ENGLISH

Motorcycle
Owner's Manual

Original instructions

Quick Reference Guide

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

A Table of Contents is included after the Foreword.

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

⚠ DANGER

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

⚠ WARNING

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

NOTICE

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

NOTE

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

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

Foreword

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

Please read this Owner's Manual carefully before riding so that you will be thoroughly familiar with the proper operation of your motorcycle's controls, its features, capabilities, and limitations. This manual offers many safe riding tips, but its purpose is not to provide instruction in all the techniques and skills required to ride a motorcycle safely. Kawasaki strongly recommends that all operators of this vehicle enroll in a motorcycle rider training program to attain awareness of the mental and physical requirements necessary for safe motorcycle operation.

To ensure a long, trouble-free life for your motorcycle, give it the proper care and maintenance described in this manual. For those who would like more detailed information on their Kawasaki Motorcycle, a Service Manual is available for purchase from any authorized Kawasaki motorcycle dealer. The Service Manual contains detailed disassembly and maintenance information. Those who plan to do their own work should, of course, be competent mechanics and possess the special tools described in the Service Manual.

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

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

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

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

KAWASAKI HEAVY INDUSTRIES, LTD.
Motorcycle & Engine Company

 Sep. 30, 2014. (2)

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SAFETY INFORMATION

Read Owner's Manual

Read this Owner's Manual carefully before riding so that you will be thoroughly familiar with the proper operation of your motorcycle's controls, its features, capabilities, and limitations. This manual offers many safe riding tips, but its purpose is not to provide instruction in all of the techniques and skills required to ride a motorcycle safely.

Training

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

Daily Checks and Periodic Maintenance

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

⚠ WARNING

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

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

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

Loading and Accessories Information

⚠ WARNING

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

Maximum Load

Weight of rider, baggage, and accessories must not exceed 105 kg (231 lb).

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

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

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

NOTE

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

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

Accessories

1. Do not install accessories or carry baggage that impairs the performance of the motorcycle. Make sure that you have not adversely affected any lighting components, road clearance, banking capability (i.e., lean angle), control operation, wheel travel, front fork movement, or any other aspects of the motorcycle's operation.
2. Weight attached to the handlebars or front fork will increase the mass of the steering assembly and can result in an unsafe riding condition.
3. Fairings, windshields, backrests, and other large items have the capability of adversely affecting

stability and handling of the motorcycle, not only due to their weight, but also due to the aerodynamic force acting on these surfaces while the motorcycle is in operation. Poorly designed or installed items can result in an unsafe riding condition.

Other Load

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

If You are Involved in an Accident

Make sure of your own safety first. Determine the severity of any injuries and call for emergency assistance if needed. Always follow applicable laws and regulations if any other person, vehicle or property is involved.

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

apparent. Have your motorcycle thoroughly checked at a Kawasaki dealer as soon as possible.

Safe Operation

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

Carbon Monoxide Hazard

⚠ DANGER

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

Fueling

⚠ WARNING

Gasoline is extremely flammable and can be explosive under certain conditions.
To avoid a possible fire or explosion, turn the ignition switch off. Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.

Never Ride with Drugs or Alcohol

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

Protective Gear and Clothing

Helmet

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

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

Eye Protection

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

Gloves

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

Clothing

Wear protective clothing.

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

Boots

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

Safe Riding Techniques

Keep Hands on Handlebars

When riding always keep both hands on the handlebars and both feet on the

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

Look Over Your Shoulder

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

Accelerate and Brake Smoothly

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

Select Correct Gear Speeds

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

Use Both Front and Rear Brakes

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

Use Engine Brake

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

Riding in Wet Conditions

Rely more on the throttle to control vehicle speed and less on the front and rear brakes. The throttle should

also be used judiciously to avoid skidding the rear wheel from too rapid acceleration or deceleration.

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

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

Ride Prudently

Riding at the proper speed and avoiding unnecessarily fast acceleration are important not only for safety and low fuel consumption but also for long vehicle life and quieter operation.

Riding on Rough Roads

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

Acceleration

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

Downshifting

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

Avoid Unnecessary Weaving

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

Additional Considerations for High Speed Operation

⚠ WARNING

Handling characteristics of a motorcycle at high speeds may vary from those you are familiar with at legal highway speeds. Do not attempt high speed operation unless you have received sufficient training and have the required skills.
Do not operate at high speeds on public roads.

Brakes

The importance of the brakes, especially during high speed operation, cannot be overemphasized. Check to see that they are correctly adjusted and functioning properly.

Steering

Looseness in the steering can cause loss of control. Check to see that the handlebars turns freely but has no play.

Tires

High speed operation is hard on tires, and good tires are crucial for safe riding. Examine their overall condition, inflate them to the proper pressure, and check the wheel balance.

Fuel

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

Engine Oil

To avoid engine seizure and resulting loss of control, make sure that the oil level is at the upper level line.

Coolant

To avoid overheating, check that the coolant level is at the upper level line.

Electrical Equipment

Make sure that the headlight, tail/-brake light, turn signals, horn, etc., all work properly.

Miscellaneous

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

GENERAL INFORMATION

Specifications

PERFORMANCE	
Maximum Horsepower	147.2 kW (200 PS) @11 000 r/min (rpm)
Maximum Torque	133.5 N·m (13.6 kgf·m, 98 ft·lb) @10 500 r/min (rpm)
Minimum Turning Radius	3.4 m (134 in.)
DIMENSIONS	
Overall Length	2 085 mm (82.09 in.)
Overall Width	770 mm (30.3 in.)
Overall Height	1 125 mm (44.29 in.)
Wheelbase	1 455 mm (57.28 in.)
Road Clearance	130 mm (5.12 in.)
Curb Mass	238 kg (525 lb)
ENGINE	
Type	DOHC, 4-cylinder, 4-stroke, liquid-cooled
Displacement	998 cm^3 (60.9 cu in.)
Bore × Stroke	76.0 × 55.0 mm (2.99 × 2.17 in.)
Compression Ratio	8.5:1
Starting System	Electric starter

Cylinder Numbering Method		Left to right, 1-2-3-4
Firing Order		1-2-4-3
Fuel System		FI (Fuel Injection)
Ignition System		Battery and coil (transistorized ignition)
Ignition Timing (Electronically advanced)		10° BTDC @1 100 r/min (rpm) ~ 33° BTDC @11 000 r/min (rpm)
Spark Plug:	Type	NGK SILMAR9B9
	Gap	0.8 ~ 0.9 mm (0.031 ~ 0.035 in.)
Lubrication System		Forced lubrication (wet sump)
Engine Oil:	Type	API SG, SH, SJ, SL, or SM with JASO MA, MA1 or MA2
	Viscosity	SAE 10W-40
	Capacity	5.0 L (5.3 US qt)
Coolant Capacity		2.5 L (2.6 US qt)

TRANSMISSION

Transmission Type		6-speed, constant mesh, return shift
Clutch Type		Wet, multi disc
Driving System		Chain drive
Primary Reduction Ratio		1.551 (76/49)
Final Reduction Ratio		2.444 (44/18)
Overall Drive Ratio		5.110 (Top gear)
Gear Ratio:	1st	3.188 (51/16)
	2nd	2.526 (48/19)

	3rd	2.045 (45/22)
	4th	1.727 (38/22)
	5th	1.524 (32/21)
	6th	1.348 (31/23)
FRAME		
Caster		24.5°
Trail		103 mm (4.06 in.)
Tire Size:	Front	120/70ZR17 M/C (58W)
	Rear	200/55ZR17 M/C (78W)
Rim Size:	Front	J17M/C × MT3.50
	Rear	J17M/C × MT6.00
Fuel Tank Capacity		17 L (4.5 US gal)
Brake Fluid:	Front	DOT4
	Rear	DOT4
ELECTRICAL EQUIPMENT		
Battery		12 V 8.6 Ah (10 HR)
Headlight:	High Beam	LED
	Low Beam	LED
Brake/Tail Light		LED

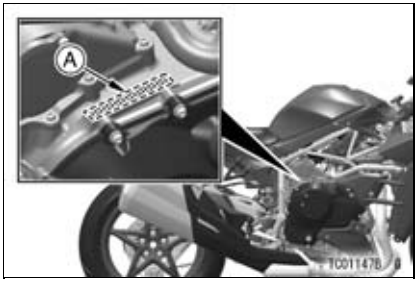
Even if one of LED (Light Emitting Diode) tail/brake light or headlight does not go on, consult with an authorized Kawasaki dealer.

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

Serial Number Locations

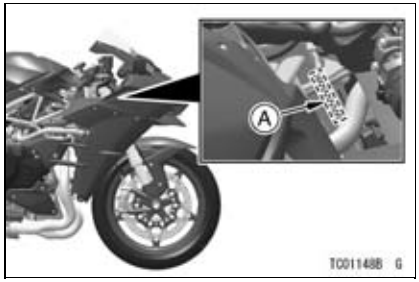
The engine and frame serial numbers are used to register the motorcycle. They are the only means of identifying your particular machine from others of the same model type. These serial numbers may be needed by your dealer when ordering parts. In the event of theft, the investigating authorities will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

Engine No.



A. Engine Number

Frame No.



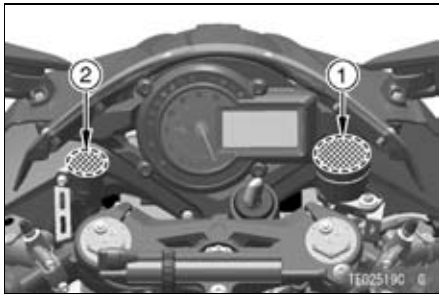
A. Frame Number

Location of Labels

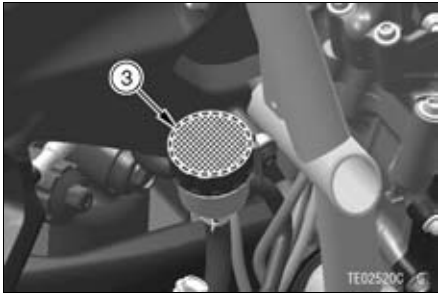
All warning labels which are on your vehicle are repeated here. Read labels on your vehicle and understand them thoroughly. They contain information which is important for your safety and the safety of anyone else who may operate your vehicle. Therefore, it is very important that all warning labels be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

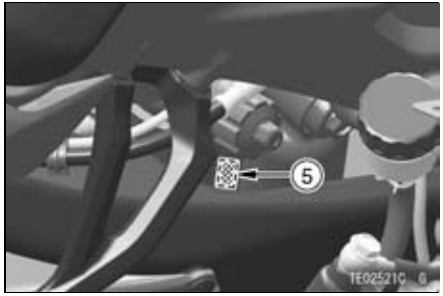
NOTE

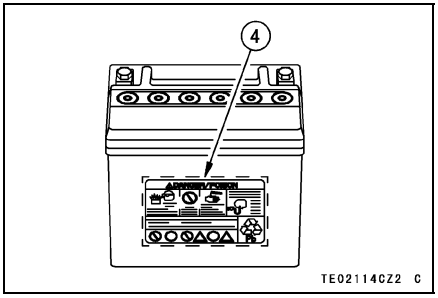
○ *The sample warning labels in this section have part numbers to help you and your dealer obtain the correct replacement.*



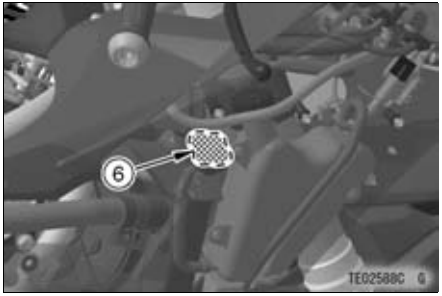
1. Brake Fluid (Front)
2. Clutch Fluid

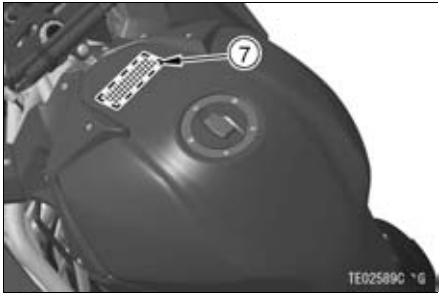


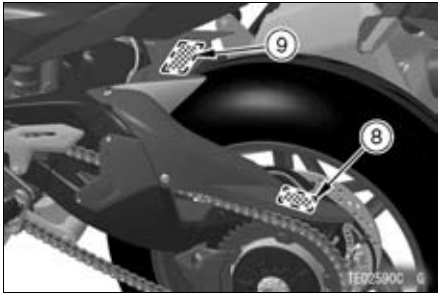




3. Brake Fluid (Rear)
4. Battery Poison/Danger
5. Rear Shock Absorber Warning







6. Radiator Cap Danger
7. Fuel Notice
8. Important Drive Chain Information
9. Tire and Load Data

1)

TE03192EN9 C

2)

TE03193EN9 C

3)

TE03879DN9 C

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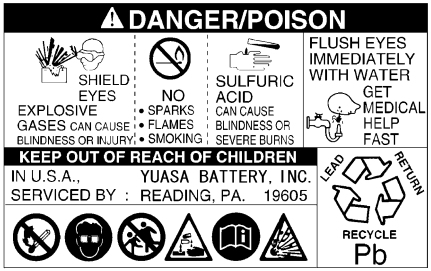
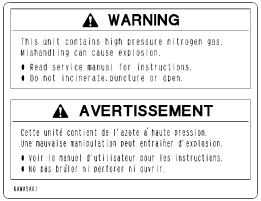
4)



TE03459D S

5)

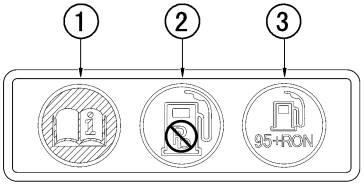


TE03283E S

6)

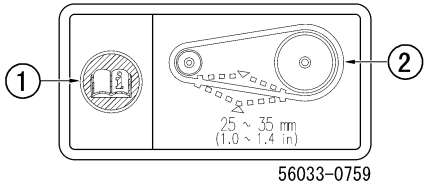
TE03079E S

7)



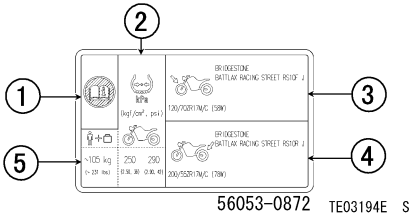
1. Read Owner's Manual, see page 11
2. Unleaded gasoline, see page 87
3. Octane rating of gasoline, see page 87

8)



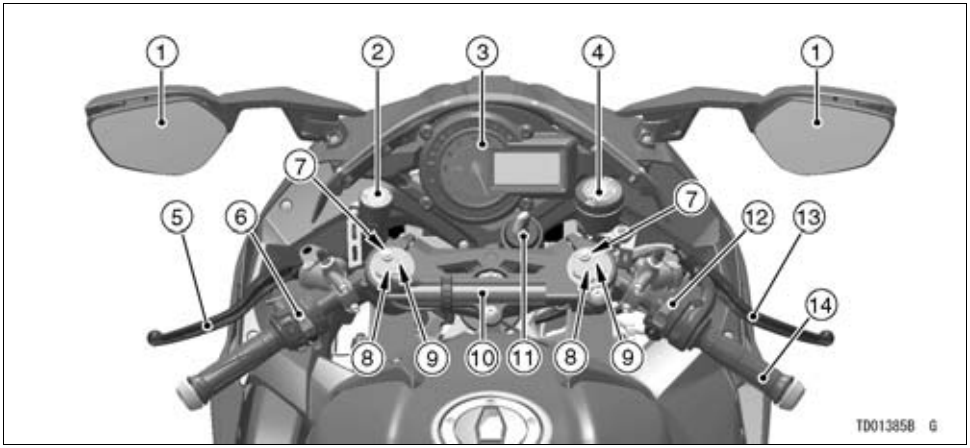
1. Read Owner's Manual, see page 11
2. Drive chain slack, see page 147

9)

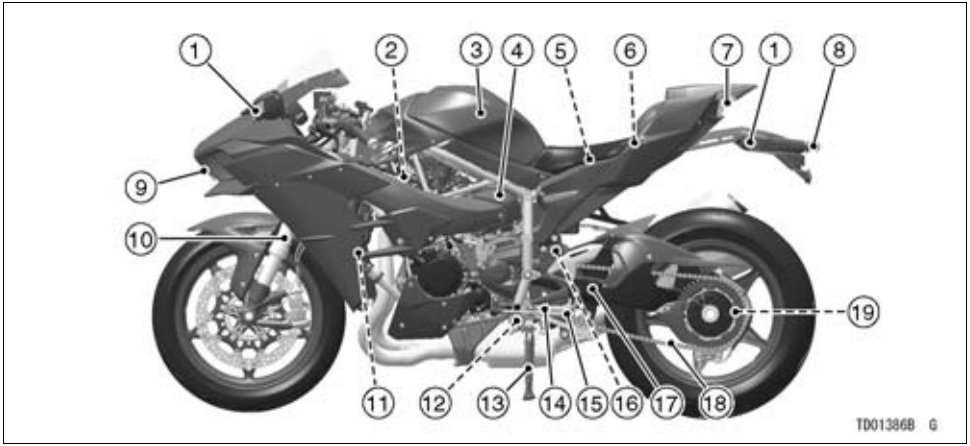


1. **Read Owner's Manual, see page 11**
2. **Tire pressure, see page 163**
3. **Front tire size and manufacture, see page 166**
4. **Rear tire size and manufacture, see page 166**
5. **Maximum load, see page 12**

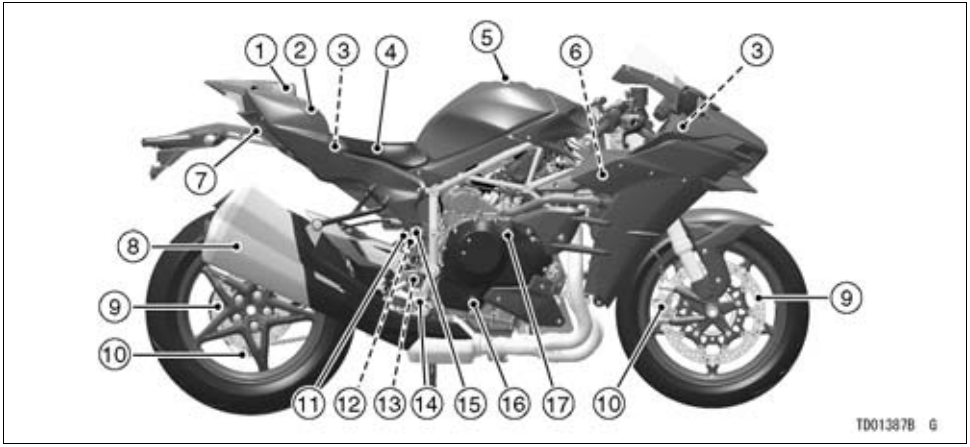
Location of Parts



1. Rear View Mirrors
2. Clutch Fluid Reservoir
3. Meter Instrument
4. Brake Fluid Reservoir (Front)
5. Clutch Lever
6. Left Handlebar Switches
7. Spring Preload Adjusters
8. Compression Damping Force Adjusters
9. Rebound Damping Force Adjusters
10. Electronic Steering Damper (ESD)
11. Ignition Switch/Steering Lock
12. Right Handlebar Switches
13. Front Brake Lever
14. Throttle Grip



1. Turn Signal Lights
2. Spark Plugs
3. Fuel Tank
4. Air Cleaner
5. Battery
6. Tool Kit
7. Tail/Brake Light
8. License Plate Light
9. Headlight
10. Front Fork
11. Radiator
12. Side Stand Switch
13. Side Stand
14. Shift Pedal
15. Rebound Damping Force Adjuster
16. Rear Shock Absorber
17. Swingarm
18. Drive Chain
19. Chain Adjuster

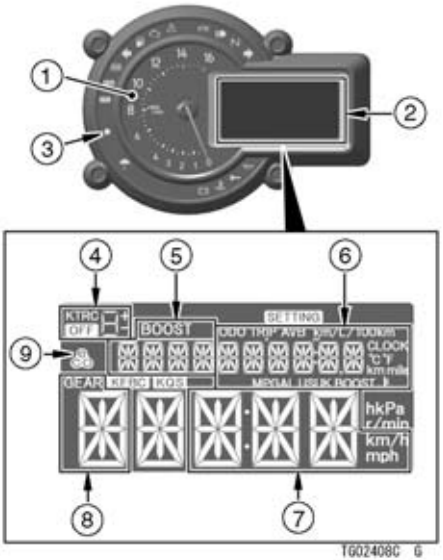


1. Seat Pad
2. Hip Support
3. Fuse Boxes
4. Seat
5. Fuel Tank Cap
6. Coolant Reserve Tank
7. Seat Lock
8. Muffler
9. Brake Discs
10. Brake Calipers
11. Spring Preload Adjuster
12. Compression Damping Force Adjuster
13. Rear Brake Light Switch
14. Rear Brake Pedal
15. Brake Fluid Reservoir (Rear)
16. Oil Level Inspection Window
17. Oil Filler Cap

Meter Instruments

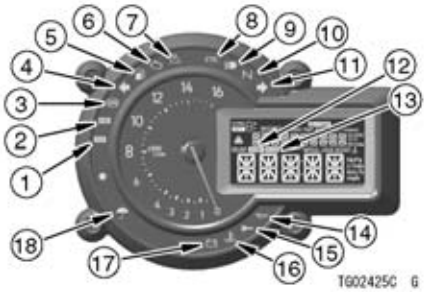
1. Tachometer and Engine Speed Indicator with Shift-up Indicator
2. Multifunction Meter
3. Ambient Brightness Sensor
4. KTRC Mode Indicator
5. Boost Indicator
6. Multifunction Display
   - Odometer
   - Trip Meter A/B
   - Current Mileage/Average Mileage/Fuel Consumption
   - Coolant Temperature
   - Boost Temperature
   - Clock
7. Speedometer
8. Gear Position Indicator
9. Economical Riding Indicator

When the ignition switch is turned on, all LCD functions are shown for a few seconds, then the multifunction meter turns to operational mode.

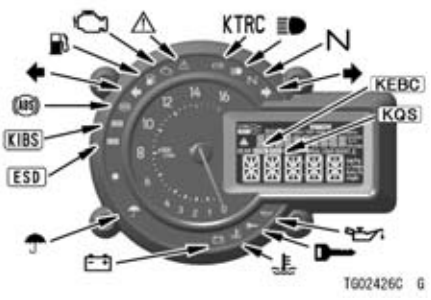


Indicators

1. ESD Indicator (White)
2. KIBS Indicator (White)
3. ABS Indicator (Yellow)
4. Left Turn Signal Indicator (Green)
5. Fuel Level Warning Indicator (Amber)
6. Engine Warning Indicator (Yellow)
7. Warning Indicator (Yellow)
8. KTRC Indicator (Yellow)
9. High Beam Indicator (Blue)
10. Neutral Indicator (Green)
11. Right Turn Signal Indicator (Green)
12. KEBC Indicator
13. KQS Indicator
14. Oil Pressure Warning Indicator (Red)
15. Immobilizer Warning Indicator (Red)
16. Coolant Temperature Warning Indicator (Red)
17. Battery Warning Indicator (Red)
18. Rain Mode Indicator (White)



Indicator Initial Operation



When the ignition switch is turned on, all indicators go on/off as shown in the table. If any indicator does not operate as shown, have it checked by an authorized Kawasaki dealer.

ON	⏳	🏍	Indicators
□	□	□	N ABS*
□	□	■	
□	■	■	ESD KIBS KTRC KEBC KQS

ON: When ignition switch is turned on.
⏳ : After a few seconds
🏍 : When engine starts.
□ : Goes on.
■ : Goes off.
* : ABS goes off shorty after the motorcycle starts moving.

When Warning Indicators Go On or Blink

When warning indicators appear, there could be a problem with vehicle function. Follow actions in the table after stopping the vehicle in a safe place.

*: The numbers in this column corresponds to reference numbers on page 37.

*No.	Indicators	Status	Actions
1		Blink*1	The electronic steering damper system has malfunctioned. Have it checked by an authorized Kawasaki dealer.
7	⚠	ON*1	
2		Blink	The KIBS system has malfunctioned. KIBS system will not work but ABS function. Have the KIBS system checked by an authorized Kawasaki dealer.
7	⚠	ON	
3	ABS	ON*2	The ABS has malfunctioned. ABS will not work but conventional brakes function. Have the ABS checked by an authorized Kawasaki dealer.

*No.	Indicators	Status	Actions
5		ON	The fuel level warning indicator goes on and the “FUEL” message blinks on the multifunction meter when approximately 3.5 L (0.92 US gal) of usable fuel remains. Refuel at the earliest opportunity. If the vehicle is on the side stand, the warning indicator cannot estimate the amount of fuel in the tank. Stand the vehicle upright to check the fuel level.
		Blink	If the fuel level warning indicator and “FUEL” message blink, the fuel level warning system has malfunctioned. Have the fuel level warning system checked by an authorized Kawasaki dealer.
6		ON	The DFI system has malfunctioned. Have it checked by an authorized Kawasaki dealer.
		Blink	If this indicator blinks while sliding the engine start/stop switch, the vehicle-down sensor has been tripped and the engine cannot be started. Turn the ignition switch off and then back on to start the engine.

*No.	Indicators	Status	Actions
7	⚠	ON	If the warning indicator goes on and the “KLCM OFF” message blinks on the multifunction meter, the KLCM system has malfunctioned. Have the KLCM system checked by an authorized Kawasaki dealer.
			If the warning indicator goes on and the KTRC mode indicator*3 blinks on the multifunction meter, the KTRC system has malfunctioned. Have the KTRC system checked by an authorized Kawasaki dealer.
12	KEBC	Blink	The KEBC system has malfunctioned. Have it checked by an authorized Kawasaki dealer.
7	⚠	ON	
13	KQS	Blink	The KQS system has malfunctioned. Have it checked by an authorized Kawasaki dealer.
7	⚠	ON	
14		ON	This indicator goes on whenever the oil pressure is dangerously low or the ignition switch is turned on with the engine not running. If this indicator goes on when the engine speed is above idle, stop the engine immediately and check the engine oil level. If the amount of engine oil is insufficient, add engine oil. If the oil level is good, have the engine checked by an authorized Kawasaki dealer.

*No.	Indicators	Status	Actions
15		Blink	The immobilizer system has malfunctioned. This indicator blinks if an improperly coded key is used or if there is a miscommunication between the antenna and key. Have the immobilizer system checked by an authorized Kawasaki dealer.
16		ON	This indicator goes on whenever the coolant temperature rises to about 115°C (239°F). Refer to the Coolant Temperature in the Display Select section for more information and follow instruction in it.
17		ON	This indicator goes on, if the battery voltage is less than 11.0 V or more than 16.0 V. If it goes on, charge the battery. If it still goes on after charging the battery, have the battery and/or charging system checked by an authorized Kawasaki dealer.
18		Blink	The rain mode system has malfunctioned. Have it checked by an authorized Kawasaki dealer.
7		ON	

*1: ESD (Electronic Steering Damper) indicator may blink and the warning indicator may go on when the ignition switch is turned on with the motorcycle moving. If this happens, first turn the ignition switch off, and then back on with the motorcycle completely stopped. The ESD and warning indicator should then go off. If they do not, have the ESD system checked by an authorized Kawasaki dealer.

*2: ABS indicator may go on:

- After continuous riding on a rough road.
- When the engine is started with the stand raised and the transmission engaged, and the rear wheel turns.
- When accelerating so abruptly that the front wheel leaves the ground.
- When the ABS has been subjected to strong electrical interference.
- When tire pressure is abnormal. Adjust tire pressure.
- When a tire different in size from the standard size is being used. Replace with standard size.
- When the wheel is deformed. Replace the wheel.

If this happens, first turn the ignition switch off, and then back on, and ride the motorcycle at 5 km/h (3.1 mph) or more. The ABS indicator should then go off. If it does not, have the ABS checked by an authorized Kawasaki dealer.

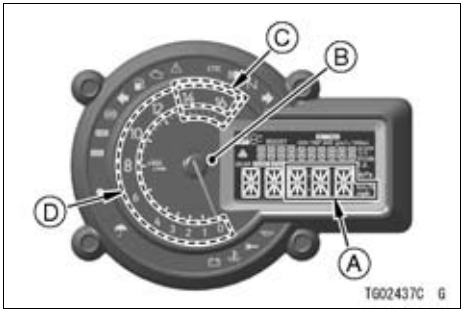
*3: Refer to the Meter Instruments section for indicator position.

Other Indicators

*No.	Indicators	Status
4		When the turn signal switch is pushed to the left, this indicator blinks.
8	KTRC	When the KTRC functions, this indicator blinks.
9		When the headlight is on high beam, this indicator goes on.
10	N	When the transmission is in neutral, this indicator goes on.
11		When the turn signal switch is pushed to the right, this indicator blinks.
12	KEBC	When the KEBC mode is “LIGHT,” this indicator goes on.
13	KQS	When the KQS mode is “ON,” this indicator goes on.
15		When the ignition switch is turned off, this indicator will start blinking*1, which indicates that the immobilizer system is functioning. After 24 hours, the red immobilizer warning indicator will stop blinking. However, the immobilizer system is still functioning.
18		When the rain mode is “ON,” this indicator goes on.

*1: The red immobilizer warning indicator blinking mode can be set to either on or off.
- To stop the red immobilizer warning indicator blinking, turn the ignition switch off and then, within twenty seconds, push and hold the upper button and the lower button simultaneously for more than two seconds.
- When the battery is connected, red immobilizer warning indicator defaults to blinking mode.
- When the battery voltage is low (below 12 V), the red immobilizer warning indicator automatically stops blinking to prevent excessive battery discharge.

Speedometer/Tachometer



A. Speedometer
B. Tachometer
C. Red Zone
D. Engine Speed Indicator (0 to 16)

Speedometer

The speedometer is digital and can be set for km/h or mph.

The unit setting can be changed according to local regulations. Make sure the unit setting (km/h or mph) is correctly displayed before riding.

Refer to the Unit Setting in the Setting Mode section.

Tachometer

The tachometer shows the engine speed in revolutions per minute (r/min, rpm).

The engine speed indicator (0 to 16) of the tachometer goes on according to the engine speed. The engine speed indicator goes on until the current engine speed and next engine speed.

NOTE

○ *The engine speed indicator goes on earlier 500 r/min (rmp) than real engine speed.*

NOTICE

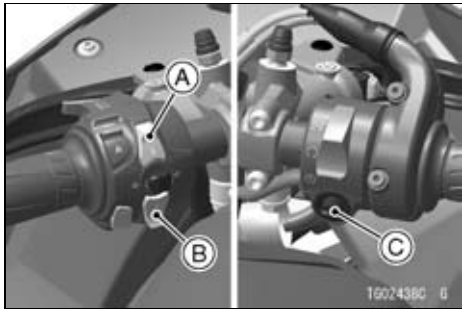
Engine speed should not be allowed to enter the red zone; operation in the red zone will overstress the engine and may cause serious engine damage.

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

Display Select

Upper and Lower Buttons and Mode Button

The upper and lower buttons on the left handlebar switches and mode button on the right handlebar switches are used to operate the various functions displayed in the multifunction meter.



A. Upper Button
B. Lower Button
C. Mode Button

With these buttons you can select desired functions. Refer to each section for procedure for selection.

Functions	Upper Button	Lower Button	Mode Button
Multifunction Display Mode	●	●	–
Setting Mode	–	–	*●
KTRC Mode	–	–	●
Rain Mode	*●	–	–
KLCM Mode	*●	–	*●

*: Push and hold.

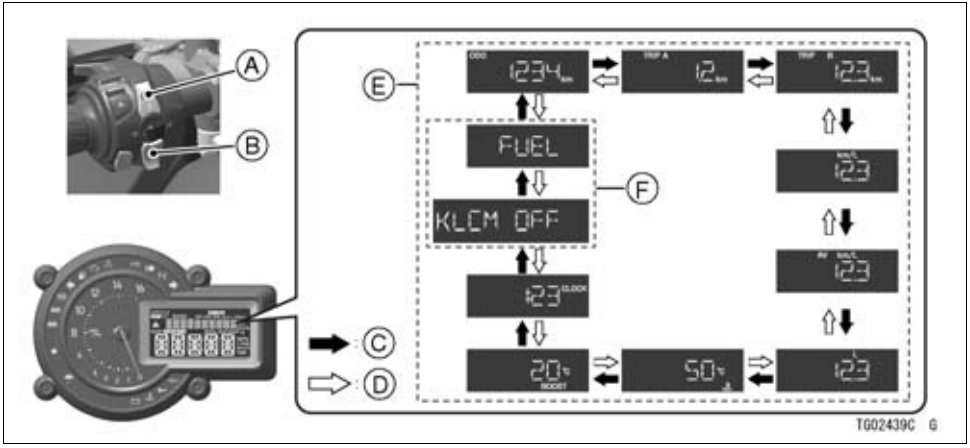
Multifunction Display

To select **Multifunction Display Mode**:

- Push the upper button or lower button to select the display mode. The display modes can be shifted in the following order.

NOTE

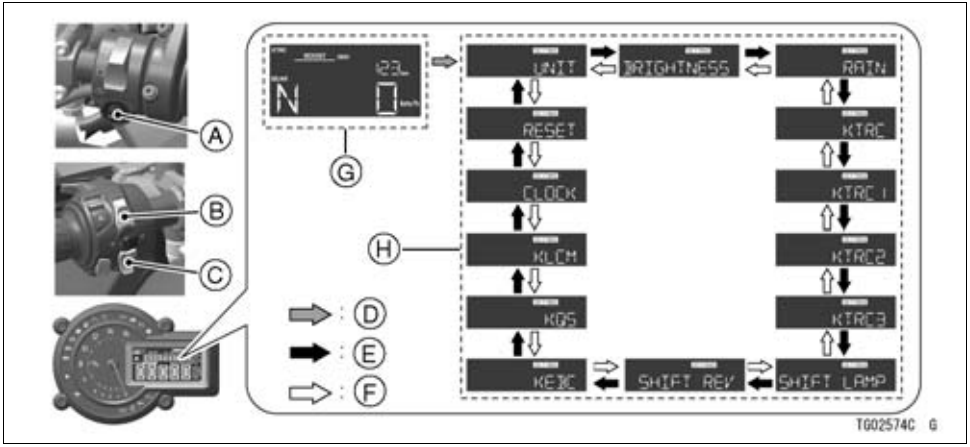
○ *The multifunction display is displayed in the unit depending on the unit setting.*



A. Upper Button
B. Lower Button
C. Flow when pushing upper button
D. Flow when pushing lower button
E. Main Menu
F. Warning Messages

To select **Setting Mode**:

- Push and hold the mode button to change the display to the setting mode, and push the upper button or lower button to select the display mode. The display modes can be shifted in the following order.



A. Mode Button
B. Upper Button
C. Lower Button
D. Flow when pushing and holding mode button
E. Flow when pushing upper button
F. Flow when pushing lower button
G. Main Menu
H. Setting Mode

To select **KTRC Mode**:
- Refer to the Kawasaki TRaction Control (KTRC) section in the HOW TO RIDE THE MOTORCYCLE chapter.

To select **Rain Mode**:
- Refer to the Rain Mode section in the HOW TO RIDE THE MOTORCYCLE chapter.

To select **KLCM Mode**:
- Refer to the Kawasaki Launch Control Mode (KLCM) section in the HOW TO RIDE THE MOTORCYCLE chapter.

Multifunction Display Mode

Odometer

The odometer shows the total distance. This meter cannot be reset.
- Push the upper button or lower button to display the odometer.

NOTE

○ *When the figures come to 999999, the display is stopped and locked.*

Trip Meter
- Push the upper button or lower button to display the trip meter A/B.

To reset the trip meter:
- Push the lower button and hold it in until the display turns to 0.0.

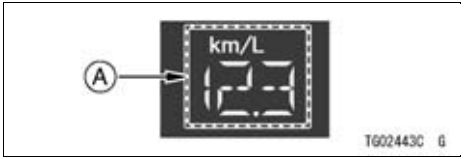
NOTE

○ *When the trip meter reaches 9999.9 while riding, the meter resets to 0.0 and continues counting.*

Current Mileage

The current mileage display is renewed every 4 seconds.

● Push the upper button or lower button to display the current mileage.



A. Current Mileage

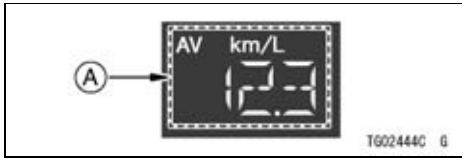
NOTE

○ *When the ignition switch is turned on, the numerical value shows "– –. –." After a few seconds of riding the numerical value is displayed.*

Average Mileage

This display shows the average fuel consumption from the reset. The average mileage display is renewed every 5 seconds.

● Push the upper button or lower button to display the average mileage.



A. Average Mileage

To reset the average mileage:

● Push the lower button and hold it in until the average mileage values resets to "– –. –."

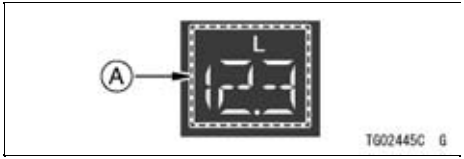
NOTE

- *When the battery is disconnected, the average mileage resets to "– –. –."*
- *After resetting the average mileage, the numerical value is not displayed until the vehicle has travelled 100 m (328 ft).*

Fuel Consumption

This display shows the fuel consumption by numerical value counted from the start of measuring to present time. The fuel consumption display is renewed every 4 seconds.

- Push the upper button or lower button to display the fuel consumption.



A. Fuel Consumption

To reset the fuel consumption:

- Push the lower button and hold it in until the fuel consumption values resets to 0.0.

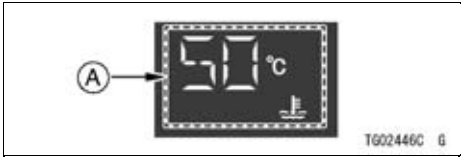
NOTE

- *When the battery is disconnected, the fuel consumption resets to "0.0."*

Coolant Temperature

This display shows the coolant temperature of the engine coolant.

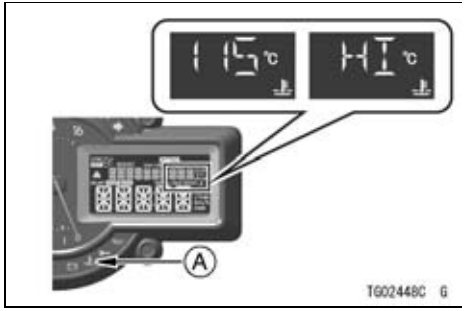
- Push the upper button or lower button to display the coolant temperature.



A. Coolant Temperature

If the coolant temperature is below 40°C (104°F), "– – –" is displayed.

If the coolant temperature rises to above 115°C (239°F) and below 120°C (248°F), the numerical value of the current coolant temperature starts blinking, the coolant temperature warning indicator goes on. This warns the operator that the coolant temperature is high.



A. Coolant Temperature Warning Indicator

If the coolant temperature rises to 120°C (248°F) or more, "HI" is displayed and starts blinking, the coolant temperature warning indicator goes on. Stop the engine and check the coolant level in the reserve tank after the engine cools down. If the amount of the coolant is insufficient, add coolant to the reserve tank. If the coolant level is good, have the cooling system

checked by an authorized Kawasaki dealer.

NOTICE

Stop the engine if the coolant temperature shows "HI." Prolonged engine operation will result in severe engine damage from overheating.

NOTE

○ *The other displays shifts to the coolant temperature automatically if the coolant temperature rises to above 115°C (239°F).*

Boost Temperature

This display shows the boost temperature of the intake air chamber.

● Push the upper button or lower button to display the boost temperature.

A. Boost Temperature

Clock

Refer to the Clock Setting section in the Setting Mode in this chapter.

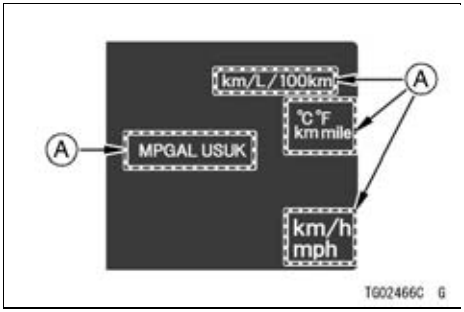
Setting Mode

Unit Setting (UNIT)

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

NOTE

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



A. Units

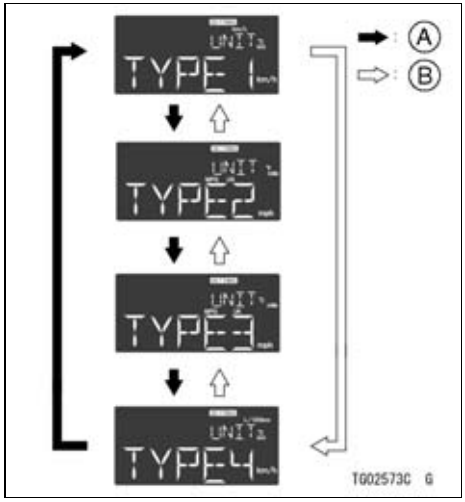
NOTE

○ *The unit setting can be selected from four unit types.*

TYPE	Speed	ODO/TRIP	Coolant Temperature/-Boost Temperature	Current Mileage/Average Mileage	Fuel Consumption
TYPE 1	km/h	km	°C	km/L	L
TYPE 2	mph	mile	°F	MPG US	GAL US
TYPE 3	mph	mile	°C	MPG UK	GAL UK
TYPE 4	km/h	km	°C	L/100km	L

To set the setting:

- Push and hold the mode button to display the setting mode.
- Push the upper button or lower button to display the “UNIT.”
- Push the mode button.
- Push the upper button or lower button to select the “TYPE 1,” “TYPE 2,” “TYPE 3” or “TYPE 4.”

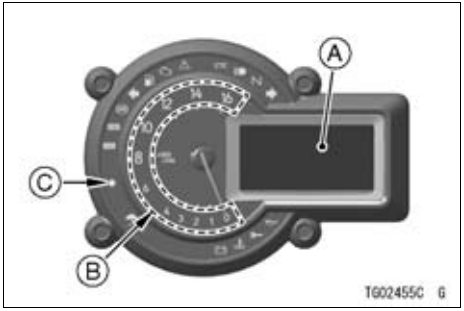


A. Flow when pushing upper button
B. Flow when pushing lower button

- Push the mode button.

Meter Illumination Brightness Setting (BRIGHTNESS)

The brightness of the meter illumination (LCD) and engine speed indicator are controlled automatically depending on the ambient brightness.



A. Meter Illumination (LCD)
B. Engine Speed Indicator
C. Ambient Brightness Sensor

NOTE

○ *Be careful not to cover the ambient brightness sensor on the meter instrument while riding the motorcycle.*

The brightness of the meter illumination can be adjusted manually in three modes while the motorcycle is at a stop.

MODE	Brightness
MODE 1	Bright
MODE 2	Between MODE 1 and MODE 3
MODE 3	Dark

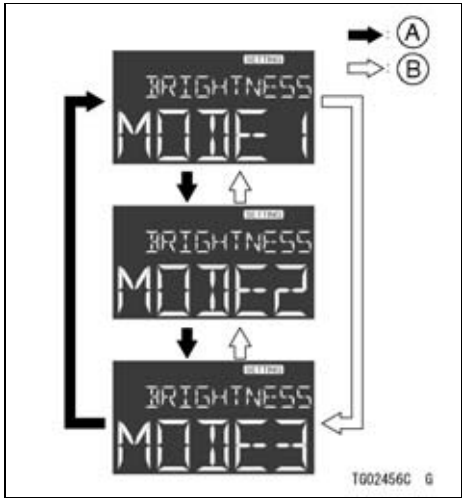
To set the setting:

- Push and hold the mode button to display the setting mode.
- Push the upper button or lower button to display the “BRIGHTNESS.”
- Push the mode button.

- Push the upper button or lower button to select the “MODE 1,” “MODE 2” or “MODE 3.”

NOTE

○ *The meter illumination and engine speed indicator go on.*



A. Flow when pushing upper button
B. Flow when pushing lower button

- Push the mode button.

NOTE

○ *The initialization setting is MODE 1.*

Rain Mode Setting (RAIN)

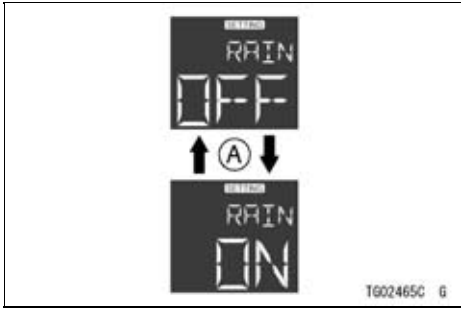
The rain mode can be selected from on or off.

NOTE

○ *If the rain mode system has any problem, "– – –" is displayed in the mode display. The meter is impossible to shift the rain mode setting.*

To set the setting:

- Push and hold the mode button to display the setting mode.
- Push the upper button or lower button to display the "RAIN."
- Push the mode button.
- Push the upper button or lower button to select the "OFF" or "ON."



A. Flow when pushing upper or lower button

- Push the mode button.

KTRC Mode Setting (KTRC1/2/3)

The KTRC mode can be selected from four modes. Each mode can be selected more in detail from three modes.

KTRC Mode Setting

MODE	Detail Setting		
KTRC 1	1	1+	1–
KTRC 2	2	2+	2–
KTRC 3	3	3+	3–
OFF	–	–	–

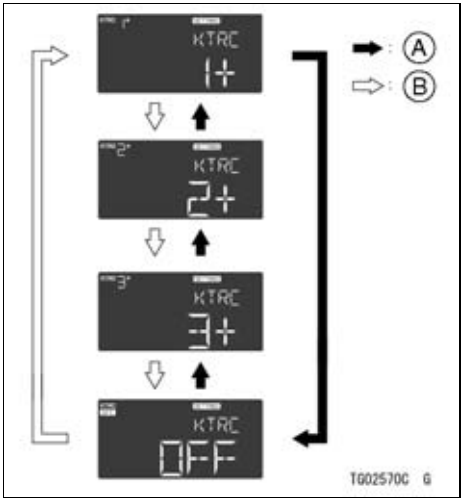
NOTE

○ *When the rain mode is "ON," the KTRC mode cannot be setting.*
○ *If the KTRC system has any problem, "– – –" is displayed in the mode display. The meter is impossible to shift the KTRC mode setting.*

To set the KTRC Mode setting:
- Push and hold the mode button to display the setting mode.
- Push the upper button or lower button to display the "KTRC."
- Push the mode button.
- Push the upper button or lower button to select the "1," "2," "3" or "OFF."

NOTE

○ *The KTRC mode displays the mode that is set by the detail setting.*

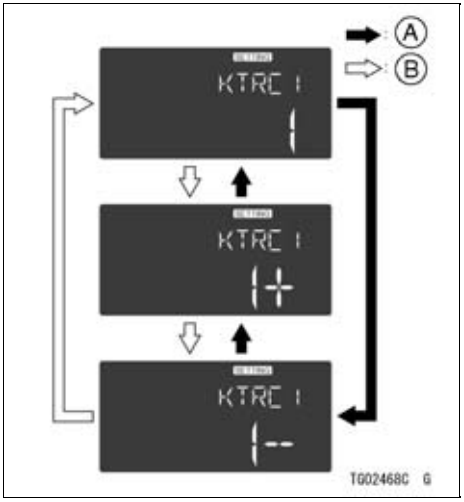


A. Flow when pushing upper button
B. Flow when pushing lower button

- Push the mode button.

To set the KTRC Mode 1 detail setting:

- Push and hold the mode button to display the setting mode.
- Push the upper button or lower button to display the “KTRC 1.”
- Push the mode button.
- Push the upper button or lower button to select the “1,” “1+” or “1–.”

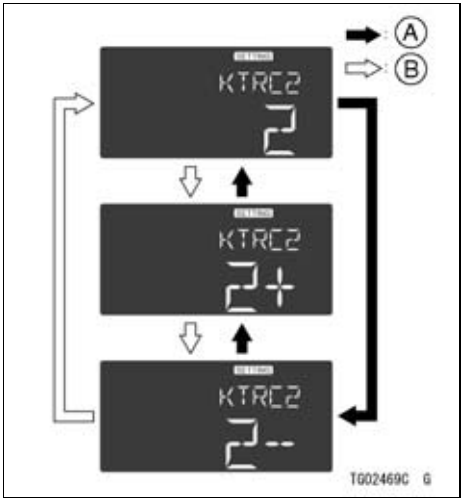


A. Flow when pushing upper button
B. Flow when pushing lower button

- Push the mode button.

To set the KTRC Mode 2 detail setting:

- Push and hold the mode button to display the setting mode.
- Push the upper button or lower button to display the “KTRC 2.”
- Push the mode button.
- Push the upper button or lower button to select the “2,” “2+” or “2–.”

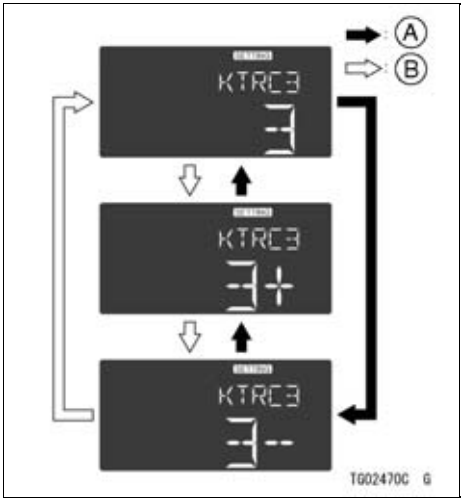


A. Flow when pushing upper button
B. Flow when pushing lower button

- Push the mode button.

To set the KTRC Mode 3 detail setting:

- Push and hold the mode button to display the setting mode.
- Push the upper button or lower button to display the “KTRC 3.”
- Push the mode button.
- Push the upper button or lower button to select the “3,” “3+” or “3–.”



A. Flow when pushing upper button
B. Flow when pushing lower button

● Push the mode button.

Shift-up Indicator Setting (SHIFT LAMP)

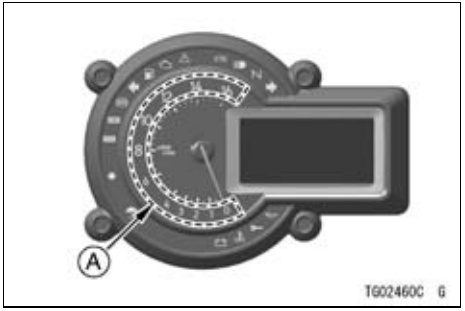
The shift-up indicator can be used in closed course. Do not use the shift-up indicator during everyday riding.

The shift-up indicator can be used to indicate the timing for next up shift to prevent engine damage by blinking the shift-up indicator once a pre-set engine speed is reached.

The shift-up indicator can be selected from goes on or goes off.

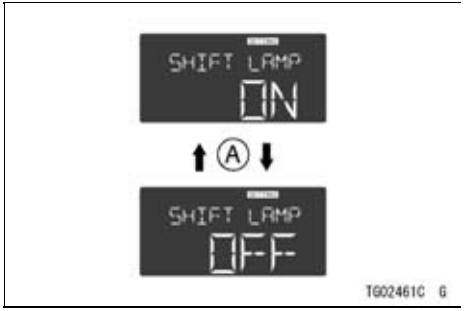
NOTE

○ *The shift-up indicator blinks slowly from 500 r/min (rpm) before it reaches pre-set engine speed, and then it blinks fast after it reaches pre-set engine speed.*



A. Engine Speed Indicator with Shift-up Indicator

To set the setting:
- Push and hold the mode button to display the setting mode.
- Push the upper button or lower button to display the “SHIFT LAMP.”
- Push the mode button.
- Push the upper button or lower button to select the “ON” or “OFF.”



A. Flow when pushing upper or lower button

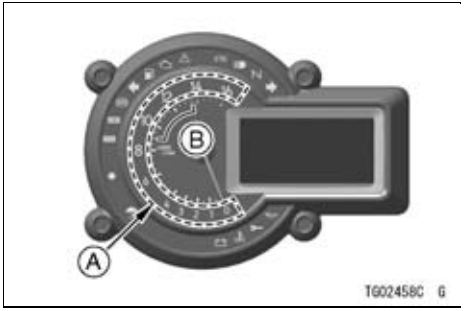
- Push the mode button.

NOTE

○ *The initialization setting is ON.*

Shift-up Engine Speed Setting (SHIFT REV)

The shift-up indicator timing can be adjusted between 9 000 r/min (rpm) and 13 500 r/min (rpm).

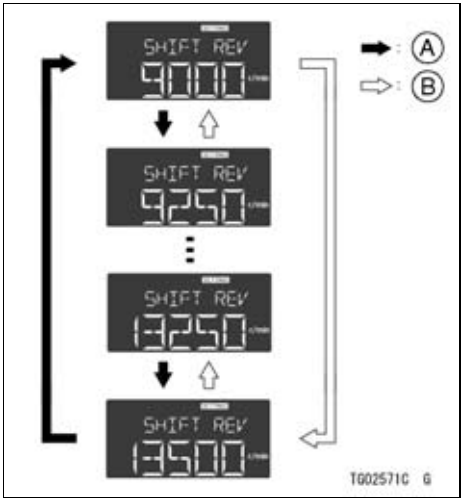


A. Engine Speed Indicator with Shift-up Indicator
B. Adjustable Range

To set the setting:
- Push and hold the mode button to display the setting mode.
- Push the upper button or lower button to display the “SHIFT REV.”
- Push the mode button.
- Push the upper button or lower button to adjust the shift-up engine speed.

NOTE

- *When pushing the upper button, the shift-up engine speed increases in 250 r/min (rpm) increments up to 13 500 r/min (rpm).*
- *When pushing the lower button, the shift-up engine speed decreases in 250 r/min (rpm) increments down to 9 000 r/min (rpm).*
- *If the shift-up engine speed increases up to 13 500 r/min (rpm), it returns to 9 000 r/min (rpm) and begin increasing.*
- *If the shift-up engine speed decreases down to 9 000 r/min (rpm), it returns to 13 500 r/min (rpm) and begin decreasing.*



A. Flow when pushing upper button
B. Flow when pushing lower button

- Push the mode button.

NOTE

○ *The initialization setting is 9 000 r/min (rpm).*

⚠ WARNING

Failing to properly observe the road ahead increases the chance of an accident. Do not concentrate on the shift-up indicator by taking your eyes off the road, observe using peripheral vision. When shifting down to a lower gear, do not shift at such a high speed that the engine r/min (rpm) jumps excessively. Not only can this cause engine damage, but the rear wheel may skid and cause an accident. Downshifting should be done below 5 000 r/min (rpm) for each gear.

NOTICE
Engine speed should not be allowed to enter the red zone; operation in the red zone will overstress the engine and may cause serious engine damage.

KEBC Setting (KEBC)

The engine braking force can be selected from two modes.

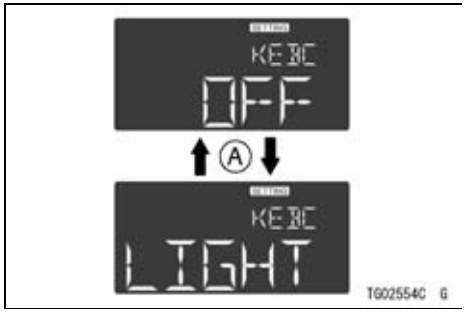
MODE	Engine Braking Force
OFF	Normal
LIGHT	Smallest

NOTE

○ *If the KEBC system has any problem, "– – –" is displayed in the mode display. The meter is impossible to shift the KEBC mode setting.*

To set the setting:

- Push and hold the mode button to display the setting mode.
- Push the upper button or lower button to display the "KEBC."
- Push the mode button.
- Push the upper button or lower button to select the "OFF" or "LIGHT."



A. Flow when pushing upper and lower button

- Push the mode button.

KQS Setting (KQS)

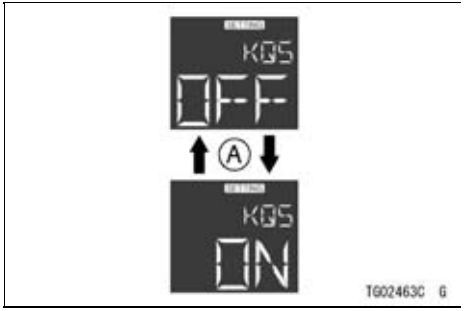
The KQS system can be selected from on or off.

NOTE

- *The KQS works only when the gear is shifted up. The KQS does not work when the gear is shifted down.*
- *If the KQS system has any problem, "– – –" is displayed in the mode display. The meter is impossible to shift the KQS mode setting.*

To set the setting:

- Push and hold the mode button to display the setting mode.
- Push the upper button or lower button to display the "KQS."
- Push the mode button.
- Push the upper button or lower button to select the "OFF" or "ON."



A. Flow when pushing upper or lower button

- Push the mode button.

KLCM Setting (KLCM)

The KLCM can be used in closed course. Do not use the KLCM during everyday riding.

The KLCM can be selected from three modes.

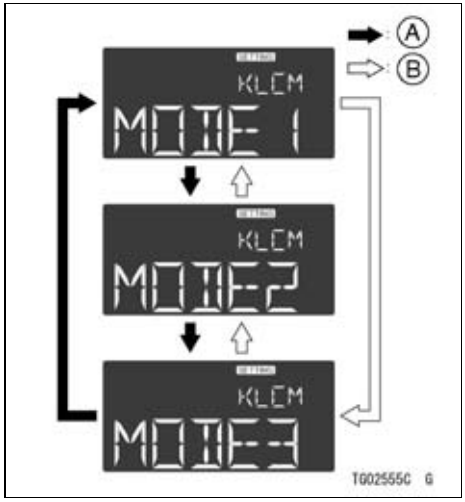
MODE	Acceleration Level
MODE 1	High
MODE 2	Middle
MODE 3	Low

NOTE

- *When the rain mode is "ON," the KLCM cannot be setting.*
- *If the KLCM system has any problem, "– – –" is displayed in the mode display. The meter is impossible to shift the KLCM setting.*

To set the setting:

- Push and hold the mode button to display the setting mode.
- Push the upper button or lower button to display the "KLCM."
- Push the mode button.
- Push the upper button or lower button to select the "MODE 1," "MODE 2" or "MODE 3."



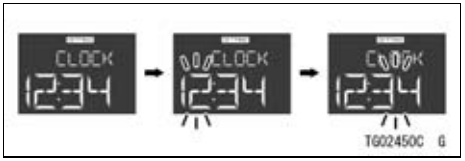
A. Flow when pushing upper button
B. Flow when pushing lower button

- Push the mode button.

CLOCK Setting (CLOCK)

To adjust the clock:

- Push and hold the mode button to display the setting mode.
- Push the upper button or lower button to display the “CLOCK.”
- Push the mode button to select the hour or minute digits.



- Push the upper button or lower button to adjust the hour or minute digits.
- To finish the adjustment, push the mode button.

NOTE

○ *When the battery is disconnected, the clock is reset to 1:00 and starts working again when the battery is connected.*

Setting Reset (RESET)

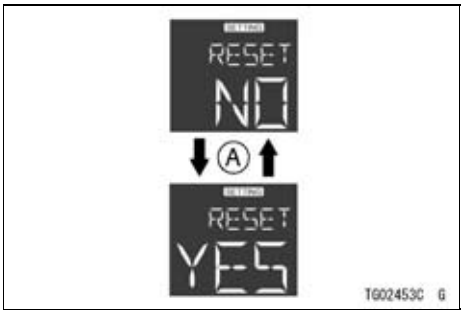
The following settings of the meter can be reset. Other settings are not reset.

Initialization Setting

Meter Illumination Brightness	MODE 1
KTRC	KTRC 1
Shift-up Indicator	ON
Shift-up Engine Speed	9 000 r/min (rpm)
KEBC	OFF
KQS	OFF
KLCM	MODE1
RAIN	OFF

To reset the setting:

- Push and hold the mode button to display the setting mode.
- Push the upper button or lower button to display the “RESET.”
- Push the mode button.
- Push the upper button or lower button to select the “NO” or “YES.”



A. Flow when pushing upper or lower button

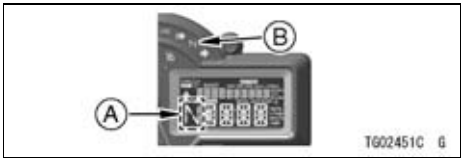
- Push the mode button. When select the “YES,” starting the mode reset.

Features

Gear Position Indicator

This display shows the corresponding gear position when the transmission is shifted. As the transmission is shifted, the corresponding gear position (1st ~ 6th) is shown in this display. When the transmission is in neutral, “N” is displayed, and the neutral indicator goes on.

1	When the transmission is in 1st gear, “1” is displayed.
2	When the transmission is in 2nd gear, “2” is displayed.
3	When the transmission is in 3rd gear, “3” is displayed.
4	When the transmission is in 4th gear, “4” is displayed.
5	When the transmission is in 5th gear, “5” is displayed.
6	When the transmission is in 6th gear, “6” is displayed.

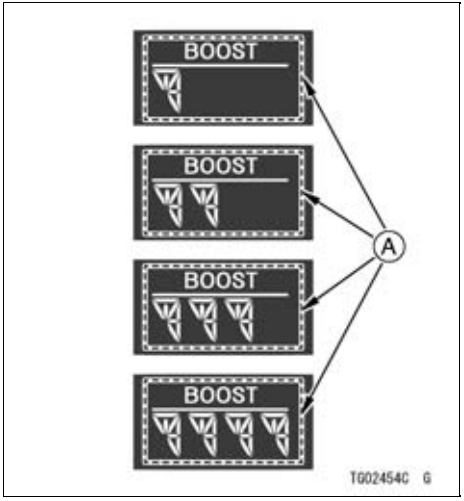


A. Gear Position Indicator
B. Neutral Indicator

Boost Indicator

This display shows the corresponding boost of the intake air chamber.

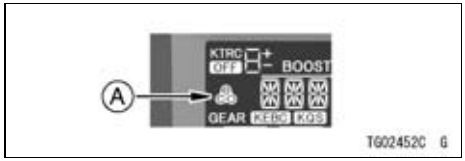
Boost	Boost Indicator
Low	Not display
↓	One
↓	Two
↓	Three
High	Four



A. Boost Indicator

Economical Riding Indicator

When riding the motorcycle efficiently, the economical riding indicator appears on the multifunction meter to indicate favorable fuel consumption. Monitoring the economical riding indicator can help the rider maximize fuel efficiency.



A. Economical Riding Indicator

⚠ WARNING

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

KTRC Mode Indicator

Refer to the Kawasaki TRaction Control (KTRC) section in the HOW TO RIDE THE MOTORCYCLE chapter.

Keys

This motorcycle is equipped with an immobilizer system that makes the key system secure electronically. This motorcycle has two ignition keys.

One key should be stored and another one should be used daily. If you want to register an additional key to the immobilizer system, at least one of already registered keys is required.

When the additional key will be registered, all of your keys are needed.

They should be re-registered to the ECU at that time. Bring all of your keys to an authorized Kawasaki dealer.

Up to five keys can register to the ECU.

If an ignition key is lost, it is strongly recommended to have your all keys re-registered at an authorized Kawasaki dealer to prevent the possibility of theft.

If you lose all of your keys, you must replace the ECU, etc. In any of the above cases, please contact an authorized Kawasaki dealer.

NOTICE

The following can damage keys and prevent the engine from being started, therefore, do not:

- **Put two keys of any immobilizer system on the same key ring.**
- **Submerge a key in water.**
- **Expose a key to excessively high temperature.**
- **Place a key close to magnets.**
- **Place heavy item on a key.**
- **Grind a key or alter its shape.**
- **Disassemble the plastic part of a key.**
- **Drop a key and/or apply shocks to it.**

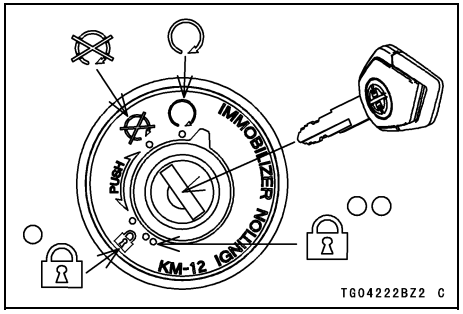
EC Directive Compliance

This immobilizer system complies with the R & TTE (Radio equipment and telecommunications terminal equipment and the mutual recognition of their conformity) Directive.

Ignition Switch/Steering Lock

This is a four-position, key-operated switch.

The key can be removed when it is in the , or position.



ON	● Engine can be started. ● All electrical equipment can be used. ● Key cannot be removed.
OFF	● Engine off. ● Electrical equipment is off. ● Key can be removed.
LOCK	● Steering locked. ● Engine off. ● Electrical equipment is off. ● Key can be removed.
LOCK	● Steering locked. ● Engine off. ● Hazard lights can be used. ● Key can be removed.

For Locking:
1. Turn the handlebar fully to the left.
2. Push the key down in the position and turn it to or .

TG04231B S

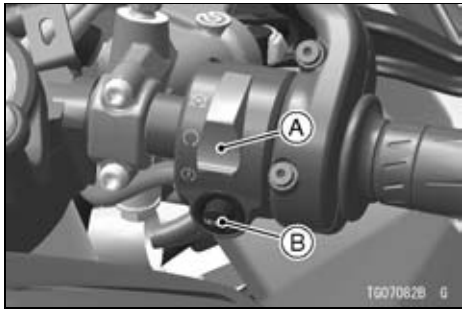
⚠ WARNING

Turning the ignition switch to the position while riding the motorcycle shuts down the entire electrical system (headlight, brake light, turn signal light, etc) and the engine will stop, which could cause an accident resulting in severe injury or death. Never operate the ignition switch while riding the motorcycle; only operate it when the motorcycle is at a standstill.

NOTE

- *The tail, city and license plate lights are on whenever the ignition key is in the ⟳ position. The headlight goes on when the starter button is released after starting the engine.*
- *Do not leave the ignition switch at the ⟳ position for an extended time with the engine stopped, or the battery may become totally discharged.*
- *Do not leave the hazard lights switched on for a long time without the engine running or the battery will become discharged.*

Right Handlebar Switches



A. Engine Start/Stop Switch
B. Mode Button

Engine Start/Stop Switch

To start the engine, refer to the Starting the Engine section for starting instructions.

To stop the engine in an emergency, move the engine stop switch to the ⊗ position.

Ordinarily, the engine stop switch must be in the ⟳ position for the motorcycle to operate.

NOTE

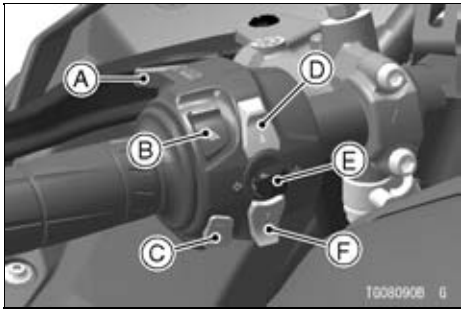
- *Ordinarily, the ignition switch should be used to stop the engine.*
- *Although the engine stop switch stops the engine, it does not turn off all the electrical circuits and eventually the battery will be discharged.*

Mode Button

The mode button is used for setting the meter and KTRC mode.

Meter setting:	Refer to the Setting Mode section.
KTRC setting:	Refer to the Kawasaki TRaction Control (KTRC) section in the HOW TO RIDE THE MOTORCYCLE chapter.

Left Handlebar Switches



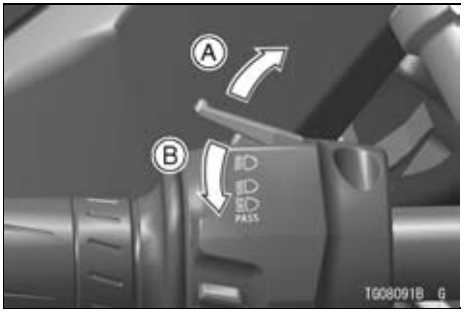
A. Dimmer/Passing Button
B. Hazard Button
C. Horn Button
D. Upper Button
E. Turn Signal Switch
F. Lower Button

Dimmer/Passing Button

High or low beam can be selected with the dimmer/passing button.

To change the high or low beam, push the dimmer/passing button forward.

To select the high beam momentary, push dimmer/passing button rearward.



A. Dimmer Button Function
B. Passing Button Function

High beam... (High beam indicator: see Meter Instruments section)
Low beam...
Passing... (The high beam turns on only while the dimmer/passing button is pushed.)

Turn Signal Switch

When the turn signal switch is turned to the left (⇦) or right (⇨) the corresponding turn signal lights and turn signal indicator blinks. To cancel the turn signal, push the switch in.

Horn Button

When the horn button is pushed, the horn sounds.

Upper and Lower Button

The upper and lower buttons are used for setting the meter. Refer to the Display Select section.

Hazard Button ⚠

Push in the hazard button with the ignition switch in the ☊ position or the 🔓 position. All the turn signal lights and turn signal indicators will blink.

NOTE

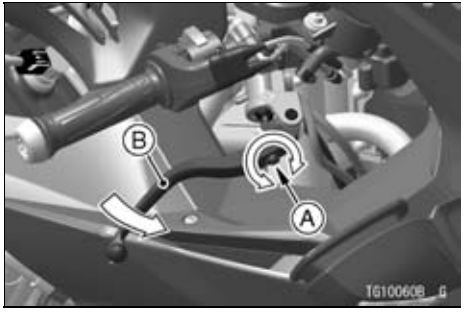
○ *Be careful not to use the hazard lights for an extended period of time, otherwise the battery may become totally discharged.*

Brake Lever Adjuster

While pushing the brake lever forward, turn the adjuster and choose a suitable lever position.

[Brake Lever Adjustment]

Adjuster	Turn in ←	→ Turn out
Lever Position	Far ←	→ Near



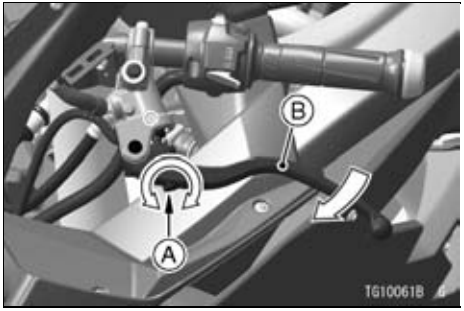
A. Adjuster
B. Brake Lever

Clutch Lever Adjuster

While pushing the clutch lever forward, turn the adjuster and choose a suitable lever position.

[Clutch Lever Adjustment]

Adjuster	Turn in ←	→ Turn out
Lever Position	Far ←	→ Near



A. Adjuster
B. Clutch Lever

Fuel

⚠ WARNING

Gasoline is extremely flammable and can be explosive under certain conditions, creating the potential for serious burns. Turn the ignition switch off.
Do not smoke.
Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.

Fuel Requirements

Your Kawasaki engine is designed to use only unleaded gasoline with a minimum octane rating shown below. Never use gasoline with an octane rating lower than the minimum specified

by Kawasaki to prevent severe engine damage.

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

NOTICE

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

NOTICE

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

Fuel Type and Octane Rating

Use clean, fresh unleaded gasoline with an ethanol volume content not more than 10% and an octane rating

equal to or higher than that shown in the table.

Fuel Type	Unleaded Gasoline
Ethanol Content	E10 or less
Minimum Octane Rating	Research Octane Number (RON) 95

NOTICE

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

*E10 means fuel containing up to 10% ethanol as specified by European directive.

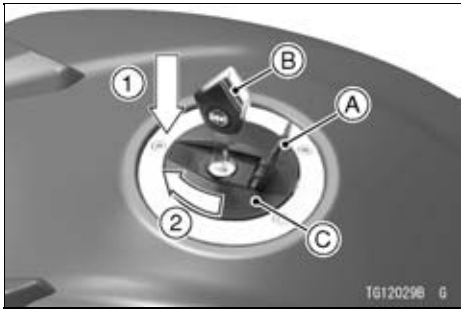
Filling the Tank

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

⚠ WARNING

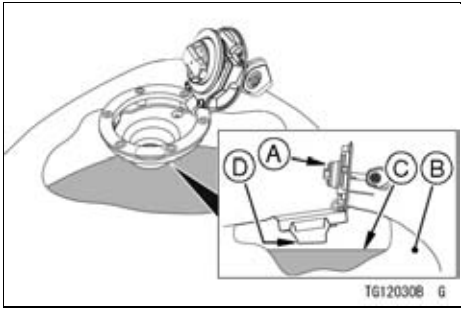
Gasoline is extremely flammable and can be explosive under certain conditions, creating the potential for serious burns. Turn the ignition switch off. Do not smoke.
Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light. Never fill the tank completely to the top.
If the tank is filled completely to the top, heat may cause the fuel to expand and overflow through the vents in the tank cap.
After refueling, make sure the tank cap is closed securely. If gasoline is spilled on the fuel tank, wipe it off immediately.

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



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

- Open the fuel tank cap.
- Add fuel.



A. Tank Cap
B. Fuel Tank
C. Top Level
D. Bottom of Filler Neck (Maximum Fuel Level)

NOTE

○ *Do not exceed the maximum fuel level as shown.*

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

NOTICE

Never fill the tank completely to the top.
If the tank is filled completely to the top, heat may cause the fuel to expand and overflow through the vents in the tank cap.
After refueling, make sure the tank cap is closed securely.
If gasoline is spilled on the fuel tank, wipe it off immediately.

NOTE

○ *The fuel tank cap cannot be closed without the key inserted, and the key*

cannot be removed unless the cap is locked properly.

- *Do not push on the key to close the cap, or the cap cannot be locked.*

Side Stand

Always kick the stand fully up before moving the motorcycle. The engine will stop automatically if the motorcycle is in gear and the clutch is released with the side stand down.

NOTE

- *When using the side stand, turn the handlebar to the left.*
- *Make sure the side stand is down securely before leaving the motorcycle.*
- *Do not sit on the motorcycle while it is on its side stand.*

Seat

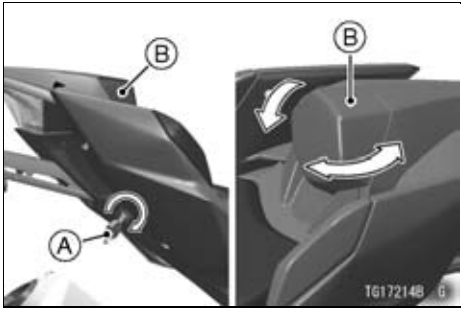
The seat pad can be removed using the ignition key.

Seat Pad Removal

⚠ WARNING

The muffler quickly becomes very hot soon after the engine is started and can cause serious burns. To avoid burns, be careful not to touch the muffler when operating the seat lock.

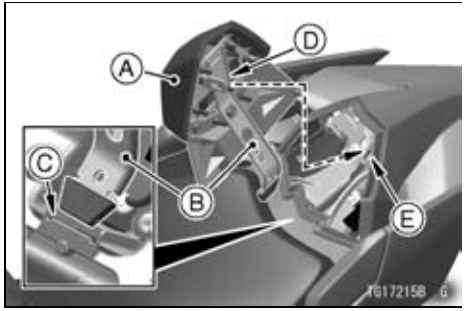
- Insert the ignition key into the seat lock.
- Remove the seat pad while turning the key clockwise and moving the seat pad a little to the right and left.



A. Ignition Key
B. Seat Pad

Seat Pad Installation

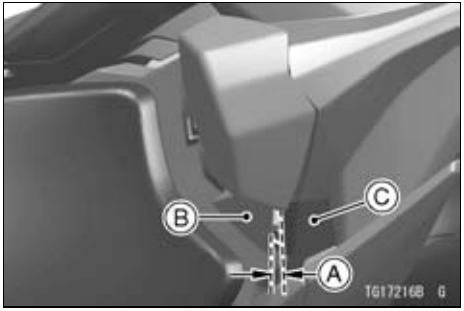
- Insert the bracket of the seat pad into the slot of the frame.
- Insert the hook of the seat pad into the latch hole.
- Push the seat pad until the lock clicks.



A. Seat Pad
B. Bracket
C. Slot
D. Hook
E. Latch Hole

NOTE

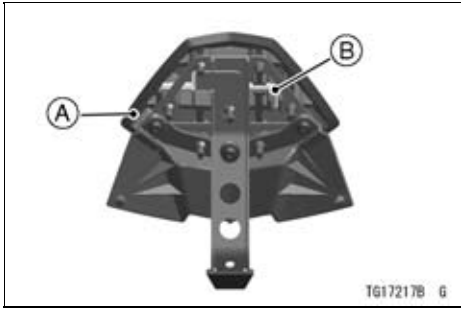
- *If the seat pad is not installed in the correct position, there is a gap between the seat pad cover and the seat cover. If there is a gap, reinstall the seat pad.*



A. Gap
B. Seat Pad Cover
C. Seat Cover

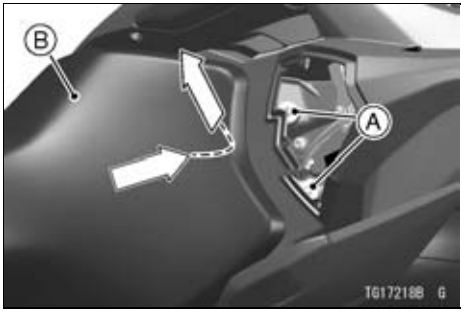
Seat Removal

- Remove the seat pad (see Seat Pad Removal).
- Remove the hexagonal wrench.



A. Seat Pad
B. Hexagonal Wrench

- Using the removed hexagonal wrench, remove the seat bolts and washers.
- Pull the seat rearward, and then remove it upward.



A. Seat Bolts and Washers
B. Seat

Seat Installation

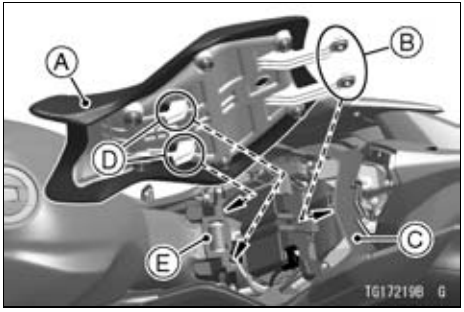
- Insert the rear part of the seat under the seat cover.
- Insert the tabs at the front part of the seat under the fuel tank bracket.
- Using the removed hexagonal wrench, tighten the seat bolts with the washers to the specified torque.

Tightening Torque

Seat Bolts 6.9 N·m (0.70 kgf·m, 61 in·lb)

NOTE

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



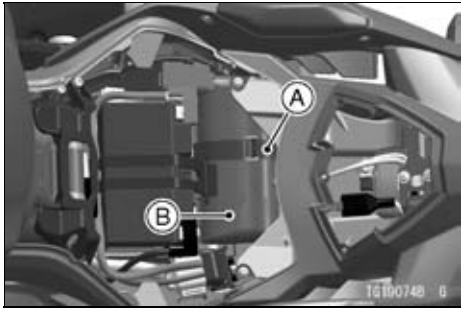
A. Seat
B. Rear Part of Seat
C. Seat Cover
D. Tabs
E. Fuel Tank Bracket

- Install the hexagonal wrench to the seat pad.

Tool Kit

The tool kit is located under the seat.

Keep the tool kit in the original place. Hold the tool kit with the band securely.

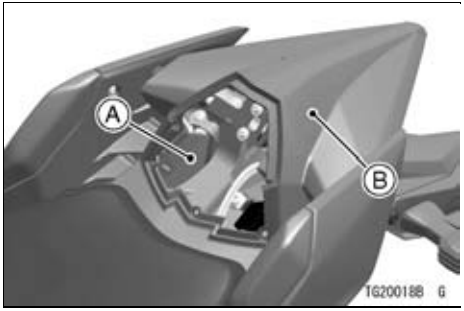


A. Band
B. Tool Kit

Storage Compartment

The storage compartment is located under the seat cover.

The compartment is used to store light items.

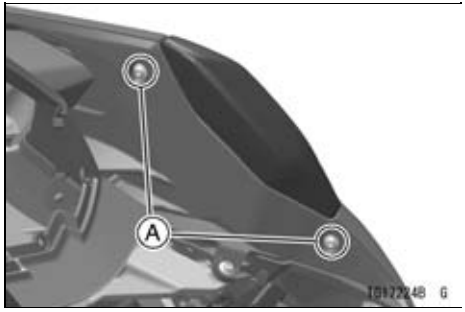


A. Storage Compartment
B. Seat Cover

Hip Support

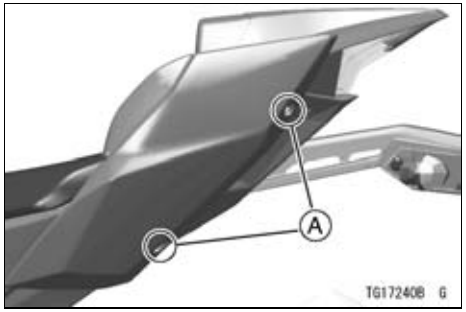
This motorcycle is equipped with the movable hip support. The hip support position can be selected from two positions. The standard position is the front side.
To adjust the hip support:

- Remove the seat (see Seat Removal).
- Remove the inner hip support cover bolts.



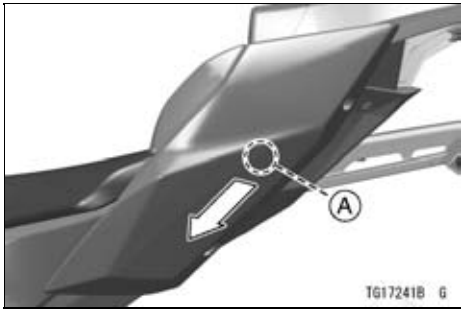
A. Inner Hip Support Cover Bolts

- Remove the outer hip support cover bolts and washers.



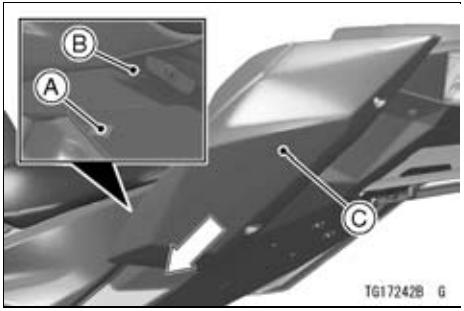
A. Outer Hip Support Cover Bolts and Washers

- Pull the cover outward to clear the projection.



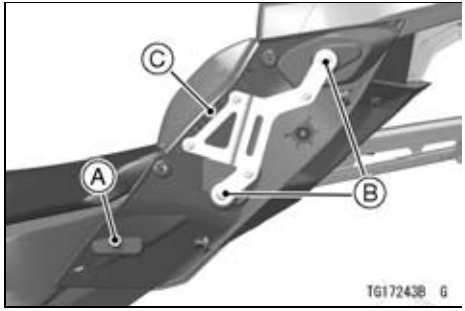
A. Projection

- Remove the cover forward to clear the tab from the slot.



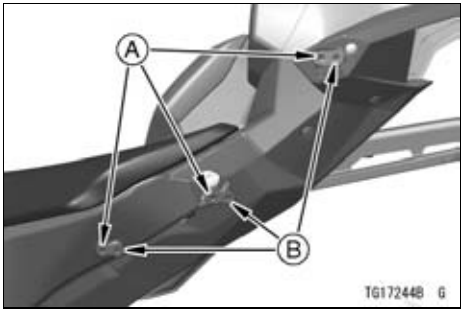
A. Tab
B. Slot
C. Hip Support Cover

- Remove the hip support assy bolts.
- Remove the hip support assy.



A. Hip Support Assy Bolt (M5)
B. Hip Support Assy Bolt (M6)
C. Hip Support Assy

- Install the hip support assy to the suitable position.
- Tighten the hip support assy bolts to the specified torque.



A. Front Position
B. Rear Position

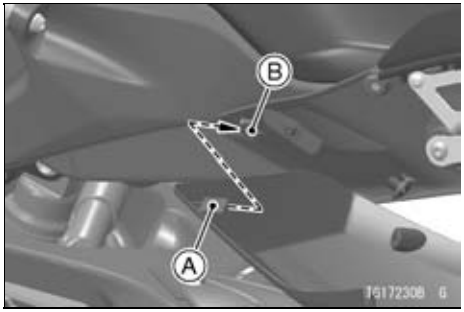
Tightening Torque

Hip Support Assy Bolt (M6) 8.0 N·m (0.82 kgf·m, 71 in·lb)
Hip Support Assy Bolt (M5) 3.0 N·m (0.31 kgf·m, 27 in·lb)

NOTE

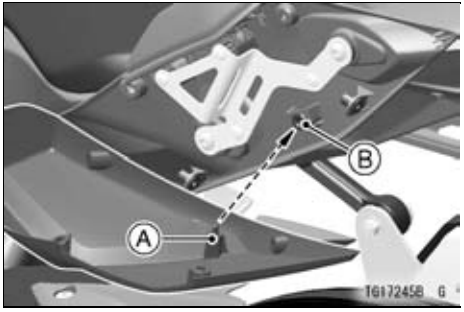
○ *If a torque wrench is not available, this item should be serviced by an authorized Kawasaki dealer.*

- Insert the tab into the slot.



A. Tab
B. Slot

- Insert the projection into the grommet.



A. Projection
B. Grommet

- Tighten the hip support cover bolts with the washers.

Event Data Recorder

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

NOTE

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

The EDR in this vehicle is designed to record only data that is relevant to the vehicle's running condition at the time of an accident like, but not limited to, vehicle speed, engine crankshaft rotational speed and throttle opening, etc.

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

To read data recorded by an EDR, special equipment and access to the EDR is required. Kawasaki will not access or share the EDR information without obtaining your consent, unless legally obliged to do so.

HOW TO RIDE THE MOTORCYCLE

Break-In

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

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

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

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

NOTE

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

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

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

⚠ WARNING

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

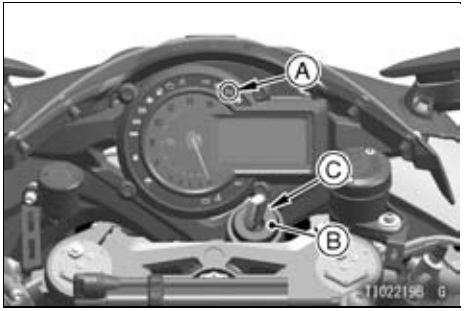
In addition to the above, at 1 000 km (600 mile) it is extremely important that the owner has the initial maintenance service performed by an authorized Kawasaki dealer.

Starting the Engine

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

A. Engine Start/Stop Switch

- Turn the ignition key to the ↺ position.
- Make sure the transmission is in neutral.



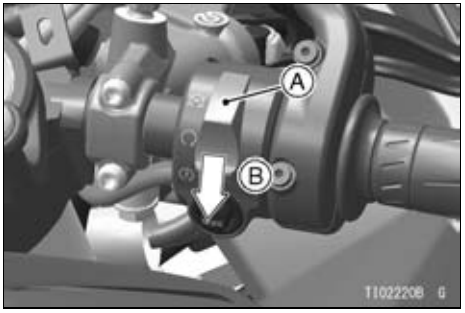
A. Neutral Indicator (Green)
B. Ignition Switch
C. ↺ Position

NOTE

○ *While the engine is cold, the fast idle system automatically raises the engine idling speed. At this time, the engine warning indicator ( ) may go on if you operate the throttle grip unnecessarily.*

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

● Without holding the throttle grip, slide the engine start/stop switch to the position to start the engine.



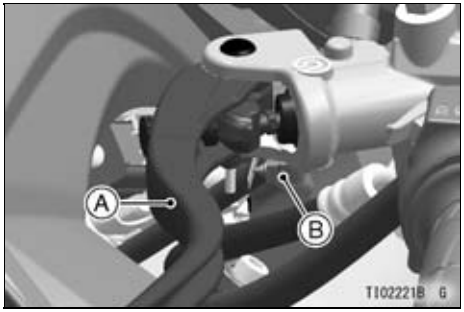
A. Engine Start/Stop Switch
B. Slide

NOTICE

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

NOTE

○ *The motorcycle is equipped with a starter lockout switch. This switch is designed so that the engine does not start if the transmission is in gear and the side stand is down. However, the engine can be started if the clutch lever is pulled and the side stand is fully up.*



A. Clutch Lever
B. Starter Lockout Switch

NOTICE

Do not let the engine idle longer than 5 minutes, or engine overheating and damage may occur.

Jump Starting

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

⚠ DANGER

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

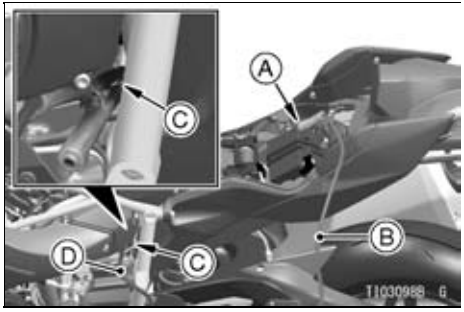
Connecting Jumper Cables

- Make sure the ignition switch is turned off.

- Remove the rider's seat (see Seat section in the GENERAL INFORMATION chapter).
- Slide the red cap from the positive (+) terminal (see Battery section in the MAINTENANCE AND ADJUSTMENT chapter).
- Connect a jumper cable from the positive (+) terminal of the booster battery to the positive (+) terminal of the motorcycle battery.

NOTICE

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



A. Motorcycle Battery Positive (+) Terminal
B. From Booster Battery Positive (+) Terminal
C. Engine Ground
D. From Booster Battery Negative (–) Terminal

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

⚠ DANGER

Batteries contain sulfuric acid that can cause burns and produce hydrogen gas which is highly explosive.

- **Do not make this last connection at the fuel system or battery.**
- **Take care not to touch the positive and negative cables together, and do not lean over the battery when making this last connection.**
- **Do not connect to a frozen battery. It could explode.**
- **Do not reverse polarity by connecting positive (+) to negative (–), or a battery explosion and serious damage to the electrical system may occur.**

- Follow the standard engine starting procedure.

NOTICE

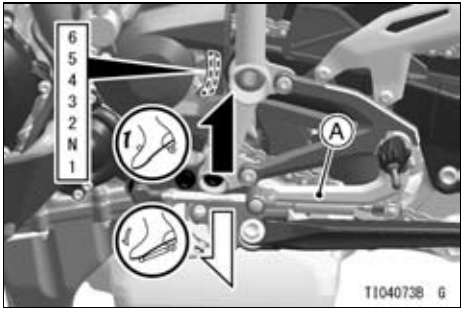
Do not operate the starter continuously for more than 5 seconds or the starter will overheat and the battery power will drop temporarily. Wait 15 seconds between each operation of the starter to let it cool and the battery power recover.

- After the engine has started, disconnect the jumper cables. Disconnect the negative (–) cable from the motorcycle first.
- Install the removed parts.

Moving Off

- Check that the side stand is up.

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



A. Shift Pedal

NOTE

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

Shifting Gears

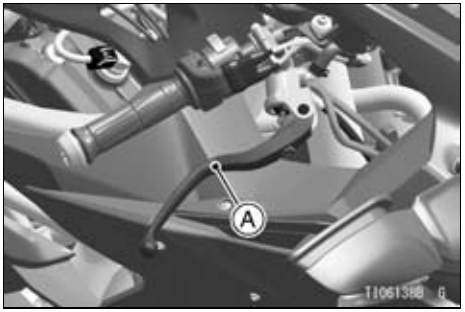
- Close the throttle while pulling in the clutch lever.
- Shift into the next higher or lower gear.
- Open the throttle part way, while releasing the clutch lever.

⚠ WARNING

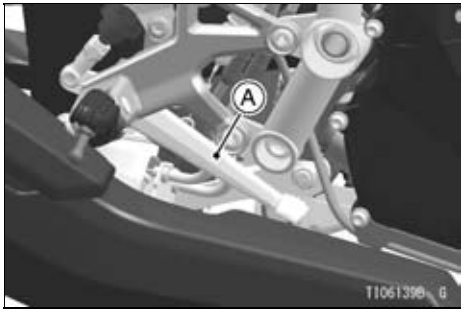
Downshifting to a lower gear at high speed causes engine rpm to increase excessively, potentially damaging the engine and it may also cause the rear wheel to skid and cause an accident. Downshifting should be done below 5 000 rpm for each gear.

Braking

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



A. Front Brake Lever



A. Rear Brake Pedal

Kawasaki Intelligent anti-lock Brake System (KIBS)

KIBS regulates anti-lock braking performance with more precision during sports riding compared to a conventional ABS system.

KIBS is designed to help prevent the wheels from locking up when the brakes are applied hard while riding

straight. KIBS automatically regulates brake force using engine data in addition to front and rear wheel speed to help prevent wheel lock-up and allows more stable steering control while stopping.

KIBS helps provide stability while stopping by preventing wheel lock-up, but you should be aware of the following:

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

⚠ WARNING

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

- The computers integrated in the KIBS compares vehicle speed with wheel speed. Since non-recommended tires can affect wheel speed, they may cause the computers to make incorrect calculations that can extend braking distance.

⚠ WARNING

Use of non-recommended tires can cause the KIBS to malfunction and lead to extended braking distance, resulting in a crash causing serious injury or death. Always use the recommended standard tires for this motorcycle.

NOTE

- *When the KIBS is functioning, you may feel a pulsing in the brake lever and/or pedal. This is normal. Maintain pressure on the lever and/or pedal for most effective braking.*
- *KIBS does not function below speeds of approx. 5 km/h (3.1 mph).*
- *KIBS does not function if the battery is discharged. When riding with an insufficiently charged battery, KIBS*

may not function. Keep the battery in good condition according to the "Battery Maintenance" section.

Stopping the Engine

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

NOTE

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

Stopping the Motorcycle in an Emergency

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

1. An improperly serviced or clogged air cleaner may allow dirt and dust to enter the throttle body and stick the throttle open.

2. During removal of the air cleaner, dirt is allowed to enter and jam the fuel injection system.

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

Parking

⚠ WARNING

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

⚠ WARNING

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

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

NOTICE

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

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

⚠ WARNING

Gasoline is extremely flammable and can be explosive under certain conditions, creating the potential for serious burns. Turn the ignition switch off. Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.

- Lock the steering to help prevent theft.

NOTE

○ *When stopping near traffic at night, you can leave the turn signal lights blinking for greater visibility by turning the ignition key to the position and push in the hazard switch.*

Kawasaki TRaction Control (KTRC)

KTRC is an intelligent system that calculates the slip level of the rear wheel (wheelspin) during acceleration and controls the optimum slip ratio to suit the riding conditions. KTRC can contribute to a stable ride not only for sports riding but also when riding on a rough or slippery road surface.

KTRC is designed for use on public roads. KTRC cannot respond to every condition. Acceleration may be delayed under certain conditions.

⚠ WARNING

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

If a wheelie occurs due to excessive acceleration, KTRC will control the engine output to make the front wheel contact the road surface. In this case, slightly release the throttle grip so that the front wheel stays in contact with the road surface.

⚠ WARNING

Avoid an abrupt moving off on a slippery road surface that causes the rear wheel to slip. On a slippery road surface, never suddenly open or close the throttle grip or abruptly disengage or disengage the clutch. Abrupt throttle and/or clutch control on a slippery road surface could lose stability of motorcycle and lead to a topple over resulting in serious injury or death.

KTRC determines the traction control characteristics with four mode selections. KTRC has the base three modes. Additionally, each base mode can select the strength and weakness form three modes. KTRC can also be set to OFF.

Mode 1±:

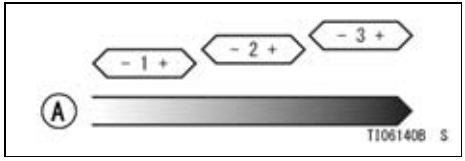
KTRC least intervenes among the three modes. This mode gives maximum acceleration for sport riding.

Mode 2±:

KTRC intervention is at the intermediate level between the mode 1 and mode 3.

Mode 3±:

KTRC intervenes early enough to prevent the rear wheel from spinning whenever possible. This mode is used in low grip situations.



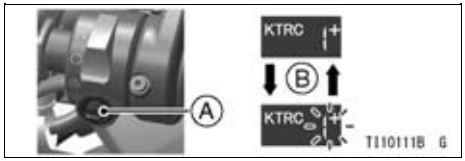
A. Traction Control

KTRC mode setting

NOTE

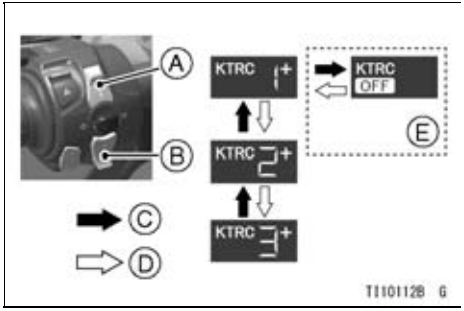
○ *The KTRC OFF can be selected only when the motorcycle is at a stop.*

- Close the throttle grip completely.
- Push the mode button to shift the KTRC selecting mode. When the display is shifted to KTRC selecting mode, KTRC mode indicators blink.



A. Mode Button
B. Flow when pushing mode button

- Push the Upper button or Lower button to select the KTRC mode.



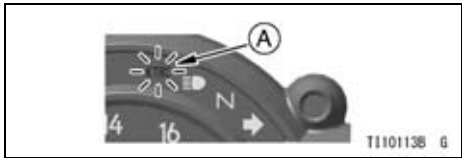
A. Upper Button
B. Lower Button
C. Flow when pushing upper button
D. Flow when pushing lower button
E. While stopping motorcycle

- The fine adjustment (+, –) of the KTRC mode can be selected in the setting mode. Refer to “Setting Mode” in the GENERAL INFORMATION chapter.

NOTE

- *When changing the mode, stop the motorcycle.*
- *When 30 seconds have passed or the throttle is opened after the KTRC mode indicator starts blinking, it stops blinking and the selected mode is fixed.*
- *The mode can be changed only when the throttle grip is closed completely.*
- *When the rain mode is turned on, the KTRC mode cannot be selected.*
- *Operate the throttle carefully while the KTRC is OFF because wheelspin of the rear wheel cannot be controlled.*

- Push the mode button to finish the setting mode.
- Check the KTRC mode indicator to make sure that the mode has been changed. When the traction control is activated while riding, the KTRC indicator goes on.



A. KTRC Indicator (Yellow)

For more detailed information about the warning of the KTRC, see “Indicators” section in the GENERAL INFORMATION chapter.

NOTE

- *The selected mode is maintained even when the ignition switch is*

turned to the ⊠ position, or the battery is discharged or removed.

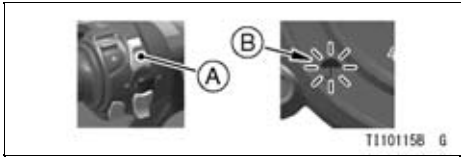
- *In the KTRC OFF, the mode automatically switched to 1, whenever the ignition switch is turned to the ⊠ position.*

Rain Mode

The rain mode is the mode to drive in a rainy day. The engine power is decreased in this mode, and the KTRC of the suitable setting is activated automatically.

Rain Mode Setting

- Close the throttle grip completely.
- Push the upper button and hold it in until the rain mode indicator goes on.



A. Upper Button
B. Rain Mode Indicator (White)

NOTE

- *The mode can be changed only when the throttle grip is closed completely.*
- *The rain mode is maintained even when the ignition switch is turned to the ⊠ position, or the battery is discharged or removed.*
- *The rain mode can be selected in the setting mode also. Refer to "Setting Mode" in the GENERAL INFORMATION chapter.*

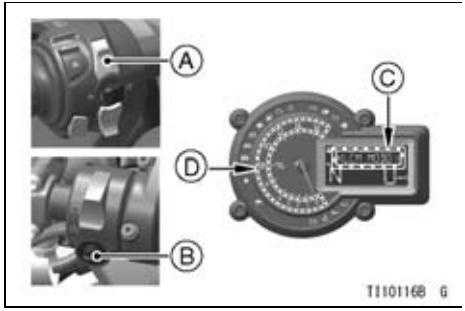
Kawasaki Launch Control Mode (KLCM)

KLCM is a rider assist system which optimizes the starting acceleration by electronically controlling the engine output. The detail setting can be selected in the setting mode. Refer to “Setting Mode” in the GENERAL INFORMATION chapter.

The KLCM can be used in closed course. Do not use the KLCM during everyday riding.

KLCM Setting

- Push the upper button and the mode button simultaneously and hold them in until the KLCM message displays and the engine speed indicator blinks three times.



A. Upper Button
B. Mode Button
C. KLCM Message
D. Engine Speed Indicator

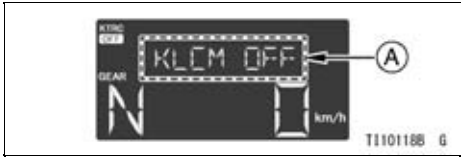
After selecting the KLCM, shifting into first gear with the motorcycle stopped will activate the KLCM. Even if you turn the throttle grip fully, the engine speed limiter keeps the engine speed at 6500 r/min (rpm). When starting, keep the throttle grip turned fully and engage the clutch gradually. After

the clutch is engaged, the system will control the engine torque to obtain maximum acceleration. KLCM is released when shifted into third gear or when the motorcycle speed reaches 150 km/h (93 mph).

Successive use of the KLCM is restricted to protect the engine.

Coolant temperature at 40°C (104°F) or lower	No limit
Coolant temperature at 41 ~ 100°C (106 ~ 212°F)	Unable to use for 2.5 minutes after the last use
Coolant temperature at 101°C (214°F) or higher	Unable to use

When the KLCM is unable to use, the following message blinks.



A. KLCM OFF Message

⚠ WARNING

KLCM is for experienced riders. Be sure to understand its characteristics completely before use. Never engage the clutch abruptly or you may lose control and crash, plus sudden high power transmission may damage the engine.

Kawasaki Engine Brake Control (KEBC)

KEBC is the system that can be selected the engine braking force from two modes. The KEBC mode can be selected in the setting mode. Refer to “Setting Mode” in the GENERAL INFORMATION chapter.

Kawasaki Quick Shift (KQS)

KQS is the system that enables shifting up the gear without the operation of the clutch lever. The KQS mode can be selected from on or off in the setting mode. Refer to “Mode Setting” in the GENERAL INFORMATION chapter.

MAINTENANCE AND ADJUSTMENT

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

⚠ WARNING

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

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

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

⚠ DANGER

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

⚠ WARNING

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

NOTE

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

Daily Checks

Check the following items each day before you ride. The time required is minimal, and habitual performance of these checks will help ensure you a safe, reliable ride.

If any irregularities are found during these checks, refer to the MAINTENANCE AND ADJUSTMENT chapter or see your dealer for the action required to return the motorcycle to a safe operating condition.

Operation	See Page
Fuel	
Adequate supply in tank, no leaks	–
Engine oil	
Oil level between level lines	134
Tires	
Air pressure (when cold), install the air valve cap	163
Tire wear	164
Drive chain	
Slack	147
Lubricate if dry	146

Operation	See Page
Bolts, nuts and fasteners	
Check for loose and/or missing bolts, nuts and fasteners	–
Steering	
Action smooth but not loose from lock to lock	–
No binding of control cables	–
Electronic steering damper unit: no oil leakage	–
Brakes	
Brake pad wear	149
Brake fluid level	148
No brake fluid leakage	–
Throttle	
Throttle grip free play	142
Clutch	
Clutch fluid level	145
No clutch fluid leakage	–

Operation	See Page
Coolant	
No coolant leakage	–
Coolant level between level lines (when engine is cold)	136
Electrical equipment	
All lights (head, city, tail/brake, turn signal, license plate, warning/indicator) and horn work	–
Engine stop switch	
Stops engine	–
Side stand	
Return to its fully up position by spring tension	–
Return spring not weak or not damaged	–
Rear view mirrors	
Rear view sight	–

Periodic Maintenance

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

Q: Inspection
: Change or Replace
: Lubrication
Q: Dealer Inspection
: Dealer Change or Replace
: Dealer Lubrication

Items	year (*A)	Odometer Reading (*B) × 1 000 km (× 1 000 mile) 1 (0.6)	6 (3.8)	12 (7.6)	18 (11.4)	24 (15.2)	See Page
Air cleaner element (*C)							141
Idle speed		Q		Q		Q	144
Throttle control system (play, smooth return, no drag)	Q:1	Q		Q		Q	142

Items	year (*A)	Odometer Reading (*B) × 1 000 km (× 1 000 mile) 1 (0.6)	6 (3.8)	12 (7.6)	18 (11.4)	24 (15.2)	See Page
Engine vacuum synchronization							–
Fuel system	:1						–
Fuel filter							–
Fuel pump		: every 48 000 km (30 000 mile)					–
Fuel hose	:5						–
Coolant level							136
Cooling system	:1						–
Coolant, water hoses and O-rings	:3	: every 36 000 km (22 500 mile)					–
Valve clearance							–
Air suction system							–

Items	year (*A)	Odometer Reading (*B) × 1 000 km (× 1 000 mile) 1 (0.6)	6 (3.8)	12 (7.6)	18 (11.4)	24 (15.2)	See Page
Clutch operation (play, engagement, disengagement)		Q		Q		Q	145
Clutch fluid level	Q:0.5	Q	Q	Q	Q	Q	145
Clutch fluid, hose and pipe	Q:1	Q	Q	Q	Q	Q	–
Clutch fluid	:2						–
Clutch hose/rubber parts of clutch master cylinder and slave cylinder	:4	: every 48 000 km (30 000 mile)					–
Engine oil (*C)	:1						135
Engine oil filter (*C)	:1						135
Tire air pressure	Q:1			Q		Q	163
Wheels and tires	Q:1			Q		Q	163
Wheel bearing damage	Q:1			Q		Q	–
Drive chain lubrication condition (*C)		Q: every 600 km (400 mile)					146

Items	year (*A)	Odometer Reading (*B) × 1 000 km (× 1 000 mile) 1 (0.6)	6 (3.8)	12 (7.6)	18 (11.4)	24 (15.2)	See Page
Drive chain slack (*C)		Q : every 1 000 km (600 mile)					147
Drive chain wear (*C)				Q		Q	–
Drive chain guide wear				Q		Q	–
Brake system	Q :1	Q	Q	Q	Q	Q	–
Brake operation (effectiveness, play, no drag)	Q :1	Q	Q	Q	Q	Q	–
Brake fluid level	Q :0.5	Q	Q	Q	Q	Q	148
Brake fluid (front and rear)	:2						–
Brake hose	:4						–
Rubber parts of brake master cylinder and caliper	:4	: every 48 000 km (30 000 mile)					–
Brake pad wear (*C)			Q	Q	Q	Q	149
Brake light switch operation		Q	Q	Q	Q	Q	150

Items	year (*A)	Odometer Reading (*B) × 1 000 km (× 1 000 mile)					See Page
		1 (0.6)	6 (3.8)	12 (7.6)	18 (11.4)	24 (15.2)	
Suspension system	:1						–
Steering play	:1						–
Steering stem bearings	:2						–
Electronic steering damper oil leak							152
Electrical system	:1						–
Spark plugs							–
		: every 48 000 km (30 000 mile)					–
Chassis parts	:1						–
Condition of bolts, nuts and fasteners							–
Supercharger oil screen							–
Supercharger axial play							–

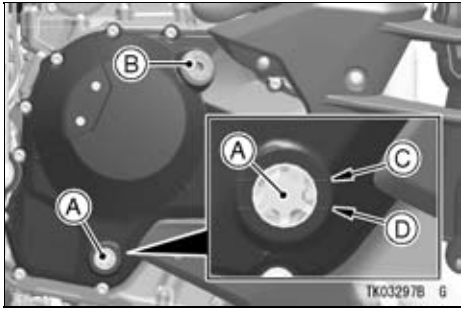
Engine Oil

Oil Level Inspection

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

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

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



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

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

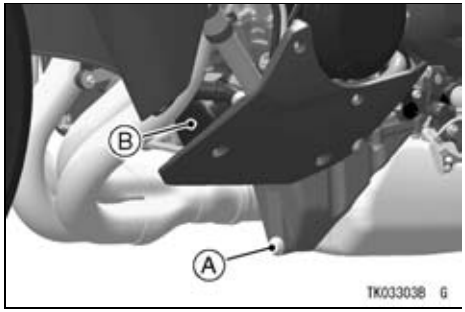
- When installing the oil filler cap, replace the O-ring with a new one.

Oil and/or Oil Filter Change

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

⚠ WARNING

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



A. Engine Oil Drain Bolt
B. Oil Filter

Tightening Torque

Engine Oil Drain Bolt:
25 N·m (2.5 kgf·m, 18 ft·lb)
Oil Filter:
17 N·m (1.7 kgf·m, 13 ft·lb)

Recommended Engine Oil

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

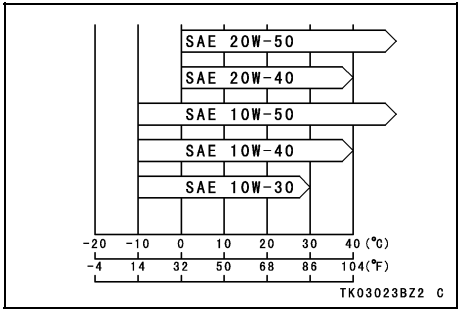
NOTE

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

Engine Oil Capacity

Capacity: 3.9 L (4.1 US qt)
[when filter is not removed]
4.4 L (4.7 US qt)
[when filter is removed]

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

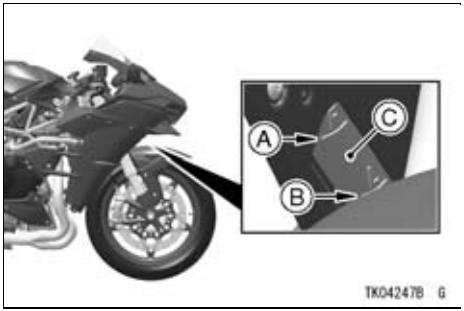


Coolant

Coolant Level Inspection

- Position the motorcycle so that it is perpendicular to the ground.
- Check the coolant level through the coolant level gauge on the reserve tank located to the behind of the right middle fairing. The coolant level

should be between the F (Full) and L (Low) level lines.



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

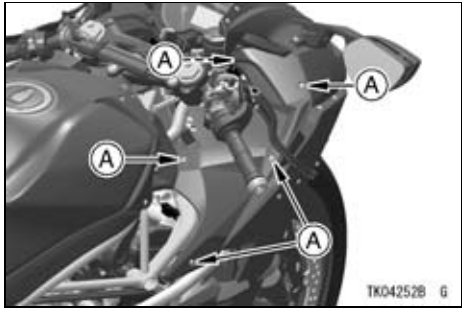
NOTE

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

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

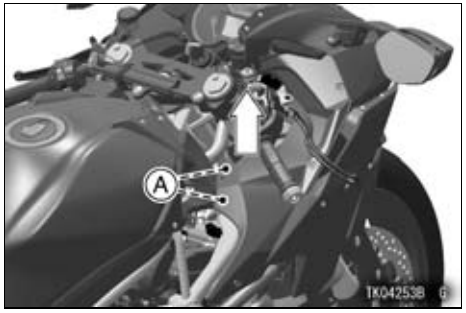
Coolant Filling

- Remove the inner cover bolts.



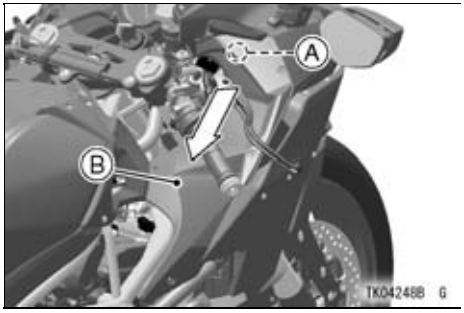
A. Inner Cover Bolts

- Pull up the right inner cover to clear the tabs.



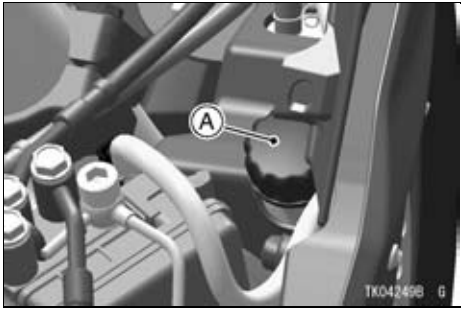
A. Tabs

- Pull the right inner cover rearward to clear the projection.



A. Projection
B. Right Inner Cover

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



A. Reserve Tank Cap

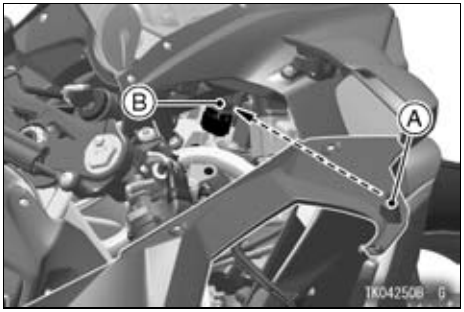
NOTE

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

NOTICE

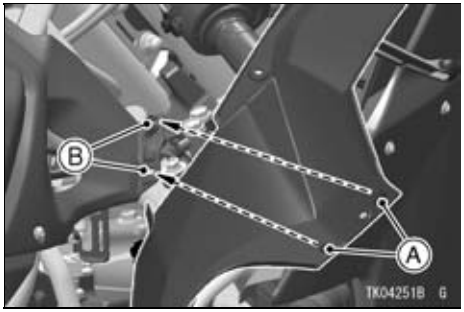
If coolant must be added often, or the reserve tank completely runs dry, there is probably leakage in the system. Have the cooling system inspected by your authorized Kawasaki dealer.

- Install the reserve tank cap.
- Insert the projection of the right inner cover into the grommet on the upper fairing.



A. Projection
B. Grommet

- Insert the tabs on the right inner cover into the slots of the right fuel tank cover.



A. Tabs
B. Slots

- Tighten the inner cover bolts.

Coolant Change

Have the coolant changed by an authorized Kawasaki dealer.

Coolant Requirement

⚠ WARNING

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

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

NOTICE

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

NOTE

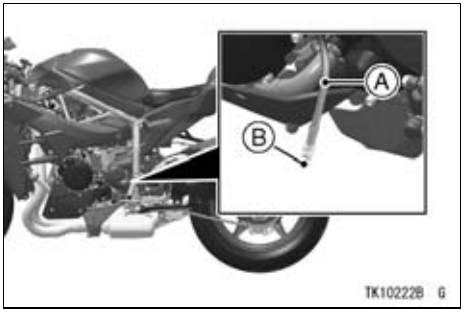
○ *A permanent type of antifreeze is installed in the cooling system when shipped. It is mixed at 50% and has the freezing point of –35°C (–31°F).*

Air Cleaner

This motorcycle's air cleaner element consists of a wet paper filter. Cleaning and replacement of the air cleaner element should be done by an authorized Kawasaki dealer.

Oil Draining

- Inspect the drain hose located to the left of the engine to see if any oil has run down.



A. Drain Hose
B. Plug

- If there is any oil in the drain hose, remove the plug from the lower end of the drain hose and drain the oil.

⚠ WARNING

Oil on tires will make them slippery and can cause an accident and injury. Be sure to reinstall the plug in the drain hose after draining.

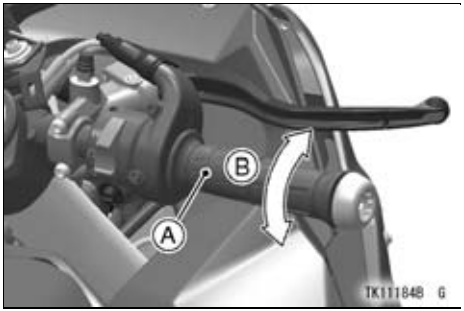
Throttle Control System

Throttle Grip

Throttle Grip Free Play Inspection

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

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



A. Throttle Grip
B. Throttle Grip Play

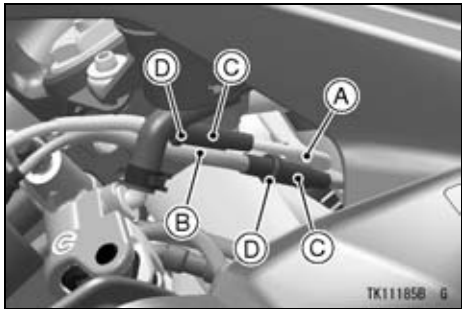
Throttle Grip Play

2 ~ 3 mm (0.08 ~ 0.12 in.)

- If there is improper play, adjust it.

Throttle Grip Free Play Adjustment

- Loosen the locknuts at the upper ends of the throttle cables, and screw both throttle cable adjusters completely so as to give the throttle grip plenty of play.
- Turn out the decelerator cable adjuster until there is no play when the throttle grip is completely closed. Tighten the locknut.



A. Accelerator Cable
B. Decelerator Cable
C. Adjusters
D. Locknuts

- Turn out the accelerator cable adjuster until 2 ~ 3 mm (0.08 ~ 0.12 in.) of throttle grip play is obtained. Tighten the locknut.
- If the throttle cables cannot be adjusted with the adjuster at the upper end of the throttle cable, further adjustment of the throttle cables should be done by an authorized Kawasaki dealer.
- With the engine idling, turn the handlebars to each side. If handlebars movement changes the idle speed, the throttle cables may be improperly adjusted or incorrectly routed, or they may be damaged. Be sure to correct any of these conditions before riding.

⚠ WARNING

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

Idle Speed

The idle speed inspection should be performed in accordance with the Periodic Maintenance chart.

This motorcycle is equipped with the Idle Speed Control System. If the idle speed is disturbed, inspection of the idle speed control should be done by an authorized Kawasaki dealer.

NOTE

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

Idle Speed

1 100 ±100 r/min (rpm)

Clutch

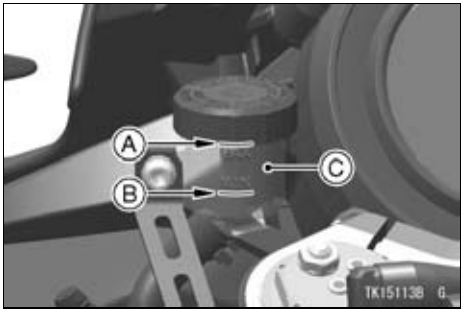
The motorcycle is equipped with a hydraulically operated clutch that requires no adjustment except fluid level and clutch operation inspection each day before riding the motorcycle in accordance with the Periodic Maintenance Chart.

Clutch Operation Inspect

- If the clutch lever play becomes excessive and the motorcycle creeps or stalls when shifted into gear, there is probably air in the clutch system and it must be bled out by an authorized Kawasaki dealer.

Fluid Level Inspection

- With the clutch fluid reservoir held horizontal, the clutch fluid level must be kept between the upper and lower level lines.
- If the fluid level is lower than the lower level line it may indicate that the fluid is leaking. In this case, have the clutch system inspected by an authorized Kawasaki dealer.



A. Upper Level Line
B. Lower Level Line
C. Clutch Fluid Reservoir

NOTE

○ *Use the same fluid as is used in the brakes and keep the same requirements mentioned in the "Brakes" section.*

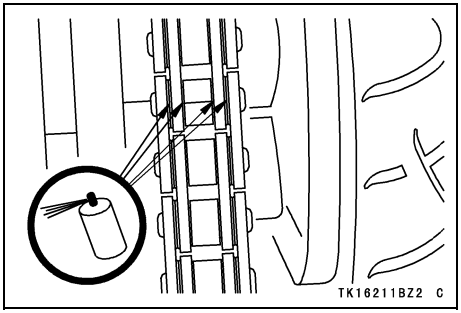
Drive Chain

Drive Chain Lubrication

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

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

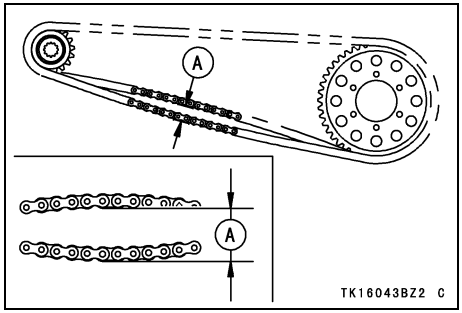
- Apply lubricant to the sides of the rollers so that it will penetrate to the rollers and bushings. Apply lubricant to the seals so that the seals will be coated with lubricant. Wipe off any excess lubricant.



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

Drive Chain Slack Inspection

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



A. Chain Slack

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

Drive Chain Slack

Standard: 25 ~ 35 mm (1.0 ~ 1.4 in.)

Drive Chain Slack Adjustment

- The drive chain slack adjustment should be done by an authorized Kawasaki dealer.

Brakes

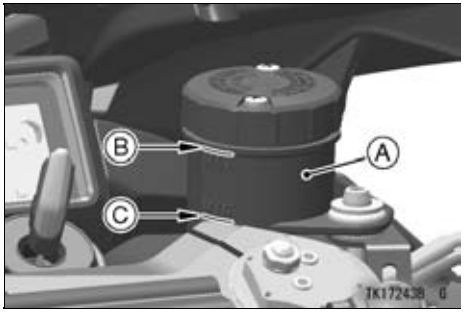
If you feel there is something wrong when applying the brakes, have the brake system checked by an authorized Kawasaki dealer immediately.

⚠ WARNING

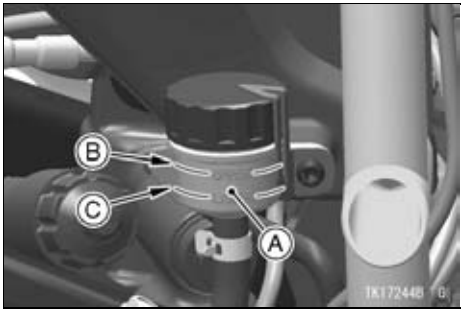
Air in the brake lines diminish braking performance and can cause an accident resulting in injury or death. If the brake lever or pedal feels mushy when it is applied, there might be air in the brake lines or the brake may be defective. Have the brake checked immediately by an authorized Kawasaki dealer.

Brake Fluid Level Inspection

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



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

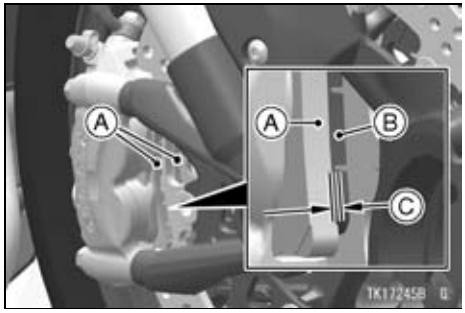


A. Rear Brake Fluid Reservoir
B. Upper Level Line
C. Lower Level Line

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

Brake Pad Wear Inspection

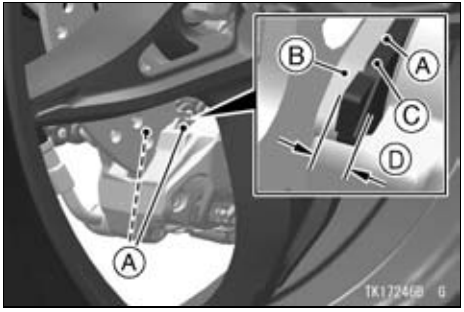
Inspect the brakes for wear. For front disc brake caliper, if the thickness of either pad lining is less than 1 mm (0.04 in.), replace both pads in the caliper as a set. Pad replacement should be done by an authorized Kawasaki dealer.



A. Front Brake Pads
B. Pad Lining
C. 1 mm (0.04 in.)

For rear disc brake caliper, if the thickness of either pad lining including back plate is less than 4.5 mm (0.18 in.), replace both pads in the caliper as

a set. Pad replacement should be done by an authorized Kawasaki dealer.

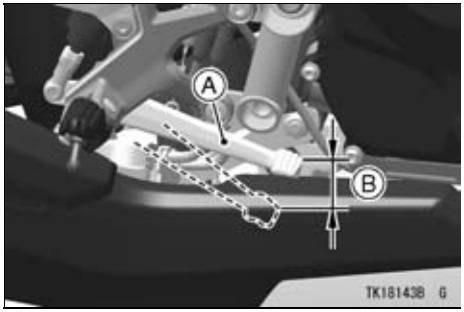


A. Rear Brake Pads
B. Pad Lining
C. Back Plate
D. 4.5 mm (0.18 in.)

Brake Light Switches

Brake Light Switch Inspection

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



A. Brake Pedal
B. 10 mm (0.39 in.)

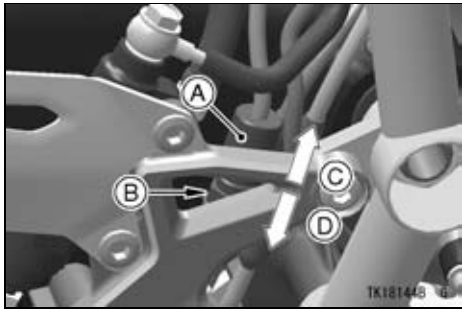
- If the light does not come on, adjust the rear brake light switch.

Brake Pedal Travel

10 mm (0.39 in.)

Brake Light Switch Adjustment

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



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

NOTICE

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

Electronic Steering Damper (ESD)

This motorcycle is equipped with a electronic steering damper unit.

The steering operation should be checked and the electronic steering damper unit should be inspected for oil leakage each day before riding, and the maintenance must be carried out in accordance with the Periodic Maintenance Chart.

Suspension System

Front Fork

⚠ WARNING

Improper fork leg adjustment can cause poor handling and loss of stability, which could lead to an accident. Always adjust the fork legs on the left and right side to the same setting.

Spring Preload Adjustment

The adjuster is located at the top of each front fork leg.

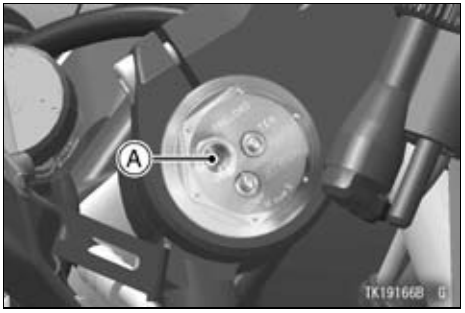
Standard

8 turns in In from the fully seated position (turned fully counterclockwise).

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

NOTICE

Do not turn the adjuster beyond the fully seated position or the adjusting mechanism may be damaged.



A. Spring Preload Adjuster

Rebound Damping Force Adjustment

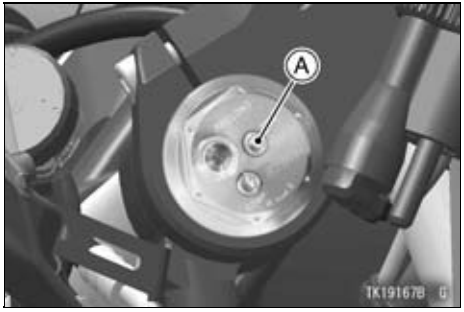
The adjuster is located at the top of each front fork leg.

Standard

13 clicks Out from the fully seated position (turned fully clockwise).

- Turn the adjuster clockwise with a hexagonal wrench to increase damping force.
- Turn the adjuster counterclockwise to decrease damping force.

NOTICE
Do not turn the adjuster beyond the fully seated position or the adjusting mechanism may be damaged.



A. Rebound Damping Force Adjuster

Compression Damping Force Adjuster

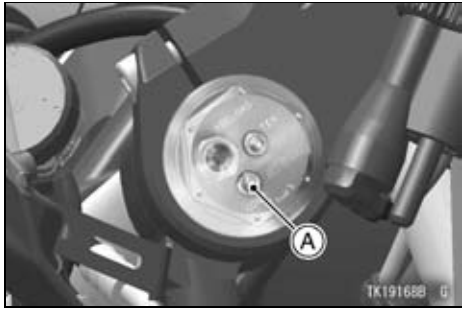
The adjuster is located at the top of the each front fork leg.

Standard

10 clicks Out from the fully seated position (turned fully clockwise).

- Turn the adjuster clockwise with a hexagonal wrench to increase damping force.
- Turn the adjuster counterclockwise to decrease damping force.

NOTICE
Do not turn the adjuster beyond the fully seated position or the adjusting mechanism may be damaged.



A. Compression Damping Force Adjuster

Rear Shock Absorber

Spring Preload Adjustment

The adjuster is located at the upper end of the rear shock absorber.

Standard

18 clicks In from the fully seated position (turned fully counterclockwise).

- Turn the adjuster clockwise to increase spring preload.
- Turn the adjuster counterclockwise to decrease spring preload.

NOTICE

Do not turn the adjuster beyond the fully seated position or the adjusting mechanism may be damaged.

A. Spring Preload Adjuster

Rebound Damping Force Adjustment

The adjuster is located at the lower end of the rear shock absorber.

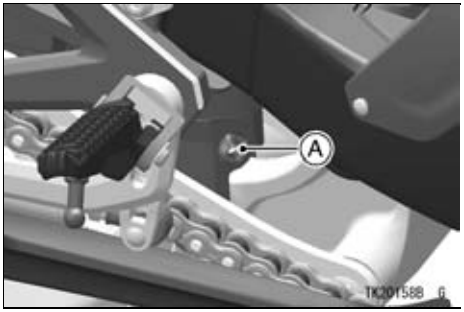
Standard

1 1/4 turns out Out from the fully seated position (turned fully clockwise).

- Turn the adjuster clockwise with a flat tip screwdriver to increase damping force.
- Turn the adjuster counterclockwise to decrease damping force.

NOTICE

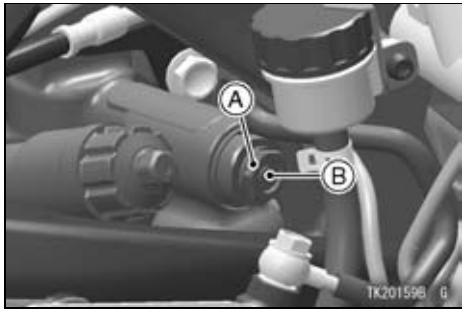
Do not turn the adjuster beyond the fully seated position or the adjusting mechanism may be damaged.



A. Rebound Damping Force Adjuster

Compression Damping Force Adjustment

The compression damping force adjusters for high and low speeds are located at the upper end of the rear shock absorber.



A. High Speed Adjuster
B. Low Speed Adjuster

NOTE

○ *Turning the high speed adjuster has the low speed adjuster turning. Although the low speed adjuster turns with the high speed adjuster when turning the high speed adjuster, the low speed adjuster setting position does not change.*

Low Speed Compression Damping Adjustment

- Using a flat tip screwdriver turn the low speed compression adjuster screw clockwise to increase damping force or counterclockwise to decrease it.

Standard

6 clicks Out from the fully seated position (turned fully clockwise).

High Speed Compression Damping Adjustment

- Using a wrench turn the high speed compression damping force adjuster clockwise to increase damping force or counterclockwise to decrease it.

Standard

1 turn out Out from the fully seated position (turned fully clockwise).

NOTICE
Do not turn the compression damping force adjuster beyond the fully seated position or the adjusting mechanism may be damaged.

Setting Tables

Front Fork Spring Preload Setting

	Softest setting limit	**Standard**	Hardest setting limit
Adjuster Position	0*	**8 turns in****	15 turns in**
Spring Action	Weak	←→	Strong
Setting	Soft	←→	Hard
Load	Light	←→	Heavy
Road	Good	←→	Bad
Speed	Low	←→	High

*: This position is the fully seated position (turned fully counterclockwise).
**: In from the fully seated position (turned fully counterclockwise). This adjustment range may not exactly match the number shown in the table due to small tolerance of production.

Front Fork Damping Force Settings

		Softest setting limit	**Standard**	Hardest setting limit
Adjuster Position:	Rebound	24 clicks**	**13 clicks****	0*
	Compression	24 clicks**	**10 clicks****	0*
Damping Force		Weak	←→	Strong
Setting		Soft	←→	Hard
Load		Light	←→	Heavy
Road		Good	←→	Bad
Speed		Low	←→	High

*: This position is the fully seated position (turned fully clockwise).
**: Out from the fully seated position (turned fully clockwise). This adjustment range may not exactly match the number shown in the table due to small tolerance of production.

Rear Shock Absorber Spring Preload Setting

	Softest setting limit	**Standard**	Hardest setting limit
Adjuster Position	0*	**18 clicks****	37 clicks**
Spring Action	Weak	←→	Strong
Setting	Soft	←→	Hard
Load	Light	←→	Heavy
Road	Good	←→	Bad
Speed	Low	←→	High

*: This position is the fully seated position (turned fully counterclockwise).
**: In from the fully seated position (turned fully counterclockwise). This adjustment range may not exactly match the number shown in the table due to small tolerance of production.

Rear Shock Absorber Damping Force Settings

			Softest setting limit	**Standard**	Hardest setting limit
Adjuster Position:	Rebound		2 1/2 turns out**	**1 1/4 turns out****	0*
	Compression:	Low	18 clicks**	**6 clicks****	0*
		High	2 turns out**	**1 turn out****	0*
Damping Force			Weak	←→	Strong
Setting			Soft	←→	Hard
Load			Light	←→	Heavy
Road			Good	←→	Bad
Speed			Low	←→	High

*: This position is the fully seated position (turned fully clockwise).
**: Out from the fully seated position (turned fully clockwise). This adjustment range may not exactly match the number shown in the table due to small tolerance of production.

Wheels

Tire Pressure Inspection

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

NOTE

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

A. Tire Pressure Gauge

Tire Air Pressure (when cold)

Front	250 kPa (2.50 kgf/cm², 36 psi)
Rear	290 kPa (2.90 kgf/cm², 42 psi)

Tire Wear, Damage

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

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

Tire Wear Inspection

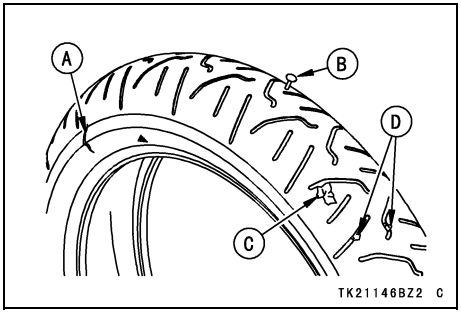
- Measure the depth of the tread with a depth gauge, and replace any tire that has worn down to the minimum allowable tread depth.

A. Tire Depth Gauge

Minimum Tread Depth

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

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



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

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

NOTE

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

⚠ WARNING

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

NOTE

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

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

Standard Tire (Tubeless)

Front	Make, Type: BRIDGESTONE, BATTLAX RACING STREET RS10F J Size: 120/70ZR17 M/C (58W)
Rear	Make, Type: BRIDGESTONE, BATTLAX RACING STREET RS10R J Size: 200/55ZR17 M/C (78W)

⚠ WARNING

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

⚠ WARNING

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

Battery

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

NOTICE

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

Make	GS Yuasa Power Supply, Ltd.
Type	YTZ10S

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 12.8 volts, the battery should be charged using an appropriate charger (check with your Kawasaki dealer). If you will not be using the motorcycle for longer than two weeks, the battery should be charged using an appropriate charger. Do not use an automotive-type quick charger that may overcharge the battery and damage it.

NOTE

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

Kawasaki-recommended chargers are:
Battery Mate 150-9
OptiMate 4
Yuasa MB-2040/2060
Christie C10122S

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

For more details, ask your Kawasaki dealer.

Battery Charging

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

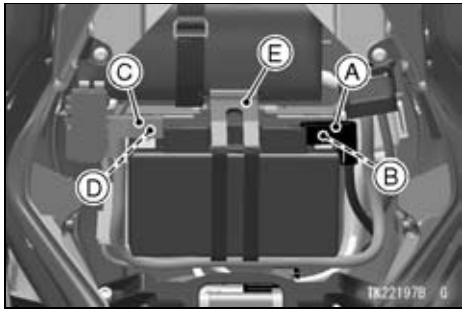
⚠ DANGER

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

Battery Removal

- Make sure the ignition switch is turned off.

- Remove the seat (see Seat section in the GENERAL INFORMATION chapter).
- Slide the black cap from the negative (–) terminal.
- Disconnect the negative (–) cable from the (–) terminal.
- Slide the red cap from the positive (+) terminal.
- Disconnect the positive (+) cable from the (+) terminal.
- Remove the band.



A. Black Cap
B. (–) Terminal
C. Red Cap
D. (+) Terminal
E. Band

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

Battery Installation

- Place the battery on the battery case.
- Connect the positive (+) cable to the (+) terminal, and then connect the negative (–) cable to the (–) terminal.

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

- Put a light coat of grease on the terminals to prevent corrosion.
- Cover the terminals with the caps.
- Install the removed parts.

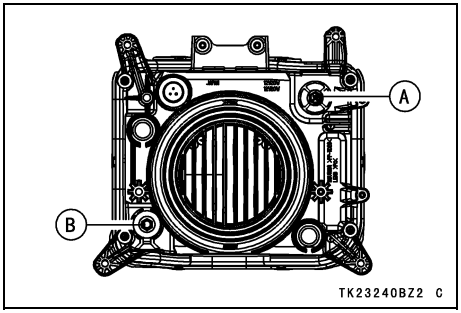
Headlight

Headlight aiming should be done by an authorized Kawasaki dealer.

Horizontal Adjustment

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

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



A. Horizontal Adjuster
B. Vertical Adjuster

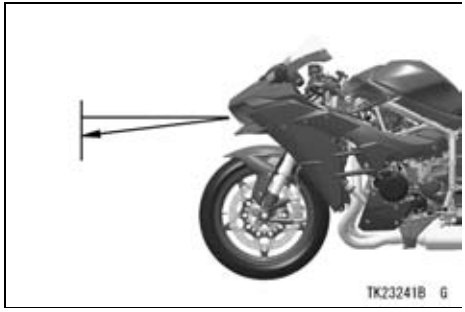
Vertical Adjustment

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

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

NOTE

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

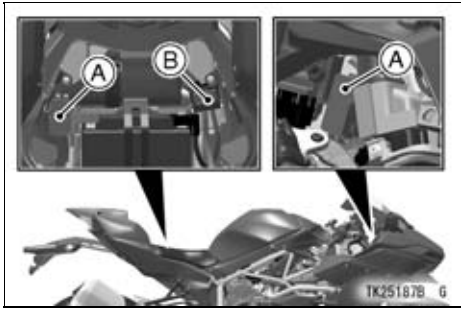


Fuses

Fuses are arranged in the fuse boxes located under the seat and right inner cover. The main fuse is located under the seat. If a fuse fails during operation, inspect the electrical system to determine the cause, and then replace it with a new fuse of proper amperage.

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

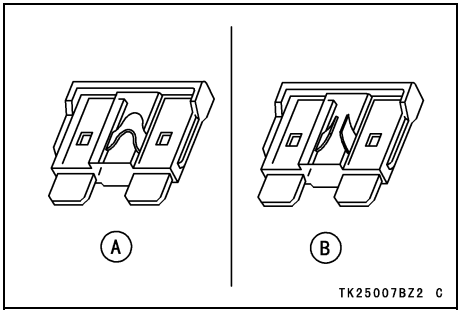
The main fuse removal should be done by an authorized Kawasaki dealer.



A. Fuse Boxes
B. Main Fuse

⚠ WARNING

Substituting fuses can cause wiring to overheat, catch fire and/or fail. Do not use any substitute for the standard fuse. Replace the blown fuse with a new one of the correct capacity, as specified on the fuse boxes and main fuse.



A. Normal
B. Failed

General Lubrication

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

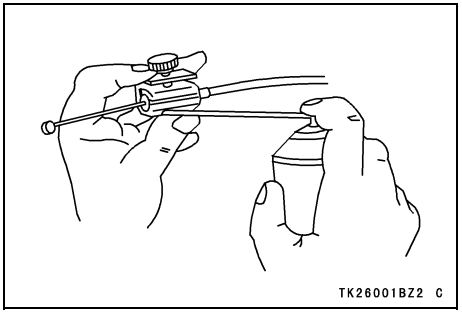
Before lubricating each part, clean off any rusty spots with rust remover and wipe off any grease, oil, dirt, or grime.

Apply motor oil to the following pivots

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

Lubricate the following cables with a pressure cable luber

- **(K)** Throttle Inner Cables



Apply grease to the following points

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

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

NOTE

○ *After connecting the cables, adjust them.*

Cleaning Your Motorcycle

General Precautions

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

⚠ WARNING

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

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

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

Washing Your Motorcycle

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

NOTE

○ *After riding in an area where the roads are salted or near the ocean, immediately wash your motorcycle with cold water. Do not use warm water as it accelerates the chemical reaction of the salt. After drying,*

apply a corrosion protection spray on all metal and chrome surfaces to prevent corrosion.

- ○ *Condensation may form on the inside of the headlight lens after riding in the rain, washing the motorcycle or humid weather. To remove the moisture, start the engine and turn on the headlight. Gradually the condensation on the inside of the lens will clear off.*
- ○ *(For silver mirror paint) If there are scrapes on the painted surface, do not wash your motorcycle with a stream of high-pressure water. The paint may be come off.*

Radiator

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

NOTICE

Using high-pressure water, as from a car wash facility, could damage the radiator fins and impair the radiator's effectiveness.
Do not obstruct or deflect airflow through the radiator by installing unauthorized accessories in front of the radiator or behind the cooling fan. Interference with the radiator airflow can lead to overheating and consequent engine damage.

Semi-gloss Finish

To clean the semi-gloss finish;

- ● When washing the motorcycle, always use a mild neutral detergent and water.

- The semi-gloss finish effect may be lost when the finish is excessively rubbed.
- If any doubt, consult an authorized Kawasaki dealer.

Windshield and Other Plastic Parts

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

NOTICE

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

Chrome and Aluminum

Chrome and uncoated aluminum parts can be treated with a

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

Leather, Vinyl, and Rubber

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

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

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

⚠ WARNING

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

APPENDIX

Storage

Whenever your motorcycle will not be in use for a long period, proper storage is essential.

It consists of checking and replacing missing or worn parts; lubricating parts to ensure that they do not corrode and, in general, preparing the motorcycle so that when the time comes to use it again, it will be in top condition.

See your authorized Kawasaki dealer for this service or do the following.

Preparation for Storage

Make sure the area is well ventilated and free from any source of flame.

⚠ DANGER

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

⚠ WARNING

Gasoline is extremely flammable and can be explosive under certain conditions, creating the potential for serious burns.

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

⚠ WARNING

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

- Clean the entire vehicle thoroughly.
- Run the engine for about five minutes to warm the oil, shut it off, and drain the engine oil. (see Engine Oil section in the MAINTENANCE AND ADJUSTMENT chapter)

⚠ WARNING

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

- Put in fresh engine oil.
- Empty the fuel from the fuel tank using a pump or syphon.
- Remove the spark plugs and add fogging oil into the combustion chambers. If the spark plugs cannot be removed, take the motorcycle to an authorized Kawasaki dealer.
- Set the motorcycle on a stand so that both wheels are raised off the ground. (If this cannot be done, put boards under the front and rear wheels to keep dampness away from the tire rubber.)
- Spray oil on all unpainted metal surfaces to prevent rusting. Avoid getting oil on rubber parts or in the brakes.
- Lubricate the drive chain and all the cables.
- Remove the battery, and store it where it will not be exposed to direct sunlight, moisture, or freezing temperatures. During storage it should be given a slow charge (one ampere or less) about once a month. Keep the battery well charged especially during cold weather.
- Tie plastic bag over the muffler to prevent moisture from entering.
- Put a cover over the motorcycle to keep dust and dirt from collecting on it.

Preparation after Storage

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

Troubleshooting Guide

If a Problem Occurs

Performing daily checks and periodic maintenance prevents unexpected troubles from occurring. In case of a breakdown, take emergency measures and contact your Kawasaki dealer to request repair. For safety, inspection and maintenance should be done within your knowledge and ability. If you are not confident in completing an inspection or maintenance, ask an authorized Kawasaki dealer to do the work.

⚠ WARNING

When carrying out an inspection, follow the precautions below.

- **Secure a place where you can work in safety without obstructing traffic around you. Do not carry out any inspection unless it is safe.**
- **Support the motorcycle on a firm, level surface with the stand.**
- **The engine and muffler will become hot during operation. To avoid burns etc., do not touch the hot engine or muffler just after the engine has stopped.**
- **Exhaust gas contains harmful substances such as carbon monoxide. Do not run the engine in an enclosed garage or poorly ventilated area.**
- **Wait until the engine cools down before carrying out inspection and maintenance or replenishing fuel. Make sure the area is well ventilated and free from any source of flame or sparks. Do not place any appliance with a pilot light nearby.**
- **If a test ride is needed, ride in a safe area and pay close attention to traffic around you.**

When any of warning indicators go on or blink, have the motorcycle inspected by an authorized Kawasaki dealer immediately.

If the Engine Does Not Start

When the engine turns over but the engine does not start, inspect as follows.

- Check the fuel level in the fuel tank. If only a small quantity of fuel remains in the bottom, replenish the fuel tank. (Fuel in the tank cannot be completely consumed.)
- Leaving the motorcycle unused for a long time may cause fuel in the tank to deteriorate. In that case, ask an authorized Kawasaki dealer for inspection.
- When the engine warning indicator on the meter goes on and stays on, there may be a problem with the fuel injection system. Ask an authorized Kawasaki dealer for inspection and maintenance.
- The motorcycle is equipped with a vehicle-down sensor which stops the engine automatically when the motorcycle falls down. When the engine start/stop switch is slided after the motorcycle has fallen down, the engine warning indicator blinks and the engine does not start. To start the engine, switch the ignition key to the position and then back to the position.
- Make sure that your ignition keys are registered by the immobilizer system. If you need additional spare keys, ask an authorized Kawasaki dealer to register them.
- Attaching any spare keys or metal parts to the ignition key with a key ring may cause communication problems between the key and the immobilizer system. In this case remove the spare key or metal object and check if the engine starts.

If the engine will not start after completing the above inspection and maintenance, there may be something wrong with another system such as the ignition system. Ask an authorized Kawasaki dealer for inspection and maintenance.

When the starter motor does not rotate, inspect as follows.

- Make sure that the gear position is in the neutral position. If not, shift the transmission into neutral.
- Inspect the fuse condition. If any fuse has blown, replace it with a new one of the same amperage.

⚠ WARNING

Substituting fuses can cause wiring to overheat, catch fire and/or fail. Use only standard fuses of the correct capacity and specifications.

- Check the battery cable connections etc. (see page 168). If necessary, tighten the connecting bolts to securely connect them.
- In case of slow blinking of the turn signal lights, low volume of the horn sound, or when you slide the engine start/stop switch and hear a click but the starter motor does not rotate, battery charging status is not good. Refresh the battery's charge (see page 168) and check if the starter motor rotates.
- Even after a refresh charge, if the starter motor stops rotating the engine properly the battery may have deteriorated. Have the battery inspected by an authorized Kawasaki dealer.

If the starter motor will not start after completing the above inspection and maintenance, there may be something wrong with another part such as the starter motor. Ask an authorized Kawasaki dealer for inspection and maintenance.

If the Engine Stalls or Runs Poorly

- Check the fuel level in the fuel tank. If only a small quantity of fuel remains, replenish the fuel tank. (Fuel in the tank cannot be completely consumed.)
- Raise the side stand fully up before starting the engine. (If you try to move off with the side stand is still down, the engine will stop.)
- Make sure that correct fuel is used. If not, replace the fuel the correct type (see page 87).
- If the clutch lever is felt spongy, there may be something wrong with the hydraulic circuit. Ask an authorized Kawasaki dealer for maintenance.
- In case of slow blinking of the turn signal lights, low volume of the horn sound, or when you slide the engine start/stop switch and hear a click but the starter motor does not rotate, the battery is discharged. Check the connections of the battery terminals for looseness (see page 168). If necessary, tighten the bolts to remove the looseness. If the above methods cannot solve the problems, ask an authorized Kawasaki dealer for inspection and maintenance.
- If the coolant temperature warning indicator goes on, the engine may have overheated. Check the coolant level in the reserve tank after the engine cools down. If the coolant quantity is less than the lower level, replenish the coolant or soft water up to the upper level (see page 137). Ask an authorized Kawasaki dealer to identify the cause of the overheat immediately.
- When the engine warning indicator on the meter goes on and stays on, there is something wrong with the fuel injection system. Ask an authorized Kawasaki dealer for inspection and maintenance.

If the engine stalls after completing the above inspection and maintenance, there may be something wrong with other system. Ask an authorized Kawasaki dealer for inspection and maintenance.

Environmental Protection

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

MAINTENANCE RECORD

Owner Name .....
Address .....
Phone Number .....
Engine Number .....
Vehicle Number .....
Key Code .....
Selling Dealer Name .....
Phone Number .....
Warranty Start Date .....

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

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address