Daily Safety Checks

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

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

## WARNING

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

WHAT CAN HAPPEN
Increases the possibility of an accident or equipment damage.

HOW TO AVOID THE HAZARD
Always inspect your ATV each time you use it to make sure the ATV is in safe operating condition.
Always follow the inspection and maintenance procedures and schedules described in the Owner’s Manual.

## WARNING

HAZARD
Exhaust gases are poisonous.

WHAT CAN HAPPEN
Breathing exhaust gas leads to carbon monoxide poisoning, asphyxiation, and death.

HOW TO AVOID THE HAZARD
Do not start or run the engine in a closed area such as a garage. Exhaust gases contain carbon monoxide; a colorless, odorless, poisonous gas.
Fuel

Enough fuel in tank, no leaks.

Engine Oil

Oil level between level lines.

Tyres

Air Pressure (when cold):

<table>
<thead>
<tr>
<th></th>
<th>KLF220, 300B:</th>
<th>KLF300C, 400:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front and Rear</td>
<td>21 kPa (0.21 kg/cm², 3 psi)</td>
<td>Front: 35 kPa (0.35 kg/cm², 5 psi)</td>
</tr>
<tr>
<td>Rear</td>
<td></td>
<td>Rear: KLF300C, 28 kPa (0.28 kg/cm², 4 psi)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Rear: KLF400, 42 kPa (0.42 kg/cm², 6 psi)</td>
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</tbody>
</table>

Air Cleaner Element

Check for dirt; clean or replace as required.

Nuts, Bolts, Fasteners

Check that steering and suspension (KLF300B/C, 400) components, axles, and all controls are properly fastened.

Steering

Action smooth but not loose from lock to lock.

Control cables must not bind.
Brakes .................................................................

Brake pedal free play:
- KLF220: 25 ~ 35 mm (1.0 ~ 1.4 in.).
- KLF300B: 20 ~ 30 mm (0.8 ~ 1.2 in.).
- KLF300C, 400: 15 ~ 25 mm (0.6 ~ 1.0 in.).

Front brake lever free play:
- KLF220: 1 ~ 2 mm (0.04 ~ 0.08 in.).

Rear brake lever free play:
- KLF220: 2 ~ 3 mm (0.08 ~ 0.12 in.).
- KLF300C, 400: 1 ~ 2 mm (0.04 ~ 0.08 in.).

No brake fluid leakage (KLF300B/C, 400).

Brake lining wear: Indicator within "USABLE RANGE."

Parking brake: Stops vehicle completely.

Throttle ...........................................................

Throttle lever free play 2 ~ 3 mm (0.08 ~ 0.12 in.).

Throttle lever snaps back to idle position when released.

Coolant  on KLF400 ..............................................

No coolant leakage.

Coolant level between level lines (when engine is cold).

Final and/or Rear Final Gear Case ...........

No oil leakage.

Lights ..................................................................

Headlight and tail/brake lights work.

Engine Stop Switch .............................................

Stops engine.

Protective Clothing ..............................................

The operator must wear a helmet and eye protection plus suitable protective clothing, such as boots, gloves, long trousers, and a long-sleeved shirt or jacket.
Starting the Engine

**WARNING**

HAZARD
Running the engine without ventilation.

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

HOW TO AVOID THE HAZARD
Do not start or run the engine in a closed area such as a garage.

- Turn the fuel tap lever to the "ON" position.
- Check that the engine stop switch is in the "RUN" position.
- Turn the ignition key to "ON".
- Apply the parking brake.
- Make sure the transmission is in neutral. The neutral indicator light should be lit.
- When the engine is cold (same as outside temperature), pull the choke lever all the way to the left. Keep the throttle completely closed.

**NOTE**
- Do not leave the choke lever pulled to the left longer than necessary or the spark plug may foul. When the engine is already warm or the weather is hot (35°C, 95°F or more), do not use the choke. Leave the throttle closed.

- For KLF400, when the atmospheric temperature is -20°C (-4°F) or less, pump the priming knob five times with the choke lever pulled all the way to the left.
- For KLF220, 300B/C, push the starter button or pull up the compression releasing lever and vigorously pull the recoil starter handle all the way up. Repeat until the engine starts.
- For KLF400, push the starter button or kick the pedal (see the Kick Pedal section in the General Information chapter). Repeat until the engine starts.

**CAUTION**

Do not operate the electric starter continuously for more than 5 seconds. The starter will overheat and the battery power will drop temporarily. Wait 15 seconds between each operation of the starter to let it cool and the battery power recover. Do not let the engine idle longer than five minutes or engine overheating and damage may occur.
NOTE

If the engine is flooded, push the choke lever all the way to the right. Then crank the engine over with the throttle fully open until the engine starts. Close the throttle immediately.

Moving Off

For KLF300C, select the desired sub-transmission range.

Lift the shift pedal with your toe to engage 1st or SL (Super Low: KLF400 only) gear.

Release the parking brake.

Gradually increase engine speed by pushing forward on the throttle lever.

NOTE

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

Use SL (Super Low) gear when maximum torque is needed such as for climbing hills, pulling a trailer, or keeping constant low speeds for agricultural use. Be careful not to overheat the engine. For normal starting use 1st gear.
Shifting Gears

- Release the throttle.
- Shift to the next higher or lower gear by pulling up once or pushing down once on the shift pedal.
- Release the shift pedal.
- Push the throttle lever forward part way.

⚠️ WARNING

HAZARD
Downshifting at high speeds.

WHAT CAN HAPPEN
Can cause the rear wheels to slide and the operator to lose balance. The operator may lose control of the vehicle and have an accident.

HOW TO AVOID THE HAZARD
Slow down before shifting down to a lower gear. Try to match vehicle speed with the corresponding engine speed of the lower gear before completing the shift.

CAUTION
When shifting down to a lower gear, do not shift at such a high speed that the engine speed jumps excessively. This could cause engine damage.

NOTE
- Do not keep your foot on the shift pedal after shifting gears, because the clutch remains disengaged.

Braking

- Close the throttle completely.
- Shift down one gear at a time so you are in 1st or SL (Super Low: KLF400 only) gear when you come to a complete stop.
- Under most conditions stop by pulling in the front brake lever and pressing down the rear brake pedal.
- For emergency braking disregard downshifting, and concentrate on applying the brakes as hard as possible without skidding.
- To stop while riding in reverse, close the throttle and gradually apply the brakes. Sudden application of the rear brake (KLF300C and 400; the front brake or the rear brake) can cause the front end of the vehicle to lift off the ground.

KLF300C and 400 are 4WD type. On these 4WD ATV’s, all wheels (front and rear) are constantly driven by the drive train. This means that applying either the front brake (the right-hand brake lever) or the rear brake (the left-hand brake lever or the brake pedal) brakes both the front and rear wheels. Any brake application will brake the downhill wheels when climbing or descending hills. So, avoid sudden application of either the front or rear brakes. Apply both front and rear brakes gradually.
- Refer to the Climbing Hills and Descending Hills sections in the SAFE OPERATION chapter for the braking and riding techniques you must use when climbing and descending hills.
KLF300C, KLF400:

**WARNING**

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

**WHAT CAN HAPPEN**
Could result in ATV overturning.

**HOW TO AVOID THE HAZARD**
Use proper gear and maintain steady speed when climbing a hill.
If you lose all forward speed:
- Keep weight uphill.
- Apply the brakes.
- Lock parking brake, after you are stopped.
If you begin rolling backwards:
- Keep weight uphill.
- Never apply either front or rear brakes suddenly while rolling backwards.
- Apply both front and rear brakes gradually.
- When fully stopped, lock parking brake.
Dismount on uphill side or to a side if pointed straight uphill.
Turn the ATV around and remount, following the procedure described in the Safe Operation chapter.

**Stopping the Engine**
- Close the throttle completely.
- Shift the transmission into neutral.
- Turn the ignition key to "OFF".
- Turn the fuel tap lever to the "OFF" position.
Parking the KLF

- Stop the vehicle on a level surface.

⚠️ WARNING

HAZARD
Parking on a steep incline.

WHAT CAN HAPPEN
May result in the vehicle overturning or rolling down the hill and causing an accident.

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

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

⚠️ WARNING

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

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

HOW TO AVOID THE HAZARD
Park the vehicle in a well ventilated area away from any source of flame or sparks. This includes any appliance with a pilot light.

- When the engine has stopped, shift the transmission into 1st or SL (Super Low: KLF400 only) gear. Apply the parking brake to help prevent the vehicle from rolling.

- Remove the ignition key to prevent unauthorized use.

⚠️ CAUTION

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

Your Kawasaki vehicle has been designed and manufactured to provide you optimum safety and convenience. However, in order to fully benefit from Kawasaki’s safety engineering and craftsmanship, it is essential that you, the owner and operator, properly maintain your vehicle and become thoroughly familiar with its operation. Improper maintenance can create a dangerous situation known as throttle failure. Two of the most common causes of throttle failure are:
1. An improperly serviced or clogged air cleaner may allow dirt and dust to enter the carburetor and stick the throttle open.
2. During removal of the air cleaner, dirt is allowed to enter and jam the carburetor.

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

Shifting the Differential – on KLF300B

The differential shift lever is located on the left side of the engine.

Shifting to Locked-Axle Mode

- Stop the vehicle completely.
- Slide the differential shift lever left and push it down all the way.

A. Locked-Axle Mode Position
B. Differential Shift Lever
Shifting to Differential (Unlocked-Axle) Mode

- Stop the vehicle completely and put the transmission into neutral.
- Pull up the differential shift lever all the way.

A. Differential (Unlocked-Axle) Mode Position
B. Differential Shift Lever

NOTE

- If the differential shift lever cannot be operated smoothly, turn the handlebar right or left and roll the vehicle slightly to help shifting.