi disc

Chain drive

3.272 (72/22)

2.786 (39/14)

7.873 (Top gear)

2.700 (27/10)

1.706 (29/17)

1.300 (26/20)

1.090 (24/22)

0.952 (20/21)

0.863 (19/22)

API SE, SF or SG

API SH or SJ with JASO MA

SAE 10W-40

1.2 L

Transmission Oil


 The logo for VICCANILAS features a stylized 'V' on the left, composed of three vertical bars of increasing height. To the right of the 'V', the word 'VICCANILAS' is written in a large, bold, sans-serif font. The letters are white with a thick black outline, giving them a 3D appearance. The entire logo is set against a solid black background.

8 SPECIFICATIONS

FRAME

Castor	25°
Trail	89 mm
Tire Size:	
Front	90/90-17 M/C 49S
Rear	100/90-18 M/C 56S
Fuel Tank Capacity	10.3 L

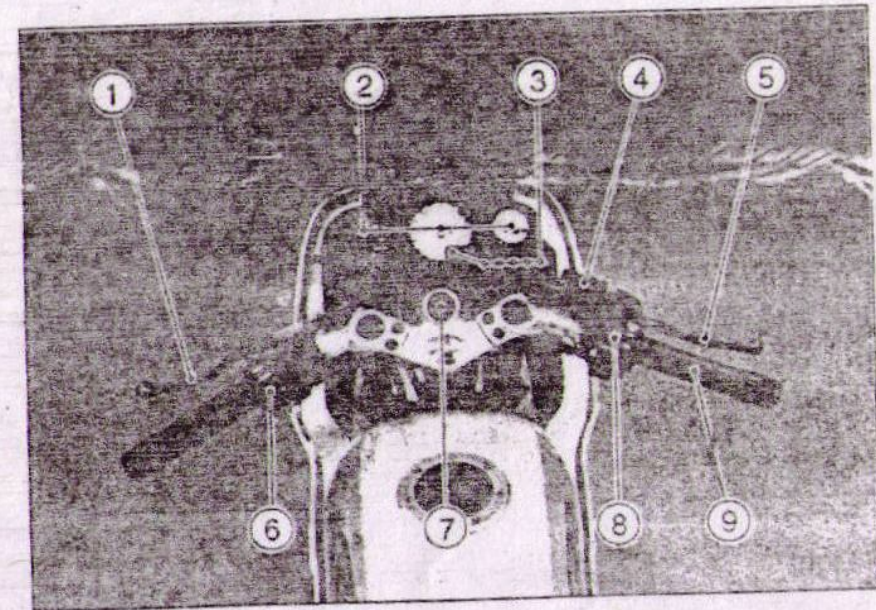
ELECTRICAL EQUIPMENT

Battery	12 V 4 Ah
Headlight	12 V 32/32 W
Tail/Brake Light	12 V 5/18 W
Turn Signal Light	12 V 10 W

Specifications subject to change without notice.

LOCATION OF PARTS 9

LOCATION OF PARTS

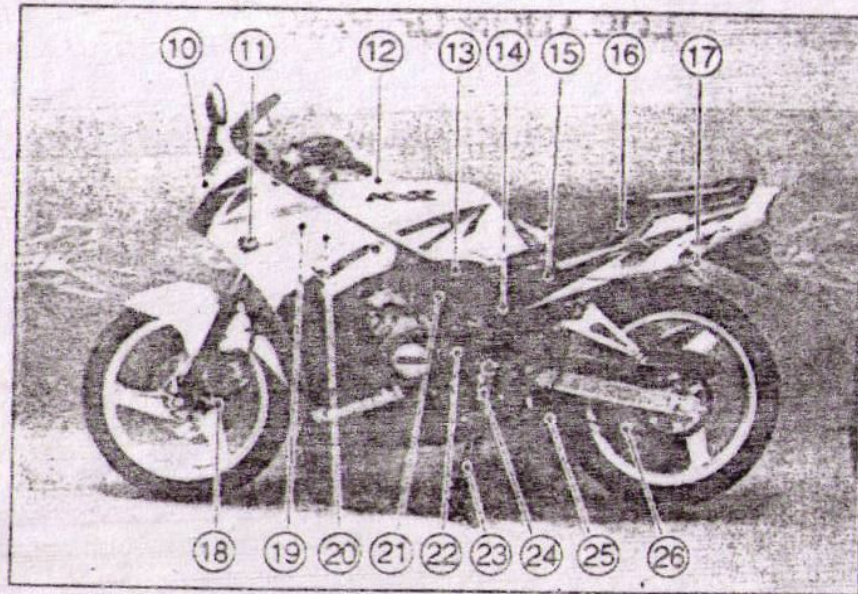


1. Clutch Lever
2. Meter Instruments.
3. Indicator Lights
4. Brake Fluid Reservoir (Front)
5. Front Brake Lever

6. Left Handlebar Switches
7. Ignition Switch/Steering Lock
8. Right Handlebar Switches
9. Throttle Grip

VICCANILAS

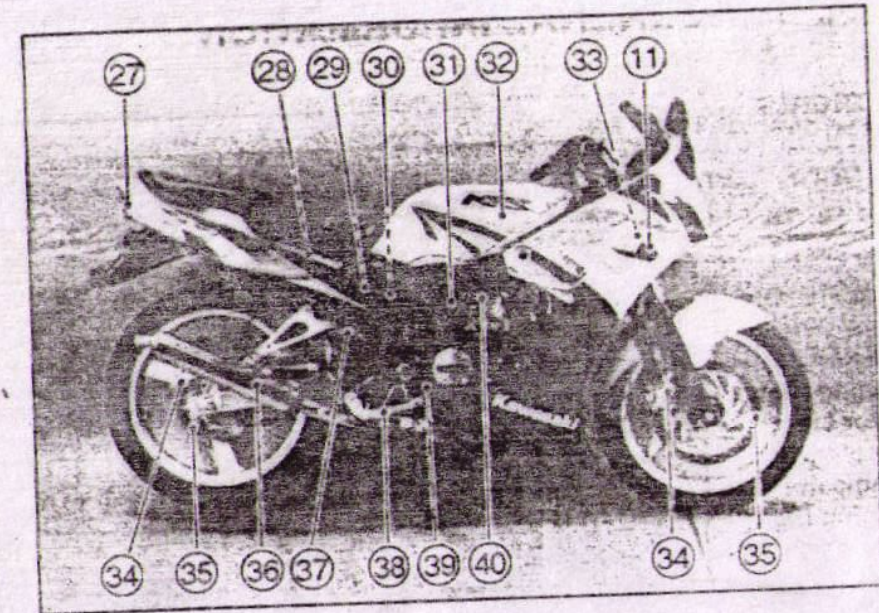
10 LOCATION OF PARTS



- 10. Headlight
- 11. Turn Signal Light
- 12. Fuel Tank Cap
- 13. Fuel Tap
- 14. Rear Shock Absorber
- 15. Engine Oil Tank
- 16. Seat
- 17. Helmet Hook
- 18. Speedometer Cable

- 19. Radiator Cap
- 20. Radiator
- 21. Choke Knob
- 22. Oil Pump
- 23. Center Stand
- 24. Shift Pedal
- 25. Side Stand
- 26. Drive Chain

LOCATION OF PARTS 11



- 27. Tail/Brake Light
- 28. Tool Kit
- 29. Battery
- 30. Coolant Reserve Tank
- 31. Carburetor
- 32. Fuel Tank
- 33. Horn

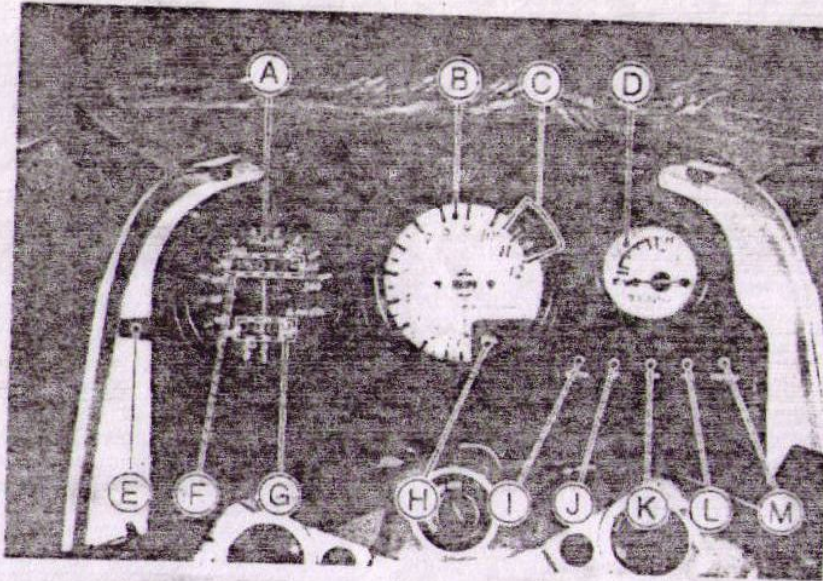
- 34. Caliper
- 35. Disc
- 36. Muffler
- 37. Rear Brake Light Switch
- 38. Rear Brake Pedal
- 39. Oil Level Gauge
- 40. Kick Pedal

VICCANILAS

GENERAL INFORMATION

Meter Instruments

- A : Speedometer
- B : Tachometer
- C : Red Zone
- D : Coolant Temperature Gauge
- E : Trip Reset Knob
- F : Odometer
- G : Trip Meter
- H : Oil Level Warning Light
- I : Neutral Indicator Light
- J : Top Gear Indicator Light
- K : Turn Signal Indicator Light
- L : Low Fuel Warning Light
- M : High Beam Indicator Light



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.

CAUTION

To avoid damage, the reset knob must be turned 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.

Coolant Temperature Gauge (TEMP)

This gauge shows the temperature of coolant. Ordinarily, the needle should stay within the cool zone. If the needle reaches the "Hot (red)" zone, stop the engine and check the coolant level in the reserve tank after the engine cools down.

VICCANILAS

CAUTION

Do not let the engine continue running when the gauge needle reaches the "Hot (red)" zone. Prolonged engine operation will result in severe damage from overheating.

Indicator Lights

OIL : The engine oil level warning light goes on whenever the ignition switch is in the ON position with the engine in neutral, and goes off when the transmission is in any gear. If the engine oil level gets too low, the light will not go off and will stay on even in any gear. In this case, add the engine oil as soon as possible.

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

TOP : When the transmission is in top (6th) gear, the top gear indicator light is lit.

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

FUEL : The low fuel warning light goes on whenever the ignition switch is in the ON position with the engine in neutral, and goes off when the transmission is in any gear. If the fuel level gets too low, the light will not go off and will stay on even in any gear. In this case, add the fuel at the earliest opportunity.

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

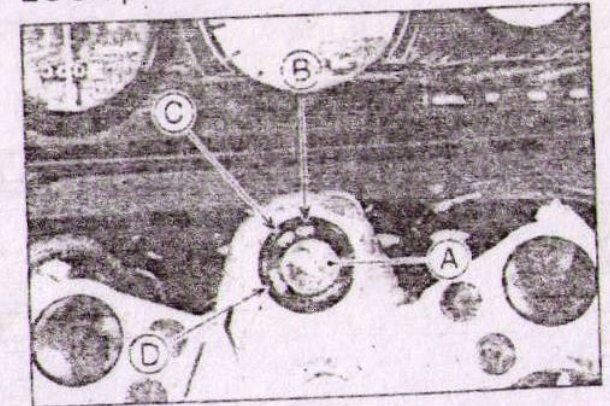
Key

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

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 three-position, key-operated switch. The key can be removed from the switch when it is in the OFF or LOCK position.



A. Ignition Switch/Steering Lock
B. ON position
C. OFF position
D. LOCK position

VICCANILAS

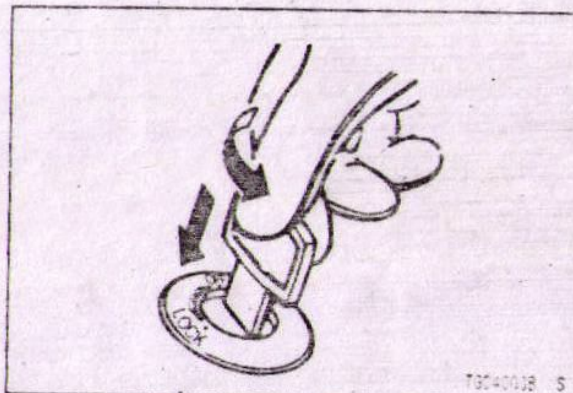
16 GENERAL INFORMATION

OFF	Engine off. All electrical circuits off.
ON	Engine on. All electrical equipment can be used. (The head, tail and meter lights do not come on if the engine is not running.)
LOCK	Steering locked. Engine off. All electrical circuits off.
P(Park)	Steering locked. Engine off. All other electrical circuits cut off.

To lock the steering:

1. Set the motorcycle up on the center stand.
2. Turn the handlebar fully to the left or right.
3. With the ignition key in the OFF position, push down and release the key.

4. Turn the key to LOCK position.
5. Pull the key out.



To unlock the steering:

1. Insert the ignition key into the ignition switch.
2. Turn the key to OFF position.

Right Handlebar Switches Engine Stop Switch

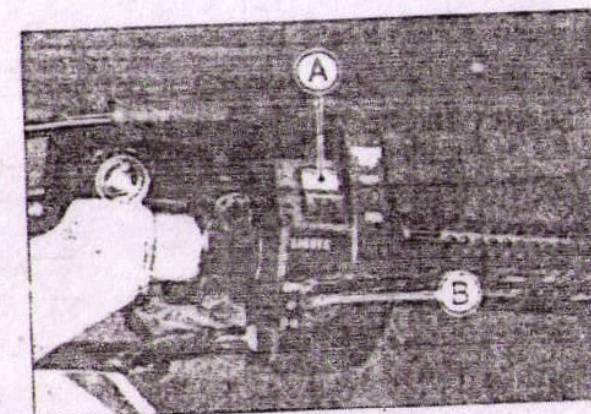
In addition to the ignition switch, the engine stop switch must be in the RUN position for the motorcycle to operate.

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.

GENERAL INFORMATION 17



A. Engine Stop Switch
B. Headlight Switch

VICCANILAS

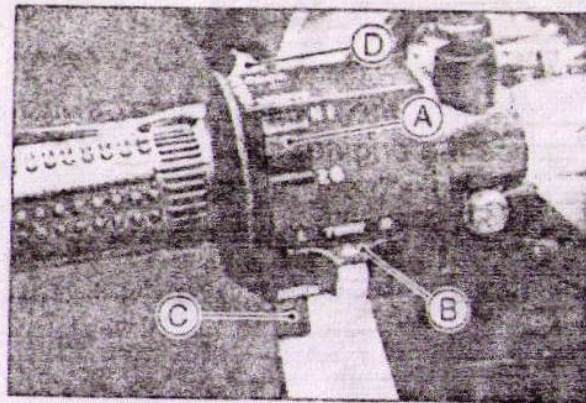
Headlight Switch

OFF	The headlight is off with the switch in the OFF position.
C	The tail and meter lights come on if the switch is pushed to the C position while the engine is running.
ON	The head, tail, and meter lights come on if the switch is pushed downward to the ON position while the engine is running.

Left Handlebar Switches
Dimmer Switch

High or low beam can be selected with the dimmer switch. When the left (L) or right (R), the corresponding turn signals flash on and off. When the left (L) or right (R), the corresponding turn signals flash on and off. When the left (L) or right (R), the corresponding turn signals flash on and off.

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



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

Turn Signal Switch

When the turn signal switch is turned to the left (L) or right (R), the corresponding turn signals flash on and off. To stop flashing, push the yellow button in.

Horn Button

When the horn button is pushed, the horn sounds.

Passing Button

When the passing button is pushed, the headlight high beam (passing beam) comes on to signal the driver of the vehicle ahead that you are about to pass him. The passing light shuts off as soon as the button is released.

Fuel Tank Cap

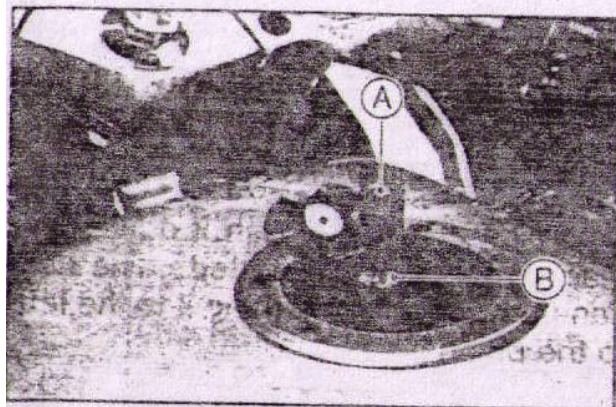
To open the fuel tank cap, pull up the key hole cover. Insert the ignition key into the fuel tank cap and turn the key to the right.

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

NOTE

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

VICCANILAS

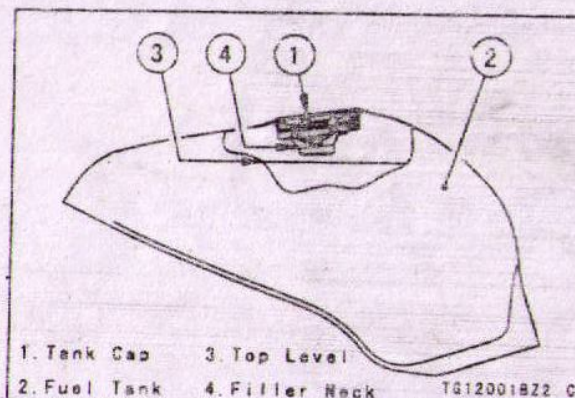


A. Ignition Key

B. Fuel Tank Cap

Fuel Tank

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



1. Tank Cap

3. Top Level

2. Fuel Tank

4. Filler Neck

TG12001B22 C

⚠ WARNING

Gasoline is extremely flammable and can be explosive under certain conditions. Turn the ignition key to "OFF."

Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.

Never fill the tank so the fuel level rises into the filler neck. If the tank is overfilled, heat may cause the fuel to expand and overflow through the vents in the tank cap.

After refueling, make sure the fuel tank cap is closed securely. If gasoline is spilled on the fuel tank, wipe it off immediately.

Fuel Requirement:

Your Kawasaki engine is designed to use unleaded gasoline.

Octane Rating

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

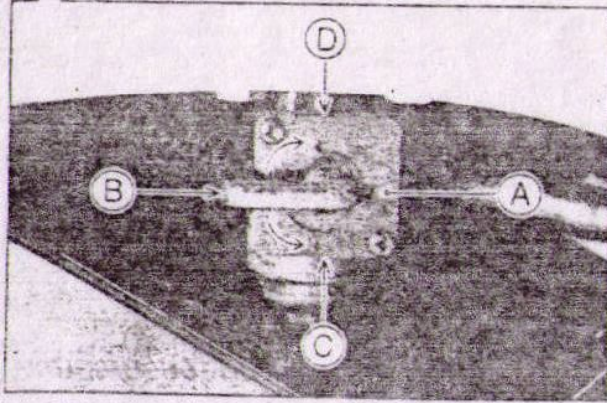
NOTE

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

VICCANILAS

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 2.1 L of fuel can be used by turning the fuel tap lever to RES.



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

NOTE

- Since riding distance is limited when on RES, refuel at the earliest opportunity.
- Make certain that the fuel tap lever is turned to ON (Not RES) after filling up the fuel tank.

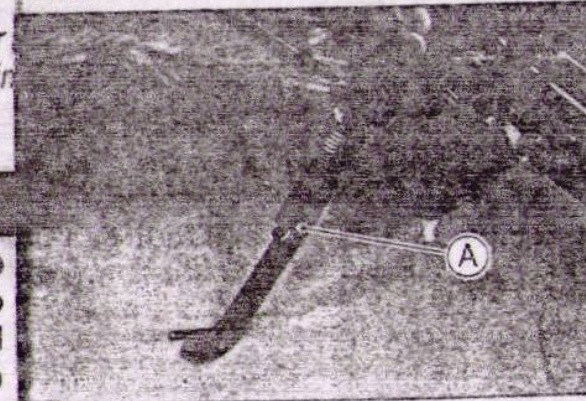
⚠ WARNING

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.

Stands

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



A. Side Stand

NOTE

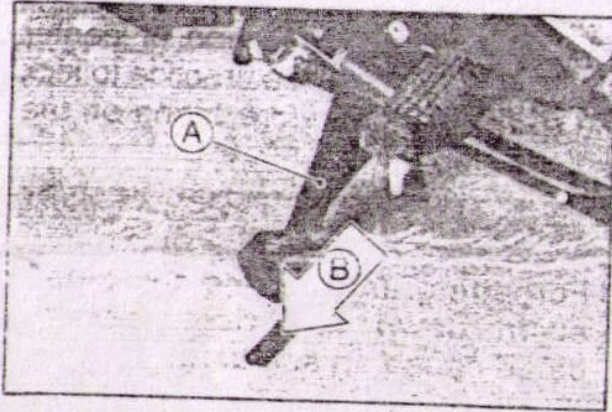
- When using the side stand, turn the handlebar to the left.

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

⚠ WARNING

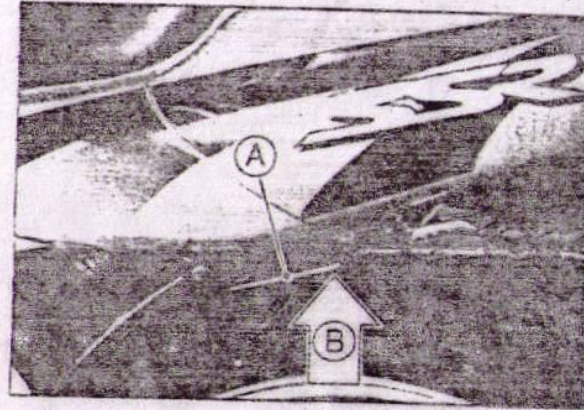
Forgetting and leaving the side stand down and riding away could cause an accident.

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



A. Center Stand

B. Step down.



A. Grab Rail

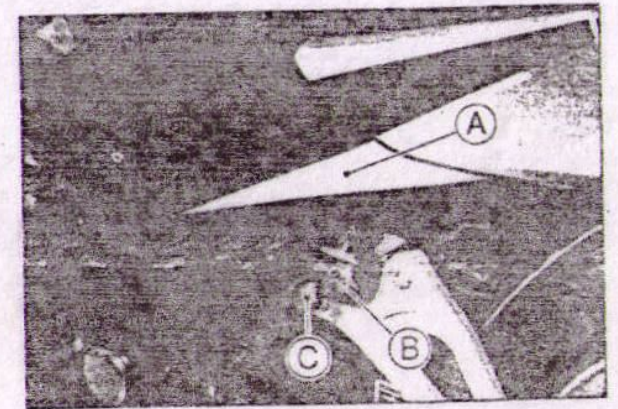
B. Lift up.

Side Covers

The left and right side covers are removed for the engine oil and coolant re-filling, and seat, tool kit and battery removal.

Side Cover Removal:

1. Insert the ignition key into the lock, and turn the key to the right.
2. Pull the side cover front end outward, and pull the side cover toward the front.



A. Side Cover

B. Lock

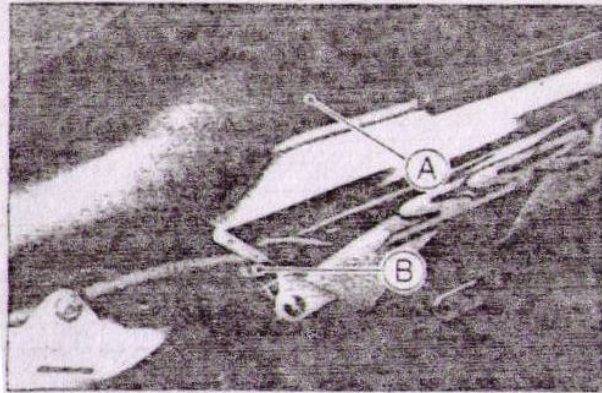
C. Ignition Key

VICCANILAS

Seat

To remove the seat, follow this step.

1. Remove the left and right side covers.
2. Unscrew the left and right seat mounting bolts.
3. Flip the seat up and to the rear.

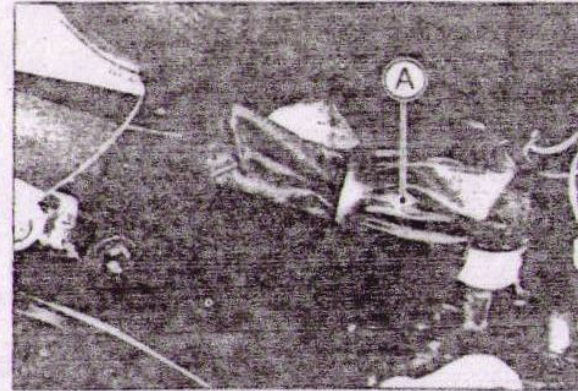


A. Seat

B. Bolt

Tool Kit

The tool kit is stored in the tool kit case inside the right side cover. The minor adjustments and replacement of parts explained in this manual can be performed with the tools in the kit.



A. Tool Kit

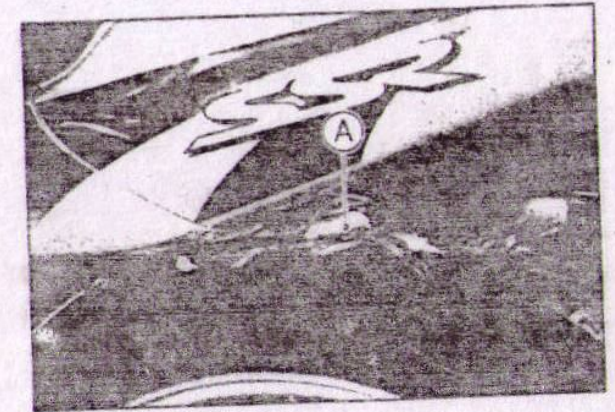
Helmet Hook

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

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

⚠ WARNING

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



A. Helmet Hook

VICCANILAS

BREAK-IN

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

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

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

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

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

 WARNING

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

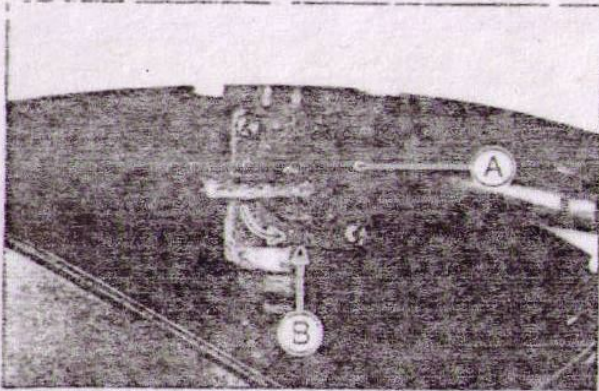
In addition to the above, at 800 km it is extremely important that the owner have the initial maintenance service performed by an authorized Kawasaki dealer.

VICCANILAS

HOW TO RIDE THE MOTORCYCLE

Starting the Engine

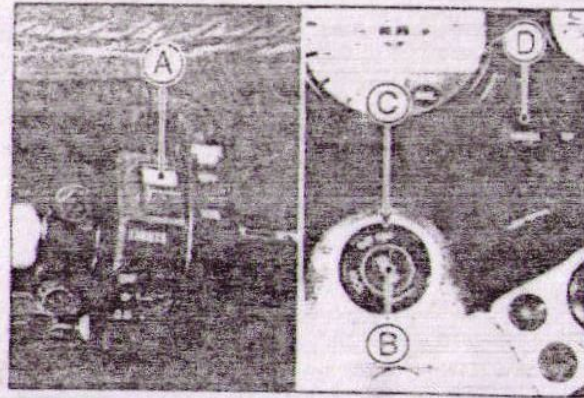
- Turn the fuel tap lever to the ON position.



A. Fuel Tap B. ON position

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

- Make certain the transmission is in neutral.

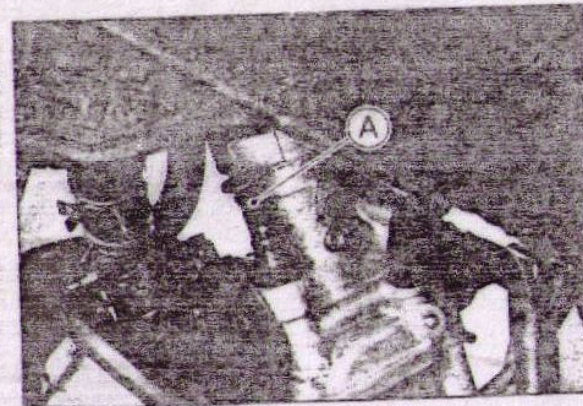


A. Engine Stop Switch
B. Ignition Switch
C. ON position
D. Neutral Indicator Light

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

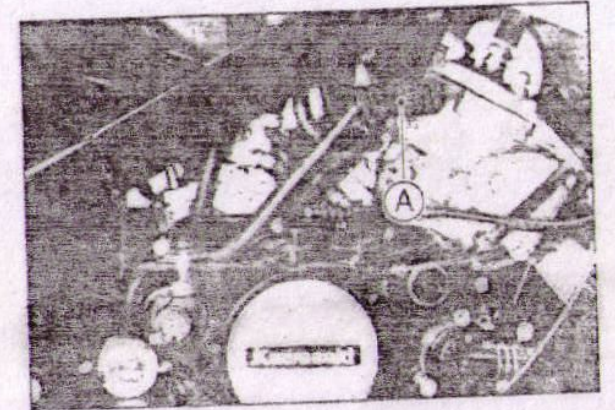
NOTE

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



A. Choke Knob

- Leaving the throttle completely closed, kick the engine over until the engine starts.



A. Kick Pedal

NOTE

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

- Use the choke as necessary to keep the engine running during warm-up.
- When the engine is warmed up enough to idle without using the choke, push the choke knob all the way down.

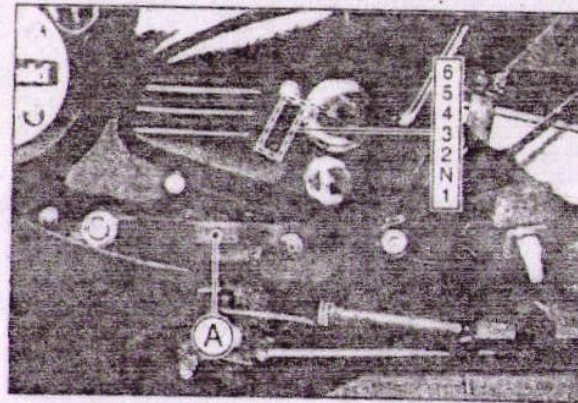
VICCANILAS

CAUTION

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

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

Shifting Gears

- Close the throttle while pulling in the clutch lever.
- Shift into the next higher or lower gear.

! WARNING

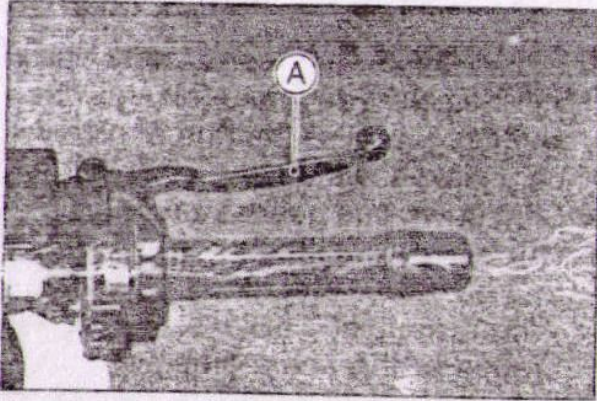
When shifting down to a lower gear, do not shift at such a high speed that the engine r/min (rpm) jumps excessively. Not only can this cause engine damage, but the rear wheel may skid and cause an accident. Downshifting should be done below 5 000 r/min (rpm) for each gear.

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

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.

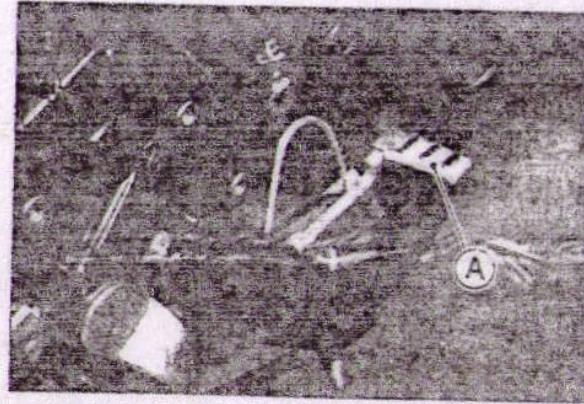
VICCANILAS



A. Front Brake Lever

CAUTION

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



A. Rear Brake Pedal

Stopping the Engine

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

Stopping the Motorcycle in an Emergency

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

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

VICCANILAS

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

Parking

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

CAUTION

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

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

⚠ WARNING

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

Lock the steering to help prevent theft.

VICCANILAS

SAFE OPERATION

Daily Safety Checks

Check the following items each day before you ride. The time required is minimal and habitual performance of these checks will help ensure you a safe, reliable ride. If any irregularities are found during these checks, refer to the Maintenance and Adjustment chapter or see your dealer for the action required to return the motorcycle to a safe operating condition.

WARNING

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

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

Front	200 kPa (2.0 kgf/cm²)
Rear	225 kPa (2.25 kgf/cm²)

Install the air valve cap.

- Drive chain Slack 30 ~ 40 mm

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



MAINTENANCE AND ADJUSTMENT

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

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

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

Periodic Maintenance Chart

Operation	Whichever comes first ↓ Every	*Odometer Reading km × 1000							See Page
		1	5	10	15	20	25	30	
Oil pump and carburetor synchronization-check †		•		•		•		•	61
Idle speed-check †		•		•		•		•	67
Throttle grip play-check †		•		•		•		•	61
Spark plug-clean and gap †			•	•	•	•	•	•	55
K Air suction valve-check †			•	•	•	•	•	•	57
Air cleaner element -clean †#				•		•		•	58



42 MAINTENANCE AND ADJUSTMENT

Operation	Whichever comes first ↓ Every	*Odometer Reading km × 1000 →							See Page
		1	5	10	15	20	25	30	
K Brake hose, connections -check †			•	•	•	•	•	•	-
Clutch-adjust		•	•	•	•	•	•	•	68
Battery electrolyte level-check †	6 month		•	•	•	•	•	•	84
Brake light switch-check †		•	•	•	•	•	•	•	79
Brake pad wear-check †#			•	•	•	•	•	•	76
Brake fluid level-check †	month	•	•	•	•	•	•	•	77
K Brake fluid-change	2 years					•			78

MAINTENANCE AND ADJUSTMENT 43

Operation	Whichever comes first ↓ Every	*Odometer Reading km × 1000 →							See Page
		1	5	10	15	20	25	30	
K Fuel nose, connections -check †			•	•	•	•	•	•	-
K Fuel system-check †				•		•		•	90
K Steering-check †		•	•	•	•	•	•	•	-
Drive chain wear-check †#			•	•	•	•	•	•	73
K Nut, bolt and fastener tightness-check †		•		•	•	•		•	-
Tire wear-check †			•	•	•	•	•	•	82
Transmission oil-change #	6 months	•	•	•	•	•	•	•	49
K General lubrication-perform				•		•		•	-

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Operation	Whichever comes first ↓ Every	*Odometer Reading km × 1000 →							See Page
		1	5	10	15	20	25	30	
K Front fork oil change	2 year					•			-
Front fork oil leak-check †				•		•		•	-
Rear shock absorber oil leak-check †				•		•		•	-
K Swingarm pivot-lubricate				•		•		•	-
K Coolant-change	2 years					•			55
Radiator hoses, connections-check †		•							52
K Steering stem bearing-lubricate	2 years					•			-

MAINTENANCE AND ADJUSTMENT 45

Operation	Whichever comes first ↓ Every	*Odometer Reading km × 1000 →							See Page
		1	5	10	15	20	25	30	
K Master cylinder cup and dust seal-replace	4 years								-
K Caliper piston seal and dust seal-replace	4 years								-
Drive chain-lubricate #		Every 600 km							75
Drive chain slack-check †#		Every 1 000 km							70

K: Should be serviced by an authorized Kawasaki dealer.

*: For higher odometer readings, repeat at the frequency interval established here.

†: Replace, add, adjust, clean or torque if necessary.

#: Service more frequently when operating in severe conditions: dusty, wet, muddy, high speed, or frequent starting/stopping.

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Engine Oil

Do not use ordinary motor oil, transmission oil, or an inferior grade of oil as a replacement for the proper oil. The use of improper oil will lead to engine trouble.

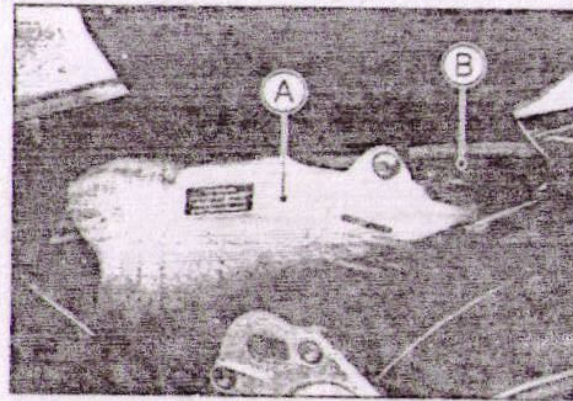
The engine oil tank is located in the left side cover.

Adding Oil

- Remove the left side cover.
- Check the engine oil level.
- Before you run of oil, add oil. It will take about 1.2 L.

NOTE

- Since mixing different brands of oil deteriorates the lubricative properties of the oil, always add oil (2-stroke engine oil which is recommended for JASO FC class) only of the same brand as is already in the tank.



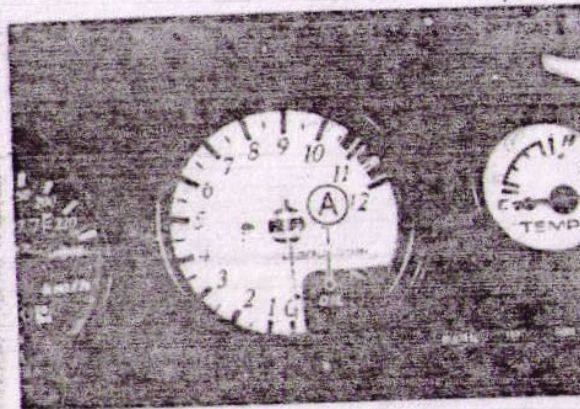
A. Engine Oil Tank
B. Engine Oil Tank Cap

CAUTION

If the engine oil gets extremely low, engine oil level warning light will come on and stay on even in any gear. In this case, and the engine oil as soon as possible.

CAUTION

If the engine is run without the engine oil, it will be severely damaged. If the oil tank is completely dry, add the oil and bleed the air from the oil line by a Kawasaki dealer.



A. Engine Oil Level Warning Light

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Transmission Oil

In order for the transmission and clutch to function properly, maintain the transmission oil at the proper level, and change the oil in accordance with the Periodic Maintenance Chart.

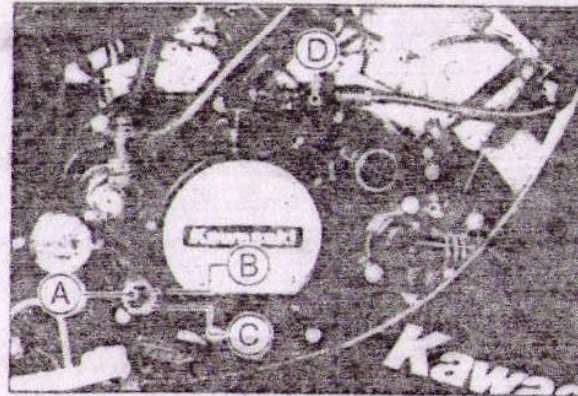
⚠ WARNING

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. Stop the engine, then wait several minutes until the oil settles.

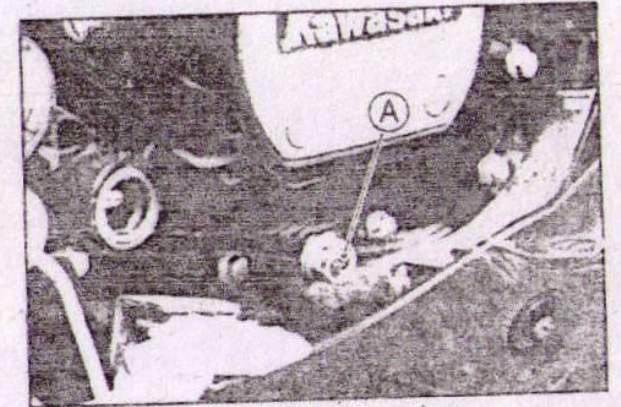
- If the motorcycle has just been used, wait several minutes for all the oil to drain down.
- Check the oil level through the oil level gauge. With the motorcycle held level, the oil level should come up between the upper and lower level lines next to the gauge.
- If the oil level is too high, remove the excess oil through the oil filler opening using a syringe or some other suitable device.
- If the oil level is too low, add oil to reach the correct level. Use the same type and brand of oil that is already in the engine.



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

Oil Change

- Warm up the engine thoroughly, and then stop it.
- Place an oil pan beneath the engine.
- Remove the transmission oil drain plug at the right engine cover lower portion.



A. Drain Plug

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

⚠ WARNING

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

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- Install the drain plug with its gasket. Tighten it to the specified torque.

NOTE

○ Replace the damaged gasket with a new one.

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

Tightening Torque

Engine Drain Plug:
20 N·m (2.0 kgf·m)

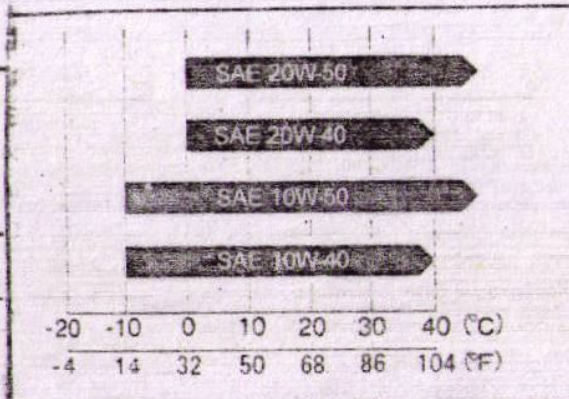
Recommended Engine Oil

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

Transmission Oil Capacity

Capacity: 0.7 L
[when oil is drained]
0.87 L
[when engine is completely dry]

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



MAINTENANCE AND ADJUSTMENT 51

Cooling System

Radiator:

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

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.

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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. 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 and contains ethylene glycol. It is mixed at 50% and has the freezing point of -35°C .

Coolant Level Inspection

- Remove the right side cover.
- Situate the motorcycle so that it is perpendicular to the ground.

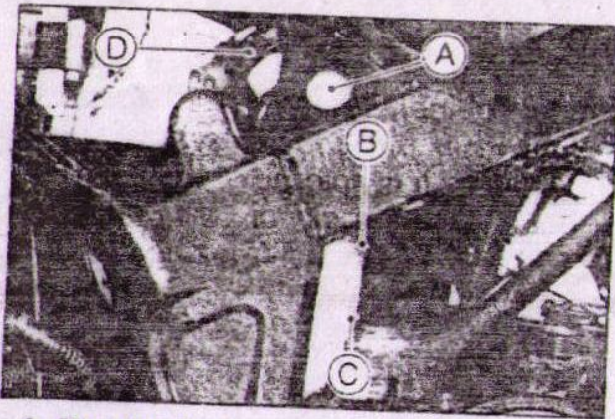
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- Check the coolant level through the coolant level gauge on the reserve tank. The coolant level should be between the H and L lines.

NOTE

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



A. Reserve Tank
B. H line

C. L Line
D. Cap

- If the amount of coolant is insufficient, remove the cap from the reserve tank and add coolant through the filler opening to the H level line.
- Install the cap.
- Install the right side cover.

NOTE

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

CAUTION

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

Coolant Change

Have the coolant changed by an authorized Kawasaki dealer.

MAINTENANCE AND ADJUSTMENT 55

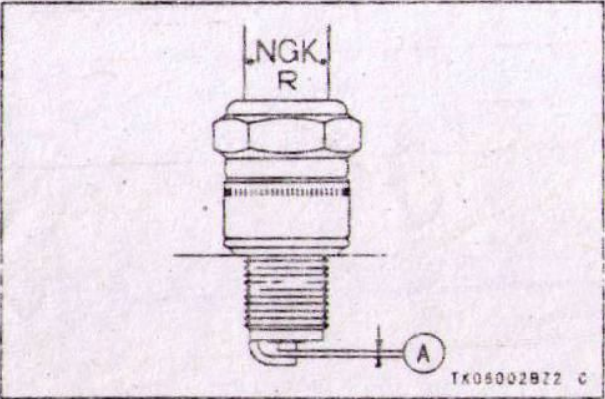
Spark Plug

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

Maintenance

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

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A. 0.7 – 0.8 mm

Standard Plug	NGK B9ES
Plug Gap	0.7 – 0.8 mm
Tightening Torque	27 N·m (2.8 kgf·m)

NOTE

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

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.

Hotter Spark Plug
NGK B8ES

Kawasaki Clean Air System

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

Air Suction Valves:

The air suction valve is essentially a check valve which allows fresh air to flow only from the air cleaner into the exhaust port. Any air that has passed the air suction valve is prevented from returning. Inspect the air suction valves in accordance with the Periodic Maintenance Chart. Also, inspect the air suction valves whenever stable idling cannot be obtained, engine power is greatly reduced, or there are abnormal engine noises.

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



Air Cleaner

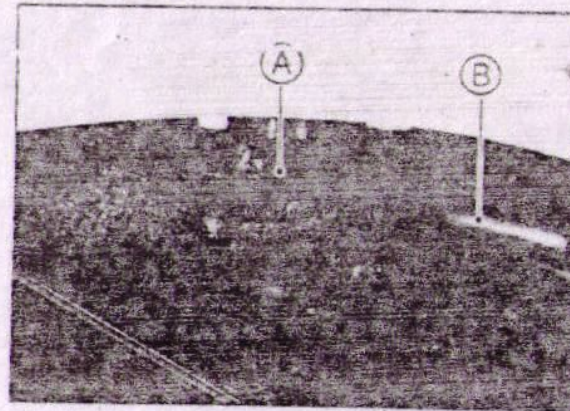
A clogged air cleaner restricts the engine's air intake, increasing fuel consumption, reducing engine power, and causing spark plug fouling.

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

Element Removal

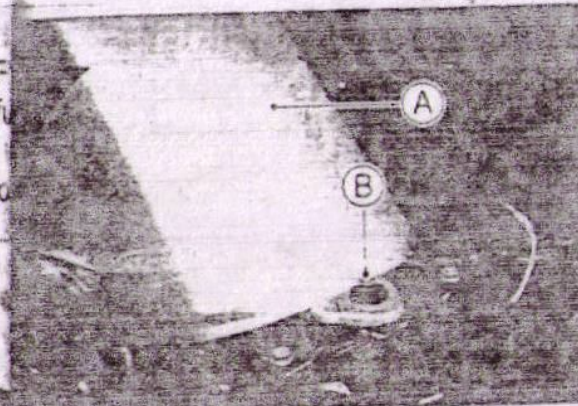
- Remove the left and right side covers.

- Remove the seat.
- Turn the fuel tap lever to the "OFF" position.
- Take off the fuel hose from the fuel tap.
- Remove the fuel tank mounting bolts.



A. Fuel Tap

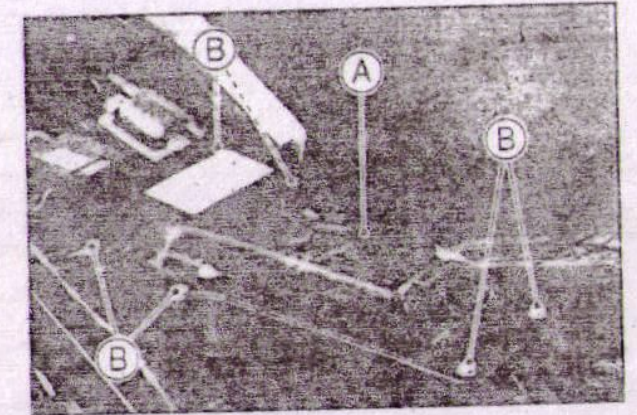
B. Fuel Hose



A. Fuel Tank

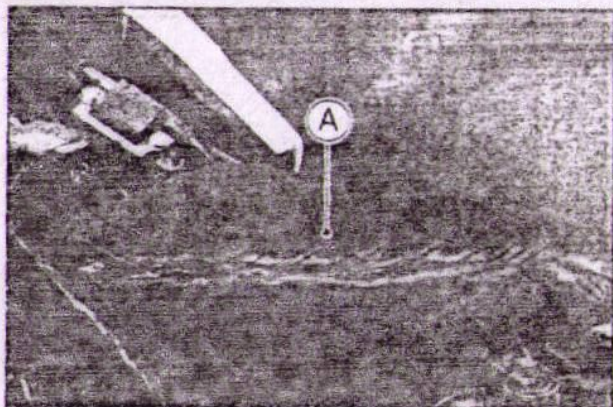
B. Bolt

- Disconnect the leads under the fuel tank.
- Remove the fuel tank.
- Unscrew the air cleaner housing cap screws, and take out the air cleaner housing cap.

A. Air Cleaner Housing Cap
B. Screws

- Remove the element.

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A. Element

- Put a clean, lint-free towel over 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 carburetor the throttle may become stuck, possibly causing accident.

CAUTION

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

NOTE

- Element installation is performed the reverse order of removal.
- When installing the air cleaner housing cap, fit it in the housing properly.

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 2-stroke oil or high-quality foam-air-filter oil, squeeze out the excess oil, 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 Control Cable

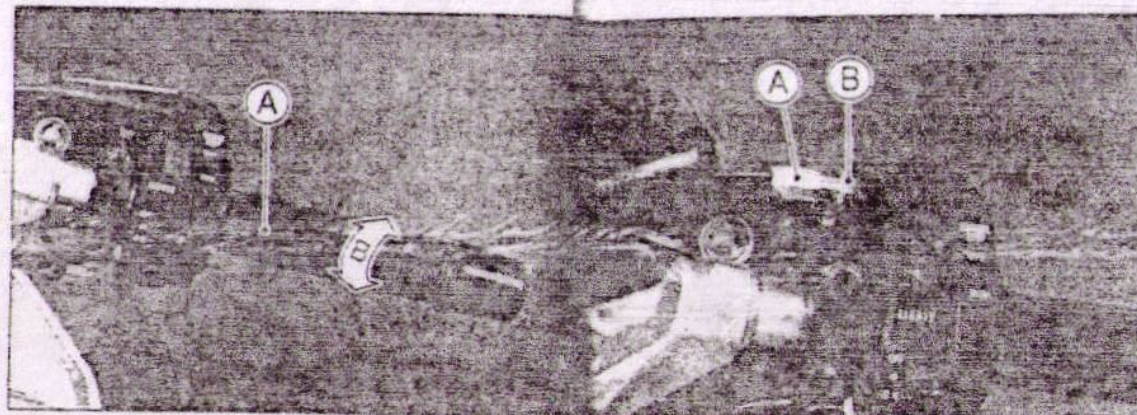
The throttle control cable is actually an assembly of three cables: the throttle cable, the carburetor cable, and the oil pump cable. The throttle cable runs from the throttle grip to the cable assembly junction where it connects to both the carburetor cable which leads to the carburetor, and the oil pump cable which leads to the oil pump.

Cable stretch will cause delayed engine response and upset the oil pump synchronization, necessitating periodic adjustment. To compensate for cable stretch, adjust the throttle cable and the oil pump cable in accordance with the Periodic Maintenance Chart.

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Throttle Cable:*Inspection*

- Check to see that the outer cable ends of the throttle and carburetor cables are fully seated in each cable adjuster.
- Check that the safety clip at the lower end of the carburetor cable is in place.
- Check the throttle cable play. When lightly turning the throttle grip, the grip should have 2 – 3 mm of play. If the throttle cable has improper play, adjust it.



A. Throttle Grip

B. 2 – 3 mm

A. Adjuster

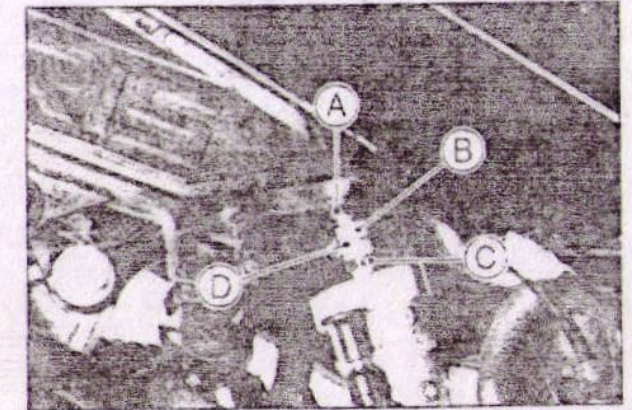
B. Locknut

Adjustment

- Loosen the locknut on the upper end of the throttle cable, and turn the adjuster until the proper amount of throttle grip play is obtained. Tighten the locknut.

NOTE

If the throttle grip play cannot be adjusted with the adjuster at the throttle cable, use the carburetor cable adjuster at the carburetor. After completion of the adjustment, tighten the locknut.



A. Carburetor Cable

B. Adjuster

C. Locknut

D. Safety Clip

- Check the oil pump cable.

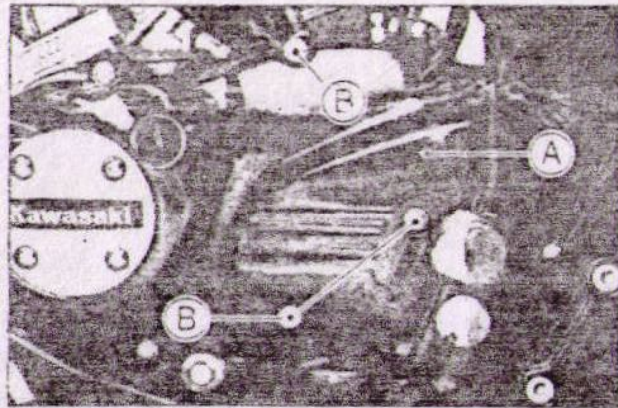
Oil Pump Cable:*Inspection*

- Warm up the engine, and check the engine idling (see the Carburetor section.)
- Check the throttle cable.

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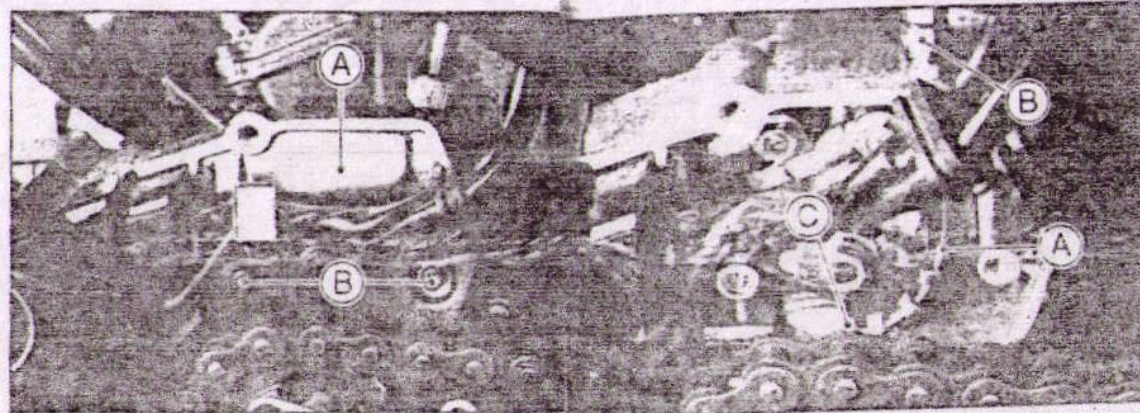
64 MAINTENANCE AND ADJUSTMENT

- Unscrew the engine sprocket cover bolts, and remove the engine sprocket cover.



A. Engine Sprocket Cover B. Bolts

- Unscrew the oil pump cover screws, and remove the oil pump cover.



A. Oil Pump Cover B. Screws

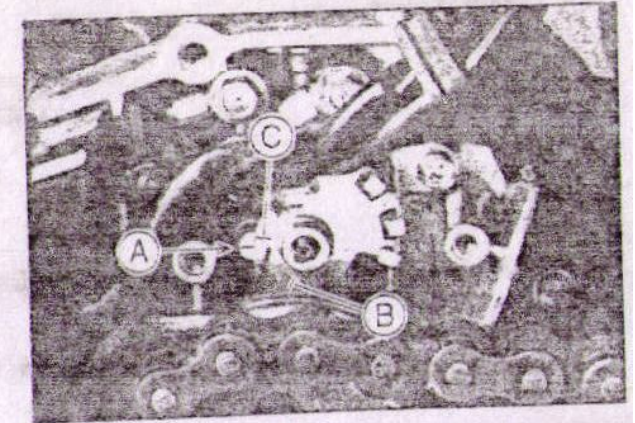
- Check to see that the outer cable of the oil pump cable is fully seated the cable adjuster.
- Check to see that the tang on the oil pump lever is bent to hold the oil pump inner cable.
- Turn the throttle grip fully, and check to see if the synchronization mark on the pup lever aligns with the mark on the lever stop.

A. Oil Pump Cable B. Adjuster C. Tang

MAINTENANCE AND ADJUSTMENT 65

NOTE

○ The pump lever has two marks on it. One is the synchronization mark which is used to check the oil pump synchronization, and the other is the idle mark which is to used during oil pump synchronization.



A. Mark on Lever Stop
B. Idle Mark
C. Synchronization Mark

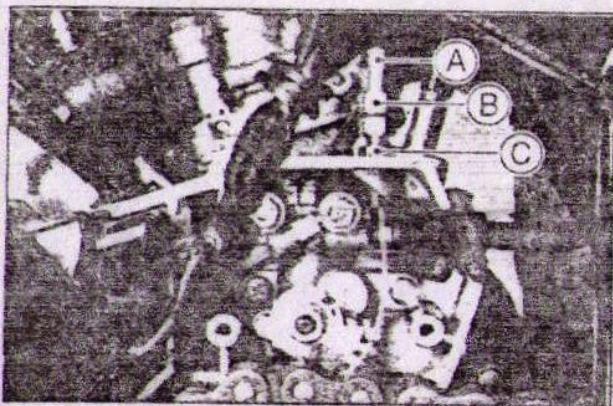
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- The synchronization mark and the lever stop mark should be aligned. If they do not line up, adjust the oil pump cable as follows.

Adjustment

- Loosen the oil pump cable adjuster locknut, and turn the adjuster to synchronize the pump with the carburetor.



A. Oil Pump Cable
B. Adjuster

C. Locknut

- Tighten the locknut, and check pump synchronization. Readjust if necessary.

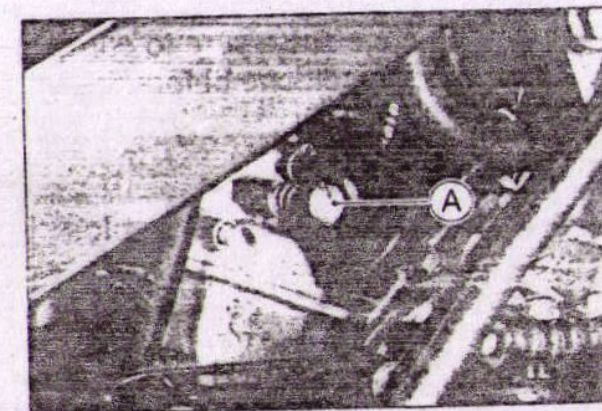
Carburetor

The idle speed should be performed in accordance with the Periodic Maintenance Chart or whenever the idle speed is disturbed.

Adjustment

- Start the engine, and warm it up thoroughly.
- Adjust the idle speed to 1 400 ~ 1 600 r/min (rpm) by turning the idle adjusting screw.

MAINTENANCE AND ADJUSTMENT 67



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

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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

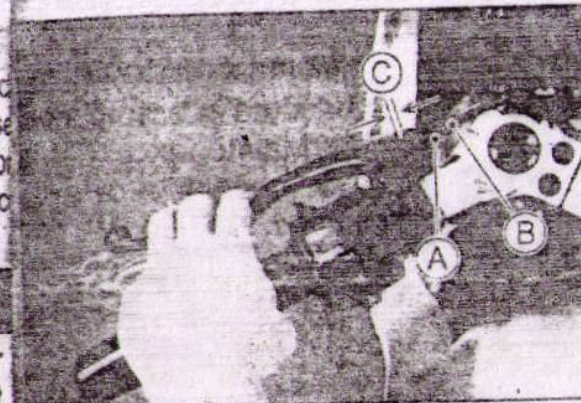
Due to friction plate wear and clutch cable stretch over a long period of use, the clutch must be adjusted in accordance with the Periodic Maintenance Chart.

! 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 of play as shown in the figure.



A. Adjuster
B. Locknut

C. 2 – 3 mm

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

Adjustment

- Loosen the locknut at the clutch lever.

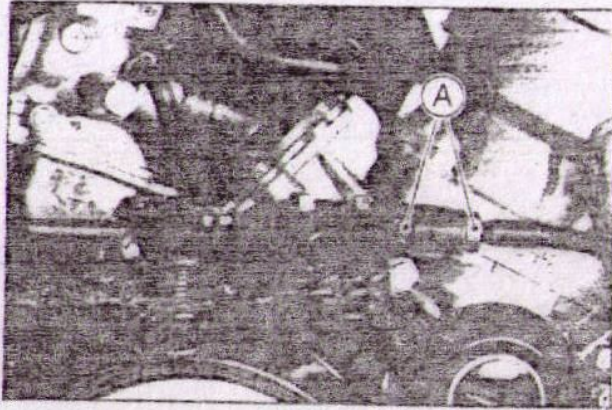
- Turn the adjuster so that the clutch lever will have 2 – 3 mm of play.

! WARNING

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

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

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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.

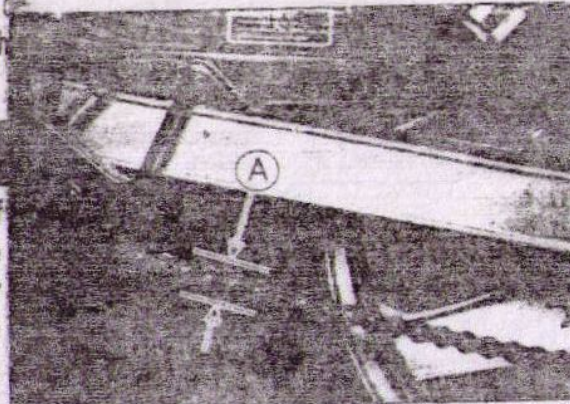
WARNING

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

Rotate the rear wheel to find the position where the chain is tightest, and measure the maximum chain slack by pulling up and pushing down the chain midway between the engine sprocket and rear wheel sprocket.



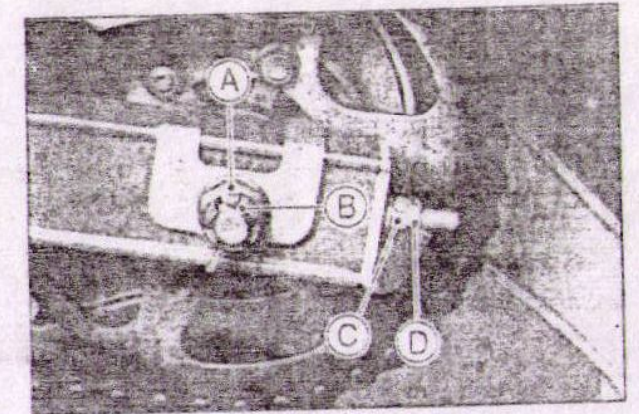
A. 30 - 40 mm

Drive Chain Slack

Standard	30 - 40 mm
----------	------------

Chain Slack Adjustment

- Loosen the left and right chain adjuster locknuts.

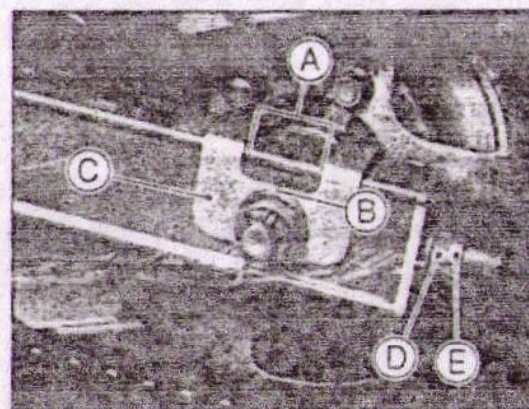
A. Axle Nut
B. Cotter PinC. Adjusting Nut
D. Locknut

- Remove the cotter pin, and loosen the axle nut.

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

⚠ WARNING

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

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

Tightening Torque

Axle Nut:
88 N·m (9.0 kgf·m)

- 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.

MAINTENANCE AND ADJUSTMENT 73

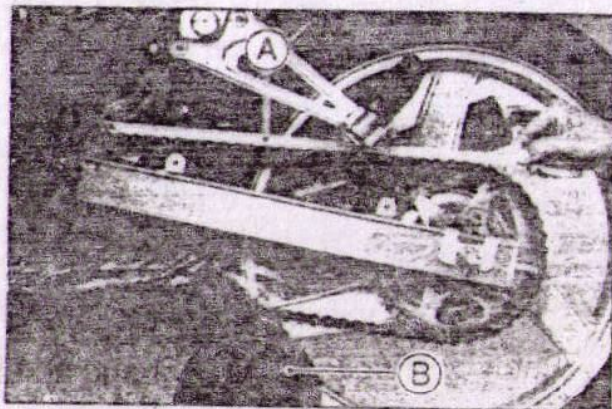
⚠ WARNING

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

Wear Inspection

- Stretch the chain taut either by using the chain adjusters, or by hanging a 10 kg 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.

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A. Measure

B. Weight

Drive Chain 20-Link Length

Service Limit: 323 mm

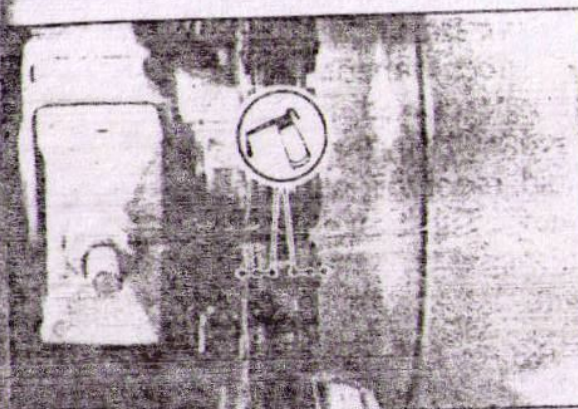
⚠ WARNING

For safety, use only the standard chain. Have it installed by an authorized Kawasaki dealer.

- Rotate the rear wheel to inspect drive chain for damaged rollers, and loose pins and links.
- Also inspect the sprockets for unevenly or excessively worn teeth and damaged teeth.
- If there is any irregularity, have the drive chain and/or the sprockets replaced by an authorized Kawasaki dealer.

NOTE

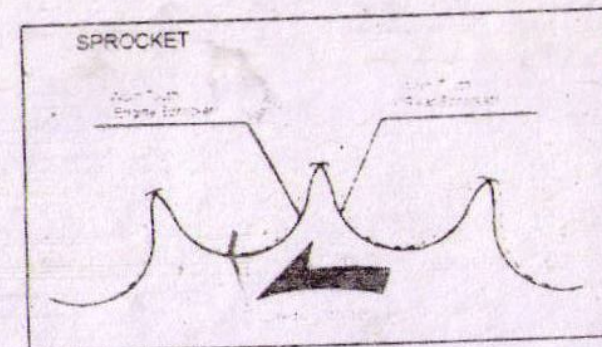
- Sprocket wear is exaggerated for stallation. See Service Manual wear limits.

**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. Wipe off any excess oil.



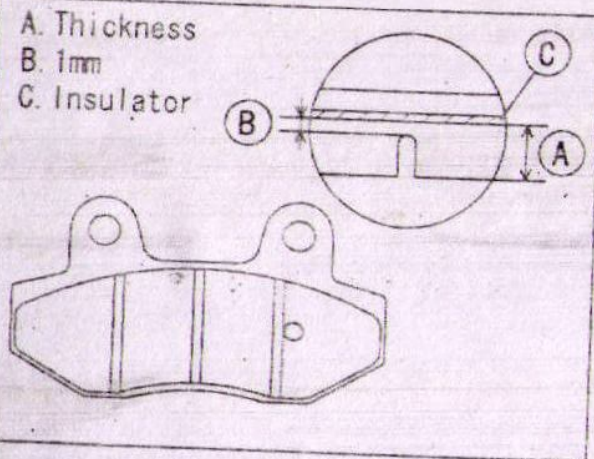
- If the chain is especially dirty, clean it using diesel oil or kerosine and then apply oil as described above.

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Brakes

Brake Wear Inspection

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



Disc Brake Fluid:

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

Fluid Requirement

Use heavy-duty brake fluid only from a container marked DOT3.

CAUTION

Do not spill brake fluid onto any painted surface.

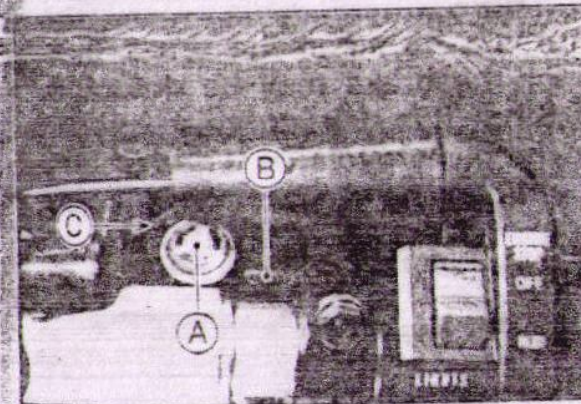
Do not use fluid from a container that has been left open or that has been unsealed for a long time.

Check for fluid leakage around the fittings.

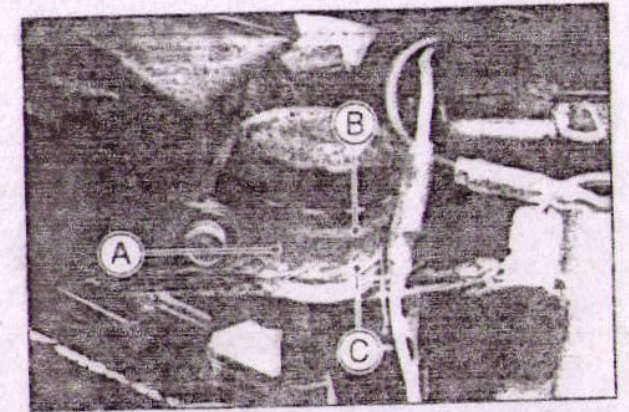
Check brake hose for damage.

Fluid Level Inspection

The brake fluid level in the reservoir must be kept between the upper and lower level lines (reservoir held horizontal).



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



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

- If the fluid level in either reservoir is lower than lower level line, check for fluid leaks in the brake lines, fill the reservoir to the upper level line.

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⚠ WARNING

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

Fluid Change

Have the brake fluid changed by an authorized Kawasaki dealer.

Front and Rear Brakes:

Disc and disc pad wear is automatically compensated for and has no effect on the brake lever or pedal action.

So there are no parts that require adjustment on the front and rear brakes.

⚠ WARNING

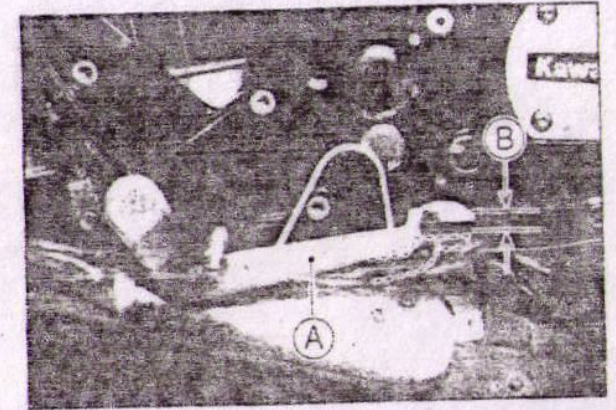
If the brake lever or pedal feels mushy when it is applied, there might be air in the brake lines or the brake may be defective. Since it is dangerous to operate the motorcycle under such conditions, have the brake checked immediately by an authorized Kawasaki dealer.

Brake Light Switches

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

Inspection

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



A. Brake Pedal

B. 10 mm

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

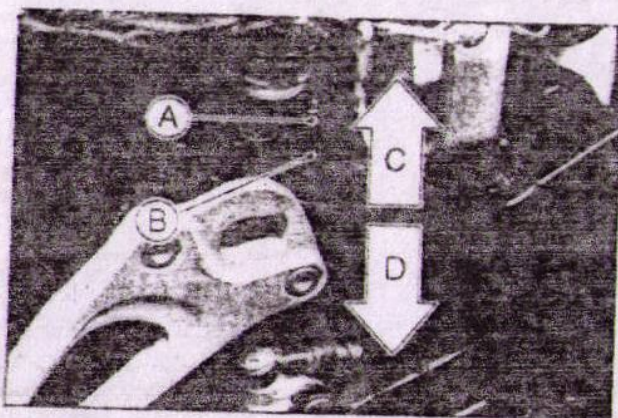
Adjustment

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

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CAUTION

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



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

Rear Shock Absorber

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

Wheels**Tires:**

Load 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 150 kg including rider, passenger, baggage, and accessories.

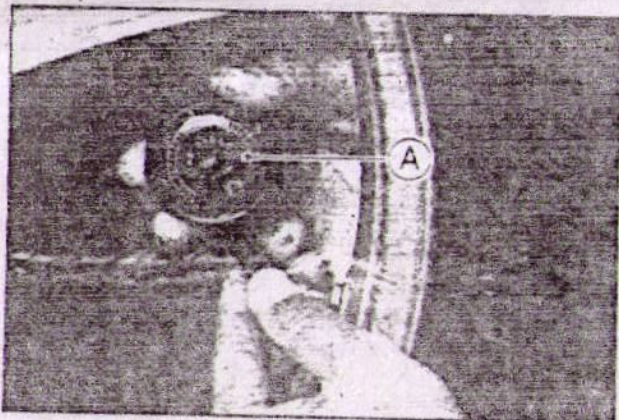
- Remove the air valve cap.
- Check the tire pressure often, using an accurate gauge.

- Make sure that the air valve cap is securely installed.

NOTE

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

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A. Tire Pressure Gauge

Tire Air Pressure (when cold)

Front	220 kPa (2.0 kgf/cm ²)
Rear	225 kPa (2.25 kgf/cm ²)

Tire Wear, Damage

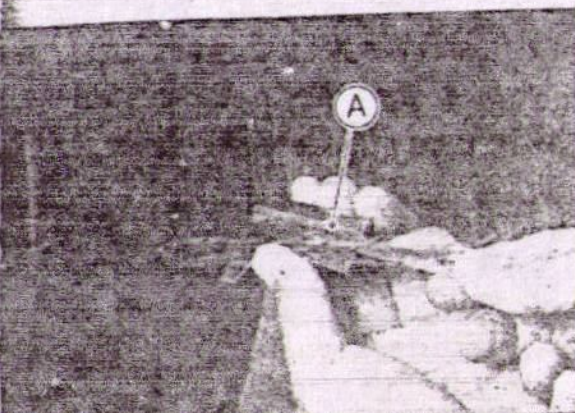
As the tire tread wears down, the tire becomes more susceptible to puncture

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

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

Minimum Tread Depth

Front	1 mm
Rear	2 mm



A. Tire Depth Gauge

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

NOTE

- Most counters may have their own regulations requiring a minimum tire thread depth; be sure to follow them.
- Have the wheel balance inspected whenever a new tire is installed.

⚠ WARNING

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

Standard Tire (Tubeless)

Front	90/90-17 M/C 49S • IRC NF45 with TUBE
Rear	100/90-18 M/C 56S • IRC NR55 with TUBE

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⚠ WARNING

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

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.
- If the electrolyte level is low in a 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.



A. Filler Caps

B. Upper Level

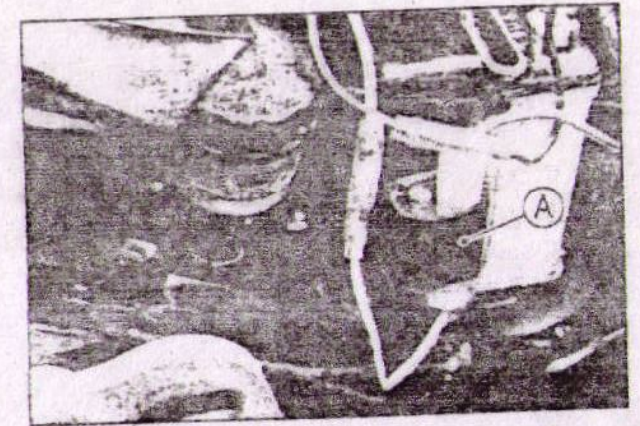
C. Lower Level

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 Removal

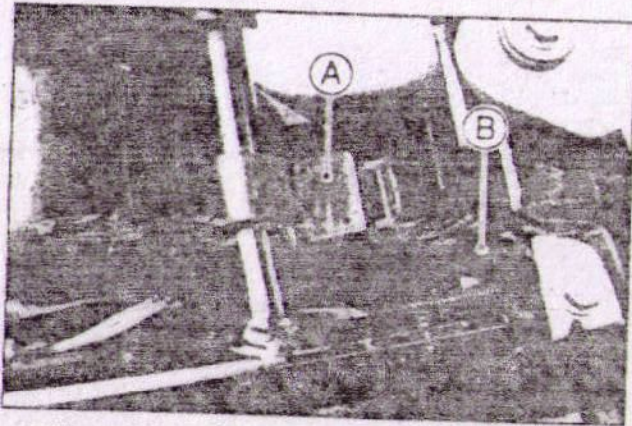
- Remove the right side cover.
- Take off the fuse case holder from the battery cap.



A. Fuse Case Holder

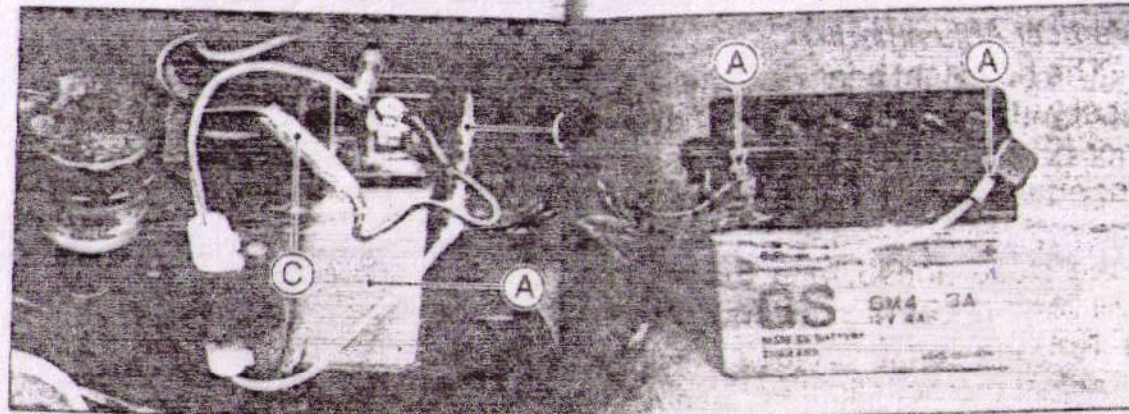
- Take off the turn signal relay from the battery case.

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A. Turn Signal Relay B. Battery Band

- Unhook the both end of the battery band from the battery case and take out the battery cap.
- Disconnect the leads from the battery, first from the (-) lead and then the (+) lead.

A. Battery
B. (+) Lead
C. (-) Lead

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

Battery Installation

- Put a light coat of grease on the terminals to prevent corrosion.
- Connect the white/red lead to the (+) terminal lead, and then connect the

A. Grease

- Put the battery in the batter case.
- Route the battery vent hose is kept away from the drive system and exhaust system.
- Put the battery cap on the battery and hook the battery band on the battery case.

black/yellow lead to the (-) terminal lead.

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.

- Reinstall the removed parts

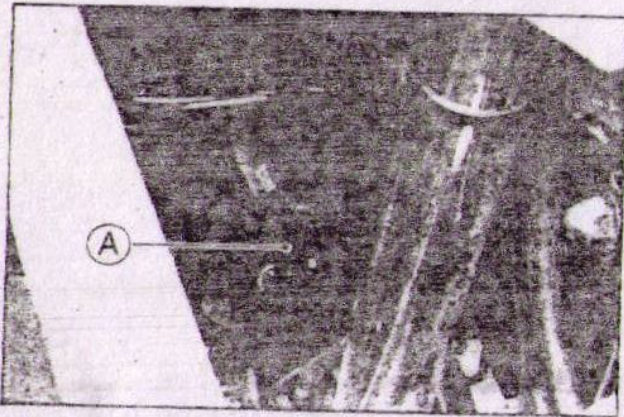
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Headlight Beam

Horizontal Adjustment

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

- Turn the horizontal adjuster in or out until the beam points straight ahead.

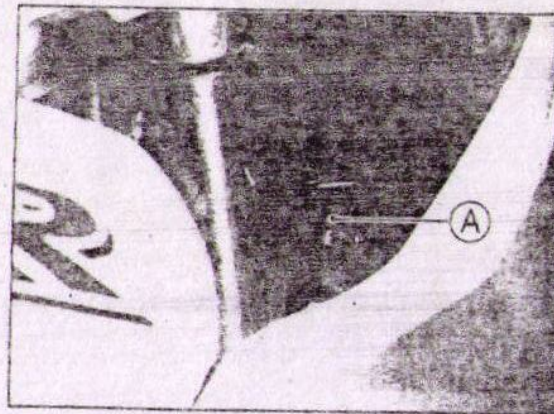


A. Horizontal Adjuster

Vertical Adjustment

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

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



A. Vertical Adjuster

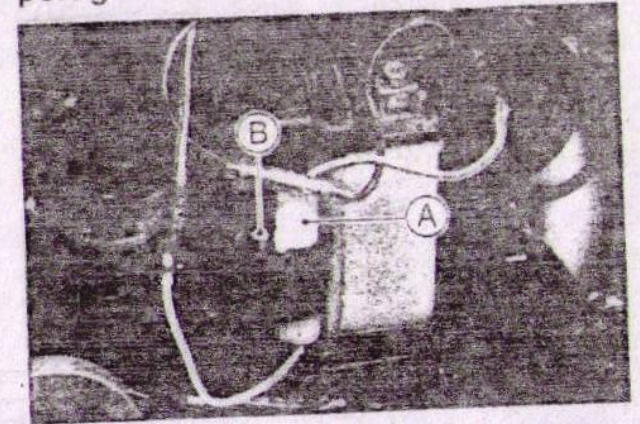
NOTE

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



Fuses

Fuse case and spare fuse are located on the battery cap. 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. Fuse Case

B. Spare Fuses

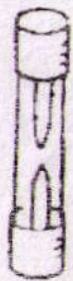
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⚠ WARNING

Do not use any substitute for the standard fuse.



Normal



Failed

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.

Inspection and cleaning should be done by an authorized Kawasaki dealer.

Cleaning Your Motorcycle**General Precautions**

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

- Be sure the engine and exhaust are cool before washing.
- Avoid applying degreaser to seals, brake pads, and tires.
- Always use non-abrasive wax and cleaner/polisher.
- Avoid all harsh chemicals, solvents, detergents, and household cleaning products such as ammonia-based window cleaners.

- Gasoline, brake fluid, and coolant will damage the finish of painted and plastic surfaces: wash them off immediately.
- Avoid wire brushes, steel wool, and all other abrasive pads or brushes.
- Use care when washing the headlight cover and the other plastic parts as they can easily be scratched.
- Avoid using pressure washers; water can penetrate seals and electrical components and damage your motorcycle.
- Avoid spraying water in delicate areas such as in air intakes, carburetors, brake components, electrical components, muffler outlets, and fuel tank openings.

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Washing Your Motorcycle

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

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

NOTE

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

Painted Surfaces

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

Windshield and Other Plastic Parts

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

CAUTION

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

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Chrome and Aluminum

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

Leather, Vinyl, and Rubber

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

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

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

! WARNING

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

STORAGE**Preparation for Storage:**

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

! WARNING

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

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

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⚠ WARNING

Gasoline is extremely flammable and can be explosive under certain conditions. Turn the ignition key to "OFF". Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.

Gasoline is a toxic substance. Dispose of gasoline properly. Contact your local authorities for approved disposal methods.

- Remove the empty fuel tank, pour about 250 mL of motor oil into the tank, roll the tank around to coat the inner surfaces thoroughly, and pour out the excess oil.
- Remove the spark plug and spray fogging oil directly into the cylinder. Kick the engine over slowly a few times to coat the cylinder wall. Install the spark plug.

⚠ WARNING

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

- Reduce tire pressure by about 20%.

Set the motorcycle on a box or stand so that both wheels are raised off the ground. (If this cannot be done, put boards under the front and rear wheels to keep dampness away from the tire rubber.)

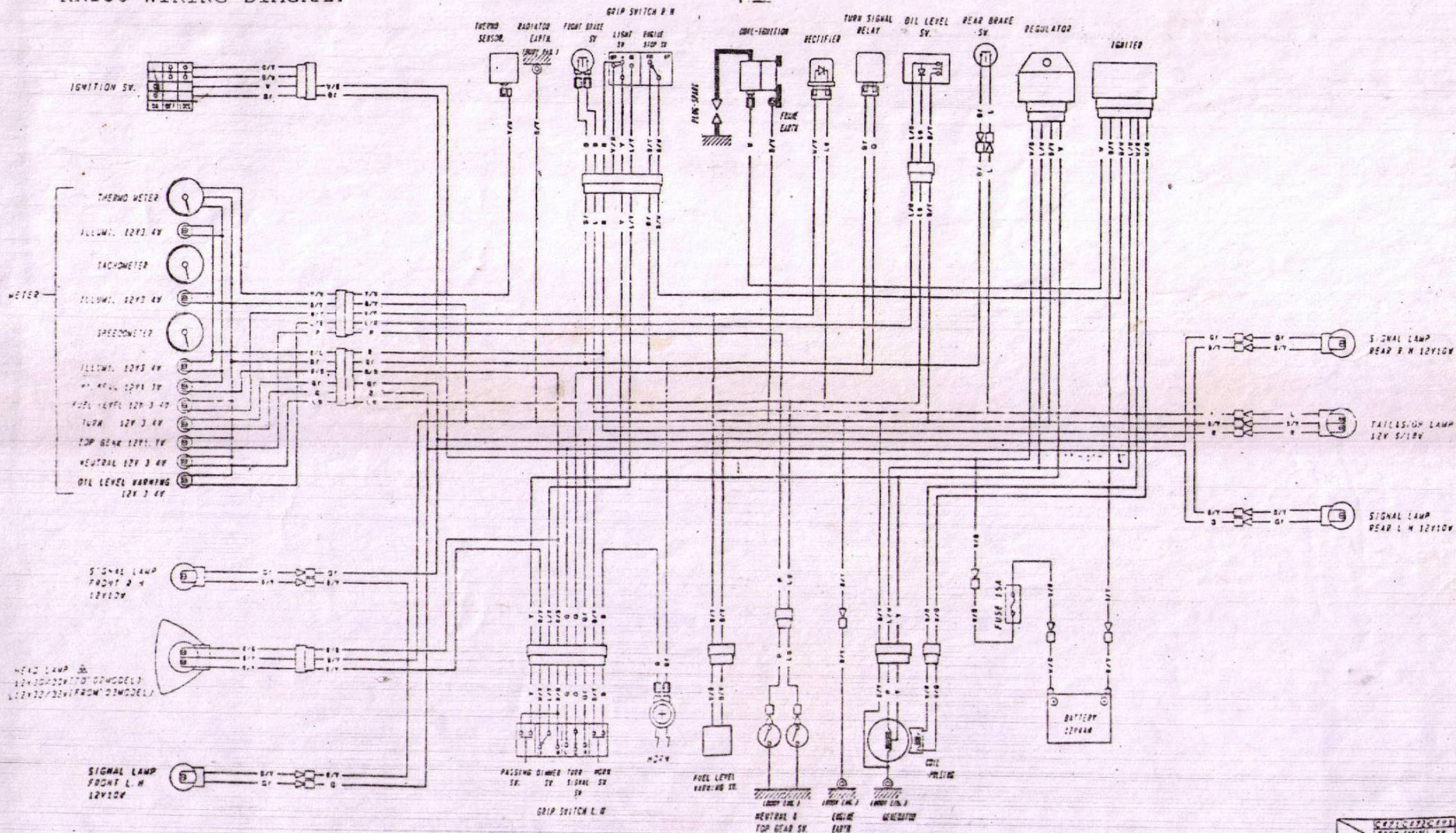
- Spray oil on all unpainted metal surfaces to prevent rusting. Avoid getting oil on rubber parts or in the brakes.
- Lubricate the drive chain and all the cables.
- Remove the battery, and store it where it will not be exposed to direct sunlight, moisture, or freezing temperatures. During storage it should be given a slow charge (one ampere or less) about once a month. Keep the battery well charged 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 plastic bag over the muffler to prevent moisture from entering.
- Put a cover over the motorcycle to keep dust and dirt from collecting on it.

Preparation after Storage:

- Remove the plastic bag from the muffler.
- Check the electrolyte level in the battery, charge the battery if necessary, and install it in motorcycle. Be careful that the battery vent hose is not pinched and that it is routed away from the chain.
- Make sure the spark plugs are tight.
- Fill the fuel tank with fuel.
- Check all the points listed in the Daily Safety Checks section.
- Lubricate the pivots, bolts, and nuts.

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KR150 WIRING DIAGRAM



(for-DC-CO1)

	C471C472C473		
	R000 (M1) R0		
APPROVED			
CHECKED 1			
CHECKED 2			