WARNING

WARNINGS indicate a potential hazard that could result in personal injury or death.

SAFE OPERATION

Knowing and following these rules for safe riding will increase your enjoyment of your new Kawasaki ATV and help avert serious injury or death. Refer also to page 4 for “Safe Riding Information.”

Read the Owner’s Manual
Read and understand this Owner’s Manual, and carry it with you when you ride. This is especially important for younger riders and beginners. Refer to this Owner’s Manual if you have any questions.

Obey Local Laws
Know and obey all laws and regulations governing the use of off-road vehicles in your riding area. Respect private property; do not ride there without the express written permission of the owner. Always try to preserve nature and the environment.

Adult Supervision
This vehicle is not a toy. It is an off-road motor vehicle. Use by children under 14 years of age is not recommended. Children must have adult supervision at all times to operate this vehicle.

Remember parents, it is your responsibility to supervise your children and ensure that they get proper riding instructions. Your child’s safety depends upon your commitment to provide a safe riding environment. ATV riding requires special skills and knowledge which take time to
learn. Even after young riders have learned basic riding skills, adult supervision is still necessary at all times.

**WARNING**

**HAZARD**
Failure to follow the age recommendations for this ATV.
Failure to supervise children 14 years of age and older.

**WHAT CAN HAPPEN**
Use of this ATV by children under 14 years of age can lead to severe injury or death of the child.
Even though a child may be within the age group for which this ATV is recommended, he or she may not have the skills, abilities, or judgement needed to operate the ATV safely and may be involved in a serious accident.

**HOW TO AVOID THE HAZARD**
A child under 14 should never operate this ATV.
Youths starting at age 14 should have adult supervision even after they attend a rider training course.
Never allow continued use of this ATV by a child if he or she does not have the abilities and maturity to operate it safely.

**Beginning Riders**
Beginning riders should practice braking and turning in an open, off-road area away from other riders. The terrain should be flat and free of obstacles with a loose or hard dirt surface, but not a mixture of both. Do not ride on pavement. ATV's are designed for off-road use only.

**WARNING**

**HAZARD**
Operating this ATV without proper instruction.

**WHAT CAN HAPPEN**
The risk of an accident is greatly increased if the operator does not know how to operate the ATV properly in different situations and on different types of terrain.

**HOW TO AVOID THE HAZARD**
Beginning and inexperienced operators should complete the certified training course offered by Kawasaki. They should then regularly practice the skills learned in the course and the operating techniques described in the Owner's Manual.
Off-Road Use Only
This vehicle is designed for off-road use only. Operation on public streets, roads, and highways is not recommended and is not safe.

ATV tyres are not designed to operate on paved or concrete surfaces. The tyres will not grip as necessary which may seriously affect control of the vehicle.

⚠️ WARNING
HAZARD
Operating this ATV on paved surfaces.

WHAT CAN HAPPEN
The ATV’s tyres are designed for off-road use only, not for use on pavement. Paved surfaces may seriously affect handling and control of the ATV, and may cause the vehicle to go out of control.

HOW TO AVOID THE HAZARD
Never operate the ATV on any paved surfaces, including sidewalks, driveways, parking lots and streets.

By operating on a public road you take the risk that you could collide with another vehicle. Also, in many states use on public streets is illegal.
WARNING

HAZARD
Operating this ATV on public streets, roads or highways.

WHAT CAN HAPPEN
You can collide with another vehicle.

HOW TO AVOID THE HAZARD
Never operate this ATV on any public street, road or highway, even a dirt or gravel one.
In many countries it is illegal to operate ATV’s on public streets, roads and highways.
Dress Properly
Always wear an approved helmet, eye protection, and protective clothing. The proper clothing can make riding more comfortable and reduce the chance of injury if you take a spill. Long pants will also protect your legs from the hot exhaust system.

WARNING
HAZARD
Operating this ATV without wearing an approved motorcycle helmet, eye protection and protective clothing.

WHAT CAN HAPPEN
Operating without an approved motorcycle helmet increases your chances of a severe head injury or death in the event of an accident.
Operating without eye protection can result in an accident and increases your chances of a severe injury in the event of an accident.
Operating without protective clothing increases your chances of severe injury in the event of an accident.

HOW TO AVOID THE HAZARD
Always wear an approved motorcycle helmet that fits properly.
You should also wear: eye protection
(goggles or face shield)
gloves
boots
long-sleeved shirt or jacket
long pants
Operator Only

This vehicle is designed to carry only the operator. It does not have a seat strap, passenger's grab rail, dual seat, or footpegs for a passenger. The long seat is needed for the operator to maintain vehicle control by shifting his or her body weight. A passenger interferes with the operator's ability to control the vehicle which can cause harm to the operator. Also, a passenger will impair the steering response of the vehicle by shifting weight from the front wheels, causing loss of control which may cause an accident. And without secure seating, a passenger may lose his or her balance and fall off the vehicle. Never carry a passenger. Never ride as a passenger.

WARNING

HAZARD
Carrying a passenger on this ATV.

WHAT CAN HAPPEN
Greatly reduces your ability to balance and control this ATV.
Could cause an accident, resulting in harm to you and/or your passenger.

HOW TO AVOID THE HAZARD
Never carry a passenger. The long seat is to allow the operator to shift position as needed during operation. It is not for carrying passengers.
**Ride Carefully and with Good Judgement**

We want you to enjoy your riding experiences, so ride carefully and safely. Exercise good judgement. Avoid wheelies and jumps. Also, don’t ride at excessive speeds, too fast for conditions, or faster than your skill level. Riding too fast and trying unsafe stunts can cause you to lose control of the vehicle and have an accident. Practice basic maneuvers so you can ride confidently and safely.

<table>
<thead>
<tr>
<th>WARNING</th>
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</thead>
<tbody>
<tr>
<td><strong>HAZARD</strong></td>
</tr>
<tr>
<td>Attempting wheelies, jumps, and other stunts.</td>
</tr>
<tr>
<td><strong>WHAT CAN HAPPEN</strong></td>
</tr>
<tr>
<td>Increases the chance of an accident, including an overturn.</td>
</tr>
<tr>
<td><strong>HOW TO AVOID THE HAZARD</strong></td>
</tr>
<tr>
<td>Never attempt stunts, such as wheelies or jumps. Don’t try to show off.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>WARNING</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>HAZARD</strong></td>
</tr>
<tr>
<td>Operating this ATV at excessive speeds.</td>
</tr>
<tr>
<td><strong>WHAT CAN HAPPEN</strong></td>
</tr>
<tr>
<td>Increases your chances of losing control of the ATV, which can result in an accident.</td>
</tr>
<tr>
<td><strong>HOW TO AVOID THE HAZARD</strong></td>
</tr>
<tr>
<td>Always go at a speed that is proper for the terrain, visibility and operating conditions, and your experience.</td>
</tr>
</tbody>
</table>
## WARNING

WARNINGS indicate a potential hazard that could result in personal injury or death.

### Never Drink and Drive

Alcohol and drugs impair your judgement and slow your reactions. Even drugs prescribed by a physician can be dangerous. Check with your doctor.

<table>
<thead>
<tr>
<th>HAZARD</th>
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</thead>
<tbody>
<tr>
<td>Operating this ATV after consuming alcohol or drugs.</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>WHAT CAN HAPPEN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Could seriously affect your judgement.</td>
</tr>
<tr>
<td>Could cause you to react more slowly.</td>
</tr>
<tr>
<td>Could affect your balance and perception.</td>
</tr>
<tr>
<td>Could result in an accident.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>HOW TO AVOID THE HAZARD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Never consume alcohol or drugs before or while driving this ATV.</td>
</tr>
</tbody>
</table>

### Keep Your Feet on the Pegs and Hands on the Handlebars

Always ride with your feet on the footpegs. If your feet touch the ground while you are moving, you could be injured. It is possible to have the rear wheel run over your foot.

If you have a lot of motorcycle experience, your natural reaction to the vehicle tipping or skidding may be to put a foot down. This is a reaction you must "unlearn."

Also, removing your feet from the footpegs and removing your hands from the handlebars can cause you to lose your balance and fall off the ATV. Keep your hands and feet on the ATV always.
Before Starting the Engine
Three "musts" before starting the engine are:
1) Set the parking brake,
2) Put the transmission in neutral,
3) Check the throttle for proper operation. It should snap closed when released with the handlebars in any position.

Use the Parking Brake
Always apply the parking brake before getting off your vehicle. If it should roll, it might be damaged or cause injury.

<table>
<thead>
<tr>
<th>WARNING</th>
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</thead>
<tbody>
<tr>
<td><strong>HAZARD</strong></td>
</tr>
</tbody>
</table>
Removing hands from handlebars or feet from foot pegs during operation.

**WHAT CAN HAPPEN**
Removing even one hand or foot can reduce your ability to control the ATV or could cause you to lose your balance and fall off of the ATV. If you remove a foot from a footpeg, your foot or leg may come into contact with the rear wheels, which could injure you or cause an accident.

**HOW TO AVOID THE HAZARD**
Always keep both hands on the handlebars and both feet on the foot pegs of your ATV during operation.

<table>
<thead>
<tr>
<th>CAUTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
</tr>
</tbody>
</table>
Loading Your ATV

Make sure all cargo is securely attached. Don’t carry heavy or bulky items that exceed the cargo rack load capacity. Also, don’t overload your ATV.

Rack Maximum Load

<table>
<thead>
<tr>
<th>Model</th>
<th>Front</th>
<th>Rear</th>
</tr>
</thead>
<tbody>
<tr>
<td>KLF220</td>
<td>20 kg (44 lb)</td>
<td>30 kg (66 lb)</td>
</tr>
<tr>
<td>KLF300 B/C</td>
<td>32 kg (70 lb)</td>
<td>63 kg (140 lb)</td>
</tr>
<tr>
<td>KLF400</td>
<td>40 kg (88 lb)</td>
<td>70 kg (154 lb)</td>
</tr>
</tbody>
</table>

Vehicle Maximum Load

Weight of rider and cargo must not exceed the following load capacity:
- KLF220 - 130 kg (285 lb)
- KLF300B - 182 kg (400 lb)
- KLF300C - 195 kg (430 lb)
- KLF400 - 205 kg (452 lb)

Maximum Trailer Weight

(Trailer plus cargo weight)
- KLF220 - 204 kg (450 lb)
- KLF300 B/C - 317 kg (700 lb)
- KLF400 - 500 kg (1,100 lb)

Do not load more than 14 kg (30 lb) for KLF220, KLF300B/C and 40 kg (88 lb) for KLF400 tongue weight on the trailer hitch bracket. Be sure to subtract this tongue weight from the Vehicle Maximum Load capacity. Never allow tongue weight to be 0 kg. Always unload a trailer evenly.

WARNING

HAZARD
Improperly attaching and loading a trailer.
Overloading a trailer.

WHAT CAN HAPPEN
Can cause changes in vehicle handling which could lead to an accident.

HOW TO AVOID THE HAZARD
Attach a trailer to the trailer hitch bracket only. For example, attaching a trailer to the grab rail can cause the vehicle to tip over. Never load more than 14 kg (30 lb) for KLF220, KLF300B/C and 40 kg (88 lb) for KLF400 tongue weight on the towing bracket. Do not tow more than 204 kg (450 lb) for KLF220, 317 kg (700 lb) for KLF300B/C and 500 kg (1,100 lb) for KLF400 trailer weight (trailer plus cargo).
When towing a trailer, don't carry a passenger in a trailer.

<table>
<thead>
<tr>
<th>WARNING</th>
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</thead>
<tbody>
<tr>
<td><strong>HAZARD</strong></td>
</tr>
<tr>
<td>Riding in a trailer.</td>
</tr>
</tbody>
</table>

**WHAT CAN HAPPEN**
Can cause the operator to lose control of the vehicle.
The passenger can be thrown from the trailer or hurt by shifting cargo in the trailer.

**HOW TO AVOID THE HAZARD**
Never carry a passenger in a trailer.

Refer to the instructions in the Loading Information chapter of this manual. Overloading this ATV or carrying or towing cargo improperly will adversely affect vehicle handling and could cause an accident.

<table>
<thead>
<tr>
<th>WARNING</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>HAZARD</strong></td>
</tr>
<tr>
<td>Overloading this ATV or carrying or towing cargo improperly.</td>
</tr>
</tbody>
</table>

**WHAT CAN HAPPEN**
Could cause changes in vehicle handling which could lead to an accident.

**HOW TO AVOID THE HAZARD**
Never exceed the stated load capacity for this ATV.
Cargo should be properly distributed and securely attached.
Reduce speed when carrying cargo or pulling a trailer.
Allow greater distance for braking.
Always follow the instructions in your Owner’s Manual for carrying cargo or pulling a trailer.
Perform the Daily Safety Checks
Refer to the Daily Safety Checks section for a list of items to check each day before you ride. Habitual performance of these checks will help to insure a safer, more reliable ride. Be sure that any irregularities found during these checks are corrected before riding.

⚠️ 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.
Tyre Air Pressure

This vehicle is equipped with low pressure tyres. Tyre inflation and type can affect the vehicle’s handling characteristics. Check the tire pressure frequently, using the tire gauge in the tool kit. Use only the recommended tyres for replacement.

⚠️ WARNING

HAZARD
Operating this ATV with improper tyres, or with improper or uneven tire pressure.

WHAT CAN HAPPEN
Use of improper tyres on this ATV, or operation of this ATV with improper or uneven tire pressure, may cause loss of control, increasing your risk of an accident.

HOW TO AVOID THE HAZARD
Always use the size and type tyres specified in the Owner’s Manual for this vehicle. Always maintain proper tire pressure as described in the Owner’s Manual.
Riding Terrain

Before riding in a new area be sure to check for hidden obstacles or hazards. Keep your speed down until you know the area well. You must know the land you intend to ride on and be familiar with your machine and its handling characteristics to have a safe and enjoyable riding experience. Use existing trails and stay away from excessively rough, slippery or loose terrain. Don’t attempt to ride over large obstacles. Hazardous conditions such as these can cause loss of control and an accident. Be cautious when visibility is limited; you may not be able to see obstacles in your path.

WARNING

HAZARD
Failure to use extra care when operating this ATV on unfamiliar terrain.

WHAT CAN HAPPEN
You can come upon hidden rocks, bumps, or holes, without enough time to react. Could result in the ATV overturning or going out of control.

HOW TO AVOID THE HAZARD
Go slowly and be extra careful when operating on unfamiliar terrain. Always be alert to changing terrain conditions when operating the ATV.

If you must ride over a small obstacle, approach it slowly. As the vehicle goes up and over the obstacle, shift your weight to stay centered over the vehicle. Use careful throttle control. Stand up if necessary to maintain your balance.
**WARNING**

HAZARD
Improperly operating over obstacles.

WHAT CAN HAPPEN
Could cause loss of control or a collision.
Could cause the ATV to overturn.

HOW TO AVOID THE HAZARD
Before operating in a new area, check for obstacles.
Never attempt to ride over large obstacles, such as large rocks or fallen trees.
When you go over obstacles, always follow proper procedures as described in the Owner's Manual.

**WARNING**

HAZARD
Failure to use extra care when operating on excessively rough, slippery or loose terrain.

WHAT CAN HAPPEN
Could cause loss of traction or vehicle control, which could result in an accident, including an overturn.

HOW TO AVOID THE HAZARD
Do not operate on excessively rough, slippery or loose terrain until you have learned and practiced the skills necessary to control the ATV on such terrain.
Always be especially cautious on these kinds of terrain.
Riding in Reverse

Start the engine following the procedure in the "Starting the Engine" section. Before shifting into reverse, put the transmission in neutral. Then turn the reverse knob clockwise and press down the shift pedal into reverse gear. Release the reverse knob and shift pedal. Refer to the "Reverse Knob" section.

Turn around and look behind you before backing up to be sure there are no obstacles or people in your way. Gradually open the throttle and begin backing up cautiously.

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. To shift out of reverse, first stop vehicle completely. Then lift the shift pedal to neutral.

WARNING

HAZARD
Shifting into 1st or SL(Super Low: KLF400 only) gear while moving in reverse.

WHAT CAN HAPPEN
Can cause the vehicle to stop suddenly and go forward.
This can lift the front wheels off the ground and cause the operator to lose control. Or the vehicle can tip over backwards causing an accident.

HOW TO AVOID THE HAZARD
Never operate the shift pedal to change gears while the vehicle is in reverse.

WARNING

HAZARD
Improperly operating in reverse.

WHAT CAN HAPPEN
You could hit an obstacle or person behind you, resulting in serious injury.

HOW TO AVOID THE HAZARD
When you select reverse gear, make sure there are no obstacles or people behind you. When it is safe to proceed, go slowly.
Remember:
○ Look behind you before backing up.
○ Open the throttle gradually.
○ To stop, gradually apply the brakes.

Turning the Vehicle
 - on KLF220, 300C, 400
 - on KLF300B with Differential Locked

The new rider must learn this turning technique to make turns smoothly and quickly. Slide forward on the seat, and turn the handlebar in the direction of the turn. Lean your body to the inside of the turn while shifting your body weight onto the footpeg on the outside of the turn.

⚠️ WARNING

HAZARD
Turning improperly.

WHAT CAN HAPPEN
ATV could go out of control, causing a collision or overturn.

HOW TO AVOID THE HAZARD
Always follow proper procedures for turning as described in this section. Practice turning at low speeds before attempting to turn at faster speeds. Do not turn at excessive speed.

Practice turning at low speed in a large, open practice area. Slow down before entering a turn and use the throttle to maintain an even speed through the turn. When the turn is completed, straighten the handlebar and reposition your weight.

Since both rear wheels of this ATV turn at the same speed, the inside wheel gives up traction (or "slips") on the
ground during a turn. Sliding forward on the seat and shifting body weight onto the outside footpeg, help the rear wheels turn easier and improve front wheel steering.

**WARNING**

**HAZARD**
Removing hands from handlebars or feet from footpegs during operation.

**WHAT CAN HAPPEN**
Removing even one hand or foot can reduce your ability to control the ATV or could cause you to lose your balance and fall off of the ATV. If you remove a foot from a footpeg, your foot or leg may come into contact with the rear wheels, which could injure you or cause an accident.

**HOW TO AVOID THE HAZARD**
Always keep both hands on the handlebars and both feet on the footpegs of your ATV during operation.

The type of riding terrain has a large effect on turning. On loose surfaces the inside rear wheel will slip easily and the vehicle can be turned sharply. On hard surfaces the inside rear wheel will not slip as easily, and the vehicle's turning radius will increase. Thus you must allow more room to complete you turn.

If the vehicle starts to tip in a turn, lean more to the inside of the turn. It may be necessary to reduce your speed and straighten out if possible. Don’t put your foot down; keep both feet on the footpegs.
Remember:
○ Slow down before entering the turn.
○ Sit forward on the seat.
○ Lean into the turn.
○ Put your weight on the outer footpeg.
○ Maintain an even speed through the turn.

- on KLF300B with Differential Unlocked

The KLF300B is delivered with the differential unlocked (in differential mode). In this mode it is possible to make tighter turns than in the locked-axle mode because the rear wheels can turn at different speeds. For this reason, practice riding first with this axle setting to become familiar with the KLF's behavior.

Do not operate this vehicle in the differential mode while climbing hills. If either rear wheel leaves the ground, it will spin freely, and the wheel on the ground will transmit very little power causing the vehicle to lose momentum. Then, when the spinning wheel touches the ground, it may grab abruptly, causing the operator to lose control and have an accident.
DO NOT LET EITHER REAR WHEEL LIFT IN DIFFERENTIAL MODE.

Climbing Hills
Do not attempt to climb hills or steep inclines until you have mastered the controls and basic riding techniques of this vehicle. Then practice hill climbing techniques on gentle slopes first before you graduate to steeper hills.

⚠️ WARNING

HAZARD
Lifting either rear wheel off the ground while operating in differential mode.

WHAT CAN HAPPEN
Can cause the operator to lose control by the sudden grabbing of the wheel when it touches the ground again.

HOW TO AVOID THE HAZARD
Never lift either rear wheel when operating in differential mode.

Remember:
- Never operate in differential mode where there is possibility for either rear wheel to rise off the ground.

For KLF300B, do not operate this vehicle in the differential mode while climbing hills. If either rear wheel leaves the ground, it will spin freely, and the wheel on the ground will transmit very little power causing the vehicle to lose momentum. Then, when the spinning wheel
touches the ground, it may grab abruptly, causing the operator to lose control and have an accident.

For KLF300B:

**WARNING**

**HAZARD**
Lifting either rear wheel off the ground while climbing hills in differential mode.

**WHAT CAN HAPPEN**
Can cause the operator to lose control by the sudden grabbing of the wheel when it touches the ground again.

**HOW TO AVOID THE HAZARD**
Never climb hills in differential mode.

Don’t attempt to climb hills that are too steep for the ATV or for your abilities. When climbing a hill, lean forward to keep the front wheels from lifting. On steeper hills you may need to stand and lean forward for even more weight transfer. The front wheels must be kept on the ground so you can steer and also to prevent the possibility of tipping over backwards.

**WARNING**

**HAZARD**
Operating on excessively steep hills.

**WHAT CAN HAPPEN**
The vehicle can overturn more easily on extremely steep hills than on level surfaces or small hills.

**HOW TO AVOID THE HAZARD**
Never operate the ATV on hills too steep for the ATV or for your abilities. Practice on smaller hills before attempting larger hills.
Avoid hills with slippery sides that will cause you to lose traction. Do not climb hills where you cannot see far enough ahead. If you cannot see what is on the other side of the crest of a hill, slow down until you can get a clear view. Do not try to climb a hill in too high a gear. Speed up before ascending the hill. Select a low enough gear to reach the top without downshifting or losing momentum. Don’t apply power suddenly or change gears while climbing, or the front wheels might rise off the ground. If the vehicle doesn’t have enough power to reach the top of a hill and starts to lose forward momentum, turn around and ride downhill if you have enough space.

**WARNING**

**HAZARD**
Improperly turning on hills.

**WHAT CAN HAPPEN**
Could cause loss of control or cause ATV to overturn.

**HOW TO AVOID THE HAZARD**
Never attempt to turn the ATV around on any hill until you have mastered the turning technique as described in this manual on level ground. Be very careful when turning on any hill.

**KLF220, 300B:**

If the vehicle stalls on a hill, apply the brakes before the vehicle starts to roll backwards. If the vehicle should start to roll backwards on a hill, dismount to the side immediately or try to stop using the front brake only. You may tip the vehicle over backwards if you use the rear brake after the vehicle starts to roll backwards, or if you try to apply power while rolling backwards; use the front brake only to stop the vehicle. If you are stopped on a hillside, apply the parking brake and carefully dismount on the uphill side of the vehicle (so it cannot roll over onto you). To turn the machine around, drag the rear end of the ATV uphill as far as possible. Remount the ATV from the uphill side if it is not facing straight downhill. Then, while keeping as much of your weight as possible on the uphill side, turn the handlebars downhill. Release the parking brake and ride downhill.
**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 the rear brake while rolling backwards.
- Apply the front brake.
- When fully stopped, apply rear brake as well, and then 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.

**KLF300C, 400:**
The KLF300C and 400 are 4WD type. On these 4WD ATVs, 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.

If the vehicle stalls on a hill, apply the brakes before the vehicle starts to roll backwards. If the vehicle should start to roll backwards on a hill, dismount to the side immediately or apply the brakes gradually. You may tip the vehicle over backwards if you apply either the front or rear brakes suddenly after the vehicle starts to roll backwards, or if you try to apply power while rolling backwards. If you are stopped on a hillside, apply the parking brake and carefully dismount on the uphill side of the vehicle (so it cannot roll over onto you). To turn the machine around, drag the rear end of the ATV from the uphill side if it is not facing straight downhill. Then, while keeping as much of your weight as possible on the uphill side, turn the handlebars downhill. Release the parking brake and ride downhill.
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.

Remember:
- Some hills are too steep. Use common sense.
- For KLF300B, never climb hills in differential mode.
- Never ride past your limit of visibility. If you can’t see what is on the other side of the crest of a hill, slow down until you can get a clear view.
- Use a low gear.
- For KLF220 and 300B, don’t let the vehicle roll back ward. If it does, use only the front brake.
- For KLF300C and 400, don’t let the vehicle roll back ward. If it does, avoid sudden braking.
- If you get stuck on a hill, set the parking brake and dismount on the uphill side.
**Antenna Flag**

In hilly country, use an antenna flag so others can see you coming from the other side of a hill or sand dune. Take extra care when approaching blind hill tops and corners.

---

**Traversing Hillsides**

When riding across the side of a hill, keep your body weight toward the top of the hill. Avoid hills with slippery sides that will cause you to lose traction. Also avoid traversing hillsides covered with rocks or other obstacles which may cause you to lose your balance or tip over.

If the vehicle begins to tip, steer downhill if possible to regain control. If you discover that the vehicle is in danger of rolling over, dismount on the uphill side.
**Descending Hills**

Slow down or stop at the top of a hill so you can pick a safe path for descent where you can clearly see far enough ahead to avoid any obstacles.

---

**WARNING**

HAZARD
Improperly crossing hills.

WHAT CAN HAPPEN
Could cause loss of control or cause ATV to overturn.

HOW TO AVOID THE HAZARD
Avoid crossing the side of a steep hill if possible.
When crossing the side of a hill:
Always follow proper procedures as described in this manual.
Avoid hills with excessively slippery or loose surfaces.
Shift your weight to the uphill side of the ATV.

---

**WARNING**

HAZARD
Going down a hill improperly.

WHAT CAN HAPPEN
Could cause loss of control or cause ATV to overturn.

HOW TO AVOID THE HAZARD
Always follow proper procedures for going down hills as described in this manual. Note: a special technique is required when braking as you go down a hill.
Always check the terrain carefully before you start down any hill.
Shift your weight backward.
Never go down a hill at high speed.
Avoid going down a hill at an angle that would cause the vehicle to lean sharply to one side. Go straight down the hill where possible.
KLF220 and 300B:

Normally you should descend straight down a hill, since riding at an angle could cause the vehicle to lean to one side and possibly tip over. Shift into a low gear before beginning your descent. Sit back on the seat and brace yourself by straightening your arms. Hold your speed down by keeping the throttle closed. Apply the brakes as necessary. Avoid excessive use of the front brake; it could cause the vehicle to overturn. Be careful if the surface is loose; the tyres may skid and braking effectiveness will be reduced.

Turning while descending a slope must be done very carefully and gradually to avoid tipping the vehicle over. The rider should keep his feet on the footpegs and transfer his weight to the rear of the vehicle, and on the uphill side of the vehicle.

Remember:
○ Stop and look for obstacles before descending a hill.
○ Go straight downhill.
○ Use a low gear.
○ Shift your weight to the rear.
○ Go slowly.
○ If you must turn, do so carefully and gradually, keeping your weight toward the top of the hill.
KLF300C and 400:

Normally you should descend straight down a hill, since riding at an angle could cause the vehicle to lean to one side and possibly tip over. Shift into a low gear before beginning your descent. Sit back on the seat and brace yourself by straightening your arms. Hold your speed down by keeping the throttle closed. Apply the brakes as necessary. On these 4WD ATV's, all wheels (front and rear) are constantly driven by the drive train. This means that applying either the rear brake (the left-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. Avoid sudden application of either the front or rear brakes; it could cause the vehicle to overturn.

Turning while descending a slope must be done very carefully and gradually to avoid tipping the vehicle over. The rider should keep his feet on the foot pegs and transfer his weight to the rear of the vehicle, and on the uphill side of the vehicle.

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Remember:
- Stop and look for obstacles before descending a hill.
- Go straight downhill.
- Use a low gear.
- Shift your weight to the rear.
- Go slowly.
- Avoid sudden braking.
- If you must turn, do so carefully and gradually, keeping your weight toward the top of the hill.

Be careful if the surface is loose; the tyres may skid and braking effectiveness will be reduced.
Sliding and Skidding

On slippery or loose surfaces, special care is required. Sliding may be hazardous because the wheels may suddenly regain traction and cause the vehicle to tip or overturn and have an accident. Therefore, never ride “over your head” when you are unprepared for the riding surface.

Often you can correct a skid by turning the wheels in the direction of the skid and placing additional body weight on the front wheels. Do not apply heavy braking force or accelerate when skidding, since this may cause you to lose control altogether.

Learn to safely control skidding or sliding by practicing at low speeds and on level, smooth terrain.

Use caution and maintain low speeds to avoid uncontrolled skidding on areas covered with clay, mud, ice, or snow. These conditions are particularly hazardous when descending a hill or making a turn. Remember that this vehicle is not allowed on public streets, roads, or highways.

On loose or slippery surfaces you may be able to improve steering control by moving forward on the seat. This puts more of your weight over the front wheels.

Remember:
- Be especially careful on very slippery and very high traction surfaces.
- Steer in the direction of the skid.
- Don’t ride on public streets, roads, or highways.

⚠️ WARNING

HAZARD
Skidding or sliding improperly.

WHAT CAN HAPPEN
You may lose control of this ATV. You may also regain traction unexpectedly, which may cause the ATV to overturn.

HOW TO AVOID THE HAZARD
Learn to safely control skidding or sliding by practicing at low speeds and on level, smooth terrain. On extremely slippery surfaces, such as ice, go slowly and be very cautious in order to reduce the chance of skidding or sliding out of control.
Riding in Water

Choose a location to enter and exit the water where the banks are not too steep or slippery. Check the water before entering for rocks, holes or other obstacles which may cause you to overturn or become stuck or submerged.

Observe the following rules for operating the vehicle in water:

Never operate the vehicle in rivers or streams where the water is flowing quickly. Such operation could lead to an accident if the vehicle loses traction and is swept into the current.

Never operate the vehicle in deep water. The maximum fording depth is 20 cm (8 in.) in quiet (slow moving) water. Vehicle operation in deeper water may be unpredictable and hazardous, and could lead to an accident.

WARNING

HAZARD
Operating this ATV through deep or fast flowing water.

WHAT CAN HAPPEN
Tyres may float, causing loss of traction and loss of control, which could lead to an accident.

HOW TO AVOID THE HAZARD
Never operate this ATV in fast flowing water or in water deeper than 20 cm (8 in).
Remember that wet brakes may have reduced stopping ability. Test your brakes after leaving water. If necessary, apply them several times to let friction dry out the pads (except KLF220) and linings.

After the vehicle is operated in water, check the air cleaner and for KLF300B/C, 400 drain any trapped water by removing the drain bolts from the rear brake panel(s). After prolonged exposure to water, the wheel bearings may lose their lubricant and require replacement.
Wash the vehicle in fresh water if it was exposed to salt water or operated in muddy conditions.

Wet brakes provide little or no efficiency and could lead to an accident and injury. After operation in water, always apply the brakes long enough for the friction to dry the pads (except KLF220) and linings. Also, brakes that get wet may wear out faster. Check for brake wear more frequently if the vehicle is used in water.

Remember:
- Don’t ride in fast moving water.
- Stay out of the water over 20 cm (8 in.) deep.
- Dry out the brakes.
- Check the air cleaner for water.

**CAUTION**

KLF300B/C, 400:
If any water drains, it is an indication that the rear brake seal(s) must be replaced. Have the seal(s) checked by an authorized Kawasaki dealer as soon as possible.

**WARNING**

WARNINGS indicate a potential hazard that could result in personal injury or death.