



保存版

Ninja

500

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.



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 GROUP**

Safe Operation	51	Rear Shock Absorber	100
Safe Riding Technique	51	Wheels	100
Daily Safety Checks	53	Battery	105
Additional Considerations for		Headlight Beam	109
High Speed Operation	55	Fuses	111
Maintenance and Adjustment	56	Fuel System	113
Periodic Maintenance Chart	61	General Lubrication	114
Engine Oil	64	Cleaning	117
Cooling System	68	Bolt and Nut Tightening	120
Spark Plugs	72	Storage	122
Evaporative Emission		Troubleshooting Guide	124
Control System	76	Owner Satisfaction	125
Valve Clearance	77	Reporting Safety Defects	127
Kawasaki Clean Air System	77	Maintenance Record	128
Air Cleaner	78		
Throttle Grip	81		
Choke Lever	84		
Carburetors	86		
Clutch	87		
Drive Chain	89		
Brakes	94		
Brake Light Switches	98		

Ignition Timing
(Electronically advanced)
Spark Plugs

10° BTDC @1,200 r/min (rpm) ~
37.5° BTDC @10,000 r/min (rpm)
NGK D9EA or ND X27ES-U
<C> NGK DR9EA or ND X27ESR-U

Lubrication System
Engine Oil

Forced Lubrication (wet sump)
SE, SF or SG class SAE 10W40, 10W50,
20W40, or 20W50

Engine Oil Capacity
Coolant Capacity

3.4 L (3.6 US qt)
1.8 L (1.9 US qt)

TRANSMISSION

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

6-speed, constant mesh, return shift
Wet, multi disc
Chain drive
2.652 (61/23)
2.562 (41/16)
5.789 (Top gear)
2.571 (36/14)
1.777 (32/18)
1.380 (29/21)
1.125 (27/24)
0.961 (25/26)
0.851 (23/27)

FRAME

Castor		27°
Trail		91 mm (3.6 in.)
Tire Size:	Front	110/70-17 54H Tubeless
	Rear	130/70-17 62H Tubeless
Fuel Tank Capacity		18 L (4.8 US gal)

ELECTRICAL EQUIPMENT

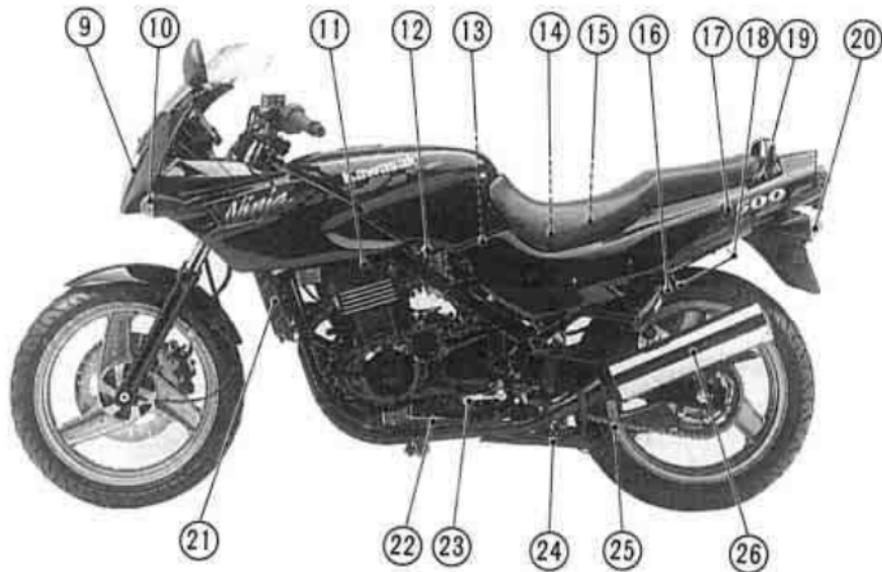
Battery		12 V 14 Ah
Headlight		12 V 60/55 W
Tail/Brake Light		12 V 8/27 W x 2

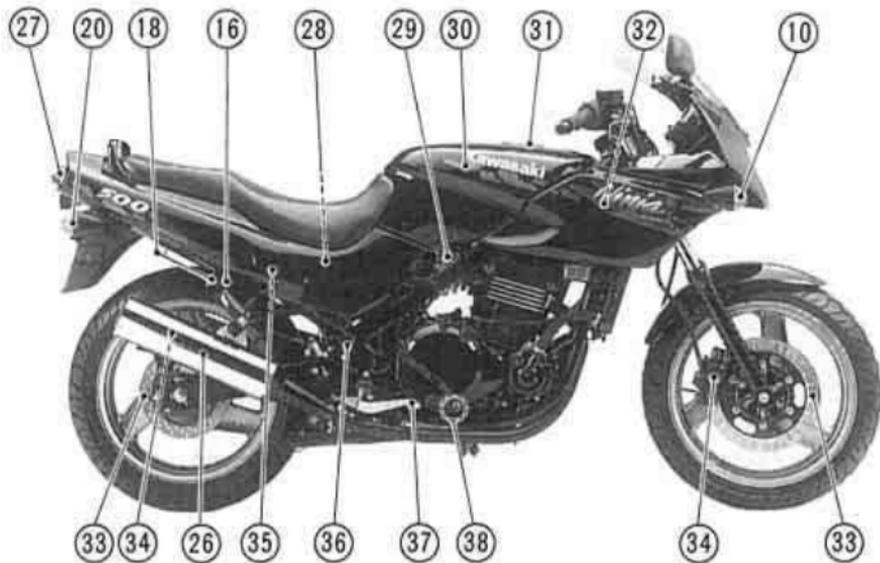
<C> : Canadian model

<Cal> : California model

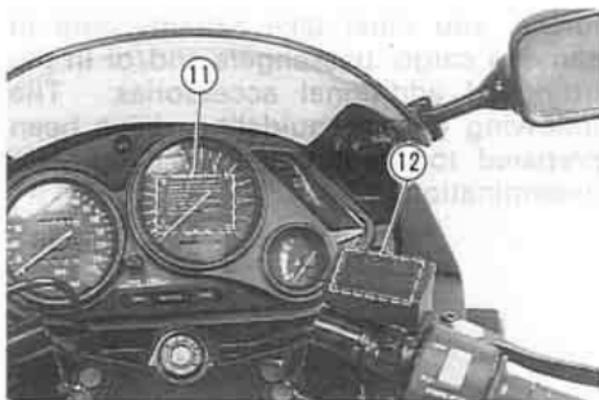
Specifications subject to change without notice.

- 9. Headlight
- 10. Turn Signal/Running Position Light
- 11. Spark Plugs
- 12. Fuel Tap
- 13. Air Cleaner
- 14. Junction Box (Fuses)
- 15. Document Container
- 16. Helmet Hooks
- 17. Seat Lock
- 18. Tying Hooks
- 19. Tool Kit Compartment
- 20. Turn Signal Light
- 21. Radiator
- 22. Side Stand
- 23. Shift Pedal
- 24. Center Stand
- 25. Drive Chain
- 26. Muffler





- 27. Tail/Brake Light
- 28. Battery
- 29. Carburetors
- 30. Fuel Tank
- 31. Fuel Tank Cap
- 32. Coolant Reserve Tank
- 33. Brake Disc
- 34. Brake Caliper
- 35. Brake Fluid Reservoir
(Rear)
- 36. Rear Brake Light Switch
- 37. Rear Brake Pedal
- 38. Oil Level Gauge



- 9. Tire and Load Data
- 10. Important Drive Chain Information
- * 11. Break-In Caution
- 12. Brake Fluid
- 13. Battery Poison/Danger

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

other aspect of the motorcycle's operation.

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

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

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 pushing the reset button.

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.

In the tachometer face is the additional trip meter which can be reset to zero by turning the reset button clockwise.

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

This gauge shows the temperature of coolant. Ordinarily, the needle should stay within the white zone. If the needle reaches the "H" position, 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 gauge needle reaches the "H" position. Prolonged engine operation will result in severe damage from overheating.

Indicator Lights

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

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

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

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

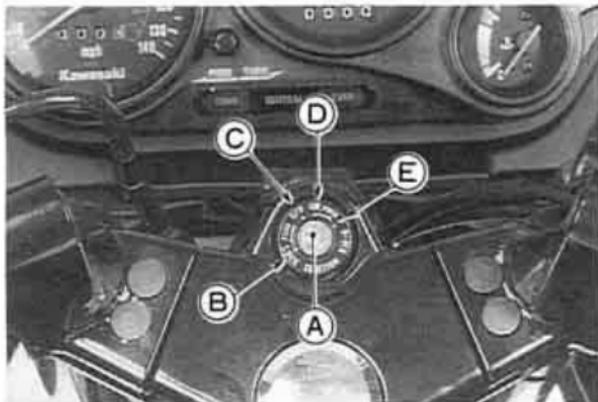
Key

This motorcycle has a combination key, which is used for the ignition switch/steering lock, seat lock, 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

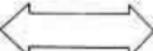
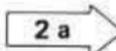
OFF	Engine off. All electrical circuits off.
ON	Engine on. All electrical equipment can be used.
LOCK	*Steering locked. Engine off. All electrical circuits off
P (Park)	Steering locked. Engine off. Tail and license plate lights on. Turn signal circuit on. All other electrical circuits cut off.

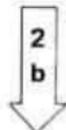
NOTE

- *The tail, running position, and license plate lights are on whenever the ignition switch is in the ON position. The headlight goes on when the starter button is released after starting the engine. To avoid battery discharge, always start the engine immediately after turning the ignition switch to ON.*

○ If you leave the **PARK** position on for a long time (one hour), the battery may become totally discharged.

To operate the ignition switch:

OFF  ON  P(Park)



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.

LOCK

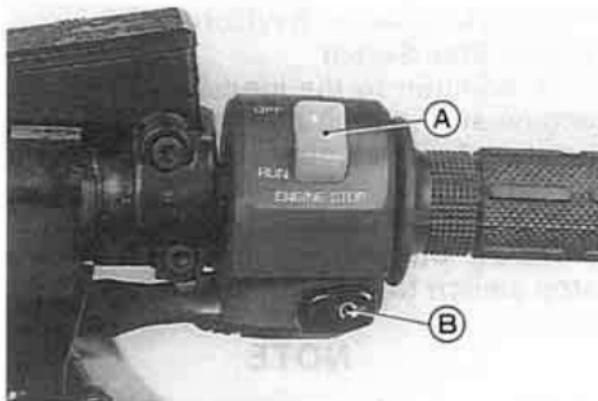
Right Handlebar Switches Engine Stop Switch

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
D. Hazard Switch

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.

Hazard Switch

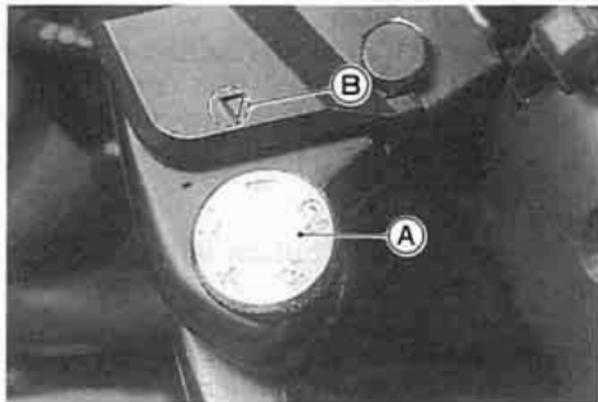
If an emergency requires you to park on the highway shoulder, turn on the hazard lights to warn other drivers of your location.

Push in the hazard switch with the ignition switch in the ON or PARK position. All the turn signals and turn signal indicator lights will flash on and off.

CAUTION
If you leave the switch on for a long time, the battery may become totally discharged. So be careful not to use the hazard lights for more than 30 minutes.

Brake/Clutch Lever Adjusters

There is an adjuster on both the brake and clutch levers. The brake lever adjuster has 4 positions and the clutch lever adjuster has 5 positions so that the released lever position can be adjusted to suit the operator's hands. Push the lever forward and turn the adjuster to align the number with the triangular mark on the lever holder. The distance from the grip to the released lever is minimum at Number 4 for the brake lever and Number 5 for the clutch lever, and maximum at Number 1 for both.



A. Adjuster

B. Mark

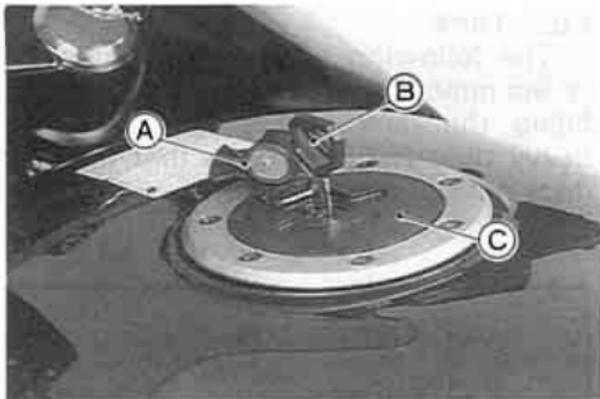
Fuel Tank Cap

To open the fuel tank cap, pull up the key hole cover. 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

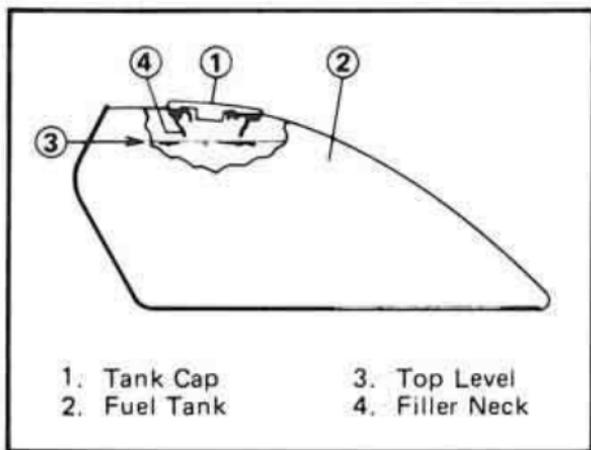
- *The tank cap cannot be closed without the key inserted, and the key cannot be removed unless the cap is locked properly.*
- *Do not push the cap down with the key, or the cap cannot be locked.*



A. Key Hole Cover
B. Ignition Switch Key
C. 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.



⚠ 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
Antiknock 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).

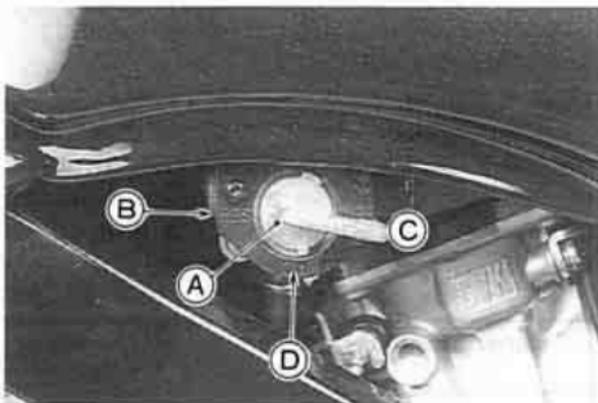
Never use gasohol containing more than 5% methanol (wood alcohol). Gasoline containing methanol must also be blended with cosolvents and corrosion inhibitors.

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: ON, OFF, and RES (reserve). For normal operation turn the tap to the ON position. If the fuel runs out with the tap in the ON position, the last 2.2 L (0.58 US gal) of fuel can be used by turning the fuel tap to the RES position.



A. Fuel Tap
B. RES position

C. OFF position
D. ON position

With the fuel tap in the ON or RES position fuel flows to carburetors only when the engine is started or is running, and fuel supply is shut off when the engine is stopped.

Turn the fuel tap to the OFF position when the fuel tank is removed for maintenance and adjustments or the motorcycle is stored for a long time.

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.*
- *When the carburetor is completely empty, it takes about 30 seconds for the engine to start.*

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.

⚠ 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.

Stands

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



A. Side Stand

NOTE

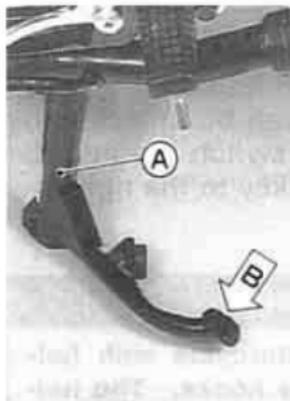
- *When using the side stand, turn the handlebar to the left.*

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

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.*

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 handhold. Don't pull up on the seat to lift as this will damage the seat.



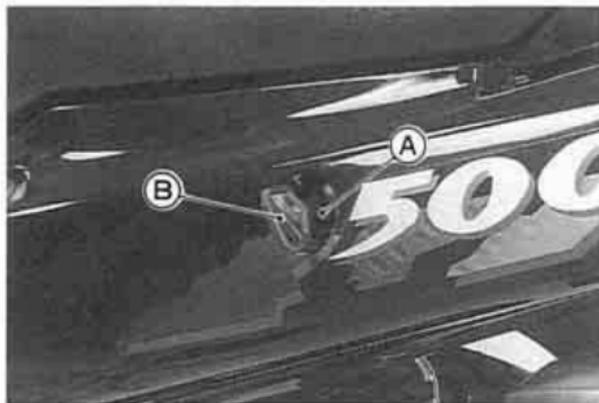
A. Center Stand
B. Step down.



C. Grab Rail
D. Lift up.

Seat Lock

To remove the seat, insert the ignition switch key into the seat lock, turn the key to the right, and pull up on the rear of the seat. The seat is locked when pushed back into place.



A. Seat Lock **B. Ignition Switch Key**

Tying Hooks

When tying up light loads to the seat, pull up the hooks under the left and right rear fairings.



A. Tying Hooks

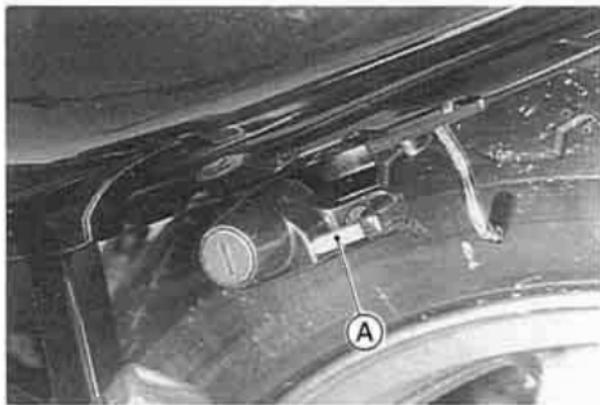
Helmet Hooks

Helmets can be secured to the motorcycle using the helmet hooks.

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



A. Helmet Hook

Tool Kit Compartment

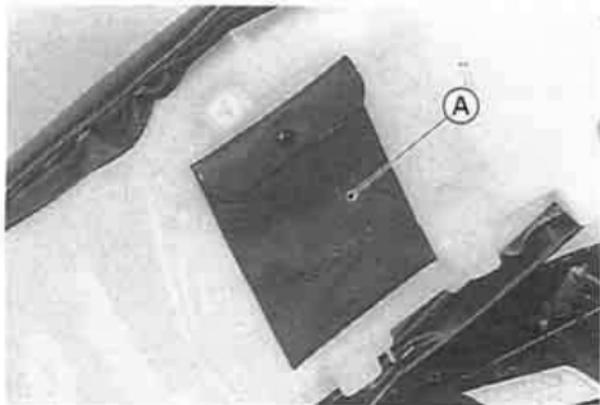
The tool kit is secured with a rubber band at the rear under the seat. The minor adjustments and replacement of parts explained in this manual can be performed with the tools in the kit.



A. Tool Kit

Document Container

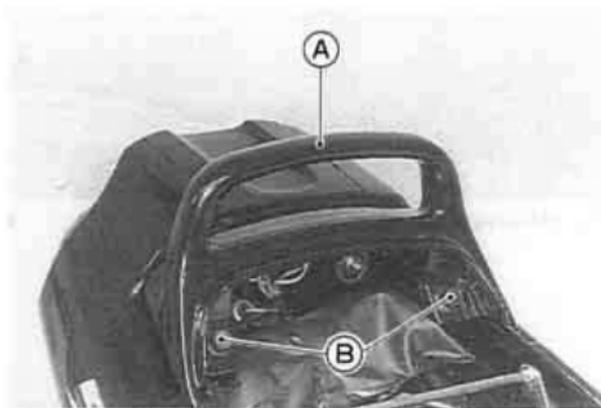
The document container is attached to the seat bottom with velcro. Keep the owner's manual and any papers or documents that should be kept with the motorcycle in this container.



A. Document Container

Rear Fairings

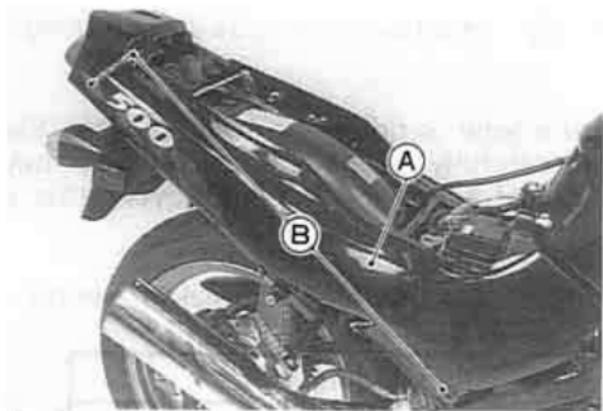
The left and right rear fairings are removed for the brake fluid refilling. First unscrew the passenger's grab rail after removing the seat.



A. Grab Rail

B. Bolts

Remove the rear fairing mounting screws shown and pull the fairing required outward.



A. Rear Fairing

B. Screws

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 until the engine starts.

CAUTION

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

NOTE

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



A. Clutch Lever

B. Starter Lockout Switch

- Gradually return the choke toward the off position a little at a time as necessary to keep the engine 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 as soon as you start moving.

CAUTION

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

Jump Starting

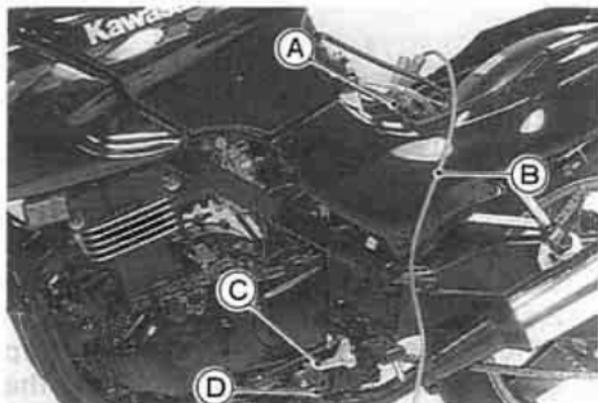
If your motorcycle battery is "run down," it should be removed and charged. If this is not practical, a 12 volt booster battery and jumper cables may be used to start the engine.

▲WARNING

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

Connecting Jumper Cables

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

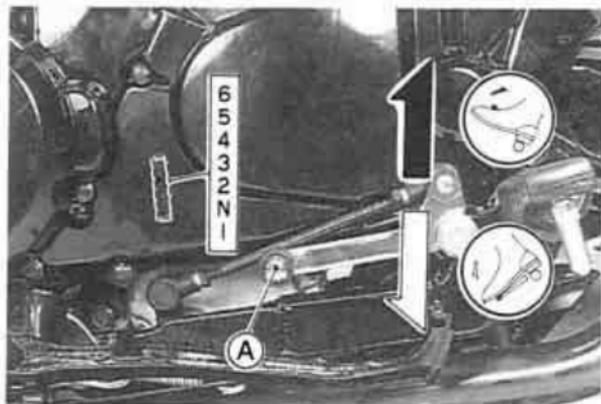
- After the engine starts, disconnect the jumper cables. Disconnect the negative (-) cable from the motorcycle first.

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.

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.*



A. Shift Pedal

Shifting Gears

- Close the throttle while pulling in the clutch lever.
- Shift into the next higher or lower gear. For smooth riding, each gear position should cover the proper rate of speed shown in the table.

▲WARNING

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

Vehicle speed when shifting

Shifting up	km/h(mph)	Shifting down	km/h(mph)
1st → 2nd	15(9)	6th → 5th	30(19)
2nd → 3rd	25(15)	5th → 4th	25(15)
3rd → 4th	35(21)	4th → 3rd	20(12)
4th → 5th	45(27)	3rd → 2nd	15(9)
5th → 6th	55(34)	2nd → 1st	15(9)

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

NOTE

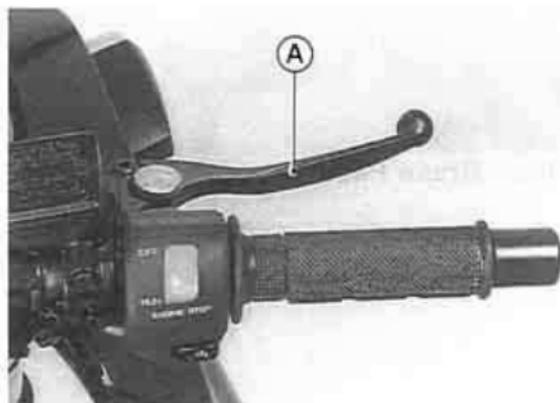
- *The transmission is equipped with a positive neutral finder. When the motorcycle is standing still, the transmission cannot be shifted past neutral from 1st gear. To use the positive neutral finder, shift down to 1st gear, then lift up on the shift pedal while standing still. The transmission will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

Braking

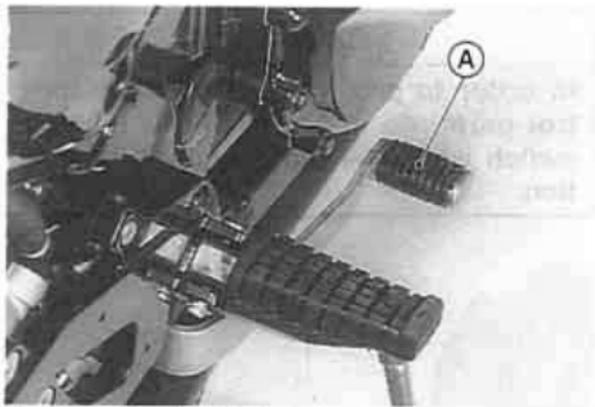
- Close the throttle completely, leaving the clutch engaged (except when shifting gears) so that the engine will help slow down the motorcycle.
- Shift down one gear at a time so that you are in 1st gear when you come to a complete stop.
- When stopping, always apply both brakes at the same time. Normally 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.
- Support the motorcycle on a firm level surface with the side or center stand.
- Lock the steering.

Stopping the Motorcycle in an Emergency

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

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

In an emergency situation such as throttle failure, your vehicle may be stopped by applying the brakes and disengaging the clutch. Once this stop-

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

Parking

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

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	225 kPa (2.25 kg/cm ² , 32 psi)
Rear	250 kPa (2.50 kg/cm ² , 36 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 pad wear: Lining thickness more than 1 mm (0.04 in.) left. No brake fluid leakage.
Throttle	Throttle grip play 2 ~ 3 mm (0.08 ~ 0.12 in.).
Clutch	Clutch lever play 2 ~ 3 mm (0.08 ~ 0.12 in.) Clutch lever operates smoothly.
Coolant	No coolant leakage. Coolant level between level lines (when engine is cold).
Radiator cap	Properly installed.
Electrical equipment	All lights and horn work.
Engine stop switch	Stops engine.
Side and center stands	Return to their fully up positions by spring tension. Return springs not weak or not damaged.

Refer to the "Daily Safety Checks" caution label attached to the back of 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 high consumption during high speed operation.

Engine Oil: To avoid seizure and resulting loss of control, make certain that 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.

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 128 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.

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	•	•	•	•	•	•	•	86
	Idle speed--check †		•	•	•	•	•	•	•	86
	Throttle grip play--check †		•	•		•		•		81
	Spark plug--clean and gap †			•	•	•	•	•	•	72
	Valve clearance--check †		•		•		•		•	77
	Air suction valve--check †			•	•	•	•	•	•	77
	Air cleaner element--clean		•		•		•		•	78
	Air cleaner element--replace	5 cleanings					•			78
	Fuel system--check				•		•		•	113
	Evaporative emission control system (c)--check †		•	•	•	•	•	•	•	76
Non-Emission	Battery electrolyte level--check †	month	•	•	•	•	•	•	•	105
	Brake light switch--check †		•	•	•	•	•	•	•	98

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)
Non-Emission Related	Brake pad wear--check †			•	•	•	•	•	•	94
	Brake fluid level--check †	month	•	•	•	•	•	•	•	95
	K Brake fluid--change	2 years					•			95
	Clutch--adjust		•	•	•	•	•	•	•	87
	K Steering play--check †		•	•	•	•	•	•	•	—
	Drive chain wear--check †			•	•	•	•	•	•	92
	Nuts, bolts, and fasteners tightness--check †		•		•		•		•	120
	Tire wear--check †			•	•	•	•	•	•	103
	Engine oil--change	year	•		•		•		•	64
	Oil filter--replace		•		•		•		•	64
	General lubrication--perform			•	•	•	•	•	•	114
	K Front fork oil--change								•	—
	K Swing arm pivot, uni-trak linkage--lubricate				•		•		•	—

Operation	Frequency	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)		
Non-Emission Related	K Coolant--change	2 years							•	69
	Radiator hoses, connections --check †	year	•	•		•			•	68
	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)								89

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.

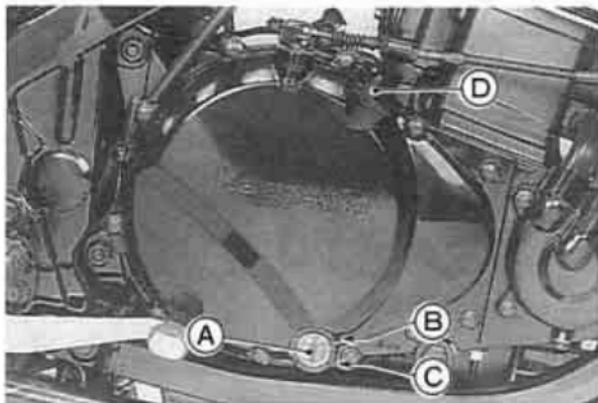
Oil Level Inspection

- 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.

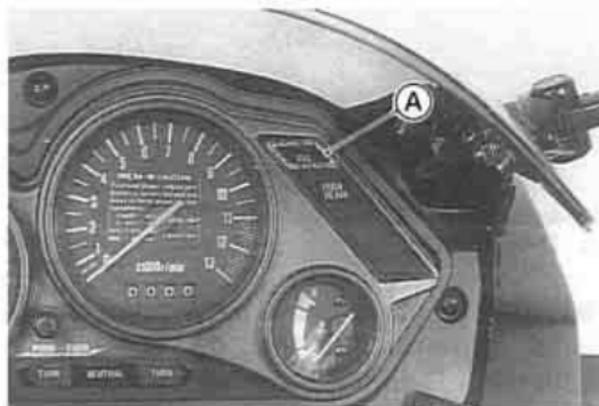


A. Oil Level Gauge C. Lower Level Line
B. Upper Level Line D. Oil Filler Cap

- If the oil level is too high, remove the excess oil, using a syringe or 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

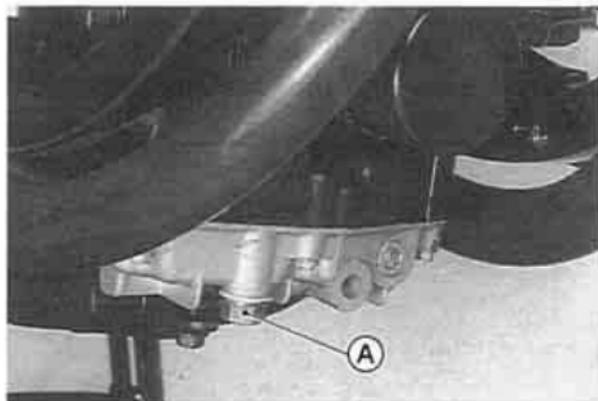
If the engine oil gets extremely low or if the oil pump or oil passages clog up or otherwise do not function properly, the oil pressure warning light will light. If this light stays on when the engine speed is above 1,500 r/min (rpm), stop the engine immediately and find the cause.



A. Oil Pressure Warning Light

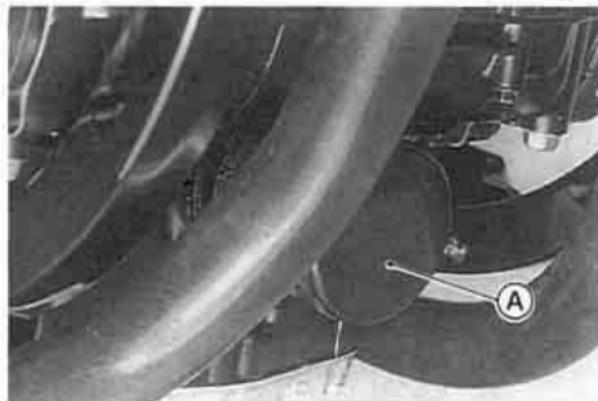
Oil and/or Oil Filter Change

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



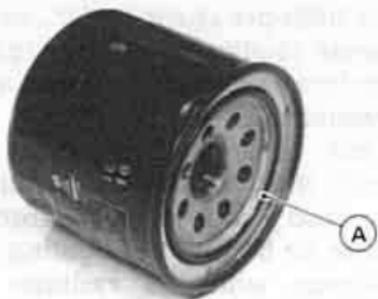
A. Drain Plug

- With the motorcycle perpendicular to the ground, let the oil completely drain.
- If the oil filter is to be changed, remove the oil filter cartridge and replace it with a new one.



A. Cartridge

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



A. Packing

- 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 good quality motor oil specified in the table.
- Check the oil level.

- Start the engine and check for oil leakage.

Tightening Torque

Engine Drain Plug:

29 N-m (3.0 kg-m, 22 ft-lb)

Cartridge:

15 ~ 20 N-m (1.5 ~ 2.0 kg-m,

11.0 ~ 14.5 ft-lb)

Engine Oil

Grade: SE, SF or SG class

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

Capacity: 2.8 L (3.0 US qt)
[when filter is not removed]
3.0 L (3.2 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

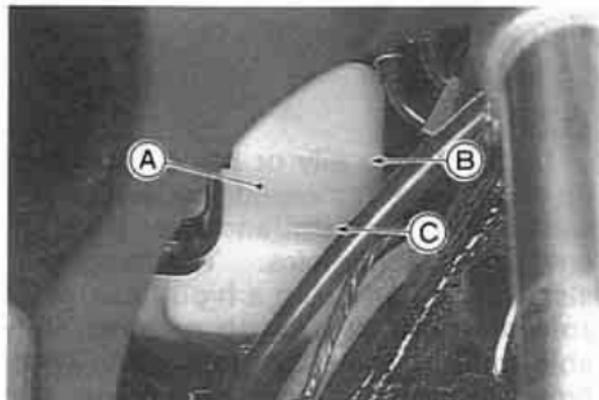
○A permanent type of antifreeze is installed in the cooling system when shipped. It is colored green and contains ethylene glycol. It is mixed at 50% and has the freezing point of -35°C (-31°F).

Coolant Level Inspection

- Situate the motorcycle so that it is perpendicular to the ground.
- Turn the handlebar to the left.
- Check the coolant level from under the upper fairing through the coolant level gauge on the reserve tank. The coolant level should be between the upper and lower level lines.

NOTE

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



A. Reserve Tank C. Lower Level Line
B. Upper Level Line

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



A. Cap

- Install the cap.

NOTE

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

CAUTION

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

Coolant Change

Have the coolant changed by an authorized Kawasaki dealer.

Spark Plugs

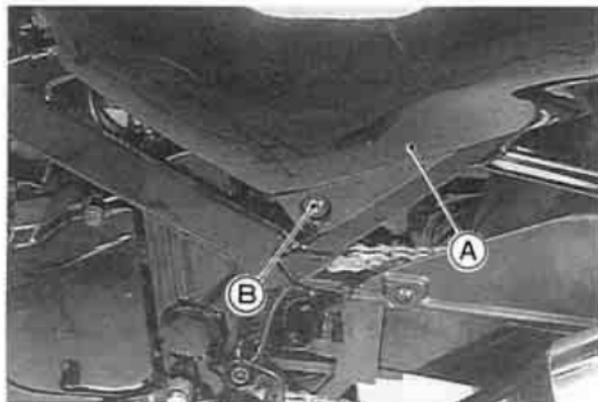
The standard spark plug is shown in the table. The spark plugs should be taken out periodically in accordance with the Periodic Maintenance Chart for cleaning, inspection, and resetting of the plug gap.

Maintenance

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

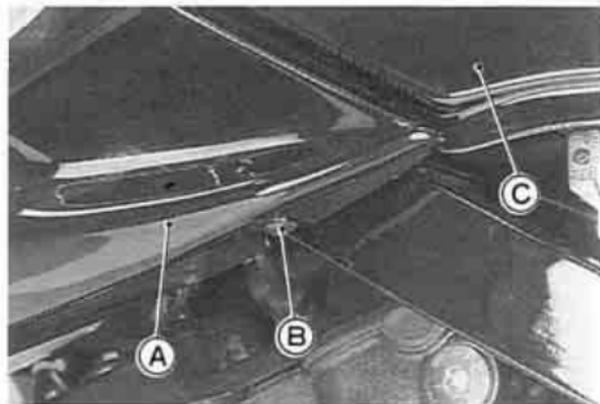
Spark Plug Removal

- Turn the fuel tap to the OFF position.
- Remove the seat.
- Remove the front mounting screws from the left and right rear fairing.



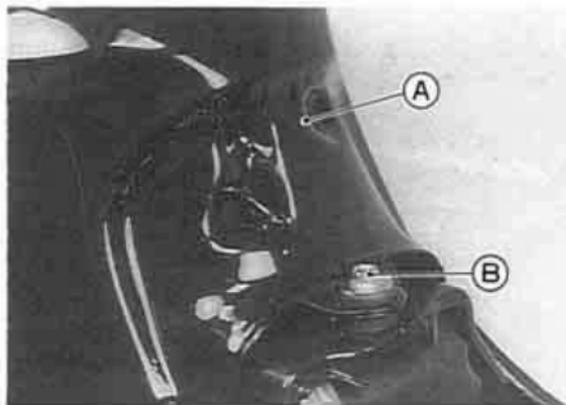
A. Rear Fairing B. Screw

- Pull the front end of each rear fairing.
- Remove the upper fairing rear mounting screws from the left and right sides of the fuel tank.



A. Upper Fairing C. Fuel Tank
B. Screw

- Pull the fuel hoses off the fuel tap.
- Take off the fuel tank mounting bolt from the rear end of the tank and remove the tank.



A. Fuel Tank

B. Bolt

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

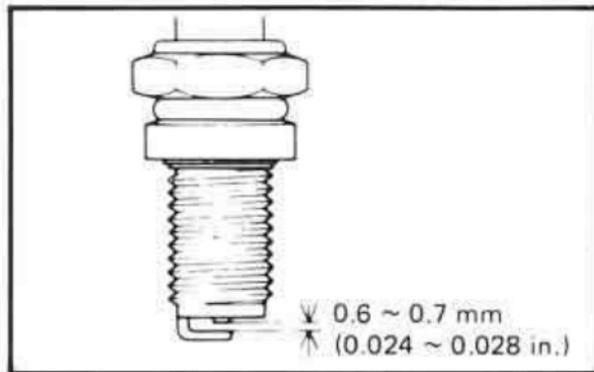


A. Spark Plug Cap

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

NOTE

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



Spark Plug

Standard Plug	NGK D9EA or ND X27ES-U
	© NGK DR9EA or ND X27ESR-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

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 D8EA or ND X24ES-U
 ©NGK DR8EA or ND X24ESR-U

© : Canadian model

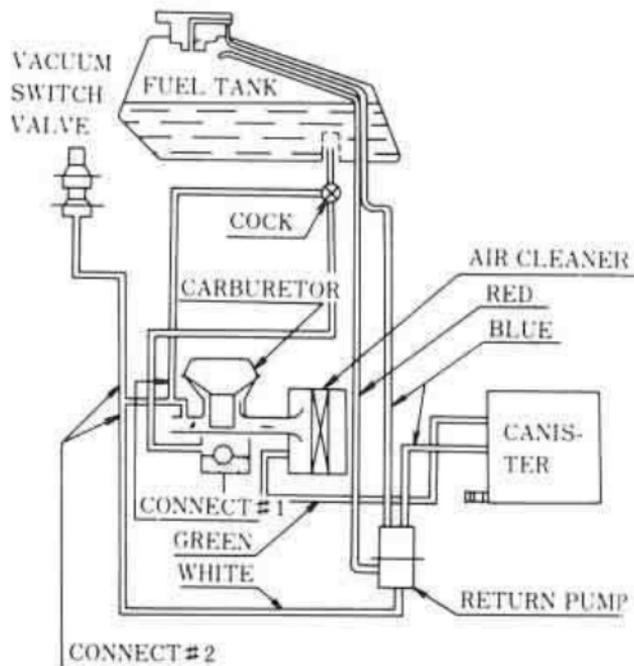
Evaporative Emission Control System (California model only)

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.

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 only by a competent mechanic following the instructions in the Service Manual.

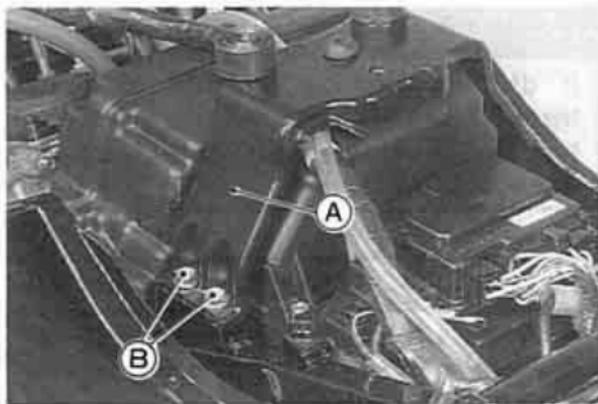
Air Cleaner

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

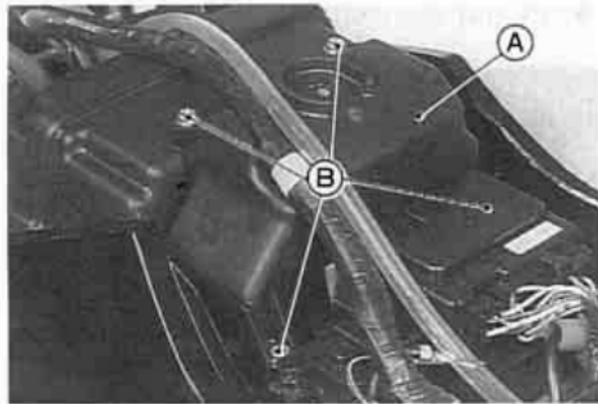
- Remove the seat.
- Remove the fuel tank (see Spark Plug Removal in the Spark Plugs section).
- Take off the fuel tank mount bracket bolts and remove the bracket.



A. Bracket

B. Bolts

- Take off the screws and remove the air cleaner housing cover.



A. Air Cleaner Housing Cover

B. Screws

- Pull out the element.



A. Element

- 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.
- After cleaning, saturate the element with SE class SAE 30 motor oil and then press the element with a clean

rag to squeeze out the excess oil. Be careful not to deform the expanded metal.

▲WARNING

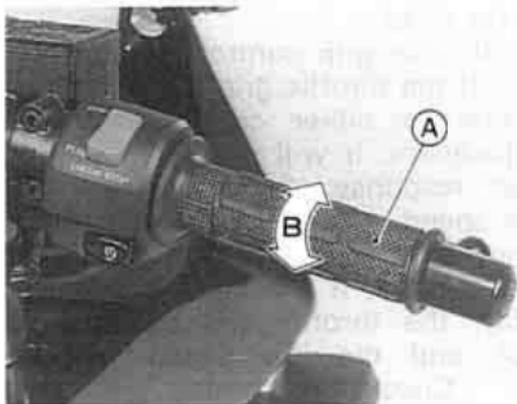
Clean the element in a well ventilated area, and take care that there are no sparks or flame anywhere near the working area; this includes any appliance with a pilot light. Do not use gasoline or a low flash-point solvent to clean the element. A fire or explosion could result.

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.

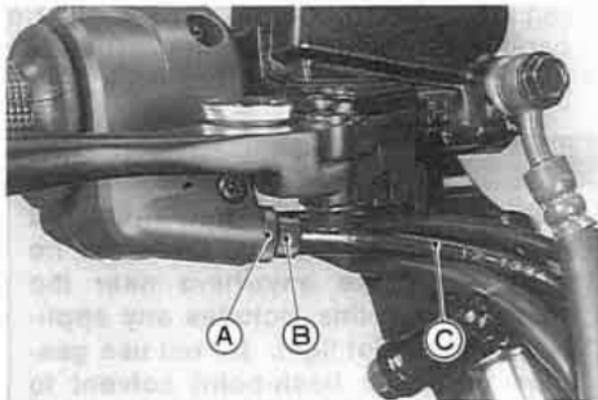


A. Throttle Grip
B. 2 ~ 3 mm (0.08 ~ 0.12 in.)

- If there is improper play, adjust it.

Adjustment

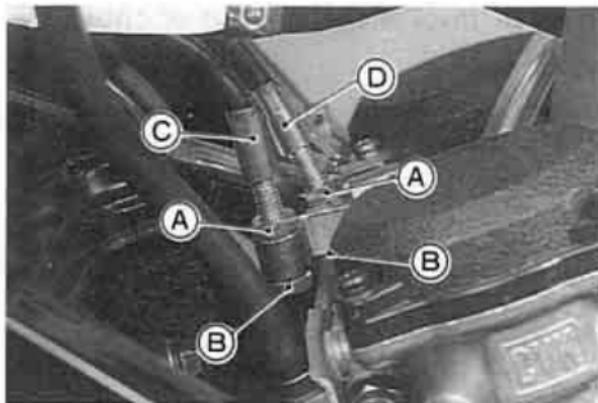
- Loosen the locknut at the throttle grip, and turn the adjuster until the proper amount of throttle grip play is obtained.



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

- Tighten the locknut.
- If the throttle cables can not be adjusted by using the cable adjuster at the throttle grip, use the cable adjusting nuts at the lower ends of the throttle cables.
- First give the throttle grip plenty of play by turning the adjuster at the grip in fully.
- Remove the fuel tank (see Spark Plug Removal in the Spark Plugs section).

- Loosen the locknuts, and screw both adjusting nuts in fully at the lower ends of the throttle cables so as to give the throttle grip plenty of play.



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

- With the throttle grip completely closed, turn out the decelerator cable adjusting nut until the inner cable just becomes tight.
- Tighten the locknut.

- Turn the accelerator cable adjusting nut until the correct throttle grip free play is obtained.
- Tighten the locknut.

▲WARNING

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

Choke Lever

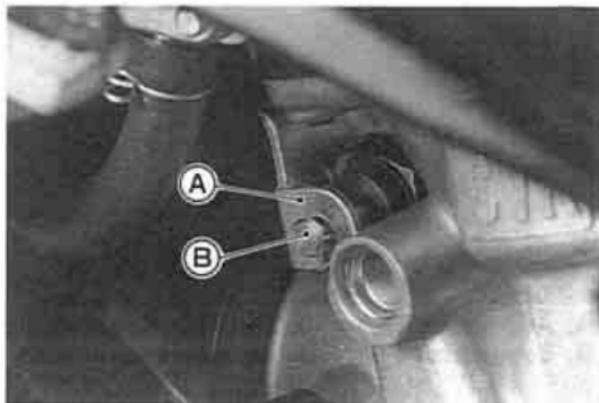
By pulling the choke lever, the carburetor provides a rich starting mixture that is necessary to enable easy starting when the engine is cold.

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

Inspection

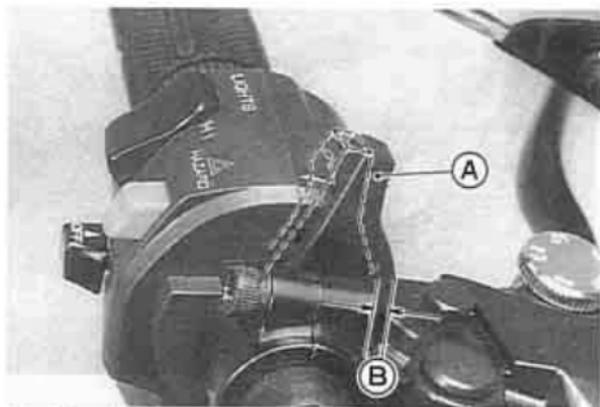
- Check that the choke lever returns properly and that the inner cable slides smoothly. If there is any irregularity, have the choke cable checked by a competent mechanic following the instructions in the Service Manual.
- Push the choke lever back all the way to its released position.

- Determine the amount of choke cable play at the choke 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 choke cable play.



A. Starter Plunger Lever
B. Starter Plunger

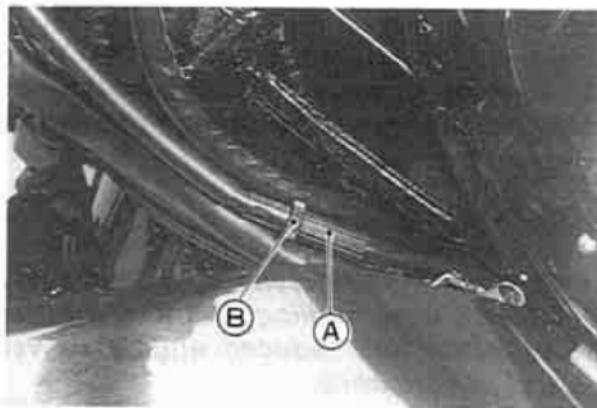
- The proper amount of play is 2 ~ 3 mm (0.08 ~ 0.12 in.) at the bottom of the choke lever. If there is too much or too little play, adjust the choke cable.



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

Adjustment

- Loosen the locknut at the middle of the choke cable, located under the front end left side of the fuel tank, 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 1,150 ~ 1,250 (California model: 1,250 ~ 1,350) 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

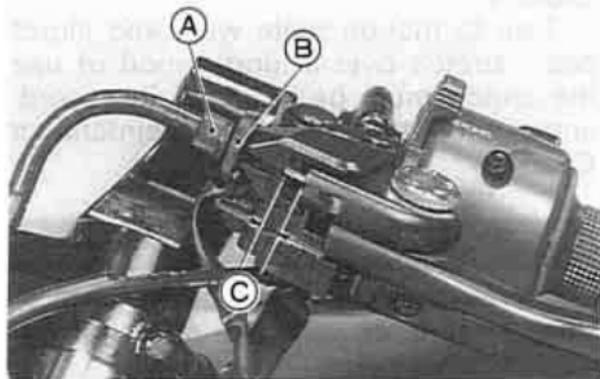
Due to friction plate wear and clutch cable stretch over a long period of use, the clutch must be adjusted in accordance with the Periodic Maintenance Chart.

▲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.

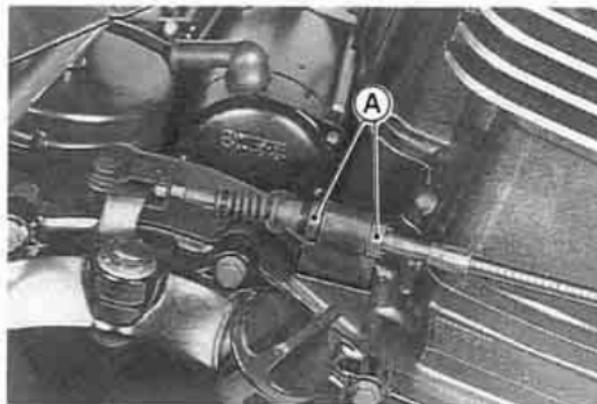
Adjustment

- 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

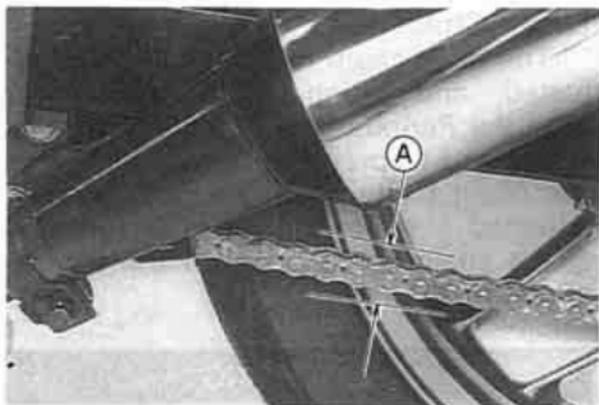
The drive chain must be checked, adjusted, and lubricated in accordance with the Periodic Maintenance Chart for safety and to prevent excessive wear. If the chain becomes badly worn or mal-adjusted – either too loose or too tight – the chain could jump off the sprockets or break.

▲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.
- 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.).

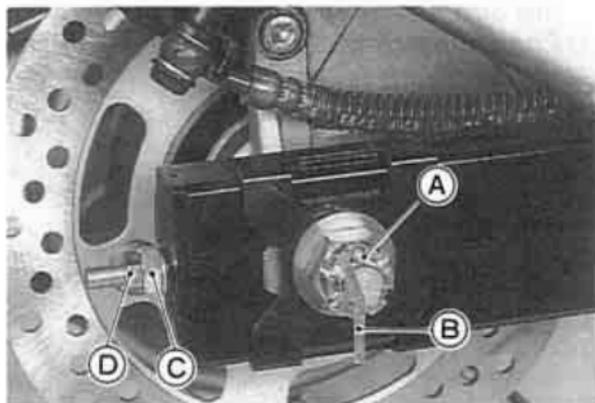
- If the drive chain is too tight or too loose, adjust it so that the chain slack will be within the standard value.

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 left and right chain adjuster locknuts.

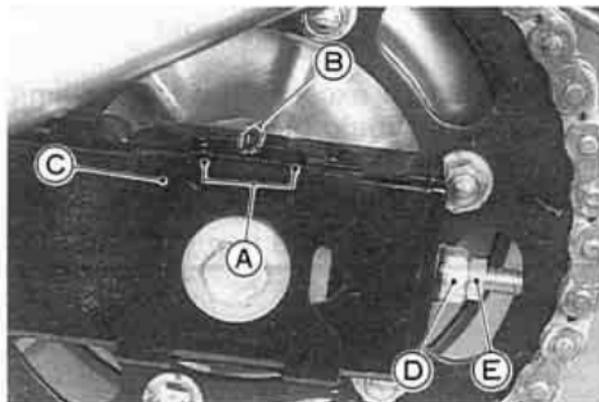


A. Axle Nut
B. Cotter Pin

C. Adjusting Nut
D. Locknut

- 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 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 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.
- Tighten the axle nut to the specified torque.

Tightening Torque

Axle Nut: 110 N·m
(11 kg·m, 80 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.

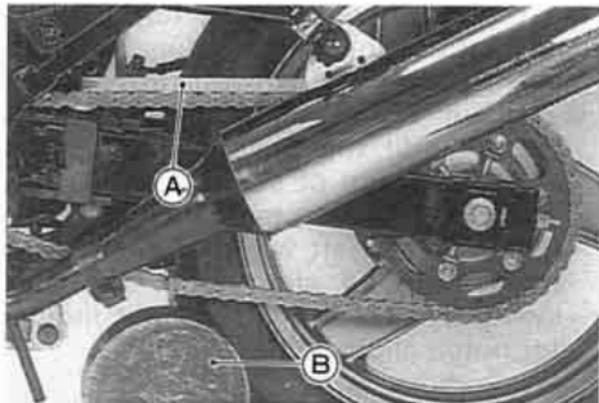
▲WARNING

If the axle 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.)

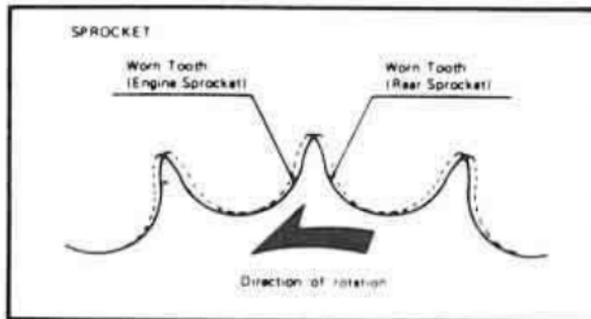
▲WARNING

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.*

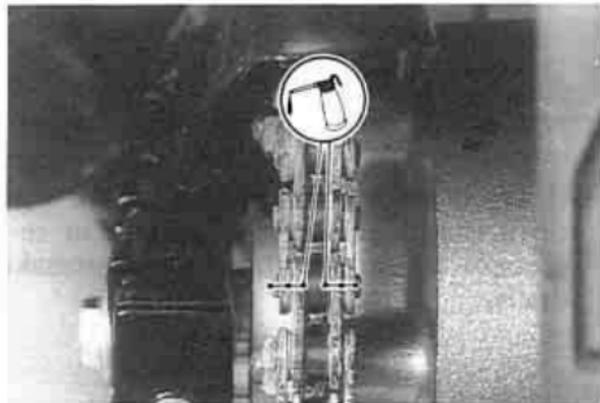


- If there is any irregularity, have the drive chain and/or the sprockets replaced by an authorized Kawasaki dealer.

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.

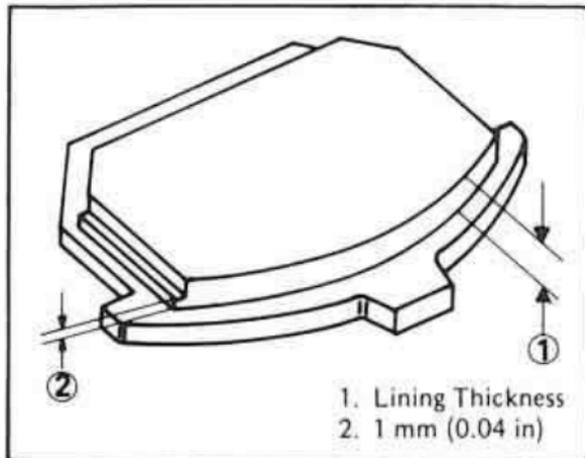


- If the chain is especially dirty, clean it using diesel oil or kerosine and then apply oil as mentioned above.

Brakes

Brake Wear Inspection

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



Disc Brake Fluid:

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

Fluid Requirement

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

Recommended Disc Brake Fluid

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

CAUTION

Do not spill brake fluid onto any painted surface.

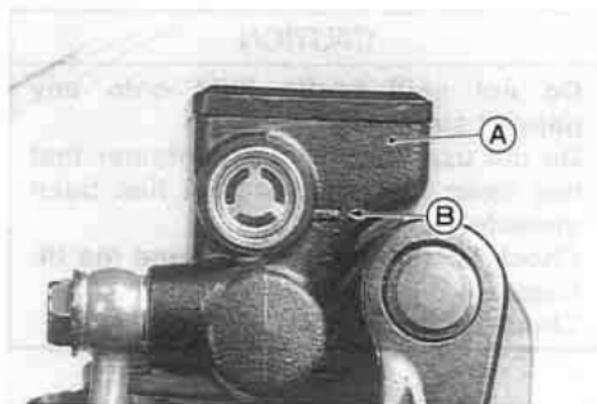
Do not use fluid from a container that has been left open or that has been unsealed for a long time.

Check for fluid leakage around the fittings.

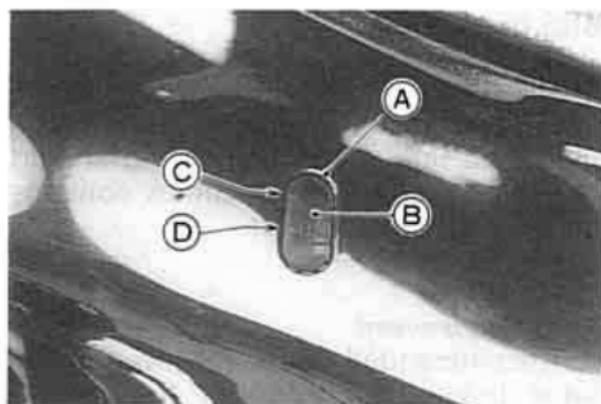
Check for brake hose damage.

Fluid Level Inspection

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



A. Front Reservoir
B. Lower Level Line

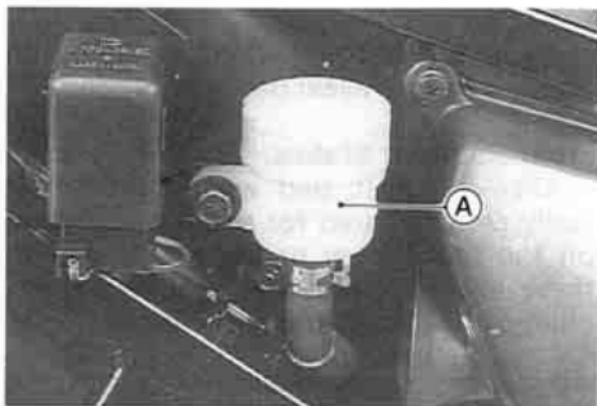


A. Inspection Hole **C. Upper Level Line**
B. Rear Reservoir **D. Lower Level Line**

- If the fluid level in each reservoir is lower than the lower level line, check for fluid leaks in the brake lines, and fill the reservoir to the upper level line. Inside the front reservoir is a stepped line showing the upper level line. To fill the rear reservoir, remove the seat and the right rear fairing (see the Rear Fairings section in the General Information chapter).



A. Front Reservoir B. Upper Level Line



A. Rear Reservoir

⚠ WARNING

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

Fluid Change

Have the brake fluid changed by an authorized Kawasaki dealer.

Front 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 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 10 mm (0.4 in.) of pedal travel.



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

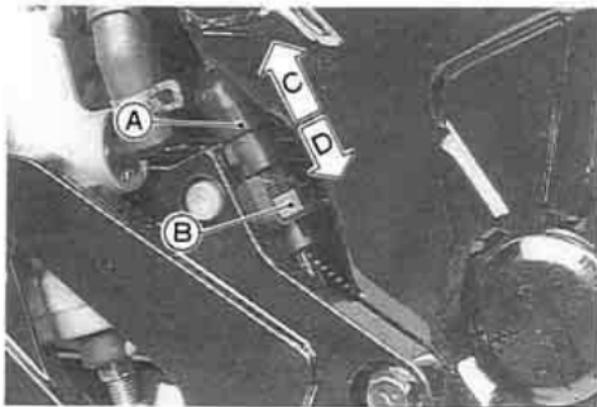
- If it does not, adjust the rear brake light switch.

Adjustment

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

CAUTION

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



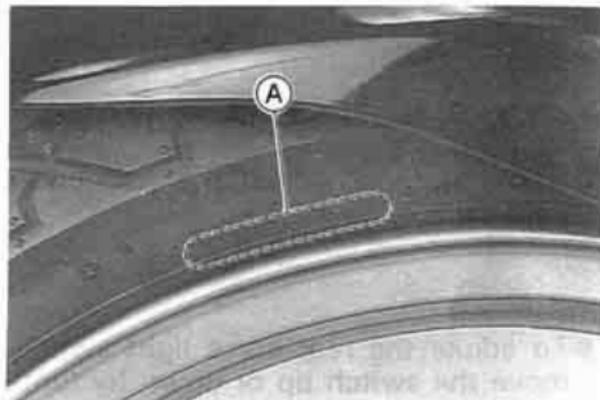
A. Rear Brake Light Switch
 B. Adjusting Nut
 C. Lights sooner.
 D. Lights later.

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

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 180 kg (397 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

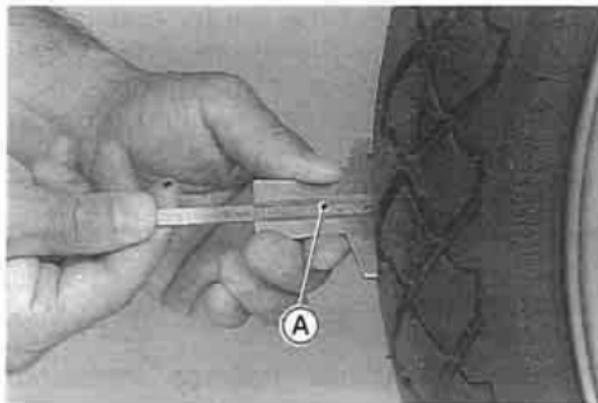
Tire Air Pressure (when cold)

Front	225 kPa (2.25 kg/cm ² , 32 psi)
Rear	250 kPa (2.50 kg/cm ² , 36 psi)

Tire Wear, Damage

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

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



A. Tire Depth Gauge

Minimum Tread Depth

Front	—————	1 mm (0.04 in.)
Rear	Under 130 km/h (80 mph)	2mm (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, and 180 km/h (110 mph) at any time after that.

NOTE

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

Standard Tire

Front	110/70-17 54H BRIDGESTONE G549 or DUNLOP K275FJ Tubeless
Rear	130/70-17 62H BRIDGESTONE G550 or DUNLOP K275J Tubeless

▲WARNING

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

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

C. Lower Level Line

B. Upper 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.

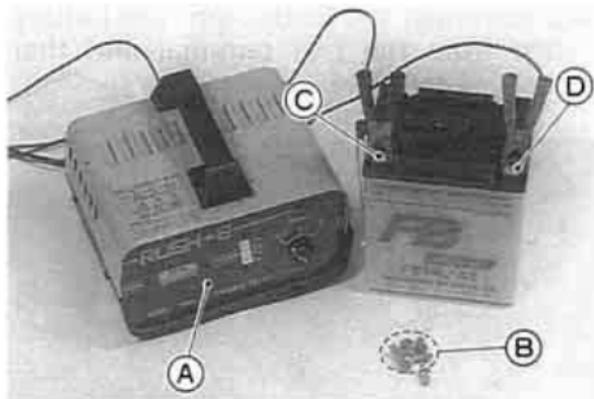
- Before charging, check the electrolyte level in each cell. If the electrolyte level is low in any cell, fill to above the lower level line but not up to the

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

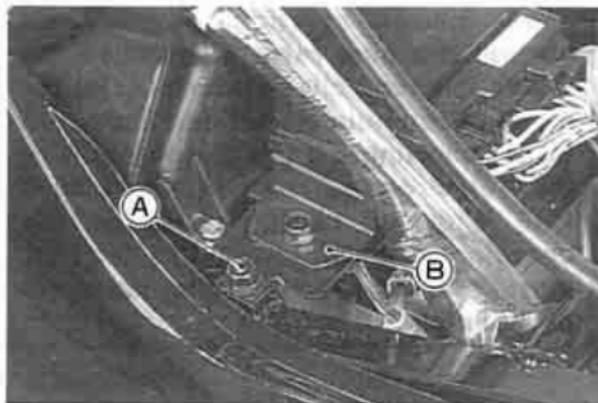
Do not use a high rate battery charger, as is typically employed at automotive service stations, unless the charging rate can be reduced to the level required for motorcycle batteries. Charging the battery at a rate higher than specified may ruin the battery. Charging at a high rate causes excess heat 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

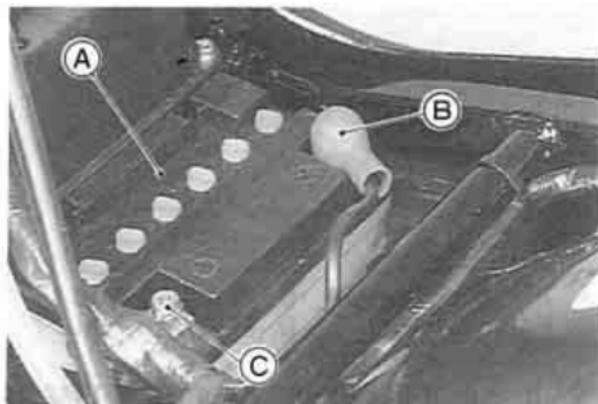
- Remove the seat.
- Take off the battery holding plate mounting bolt, pull the plate to the left and put it aside with the junction box on it.



A. Bolt

B. Plate

- Disconnect the leads from the battery, first from the (-) terminal and then the (+) terminal.



A. Battery

C. (-) Terminal

B. (+) 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.
- Install the parts removed.

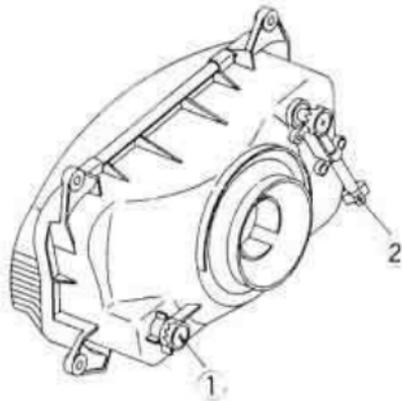
CAUTION

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.



1. Horizontal Adjuster
2. Vertical Adjuster

- Turn the adjuster in or out with a Phillips screwdriver until the beam points straight ahead.



A. Horizontal Adjuster



A. Vertical Adjuster

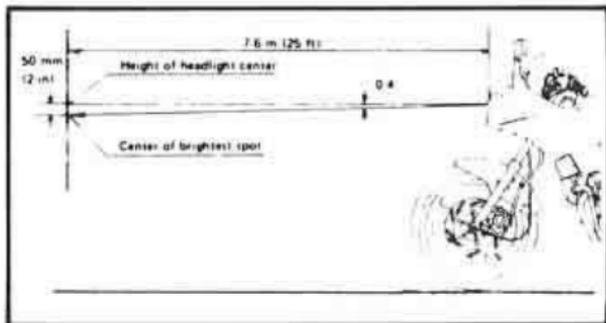
Vertical Adjustment

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 in or out to adjust the headlight vertically.

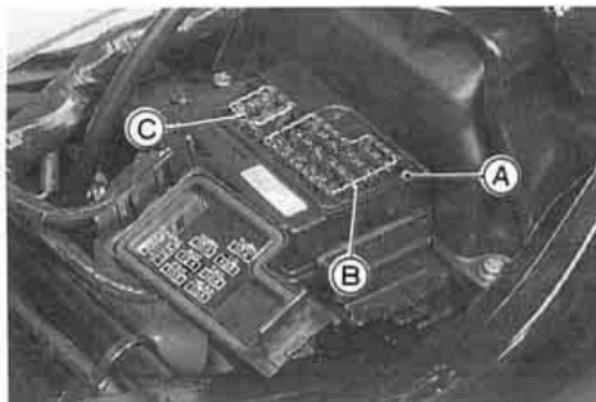
NOTE

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



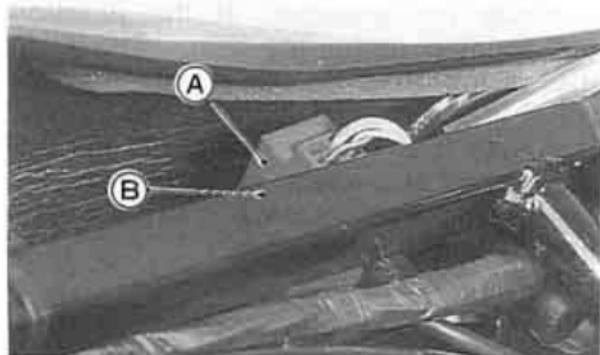
Fuses

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



A. Junction Box
B. Fuses

C. Spare Fuses



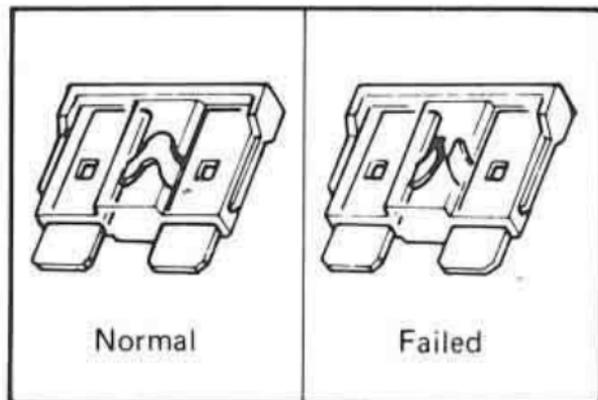
A. Main Fuse

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.



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.

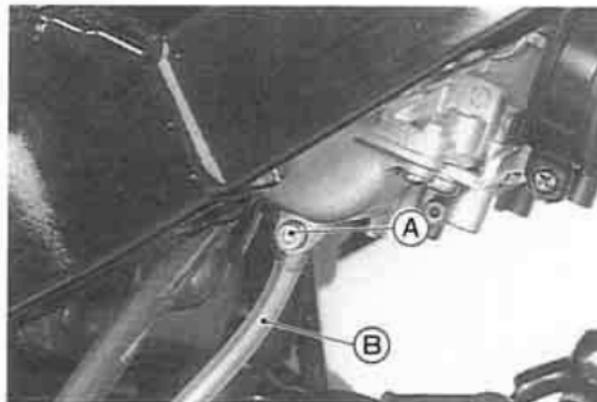
⚠ WARNING

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

- Connect a suitable hose to the fitting at the bottom of each carburetor float bowl.

- Run the lower ends of the 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. Suitable 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

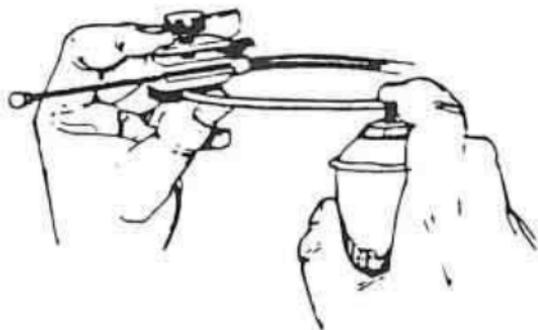
- *A few drops of oil are effective to keep bolts and nuts from rusting and sticking. This makes removal easier. Badly rusted nuts, bolts, etc., should be replaced with new ones.*

Apply motor oil to the following pivots:

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

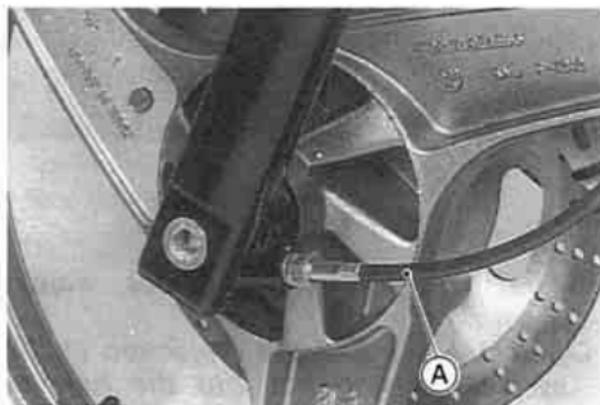
Lubricate the following cables with a pressure cable luber:

- Clutch Inner Cable
- Throttle Inner Cables

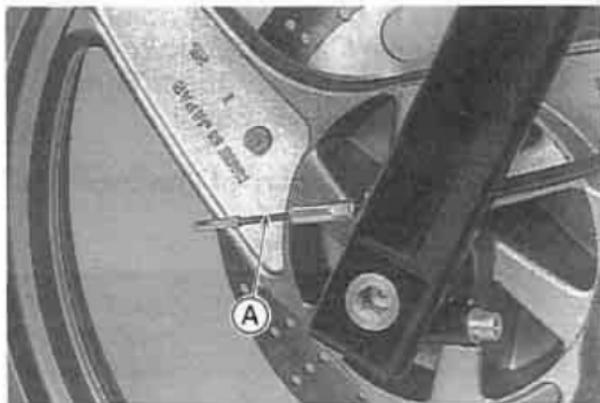


Apply grease to the following points:

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



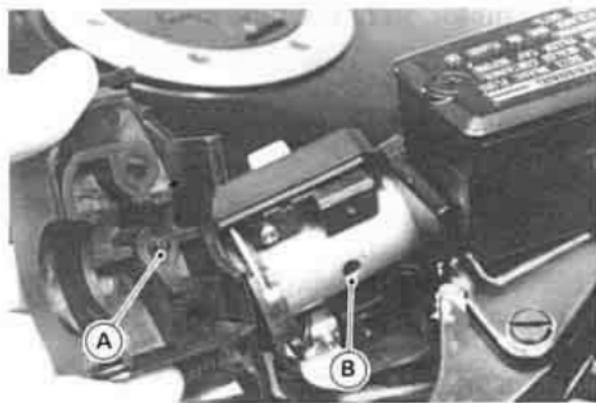
A. Speedometer Cable



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

NOTE

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

Cleaning

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

Preparation for Washing

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

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

Where to be Careful

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

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

NOTE

- *Coin operated, high pressure spray washers are not recommended. The water may be forced into bearings and other components causing eventual failure from rust and corrosion. Some*

of the soaps which are highly alkaline leave a residue or cause spotting.

After Washing

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

▲WARNING

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

Cleaning of Exhaust System:

CAUTION

To prevent surface damage, do not clean the exhaust system with chrome polishes or cleaners. Do not use waxes containing cleaners or abrasive cutting agents. Always use a soft cloth when washing and drying the system.

Washing

The exhaust system must be cool before washing to prevent water spotting.

- Prepare a mixture of water and mild soap, such as dishwashing detergent. Do not use a high alkaline content soap as commonly found at commercial car washes because it leaves a residue.
- Wash the exhaust system with a soft cloth. Do not use an abrasive scouring pad or steel wool. They will damage the finish.
- Rinse the exhaust system thoroughly.

Drying

- Dry the exhaust system completely with a soft cloth. Do not run the engine to dry the system or spotting will occur.

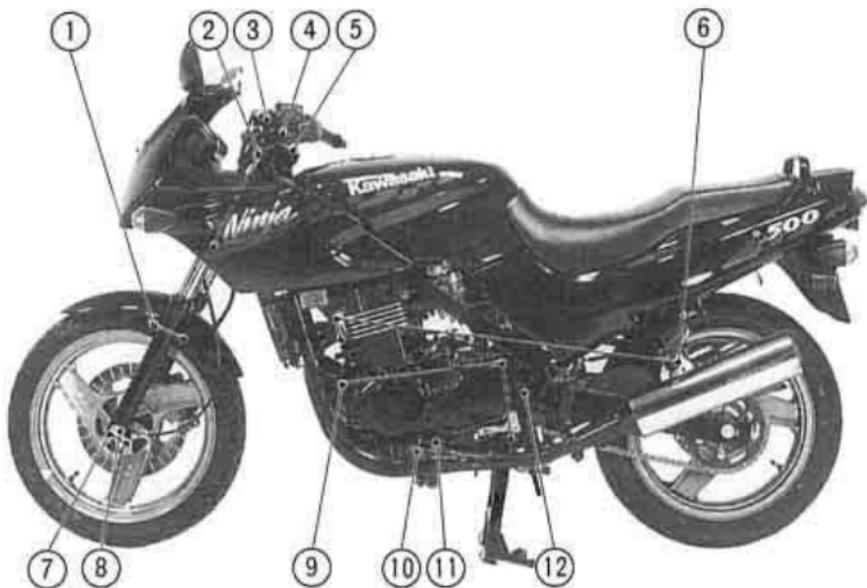
Protecting

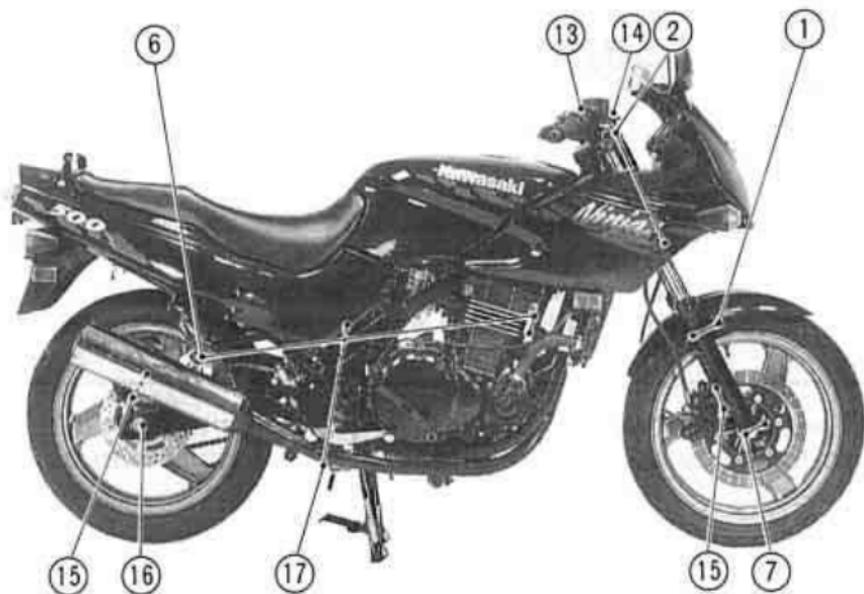
- When the system is dry, apply a light coat of WD40, LPS-1, or Bel-Ray 6-in-1 multipurpose oil.
- Wipe off the excess oil.
- The system can be waxed instead of oiled. Use a carnauba type paste wax only. Do not use waxes containing cleaners or abrasive cutting agents. They will damage the finish. Apply wax according to the manufacturer's instructions.

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. Clutch Lever Pivot Bolt
4. Handlebar mounting Bolts
5. Stem Head Nut
6. Muffler Mounting Bolts and Nuts
7. Front Axle Clamp Bolt and Nut
8. Front Axle Nut
9. Engine Mounting Bolts and Nuts
10. Side Stand Bolt
11. Shift Lever Bolt
12. Pivot Shaft Nut





- 13. Brake Master Cylinder
Clamp Bolts
- 14. Brake Lever Pivot Bolt
- 15. Caliper Mounting Bolts
- 16. Rear Axle Nut
- 17. Rear Shock Absorber
Mounting Bolts and
Nuts

- 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 bags over the exhaust pipes to prevent moisture from entering.
- Put a cover over the motorcycle to keep dust and dirt from collecting on it.

Preparation after Storage:

- Remove the plastic bags from the exhaust pipes.
- 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.
- Check all the points listed in the Daily Safety Checks section.
- Lubricate the points listed in the General Lubrication section.

In order to provide a permanent record, all warranty and service resolutions take place only through WRITTEN correspondence.

Please send your correspondence to:

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

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

EX500-D2

KAWASAKI
HEAVY INDUSTRIES, LTD.
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