

# **BRUTE FORCE 750 4×4i EPS**

## **BRUTE FORCE 750 4×4i**

**All Terrain Vehicle**

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# **OWNER'S MANUAL**

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 **Read this manual carefully. It contains safety information.**  
**A child under 16 years old should never be allowed to operate this vehicle.**

**Kawasaki**

# Quick Reference Guide

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

**GENERAL INFORMATION**

**BREAK-IN**

**HOW TO RIDE**

**SAFE OPERATION**

**MAINTENANCE AND ADJUSTMENT**

**STORAGE**

**TROUBLESHOOTING GUIDE**

**ENVIRONMENTAL PROTECTION**

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**

### HAZARD

Failure to heed **DANGER**.

### WHAT CAN HAPPEN

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

### HOW TO AVOID THE DANGER

Read all **DANGERS** in this manual carefully and for your safety be sure to follow their instructions.

## **WARNING**

### HAZARD

Failure to heed **WARNING**.

### WHAT CAN HAPPEN

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

### HOW TO AVOID THE HAZARD

Read all **WARNINGS** in this manual carefully and for your safety be sure to follow their instructions.

## **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.

## **WARNING**

**Engine exhaust, some of its constituents, and certain vehicle components contain or emit chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.**

## **IMPORTANT**

Off-road vehicle riding is a wonderful sport, and we hope you will enjoy it to the fullest.

Read this manual carefully and completely before starting your new Kawasaki. It contains important safety information.

Never operate an ATV without proper instruction. Take a training course. Beginners should receive training from a certified instructor. Contact an authorized ATV dealer or call 1-800-887-2887 to find out about the training courses nearest you.

Never allow a child under the age of 16 years to operate this ATV. Use of this ATV by children under 16 years of age can lead to severe injury or death of the child. Even youths starting at age 16 may not have the skills, abilities, or judgment needed to operate this ATV safely.

Therefore youths starting at age 16 should have adult supervision even after they attend a rider training course. And parents should never allow continued use of this ATV if the youth does not have the abilities and maturity to operate it safely.

Failure to follow the warnings contained in this manual can result in **SERIOUS INJURY** or **DEATH**.

To protect the future of your sport, make sure you use your vehicle legally, show concern for the environment, and respect the rights of other people.

If improperly conducted, the sport has the potential to cause environmental problems as well as conflicts with other people. Responsible use of your off-road vehicle will ensure that these problems and conflicts do not occur.

# SAFE RIDING INFORMATION

AN ATV IS NOT A TOY AND CAN BE HAZARDOUS TO OPERATE. An ATV handles differently from other vehicles including motorcycles and cars. A collision or rollover can occur quickly, even during routine maneuvers such as turning and riding on hills or over obstacles, if you fail to take proper precautions.

SEVERE INJURY OR DEATH can result if you do not follow these instructions:

- Read this manual and all labels carefully and follow the operating procedures described.
- The Owner's Manual should be kept in the waterproof plastic bag and stored in the storage area provided.
- Never operate an ATV without proper instruction. Take a training course. Beginners should receive training from a certified instructor. Contact an authorized ATV dealer or call 1-800-887-2887 to find out about the training courses nearest you.
- Never allow a child under age 16 to operate this ATV.
- Never carry a passenger on an ATV.
- Never operate an ATV on any paved surfaces, including sidewalks, driveways, parking lots and streets.
- Never operate an ATV on any public street, road or highway, even a dirt or gravel one.
- Never operate an ATV without wearing an approved motorcycle helmet that fits properly. You should also wear eye protection (goggles or face shield), gloves, boots, long-sleeved shirt or jacket, and long pants.
- Never consume alcohol or drugs before or while operating this ATV. Alcohol and drugs impair your judgment and reaction time.
- Before starting: put transmission in neutral and check the throttle control for proper operation.
- Remember to apply the parking brake before getting off your ATV.
- Never operate at excessive speeds. Always go at a speed that is proper for the terrain, visibility and operating conditions, and your experience.
- Never attempt wheelies, jumps, or other stunts.
- Always inspect your ATV each time you use it to make sure it is in safe operating condition. Always follow the inspection and maintenance procedures and schedules described in this manual.
- Always keep both hands on the handlebars and both feet on the footboards of the ATV during operation.
- Always go slowly and be extra careful when operating on unfamiliar terrain. Always be alert to changing terrain conditions when operating the ATV.
- Never operate on excessively rough, slippery or loose terrain until you have learned and practiced the skills necessary to control the ATV on such terrain. Always be especially cautious on these kinds of terrain.

- Always follow proper procedures for turning as described in this manual. Practice turning at low speeds before attempting to turn at faster speeds. Do not turn at excessive speed.
- Never operate the ATV on hills too steep for the ATV or for your abilities. Practice on smaller hills before attempting larger hills.
- Always follow proper procedures for climbing hills as described in this manual. Check the terrain carefully before you start up any hill. Never climb hills with excessively slippery or loose surfaces. Shift your weight forward. Never open the throttle suddenly or make sudden gear changes. Never go over the top of any hill at high speed.
- Always follow proper procedures for going down hills and for braking on hills as described in this manual. Check the terrain carefully before you start down any hill. Shift your weight backward. Never go down a hill at high speed. Avoid going down a hill at an angle that would cause the vehicle to lean sharply to one side. Go straight down the hill where possible.
- Always follow proper procedures for crossing the side of a hill as described in this manual. Avoid hills with excessively slippery or loose surfaces. Shift your weight to the uphill side of the ATV. Never attempt to turn the ATV around on any hill until you have mastered the turning technique described in this manual on level ground. Avoid crossing the side of a steep hill if possible.
- Always use proper procedures if you stall or roll backwards when climbing a hill. To avoid stalling, use proper gear and maintain a steady speed when climbing a hill. If you stall or roll backwards, follow the special procedure for braking described in this manual. Dismount on the uphill side or to a side if pointed straight uphill. Turn the ATV around and remount, following the procedure described in this manual.
- Always check for obstacles before operating in a new area. Never attempt to operate over large obstacles, such as large rocks or fallen trees. Always follow proper procedures when operating over obstacles as described in this manual.
- Always be careful when skidding or sliding. Learn to safely control skidding or sliding by practicing at low speeds and on level, smooth terrain. On extremely slippery surfaces, such as ice, go slowly and be very cautious in order to reduce the chance of skidding or sliding out of control.
- Never operate an ATV in fast flowing water or in water deeper than that specified in this manual. Remember that wet brakes may have reduced stopping ability. Test your brakes after leaving water. If necessary, apply them several times to let friction dry out the linings.
- Always be sure there are no obstacles or people behind you when you operate in reverse. When it is safe to proceed in reverse, go slowly.
- Always use the size and type tires specified in this manual. Always maintain proper tire pressure as described in this manual. Type of tire and inflation can affect vehicle handling.
- A tire pressure gauge is provided in the tool kit container. Keep it with the vehicle at all times.

- Never modify an ATV through improper installation or use of accessories. Installation of accessory items may affect vehicle handling. Refer to the Loading Information chapter in this manual.
- Never exceed the stated load capacity for an ATV. Cargo should be properly distributed and securely attached. Reduce speed and follow instructions in this manual for carrying cargo or pulling a trailer. Allow greater distance for braking.
- Preserve the environment, ride responsibly and always know and obey laws and regulations governing ATV operation.
- Refueling: Shut engine off and make sure the area is well ventilated and free from any source of flame or sparks.
- Use an antenna flag in hilly terrain and sand dune areas.

FOR MORE INFORMATION ABOUT ATV SAFETY, call the Consumer Product Safety Commission at 1-800-638-2772, or the ATV Distributor's Safety Hotline at 1-800-852-5344.

# FOREWORD

Congratulations on your purchase of a new Kawasaki ATV. It is the result of Kawasaki's engineering expertise and a tradition of manufacturing high-quality recreational products.

**Please read this Owner's Manual carefully before starting your new ATV** so that you will be thoroughly familiar with the proper operation of your vehicle'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 an ATV safely. Kawasaki strongly recommends that all operators of this vehicle enroll in an ATV rider training program to attain awareness of the mental and physical requirements necessary for safe ATV operation.

To ensure a long, trouble-free life for your ATV, give it the proper care and maintenance described in this manual. For those who would like more detailed information on their ATVs, a Service Manual is available for purchase from any authorized Kawasaki ATV 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 ATV at all times so that you can refer to it whenever you need information. This manual should be considered a permanent part of the ATV and should remain with the ATV when it is sold.

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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.

The KVF750H and KVF750J are models with camouflage-surface-treated or paint finish and are identical to the KVF750G, the base model, in every other aspect: controls, features, and specifications.

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

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Dec. 27, 2013. (1)

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# SPECIFICATIONS

### PERFORMANCE

Maximum Torque 58 N·m (5.9 kgf·m, 43 ft·lb) @4 750 r/min (rpm)

Minimum Turning Radius 3.2 m (10.5 ft)

### DIMENSIONS

Overall Length 2 195 mm (86.42 in.)

Overall Width 1 180 mm (46.46 in.)

Overall Height 1 220 mm (48.03 in.)

Wheelbase 1 285 mm (50.59 in.)

Tread: Front 925 mm (36.42 in.)

Rear 890 mm (35.04 in.)

Ground Clearance 240 mm (9.45 in.)

Curb Mass 317 kg (699 lb)

(L) 312 kg (688 lb)

### ENGINE

Type SOHC, V-twin, 4-stroke, liquid-cooled

Displacement 749 cm<sup>3</sup> (45.7 cu in.)

Bore × Stroke 85 × 66 mm (3.35 × 2.6 in.)

Compression Ratio 9.3 : 1

Starting System Electric Starter

Carburetion System Fuel Injection (Mikuni  $\phi$ 36 × 2)

Ignition System Battery & Coil (Transistorized Ignition)

Ignition Timing (Electronically advanced)		10° BTDC @1 100 r/min (rpm)
Spark Plug		NGK CPR7EA-9
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 (2.54 US qt)
Coolant Capacity		3.1 L (3.28 US qt)

**DRIVE TRAIN**

Driving System:	Primary	Belt drive torque converter (CVT)
	Final	Shaft 2WD/4WD
Transmission Type		2-speed & reverse, Automatic
Primary Reduction Ratio		3.122 ~ 0.635
Final Reduction Ratio		4.375
Overall Drive Ratio:	Forward	39.39 ~ 8.012 (High) 66.02 ~ 13.43 (Low)
	Reverse	55.01 ~ 11.19
Transmission Gear Ratio:	Forward	2.884 (High) 4.833 (Low)
	Reverse	4.028
Front Final Gear Case Oil:	Type	API GL-5 Hypoid gear oil, SAE 90 [above 5°C (41°F)] SAE 80 [below 5°C (41°F)]
	Capacity	0.40 L (0.42 US qt)

## 14 SPECIFICATIONS

Rear Final Gear Case Oil:	Type	Mobil Fluid 424, Citgo Transgard Tractor Hydraulic Fluid, Exxon Hydraul 560
	Capacity	0.72 L (0.76 US qt)

### FRAME

Type	Double tubular
Steering (KVF750G/H/J)	Assisted with Electric Power Steering (EPS) System
Caster	2.0°
Trail	12 mm (0.47 in.)

Tire Size:	Front	AT25 × 8-12 Tubeless
	Rear	AT25 × 10-12 Tubeless
Rim Size:	Front	12 × 6.0 AT
	Rear	12 × 7.5 AT
Brake:	Front	Disc
	Rear	Enclosed Wet Multi-Plate
Parking Brake		Enclosed Wet Multi-Plate
Fuel Tank Capacity		19 L (5.0 US gal)

### ELECTRICAL EQUIPMENT

Battery	12 V 12 Ah
Headlight	12 V 35/35 W × 2
Tail/Brake Light	12 V 5/21 W

L: KVF750L

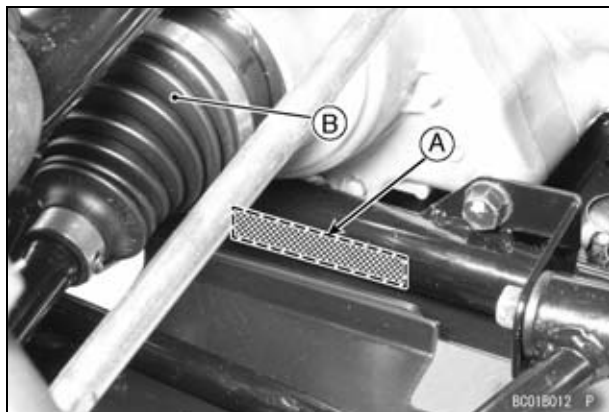
Specifications are subject to change without notice.

## SERIAL NUMBER LOCATIONS

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

### Frame No.

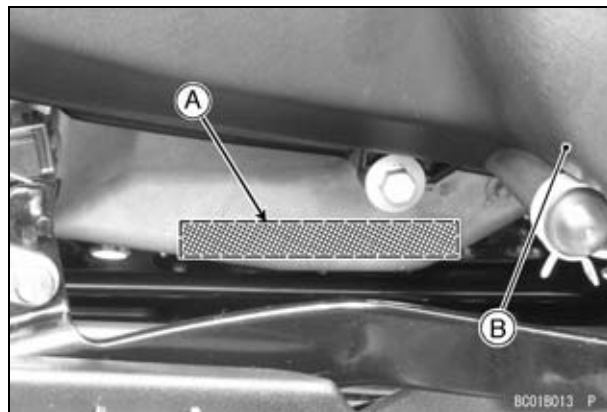
Write your frame number here.



**A. Frame Number**  
**B. Front Axle (Left Side)**

### Engine No.

Write your engine number here.



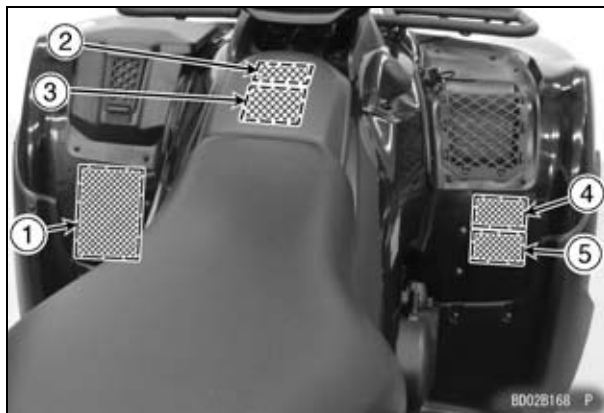
**A. Engine Number**  
**B. CVT Cover (Right Side)**

# 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.

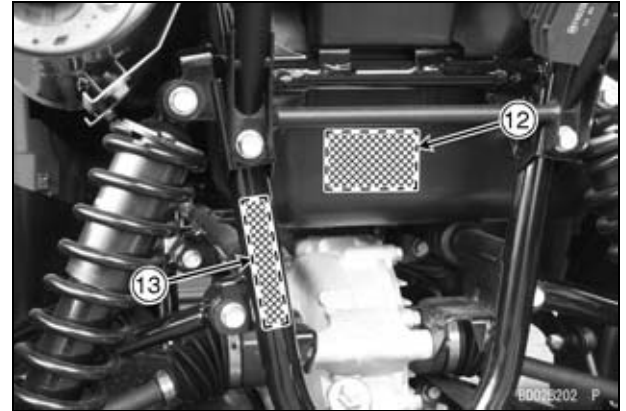
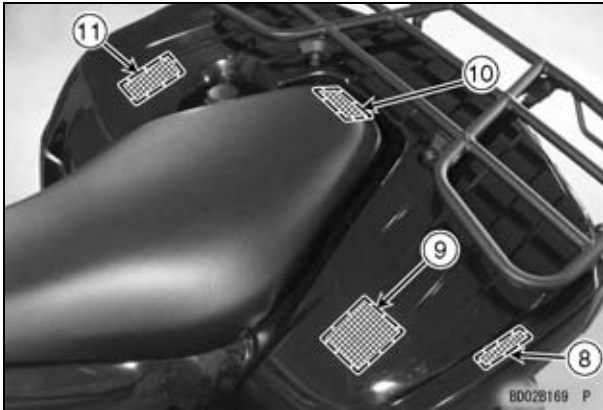
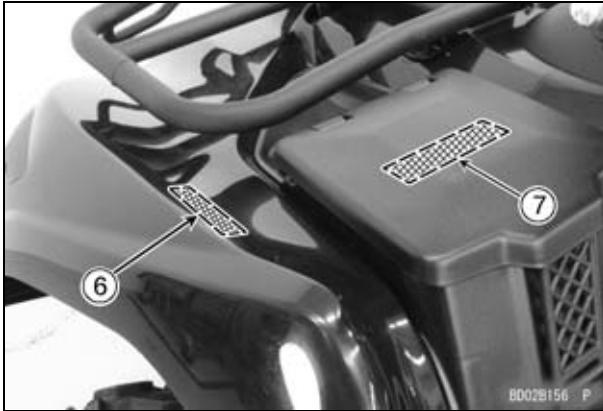
### NOTE

- *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.*



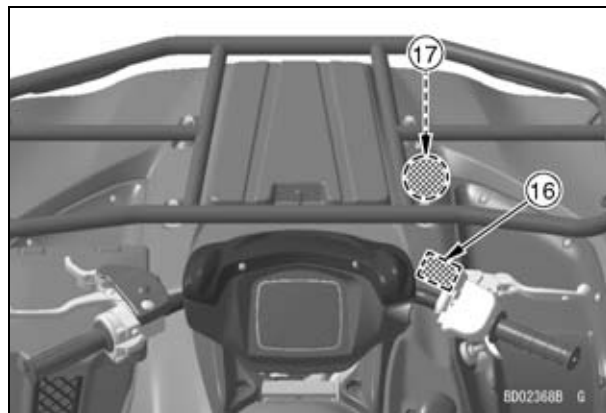
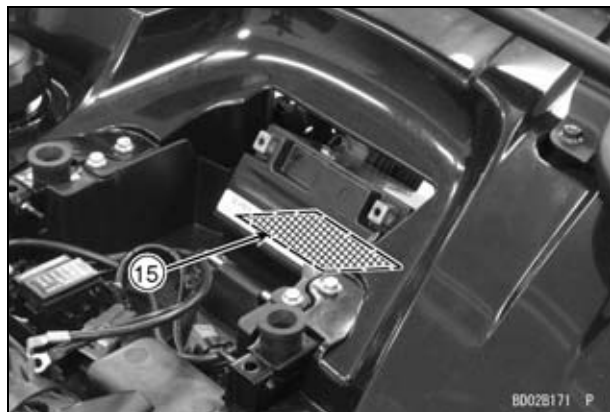
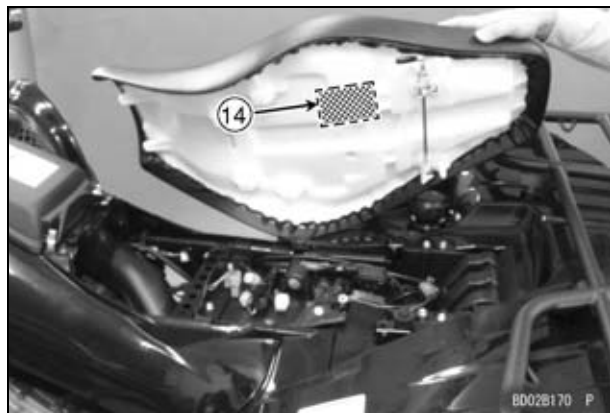
1. General Warning
2. Important Air Cleaner Information
3. Age Recommendation Warning
4. Shifting Notice
5. Certification Label

## LOCATION OF LABELS 17



- 6. Front Carrier Maximum Load
- 7. Storage Box Maximum Load (On the backside)
- 8. Rear Carrier Maximum Load
- 9. Tire Pressure & Maximum Loading Warning
- 10. Passenger Warning
- 11. Transmission Warning
- 12. Trailer Towing Warning
- 13. Specification Label

## 18 LOCATION OF LABELS







- 14. Vehicle Emission Control Information
- 15. Battery Danger/Poison (On the backside)
- 16. Brake Fluid (Front)
- 17. Radiator Cap Danger

(1)

**⚠ WARNING**

Improper ATV use can result in SEVERE INJURY or DEATH

ALWAYS USE  
AN APPROVED  
HELMET AND  
PROTECTIVE  
GEAR

NEVER USE  
ON PUBLIC  
ROADS

NEVER CARRY  
PASSENGERS

NEVER USE  
WITH DRUGS  
OR ALCOHOL

NEVER operate:

- without proper training or instruction
- at speeds too fast for your skills or the conditions
- on public roads - a collision can occur with another vehicle
- with a passenger - passengers affect balance and steering and increase risk of losing control

ALWAYS:

- use proper riding techniques to avoid vehicle overturns on hills and rough terrain and in turns
- avoid paved surfaces - pavement may seriously affect handling and control

LOCATE AND READ THE OWNER'S MANUAL.  
FOLLOW ALL INSTRUCTIONS AND WARNINGS.

56071-0057

BD03482BN5 C

(2)

**IMPORTANT AIR CLEANER INFORMATION**

Prevent premature engine wear. Service the air filter element regularly and correctly.

- Service the element every 10 days of use, or more often in muddy, dusty, or other harsh conditions.
- Refer to your owner's manual for complete service information.

**NOTE:**


- Be sure to use foam air filter oil on foam filter elements. A dry element is not effective.

56033-0064

BD03603BM2 C

(3)

**⚠ WARNING**



**Operating this ATV if you are under the age of 16 increases your chance of severe injury or death.**

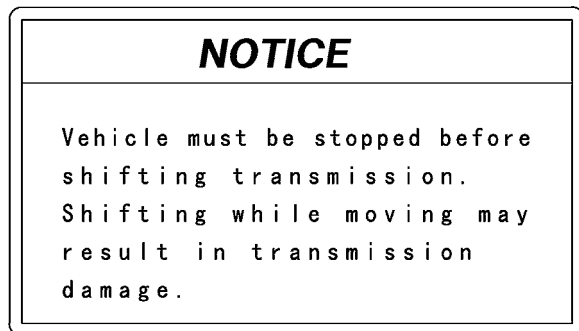
**NEVER** operate this ATV if you are under age 16.

56040-1276

BD03604B S

## 20 LOCATION OF LABELS

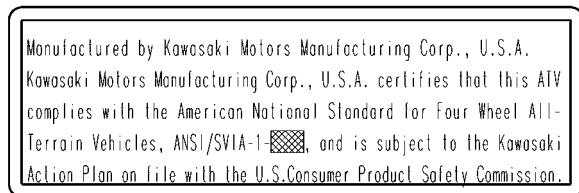
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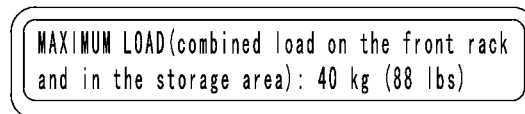
BD03313C S

(5)



BD03295C S

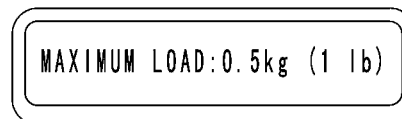
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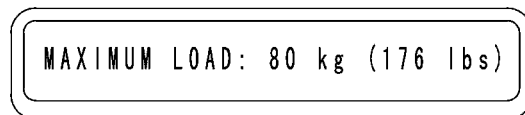
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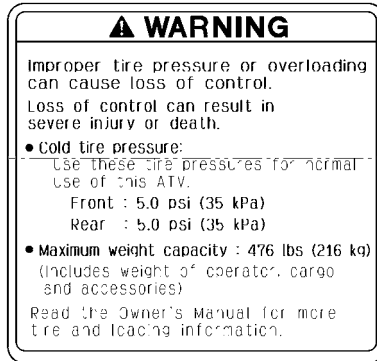
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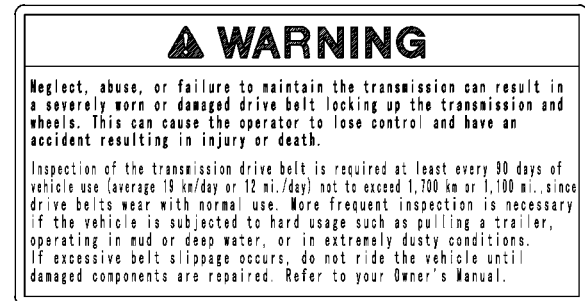
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BD03413C S

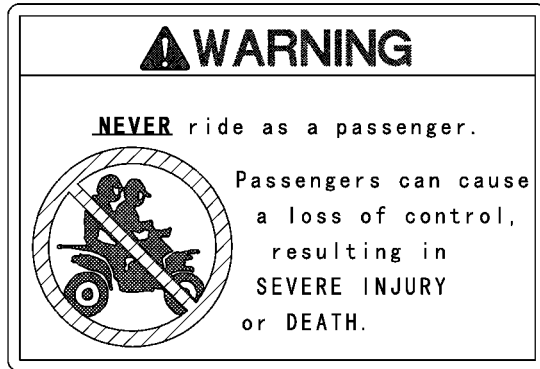
(11)



56070-0038

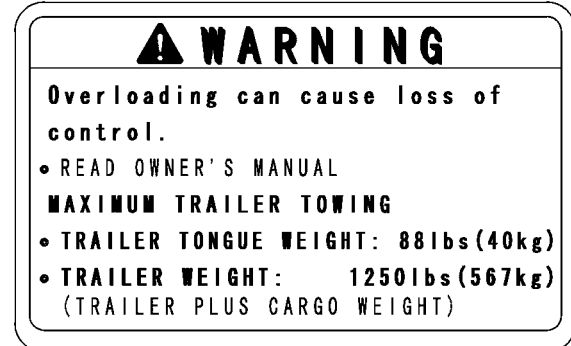
BD03184BM2 C

(10)



BD03143CM2 C

(12)



56071-0079

BD03573BM2 C

**(13)**

RD03123CN6 C

(14)

BD03415C S

**(15)**

BD03107C S

**(16)**

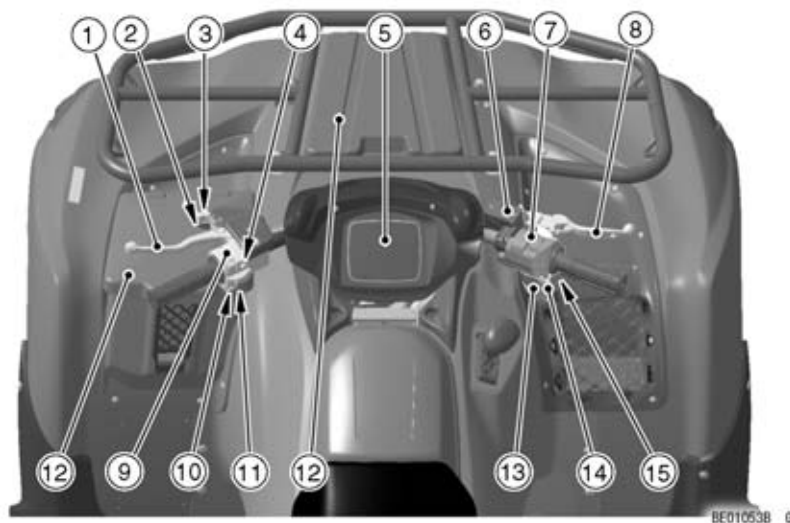
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(17)



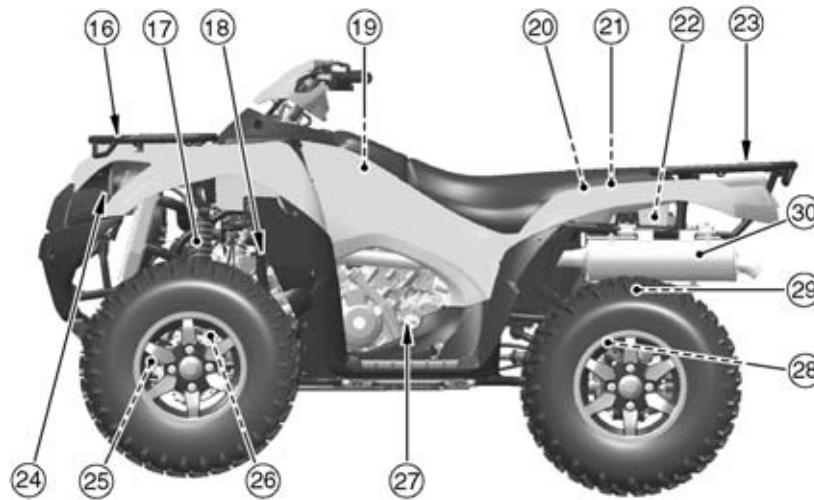
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## LOCATION OF PARTS



1. Rear Brake Lever (Parking Brake)
2. Brake Lever Lock
3. Variable Front Differential Control Lever
4. Starter Button
5. Multifunction Meter
6. Front Brake Reservoir
7. Selectable 2WD/4WD Shift Switch
8. Front Brake Lever

9. Light/Dimmer Switch
10. Reverse Power Assist Switch (Override)
11. Engine Stop Switch
12. Storage Box
13. Ignition Switch
14. Throttle Lever
15. Throttle Limiter

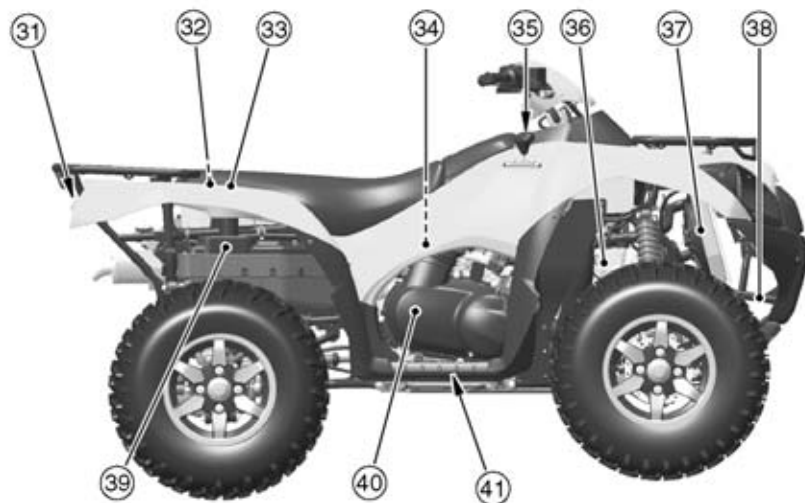


BE01058B G

- 16. Front Carrier
- 17. Shock Absorbers (Front)
- 18. Front Cylinder Spark Plug
- 19. Air Cleaner
- 20. Fuses
- 21. Seat Latch
- 22. Battery
- 23. Rear Carrier

- 24. Headlights
- 25. Disc Brake Caliper
- 26. Front Final Gear Case
- 27. Oil Filler Plug
- 28. Rear Final Gear Case
- 29. Shock Absorbers (Rear)
- 30. Muffler (Spark Arrester)

## 26 LOCATION OF PARTS



BE01060B G

- 31. Tail/Brake Light
- 32. Tool Kit
- 33. Fuel Tank Filler Cap
- 34. Rear Cylinder Spark Plug
- 35. Shift Lever
- 36. Coolant Reserve Tank

- 37. Radiator
- 38. Winch Bracket
- 39. Fuel Tank
- 40. Belt Drive Transmission (CVT)
- 41. Rear Brake Pedal

# LOADING INFORMATION

## Maximum Vehicle Load

Weight of rider and baggage or cargo must not exceed

216 kg (476 lb).

## WARNING

### HAZARD

Operating this ATV with improper modifications.

### WHAT CAN HAPPEN

Improper installation of accessories or modification of this vehicle may cause changes in handling which could lead to an accident.

### HOW TO AVOID THE HAZARD

Never modify this ATV through improper installation or use of accessories. All parts and accessories added to this vehicle should be genuine Kawasaki or equivalent components designed for use on this ATV and should be installed and used according to instructions. If you have questions, consult an authorized ATV dealer.

## WARNING

### HAZARD

Overloading this ATV or carrying or towing cargo improperly.

### WHAT CAN HAPPEN

Could cause changes in vehicle handling which could lead to an accident.

### HOW TO AVOID THE HAZARD

Never exceed the stated load capacity for this ATV. Cargo should be properly distributed and securely attached.

Reduce speed when carrying cargo or pulling a trailer. Allow greater distance for braking. Always follow the instructions provided in this section for carrying cargo or pulling a trailer.

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 vehicle modifications, will void the vehicle warranty. In selecting and using accessories, and in loading the vehicle, you are personally responsible for your own safety and the safety of other persons involved.

## 28 LOADING INFORMATION

### NOTE

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

Because an all terrain vehicle is sensitive to increases in weight, changes in weight distribution, and aerodynamic forces, you must take extreme care in carrying cargo and/or in the fitting of accessories. The following general guidelines have been prepared to help you make your determinations.

- When adding cargo and pulling a trailer reduce speed. Shift transmission to “L” (Low) range. Braking distance is increased. Use extreme caution when climbing and descending hills, and traversing slopes. Adding cargo and pulling a trailer can make the vehicle difficult to steer and affect vehicle handling in an unpredictable manner.
- All cargo should be carried as low as possible to reduce the effect on the vehicle’s center of gravity. Cargo weight should also be equally distributed from side to side. Place cargo to the rear of a front carrier and to the front of a rear carrier. This helps maintain the stability of the vehicle by centralizing the weight. Do not allow cargo to extend beyond the edges of the carriers.
- Do not place more than 40 kg (88 lb) on the front carrier, nor more than 80 kg (176 lb) on the rear carrier. If non-standard carriers are fitted, never exceed the limits stated above or the carrier manufacturer’s recommendation if it is less than the above limits. Try to maintain front to rear balance by carrying twice as much weight on the rear carrier as on the front carrier.
- Cargo should be securely attached. Make sure the cargo will not move around while you are riding. Recheck cargo security as often as possible (not while the vehicle is in motion) and adjust as necessary.
- Do not carry heavy or bulky items even on a cargo carrier. They are designed for light items, and overloading can affect handling due to changes in weight distribution and aerodynamic forces.
- Do not install accessories or carry cargo that impairs the performance of the vehicle. Make sure that you have not adversely affected any lighting component, ground clearance, brake or control operation, wheel movement, or any other aspect of the vehicle’s operation.
- Always subtract trailer tongue weight from the Maximum Load capacity. Refer to the GENERAL INFORMATION chapter for details on the trailer hitch bracket.
- Weight attached to the handlebar will increase the mass of the steering assembly and can result in an unsafe riding condition.

- Windshields, trunk boxes, and other large items have the capability of adversely affecting stability and handling of the vehicle, because of their weight and the aerodynamic forces acting on these surfaces while the vehicle is in operation. Poorly designed or installed items can result in an unsafe riding condition.
- Never ride with passengers on the carriers. This ATV is not designed for carrying passengers on the carriers.

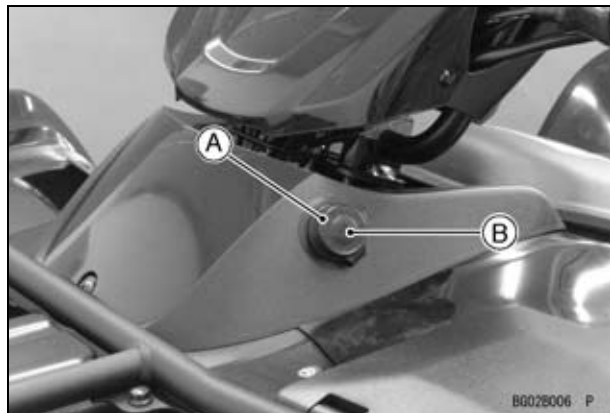
## GENERAL INFORMATION

### Power Outlet Connector

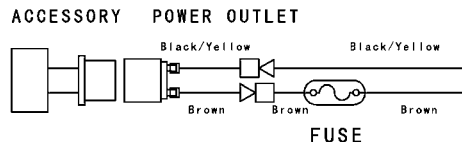
The power outlet connector is located under the left handlebar.

The ignition switch also operates the power outlet circuit and this vehicle has an accessory fuse (15 A) to protect this circuit.

The connector has a cap. Remove it to connect an electrical accessory.



- A. Power Outlet Connector
- B. Cap

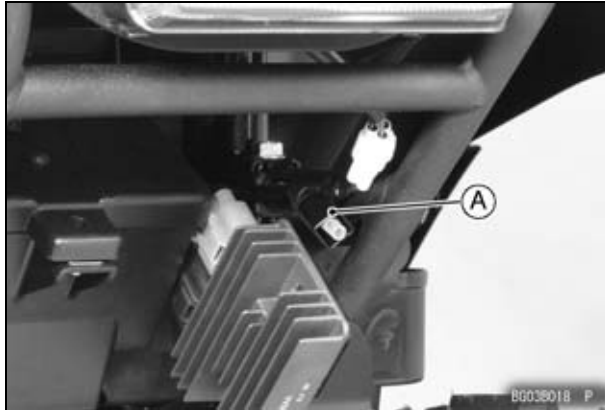


### NOTICE

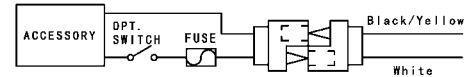
**Do not connect an electrical accessory rated higher than 120 W, or the battery may become discharged.**

## Auxiliary Electrical Accessory Connector

The auxiliary electrical accessory connector is located at the rear end under the tail light.



**A. Auxiliary Electrical Accessory Connector**



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### **NOTICE**

The vehicle has an auxiliary electrical accessory circuit (5 A fuse) for the connector. Always install a fuse 5 A or less for the circuit. Do not connect more than 60 W of total load to the vehicle's electrical system or the battery may become discharged, even with the engine running.

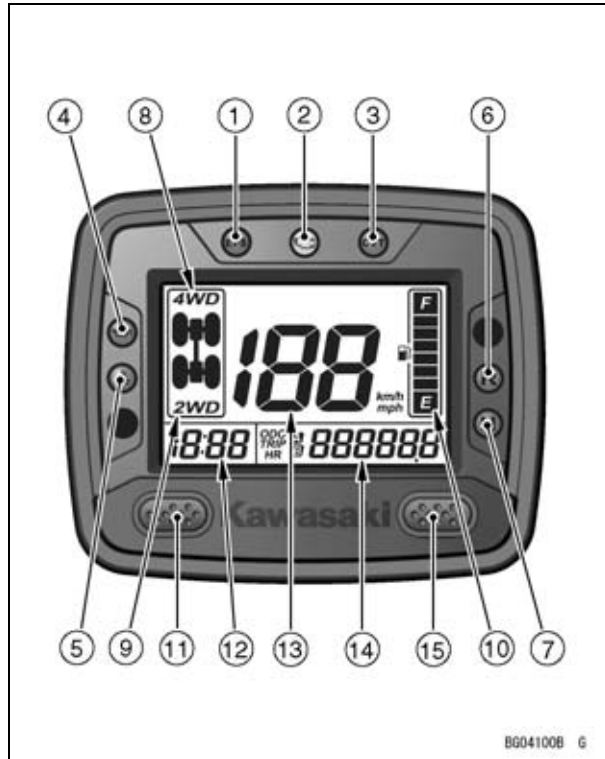
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### Multifunction Meter

---

In the meter display face are the “LCD” (Liquid Crystal Display) speedometer, clock, 4WD/2WD indicator symbol, fuel level gauge and odometer/trip meter/hour meter. An “LED” (Light Emitting Diode) is used for the EPS indicator light, engine indicator light, CVT indicator light, oil pressure warning symbol, coolant temperature warning symbol, reverse indicator light and neutral indicator light. Pushing the left button shifts the display in the odometer/trip meter/hour meter through the four modes; odometer, trip meter A and B, and hour meter.

When the ignition switch is turned on, all the “LCD” segments and all indicator light are displayed for three seconds, then the clock and meters operate normally depending on the mode selected.



1. EPS Warning Light (only on EPS model)
2. Engine Warning Light
3. CVT Check Indicator Light
4. Oil Pressure Warning Light
5. Coolant Temperature Warning Light
6. Reverse Indicator Light
7. Neutral Indicator Light
8. "4WD" Indicator Symbol
9. "2WD" Indicator Symbol
10. Fuel Level Gauge
11. Left Button
12. Clock
13. Speedometer
14. Odometer/Trip Meter/Hour Meter
15. Right Button

BG04100B 6

## 34 GENERAL INFORMATION

### Speedometer:

The speedometer shows the speed of the vehicle.

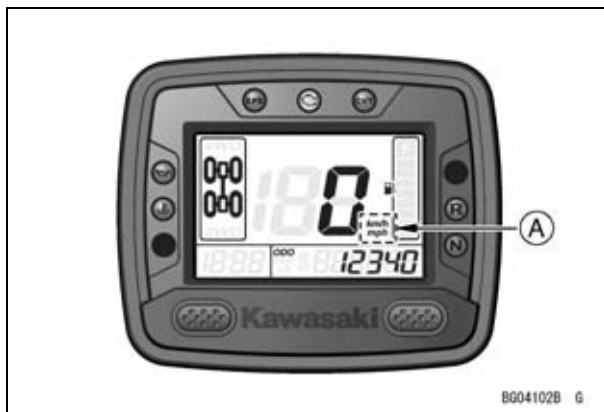


### km/h·mph Display:

km/h·mph Display can alternate between metric and English modes (km/h and mph) in the meter unit. Make sure that km/h or mph according to local regulations is correctly displayed before riding.

### NOTE

- Do not operate the vehicle with the meter unit displaying in the wrong unit (km/h or mph). Shift the km/h·mph display in the meter unit as follows.
- The km/h·mph display is shifted by pushing the Right button for less than two seconds while pushing in the Left button during the odometer is displayed.



A. km/h·mph Display

**Fuel Level Gauge Symbol:**

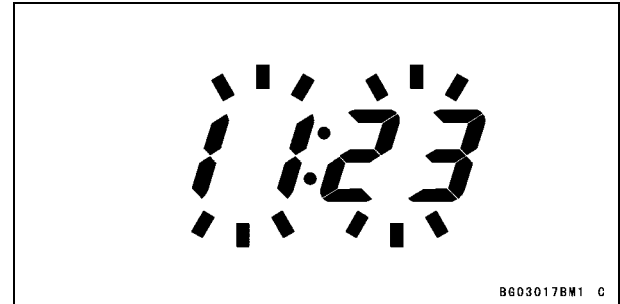
The fuel in the fuel tank is shown in segments. All 6 segments are displayed when the fuel tank is full. As fuel is consumed the segments go out accordingly. When the bottom segment is reached, it will begin blinking to warn of a low fuel level.

When it begins blinking 5.5 liters (5.81 U.S. qt) of fuel remain. Fill the fuel tank as soon as possible because there is no reserve tank in this vehicle (see the Fuel Tank section).

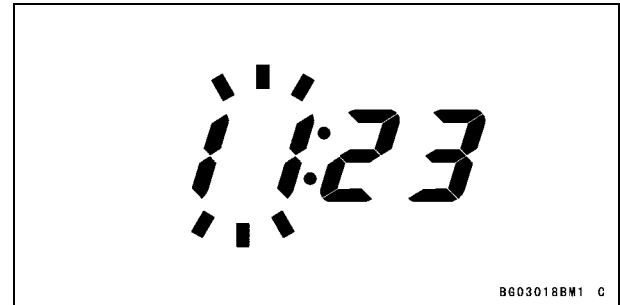
**Clock:**

To adjust hours and minutes:

- Turn the ignition key to "ON".
- The odometer is displayed.
- Push the Right button for more than two seconds. Both the hour and minute displays start blinking.

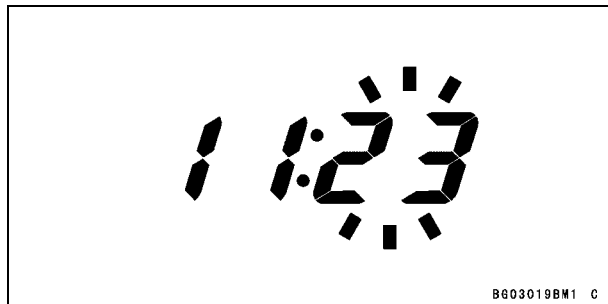


- Push the Right button. The hour display only blinks. Push the Left button to advance the hours.



## 36 GENERAL INFORMATION

- 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 from the back-up power while the ignition switch is turned off.*
- *When the battery is disconnected, the clock resets to 1:00, and starts working again when the battery is connected.*

### Odometer:

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

### NOTE

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



### Trip Meters AB:

The trip meter shows the distance in kilometers or miles traveled since it was last reset to zero.

To reset the trip meter:

- Push the Left button to display the trip meter A or B.
- Push the Right button and hold it in.
- After two second, the figure display turns to 0.0, and then starts counting when the vehicle is operated. The meter counts until it is next reset.

**NOTE**

- The data is maintained by the back-up power if the ignition switch is turned off.
- When the trip meter reaches 9999.9 when the vehicle is running, it turns back to 0.0 and starts counting again.
- When the battery is disconnected, the meter display is retained.

**Hour Meter:**

The hour meter shows the total hours that the vehicle has been operated. This meter cannot be reset.

**NOTE**

- The data is maintained even if the battery is disconnected.
- When the figures come to 99999.9, they are stopped and locked.

**2WD/4WD Indicator Symbol:**

This ATV can be driven in either “2WD” or “4WD”. When the selectable 2WD/4WD shift switch is in “4WD”, the “4WD” indicator symbol will be lit and vice-versa.

After shifting there is a momentary delay before the indicator symbol change.

If the 2WD/4WD actuator is failure, it displayed in the multifunction meter as follows.

If the 4WD indicator blinks for 3 seconds followed by the 2WD indicator blinking for 0.5 seconds, the 2WD/4WD actuator has malfunctioned.

If the 4WD indicator blinks for 0.5 seconds followed by the 2WD indicator blinking for 3 seconds, the Kawasaki engine brake control actuator has malfunctioned. The 4WD and 2WD indicators will blink alternately for 3 seconds if both actuators have malfunctioned.

Whichever the case may be, see an authorized Kawasaki dealer for repair.

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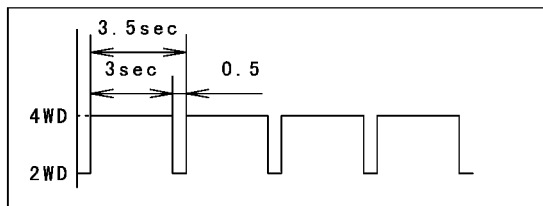
### NOTE

○ See the chart in this page for more details.

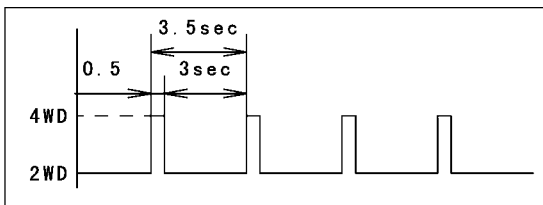


### Failure Parts and Failure Indication Patterns

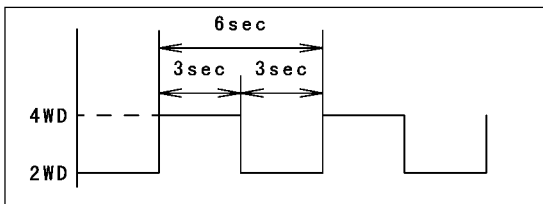
#### 1. Failure of Selectable 2WD/4WD actuator



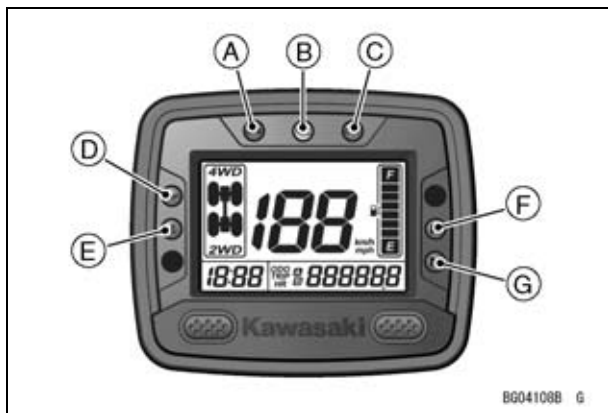
#### 2. Failure of Engine brake actuator



#### 3. Failure of Both the selectable 2WD/4WD actuator and engine brake actuator



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- A. EPS Warning Light
- B. Engine Warning Light
- C. CVT Check Indicator Light
- D. Oil Pressure Warning Light
- E. Coolant Temperature Warning Light
- F. Reverse Indicator Light
- G. Neutral Indicator Light

### EPS Warning Light: (For model equipped with EPS)

The EPS warning light will momentarily illuminate when the engine starts, then goes off in one second if the system is in order. If the warning light illuminates any other time, it indicates the ECU or actuator has malfunctioned, or the wiring harness has become disconnected. Stop driving immediately and see an authorized Kawasaki dealer to have the system checked.

### NOTE

- If the warning light does not go on when the ignition switch is "ON", there may be a problem with the light itself. See an authorized Kawasaki dealer for inspection.

### Engine Warning Light:

The engine warning light goes on when engine parts should fail to function properly. If the light goes on, have your authorized Kawasaki dealer to check the vehicle for the trouble.

### CVT Check Indicator Light:

This vehicle is equipped with a drive belt failure detection system. Excessive belt wear or belt damage will activate a switch in the CVT cover causing the CVT check indicator light to blink at intervals of 0.35 seconds.

The indicator also serves as an hour meter to indicate when periodic maintenance should be performed. The indicator turns on when the vehicle has been used for a total of 100 hours of operation.

When the CVT check indicator light goes on, return the vehicle to the dealer immediately for inspections, adjustment, and/or repairs as necessary.

Refer to the "Belt Drive Transmission" section in the "Maintenance and Adjustment" chapter.

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### NOTE

- *When the lead connector for the CVT check indicator is disconnected or the lead itself is cut and broken while the main switch is on, the indicator light also starts blinking. In this case also, you need to return the vehicle to the dealer for reset and adjustment.*

### NOTICE

**The CVT Check Indicator Light goes on after 100 hours of operation as a reminder that the drive belt must be inspected for wear.**

### Oil Pressure Warning Light:

The “LED” (Light Emitting Diode) oil pressure light blinks to warn the operator whenever the oil pressure is dangerously low or the ignition key is in the “ON” position with the engine not running, and goes off when the engine oil pressure is high enough. Refer to the MAINTENANCE AND ADJUSTMENT chapter for more detailed engine oil information.

### Coolant Temperature Warning Light:

The coolant temperature warning light stays on whenever the coolant temperature rises too high while the vehicle is in operation. If it stays on, stop the engine and check the coolant level in the reserve tank after the engine cools down.

Be sure to check that the radiator fan is free from mud and other obstacles. See Breaker section of MAINTENANCE AND ADJUSTMENT chapter.

### NOTICE

**Do not let the engine continue running with a warning light staying on. Prolonged engine operation can result in engine damage from overheating.**

### NOTE

- *When you touch the cooling fan, be sure to turn off the ignition switch.*

### Reverse Indicator Light:

When the transmission is in reverse gear, the reverse indicator light is lit.

### Neutral Indicator Light:

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

---

## Electric Power Steering for model equipped with EPS

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This vehicle is equipped with an electric power steering (EPS) system. The system does not require regular maintenance by users. Do not tamper with the electronic control unit (ECU) or loosen the fittings of steering actuator, or the neutral position setting of the steering will be adversely affected and will cause serious driving problems. If such components need service, see an authorized Kawasaki dealer.

### NOTE

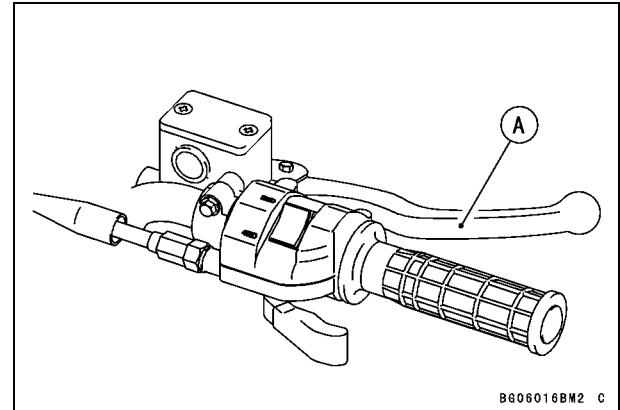
- *The power steering system functions only when engine is running.*
- *If you install wireless equipment on board, contact an authorized dealer. Installing such equipment improperly may affect the ECU.*

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## Brake Levers and Pedal

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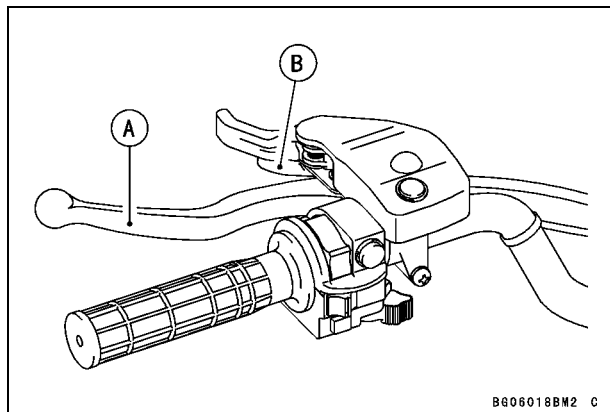
The lever on the right side of the handlebar operates the front brake.



**A. Brake Lever**

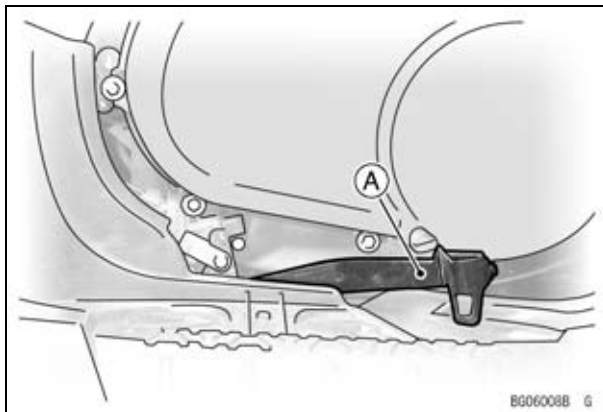
## 42 GENERAL INFORMATION

The lever on the left side of the handlebar operates the rear brake, and it can be used for a parking brake by using the brake lever lock at the brake lever (see Brake Lever Lock).



**A. Brake Lever (Parking Brake)**  
**B. Brake Lever Lock**

The foot pedal on the right side also operates the rear brake.



**A. Brake Pedal**

This ATV is equipped with the electrically selectable 2WD/4WD. When driving in “4WD”, all wheels (front and rear) are constantly driven by the drive train, so that applying either the front brake (the right hand brake lever) or the rear brake (the left hand brake lever or the brake pedal) slows both the front and rear wheels. When climbing or descending hills any brake application will slow the downhill wheels, so avoid sudden application of either the front or rear brakes. Apply both front and rear brakes gradually.

Refer to the HOW TO RIDE and SAFE OPERATION chapters for more instructions on braking.

(For “4WD”)

** WARNING****HAZARD**

Stalling, rolling backwards or improperly dismounting while climbing a hill.

**WHAT CAN HAPPEN**

Could result in ATV overturning.

**HOW TO AVOID THE HAZARD**

Use low gearing and maintain steady speed when climbing a hill.

If you lose all forward speed:

Keep weight uphill.

Apply the brakes.

Lock parking brake, after you are stopped.

If you begin rolling backwards:

Keep weight uphill.

Never apply either front or rear brakes suddenly while rolling backwards.

Apply both front and rear brakes gradually.

When fully stopped, lock parking brake.

Dismount on uphill side or to a side if pointed straight up hill.

Turn the ATV around and remount, following the procedure described in the SAFE OPERATION chapter.

(For “2WD”)

** WARNING****HAZARD**

Stalling, rolling backwards or improperly dismounting while climbing a hill.

**WHAT CAN HAPPEN**

Could result in ATV overturning.

**HOW TO AVOID THE HAZARD**

Use low gearing and maintain steady speed when climbing a hill.

If you lose all forward speed:

Keep weight uphill.

Apply the brakes.

Lock parking brake, after you are stopped.

If you begin rolling backwards:

Keep weight uphill.

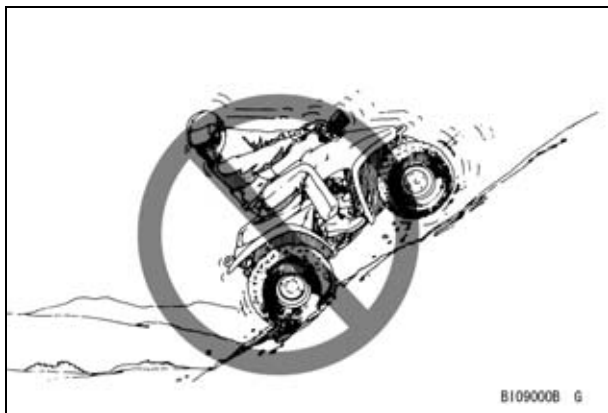
Never apply the rear brake while rolling backwards.

Apply the front brake.

When fully stopped, apply rear brake as well, and then lock parking brake.

Dismount on uphill side or to a side if pointed straight up hill.

Turn the ATV around and remount, following the procedure described in the SAFE OPERATION chapter.



### Brake Lever Lock (Parking Brake)

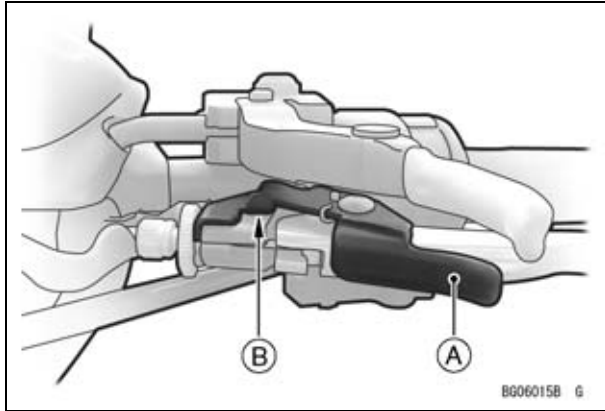
If the brake lever lock is used, the rear brake lever can be used as a parking brake.

To lock the brake lever, first pull in the brake lever. Then pull in the lock lever and while holding it against the brake lever, release the brake lever. When applied correctly the lock lever will contact a projection on the brake lever holder and prevent the brake lever from returning to the off position.

To unlock the brake lever, pull in the brake lever further and release it.

### ***NOTICE***

**The brake light goes on whenever you apply the parking brake. If you leave the brake light on for a long time, the battery may become totally discharged. Whenever you leave the vehicle, turn off the ignition key.**



A. Lock Lever  
B. Projection

## Front and Rear Carriers

This vehicle is equipped with carriers on the front and rear.

### **⚠ WARNING**

#### **HAZARD**

Overloading front and rear carriers or carrying cargo improperly.

#### **WHAT CAN HAPPEN**

Could cause changes in vehicle handling which could lead to an accident.

#### **HOW TO AVOID THE HAZARD**

Never exceed the stated load capacity for each carrier. Cargo should be properly distributed and securely attached.

Reduce speed when carrying cargo. Allow greater distance for braking.

Always follow the instructions in your Owner's Manual for carrying cargo.

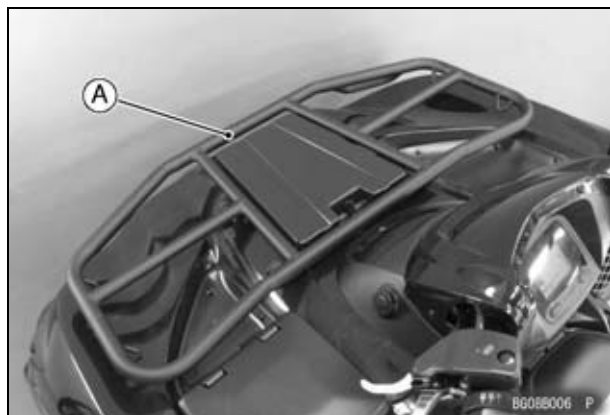
### Maximum Carrier Load

Front	40 kg (88 lb)
Rear	80 kg (176 lb)

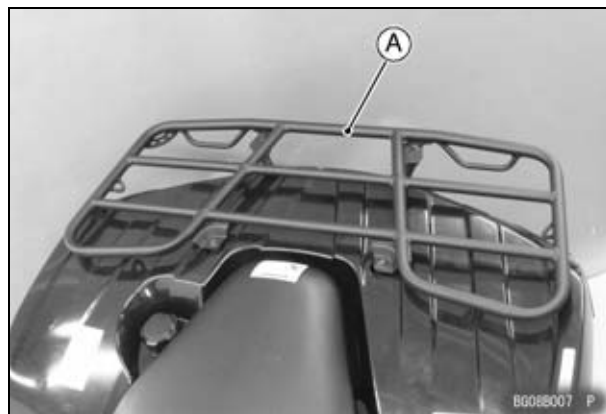
## 46 GENERAL INFORMATION

### Maximum Vehicle Load

Weight of rider and baggage or cargo must not exceed  
216 kg (476 lb).



**A. Front Carrier**



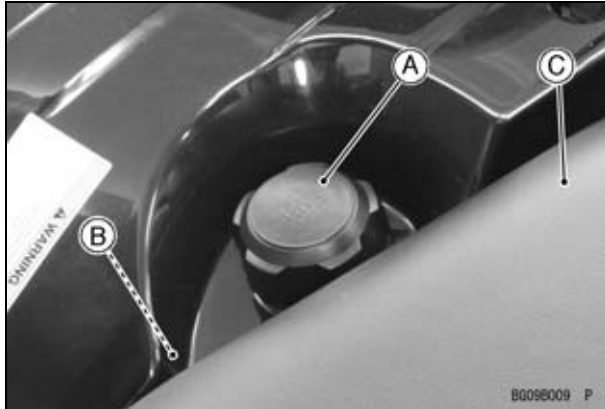
**A. Rear Carrier**

## Fuel Tank

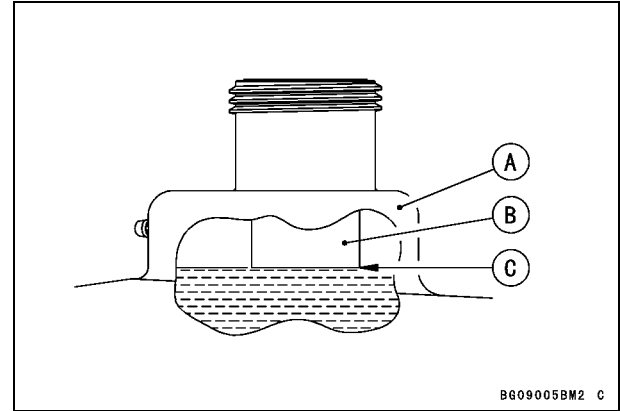
### Filling the Tank:

Use only fresh gasoline with the recommended octane rating from an uncontaminated source to insure proper running of your vehicle (See page 48). Avoid filling the tank in the rain or where heavy dust is blowing so that the fuel does not get contaminated.

Never fill the tank completely to the top. As the fuel expands in a warm tank, it may overflow from the vent hose. After refueling, make sure the filler cap is closed securely.



- A. Filler Cap
- B. Fuel Tank
- C. Seat



- A. Fuel Tank
- B. Filler Neck
- C. Fuel Top Level (Bottom of Filler Neck)

### NOTICE

Always clean dirt/mud/debris/water from the fuel tank cap and surrounding area prior to filling the tank to prevent dirt/mud/debris/water from entering the fuel tank. Accumulation of moisture or sediment in the fuel system can restrict the flow of fuel and cause fuel pump and/or engine damage.

## **WARNING**

### **HAZARD**

**Refueling without following proper precautions.**

### **WHAT CAN HAPPEN**

**Gasoline is extremely flammable and can be explosive under certain conditions. A fire or explosion can cause severe injury or death.**

### **HOW TO AVOID THE HAZARD**

**When refueling, do not smoke. Turn the ignition key to "OFF". 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! Heat may cause the fuel to expand and overflow through the vent in the tank cap.**

**After refueling, make sure the fuel tank cap is closed securely.**

**If gasoline is spilled on the rear fender wipe it off immediately.**

rating of a gasoline is a measure of its resistance to detonation or "Knocking." The Antiknock Index is an average of the Research Octane Number (RON) and the Motor Octane Number (MON) as shown in the table below.

Octane Rating Method	Minimum Rating
Antiknock Index $\frac{(RON + MON)}{2}$	87

## **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 nonrecommended fuel may not be covered under your warranty.**

## **Fuel Requirements:**

### ***Fuel Type***

Use clean, fresh unleaded gasoline with a minimum Antiknock Index equal to or higher than that shown in the table. The Antiknock Index is posted on service station pumps in the U.S.A. The octane

### ***Fuels Containing Oxygenates***

Gasoline frequently contains oxygenates (alcohols and ethers) especially in areas of the U.S. and Canada which are required to sell such reformulated fuels as part of a strategy to reduce exhaust emissions.

The types and volume of fuel oxygenates approved for use in unleaded gasoline by the U.S. Environmental Protection Agency include a broad range of alcohols and ethers, but only two components have seen any significant level of commercial use.

Gasoline/Alcohol Blends—Gasoline containing up to 10% ethanol (alcohol produced from agricultural products such as corn), also known as "gasohol" is approved for use.

### **NOTICE**

**Avoid using blends of unleaded gasoline and methanol (wood alcohol) whenever possible, and never use "gasohol" containing more than 5% methanol. Fuel system damage and performance problems may result.**

Gasoline/Ether Blends— The most common ether is methyl tertiary butyl ether (MTBE). You may use gasoline containing up to 15% MTBE.

### **NOTE**

○ *Other oxygenates approved for use in unleaded gasoline include TAME (up to 16.7%) and ETBE (up to 17.2%). Fuel containing these oxygenates can also be used in your Kawasaki.*

### **NOTICE**

**Never use gasoline with an octane rating lower than the minimum specified by Kawasaki.**

**Never use "gasohol" with more than 10% ethanol, or more than 5% methanol. Gasoline containing methanol must also be blended with cosolvents and corrosion inhibitors.**

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

**When not operating your Kawasaki for 30 to 60 days, mix a fuel stabilizer (such as STA-BIL) with the gasoline in the fuel tank. Fuel stabilizer additives inhibit oxydation of the fuel which minimizes gummy deposits.**

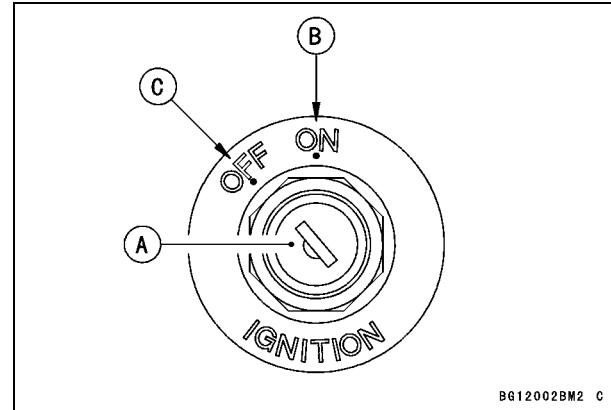
**Never store this product with "gasohol" in the fuel system. Before storage it is recommended that you drain all fuel from the fuel tank. See the Storage section in this manual.**

### Ignition Switch

The ignition switch is located on the right front fender. It is a 2-position, key-operated switch. The key can be removed only when in the "OFF" position. The lights, ignition, and electric starter will operate only when the key is in the "ON" position. Remove the key to prevent unauthorized vehicle use.

#### NOTE

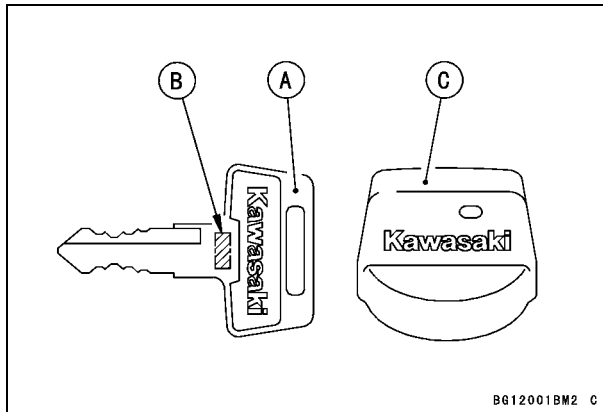
- *Certain buzzing and humming sounds will be emitted from the engine area about 3 seconds after turning the ignition key to "OFF". It is normal for the engine to make these sounds. They indicate that checking processes are functioning normally.*



- A. Ignition Switch
- B. "ON" position
- C. "OFF" position

## Keys

This ATV has a key, which is used for the ignition switch and one spare key. Included with the key is a key number, which is stamped on the key itself. Record the key number in the space provided and store the number in a safe place.



- A. Key
- B. Key Number
- C. Key Cap

Write your key number here.

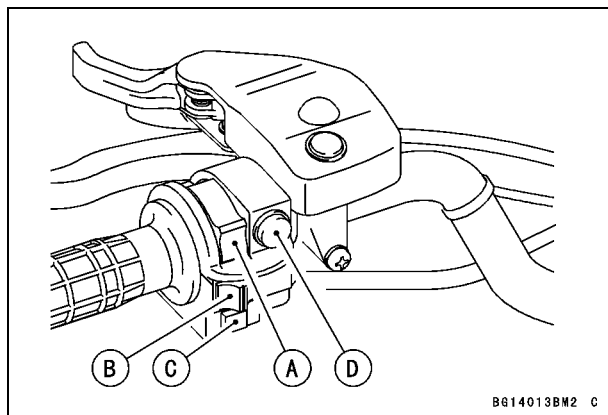
In the event you lose your keys, you will need the key number to have a duplicate made. If you cannot locate your key number, contact the dealer where you purchased your Kawasaki ATV. It's possible the dealer may have the number in its records. If the key number is lost completely, you will need to replace the ignition switch.

Contact your Kawasaki dealer to purchase additional spare keys either using your original key as a master or using the key code on the tag or your key. Store one key at home and keep another spare in your wallet or riding gear, in case the original is lost.

### Left Handlebar Switches



#### Light/Dimmer Switch:

The switch positions are identified on the housing. Headlight and taillight goes on by turning the switch to “LO” (low beam) or “HI” (high beam) with the ignition key in the “ON” position. Select high or low beam as necessary.



- A. Light/Dimmer Switch
- B. Engine Stop Switch
- C. Reverse Power Assist Switch (OVERRIDE)
- D. Starter Button

#### Engine Stop Switch:

In addition to the ignition switch, the engine stop switch must be in the “ ” position for the engine to operate. If some emergency requires stopping the engine, shift the engine stop switch to the “ ” position.

Although the engine stop switch stops the engine, it does not turn off all the electrical circuits. If the engine stop switch is used, be sure to turn off the ignition switch after stopping the vehicle.

#### Reverse Power Assist Switch (Override):

This vehicle is equipped with a reduced reverse speed system. If additional power is needed while backing up, depress the reverse power assist switch. When the switch is released, the vehicle's speed and power return to the reduced mode.

### WARNING

#### HAZARD

Going too fast in “R” (Reverse).

#### WHAT CAN HAPPEN

Going too fast in “R” (Reverse) can cause a loss of control and accident resulting in severe personal injury or death.

#### HOW TO AVOID THE HAZARD


Always maintain safe speeds. Use the Reverse Power Assist Switch only if additional power is needed.

**Starter Button:**

Refer to the “Starting the Engine” section of the “How to Ride” chapter for starting instructions.

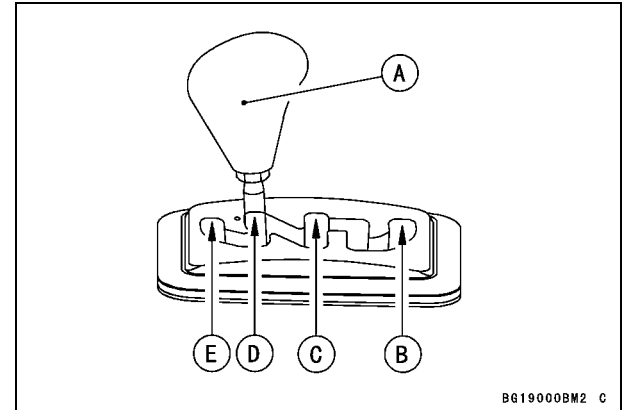
To start the engine, push the starter button with the front or rear brake applied in any shift position.

**NOTE**

- *For the electric starter to operate, the engine stop switch must be set to the “” position, the ignition switch must be turned to the “ON” position, and the brake must be applied, if the shifter is in a position other than “N” (neutral).*

**Shift Lever**

This vehicle is equipped with a sub-transmission and a reverse gear. The shift lever is located at the right side of the engine and it has four positions: “H” (High), “L” (Low), “N” (Neutral), and “R” (Reverse).



- A. Shift Lever
- B. “L” (Low) position
- C. “H” (High) position
- D. “N” (Neutral) position
- E. “R” (Reverse) position

**High Gear:**

High gearing raises the speed range for ordinary off-road use.

## 54 GENERAL INFORMATION

To shift into high range, stop the vehicle completely, and move the shift lever into the “H” (High) position.

### **NOTICE**

**Use of the high range for heavy loads, climbing hills, pulling a trailer, and sustained low-speed riding can lead to premature wear of the torque converter belt and pulleys. Use the low range for these conditions.**

#### **Low Gear:**

Low gearing gives maximum torque at low speeds for climbing hills, pulling a trailer, or keeping constant low speeds for agricultural use.

To shift into low range, first stop the vehicle completely and shift the shift lever into the “L” (Low) position.

### **NOTICE**

**Shifting to high or low range when the vehicle is in motion could cause engine damage.**

#### **Reverse Gear:**

To shift into reverse, stop the vehicle completely, allow the engine to slow to idle speed, and move the shift lever to the “R” (Reverse) position.

## **WARNING**

### **HAZARD**

**Shifting into “H” (High) or “L” (Low) or “R” (Reverse) while moving.**

### **WHAT CAN HAPPEN**

**Shifting the transmission while the vehicle is moving can cause abrupt changes in speed and direction resulting in loss of control and accident with severe personal injury or death.**

### **HOW TO AVOID THE HAZARD**

**Do not shift the transmission while the vehicle is moving. Stop the vehicle to shift the transmission.**

## **WARNING**

### **HAZARD**

Inattentive operation in “R” (Reverse). Backing up without looking where you are going.

### **WHAT CAN HAPPEN**

Inattentive operation in “R” (Reverse) could cause you to hit a person or obstacle behind you, resulting in severe personal injury or death.

### **HOW TO AVOID THE HAZARD**

Before shifting into “R” (Reverse), make sure there are no people or obstacles behind you, and then proceed at a safe speed. Always look where you are going, whether forward or in reverse.

## ***NOTICE***

Do not shift to “R” (Reverse) when the vehicle is moving or with the engine running above idling speed, or the transmission could be damaged.

## **Variable Front Differential Control Lever**

This vehicle is equipped with a variable limited slip differential (LSD) for the front wheels. The differential control lever is located on the left side of the handlebar.

When one front wheel loses traction, it can slip reducing the pulling power of the other front wheel. By pulling the differential control lever, you can equalize driving force to both front wheels. This is useful when the vehicle is stuck or having difficulty overcoming an obstacle. The differential control lever is effective only when “4WD” is engaged.

When you want to increase traction, pull the control lever all the way to the hand grip and grasp the handlebar securely. Release the lever when you no longer need the above-mentioned equalizing.

### **WARNING**

#### **HAZARD**

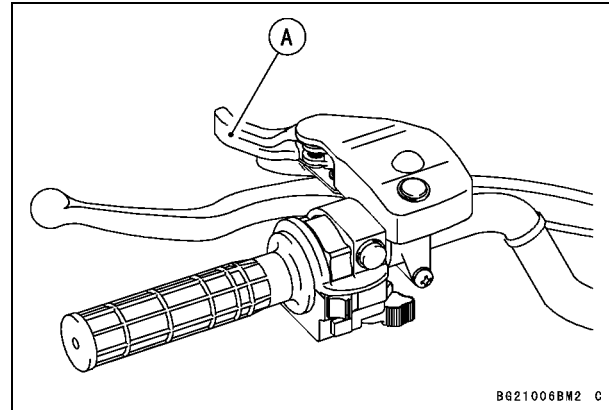
Increasing limited slip differential (LSD) traction while turning or before entering a turn.

#### **WHAT CAN HAPPEN**

Pulling the front differential control lever can reduce steering response, increasing the effort to turn. An unexpected change in direction can cause the operator to lose control, resulting in an accident and injury.

#### **HOW TO AVOID THE HAZARD**

Do not pull the front differential control lever while turning or before entering a turn.



**A. Variable Differential Control Lever**

## Selectable 2WD/4WD Shift Switch

You can select “2WD” or “4WD” to suit various riding conditions.

To shift, first stop the vehicle completely, then press the electrically selectable 2WD/4WD shift switch up or down. The switch is located on the right handlebar switch housing.

The current operating condition is indicated with 2WD/4WD indicator symbols. After shifting there is a time lag before the indicator lights change.

Refer to the “Multifunction Meter” section in the “General Information” chapter, together with the “2WD/4WD Shifting” section in the “HOW TO RIDE” chapter.

## WARNING

### HAZARD

Changing from “2WD” to “4WD” or from “4WD” to “2WD” while the ATV is moving.

### WHAT CAN HAPPEN

The handling characteristics of this ATV differ between “2WD” and “4WD” according to riding conditions. Changing operating mode while moving can cause a sudden change in handling performance which can cause the operator to lose control and have an accident.

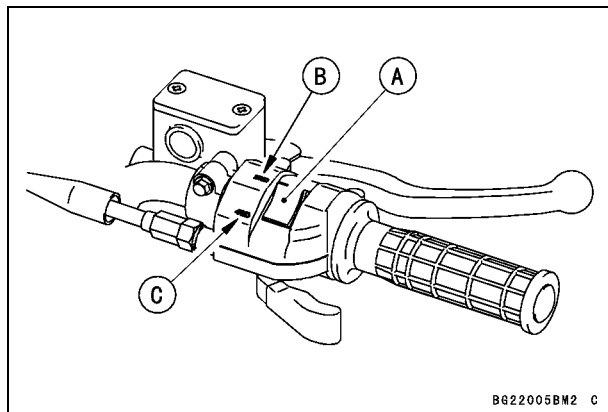
### HOW TO AVOID THE HAZARD

Always stop the ATV before changing from “2WD” to “4WD” or vice versa.

## NOTICE

Shifting from “2WD” to “4WD” (or “4WD” to “2WD”) when the vehicle in motion could cause front drive train damage.

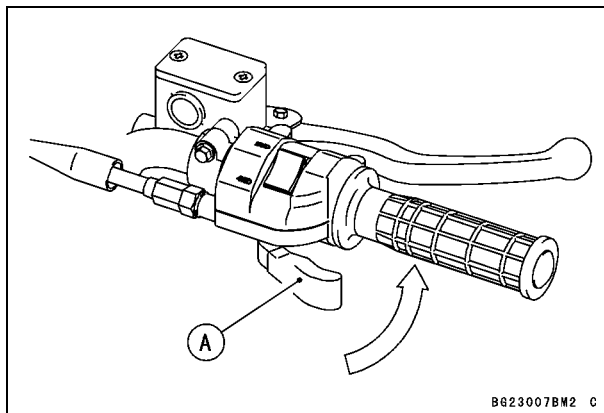
## 58 GENERAL INFORMATION



- A. 2WD/4WD Shift Switch
- B. "2WD" Position
- C. "4WD" Position

### Throttle Lever

The throttle lever is located on the right side of the handlebar. Pushing the lever forward increases engine speed. When released, spring pressure returns the lever to the rear. Always check that the throttle lever returns normally before starting the engine. In addition, there must be adequate throttle cable play. Refer to the MAINTENANCE AND ADJUSTMENT chapter for the throttle cable adjustment procedure.



A. Throttle Lever

## Throttle Limiter

The vehicle is equipped with a throttle limiter to decrease maximum engine power for an unskilled rider. The limiter functions by restricting the moving distance of the throttle lever.

### **⚠ WARNING**

#### **HAZARD**

Operating this ATV without proper instruction.

#### **WHAT CAN HAPPEN**

The risk of an accident is greatly increased if the operator does not know how to operate the ATV properly in different situations and on different types of terrain.

#### **HOW TO AVOID THE HAZARD**

Beginning and inexperienced operators should complete a certified training course offered by The ATV Safety Institute (ASI). They should then regularly practice the skills learned in the course and the operating techniques described in the Owner's Manual.

For more information about the training course, contact an authorized ATV dealer or call:

1-800-887-2887.

### **⚠ WARNING**

#### **HAZARD**

Operating this ATV at excessive speeds.

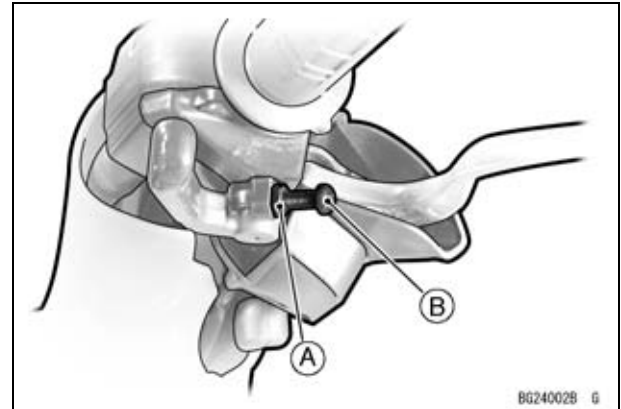
#### **WHAT CAN HAPPEN**

Increases your chances of losing control of the ATV, which can result in an accident.

#### **HOW TO AVOID THE HAZARD**

Always go at a speed that is proper for the terrain, visibility and operating conditions, and your experience.

Loosen the locknut and turn the screw in or out. Turning in decreases the maximum engine power, turning out increases the maximum engine power.



A. Locknut  
B. Screw

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## 60 GENERAL INFORMATION

### ***NOTICE***

If the throttle limiter is adjusted, verify the changes in throttle in an open, non-traffic area.

Never try to adjust the limiter by racing the engine in neutral or in gear with brake on, or the engine may be damaged.

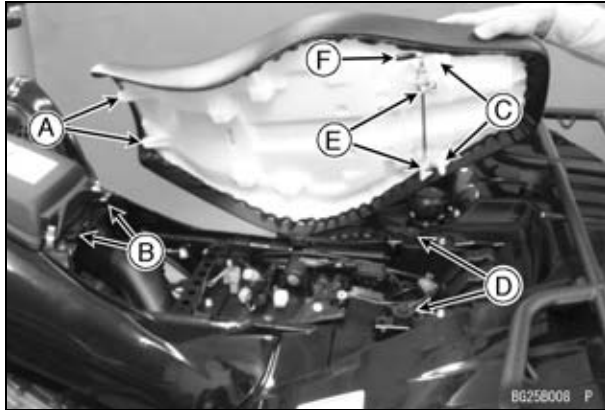
### **Seat**

To remove the seat: lift the latch lever located at the left rear end of the seat.



**A. Latch Lever**

To attach the seat: first align the front hooks with the front receivers and slide the seat forward. Make sure that the rear hooks align to their rear receivers. Push the seat with both hands around the rear hooks and make sure there is a click sound to indicate that the latches have engaged.

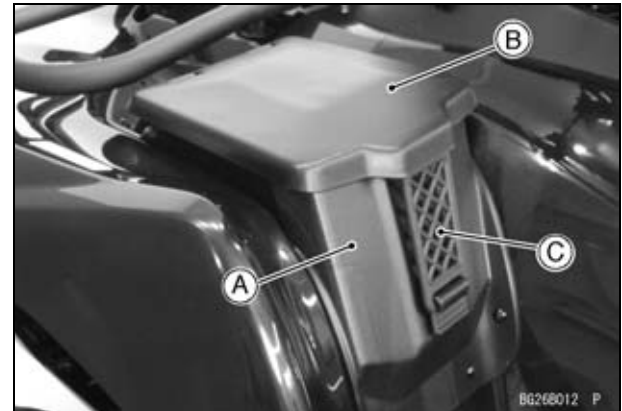


- A. Front Hooks**
- B. Front Receivers**
- C. Rear Hooks**
- D. Rear Receivers**
- E. Latches**
- F. Latch Lever**

## Storage Box

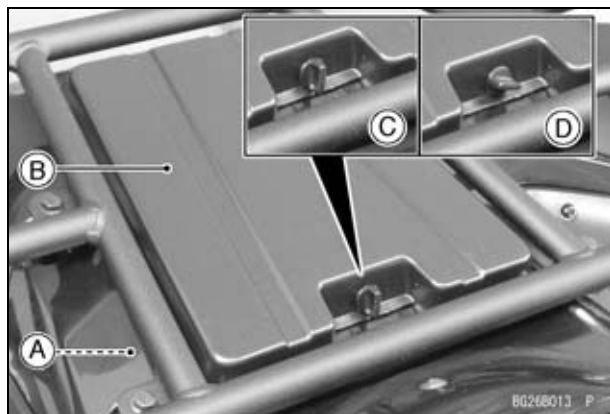
The storage box is located on the left side front fender and upper side front fender. Keep this Owner's Manual and other light items in these storage boxes. Remove the plug in the bottom of the storage boxes to remove any water that may have entered.

Keep the cover of the left side storage box securely fastened with the strap when driving the vehicle. Keep the cover of the upper side storage box locked when driving the vehicle.



- A. Storage Box**
- B. Cover**
- C. Strap**

## 62 GENERAL INFORMATION



- A. Storage Box
- B. Cover
- C. Lock
- D. Unlock

### Tool Kit

The tool kit is stored under the seat. Remove the seat for the kit.

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

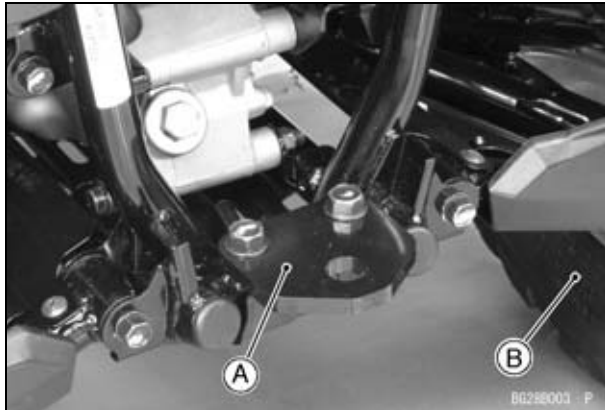


A. Tool Kit

## Trailer Hitch Bracket

A trailer hitch bracket is fitted at the rear end of the main frame.

To avoid injury and property damage, observe the following precautions while towing a trailer:



- A. Trailer Hitch Bracket
- B. Rear Wheel

## **⚠ WARNING**

### HAZARD

Improperly attaching and loading a trailer.  
Overloading a trailer.

### WHAT CAN HAPPEN

Can cause changes in vehicle handling which could lead to an accident.

### HOW TO AVOID THE HAZARD

Attach a trailer to the trailer hitch bracket only. For example, attaching a trailer to the frame pipe or the carrier can cause the vehicle to tip over. Never load more than 40 kg (88 lb) tongue weight on the towing bracket. Do not tow more than 567 kg (1 250 lb) trailer weight (trailer plus cargo).

## **⚠ WARNING**

### HAZARD

Riding in a trailer.

### WHAT CAN HAPPEN

Can cause the operator to lose control of the vehicle. The passenger can be thrown from the trailer or hurt by shifting cargo in the trailer.

### HOW TO AVOID THE HAZARD

Never carry a passenger in a trailer.

## 64 GENERAL INFORMATION

### Winch Installation

This vehicle can be equipped with a winch on the frame below the radiator. The winch and its installing brackets are not supplied this vehicle. Please contact a dealer if you need them.

To avoid injury and property damage, observe the following precautions, not to exceed the spooling load equivalent to 450 kg (1 000 lb).

#### **WARNING**

##### **HAZARD**

**Improperly attaching and loading winch.  
Overloading a winch.**

##### **WHAT CAN HAPPEN**

**Can cause changes in vehicle handling  
which could lead to an accident.**

##### **HOW TO AVOID THE HAZARD**

**Do not operate or install winch without reading  
and understanding the operators manual  
supplied with the winch.**



**A. Winch-installing Position**

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## BREAK-IN

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The first 10 hours (100 km, 60 mi) of vehicle operation is designated as the break-in period. Do not exceed  $\frac{1}{2}$  throttle during break-in period. If the vehicle is not used carefully during this period, you may end up with a “broken down” instead of “broken in” vehicle.

Break-in Period	Maximum Throttle Position
First 10 hours (100 km, 60 mi)	$\frac{1}{2}$ Throttle

### NOTE

- *Do not start moving or race the engine immediately after starting it, even if the engine is already warm.*
- *Do not race the engine while the transmission is in neutral.*
- *It is important to perform the initial service after the first 10 hours (100 km, 60 mi) of operation as described in this manual and the service manual for this vehicle. See the Periodic Maintenance Chart in the MAINTENANCE AND ADJUSTMENT chapter.*

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## HOW TO RIDE

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### 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, see your dealer, or refer to the Service Manual for the action required to return the vehicle to a safe operating condition.

### WARNING

#### HAZARD

Failure to inspect the ATV before operating.  
Failure to properly maintain the ATV.

#### WHAT CAN HAPPEN

Increases the possibility of an accident or equipment damage.

#### HOW TO AVOID THE HAZARD

Always inspect your ATV each time you use it to make sure the ATV is in safe operating condition.

Always follow the inspection and maintenance procedures and schedules described in the Owner's Manual.

### DANGER

#### HAZARD

Running the engine without ventilation.

#### WHAT CAN HAPPEN

Breathing exhaust gas leads to carbon monoxide poisoning, asphyxiation, and death. Exhaust gases contain carbon monoxide; a colorless, odorless, poisonous gas.

#### HOW TO AVOID THE HAZARD

Do not start or run the engine in a closed area such as a garage.

Fuel .....	Enough fuel in tank, no leaks.
Engine Oil .....	Oil level between "H" (High) and "L" (Low) lines, no leaks.
Coolant .....	Coolant level between level lines (when engine is cold), no leaks.
Tires .....	Air Pressure (when cold): Front: 35 kPa (0.35 kgf/cm <sup>2</sup> , 5 psi) Rear: 35 kPa (0.35 kgf/cm <sup>2</sup> , 5 psi) Check for cuts, cracks, damage, or excessive wear. Check for any imbedded stones or other foreign particles in tread.
Air Cleaner Element .....	Check for dirt; clean or replace as required.
Nuts, Bolts, Fasteners .....	Check that steering and suspension components, axles, and all controls are properly fastened.
Steering .....	Action smooth but not loose from lock to lock. Control cables must not bind.
Brakes .....	Check for braking effectiveness (while test running). Brake pedal free play 15 ~ 25 mm (0.6 ~ 1.0 in.). Rear brake lever free play 1 ~ 2 mm (0.04 ~ 0.08 in.). No front brake fluid leakage.
Throttle .....	Parking brake: Stops vehicle completely. Throttle lever free play 2 ~ 3 mm (0.08 ~ 0.12 in.). Throttle lever snaps back to idle position when released.
Front and/or Rear Final Gear Cases	No oil leaks.
Lights .....	Headlight and taillight/brake light work.
Engine Stop Switch .....	Stops engine.
Protective Clothing .....	The operator must wear a helmet and eye protection plus suitable protective clothing, such as boots, gloves, long trousers, and a long-sleeved shirt or jacket.

## Starting the Engine

### DANGER

#### HAZARD


Running the engine without ventilation.

#### WHAT CAN HAPPEN

Breathing exhaust gas leads to carbon monoxide poisoning, asphyxiation, and death. Exhaust gases contain carbon monoxide; a colorless, odorless, poisonous gas.

#### HOW TO AVOID THE HAZARD

Do not start or run the engine in a closed area such as a garage.

- Check that the engine stop switch is in the “  ” position.
- Turn the ignition key to “ON”.
- Apply the parking brake.
- Put the shift lever in the “N” (Neutral) position. The neutral indicator light should be lit.

### NOTE

- *If the front or rear brake is applied, it is possible to start in any shift position.*

- Push the starter button. Repeat until the engine starts.

### NOTICE

Do not operate the electric starter continuously for more than 5 seconds. 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.

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

### NOTE

- *If the starter does not turn, the battery may be almost fully discharged.*

## Moving Off

- Move the shift lever into the “H” (High) or “L” (Low) position.
- Release the parking brake.
- Gradually increase engine speed by pushing the throttle lever forward.

### NOTE

- *Practice starting and stopping (using the brakes) until you are familiar with the controls.*

## Shifting Gears

- Stop the vehicle completely.
- Move the shift lever into the “H” (High) or “L” (Low) position.
- If you intend to operate the vehicle in reverse, move the shift lever into the “R” (Reverse) position. Refer to the “Riding in Reverse” section in the SAFE OPERATION chapter.
- Gradually increase engine speed by pushing forward on the throttle lever.

### NOTICE

Shifting to high or low range when the vehicle is in motion could cause engine damage. Do not shift from “H” (High) or “L” (Low) to “R” (Reverse) and vice versa when the vehicle is moving or with the engine running above idling speed, or the transmission could be damaged.

### NOTICE

Use of the high range for heavy loads, climbing hills, pulling a trailer, and sustained low-speed riding can lead to premature wear of the torque converter belt and pulleys. Use the low range for these condition.

## WARNING

### HAZARD

Shifting into “H” (High) or “L” (Low) or “R” (Reverse) while moving.

### WHAT CAN HAPPEN

Shifting the transmission while the vehicle is moving can cause abrupt changes in speed and direction resulting in loss of control and accident with severe personal injury or death.

### HOW TO AVOID THE HAZARD

Do not shift the transmission while the vehicle is moving. Stop the vehicle to shift the transmission.

## 2WD/4WD Shifting

- Stop the vehicle completely.
- Press the selectable 2WD/4WD shift switch up or down.

### NOTE

- *The current operating condition is indicated with 2WD/4WD indicator symbols. After shifting there is a time lag before the indicator lights change. Refer to the “Multifunction Meter” section in the “General Information” chapter.*
- *When the shift switch is moved from “4WD” to “2WD” and vice versa, the transmission shifts when the vehicle has rolled a short distance. Drive off slowly to allow “4WD” to engage or disengage. As it engages, the indicator lights will change from “2WD” to “4WD” and vice versa.*
- *It is normal to hear a small clanking noise when “4WD” engages or disengages while rolling on hard surfaces, such as hard-packed dirt.*

## **⚠ WARNING**

### **HAZARD**

Changing from “2WD” to “4WD” or from “4WD” to “2WD” while the ATV is moving.

### **WHAT CAN HAPPEN**

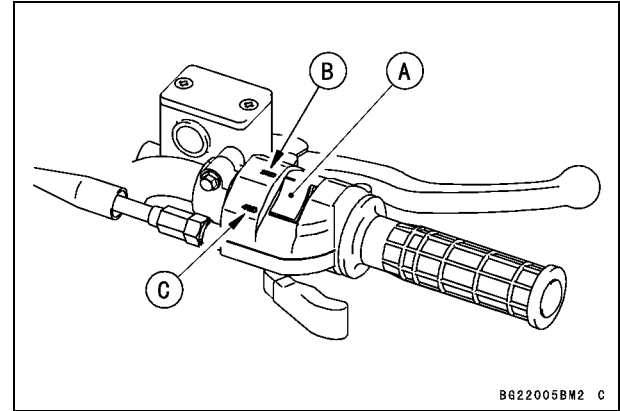
The handling characteristics of this ATV differ between “2WD” and “4WD” according to riding conditions. Changing operating mode while moving can cause a sudden change in handling performance which can cause the operator to lose control and have an accident.

### **HOW TO AVOID THE HAZARD**

Always stop the ATV before changing from “2WD” to “4WD” or vice versa.

## ***NOTICE***

Shifting from “2WD” to “4WD” (or “4WD” to “2WD”) when the vehicle is in motion could cause front drive train damage.



- A. 2WD/4WD Shift Switch
- B. “2WD” Position
- C. “4WD” Position

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### Variable Limited Slip Front Differential

#### **WARNING**

##### **HAZARD**

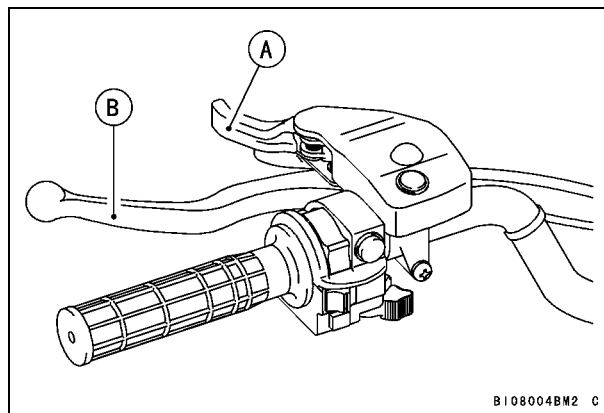
Increasing limited slip differential (LSD) traction while turning or before entering a turn.

##### **WHAT CAN HAPPEN**

Pulling the front differential control lever can reduce steering response, increasing the effort to turn. An unexpected change in direction can cause the operator to lose control, resulting in an accident and injury.

##### **HOW TO AVOID THE HAZARD**

Do not pull the front differential control lever while turning or before entering a turn.



**A. Variable Front Differential Control Lever**

**B. Rear Brake Lever**

- Stop the vehicle completely.
- Shift the selectable 2WD/4WD shift switch to “4WD”.
- Pull the variable front differential control lever all the way to the hand grip.
- Hold the handlebar securely.
- After crossing the obstacle, release the differential control lever.

#### **NOTE**

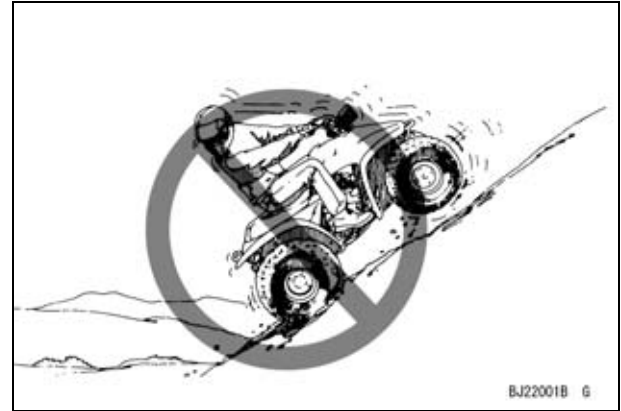
- By pulling the differential control lever, driving force to both front wheels is equalized thereby increasing traction. The differential control is effective only when “4WD” is engaged.

## Braking

- Close the throttle completely.
- Under most conditions stop by pulling in the front brake lever and pressing down the rear brake pedal.
- To stop while riding in reverse, close the throttle and gradually apply the brakes. Sudden application of the rear brake or the front brake (when in “4WD”) can cause the front end of the vehicle to lift off the ground.

This ATV is equipped with electrically selectable 2WD/4WD. When driving in “4WD”, all wheels (front and rear) are constantly driven by the drive train. This means that applying either the front brake (the right-hand brake lever) or the rear brake (the left-hand brake lever or the brake pedal) brakes both the front and rear wheels. Any brake application will brake the downhill wheels when climbing or descending hills. So, avoid sudden application of either the front or rear brakes. Apply both front and rear brakes gradually.

- Refer to the “Climbing Hills” and “Descending Hills” sections in the SAFE OPERATION chapter for the braking and riding techniques you must use when climbing and descending hills.



This vehicle is equipped with the Kawasaki Engine Brake Control System. It can assist the operator when descending hills by supplementing the wheel brake systems with additional braking force that is produced by the engine. When descending hills, this system alone may not supply enough braking force. The operator should apply the brakes to keep speed safe for the terrain, visibility, operating conditions, and your experience. The Kawasaki Engine Brake Control System is applied automatically under certain conditions when the throttle is released.

### NOTE

- *This system does not function in reverse. It cannot function if the battery is disconnected.*

## 74 HOW TO RIDE

(For “4WD”)

### **WARNING**

#### **HAZARD**

Stalling, rolling backwards or improperly dismounting while climbing a hill.

#### **WHAT CAN HAPPEN**

Could result in ATV overturning.

#### **HOW TO AVOID THE HAZARD**

Use low gearing and maintain steady speed when climbing a hill.

If you lose all forward speed:

- Keep weight uphill.

- Apply the brakes.

- Lock parking brake, after you are stopped.

If you begin rolling backwards:

- Keep weight uphill.

- Never apply either front or rear brakes suddenly while rolling backwards.

- Apply both front and rear brakes gradually.

- When fully stopped, lock parking brake.

Dismount on uphill side or to a side if pointed straight uphill.

Turn the ATV around and remount, following the procedure described in the Safe Operation chapter.

(For “2WD”)

### **WARNING**

#### **HAZARD**

Stalling, rolling backwards or improperly dismounting while climbing a hill.

#### **WHAT CAN HAPPEN**

Could result in ATV overturning.

#### **HOW TO AVOID THE HAZARD**

Use low gearing and maintain steady speed when climbing a hill.

If you lose all forward speed:

- Keep weight uphill.

- Apply the brakes.

- Lock parking brake, after you are stopped.

If you begin rolling backwards:

- Keep weight uphill.

- Never apply the rear brake while rolling backwards.

- Apply the front brake.

- When fully stopped, apply rear brake as well, and then lock parking brake.

Dismount on uphill side or to a side if pointed straight uphill.

Turn the ATV around and remount, following the procedure described in the Safe Operation chapter.

## Stopping the Engine

- Close the throttle completely.
- Put the shift lever in the “N” (Neutral) position.
- Apply the parking brake to help prevent the vehicle from rolling.
- Turn the ignition key to “OFF”.

### NOTE

- *This ATV is equipped with a vehicle-down sensor, which causes the engine to stop automatically when the ATV is tilted excessively or tipped over. If this sensor is activated, first recover the ATV and turn the ignition key to “OFF” and then back to “ON” before starting the engine.*

## Parking the ATV

### WARNING

#### HAZARD

Operating or parking the vehicle near flammable materials.

#### WHAT CAN HAPPEN

A fire can be ignited, resulting in property damage or severe personal injury.

#### HOW TO AVOID THE HAZARD

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

#### HAZARD

Touching the engine or exhaust.

#### WHAT CAN HAPPEN

You can suffer severe burns.

#### HOW TO AVOID THE HAZARD

Do not touch the engine, exhaust pipe, or muffler during operation or after stopping the engine. Allow engine, exhaust pipe, and muffler to cool.

## 76 HOW TO RIDE

- Stop the vehicle on a level surface.

### **WARNING**

#### **HAZARD**

**Parking on a steep incline.**

#### **WHAT CAN HAPPEN**

**May result in the vehicle overturning or rolling down the hill and causing an accident.**

#### **HOW TO AVOID THE HAZARD**

**Do not park on steep inclines. If you must park on a hill, place the vehicle diagonally so that it never faces uphill, downhill or sideways. Set the parking brake securely.**

- When the engine has stopped, apply the parking brake to help prevent the vehicle from rolling.
- Remove the ignition key to prevent unauthorized use.

### **NOTICE**

**The brake light goes on whenever you apply the parking brake. If you leave the brake light on for a long time, the battery may become totally discharged. Whenever you leave the vehicle, turn off the ignition key.**

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

### **WARNING**

#### **HAZARD**

**Parking near an appliance with a pilot light.  
Parking in a structure without ventilation.**

#### **WHAT CAN HAPPEN**

**Gasoline is extremely flammable and can be explosive under certain conditions.  
A fire or explosion can cause severe injury or death.**

#### **HOW TO AVOID THE HAZARD**

**Park the vehicle in a well ventilated area away from any source of flame or sparks. This includes any appliance with a pilot light.**


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## Stopping the ATV in an Emergency

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Your Kawasaki vehicle 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 vehicle 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 assembly and stick the throttle open.
2. During removal of the air cleaner, dirt is allowed to enter and jam the throttle body assembly.

In an emergency situation such as throttle failure, your vehicle may be stopped by applying the brakes and shifting the engine stop switch to the “” position. If the engine stop switch is used, turn off the ignition switch after stopping the vehicle.

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# SAFE OPERATION

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Knowing and following these rules for safe riding will increase your enjoyment of your new Kawasaki ATV and help avert serious injury or death. Refer also to page in front of “Foreword” for “Safe Riding Information.”

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## Read the Owner’s Manual

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Read and understand this Owner’s Manual, and carry it with you when you ride. This is especially important for younger riders and beginners. Refer to this Owner’s Manual if you have any questions.

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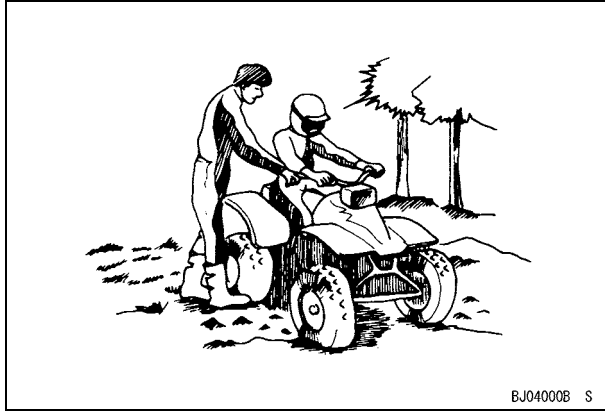
## Obey Local Laws

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Know and obey all laws and regulations governing the use of off-road vehicles in your riding area. Respect private property; do not ride there without the express written permission of the owner. Always try to preserve nature and the environment.

## Adult Supervision

This vehicle is not a toy. It is an off-road motor vehicle. Use by children under 16 years of age is not recommended.



Youths starting at age 16 should have adult supervision even after they attend a rider training course. Parents must ensure that their child has the skills, abilities and judgement required to operate the ATV safely.

Youngsters must continue to develop their riding skills and use proper riding techniques. Parents need to monitor their child's progress and make certain their child avoids unsafe situations.

Always equip your child with proper protective gear. It is important that your child rides an appropriate sized ATV. Never put your child on a vehicle

that requires them to reach to put their feet on the footboards and their hands on the handlebars. Study this manual with your child to be sure he or she fully understands all of the special safety instructions.

## **⚠ WARNING**

### **HAZARD**

**Failure to follow the age recommendations for this ATV.**

**Failure to supervise children 16 years of age and older.**

### **WHAT CAN HAPPEN**

**Use of this ATV by children under 16 years of age can lead to severe injury or death of the child.**

**Even though a child may be within the age group for which this ATV is recommended, he or she may not have the skills, abilities, or judgement needed to operate the ATV safely and may be involved in a serious accident.**

### **HOW TO AVOID THE HAZARD**

**A child under 16 should never operate this ATV. Youths starting at age 16 should have adult supervision even after they attend a rider training course.**

**Never allow continued use of this ATV by a child if he or she does not have the abilities and maturity to operate it safely.**

---

### Beginning Riders

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Beginning riders should practice braking and turning in an open, off-road area away from other riders. The terrain should be flat and free of obstacles with a loose or hard dirt surface, but not a mixture of both. Do not ride on pavement. ATV's are designed for off-road use only.

### WARNING

#### HAZARD

Operating this ATV without proper instruction.

#### WHAT CAN HAPPEN

The risk of an accident is greatly increased if the operator does not know how to operate the ATV properly in different situations and on different types of terrain.

#### HOW TO AVOID THE HAZARD

Beginning and inexperienced operators should complete a certified training course offered by The ATV Safety Institute (ASI). They should then regularly practice the skills learned in the course and the operating techniques described in the Owner's Manual.

For more information about the training course, contact an authorized ATV dealer or call:

**1-800-887-2887.**

## Off-Road Use Only

This vehicle is designed for off-road use only. Operation on public streets, roads, and highways is not recommended and is not safe.

ATV tires are not designed to operate on paved or concrete surfaces. The tires will not slip as necessary which may seriously affect control of the vehicle.

### WARNING

#### HAZARD

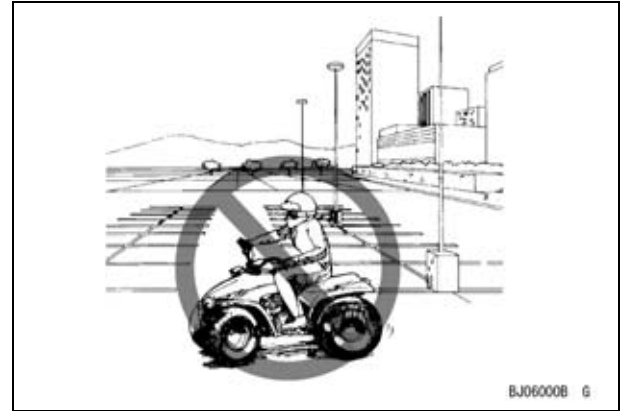
Operating this ATV on paved surfaces, including sidewalks, paths, parking lots, driveways, and streets.

#### WHAT CAN HAPPEN

ATV tires are designed for off-road use. Paved surfaces may seriously affect handling and control of the ATV, and may cause the vehicle to go out of control.

#### HOW TO AVOID THE HAZARD

Avoid operating the ATV on pavement whenever possible. If you must ride on a paved surface, go slowly and do not make sudden turns or stops.



By operating on a public road you take the risk that you could collide with another vehicle. Also, in many states use on public streets is illegal.

### WARNING

#### HAZARD

Operating this ATV on public streets, roads or highways.

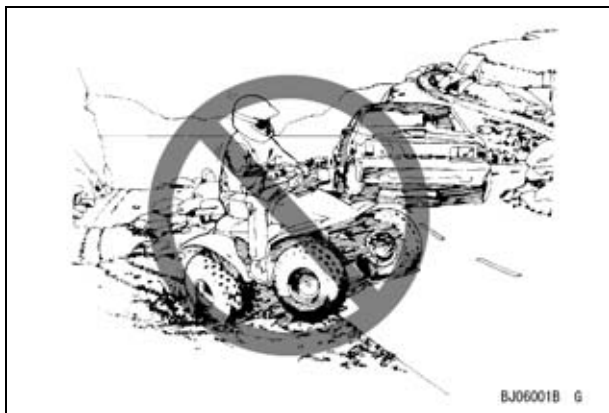
#### WHAT CAN HAPPEN

You can collide with another vehicle.

#### HOW TO AVOID THE HAZARD

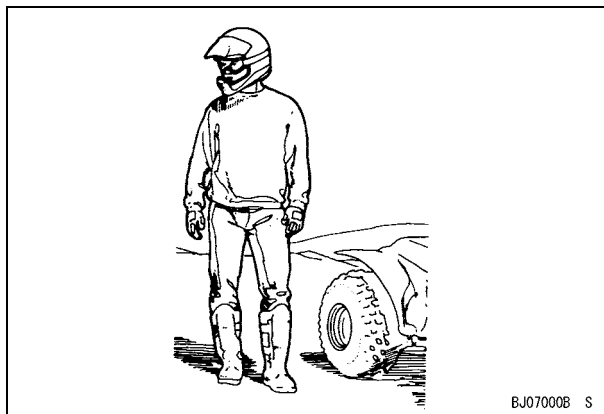
Never operate this ATV on any public street, road or highway, even a dirt or gravel one. In many states it is illegal to operate ATVs on public streets, roads and highways.

## 82 SAFE OPERATION



### Dress Properly

Always wear an approved helmet, eye protection, and protective clothing. The proper clothing can make riding more comfortable and reduce the chance of injury if you take a spill. Long pants will also protect your legs from the hot exhaust system.



## **⚠ WARNING**

### **HAZARD**

Operating this ATV without wearing an approved motorcycle helmet, eye protection and protective clothing.

### **WHAT CAN HAPPEN**

Operating without an approved motorcycle helmet increases your chances of a severe head injury or death in the event of an accident.

Operating without eye protection can result in an accident and increases your chances of a severe injury in the event of an accident. Operating without protective clothing increases your chances of severe injury in the event of an accident.

### **HOW TO AVOID THE HAZARD**

Always wear an approved motorcycle helmet that fits properly.

You should also wear:

- eye protection (goggles or face shield)
- gloves
- boots
- long-sleeved shirt or jacket
- long pants

## **Operator Only**

This vehicle is designed to carry only the operator. It does not have a seat strap, passenger's grab rail, dual seat, or footpegs for a passenger. The long seat is needed for the operator to maintain vehicle control by shifting his or her body weight. A passenger interferes with the operator's ability to control the vehicle which can cause harm to the operator. Also, a passenger will impair the steering response of the vehicle by shifting weight from the front wheels, causing loss of control which may cause an accident. And without secure seating, a passenger may lose his or her balance and fall off the vehicle. Never carry a passenger. Never ride as a passenger.



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### **WARNING**

#### **HAZARD**

**Carrying a passenger on this ATV.**

#### **WHAT CAN HAPPEN**

**Passengers affect balance and steering and increase risk of losing control.**

**Carrying a passenger could cause an accident, resulting in harm to you and/or your passenger.**

#### **HOW TO AVOID THE HAZARD**

**Never carry a passenger. The long seat is to allow the operator to shift position as needed during operation. It is not for carrying passengers.**

### **Ride Carefully and with Good Judgement**

We want you to enjoy your riding experiences, so ride carefully and safely. Exercise good judgement. Avoid wheelies and jumps. Also, don't ride at excessive speeds, too fast for conditions, or faster than your skill level. Riding too fast and trying unsafe stunts can cause you to lose control of the vehicle and have an accident. Practice basic maneuvers so you can ride confidently and safely.



## WARNING

### HAZARD

Attempting wheelies, jumps, and other stunts.

### WHAT CAN HAPPEN

Increases the chance of an accident, including an overturn.

### HOW TO AVOID THE HAZARD

Never attempt stunts, such as wheelies or jumps. Don't try to show off.

## WARNING

### HAZARD

Operating this ATV at excessive speeds.

### WHAT CAN HAPPEN

Increases your chances of losing control of the ATV, which can result in an accident.

### HOW TO AVOID THE HAZARD

Always go at a speed that is proper for the terrain, visibility and operating conditions, and your experience.

## Never Drink and Drive

Alcohol and drugs impair your judgement and slow your reactions. Even drugs prescribed by a physician can be dangerous. Check with your doctor.

## WARNING

### HAZARD

Operating this ATV after consuming alcohol or drugs.

### WHAT CAN HAPPEN

Could seriously affect your judgement.  
Could cause you to react more slowly.  
Could affect your balance and perception.  
Could result in an accident.

### HOW TO AVOID THE HAZARD

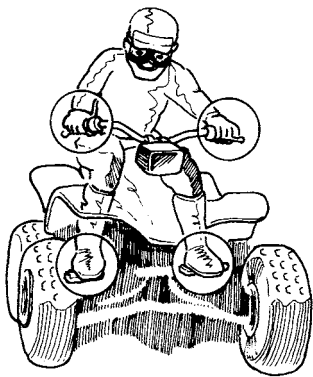
Never consume alcohol or drugs before or while driving this ATV.

## Keep Your Feet on the Footboards and Hands on the Handlebars

Always ride with your feet on the footboards. If your feet touch the ground while you are moving, you could be injured. It is possible to have the rear wheel run over your foot.

If you have a lot of motorcycle experience, your natural reaction to the vehicle tipping or skidding may be to put a foot down. This is a reaction you must "unlearn".

Also, removing your feet from the footboards and removing your hands from the handlebars can cause you to lose your balance and fall off the ATV. Keep your hands and feet on the ATV always.



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## WARNING

### HAZARD

Removing hands from handlebars or feet from footboards during operation.

### WHAT CAN HAPPEN

Removing even one hand or foot can reduce your ability to control the ATV or could cause you to lose your balance and fall off of the ATV. If you remove a foot from a footboard, your foot or leg may come into contact with the rear wheels, which could injure you or cause an accident.

### HOW TO AVOID THE HAZARD

Always keep both hands on the handlebars and both feet on the footboards of your ATV during operation.

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## Before Starting the Engine

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Three “musts” before starting the engine are:

- 1) Set the parking brake,
- 2) Put the transmission in neutral,

### NOTE

- *The engine can be started in any shift position if the brake is applied. However, it is recommended to shift into neutral before starting the engine.*
- 3) Check the throttle for proper operation. It should snap closed when released with the handlebars in any position.

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## Use the Parking Brake

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Always apply the parking brake before getting off your vehicle. If it should roll, it might be damaged or cause injury.

### NOTICE

**The brake light goes on whenever you apply the parking brake. If you leave the brake light on for a long time, the battery may become totally discharged. Whenever you leave the vehicle, turn off ignition key.**



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### Modifications and Accessories

Installation of accessories may affect the handling of your ATV. See the Loading Information chapter of this manual for more detailed information. Kawasaki does not recommend that you modify your ATV in any way. Unauthorized modifications may produce dangerous handling conditions or adversely affect vehicle reliability.

#### **WARNING**

##### **HAZARD**

**Operating this ATV with improper modifications.**

##### **WHAT CAN HAPPEN**

**Improper installation of accessories or modification of this vehicle may cause changes in handling which in some situations could lead to an accident.**

##### **HOW TO AVOID THE HAZARD**

**Never modify this ATV through improper installation or use of accessories. All parts and accessories added to this vehicle should be genuine Kawasaki or equivalent components designed for use on this ATV and should be installed and used according to instructions. If you have questions, consult an authorized Kawasaki ATV dealer.**

Additionally, installation of parts and accessories that are not genuine Kawasaki or equivalent parts may cause premature wear and failure on engine, drivetrain and/or other components. As noted in your Kawasaki Limited Warranty, costs for repairs due to the addition of after-market parts or accessories that Kawasaki has not authorized or approved for use with this ATV are not covered by your warranty.

## Loading Your ATV

Never ride with passengers on the carriers. This vehicle is not designed for carrying passengers on the carriers.

Make sure all cargo is securely attached. Don't carry heavy or bulky items that exceed the cargo maximum load capacity or that may interfere with your ATV handlebars movement.

Also, don't overload your ATV.

Do not allow cargo to extend beyond the edges of the carries.

### Maximum Carrier Load

Front	40 kg (88 lb)
Rear	80 kg (176 lb)

### Maximum Vehicle Load

Weight of rider and baggage or cargo must not exceed  
216 kg (476 lb).

Try to maintain front to rear balance by carrying twice as much weight on the rear carrier as on the front carrier.

Reduce speed when carrying cargo or pulling a trailer and allow for more braking distance.

Be sure to attach a trailer to the trailer hitch bracket only. Don't attach a trailer to any other location than the bracket. Also, don't overload a trailer.

### Maximum Trailer Weight (Trailer plus cargo weight)

567 kg (1 250 lb)

Do not load more than 40 kg (88 lb) tongue weight on the trailer hitch bracket. Be sure to subtract this tongue weight from the Vehicle Maximum Load capacity.

## WARNING

### HAZARD

**Improperly attaching and loading a trailer.  
Overloading a trailer.**

### WHAT CAN HAPPEN

**Can cause changes in vehicle handling which could lead to an accident.**

### HOW TO AVOID THE HAZARD

**Attach a trailer to the trailer hitch bracket only. For example, attaching a trailer to the frame pipe or carrier can cause the vehicle to tip over. Never load more than 40 kg (88 lb) tongue weight on the towing bracket. Do not tow more than 567 kg (1 250 lb) trailer weight (trailer plus cargo).**

When towing a trailer, don't carry a passenger in a trailer.

### **WARNING**

#### **HAZARD**

**Riding in a trailer.**

#### **WHAT CAN HAPPEN**

**Can cause the operator to lose control of the vehicle. The passenger can be thrown from the trailer or hurt by shifting cargo in the trailer.**

#### **HOW TO AVOID THE HAZARD**

**Never carry a passenger in a trailer.**

This vehicle is equipped with a bracket for a winch below the radiator. The winch is not supplied with this vehicle.

To avoid injury and property damage, observe the following precautions, not to exceed the spooling load equivalent to 450 kg (1 000 lb).

### **WARNING**

#### **HAZARD**

**Improperly attaching and loading a winch. Overloading a winch.**

#### **WHAT CAN HAPPEN**

**Can cause changes in vehicle handling which could lead to an accident.**

#### **HOW TO AVOID THE HAZARD**

**Do not operate or install winch without reading and understanding the operators manual supplied with the winch.**

Depending on the loading condition, it is necessary to adjust the shock absorber spring force.

Refer to the Suspension section in MAINTENANCE AND ADJUSTMENT chapter.

Also refer to the instructions in the Loading Information chapter of this manual. Overloading this ATV or carrying or towing cargo improperly will adversely affect vehicle handling and could cause an accident.

**⚠ WARNING****HAZARD**

Overloading this ATV or carrying or towing cargo improperly.

**WHAT CAN HAPPEN**

Could cause changes in vehicle handling which could lead to an accident.

**HOW TO AVOID THE HAZARD**

Never exceed the stated load capacity for this ATV.

Cargo should be properly distributed and securely attached.

Reduce speed when carrying cargo or pulling a trailer.

Allow greater distance for braking. Always follow the instructions in your Owner's Manual for carrying cargo or pulling a trailer.

**Perform the Daily Checks**

Refer to the Daily Checks section for a list of items to check each day before you ride. Habitual performance of these checks will help to insure a safer, more reliable ride. Be sure that any irregularities found during these checks are corrected before riding.



BJ16000B S

### **WARNING**

#### **HAZARD**

Failure to inspect the ATV before operating.  
Failure to properly maintain the ATV.

#### **WHAT CAN HAPPEN**

Increases the possibility of an accident or equipment damage.

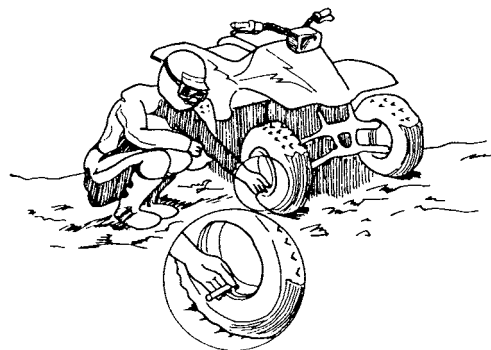
#### **HOW TO AVOID THE HAZARD**

Always inspect your ATV each time you use it to make sure the ATV is in safe operating condition.

Always follow the inspection and maintenance procedures and schedules described in the Owner's Manual.

### **Tire Air Pressure**

This vehicle is equipped with low pressure tires. Tire inflation and type can affect the vehicle's handling characteristics. Check the tire pressure frequently, using the tire gauge in the tool kit. Use only the recommended tires for replacement.



BJ17000B S

**⚠ WARNING****HAZARD**

Operating this ATV with improper tires, or with improper or uneven tire pressure.

**WHAT CAN HAPPEN**

Use of improper tires on this ATV, or operation of this ATV with improper or uneven tire pressure, may cause loss of control, increasing your risk of an accident.

**HOW TO AVOID THE HAZARD**

Always use the size and type tires specified in the Owner's Manual for this vehicle. Always maintain proper tire pressure as described in the Owner's Manual.

**Riding Terrain**

Before riding in a new area be sure to check for hidden obstacles or hazards. Keep your speed down until you know the area well. You must know the land you intend to ride on and be familiar with your machine and its handling characteristics to have a safe and enjoyable riding experience. Use existing trails and stay away from excessively rough, slippery or loose terrain. Don't attempt to ride over large obstacles. Hazardous conditions such as these can cause loss of control and an accident. Be cautious when visibility is limited; you may not be able to see obstacles in your path.



**⚠ WARNING**

**HAZARD**

Failure to use extra care when operating this ATV on unfamiliar terrain.

**WHAT CAN HAPPEN**

You can come upon hidden rocks, bumps, or holes, without enough time to react. Could result in the ATV overturning or going out of control.

**HOW TO AVOID THE HAZARD**

Go slowly and be extra careful when operating on unfamiliar terrain. Always be alert to changing terrain conditions when operating the ATV.

If you must ride over a small obstacle, approach it slowly. As the vehicle goes up and over the obstacle, shift your weight to stay centered over the vehicle. Use careful throttle control. Stand up if necessary to maintain your balance.

**⚠ WARNING**

**HAZARD**

Improperly operating over obstacles.

**WHAT CAN HAPPEN**

Could cause loss of control or a collision. Could cause the ATV to overturn.

**HOW TO AVOID THE HAZARD**

Before operating in a new area, check for obstacles.

Never attempt to ride over large obstacles, such as large rocks or fallen trees.

When you go over obstacles, always follow proper procedures as described in the Owner's Manual.



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## WARNING

### **HAZARD**

**Failure to use extra care when operating on excessively rough, slippery or loose terrain.**

### **WHAT CAN HAPPEN**

**Could cause loss of traction or vehicle control, which could result in an accident, including an overturn.**

### **HOW TO AVOID THE HAZARD**

**Do not operate on excessively rough, slippery or loose terrain until you have learned and practiced the skills necessary to control the ATV on such terrain.**

**Always be especially cautious on these kinds of terrain.**

Ground clearances at the front & rear of the vehicle will increase and decrease during operation due to action of the independent suspensions. Aggressive riding on rough terrain could cause the bottom of the chassis to strike on obstacle.

Observe the following points to avoid damaging your ATV.

1. Adjust the shock absorber spring preload to stiffer setting.
2. Reduce weight on the front & rear carriers.
3. Reduce speed.

## **NOTE**

- *If you ride your ATV in very rough and/or rocky terrain, you may consider replacing the plastic engine and gearcase guards with Authentic Kawasaki Accessories' aluminum guards (part number 55020-0348, 0583, 0584, 7511, 7513, 7515 and 7517). The aluminum guards provide increased protection for use in such extreme conditions. Contact a Kawasaki dealer for more information about Authentic Kawasaki Accessories aluminum guards.*

## Riding in Reverse

Start the engine following the procedure in the “Starting the Engine” section. Before shifting into reverse, make certain that the vehicle is completely stopped, and then move the shift lever into the “R” (Reverse) position. Refer to the “Shift Lever” section.

Turn around and look behind you before backing up to be sure there are no obstacles or people in your way. Gradually open the throttle and begin backing up cautiously. If additional power is needed while backing up, hold the reverse power assist switch in. When you release the switch, the vehicle’s power and speed return to the reduced mode. Refer to the “Reverse Power Assist Switch” in the “Left Handlebar Switches” section.

### WARNING

#### HAZARD

Going too fast in “R” (Reverse).

#### WHAT CAN HAPPEN

Going too fast in “R” (Reverse) can cause a loss of control and accident resulting in severe personal injury or death.

#### HOW TO AVOID THE HAZARD

Always maintain safe speeds. Use the Reverse Power Assist Switch only if additional power is needed.

To stop while riding in reverse, close the throttle and gradually apply the brakes. Sudden application of the rear brake or the front brake (For “4WD”) can cause the front end of the vehicle to lift off the ground. To shift out of reverse, first stop vehicle completely. Then move the shift lever back to the “N” (Neutral) position.

### WARNING

#### HAZARD

Shifting into “H” (High) or “L” (Low) or “R” (Reverse) while moving.

#### WHAT CAN HAPPEN

Shifting the transmission while the vehicle is moving can cause abrupt changes in speed and direction resulting in loss of control and accident with severe personal injury or death.

#### HOW TO AVOID THE HAZARD

Do not shift the transmission while the vehicle is moving. Stop the vehicle to shift the transmission.

## WARNING

### HAZARD

Inattentive operation in “R” (Reverse). Backing up without looking where you are going.

### WHAT CAN HAPPEN

Inattentive operation in “R” (Reverse) could cause you to hit a person or obstacle behind you, resulting in severe personal injury or death.

### HOW TO AVOID THE HAZARD

Before shifting into “R” (Reverse), make sure there are no people or obstacles behind you, and then proceed at a safe speed. Always look where you are going, whether forward or in reverse.

### **Remember:**

- Look behind you before backing up.
- Open the throttle gradually.
- To stop, gradually apply the brakes.

## Riding in “4WD”

“4WD” gives greater traction when you are climbing steep inclines, or driving on bumpy, sandy or slippery surfaces. If maximum torque is needed in these situations, shift into the low position with the shift lever. Refer to the “Shift Lever” section and “2WD/4WD Shifting”, “Variable Limited Slip Front Differential,” and “Shifting Gears” sections.

## WARNING

### HAZARD

Changing from “2WD” to “4WD” or from “4WD” to “2WD” while ATV is moving.

### WHAT CAN HAPPEN

The handling characteristics of this ATV differ between “2WD” and “4WD” according to riding conditions. Changing operating mode while moving can cause a sudden change in handling performance which can cause the operator to lose control and have an accident.

### HOW TO AVOID THE HAZARD

Always stop the ATV before changing from “2WD” to “4WD” or vice versa.

## 98 SAFE OPERATION

### ***NOTICE***

Shifting from “2WD” to “4WD” range when the vehicle is in motion could cause front drive train damage.

### **WARNING**

#### **HAZARD**

Increasing limited slip differential (LSD) traction while turning or before entering a turn.

#### **WHAT CAN HAPPEN**

Pulling the variable front differential control lever can reduce steering response, increasing the effort to turn. An unexpected change in direction can cause the operator to lose control, resulting in an accident and injury.

#### **HOW TO AVOID THE HAZARD**

Do not pull the variable front differential control lever while turning or before entering a turn.

#### **Remember:**

- Use “4WD” on steep inclines or loose surfaces, or when stuck in the mud.
- For maximum torque shift into low range.
- Do not drive in “4WD” on paved surfaces.
- Use the variable front differential control lever to increase traction.

## Turning the Vehicle

The new rider must learn this turning technique to make turns smoothly and quickly. Slide forward on the seat, and turn the handlebar in the direction of the turn. Lean your body to the inside of the turn while shifting your body weight onto the footboard on the outside of the turn.

### WARNING

#### **HAZARD**

Turning improperly.

#### **WHAT CAN HAPPEN**

ATV could go out of control, causing a collision or overturn.

#### **HOW TO AVOID THE HAZARD**

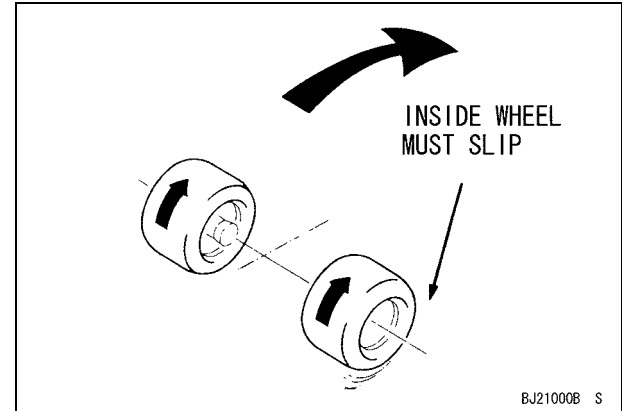
Always follow proper procedures for turning as described in this section.

Practice turning at low speeds before attempting to turn at faster speeds.

Do not turn at excessive speed.

Practice turning at low speed in a large, open practice area. Slow down before entering a turn and use the throttle to maintain an even speed through the turn. When the turn is completed, straighten the handlebar and reposition your weight.

Since both rear wheels of this ATV turn at the same speed, the inside wheel gives up traction (or "slips") on the ground during a turn. Sliding forward on the seat and shifting body weight onto the outside footboard, helps the rear wheels turn easier and improve front wheel steering.



### **WARNING**

#### **HAZARD**

**Removing hands from handlebars or feet from footboards during operation.**

#### **WHAT CAN HAPPEN**

Removing even one hand or foot can reduce your ability to control the ATV or could cause you to lose your balance and fall off of the ATV. If you remove a foot from a footboard, your foot or leg may come into contact with the rear wheels, which could injure you or cause an accident.

#### **HOW TO AVOID THE HAZARD**

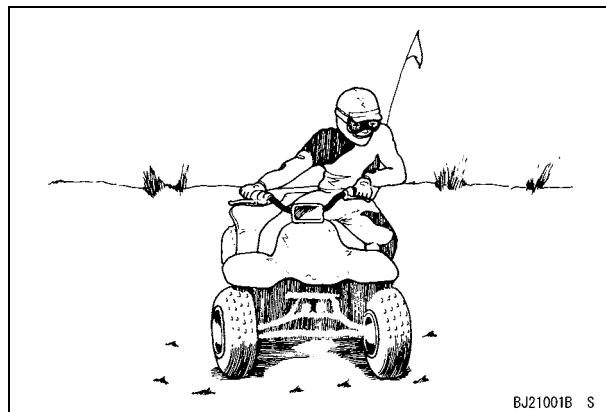
**Always keep both hands on the handlebars and both feet on the footboards of your ATV during operation.**

The type of riding terrain has a large effect on turning. On loose surfaces the inside rear wheel will slip easily and the vehicle can be turned sharply. On hard surfaces the inside rear wheel will not slip as easily, and the vehicle's turning radius will increase. Thus you must allow more room to complete your turn.

If the vehicle starts to tip in a turn, lean more to the inside of the turn. It may be necessary to reduce your speed and straighten out if possible. Don't put your foot down; keep both feet on the footboards.

#### **Remember:**

- Slow down before entering the turn.
- Sit forward on the seat.
- Lean into the turn.
- Put your weight on the outer footboard.
- Maintain an even speed through the turn.



## Climbing Hills

Do not attempt to climb hills or steep inclines until you have mastered the controls and basic riding techniques of this vehicle. Then practice hill climbing techniques on gentle slopes first before you graduate to steeper hills.

### **WARNING**

#### **HAZARD**

Climbing hills improperly.

#### **WHAT CAN HAPPEN**

Could cause loss of control or cause ATV to overturn.

#### **HOW TO AVOID THE HAZARD**

Always follow proper procedures for climbing hills as described in the Owner's Manual. Always check the terrain carefully before you start up any hill.

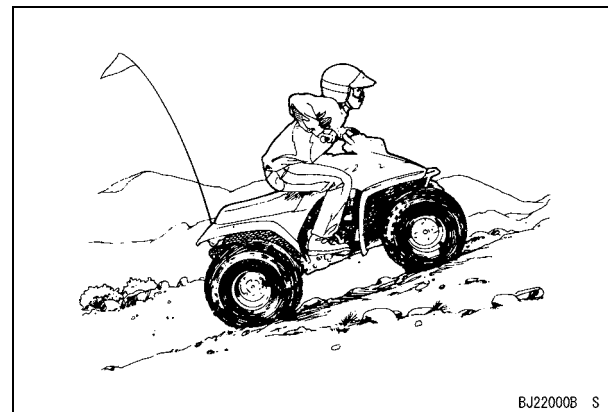
Never climb hills with excessively slippery or loose surfaces.

Shift your weight forward.

Never open the throttle suddenly or make sudden gear changes. The ATV could flip over backwards.

Never go over the top of any hill at high speed. An obstacle, a sharp drop, or another vehicle or person could be on the other side of the hill.

Don't attempt to climb hills that are too steep for the ATV or for your abilities. When climbing a hill, lean forward to keep the front wheels from lifting. On steeper hills you may need to stand and lean forward for even more weight transfer. The front wheels must be kept on the ground so you can steer and also to prevent the possibility of tipping over backwards.



BJ22000B S

 **WARNING**
**HAZARD**

Operating on excessively steep hills.

**WHAT CAN HAPPEN**

The vehicle can overturn more easily on extremely steep hills than on level surfaces or small hills.

**HOW TO AVOID THE HAZARD**

Never operate the ATV on hills too steep for the ATV or for your abilities.

Practice on smaller hills before attempting larger hills.

Avoid hills with slippery sides that will cause you to lose traction. Do not climb hills where you cannot see far enough ahead. If you cannot see what is on the other side of the crest of a hill, slow down until you can get a clear view. Speed up before ascending the hill. Select low gearing to reach the top without losing momentum. Don't apply power suddenly or change gears while climbing, or the front wheels might rise off the ground. If the vehicle doesn't have enough power to reach the top of a hill and starts to lose forward momentum, turn around and ride downhill if you have enough space.

 **WARNING**
**HAZARD**

Improperly turning on hills.

**WHAT CAN HAPPEN**

Could cause loss of control or cause ATV to overturn.

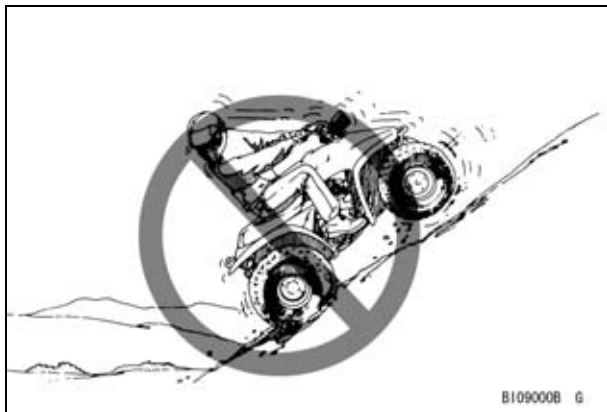
**HOW TO AVOID THE HAZARD**

Never attempt to turn the ATV around on any hill until you have mastered the turning technique as described in this manual on level ground. Be very careful when turning on any hill.

This ATV is equipped with the electrically selectable 2WD/4WD. When driving in "4WD", all wheels (front and rear) are constantly driven by the drive train. This means that applying either the front brake (the right-hand brake lever) or the rear brake (the left-hand brake lever or the brake pedal) brakes both the front and rear wheels. Any brake application will brake the downhill wheels when climbing or descending hills.

If the vehicle stalls on a hill, apply the brakes before the vehicle starts to roll backwards. If the vehicle should start to roll backwards on a hill, dismount to the side immediately or apply the brakes gradually (For "2WD": using the front brake only). You may tip the vehicle over backwards if you apply either the front or rear brakes suddenly (For "2WD"; Do not use the rear brake) after the vehicle starts

to roll backwards, or if you try to apply power while rolling backwards (For “2WD”; use the front brake only to stop the vehicle). If you are stopped on a hillside, apply the parking brake and carefully dismount on the uphill side of the vehicle (so it cannot roll over onto you). To turn the machine around, drag the rear end of the ATV uphill as far as possible. Remount the ATV from the uphill side if it is not facing straight downhill. Then, while keeping as much of your weight as possible on the uphill side, turn the handlebars downhill. Release the parking brake and ride downhill.



(For “4WD”)

## **⚠ WARNING**

### **HAZARD**

**Stalling, rolling backwards or improperly dismounting while climbing a hill.**

### **WHAT CAN HAPPEN**

**Could result in ATV overturning.**

### **HOW TO AVOID THE HAZARD**

**Use low gearing and maintain steady speed when climbing a hill.**

**If you lose all forward speed:**

**Keep weight uphill.**

**Apply the brakes.**

**Lock parking brake, after you are stopped.**

**If you begin rolling backwards:**

**Keep weight uphill.**

**Never apply either front or rear brakes suddenly while rolling backwards.**

**Apply both front and rear brakes gradually.**

**When fully stopped, lock parking brake.**

**Dismount on uphill side or to a side if pointed straight uphill.**

**Turn the ATV around and remount, following the procedure described in this manual.**

## 104 SAFE OPERATION

(For “2WD”)

### **WARNING**

#### **HAZARD**

**Stalling, rolling backwards or improperly dismounting while climbing a hill.**

#### **WHAT CAN HAPPEN**

**Could result in ATV overturning.**

#### **HOW TO AVOID THE HAZARD**

**Use low gearing and maintain steady speed when climbing a hill.**

**If you lose all forward speed:**

**Keep weight uphill.**

**Apply the brakes.**

**Lock parking brake, after you are stopped.**

**If you begin rolling backwards:**

**Keep weight uphill.**

**Never apply the rear brake while rolling backwards.**

**Apply the front brake.**

**When fully stopped, apply rear brake as well, and then lock parking brake.**

**Dismount on uphill side or to a side if pointed straight uphill.**

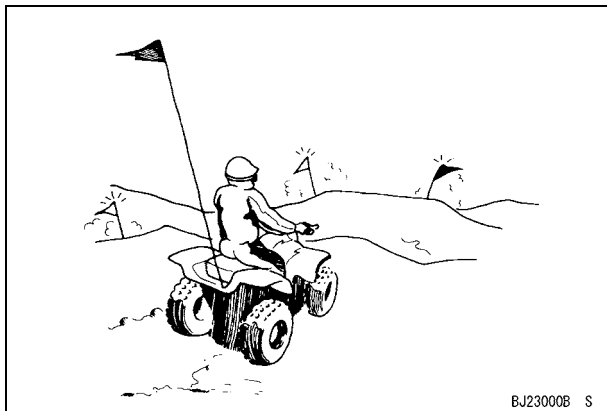
**Turn the ATV around and remount, following the procedure described in this manual.**

#### **Remember:**

- Some hills are too steep. Use common sense.
- Never ride past your limit of visibility. If you can't see what is on the other side of the crest of a hill, slow down until you can get a clear view.
- Use low gearing.
- Don't let the vehicle roll backward. If it does, avoid sudden braking (For “2WD”: use only the front brake).
- If you get stuck on a hill, set the parking brake and dismount on the uphill side.

## Antenna Flag

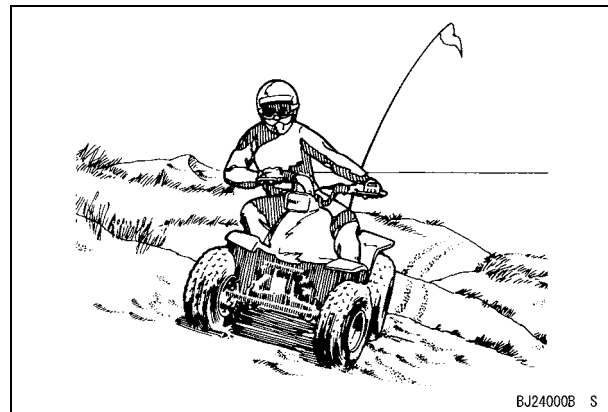
In hilly country, use an antenna flag so others can see you coming from the other side of a hill or sand dune. Take extra care when approaching blind hill tops and corners.



## Traversing Hillsides

When riding across the side of a hill, keep your body weight toward the top of the hill. Avoid hills with slippery sides that will cause you to lose traction. Also avoid traversing hillsides covered with rocks or other obstacles which may cause you to lose your balance or tip over.

If the vehicle begins to tip, steer downhill if possible to regain control. If you discover that the vehicle is in danger of rolling over, dismount on the uphill side.



 **WARNING**

**HAZARD**

Improperly crossing hills.

**WHAT CAN HAPPEN**

Could cause loss of control or cause ATV to overturn.

**HOW TO AVOID THE HAZARD**

Avoid crossing the side of a steep hill if possible.

When crossing the side of a hill:

Always follow proper procedures as described in this manual.

Avoid hills with excessively slippery or loose surfaces.

Shift your weight to the uphill side of the ATV.

## Descending Hills

Slow down or stop at the top of a hill so you can pick a safe path for descent where you can clearly see far enough ahead to avoid any obstacles.

 **WARNING**

**HAZARD**

Going down a hill improperly.

**WHAT CAN HAPPEN**

Could cause loss of control or cause ATV to overturn.

**HOW TO AVOID THE HAZARD**

Always follow proper procedures for going down hills as described in this manual. Note: a special technique is required when braking as you go down a hill.

Always check the terrain carefully before you start down any hill.

Shift your weight backward.

Never go down a hill at high speed.

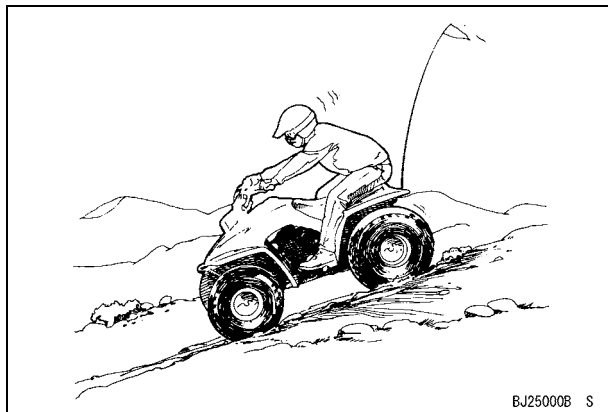
Avoid going down a hill at an angle that would cause the vehicle to lean sharply to one side. Go straight down the hill where possible.

### Kawasaki Engine Brake Control

This vehicle is equipped with the Kawasaki Engine Brake Control System. It can assist the operator when descending hills by supplementing the wheel brake systems with additional braking force that is produced by the engine. When descending hills, this system alone may not supply enough braking force. The operator should apply the brakes to keep speed safe for the terrain, visibility, operating conditions, and your experience. This system is applied automatically under certain conditions when the throttle is released.

#### NOTE

- *This system does not function in reverse. It cannot function if the battery is disconnected.*



BJ25000B S

Normally you should descend straight down a hill, since riding at an angle could cause the vehicle to lean to one side and possibly tip over. Select low gearing before beginning your descent. Sit back on the seat and brace yourself by straightening your arms. Hold your speed down by keeping the throttle closed. Apply the brakes as necessary. This ATV is equipped with the electrically selectable 2WD/4WD. When driving in "4WD", all wheels (front and rear) are constantly driven by the drive train. This means that applying either the front brake (the right-hand brake lever) or the rear brake (the left-hand brake lever or the brake pedal) brakes both the front and rear wheels. Any brake application will brake the downhill wheels when climbing or descending hills. Avoid sudden application of either the front or rear brakes; it could cause the vehicle to overturn. For "2WD", avoid excessive use of the front brake; it could cause the vehicle to overturn.

### **⚠ WARNING**

#### **HAZARD**

**Applying brakes improperly.**

#### **WHAT CAN HAPPEN**

**Could cause ATV to overturn.**

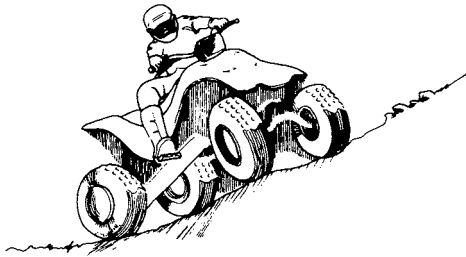
#### **HOW TO AVOID THE HAZARD**

**Apply both front and rear breaks gradually.**

## 108 SAFE OPERATION

Be careful if the surface is loose; the tires may skid and braking effectiveness will be reduced.

Turning while descending a slope must be done very carefully and gradually to avoid tipping the vehicle over. The rider should keep his feet on the footboards and transfer his weight to the rear of the vehicle, and on the uphill side of the vehicle.



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### Remember:

- Stop and look for obstacles before descending a hill.
- Use low gearing.
- Go straight downhill.
- Shift your weight to the rear.
- Go slowly.
- Avoid sudden braking (For “4WD” only).
- Avoid excessive use of the front brake (For “2WD” only).
- If you must turn, do so carefully and gradually, keeping your weight toward the top of the hill.

## Sliding and Skidding

On slippery or loose surfaces, special care is required. Sliding may be hazardous because the wheels may suddenly regain traction and cause the vehicle to tip or overturn and have an accident. Therefore, never ride “over your head” when you are unprepared for the riding surface.

Often you can correct a skid by turning the wheels in the direction of the skid and placing additional body weight on the front wheels. Do not apply heavy braking force or accelerate when skidding, since this may cause you to lose control altogether.

Learn to safely control skidding or sliding by practicing at low speeds and on level, smooth terrain.

## WARNING

### HAZARD

**Skidding or sliding improperly.**

### WHAT CAN HAPPEN

**You may lose control of this ATV.**

**You may also regain traction unexpectedly, which may cause the ATV to overturn.**

### HOW TO AVOID THE HAZARD

**Learn to safely control skidding or sliding by practicing at low speeds and on level, smooth terrain.**

**On extremely slippery surfaces, such as ice, go slowly and be very cautious in order to reduce the chance of skidding or sliding out of control.**

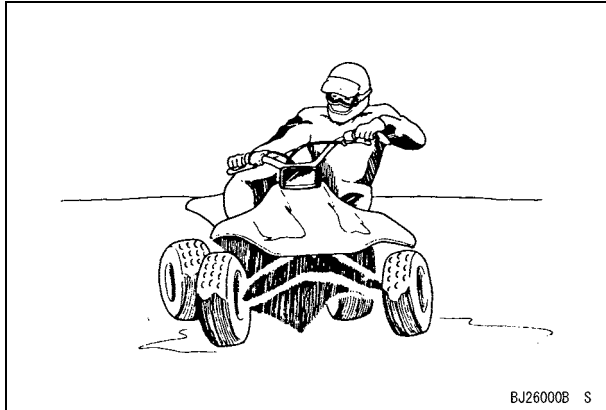
Use caution and maintain low speeds to avoid uncontrolled skidding on areas covered with clay, mud, ice, or snow. These conditions are particularly hazardous when descending a hill or making a turn. Remember that this vehicle is not allowed on public streets, roads, or highways.

On loose or slippery surfaces you may be able to improve steering control by moving forward on the seat. This puts more of your weight over the front wheels.

## 110 SAFE OPERATION

### Remember:

- Be especially careful on very slippery and very high traction surfaces.
- Steer in the direction of the skid.
- Don't ride on public streets, roads, or highways.



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## Riding in Water

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Choose a location to enter and exit the water where the banks are not too steep or slippery. Check the water before entering for rocks, holes or other obstacles which may cause you to overturn or become stuck or submerged.

Observe the following rules for operating the vehicle in water:

Never operate the vehicle in rivers or streams where the water is flowing quickly. Such operation could lead to an accident if the vehicle loses traction and is swept into the current.

Never operate the vehicle in deep water. The maximum fording depth is up to the bottom edge of the axle caps in quiet (slow-moving) water. Vehicle operation in deeper water may be unpredictable and hazardous, and could lead to an accident.



**A. Axle Cap**

## **⚠ WARNING**

### **HAZARD**

Operating this ATV through deep or fast flowing water.

### **WHAT CAN HAPPEN**

Tires may float, causing loss of traction and loss of control, which could lead to an accident.

### **HOW TO AVOID THE HAZARD**

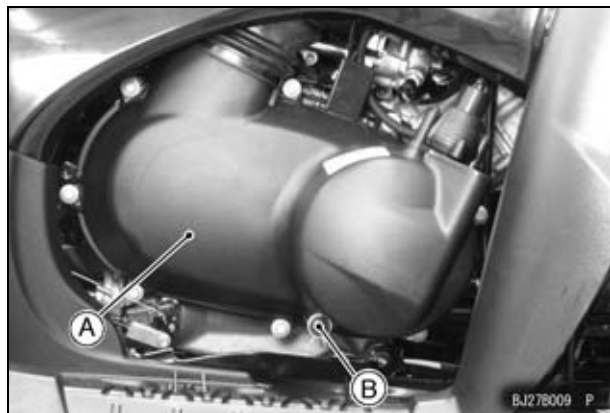
Never operate this ATV in fast flowing water or in water deeper than the bottom edge of the axle nuts.

Remember that wet brakes may have reduced stopping ability. Test your brakes after leaving water. If necessary, apply them several times to let friction dry out the pads.

After the vehicle is operated in water, check the air cleaner. After prolonged exposure to water, the wheel bearings may lose their lubricant and require replacement. Check the engine and gear case oils: a milky appearance indicate that water has entered.

If any water entered the belt transmission (CVT) housing, it could cause drive belt slippage. To expel the water, remove the drain cap at the bottom of the transmission housing and let the water completely out.

## 112 SAFE OPERATION



**A. Belt Drive Transmission (CVT) Cover**

**B. Drain Cap**

When the water has stopped coming out, shift to neutral and apply the brake. Then rev the engine up and down for a couple of minutes.

The cooling fan inside the housing will expel the remaining water and dry the housing.

Install the drain cap securely.

Wash the vehicle in fresh water if it is exposed to salt water or operated in muddy conditions.

Wet brakes provide little or no efficiency and could lead to an accident and injury. After operation in water, always apply the brakes long enough for the friction to dry the pads. Also, brakes that get wet may wear out faster. Check for brake wear more frequently if the vehicle is used in water.

### NOTE

○ *The rear brake of this ATV employs an enclosed, wet multi-plate brake system. The effectiveness of brake application remains unchanged even if the vehicle drives in the water.*

### Remember:

- Don't ride in fast flowing water.
- Stay out of water deeper than the lower end of the axle cap.
- Dry out the brakes.
- Check the air cleaner for water.
- Check the engine and gear case oils for water.

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# MAINTENANCE AND ADJUSTMENT

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

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 done by the owner.

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## EMISSION CONTROL INFORMATION

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

### 1. Crankcase Emission Control System

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

### 2. Exhaust Emission Control System

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

### 3. Evaporative Emission Control System

The evaporative emission control system for this vehicle consists of low permeation fuel hoses and a fuel tank.

## 114 MAINTENANCE AND ADJUSTMENT

### MAINTENANCE

Proper maintenance is necessary to ensure that your vehicle will continue to have low emission levels. This Owner's Manual contains maintenance operations recommended for your vehicle. Maintenance operations necessary to ensure compliance with the applicable emission standards are noted in the Periodic Maintenance Chart. As the owner of this vehicle, you have the responsibility to make sure that the recommended maintenance is carried out according to the instructions in this Owner's Manual at your own expense.

You should keep a maintenance record for your vehicle. To assist you in keeping this record, we have provided space at the end of this manual where an authorized Kawasaki dealer, or someone equally competent, can record the maintenance. You should also retain copies of maintenance work orders, receipts, etc., as verification of this maintenance.

### Warranty

This vehicle is designed, built, and equipped in compliance with applicable regulations of the United States Environmental Protection Agency (EPA) and California Resources Board (CARB) at the time of sale. The EPA and CARB require that your vehicle comply with certain emissions regulations during a portion of its useful life and is free from defects in material and workmanship which could cause the vehicle to fail to conform with applicable regulations. Please read your Kawasaki Limited Emission Control Systems Warranty delivered with this Owner's Manual carefully and keep it valid by complying with the owner's obligations it contains. To obtain warranty service, the Kawasaki Limited Emission Control Systems Warranty requires that you return your vehicle to an authorized Kawasaki dealer for remedy under warranty.

### TAMPERING WITH EMISSION CONTROL SYSTEM PROHIBITED:

Federal regulations and California State law prohibit the following acts or the causing thereof: (1) the removal or rendering inoperative by any person other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purposes of emission control prior to its sale or delivery to the ultimate purchaser or while it is in use, or (2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Among those acts presumed to constitute tampering are the acts listed below:

Do not tamper with the original emission related parts:

- Throttle body or internal parts
- Spark plug
- Ignition system
- Fuel pump/Fuel injector
- Air cleaner element
- Electronic control unit (ECU)

### TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED:

Federal law prohibits the following acts or the causing thereof: (1) the removal or rendering inoperative by any person other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use, or (2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Among those acts presumed to constitute tampering are the acts listed below:

- Replacement of the original exhaust system or muffler with a component not in compliance with Federal regulations.
- Removal of the muffler or any internal portion of the muffler.
- Removal of the air box or air box cover.
- Modifications to the muffler or air intake system by cutting, drilling, or other means if such modifications result in increased noise levels.
- Modifications to the air cleaner element

## Periodic Maintenance Chart

In addition to the following items, always perform the Daily Checks listed in the HOW TO RIDE chapter.

- = Clean, adjust, lubricate, replace parts as necessary.
- D = Service to be performed by an authorized Kawasaki dealer or someone equally competent.
- = Emission related parts.
- \* = Service more frequently when operated in mud, dust, or other harsh riding conditions, or when carrying heavy loads or pulling a trailer.

### NOTE

- When the drive belt failure detection system is activated, return the vehicle immediately to an authorized Kawasaki dealer for drive belt inspection and adjustment or replacement.

FREQUENCY	First Service	Regular Service			
	After 10 hrs. or 100 km (60 mi) of use	Every 10 days or 200 km (120 mi) of use	Every 30 days or 600 km (360 mi) of use	Every 90 days of vehicle use, 1 700 km (1 100 mi), or when CVT indicator light turns on (100 hours of use) whichever comes first	Every year of use
<b>OPERATION</b>					
<b>ENGINE</b>					
Transmission drive belt wear-inspect*				D	
Transmission drive belt deflection -inspect*				D	

OPERATION	FREQUENCY	First Service	Regular Service			
		After 10 hrs. or 100 km (60 mi) of use	Every 10 days or 200 km (120 mi) of use	Every 30 days or 600 km (360 mi) of use	Every 90 days of vehicle use, 1 700 km (1 100 mi), or when CVT indicator light turns on (100 hours of use) whichever comes first	Every year of use
Drive belt failure detection system function-inspect*					D (Note)	
Engine brake control lever-inspect *					D	
<input type="radio"/> Air cleaner-service*		•	•			
<input type="radio"/> Throttle lever play-inspect		•	•			
<input type="radio"/> Valve clearance-inspect*	First 1 700 km (1 100 mi); thereafter every 3 400 km (2 200 mi)					
Idle speed-inspect				D		
Engine oil-change*		•			•	
Oil filter-replace*		•			•	
<input type="radio"/> Spark plug-clean and gap		•			•	
Spark arrester-clean						•

## 118 MAINTENANCE AND ADJUSTMENT

OPERATION	FREQUENCY	First Service	Regular Service			
		After 10 hrs. or 100 km (60 mi) of use	Every10 days or 200 km (120 mi) of use	Every 30 days or 600 km (360 mi) of use	Every 90 days of vehicle use, 1 700 km (1 100 mi), or when CVT indicator light turns on (100 hours of use) whichever comes first	Every year of use
Fuel hoses and connections-inspect					D	
Fuel hose-replace		5 years (D)				
Radiator-clean*		●	●			
Radiator hoses and connections-inspect*		D				D
Coolant-change*		2 years (D)				
CHASSIS						
Joint boots-inspect *		●	●			
Rear brake pedal and lever adjustment-inspect*		●	●			
Rear brake plates-change *		Every 10 000 km (6 000 mi) (D)				
Brake hose-replace		4 years (D)				
Brake light switch-inspect*		●		●		
Front brake pad wear-inspect *		D		D		
Rear propeller shaft universal joint – lubrication					D	

OPERATION	FREQUENCY	First Service	Regular Service			
		After 10 hrs. or 100 km (60 mi) of use	Every 10 days or 200 km (120 mi) of use	Every 30 days or 600 km (360 mi) of use	Every 90 days of vehicle use, 1 700 km (1 100 mi), or when CVT indicator light turns on (100 hours of use) whichever comes first	Every year of use
Front brake fluid level-inspect		•		•		
Front brake fluid-change						D
Front brake hoses and connections -inspect					D	
Master cylinder piston assembly and dust seal-replace		2 years (D)				
Caliper piston seal and dust seal-replace		2 years (D)				
Differential control lever play-inspect		•	•			
Tire wear-inspect *				•		
Steering-inspect		D			D	
General lubrication*				•		
Bolts and nuts-tighten		•	•			
Front final gear case oil-change		•				•
Rear final gear case oil-change		•				•

## 120 MAINTENANCE AND ADJUSTMENT

### Engine Oil

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

#### **WARNING**

##### **HAZARD**

**Engine or transmission seizure.**

##### **WHAT CAN HAPPEN**

**Can lock the front and rear wheels (For “2WD”: rear wheels) causing an accident and injury.**

##### **HOW TO AVOID THE HAZARD**

**Do not operate this vehicle with insufficient, deteriorated, or contaminated engine oil.**

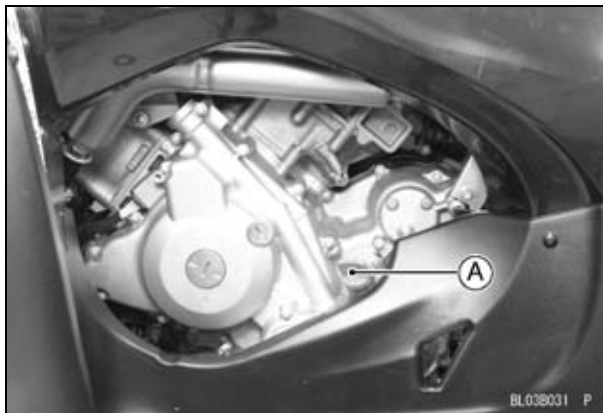
#### *Oil Level Inspection*

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

### ***NOTICE***

**Racing the engine before the oil reaches every part can cause engine seizure. Operation with insufficient, deteriorated, or contaminated engine oil will cause accelerated engine wear.**

- If the vehicle has just been used, wait several minutes for all the oil to drain down.
- With the vehicle level front-to-rear and side-to-side, unscrew the oil filler plug, wipe its dipstick dry, and screw it in again.

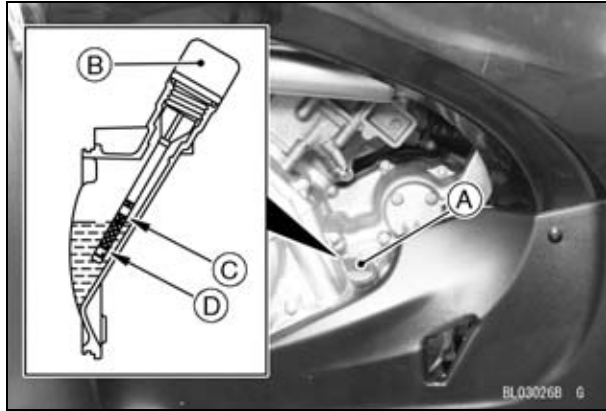


**A. Oil Filler Plug**

### ***NOTICE***

**Be careful not to allow any dirt or foreign materials to enter the engine.**

- Unscrew the plug and check the oil level. The oil level should be between the “H” (High) and “L” (Low) lines on the dipstick.



- A. Oil Filler Plug and Dipstick
- B. Screw in the oil filler plug fully to inspect the oil level
- C. “H” (High) Line
- D. “L” (Low) 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 the oil to reach the correct level. Use the same type and brand of oil that is already in the engine.

## ⚠ WARNING

### HAZARD

Engine or transmission seizure.

### WHAT CAN HAPPEN

Can lock the front and rear wheels (For “2WD”: rear wheels) causing an accident and injury.

### HOW TO AVOID THE HAZARD

Check engine oil level before operating vehicle, and add oil if it is low.

## NOTICE

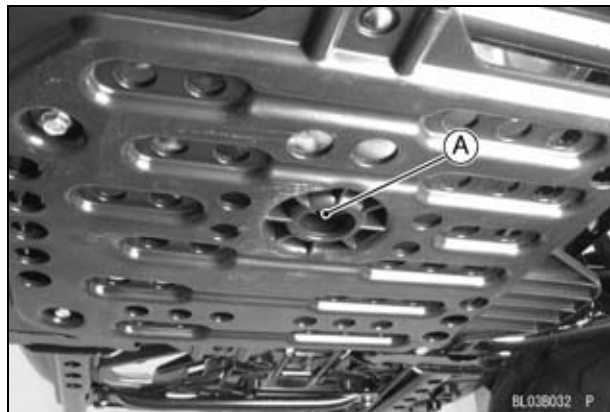
If the engine oil gets extremely low or if the oil pump does not function properly, or oil passages are clogged, or otherwise do not function properly, the oil pressure symbol will blink. If it stays on when the engine speed is running slightly above the idle speed, stop the engine immediately and find the cause to prevent severe engine damage.

### *Oil and/or Oil Filter Change*

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

## 122 MAINTENANCE AND ADJUSTMENT

- Remove the engine oil drain plug.



**A. Drain Plug**

- Let the oil completely drain with the vehicle on level ground.

### **WARNING**

#### **HAZARD**

**Improper disposal of used motor oil.**

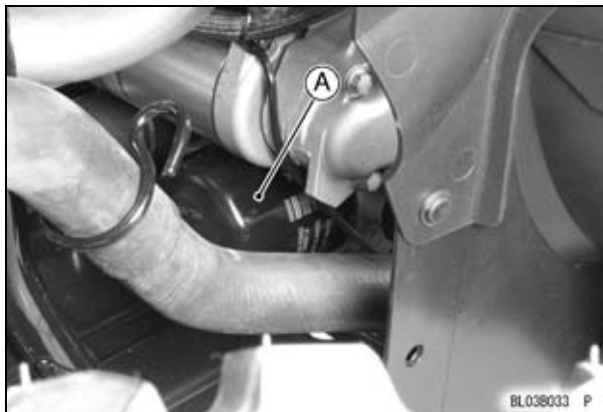
#### **WHAT CAN HAPPEN**

**Used motor oil is a toxic substance, which can pollute the environment.**

#### **HOW TO AVOID THE HAZARD**

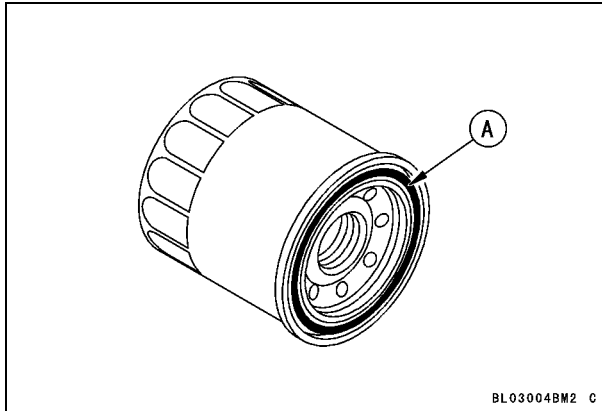
**Contact your local authorities for approved disposal methods and follow those methods at all times.**

- If the oil filter is to be replaced, remove the oil filter cartridge and replace it with a new one.



**A. Cartridge**

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



**A. Gasket**

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

### NOTE

- *Replace the gasket with a new one.*
- Fill the engine up to the "H" (High) line on the dipstick with a good quality engine oil specified in the table.

### Tightening Torque

Engine Oil Drain Plug:	20 N·m (2.0 kgf·m, 15 ft·lb)
Cartridge:	17.5 N·m (1.78 kgf·m, 12.9 ft·lb)

### Engine Oil

Type:	Kawasaki Performance 4-Stroke ATV/UTV Oil** Kawasaki Performance 4-Stroke Semi-Synthetic Oil** Kawasaki Performance 4-Stroke Full Synthetic Oil** API SG, SH, SJ, SL or SM with JASO MA, MA1 or MA2
Viscosity:	SAE 10W-40*
Capacity:	1.9 L (2.0 US qt) [when filter is not removed] 2.0 L (2.1 US qt) [when filter is removed] 2.4 L (2.5 US qt) [when engine is completely dry]

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

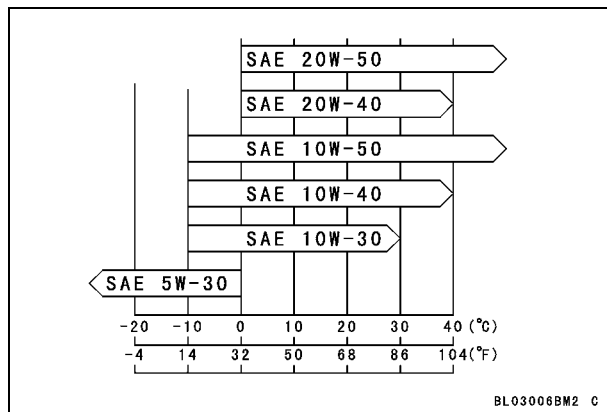
\*\*Kawasaki Performance Oils and Lubricants have been specifically engineered for your vehicle. Consistent use of these products meets or exceeds warranty and service requirements and can help to extend the life of your Kawasaki.

## 124 MAINTENANCE AND ADJUSTMENT

### 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.

- Reinstall the cover plate as before.
- Run the engine for several minutes.
- Check the oil level.



### Front and Rear Final Gear Case Oil

In order for the differential, pinion, and ring gears to function properly, check the oil level and change the oil in accordance with the Periodic Maintenance Chart.

### **⚠ WARNING**

#### HAZARD

Operating this vehicle with insufficient, deteriorated, or contaminated gear case oil.

#### WHAT CAN HAPPEN

Seizure of differential, pinion, and ring gears in final gear cases can lock the front and rear wheels causing an accident and injury.

#### HOW TO AVOID THE HAZARD

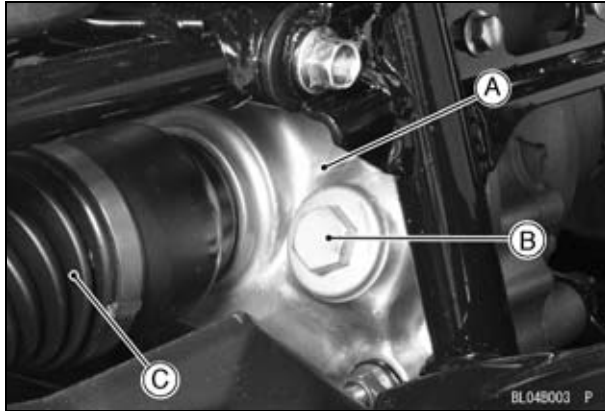
Do not operate this vehicle with insufficient, deteriorated, or contaminated gear case oil.

### **NOTICE**

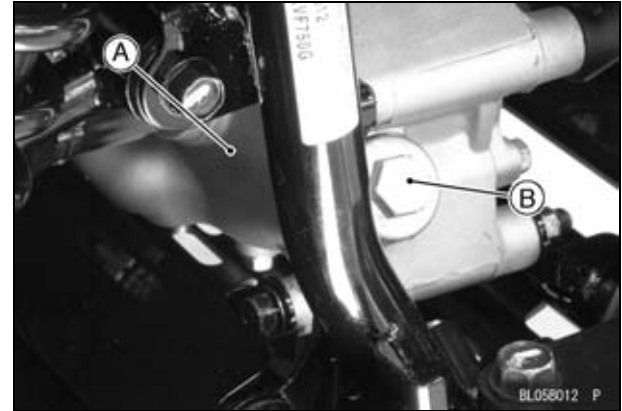
Vehicle operation with insufficient, deteriorated, or contaminated oil causes accelerated wear of the differential, pinion, and ring gears.

### Oil Level Inspection

- With the vehicle level front-to-rear and side-to-side, remove the filler caps from the front and rear final gear cases.



- A. Front Final Gear Case  
B. Filler Cap  
C. Front Axle Shaft



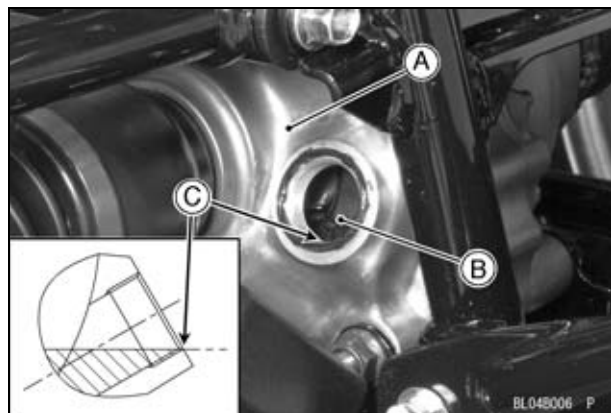
- A. Rear Final Gear Case  
B. Filler Cap

### NOTICE

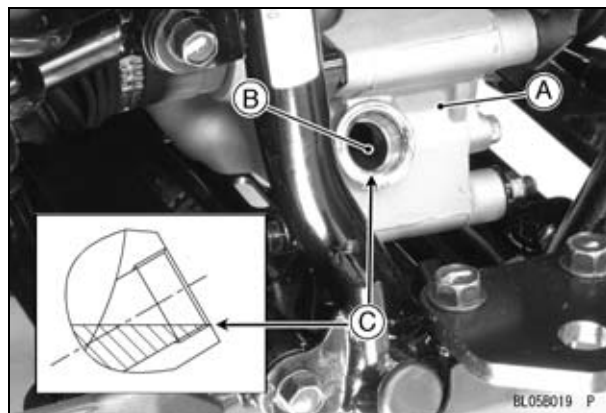
Be careful not to allow any dirt or foreign materials to enter the gear cases.

## 126 MAINTENANCE AND ADJUSTMENT

- Check the oil level. If it is insufficient, add oil through the oil filler openings as necessary. The oil level should come to the bottom of each filler opening.



- A. Front Final Gear Case
- B. Filler Opening
- C. Bottom of Filler Opening



- A. Rear Final Gear Case
- B. Filler Opening
- C. Bottom of Filler Opening

- Install each filler cap.

### NOTE

- *Front and rear final gear cases use different types of oils. Use the specified type and brand of oil in each final gear case. See page 129 for more information.*

### Oil Change

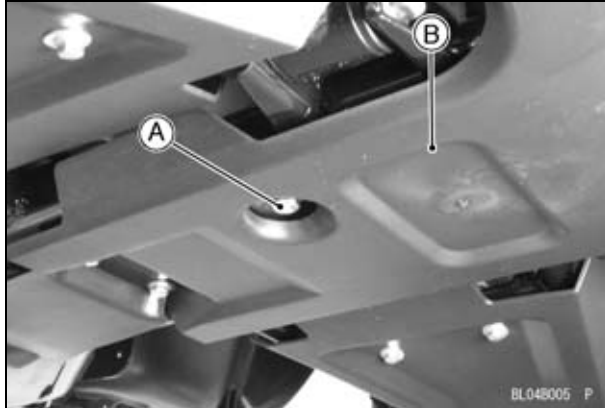
### NOTE

- *Front and rear final gear case oil drains easily and picks up any sediment when the oil is warmed up by running the vehicle.*

- With the vehicle level, place an oil pan beneath each gear case.

## (Front Final Gear Case)

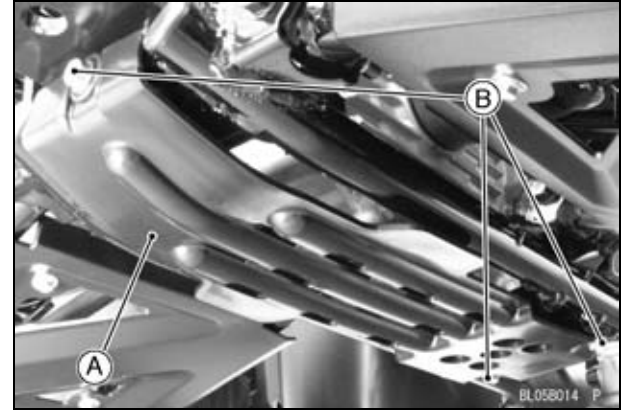
- Remove the filler cap and drain plug.



A. Drain Plug (Front)  
B. Front Guard

## (Rear Final Gear Case)

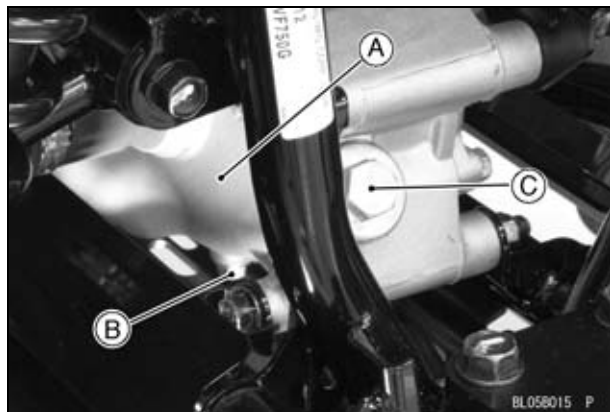
To remove the drain plug, first remove the rear guard under the plug by releasing fitting bolts.



A. Rear Guard  
B. Fitting Bolts

## 128 MAINTENANCE AND ADJUSTMENT

- Remove the filler cap and drain plug.



- A. Rear Final Gear Case  
B. Drain Plug  
C. Filler Cap

### **⚠ WARNING**

#### **HAZARD**

Improper disposal of used gear case oil.

#### **WHAT CAN HAPPEN**

Used gear case oil is a toxic substance, which can pollute the environment.

#### **HOW TO AVOID THE HAZARD**

Contact your local authorities for approved disposal methods and follow those methods at all times.

- After the oil has completely drained out, install the drain plugs and gaskets. Replace the gaskets with new ones.

### **Tightening Torque**

Front Final Gear Case Drain Plug	15 N·m (1.5 kgf·m, 11 ft·lb)
Rear Final Gear Case Drain Plug	15 N·m (1.5 kgf·m, 11 ft·lb)

### **⚠ WARNING**

#### **HAZARD**

Getting gear case oil on tires.

#### **WHAT CAN HAPPEN**

Can make them slippery which can cause an accident and injury.

#### **HOW TO AVOID THE HAZARD**

Clean up any spilled oil immediately using soap and water.

- Fill each gear case up to the bottom thread of the filler opening with a good quality oil specified in the table.

### **Front Final Gear Case Oil**

Oil Capacity	0.4 L (0.42 US qt)
Type	API "GL-5" Hypoid gear oil
Viscosity	above 5°C (41°F) SAE 90 below 5°C (41°F) SAE 80

### Rear Final Gear Case Oil

Oil Capacity	0.72 L (0.76 US qt)
Type	Kawasaki Performance Gear and Wet Brake Oil* or equivalent (Mobil Fluid 424, Citgo Transgard Tractor Hydraulic Fluid, Exxon Hydraul 560)
Viscosity	SAE 80

\*Kawasaki Performance Oils and Lubricants have been specifically engineered for your vehicle. Consistent use of these products meets or exceeds warranty and service requirements and can help to extend the life of your Kawasaki.

### NOTE

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

- Install the filler caps and parts removed.
- Install the rear guard as before.

### NOTICE

The front and rear final gear cases require different oils.

To ensure correct performance and durability, use only the recommended oils.

• The front final gear case uses engine oil; the same oil you use in the engine. The front gear case contains the variable differential system which operates best when lubricated by engine oil.

• The rear final gear case uses a special oil type; refer to the chart above. The rear gear case contains the rear brake discs which must be lubricated by the MOBIL FLUID 424, CITGO TRANSGARD TRACTOR HYDRAULIC FLUID, or Exxon Hydraul 560 to ensure long life and proper performance.

### Cooling System

#### Radiator and Cooling Fan:

Check and clean the screen and radiator fins for obstruction by insects or mud in accordance with the Periodic Maintenance Chart. In dusty areas, the radiator should be cleaned more frequently than the recommended interval.

#### **⚠ WARNING**

##### **HAZARD**

The cooling fan turns on automatically, even with the ignition switch off.

##### **WHAT CAN HAPPEN**

Can cause injury to your hands if you touch the turning fan.

##### **HOW TO AVOID THE HAZARD**

Keep your hands and clothing away from the fan blades at all times.



#### **A. Radiator Screen**

- Clean the grille, screen, and radiator fins of any obstructions with a stream of low-pressure water.
- If insects or mud can not be completely removed, it should be cleaned by an authorized Kawasaki dealer.

#### ***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.

### Coolant:

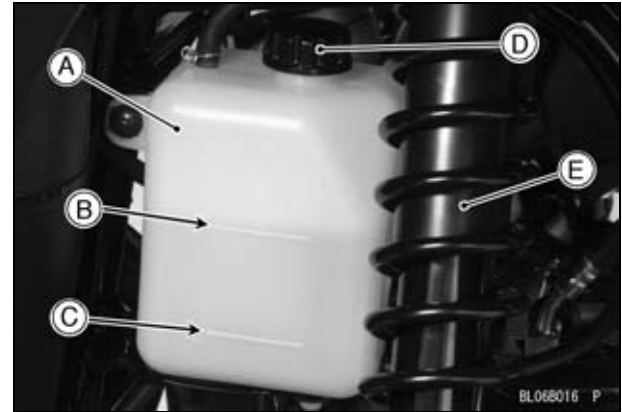
Coolant absorbs heat from the engine and transfers it to the air at the radiator. If the coolant level becomes low, the engine overheats and may suffer damage. Check the coolant level each day before operating the vehicle, and replenish coolant if the level is low. Change the coolant in accordance with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

#### Coolant Level Inspection

- Situate the vehicle on level ground.
- Check the coolant level through the coolant level gauge on the reserve tank. The coolant level should be between the "F" (Full) and "L" (Low) marks.

### NOTE

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



- A. Reserve Tank
- B. "F" (Full) Mark
- C. "L" (Low) Mark
- D. Cap
- E. Front Suspension (Right Side)

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

#### Recommended Coolant Solution

Water 50%: Coolant 50% (1 : 1)

Recommended Coolant:

Permanent type coolant (ethylene glycol plus corrosion and rust inhibitor chemicals for aluminum engines and radiator).

## 132 MAINTENANCE AND ADJUSTMENT

### 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.*
- *A permanent type of antifreeze is installed in the cooling system when shipped. It is colored green and contains ethylene glycol. It is mixed at 50% and has the freezing point of  $-35^{\circ}\text{C}$  ( $-31^{\circ}\text{F}$ ).*

### 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.**

### Coolant Change

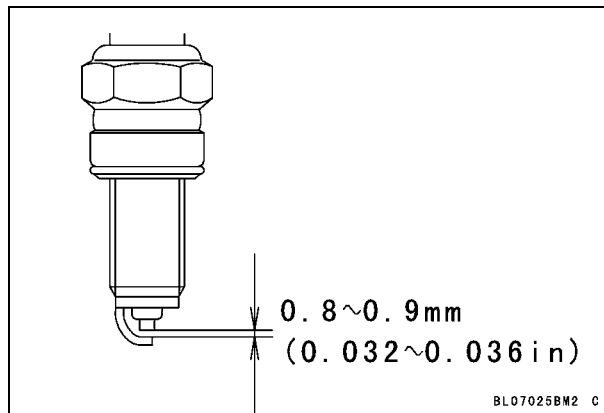
Have the coolant changed by an authorized Kawasaki dealer.

## Spark Plug

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

### Maintenance

If the plugs are oily or have carbon built up on them, clean them. The plugs may also be cleaned using a high flash-point solvent and a nonmetal brush (nylon etc.). Measure the gap with a wire-type thickness gauge, and adjust the gap if incorrect by bending the outer electrode. If the spark plug electrodes are corroded or damaged, or if the insulator is cracked, replace the plugs. Use the standard plug.



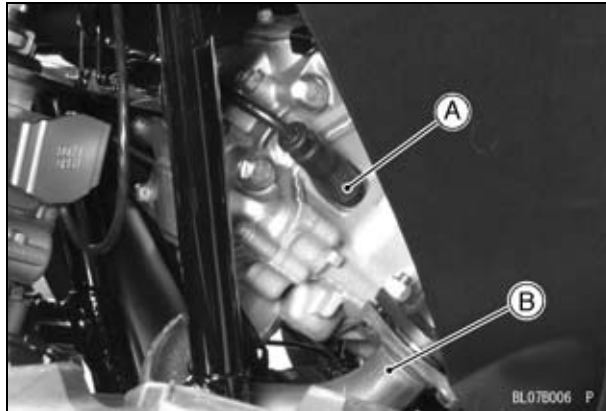
## Spark Plug

Standard Plug	NGK CPR7EA-9
Plug Gap	0.8 ~ 0.9 mm (0.032 ~ 0.036 in.)
Tightening Torque	13 N·m (1.3 kgf·m, 115 in·lb)

## Spark Plug Removal

### Front Cylinder

- Carefully pull the spark plug cap from the spark plug.



- A. Spark Plug Cap
- B. Exhaust Pipe

- Unscrew the spark plug.

## WARNING

### HAZARD

Hot exhaust pipe.

### WHAT CAN HAPPEN

Can burn your hands.

### HOW TO AVOID THE HAZARD

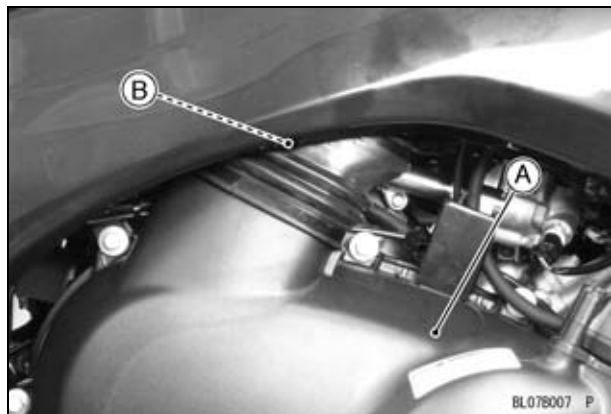
Check the exhaust pipe first and, if hot, wait until it gets cold.

## 134 MAINTENANCE AND ADJUSTMENT

### Rear Cylinder

Rear cylinder plug is located behind the air duct of the belt drive transmission.

We suggest you ask an authorized dealer for the maintenance.



A. Belt Drive Transmission

B. Rear plug is behind the air duct.

### Valve Clearance

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

#### **NOTICE**

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

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

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

#### **Valve Clearance (Engine Cold)**

INTAKE	0.07 ~ 0.12 mm (0.0028 ~ 0.0047 in.)
EXHAUST	0.20 ~ 0.25 mm (0.0079 ~ 0.0098 in.)

## Air Cleaner

A clogged air cleaner restricts the engine's air intake, increases fuel consumption, reduces engine power, and causes spark plug fouling.

### **⚠ WARNING**

#### **HAZARD**

**A clogged air cleaner.**

#### **WHAT CAN HAPPEN**

**May allow dirt and dust to enter the throttle body and stick the throttle open. This could cause an accident.**

#### **HOW TO AVOID THE HAZARD**

**Clean the air cleaner regularly and according to the instructions in this section.**

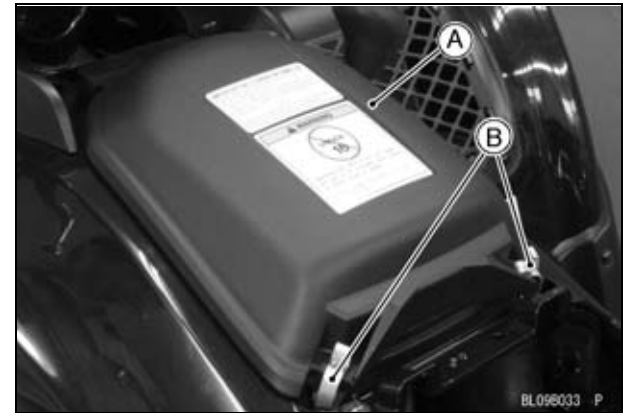
### ***NOTICE***

**A clogged air cleaner may allow dirt and dust to enter the engine causing excessive wear and possibly engine damage.**

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

### ***Element Cleaning***

- Pull release the snaps and remove the air cleaner housing cap.

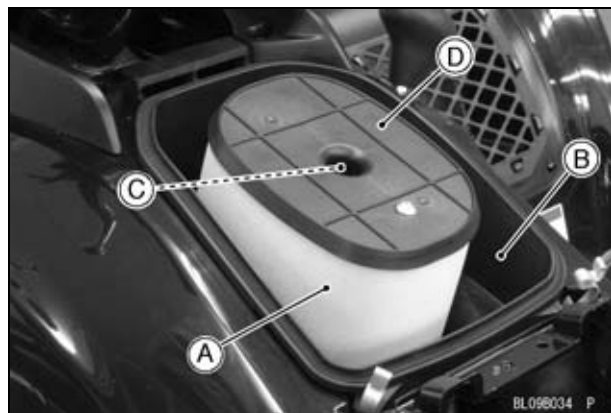


**A. Air Cleaner Housing Cap**

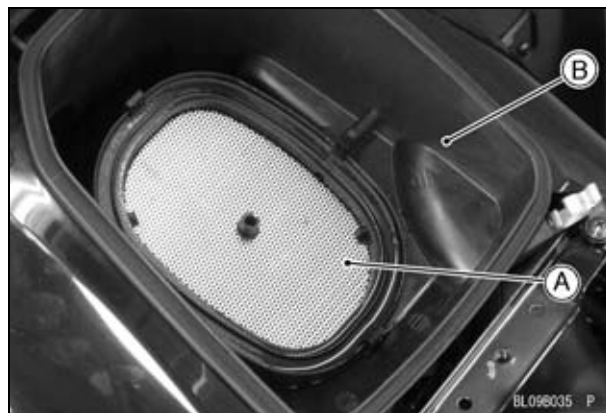
**B. Snaps**

## 136 MAINTENANCE AND ADJUSTMENT

- Remove the screw and pull out the element and element frame from the air cleaner housing.



- A. Air Filter Element
- B. Air Cleaner Housing
- C. Screw
- D. Element Frame



- A. Intake Tract
- B. Air Cleaner Housing

Check inside the intake tract for dirt. If dirt is present, clean the intake tract thoroughly. You may also need to replace the air filter element.

- Cover the intake tract with vinyl to keep dirt or other foreign materials from entering.
- Wipe out the inside of the air cleaner housing with a clean damp towel.

## **⚠ WARNING**

### **HAZARD**

Dirt or dust allowed into the throttle body.

### **WHAT CAN HAPPEN**

Can cause the throttle to stick open. This could cause an accident.

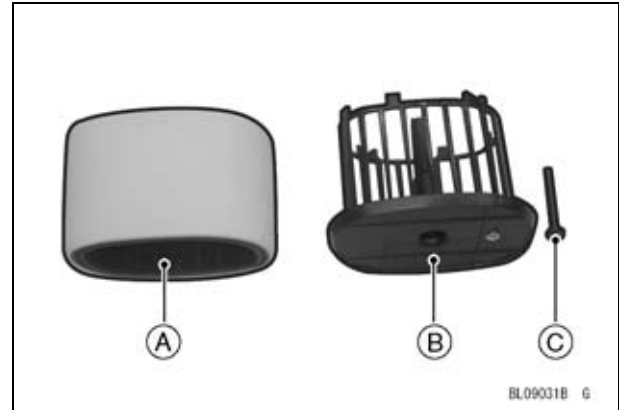
### **HOW TO AVOID THE HAZARD**

Be sure to cover the air cleaner opening to the throttle body after removing the element. Clean the air cleaner case as described in this section.

## **NOTICE**

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

- Remove the element from the element frame.



- A. Air Filter Element
- B. Element Frame
- C. Screw

- Clean the element in a bath of high flash-point solvent using a soft bristle brush.

## ⚠ WARNING

### HAZARD

**Cleaning the air cleaner element with gasoline or low flash-point solvent.**

### WHAT CAN HAPPEN

**Gasoline or low flash-point solvents are extremely flammable and can be explosive under certain conditions.**

**A fire or explosion can cause severe injury or death.**

### HOW TO AVOID THE HAZARD

**Use a high flash-point solvent to clean the air cleaner element. Never use gasoline or low flash-point solvents.**

**Clean the element in a well-ventilated area free from any source of flame or sparks; this includes any appliance with a pilot light.**

- Squeeze it dry in a clean towel. Do not wring the element or blow it dry; the element can be damaged.
- Inspect the element for damage. If it is torn, punctured, or hardened, replace it.

### **NOTE**

- *Replace the element after cleaning it five times or if it is damaged.*

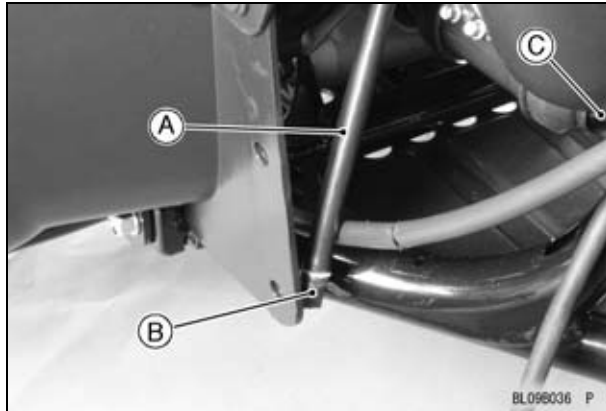
- After cleaning, saturate the element with a high-quality foam air filter oil, squeeze out the excess, then wrap it in a clean rag and squeeze it as dry as possible. Be careful not to tear the element.
- Install the air filter element to the element frame.
- Remove the vinyl from the intake tract.
- Install the element in the air cleaner housing to avoid the edges of the element from turning over.
- Clamp the air cleaner housing cap securely.

### **NOTE**

- *The element is sealed at its lower side by ribs in the air cleaner housing. The sealing efficiency of the element may deteriorate if the edges of the element are turned over during installation.*

### *Dust, Oil and/or Water Inspection*

- Remove the plug at the end of the drain hose led from the bottom of the air cleaner housing to expel dust oil and/or water accumulated inside the housing. Be sure to refit the plug after the inspection.



- A. Drain Hose  
B. Drain Plug  
C. Front Propeller Shaft

## Spark Arrester

This vehicle is equipped with a spark arrester approved for off-road use by the U.S. Forest Service. It must be properly maintained to ensure its efficiency. In accordance with the Periodic Maintenance Chart, clean the spark arrester.

### **⚠ WARNING**

#### **HAZARD**

**Incorrectly installed spark arrester.**

#### **WHAT CAN HAPPEN**

**Can emit sparks which can cause a fire.**

#### **HOW TO AVOID THE HAZARD**

**Be sure the spark arrester/muffler and drain plug are installed securely.**

## 140 MAINTENANCE AND ADJUSTMENT

### Spark Arrester Cleaning and Inspection

#### **⚠ WARNING**

##### **HAZARD**

Hot muffler.

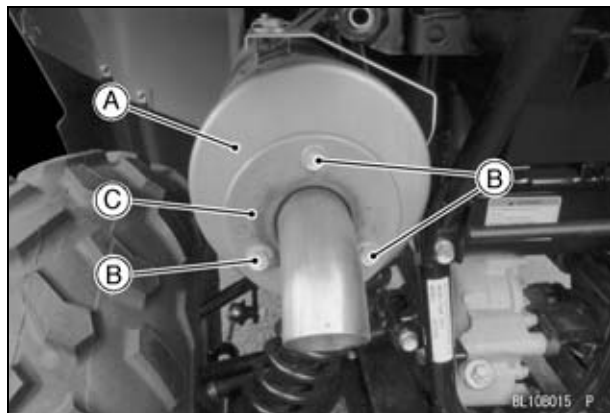
##### **WHAT CAN HAPPEN**

Can burn your hands.

##### **HOW TO AVOID THE HAZARD**

Wear gloves while cleaning the spark arrester. The engine must be running during this procedure.

- Remove the spark arrester mounting bolts.

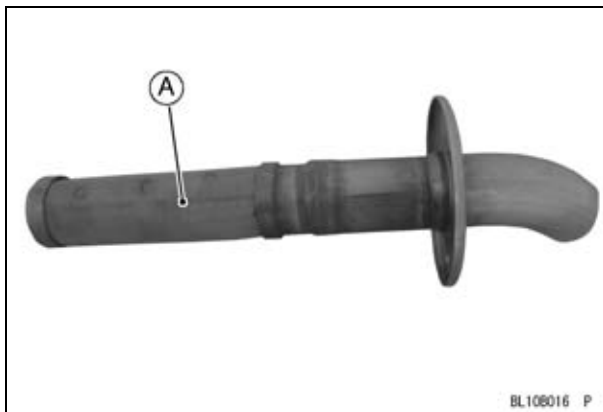


A. Muffler

B. Spark Arrester Mounting Bolts

C. Spark Arrester

- Remove the spark arrester and clean in a bath of high flash-point solvent and if necessary use a fine wire brush to gently remove any particles in the screen.



#### **A. Spark Arrester**

- Inspect the screen and renew it if it is damaged.
- In an open area away from combustible materials, start the engine with the transmission in neutral.

## **⚠ WARNING**

### **HAZARD**

**Cleaning the spark arrester near combustible materials.**

### **WHAT CAN HAPPEN**

**Can cause a fire resulting in burns.**

### **HOW TO AVOID THE HAZARD**

**Never run the engine with the spark arrester disassembled near combustible materials. Hot carbon particles are emitted during the cleaning procedure.**

- Raise and lower engine speed while tapping on the muffler with a rubber mallet until carbon particles are purged from the muffler.

## **⚠ DANGER**

### **HAZARD**

**Running the engine without ventilation.**

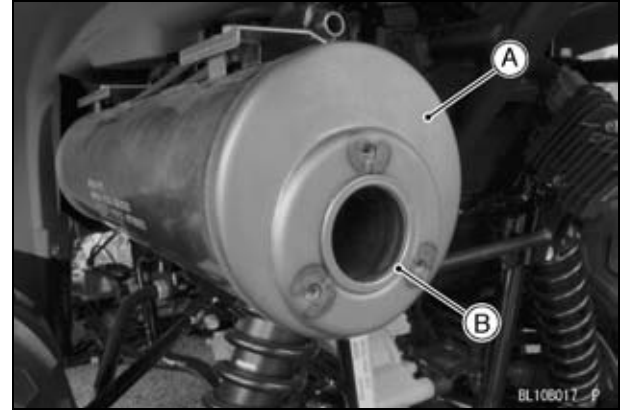
### **WHAT CAN HAPPEN**

**Breathing exhaust gas leads to carbon monoxide poisoning, asphyxiation, and death. Exhaust gases contain carbon monoxide; a colorless, odorless, poisonous gas.**

### **HOW TO AVOID THE HAZARD**

**Do not start or run the engine in a closed area such as a garage.**

- Stop the engine.
- Install the new gasket and paste it on the muffler with grease before installing the spark arrester.



**A. Muffler**  
**B. Gasket**

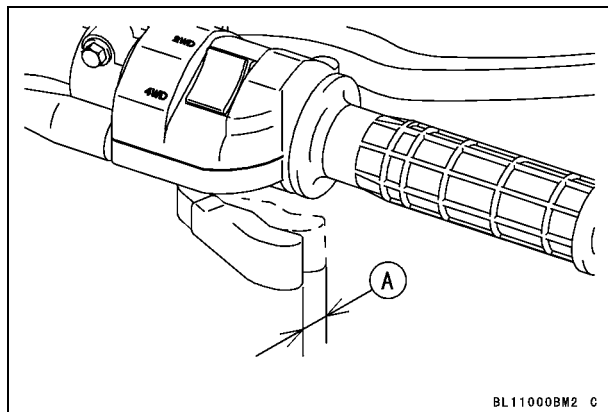
- Install the spark arrester in place and tighten the bolts to the specified torque.

### **Tightening Torque**

Spark Arrester Mounting Bolts	13.0 N·m (1.33 kgf·m, 115 in·lb)
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### Throttle Cable

There must be free play in the throttle mechanism. Measure the distance the throttle lever moves before the engine begins to pick up speed. Free play should be 2 ~ 3 mm (0.08 ~ 0.12 in.).

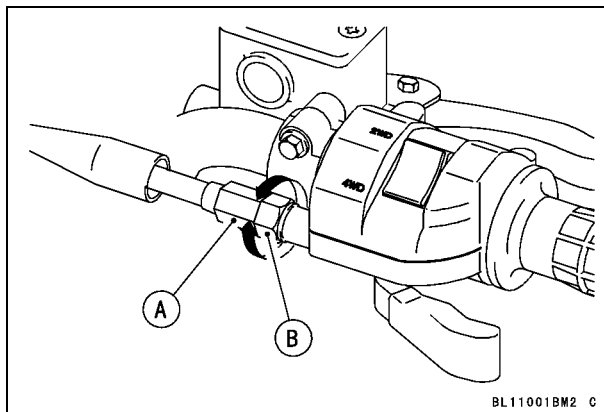


**A. 2 ~ 3 mm (0.08 ~ 0.12 in.)**

#### *Adjustment*

- Slide the rubber cover off of the adjuster at the throttle case.
- Loosen the locknut and turn the throttle cable upper adjuster to obtain the specified free play.

- Tighten the locknut and reinstall the rubber cover.



**A. Adjuster**

**B. Locknut**

If the free play cannot be set by adjusting the upper cable adjuster, use the adjuster at the lower end of the throttle cable. This adjustment, however, should be done by an authorized Kawasaki dealer.

## Idle Adjustment

Idle adjustment is controlled by the ECU and cannot be adjusted. If the idle speed is unstable or out of specification, have your authorized Kawasaki dealer inspect the fuel injection system.

Specified Idle Speed	1 100 ±50 rpm
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### *High Altitude Use*

High altitude adjustment is not required as the ECU ( electronic control unit ) controls the air/fuel mixture automatically.

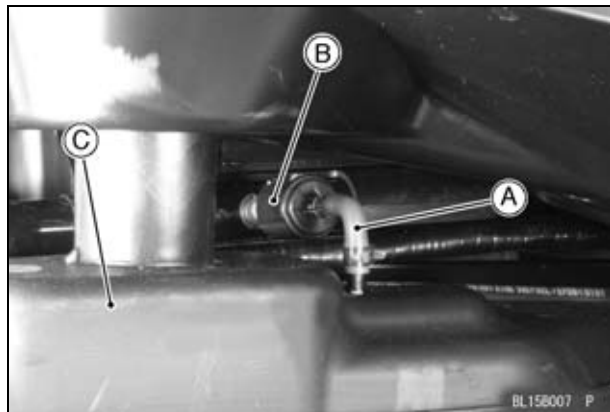
## Fuel Pump Filter

The fuel pump filter can become blocked causing fuel pump damage if dirt/mud/debris or contaminated fuel enters the fuel tank. The engine may hesitate or lose power if the fuel pump filter becomes blocked. If you suspect that the fuel filter has become blocked, have your authorized Kawasaki dealer inspect the fuel pump and fuel tank.

### Fuel Tank Vent

The fuel tank vent hoses must be routed as specified.

The engine may stall or lose power if the fuel tank vent is plugged or if the vent hoses are pinched. Inspect the vent hose before riding and whenever the engine seems to lose power. If the fuel tank is full but the engine feels as if it is running out of fuel, check the vent and vent hoses.



**A. Fuel Tank Vent Hose**  
**B. Check Valve**  
**C. Fuel Tank**

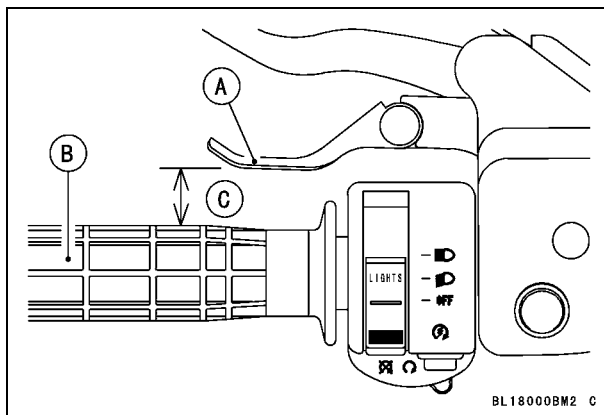
### Variable Differential Control Lever

By pulling the control lever toward the handlebar, the driving force of the front wheels equalizes providing more traction.

If the differential control lever has excessive play, adjust the differential control cable.

#### Inspection

- Pull the variable differential control lever towards the handlebar grip with a spring scale until it reads 3.0 kg (7 lb) of force. The clearance between the control lever and grip should be 15 ~ 25 mm (0.6 ~ 1.0 in.). If the clearance is not within the specified range, adjust the cable.



**A. Variable Differential Control Lever**  
**B. Handlebar**  
**C. 15 ~ 25 mm (0.6 ~ 1.0 in.)**

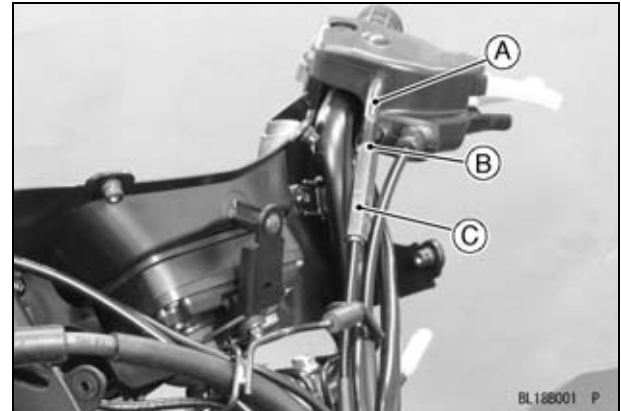
### *Adjustment*

- Loosen the screws to remove both front and rear handlebar covers.



**A. Handlebar Cover**  
**B. Screws**

- Loosen the locknut at the middle of the differential control cable.
- Turn the adjuster until the cable has the proper amount of play.
- Tighten the locknut after adjustment.



**A. Differential Control Cable**  
**B. Cable Locknut**  
**C. Adjuster**

## Belt Drive Transmission (CVT)

The vehicle is equipped with a belt-driven Continuously Variable Transmission (CVT). This automatic drive system, although simple to operate, does require periodic inspection since the drive belt wears with normal use.

Inspection should be done by an authorized Kawasaki dealer.

### *Periodic Drive Belt Inspection Requirements*

Drive belts wear with normal use. Inspection of the transmission drive belt is required at least every 100 hours (when the CVT Check Indicator Light has turned on), 90 days of vehicle use or 1 700 km (1 100 mi.) whichever comes first. An average day of use is calculated as 19 km (12 mi.) per day or 1.1 hours. More frequent inspection is necessary if the vehicle is subjected to hard usage.

## WARNING

### HAZARD

Moving parts are exposed when the torque converter cover is removed.

### WHAT CAN HAPPEN

Moving parts can cause severe bodily injuries and/or catch clothing and cause injury.

### HOW TO AVOID THE HAZARD

Never operate the vehicle without the torque converter cover installed.

## WARNING

### HAZARD

Neglect, abuse, or failure to maintain the transmission can result in a severely worn or damaged drive belt locking up the transmission and wheels.

### WHAT CAN HAPPEN

Operator can lose control and have an accident resulting in injury or death.

### HOW TO AVOID THE HAZARD

Inspection of the transmission is required at least every 90 days of vehicle use (average 19 km/day or 12 mi/day) not to exceed 1 700 km (1.100 mi) or 100-hour vehicle use, since drive belts wear with normal use. More frequent inspection is necessary if the vehicle is subjected to hard usage such as pulling a trailer, operating in mud or deep water, or in extremely dusty conditions. If excessive belt slippage occurs, do not ride the vehicle until damaged components are repaired.

### *Causes of accelerated Belt Wear*

Avoid these hard usage conditions to obtain maximum belt life and prevent accelerated belt wear and deterioration.

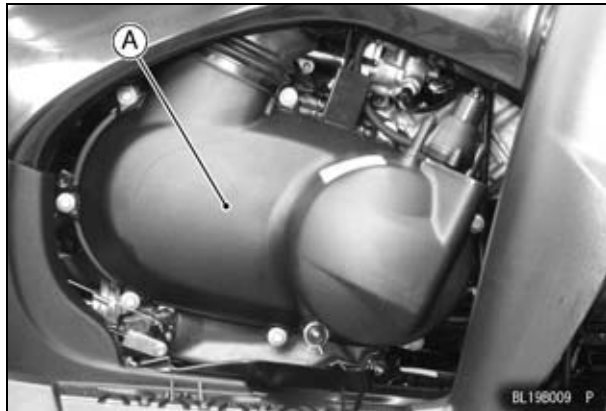
- Operating the vehicle in high range while climbing hills, carrying heavy loads, or pulling a trailer.
- Exceeding maximum vehicle load or trailer weight.

- Operating in mud or water deeper than recommended.
- Operating in extremely dusty conditions.
- Continued operation with excessive belt slippage.
- Failure to apply the foot and hand brake controls while descending hills.

### Indications of Excessive Belt Slippage

Excessive slippage will accelerate belt wear and lead to failure. Recognize these symptoms of excessive belt slippage. If excessive slippage occurs, do not continue to ride the vehicle until all damaged components are repaired.

- Smell of burning rubber.
- Visible white smoke.
- Sluggish initial acceleration or loss of power.
- Engine rpm is higher for the same vehicle speed.
- Engine vibration.



**A. Belt Drive Transmission (CVT)**

### Drive Belt Failure Detection System

This vehicle is equipped with a drive belt failure detection system which detects excessive belt wear or belt damage.

When a switch in the “CVT” cover is activated, the CVT indicator light blinks a warning to the rider, the engine slows to 3 600 rpm, and the vehicle will not shift into “4WD”.

Inspection of the belt failure detection system is required in accordance with the Periodic Maintenance Chart by an authorized Kawasaki dealer.

If the belt failure detection system is activated, return the vehicle immediately to an authorized Kawasaki dealer for drive belt inspection and adjustment or replacement.

### High Altitude Use

The original belt drive transmission settings for this vehicle are best for sea level use. When the vehicle is used at high altitude the engine performance will decrease. This is why readjustment of both weights and spring preload of transmission are required. Have the transmission adjusted by your authorized Kawasaki dealer if you intend to use this vehicle above 2 000 m (6 500 feet).

However the belt drive transmission must be returned to original settings before using at lower altitudes for best sea level use.

### Kawasaki Engine Brake Control System

This vehicle is equipped with the Kawasaki Engine Brake Control System. It can assist the operator when descending hills by supplementing the wheel brake system with additional braking force that is produced by the engine.

Kawasaki Engine Brake Control System lever wears gradually so inspection is required in accordance with the Periodic Maintenance Chart by an authorized Kawasaki dealer.

#### NOTE

- *This system does not function in reverse. It cannot function if the battery is disconnected.*

### Brakes

#### Front Brake:

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

#### WARNING

##### HAZARD

Air in brake line.

##### WHAT CAN HAPPEN

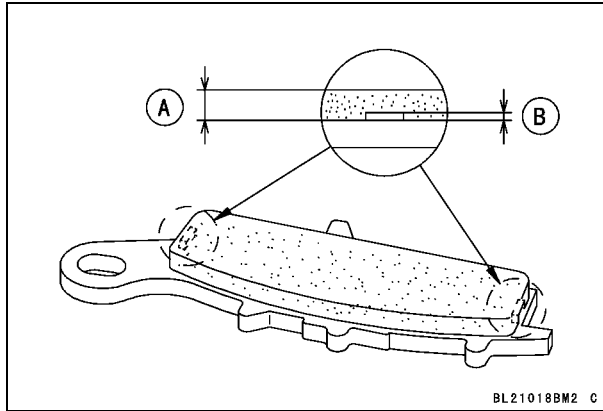
Can make the brake feel mushy or soft. This may cause reduced braking performance or brake failure and result in an accident.

##### HOW TO AVOID THE HAZARD

If brake lever travel is excessive or the brake feels mushy, have an authorized Kawasaki dealer inspect it immediately.

### Brake Wear Inspection

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



**A. Lining Thickness**  
**B. 1 mm (0.04 in.)**

### Disc Brake Fluid

In accordance with the Periodic Maintenance Chart, inspect the brake fluid level in the front brake

fluid reservoir and change the brake fluid. The brake fluid should also be changed if it becomes contaminated with dirt or water.

### Fluid Requirement

Use extra heavy-duty brake fluid only from a container marked DOT3 or DOT4.

### NOTICE

**Do not spill brake fluid onto any painted surface. It will damage the paint. If brake fluid is spilled, wash it off immediately with water.**

### WARNING

#### HAZARD

**Contaminated brake fluid.**

#### WHAT CAN HAPPEN

**Can reduce braking performance or cause brake failure, resulting in an accident.**

#### HOW TO AVOID THE HAZARD

**Do not use brake fluid from a container that has been left open or that has been unsealed for a long time. The fluid will absorb moisture and may be contaminated with dust and dirt.**

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### **WARNING**

#### **HAZARD**

**Damaged or leaking brake hoses and fittings.**

#### **WHAT CAN HAPPEN**

**Can cause brake failure resulting in an accident.**

#### **HOW TO AVOID THE HAZARD**

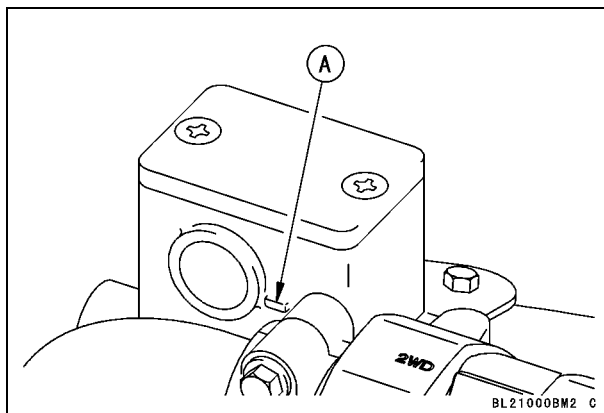
**Inspect brake fluid level regularly.**

**Replace any damaged or leaking brake hoses and fittings.**

**Maintain the brake system in accordance with the Periodic Maintenance Chart.**

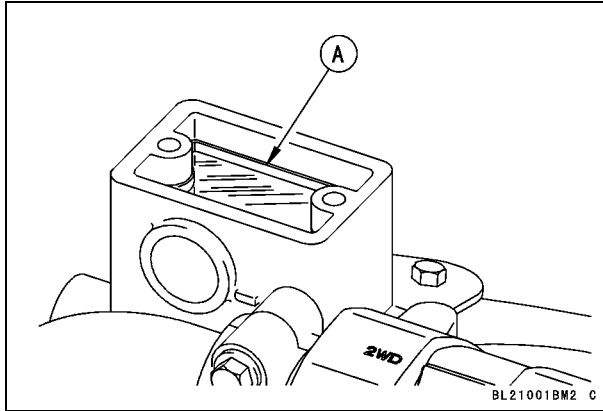
### *Fluid Level Inspection*

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



#### **A. Lower Level Line**

- If the level is low, fill the reservoir to the upper level line with the same type and brand of fluid that is already in the reservoir. Inside the reservoir is a stepped line showing the upper level line.



**A. Upper Level Line**

### Fluid Change

Have the brake fluid changed by an authorized Kawasaki dealer.

### Rear Brake:

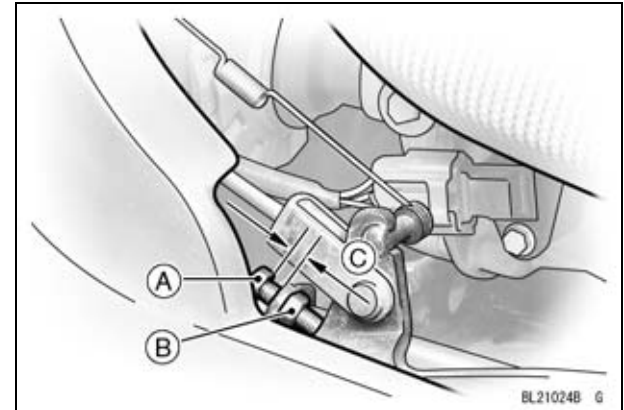
Rear brake adjustment consists of three separate adjustments: brake pedal position, brake pedal free play and brake lever free play. Always adjust the brake pedal position first.

### Brake Wear Inspection

This vehicle is equipped with an Enclosed Wet Multi-Plate type rear brake system. The brake plates should be replaced in accordance with the Periodic Maintenance Chart. Replacement should be done by an authorized Kawasaki Dealer.

### Brake Pedal Position Adjustment

- To adjust the pedal position, loosen the locknut, turn the adjusting bolt, and make the bolt length at 4 ~ 6 mm (0.16 ~ 0.24 in.), and then tighten the locknut. Now adjust the brake pedal free play.



**A. Adjusting Bolt**

**B. Locknut**

**C. 4 ~ 6 mm (0.16 ~ 0.24 in.)**

### Brake Pedal Free Play Adjustment

- Release the parking brake.
- Measure the distance the brake pedal moves before the brake starts to take hold. Pedal free play should be 15 ~ 25 mm (0.6 ~ 1.0 in.).
- To adjust the pedal free play, turn the adjuster at the rear end of the brake cable.

### **⚠ WARNING**

#### **HAZARD**

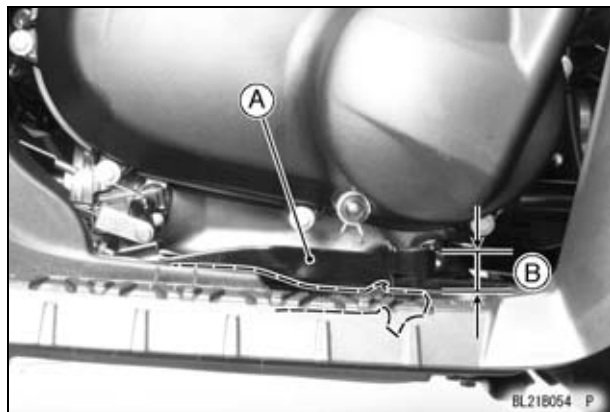
Incorrect adjustment of the brake pedal and/or brake lever free play.

#### **WHAT CAN HAPPEN**

Can cause brake damage or malfunction and result in an accident.

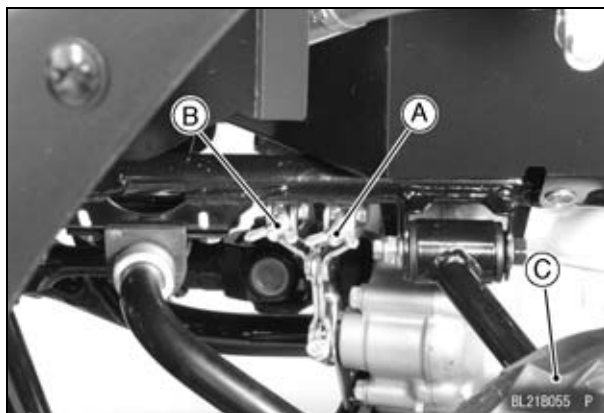
#### **HOW TO AVOID THE HAZARD**

Always maintain proper pedal and/or lever free play.



**A. Brake Pedal**

**B. 15 ~ 25 mm (0.6 ~ 1.0 in.)**



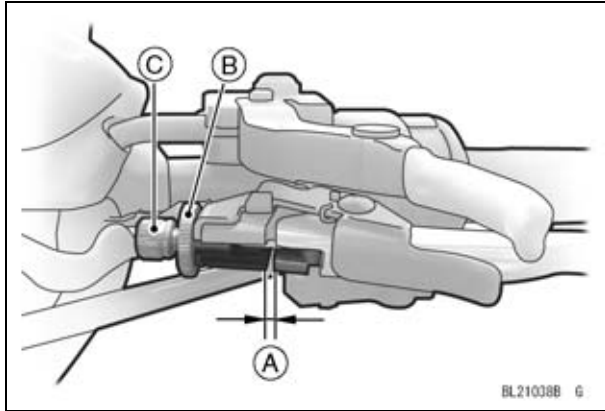
**A. Brake Lever Adjuster**

**B. Brake Pedal Adjuster**

**C. Rear Wheel (Left Side)**

#### *Brake Lever Free Play Adjustment*

- Slide the rubber cover.
- Loosen the locknut and turn the adjuster at the brake lever in as far as it will go.
- Tighten the locknut.
- Turn the adjuster at the rear end of the brake cable so that the brake lever has 1 ~ 2 mm (0.04 ~ 0.08 in.) of free play.



- A. 1 ~ 2 mm (0.04 ~ 0.08 in.)
- B. Locknut
- C. Adjuster

### NOTE

- Since the above two free play adjustments (pedal and lever) affect each other, make them at the same time.
- After adjustments, check for brake drag (there should be none) and effectiveness.

## Brake Light Switch

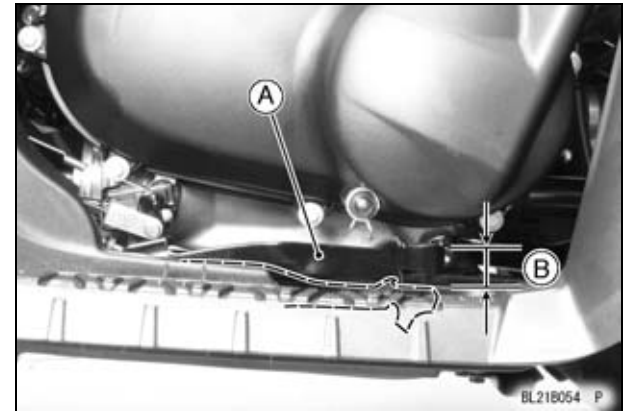
Only the switch at the rear brake pedal can be adjusted.

When the brake pedal is depressed, the brake light goes on. The brake light switch should be inspected in accordance with the Periodic Maintenance Chart.

The brake light switches of the front brake lever and rear brake lever cannot be adjusted.

### Inspection

- Turn the ignition switch to the "ON" position.
- Depress the brake pedal. The brake light should go on after about 10 mm (0.4 in.) of pedal travel.



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

## 154 MAINTENANCE AND ADJUSTMENT

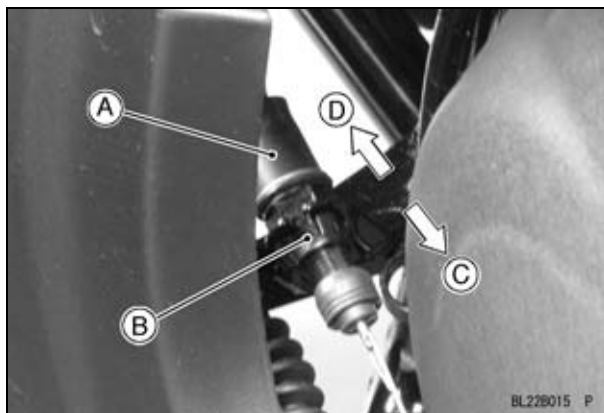
- If the brake light does not illuminate, check the bulb and, if necessary, adjust the brake light switch.

### *Adjustment*

- To adjust the brake light switch (located near the brake pedal), move the switch forward or rearward by turning the adjusting nut.

### **NOTICE**

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



- A. Brake Light Switch
- B. Adjusting Nut
- C. Light Turns on Later
- D. Light Turns on Sooner

## Wheels

### Rims:

The rims are a drop-center, tubeless tire design. Take care not to damage the sealing surfaces of the tire or rim when removing or installing tires. Note that the rims, like automotive rims, are not symmetrical and should be installed in one direction only. All wheels must be installed so that the valve stems are on the outside of the vehicle.

### Tires:

The front and rear tires are directional knobby tubeless tires. When replacing tires, check the valve stems and cores for damage. Take care not to damage the tire sealing surfaces of the rims. Be certain the directional arrows on the tires indicate rolling forward.

### Standard Tires

Front	AT25 × 8-12 DURO DI-K911
Rear	AT25 × 10-12 DURO DI-K591

## NOTE

- *Tires are an important part of the suspension on your ATV. Tire construction characteristics and tire inflation pressure can greatly influence vehicle handling. Kawasaki recommends that you always replace tires with standard replacement tires as shown here. It is also very important to have tires of the same type and size, and at the same inflation pressure, on one axle.*
- *Installation of non-standard tires, or use of different tires on one axle, can change the handling of the vehicle and possibly result in a loss of control.*
- *Installation of tubeless tires on rims requires compressed air and is normally recommended as a dealer service operation. However, a tube can be inserted into the tire by the operator as an emergency repair.*

### Payload and Tire Pressure

Failure to maintain proper inflation pressures or observe payload limits for your tires may adversely affect handling and performance of your vehicle and can result in loss of control. The maximum recommended load carrying capacity of this vehicle is 216 kg (476 lb).

Use the tire pressure gauge in the tool kit to accurately set tire pressure.

### WARNING

#### **HAZARD**

Unequal tire pressure.

#### **WHAT CAN HAPPEN**

Can cause difficult and unpredictable steering resulting in an accident.

#### **HOW TO AVOID THE HAZARD**

Inflate the tires to the correct air pressure.

### WARNING

#### **HAZARD**

Operating this ATV with improper tires, or with improper tire pressure.

#### **WHAT CAN HAPPEN**

Use of improper tires on this ATV, or operation of this ATV with improper tire pressure, may cause loss of control, increasing your risk of an accident.

#### **HOW TO AVOID THE HAZARD**

Always use the size and type tires specified in the Owner's Manual for this vehicle. Always maintain proper tire pressure as described in this Owner's Manual.

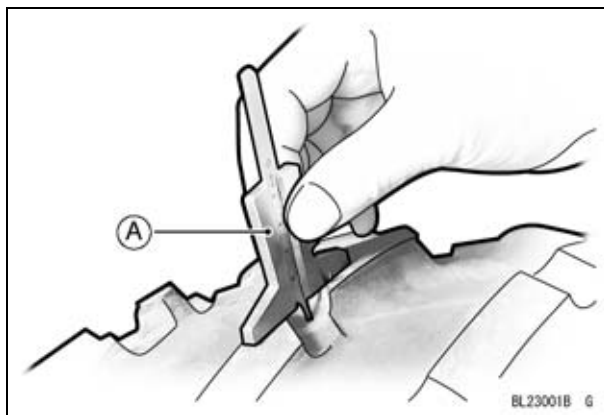
### **Tire Air Pressure (when cold)**

Normal Use	Front	35 kPa (0.35 kgf/cm <sup>2</sup> , 5 psi)
	Rear	35 kPa (0.35 kgf/cm <sup>2</sup> , 5 psi)
Maximum (to seat beads)	Front and Rear	250 kPa (2.5 kgf/cm <sup>2</sup> , 36 psi)

### *Tire Wear, Damage*

As tire tread wears down, tires become more susceptible to puncture and failure.

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



**A. Tire Depth Gauge**

### Minimum Tread Depth

Front Tire	3 mm (0.12 in.)
Rear Tire	4 mm (0.16 in.)

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

### Wheel Installation

Before installation, check the following items carefully.

- Clean the following parts to remove dirt, oil, and grease.
  - wheel nut surfaces
  - contact surfaces of the wheel, nut, washer, and plate
  - contact surfaces of the wheel and hub
- Inspect the threads of the nuts and wheel mounting bolts for damage.
- Inspect the surfaces of the wheel nuts for scars and wheel for scars and steps.

- Replace damaged nuts, washers, wheels, and mounting bolts.



**A. Nut**  
**B. Washer**

Wheel nut tightening is a **two-step** process. Follow these instructions carefully.

- Install the wheel onto the hub, make sure it is seated properly on the hub and tighten the wheel nuts to the torque of 15 N·m (1.5 kgf·m, 11 ft·lb) in a criss-cross pattern.
- Make sure that the nuts are seated on the wheel evenly.
- Tighten the nuts to the specified torque in a criss-cross pattern as shown.

### Tightening Torque

Wheel Nut:	77 N·m ( 7.8 kgf·m, 56 ft·lb )
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### NOTE

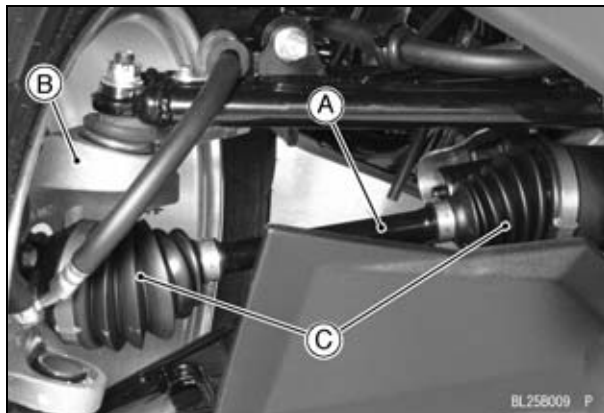
○ If a torque wrench is not available, this item should be serviced by a Kawasaki Dealer.



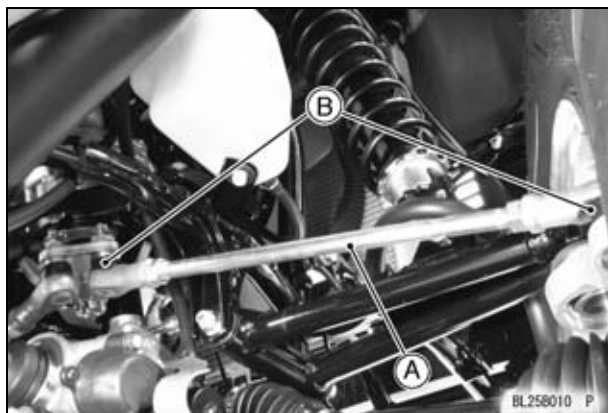
**Nut-Tightening Pattern**

### Joint Boots

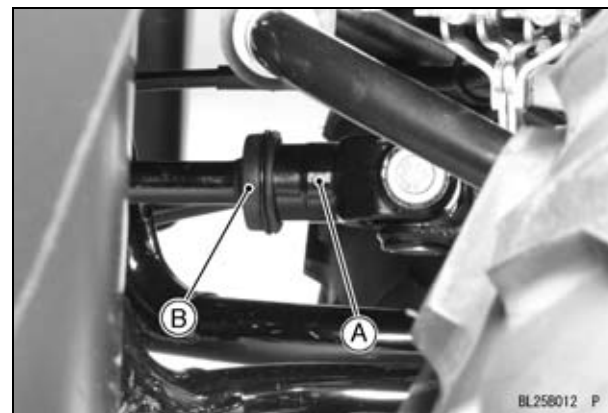
In accordance with the Periodic Maintenance Chart, inspect the joint boots on the front axles (4 pieces), tie rod ends (4 pieces), steering knuckles (2 pieces), propeller shaft (3 pieces), and rear axles (4 pieces) for cracks, holes, damage or deterioration. If there is any indication of these troubles, have the joint boot replaced by an authorized Kawasaki dealer. To inspect the boots at the engine, remove the left engine cover.



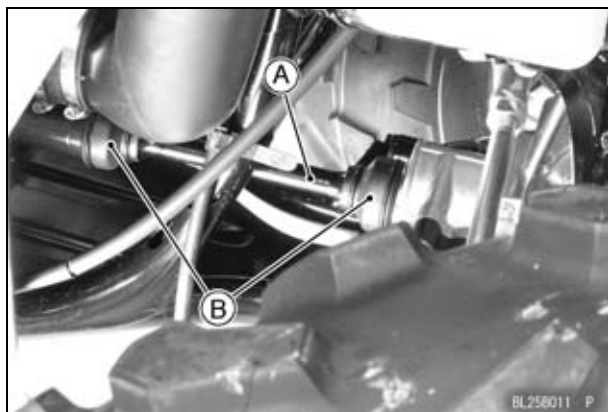
- A. Front Axle**
- B. Steering Knuckle**
- C. Joint Boots**



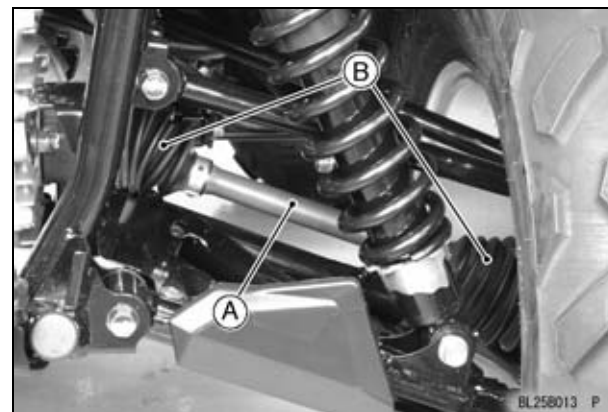
**A. Tie Rod**  
**B. Joint Boots**



**A. Rear Propeller Shaft**  
**B. Joint Boot**



**A. Front Propeller Shaft**  
**B. Joint Boots**



**A. Rear Axle**  
**B. Joint Boots**

### Power Steering System

Steering may become more difficult than usual for the following reasons:

- The handlebar was continuously turned or held to the full turn stops with torque applied by driver. In this case the ECU works to protect the system from overheating by stopping the power assisting. Stop turning the handlebar and wait until the system temperature drops, and the power steering recovers.
- Fuses in the harness may have blown. There are several reasons that the fuses may blow. Refer to the Fuse section in this chapter for details.
- Battery voltage has dropped. Voltage drop can happen when the engine starts; inspect the battery voltage.
- Cable harness or connectors may have been disconnected. See an authorized dealer for service.

#### NOTE

○ *If the steering becomes irregular or unusual for any reason other than above, have an authorized dealer check the steering and relevant components immediately. In some cases the power steering's neutral position can be affected by an accident or bump.*

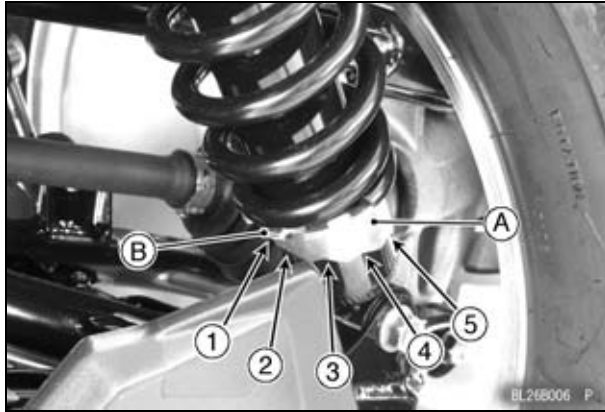
### Suspension

#### Shock Absorber Spring Force Adjustment

The spring adjusting sleeves on the front and rear shock absorbers have 5 positions so that the springs can be adjusted for different riding and loading conditions.



**A. Shock Absorber (Rear)**  
**B. Adjusting Sleeve**



**A. Adjusting Sleeve**

**B. Turn here with a hook wrench**

If the spring action feels too soft or too stiff, adjust them in accordance with the following table.

- Turn the adjusting sleeves on the shock absorbers to the desired position with a hook wrench.

The hook wrench is in the tool kit.

### Spring Action (Front Shock Absorber)

Position	Spring Force	Setting	Load	Surface	Speed
1	Weak	Soft	Light	Good	Low
2 (STD)		↑	↑	↑	↑
3					
4	↓	↓	↓	↓	↓
5	Strong	Hard	Heavy	Bad	High

### Spring Action (Rear Shock Absorber)

Position	Spring Force	Setting	Load	Surface	Speed
1 (STD)	Weak	Soft	Light	Good	Low
2		↑	↑	↑	↑
3					
4	↓	↓	↓	↓	↓
5	Strong	Hard	Heavy	Bad	High

### **⚠ WARNING**

#### **HAZARD**

**Improper shock absorber adjustment.**

#### **WHAT CAN HAPPEN**

**Uneven adjustment can cause poor handling and loss of stability, which could lead to an accident.**

#### **HOW TO AVOID THE HAZARD**

**Always adjust the shock absorbers on the left and right side to the same setting.**

### Headlight Beam

The headlight beams can be adjusted vertically.

- Turn the adjusting screw on each headlight rim in or out to adjust the headlight vertically.



**A. Adjusting Screw**  
**B. Headlight Body**

### Battery

The battery is located under the seat.

#### **DANGER**

##### **HAZARD**

**Batteries contain sulfuric acid.**  
**Batteries produce hydrogen gas.**

##### **WHAT CAN HAPPEN**

**Sulfuric acid can cause burns.**  
**Hydrogen gas can cause an explosion.**

##### **HOW TO AVOID THE HAZARD**

**Read and understand the battery safety label.**  
**(See Location of Labels chapter).**

The battery installed in this vehicle is a sealed type, and the sealing strip should not be removed at any time after the specified electrolyte has been installed in the battery for initial service. It is not necessary to check the battery electrolyte level or add distilled water.

However, in order to maximize battery life and ensure that it will provide the power needed to start your vehicle you must properly maintain the battery's charge. When used regularly, the charging system in your vehicle helps keep the battery fully charged. If your vehicle is only used occasionally or for short periods of time, the battery is more likely to discharge.

Due to their internal composition, batteries continually self discharge. The discharge rate depends on the type of battery and ambient temperature. As temperatures rise, so does the discharge rate. Every 15°C (59°F) doubles the rate.

Electrical accessories, such as digital clocks and computer memory, also draw current from the battery even when the key is switched off. Combine such "key-off" draws with hot temperature, and a battery can go from fully charged to completely discharged in a matter of days.

Self-discharge		
Temperature	Approx. Number of Days From 100% Charged to 100% discharged	
	Lead-Antimony	Lead-Calcium
	Battery	Battery
40°C (104°F)	100 Days	300 Days
25°C (77°F)	200 Days	600 Days
0°C (32°F)	550 Days	950 Days

Current Drain		
Discharging Ampere	Days from 100% Charged to 50% Discharged	Days from 100 % Charged to 100 % Discharged
7 mA	60 Days	119 Days
10 mA	42 Days	83 Days
15 mA	28 Days	56 Days
20 mA	21 Days	42 Days
30 mA	14 Days	28 Days

In extremely cold weather the fluid in an inadequately charged battery can easily freeze, which can crack the case and buckle the plates. A fully charged battery can withstand sub-freezing temperatures with no damage.

### Battery Sulfation

A common cause of battery failure is sulfation.

Sulfation occurs when the battery is left in a discharged condition for an extended time. Sulfate is a normal by product of the chemical reactions within a battery. But when continuous discharge allows the sulfate to crystallize in the cells, the battery plates become permanently damaged and will not hold a charge. Battery failure due to sulfation is not warrantable.

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### 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 or visit [buykawasaki.com](http://buykawasaki.com)). If you will not be using your vehicle 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**

- Remove the battery from the vehicle (see Battery Removal).
- Attach the leads from the charger and charge the battery at a rate (amperage × hours) that is indicated on the battery. If it is not possible to read the rate, charge the battery at an amperage that is about 1/10th of the battery capacity.
- The charger will keep the battery fully charged until you are ready to reinstall the battery in the vehicle (see Battery Installation).

#### **NOTICE**

**Never remove the sealing strip, or the battery can be damaged.**

**Do not install a conventional battery in this vehicle, or the electrical system cannot work properly.**

Make	Yuasa Battery
Type	KMX14-BS

#### **NOTE**

○ *If you charge the sealed battery, never fail to observe the instructions shown on the label on the battery.*

## **⚠ WARNING**

### **HAZARD**

Battery posts, terminals and related accessories contain lead and lead compounds, chemicals known to the State of California to cause cancer and reproductive harm.

### **WHAT CAN HAPPEN**

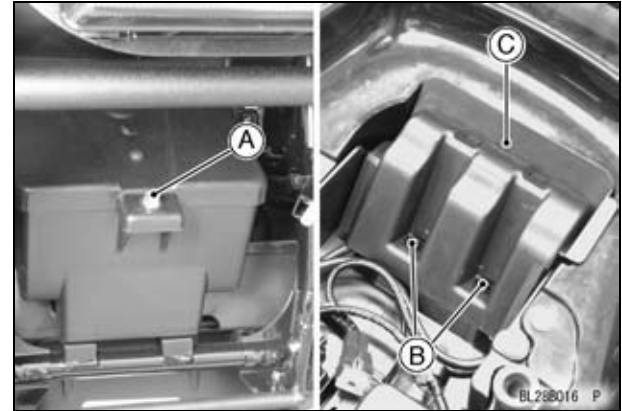
Could cause health problem.

### **HOW TO AVOID THE HAZARD**

Wash hands after handling battery.

### **Battery Removal**

- Remove the seat.
- Loosen the bolt and screws to remove the battery cover.



- A. Bolt
- B. Screws
- C. Battery Cover

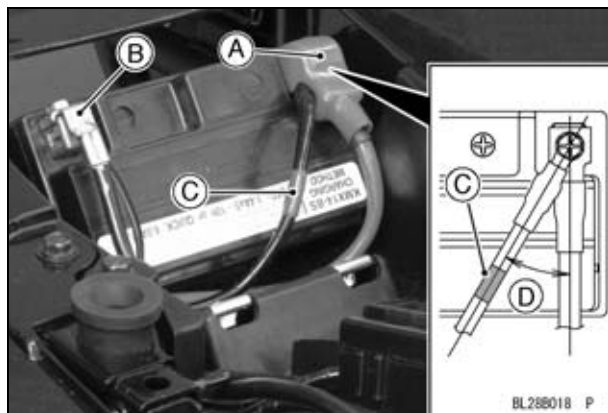
- Disconnect the cables from the battery, first from the (-) terminal and then the (+) terminal.
- Remove the battery from the case.
- Clean the battery using a solution of baking soda and water. Be sure that the lead connections are clean.

### **Battery Installation**

- Put the battery in place.

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- Securely connect the red cable with protective cap and the black cable with the round terminal and the red tape to the (+) terminal, and then securely connect the black cable to the (-) terminal.  
On the battery (+) terminal, make sure the round terminal cable is on the red cable making about 30 degree angle with the red cable.
- Put a light coat of grease on the terminals to prevent corrosion.
- Cover the (+) terminal with its protective cap.



- A. (+) Terminal
- B. (-) Terminal
- C. Red Tape
- D. About 30°

- Reinstall the battery cover.

### **WARNING**

#### **HAZARD**

**Loose battery cables**

#### **WHAT CAN HAPPEN**

**Can create sparks which can cause a fire or explosion resulting in injury or death.**

#### **HOW TO AVOID THE HAZARD**

**Make sure the battery terminal screws are tightened securely and the covers are installed over the terminals.**

### ***NOTICE***

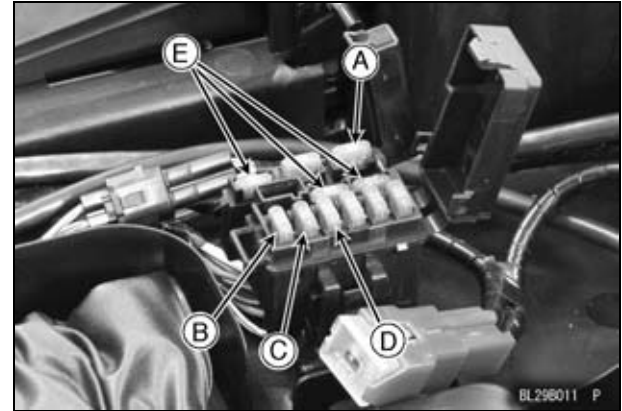
**Do not reverse the battery connections, or damage to the regulator/rectifier unit will result.**

## Fuse

The main fuse and the fuse for the POWER OUTLET are located under the seat, and the spare fuses next to them. If the electrical systems do not function, inspect the fuse. Before replacing the fuse, check the wiring harness and electrical equipment for bare wires or other possible causes.

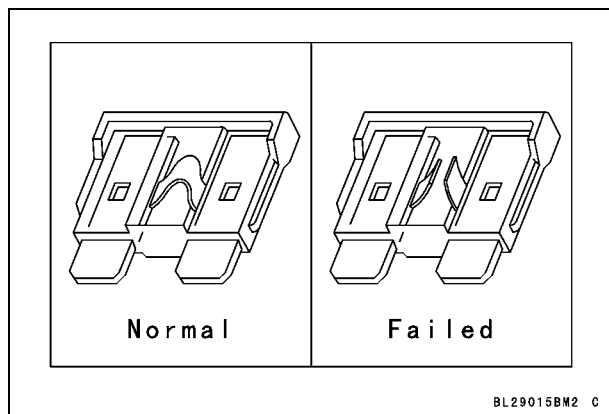
### NOTICE

The standard fuses are 30 A (main fuse), 15 A {Power outlet connector (ACC), fuel pump and spare} and 10 A {engine (E/G) brake (BRK) control}. Do not use a fuse of a higher capacity than the specified fuse rating, or damage to the electrical system could result.



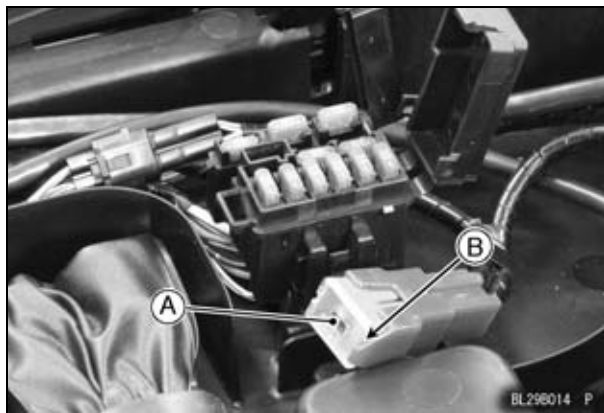
- A. Main Fuse (30 A)
- B. E/G BRK Control Fuse (10 A)
- C. Fuel Pump Fuse (15 A)
- D. ACC Fuse (15 A)
- E. Spare Fuses

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### Power Steering System

There is 40 A fuse for the power steering system under the seat.



**A. 40 A Fuse**

**B. Hook**

If the fuse is blown, steering becomes heavy. Replace the blown fuse with a fuse of the same specific amperage and type. If a replaced fuse blows again, there can be trouble with the ECU or harness/connectors. See an authorized dealer for inspection.

- You can check the 40 A fuse if it is blown at the top of the fuse.

# WARNING

**The electrical system can produce electrical shocks. When replacing the 40 A fuse, first remove the cables from the battery terminals to avoid electric shock.**

When replacing the fuse, release the hook of fuse.

## Breaker

The breaker for the radiator fan is located inside the handle cover. When the excessive current flows to the fan circuit, the temperature in the fan breaker rise up. When the temperature is 150 ~ 160 (302°F ~ 320°F), the fan circuit is open because the fan breaker works to protect fan motor. And then the fan motor will stop, and the Coolant Temperature Warning Light stays on, check that the radiator fan is free from mud or other debris as well as the wiring harness and electrical equipment for bare wires or other possible causes.

If it falls in temperature, Fan circuit returns normally by the fan breaker function. If it doesn't solve the trouble, have your authorized Kawasaki dealer check the vehicle for the trouble.



**A. Breaker**

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### General Lubrication

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Lubricate the points shown below, with either motor oil or regular grease, in accordance with the Periodic Maintenance Chart or whenever the vehicle has been operated under wet or rainy conditions, and especially after using a high-pressure spray washer.

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

#### NOTE

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

#### Apply motor oil to the following pivots:

- Brake Lever
- Brake Cable Joint
- Differential Control Lever
- Brake Pedal

#### Apply grease to the following points:

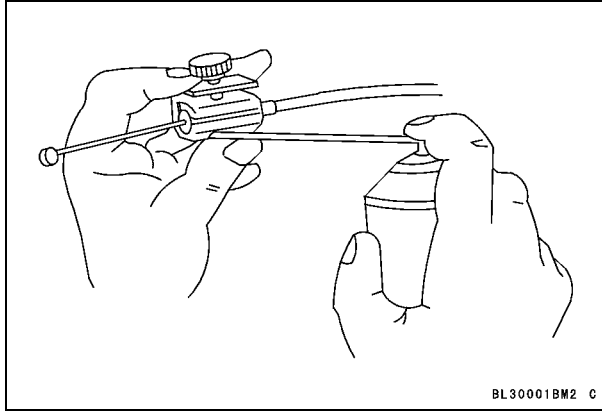
- Throttle Inner Cable Upper End
- Differential Control Cable Lower End

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

- Rear Brake Inner Cable
- Throttle Inner Cable
- Differential Control Cable

#### NOTE

○ *After connecting the cables, adjust them.*



## Cleaning

For the prolonged life of your vehicle, wash it down immediately after it has been splashed with seawater or exposed to the sea breeze, or operated on rainy days, rough terrain, or in dusty areas.

## **⚠ WARNING**

### **HAZARD**

**Debris build-up in and around the vehicle chassis, engine, and exhaust.**

### **WHAT CAN HAPPEN**

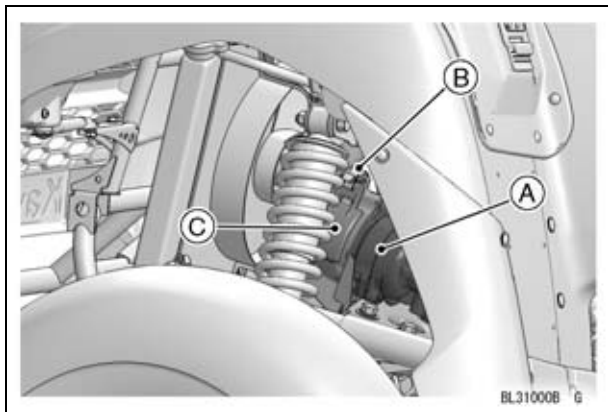
**Build-up of debris or flammable material in and around the vehicle can cause mechanical problems and increase the risk of fire.**

### **HOW TO AVOID THE HAZARD**

**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.**

## 172 MAINTENANCE AND ADJUSTMENT

The EPS cover protects the EPS actuator from being exposed to hot air flow from the radiator. When washing the vehicle, release the snap and open the cover, and then remove mud accumulated in the cover with water.



- A. EPS Actuator
- B. Snap
- C. Cover

### Preparations for Washing

Before washing, these precautions must be taken to keep water off the following parts.

- Muffler rear opening – cover with a plastic bag secured with a rubber band.
- Brake levers, switch case, throttle case – cover with plastic bags.
- Ignition switch – cover the keyhole with tape.

- Air cleaner intake – close opening with tape, or stuff in rags.

### Where to be Careful

Avoid spraying water in the electrical connectors.

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

- Disc brake master cylinder and caliper.
- Under the air cleaner – if water gets into the ignition coil or into the spark plug cap, the spark will jump through the water and be grounded out. When this happens, the vehicle will not start and the affected parts must be wiped dry.
- Power Steering System – if water gets into the actuator or is sprayed over the ECU, they may cause malfunction.

### NOTE

- *Coin operated, high pressure spray washers are not recommended. The water may be forced into bearings and other components causing eventual failure from rust and corrosion. Some of the soaps which are highly alkaline leave a residue or cause spotting.*
- *Abrasive cleanser or high pressure washer will damage the camouflage surface or paint finish on the bodywork (for KVF750H & KVF750J).*

### Semi-gloss Finish

To clean the semi-gloss finish;

- When washing the vehicle, 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.

### *After Washing*

- Remove all plastic bags from the muffler and the handlebars, take the tape off the ignition switch, and open the air cleaner intake.
- Lubricate the points listed in the General Lubrication section.
- Test the brakes before operation.
- Start the engine and run it for 5 minutes.

## **WARNING**

### **HAZARD**

**Wax, oil, or grease on brake discs.**

### **WHAT CAN HAPPEN**

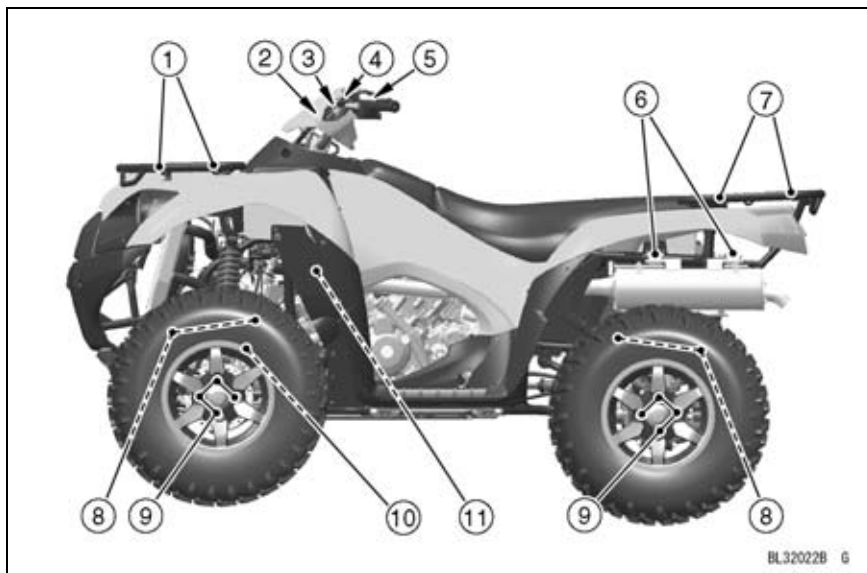
**Can cause loss of braking and an accident.**

### **HOW TO AVOID THE HAZARD**

**Clean the brake discs with an oilless solvent such as trichloroethylene or acetone. Observe the solvent manufacturer's warnings.**

### Bolt and Nut Tightening

Every day before riding, check the tightness of the nuts and bolts listed here. Please refer to the Service Manual or ask your authorized dealer for the torque values.



1. Front Carrier Mounting Bolts
2. Variable Front Differential Control Lever Pivot Bolt
3. Brake Lever Pivot Nut
4. Left Switch Case Screws
5. Brake Lever Holder Screws

6. Muffler Mounting Bolts
7. Rear Carrier Mounting Bolts
8. Suspension Arm Pivot Bolts
9. Wheel Nuts
10. Stem Bearing Bracket Bolts
11. Exhaust Pipe Holder Nuts



- 12. Throttle Case Screws
- 13. Brake Master Cylinder Clamp Bolts
- 14. Brake Lever Pivot Nut

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# STORAGE

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## Preparation for Storage

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- 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**

#### HAZARD

Improper disposal of used motor oil.

#### WHAT CAN HAPPEN

Used motor oil is a toxic substance, which can pollute the environment.

#### HOW TO AVOID THE HAZARD

Contact your local authorities for approved disposal methods and follow those methods at all times.

- Put in fresh engine oil.

- Empty the fuel from the fuel tank.

### **WARNING**

#### HAZARD

Draining the fuel system without following proper precautions.

#### WHAT CAN HAPPEN

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

A fire or explosion can cause severe injury or death.

#### HOW TO AVOID THE HAZARD

When working on the fuel system, do not smoke. Turn the ignition key to "OFF". Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.

If gasoline is spilled, wipe it up immediately.

## WARNING

### HAZARD

Improper disposal of gasoline.

### WHAT CAN HAPPEN

Gasoline is a toxic substance, which can pollute the environment.

### HOW TO AVOID THE HAZARD

Contact your local authorities for approved disposal methods and follow those methods at all times.

- Remove the spark plug and spray fogging oil, such as Kawasaki K-Kare Fogging Oil (P/N K61030-002), directly into the cylinder. Turn the engine over several times with the starter button to coat the cylinder walls. Install the spark plug.

### Tightening Torque

Spark Plugs	13 N·m (1.3 kgf·m, 115 in·lb)
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## WARNING

### HAZARD

An air/oil mist may be forcibly ejected from the spark plug hole.

### WHAT CAN HAPPEN

The air/oil mist could get into your eyes, and cause severe discomfort or eye injury if not removed immediately.

### HOW TO AVOID THE HAZARD

Do not lean over the engine when performing this procedure. If you do get some air/oil mist in your eyes, wash your eyes immediately with liberal amounts of clean, fresh water. Consult a physician as soon as possible.

- 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 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.

## 178 STORAGE

### ***NOTICE***

Keep the battery well charged during cold weather so that the electrolyte does not freeze and crack open the battery. The more discharged a battery becomes, the more easily it freezes.

- Tie a plastic bag over the muffler to prevent moisture from entering.
- Put a cover over the vehicle to keep dust and dirt from collecting on it.

## Removal from Storage

### **DANGER**

#### **HAZARD**

Running the engine without ventilation.

#### **WHAT CAN HAPPEN**

Breathing exhaust gas leads to carbon monoxide poisoning, asphyxiation, and death. Exhaust gases contain carbon monoxide; a colorless, odorless, poisonous gas.

#### **HOW TO AVOID THE HAZARD**

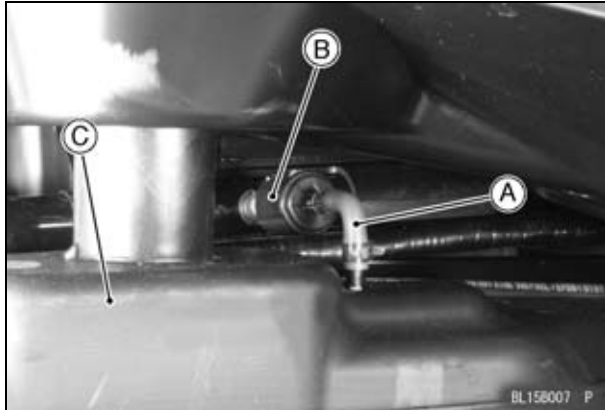
Do not start or run the engine in a closed area such as a garage.

- Remove the plastic bag from the muffler.
- Charge the battery if necessary, and install it in the vehicle.
- Make sure the spark plugs are tight.
- Fill the fuel tank with fuel.
- Check all the points listed in the “Daily Checks” section.
- Lubricate the points listed in the “General Lubrication” section.

## TRANSPORTING THE ATV

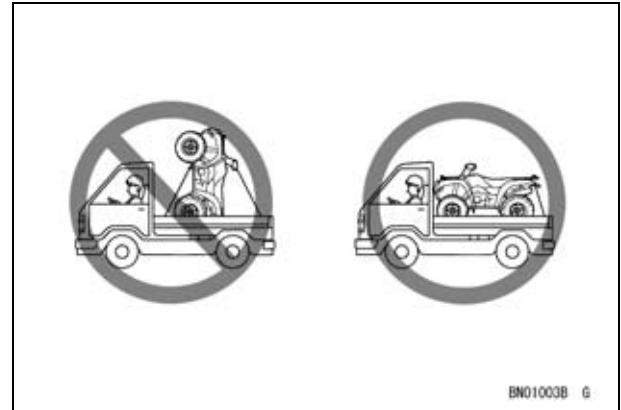
Note the following points for transporting the vehicle.

- Check that the vent hoses for the fuel tank are properly routed.



- A. Fuel Tank Vent Hose
- B. Check Valve
- C. Fuel Tank

- Always position the vehicle level when transporting.



### **⚠ WARNING**

#### **HAZARD**

Transporting this ATV tipped up on its rear end.

#### **WHAT CAN HAPPEN**

Can cause gasoline to leak from the fuel tank causing a fire hazard.

#### **HOW TO AVOID THE HAZARD**

Never tip this vehicle up on end for transporting.

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## TROUBLESHOOTING GUIDE

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### *Starter Motor Not Rotating*

- Engine stop switch “OFF”
- Fuse failed
- Battery cables do not make good electrical contact with battery terminals.
- Battery discharged

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

- No fuel in tank
- Fuel filter clogged (on pump)
- Fuel pump malfunction
- Water in fuel
- Air filter clogged or intake blocked
- Engine flooded
- Fuel tank vent clogged or hoses kinked
- Spark plug wire not connected on spark plug
- Valve clearance incorrect
- Spark plug dirty
- Ignition key not turned off first when vehicle tipped over and vehicle-down sensor activated

### *Engine Stops*

- No fuel in tank
- Water in fuel
- Fuel filter clogged (on pump)
- Fuel pump malfunction
- Air filter clogged or intake blocked
- Fuel tank vent clogged
- Engine overheated

- Too much idling or low speed running (not enough air flow)
- Overloaded
- Wrong spark plug
- Radiator clogged
- Coolant level too low
- Coolant deteriorated
- Cooling fan malfunction
- Cooling fan breaker tripped
- Engine oil low

### *No Power*

- Engine overheated
    - Too much idling or low speed running (not enough air flow)
  - Overloaded
  - Wrong spark plug
  - Radiator clogged
  - Coolant level too low
  - Coolant deteriorated
  - Cooling fan malfunction
  - Cooling fan breaker tripped
  - Engine oil low
- 
- Compression leakage
    - Valve clearance insufficient
  - Fuel filter clogged
  - Air filter clogged or intake blocked
  - Spark plug dirty or worn
  - Engine oil incorrect

- Water in fuel
- Drive belt slipping
- Water in belt drive torque converter housing
- Drive belt failure switch activated

### *Kawasaki Engine Brake Control System and selectable 2WD/4WD system malfunction*

- Actuators failed
- Speed sensor short or open

- Forward/Reverse detecting sensor short or open
- Actuator control units failed
- Battery disconnected

### *Power Steering Won't Work*

- ECU functioned to prevent overheating
- Fuse failed
- Battery discharged
- Cable harness/connectors disconnected

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## YOUR WARRANTY/OWNER SATISFACTION

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Welcome to the Kawasaki family!

Congratulations on buying your Kawasaki vehicle. You've chosen a great, high-quality product with state-of-the-art features and built to Kawasaki's high standards. Your satisfaction is important to your authorized Kawasaki dealer and to Kawasaki Motors Corp., U.S.A. Here is some important information regarding your vehicle's limited warranty.

### Frequently Asked Questions

#### **What is a Limited Warranty?**

The most important thing to know about your warranty is that it protects you from manufacturing defects in material or workmanship during the warranty period. You can find the warranty period in the Kawasaki Limited Warranty Certificate your Kawasaki dealer provided to you at the time of sale. The warranty does not cover the cost of regularly-scheduled maintenance. The warranty also does not apply to the normal wear of items such as tires, brake pads, transmission drive belts, chains, sprockets, etc.

#### **What is the Good Times Protection Plan?**

Much of the warranty coverage offered by the limited warranty can be extended by purchasing Kawasaki's Good Time™ Protection Plan (GTPP). See your Kawasaki dealer or go to [Kawasaki.com](http://Kawasaki.com) for more information if you don't already have the GTPP.

#### **What Am I Responsible For?**

You are responsible for maintaining your vehicle according to the maintenance schedule shown in this owner's manual.

You are responsible for notifying your dealer immediately if there is a problem, and you, as the owner, will need to authorize the dealer to inspect the unit.

You will be responsible for paying for routine maintenance, including the first scheduled service. You can have the required servicing done by your Kawasaki dealer (recommended) or an equally-qualified service facility. You can also do your own maintenance work if you have the proper tools, service references, and mechanical skills. However, if a failure is found to be caused by improper servicing, it would not be covered by the limited warranty.

You may purchase a Kawasaki Service Manual and any necessary special tools directly from your Kawasaki dealer.

You will be responsible for paying for repairs needed because of an accident, to replace worn parts such as tires, chains, brakes, and for repairs needed because of a lack of maintenance, misuse or racing.

Whether you do it yourself or take your vehicle to a Kawasaki dealer, be sure to record your service in the Maintenance Record section of this Owner's Manual. Keep all receipts for the service and/or items necessary to perform the maintenance so that in the event of a failure you can document the service history.

### **What Are The Dealership's Responsibilities?**

Your Kawasaki dealer offers a wide range of services, parts, accessories, and information on your product and on Kawasaki.

Each dealer is independently owned and operated and is responsible for the dealership's operations, its repair, warranty, and service work, and its personnel.

Your dealer is responsible for completing the set up and pre-delivery service of your new Kawasaki vehicle. The dealership should also explain its operation, maintenance, and warranty provisions so you understand them at the time of purchase or at any other time you have questions.

The dealership is responsible for inspecting your Kawasaki vehicle if there is a failure, investigating the cause of the problem, and getting any needed authorization from Kawasaki if the repair is one that will be covered by the limited warranty. The dealership will also file all necessary paperwork. The dealership is responsible for correctly completing any necessary repairs, whether they are covered by the limited warranty or not.

## **184 YOUR WARRANTY/OWNER SATISFACTION**

### **How Do I Get Warranty Service?**

If there is a problem with your vehicle within the limited warranty period, you will need to schedule a service appointment and provide any maintenance records to an authorized Kawasaki dealer for inspection and diagnosis. You can go to any Kawasaki dealer for warranty repairs. Your Kawasaki dealer will inspect your vehicle and give you the results of the inspection. The dealer will perform the repairs at no cost to you if it is determined that the problem is covered by the warranty.

Kawasaki will work with your dealer to resolve any warranty issues. No authorization for warranty work can be given until your vehicle has been inspected by a Kawasaki dealer.

### **What if I am not Satisfied With My Warranty Service?**

If you aren't satisfied with your dealership's repair work or operations, it is best to discuss the situation with the appropriate dealership manager. If you have already done this, then contact the dealership's owner or general manager to request a review of the issue.

If you are unable to resolve a problem after consulting with the dealership management and need further assistance, contact Kawasaki Motors Corp., U.S.A. at the address below. Please be certain to provide the model, vehicle identification number (VIN), 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 name of the dealership personnel with whom you have been working. Upon receipt of your correspondence, Kawasaki Motors Corp., U.S.A. will contact the dealership and work with it in resolving your problem.

**Want to Contact Kawasaki?**

This owner's manual should answer most of your questions about your Kawasaki. Your Kawasaki dealer should either be able to answer any other questions you might have immediately or be able to find the answer for you.

Please send your correspondence to:.

Consumer Services  
Kawasaki Motors Corp., U.S.A.  
P.O. Box 25252  
Santa Ana, CA 92799-5252  
(949) 460-5688

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## ENVIRONMENTAL PROTECTION

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Kawasaki subscribes to the guidelines of Tread Lightly! a program dedicated to protecting the great outdoors through education and fostering responsible enjoyment of public lands. When using your Kawasaki All Terrain Vehicle (ATV), please follow these Tread Lightly! guidelines:

### Tread Lightly!

**T**ravel responsibly on designated roads and trails or in permitted areas.

**R**espect the rights of others including private property owners and all recreational trail users, campers and others to allow them to enjoy their recreational activities undisturbed.

**E**ducate yourself by obtaining travel maps and regulations from public agencies, planning for your trip, taking recreation skills classes, and knowing how to use and operate your equipment safely.

**A**void sensitive areas such as meadows, lakeshores, wetlands and streams, unless on designated routes. This protects wildlife habitat and sensitive soils from damage.

**D**o your part by leaving the area better than you found it, properly disposing of waste, minimizing the use of fire, avoiding the spread of invasive species, restoring degraded areas, and joining a local enthusiast organization.

Properly discard used batteries, tires, engine oil, other vehicle components, or the entire vehicle that you might dispose of in the future. Consult your authorized Kawasaki dealer or local environmental waste agency for their proper disposal procedure.

# MAINTENANCE RECORD

Owner Name.....

Address .....

Phone Number .....

Engine Number .....

Key Code .....

Vehicle Number.....

Selling Dealer Name .....

Address .....

Phone Number .....

Warranty Start Date .....

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

Date	Traveled Distance	Maintenance Performed	Dealer Name	Dealer Address

**188 MAINTENANCE RECORD**

Date	Traveled Distance	Maintenance Performed	Dealer Name	Dealer Address

**MAINTENANCE RECORD 189**

<b>Date</b>	<b>Traveled Distance</b>	<b>Maintenance Performed</b>	<b>Dealer Name</b>	<b>Dealer Address</b>

**190 MAINTENANCE RECORD**

Date	Traveled Distance	Maintenance Performed	Dealer Name	Dealer Address

## MAINTENANCE RECORD 191

Date	Traveled Distance	Maintenance Performed	Dealer Name	Dealer Address

## WARNING

Improper ATV use can result in SEVERE INJURY or DEATH



**ALWAYS USE  
AN APPROVED  
HELMET AND  
PROTECTIVE  
GEAR**



**NEVER USE  
ON PUBLIC  
ROADS**



**NEVER CARRY  
PASSENGERS**



**NEVER USE  
WITH DRUGS  
OR ALCOHOL**

**NEVER operate:**

- without proper training or instruction
- at speeds too fast for your skills or the conditions
- on public roads - a collision can occur with another vehicle
- with a passenger - passengers affect balance and steering and increase risk of losing control

**ALWAYS:**

- use proper riding techniques to avoid vehicle overturns on hills and rough terrain and in turns
- avoid paved surfaces - pavement may seriously affect handling and control

**LOCATE AND READ THE OWNER'S MANUAL.  
FOLLOW ALL INSTRUCTIONS AND WARNINGS.**