# Ninja 300
# Ninja 300 ABS

## Motorcycle

# OWNER'S MANUAL

⚠ Read this manual carefully. It contains safety information.

Kawasaki

# Quick Reference Guide

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



A Table of Contents is included after the Foreword.

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

**⚠ DANGER**

**DANGER indicates a hazardous situation which, if not avoided, will result in death or serious injury.**

**⚠ WARNING**

**WARNING indicates a hazardous situation which, if not avoided, could result in death or serious injury.**

***NOTICE***

**NOTICE is used to address practices not related to personal injury.**

**NOTE**

○ *NOTE indicates information that may help or guide you in the operation or service of the vehicle.*

## *NOTICE*

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

# Foreword

Congratulations on your purchase of a new Kawasaki motorcycle. Your new motorcycle is the product of Kawasaki's advanced engineering, exhaustive testing, and continuous striving for superior reliability, safety and performance.

**Please read this Owner's Manual carefully before riding** so that 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 authorized Kawasaki motorcycle dealer. The Service Manual contains detailed disassembly and maintenance information. Those who plan to do their own work should, of course, be competent mechanics and possess the special tools described in the Service Manual.

Keep this Owner's Manual aboard your motorcycle at all times so that you can refer to it whenever you need information.

This manual should be considered a permanent part of the motorcycle and should remain with the motorcycle when it is sold.



This publication includes the latest information available at the time of printing. However, there may be minor differences between the actual product and illustrations and text in this manual.

All products are subject to change without prior notice or obligation.

**KAWASAKI HEAVY INDUSTRIES, LTD.**
**Motorcycle & Engine Company**

 Apr. 22, 2014. (1)

# (Australian model only)

## TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED

**Owners are warned that the law may prohibit:**

(a) 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; and

(b) The use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

# TABLE OF CONTENTS

# SAFETY INFORMATION

## Read Owner's Manual

Read this Owner's Manual carefully before riding so that 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 of the techniques and skills required to ride a motorcycle safely.

## Training

Kawasaki strongly recommends that all operators of this vehicle complete a suitable motorcycle rider training program to learn the proper skills and techniques necessary for safe motorcycle operation.

## Daily Checks and Periodic Maintenance

It is important to keep your motorcycle properly maintained and in safe riding condition. Inspect your motorcycle before every ride and carry out all periodic maintenance. See the Daily Checks section and Periodic Maintenance section in the MAINTENANCE AND ADJUSTMENT chapter for more information.

**⚠ WARNING**

**Failure to perform these checks or to correct a problem before operation may result in serious damage or an accident. Always perform daily checks before operation.**

To ensure your motorcycle is serviced using the latest servicing information, it is recommended that an authorized Kawasaki Dealer performs the periodic maintenance as directed in the Owner's Manual.

If you notice any irregular operating condition, have your motorcycle thoroughly checked at an authorized Kawasaki dealer as soon as possible.

## Loading and Accessories Information

**⚠ WARNING**

**Incorrect loading, improper installation or use of accessories or modification of your motorcycle may result in an unsafe riding condition. Before you ride the motorcycle, make sure it is not overloaded and that you have followed these instructions.**

**Maximum Load**

Weight of rider, passenger, baggage, and accessories must not exceed 180 kg (397 lb).

With the exception of genuine Kawasaki Parts and Accessories, Kawasaki has no control over the design or application of accessories. In some cases, improper installation

or use of accessories, or motorcycle modification, will void the motorcycle warranty; can negatively affect performance, stability and safety; and can even be illegal.

In selecting and using accessories, and in loading the motorcycle, you are personally responsible for your own safety and the safety of other persons involved.

**NOTE**

○ *Kawasaki Parts and Accessories have been specially designed for use on Kawasaki motorcycles. We strongly recommend that all parts and accessories you add to your motorcycle be genuine Kawasaki components.*

Because a motorcycle is sensitive to changes in weight and aerodynamic forces, you must take extreme care in carrying cargo, passengers and/or in fitting additional accessories. The following general guidelines have been prepared to assist you in making your determinations.

## Passenger

1. Never carry more than one passenger.
2. The passenger should only sit on the pillion.
3. 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 sits still while the motorcycle is in motion and not interfere with the operation of the motorcycle. Do not carry animals on your motorcycle.

4. Do not carry passengers unless passenger footpegs are installed. Instruct any passenger before riding to keep his or her feet on the passenger footpegs and hold on to the operator or seat strap. Do not carry a passenger unless he or she is tall enough to reach the footpegs with their feet.

## Baggage and Luggage

1. All baggage should be carried as low as possible to reduce the effect on the motorcycle's 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.
2. 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.
3. Do not carry heavy or bulky items on a luggage rack. It is designed for light items, and overloading can affect handling due to changes in weight distribution and aerodynamic forces.

## Accessories

1. 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 aspects of the motorcycle's operation.
2. Weight attached to the handlebar or front fork will increase the mass of the steering assembly and can result in an unsafe riding condition.
3. Fairings, windshields, backrests, and other large items have the capability of adversely affecting stability and handling of the motorcycle, not only due to their weight, but also due to the aerodynamic force acting on these surfaces while the motorcycle is in operation. Poorly designed or installed items can result in an unsafe riding condition.

### Other Load

1. This motorcycle is not intended to be equipped with a sidecar or to be used to tow any trailers or other vehicles. Kawasaki does not manufacture sidecars or trailers for motorcycles and cannot predict the effects of such accessories on handling or stability, but can only warn that the effects can be adverse and that Kawasaki cannot assume responsibility for the results of such unintended use of the motorcycle.
2. Furthermore, any adverse effects on motorcycle components caused by the use of such accessories will not be remedied under warranty.

## If You are Involved in an Accident

Make sure of your own safety first. Determine the severity of any injuries and call for emergency assistance if needed. Always follow applicable laws

and regulations if any other person, vehicle or property is involved.

Do not attempt to continue riding without first evaluating your motorcycle's condition. Inspect for fluid leaks, check critical nuts and bolts, and check the handlebars, control levers, brakes, and wheels for damage and proper function. Ride slowly and cautiously - your motorcycle may have suffered damage that is not immediately apparent. Have your motorcycle thoroughly checked at a Kawasaki dealer as soon as possible.

## Safe Operation

The following should be carefully observed for safe and effective vehicle operation.

### Carbon Monoxide Hazard

**⚠ DANGER**

**Exhaust gas contains carbon monoxide, a colorless, odorless poisonous gas. Inhaling carbon monoxide can cause serious brain injury or death.**
**Do not run the engine in enclosed areas. Operate only in a well-ventilated area.**

## Fueling

**⚠ WARNING**

**Gasoline is extremely flammable and can be explosive under certain conditions. To prevent fire or explosion, turn the ignition key 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 Ride with Drugs or Alcohol

Alcohol and drugs impair your judgment and reaction time. Never consume alcohol or drugs before or while riding motorcycles.

## Protective Gear and Clothing

### *Helmet*

Kawasaki strongly recommends both the operator and passenger wear a helmet even if this is not a legal requirement.

- Make sure that your helmet fits correctly and is properly fastened.
- Choose a motorcycle helmet that meets the safety standards applicable to your country. Ask your motorcycle dealer to advise you if necessary.

### *Eye Protection*

Always use eye protection. If your helmet does not have a visor installed, wear goggles.

### *Gloves*

Wear gloves which have suitable protection for your hands, especially against abrasion.

### *Clothing*

Wear protective clothing.

- Wear bright, highly visible clothing that allows freedom of movement to suit your riding style.
- Always wear a long- sleeved jacket and long trousers which are abrasion resistant and keep you warm.
- Avoid wearing clothes which have loose cuffs or other fastenings which could interfere with the controls of your motorcycle.

### *Boots*

Wear proper protective boots that fit properly and do not interfere with gear shifting or braking.

## Safe Riding Techniques

### *Keep Hands on Handlebars*

When riding always keep both hands on the handlebars and both feet on the footpegs. Removing your hands from the handlebars or feet from the footpegs while riding can be hazardous. If you remove even one hand or foot, you reduce your ability to control the motorcycle.

### *Look Over Your Shoulder*

Before changing lanes, look over your shoulder to make sure the way is clear. Do not rely solely on the rear view mirror; you may misjudge a vehicle's distance and speed, or you may not see it at all.

### *Accelerate and Brake Smoothly*

In general your actions should be smooth as sudden acceleration, braking or turning may cause loss of control, especially when riding in wet conditions or on loose road surfaces, when the ability to maneuver will be reduced.

### *Select Correct Gear Speeds*

When going up steep slopes, shift to a lower gear so that there is power to spare rather than overloading the engine.

### *Use Both Front and Rear Brakes*

When applying the brakes, use both the front and rear brakes. Applying only one brake for sudden braking may cause the motorcycle to skid and lose control.

### *Use Engine Brake*

When going down long slopes, help control vehicle speed by closing the throttle so that the engine can act as an auxiliary brake. Use the front and rear brakes for primary braking.

### *Riding in Wet Conditions*

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.

Braking performance is also reduced in wet conditions. Carefully ride at a slow speed and apply the brakes several times to help dry and restores them to normal operating performance.

Lubricate the drive chain after wet -weather riding to prevent rust and corrosion.

### *Ride Prudently*

Riding at the proper 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.

### *Riding on Rough Roads*

Exercise caution, slow down, and grip the fuel tank with the knees for better stability.

### *Acceleration*

When quick acceleration is necessary to pass another vehicle, shift to a lower gear to obtain the necessary power.

### *Downshifting*

To avoid engine damage and rear -wheel lock-up do not downshift at high rpm.

### *Avoid Unnecessary Weaving*

Unnecessary weaving jeopardizes the safety of both the rider and other motorists.

## Additional Considerations for High Speed Operation

**⚠ 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.**
**Do not operate at high speeds on public roads.**

### *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 safe riding. Examine their overall condition, inflate them to the proper pressure, and check the wheel balance.

### *Fuel*

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

### *Engine Oil*

To avoid engine seizure and resulting loss of control, make sure 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 sure that the headlight, tail/brake light, turn signals, horn, etc., all work properly.

### *Miscellaneous*

Make sure that all nuts and bolts are tight and that all safety related parts are in good condition.

# GENERAL INFORMATION

## Specifications

**PERFORMANCE**

| | | |
|---|---|---|
| Maximum Horsepower | | 29.0 kW (39 PS) @11 000 r/min (rpm) |
| Maximum Torque | | 27.0 N·m (2.8 kgf·m, 20 ft·lb) @10 000 r/min (rpm) |
| Minimum Turning Radius | | 2.4 m (94 in.) |

**DIMENSIONS**

| | | |
|---|---|---|
| Overall Length | | 2 015 mm (79.33 in.) |
| Overall Width | | 715 mm (28.1 in.) |
| Overall Height | | 1 110 mm (43.70 in.) |
| Wheelbase | | 1 405 mm (55.31 in.) |
| Road Clearance | | 140 mm (5.51 in.) |
| Curb Mass | (EX300A) | 172 kg (379 lb)<br>173 kg (381 lb, for models equipped with GPS) |
| | (EX300B) | 174 kg (384 lb)<br>175 kg (386 lb, for models equipped with GPS) |

## ENGINE

| | | |
|---|---|---|
| Type | | DOHC, 2-cylinder, 4-stroke, liquid-cooled |
| Displacement | | 296 cm³ (18.1 cu in.) |
| Bore × Stroke | | 62.0 × 49.0 mm (2.44 × 1.93 in.) |
| Compression Ratio | | 10.6 : 1 |
| Starting System | | Electric starter |
| Cylinder Numbering Method | | Left to right, 1-2 |
| Firing Order | | 1-2 |
| Fuel System | | FI (Fuel Injection) |
| Ignition System | | Battery and coil (transistorized ignition) |
| Ignition Timing (Electronically advanced) | | 10° BTDC @1 300 r/min (rpm) ~ 31° BTDC @7 000 r/min (rpm) |
| Spark Plug: | Type | NGK CR8E |
| | Gap | 0.7 ~ 0.8 mm (0.028 ~ 0.031 in.) |
| Lubrication System | | Forced lubrication (wet sump) |

| | | |
|---|---|---|
| Engine Oil: | Type | API SG, SH, SJ, SL, or SM with JASO MA, MA1 or MA2 |
| | Viscosity | SAE 10W-40 |
| | Capacity | 2.4 L (2.5 US qt) |
| Coolant Capacity | | 1.5 L (1.6 US qt) |

**TRANSMISSION**

| | | |
|---|---|---|
| Transmission Type | | 6-speed, constant mesh, return shift |
| Clutch Type | | Wet, multi disc |
| Driving System | | Chain drive |
| Primary Reduction Ratio | | 3.087 (71/23) |
| Final Reduction Ratio | | 3.000 (42/14) |
| Overall Drive Ratio | | 7.938 (Top gear) |
| Gear Ratio: | 1st | 2.714 (38/14) |
| | 2nd | 1.789 (34/19) |
| | 3rd | 1.409 (31/22) |
| | 4th | 1.160 (29/25) |
| | 5th | 1.000 (27/27) |
| | 6th | 0.857 (24/28) |

**FRAME**

| | | |
|---|---|---|
| Caster | | 27° |
| Trail | | 93 mm (3.7 in.) |
| Tire Size: | Front | 110/70-17M/C 54S |
| | (BR) | 110/70R17M/C 54H |
| | Rear | 140/70-17M/C 66S |
| | (BR) | 140/70R17M/C 66H |
| Rim Size: | Front | J17M/C × MT2.75 |
| | Rear | J17M/C × MT4.00 |
| Fuel Tank Capacity | | 17 L (4.5 US gal) |
| Brake Fluid: | Front | DOT3 or 4 |
| | Rear | DOT4 |

**ELECTRICAL EQUIPMENT**

| | | |
|---|---|---|
| Battery | | 12 V 8 Ah (10 HR) |
| Headlight: | High Beam | 12 V 55 W + 55 W |
| | Low Beam | 12 V 55 W |
| Brake/Tail Light | | 12 V 21/5 W |

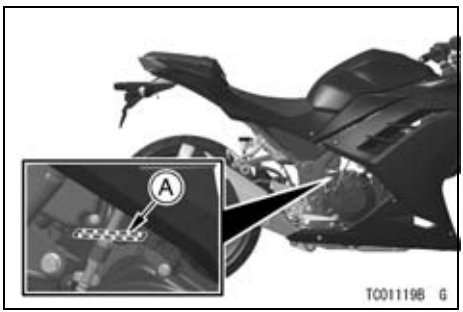
BR: Brazil model

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

## Serial Number Locations

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

**Engine No.**




**A. Engine Number**

**Frame No.**

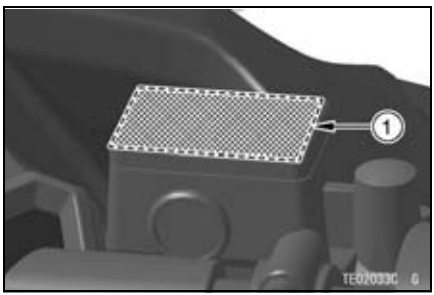

**A. Frame Number**

## Location of Labels

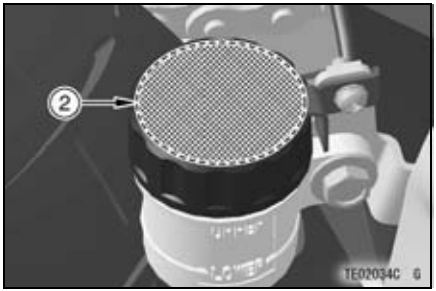
All warning labels which are on your vehicle are repeated here. Read labels on your vehicle and understand them thoroughly. They contain information which is important for your safety and the safety of anyone else who may operate your vehicle. Therefore, it is very important that all warning labels be on your vehicle in the locations shown. If any label is missing, damaged, or worn, get a replacement from your Kawasaki dealer and install it in the correct position.

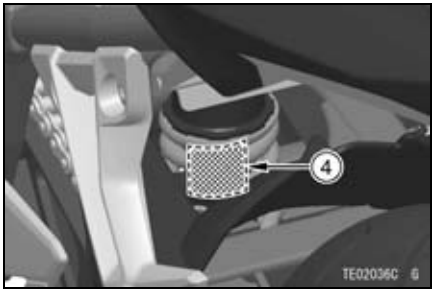
### NOTE

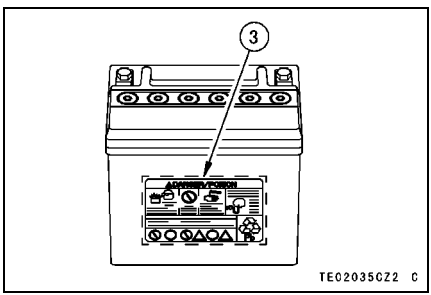
- *The sample warning labels in this section have part numbers to help you and your dealer obtain the correct replacement.*
- *Refer to the actual vehicle label for model specific data grayed out in the illustration.*



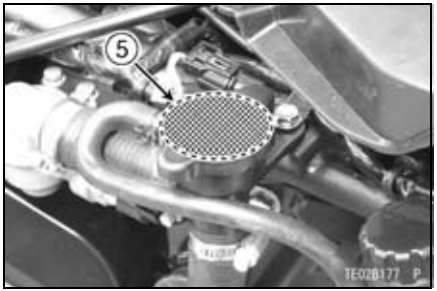

**1. Brake Fluid (Front)**

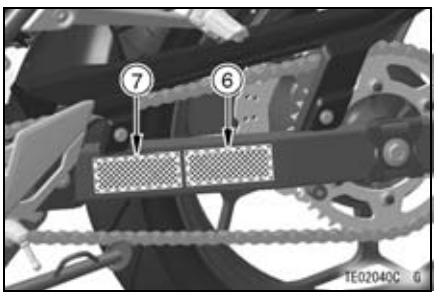


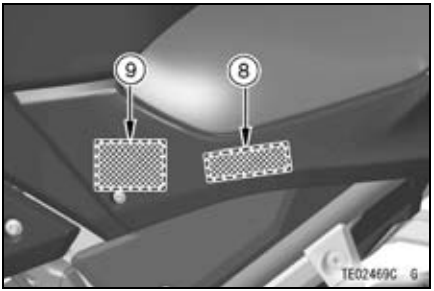




2. Brake Fluid (Rear)
3. Battery Poison/Danger
4. Rear Shock Absorber Warning

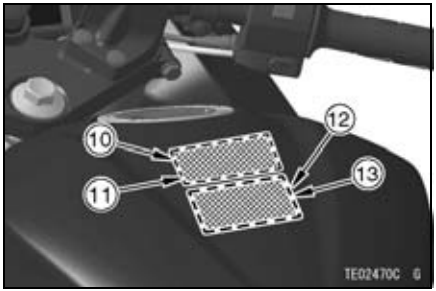


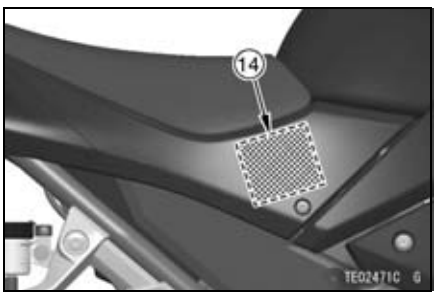




**5. Radiator Cap Danger**
**6. Important Drive Chain Information**
**7. Tire and Load Data**
***8. Stationary Noise Test Information**
****9. Vehicle Emission Control Information**

***: Only on Australia model**
****: Only on Colombia model**

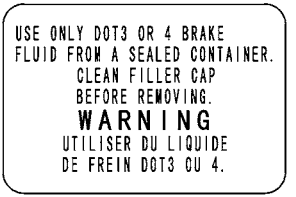



*** 10. Fuel Level
****** 11. Unleaded Gasoline
**** 12. Unleaded Gasoline
***** 13. Helmet Wearing
*** 14. Vacuum Hose Routing Diagram

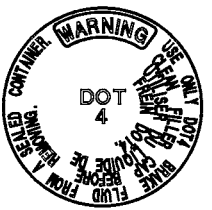
***: Only on Southeast Asia B1 model
****: Only on India and Southeast Asia B1 models
*****: Only on Thailand model
******: Only on Southeast Asia B3 model

1)



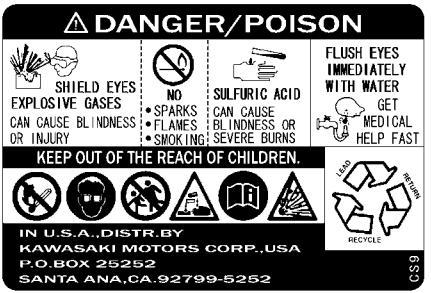

TE03816BN9 C

2)




TE03491DN9 C

3)

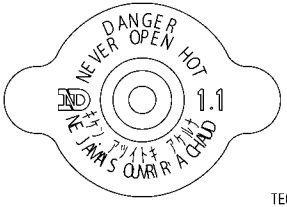



TE03351D S

**4)**

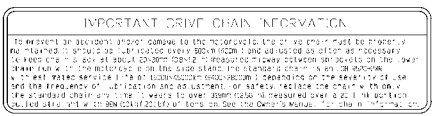

TE03352D S

**5)**



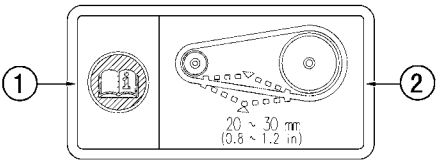

TE03353D S

## 6) except Southeast Asia B3 model




TE03328D S

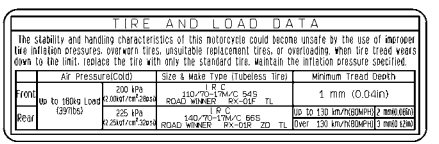
## 6) only on Southeast Asia B3 model




TE03327D S

1. Read Owner's Manual, see page 9
2. Drive chain slack, see page 107

## 7) except Southeast Asia B3 model


TIRE AND LOAD DATA

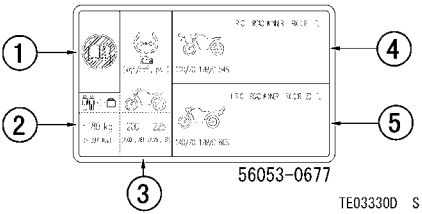
The stability and handling characteristics of this motorcycle could become unsafe by the use of improper tire inflation pressures, overworn tires, unsuitable replacement tires, or overloading. When tire tread wears down to the limit, replace the tire with only the standard tire. Maintain the inflation pressure specified.

| | Air Pressure(Cold) | | Size & Make Type (Tubeless Tire) | Minimum Tread Depth |
|---|---|---|---|---|
| Front | up to 180kg Load (397lbs) | 200 kPa (2.00kgf/cm², 29psi) | I R C<br>110/70-17M/C 54S<br>ROAD WINNER RX-01F TL | 1 mm (0.04in) |
| Rear | | 225 kPa (2.25kgf/cm², 32psi) | I R C<br>140/70-17M/C 66S<br>ROAD WINNER RX-01R ZD TL | Up to 130 km/h(80MPH) 2 mm(0.08in)<br>Over 130 km/h(80MPH) 3 mm(0.12in) |

56053-0732

TE03627D S

## 7) only on Southeast Asia B3 model




TE03330D S

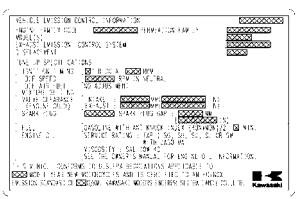
1. Read Owner's Manual, see page 9
2. Maximum load, see page 10
3. Tire pressure, see page 119
4. Front tire size and manufacture, see page 112
5. Rear tire size and manufacture, see page 112

## 8) only on Australia model

STATIONARY NOISE TEST INFORMATION
TESTED [redacted] dB(A) AT [redacted] min-1
SILENCING SYSTEM : KAWASAKI HEAVY INDUSTRIES, LTD.
IDENTIFICATION : [redacted]

TE03476DN9 C

## 9) only on Colombia model

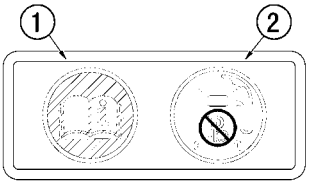


TE03510D S

## 10) only on Southeast Asia B1 model


56071-0158
TE03142C S

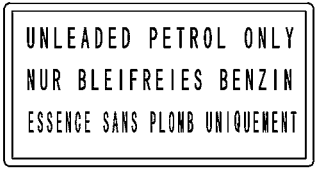
## 11) only on Southeast Asia B3 model




56071-0320
TE03318D S

1. Read Owner's Manual, see page 9
2. Unleaded gasoline, see page 56

## 12) only on India and Southeast Asia B1 models

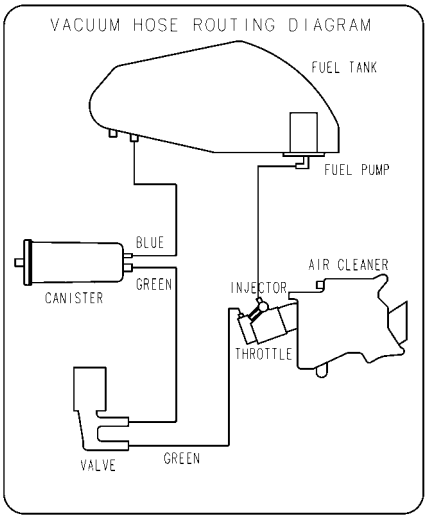



56070-1143
TE03553DN9 C

## 13) only on Thailand model


56071-0023
TE02995B S

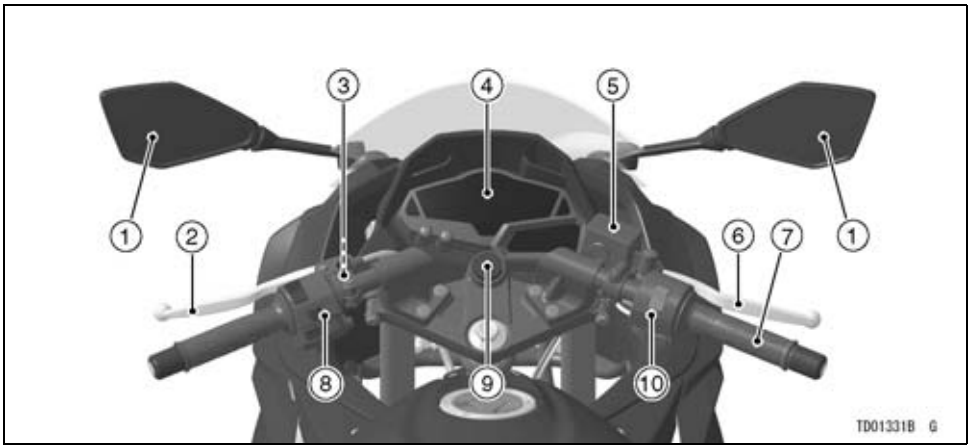
## 14) only on Southeast Asia B1 model



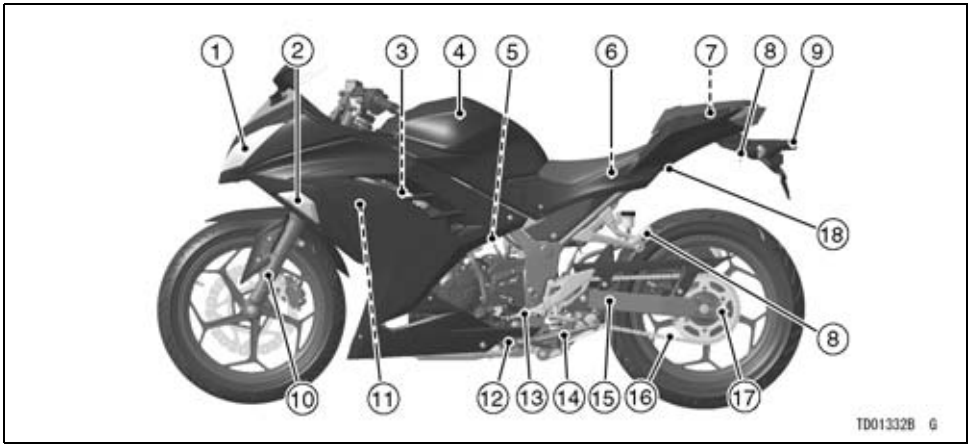

59465-1151

TE03509D S

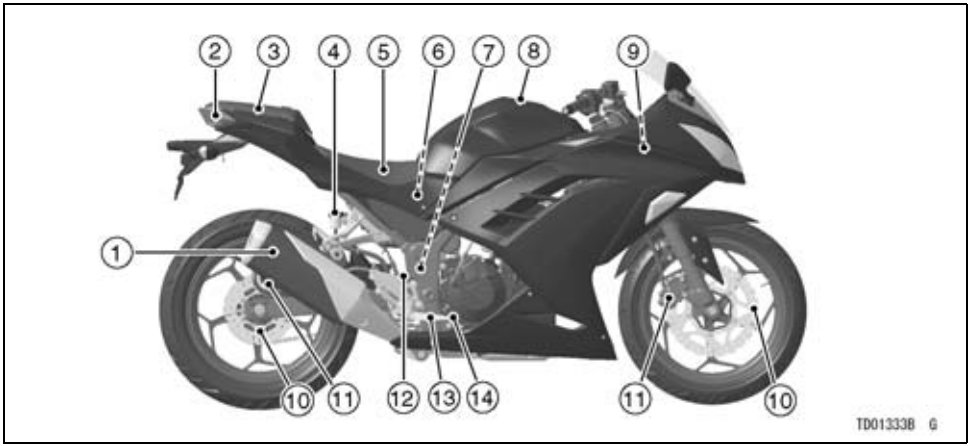
# Location of Parts




1. Rear View Mirrors
2. Clutch Lever
3. Starter Lockout Switch
4. Meter Instruments
5. Brake Fluid Reservoir (Front)
6. Front Brake Lever
7. Throttle Grip
8. Left Handlebar Switches
9. Ignition Switch/Steering Lock
10. Right Handlebar Switches



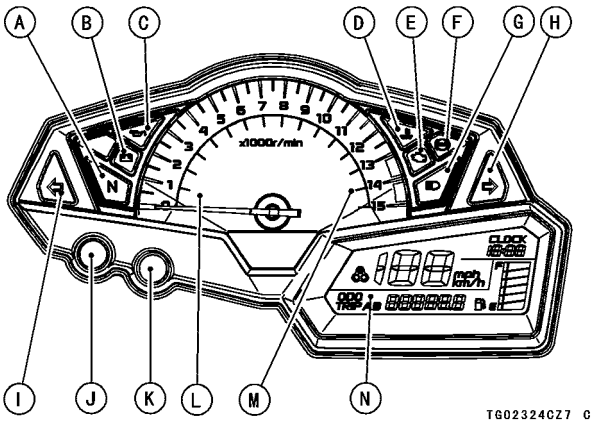

1. Headlight
2. Turn Signal Light
3. Spark Plugs
4. Fuel Tank
5. Idle Adjusting Screw
6. Battery and Fuse Box
7. Tool Kit
8. Tying Hooks
9. License Plate Light
10. Front Fork
11. Radiator
12. Side Stand Switch
13. Shift Pedal
14. Side Stand
15. Swingarm
16. Drive Chain
17. Chain Adjuster
18. Seat Lock




1. Muffler
2. Tail/Brake Light
3. Passenger's Seat
4. Brake Fluid Reservoir (Rear)
5. Rider's Seat
6. Air Cleaner
7. Rear Shock Absorber
8. Fuel Tank Cap
9. Coolant Reserve Tank
10. Brake Discs
11. Brake Calipers
12. Rear Brake Light Switch
13. Rear Brake Pedal
14. Oil Level Inspection Window

# Meter Instruments

A. Green Neutral Indicator Light
B. Red Battery Voltage Warning Indicator Light
C. Red Oil Pressure Warning Indicator Light
D. Red Coolant Temperature Warning Indicator Light
E. Yellow Engine Warning Indicator Light
F. Yellow ABS Indicator Light (Only on ABS model)
G. Blue High Beam Indicator Light
H. Green Right Turn Signal Indicator Light
I. Green Left Turn Signal Indicator Light
J. Left Button
K. Right Button
L. Tachometer
M. Red Zone
N. Multifunction Meter



**NOTE**

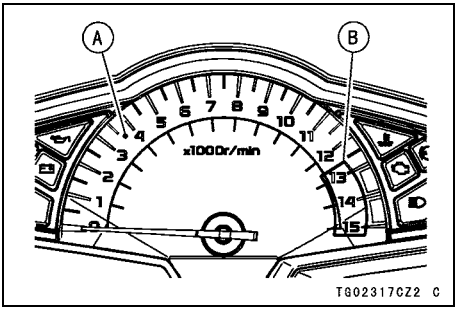
○ *For safety, do not operate the instrument buttons while riding the motorcycle.*

## Tachometer

The tachometer shows the engine speed in 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.

***NOTICE***

**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.**



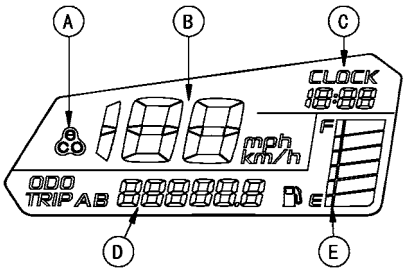

**A. Tachometer**
**B. Red Zone**

When the ignition switch is turned on, the tachometer needle momentarily goes from the minimum to the maximum, then goes back from the maximum to the minimum reading to check its operation. If the tachometer does not operate correctly, have it checked by an authorized Kawasaki dealer.

## Multifunction Meter

**A. Economical Riding Indicator**
**B. Speedometer**
**C. Clock**
**D. Multifunction Display**
- **Odometer**
- **Trip meter A**
- **Trip meter B**

**E. Fuel Gauge**



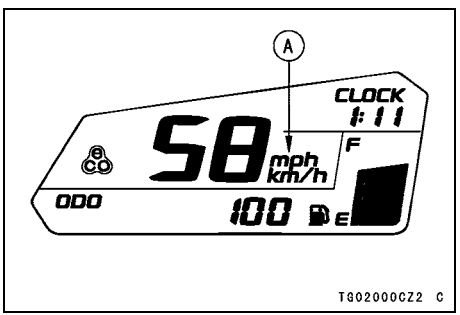

When the ignition switch is turned on, all LCD segments are displayed with opening display functions for few seconds, then the multifunction meter turns to operational mode.

## *Speedometer*

The speedometer shows the speed of the vehicle in digital values.

### Unit Setting

The unit setting in the meter instrument can be changed according to local regulations. Make sure the unit setting is correctly displayed before riding.




**A. mph or km/h Display**

**NOTE**

○ *Do not operate the motorcycle with wrong unit (mph or km/h) of the speedometer.*

To change the meter display unit in the meter instrument as follows:

- Push the left button to display the odometer.
- Push the right button while pushing the left button to select the display unit.

km/h ← → mph

## *Multifunction Display*

The following display modes can be shifted by pushing the left button.

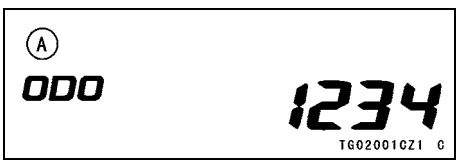
Odometer → Trip meter A → Trip meter B → Odometer...

**NOTE**

- *For safety, do not operate the instrument buttons while riding the motorcycle.*
- *The multifunction display is displayed in the unit depending on the unit mode setting, refer to the Unit Setting item in this section.*

### *Odometer*

The odometer shows the total distance in kilometers or miles that the vehicle has been ridden. This meter cannot be reset.




**A. Odometer**

**NOTE**

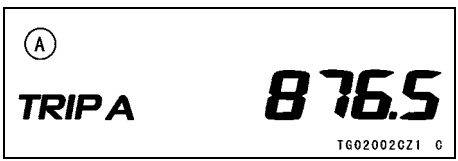
- *The data is maintained even if the battery is disconnected.*
- *When the figures come to 999999, they are stopped and locked.*

### *Trip Meter*

The trip meters show the distance in kilometers or miles traveled since they were last reset to zero.

TRIP A: 0.0 ~ 9999.9

TRIP B: 0.0 ~ 9999.9




**A. Trip Meter A**

To reset the trip meter, do the followings while the motorcycle is at the stop.

- Push the left button to display the trip meter A or B.

- Push the right button and hold it in.
- After two seconds, the figure display turns to 0.0, and then starts counting when the vehicle is operated. The meter counts until it is reset.

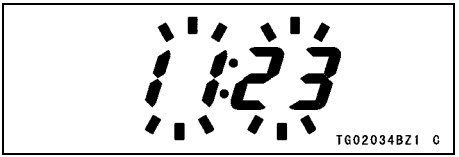
**NOTE**

- *The data is maintained by the backup power if the ignition switch is turned off.*
- *When the trip meter reaches 9999.9 while running, the meters reset to 0.0 and continues counting.*
- *When the battery is disconnected, the meter display resets to 0.0.*

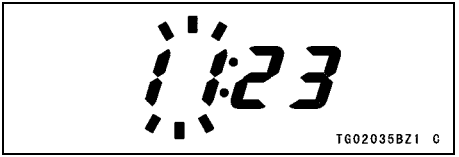
### *Clock*

To adjust hours and minutes, do the followings while the motorcycle is at a stop.

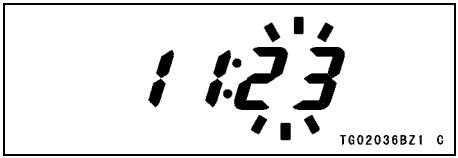
- Turn the ignition switch on.
- Push the left button to display the odometer.
- Push the right button for more than two seconds. Both the hour and minute displays start blinking.




- Push the right button. The hour display only blinks. Push the left button to advance the hours.




- Push the right button. The hour display stops blinking and the minute display starts blinking. Push the left button to advance the minutes.



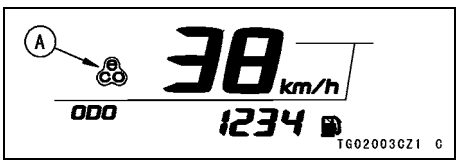

- Push the right button. Both the hour and minute displays start blinking again.
- Push the left button. The displays stop blinking and the clock starts working.

**NOTE**

- *Pushing the left button momentarily advances the hour or minute step by step. Pushing and holding the button advances the hour or minute continuously.*
- *The clock works normally by the backup power while the ignition switch is turned off.*
- *When the battery is disconnected, the clock is reset to 1:00 and starts working again when the battery is connected.*

## *Economical Riding Indicator*

When the operator is driving the motorcycle for optimum fuel-efficiency, the economical riding indicator appears on the multifunction meter to indicate favorable fuel consumption. Monitoring the economical riding indicator can help the rider maximize fuel efficiency.




**A. Economical Riding Indicator**

**⚠ WARNING**

**Failing to properly observe the road ahead increases the chance of an accident resulting in severe injury or death. Do not concentrate on the economical riding indicator by taking your eyes off the road; observe using peripheral vision.**

### *Fuel Gauge*

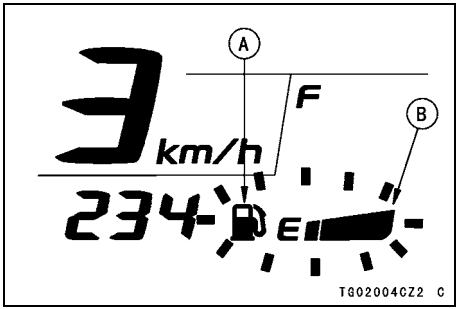
The fuel in the fuel tank is shown by the number of segments displayed.

When the fuel tank is full, all the segments are displayed. If the fuel gauge is not correctly displayed, have the fuel gauge checked by an authorized Kawasaki dealer.

As the fuel level in the tank goes down, the segments disappear one by one from F (full) to E (empty).

The bottom segment and fuel symbol blink in the digital meter when approximately 3.5 L (0.9 US gal) of usable fuel remains. Refuel at the earliest opportunity if the most bottom segment of the fuel gauge and fuel symbol blink.

When vehicle stands with the side stand, the fuel gauge cannot show the amount of fuel in the fuel tank exactly. Stand upright the vehicle to check the fuel level.




**A. Fuel Symbol ( ⛽ )**
**B. Segment (E)**

All of the segments and fuel symbol will blink in case of the open or short of the wiring. Have the wiring inspected by an authorized Kawasaki dealer immediately.

### NOTE

○ *When pushing the left button while low fuel warning is displayed, the multifunction display modes can be shifted.*

## Indicator Lights

### *Green Neutral Indicator Light*

**N**: When the transmission is in neutral, the neutral indicator light goes on.

### *Yellow ABS Indicator Light (Only on ABS model)*

(ABS) : The ABS (Anti-lock Brake System) indicator light goes on when the ignition switch is turned on and goes off shortly after the motorcycle starts moving. If the ABS is normal, it stays off. If something is wrong with the ABS, this light goes on and stays on. When this light is on, the ABS does not function but if the ABS fails, the conventional brake system will still work normally.

For more detailed information about ABS, see the Anti-lock Brake System (ABS) section in the HOW TO RIDE THE MOTORCYCLE chapter.

### *Blue High Beam Indicator Light*

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

### *Green Turn Signal Indicator Light*

: When the turn signal switch is pushed to the left or right, the corresponding turn signal indicator light blinks.

## Warning Indicator Light

### *Red Battery Voltage Warning Indicator Light*

: The battery voltage warning indicator light goes on whenever the battery voltage is less than 11 V or higher than 16 V.

If this light goes on, have the battery checked by an authorized Kawasaki dealer.

### *Red Oil Pressure Warning Indicator Light*

: The oil pressure warning indicator light should go on whenever the ignition switch is turned on and go off after starting the engine.

This light goes on whenever the oil pressure is dangerously low while the

engine running. Refer to the MAINTENANCE AND ADJUSTMENT chapter for more detailed engine oil information. If this light goes on, have the engine lubrication system checked by an authorized Kawasaki dealer.

### *Red Coolant Temperature Warning Indicator Light*

: The coolant temperature warning indicator light goes on whenever the coolant temperature rises to 118°C (245°F) when the motorcycle is in operation. If this light goes on, stop the engine and check the coolant level in the reserve tank after the engine cools down, then have the cooling system checked by an authorized Kawasaki dealer.

**NOTICE**

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

### *Yellow Engine Warning Indicator Light*

: The engine warning indicator light goes on when the ignition switch is turned on and goes off soon after ensuring that its circuit functions properly. This light also goes on or blinking whenever the troubles occur in digital fuel injection (DFI) system.

The blinking of this light indicates the condition that the engine cannot be started.

Refer to the Stopping the Engine section in the HOW TO RIDE THE MOTORCYCLE chapter for more information. If this light goes on, have the DFI system checked by an authorized Kawasaki dealer.

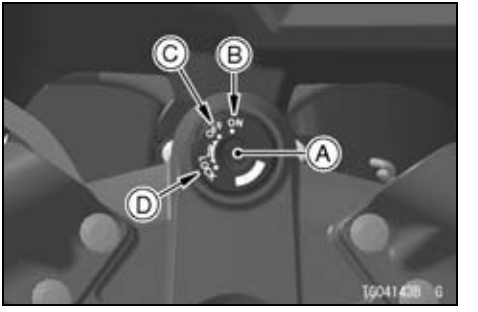
## Keys

This motorcycle has a combination key, which is used for the ignition switch, steering lock, seat lock, 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 three-position, key-operated switch. The key can be removed from the switch when it is in the “OFF” or “LOCK” position.



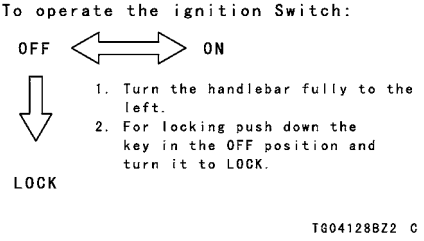

**A. Ignition Switch/Steering Lock**
**B. ON position**
**C. OFF position**
**D. LOCK position**

| | |
|---|---|
| **OFF** | Engine off. Electrical circuits off. |
| **ON** | Engine on. All electrical equipment can be used. |
| **LOCK** | Steering locked. Engine off. Electrical circuits off. |

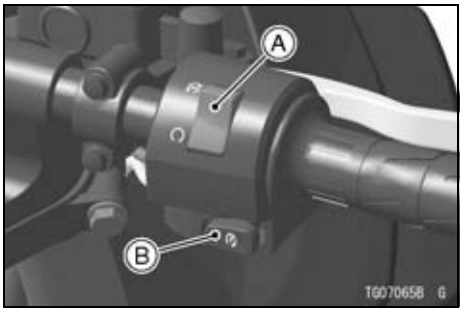
## NOTE

○ *The tail, city and license plate lights are on whenever the ignition key is in the "ON" position. Headlights go on when the starter button is released after starting the engine. To avoid battery discharge, always start the engine immediately after turning the ignition key to "ON."*

○ *If you leave the key in the "ON" position on for a long time, the battery may become totally discharged.*



## Right Handlebar Switches




**A. Engine Stop Switch**
**B. Starter Button**

### *Engine Stop Switch*

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

The engine stop switch is for emergency use. If required, move the switch to the ⊠ position.

**NOTE**

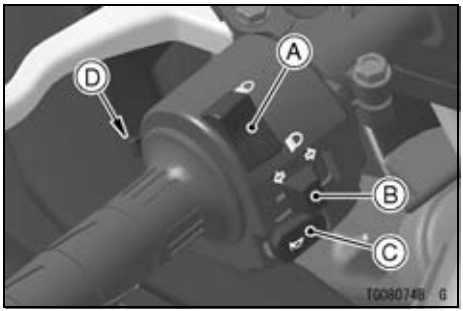
○ *Although the engine stop switch stops the engine, it does not turn off all the electrical circuits. Ordinarily, the ignition switch should be used to stop the engine.*

### *Starter Button*

The starter button operates the electric starter when the transmission is in neutral.

Refer to the Starting the Engine section in the HOW TO RIDE THE MOTORCYCLE chapter for starting instructions.

## Left Handlebar Switches




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

### *Dimmer Switch*

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

High beam.....( ≡D )
Low beam.....( ≡D )

### *Turn Signal Switch*

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

To stop blinking, push the switch in.

### *Horn Button*

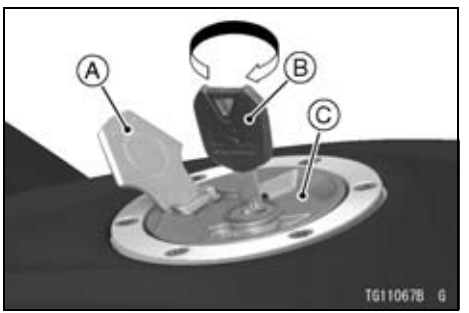
When the horn button is pushed, the horn sounds.

### *Passing Button*

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

## Fuel Tank Cap

- Pull up the key hole cover.
- Insert the ignition key into the fuel tank cap.
- Turn the key clockwise while pushing down the fuel tank cap.




**A. Key Hole Cover**
**B. Ignition Key**
**C. Fuel Tank Cap**

- Open the fuel tank cap.
- Fill the fuel.
- Push the fuel tank cap down into place with the key inserted.
- The key can be removed by turning counterclockwise to the original position.
- Close the key hole cover.

**NOTE**

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

## Fuel

### Fuel Requirements

Your Kawasaki engine is designed to use only unleaded gasoline with a minimum octane rating shown below.

Never use gasoline with an octane rating lower than the minimum specified by Kawasaki to prevent severe engine damage.

The octane rating of a gasoline is a measure of its resistance to detonation or “knocking”. The term commonly used to describe a gasoline’s octane rating is the Research Octane Number (RON).

**NOTICE**

**Do not use leaded gasoline, as this will destroy the catalytic converter.**

**NOTICE**

**If engine “knocking” or “pinging” occurs, use a different brand of gasoline of a higher octane rating. If this condition is allowed to continue, it can lead to severe engine damage. Gasoline quality is important. Fuels of low quality or not meeting standard industry specifications may result in unsatisfactory performance. Operating problems that result from the use of poor quality or no recommended fuel may not be covered under your warranty.**

## *Fuel Type and Octane Rating*

**(For Southeast Asia B1 and B3 Specifications)**

Use clean, fresh unleaded gasoline with an octane rating equal to or higher than that shown in the table.

| Fuel Type | Unleaded Gasoline |
|---|---|
| Minimum Octane Rating | Research Octane Number (RON) 91 |

### *NOTICE*

**Do not use any fuel with an ethanol in this vehicle. It has not been tested and certified for use with such fuels. Damage to the engine and fuel system, or engine starting and/or performance problems may result from the use of improper fuel.**

**(For Australia, India and Thailand Specifications)**

Use clean, fresh unleaded gasoline with an ethanol volume content not more than 10 % and an octane rating equal to or higher than that shown in the table.

| Fuel Type | Unleaded Gasoline |
|---|---|
| Ethanol Content | E10 or less |
| Minimum Octane Rating | Research Octane Number (RON) 91 |

## NOTICE

**Do not use any fuel that contains more ethanol or other oxygenates than specified for E10 fuel* in this vehicle. Damage to the engine and fuel system, or engine starting and/or performance problems may result from the use of improper fuel.**

*E10 means fuel containing up to 10% ethanol.

**(For Brazil Specification)**

Use clean, fresh unleaded gasoline with an Antiknock Index equal to or higher than that shown in the table.

The Antiknock Index is posted on service station pumps. The Antiknock Index is an average of the Research Octane Number (RON) and the Motor Octane Number (MON) as shown in the table.

| | |
|---|---|
| Fuel Type | Unleaded Gasoline |
| Ethanol Content | E25 |
| Minimum Octane Rating | Antiknock Index $\frac{(RON + MON)}{2}$<br>87 |

## NOTICE

**Do not use any fuel that contains more ethanol or other oxygenates than specified for E25 fuel* in this vehicle. Damage to the engine and fuel system, or engine starting and/or performance problems may result from the use of improper fuel.**

*E25 means fuel containing up to 25% ethanol.

**(For Colombia Specification)**

Use clean, fresh unleaded gasoline with an Antiknock Index equal to or higher than that shown in the table.

The Antiknock Index is posted on service station pumps. The Antiknock Index is an average of the Research Octane Number (RON) and the Motor Octane Number (MON) as shown in the table.

| Fuel Type | Unleaded Gasoline |
|---|---|
| Ethanol Content | E10 or less |
| Minimum Octane Rating | Antiknock Index $\frac{(RON + MON)}{2}$ 87 |

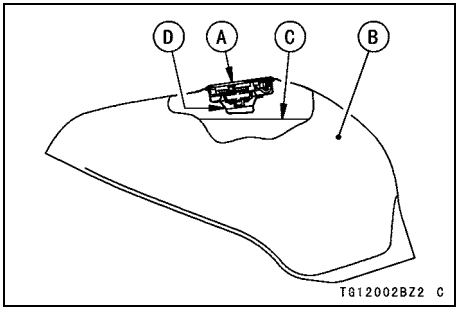
***NOTICE***

**Do not use any fuel that contains more ethanol or other oxygenates than specified for E10 fuel* in this vehicle. Damage to the engine and fuel system, or engine starting and/or performance problems may result from the use of improper fuel.**

*E10 means fuel containing up to 10% ethanol.

## Filling the Tank

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




A. Tank Cap
B. Fuel Tank
C. Top Level
D. Filler Neck

## ⚠ WARNING

**Gasoline is extremely flammable and can be explosive under certain conditions, creating the potential for serious burns. 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 completely to the top. If the tank is filled completely to the top, 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.**

## NOTICE

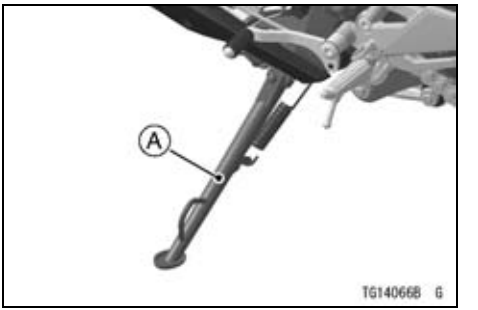
**Southeast Asia B1 and Thailand models only:**
**Never fill the tank so the fuel level rises into the filler neck. If the tank is overfilled, heat may cause the fuel to expand and flow into the Evaporative Emission Control System resulting in hard starting and engine hesitation and non compliance with the emission regulation.**

## NOTICE

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

## Side Stand

The motorcycle is equipped with the side stand.




**A. Side Stand**

### NOTE

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

Do not sit on the motorcycle while it is on its side stand. Always kick the stand fully up before sitting on the motorcycle.

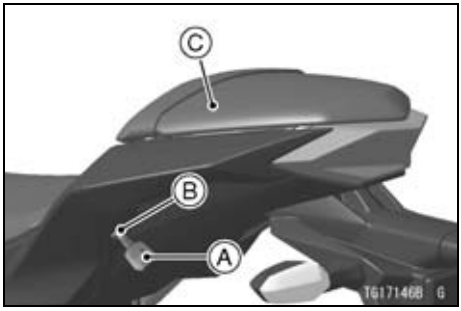
**NOTE**

○ *The motorcycle is equipped with a side stand switch. This switch is designed so that the engine does not start if the transmission is in gear and the side stand is down.*

## Seats

*Passenger's Seat Removal*

- Remove the passenger's seat by inserting the ignition key into the seat lock, and turning it clockwise.
- Pull up the front of seat, and remove the passenger's seat by pushing it to the front.

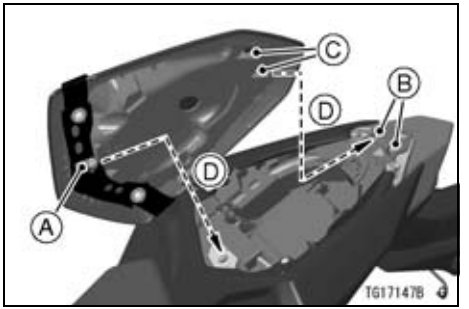



**A. Ignition Key**
**B. Seat Lock**
**C. Passenger's Seat**

*Passenger's Seat Installation*

Install the passanger's seat in the reverse order of removal.

- Insert the tabs in rear of the passenger's seat into the slots of the bracket.
- Insert the projection in front of the passenger's seat into the hole on the frame.

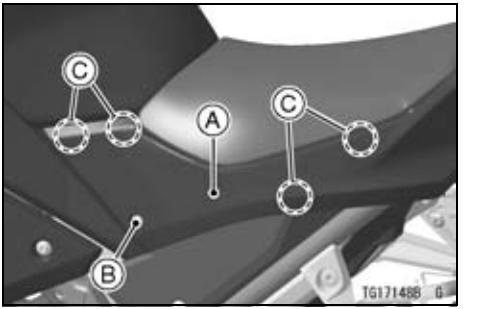



**A. Projection**
**B. Slots**
**C. Tabs**
**D. Insert**

- Push down the front part of the passenger's seat until the lock clicks.
- Pull up the front and rear ends of the passenger's seat to make sure they are securely locked.

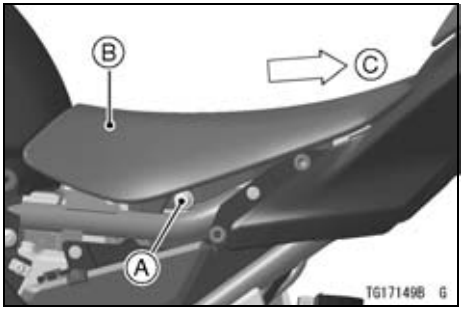
*Rider's Seat Removal*

- Remove the bolt and collar on the left and right side covers.
- Pull the left and right side covers to the outside for detaching the projections.




**A. Side Cover (Left Side)**
**B. Bolt and Collar**
**C. Projections**

- Remove the bolts and collars on the rider's seat, and pull off the seat to the up and rear.

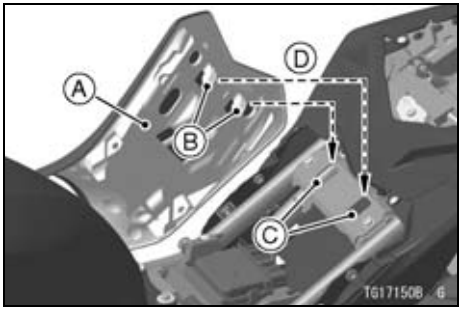



**A. Bolt and Collar (Left Side)**
**B. Rider's Seat**
**C. Pull Up and Rear**

*Rider's Seat Installation*

Install the rider's seat in the reverse order of removal.

- Insert the tabs on the rear of the rider's seat into the slots on the frame.




**A. Rider's Seat**
**B. Tabs**
**C. Slots**
**D. Insert**

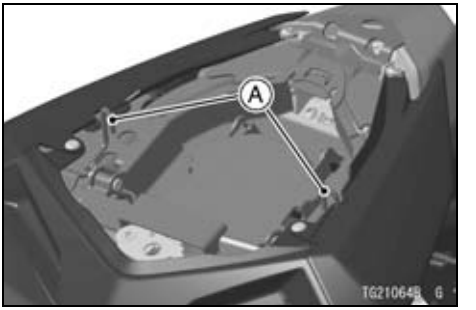
- Install the collars and tighten the bolts.
- Install the left and right side covers, collars and tighten the bolts.

## Helmet Hooks

Helmets can be secured to the motorcycle using the helmet hooks. The helmet hooks are located under the passenger's seat.

**⚠ WARNING**

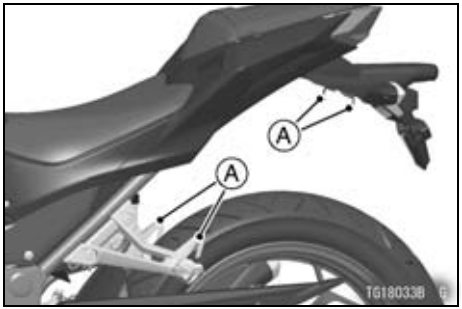
**Riding with helmets attached to the hooks could cause an accident by distracting the operator or interfering with normal vehicle operation. Do not ride the motorcycle with helmets attached to the hooks.**




**A. Helmet Hooks**

## Tying Hooks

When tying up light loads to the seat, use the tying hooks located in front of the rear turn signal lights and rear of the rear footpegs.

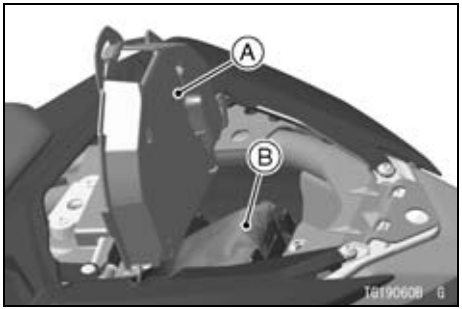



**A. Tying Hooks**

## Tool Kit Compartment

The tool kit compartment is located under the passenger's seat.

The kit contains tools that can be helpful in making roadside repairs, adjustments, and some maintenance procedures explained in this manual. Keep the tool kit in the compartment.




**A. Tool Kit Compartment**
**B. Tool Kit**

## Event Data Recorder

In common with many other vehicle manufacturers, Kawasaki has equipped this motorcycle with an event data recorder (EDR). The purpose of this device is to record data, only in accident situation, that assists with understanding of how a vehicle's systems were performing during a short period

of time immediately before and during an accident (event).

**NOTE**

- *During normal riding data is recorded but is constantly overwritten and then erased when the ignition is switched off.*
- *At no time other than in the event of an accident is EDR data stored for retrieval.*
- *This device does not collect or store personal data or information (e.g. name, gender, age).*

This data can help provide a better understanding for both the rider and the manufacturer of how the vehicle was performing at the time of an accident and of the circumstances in which crashes occur.

The EDR in this vehicle is designed to record only data that is relevant to the vehicle's running condition at the time of an accident such information as:

- Vehicle speed,
- Engine crankshaft rotational speed, and
- Throttle opening.

To access information on an EDR, special equipment and access to the EDR is required. Kawasaki will not share EDR information without obtaining your consent, unless required by government authorities, or acting pursuant to lawful authority.

# HOW TO RIDE THE MOTORCYCLE

## Break-In

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

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

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

| Distance traveled | Maximum engine speed |
|---|---|
| 0 ~ 800 km (0 ~ 500 mi) | 4 000 r/min (rpm) |
| 800 ~ 1 600 km (500 ~ 1 000 mi) | 6 000 r/min (rpm) |

**NOTE**

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

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

- Do not race the engine while the transmission is in neutral.

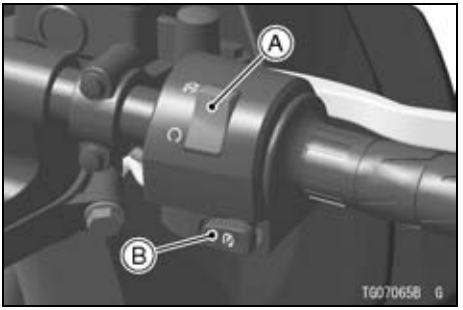
**⚠ WARNING**

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

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

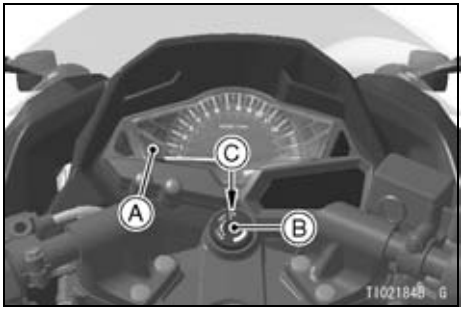
## Starting the Engine

- Check that the engine stop switch is in the ↺ position.




**A. Engine Stop Switch**
**B. Starter Button**

- Turn the ignition key to “ON” position.
- Make sure the transmission is in neutral.




**A. Green Neutral Indicator Light**
**B. Ignition Switch**
**C. ON position**

## NOTE

○ *The motorcycle is equipped with a vehicle-down sensor which causes the engine to stop automatically if the motorcycle falls down. The engine warning indicator light ( ) blinks when the starter button is pressed if the engine cannot be started. After righting the motorcycle, first turn the ignition key to "OFF" position and then back to "ON" position before starting the engine.*

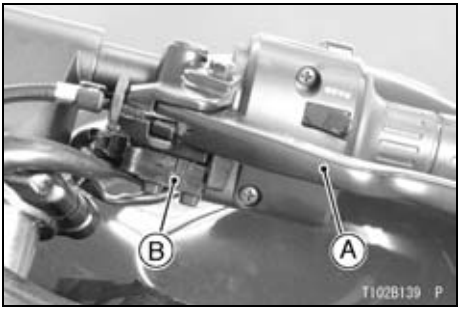
- Without holding the throttle grip, push the starter button to start the engine.

## *NOTICE*

**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

- *While the engine is cold, the fast idle system automatically raises the engine idling speed. At this time, the engine warning indicator light may go on if you operate the throttle grip unnecessarily.*
- *The motorcycle is equipped with a starter lockout switch. This switch is designed so that the engine does not start if the transmission is in gear and the side stand is down. However, the engine can be started if the clutch lever is pulled and the side stand is fully up.*




**A. Clutch Lever**
**B. Starter Lockout Switch**

## *NOTICE*

**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.

**⚠ DANGER**

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

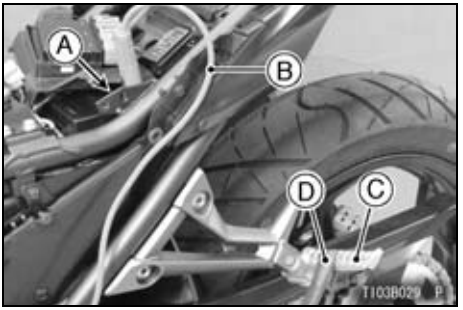
***Connecting Jumper Cables***

- Make sure the ignition key is turned off.
- Remove the side covers and the rider's seat.

- Remove the battery cover. Refer to the Battery section in the MAINTENANCE AND ADJUSTMENT chapter.
- Slide the red cap from the positive (+) terminal.
- Connect a jumper cable from the positive (+) terminal of the booster battery to the positive (+) terminal of the motorcycle battery.

## *NOTICE*

**Be careful not to contact the jumper cable slip on the positive battery terminal to the frame, or it will cause a short circuit.**




**A. Motorcycle Battery Positive (+) Terminal**
**B. From Booster Battery Positive (+) Terminal**
**C. Rear Footpeg**
**D. From Booster Battery Negative (–) Terminal**

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

**⚠ DANGER**

**Batteries contain sulfuric acid that can cause burns and produce hydrogen gas which is highly explosive. Do not make this last connection at the fuel system or battery. Take care not to touch the positive and negative cables together, and do not lean over the battery when making this last connection. Do not connect to 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.

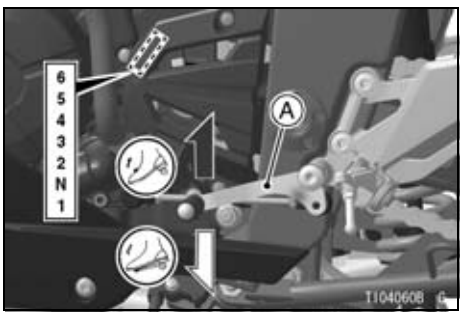
***NOTICE***

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

- After the engine has started, disconnect the jumper cables. Disconnect the negative (–) cable from the motorcycle first.
- Reinstall the parts removed.
- Check the cables are correctly routed. Refer to the Battery section in the MAINTENANCE AND ADJUSTMENT chapter.

## Moving Off

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




**A. Shift Pedal**

**NOTE**

○ *The motorcycle is equipped with a side stand switch. This switch is designed so that the engine does not start if the transmission is in gear and the side stand is down.*

## Shifting Gears

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

**⚠ WARNING**

**Downshifting to a lower gear at high speed causes engine rpm to increase excessively, potentially damaging the engine and it may also cause the rear wheel to skid and cause an accident. Downshifting should be done below 5 000 rpm for each gear.**

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

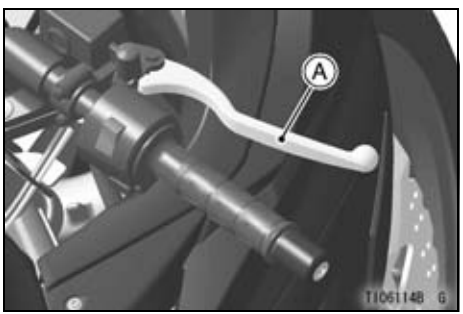
**NOTE**

○ *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.*

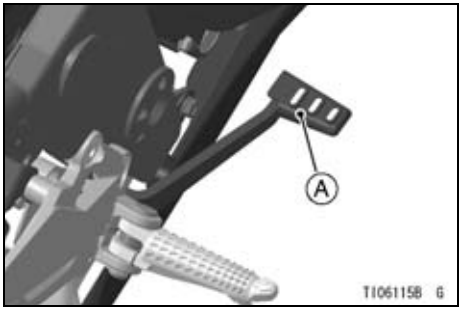
## Braking

- 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.

- Even in motorcycles equipped with ABS, braking during cornering may cause wheel slip. When turning a corner, it is better to limit braking to the light application of both brakes or not to brake at all. Reduce your speed before you get into the corner.
- For emergency braking, disregard downshifting, and concentrate on applying the brakes as hard as possible without skidding.




**A. Front Brake Lever**




**A. Rear Brake Pedal**

## Anti-lock Brake System (ABS)

(only on ABS model)

ABS is designed to help prevent the wheels from locking up when the brakes are applied hard while running straight. The ABS automatically regulates brake force. Intermittently gaining gripping force and braking force helps

prevent wheel lock-up and allows stable steering control while stopping.

Brake control function is identical to that of a conventional motorcycle. The brake lever is used for the front brake and the brake pedal for the rear brake.

Although the ABS provides stability while stopping by preventing wheel lock-up, remember the following characteristics:

- To apply the brake effectively, use the front brake lever and rear brake pedal simultaneously in the same manner as conventional motorcycle brake system.
- ABS cannot compensate for adverse road conditions, misjudgment or improper application of brakes. You must take the same care as with motorcycles not equipped with ABS.
- ABS is not designed to shorten the braking distance. On loose, uneven or downhill surfaces, the stopping distance of a motorcycle with ABS may be longer than that of an equivalent motorcycle without ABS. Use special caution in such areas.
- ABS will help prevent wheel lock-up when braking in a straight line, but it cannot control wheel slip which may be caused by braking during cornering. When turning a corner, it is better to limit braking to the light application of both brakes or not to brake at all. Reduce your speed before you get into the corner.
- Same as conventional brake system, an excessive sudden braking may cause wheel lock up that makes it harder to control a motorcycle.
- During braking, ABS will not prevent the rear wheel lifting.

**⚠ WARNING**

**ABS cannot protect the rider from all possible hazards and is not a substitute for safe riding practices. Be aware of how the ABS system operates and its limitations. It is the rider's responsibility to ride at appropriate speeds and manner for weather, road surface and traffic conditions.**

- The computers integrated in the ABS compare vehicle speed with wheel speed. Since non-recommended tires can affect wheel speed, they may confuse the computers, which can extend braking distance.

**⚠ WARNING**

**Use of non-recommended tires may cause malfunctioning of ABS and can lead to extended braking distance. The rider could have an accident as a result. Always use recommended standard tires for this motorcycle.**

**NOTE**

○ *ABS indicator light may come on under motorcycle riding condition. (ex. The front or rear wheel races.) In this case, first turn the ignition switch to "OFF," and then back to "ON," and run the motorcycle at the speed of approx. 10 km/h (6 mph) or above. ABS indicator light goes off by this operation, but if it remains lit, you should have the ABS checked by an authorized Kawasaki dealer.*

○ *When the ABS is functioning, you may feel a pulsing in the brake lever or pedal. This is normal. You need not suspend applying brakes.*
○ *ABS does not function at speeds of approx. 10 km/h (6 mph) or below.*
○ *ABS does not function if the battery is discharged.*

### Yellow ABS Indicator Light

Normally the ABS indicator light goes on when the ignition switch is turned on and goes off shortly after the motorcycle starts moving.

If this light shows any of the following, a fault or faults may have occurred in the ABS. You should have the ABS checked by an authorized Kawasaki dealer.

- The light does not come on when the ignition switch is turned on.
- The light remains lit after the motorcycle starts moving.
- The light comes on and remains lit after the motorcycle starts moving.

Remember that the ABS does not function when this light is on, but if the ABS fails, the conventional brake system still works normally.

## Stopping the Engine

- Close the throttle completely.
- Shift the transmission into neutral.
- Turn the ignition key to “OFF” position.
- Support the motorcycle on a firm, level surface with the side stand.
- Lock the steering.

**NOTE**

○ *The motorcycle is equipped with a vehicle-down sensor which causes*

*the engine to stop automatically if the motorcycle falls down. The engine warning indicator light ( ) blinks when the starter button is pressed if the engine cannot be started. After righting the motorcycle, first turn the ignition key to "OFF" position and then back to "ON" position before starting the engine.*

## 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 throttle body and stick the throttle open.
2. During removal of the air cleaner, dirt is allowed to enter and jam the fuel injection system.

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

## Parking

**⚠ WARNING**

**Operating or parking the vehicle near flammable materials can cause a fire, and can result in property damage or severe personal injury.**
**Do not idle or park your vehicle in an area where tall or dry vegetation, or other flammable materials could come into contact with the muffler or exhaust pipe.**

**⚠ WARNING**

**The engine and exhaust system get extremely hot during normal operation and can cause serious burns.**
**Never touch a hot engine, exhaust pipe, or muffler during operation or after stopping the engine.**

- Shift the transmission into neutral and turn the ignition key to “OFF” position.
- Support the motorcycle on a firm, level surface with the side stand.

***NOTICE***

**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, creating the potential for serious burns. 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.**

- Lock the steering to help prevent theft.

# MAINTENANCE AND ADJUSTMENT

The maintenance and adjustments outlined in this chapter must be carried out in accordance with the Daily Checks and Periodic Maintenance to keep the motorcycle in good running condition and to reduce air pollution.**The initial maintenance is vitally important and must not be neglected.**

**⚠ WARNING**

**Failure to perform these checks or to correct a problem before operation may result in serious damage or an accident. Always perform daily checks before operation.**

With a basic knowledge of mechanics and the proper use of tools, you should be able to carry out many of the maintenance items described in this chapter. If you lack proper experience or doubt your ability, all adjustments, maintenance, and repair work should be completed by a qualified technician.

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

**⚠ DANGER**

**Exhaust gas contains carbon monoxide, a colorless, odorless poisonous gas. Inhaling carbon monoxide can cause serious brain injury or death. DO NOT run the engine in enclosed areas. Operate only in a well-ventilated area.**

**⚠ WARNING**

**The cooling fan spins at high speed and can cause serious injuries. Keep your hands and clothing away from the cooling fan blades at all times.**

**NOTE**

○ *If a torque wrench is not available, the maintenance items which require a specific torque value should be serviced by an authorized Kawasaki dealer.*

## Daily 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.

| Operation | See Page |
|---|---|
| **Fuel** | |
| Adequate supply in tank, no leaks | – |
| **Engine Oil** | |
| Oil level between level lines | 93 |
| **Tires** | |
| Air pressure (when cold), install the air valve cap | 119 |
| Tire wear | 120 |
| **Drive Chain** | |
| Slack | 107 |

| Operation | See Page |
|---|---|
| Lubricate if dry | 107 |
| **Bolts, nuts and fasteners** | |
| Check for loose and/or missing bolts, nuts and fasteners | – |
| **Steering** | |
| Action smooth but not loose from lock to lock | – |
| No binding of control cables | – |
| **Brakes** | |
| Brake pad wear | 113 |
| Brake fluid level | 112 |
| No brake fluid leakage | – |
| **Throttle** | |
| Throttle grip play | 102 |
| **Clutch** | |
| Clutch lever play | 106 |
| Clutch lever operates smoothly | – |

| Operation | See Page |
|---|---|
| **Coolant** | |
| No coolant leakage | – |
| Coolant level between level lines (when engine is cold) | 96 |
| **Electrical equipment** | |
| All lights (head, tail/brake, turn signal, warning/indicator) and horn work | – |
| **Engine stop switch** | |
| Stops engine | – |
| **Side stand** | |
| Return to its fully up position by spring tension | – |
| Return spring not weak or not damaged | – |
| **Rear view mirrors** | |
| Rear view sight | – |

## Periodic Maintenance

*A: Service at number of years shown or indicated odometer reading intervals, whichever comes first.
*B: For higher odometer readings, repeat at the frequency interval established here.
*C: Service more frequently when operating in severe conditions: dusty, wet, muddy, high speed, or frequent starting/stopping.
*D: Southeast Asia B1 and Thailand models only

 : Inspection

 : Change or Replace

 : Lubrication

 : Dealer Inspection

 : Dealer Change or Replace

 : Dealer Lubrication

| Items | year (*A) | Odometer Reading (*B) × 1 000 km (× 1 000 mile) | | | | | See Page |
|---|---|---|---|---|---|---|---|
| | | 1 (0.6) | 6 (3.8) | 12 (7.6) | 18 (11.4) | 24 (15.2) | |
| Air cleaner element (*C) | : 2 | | | Q | | Q | 98 |
| Idle speed | | Q | | Q | | Q | 104 |
| Throttle control system (play, smooth return, no drag) | :1 | Q | | Q | | Q | 102 |
| Engine vacuum synchronization | | | | | | | – |
| Fuel system | :1 | | | | | | – |
| Fuel hose | :5 | | | | | | – |
| Evaporative emission control system (*D) | | | | | | | – |
| Coolant level | | Q | | Q | | Q | 96 |
| Cooling system | :1 | | | | | | – |

| Items | year (*A) | Odometer Reading (*B) × 1 000 km (× 1 000 mile) 1 (0.6) | 6 (3.8) | 12 (7.6) | 18 (11.4) | 24 (15.2) | See Page |
|---|---|---|---|---|---|---|---|
| Coolant, water hoses and O-rings | :3 | : every 36 000 km (22 500 mile) | | | | | – |
| Valve clearance | | | | | | | – |
| Air suction system | | | | | | | – |
| Clutch operation (play, engagement, disengagement) | | | | | | | 105 |
| Engine oil and Oil filter (*C) | :1 | | | | | | 94 |
| Tire air pressure | :1 | | | | | | 119 |
| Wheels and tires | :1 | | | | | | 120 |
| Wheel bearing damage | :1 | | | | | | – |
| Drive chain lubrication condition (*C) | | : every 600 km (400 mile) | | | | | 107 |

| Items | year (*A) | Odometer Reading (*B) × 1 000 km (× 1 000 mile) | | | | | See Page |
|---|---|---|---|---|---|---|---|
| | | 1 (0.6) | 6 (3.8) | 12 (7.6) | 18 (11.4) | 24 (15.2) | |
| Drive chain slack (*C) | | Q: every 1 000 km (600 mile) | | | | | 107 |
| Drive chain wear (*C) | | | | Q | | Q | – |
| Drive chain guide wear | | | | Q | | Q | – |
| Brake system | Q:1 | Q | Q | Q | Q | Q | – |
| Brake fluid level | Q:0.5 | Q | Q | Q | Q | Q | 112 |
| Brake fluid (front and rear) | :2 | | | | | | – |
| Brake hose | :4 | | | | | | – |
| Rubber parts of brake master cylinder and caliper | :4 | : every 48 000 km (30 000 mile) | | | | | – |
| Brake pad wear (*C) | | | Q | Q | Q | Q | 113 |

| Items | year (*A) | Odometer Reading (*B) × 1 000 km (× 1 000 mile) 1 (0.6) | 6 (3.8) | 12 (7.6) | 18 (11.4) | 24 (15.2) | See Page |
|---|---|---|---|---|---|---|---|
| Brake light switch operation | | Q | Q | Q | Q | Q | 114 |
| Suspension system | : 1 | | | | | | – |
| Lubrication of rear suspension | | | | | | | – |
| Steering play | :1 | | | | | | – |
| Steering stem bearings | :2 | | | | | | – |
| Electrical system | :1 | | | | | | – |
| Spark plugs | | | | | | | – |
| Chassis parts | :1 | | | | | | – |
| Condition of bolts, nuts and fasteners | | | | | | | – |

## Engine Oil

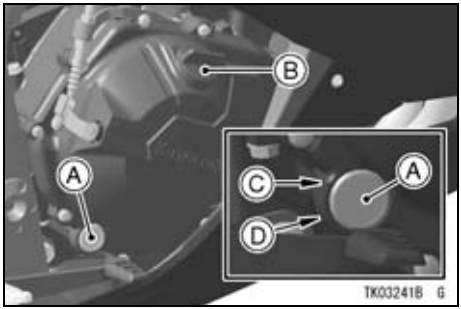
***Oil Level Inspection***

- If the engine is cold, start the engine and run it for several minutes at idle speed.
- Stop the engine, then wait several minutes until the oil settles.

***NOTICE***

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

- Check the engine oil level through the oil level inspection window. With the motorcycle held level, the oil level should come up between the upper and lower level lines next to the oil level inspection window.




**A. Oil Level Inspection Window**
**B. Oil Filler Cap**
**C. Upper Level Line**
**D. Lower Level Line**

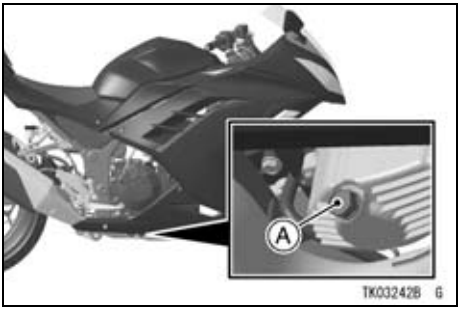
- If the oil level is too high, remove the excess oil through the oil filler opening using a syringe or some other suitable device.
- If the oil level is too low, add oil to reach the correct level. Use the same type and brand of oil that is already in the engine.

*Oil and/or Oil Filter Change*

- The oil change and oil filter replacement should be done by an authorized Kawasaki dealer.

**⚠ WARNING**

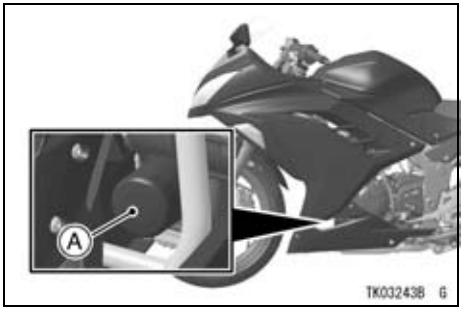
**Engine oil is a toxic substance. Dispose of used oil properly. Contact your local authorities for approved disposal methods or possible recycling.**




**A. Engine Oil Drain Bolt**

**Tightening Torque**

| |
|---|
| Engine Oil Drain Bolt: |
| 30 N·m (3.1 kgf·m, 22 ft·lb) |




**A. Oil Filter**

**Tightening Torque**

| |
|---|
| Oil Filter: |
| 17.5 N·m (1.78 kgf·m, 12.9 ft·lb) |

**Recommended Engine Oil**

| | |
|---|---|
| Type: | API SG, SH, SJ, SL, or SM with JASO MA, MA1 or MA2 |
| Viscosity: | SAE 10W-40 |

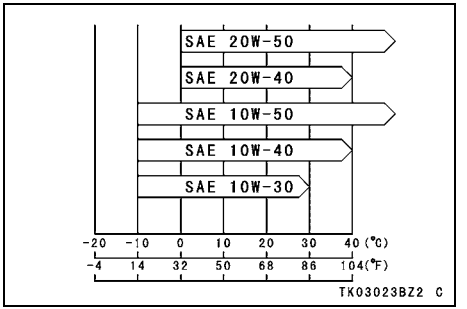
## NOTE

○ *Do not add any chemical additive to the oil. Oils fulfilling the above requirements are fully formulated and provide adequate lubrication for both the engine and the clutch.*

**Engine Oil Capacity**

| | |
|---|---|
| Capacity: | 2.0 L (2.1 US qt) |
| | [when filter is not removed] |
| | 2.2 L (2.3 US qt) |
| | [when filter is removed] |

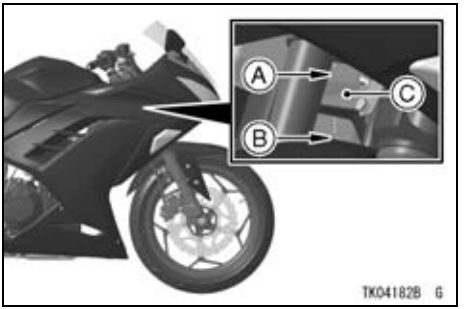
Although 10W-40 engine oil is the recommended oil for most conditions, the oil viscosity may need to be changed to accommodate atmospheric conditions in your riding area.




## Coolant

***Coolant Level Inspection***

- Position the motorcycle so that it is perpendicular to the ground.
- Check the coolant level through the coolant level gauge on the reserve tank located to the right of the front fork. The coolant level should be between the F (Full) and L (Low) level lines.




**A. F (Full) Level Line**
**B. L (Low) Level Line**
**C. Reserve Tank**

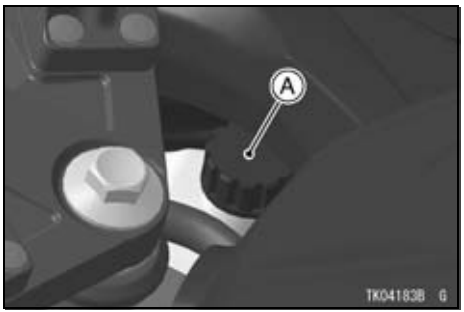
### NOTE

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

- If the amount of coolant is insufficient, add coolant into the reserve tank.

***Coolant Filling***

- Remove the cap from the reserve tank and add coolant through the filler opening to the F (Full) level line.




**A. Reserve Tank 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.*

## *NOTICE*

**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.**

- Install the reserve tank cap.

***Coolant Change***

Have the coolant changed by an authorized Kawasaki dealer.

***Coolant Requirement***

**⚠ WARNING**

**Coolant containing corrosion inhibitors for alminum engines and radiators include harmful chemicals for human body. Drinking coolant can result in serious injury or death. Use coolant in accordance with the instructions of the manufacturer.**

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.

**NOTICE**

**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.**

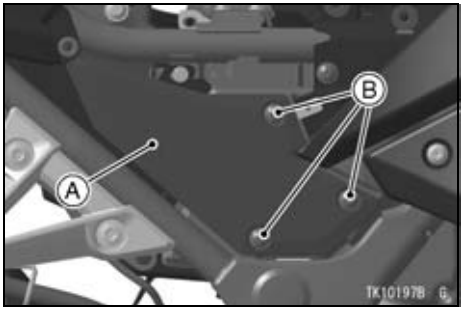
**NOTE**

○ *A permanent type of antifreeze is installed in the cooling system when shipped. It is mixed at 50% and has the freezing point of –35°C (–31°F).*

## Air Cleaner

***Element Removal***

- Remove the right side cover.
- Unscrew the air cleaner element cap mounting screws, then remove the air cleaner element cap.

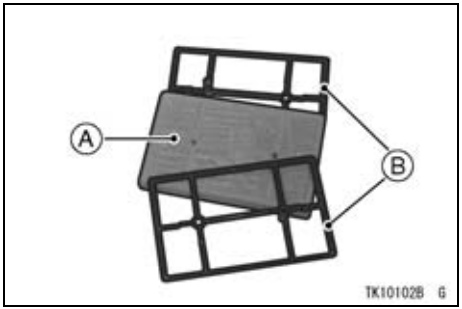



**A. Air Cleaner Element Cap**
**B. Mounting Screws**

- Pull out the air cleaner element from the air cleaner housing.


**A. Element**

- Remove the element from the frame.




**A. Element**
**B. Frame**

- Put 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 throttle body assembly, the throttle may become stuck, possibly causing accident. Be sure to keep the dust from entering during cleaning.**

***NOTICE***

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

- The element and removed part installation is performed in the reverse order of removal.

***Element Cleaning***

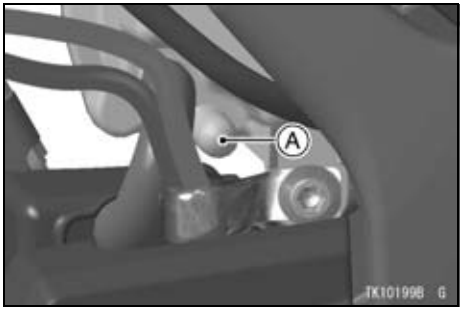
- Clean the element in a bath of a high flash-point solvent.
- Squeeze it dry in a clean towel. Do not wring the element or blow it dry; the element can be damaged.
- Check all the parts of the element for visible damage.
- If any of the parts of the element are damaged, replace them.
- After cleaning, saturate the element with a high-quality foam-air-filter oil, squeeze out the excess, then wrap it in a clean towel and squeeze it as dry as possible.
- Be careful not to tear the sponge filter.

**⚠ WARNING**

**Gasoline and low flash-point solvents are extremely flammable and may explode, causing severe burns. Do not use gasoline or a low flash-point solvent to clean the element. Clean the element in a well-ventilated area. Be sure there are no sparks or flame in the work area, including any appliance with a pilot light.**

***Oil Draining***

- Inspect the transparent drain cap located at the left lower end of the air cleaner housing to see if any oil has run down.




**A. Drain Cap**

- If there is any oil in the drain cap, remove the cap from the lower end of the air cleaner housing and drain the oil.

**⚠ WARNING**

**Oil on tires will make them slippery and can cause an accident and injury. Be sure to install the drain cap to the air cleaner housing after draining.**

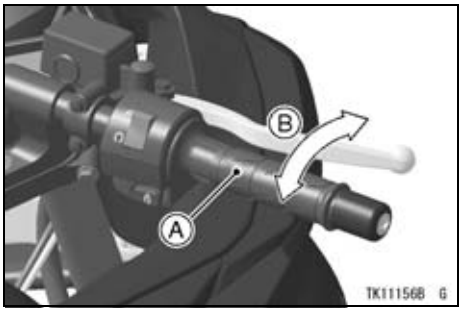
## Throttle Control System

### *Throttle Grip*

***Throttle Grip Free Play Inspection***

- Check that the throttle grip moves smoothly from full open to close, and the throttle closes quickly and completely by the return spring in all steering positions.
- If the throttle grip does not return properly, have the throttle control system checked by an authorized Kawasaki dealer.

- Check the throttle grip free play by turning back and forth.




**A. Throttle Grip**
**B. Throttle Grip Play**

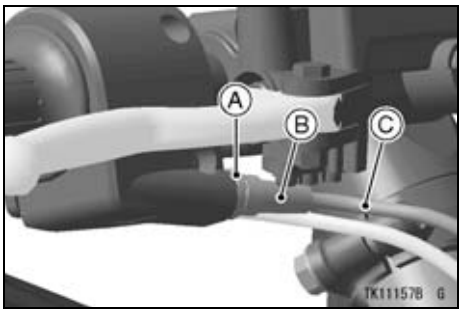
**Throttle Grip Play**

| |
|---|
| 2 ~ 3 mm (0.08 ~ 0.12 in.) |

- If there is improper play, adjust it.

***Throttle Grip Free Play Adjustment***

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




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

- If the throttle cables cannot be adjusted with the adjuster at the upper end of the throttle cable, further adjustment of the throttle cables should

be done by an authorized Kawasaki dealer.

- 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 idling.

**⚠ WARNING**

**Operation with improperly adjusted, incorrectly routed, or damaged cables could result in an unsafe riding condition. Be sure the control cables are adjusted and routed correctly, and are free from damage.**

## Idle Speed

***Idle Speed Adjustment***

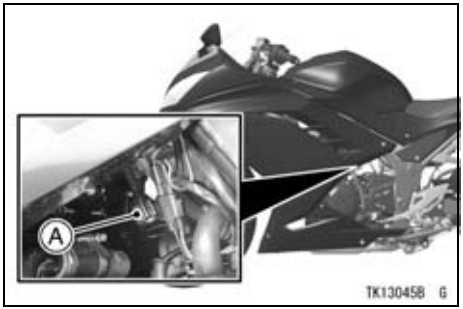
- Start the engine, and warm it up thoroughly.
- Adjust the idle speed by turning the idle adjusting screw.

**NOTE**

○ *While the engine is cold, the fast idle system automatically raises the engine idling speed.*

**Idle Speed**

| |
|---|
| 1 250 ~ 1 350 r/min (rpm) |




**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. Replace damaged control cables before operation.**

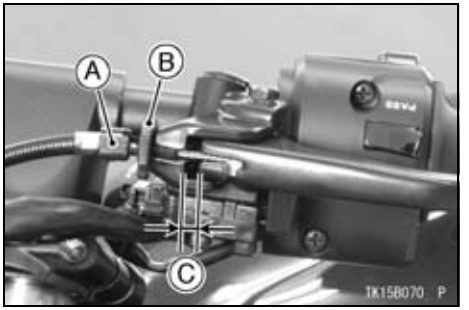
## Clutch

***Clutch Operation Inspection***

- Check that the clutch lever operates properly and that the inner cable slides smoothly. If there is any irregularity, have the clutch cable checked by an authorized Kawasaki dealer.
- Check the clutch lever play as shown.

**Clutch Lever Play**

| |
|---|
| 2 ~ 3 mm (0.08 ~ 0.12 in.) |




**A. Adjuster**
**B. Locknut**
**C. Clutch Lever Play**

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

***Clutch Cable Free Play Adjustment***

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

**⚠ WARNING**

**Too much cable play can prevent clutch disengagement and cause an accident resulting in serious injury or death. When adjusting the clutch or replacing the cable, 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.**

- Tighten the locknut.
- If it cannot be done, have the clutch cable adjusted by an authorized kawasaki dealer.

**NOTE**

○ *After the adjustment is made, start the engine and check that the clutch*

*does not slip and that it releases properly.*

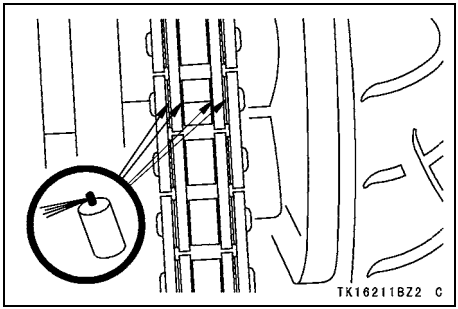
## Drive Chain

***Drive Chain Lubrication***

Lubrication is necessary after riding through rain or on wet roads, or any time that the chain appears dry.

Use a lubricant for sealed chains to prevent deterioration of chain seals. If the chain is especially dirty, clean it using a cleaner for sealed chains following the instructions supplied by the chain cleaner manufacturer.

- Apply lubricant to the sides of the rollers so that it will penetrate to the rollers and bushings. Apply lubricant to the seals so that the seals will be coated with lubricant. Wipe off any excess lubricant.

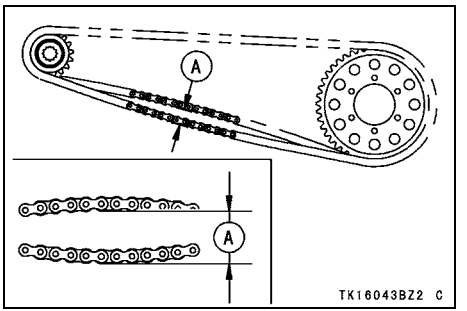



- Wipe off any lubricant that gets on the tire surface.

***Drive Chain Slack Inspection***

- Set the motorcycle up on its side stand.
- Clean the chain if it is dirty, and lubricate it if it appears dry.
- Rotate the rear wheel to find the position where the chain is tightest, and measure the maximum chain slack by pulling up and pushing down the

chain midway between the engine sprocket and rear wheel sprocket.




**A. Chain Slack**

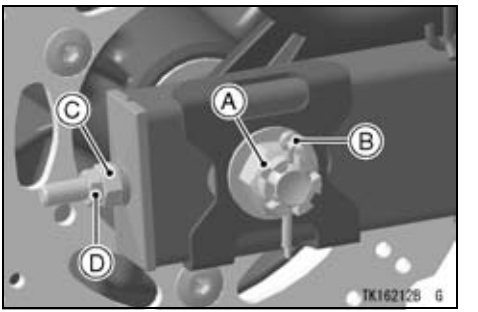
- If the drive chain is too tight or too loose, adjust it so that the chain slack is within the standard value.

**Drive Chain Slack**

| Standard: 20 ~ 30 mm (0.8 ~ 1.2 in.) |
|---|

***Drive Chain Slack Adjustment***

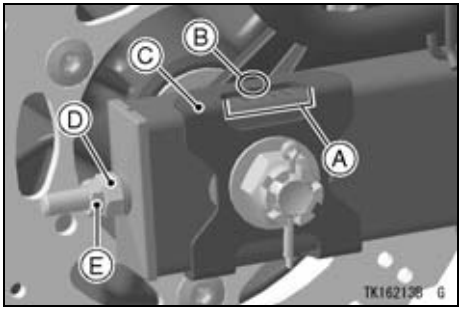
- Loosen the left and right chain adjuster locknuts.
- Remove the cotter pin, and loosen the axle nut.




**A. Axle Nut**
**B. Cotter Pin**
**C. Adjusting Nut**
**D. Locknut**

- If the chain is too loose, turn in the left and right chain adjusting nuts evenly.

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




**A. Marks**
**B. Notch**
**C. Indicator**
**D. Adjusting Nut**
**E. Locknut**

## NOTE

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

**⚠ WARNING**

**Misalignment of the wheel will result in abnormal wear, and may result in an unsafe riding condition. Align the rear wheel using the marks on the swingarm or measuring the distance between the center of the axle and swingarm pivot.**

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

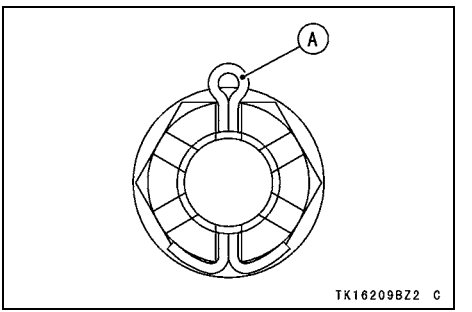
**Tightening Torque**

| |
|---|
| Axle Nut: 98 N·m (10 kgf·m, 72 ft·lb) |

## NOTE

○ *If a torque wrench is not available, this item should be serviced by an authorized Kawasaki dealer.*

- Rotate the wheel, measure the chain slack again at the tightest position, and readjust if necessary.
- Install a new cotter pin through the axle nut and axle, and spread its ends.



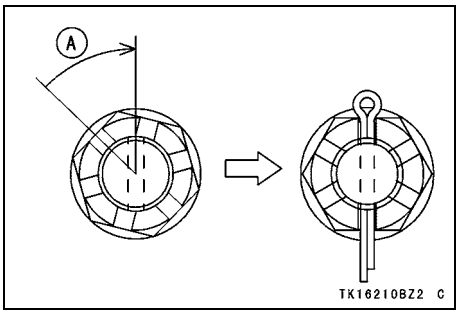

**A. Cotter Pin**

## NOTE

○ *When inserting the cotter pin, if the slots in the nut do not align with the cotter pin hole in the axle shaft,*

*tighten the nut clockwise up to the next alignment.*

- *It should be within 30 degrees.*
- *Loosen once and tighten again when the slot goes past the nearest hole.*




**A. Turn Clockwise**

**⚠ WARNING**

**A loose axle nut can lead to an accident resulting in serious injury or death. Tighten the axle nut to the proper torque and install a new cotter pin.**

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

## Brakes

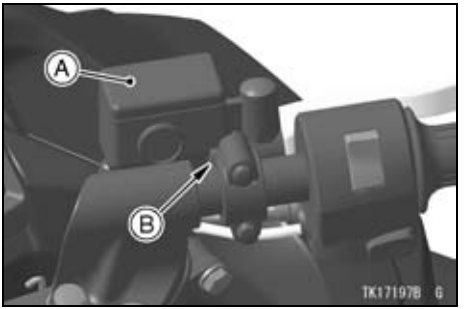
If you feel there is something wrong when applying the brakes, have the brake system checked by an authorized Kawasaki dealer immediately.

**⚠ WARNING**

**Air in the brake lines diminish braking performance and can cause an accident resulting in injury or death. 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. Have the brake checked immediately by an authorized Kawasaki dealer.**

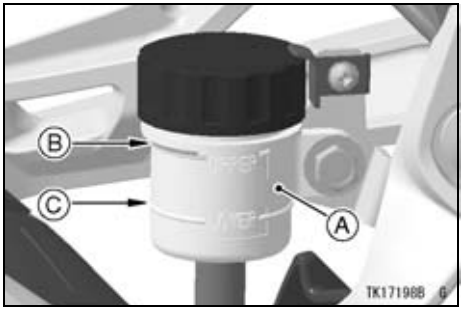
***Brake Fluid Level Inspection***

- With the front brake fluid reservoir held horizontal, the brake fluid level must be above the lower level line.




**A. Front Brake Fluid Reservoir**
**B. Lower Level Line**

- With the rear brake fluid reservoir held horizontal, the brake fluid level must be kept between the upper and lower level lines.




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

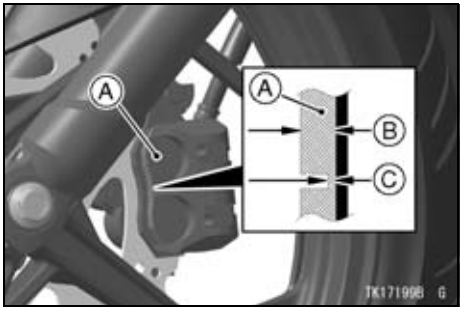
- If the fluid level is lower than the lower level line it may indicate that the fluid is leaking. In this case, have the brake system inspected by an authorized Kawasaki dealer.

***Brake Pad Wear Inspection***

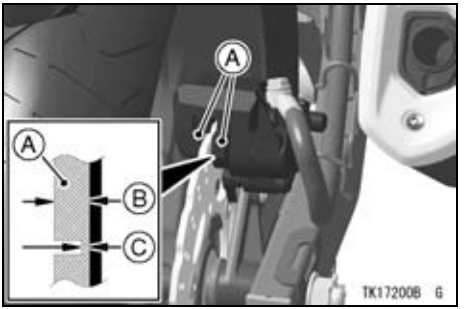
Inspect the brakes for wear. For each front and rear disc brake caliper, if the thickness of either pad lining is less than below table, replace both pads in the caliper as a set. Pad replacement should be done by an authorized Kawasaki dealer.

**Lining Thickness Service Limit**

| | EX300A | EX300B |
|---|---|---|
| Front | 1.5 mm (0.06 in.) | 1.0 mm (0.04 in.) |
| Rear | 1.5 mm (0.06 in.) | 1.5 mm (0.06 in.) |




**A. Front Brake Pads**
**B. Lining Thickness**
**C. Service Limit**



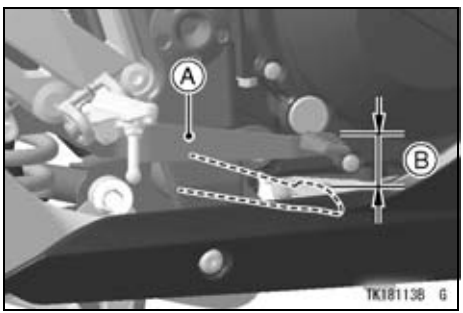

**A. Rear Brake Pads**
**B. Lining Thickness**
**C. Service Limit**

## Brake Light Switches

***Brake Light Switch Inspection***

- Turn the ignition switch on.
- The brake light should go on when the front brake is applied.

- If it does not, ask your authorized Kawasaki dealer to inspect the front brake light switch.
- Check the operation of the rear brake light switch by depressing the brake pedal. The brake light should go on after the proper pedal travel.




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

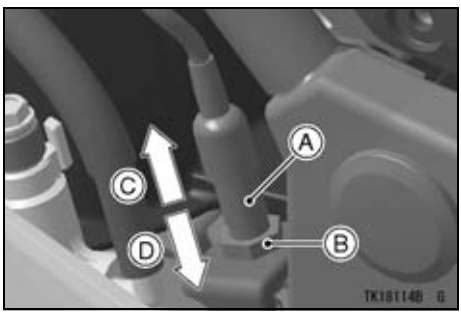
- If the light does not come on, adjust the rear brake light switch.

**Brake Pedal Travel**

| 10 mm (0.4 in.) |
|---|

***Brake Light Switch Adjustment***

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




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

**NOTICE**

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

## Suspension System

### Rear Shock Absorber

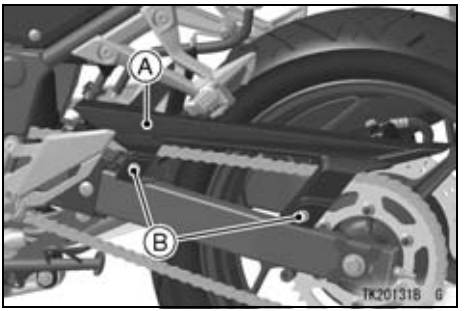
***Spring Preload Adjustment***

The spring preload adjuster on the rear shock absorber has 5 positions.

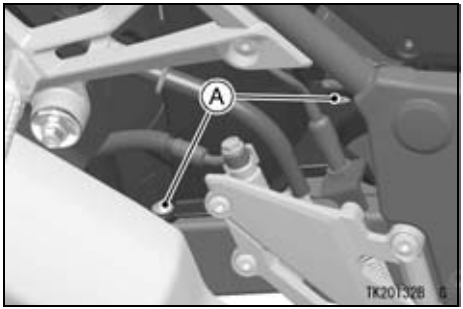
**Standard**

| |
|---|
| 2nd position |

- Remove the bolts to take off the chain cover.

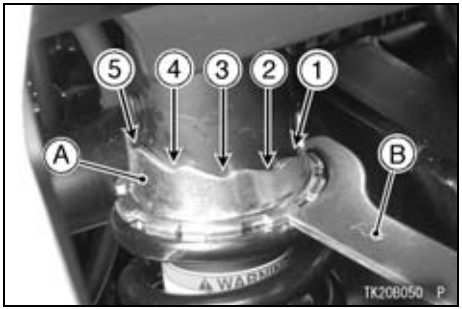



**A. Chain Cover**
**B. Bolts**




**A. Bolts**

- Turn the adjuster counterclockwise to increase spring preload and stiffen the suspension.
- Turn the adjuster clockwise to decrease preload and soften the suspension.




**A. Spring Preload Adjuster**
**B. Wrench**

- Install the chain cover in the reverse order of removal.

## Setting Table

**Rear Shock Absorber Spring Preload Setting**

| | Softest setting limit | **Standard** | Hardest setting limit |
|---|---|---|---|
| Adjuster Position | 1st | **2nd** | 5th |
| Spring Action | Weak | ←→ | Strong |
| Setting | Soft | ←→ | Hard |
| Load | Light | ←→ | Heavy |
| Road | Good | ←→ | Bad |
| Speed | Low | ←→ | High |

## Wheels

***Tire Pressure Inspection***

- Remove the air valve cap.
- Check the tire pressure often, using an accurate gauge.
- Make sure to install the air valve cap securely.

### 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 | 200 kPa (2.00 kgf/cm², 28 psi) |
| Rear | 225 kPa (2.25 kgf/cm², 32 psi) |

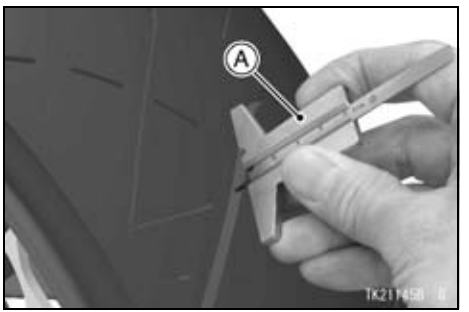
**Tire Wear, Damage**

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

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

***Tire Wear Inspection***

- Measure the depth of the tread with a depth gauge, and replace any tire that has worn down to the minimum allowable tread depth.

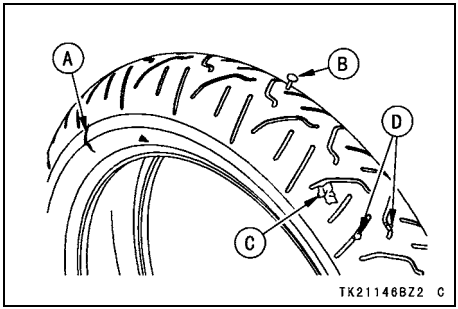



**A. Tire Depth Gauge**

**Minimum Tread Depth**

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

- Visually inspect the tire for cracks and cuts, replacing the tire in case of bad damage. Swelling or high spots indicate internal damage, requiring tire replacement.




**A. Crack or Cut**
**B. Nail**
**C. Swelling or High Spot**
**D. Stone**

- Remove any imbedded stones or other foreign particles from the tread.

## NOTE

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

## ⚠ WARNING

**Tires that have been punctured and repaired do not have the same capabilities as undamaged tires and can suddenly fail, causing an accident resulting in serious injury or death. Replace damaged tires as soon as possible. To ensure safe handling and stability, use only the recommended standard tires for replacement, inflated to the standard pressure. If it is necessary to ride on a repaired tire, do not exceed 100 km/h (60 mph) until the tire is replaced.**

## NOTE

○ *Most countries may have their own regulations requiring a minimum tire tread depth; be sure to follow them.*

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

**Standard Tire (Tubeless)**

| | |
|---|---|
| Front | Make, Type:<br>IRC, ROAD WINNER RX-01F TL<br>Size:<br>110/70-17M/C 54S |
| Rear | Make, Type:<br>IRC, ROAD WINNER RX-01R ZD TL<br>Size:<br>140/70-17M/C 66S |

**Standard Tire for Brazil model (Tubeless)**

| | |
|---|---|
| Front | Make, Type:<br>PIRELLI, DIABLO ROSSO II<br>Size:<br>110/70R17M/C 54H |
| Rear | Make, Type:<br>PIRELLI, DIABLO ROSSO II<br>Size:<br>140/70R17M/C 66H |

**⚠ WARNING**

**Mixing tire brands and types can adversely affect handling and cause an accident resulting in injury or death. Always use the same manufacturer's tires on both front and rear wheels.**

**⚠ WARNING**

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

## Battery

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

**NOTICE**

**Never remove the sealing strip, or the battery can be damaged. Do not install a conventional battery in this motorcycle, or the electrical system cannot work properly.**

| | |
|---|---|
| Make | Siam Furukawa |
| Type | FTX9-BS |

### *Battery Maintenance*

It is the owner's responsibility to keep the battery fully charged. Failure to do so can lead to battery failure and leave you stranded.

If you are riding your vehicle infrequently, inspect the battery voltage weekly using a voltmeter. If it drops below 12.6 volts, the battery should be charged using an appropriate charger (check with your Kawasaki dealer).

If you will not be using the motorcycle for longer than two weeks, the battery should be charged using an appropriate charger. Do not use an automotive-type quick charger that may overcharge the battery and damage it.

## NOTE

○ *Leaving the battery connected causes the electrical components (clock etc) to make the battery discharged, resulting the over discharge of the battery. In this case, the repair or replacement of the battery is not included in the warranty. If you do not drive for four weeks or more, disconnect the battery from the vehicle.*

**Kawasaki-recommended chargers are:**

Battery Mate 150-9
OptiMate 4
Yuasa MB-2040/2060
Christie C10122S

If the above chargers are not available, use equivalent one.

For more details, ask your Kawasaki dealer.

***Battery Charging***

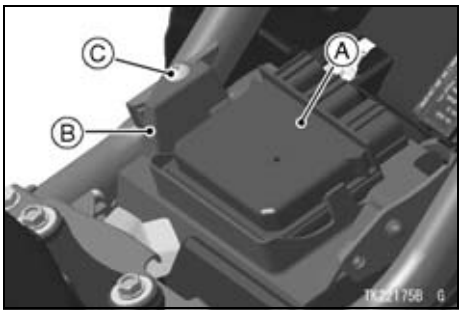
- Charge the battery following the instructions of your battery charger.
- The charger will keep the battery fully charged until you are ready to reinstall the battery in the motorcycle (see Battery Installation).

**⚠ DANGER**

**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.**

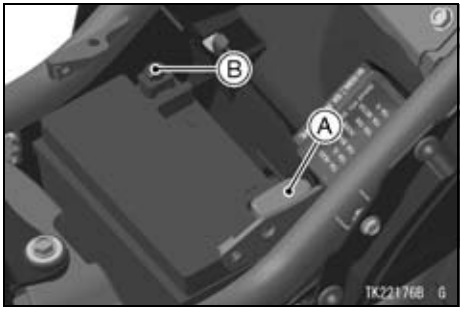
***Battery Removal***

- Make sure the ignition switch is turned off.
- Remove the left and right side covers and the rider's seat. Refer to the Seats section in the GENERAL INFORMATION chapter.
- Unscrew the cover screw and pull up the battery cover with the relay assy.




**A. Relay Assy**
**B. Battery Cover**
**C. Cover Screw**

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

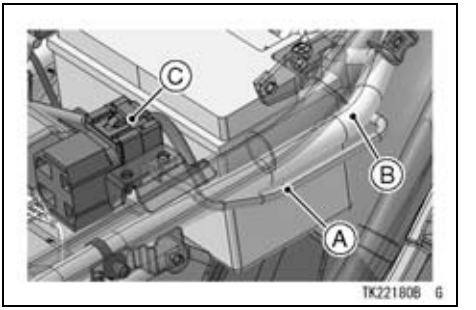



**A. (+) Terminal**
**B. (–) Terminal**

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

***Battery Installation***

- Run the capped cable above the main harness at the main fuse side.
- Run the capped cable under the main harness at the terminal side.




**A. Capped Cable**
**B. Main Harness**
**C. Main Fuse**

- Place the battery in the battery case.
- Connect the capped cable to the (+) terminal, and then connect the black cable to the (–) terminal.

## NOTE

○ *Install the battery in the reverse order of the Battery Removal.*

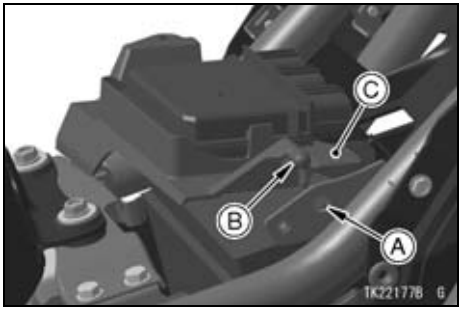
## NOTICE

**Installing the (–) cable to the (+) terminal of the battery or the (+) cable to the (–) terminal of the battery can seriously damage the electrical system.**

- Put a light coat of grease on the terminals to prevent corrosion.
- Cover the (+) terminal with its protective cap.
- Reinstall the parts removed.

### NOTE

○ *When installing the battery cover, insert tab of the battery cover into hole of the frame and tighten the screw.*




**A. Hole**
**B. Tab**
**C. Battery Cover**

## Headlight

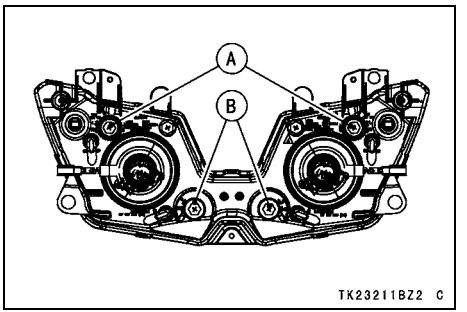
Headlight aiming should be done by an authorized Kawasaki dearer.

***Horizontal Adjustment***

The headlight beam is adjustable horizontally. If not properly adjusted

horizontally, the beam will point to one side rather than straight ahead.

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




**A. Horizontal Adjuster**
**B. Vertical Adjuster**

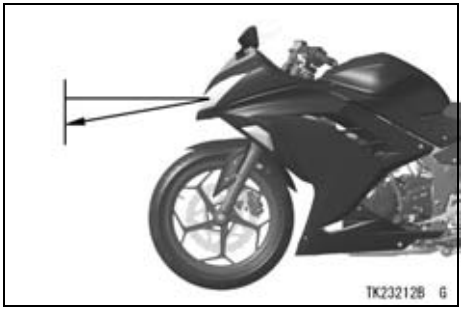
***Vertical Adjustment***

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 adjuster in or out to adjust the headlight vertically.

## NOTE

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

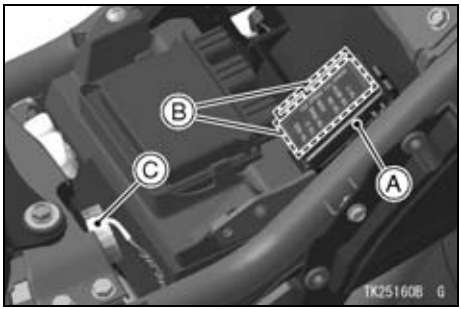



## Fuses

Fuses are arranged in the fuse box located under the rider's seat. The main fuse is mounted on the starter relay located under the rider's seat. 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.

If the fuse fails repeatedly, there is something wrong with the electrical system. Have the motorcycle checked by an authorized Kawasaki dealer.

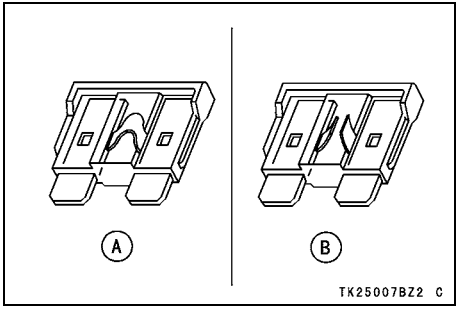
The main fuse removal should be done by an authorized Kawasaki dealer.




**A. Fuse Box**
**B. Fuses**
**C. Main Fuse**

**⚠ WARNING**

**Substituting fuses can cause wiring to overheat, catch fire and/or fail. 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 fuse boxes and main fuse.**




**A. Normal**
**B. Failed**

## General Lubrication

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

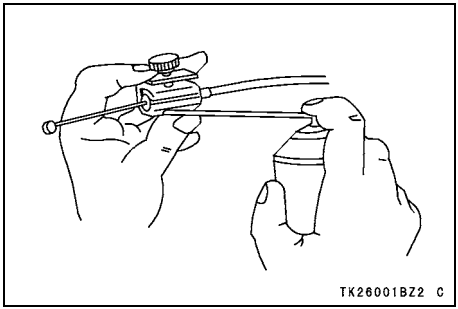
Before lubricating each part, clean off any rusty spots with rust remover and wipe off any grease, oil, dirt, or grime.

### *Apply engine oil to the following pivots*

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

### *Lubricate the following cables with a pressure cable luber*

- **(K)** Clutch Inner Cable
- **(K)** Throttle Inner Cables




***Apply grease to the following points***

- **(K)** Clutch Inner Cable Upper End
- **(K)** Throttle Inner Cable Upper Ends

**(K):** Should be serviced by an authorized Kawasaki dealer.

**NOTE**

○ *After connecting the cables, adjust them.*

# Cleaning Your Motorcycle

## General Precautions

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

**⚠ WARNING**

**Build-up of debris or flammable material in and around the vehicle chassis, engine, and exhaust can cause mechanical problems and increase the risk of fire.**
**When operating the vehicle in conditions that allow debris or flammable material to collect in and around the vehicle, inspect the engine, electrical component and exhaust areas frequently. If debris or flammable materials have collected, park the vehicle outside and stop the engine. Allow the engine to cool, then remove any collected debris. Do not park or store the vehicle in an enclosed space prior to inspecting for build-up of debris or flammable materials.**

- Be sure the engine and exhaust are cool before washing.
- Avoid applying degreaser to seals, brake pads, and tires.
- Avoid all harsh chemicals, solvents, detergents, and household cleaning products such as ammonia-based window cleaners.
- Gasoline, brake fluid, and coolant will damage the finish of painted and plastic surfaces: wash them off immediately.
- Avoid wire brushes, steel wool, and all other abrasive pads or brushes.
- Use care when washing the windshield, headlight lens, and other plastic parts as they can easily be scratched.
- Avoid using pressure washers; water can penetrate seals and electrical components and damage your motorcycle.

- Avoid spraying water in delicate areas such as in air intakes, fuel system, brake components, electrical components, muffler outlet, and fuel tank openings.

## Washing Your Motorcycle

- Rinse your bike with cold water from a garden hose to remove any loose dirt.
- Mix a mild neutral detergent (designed for motorcycles or automobiles) and water in a bucket. Use a soft cloth or sponge to wash your motorcycle. If needed, use a mild degreaser to remove any oil or grease build up.
- After washing, rinse your motorcycle thoroughly with clean water to remove any residue (residue from the detergent can damage parts of your motorcycle).
- Use a soft cloth to dry your motorcycle. As you dry, inspect your motorcycle for chips and scratches. Do not let the water air dry as this can damage the painted surfaces.
- Start the engine and let it idle for several minutes. The heat from the engine will help dry moist areas.
- Carefully ride your motorcycle at a slow speed and apply the brakes several times. This helps dry the brakes and restores them to normal operating performance.
- Lubricate the drive chain to prevent rusting.

### NOTE

○ *After riding in an area where the roads are salted or near the ocean, immediately wash your motorcycle with cold water. Do not use warm*

*water as it accelerates the chemical reaction of the salt. After drying, apply a corrosion protection spray on all metal and chrome surfaces to prevent corrosion.*

- *Condensation may form on the inside of the headlight lens after riding in the rain, washing the motorcycle or humid weather. To remove the moisture, start the engine and turn on the headlight. Gradually the condensation on the inside of the lens will clear off.*

### *Radiator*

Clean off any obstructions with a stream of low-pressure water.

**NOTICE**

**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.**

### *Semi-gloss Finish*

To clean the semi-gloss finish;

- When washing the motorcycle, always use a mild neutral detergent and water.
- The semi-gloss finish effect may be lost when the finish is excessively rubbed.

- If any doubt, consult an authorized Kawasaki dealer.

### *Windshield and Other Plastic Parts*

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

**NOTICE**

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

### *Chrome and Aluminum*

Chrome and uncoated aluminum parts can be treated with a chrome/aluminum polish. Coated aluminum

should be washed with a mild neutral detergent and finished with a spray polish. Aluminum wheels, both painted and unpainted can be cleaned with special non-acid based wheel spray cleaners.

### *Leather, Vinyl, and Rubber*

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

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

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

**⚠ WARNING**

**Rubber protectants can be slippery and, if used on the tread area, cause loss of traction resulting in accident causing injury or death. Do not apply rubber protectant to any tread area.**

# APPENDIX

## Storage

### *Preparation for Storage*

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

**⚠ WARNING**

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

- Put in fresh engine oil.
- Empty the fuel from the fuel tank by the pump or siphon.

**⚠ WARNING**

**Gasoline is extremely flammable and can be explosive under certain conditions, creating the potential for serious burns. Turn the ignition key off. Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light. Gasoline is a toxic substance. Dispose of gasoline properly. Contact your local authorities for approved disposal methods.**

- Empty the fuel system by running the engine at idle speed until the engine stalls. (If left in for a long time, the fuel will break down and could clog the fuel system.)

**⚠ WARNING**

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

- Reduce tire pressure by about 20%.
- Set the motorcycle on a box or stand so that both wheels are raised off the ground. (If this cannot be done, put boards under the front and rear wheels to keep dampness away from the tire rubber.)

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

### *Preparation after Storage*

- Remove the plastic bag from the muffler.
- Install the battery in the motorcycle and charge the battery if necessary.
- Fill the fuel tank with fuel.
- Check all the points listed in the Daily Checks section.
- Lubricate the pivots, bolts, and nuts.

# Troubleshooting Guide

## *Engine Does Not Start*

**Starter Motor Won't Turn**

- Engine stop switch off
- Transmission not in neutral
- Fuse blown
- Battery leads do not make good electrical contact with battery terminals
- Battery discharged

**Engine Cranks, But Won't Start**

- No fuel in tank
- Fuel line clogged
- Fuel broken down
- Engine flooded
- Spark plugs not in good contact
- Spark plugs fouled or wet
- Incorrect spark plug gap
- Incorrect valve clearance
- No first turning the ignition switch off when the motorcycle falls down

### *Engine Stalls*

**Just When Shifting Into 1st Gear**
- Side stand has been left down
- Clutch does not properly disengage

**While Riding**
- No fuel in tank
- Fuel tank air vent is obstructed
- Overheating
- Battery discharged

## Owner Satisfaction

**(For Products Sold in Australia Only)**

Your satisfaction is important to your authorized Kawasaki dealer and to Kawasaki Motors Pty., Ltd. If you have a problem concerning warranty or service, please take the following action:

Contact the owner and/or service manager of your authorized Kawasaki dealer. Fully explain your problem and ask for assistance in resolving the situation. The

OWNER of the dealership is an independent business person and is concerned with your satisfaction and your future business. For this reason the owner is in the best position to assist you. Also, all warranty and service matters are handled and resolved through the authorized Kawasaki dealer network.

If you are unsatisfied after working with your Kawasaki dealer and feel you still require further assistance, WRITE to the address below. Please be certain to provide the model, product identification number, mileage or hours of use, accessories, dates that events occurred and what action has been taken by both you and your dealer. Include the name and address of the dealership. To assist us in resolving your inquiry, please include copies of related receipts and any other pertinent information including the names of the dealership personnel with whom you have been working in the resolution of your problem.

Upon receipt of your WRITTEN correspondence we will contact the dealership and work with them in resolving your problem.

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

Please send your correspondence to:

Customer Relations:
Technical Services Department
KAWASAKI MOTORS Pty., Ltd.
LOCKED BAG 802,
ERMINGTON. NSW. 1700.
A.C.N. 002 840 315.
E-mail: info@Kawasaki.com.au

## Environmental Protection

To help preserve the environment, properly discard used batteries, tires, oils and fluids, or other vehicle components that you might dispose of in the future. Consult your authorized Kawasaki dealer or local environmental waste agency for their proper disposal procedure. This also applies to disposal of the entire vehicle at the end of its life.

# MAINTENANCE RECORD

**Owner Name**.....

**Address** .....

**Phone Number**.....

**Engine Number**.....

**Vehicle Number**.....

**Key Code**.....

**Selling Dealer Name**.....

**Phone Number**.....

**Warranty Start Date**.....

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

| Date | Odometer Reading | Maintenance Performed | Dealer Name | Dealer Address |
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| Date | Odometer Reading | Maintenance Performed | Dealer Name | Dealer Address |
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