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

If you are in doubt as to any adjustment or vehicle operation, please ask your authorized Kawasaki dealer to check the Mule.

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

**Periodic Maintenance Chart**

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

- **= Clean, adjust, lubricate, replace parts as necessary.**
- **D** = Service to be performed by an authorized Kawasaki Dealer or someone equally competent.
- ***** = Service more frequently when operated in mud, dust, or other harsh riding conditions.
- **O** = Emission Related
## Maintenance and Adjustment

<table>
<thead>
<tr>
<th>OPERATION</th>
<th>FREQUENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>First Service</td>
</tr>
<tr>
<td>Converter belt-inspect*</td>
<td>D</td>
</tr>
<tr>
<td>Converter driven pulley shoe-inspect*</td>
<td></td>
</tr>
<tr>
<td>Converter air cleaner element-clean*</td>
<td>●</td>
</tr>
<tr>
<td>Converter dust or water-drain*</td>
<td></td>
</tr>
<tr>
<td>Fuel filter-change*</td>
<td></td>
</tr>
<tr>
<td>Fuel hoses and connections-inspect*</td>
<td>D</td>
</tr>
<tr>
<td>Fuel system cleanliness-inspect*</td>
<td></td>
</tr>
<tr>
<td>Air cleaner element-clean*</td>
<td>●</td>
</tr>
<tr>
<td>Spark plug-clean and gap</td>
<td></td>
</tr>
<tr>
<td>Valve clearance-inspect</td>
<td>D</td>
</tr>
<tr>
<td>Engine oil-change*</td>
<td>1 year</td>
</tr>
<tr>
<td>Oil filter-replace*</td>
<td>●</td>
</tr>
<tr>
<td>Throttle pedal play-inspect</td>
<td></td>
</tr>
<tr>
<td>Idle speed-adjust</td>
<td>●</td>
</tr>
<tr>
<td>Spark arrester-clean</td>
<td></td>
</tr>
</tbody>
</table>
## Maintenance and Adjustment

### Frequency

<table>
<thead>
<tr>
<th>OPERATION</th>
<th>FREQUENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>First Service</td>
</tr>
<tr>
<td></td>
<td>After 50 hrs. or 1 000 km of use</td>
</tr>
<tr>
<td>Fuel hose-replace</td>
<td>4 years (D)</td>
</tr>
<tr>
<td>○ Evaporative emission control system-function*</td>
<td>●</td>
</tr>
<tr>
<td><strong>CHASSIS</strong></td>
<td></td>
</tr>
<tr>
<td>Steering-inspect</td>
<td>●</td>
</tr>
<tr>
<td>Steering and axle shaft joint dust boots-inspect</td>
<td>D</td>
</tr>
<tr>
<td>Brake pedal play-inspect*</td>
<td>●</td>
</tr>
<tr>
<td>Parking brake lever-inspect</td>
<td>●</td>
</tr>
<tr>
<td>Brake hose and pipe-inspect</td>
<td>D</td>
</tr>
<tr>
<td>Brake fluid level-inspect</td>
<td>●</td>
</tr>
<tr>
<td>Brake wear-inspect*</td>
<td>●</td>
</tr>
<tr>
<td>Tire wear-inspect*</td>
<td>●</td>
</tr>
<tr>
<td>Brake light switch-inspect</td>
<td>●</td>
</tr>
<tr>
<td>Seat belt-inspect</td>
<td>●</td>
</tr>
<tr>
<td>General lubrication-perform*</td>
<td>●</td>
</tr>
<tr>
<td>Bolts, nuts, and fasteners tightness-inspect</td>
<td>D</td>
</tr>
<tr>
<td>Wheel nuts tightness-inspect</td>
<td>●</td>
</tr>
</tbody>
</table>
## 76 MAINTENANCE AND ADJUSTMENT

<table>
<thead>
<tr>
<th>OPERATION</th>
<th>FREQUENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>First Service</td>
</tr>
<tr>
<td>Whichever comes first</td>
<td>After 50 hrs. or 1 000 km of use</td>
</tr>
<tr>
<td>Every</td>
<td>1 year</td>
</tr>
<tr>
<td>Battery-inspect</td>
<td>●</td>
</tr>
<tr>
<td>Front final gear case oil (KAF400A) and transmission case oil-change*</td>
<td>1 year</td>
</tr>
<tr>
<td>Brake fluid-change</td>
<td>2 years (D)</td>
</tr>
<tr>
<td>Brake master cylinder cup and dust seal-replace</td>
<td>2 years (D)</td>
</tr>
<tr>
<td>Brake wheel cylinder assembly-replace</td>
<td>2 years (D)</td>
</tr>
<tr>
<td>Brake hose-replace</td>
<td>4 years (D)</td>
</tr>
</tbody>
</table>
Engine Oil

**WARNING**

The cargo bed requires a supporting hook to remain in the raised position and will fall down if not supported, creating the potential for injury. Always latch the supporting hook when lifting the bed for engine or other maintenance below the bed.

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

**WARNING**

Vehicle operation with insufficient, deteriorated, or contaminated engine oil will cause accelerated wear and may result in engine seizure, accident, and injury. Check the oil level before each use and change the oil and filter according to the periodic maintenance chart in the owner’s manual.

**Oil Level Inspection**

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

<table>
<thead>
<tr>
<th>NOTICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Racing the engine before the oil reaches every part can cause engine damage.</td>
</tr>
</tbody>
</table>

- If the vehicle has just been used, wait several minutes for all the oil to drain down.
- Park the vehicle on level ground.
- Raise the seat.

![Diagram](image-url)

A. Dipstick & Oil Filler Hole
B. Seatback

- Pull up the dipstick, wipe it dry, and insert the dipstick till it bottoms.
NOTE

It is important to insert the dipstick with its chamfered cap edge facing rearwards.

A. Dipstick
B. Oil Filler Hole

- Pull out the dipstick and check the oil level. The oil level should be between the “F” (Full) and “L” (Low) lines on the dipstick.

A. Dipstick
B. “H” (High) Line
C. “L” (Low) Line

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

Oil and/or Oil Filter Change

- Warm up the engine thoroughly, and then stop the engine.
- Place an oil pan beneath the engine.
- Remove the drain plug on the right side at the bottom of the engine.
- Remove the dipstick.
A. Drain Plug
B. Torque Converter Case

- With the vehicle held level, let the oil drain completely.

⚠️ WARNING

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

- If the oil filter is to be changed, first lift the cargo bed to support it with the hook, and then remove the oil filter cartridge and replace it with a new one.

A. Cartridge

- Apply a thin film of oil to the gasket and screw the cartridge in until the gasket touches the engine, then turn it 3/4 turn.
A. Gasket
- Install the drain plug with its gasket. Tighten it to the specified torque.

**NOTE**
- *Replace any damaged gaskets with new ones.*
- Fill the engine up to the “F” (Full) line on the dipstick with high quality motor oil as specified in the table.
- Start the engine and check for oil leakage.

**Tightening Torque**

<table>
<thead>
<tr>
<th>Component</th>
<th>Torque</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drain Plug</td>
<td>6.9 N·m (0.7 kgf·m, 61 in·lb)</td>
</tr>
<tr>
<td>Filter Cartridge</td>
<td>9.8 N·m (1 kgf·m, 87 in·lb)</td>
</tr>
</tbody>
</table>

**Recommended Engine Oil**

<table>
<thead>
<tr>
<th>Grade</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Kawasaki Performance 4-Stroke</td>
<td>ATV/UTV Oil*</td>
</tr>
<tr>
<td>Kawasaki Performance 4-Stroke</td>
<td>Semi-Synthetic Oil*</td>
</tr>
<tr>
<td>Kawasaki Performance 4-Stroke</td>
<td>Full Synthetic Oil*</td>
</tr>
<tr>
<td>or other 4-stroke oils with</td>
<td></td>
</tr>
<tr>
<td>API SG, SH, SJ, SL, SM and</td>
<td>JASO MA, MA1, MA2</td>
</tr>
<tr>
<td></td>
<td>rating</td>
</tr>
</tbody>
</table>

**Viscosity:** SAE 10W-40*

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

**Engine Oil Capacity**

<table>
<thead>
<tr>
<th>Condition</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>when filter is not removed</td>
<td>0.85 L (0.9 US qt)</td>
</tr>
<tr>
<td>when filter is removed</td>
<td>1.4 L (1.5 US qt)</td>
</tr>
</tbody>
</table>

*Although 10W-40 engine oil is the recommended oil for most conditions, the oil viscosity may need to be changed to accommodate atmospheric conditions in your riding area.*
Kawasaki Performance Oils and Lubricants have been specifically engineered for your vehicle. Consistent use of these products meets or exceeds warranty and service requirements and can help to extend the life of your Kawasaki.

Front Final Gear Case Oil (KAF400A)

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

**WARNING**

Vehicle operation with insufficient, deteriorated, or contaminated oil causes accelerated wear of the differential, pinion, and ring gears and may result in seizure. Seizure can lock the front and rear wheels and skid the front and rear tires, with consequent loss of control. Check the differential oil according to the periodic maintenance chart.

**Oil Level Inspection**

- With the vehicle level front-to-rear and side-to-side, remove the filler cap from the front final gear case.
A. Front Final Gear Case  
B. Filler Cap (on the left side)  
C. Front Axle

**NOTICE**

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

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

**NOTE**

- Install the filler cap.

**Oil Change**

**NOTE**

- Use the same type and brand of oil that is already in the gear case.

- Before draining the oil, warm it up by running the vehicle. Warm oil drains easily and picks up any sediment.
A. Front Final Gear Case
B. Drain Plug

- With the vehicle level, place an oil pan beneath the gear case.
- Remove the filler cap and drain plug.

**WARNING**

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

---

**WARNING**

Oil on tires can make them slippery which can cause an accident and injury. When draining or filling the gear case, be careful that no oil gets on the tires or rims. Clean off any oil that inadvertently gets on them with soap and water.

- After the oil has completely drained out, install the drain plug and gasket. If the gasket is damaged, replace it with a new one.

**Tightening Torque**

<table>
<thead>
<tr>
<th>Component</th>
<th>Torque</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drain Plug</td>
<td>20 N·m (2.0 kgf·m, 15.0 ft·lb)</td>
</tr>
</tbody>
</table>

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

**Front Final Gear Case Oil**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil Capacity</td>
<td>about 0.35 L (0.37 US qt)</td>
</tr>
<tr>
<td>Oil Type</td>
<td>API &quot;GL-5&quot; SAE140 or API &quot;GL-6&quot; SAF90 \nHypoid gear oil for Limited Slip Differentials</td>
</tr>
</tbody>
</table>

- Install the filler cap.
Transmission Case Oil

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

⚠️ WARNING

Vehicle operation with insufficient, deteriorated, or contaminated oil causes accelerated wear of the transmission, differential, pinion, and ring gears and may result in seizure. Seizure can lock the rear wheels and skid the rear tires, with consequent loss of control. Check the differential oil according to the periodic maintenance chart.

Oil Level Inspection

- Park the vehicle on level ground.
- Lift the cargo bed and support it with the hook.
- Unscrew the oil filler plug, and dipstick, wipe its dipstick dry, and insert it into the filler hole but DO NOT SCREW IT IN.

Be careful not to allow any dirt or foreign materials to enter the transmission case.

- Pull out the dipstick and check the oil level. The oil level should be between the “H” (High) and “L” (Low) lines on the dipstick.
A. Oil Filler Plug and Dipstick
B. Insert the dipstick into the filler hole but do not screw it in.
C. “H” (High) Line
D. “L” (Low) Line

- If the oil level is too high, remove the excess oil, using a syringe or other suitable device, through the oil filler opening.
- If the oil level is too low, add the correct amount of oil.
- Install the filler plug and dipstick.

**NOTE**

- Use the same type and brand of oil that is already in the transmission case.

### Oil Change

**NOTE**

- Before draining the oil, warm it up by running the vehicle. Warm oil drains easily and picks up any sediment.

- With the vehicle level, apply the parking brake securely.
- Place an oil pan beneath the transmission case.
- Remove the drain plug.
WARNING

The exhaust system can get extremely hot during normal operation and cause serious burns. To avoid a serious burn, never touch a hot muffler or exhaust pipe during oil draining.

- Lift the cargo bed and support it with the hook.
- Remove the filler plug.

WARNING

Oil on tires can make them slippery which can cause an accident and injury. When draining or filling the transmission case, be careful that no oil gets on the tires or rims. Clean off any oil that inadvertently gets on them with soap and water.

- After the oil has completely drained out, install the drain plug with its gasket. Tighten it to the specified torque. If the gasket is damaged, replace it with a new one.
- Fill the transmission case up to the “H” (High) line on the dipstick with a good quality oil as specified in the table.

Tightening Torque

| Drain Plug | 15 N·m (1.5 kgf-m, 11 ft·lb) |

Transmission Case Oil Type

- API “GL-5” Hypoid gear oil above 5°C (41°F) SAE 90
- below 5°C (41°F) SAE 80

Transmission Case Oil Capacity

<table>
<thead>
<tr>
<th>Model</th>
<th>Capacity</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>KAF400A:</td>
<td>2.4 L (2.5 US qt)</td>
<td></td>
</tr>
<tr>
<td>KAF400B:</td>
<td>2.2 L (2.3 US qt)</td>
<td></td>
</tr>
</tbody>
</table>

- Install the filler plug and dipstick.
Cooling Fan

The engine is cooled by the cooling fan attached to the left side of the engine. Check and clean the screen for mud and other debris.

**WARNING**

A spinning fan can cause serious injury. To avoid injury when checking and cleaning the screen, turn off the ignition switch and be sure the fan has stopped turning.

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 insulator is cracked, replace the plug. Use the standard plug.
Spark Plug

<table>
<thead>
<tr>
<th>Standard Plug</th>
<th>NGK BPR5ES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plug Gap</td>
<td>0.7 ~ 0.8 mm (0.028 ~ 0.032 in.)</td>
</tr>
<tr>
<td>Tightening Torque</td>
<td>17 N·m (1.7 kgf·m, 12.0 ft·lb)</td>
</tr>
</tbody>
</table>

**Spark Plug Removal**
- Raise the seat.
- Carefully pull the spark plug cap from the spark plug.

**NOTE**
- Unscrew the spark plug.
  
  When installing the spark plug, fit the plug cap securely onto the spark plug, and pull the cap lightly to make sure that it is properly installed.
Valve Clearance

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

**NOTICE**

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

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

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

Valve Clearance (EX & IN): 0.10 ~ 0.15 mm (0.004 ~ 0.006 in.)

——

Engine Air Cleaner

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

**WARNING**

A clogged air cleaner may allow dirt and dust to enter the carburetor and the throttle may stick resulting in a hazardous operating condition. Clean the air filter according to the periodic maintenance chart; more often if the vehicle is used in extremely dusty conditions.

**NOTICE**

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

The air filter element should be cleaned in accordance with the Periodic Maintenance Chart. In dusty areas, the elements should be cleaned more frequently than the recommended interval.

**Element Removal**

- Raise the seat.
- Release the snaps and remove the air cleaner housing cover from the housing.
A. Air Cleaner Housing Cover
B. Snaps

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

⚠️ WARNING

If dirt or dust is allowed to pass through into the carburetor, the throttle may stick or become inoperable resulting in a hazardous operating condition.

NOTICE

If dirt gets into the engine, excessive engine wear and possible engine damage may occur.

A. Element
B. Screw

NOTE

- Element installation is performed in the reverse order of removal.
- Install the housing cover with its snaps.

Element Cleaning

- Remove the element (see Element Removal).
- Remove the urethane foam element from the paper element.
• Clean the foam element in a bath of high flash-point solvent using a soft bristle brush.
• Squeeze it dry in a clean towel. Do not wring the element or blow it dry; the element can be damaged.
• Inspect the foam element for damage. If it is torn, punctured, or hardened, replace it.

**NOTE**

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

• Clean the paper element by tapping it lightly to loosen dust.
• Blow away the remaining dust by applying compressed air from the inside to the outside (from the clean side to the dirty side).
• Inspect the element material for damage. If any part of the element is damaged, the element must be replaced.

---

**Dust and/or Water Inspection**

• There is a plastic drain cap at the bottom of the air cleaner housing. If you see any dust and/or water accumulated in the housing, remove the drain cap and expel it.
Spark Arrester

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

**NOTICE**
The spark arrester must be functioning properly to provide adequate fire protection.

Spark Arrester Cleaning

**WARNING**
The muffler can become extremely hot during normal operation and cause severe burns. Since the engine must be running during this procedure, wear heat-resistant gloves while cleaning the spark arrester.

- Remove the drain plug from the muffler.

- Apply the parking brake.
- In an open area away from combustible materials, start the engine with the gear shift lever in the “N” (Neutral) position.
- Raise and lower engine speed while tapping on the muffler with a rubber mallet until carbon particles are purged from the muffler.

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

**Throttle Pedal**

If the throttle pedal has excessive play due to either cable stretch or misadjustment, it will cause a delay in throttle response, especially at low engine speed. Also, the throttle may not open fully. If the throttle pedal has no play, the throttle may be hard to control, and the idle speed may be erratic. Check the throttle pedal play periodically in accordance with the Periodic Maintenance Chart, and adjust the play if necessary.

**Throttle Pedal Play Inspection**

• Apply the parking brake.
• Put the gear shift lever in the “N” (Neutral) position.
• Start the engine, and warm it up thoroughly.
• Measure the distance the throttle pedal moves before the engine begins to pick up speed. Free play should be 2 ~ 5 mm (0.1 ~ 0.2 in.).
MAINTENANCE AND ADJUSTMENT

Throttle Pedal Play Adjustment
- Lift the cargo bed and support it with the hook.
- Loosen and turn the throttle cable mounting nuts located above the transmission case until the proper amount of throttle pedal play is obtained.

Throttle Pedal Stop Position Adjustment
- Loosen the locknut.
- Screw in the throttle pedal stop bolt.
- Depress the throttle pedal until the speed control lever above the transmission case is in the fully opened position and hold it there.
- Turn the throttle pedal stop bolt until the bolt head lightly touches the bottom of the throttle pedal.
- Tighten the locknut securely.
A. Throttle Pedal
B. Locknut
C. Throttle Pedal Stop Bolt

Choke Knob

Pulling the choke knob makes the carburetor provide a rich mixture for easy starting when the engine is cold.

If starting is difficult or rich fuel mixture trouble occurs, inspect the choke knob, and adjust it if necessary.

**Inspection**
- Check that the choke knob returns properly and that the inner cable slides smoothly. If there is any irregularity, have the choke cable checked by an authorized Kawasaki dealer.
- Lift the cargo bed and support it with the hook.
- Raise the seat.
- Remove the guard plate by releasing the two air intake ducts and the 6 quick rivets.
A. Guard Plate  
B. Air Intake Ducts (2 p.c.s.)  
C. Clamps  
D. Quick Rivets (6 p.c.s.)  
E. Cap

- Make sure the choke knob is all the way into its released position.  
- To determine the amount of choke cable play at the knob, pull the choke knob out until the starter lever at the carburetor starts to move; the amount of choke knob travel is the amount of cable play.

A. Starter Lever  
B. Mounting Nuts  
C. Choke Cable  
D. Throttle Link

- The proper amount of play is 0 ~ 1 mm (0.00 ~ 0.04 in.) at the choke knob. If there is too much or too little play, adjust the choke cable.
**Carburetor**

The idle speed adjustment should be performed in accordance with the Periodic Maintenance Chart or whenever the idle speed is changed.

The following procedure covers the idle speed adjustment.

**Idle Speed Adjustment**
- Apply the parking brake.
- Raise the seat.
- Remove the guard plate by releasing the two air intake ducts and the 6 quick rivets.

**Adjustment**
- Loosen and turn the choke cable mounting nuts next to the starter lever until the cable has the proper amount of play.
- Tighten the nuts after adjustment.

---

**A. Choke Knob**

**B. 0 ~ 1 mm (0.00 ~ 0.04 in.)**

---

**A. Guard Plate**

**B. Air Intake Ducts (2 p.c.s.)**

**C. Clamps (6 p.c.s.)**

**D. Quick Rivets (6 p.c.s.)**

**E. Cap**
• Put the gear shift lever in the “N” (Neutral) position.
• Start the engine, and warm it up thoroughly.

**DANGER**

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

• Lift the cargo bed to support it with the hook.
• Remove the cover plate on the idle adjusting screw.
• Loosen the axel lever stopper screw on the base plate above the transmission case and the idle adjusting screw on the engine.

• Adjust the idle speed to the lowest stable speed by turning the idle adjusting screw located on the carburetor.

**Idle Speed:** 1,175 ±75 r/min (rpm)

*Image*:
- A. Axle Lever Stopper Screw
- B. Base Plate
- C. Axel Lever
- D. Idle adjusting Screw
- E. Cover Plate
- F. Link Lever
A. Idle Adjusting Screw
B. Throttle Link
C. Choke Cable
D. Carburetor

- After adjustment, screw in the idle adjusting screw on the base plate until it lightly touches the link lever.
- Finally screw in the axel lever stopper screw until it keeps clearance by 1 mm to the axel lever.

**NOTE**

- *The idling speed could become unstable with the throttle valve stuck closed, if the adjustment screw is turned excessively.*
Fuel System

Accumulation of moisture or sediment in the fuel system can 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 and cause severe burns. Before performing any service, turn the ignition switch “OFF”. Do not smoke. Make sure the area is well-ventilated and free from any source of flame or sparks, including any appliance with a pilot light. Make sure the engine is cold before servicing. Wipe any fuel off the engine before starting it.

Dust and/or Water Inspection

- Lift the cargo bed to support it with the hook.
- Raise the seat.
- Remove the guard plate by releasing the two air intake ducts and the 6 quick rivets.

- Place a suitable container under the carburetor.
- 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
B. Carburetor

- Tighten the drain screw.

**NOTE**

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

**Fuel Filter**

The vehicle is equipped the fuel filter at the middle of the fuel line to prevent dirt or other foreign material from entering the carburetor and fuel pump.

Have your authorized Kawasaki dealer inspect and clean or replace the fuel filter in accordance with the Periodic Maintenance Chart, or whenever any foreign material or water can be seen trapped in the fuel filter.

**Evaporative Emission Control System**

This system routes fuel vapors from the fuel system into the running engine or stores the vapors in a canister when the engine is stopped. Although no adjustments are required, a thorough visual inspection must be made at the intervals specified by the "Periodic Maintenance Chart".

**Inspection**

- Check that the hoses are securely connected.
- Replace any kinked, deteriorated, or damaged hoses.
VAPOR HOSES ROUTING DIAGRAM
Belt Drive Torque Converter

The vehicle is equipped with a belt drive torque converter type automatic transmission. The belt, driven pulley shoes and drain hose should be checked in accordance with the Periodic Maintenance Chart.

The belt and driven pulley shoes inspection should be done by an authorized Kawasaki dealer.

Dust and/or Water Inspection

• Remove the drain plug on the bottom of the converter housing to expel dust and/or water accumulated inside.

High Altitude Use

• The original belt drive torque converter settings of this vehicle are best for seal level use. When the vehicle is used at high altitude, the engine performance will decrease. This is why readjustment of the weights of the torque converter are required. Have the torque converter adjusted by your authorized Kawasaki dealer if you intend to use this vehicle above 1,500 m (5,000 feet.)
Belt Drive Torque Converter Air Cleaner

A clogged belt drive torque converter air cleaner may cause the torque converter to malfunction.

**NOTICE**

A clogged air cleaner may allow dirt and dust to enter the belt drive torque converter causing excessive wear of the inner parts and loss of driving power.

The air cleaner elements must be cleaned in accordance with the Periodic Maintenance Chart. In dusty areas, the elements should be cleaned more frequently than the recommended interval. The elements should be replaced if they are damaged.

**Element Removal**

- Lift the cargo bed and support it with the hook.
- Raise the seat.
- Remove the guard plate by releasing the two air intake ducts and the 6 quick rivets.

- Release the snaps and remove the air cleaner housing cover from the housing.
- Pull the air cleaner element out of the housing.
- Push a clean, lint-free towel into the air cleaner housing to keep dirt or other foreign material from entering.
NOTICE

If dirt gets into the belt drive torque converter, excessive wear and loss of driving power may result.

NOTE

○ *Element installation is performed in the reverse order of removal.*

**Element Cleaning**
- Remove the element (see Element Removal).
- Remove the urethane foam element from the holder.
- Clean the foam element in a bath of high flash-point solvent using a soft bristle brush.
- Squeeze it dry in a clean towel. Do not wring the element or blow it dry; the element can be damaged.
- Inspect the foam element for damage. If it is torn, punctured, or hardened, replace it.

NOTE

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

- Clean the holder by tapping it lightly to loosen dust.
- Blow away the remaining dust by applying compressed air from the inside to the outside (from the clean side to the dirty side).
- Inspect the element material for damage. If any part of the element is damaged, the element must be replaced.
Brakes

The vehicle is equipped with hydraulically activated drum brakes on all four wheels.

Brake Pedal

Brake Pedal Free Play Inspection

In accordance with the Periodic Maintenance Chart, check the brake pedal free play.
- Depress the brake pedal lightly by hand.
- There should be 2 ~ 5 mm (0.1 ~ 0.2 in.) of free play.

• If the brake pedal has more or less free play than specified or the pedal action feels rough or "catchy," have the brake system inspected immediately by an authorized Kawasaki dealer.

Brake Shoe Linings

Brake Shoe Lining Wear Inspection

In accordance with the Periodic Maintenance Chart have the brake shoe linings checked for wear by an authorized Kawasaki dealer.

Brake Fluid

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

Fluid Requirement

Use heavy-duty brake fluid only from a fresh, unopened container marked DOT3.

⚠️ WARNING

Over time, brake fluid can absorb moisture, lowering its boiling point and reducing brake effectiveness. Do not use fluid from a container that has been left unsealed or that has been open for a long time. Do not mix two types and brands of fluid for use in the brakes. Don’t leave the reservoir cap off for any length of time to avoid moisture contamination of the fluid. Don’t add or change brake fluid in the rain or during conditions of blowing dust or debris.
NOTICE
Brake fluid quickly ruins painted surfaces. Wipe up any spilled fluid immediately.

Fluid Level Inspection
- With the vehicle on level ground, check, through the inspection hole in the dashboard, that the fluid level in the reservoir is between the upper (marked MAX) and lower (marked MIN) level lines.

A. Inspection Hole
- If the fluid level is lower than the lower level line, check for fluid leaks in the brake lines, and open the front cargo hood (see “Front Cargo Compartment” section in the “General Information” chapter) and remove a round cap on the cargo compartment rear wall.

A. Brake Fluid Reservoir
B. Cargo Compartment Wall

WARNING
Mixing two types and brands of fluid for use in the brake lowers the brake fluid boiling point and could reduce brake effectiveness. Change the fluid in the brake system completely if the fluid level is low but the type and brand of the fluid already in the reservoir are unknown.

- Apply the brake forcefully for a few seconds and check for fluid leakage around the fittings.
**WARNING**

Air in brake line can make the brake feel mushy or soft. This may cause reduced braking performance or brake failure and result in an accident. If brake lever travel is excessive or the brake feels mushy, have an authorized Kawasaki dealer inspect it immediately.

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**Fluid Change**

Have the brake fluid changed by an authorized Kawasaki dealer.

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**Brake Light Switch**

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

**Inspection**

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

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**Adjustment**

- Brake light switch is located above the brake pedal.

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

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

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To adjust the brake light switch, move the switch forward or rearward, by turning the adjusting nut.

**NOTICE**

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

The parking brake helps hold the vehicle from rolling while parked. In accordance with the Periodic Maintenance Chart, check that the parking brake lever functions properly.

**Inspection**

- Pull the parking brake lever up and to the rear.
- After 8 to 12 clicks of lever travel, the vehicle should not roll while parked.
- If it does, adjust the parking brake lever.

**Adjustment**

- Raise the seat.

- Loosen the locknut (upper nut) on the middle of the parking brake lever, and turn the nut next to the locknut until the brake lever will only move 8 ~ 12 clicks upward.

**NOTE**

- Be sure to hold the cable end with a wrench to prevent the cable from twisting.
- If the brake lever cannot be adjusted with the nuts shown here, or if there is any doubt as to the condition or braking effectiveness, have the parking brake system inspected by an authorized Kawasaki dealer.
Steering Wheel

In accordance with the Periodic Maintenance Chart, check the steering wheel for the specified free play and smooth operation.

*Free Play Inspection*
- Park the vehicle on level ground.
- Lightly turn the steering wheel left and right.
- There should be 0 ~ 20 mm (0 ~ 0.8 in.) of free play.
- If there is excessive free play or strange noises, or the steering feels rough or “catchy,” have the steering system checked by an authorized Kawasaki dealer.

A. 0 ~ 20 mm (0 ~ 0.8 in.)

Wheels

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

Wheel Nuts
Check for wheel nut tightness in accordance with the Periodic Maintenance Chart.

| Tightening Torque: | 29 ~ 39 N·m (3.0 ~ 4.0 kgf·m, 21 ~ 29 ft·lb) |

Tires
The front and rear tires are knobby tubeless tires. When replacing tires, check the valve stems and cores for damage. Take care not to damage the tire sealing surfaces of the rims.
112 MAINTENANCE AND ADJUSTMENT

Standard Tires

<table>
<thead>
<tr>
<th></th>
<th>KAF400A</th>
<th>KAF400B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front</td>
<td>24 × 9.00-10 DUNLOP KT869M</td>
<td>22 × 9.00-10 DUNLOP KT901</td>
</tr>
<tr>
<td>Rear</td>
<td>24 × 11.00-10 DUNLOP KT869</td>
<td>22 × 11.00-10 DUNLOP KT869</td>
</tr>
</tbody>
</table>

Tire Air Pressure (when cold)

<table>
<thead>
<tr>
<th></th>
<th>KAF400A</th>
<th>KAF400B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front</td>
<td>47 kPa (0.47 kgf/cm², 7 psi)</td>
<td>47 kPa (0.47 kgf/cm², 7 psi)</td>
</tr>
<tr>
<td>Rear</td>
<td>97 kPa (0.97 kgf/cm², 14 psi)</td>
<td>110 kPa (1.1 kgf/cm², 16 psi)</td>
</tr>
</tbody>
</table>

NOTE

- Tires are an important part of the suspension of the vehicle. Tire construction characteristics and tire inflation pressure can greatly influence vehicle handling. Kawasaki recommends that you always replace tires with standard replacement tires as shown above. It is also very important to have tires of the same type and size on all axles, and at the same inflation pressure, on each axle.

- Installation of non-standard tires, or use of different tires on one axle, can change or impair the handling of the vehicle.
- Installation of tubeless tires on rims requires compressed air and is normally recommended as a dealer service operation. Nevertheless, a tube can be inserted into the tire by the operator as an emergency repair.

Maximum Tire Air Pressure for Seating Beads

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Front and Rear</td>
<td>250 kPa (2.5 kgf/cm², 36 psi)</td>
</tr>
</tbody>
</table>

Payload and Tire Pressure

Failure to maintain proper inflation pressures or observe payload limits for your tires can change or impair handling and performance of the vehicle. The maximum recommended load carrying capacity is 420 kg (924 lb).

Use a tire pressure gauge to accurately set tire pressure.

WARNING

- Operating with unequally or improperly pressurized tires can adversely affect steering or handling. Inflate both front tires to the same pressure and both rear tires to the same pressure.
**Tire Wear, Damage**

As tire tread wears down, tires become more susceptible to puncture and failure.

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

| Minimum Tread Depth: 3 mm (0.12 in.) |

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

**Joint Boots**

In accordance with the Periodic Maintenance Chart, inspect the joint boots on the front axles, tie rod ends, and steering knuckles for cracks, holes, damage or deterioration. If there is any one of them, have the joint boot replaced by an authorized Kawasaki dealer.

A. Tire Depth Gauge

A. Steering Knuckle
B. Tie Rod
C. Front Axle (KAF400A)
D. Joint Boots
Suspension

Rear Shock Absorber Spring Force Adjustment

The spring adjusting sleeves on the rear shock absorbers have 5 positions so that the springs can be adjusted for different riding and loading conditions.

A. Shock Absorber
B. Adjusting Sleeve

A. Adjusting Sleeve

If the spring action feels too soft or too stiff, have the sleeves adjusted by an authorized Kawasaki dealer in accordance with the following table.
- Turn the adjusting sleeves on the shock absorbers to the desired position with the hook wrench.
### Spring Action

<table>
<thead>
<tr>
<th>Position</th>
<th>Spring Force</th>
<th>Setting</th>
<th>Load</th>
<th>Surface</th>
<th>Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td>Soft</td>
<td>Light</td>
<td>Good</td>
<td>Low</td>
</tr>
<tr>
<td>2</td>
<td></td>
<td>↑</td>
<td>^</td>
<td>↑</td>
<td>↑</td>
</tr>
<tr>
<td>3</td>
<td></td>
<td>↑</td>
<td>↑</td>
<td>↑</td>
<td>↑</td>
</tr>
<tr>
<td>4</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
</tr>
<tr>
<td>5</td>
<td>Stronger</td>
<td>Hard</td>
<td>Heavy</td>
<td>Bad</td>
<td>High</td>
</tr>
</tbody>
</table>

**WARNING**

Uneven shock absorber adjustment can cause poor handling and loss of stability, which could lead to an accident. Always adjust the shock absorbers on the left and right side to the same setting.

### Seat Belts

In accordance with the Periodic Maintenance Chart, check that each seat belt functions properly. Push the latch plate into the buckle until it clicks. The latch plate must slide smoothly into the buckle. The click sound indicates it is securely latched. Push the red button in the buckle to make sure it releases freely. Also check the belt webbing for wear, cuts or damage. If any irregularities are found, have the seat belt system checked or replaced by an authorized Kawasaki dealer.

![Seat Belt Diagram](CL25009B_6)

A. Latch Plate  
B. Buckle  
C. Red Button
Headlight Beam

The headlight beams can be adjusted vertically.
- Turn the adjusting screw on each headlight rim to adjust the headlight vertically.

Battery

The battery is located under the left end of the seat.

**DANGER**

Battery contains sulfuric acid and produce hydrogen gas. Sulfuric acid can cause burns and hydrogen gas can cause an explosion. Read and heed the battery safety label.

**DANGER/POISON**

Proposition 65 Warning: Battery posts, terminals, and related accessories contain lead and lead compounds, chemicals known to the State of California to cause cancer and reproductive harm. Wash hands after handling.

Battery Removal

- Raise the seat. The battery is located under the left end of the seat.
- Remove the rubber mud cover on the battery.
- Unscrew the battery holder.
MAINTENANCE AND ADJUSTMENT

A. Bolt
B. Holder
C. (–) Terminal
D. (+) Terminal

- Disconnect the leads from the battery, first from the (–) terminal and then the (+) terminal.
- Lift the battery out of the case.
- Clean the battery using a solution of baking soda and water. Be sure that the lead connections are clean.
- Perform a visual inspection. Inspect for defective or cracked case and cover, and loose or damaged terminal posts or cables. Replace battery and/or cables immediately if any damage is found.

Battery Installation
- Check that the rubber dampers on the battery holder and the battery case are properly in place.
- Put the battery in place, and route the battery vent hose through the hole in the floor board.
- Connect the capped lead to the (+) terminal, and then connect the black lead to the (–) terminal.
- Put a light coat of grease on the terminals to prevent corrosion.
- Cover the (+) terminal with its protective cap.
- Reinstall the battery holder and rubber mud cover.

**DANGER**

Batteries contain sulfuric acid that can cause burns and produce hydrogen gas which is highly explosive. Use caution when handling batteries and do not expose them to spark or flame. Read and understand the battery safety label.

**NOTICE**

Do not reverse the battery connections, or damage to the regulator/rectifier unit will result.

Battery Characteristics

The battery installed in this Mule is a conventional type and requires regular inspection to maintain the proper electrolyte level and a full charge.

In order to maximize battery life and ensure that it will provide the power needed to start your Mule, you must properly maintain the battery’s electrolyte level and charge. When used regularly, the charging system in your Mule helps keep the battery fully...
charged. If your Mule is only used occasionally or for short periods of time, the battery is more likely to discharge.

Due to their internal composition, batteries continually self discharge. The discharge rate depends on the type of battery and ambient temperature. As temperatures rise, so does the rate. Every 15°C (27°F) doubles the rate.

Electrical accessories, also draw current from the battery even when the key is switched off. Combine such “key-off” draws with hot temperatures, and a battery can go from fully charged to completely discharged in a matter of days.

<table>
<thead>
<tr>
<th>Temperature</th>
<th>Lead-Antimony Battery</th>
<th>Lead-Calcium Battery</th>
</tr>
</thead>
<tbody>
<tr>
<td>40°C (104°F)</td>
<td>100 Days</td>
<td>300 Days</td>
</tr>
<tr>
<td>25°C (77°F)</td>
<td>200 Days</td>
<td>600 Days</td>
</tr>
<tr>
<td>0°C (32°F)</td>
<td>550 Days</td>
<td>950 Days</td>
</tr>
</tbody>
</table>

In extremely cold weather the fluid in an inadequately charged battery can easily freeze, which can crack the case and buckle the plates. A fully charged, properly maintained battery can withstand sub-freezing temperatures with no damage.

**Battery Sulfation**

A common cause of battery failure is sulfation. Sulfate is a normal byproduct of the chemical reactions within a battery. Sulfation occurs when the electrolyte level is low and exposes the plates within the battery to air. The active lead on the plates oxidizes and sulfates, causing permanent damage so that the battery will not hold a charge. Low electrolyte levels also concentrates the acid in the electrolyte, causing further corrosion to the plates that often falls off and settles at the bottom of the battery. The accumulated corrosion can eventually bridge the plates and cause the battery to short.
Sulfation also occurs when the battery is left in a discharged condition for an extended time. Sulfate is a normal byproduct of the chemical reactions within a battery. But when continuous discharge allows the sulfate to crystallize in the cells, the battery plates become permanently damaged and will not hold a charge. Battery failure due to sulfation is not warrantable.

Battery Maintenance

It is the owner’s responsibility to maintain the battery electrolyte level and a full charge. Failure to do so can lead to battery failure and leave you stranded. Inspect the battery fluid level monthly.

- The electrolyte level in each cell should be between the upper and lower level lines.
- If the fluid level is low in any cell, remove the battery filler caps and fill with distilled water until the electrolyte level in each cell reaches the upper level line. **DO NOT OVERFILL.** Overfilling can cause the electrolyte to leak out of the battery vent tube. Battery electrolyte contains sulfuric acid that will corrode vehicle components and parking surfaces, plus cause burns to exposed skin.

**NOTICE**

Add only distilled water to the battery. Ordinary tap water is not a substitute for distilled water and will shorten the life of the battery.

If you are riding your Mule infrequently, inspect the battery voltage weekly using a voltmeter. If it drops below 12.5 volts, the battery should be charged using an appropriate charger (check with your Kawasaki dealer or visit buykawasaki.com) at a rate of 1/10th of the battery capacity. If you will not be using your vehicle for longer than two weeks, the battery should be charged using an appropriate charger. Do not use an automotive-type
quick charger that may overcharge the battery and damage it.

Battery Charging

- Remove the battery from the vehicle (See Battery Removal).

**NOTICE**

Always remove the battery from the vehicle for charging. If the battery is charged while still installed, battery electrolyte may spill and corrode the frame or other parts of the vehicle.

- Before charging, check the electrolyte level in each cell. If the electrolyte level is low in any cell, fill to above the lower level line but not up to the upper level line since the level rises during charging.
- Remove the caps from all the cells, and connect the battery charger leads to the battery terminals (red to +, black to –).

---

**A. Battery Charger**

**B. Filler Caps (removed)**

**C. (–) Terminal**

**D. (+) Terminal**

**DANGER**

Batteries produce hydrogen gas which can cause an explosion. Charge the battery in well-ventilated area. Keep sparks, flame, and cigarettes away from the battery during charging. When using a battery charger, connect the battery to the charger before turning on the charger. This procedure prevents sparks at the battery terminals which could ignite any battery gasses.
• Charge the battery at a rate that is 1/10th of the battery capacity. For example, the charging rate for a 10 Ah battery would be 1.0 ampere.

**NOTICE**

Do not use a high rate battery charger, as is typically employed at automotive service stations, unless the charging rate can be reduced to the level required for this vehicle’s battery. Charging the battery at a rate higher than specified may ruin the battery. Charging at a high rate causes excess heat which can warp the plates and cause internal shorting. Higher-than-normal charging rates also cause the plates to shed active material. Deposits will accumulate, and can cause internal shorting. If the temperature of the electrolyte rises above 45 °C (113 °F) during charging, reduce the charging rate to lower the temperature, and increase charging time proportionately.

• After charging, check the electrolyte level in each cell. If the level has fallen, add distilled water to bring it back up to the upper level line.
• Install the caps on the cells.
• Install the battery (See Battery Installation).

**WARNING**

Lead is a toxic substance. Battery posts, terminals and related accessories contain lead and lead compounds. Wash hands after handling.
Fuse

There are two plastic fuse cases next to the parking brake under the left end of the seat, one for the main (30 A) and the other for the accessory connector (10 A). If the electrical systems do not function, inspect the fuse. Before replacing a fuse, check the wiring harness and electrical equipment for bare wires or other possible damage.

**NOTICE**

Do not use a fuse of a higher capacity than the specified fuse rating, or damage to the electrical system could result. Refer to the Fuse Location label on the other side fuse case lid.
General Lubrication

In accordance with the Periodic Maintenance Chart, have the general lubrication performed by an authorized Kawasaki dealer or perform it referring to the Service Manual for this vehicle.

Cleaning

To prolong the life of your vehicle, wash it down immediately after it has been splashed with sea water or exposed to salt air, or operated on rainy days, rough terrain, or in dusty areas.

Preparation for Washing

Before washing, precautions must be taken to keep water off the following parts.

- Muffler rear opening - cover with a plastic bag.
- Ignition switch - cover the keyhole with tape.
- Air cleaner intake (middle of the rear cab frame top) - close opening with tape, or stuff in rags.

Where to be Careful

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

- Front and rear brakes - if water gets into the brake drums, they will not work effectively until they have dried out.
- Under the seat - if water gets into the ignition coils or into the spark plug cap, it can ground out the spark. When this happens the vehicle will not operate properly and the affected parts must be wiped dry.
NOTICE

Coin operated, high pressure spray washers are not recommended. Water may be forced into bearings and other components causing eventual failure from rust and corrosion. Some soaps are highly alkaline and may leave a residue or cause spotting.

After Washing
- Remove the plastic bag and tape, and open the air cleaner intake.
- Lubricate as indicated in the “General Lubrication” section.
- Test the brakes before operation.
- Start the engine and run it for 5 minutes to dry it thoroughly.

Bolt and Nut Tightening

In accordance with the Periodic Maintenance Chart, have the tightness of the bolts, nuts, and fasteners checked by an authorized Kawasaki dealer.