## 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.
- **=** Service more frequently when operated in mud, dust, or other
- **=** Emission Related

<table>
<thead>
<tr>
<th>OPERATION</th>
<th>FREQUENCY</th>
<th>Whichever comes first</th>
<th>First Service</th>
<th>Regular Service</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>After 50 hrs. or 1,000 km of use</td>
<td>Every 250 hrs. or 5,000 km of use</td>
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<td></td>
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<td>Every</td>
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<tr>
<td>ENGINE</td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>Converter belt--check*</td>
<td></td>
<td></td>
<td>D</td>
<td></td>
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<tr>
<td>Converter driven pulley shoe--check*</td>
<td></td>
<td></td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>○ Spark plug--clean and gap</td>
<td></td>
<td></td>
<td>●</td>
<td></td>
</tr>
<tr>
<td>○ Air cleaner element--clean*</td>
<td></td>
<td></td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>○ Valve clearance--check</td>
<td></td>
<td></td>
<td>D</td>
<td>●</td>
</tr>
<tr>
<td>Engine oil--change*</td>
<td>1 year</td>
<td></td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Oil filter--replace*</td>
<td></td>
<td></td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>○ Throttle pedal play--check</td>
<td></td>
<td></td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>○ Idle speed--adjust</td>
<td></td>
<td></td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>○ Fuel system cleanliness--check*</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Spark arrester--clean</td>
<td></td>
<td></td>
<td>●</td>
<td></td>
</tr>
<tr>
<td>Fuel hose--replace</td>
<td>4 years(D)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPERATION</td>
<td>FREQUENCY</td>
<td>Whichever comes first</td>
<td>First Service</td>
<td>Regular Service</td>
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<tr>
<td>----------------------------------------------------</td>
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</tr>
<tr>
<td><strong>CHASSIS</strong></td>
<td></td>
<td></td>
<td>After 50 hrs. or 1,000 km of use</td>
<td>Every 250 hrs. or 5,000 km of use</td>
</tr>
<tr>
<td>Steering--check</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Steering and drive shaft joint dust boots--check</td>
<td></td>
<td></td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Brake pedal play--check*</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Parking brake lever--check</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Brake hose and pipe--check</td>
<td></td>
<td></td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Brake fluid level--check</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brake wear--check*</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tire wear--check*</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Battery--check</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Brake light switch--check</td>
<td></td>
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<td></td>
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<tr>
<td>Seat belt--check</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>General lubrication--perform*</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bolts, nuts, and fasteners tightness--check</td>
<td></td>
<td></td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Wheel nuts tightness--check</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transmission case oil--change*</td>
<td></td>
<td></td>
<td>1 year</td>
<td></td>
</tr>
<tr>
<td>Brake fluid--change</td>
<td></td>
<td></td>
<td>2 years(D)</td>
<td></td>
</tr>
<tr>
<td>Brake master cylinder cup and dust seal--replace</td>
<td></td>
<td></td>
<td>2 years(D)</td>
<td></td>
</tr>
<tr>
<td>Brake wheel cylinder assembly--replace</td>
<td></td>
<td></td>
<td>2 years(D)</td>
<td></td>
</tr>
<tr>
<td>Brake hose--replace</td>
<td></td>
<td></td>
<td>4 years(D)</td>
<td></td>
</tr>
</tbody>
</table>
Engine Oil

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.

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.

⚠️ CAUTION

Racing the engine before the oil reaches every part can cause engine damage.

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

- Unscrew the oil inspection plug, wipe its dipstick dry, and insert it into the hole but DO NOT SCREW IT IN.

A. Plug

- 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. 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, through the inspection plug hole.
- If the oil level is too low, lift the cargo bed and support it with the hook.
- Unscrew the oil filler cap and add the correct amount of oil through the oil filler opening. Use the same type and brand of oil that is already in the engine.

A. Oil Filler Opening

- Install the filler cap.

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.
A. Drain Plug

- 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 and 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 packing and tighten the cartridge to the specified torque.
A. Packing

- 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 FULL line on the dipstick of the oil filler cap or the H (High) line on the dipstick of the oil inspection plug with good quality motor oil as specified in the table.
- Start the engine and check for oil leakage.

Tightening Torque

<table>
<thead>
<tr>
<th></th>
<th>Drain Plug: 20 N-m (2.0 kg-m, 14.5 ft-lb)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cartridge</td>
<td>20 N-m (2.0 kg-m, 14.5 ft-lb)</td>
</tr>
</tbody>
</table>

Engine Oil

<table>
<thead>
<tr>
<th>Type:</th>
<th>API SF or SG</th>
</tr>
</thead>
<tbody>
<tr>
<td>API SH or SJ with JASO MA</td>
<td></td>
</tr>
<tr>
<td>SAE 5W-30, 10W-40, 10W-50, 20W-40</td>
<td></td>
</tr>
<tr>
<td>or 20W-50</td>
<td></td>
</tr>
</tbody>
</table>

Engine Oil Capacity

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>when filter is not removed</td>
<td>1.1 L (1.2 US qt)</td>
</tr>
<tr>
<td>when filter is removed</td>
<td>1.3 L (1.4 US qt)</td>
</tr>
</tbody>
</table>
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.

Oil Level Inspection

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

CAUTION

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.
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, place an oil pan beneath the transmission case.
• Remove the drain plug.

NOTE

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

WARNING

To avoid a serious burn, never touch a hot muffler or exhaust pipe during oil draining.
Air Cleaners

There are two air cleaners; one is for the carburetor and the other is for the belt drive torque converter.

A clogged carburetor air cleaner restricts the engine’s air intake, increasing fuel consumption, reducing engine power, and causing spark plug fouling. A clogged belt drive torque converter air cleaner may cause the torque converter to malfunction.

⚠️ WARNING
A clogged air cleaner may allow dirt and dust to enter the carburetor and the throttle may stick or become inoperative resulting in a hazardous operating condition.

⚠️ CAUTION
A clogged air cleaner may allow dirt and dust to enter the engine causing excessive wear and possibly engine damage.
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. After riding through rain or in muddy areas, the elements should be cleaned immediately. The elements should be replaced if they are damaged.

Element Removal

- Raise the seat.
- Pull up the snaps and remove the air cleaner housing cap from the housing.

A. Air Cleaner Housing   C. Snaps
B. Cap

- Loosen the clamp screw, remove the element mounting screw, then pull the air cleaner element up out of the housing.
For the belt drive torque converter air cleaner take off the wingbolts and remove the air cleaner housing cap.

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

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

**WARNING**

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

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

*Dust and/or Water Inspection*

- Push open the drain hose on the bottom of the air cleaner housing to expel dust and/or water accumulated inside.
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.

**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 10 ~ 15 mm (0.4 ~ 0.6 in.) at the middle of the pedal.
A. Throttle Pedal
B. 10 ~ 15 mm (0.4 ~ 0.6 in.)

Adjustment

- Lift the cargo bed and support it with the hook.
- Loosen and turn the throttle cable mounting nuts on the engine near the carburetor until the proper amount of throttle pedal play is obtained.

- Tighten the mounting nuts securely.
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 nuts tightness in accordance with the Periodic Maintenance Chart.

| Tightening Torque: | 34 N-m (3.5 kg-m, 25 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.

Standard Tires (front and rear):

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Front</td>
<td>22 x 9.00-10 DUNLOP KT761A</td>
</tr>
<tr>
<td>Rear</td>
<td>22 x 11.00-10 DUNLOP KT765A</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, 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.

**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 400 kg (880 lb).

Use a tire pressure gauge to accurately set tire pressure.

**WARNING**
Inflate both front tires to the same pressure and both rear tires to the same pressure. Operating with unequally or improperly pressurized tires can adversely affect steering or handling.
**Tire Air Pressure (when cold)**

<table>
<thead>
<tr>
<th>Normal Use</th>
<th>Front</th>
<th>40 kPa (0.4 kg/cm², 6 psi)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Rear</td>
<td>80 kPa (0.8 kg/cm², 12 psi)</td>
</tr>
<tr>
<td>Maximum</td>
<td>Front and</td>
<td>250 kPa (2.5 kg/cm², 36 psi)</td>
</tr>
<tr>
<td>(to seat</td>
<td>Rear</td>
<td></td>
</tr>
<tr>
<td>beads)</td>
<td></td>
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</tr>
</tbody>
</table>

**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.
**Headlight Beam**

The headlight beams can be adjusted both horizontally and vertically.
- Loosen the upper and lower mounting nuts of each headlight.
- Adjust the headlight horizontally or vertically.
- Securely tighten the mounting nuts.

**Battery**

The battery is located under the gear shift lever at the left side of the seat.

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**WARNING**

Head the battery safety label shown here.

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**DANGER**  EXPLOSIVE GASES

Cigarettes, flames or sparks could cause battery to explode. Always shield eyes and face from battery. Do not charge without proper instruction and training. Connect cables to the proper terminals securely. Check vent tube to avoid any crimping or obstruction to the tube.

**KEEP FILLING PLUGS TIGHT AND LEVEL**

**POISON**  CAUSES SEVERE BURNS

Contains sulfuric acid. Avoid contact with skin, eyes, or clothing. In event of accident flush with water and call a physician immediately. **KEEP OUT OF REACH OF CHILDREN**
**Battery Electrolyte Level Inspection**

The battery electrolyte level must be kept between the upper and lower level lines. Check the electrolyte level in each cell in accordance with the Periodic Maintenance Chart.

- With the vehicle on level ground, check that the electrolyte level in each cell is between the upper and lower level lines.

- If the electrolyte level is low in any cell, fill with distilled water as follows.
- Remove the battery from the vehicle (see Battery Removal).

- Remove the battery filler caps and fill with distilled water until the electrolyte level in each cell reaches the upper level line.

**CAUTION**

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.

**Battery Charging**

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

**CAUTION**

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 before turning on the battery charger connect the charger leads to the battery terminals (red to +, black to −).
A. Battery Charger  C. (−) Terminal
B. Filler Caps  D. (+) Terminal

**WARNING**
Because the battery gives off an explosive gas mixture of hydrogen and oxygen, keep any sparks or open flame 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 gases.

- 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.

**CAUTION**
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 battery 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 (115°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).
Battery Removal

- Remove the nut and take off the battery holder supporting rod.

Disconnection the leads from the battery, first from the (-) terminal and then the (+) terminal.

Battery Installation

- Take the battery out.
- Clean the battery using a solution of baking soda and water. Be sure that the lead connections are clean.

- Check that the rubber dampers on the battery holder and the floor board are properly in place.
- Put the battery in place, and route the battery vent hose through the hole in the floor board.
- Connect the red lead to the (+) terminal, and then connect the black lead to the (-) terminal.
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. Turn the ignition switch OFF. Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light. Make sure the engine is cold before working. Wipe any fuel off the engine before starting it.

*Inspection*

- Lift the cargo bed and support it with the hook.
- 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.

*NOTE*

If any water or dirt appears during the above operation, have the fuel system checked by an authorized Kawasaki dealer.
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 (midde on the rear cab frame top) – close both openings 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 coil or into the spark plug cap, it can ground out the spark. When this happens the vehicle will not start and the affected parts must be wiped dry.