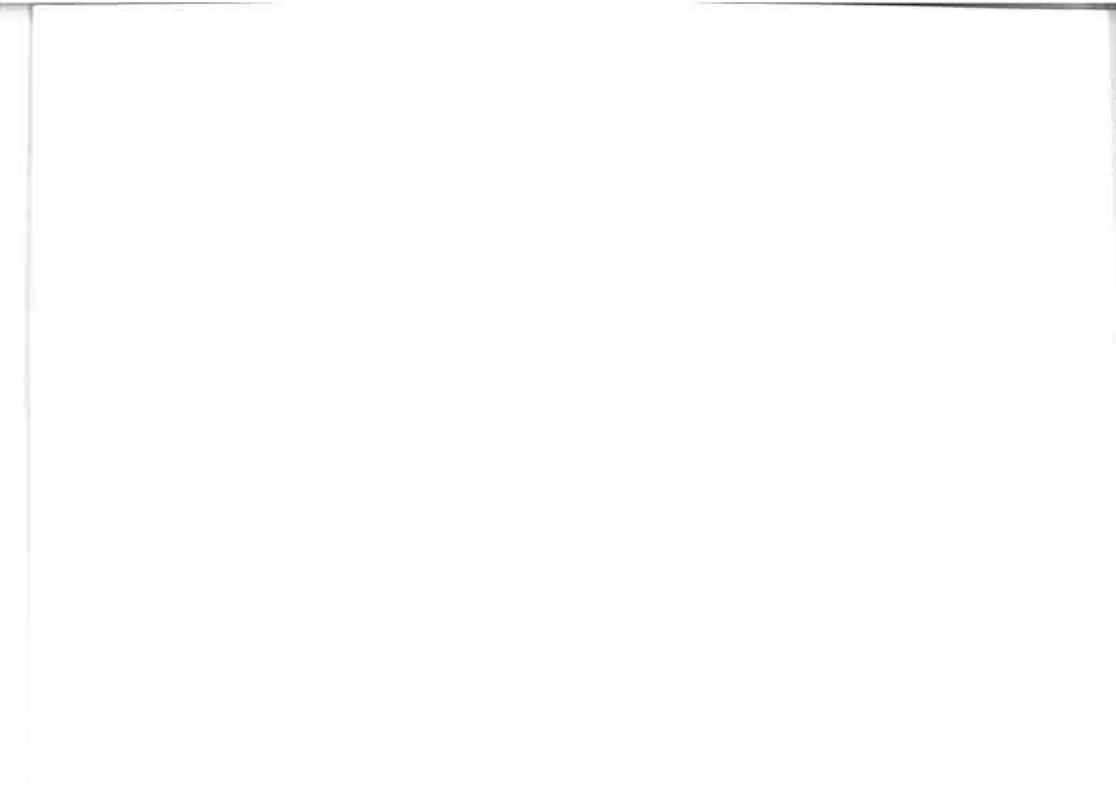




保存版

**KDX 250SR**

**Motorcycle Owner's Manual**



## AUSTRALIAN MODEL ONLY

### TAMPERING WITH NOISE CONTROL SYSTEM

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

- (a) The removal or rendering inoperative by any person other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; and
- (b) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

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

**⚠WARNING**

**This warning symbol identifies special instructions or procedures which, if not correctly followed, could result in personal injury, or loss of life.**

**CAUTION**

**This caution symbol identifies special instructions or procedures which, if not strictly observed, could result in damage to or destruction of equipment.**

**NOTE**

*○This note symbol indicates points of particular interest for more efficient and convenient operation.*

**NOTICE**

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

## FOREWORD

We wish to thank you for choosing this fine Kawasaki Motorcycle. Your new motorcycle is the product of Kawasaki's advanced engineering, exhaustive testing, and continuous striving for superior reliability, safety, and performance.

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

To ensure a long, trouble-free life for your motorcycle, give it the proper care and maintenance described in this manual. For those who would like more detailed information on their Kawasaki Motorcycle, a Service Manual is available for purchase from Kawasaki dealer. The Service Manual contains detailed disassembly and maintenance information.

Due to improvements in design and performance during production, in some cases there may be minor discrepancies between the actual vehicle and the illustrations and text in this manual.

**KAWASAKI HEAVY INDUSTRIES, LTD.**  
**CONSUMER PRODUCTS GROUP**



Transmission Oil.....	46
Cooling System.....	48
Spark Plug.....	52
Air Cleaner.....	53
Throttle Control Cable.....	56
Carburetor.....	61
Clutch.....	62
Drive Chain.....	64
Brakes.....	69
Brake Light Switches.....	75
Front Fork.....	76
Rear Shock Absorber.....	79
Wheels.....	82
Headlight Beam.....	84
Fuel System.....	87
Cleaning.....	88
<b>Storage</b> .....	<b>90</b>
<b>Wiring Diagram</b> .....	<b>Inside back cover</b>





Starting System  
Carburetor  
Spark Plug  
Lubrication System  
Engine Oil  
Coolant Capacity

## **TRANSMISSION**

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

Primary kick  
Keihin PWK35  
NGK BR8ES  
Superlube (oil injection)  
2-stroke oil for air-cooled engines  
1.1 L (1.2 US qt)

5-speed, constant mesh, return shift  
Wet, multi disc  
Chain drive  
2.739 (63/23)  
3.000 (45/15)  
6.695 (Top gear)  
2.666 (32/12)  
1.764 (30/17)  
1.333 (24/18)  
1.000 (22/22)  
0.814 (22/27)  
SE class SAE 10W30 or 10W40  
0.95 L (1.0 US qt)

**FRAME**

Castor	27°
Trail	108 mm (4.25 in)
Tire Size:	80/100-21 51P
Front	4.60-18 63P
Rear	11 L (2.9 US gal)
Fuel Tank Capacity	1.2 L (1.3 US qt)
Engine Oil Capacity (oil tank)	

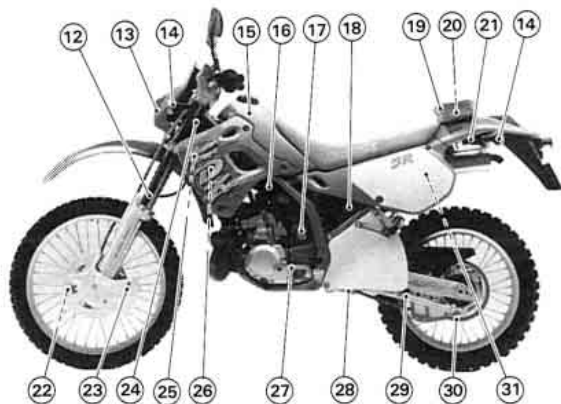
**ELECTRICAL EQUIPMENT**

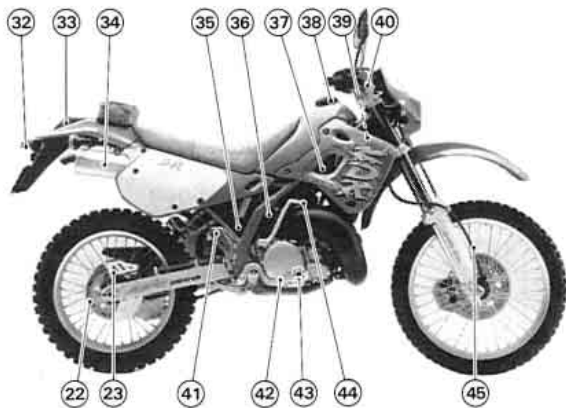
Headlight	12 V 60/55 W
Tail/Brake Light	12 V 5/21 W
Turn Signal Light	12 V 21 W

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



- 12. Front Fork
- 13. Headlight
- 14. Turn Signal Light
- 15. Fuel Tank
- 16. Fuel Tap
- 17. Carburetor
- 18. Air Cleaner
- 19. Tool Kit Bag
- 20. Tool Kit
- 21. Helmet Hook
- 22. Disc
- 23. Caliper
- 24. Steering Lock
- 25. Horn
- 26. Radiator
- 27. Shift Pedal
- 28. Side Stand Switch
- 29. Side Stand
- 30. Drive Chain
- 31. Coolant Reserve Tank





- 32. License Plate Light
- 33. Tail/Brake Light
- 34. Muffler
- 35. Rear Shock Absorber
- 36. Rear Brake Light Switch
- 37. Engine Oil Tank
- 38. Fuel Tank Cap
- 39. Ignition Switch
- 40. Front Brake Light Switch
- 41. Rear Brake Fluid Reservoir
- 42. Rear Brake Pedal
- 43. Oil Level Gauge
- 44. Kick Pedal
- 45. Speedometer Cable



## **Speedometer**

The speedometer shows the speed of the vehicle. In the speedometer face are the odometer and trip meter. The odometer shows the total distance that the vehicle has been ridden. The trip meter shows the distance traveled since it was last reset to zero. The trip meter can be reset to zero by turning the reset knob counterclockwise.

## **Indicator Lights**

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

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

**OIL.TURN:** If the engine oil level gets too low, the light will not go off and will stay on.

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

**TEMP:** The warning light goes on whenever the coolant temperature rises to 115°C or higher when the motorcycle is in operation. If it stay on, stop the engine and check the coolant level in the reserve tank after the engine cools down.

## Key

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

Blank keys are available at your Kawasaki Dealers. Ask your Dealer to make any additional spare keys you may need, using your original key as a master.

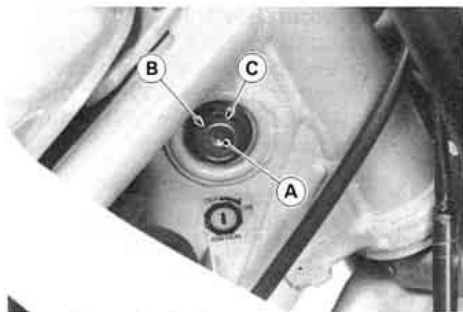
## Ignition Switch

The ignition switch is located on the right side of the head pipe.

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

<b>OFF</b>	Engine off. All electrical circuits off.
<b>ON</b>	Engine on. All electrical equipment can be used while the engine is running.





- A. Ignition Switch
- B. OFF Position
- C. ON Position

#### NOTE

- *The head, tail and license plate lights are on when the after starting the engine.*

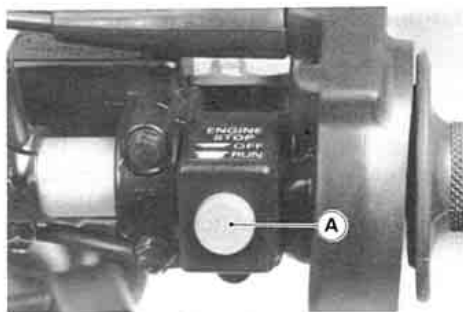
#### Engine Stop Switch

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

The engine stop switch is for emergency use. If some emergency requires stopping the engine, push the engine stop switch in the OFF position.

#### NOTE

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



**A. Engine Stop Switch**

### **Left Handlebar Switch Dimmer Switch**

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

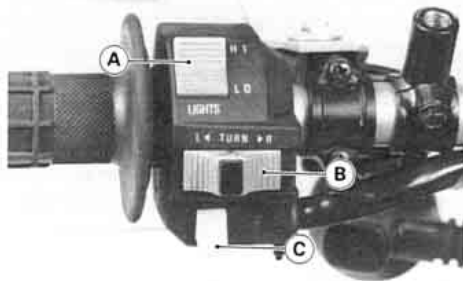
### **Turn Signal Switch**

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

To stop flashing, push the switch in.

### **Horn Button**

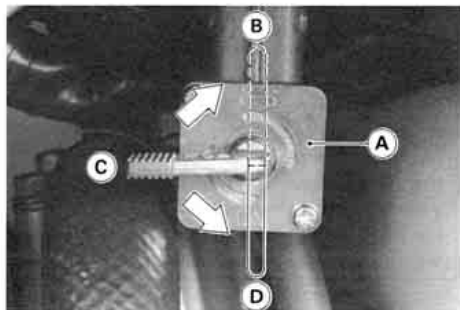
When the horn button is pushed with the engine running, the horn sounds.



- A. Dimmer Switch
- B. Turn Signal Switch
- C. Horn Button

## Fuel Tap

The fuel tap has three positions: OFF, ON, and RES (reserve). If the fuel runs out with the tap in the ON position, the last 1.5 L (0.4 US gal) of fuel can be used by turning the tap to RES.



- A. Fuel Tap
- B. RES position
- C. OFF position
- D. ON position

## NOTE

- *Since riding distance is limited when on RES, refuel at the earliest opportunity.*
- *Make certain that the fuel tap is turned to ON (Not RES), after filling up the fuel tank.*

## ⚠ WARNING

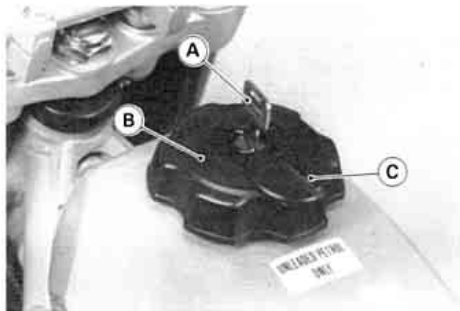
**Practice operating the fuel tap with the motorcycle stopped. To prevent an accident you should be able to operate the fuel tap while riding without taking your eyes off the road.**

**Be careful not to touch the hot engine while operating the fuel tap.**

## Fuel Tank Cap

To open the fuel tank cap, slide the key hole cover open, insert the ignition switch key into the lock, turn the key to the OPEN position, and turn the cap counterclockwise.

To close the cap, turn the cap clockwise with the key inserted. The key can be removed by turning it counterclockwise to the original position.



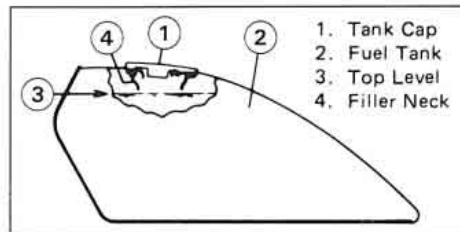
- A. Ignition Switch key
- B. Fuel Tank Cap
- C. Key Hole Cover

## NOTE

- *The tank cap cannot be closed without the key inserted, and the key cannot be removed unless the cap is locked properly.*

## Fuel Tank

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



**▲WARNING**

**Gasoline is extremely flammable and can be explosive under certain conditions. Turn the ignition switch OFF. Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light. Never fill the tank so the fuel level rises into the filler neck. If the tank is overfilled, heat may cause the fuel to expand and overflow through the vents in the tank cap.**

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

**If gasoline is spilled on the fuel tank, wipe it off immediately.**

**Fuel Requirement:**

Your Kawasaki engine is designed to use unleaded gasoline. However, except for Australian models, if suitable gasoline is not available than **PREMIUM, SUPER** or **FOUR-STAR** gasolines should be used.

**CAUTION**

**Use of leaded gasoline is illegal in some countries, states or territories. Check local regulations before using leaded gasoline.**

*Octane Rating*

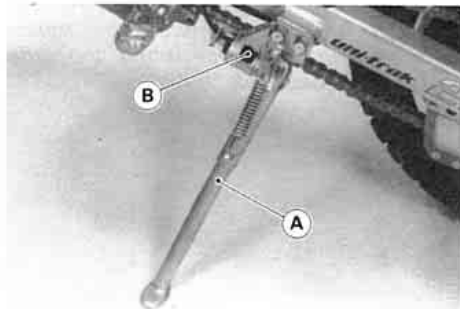
The octane rating of a gasoline is a measure of its resistance to detonation or "knocking". The term commonly used to describe a gasoline's octane rating is the Research Octane No. (RON). Always use a gasoline with an octane rating equal to, or higher than, Research Octane No. (RON) 91.

## NOTE

- If "knocking" or "pinging" occurs, use a different brand of gasoline or higher octane rating.

## Side Stand

The motorcycle is equipped with a side stand.



**A. Side Stand**

**B. Side Stand Switch**

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

## NOTE

- *The motorcycle is equipped with a side stand switch. This switch is designed so that the engine stops if the clutch is engaged with the transmission in any gear when the side stand has been left down.*

## Steering Lock

The motorcycle is equipped with the steering lock at the left side of the head pipe.

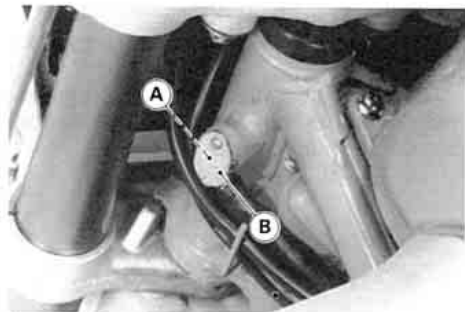
### To lock the steering:

1. Turn the handlebar to the right.
2. Push open the key hole cover counterclockwise.
3. Insert the ignition switch key.
4. Turn the key to the left.
5. Push the key in turning the handlebar slightly to the left, and turn the key to the right.
6. Pull the key out.

### **▲WARNING**

**Unlock the steering before starting the engine. Attempting to drive with the steering locked could cause an accident.**





- A. Steering Lock
- B. Key Hole Cover

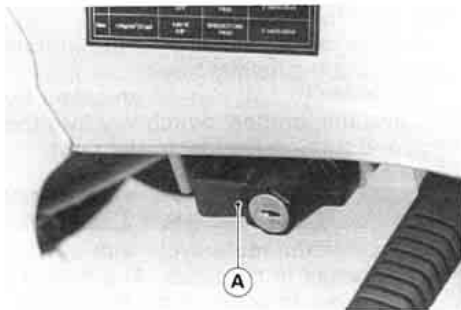
## Helmet Hook

Helmet can be secured to the motorcycle using the helmet hook.

The helmet hook can be unlocked by inserting the ignition switch key into the lock, and turning the key to the right.

### **▲WARNING**

**Do not ride the motorcycle with a helmet attached to the hook. The helmet could cause an accident by distracting the operator or interfering with normal vehicle operation.**

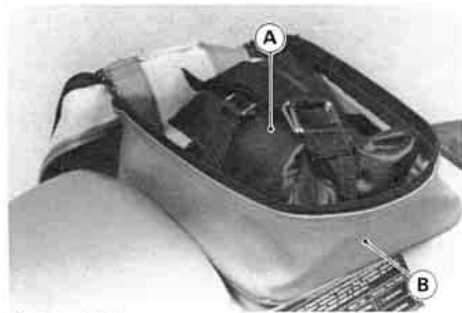


**A. Helmet Hook**

## **Tool Kit Bag/Tool Kit**

The tool kit is stored in the tool kit bag.

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



**A. Tool Kit**  
**B. Tool Kit Bag**

## **Air Cleaner Intake**

The air cleaner intake allows air to enter the engine. 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**



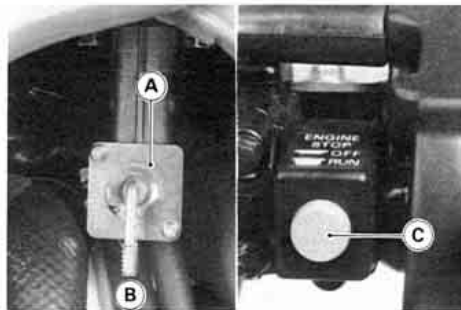
- Do not race the engine while the transmission is in neutral.

In addition to the above, at 800 km (500 mi) it is extremely important that the owner have the initial maintenance service performed by an authorized Kawasaki Dealer.

»»»»»»»»»»»»»»»» **HOW TO RIDE THE MOTORCYCLE** ««««««««««««««««

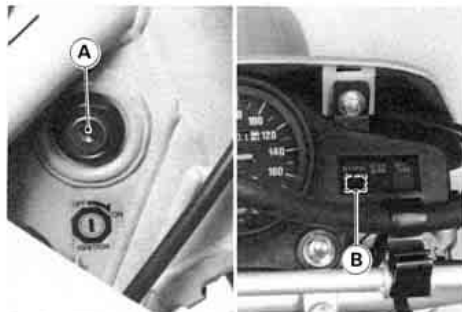
**Starting the Engine**

- Turn the fuel tap on.
- Check that the engine stop switch is in the RUN position.



**A. Fuel Tap**  
**B. ON position**  
**C. Engine Stop Switch**

- Turn the ignition switch on.
- Make certain the transmission is in neutral or the clutch is disengaged.

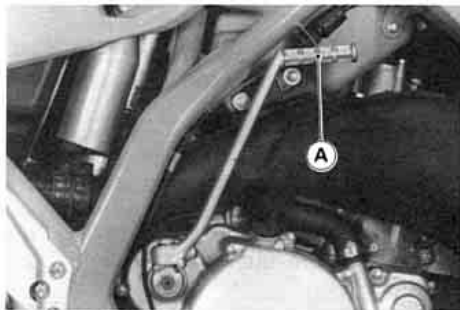


**A. Ignition Switch**  
**B. Neutral Indicator Light**

- If the engine is cold, pull the choke knob up (ON position).



**A. Choke Knob**



**A. Kick Pedal**

### NOTE

- *When the engine is already warm or on hot days [higher than 35° C (95° F)], open the throttle part way instead of using the choke, and then start the engine.*
- Leaving the throttle completely closed, kick the engine over until the engine starts.

### CAUTION

**Do not start the engine with the AC regulator connector removed from the AC regulator (on the air cleaner case), or the CDI unit and bulbs can be damaged.**

## NOTE

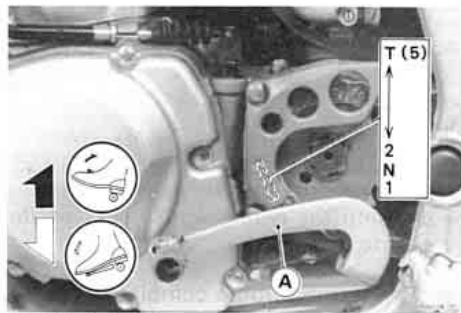
- *If the engine is flooded, kick the engine over with the throttle fully open until the engine starts.*
- Use the choke as necessary to keep the engine running during warm-up.
- When the engine is warmed up enough to idle without using the choke, return the choke to the off position.

## CAUTION

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

## 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.

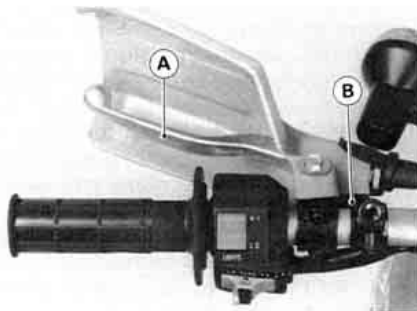


**A. Shift Pedal**



## NOTE

- *The motorcycle is equipped with a side stand switch and a clutch switch. These switches are designed so that the engine stops if the clutch is engaged with the transmission in any gear when the side stand has been left down.*



A. Clutch Lever

B. Clutch Switch

## 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.

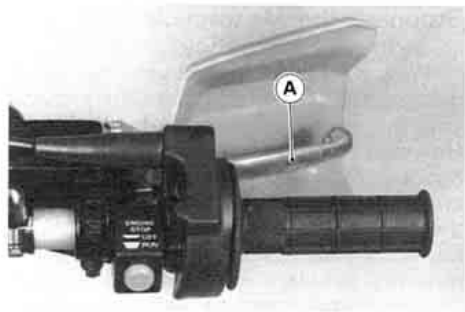
### **▲WARNING**

**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 so that the vehicle speed is kept below the limit for each gear, as shown in the table below.**

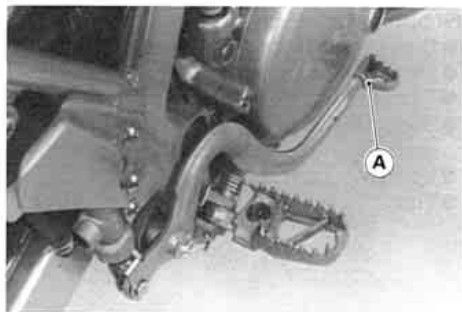
	Km/h(mph)
5th — 4th	60(38)
4th — 3rd	50(31)
3rd — 2nd	40(25)
2nd — 1st	30(19)

## 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.



**A. Front Brake Lever**



**A. Rear Brake Pedal**

## **Stopping the Engine**

- Close the throttle completely.
- Shift the transmission into neutral.
- Turn the ignition switch off.
- Support the motorcycle on a firm level surface with a side stand.
- Lock the steering.
- Turn the fuel tap to the OFF position.

## **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 and insufficient riding skills can create a dangerous situation known as throttle failure. Two of the most common causes of throttle failure are:

1. During removal of the air cleaner by the owner, dirt is allowed to enter and jam the carburetor.
2. A novice may forget which direction the throttle rotates; then jerk the throttle wide open thinking he has shut it off. He may panic when the machine accelerates suddenly instead of slowing down; and "freeze", holding the throttle wide open.

In an emergency situation such as throttle failure, your motorcycle may be stopped by disengaging the clutch and applying the brakes. 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

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

CAUTION
<b>Do not park on a soft or steeply inclined surface or the motorcycle may fall over.</b>

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

**⚠ WARNING**

**Gasoline is extremely flammable and can be explosive under certain conditions.**

- Lock the steering to help prevent theft.



Drive chain .....	Slack 55 ~ 65 mm (2.2 ~ 2.6 in.).
Nuts, bolts, fasteners .....	Check that steering and suspension components, axles, and all controls are properly tightened or fastened.
Steering .....	Action smooth but not loose from lock to lock. No binding of control cables.
Brakes .....	No brake fluid leakage. Brake pad wear: Lining thickness more than 1 mm (0.04 in.) left.
Throttle .....	Throttle grip play 2 ~ 3 mm (0.08 ~ 0.12 in.).
Clutch .....	Clutch lever play 10 ~ 20 mm (0.4 ~ 0.8 in.). Clutch lever operates smoothly.
Coolant .....	No coolant leakage. Coolant level between level lines (when engine is cold).
Radiator Cap .....	Properly installed.
Electrical equipment.....	All lights and horn work.
Engine stop switch.....	Stops engine.
Side stand .....	Returns to its fully up position by spring tension. Return spring not weak or not damaged.



## **Additional Considerations for Off Road Operation**

**Brakes:** The importance of reliable brakes is obvious. Check to see that they are correctly adjusted and functioning properly.

**Steering:** Looseness in the steering can cause loss of control. Check to see that the handlebar turns freely but has not play.

**Tires:** Due to the extra stress to the tires on rough roads, be sure to examine their overall condition, and inflate to the proper pressure.

**Drive Chain:** When not adjusted properly, the severe stress on rough roads can cause damage to the sprockets and cause the chain to be thrown. Examine the chain slack and alignment, and lubricate if necessary.

**Spark Plug:** A colder plug may be required for high speed operation or a hotter plug may be required for slow speed trail riding. Whichever plug is chosen, the ceramic around the center electrode must be a light tan to gray color.

**Fuel:** Have sufficient fuel for the high fuel consumption on rough roads.


**Transmission Oil:** To avoid seizure and resulting loss of control, make certain the oil level is at the upper level lines.



**Coolant:** To avoid overheating, check that the coolant level is at the filler neck of the radiator.

**Miscellaneous:** Check to see that the electrical equipment is functioning properly, all nuts and bolts are tight, and all safety related parts are in good condition.



## Periodic Maintenance Chart

Operation	Frequency	Whichever comes first 	*Odometer Reading km (mi)							See Page
			800 (500)	4,000 (2,500)	8,000 (5,000)	12,000 (7,500)	16,000 (10,000)	20,000 (12,500)	24,000 (15,000)	
Idle speed--check †		Every	•	•	•	•	•	•	•	61
Throttle grip play--check †			•		•		•		•	56
Oil pump and carburetor synchronization--check †			•	•	•	•	•	•	•	56
Spark plug--clean and gap †			•	•	•	•	•	•	•	52
Air cleaner element--clean				•		•		•		53
Air cleaner element--replace		5 cleanings					•			53
Fuel system--check					•		•		•	87
Cylinder head nut tightness--check †			•		•		•		•	—
Brake fluid level--check †	month		•	•	•	•	•	•	•	72
K Brake fluid--change	2 years							•		74

Operation	Frequency	Whichever comes first 	*Odometer Reading km (mi)							See Page
			 800 (500)	4,000 (2,500)	8,000 (5,000)	12,000 (7,500)	16,000 (10,000)	20,000 (12,500)	24,000 (15,000)	
Brake light switch--check †		Every	•	•	•	•	•	•	•	75
Brake pad wear--check †				•	•	•	•	•	•	71
Clutch--adjust			•	•	•	•	•	•	•	62
<b>K</b> Steering--check †			•	•	•	•	•	•	•	—
<b>K</b> Spoke tightness and rim.runout--check †			•	•	•	•	•	•	•	—
Drive chain wear--check †				•	•	•	•	•	•	67
Nut, bolt, fastener--check †			•		•		•		•	—
Tire wear--check †				•	•	•	•	•	•	83
Transmission oil--change	year		•		•		•		•	47
General lubrication--perform				•	•	•	•	•	•	—
<b>K</b> Front fork oil--change									•	—
<b>K</b> Swing arm pivot, uni-trak linkage--lubricate					•		•		•	—

Operation	Frequency	*Odometer Reading km (mi)							See Page
	Whichever comes first	800 (500)	4,000 (2,500)	8,000 (5,000)	12,000 (7,500)	16,000 (10,000)	20,000 (12,500)	24,000 (15,000)	
	Every								
Coolant--change	2 years						•	51	
Radiator hoses, connections --check †	year	•	•		•		•	48	
<b>K</b> Steering stem bearing--lubricate	2 years						•	—	
<b>K</b> Brake caliper piston seal and dust seal--replace	2 years							—	
<b>K</b> Brake master cylinder cup and dust seal--replace	2 years							—	
<b>K</b> Brake hose--replace	4 years							—	
<b>K</b> Fuel hose--replace	4 years							—	
Drive chain--lubricate	Every 300 km (200 mi)							68	
Drive chain slack--check †	Every 800 km (500 mi)							64	

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

• : For higher odometer readings, repeat at the frequency interval established here.

† : Replace, add, adjust, clean, or torque if necessary.

## Engine Oil

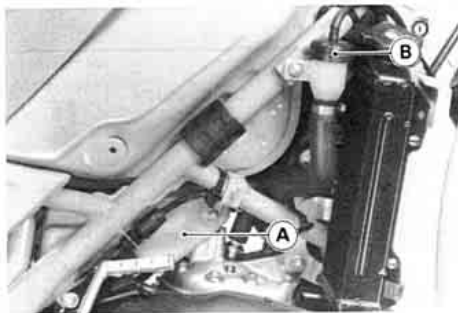
Do not use ordinary motor oil, transmission oil, or an inferior grade of oil as a replacement for the proper oil. The use of improper oil will lead to engine trouble.

### Adding Oil

- Check the oil level.
- Before you run out of oil, add oil. It will take about 1.2 L (1.3 US qt).

### NOTE

- *Since mixing different brands of oil deteriorates the lubricative properties of the oil, always add oil (2-stroke engine oil which is recommended for air-cooled engines) only of the same brand as is already in the tank.*



A. Engine Oil Tank  
B. Engine Oil Tank Cap

## CAUTION

Do not use a 2-stroke engine oil which is made for use in water-cooled engines only because it may result in engine damages.

If the engine oil gets extremely low the engine oil level warning light will come on with the engine running. In this case, add the engine oil as soon as possible.

If the engine is run without the engine oil, it will be severely damaged. If the oil tank is completely dry, add the oil and bleed the air from the oil line by a Kawasaki dealer.



A. Engine Oil Level Warning Light

## Transmission Oil

In order for the transmission and clutch to function properly, always maintain the transmission oil at the proper level and change the oil in accordance with the Periodic Maintenance Chart.

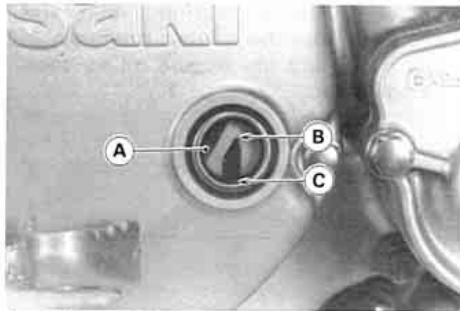
### ▲WARNING

**Motorcycle operation with insufficient, deteriorated, or contaminated transmission oil will cause accelerated wear and may result in transmission seizure, accident, and injury.**

### *Oil Level Inspection*

- If the motorcycle has just been used, wait several minutes for all the oil to drain down.
- If the oil has been poured in since the motorcycle was last used, start the engine for one or two minutes. Then stop the engine and wait for two or three minutes. This ensures that the oil will "settle".

- Situate the motorcycle so that it is perpendicular to the ground.
- Check the oil level through the oil level gauge. The oil level should come up between the lines next to the gauge.



- A. Oil Level Gauge
- B. Upper Level
- C. Lower Level

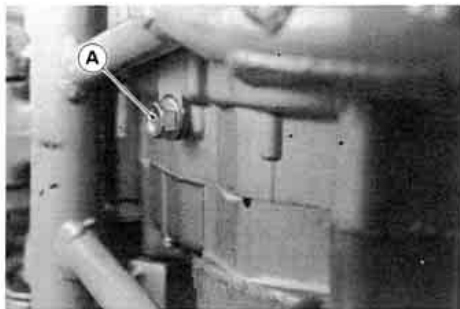
- If the oil level is too high, remove the excess oil, using a syringe or some other suitable device.



- If the oil level is too low, add oil through the oil filler opening. Use the same type and brand of oil that is already in the engine.

### *Oil Change*

- Warm up the engine thoroughly so that the oil will pick up any sediment and drain easily. Then stop the engine.
- Place an oil pan beneath the engine.
- Remove the engine drain plug.



**A. Drain Plug**

- With the motorcycle perpendicular to the ground, let the oil completely drain.
- After the oil has completely drained, install the drain plug with its gasket. Proper torque for it is shown in the table.

## NOTE

- *Replace the damaged gasket with a new one.*
- Fill the engine up to the upper level with a motor oil specified in the table.
- Check the oil level.

### Tightening Torque

Engine Drain Plug: 20 N·m (2.0 kg·m, 14.5 ft·lb)
---

### Transmission Oil

Grade:	SE class
Viscosity:	SAE 10W30 or 10W40
Capacity:	0.95 L (1.0 US qt)

## Cooling System

### Radiator Hoses:

Check the radiator hoses for cracks or deterioration, and connections for looseness in accordance with the periodic Maintenance Chart.

### Coolant:

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

### *Information for Coolant*

To protect the cooling system (consisting of the aluminum engine and radiator) from rust and corrosion, the use of corrosion and rust inhibitor chemicals in the coolant is essential. If coolant con-

taining corrosion and rust inhibitor chemicals is not used, over a period of time, the cooling system accumulates rust and scale in the water jacket and radiator. This will clog up the coolant passages, and considerably reduce the efficiency of the cooling system.

**⚠ WARNING**

**Use coolant containing corrosion inhibitors made specifically for aluminum engines and radiators in accordance with the instructions of the manufacturer. Chemicals are harmful to the human body.**

Soft or distilled water must be used with the antifreeze (see below for antifreeze) in the cooling system.

**CAUTION**

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

If the lowest ambient temperature encountered falls below the freezing point of water, use permanent antifreeze in the coolant to protect the cooling system against engine and radiator freeze-up, as well as from rust and corrosion. Use a permanent type of antifreeze (soft water and ethylene glycol plus corrosion and rust inhibitor chemicals for aluminum engines and radiators) in the cooling system. On the mixture ratio of coolant, choose the suitable one referring to the relation between freezing point and strength directed on the container.

### CAUTION

Permanent types of antifreeze on the market have anti-corrosion and anti-rust properties. When it is diluted excessively, it loses its anti-corrosion property. Dilute a permanent type of antifreeze in accordance with the instructions of manufacture.

### NOTE

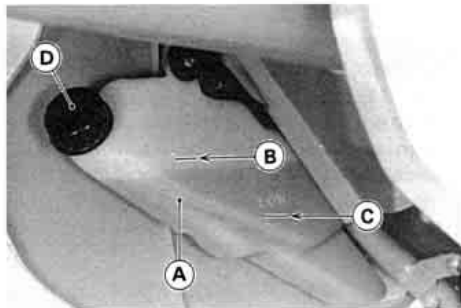
- A permanent type of antifreeze is installed in the cooling system when shipped. It is colored green, contains a 50% solution of ethylene glycol, and has the freezing point of  $-35^{\circ}\text{C}$  ( $-31^{\circ}\text{F}$ ).

#### Coolant Level Inspection

- Check the coolant level with the motorcycle held level. The coolant level should be between the FULL and LOW marks.

### NOTE

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



- A. Reserve Tank
- B. FULL mark
- C. LOW mark
- D. Tank Cap

- If the amount of coolant is insufficient, unscrew the cap from the reserve tank, and add coolant through the filler opening to the FULL mark. Install the cap.

### NOTE

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

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

### *Coolant Change*

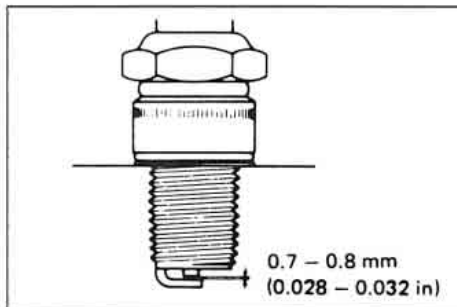
Have the coolant changed by an authorized Kawasaki dealer.

## Spark Plug

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

### *Maintenance*

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



### Spark Plug

Standard Plug	NGK BR8ES
Plug Gap	0.7 ~ 0.8mm (0.028 ~ 0.032 in)
Tightening Torque	27 N·m (2.8 kg·m, 20 ft·lb)

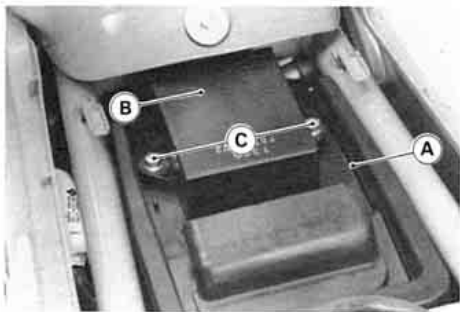
## Air Cleaner

A clogged air cleaner restricts the engine's air intake, increasing fuel consumption, reducing engine power, and causing spark plug fouling.

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

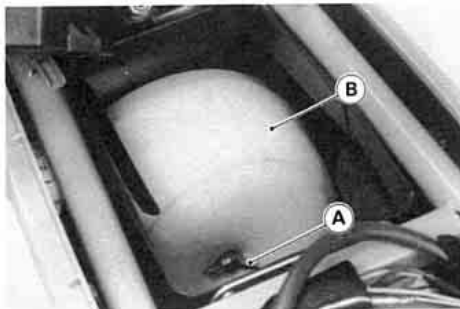
### *Element Removal*

- Remove the seat.
- Unbolt the I.C. Igniter mounting bolts, and take off the I.C. Igniter on the air cleaner intake cap.
- Pull out the air cleaner intake cap.



- A. Air Cleaner Intake Cap**
- B. I.C. Igniter**
- C. Mounting Bolts**

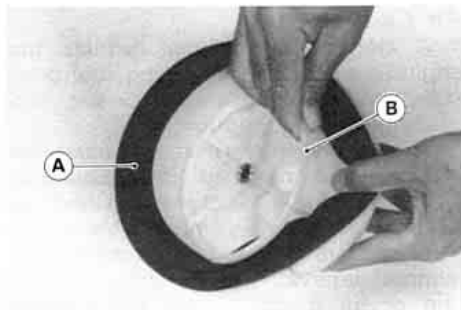
- Remove the wing nut, and pull out the element.



A. Wing Nut

B. Element

- Push a clean, lint-free towel into the air cleaner housing to keep dirt or other foreign material from entering.
- Remove the element from the frame.



A. Element

B. Frame

- Inspect the element material for damage. If any part of the element is damaged, the element must be replaced.

**⚠ WARNING**

If dirt or dust is allowed to pass through into the carburetor, the throttle may become stuck, possibly causing accident.

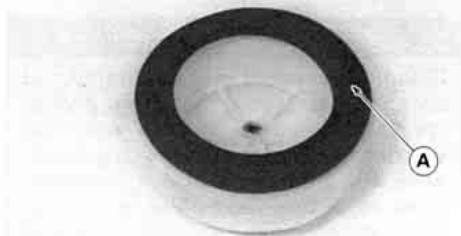


## CAUTION

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

## NOTE

- *Element installation is performed in the reverse order of removal.*
- *When installing the element, coat the lip of the element with a thick layer of all purpose grease to assure a complete seal against the air cleaner element base. Also, coat the base where the lip of the element fits.*



### A. Grease

#### *Element Cleaning*

- Clean the element in a both of a high flash-point solvent.
- Dry the element with compressed air or squeeze it.
- After cleaning, saturate the element with 2-stroke racing oil or high-quality foam-air-filter oil, squeeze out the excess oil, then wrap it in a clean rag and squeeze it as dry

as possible. Be careful not to tear the element.

**⚠ WARNING**

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

## **Throttle Control Cable**

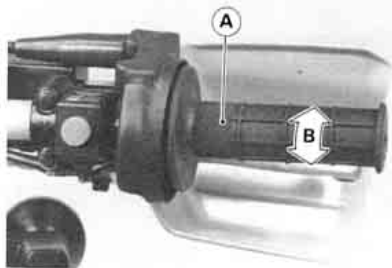
The throttle control cable is actually an assembly of three cables: the throttle cable, the carburetor cable, and the oil pump cable. The throttle cable runs from the throttle grip to the cable assembly junction where it connects to both the carburetor cable which leads to the carburetor, and the oil pump cable which leads to the oil pump.

Cable stretch will cause delayed engine response and upset the oil pump synchronization, necessitating periodic adjustment. To compensate for cable stretch, adjust the throttle cable and the oil pump cable in accordance with the Periodic Maintenance Chart.

## Throttle Cable:

### Inspection

- Check to see that the outer cable ends of the throttle and carburetor cables are fully seated in each cable adjuster.
- Check that the safety clip at the lower end of the carburetor cable is in place.
- Check the throttle cable play. When lightly turning the throttle grip, the grip should have 2 ~ 3 mm (0.08 ~ 0.12 in) of play. If the throttle cable has improper play, adjust it.

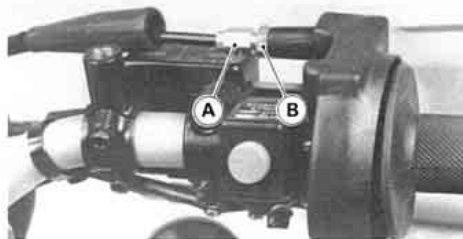


A. Throttle Grip

B. 2 ~ 3 mm (0.08 ~ 0.12 in)

### Adjustment

- Loosen the locknut on the upper end of the throttle cable, and turn the adjuster until the proper amount of throttle grip play is obtained. Tighten the locknut.

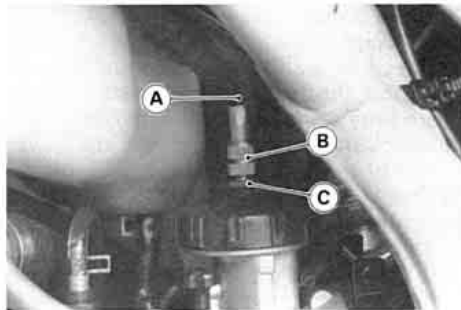


A. Adjuster

B. Locknut

### NOTE

○ If the throttle grip play cannot be adjusted with the adjuster at the throttle cable, use the carburetor cable adjuster at the carburetor. After completion of the adjustment, tighten the locknut.



A. Carburetor Cable

B. Adjuster

C. Locknut

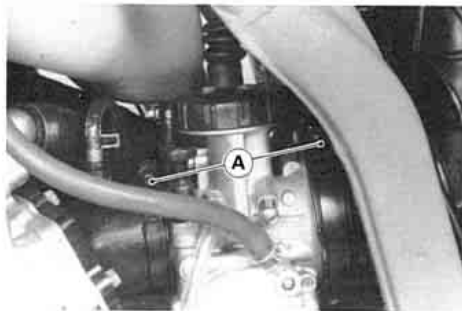
- Check the oil pump cable.

### Oil Pump Cable

#### Inspection

- Warm up the engine, and check the engine idling (see the Carburetor section).
- Check the throttle cable.

- Turn the fuel tap to the OFF position and pull the fuel hose off the tap.
- Loosen the clamps, and remove the carburetor from the end of the air cleaner duct, and then pull it out of the carburetor holder.



**A. Clamps**

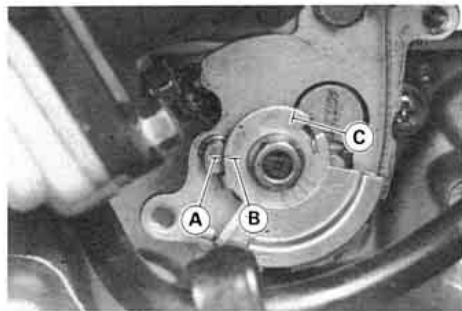
- Remove the oil pump cover.
- Check to see that the outer cable end of the oil pump cable is fully seated in the cable adjuster. Make sure the tang on the oil pump lever is bent to

- hold the oil pump inner cable securely.
- Turn the throttle grip fully, and check to see if the synchronization mark on the pump lever is aligned with the mark on the lever stop.

### NOTE

- *The pump lever has two marks on it. One is the synchronization mark which is used to check the oil pump synchronization, and the other is the idle mark which is not used during oil pump synchronization.*

- The synchronization mark and the lever stop mark should be aligned. If they do not line up, adjust the oil pump cable as follows.

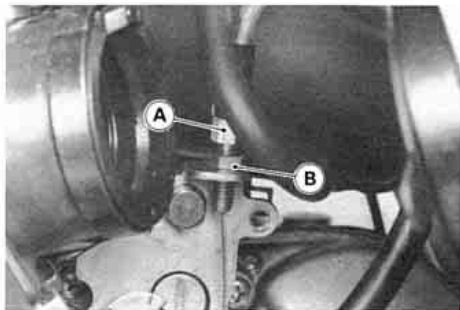


- A. Mark on Lever Stop
- B. Idle Mark
- C. Synchronization Mark

#### *Adjustment*

- Loosen the oil pump cable adjuster locknut, and turn the adjuster to synchronize the pump with the carburetor.

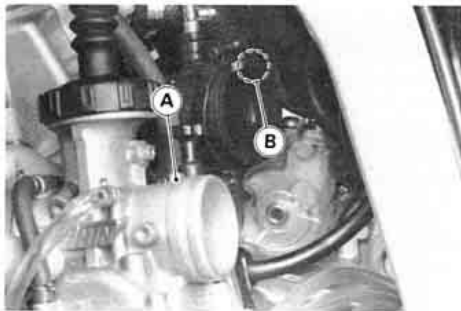
- Tighten the locknut, and check the pump synchronization. Readjust if necessary.



- A. Adjuster
- B. Locknut

## NOTE

- *When installing the carburetor into the carburetor holder, align the projection of the carburetor with the groove on the carburetor holder.*



A. Projection

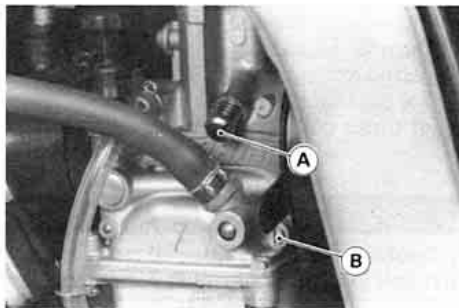
B. Groove

## Carburetor

The following procedure covers the idling adjustment, which should be performed in accordance with the Periodic Maintenance Chart or whenever the idle speed is disturbed.

### Adjustment

- First turn in the air screw until it seats lightly, and back it out 1 ½ turns.



A. Idle Adjusting Screw

B. Air Screw

- Start the engine, and warm it up thoroughly.
- Adjust the idle speed to obtain the desired idle speed by turning the idle adjusting screw.
- Open and close the throttle a few times to make sure that the idle speed does not change. Readjust if necessary.
- With the engine idling, turn the handlebar to each side. If handlebar movement changes the idle speed, the throttle cable may be improperly adjusted or incorrectly routed, or it may be damaged. Be sure to correct any of these conditions before riding.

**▲WARNING**

**Operation with a damaged cable could result in an unsafe riding condition.**

## Clutch

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

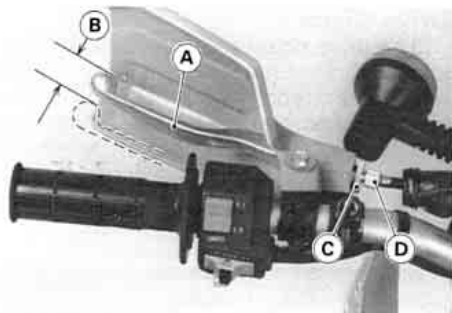
**▲WARNING**

**To avoid a serious burn, never touch a hot engine or exhaust pipe during clutch adjustment.**

### *Inspection*

- Check that the clutch lever has 10 ~ 20 mm (0.4 ~ 0.8 in) of play as shown in the figure.





- A. Clutch Lever
- B. 10 ~ 20 mm (0.4 ~ 0.8 in)
- C. Locknut
- D. Adjuster

If it does not, adjust the lever play as follows.

#### *Adjustment*

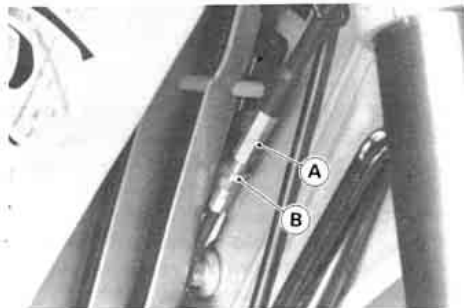
- Slide the dust cover at the clutch lever out of place.
- Loosen the locknut at the clutch lever.

- Turn the adjuster so that the clutch lever will have 10 ~ 20 mm (0.4 ~ 0.8 in) of play.

#### **⚠ WARNING**

Be sure the upper end of the clutch outer cable is fully seated in its fitting, or it could slip into place later, creating enough cable play to prevent clutch disengagement, resulting in a hazardous riding condition.

- Tighten the locknut.
- If it cannot be done, loosen the locknut at the middle of the cable, and turn the adjusting nut so that clutch lever has 10 ~ 20 mm (0.4 ~ 0.8 in) of play.



- A. Adjusting Nut
- B. Locknut

### NOTE

○ *After the adjustment is made, start the engine and check that the clutch does not slip and that it releases properly.*

## Drive Chain

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

### **▲WARNING**

**A chain that breaks or jumps off the sprockets could snag on the engine sprocket or lock the rear wheel, severely damaging the motorcycle and causing it to go out of control.**

### *Slack Inspection*

- Stand the motorcycle with its side stand.
- Push up the drive chain in the middle of the upper run to measure the chain play. The space between the chain and the swing arm at the rear of the

chain slipper should be 55 ~ 65 mm (2.2 ~ 2.6 in).

- Rotate the rear wheel to find the place where the chain is tightest (because it wears unevenly).



A. 55 ~ 65 mm (2.2 ~ 2.6 in)

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

### Drive Chain Slack

Standard	55 ~ 60 mm (2.2 ~ 2.4 in)
Too loose	more than 65 mm (2.6 in)
Too tight	less than 55 mm (2.2 in)

### Adjustment

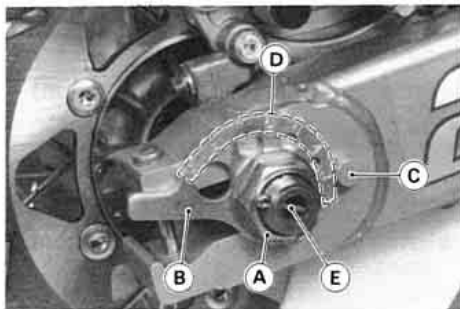
- Remove the cotter pin, and loosen the rear axle nut.
- Rotate the chain adjuster at each end of the swing arm to obtain the specified chain slack.

### NOTE

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

### **▲WARNING**

**Misalignment of the wheel will result in abnormal wear, and may result in an unsafe riding condition.**



- A. Axle Nut
- B. Chain Adjuster
- C. Projection
- D. Number
- E. Cotter Pin

- Tighten the axle nut to the specified torque.

#### Tightening Torque

Axle Nut	98 N·m (10 kg·m, 72 ft·lb)
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- Rotate the wheel, measure the chain slack again at the tightest position, and readjust if necessary.
- Insert a new cotter pin through the axle shaft, and spread its ends.

#### ⚠ WARNING

If the axle nut is not securely tightened or the cotter pin is not installed, an unsafe riding condition may result.

#### NOTE

- In wet and muddy conditions, mud sticks to the chain and sprockets resulting in an overly tight chain, and the chain may break. To prevent this, adjust the chain to 60 ~ 70 mm (2.4 ~ 2.8 in) of space between the chain and swing arm whenever necessary.

### *Wear Inspection*

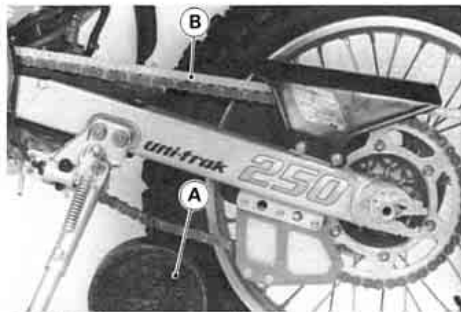
- Stretch the chain taut either by using the chain adjusters, or by hanging a 10 kg (20 lb) weight on the chain.
- Measure the length of 20 links on the straight part of the chain from pin center of the 1st pin to pin center of the 21st pin. Since the chain may wear unevenly, take measurements at several places.
- If the length exceeds the service limit, the chain should be replaced.

### Drive Chain 20-Link Length

Service Limit: 323 mm (12.7 in).

### **▲WARNING**

**For safety, use only the standard chain. Have it installed by an authorized Kawasaki dealer.**



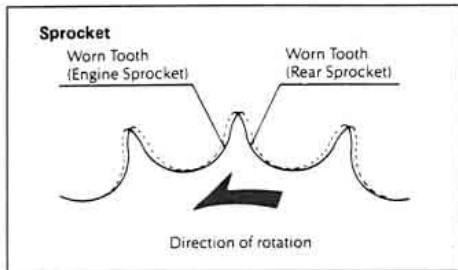
**A. Weight**

**B. Measure**

- Rotate the rear wheel to inspect the drive chain for damaged rollers, and loose pins and links.
- Also inspect the sprockets for unevenly or excessively worn teeth, and damaged teeth.

## NOTE

- *Sprocket wear is exaggerated for illustration. See Service Manual for wear limits.*

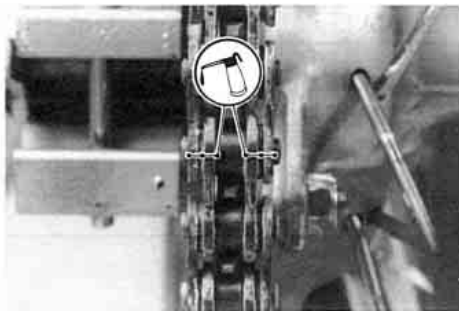


- If there is any irregularity, have the drive chain and/or the sprockets replaced by an authorized Kawasaki dealer.

## Lubrication

Lubrication is also necessary after riding through rain or on wet roads, or any time that the chain appears dry. A heavy oil such as SAE 90 is preferred to a lighter oil because it will stay on the chain longer and provide better lubrication.

- Apply oil to the sides of the rollers so that it will penetrate to the rollers and bushings. Apply oil to the O-ring so that the O-rings will be coated with oil. Wipe off any excess oil.



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

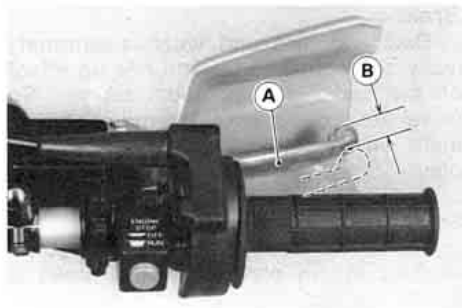
## **Brakes**

Disc and disc pad wear is automatically compensated for and has no effect on the brake lever or pedal action. So there are no parts that require adjustment on the brakes except brake lever play.

### **Front Brake Lever Play**

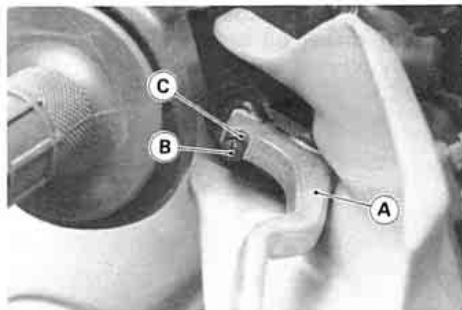
The brake lever has 2 ~ 5 mm (0.08 ~ 0.20 in) of play when the brake is lightly applied.

To adjust the brake lever play, loosen the locknut and turn the adjuster to either side. After adjustment, tighten the locknut securely and check the braking effectiveness.



A. Brake Lever

B. 2 ~ 5mm



A. Brake Lever

B. Adjuster

C. Locknut

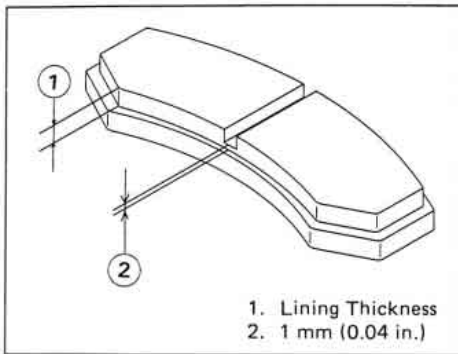
**▲WARNING**

If the brake lever or pedal feels mushy when it is applied, there might be air in the brake lines or the brake may be defective. Since it is dangerous to operate the motorcycle under such conditions, have the brake checked immediately.



### *Brake Wear Inspection*

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



### **Disc Brake Fluid:**

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

### *Fluid Requirement*

Recommended fluids are given in the table. If none of the recommended brake fluids are available, use extra heavy-duty brake fluid only from a container marked D.O.T.3 or D.O.T.4.

## Recommended Disc Brake Fluid

(D.O.T.3)

Atlas Extra Heavy Duty  
Shell Super Heavy Duty  
Texaco Super Heavy Duty  
Wagner Lockheed Heavy Duty  
Castrol Girling-Universal  
Castrol GT (LMA)  
Castrol Disc Brake Fluid

(D.O.T.4)

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

### NOTE

○ *Brake fluid of D.O.T.4 is installed in the brake system when shipped.*

### CAUTION

**Do not spill brake fluid onto any painted surface.**

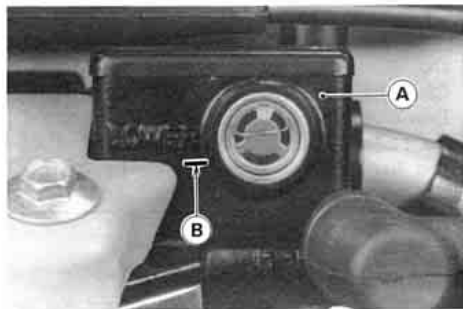
**Do not use fluid from a container that has been left open or that has been unsealed for a long time.**

**Check for fluid leakage around the fittings.**

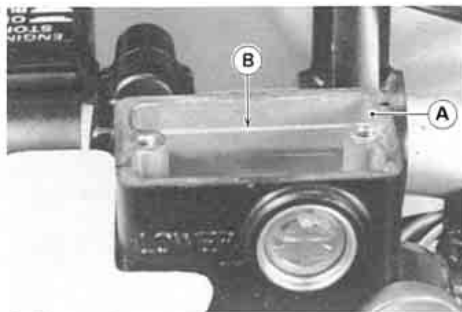
**Check for brake hose damage.**

### *Fluid Level Inspection*

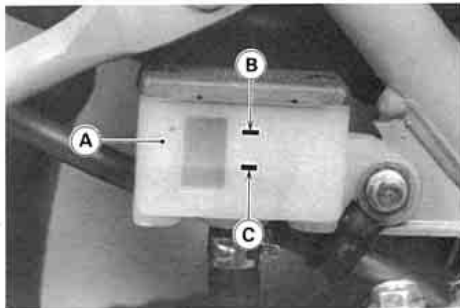
- The brake fluid level in the reservoirs must be kept between the upper and lower level lines (reservoirs held horizontal).



**A. Front Reservoir**  
**B. Lower Level**



**A. Front Reservoir**  
**B. Upper Level**



- A. Rear Reservoir
- B. Upper Level
- C. Lower Level

- Fill the reservoirs to the upper level line.

**⚠ WARNING**

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

*Fluid Change*

Have the brake fluid changed by an authorized Kawasaki dealer.

## Brake Light Switches

When either the front or rear brake is applied, the brake light goes on. The front brake light switch requires no adjustment, but the rear brake light switch should be adjusted in accordance with the Periodic Maintenance Chart.

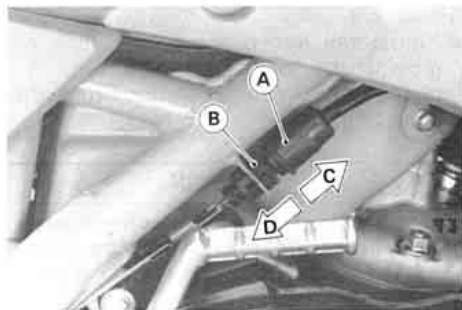
### *Inspection*

- Start the engine.
- The brake light should go on when the front brake is applied.
- If it does not, ask your authorized Kawasaki dealer to inspect the front brake light switch.
- Check the operation of the rear brake light switch by depressing the brake pedal. The brake light should go on after about 10 mm (0.4 in) of pedal travel.
- If it does not, adjust the rear brake light switch.

### *Adjustment*

- Adjust the rear brake light switch by moving the switch up or down. To change the switch position, turn the adjusting nut.

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



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

## Front Fork Air Pressure

The standard air pressure in the front fork legs is atmospheric pressure. The air pressure in the fork legs increases as the fork heats up, so the fork action will get stiffer as the vehicle operation progresses.

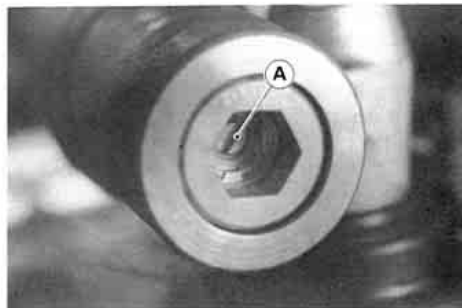
- Using the jack under the frame, stabilize the motorcycle.
- Place a stand or block under the engine so that the front wheel is raised off the ground.
- Remove the screws at the top of the front fork top bolts.



**A. Screw**

### **Compression Damping Adjustment**

- Using the jack under the frame, stabilize the motorcycle.
- Place a stand or block under the engine so that the front wheel is raised off the ground.
- Clean the bottom of the outer tubes.
- Remove the caps on the bottom of the outer tubes.
- To adjust compression damping, turn the adjuster on the front fork cylinder valve with the blade of a screwdriver until you feel a click. Adjust the compression damping to suit your preference under special condition.

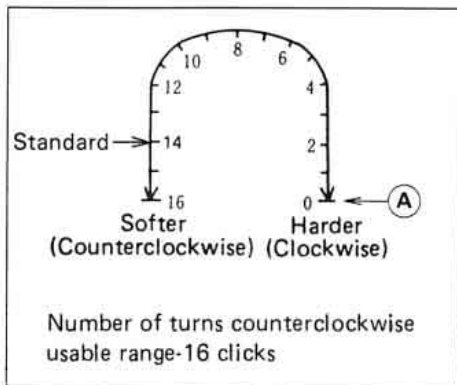


A. Adjuster

**CAUTION**

The left and right fork legs must have the same shock damping.

## Compression Damping Adjustment



A. Seated positions adjuster turned fully clockwise.



## **Rear Shock Absorber**

The rear shock absorber can be adjusted by changing the spring preload and damping force for various riding and loading conditions.

### *Spring Preload Adjustment*

The spring preload adjusting nut on the rear shock absorber can be adjusted for different road and loading conditions.

If the spring action feels too soft or too stiff, have it adjusted by an authorized Kawasaki dealer.

## **Shock Damping Adjustment:**

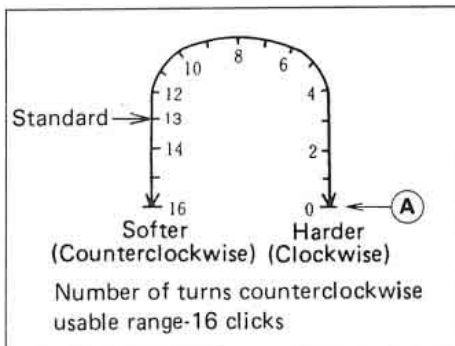
### **Rear Shock Absorber**

#### *Rebound Damping Adjustment*

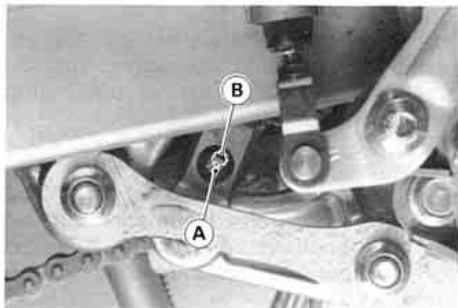
To adjust shock rebound damping, turn the rebound damping adjuster on the rear shock absorber lower end with the blade of a screwdriver until you feel a click.

If the damper setting feels too soft or too stiff, adjust it in accordance with the following table:

## Rebound Damping Adjustment



A. Seated positions adjuster turned fully clockwise.



A. Rebound Damping Adjuster  
B. Mark

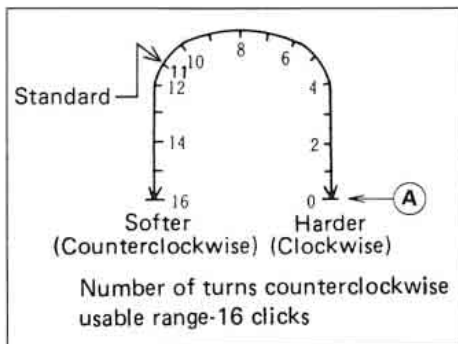
## Gas Reservoir

### *Compression Damping Adjustment*

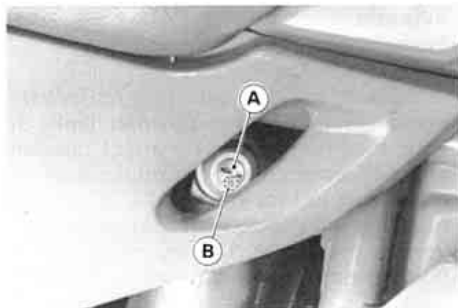
To adjust compression damping, turn the compression damping adjuster on the gas reservoir with the blade of a screwdriver until you feel a click.

If the damper setting feels too soft or too stiff, adjust it in accordance with the following table.

## Compression Damping Adjustment



A. Seated positions adjuster turned fully clockwise.



A. Compression Damping Adjuster  
B. Mark

## Wheels

### Tires:

#### *Payload and Tire Pressure*

Failure to maintain proper inflating pressures or observe payload limits for your tires may adversely affect handling and performance of your motorcycle and can result in loss of control. The maximum recommended load in addition to vehicle weight is 183 kg (403 lb), including rider, baggage, and accessories.

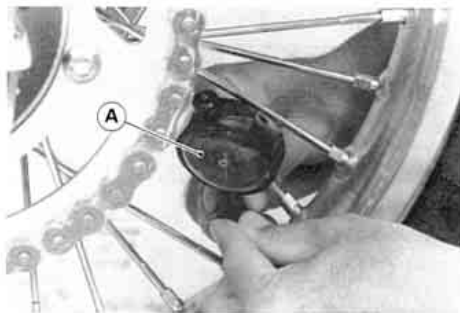
- Check the tire pressure often, using an accurate gauge.

#### Tire Air Pressure (when cold)

Front	150 kPa (1.5 kg/cm <sup>2</sup> , 21 psi)
Rear	150 kPa (1.5 kg/cm <sup>2</sup> , 21 psi)

## 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 Wear, Damage*

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

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

#### Minimum Tread Depth

Front and Rear 2 mm (0.08 in)
-------------------------------



**A. Tire Depth Gauge**

- Visually inspect the tire for cracks and cuts, replacing the tire in case of bad damage. Swelling or high spots indicate internal damage, requiring tire replacement.
- Remove any imbedded stones or other foreign particles from the tread.

## NOTE

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

### **▲WARNING**

**To ensure safe handling and stability, use only the recommended standard tires for replacement, inflated to the standard pressure.**

### Standard Tire

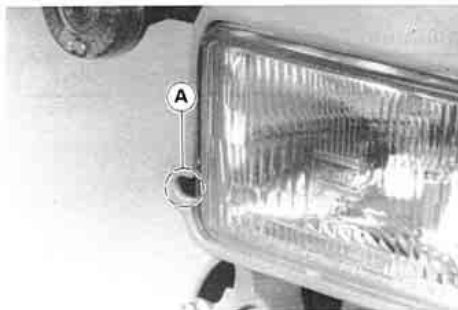
Front	80/100-21 51P BRIDGESTONE TRAIL WING 51
Rear	4.60-18 63 P BRIDGESTONE TRAIL WING 52

## Headlight Beam

### Horizontal Adjustment

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

- Turn the adjusting screw on the headlight rim in or out until the beam points straight ahead. Turning the adjusting screw clockwise makes the headlight beam point to the right.

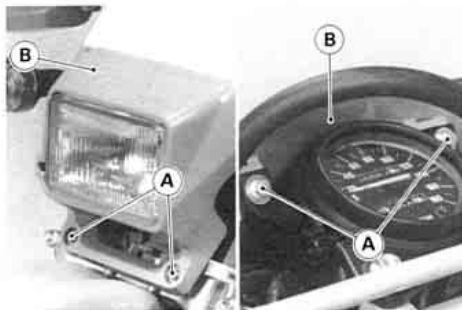


**A. Adjusting Screw**

### *Vertical Adjustment*

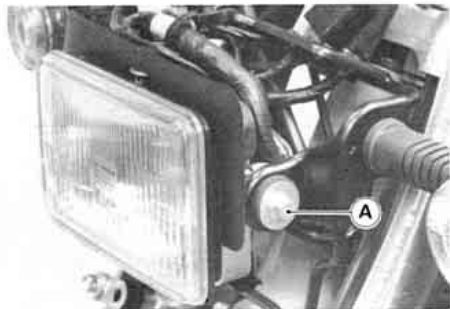
The headlight beam is adjustable vertically. If adjusted too low, neither low nor high beam will illuminate the road far enough ahead. If adjusted too high, the high beam will fail to illuminate the road close ahead, and the low beam will blind oncoming drivers.

- Remove the mounting bolts, and take off the headlight cover.



**A. Mounting Bolts**  
**B. Headlight Cover**

- Loosen the headlight housing mounting bolts, and adjust the headlight vertically.

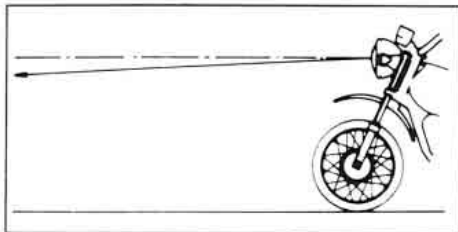


**A. Mounting Bolt**

- Tighten the headlight housing mounting bolts.
- Install the headlight cover, and tighten the mounting bolts.

## 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.*



## CAUTION

**When handling the quartz-halogen bulbs, never touch the glass portion with bare hands. Always use a clean cloth. Oil contamination from hands or dirty rags can reduce bulb life or cause the bulb to explode.**



## Fuel System

Accumulation of moisture or sediment in the fuel system will restrict the flow of fuel and cause carburetor malfunction. The system should be checked in accordance with the Periodic Maintenance Chart.

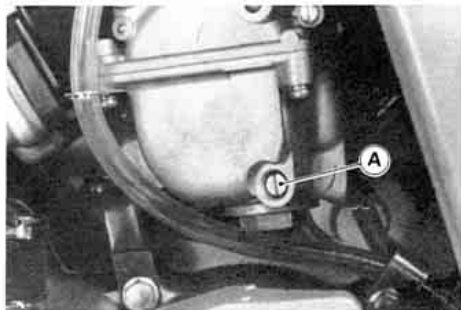
### **▲WARNING**

**Gasoline is extremely flammable and can be explosive under certain conditions. Turn the ignition switch OFF. Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light. Make sure the engine is cold before working. Wipe any fuel off the engine before starting it.**

### *Inspection*

- Place a suitable container beneath the carburetor overflow hose.
- Turn the fuel tap to the OFF position.

- Turn out the drain screw a few turns to drain the carburetor, and check to see if water or dirt has accumulated in the carburetor.



A. Drain Screw

- Tighten the drain screw securely.

## NOTE

- *If any water or dirt appears during the above operation, have the fuel system checked by an authorized Kawasaki dealer.*

## Cleaning

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

### *Preparation for Washing*

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

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

### *Where to be Careful*

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

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

### *After Washing*

- Remove the plastic bags and tape, and clean the air cleaner intake.
- Lubricate the pivots, nuts, and bolts.

- Test the brakes before motorcycle operation.
- Start the engine and run it for 5 minutes.

### **▲ WARNING**

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



- Set the motorcycle on a box or stand so that both wheels are raised off the ground. (If this cannot be done, put boards under the front and rear wheels to keep dampness away from the tire rubber.)
- Spray oil on all unpainted metal surfaces to prevent rusting. Avoid getting oil on rubber parts or in the brakes.
- Lubricate the drive chain and all the cables.
- Remove the battery, and store it where it will not be exposed to direct sunlight, moisture, or freezing temperatures. During storage it should be given a slow charge (one ampere or less) about once a month. Keep the battery well charged during cold weather so that the electrolyte does not freeze and crack open the battery. The more discharged the battery becomes, the more easily it freezes.
- Tie a plastic bag over the exhaust pipe to prevent moisture from entering.
- Put a cover over the motorcycle to keep dust and dirt from collecting on it.

#### **Preparation for after Storage:**

- Remove plastic bag from exhaust.
- Check the electrolyte level in the battery, charge the battery if necessary, and install it in the motorcycle. Be careful that the battery vent hose is not pinched and that it is routed away from the chain.
- Make sure the spark plug is tight.
- Check the engine oil.
- Fill the fuel tank with fuel.
- Check all the points listed in the Daily Safety Checks section.
- Lubricate the pivots, nuts, and bolts.



**KDX250-F3**

**KAWASAKI**  
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