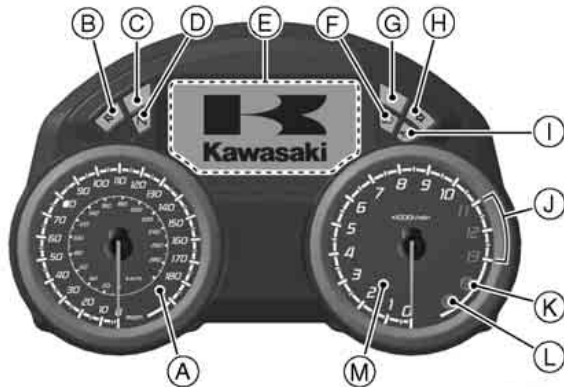


GENERAL INFORMATION

Meter Instruments

- A. Speedometer
- B. Green Left Turn Signal Indicator Light
- C. Red Warning Indicator Light
- D. Green Neutral Indicator Light
- E. Multifunction Meter
- F. Blue High Beam Indicator Light
- G. Yellow Engage/Shift Up Indicator Light
- H Green Right Turn Signal Indicator Light
- I. Red Oil Pressure Warning Indicator Light
- J. Red Zone
- K. Yellow KTRC Warning Indicator Light
- L. Yellow Engine Warning Indicator Light
- M. Tachometer



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Speedometer and Tachometer

The needle of the speedometer and tachometer momentarily sweeps from the minimum to maximum and back to minimum when the ignition key is turned to "ON". This checks the operation of the meter needles, so if they do not operate correctly, have the function checked by an authorized Kawasaki dealer.

The speedometer shows the speed of the vehicle.

The tachometer shows the engine speed in revolutions per minute (r/min, rpm). On the right side of the tachometer face is a portion called the "red zone". Engine r/min (rpm) in the

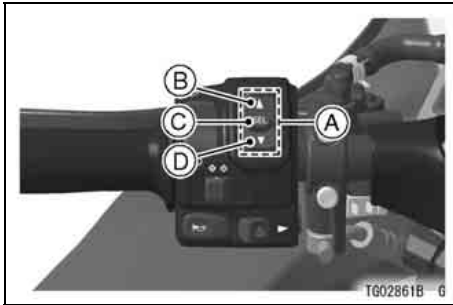
red zone is above maximum recommended engine speed and is also above the range for good performance.

NOTICE

Engine r/min (rpm) should not be allowed to enter the red zone; operation in the red zone will overstress the engine and may cause serious engine damage.

Multifunction Button

The multifunction button is located on the left handlebar switches. Select the various functions by pushing the multifunction button.



- A. Multifunction Button
- B. Upper Button
- C. "SEL" Button
- D. Lower Button

Multifunction Meter

When turning the ignition key to ON position, the animation and "Kawasaki" are displayed for about 4 seconds. Then, depending on the mode selected, the current mileage, average

mileage, cruising range, battery voltage or outside temperature and the odometer or trip meter are displayed.



A. "Kawasaki" Display

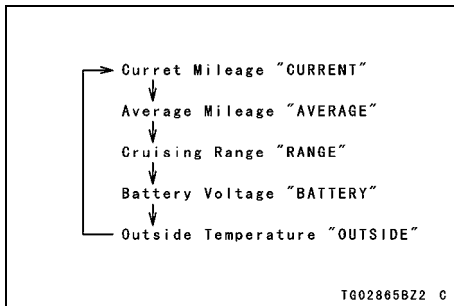
The multifunction meter displays the following modes.

- Odometer/Trip Meter A/Trip Meter B
- Coolant Temperature Meter
- Fuel Gauge
- Clock
- Mileage (Current Mileage/Average Mileage/Cruising Range)

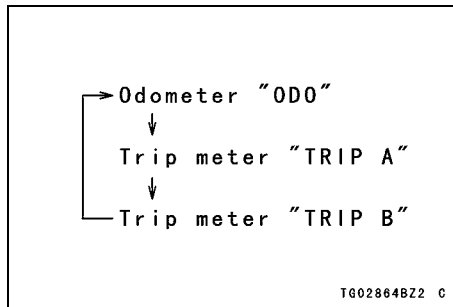
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- Battery Voltage
- Outside Temperature
- Gear Position
- Economical Riding Indicator
- Power Mode Indicator
- KTRC Mode Indicator
- KTRC Level Indicator

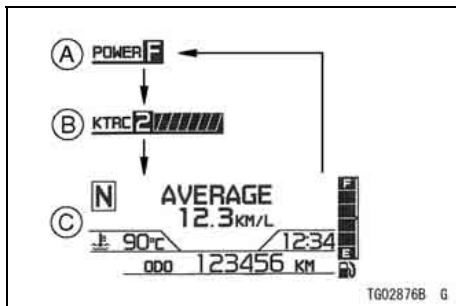
When the upper button is pushed, the display mode can be shifted as follows.



When the lower button is pushed, the display mode can be shifted as follows.



When the “SEL” button is pushed, the display can be shifted as follows.



- A. Power Mode Indicator
- B. KTRC Mode Indicator
- C. Main Display

For more detailed information about the KTRC or Power mode, see “Kawasaki TRaction Control (KTRC)” or “Power Mode” section in the HOW TO RIDE THE MOTORCYCLE chapter.

Odometer/Trip Meters -

“ODO/TRIP A/TRIP B”

The trip meter and odometer can be shifted to ODO, TRIP A and TRIP B by pushing the lower button.

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

NOTE

- *The data is maintained even if the battery is disconnected.*
- *When the figures come to 999999, they are stopped and locked.*
- *The measurement unit of the odometer can be changed, refer to the “Setting Menu” item in this section.*

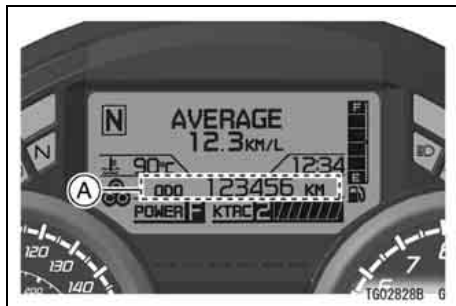
The trip meter shows the distance in kilometers or miles traveled since they were last reset to 0.0.

TRIP A/B: 0.0 ~ 9999.9

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NOTE

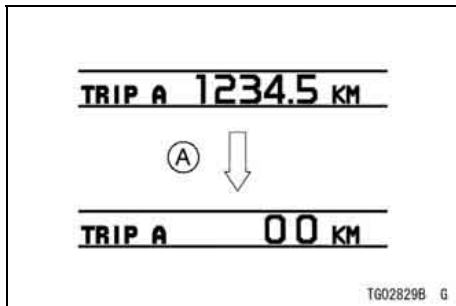
- *The data is maintained by the backup power if the ignition key is turned off.*
- *When the trip meter reaches 9999.9 while riding, the meter resets to 0.0 and continues counting.*
- *When the battery is disconnected, the meter display resets to 0.0 (TRIP A, TRIP B).*
- *The measurement unit or the trip meter can be changed, refer to the “Setting Menu” item in this section.*



A. ODO/TRIP A/TRIP B

To reset the trip meter:

- Push the lower button to display the TRIP A or TRIP B.
- Push the lower button for 2 seconds.



A. Push Lower Button for 2 Seconds

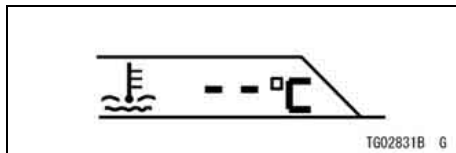
Coolant Temperature Meter -

The coolant temperature meter indicates temperature of the engine coolant.



A. Coolant Temperature Meter

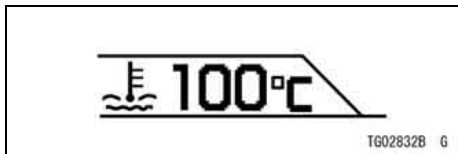
- If the coolant temperature is below 40°C (104°F), “--” is displayed.



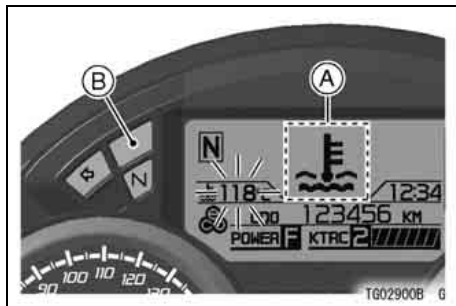
When the coolant temperature rises to above 40°C (104°F), the numerical

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value of the coolant temperature at the present state is displayed.

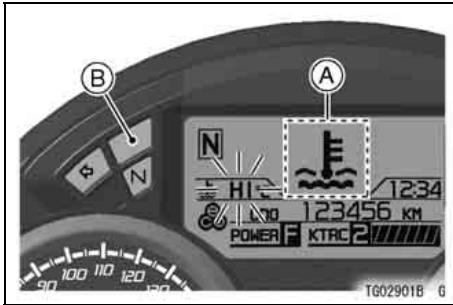


- If the coolant temperature rises to above 115°C (239°F) and below 120°C (248°F), the numerical value of the current coolant temperature starts blinking and the coolant warning symbol is displayed and the warning indicator light also goes on. This warns the operator that the coolant temperature is high.



- A. Coolant Warning Symbol “”
- B. Red Warning Indicator Light

If the coolant temperature rises to above 120°C (248°F), “HI” is displayed and starts blinking and the coolant warning symbol is displayed and the warning indicator light also goes on. This warns the operator that the coolant temperature is too high. Stop the engine and check the coolant level in the reserve tank after the engine cools down.



- A. Coolant Warning Symbol “”
 B. Red Warning Indicator Light

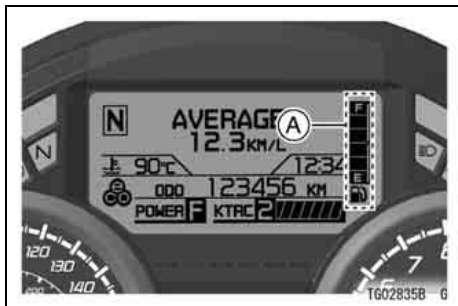
NOTICE

Do not let the engine continue running when the coolant temperature shows “HI”. Prolonged engine operation will result in severe engine damage from overheating.

Fuel Gauge -

The fuel in the fuel tank is shown by the number of segments displayed. When the fuel tank is full, all 6 segments are displayed. When the vehicle stands with the side stand, the fuel gauge cannot show the amount of fuel in the fuel tank exactly. Stand upright the vehicle to check the fuel level.

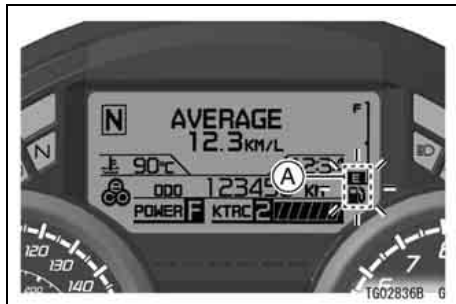
If the fuel gauge is not correctly displayed, have the fuel gauge checked by an authorized Kawasaki dealer.



A. Fuel Gauge

As the fuel level in the tank goes down, the segments disappear one by one from F (full) to E (empty). When the “E” segment is displayed in the fuel gauge, the “E” segment and the fuel symbol (🛢️) are blinking in the multifunction meter. This indicates that the usable remaining in the tank is approximately 4.2 L (1.1 US gal). Refuel at the

earliest opportunity if the “E” segment and fuel symbol (🛢️) are blinking in the multifunction meter.



A. “E” Segment and Fuel Symbol (🛢️)

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

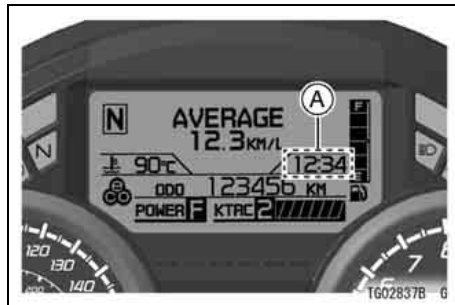


A. All Segments and Fuel Symbol ()

Clock -

This display shows the time.

When adjusting the clock, refer to the “Setting Menu” item in this section.



A. Clock

NOTE

- The clock works normally from the back-up power while the ignition switch is turned to OFF.

Current Mileage / Average Mileage / Cruising Range -

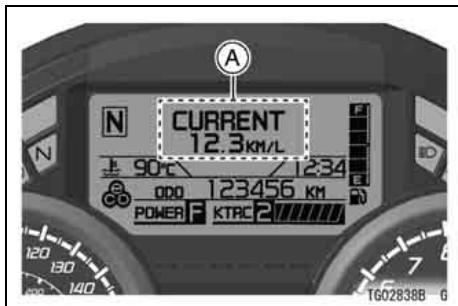
“CURRENT”

This display shows the instantaneous or current mileage by numerical value,

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and indicates the current fuel consumption.

- Push the upper button to display the current mileage.

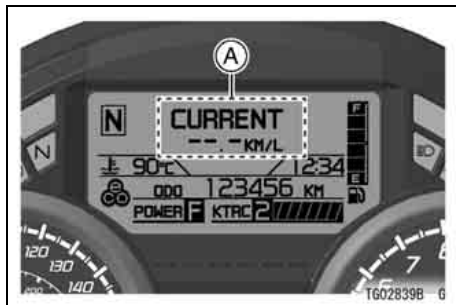


A. Current Mileage

NOTE

- This display indicates the current fuel consumption, not average fuel consumption.

- The measurement unit of the mileage can be changed, refer to the “Setting Menu” item in this section.
- The numerical value shows “- -.-” until 4 seconds have passed and a speed of 5 km/h (3 mph) is reached.



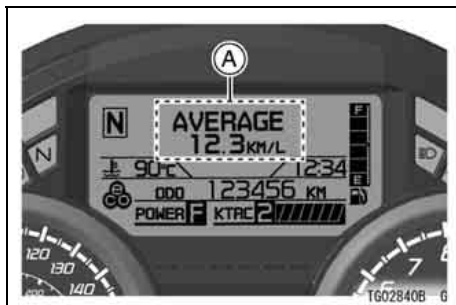
A. Current Mileage

“AVERAGE”

This display shows the average mileage by numerical value, and indicates the average fuel consumption

counted from the start of measuring to present time.

- Push the upper button to display the average mileage.



A. Average Mileage

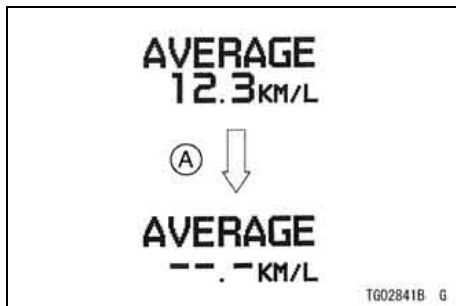
NOTE

- The data is maintained by back up power if the ignition key is turned off.

- The measurement unit of the mileage can be changed, refer to the “Setting Menu” item in this section.

To reset the “AVERAGE” display:

- Push the upper button for 2 seconds while the average mileage is displayed, and the average mileage resets to “--. --”.



A. Push Upper Button for 2 Seconds

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NOTE

- When the battery is disconnected, the average mileage resets to “--.” for a few seconds.
- After resetting the average mileage, the numerical value is not displayed until 5 mL (0.2 US oz.) of fuel has been used and 100 m (328 ft) has been traveled.


“RANGE”

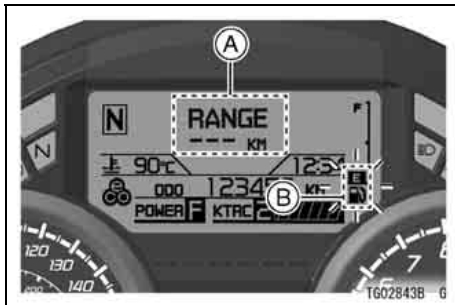
This display shows the cruising range by numerical value, and indicates the cruising range from the remaining fuel in the fuel tank.

- Push the upper button to display the cruising range.



A. Cruising Range

When the fuel symbol () and “E” segment start blinking, the numerical value shows “--.” until the ignition key is turned to OFF.



- A. Cruising Range “---”
 B. Fuel Symbol and “E” Segment

NOTE

- The measurement unit of the cruising range can be changed, refer to the “Setting Menu” item in this section.
- The display range for cruising range unit is 0 ~ 999.

Battery Voltage -

“BATTERY”

This display shows the battery voltage.

- Push the upper button to display the battery voltage.



A. Battery Voltage

NOTE

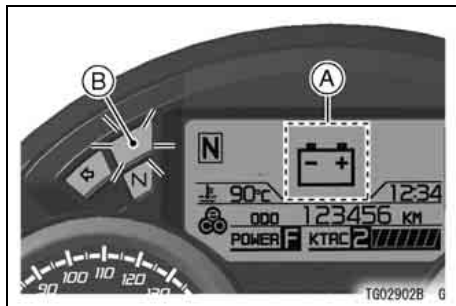
- The battery voltage may not be displayed correctly in this meter except

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when the battery voltage is 9.0 V ~ 16.0 V.

- The battery voltage shown in this display may differ from the numerical value measured by the another device.
- When the all indicator light and display of the multifunction meter go off, the battery voltage is insufficient. Have the machine checked by an authorized Kawasaki dealer promptly because the engine might stop suddenly when keeping running in that condition.

When the battery voltage high/low, the battery warning symbol is displayed and the warning indicator light goes on. If the warning symbol is displayed and the warning indicator light goes on, have the battery voltage checked by an authorized Kawasaki dealer.



- A. Battery Warning Symbol
- B. Red Warning Indicator Light

Outside Temperature -

“OUTSIDE”

This display shows the outside temperature by numerical value. The outside temperature display is renewed every 5 seconds.

- Push the upper button to display the outside temperature.



A. Outside Temperature

NOTE

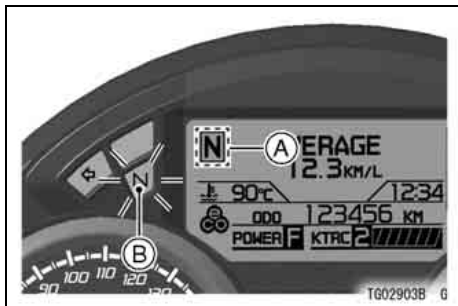
- *The outside temperature can be displayed from -20°C (-4°F) to 60°C (140°F).*
- *The outside temperature may not be displayed correctly in this meter when the speed is less than 20 km/h*

(12 mph), or the outside temperature sensor gets wet. The display value of the outside temperature does not increase when the speed 20 km/h (12 mph) or less.

- *The measurement unit of the outside temperature can be changed, refer to the “Setting Menu” item in this section.*

Gear Position -

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 light goes on.



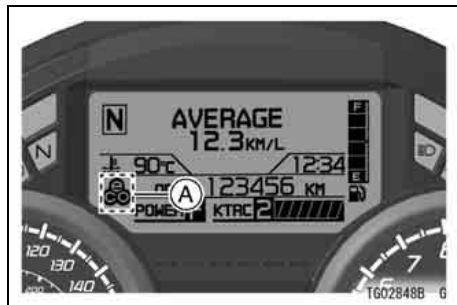
- A. Gear Position
B. Green Neutral Indicator Light

NOTE

- If the gear position indicator in the multifunction meter shows “□”, the transmission is not properly shifted to neutral. Be sure to shift the transmission.

Economical Riding Indicator -

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



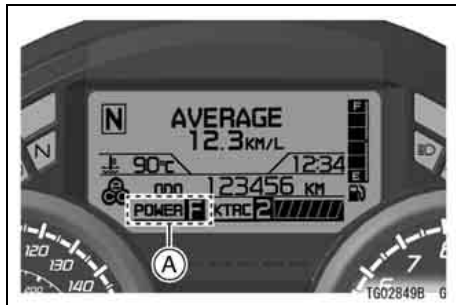
A. Economical Riding Indicator

⚠ WARNING

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

Power Mode Indicator -

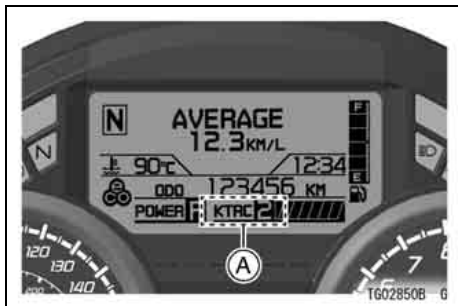
This indicator shows the selected Power Mode. For more detailed information about the power mode, see power mode section in the HOW TO RIDE THE MOTORCYCLE chapter.



A. Power Mode Indicator

KTRC Mode Indicator -

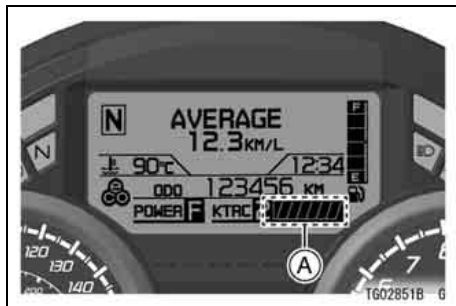
This indicator shows the selected KTRC mode. For more detailed information about the KTRC mode, see Kawasaki TRaction Control (KTRC) section in the HOW TO RIDE THE MOTORCYCLE chapter.



A. KTRC Mode Indicator

KTRC Level Indicator -

The instantaneous strength and weakness of the KTRC operation can be checked with the KTRC level indicator in the multifunction meter while the motorcycle is running. The stronger the traction control works, the more the segments go on.



A. KTRC Level Indicator

Setting Menu

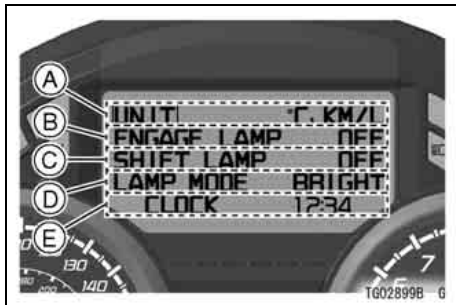
The various settings in the multi function meter can be performed in this setting menu.

NOTE

- *This setting menu cannot be shifted while riding. Operate this setting menu with the vehicle stopped.*

The following settings can be adjusted in the multifunction meter.

- Language Setting: [ENGLISH] [FRANCAIS]
- Unit Setting (UNIT): [°C, KM/L] [°C, L/100KM] [°F, MPG USA] [°C, MPG UK]
- Engage Indicator Light Setting (ENGAGE LAMP): [OFF] [1 200 ~ 6 000 rpm (r/min)]
- Shift Up Indicator Light Setting (SHIFT LAMP): [OFF] [7 500 ~ 11 000 rpm (r/min)]
- Engage/Shift Up Indicator Light Lighting Mode (LAMP MODE): [BRIGHT] [DIM] [BLINK]
- Clock Adjustment (CLOCK)



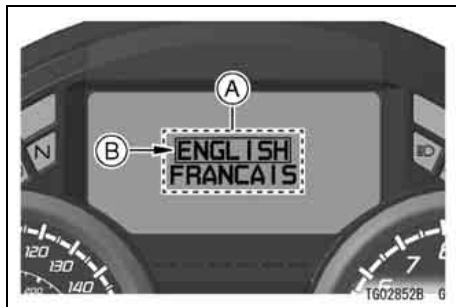
- A. Unit Display Setting in Mileage and Temperature
- B. Engage Indicator Light Setting
- C. Shift Up Indicator Light Setting
- D. Engage/Shift Up Indicator Light Lighting Mode
- E. Clock Adjustment

**Language Setting: ENGLISH/
FRANCAIS -**

The language displayed in the multifunction meter can be changed between English and French in this Language Setting Menu.

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- Push the “SEL” button simultaneously for 2 seconds.
- Align the cursor and select language to display by pushing the upper/lower button.
- Push the “SEL” button, if advancing to the setting menu for changing the unit of the mileage, engage indicator light setting, shift up indicator light setting, engage/shift up indicator light lighting mode or adjusting the clock.
- Push the “SEL” button simultaneously for 2 seconds, if not advancing to the other setting menu.



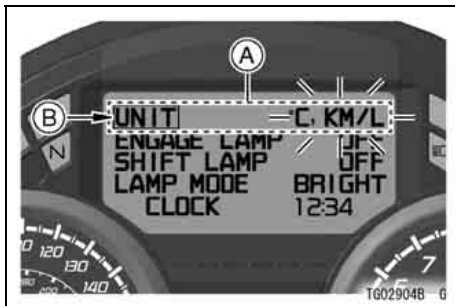
A. Language Setting Menu

B. Cursor

**Unit Setting: KM/L, L/100 KM, MPG
USA, MPG UK -**

“UNIT”

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

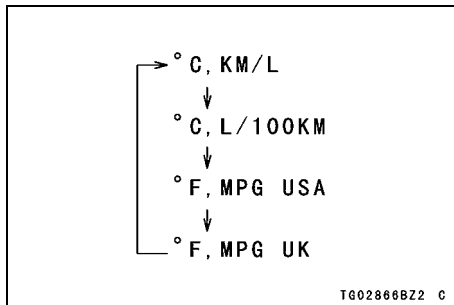


A. Unit Display Setting (UNIT)

B. Cursor

- Push the upper/lower button to align the cursor to “UNIT” after setting the language in the Language Setting Menu.
- Push the “SEL” button, and then the previous unit setting starts blinking.
- Select the unit to display by pushing the upper/lower button.

- The unit shifts as the following order.



- Push the “SEL” button to set the display unit after setting.

NOTE

- *Do not operate the vehicle with the multi function meter displaying in the wrong unit.*

Engage / Shift Up Indicator Light Lighting Mode –

“ENGAGE LAMP”, “SHIFT LAMP”, “LAMP MODE”

The engage/shift up indicator lighting mode has 3 modes: light on (bright), light on (dim), and blinking.

The engage/shift up indicator light can be used in closed course competition. Do not use the engage/shift up indicator light during everyday riding.

Engage Indicator Light

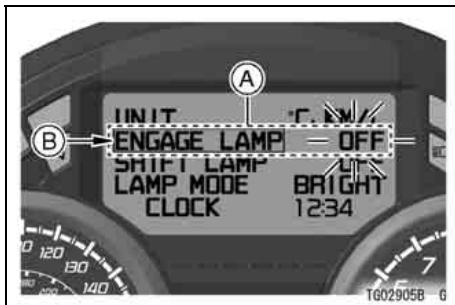
The engage indicator light is used to indicate the preferred timing for clutch engagement under the following conditions: transmission is in 1st gear; the clutch lever is pulled in; and the vehicle speed is less than 5 km (3 mph).

To adjust the engage indicator light engine speed setting in the tachometer, do the following while the engine is stopped.

- Push the upper/lower button to select the “ENGAGE LAMP” after setting language in the Language Setting Menu.
- To adjust the engage indicator light engine speed, align the cursor to “ENGAGE LAMP” by pushing the “SEL” button. The previous engage indicator light setting starts to blink.
- Push the upper/lower button to adjust the engage indicator light engine speed setting. The engine speed timing advances in 100 r/min (rpm) increments up to its maximum setting.
- Select the OFF mode to disable the engage indicator light function when it is not required.
- The adjustment range for this function is between 1 200 ~ 6 000 r/min (rpm).
- Once the maximum engine speed setting for the engage indicator light

has been reached, the increments revert to the minimum setting engine speed.

- Push the “SEL” button to confirm the engage indicator light engine speed setting after adjustment.



- A. Engage Indicator Light Setting (ENGAGE LAMP)
B. Cursor

Shift Up Indicator Light

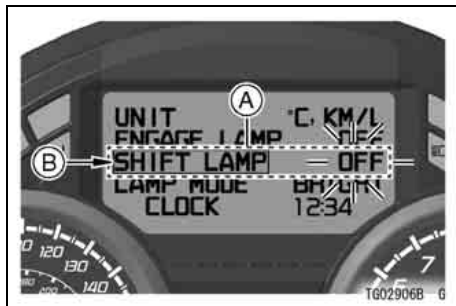
The shift up indicator light can be used to indicate the timing for next up shift to prevent engine damage by illuminating the engage shift up indicator light once a pre-set engine speed is reached.

To adjust the shift up indicator light engine speed setting in the tachometer, do the following while the engine is stopped.

- Push the upper/lower button to select the “SHIFT LAMP” after setting language in the Language Setting Menu.
- To adjust the shift up indicator light engine speed, align the cursor to “SHIFT LAMP” by pushing the “SEL” button. The previous shift up indicator light setting starts to blink.

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- Push the upper/lower button for adjusting the shift up indicator light engine speed. The engine speed timing advances in 100 r/min (rpm) increments up to its maximum setting.
- Select the OFF mode to disable the shift up indicator light function when it is not required.
- The engine speed adjustment range for this function is from 7 500 ~ 11 000 r/min (rpm).
- Once the maximum engine speed setting for the shift up indicator light of 11 000 r/min (rpm) has been reached, the increments revert to minimum engine speed.
- Push the “SEL” button to confirm the shift up indicator light engine speed setting after adjustment.

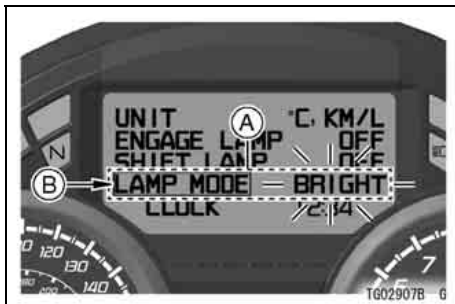


- A. Shift Up Indicator Light Setting (SHIFT LAMP)
- B. Cursor

Lighting Mode Change

- Push the upper/lower button to align the cursor to the “LAMP MODE” after setting language in the Language Setting Menu.
- Push the “SEL” button, and then the previous lighting mode of “LAMP MODE” starts blinking.

- To change the engage/shift up indicator light lighting mode, push the upper/lower button and the lighting mode of “LAMP MODE” will shift between light on (bright), light on (dim) and blinking while engage/shift up indicator light goes on or blinks.
- Push the “SEL” button to confirm the engage/shift up indicator light lighting mode setting after adjustment.



- A. Lighting Mode (LAMP MODE)
B. Cursor

⚠ WARNING

Failing to properly observe the road ahead increases the chance of an accident. Do not concentrate on the shift lamp 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.

NOTE

- *Pushing and holding the upper/lower button advances the engage/shift up indicator light engine speed continuously.*

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- *The data are maintained even if the battery is disconnected.*

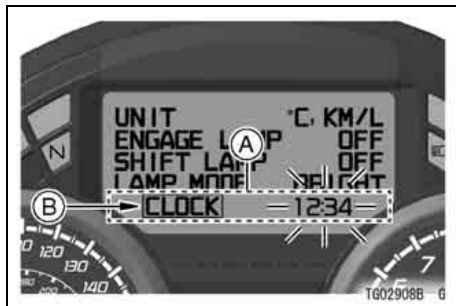
NOTICE

Engine r/min (rpm) should not be allowed to enter the red zone; operation in the red zone will overstress the engine and may cause serious engine damage.

Clock -

“CLOCK”

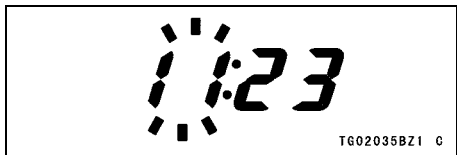
- Push the upper/lower button to align the cursor to the “CLOCK” after setting language in the Language Setting Menu.



A. Clock Setting (CLOCK)

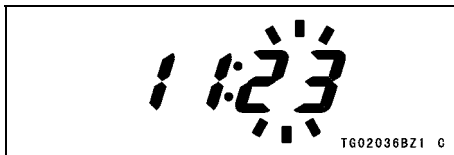
B. Cursor

- Push the “SEL” button. When only the hour display blinks, push the upper/lower button to advance the hours.



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- Push the “SEL” button. The hour display stops blinking and the minute display starts blinking. Push the upper/lower button to advance the minutes.



- Push the “SEL” button. The displays stop blinking and the clock starts working.


NOTE


- *Pushing the upper/lower button advances the hours or minutes step by step. Pushing and holding the button advances the hours or minutes continuously.*


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

Warning/Indicator Lights

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

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


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

 : The oil pressure warning indicator light goes on whenever the oil pressure is dangerously low or the ignition

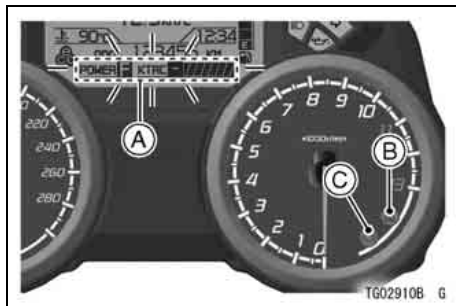
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key is in the ON position with the engine not running, and goes off when the engine oil pressure is high enough. Refer to the MAINTENANCE AND ADJUSTMENT chapter for more detailed engine oil information.

Yellow Engine Warning Indicator Light -

 : The engine warning indicator light goes on when ignition key is turned to “ON” and goes off soon after ensuring that its circuit functions properly. The indicator light also goes on whenever the troubles occur in digital fuel injection system (DFI). When the engine warning indicator light goes on, the KTRC warning indicator light goes on and the KTRC mode/level indicator and Power mode indicator blinks by trouble condition.

If the indicator light goes on, have the DFI system checked by an authorized Kawasaki dealer.



- A. Power Mode/KTRC Mode/KTRC Level Indicator
- B. Yellow KTRC Warning Indicator Light
- C. Yellow Engine Warning Indicator Light

Yellow KTRC Warning Indicator Light -

 : The KTRC warning indicator light and engine warning indicator light

go on and the KTRC mode/level indicator and Power mode indicator blink whenever the trouble occurs in the KTRC system. At this time the KTRC system does not function.

If the indicator lights go on and mode indicator blinks, have the KTRC system checked by an authorized Kawasaki dealer.

Yellow Engage/Shift Up Indicator Light: This indicator light goes on or blinks at preset timing for the engage indicator light and/or the shift up indicator light. For more detail the engage/shift up indicator light, see “Engage/Shift Up Indicator Light/Lighting Mode” section in this chapter.

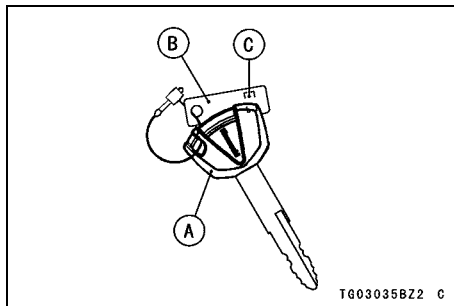
Red Warning Indicator Light: This warning indicator light has the three warning functions: coolant temperature warning, oil pressure warning and battery charging system warning. For more detailed information, see appropriate sections in this chapter.

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Keys

This motorcycle has a combination key, which is used for the ignition switch, steering lock, seat lock, and fuel tank cap.

Included with the key is a key number, which may be stamped on a separate plate. Record the key number in the space provided and store the number in a safe place. If your keys came with a plate, store it in a safe place as well.



- A. Ignition Key
- B. Tag
- C. Key Number

Write your key number here.

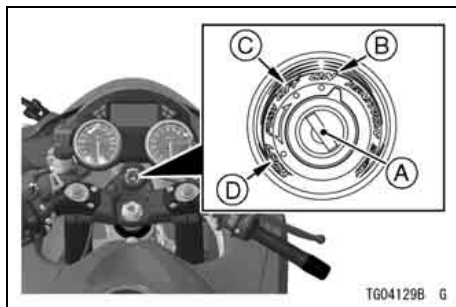
In the event you lose your keys, you will need the key number to have a duplicate made. If you cannot locate your key number, contact the dealer where

you purchased your Kawasaki motorcycle. It's possible the dealer may have the number in its records. If the key number is lost completely, you will need to replace the ignition switch and all other locks operated by that key.

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

Ignition Switch/Steering Lock

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



A. Ignition Switch/Steering Lock

B. ON position

C. OFF position

D. LOCK position

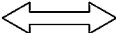
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OFF	Engine off. Electrical circuits off.
ON	Engine on. All electrical equipment can be used.
LOCK	Steering locked. Engine off. Electrical circuits off.

NOTE

- *The tail, city and license plate lights are on whenever the ignition key is in the ON position. Headlights go on when the starter button is released after starting the engine. To avoid battery discharge, always start the engine immediately after turning the ignition key to "ON".*
- *If you leave the ON position on for a long time, the battery may become totally discharged.*

To operate the ignition Switch:

OFF  ON

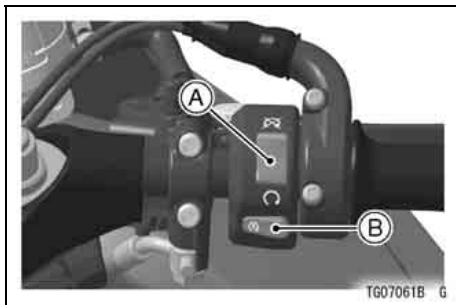


LOCK

1. Turn the handlebar fully to the left.
2. For locking push down the key in the OFF position and turn it to LOCK.


TG04128BZ2 C


Right Handlebar Switches



- A. Engine Stop Switch
- B. Starter Button

Engine Stop Switch

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

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

NOTE

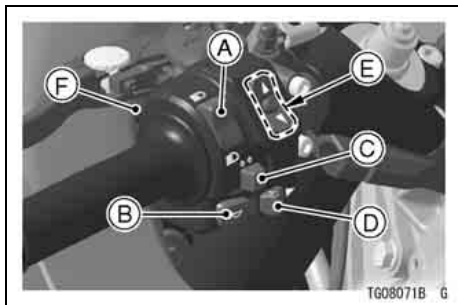
- Although the engine stop switch stops the engine, it does not turn off all the electrical circuits. Ordinarily, the ignition switch should be used to stop the engine.

Starter Button

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


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


Left Handlebar Switches




- A. Dimmer Switch
- B. Horn Button
- C. Turn Signal Switch
- D. Hazard Switch
- E. Multifunction Button
- F. Passing Button



Dimmer Switch

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

High beam.....()

Low beam.....()

Turn Signal Switch

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

To stop blinking, push the switch in.

Horn Button

When the horn button is pushed, the horn sounds.

Hazard Switch

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

Push in the hazard switch with the ignition switch in the ON or P (Park) position. All the turn signals and turn

signal indicator lights will blink on and off.

NOTICE

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

Multifunction Button

Refer to “Multifunction Button” and “Multifunction Meter” section in this chapter.

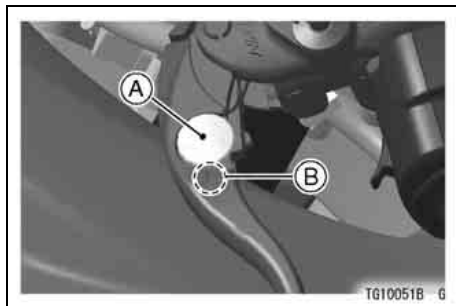
Passing Button

When the passing button is pushed, the headlight high beam (passing beam) goes on to signal the driver of the vehicle ahead that you are about

to pass. The passing light is shut off as soon as the button is released.

Brake/Clutch Lever Adjuster

There are adjusters on both the brake and clutch levers. The brake lever adjuster has 6 positions and the clutch lever adjuster has 5 positions so that the released lever position can be adjusted to suit the operator's hands. Push the lever forward and turn the adjuster to align the number with the mark on brake lever holder and the mark on the clutch lever holder. The distance from the grip to the released lever is minimum at Number 6 for the brake lever and Number 5 for the clutch lever, and maximum at Number 1 for both.



A. Adjuster

B. Mark

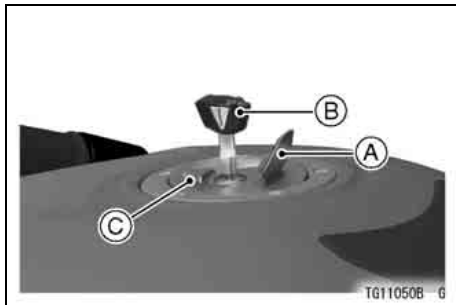
Fuel Tank Cap

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

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

NOTE

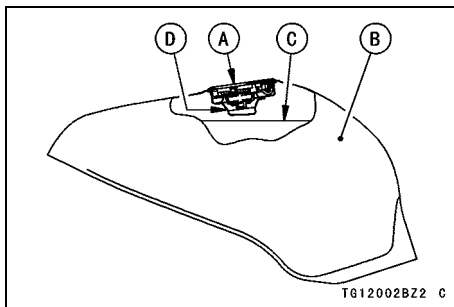
- *The fuel tank cap cannot be closed without the key inserted, and the key cannot be removed unless the cap is locked properly.*
- *Do not push on the key to close the cap, or the cap cannot be locked.*



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

Fuel Tank

The following octane rating gasoline is recommended for the fuel tank. Avoid filling the tank in the rain or where heavy dust is blowing so that the fuel does not get contaminated.



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

⚠ WARNING

Gasoline is extremely flammable and can be explosive under certain conditions, creating the potential for serious burns. When refueling, servicing fuel system, draining gasoline and/or adjusting the carburetor: Stop engine and allow it to cool before refueling. DO NOT smoke. Make sure the area is well ventilated and free from any source of flame or sparks, including the pilot light of any appliance. DO NOT fill the tank so the fuel level rises into the filler neck or level surface of level gauge. If the tank is overfilled, heat may cause the fuel to expand and overflow through the vents in the tank cap. Wipe off any spilled gasoline immediately.

NOTICE

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

Fuel Requirement*Fuel Type*

Use clean, fresh unleaded gasoline with a minimum Antiknock Index of 90. The Antiknock Index is posted on service station pumps. The octane rating

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

Octane Rating Method		Minimum Rating
Antiknock Index	$\frac{(\text{RON} + \text{MON})}{2}$	90

NOTICE

Use minimum of 90 octane gasoline only to prevent severe engine damage.

NOTICE

If engine “knocking” or “pinging” occurs, use a different brand of gasoline of a higher octane rating. If this condition is allowed to continue it can lead to severe engine damage.

Gasoline quality is important. Fuels of low quality or not meeting standard industry specifications may result in unsatisfactory performance. Operating problems that result from the use of poor quality or nonrecommended fuel may not be covered under your warranty.

Fuels Containing Oxygenates

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

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

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

NOTICE

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

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

NOTE

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

NOTICE

Never use gasoline with an octane rating lower than the minimum specified by Kawasaki. Never use “gasohol” with more than 10% ethanol, or more than 5% methanol. Gasoline containing methanol must also be blended with cosolvents and corrosion inhibitors.

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

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

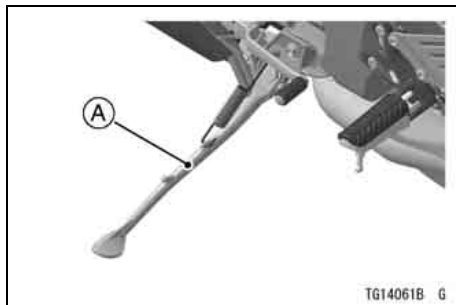
NOTICE

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

Stand

Side Stand

The motorcycle is equipped with the side stand.



A. Side Stand

NOTE

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

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

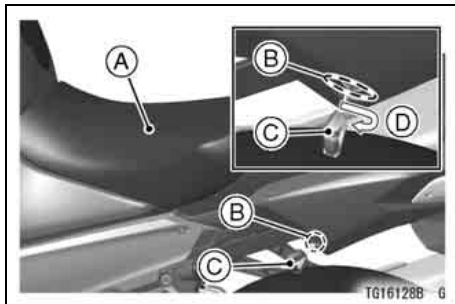
NOTE

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

Seat

Seat Removal

Remove the seat by inserting the ignition key into the seat lock and turning it clockwise.

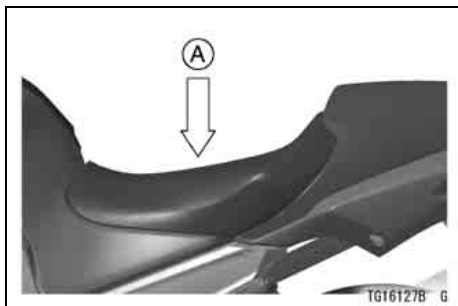


- A. Seat
- B. Seat Lock
- C. Ignition Key
- D. Turn clockwise

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NOTE

- If the seat removal is hard, be sure to insert the ignition key fully into the seat lock, then turn the key clockwise while strongly pushing down the middle part of the seat.

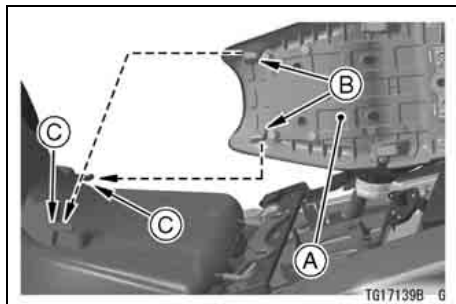


A. Push down.

Seat Installation

Install the seat in the reverse order of removal.

- Place the brackets on each side of the fuel tank into the slots on the front of the seat.

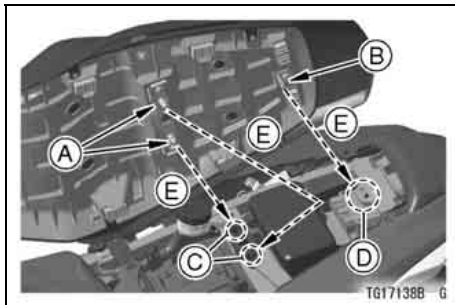


A. Seat

B. Slot

C. Bracket

- Insert the projections on the middle of the seat into the slots of the frame, and hook on the rear end of the seat into slot on the rear end of the frame.



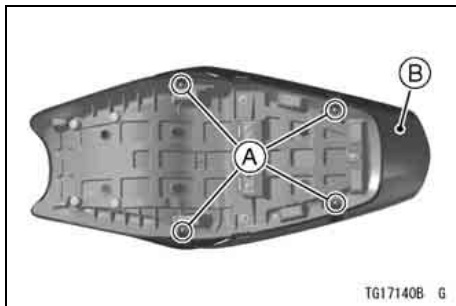
- A. Projections**
B. Hook
C. Slot (Middle on the frame)
D. Slot (Rear end on the frame)
E. Insert

- Push down the middle part of the seat until the lock clicks.
- Pull up the front and rear end of the seat to make sure they are securely locked.

Single Seat Cover

Single Seat Cover Removal

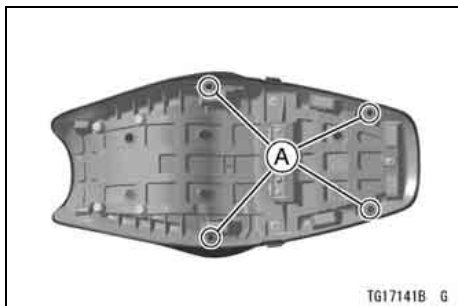
- Remove the seat.
- Remove the bolts and washers, and separate the single seat cover from the seat.



- A. Bolts and Washers**
B. Single Seat Cover

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- Remove the wellnuts.



C. Wellnuts

Single Seat Cover Installation

Install the single seat cover in the reverse order of removal.

Helmet Hooks

Helmets can be secured to the motorcycle using the helmet hooks. The helmet hooks located under the seat.

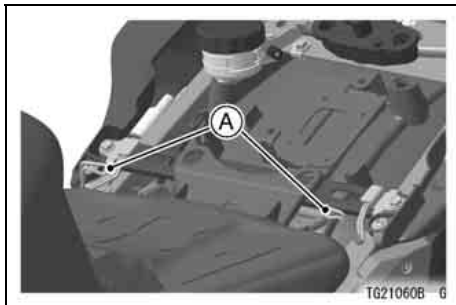
⚠ WARNING

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

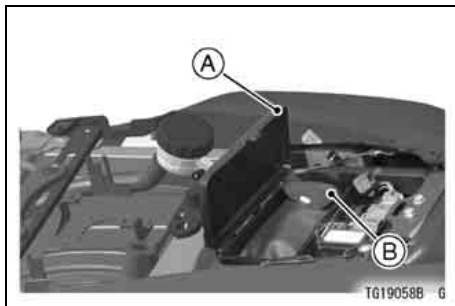
Tool Kit Compartment

The tool kit compartment is located under the seat.

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



A. Helmet Hooks

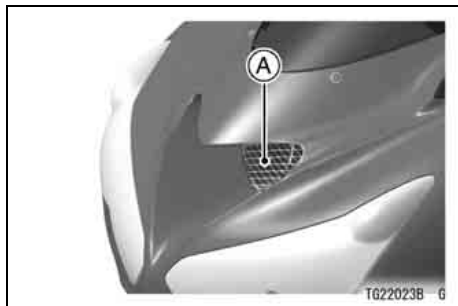


A. Tool Kit Compartment
B. Tool Kit

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Air Cleaner Intake

The air cleaner intake allows air to enter the fuel system. Never allow anything to restrict the flow of air into the air cleaner. A restricted air cleaner will reduce performance and increase exhaust emissions.



A. Air Cleaner Intake