Kawasaki

1000GTR

Motorcycle Owner's Manual

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

⚠WARNING

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

CAUTION

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

NOTE

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

NOTICE

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

(Australian model only)

TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED

Owners are warned that the law may prohibit:

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

(b) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Enkel voor het australische model:

Rijden met het geluidsvolume wordt afgeraden.

Eigenaars worden gewaarschuwd dat de wet voorziet:

@ Het verwijderen of de weergave door iedere persoon dat niet voor ogenblikkelijk gebruik bestemd is, hersteld of verplaatsing, of iedere element van een ander model in een nieuw model voor gebruik van het geluidsvolume word strafrechtelijk vervolgd.

TABLE OF CONTENTS

SPECIFICATIONS

PERFORMANCE	
Maximum Horsepower	67.7 kW (92 PS) @9,000 r/min (rpm)
Maximum Torque	81.4 N-m (8.3 kg-m, 60.0 ft-lb) @6,500 r/min (rpm)
Minimum Turning Radius	3.3 m (129.9 in.)
DIMENSIONS	
Overall Length	2,290 mm (90.16 in.)
Overall Width	930 mm (36.6 in.)
Overall Height	1,415 mm (55.71 in.)
Wheelbase	1,555 mm (61.22 in.)
Road Clearance	130 mm (5.12 in.)
Dry Weight	270 kg (595 lb)
ENGINE	
Type	DOHC, 16-valve, 4-cylinder, 4-stroke, liquid-cooled
Displacement	997 mL (60.8 cu in.)
Bore x Stroke	74.0 x 58.0 mm (2.91 x 2.28 in.)
Compression Ratio	10.2 : 1
Starting System	Electric starter
Cylinder Numbering Method	Left to right, 1-2-3-4
Firing Order	1-2-4-3
Carburetors	Keihin CVK32 x 4
Ignition System	Battery and coil (transistorized ignition)
Ignition Timing (Electronically advanced)	10° BTDC @1,000 r/min (rpm) ~ 35° BTDC @3,500 r/min (rpm)

Spark Plugs		NGK DR9EA or ND X27ESR-U
Lubrication System		Forced lubrication (wet sump)
Engine Oil		SE, SF or SG class SAE 10W40, 10W50, 20W40, or 20W50
Engine Oil Capacity		3.7 L (3.9 US qt)
Coolant Capacity		3.1 L (3.3 US qt)
TRANSMISSION		
Transmission Type		6-speed, constant mesh, return shift
Clutch Type		Wet, multi disc
Driving System		Shaft drive
Primary Reduction Ratio		1.732 (97/56)
Final Reduction Ratio		2.708 (16/21 x 32/9)
Overall Drive Ratio		4.530 (Top gear)
Gear Ratio:	1st	3.071 (43/14)
	2nd	2.055 (37/18)
	3rd	1.590 (35/22)
	4th	1.333 (32/24)
	5th	1.153 (30/26)
	6th	0.965 (28/29)
Final Gear Case Oil		API GL-5 SAE90 [above 5°C (41°F)] SAE80 [below 5°C (41°F)]
Final Gear Case Oil Capacity		220 mL (0.23 US qt)

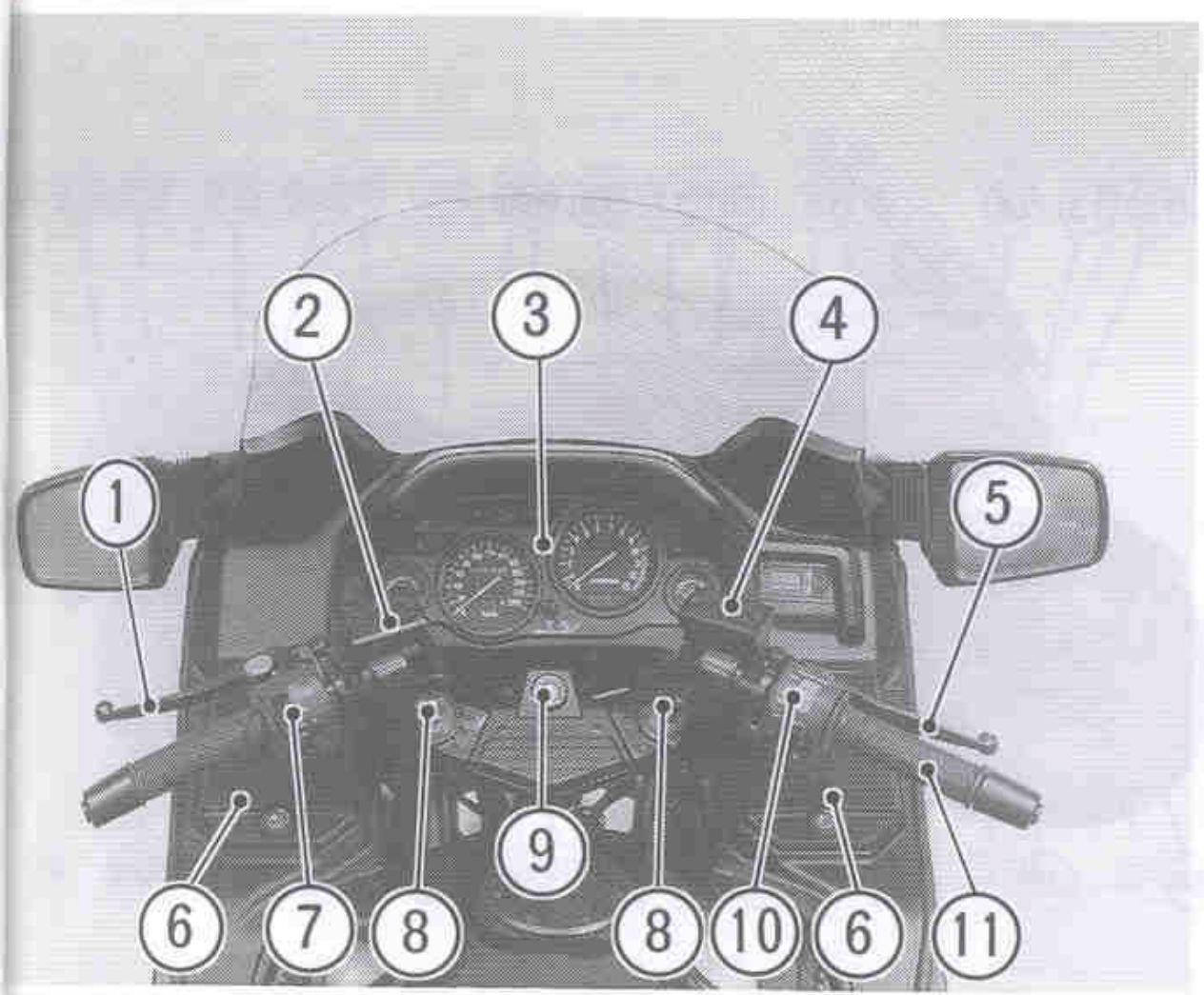
FRAME

Castor		28.5°
Trail		123 mm (4.84 in.)
Tire Size:	Front	120/70R18 59V Tubeless
	Rear	150/80R16 71V Tubeless
Fuel Tank Capacity		28.5 L (7.53 US gal)

ELECTRICAL EQUIPMENT

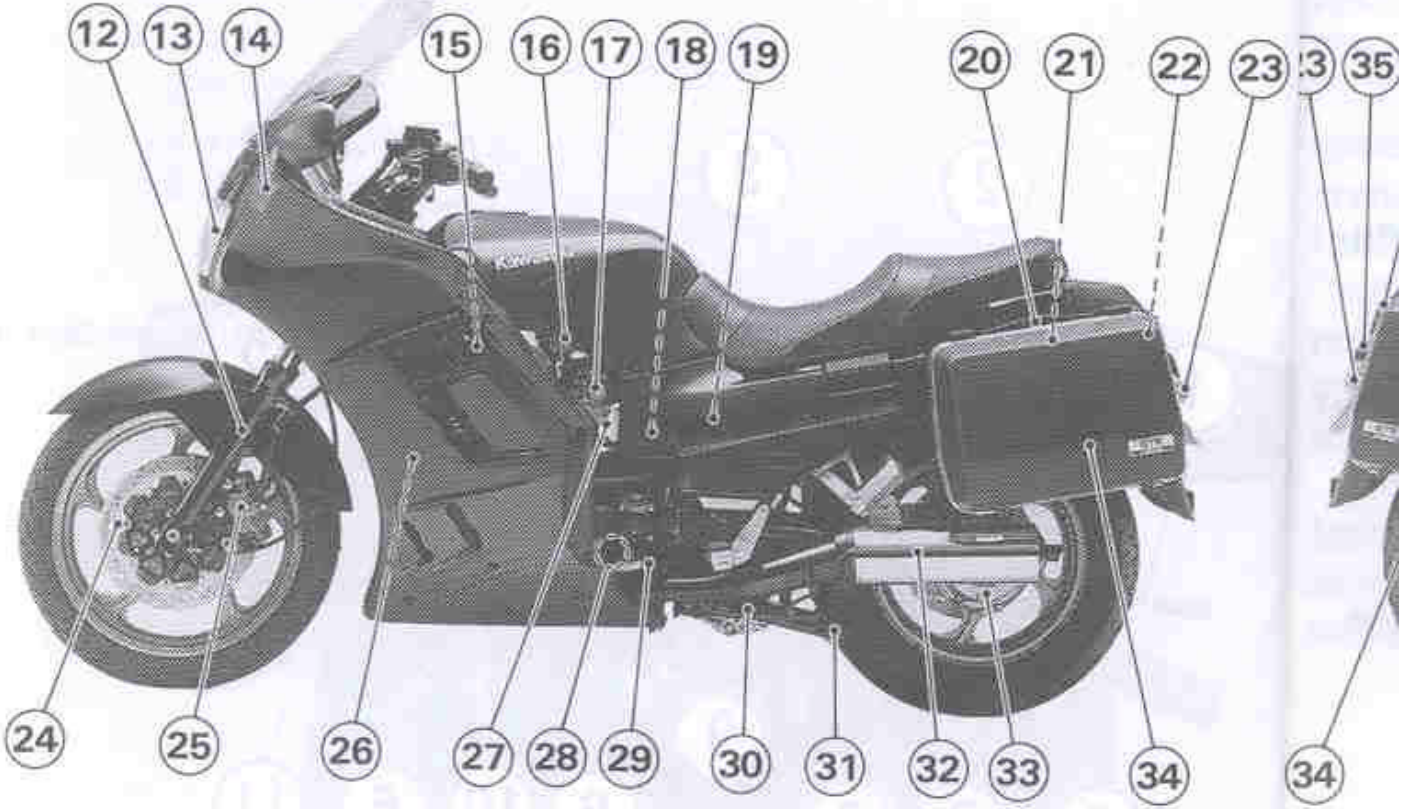
Battery	12 V 18 Ah
Headlight	12 V 60/55 W
Tail/Brake Light	12 V 5/21 W x 2

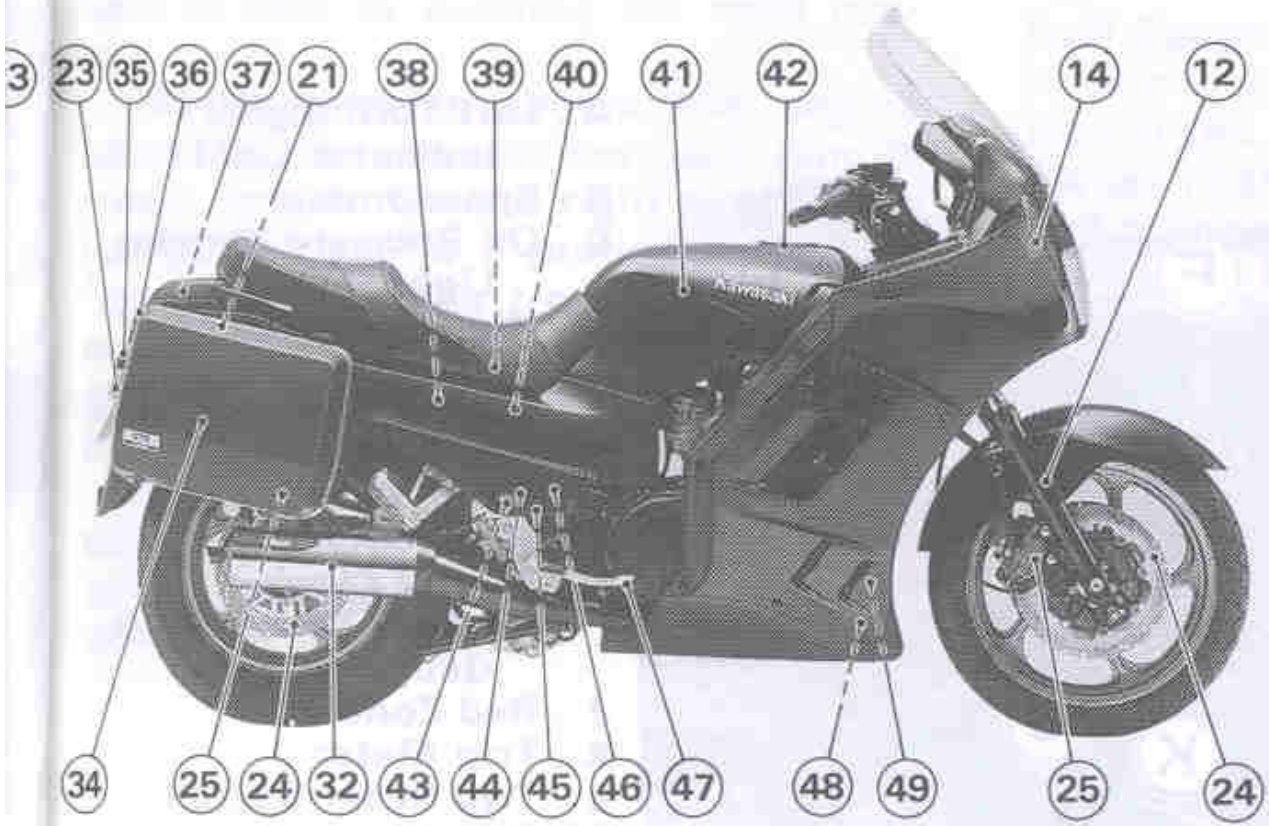
Specifications subject to change without notice, and may not apply to every country.



1. Clutch Lever
2. Clutch Fluid Reservoir
3. Meter Instruments
4. Brake Fluid Reservoir (Front)
5. Front Brake Lever
6. Fairing Pocket
7. Left Handlebar Switches
8. Spring Preload Adjuster
9. Ignition Switch/Steering Lock
10. Right Handlebar Switches
11. Throttle Grip

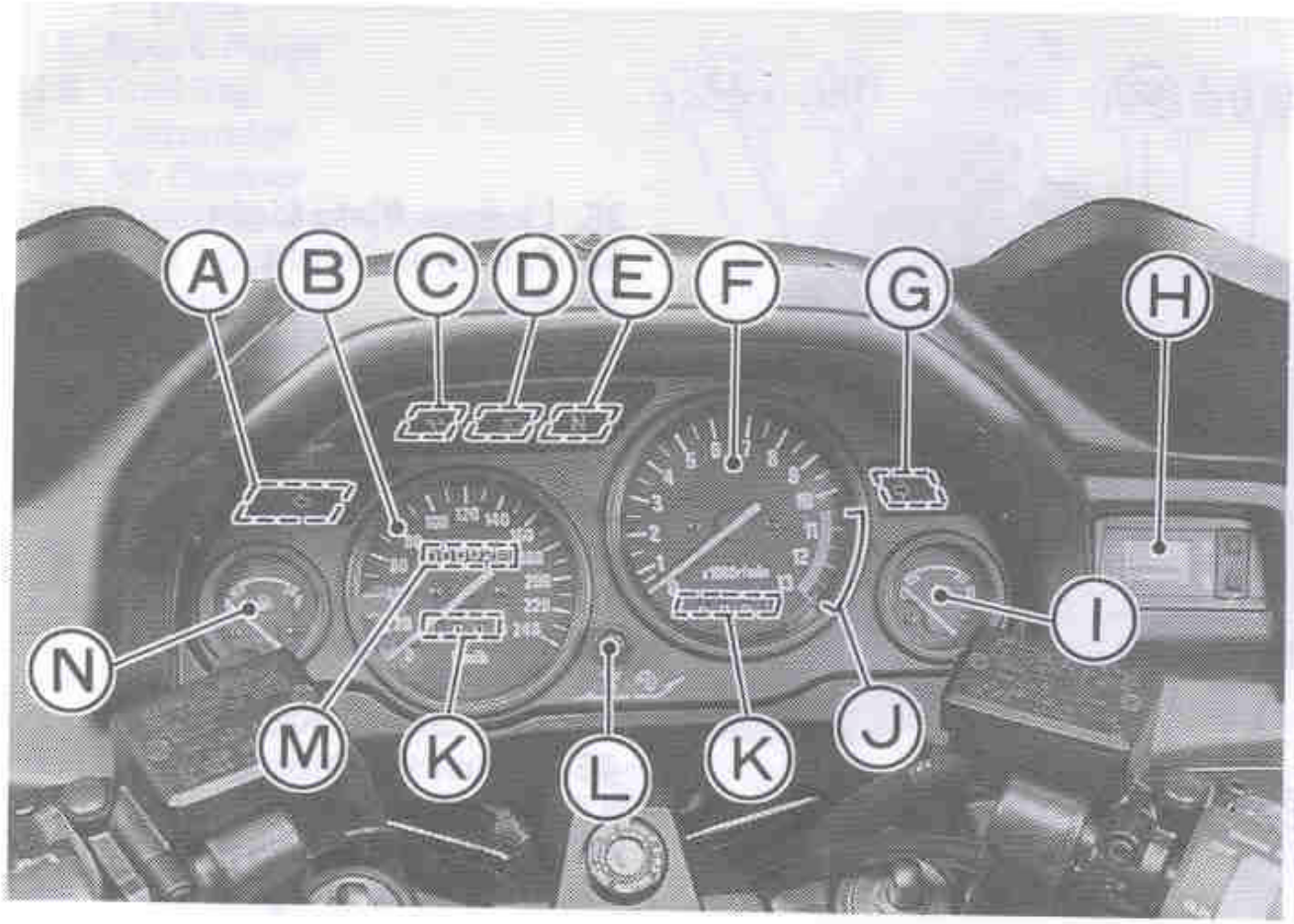
12. Front Fork
13. Headlight
14. Front Turn Signal Light
15. Spark Plugs
16. Fuel Tap
17. Carburetor
18. Air Cleaner
19. Junction Box (Fuses)
20. Seat Lock
21. Helmet Hook
22. Tying Hook
23. Rear Turn Signal Light
24. Brake Disc
25. Brake Caliper
26. Radiator
27. Idle Adjusting Screw
28. Oil Level Gauge
29. Shift Pedal
30. Side Stand
31. Center Stand
32. Muffler
33. Final Gear Case
34. Saddlebag





35. License Plate Light
36. Tail/Brake Light
37. Rack
38. Brake Fluid Reservoir (Rear)
39. Document/Tool Kit Container
40. Battery
41. Fuel Tank
42. Fuel Tank Cap
43. Rear Brake Light Switch
44. Air Valve
45. Rear Shock Absorber
46. Adjusting Stick
47. Rear Brake Pedal
48. Coolant Reserve Tank
49. Oil Cooler

Meter Instruments



A . Left Turn Signal Indicator Light
B . Speedometer
C . Oil Pressure Warning Light
D . High Beam Indicator Light
E . Neutral Indicator Light
F . Tachometer
G . Right Turn Signal Indicator Light
H . Digital Clock
I . Coolant Temperature Gauge
J . Red Zone
K . Trip Meter
L . Trip Reset Button
M. Odometer
N . Fuel Gauge

Speedometer and Tachometer

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

The tachometer shows the engine speed in the revolutions per minute (r/min, rpm). On the right side of the tachometer face is a portion called the "red zone." Engine r/min (rpm) in the red zone is above maximum recommended engine speed and is also above the range for good performance.

In the tachometer face is the additional trip meter which can be reset to zero by turning the reset button clockwise.

CAUTION

Engine r/min (rpm) should not be allowed to enter the red zone; operation in the red zone will overstress the engine and may cause serious engine damage.

Fuel Gauge

The fuel gauge shows the amount of fuel in the fuel tank. When the needle comes near the E (empty) position, refuel at the earliest opportunity.

Coolant Temperature Gauge

This gauge shows the temperature of coolant. Ordinarily, the needle should stay within the white zone. If the needle reaches the "H" line, stop the engine and check the coolant level in the reserve tank after the engine cools down.

CAUTION
Do not let the engine continue running when the gauge needle reaches the "H" line. Prolonged engine operation will result in severe damage from overheating.

Indicator Lights

The oil pressure warning light goes on whenever the oil pressure is dangerously low or the ignition switch is in the ON position with the engine not running, and goes off when the engine oil pressure is high enough. Refer to the Maintenance and Adjustment chapter for more detailed engine oil information.

When the headlight is on high beam, the high beam indicator light is lit.

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

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

Digital Clock

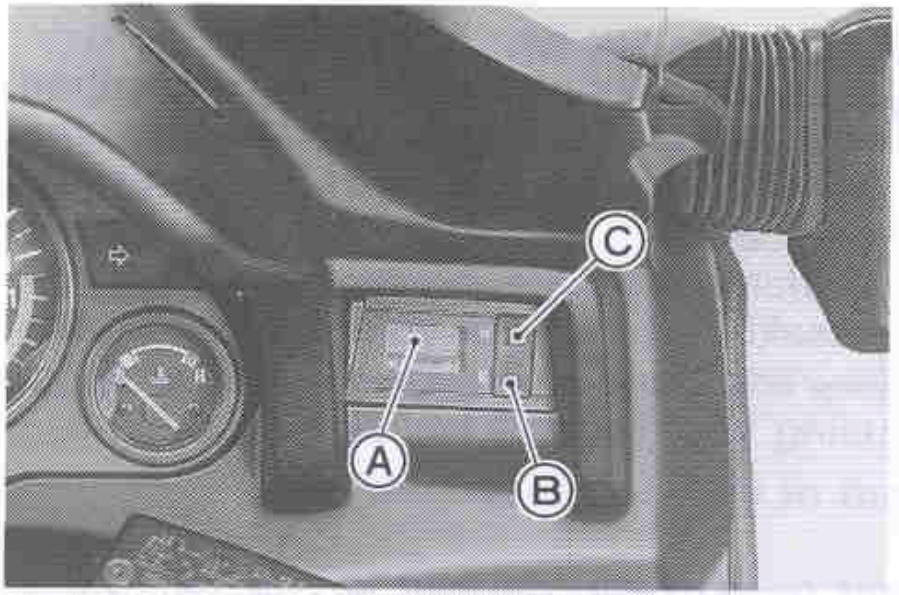
When the ignition switch is in the "OFF" position, the clock functions with the back-up power supply circuit from the battery. But resetting is required when the battery becomes discharged or is disconnected.

To adjust the time follow this procedure:

1. Turn the ignition switch to the "ON" position.
2. Push the "M" button to adjust the minute and the "H" button to adjust the hour.

NOTE

○*Pushing the button momentarily advances the hour or minute step by step. Pushing and holding the button advances the hour or minute continuously.*



A. Digital Clock
B. "M" Button
C. "H" Button

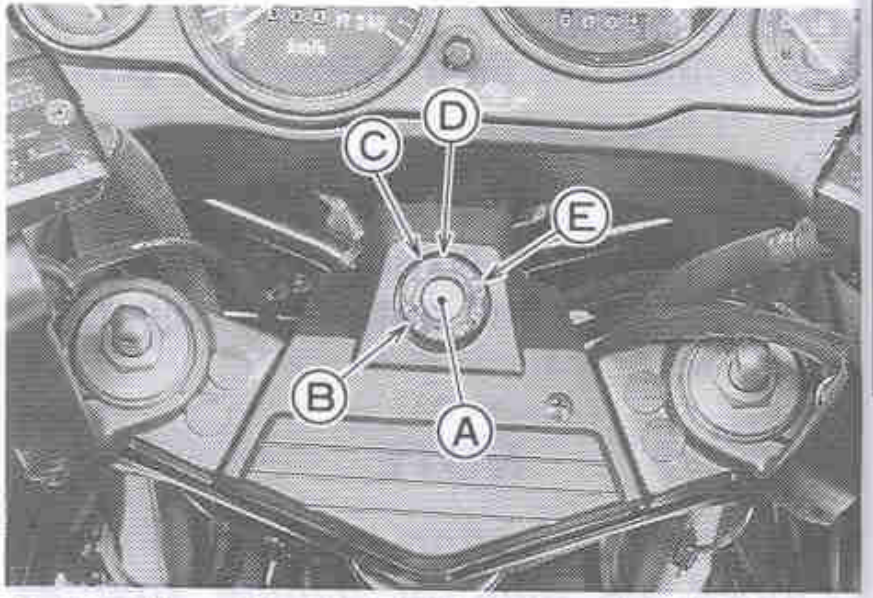
Key

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

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

Ignition Switch/Steering Lock

This is a four-position, key-operated switch. The key can be removed from the switch when it is in the OFF, LOCK or P(PARK) position.



A. Ignition Switch/Steering Lock
B. LOCK position
C. OFF position
D. ON position
E. P (Park) position

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ON
LOCK
P(Park

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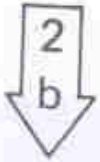
OFF	Engine off. All electrical circuits off.
ON	Engine on. All electrical equipment can be used.
LOCK	Steering locked. Engine off. All electrical circuits off.
P(Park)	Steering locked. Engine off. Tail, city (except Australian model), and license plate lights on. All other electrical circuits cut off.

NOTE

○***Australian model only:****The tail and license plate lights are on whenever the ignition switch is in the ON position. The headlight goes on when the starter button is released after starting the engine. To avoid battery discharge, always start the engine immediately after turning the ignition switch to ON.*

○*If you leave the PARK position on for a long time (one hour), the battery may become totally discharged.*

To operate the ignition switch:



1. Turn the handlebar fully to the left.
2. a. For parking push down the key in the ON position and turn it to P (Park).
   b. For locking push down the key in the OFF position and turn it to LOCK.

Right Handlebar Switches

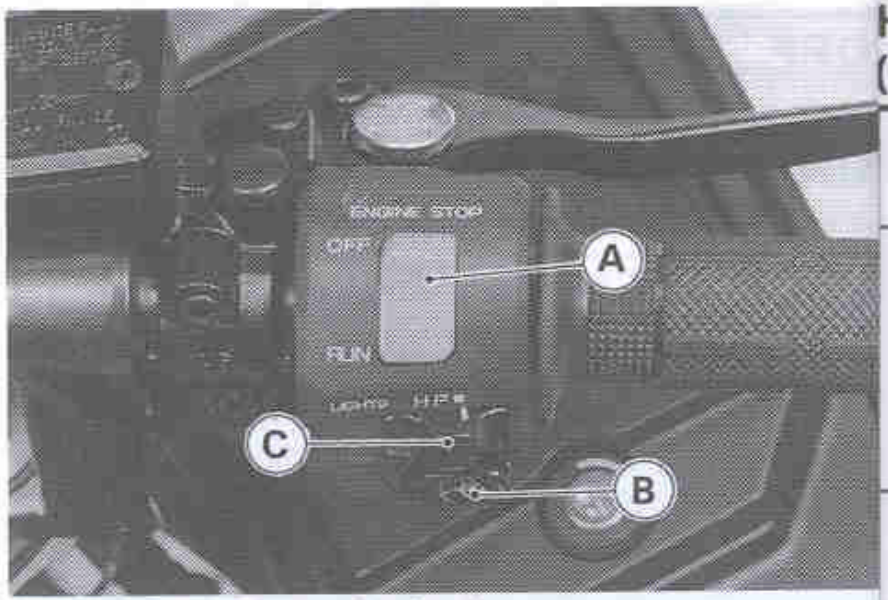
Engine Stop Switch

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

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

NOTE

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



A. Engine Stop Switch
B. Starter Button
C. Headlight Switch

Starter Button

The starter button operates the electric starter when pushed with the clutch lever pulled in or the transmission in neutral.

Refer to the Starting the Engine section of the "How to Ride the Motorcycle" chapter for starting instructions.

Headlight (except Au

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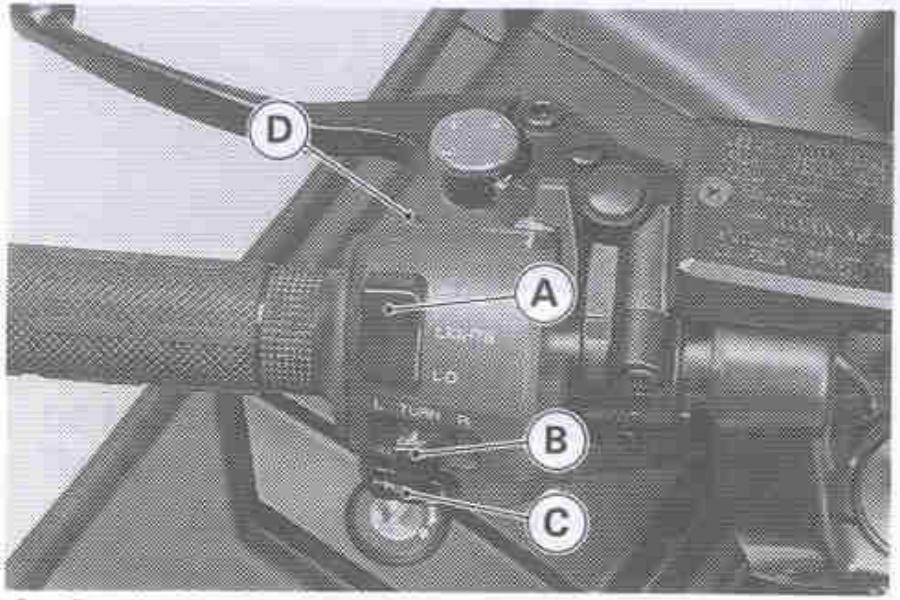
H

Headlight Switch
(except Australian model)

○	The headlight is off with the switch in the ○ position.
P	The city, tail, license plate, and meter lights come on if the switch is pushed to the **P** position with the ignition switch in the ON position.
H	The head, city, tail, license plate, and meter lights come on if the switch is pushed forward to the **H** position with the ignition switch in the ON position.

Left Handlebar Switches
Dimmer Switch

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



A. Dimmer Switch
B. Turn Signal Switch
C. Horn Button
D. Passing Button

Turn Signal Switch

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

To stop flashing, push the switch in.

Horn Button

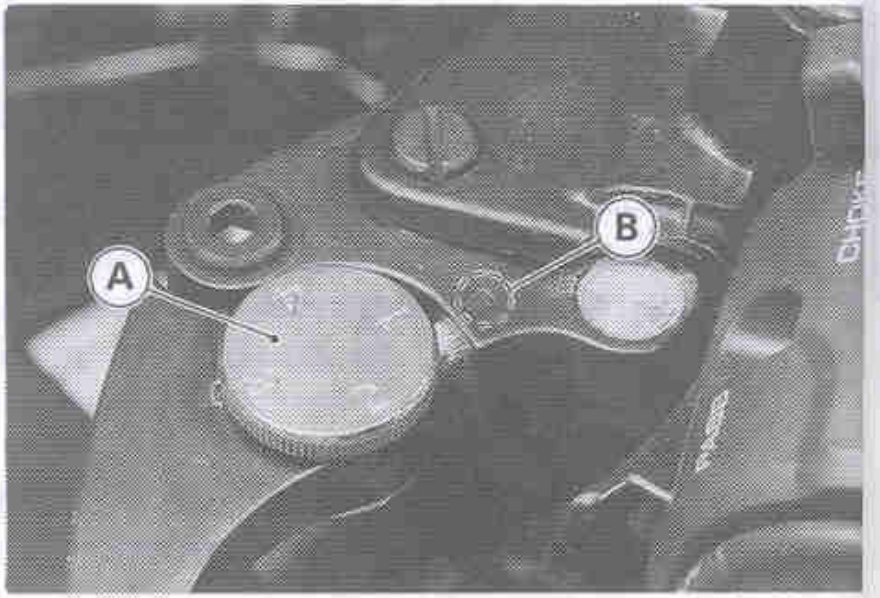
When the horn button is pushed, the horn sounds.

Passing Button

When the passing button is pushed, the headlight high beam (passing beam) comes on to signal the driver of the vehicle ahead that you are about to pass him. The passing light shuts off as soon as the switch is released.

Brake/Clutch Lever Adjusters

There is an adjuster on both the brake and clutch levers. Each adjuster has 4 positions so that the released lever position can be adjusted to suit the operator's hands. Push the lever forward and turn the adjuster to align the number with the triangular mark on the lever holder. The distance from the grip to the released lever is minimum at Number 4 and maximum at Number 1.



A. Adjuster **B. Mark**

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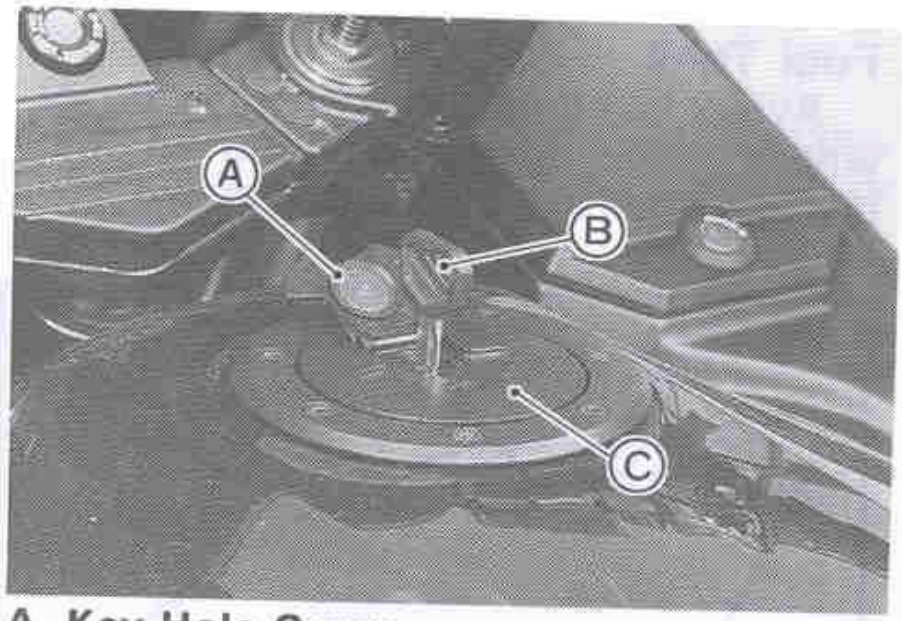
Fuel Tank Cap

To open the fuel tank cap, pull up the key hole cover. Insert the ignition switch key into the lock and turn the key to the right.

To close the cap, push it down into place with the key inserted. The key can be removed by turning it counter-clockwise to the original position.

NOTE

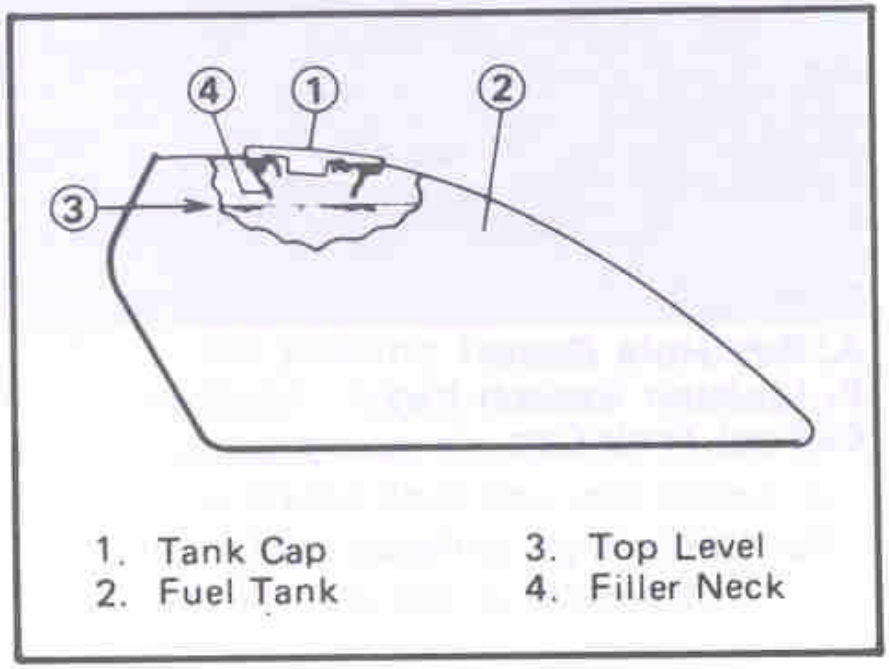
- *The tank cap cannot be closed without the key inserted, and the key cannot be removed unless the cap is locked properly.*
- *Do not push the cap down with the key, or the cap cannot be locked.*



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

Fuel Tank

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



1. Tank Cap
2. Fuel Tank
3. Top Level
4. Filler Neck

⚠WARNING

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

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Fuel Requirement:

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

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

Octane Rating

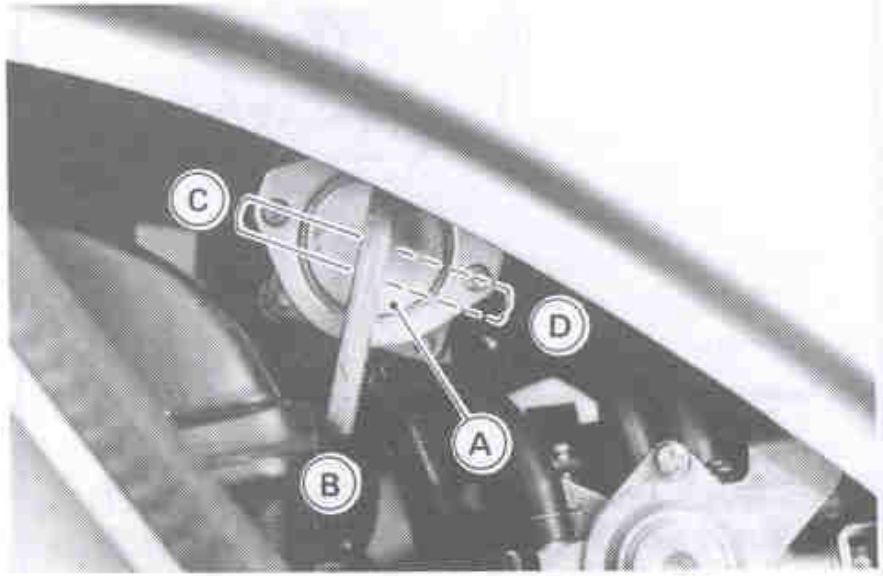
The octane rating of a gasoline is a measure of its resistance to detonation or "knocking." The term commonly used to describe a gasoline's octane rating is the Research Octane Number (RON). Always use a gasoline with an octane rating equal to, or higher than, Research Octane Number (RON) 91.

NOTE

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

Fuel Tap

The fuel tap is an automatic type which shuts off the fuel supply when the engine is stopped in the ON or RES position.



A. Fuel Tap
B. ON position
C. PRI position
D. RES position

The fuel tap has three positions: ON, RES (reserve), and PRI (prime). If the fuel runs out with the tap in the ON position, turn the tap to PRI, leave it for a few seconds, and then turn it to RES. The last 6.5 L (1.72 US gal) of fuel can be used by turning the fuel tap to RES.

The PRI position bypasses the automatic control and is useful for priming the engine after running out of gas, or for completely draining the tank.

NOTE

- *Since riding distance is limited when on RES, refuel at the earliest opportunity.*
- *Make certain that the fuel tap is turned to ON (Not RES) after filling up the fuel tank.*
- *To start a cold engine after the motorcycle has been stored for a long time, first turn the tap to PRI, leave it for a moment, and return it to ON.*

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⚠WARNING

Practice operating the fuel tap with the motorcycle stopped. To prevent an accident you should be able to operate the fuel tap while riding without taking your eyes off the road.
Be careful not to touch the hot engine while operating the fuel tap.
Do not leave the fuel tap in the PRI (prime) position while riding or parking the motorcycle. The engine may become flooded or fuel may spill onto the ground and create a fire hazard, if the vehicle falls over.

Stands

The motorcycle is equipped with two stands: a center stand and a side stand.

A. Side Stand

NOTE

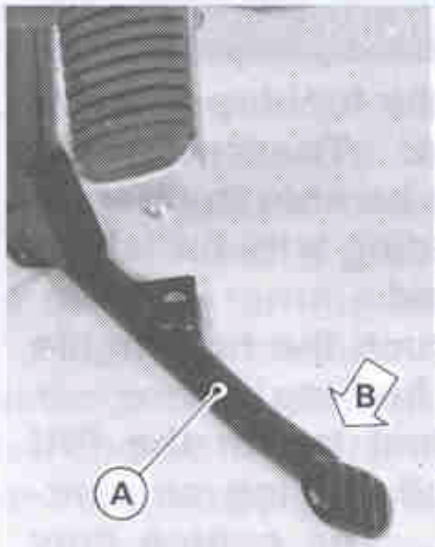
○ *When using the side stand, turn the handlebar to the left.*

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

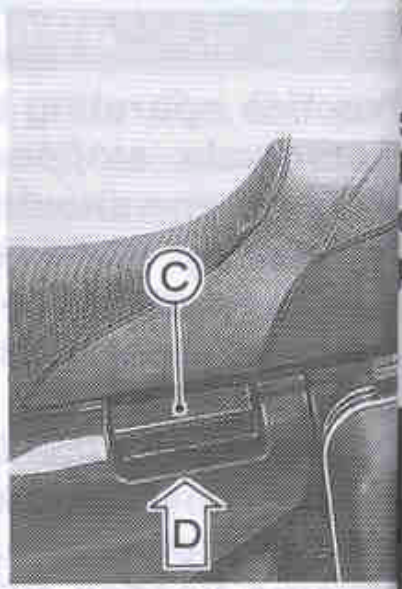
NOTE

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

To set the motorcycle up on the center stand, step down firmly on the stand, and then lift the motorcycle up and to the rear using the grab rail as a handhold. Don't pull up on the seat to lift as this will damage the seat.



A. Center Stand
B. Step down.



C. Grab Rail
D. Lift up.

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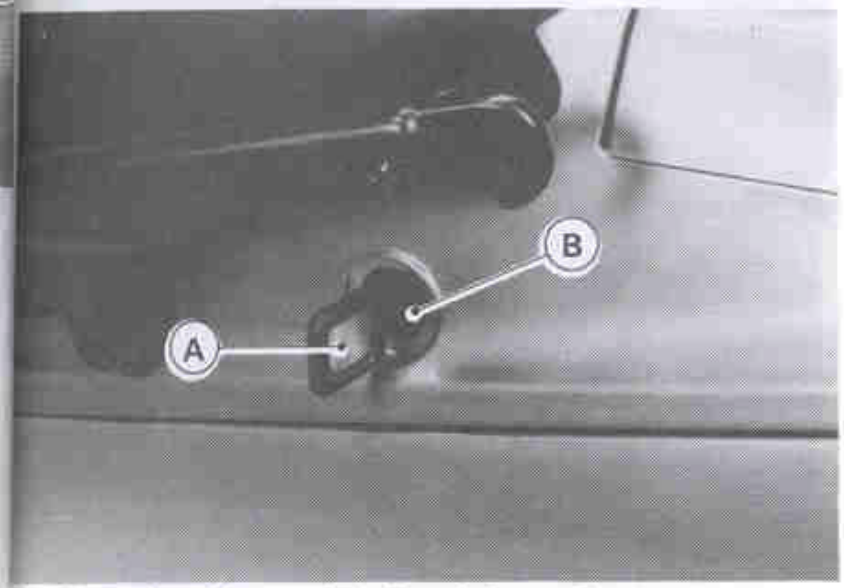
A. Seat L

Seat Lock

To remove the seat, insert the ignition switch key into the seat lock, turn the key to the right, and pull up on the rear of the seat. The seat is locked when pushed back into place.



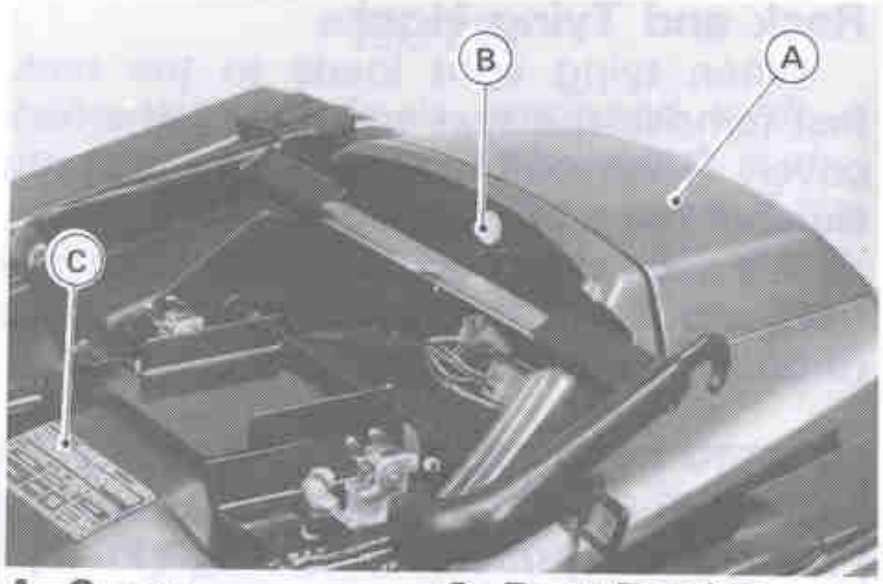
A. Seat Lock **B. Ignition Switch Key**

Rack and Tying Hooks

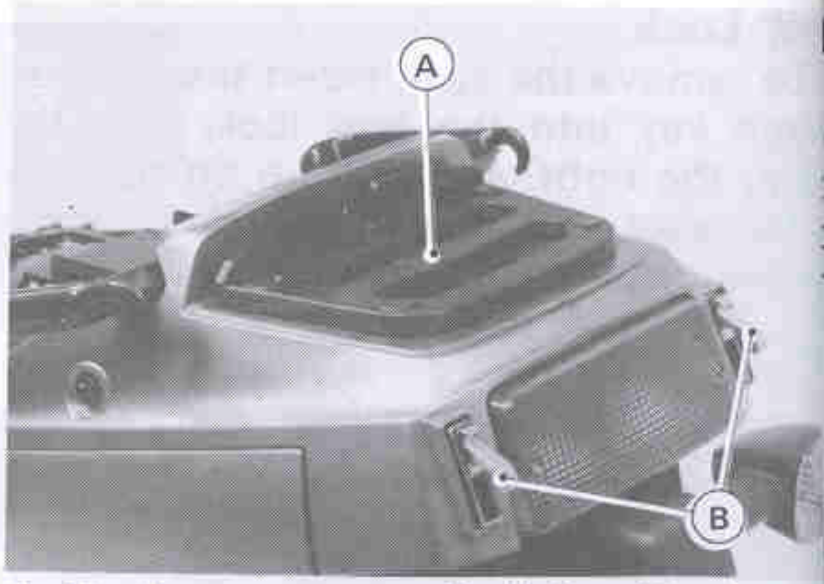
When tying light loads to the rack, first remove the seat and unbolt the rack cover. Then pull up the hooks on both sides of the tail/brake light.

The rack cover can be stored on the front section of the rear fender. Be sure to bolt the cover securely.

CAUTION
Do not carry more than 5 kg (11 lb) load on the rack.



A. Cover
B. Bolt
C. Rear Fender



A. Rack
B. Tying Hooks

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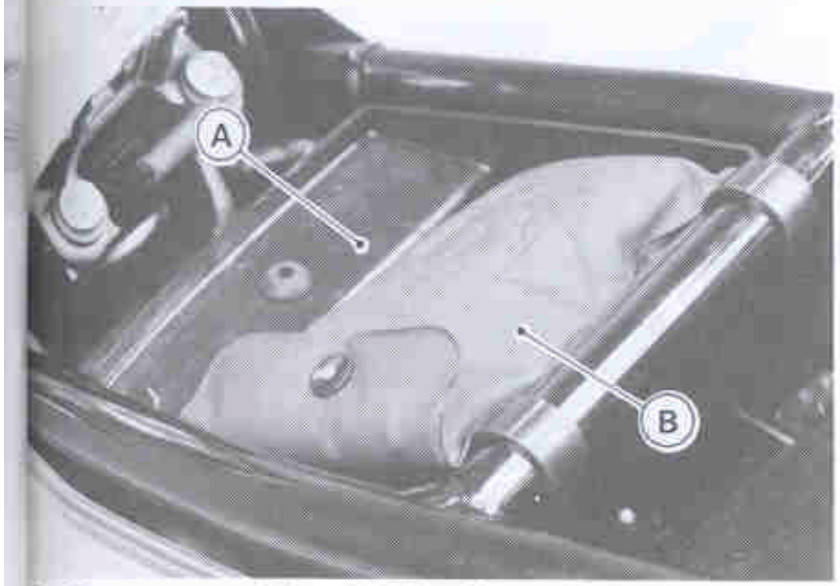
A. Docun
B. Tool K

Document/Tool Kit Container

The document/tool kit container is located under the seat. Use it to keep the owner's manual and any papers or documents that should be kept with the motorcycle.



A. Document/Tool Kit Container
B. Tool Kit

Tool Kit

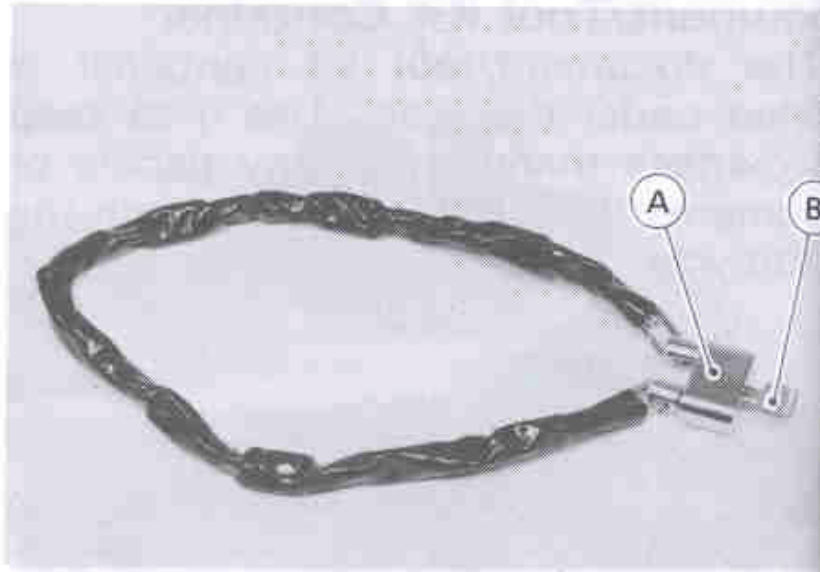
The tool kit is stored in the document/tool kit container. The minor adjustments and replacement of parts explained in this manual can be performed with the tools in the kit.

Chain Lock

The chain lock is stored in the same place as the tool kit. Route the chain through the wheel and around the front forks, then lock it to prevent the wheel from rotating for anti-theft protection when parking.

⚠WARNING

Do not ride the motorcycle with the chain installed. Forgetting and starting could cause an accident.



A. Chain Lock **B. Key**

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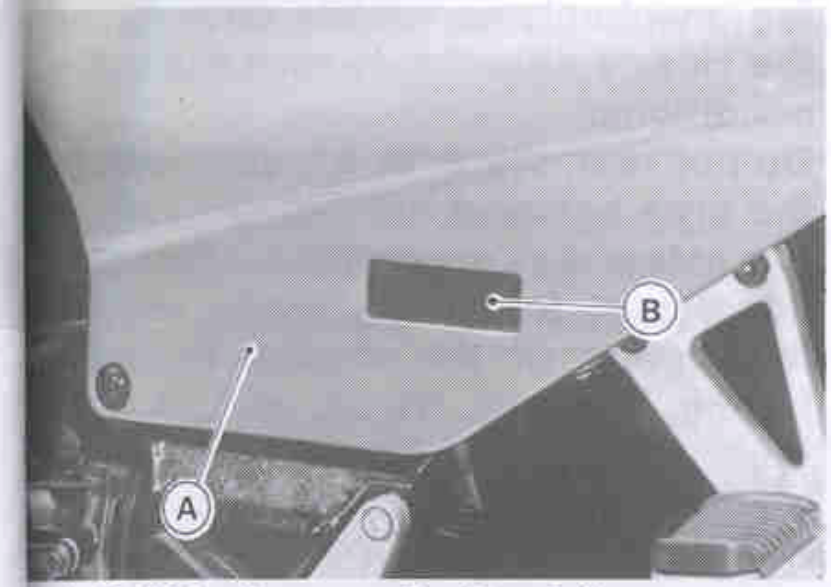
Left Side

Card Case

This case is inside the left side cover. Use it to carry a business card, insurance policy numbers, etc.



A. Left Side Cover B. Card Case

Special Warning on the Use of Fairing Pockets and Saddlebags

When preparing to ride this motorcycle, always check the saddlebags for secure mounting in their respective brackets. Be certain the saddlebag latches fully engage their brackets by attempting to pull them from the brackets. Make sure the saddlebag lids and fairing pockets are securely latched.

⚠WARNING

The sudden detachment or loss of a saddlebag or the sudden opening of one of the lids could distract or alarm the motorcycle rider, and the consequent loss of attention to road and traffic conditions could cause loss of control and a serious accident. Also the sudden change of vehicle balance resulting from the loss of a saddlebag could cause loss of control and a serious accident.

A dislodged saddlebag could physically obstruct the motorcycle's path, or interfere in the path of a following motorcycle or other vehicle. This could cause a loss of control by one of the motorcycle riders or another vehicle driver with a consequent accident.

Keep both saddlebag lids securely latched when riding. A piece of clothing or other object could fall into the rear wheel which could result in rear wheel lockup and consequent skidding and loss of control.

⚠WARNING

Make certain the fairing pockets ar tightly closed, so as to prevent a loos object from interfering with the steer ing mechanism, vehicle controls, o the rider's attention to road and traffi conditions.

Do not rest, store, or attach objects i the area between the movable parts o the steering mechanism (includin handlebar, front fork, etc.) and th fixed parts of the chassis (includin fairing, fuel tank, frame, etc.). A loos object which lodges in the steerin mechanism could cause loss of con trol and a serious accident.

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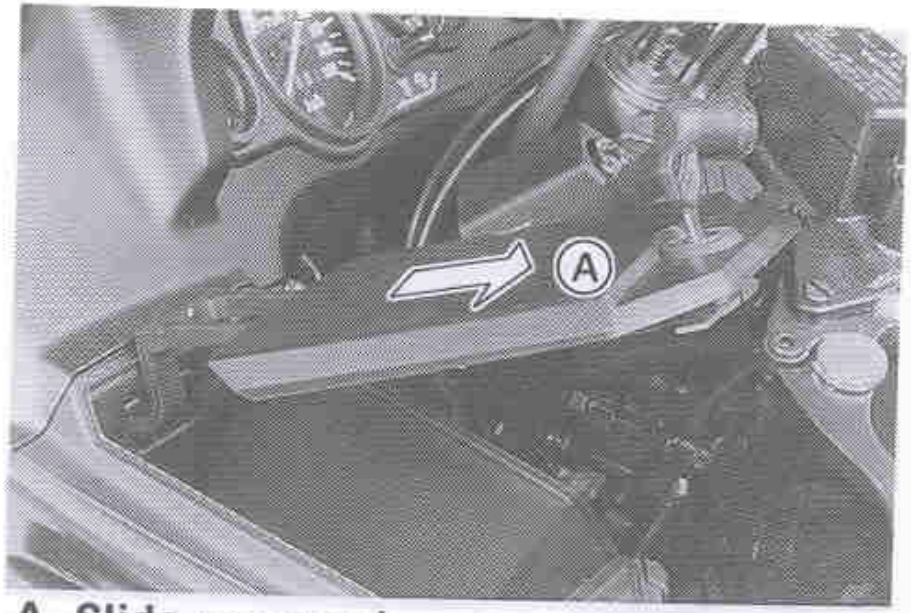
Fairing Pockets

To open each fairing pocket lid, insert the ignition switch key into the lock, turn the key clockwise, and pull up the lid. The lid can be removed by sliding it to the rear. To close the lid, turn the key counterclockwise and pull it out.

CAUTION

Do not carry loads of more than 0.5 kg (1 lb) in each of the fairing pockets.

A. Pocket Lid



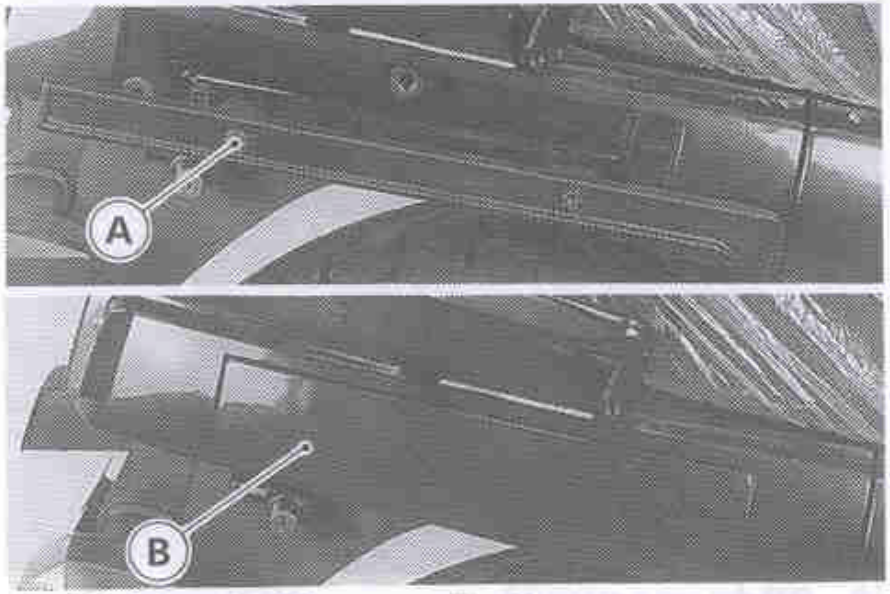
A. Slide rearward.

Saddlebags

Saddlebags are provided at both sides of the rear wheel to carry baggage.

NOTE

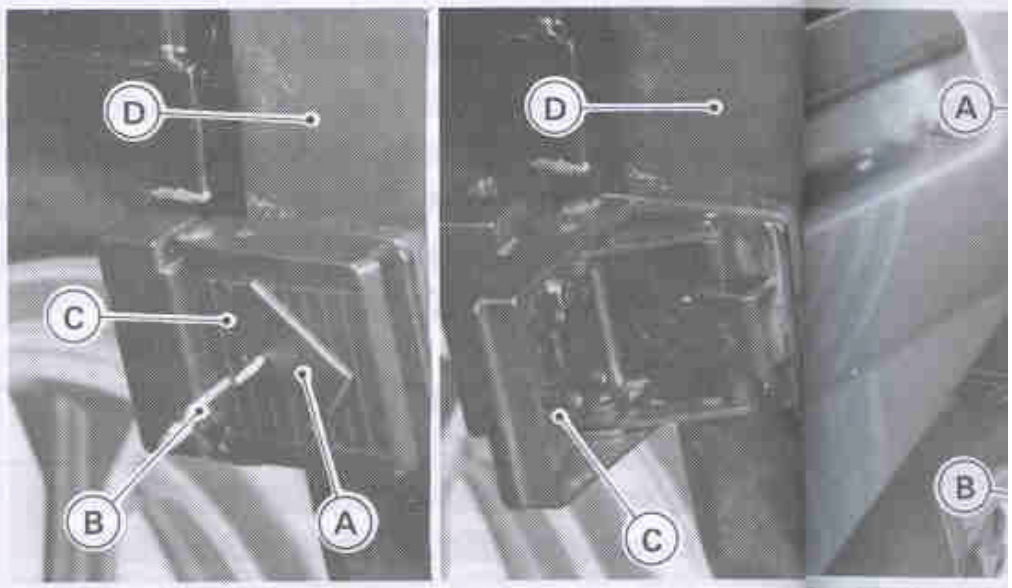
- *If the holder rails are removed from the motorcycle, install the covers provided in the saddlebag to fill the recesses.*



A. Holder Rail B. Cover

To remove the saddlebag:

Swing open the key hole cover of the latch on the front of the saddlebag and insert the saddlebag key into the key hole, then unlock by turning the key counterclockwise. Pull open the latch and remove the saddlebag by pulling it upward.



A. Key Hole Cover C. Latch
B. Saddlebag Key D. Saddlebag

A. Holder
B. Bracket

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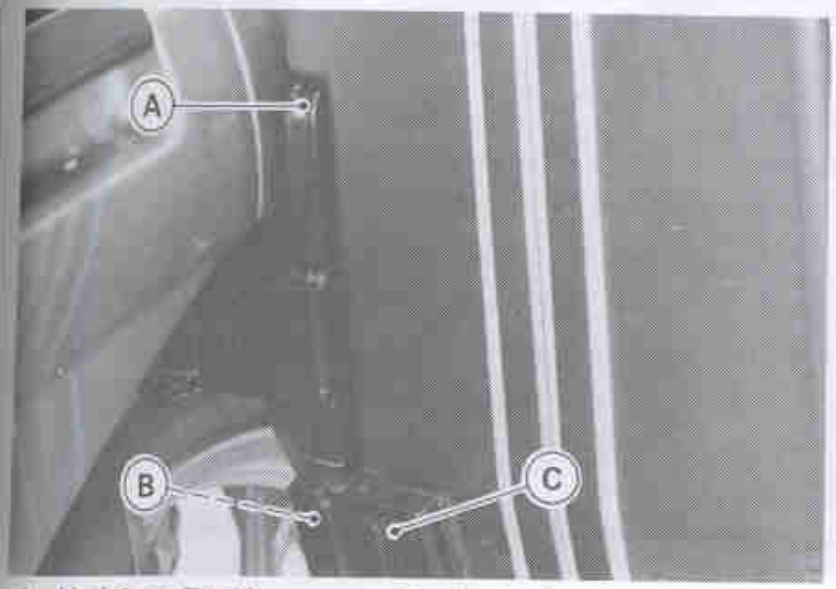
To install the saddlebag:

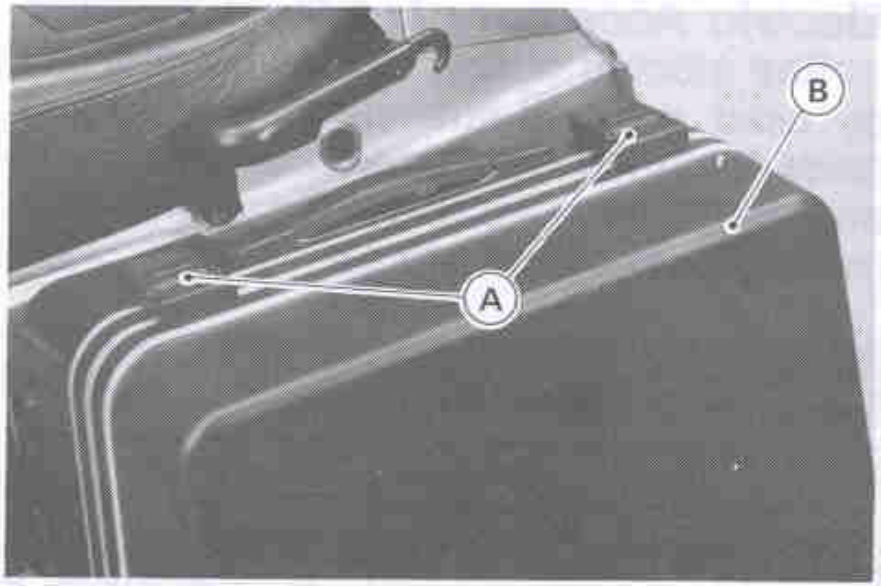
Hook the saddlebag upper ends on the holder rail and push the saddlebag down. Hook the latch end onto the bracket and push the latch back securely, then lock it by turning the saddlebag key clockwise.



A. Holder Rail
B. Bracket
C. Latch

To open the saddlebag lid:

Unlock each latch on the upper side of the saddlebag in the same way as saddlebag removal, then swing open the lid.



A. Latches
B. Lid

To close the saddlebag lid:

Close the lid and push the latches back securely, then lock them.

CAUTION

Do not carry loads of more than 10 kg (22 lb) in each saddlebag.
Distribute loads equally on both sides to minimize imbalance.
Read the "Loading Information" chapter before loading.

Electric Accessory Leads

The electric power of the battery can be used through the electric accessory leads regardless of ignition switch position. Observe and follow the notes listed below.

Electric Accessory Leads

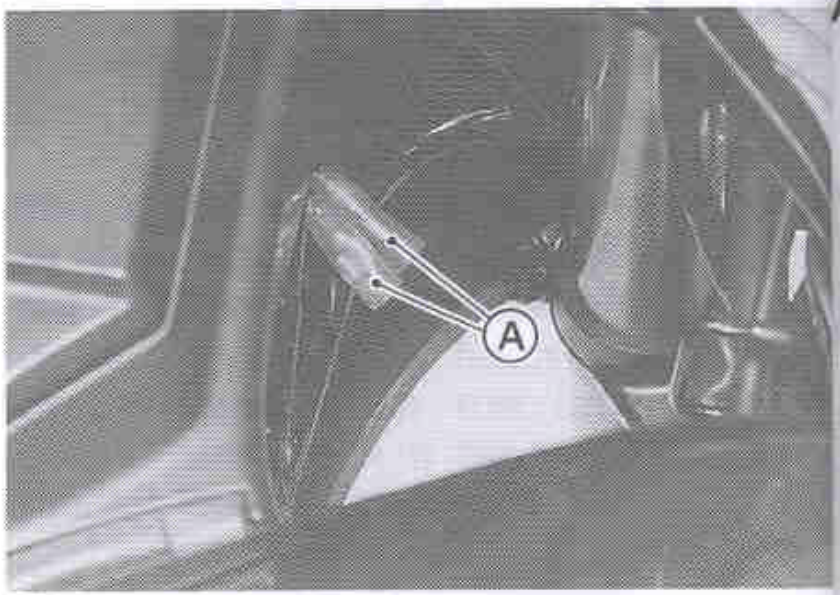
Location	Polarity	Lead Color
Under Seat	(+)	White/Blue
	(−)	Black/Yellow
Under Left Fairing Pocket	(+)	White/Blue
	(−)	Black/Yellow
Maximum Current : 10A		

⚠WARNING

Take care not to pinch any lead between other parts to avoid a short circuit.

CAUTION

Whenever you leave the motorcycle, stop using the electric accessories. Be careful not to discharge the battery totally. For example, if a current of 2 amperes is continuously taken ou with the engine stopped, even an originally-fully-charged battery may become totally discharged in about 2 minutes.



A. Accessory Leads

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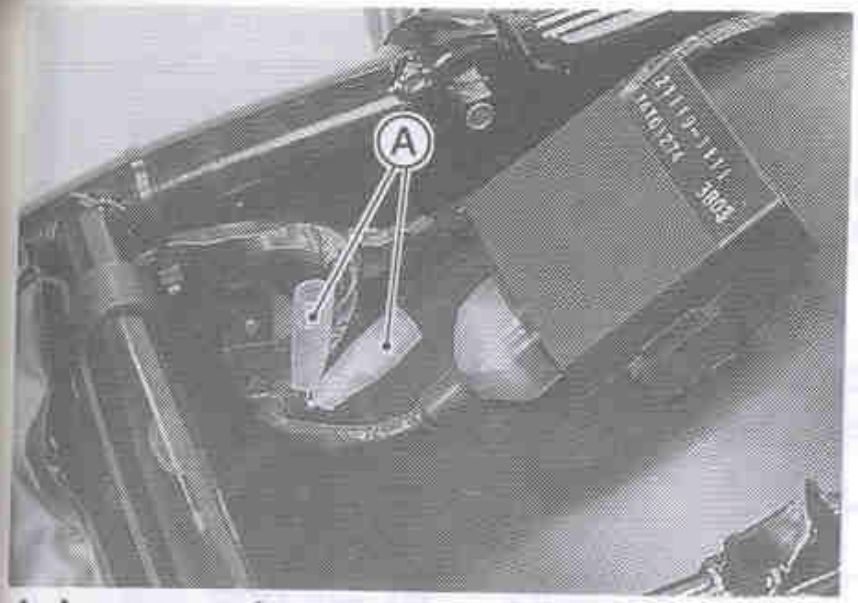


A. Accessory Leads

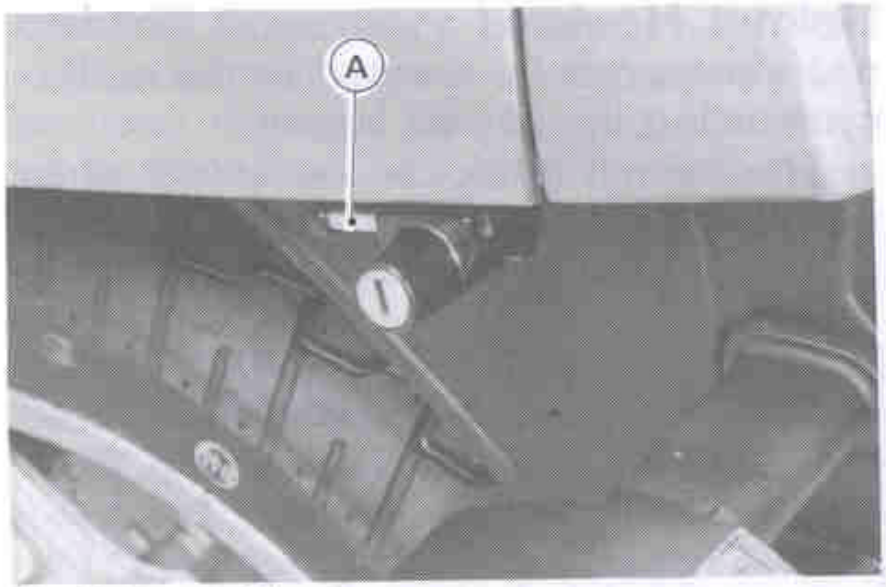
Helmet Hooks

Helmets can be secured to the motorcycle using the helmet hooks.

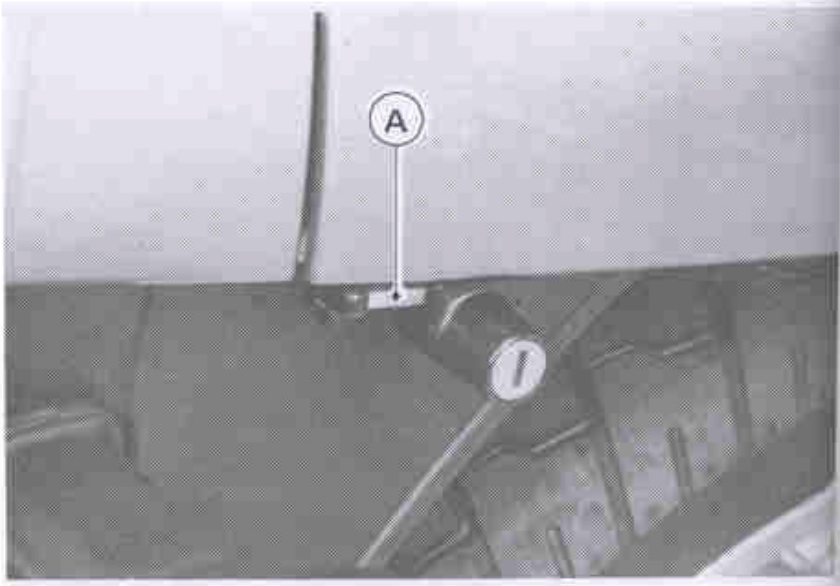
The helmet hook can be unlocked by inserting the ignition switch key into the lock, and turning the key to the right.

⚠WARNING

Do not ride the motorcycle with helmets attached to the hooks. The helmets could cause an accident by distracting the operator or interfering with normal vehicle operation.



A. Helmet Hook



A. Helmet Hook

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The first 1,600 km (1,000 mi) that the motorcycle is ridden is designated as the break-in period. If the motorcycle is not used carefully during this period, you may very well end up with a "broken down" instead of a "broken in" motorcycle after a few thousand kilometers.

The following rules should be observed during the break-in period.

- The table shows maximum recommended engine speed during the break-in period.

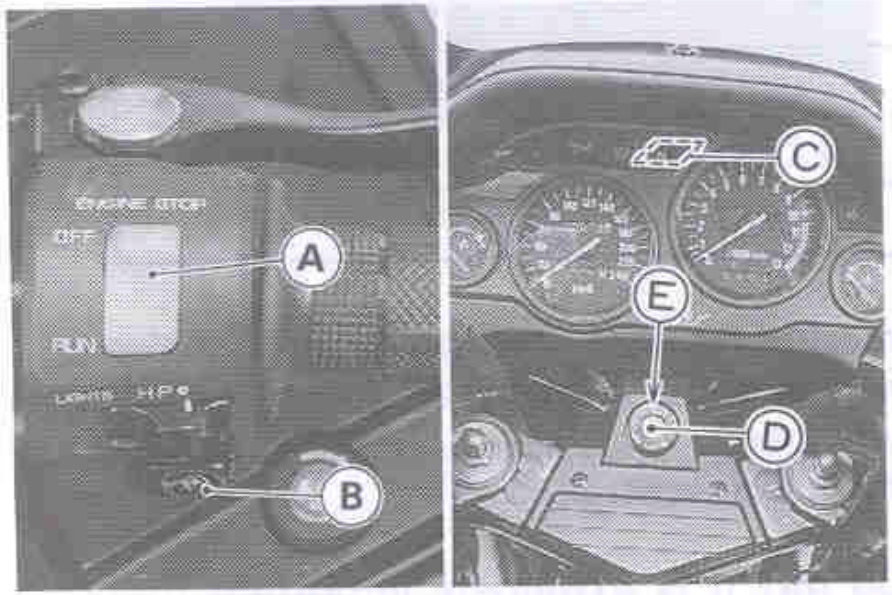
Distance traveled	Maximum engine speed
0 ~ 800 km (0 ~ 500 mi)	4,000 r/min (rpm)
800 ~ 1,600 km (500 ~ 1,000 mi)	6,000 r/min (rpm)

- Do not start moving or race the engine immediately after starting it, even if the engine is already warm. Run the engine for two or three minutes at idle speed to give the oil a chance to work up into all the engine parts.
- Do not race the engine while the transmission is in neutral.

In addition to the above, at 1,000 km (600 mi) it is extremely important that the owner have the initial maintenance service performed by an authorized Kawasaki dealer.

Starting the Engine

- Check that the engine stop switch is in the RUN position.
- Turn the ignition switch on.
- Make certain the transmission is in neutral.

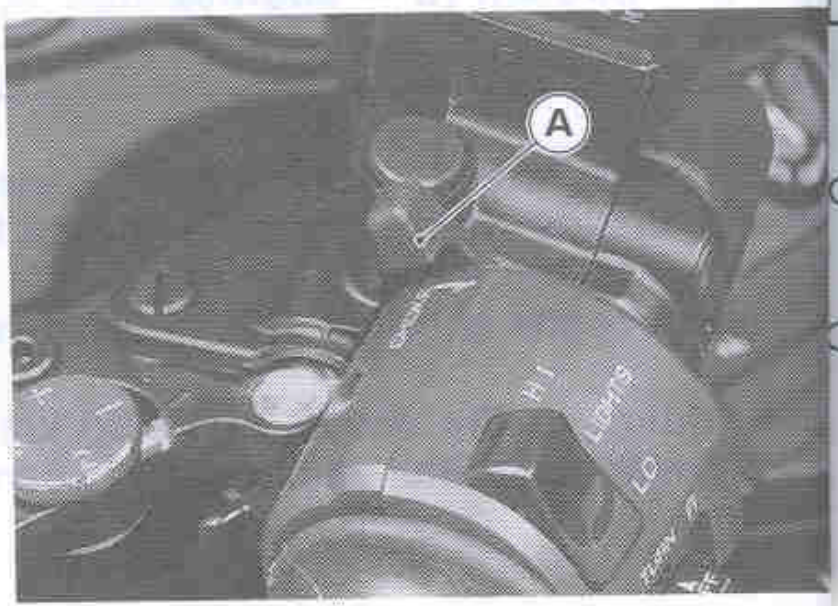


A. Engine Stop Switch
B. Starter Button
C. Neutral Indicator Light
D. Ignition Switch
E. ON position

- If the engine is cold, pull the choke lever all the way.

NOTE

○ When the engine is already warm or on hot days [35°C (95°F) or more], open the throttle part way instead of using the choke, and then start the engine.



A. Choke Lever

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● Leaving the throttle completely closed, push the starter button with the clutch lever pulled in until the engine starts.

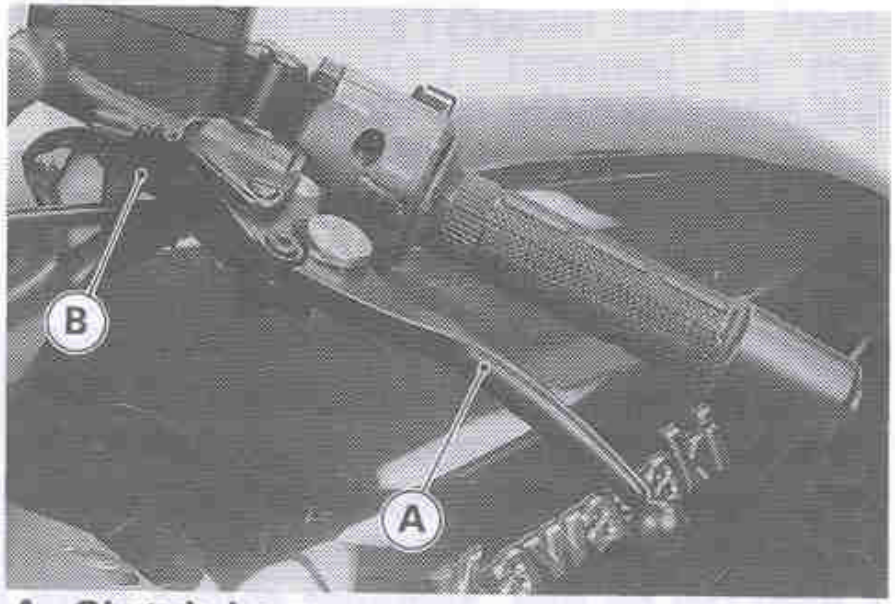
CAUTION

Do not operate the starter continuously for more than 5 seconds or 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.

NOTE

○ *If the engine is flooded, crank the engine over with the throttle fully open until the engine starts.*

○ *The motorcycle is equipped with a starter lockout switch. This switch prevents the electric starter from operating when the clutch is engaged and the transmission is not in neutral.*



A. Clutch Lever
B. Starter Lockout Switch

● Gradually return the choke toward the off position a little at a time as necessary to keep the engine speed below 2,500 r/min (rpm) during warm-up.

● When the engine is warmed up enough to idle without using the choke, return the choke to the off position.

NOTE

○ *If you drive the motorcycle before the engine is warmed up, return the choke to the off position as soon as you start moving.*

CAUTION

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

Jump Starting

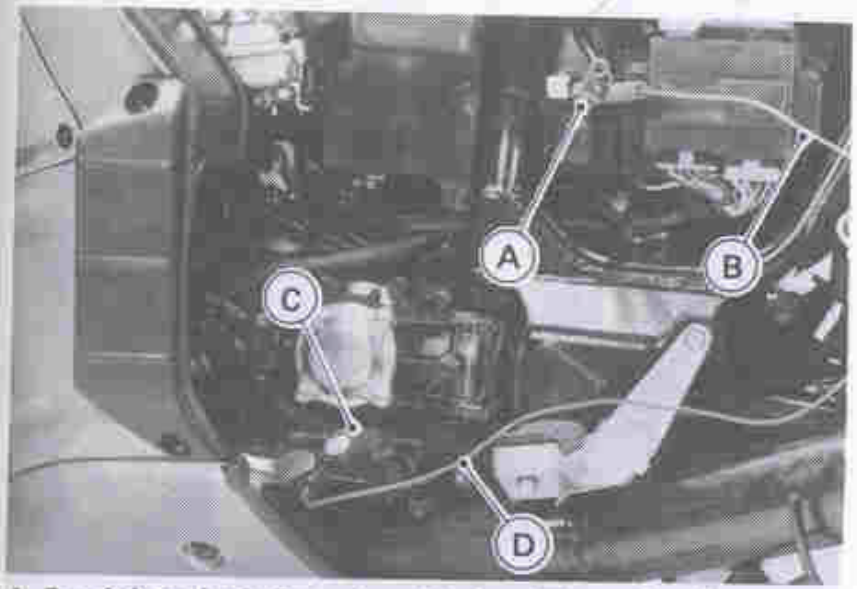
If your motorcycle battery is "run down," it should be removed and charged. If this is not practical, a 12 volt booster battery and jumper cables may be used to start the engine.

⚠WARNING

Battery acid generates hydrogen gas which is flammable and explosive under certain conditions. It is present within a battery at all times, even in a discharged condition. Keep all flames and sparks (cigarettes) away from the battery. Wear eye protection when working with a battery. In the event of battery acid contact with skin, eyes, or clothing, wash the affected areas immediately with water for at least five minutes. Seek medical attention.

Connecting Jumper Cables

- Remove the left side cover.
- Make sure the ignition switch is turned "OFF."
- Connect a jumper cable from the positive (+) terminal of the booster battery to the positive (+) battery cable at the starter relay terminal.



A. Positive (+) Starter Relay Terminal
B. To Booster Battery Positive (+) Terminal
C. Unpainted Metal Surface
D. To Booster Battery Negative (-) Terminal

- Connect another jumper cable from the negative (−) terminal of the booster battery to your motorcycle rear brake pedal or other unpainted metal surface. Do not use the negative (−) terminal of the battery.

⚠WARNING

Do not make this last connection at the carburetor or battery. Take care that you do not touch the positive and negative cables together, and do not lean over the battery when making this last connection. Do not jump start a frozen battery. It could explode.
Do not reverse polarity by connecting positive (+) to negative (−) or a battery explosion and serious damage to the electrical system may occur.

- Follow the standard engine starting procedure.

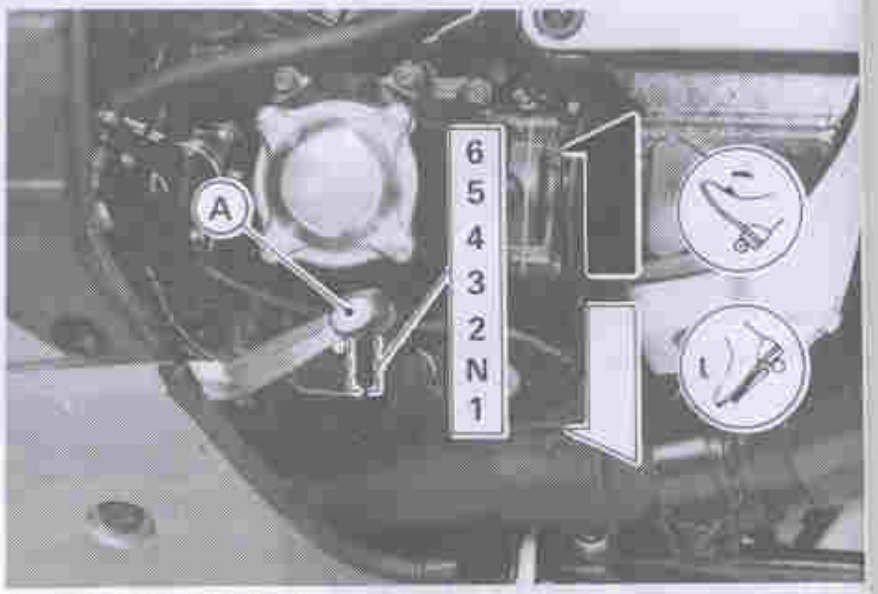
CAUTION

Do not operate the starter continuously for more than 5 seconds or 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.

- After the engine starts, disconnect the jumper cables. Disconnect the negative (−) cable from the motorcycle first.
- Install the removed parts.

Moving Off

- Check that the side stand is up.
- Pull in the clutch lever.
- Shift into 1st gear.
- Open the throttle a little, and start to let out the clutch lever very slowly.
- As the clutch starts to engage, open the throttle a little more, giving the engine just enough fuel to keep it from stalling.



A. Shift Pedal

NOTE

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

Shifting Gears

- Close the throttle while pulling in the clutch lever.
- Shift into the next higher or lower gear.

⚠WARNING

When shifting down to a lower gear, do not shift at such a high speed that the engine r/min (rpm) jumps excessively. Not only can this cause engine damage, but the rear wheel may skid and cause an accident. Downshifting should be done below 5,000 r/min (rpm) for each gear.

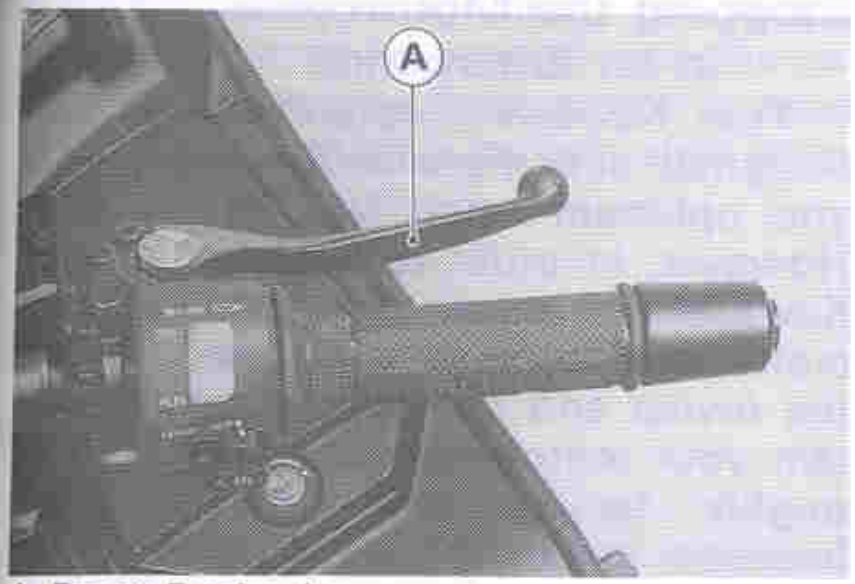
- Open the throttle part way, while releasing the clutch lever.

NOTE

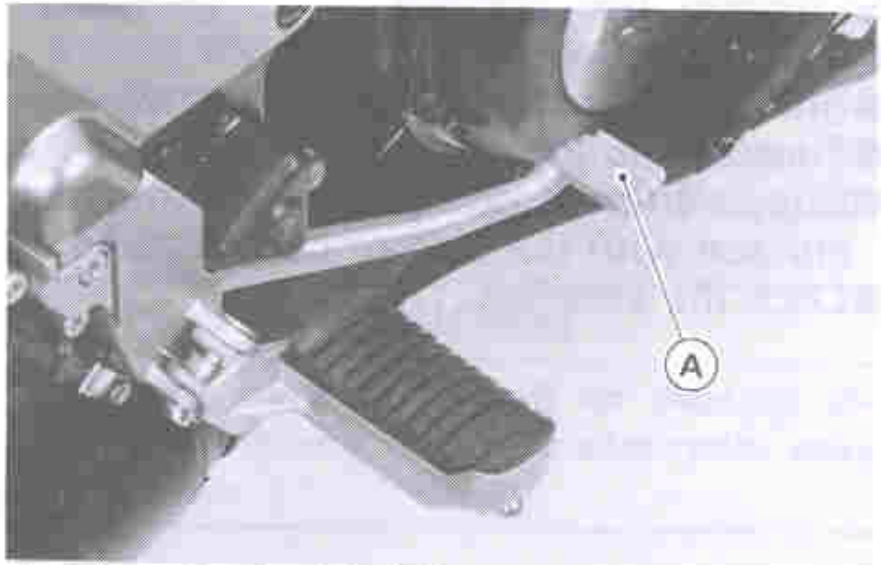
○ *The transmission is equipped with a positive neutral finder. When the motorcycle is standing still, the transmission cannot be shifted past neutral from 1st gear. To use the positive neutral finder, shift down to 1st gear, then lift up on the shift pedal while standing still. The transmission will shift only into neutral.*

Braking

- Close the throttle completely, leaving the clutch engaged (except when shifting gears) so that the engine will help slow down the motorcycle.
- Shift down one gear at a time so that you are in 1st gear when you come to a complete stop.
- When stopping, always apply both brakes at the same time. Normally the front brake should be applied a little more than the rear. Shift down or fully disengage the clutch as necessary to keep the engine from stalling.
- Never lock the brakes, or it will cause the tires to skid. When turning a corner, it is better not to brake at all. Reduce your speed before you get into the corner.
- For emergency braking, disregard downshifting, and concentrate on applying the brakes as hard as possible without skidding.



A. Front Brake Lever



A. Rear Brake Pedal

Stopping the Engine

- Close the throttle completely.
- Shift the transmission into neutral.
- Turn the ignition switch off.
- Support the motorcycle on a firm level surface with the side or center stand.
- Lock the steering.

Stopping the Motorcycle in an Emergency

Your Kawasaki Motorcycle has been designed and manufactured to provide you optimum safety and convenience. However, in order to fully benefit from Kawasaki's safety engineering and craftsmanship, it is essential that you, the owner and operator, properly maintain your motorcycle and become thoroughly familiar with its operation. Improper maintenance 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 disengaging the clutch. Once this stop-

ping procedure is initiated, the engine stop switch may be used to stop the engine. If the engine stop switch is used, turn off the ignition switch after stopping the motorcycle.

Parking

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

CAUTION

Do not park on a soft or steeply inclined surface or the motorcycle may fall over.

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

⚠WARNING

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

● Lock the steering to help prevent theft.

NOTE

○ *When stopping near traffic at night, you can leave the taillight and city light (except Australian model) on for greater visibility by turning the ignition switch to the P (Park) position.*

○ *Do not leave the switch at P position too long, or the battery will discharge.*

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 or see your dealer for the action required to return the motorcycle to a safe operating condition.

⚠WARNING

Failure to perform these checks every day before you ride may result in serious damage or a severe accident.

Fuel ..... Adequate supply in tank, no leaks.
Engine oil ..... Oil level between level lines.
Tires..... Air Pressure (when cold):
Other than Australian model

Front	250 kPa (2.5 kg/cm², 36 psi)	
Rear	Up to 97.5 kg (215 lb) load	250 kPa (2.5 kg/cm², 36 psi)
	97.5 ~ 183 kg (215 ~ 404 lb) load	290 kPa (2.9 kg/cm², 41 psi)

Australian model

Front	250 kPa (2.5 kg/cm², 36 psi)
Rear	290 kPa (2.9 kg/cm², 41 psi)

Nuts, bolts, fasteners ..... Check that steering and suspension components, axles, and all controls are properly tightened or fastened.

Steering ..... Action smooth but not loose from lock to lock. No binding of control cables.

Brakes ..... Brake pad wear: Lining thickness more than 1 mm (0.04 in.) left.
No brake fluid leakage.

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

Clutch ..... No clutch fluid leakage.

Coolant ..... No coolant leakage.
Coolant level between level lines (when engine is cold).

Radiator cap ..... Properly installed.

Final Gear Case ..... No oil leakage.

Electrical equipment ..... All lights and horn work.

Engine stop switch ..... Stops engine.

Side and center stand ..... Return to their fully up positions by spring tension.
Return springs not weak or not damaged.

Refer to the "Daily Safety Checks" caution label attached to the back of the right side cover.

Additional Considerations for High Speed Operation

Brakes: The importance of the brakes, especially during high speed operation, cannot be overemphasized. Check to see that they are correctly adjusted and functioning properly.

Steering: Looseness in the steering can cause loss of control. Check to see that the handlebar turns freely but has no play.

Tires: High speed operation is hard on tires, and good tires are crucial for riding safety. Examine their overall condition, inflate to the proper pressure, and check the wheel balance.

Fuel: Have sufficient fuel for high consumption during high speed operation.

Engine Oil: To avoid seizure and resulting loss of control, make certain that the oil level is at the upper level line.

Coolant: To avoid overheating, check that the coolant level is at the upper level line.

Final Gear Case Oil: To avoid seizure and resulting loss of control, make certain the oil level is correct.

Electrical Equipment: Make certain that the headlight, tail/brake light, turn signals, horn, etc., all work properly.

Miscellaneous: Make certain that all nuts and bolts are tight and that all safety related parts are in good condition.

⚠WARNING

Handling characteristics of a motorcycle at high speeds may vary from those you are familiar with at legal highway speeds. Do not attempt high speed operation unless you have received sufficient training and have the required skills.

»»»»»»»»»»»»»»»»» MAINTENANCE AND ADJUSTMENT «««««««««««««««

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 motorcycle 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 motorcycle.

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

Periodic Maintenance Chart

Operation \ Frequency	Whichever comes first / Every	*Odometer Reading km(mi) 1,000 (600)	6,000 (4,000)	12,000 (7,500)	18,000 (12,000)	24,000 (15,000)	30,000 (20,000)	36,000 (24,000)	See Page
KCarburetor synchronization -check †				●		●		●	78
Idle speed-check †		●		●		●		●	78
Throttle grip play-check †		●		●		●		●	73
Spark plug-clean and gap †			●	●	●	●	●	●	68
KValve clearance-check †				●		●		●	70
Air cleaner element-clean † #				●		●		●	71
Battery electrolyte level-check †	6 months		●	●	●	●	●	●	96
Brake light switch-check †		●	●	●	●	●	●	●	84
Brake pad wear-check † #			●	●	●	●	●	●	81
Brake/clutch fluid level-check †	month	●	●	●	●	●	●	●	81,79
KBrake/clutch fluid-change	2 years					●			81,79
KSteering -check †		●	●	●	●	●	●	●	–

Operation \ Frequency	Whichever comes first ↓ / Every	*Odometer Reading km(mi) 1,000 (600)	6,000 (4,000)	12,000 (7,500)	18,000 (12,000)	24,000 (15,000)	30,000 (20,000)	36,000 (24,000)	See Page
Final gear case oil level-check †				●		●		●	66
Final gear case oil-change		●						●	66
KPropeller shaft joint-lubricate				●				●	–
Nuts, bolts, and fasteners tightness-check †		●		●		●		●	–
Tire wear-check †			●	●	●	●	●	●	94
Engine oil-change #	6 months	●	●	●	●	●	●	●	58
Oil filter-replace		●		●		●		●	58
KGeneral lubrication-perform				●		●		●	–
KFront fork oil-change	2 years					●			–
Front fork oil leak-check †				●		●		●	86
Rear shock absorber oil leak-check †				●		●		●	87
KSwingarm pivot, uni-trak linkage-lubricate				●		●		●	–
KCoolant-change	2 years					●			63

Operation \ Frequency	Whichever comes first / Every	*Odometer Reading km(mi) 1,000 (600)	6,000 (4,000)	12,000 (7,500)	18,000 (12,000)	24,000 (15,000)	30,000 (20,000)	36,000 (24,000)	See Page
Radiator hoses, connections -check †		●							62
KSteering stem bearing-lubricate	2 years					●			–
KBrake/clutch master cylinder cup and dust seal-replace	4 years								–
KCaliper piston seal and dust seal-replace	4 years								–
KClutch slave cylinder piston seal-replace	4 years								–

K : Should be serviced by an authorized Kawasaki dealer.
* : For higher odometer readings, repeat at the frequency interval established here.
† : Replace, add, adjust, or torque if necessary.
# : Service more frequently when operating in severe conditions: dusty, wet, muddy, high speed, or frequent starting/stopping.

Engine Oil

In order for the engine, transmission, and clutch 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

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

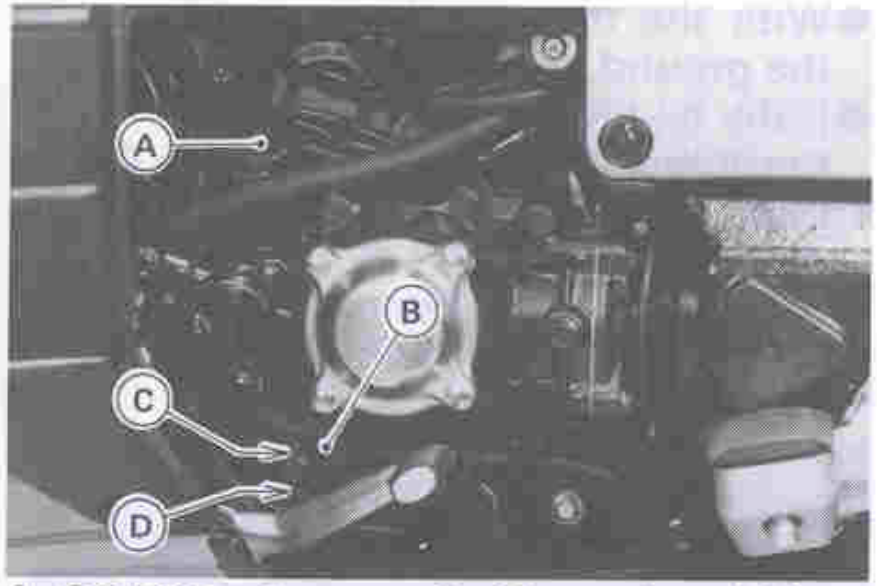
Oil Level Inspection

- 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 seizure.

- If the motorcycle has just been used, wait several minutes for all the oil to drain down.
- Check the engine oil level through the oil level gauge. With the motorcycle held level, the oil level should come up between the lines next to the gauge.



A. Oil Filler Cap
B. Oil Level Gauge
C. Upper Level Line
D. Lower Level 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. Use the same type and brand of oil that is already in the engine.

CAUTION

If the engine oil gets extremely low or if the oil pump or oil passages clog up or otherwise do not function properly, the oil pressure warning light will light. If this light stays on when the engine speed is above 1,200 r/min (rpm), stop the engine immediately and find the cause.

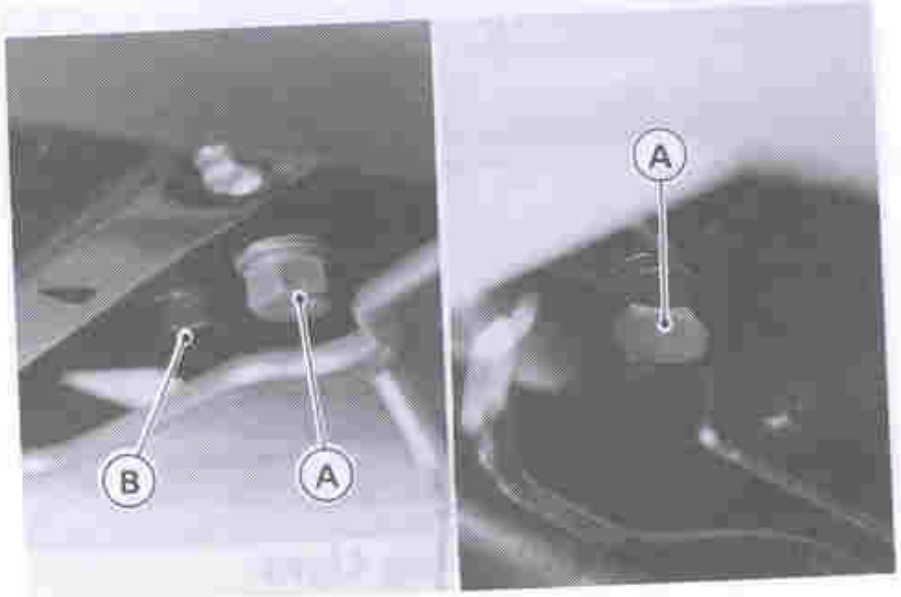
A. Oil Pressure Warning Light

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 engine drain plugs.

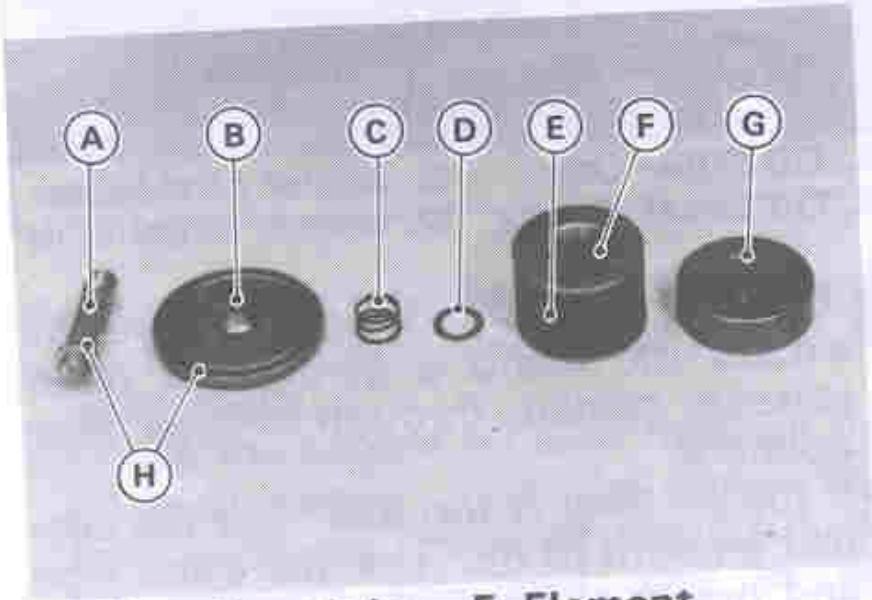
⚠WARNING

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



A. Drain Plug
B. Oil Filter Mounting Bolt

- With the motorcycle perpendicular to the ground, let the oil completely drain.
- If the oil filter is to be changed, remove the lower fairing, then remove the oil filter mounting bolt and drop out the oil filter.
- Replace the oil filter element with a new one.



A. Mounting Bolt
B. Filter Cover
C. Spring
D. Flat Washer
E. Element
F. Grommet
G. Element Fence
H. O-Ring

NOTE

○ *Check for O-ring damage. If necessary, replace them with new ones.*
○ *When installing the oil filter, make sure the O-rings are in place.*

- Apply a little engine oil to the O-ring on the filter mounting bolt, fit the filter cover on the bolt, and install the spring and flat washer.
- Apply a little engine oil to the grommets on both sides of the element, and turn the filter to work the element into place. Be careful that the element grommets do not slip out of place.
- Install the element fence on the bolt.
- Install the oil filter, tightening its mounting bolt to the specified torque.
- After the oil has completely drained out, install the engine drain plugs with their gaskets. Proper torque for them are shown in the table.

NOTE

○ *Replace the damaged gasket with a new one.*

- Fill the engine up to the upper level line with a good quality motor oil specified in the table.
- Check the oil level.

Tightening Torque

Engine Drain Plugs:	
	29 N-m (3.0 kg-m, 22 ft-lb)
Oil Filter Mounting Bolt:	
	20 N-m (2.0 kg-m, 14.5 ft-lb)

Engine Oil

Grade:	SE, SF or SG class
Viscosity:	SAE 10W40, 10W50, 20W40, or 20W50
Capacity:	2.7 L (2.9 US qt) [when filter is not removed]
	3.0 L (3.2 US qt) [when filter is removed]

Cooling System

Radiator and Cooling Fan:

Check the radiator fins for obstruction by insects or mud. Clean off any obstructions with a stream of low-pressure water.

⚠WARNING

The cooling fan turns on automatically, even with the ignition switch off. Keep your hands and clothing away from the fan blades at all times.

CAUTION

Using high-pressure water, as from a car wash facility, could damage the radiator fins and impair the radiator's effectiveness.

Do not obstruct or deflect airflow through the radiator by installing unauthorized accessories in front of the radiator or behind the cooling fan. Interference with the radiator airflow can lead to overheating and consequent engine damage.

Radiator Hoses:

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

Coolant:

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

Information for Coolant

To protect the cooling system (consisting of the aluminum engine and radiator) from rust and corrosion, the use of corrosion and rust inhibitor chemicals in the coolant is essential. If coolant containing corrosion and rust inhibitor chemicals is not used, over a period of time, the cooling system accumulates rust and scale in the water jacket and radiator. This will clog up the coolant passages, and considerably reduce the efficiency of the cooling system.

⚠WARNING

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

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

CAUTION

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

If the lowest ambient temperature encountered falls below the freezing point of water, use permanent antifreeze in the

coolant to protect the cooling system against engine and radiator freeze-up, as well as from rust and corrosion.

Use a permanent type of antifreeze (soft water and ethylene glycol plus corrosion and rust inhibitor chemicals for aluminum engines and radiators) in the cooling system. On the mixture ratio of coolant, choose the suitable one referring to the relation between freezing point and strength directed on the container.

CAUTION

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

NOTE

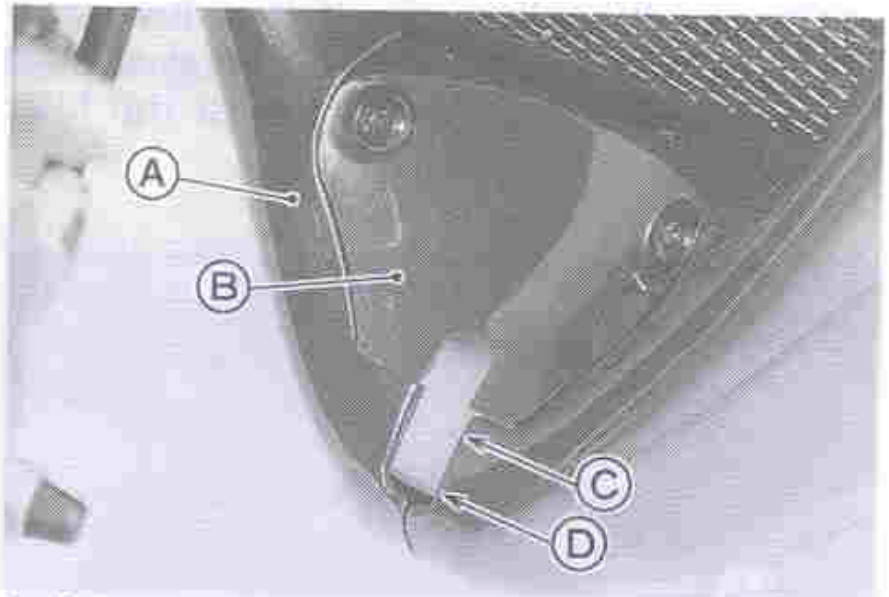
○ *A permanent type of antifreeze is installed in the cooling system when shipped. It is colored green and contains ethylene glycol. It is mixed at 50% and has the freezing point of −35°C (−31°F).*

Coolant Level Inspection

- Situate the motorcycle so that it is perpendicular to the ground (on its center stand).
- Check the coolant level through the slit in the front lower end of the lower fairing. The coolant level should be between the U(Upper) and L(Lower) marks.

NOTE

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



A. Lower Fairing
B. Reserve Tank Cover
C. U Mark
D. L Mark

●If the amount of coolant is insufficient, remove the reserve tank cover, unscrew the cap from the reserve tank, and add coolant through the filler opening to the U(Upper) mark. Install the cap and cover.

NOTE

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

CAUTION

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

Coolant Change

Have the coolant changed by an authorized Kawasaki dealer.

Final Gear Case Oil

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

⚠WARNING

Motorcycle operation with insufficient, deteriorated, or contaminated oil causes accelerated wear and may result in seizure of the pinion and ring gears. Seizure can lock the rear wheel and skid the rear tire, with consequent loss of control.

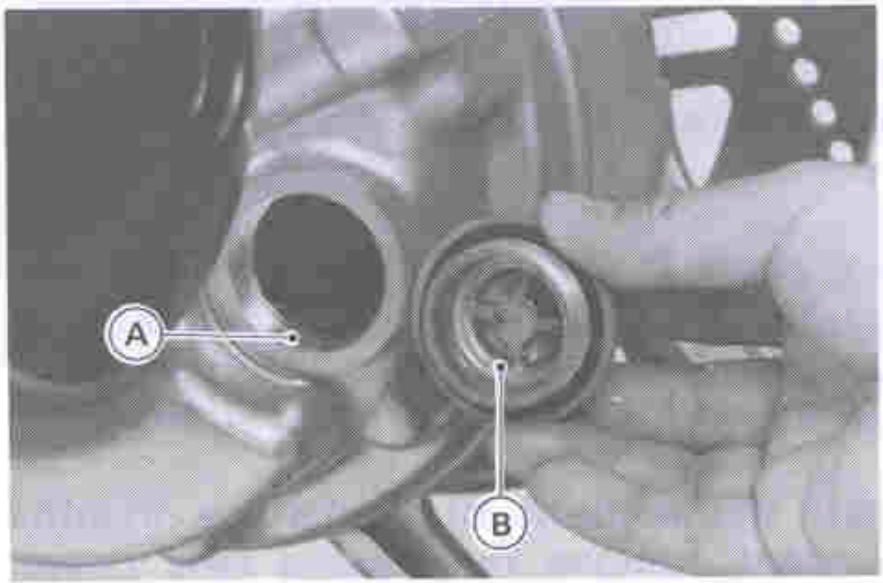
Oil Level Inspection

- Put the motorcycle on its center stand.
- Remove the filler cap.

CAUTION

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

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



A. Bottom Thread B. Filler Cap

NOTE

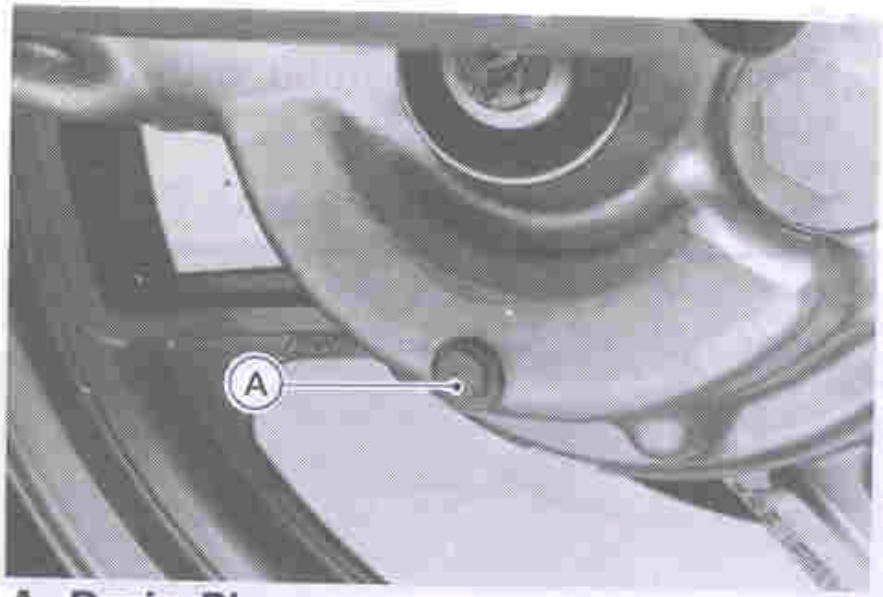
○ *Use the same type and brand of oil that is already in the final gear case.*

Oil Change

NOTE

○ *Final gear case oil drains easily and picks up any sediment when the oil is warmed up by running the motorcycle.*

- Put the motorcycle on its center stand.
- Place an oil pan beneath the gear case.
- Remove the filler cap and the drain plug.



A. Drain Plug

⚠WARNING

When draining or filling the gear case, be careful that no oil gets on the tire, rim, or brake disc. 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. Replace the damaged gasket with a new one.

● Fill the gear case up to the bottom thread of the filler opening with the oil specified below.

Final Gear Case Oil

Oil Capacity	about 220 mL (0.23 US qt)
Oil Type	API "GL-5" Hypoid gear oil above 5°C (41°F) SAE 90 below 5°C (41°F) SAE 80

NOTE

○ *"GL-5" indicates a quality and additive rating. "GL-6" rated hypoid gear oils can also be used.*

● Install the filler cap.

Spark Plugs

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

Maintenance

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

Spark Plug Removal

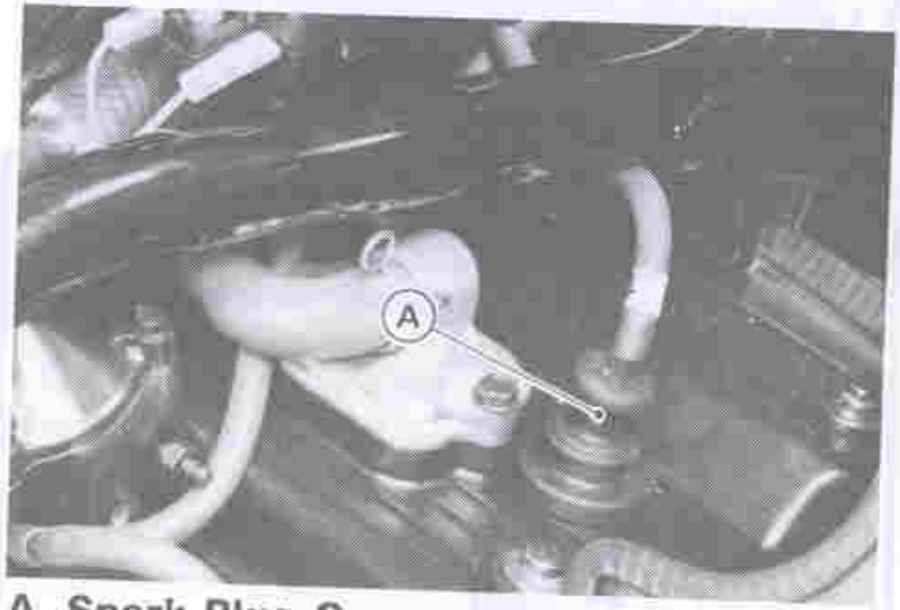
- Remove the seat.
- Turn the fuel tap to the ON position to stop the fuel flow and pull the hoses off the tap.
- Remove the fuel tank mounting bolts from the rear end of the tank and remove the fuel tank.

A. Fuel Tank Mounting Bolts

- Disconnect the fuel level sensor lead.
- Carefully pull the spark plug caps from the spark plugs.
- Unscrew the spark plugs.

NOTE

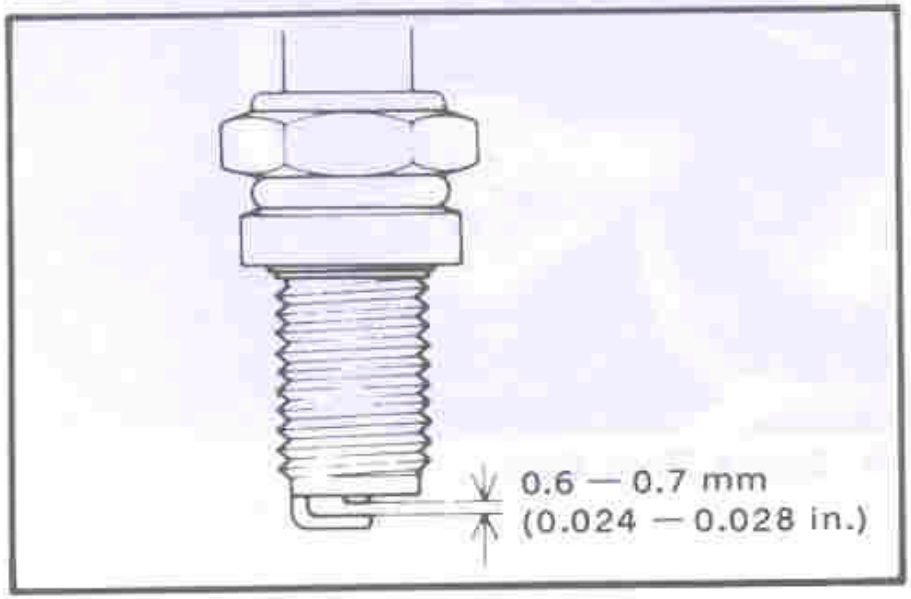
○ *Spark plug installation is performed in the reverse order of removal.*



A. Spark Plug Cap

Spark Plug

Standard Plug	NGK DR9EA or ND X27ESR-U
Plug Gap	0.6 ~ 0.7 mm (0.024 ~ 0.028 in.)
Tightening Torque	14 N-m (1.4 kg-m, 10 ft-lb)



Valve Clearance

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

CAUTION

If valve clearance is left unadjusted, the 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.

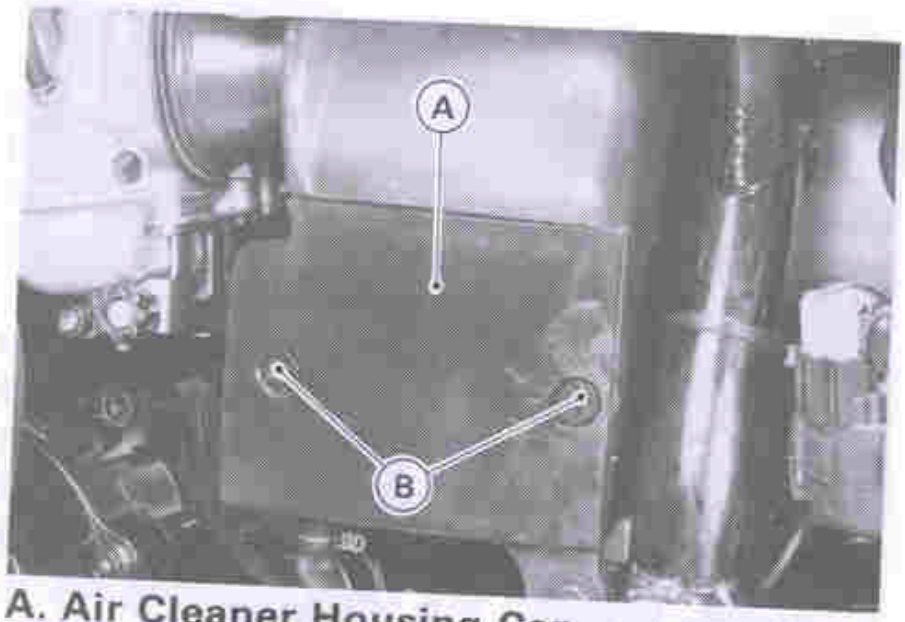
Valve clearance for each valve should be checked and adjusted in accordance with the Periodic Maintenance Chart.

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

Air Cleaner

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

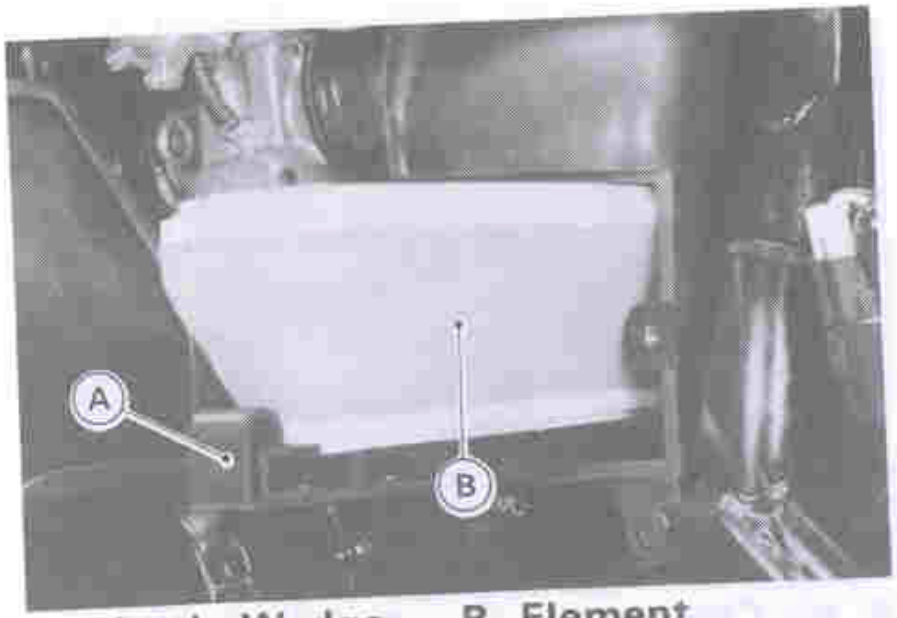
The air cleaner element must be cleaned in accordance with the Periodic Maintenance Chart. In dusty areas, the element should be cleaned more frequently than the recommended interval. After riding through rain or on muddy roads, the element should be cleaned immediately. The element should be replaced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



A. Air Cleaner Housing Cap
B. Screws

Element Removal

- Remove the left side cover.
- Unscrew the air cleaner housing cap.
- Pull out the plastic wedge, and then the element.



A. Plastic Wedge B. Element

- Push a clean, lint-free towel into the air cleaner housing to keep dirt or other foreign material from entering.
- Inspect the element material and sponge gasket 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 carburetors, the throttle may become stuck, possibly causing accident.

CAUTION

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

NOTE

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

Element Cleaning

- Clean the element in a bath of a high flash-point solvent.
- Dry the element with compressed air.
- After cleaning, saturate the element with SE, SF or SG class SAE 10W40 motor oil.

● Press the element against a workbench to squeeze out the excess oil, then wrap it in a clean rag and squeeze it as dry as possible. Be careful not to deform the element frame.

⚠WARNING

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

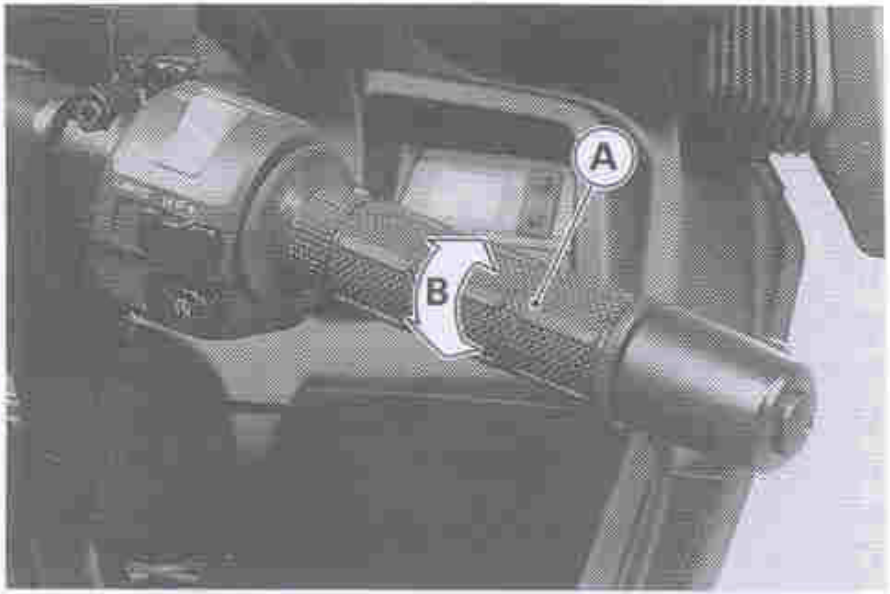
Throttle Grip

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

Inspection

● Check that there is 2 ~ 3 mm (0.08 ~ 0.12 in.) throttle grip play when lightly turning the throttle grip back and forth.

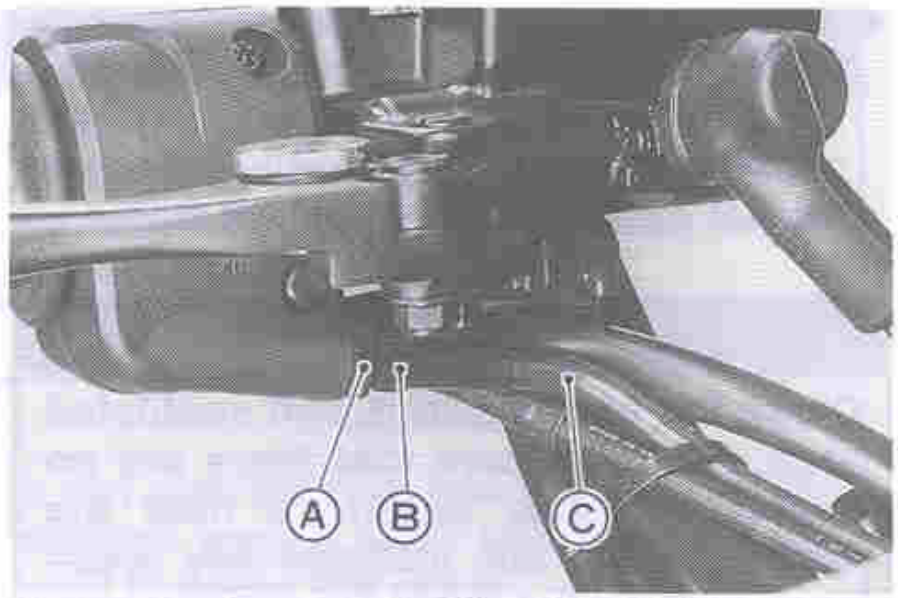
● If there is improper play, adjust it.



A. Throttle Grip
B. 2 ~ 3 mm (0.08 ~ 0.12 in.)

Adjustment

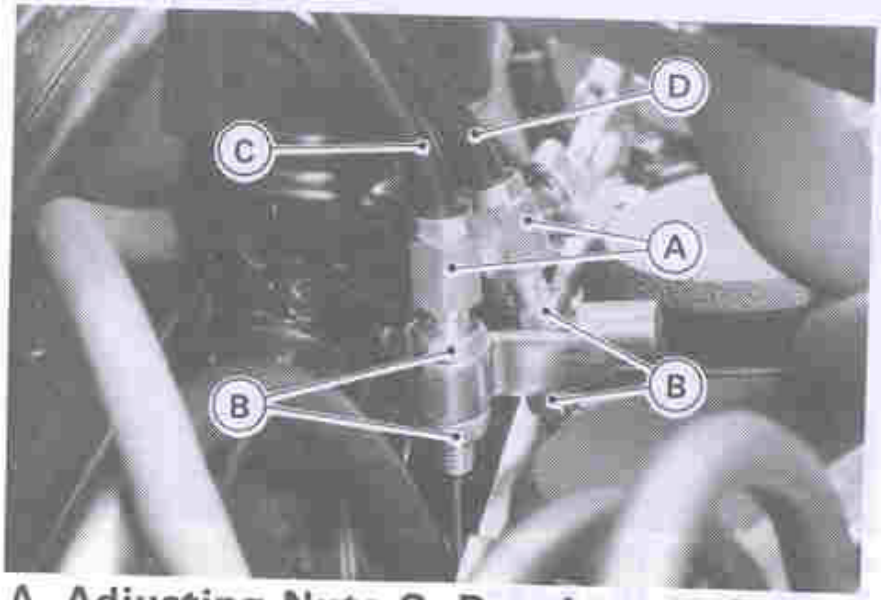
- Loosen the locknut at the throttle grip, and turn the adjuster until the proper amount of throttle grip play is obtained.



A. Locknut
B. Adjuster
C. Throttle Cable (Accelerator Cable)

- Tighten the locknut.
- If the throttle cables can not be adjusted by using the cable adjuster at the upper end of the throttle cable, use the cable adjusting nuts at the lower ends of the throttle cables.
- First, loosen the locknut at the throttle grip and turn in the adjuster fully.
- Tighten the locknut.

- Then remove the fuel tank (see Spark Plug Removal in the Spark Plugs section).
- Loosen the locknuts, and screw both throttle cable adjusting nuts in fully at the lower ends of the throttle cables so as to give the throttle grip plenty of play.



A. Adjusting Nuts C. Decelerator Cable
B. Locknuts D. Accelerator Cable

- With the throttle grip completely closed, turn out the decelerator cable adjusting nut until the inner cable just becomes tight.
- Tighten the locknut.
- Turn the accelerator cable adjusting nut until the correct throttle grip free play is obtained.
- Tighten the locknut.

⚠WARNING

Operation with improperly adjusted, incorrectly routed, or damaged cables could result in an unsafe riding condition.

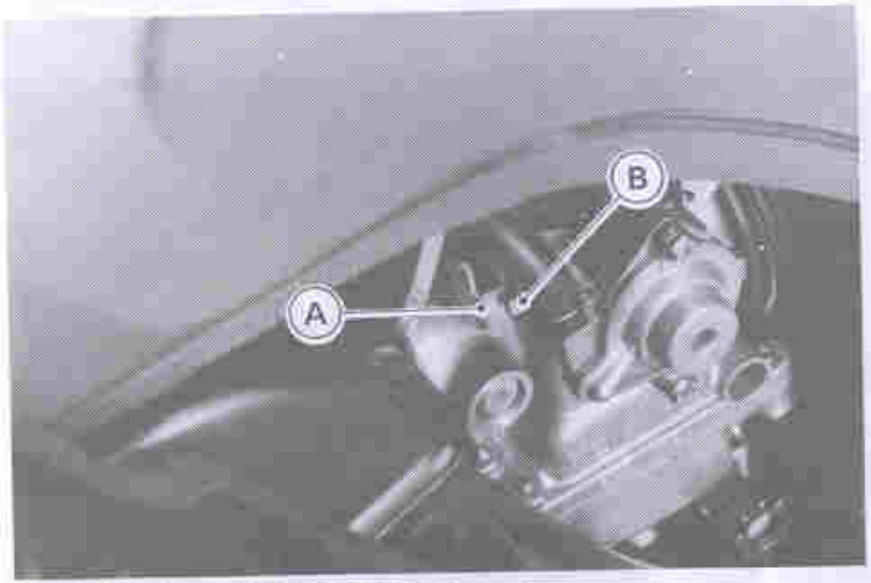
Choke Lever

By pulling the choke lever, the carburetor provides a rich starting mixture that is necessary to enable easy starting when the engine is cold.

If starting difficulty or rich fuel mixture trouble occurs, inspect the choke lever, and adjust it if necessary.

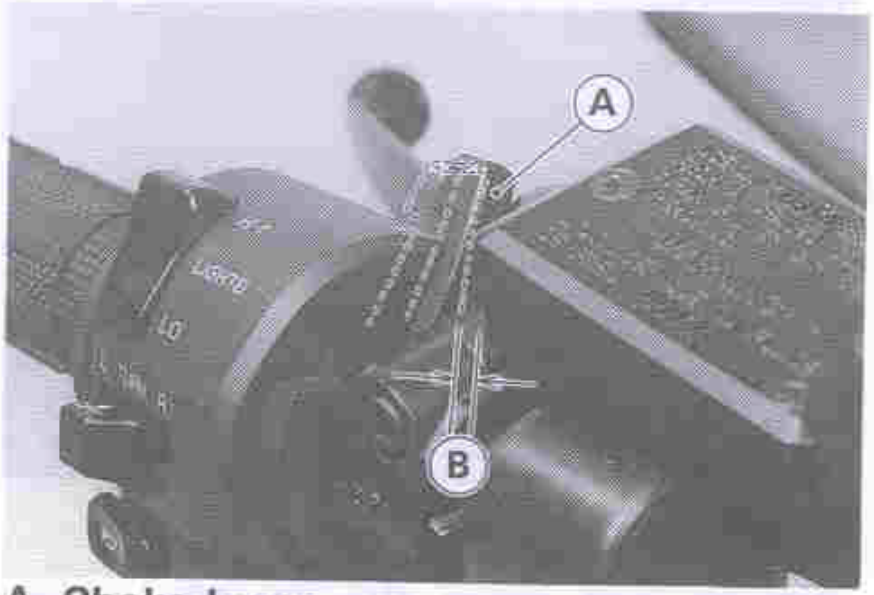
Inspection

- Check that the choke lever returns properly and that the inner cable slides smoothly. If there is any irregularity, have the choke cable checked by an authorized Kawasaki dealer.
- Push the choke lever back all the way to its released position.
- Determine the amount of choke cable play at the choke lever. Pull the choke lever until the starter plunger lever at the carburetor touches the starter plunger; the amount of choke lever travel is the amount of choke cable play.



A. Starter Plunger Lever
B. Starter Plunger

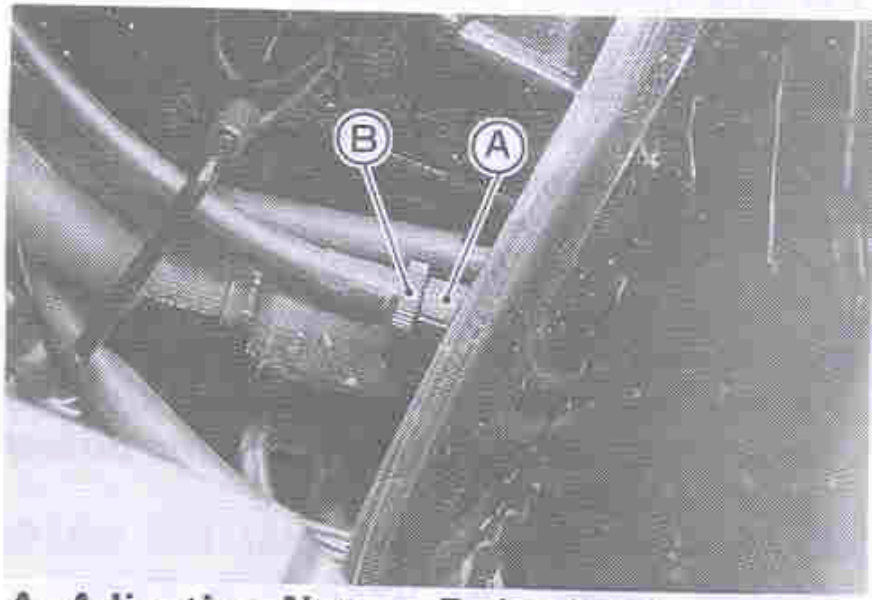
●The proper amount of play is 2 ~ 3 mm (0.08 ~ 0.12 in.) at the bottom of the choke lever. If there is too much or too little play, adjust the choke cable.



A. Choke Lever
B. 2 ~ 3 mm (0.08 ~ 0.12 in.)

Adjustment

●Loosen the locknut at the middle of the choke cable, and turn the adjusting nut until the cable has the proper amount of play.



A. Adjusting Nut B. Locknut

●Tighten the locknut after adjustment.

Carburetors

The carburetor adjustments, idle speed and synchronization, should be performed in accordance with the Periodic Maintenance Chart or whenever the idle speed is disturbed.

The following procedure covers the idle speed adjustment. Carburetor synchronization should be done by an authorized Kawasaki dealer.

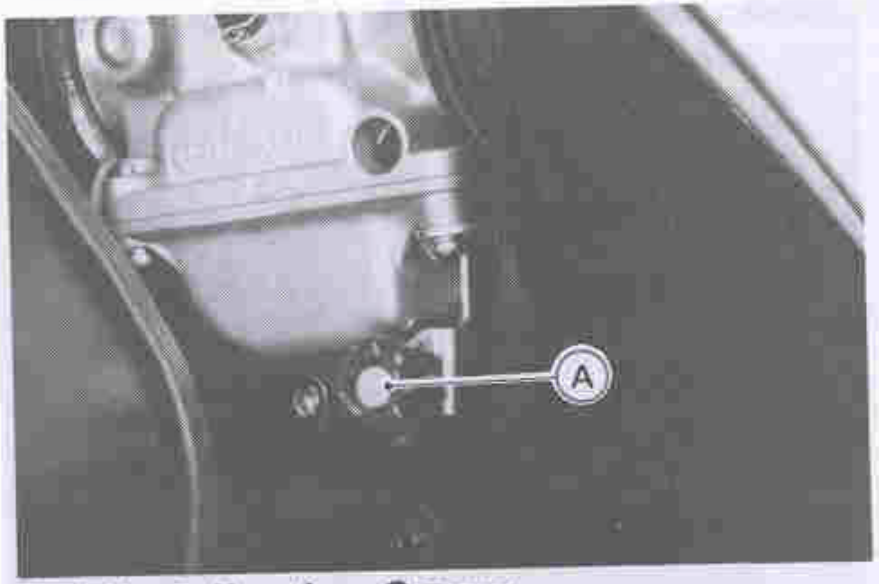
NOTE

○ *Poor carburetor synchronization will cause unstable idling, sluggish throttle response, and reduced engine power and performance.*

Adjustment

● Start the engine, and warm it up thoroughly.

● Adjust the idle speed to 950 ~ 1,050 r/min (rpm) by turning the idle adjusting screw.



A. Idle Adjusting Screw

● Open and close the throttle a few times to make sure that the idle speed does not change. Readjust if necessary.

● With the engine idling, turn the handlebar to each side. If handlebar movement changes the idle speed, the throttle cables may be improperly ad-

justed or incorrectly routed, or they may be damaged. Be sure to correct any of these conditions before riding.

⚠WARNING

Operation with damaged cables could result in an unsafe riding condition.

Clutch

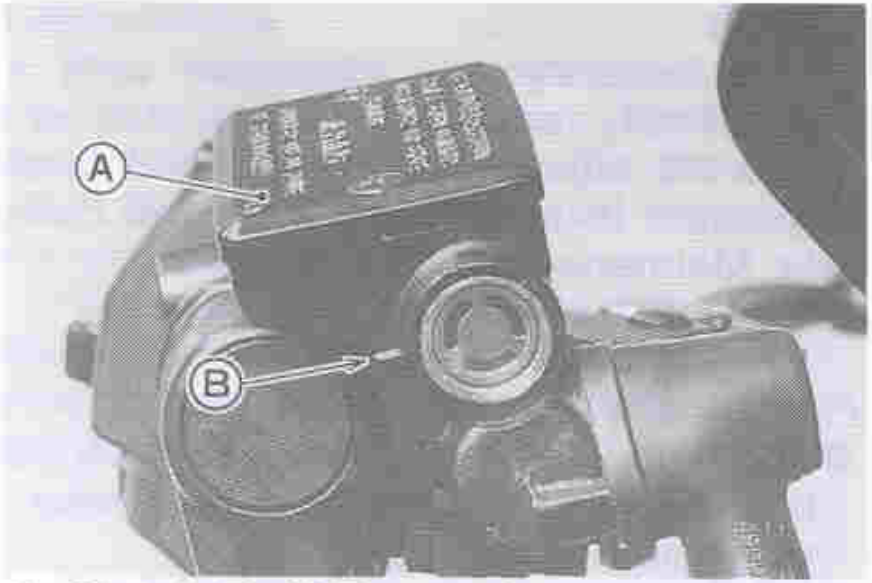
The motorcycle is equipped with a hydraulically operated clutch that requires no adjustment except fluid level inspection in accordance with the Periodic Maintenance Chart.

Fluid Level Inspection

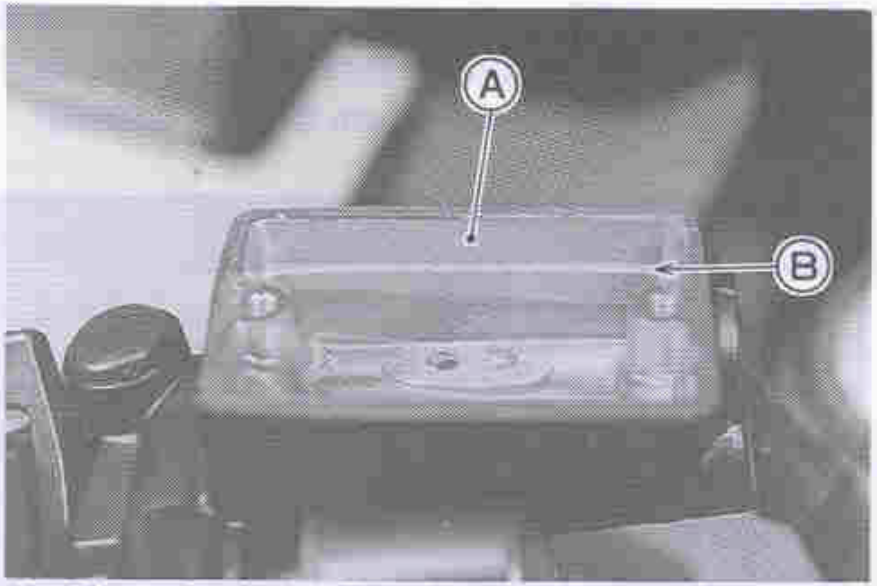
- The fluid level in the reservoir must be kept above the lower level line (reservoir held horizontal).
- Fill the reservoir to the upper level line inside it.

NOTE

○ *Use the same fluid as is used in the brakes and keep the same requirements mentioned in the "Brakes" section.*



A. Clutch Fluid Reservoir
B. Lower Level Line

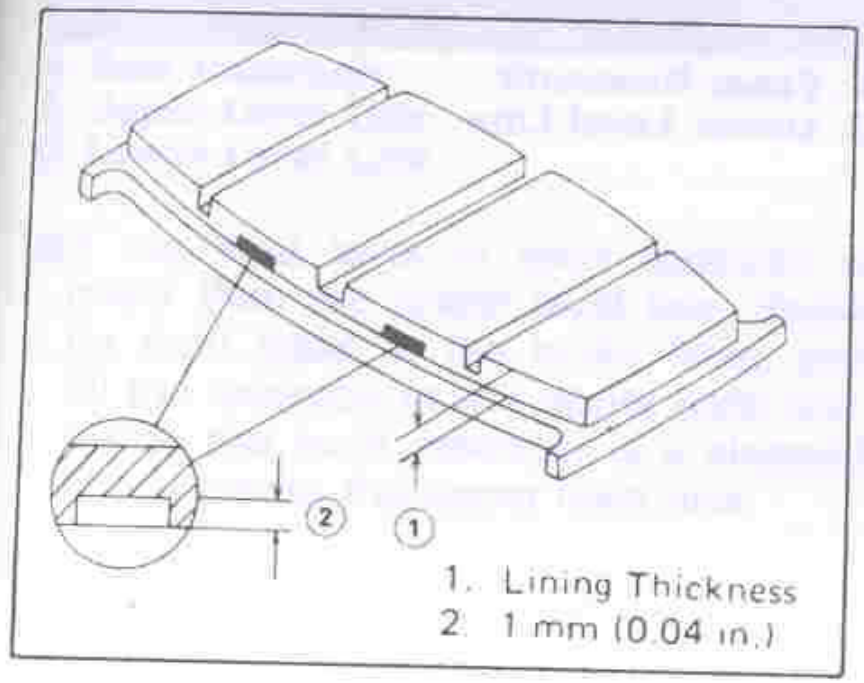


A. Clutch Fluid Reservoir
B. Upper Level Line

Brakes

Brake Wear Inspection

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



1. Lining Thickness
2. 1 mm (0.04 in.)

Disc Brake Fluid:

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

Fluid Requirement

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

Recommended Disc Brake Fluid

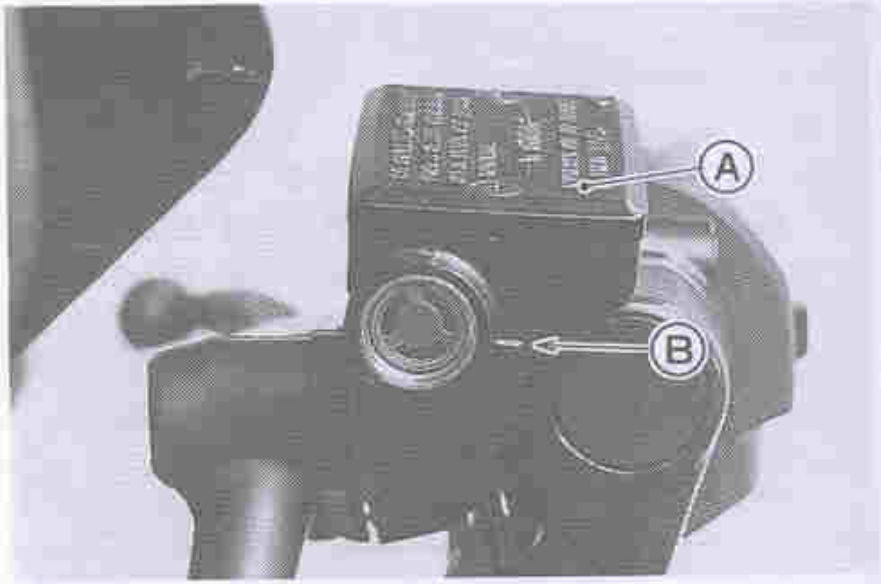
Castrol Girling-Universal
Castrol GT (LMA)
Castrol Disc Brake Fluid
Check Shock Premium Heavy Duty

CAUTION

Do not spill brake fluid onto any painted surface.
Do not use fluid from a container that has been left open or that has been unsealed for a long time.
Check for fluid leakage around the fittings.
Check for brake hose damage.

Fluid Level Inspection

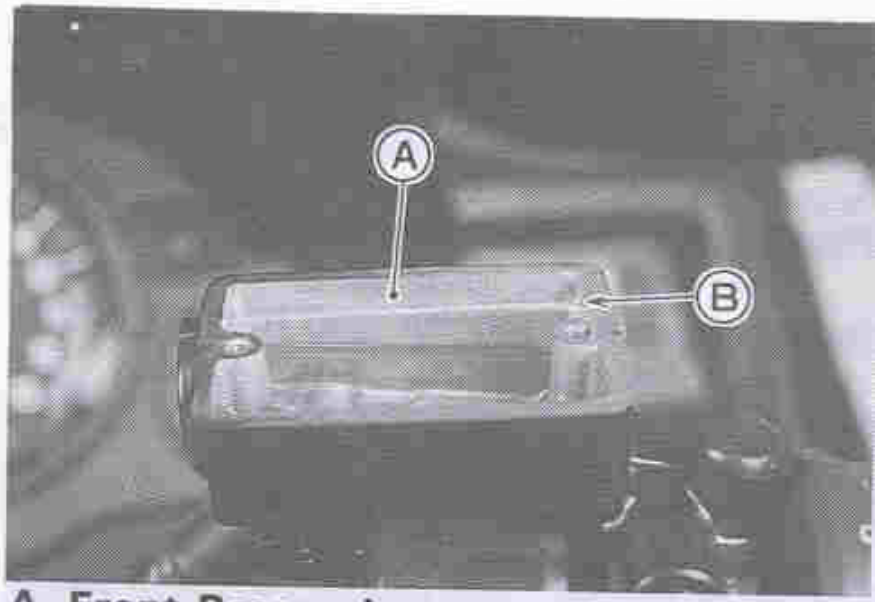
- With the reservoirs held horizontal, the brake fluid level must be kept above the lower level line (front reservoir) and between the upper and lower level lines (rear reservoir).



A. Front Reservoir
B. Lower Level Line

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

- If the fluid level in each reservoir is lower than the lower level line, check for fluid leaks in the brake lines, and fill the reservoir to the upper level line. Inside the front reservoir is a stepped line showing the upper level line.



A. Front Reservoir
B. Upper Level Line

⚠WARNING

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

Fluid Change

Have the brake fluid changed by an authorized Kawasaki dealer.

Front and Rear Brakes:

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

⚠WARNING

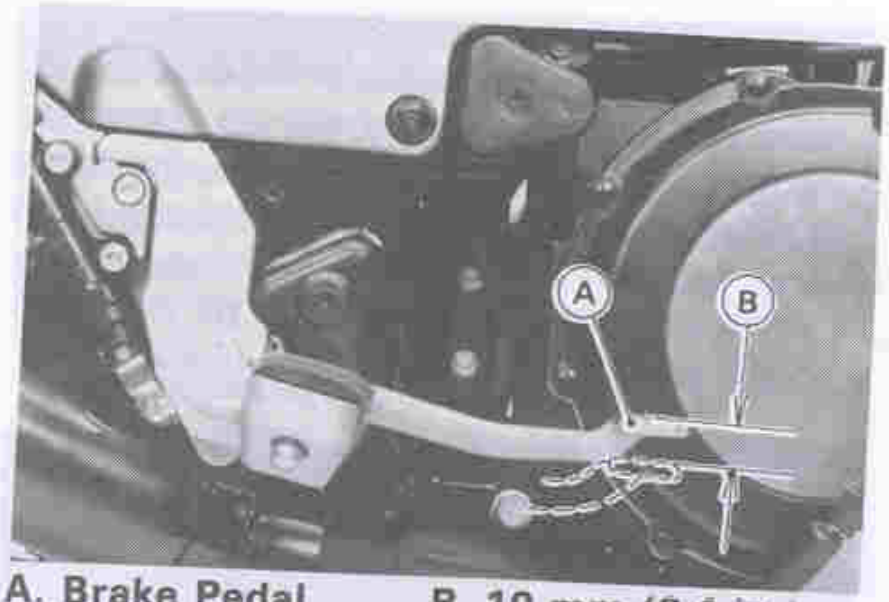
If the brake lever or pedal feels mushy when it is applied, there might be air in the brake lines or the brake may be defective. Since it is dangerous to operate the motorcycle under such conditions, have the brake checked immediately by an authorized Kawasaki dealer.

Brake Light Switches

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

Inspection

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



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

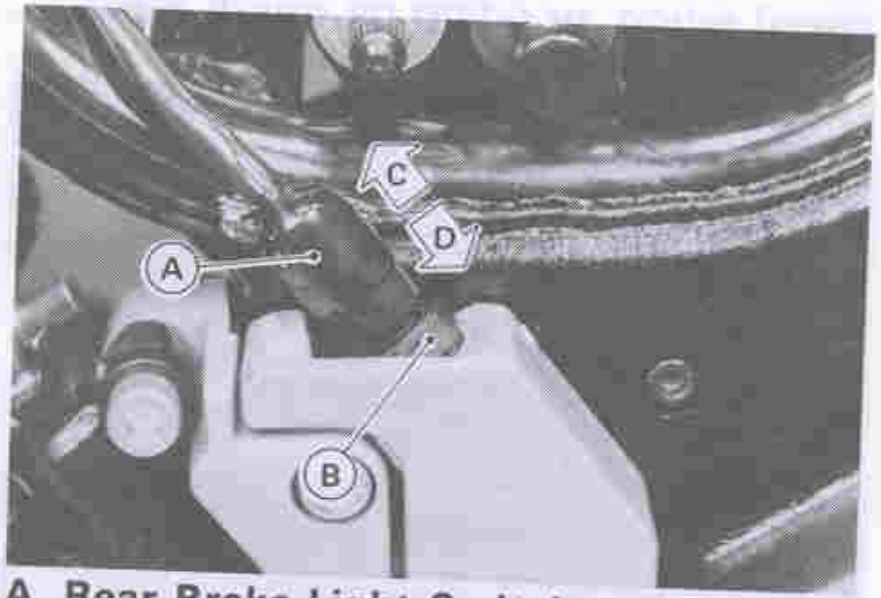
- If it does not, adjust the rear brake light switch.

Adjustment

- Remove the right side cover.
- To adjust the rear brake light switch, move the switch up or down by turning the adjusting nut.

CAUTION

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



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

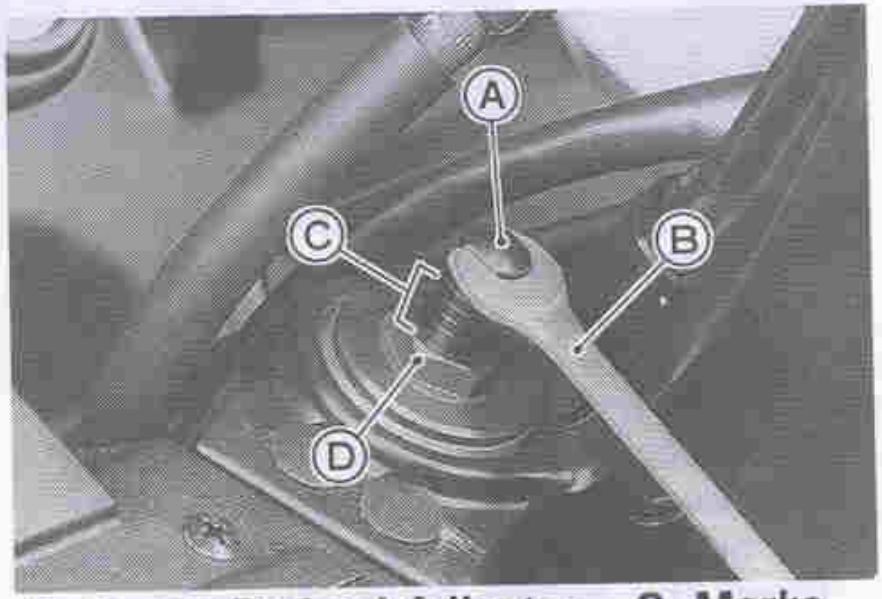
Front Fork

On top of each front fork leg is a spring preload adjuster so that the spring force can be adjusted for different riding and loading conditions. Weaker spring force is for comfortable riding, but it should be increased for high speed riding, or riding on rough roads.

A. Spring Preload Adjuster

Spring Preload Adjustment

- Turn the spring preload adjusters into the front fork top bolt to increase spring force and out to decrease spring force using the wrench from the tool kit. Each adjuster has 7 adjustment marks. Be sure to position both adjusters to the same mark.



A. Spring Preload Adjuster
B. Wrench
C. Marks
D. Top Bolt

⚠WARNING

If both spring preload adjusters are not adjusted equally, handling may be impaired and a hazardous condition may result.

The standard setting position of the spring preload adjuster for an average-build rider of 68 kg (150 lb) with no passenger and no accessories is the 5th mark from the top.

Rear Shock Absorber

The rear shock absorber can be adjusted by changing the air pressure and damping force to suit various riding and loading conditions.

Before making any adjustments, however, read the following procedures:

Air Pressure

The air pressure in the rear shock absorber can be adjusted.

The following table shows an example of air pressure adjustment. To obtain stable handling and a suitable ride, adjust the air pressure as indicated. The standard air pressure for an average-build rider of 68 kg (150 lb) with no passenger and no load is 100 kPa (1.0 kg/cm², 14 psi) and for a rider with load or a rider and a passenger with or without load is 200 ~ 350 kPa (2.0 ~ 3.5 kg/cm², 28 ~ 50 psi). Ordinarily, the heavier the total load becomes, the higher the air pressure should be set.

Air Pressure Adjustment

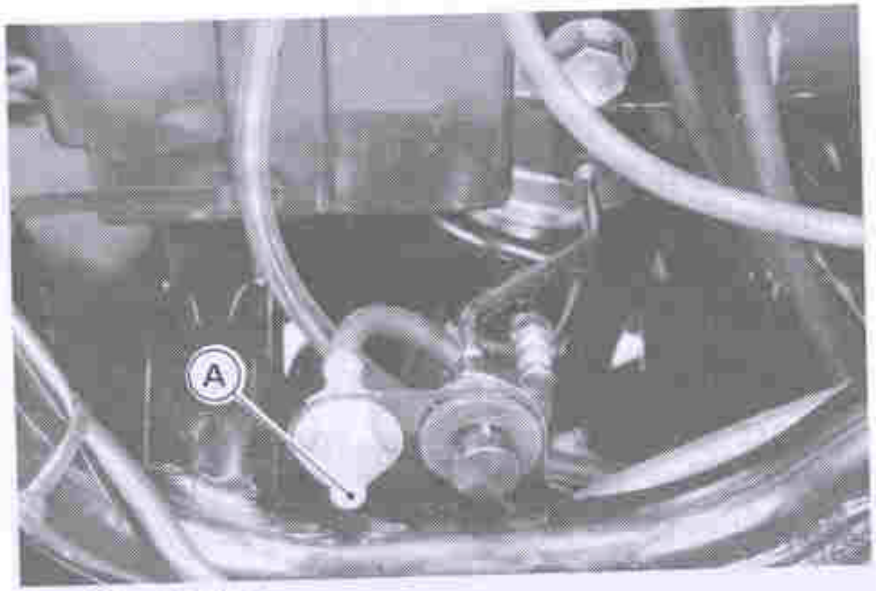
Air Pressure kPa (kg/cm², psi)	Setting	Load	Road
100 (1.0, 14)	Soft	Light	Good
↕	↕	↕	↕
350 (3.5, 50)	Hard	Heavy	Bad

To adjust the air pressure:

NOTE

○ *Check and adjust the air pressure when the rear shock absorber is cold (room temperature).*

- Put the motorcycle up on its center stand to raise the rear wheel off the ground.
- Remove the right side cover and take off the air valve cap.



A. Air Valve

- Check the air pressure with the air pressure gauge.

NOTE

○ *Do not use tire gauges for checking air pressure. They may not indicate the correct air pressure because of air leaks that occur when the gauge is applied to the valve.*

- To lower the air pressure, push the valve core in slightly. To raise the

pressure, inject air through the valve with a tire pump. Change the air pressure within the range specified in the preceding table to suit various riding conditions.

CAUTION

Inject air little by little so that air pressure does not rise rapidly. Air pressure exceeding 500 kPa (5.0 kg/cm^2, 71 psi) may damage the oil seal.

⚠WARNING

Be sure to adjust the air pressure within the usable range. Pressure too high or too low can produce a hazardous riding condition.
Only air or nitrogen gas can be used. Never inject oxygen or any kind of explosive gas.
Do not incinerate the rear shock absorber.

Damping Force

The adjuster on the rear shock absorber has 4 positions so that the rebound damping force can be adjusted. The numbers on the adjusting stick show the setting position.

Position 1 – the fully-pushed-in position
Position 2 – the first click position on the adjusting stick return way
Position 3 – the second click position on the adjusting stick return way
Position 4 – the fully-pulled-out position

A. Adjusting Stick B. Position Number

The following table shows an example of damping force adjustment. To obtain stable handling and a suitable ride, adjust the damping force as indicated. The damping force can be left soft for average riding. But it should be adjusted harder for high speed riding or riding with load or with a passenger with or without load. If the damping feels too soft or too stiff, adjust it in accordance with the following table:

The standard setting position for an average-build rider of 68 kg (150 lb) with no passenger and no load is No. 2.

To adjust the damping force:

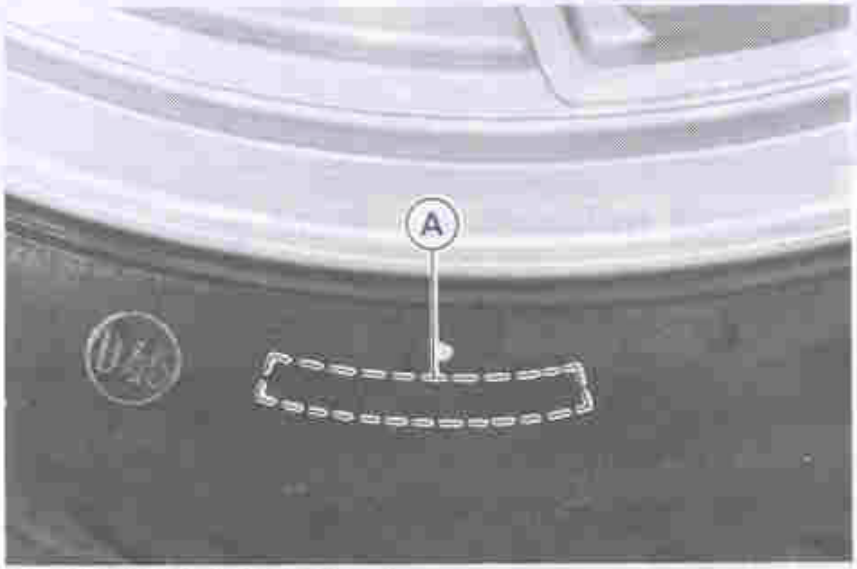
- Push in or pull out the adjusting stick to the desired positions according to position information.

Rebound Damping Adjustment

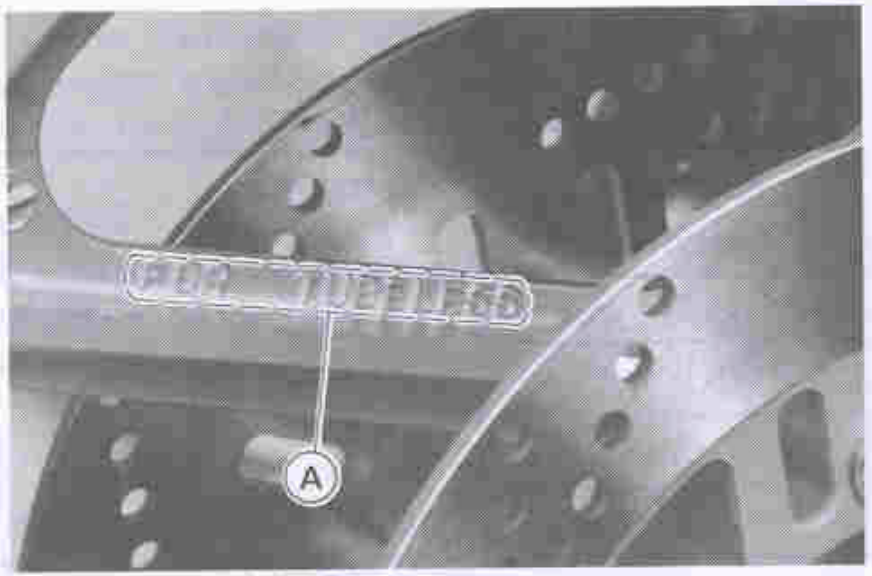
Adjuster Position	Damping Force	Setting	Load	Road	Speed
1		Soft	Light	Good	Low
2		↑	↑	↑	↑
3	↓	↓	↓	↓	↓
4	Stronger	Hard	Heavy	Bad	High

Wheels

Tubeless tires are installed on the wheels of this motorcycle. The indications of TUBELESS on the tire side wall and the rim show that the tire and rim are specially designed for tubeless use.



A. TUBELESS Mark



A. TUBELESS Mark

The tire and rim form a leakproof unit by making airtight contacts at the tire chamfers and the rim flanges instead of using an inner tube.

⚠WARNING

The tires, rims, and air valves on this motorcycle are designed only for tubeless type wheels. The recommended standard tires, rims, and air valves must be used for replacement.
Do not install tube-type tires on tubeless rims. The beads may not seat properly on the rim causing tire deflation.
Do not install a tube inside a tubeless tire. Excessive heat build-up may damage the tube causing tire deflation.

Tires:

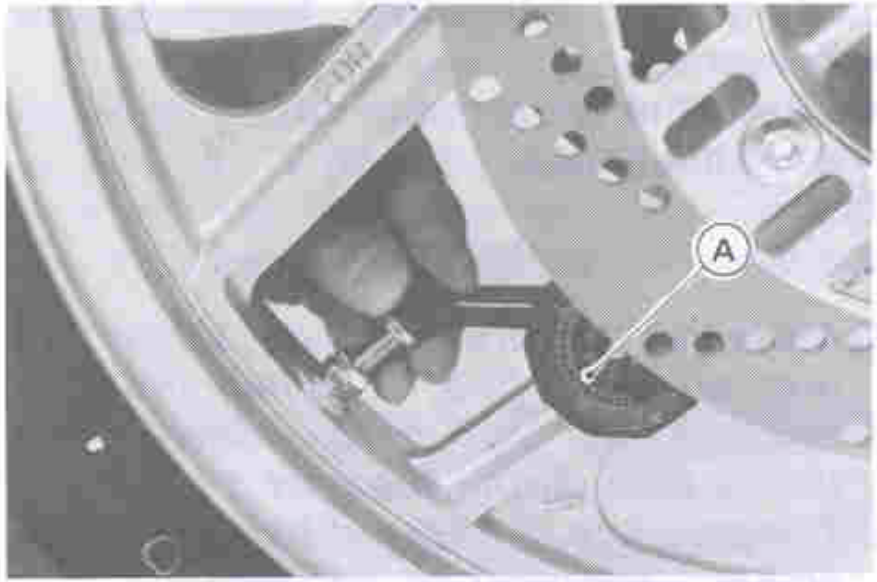
Payload and Tire Pressure

Failure to maintain proper inflation pressures or observe payload limits for your tires may adversely affect handling and performance of your motorcycle and can result in loss of control. The maximum recommended load in addition to vehicle weight is 183 kg (404 lb) [200 kg (441 lb) for Australian model], including rider, passenger, baggage, and accessories.

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

NOTE

- *Measure the tire pressure when the tires are cold (that is, when the motorcycle has not been ridden more than a mile during the past 3 hours).*
- *Tire pressure is affected by changes in ambient temperature and altitude, and so the tire pressure should be checked and adjusted when your riding involves wide variations in temperature or altitude.*



A. Tire Pressure Gauge

Tire Aire Pressure (when cold)
Other than Australian model

Front	250 kPa (2.5 kg/cm², 36 psi)	
Rear	Up to 97.5 kg (215 lb) load	250 kPa (2.5 kg/cm², 36 psi)
	97.5 ~ 183 kg (215 ~ 404 lb) load	290 kPa (2.9 kg/cm², 41 psi)

Australian model

Front	250 kPa (2.5 kg/cm², 36 psi)
Rear	290 kPa (2.9 kg/cm², 41 psi)

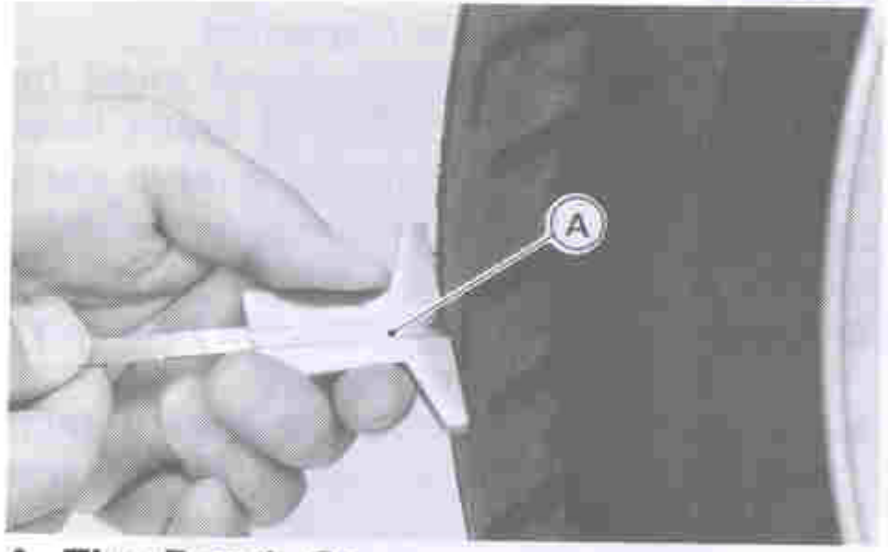
Tire Wear, Damage

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

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

Minimum Tread Depth

Front	———	1 mm (0.04 in.)
Rear	Under 130 km/h (80 mph)	2mm (0.08 in.)
	Over 130 km/h (80 mph)	3 mm (0.12 in.)



A. Tire Depth Gauge

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

NOTE

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

⚠WARNING

To ensure safe handling and stability, use only the recommended standard tires for replacement, inflated to the standard pressure.
Tires that have been punctured and repaired do not have the same capabilities as undamaged tires. Do not exceed 100 km/h (60 mph) within 24 hours after repair, and 180 km/h (110 mph) at any time after that.

NOTE

○ *When operating on public roadways, keep maximum speed under traffic law limits.*

Standard Tire

Front	120/70R18 59V DUNLOP K701F Tubeless
Rear	150/80R16 71V DUNLOP K700J Tubeless

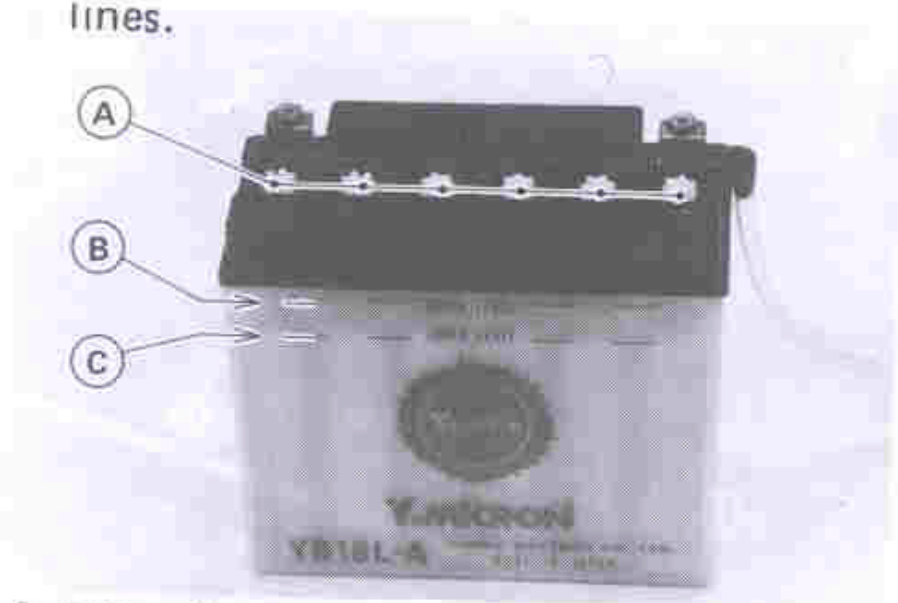
Battery

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.

- Remove the battery from the motorcycle (see Battery Removal).
- Check that the electrolyte level in each cell is between the upper and lower level lines.

lines.



A. Filler Caps
B. Upper Level Line
C. Lower Level Line

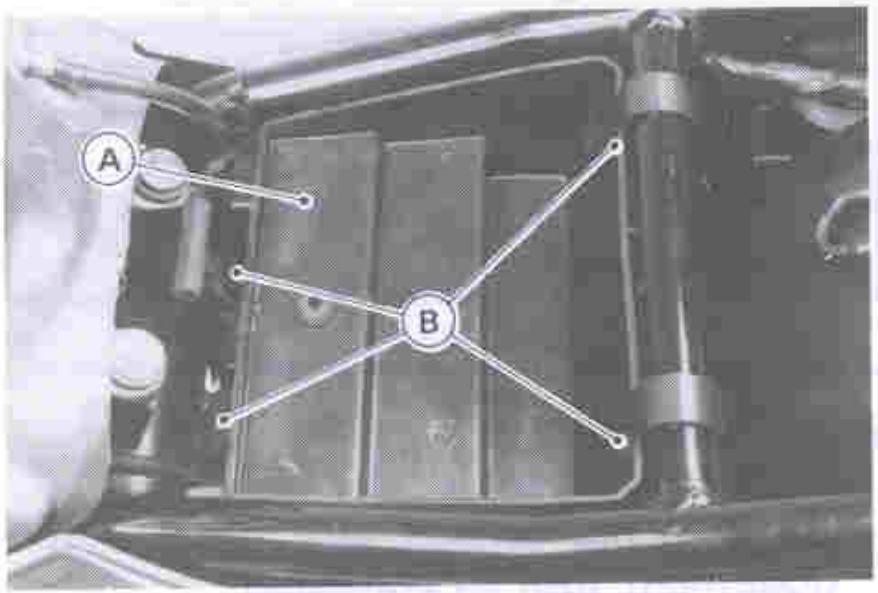
- If the electrolyte level is low in any cell, fill with distilled water as follows.
- Remove the battery filler caps and fill with distilled water until the electrolyte level in each cell reaches the upper level line.

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.

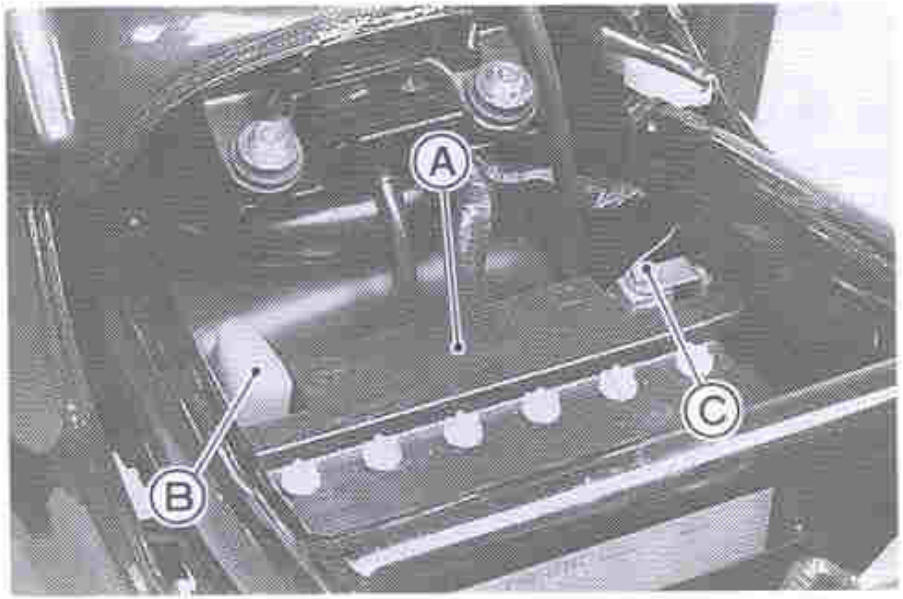
Battery Removal

- Remove the seat.
- Remove the screws and take off the document/tool kit container.



A. Document/Tool Kit Container
B. Screws

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



A. Battery
B. (+) Terminal
C. (−) Terminal

- Take 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.

Battery Installation

- Put the battery in the battery case, and route the battery vent hose as shown on the caution label.

- 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.
- Install the parts removed.

CAUTION

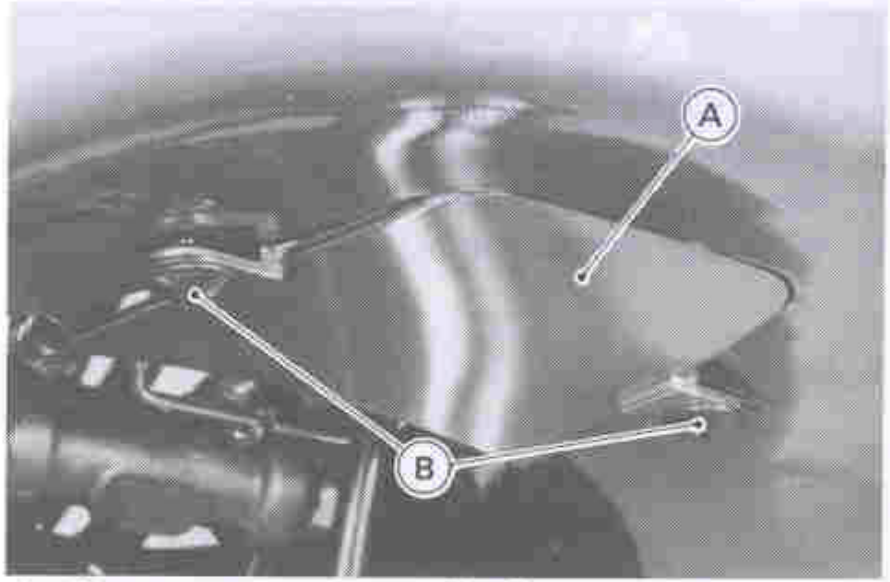
Make sure the battery vent hose is kept away from the drive system and exhaust system. Battery electrolyte can corrode and dangerously weaken the drive system. Do not let the vent hose become folded, pinched, or melted by the exhaust system. An unvented battery will not keep a charge and it may crack from built-up gas pressure.

Headlight Beam

Horizontal Adjustment

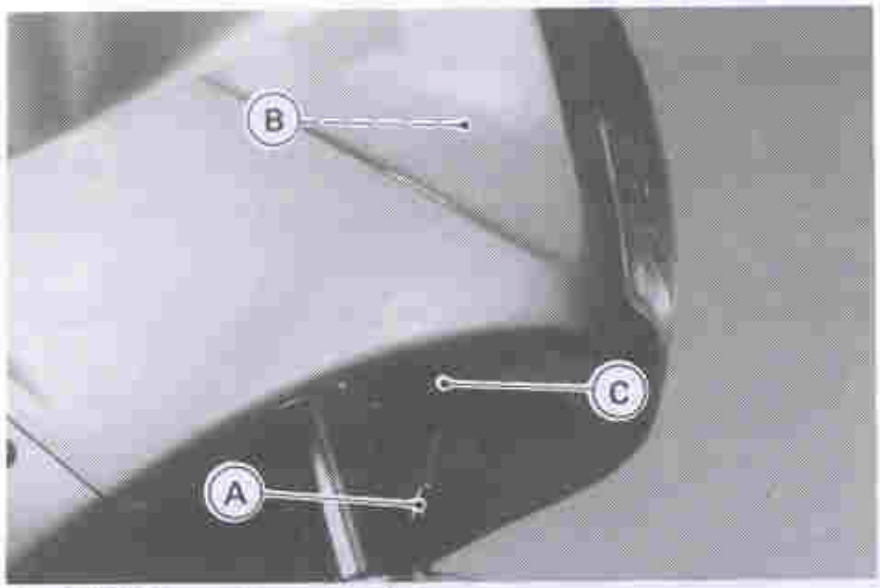
The headlight beam is adjustable horizontally. If not properly adjusted horizontally, the beam will point to one side rather than straight ahead.

- Unscrew the cover under the headlight.

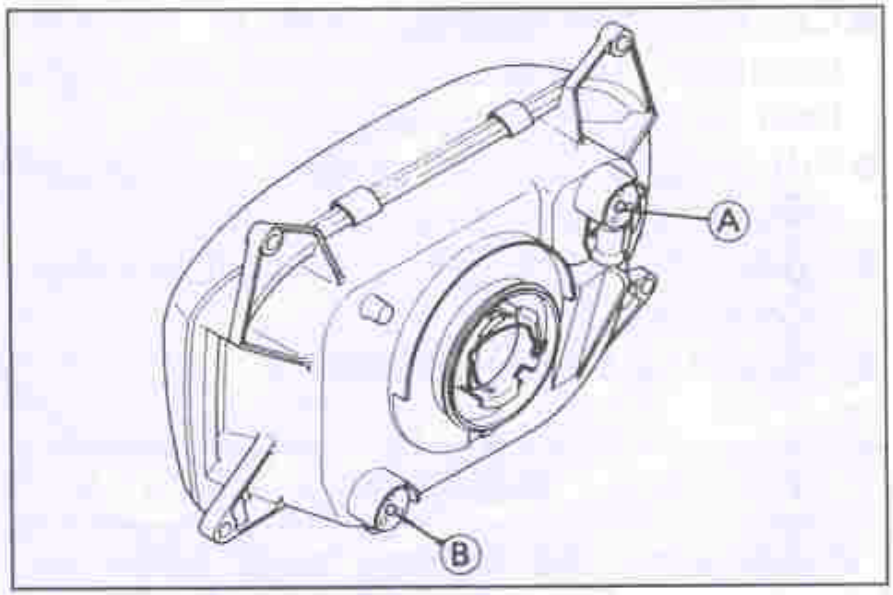


A. Cover **B. Screws**

- Put a Phillips screwdriver into the horizontal adjuster guide on the back of the headlight as shown.



A. Phillips Screwdriver
B. Horizontal Adjuster
C. Vertical Adjuster



A. Horizontal Adjuster
B. Vertical Adjuster

- Turn the adjuster in or out with the screwdriver until the beam points straight ahead.

Vertical Adjustment

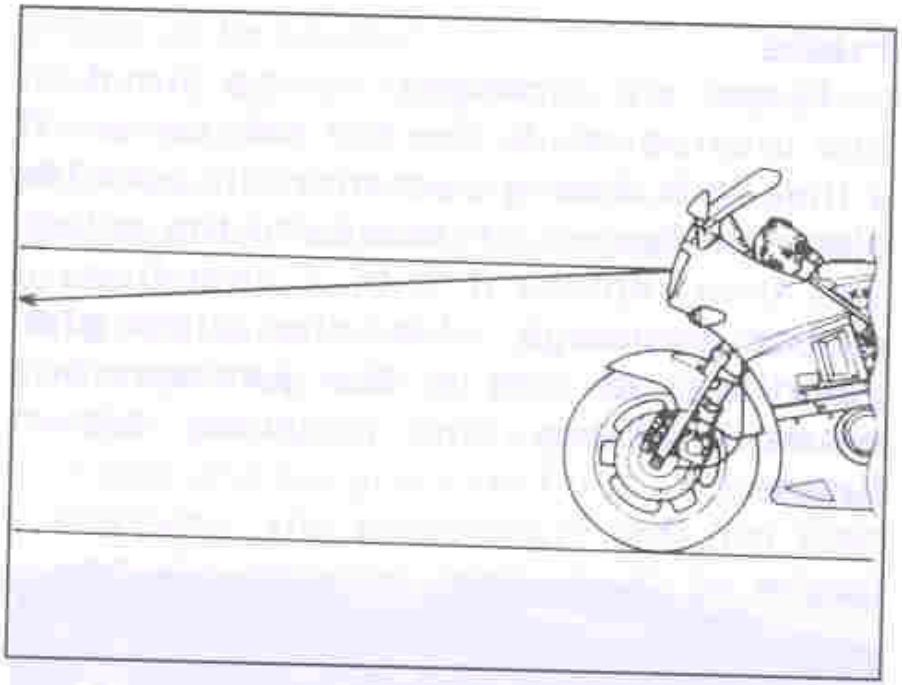
The headlight beam is adjustable vertically. If adjusted too low, neither low nor high beam will illuminate the road far enough ahead. If adjusted too high, the high beam will fail to illuminate the

road close ahead, and the low beam will blind oncoming drivers.

- Put a Phillips screwdriver into the vertical adjuster guide.
- Turn the adjuster in or out with the screwdriver to adjust the headlight vertically.
- Install the cover.

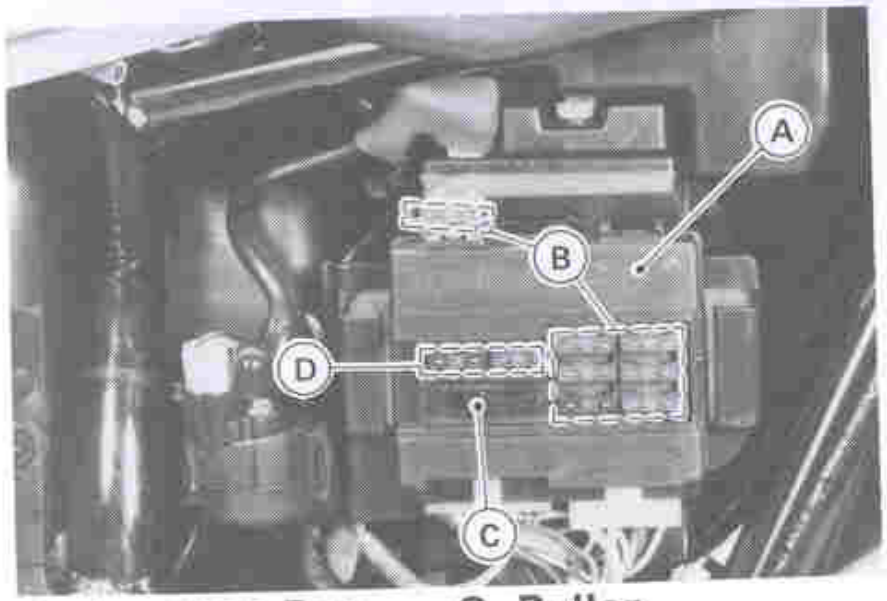
NOTE

- *On high beam, the brightest point should be slightly below horizontal with the motorcycle on its wheels and the rider seated. Adjust the headlight to the proper angle according to local regulations.*



Fuses

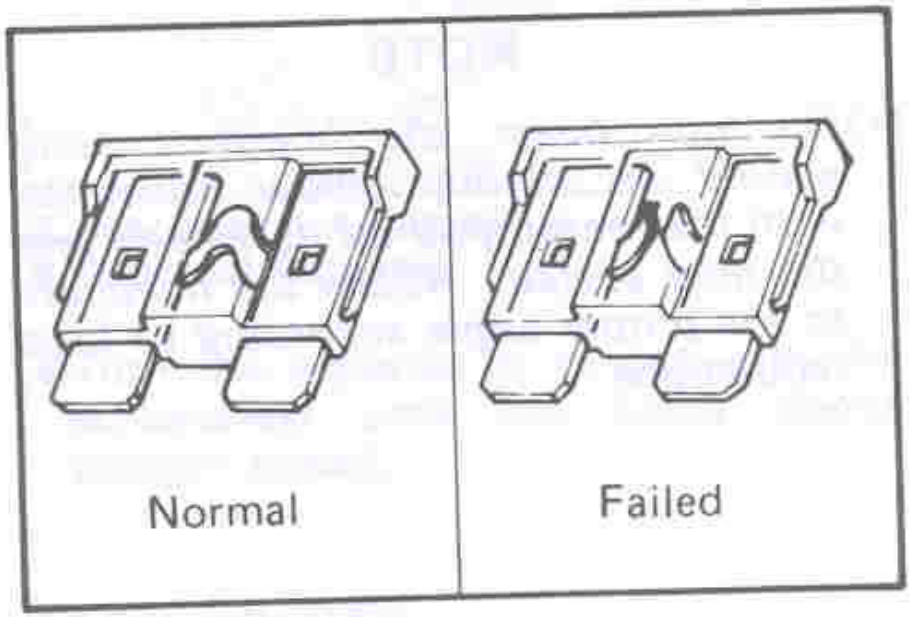
Fuses are arranged in the junction box located inside the left side cover. If a fuse fails during operation, inspect the electrical system to determine the cause, and then replace it with a new fuse of proper amperage. Use the puller provided on the left in the junction box when checking and replacing blown fuses.



A. Junction Box
B. Fuses
C. Puller
D. Spare Fuses

⚠WARNING

Do not use any substitute for the standard fuse.
Replace the blown fuse with a new one of the correct capacity as specified on the junction box.



Cleaning

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

Preparation for Washing

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

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

Where to be Careful

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

- Meter instruments and digital clock
- Disc brake/clutch master cylinders and calipers
- Under the fuel tank; If water gets into the ignition coils or into the spark plug caps, the spark will jump through the water and be grounded out. When this happens, the motorcycle will not start and the affected parts must be wiped dry.
- Front and rear wheel hubs
- Steering pivot (steering stem head pipe)
- Uni-trak link pivots
- Swingarm pivot

NOTE

○ *Coin operated, high pressure spray washers are not recommended. The water may be forced into bearings and other components causing eventual failure from rust and corrosion. Some*

of the soaps which are highly alkaline leave a residue or cause spotting.

After Washing

- Remove the plastic bags and tape, and clean the air cleaner intake.
- Lubricate the pivots, bolts, and nuts.
- Test the brakes before motorcycle operation.
- Start the engine and run it for 5 minutes.

⚠WARNING

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

Cleaning of Exhaust System:

CAUTION

To prevent surface damage, do not clean the exhaust system with chrome polishes or cleaners. Do not use waxes containing cleaners or abrasive cutting agents. Always use a soft cloth when washing and drying the system.

Washing

The exhaust system must be cool before washing to prevent water spotting.

- Prepare a mixture of water and mild soap, such as dishwashing detergent. Do not use a high alkaline content soap as commonly found at commercial car washes because it leaves a residue.
- Wash the exhaust system with a soft cloth. Do not use an abrasive scouring pad or steel wool. They will damage the finish.
- Rinse the exhaust system thoroughly.

Drying

- Dry the exhaust system completely with a soft cloth. Do not run the engine to dry the system or spotting will occur.

Protecting

- When the system is dry, apply a light coat of WD40, LPS-1, or Bel-Ray 6-in-1 multipurpose oil.
- Wipe off the excess oil.
- The system can be waxed instead of oiled. Use a carnauba type paste wax only. Do not use waxes containing cleaners or abrasive cutting agents. They will damage the finish. Apply wax according to the manufacturer's instructions.

Preparation for Storage:

- Clean the entire vehicle thoroughly.
- Run the engine for about five minutes to warm the oil, shut it off and drain the engine oil.

⚠WARNING

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

- Put in fresh engine oil.
- Empty the fuel from the fuel tank, and empty the carburetors by unscrewing the drain screw at each float bowl. (If left in for a long time, the fuel will break down and could clog the carburetors.)

⚠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. Gasoline is a toxic substance. Dispose of gasoline properly. Contact your local authorities for approved disposal methods.

- Remove the empty fuel tank, pour about 250 mL (½ pint) of motor oil into the tank, roll the tank around to coat the inner surfaces thoroughly, and pour out the excess oil.

- Remove the spark plugs and spray fogging oil directly into each cylinder. Turn the engine over several times with the starter button to coat the cylinder walls. Install the spark plugs.

⚠WARNING

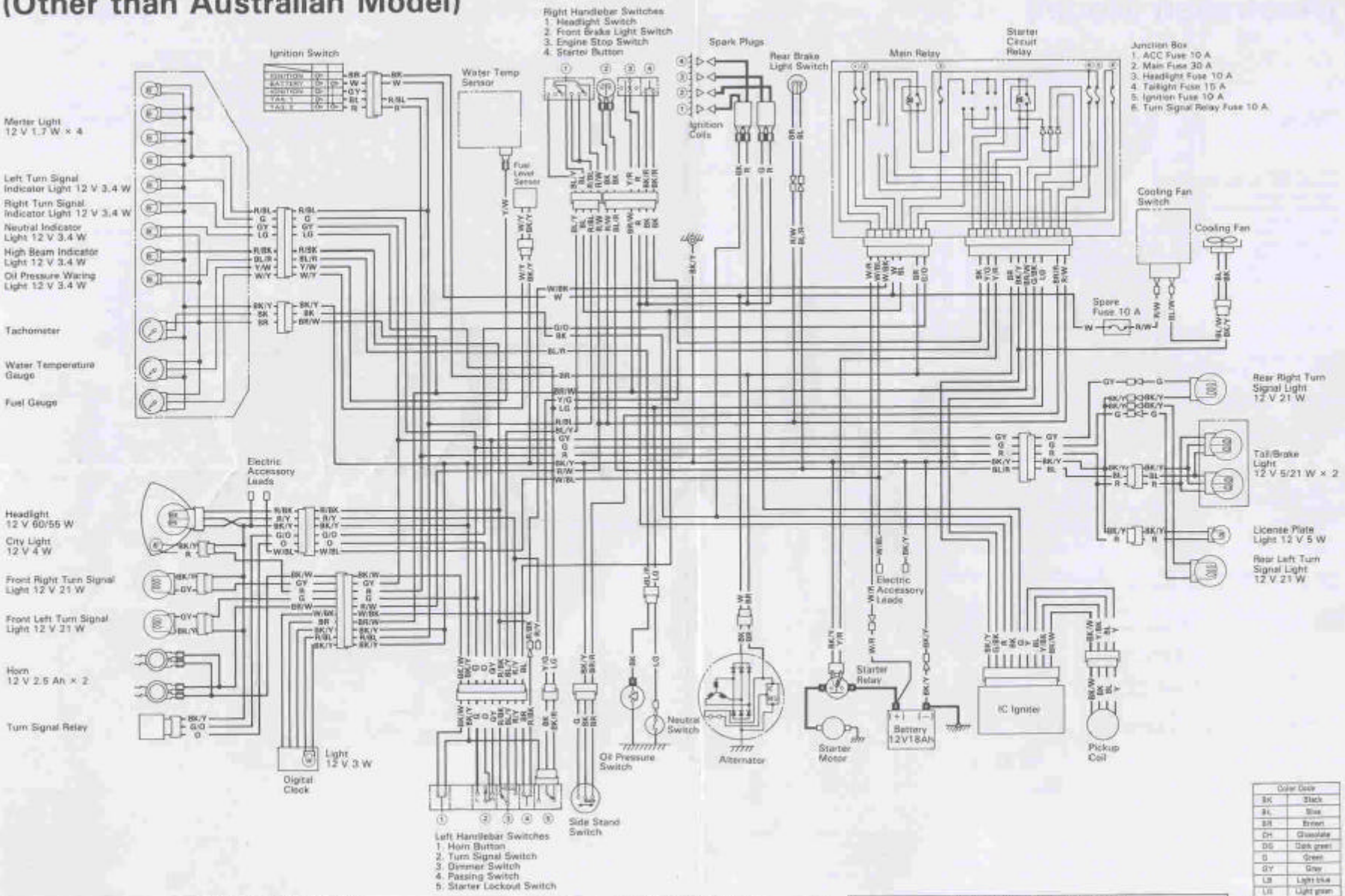
Do not lean over the engine when performing this procedure. An air/oil mist may be forcibly ejected from the spark plug holes and could get into your eyes. If you do get some in your eyes, wash your eyes immediately with liberal amounts of clean, fresh water. Consult a physician as soon as possible.

- Reduce tire pressure by about 20%.
- Set the motorcycle on a box or stand so that both wheels are raised off the ground. (If this cannot be done, put boards under the front and rear wheels to keep dampness away from the tire rubber.)
- Spray oil on all unpainted metal surfaces to prevent rusting. Avoid getting oil on rubber parts or in the brakes.
- Lubricate all the cables.
- Remove the battery, and store it where it will not be exposed to direct sunlight, moisture, or freezing temperatures. During storage it should be given a slow charge (one ampere or less) about once a month. Keep the battery well charged during cold weather so that the electrolyte does not freeze and crack open the battery. The more discharged the battery becomes, the more easily it freezes.
- Tie plastic bags over the exhaust pipes to prevent moisture from entering.
- Put a cover over the motorcycle to keep dust and dirt from collecting on it.

Preparation after Storage:

- Remove the plastic bags from the exhaust pipes.
- Check the electrolyte level in the battery, charge the battery if necessary, and install it in the motorcycle. Be careful that the battery vent hose is not pinched and that it is kept away from the driving system and other frame parts.
- Make sure the spark plugs are tight.
- Fill the fuel tank with fuel.
- Check all the points listed in the Daily Safety Checks section.
- Lubricate the pivots, bolts, and nuts.

ZG1000-A Wiring Diagram
(Other than Australian Model)



LEFT HANDLEBAR SWITCH CONNECTIONS

Starter Lockout Switch				Horn Button				Dimmer Switch				Turn Signal Switch				Passing Button		
Color	BK/Y	BK	BK/R	Color	BK/Y	BK/W		Color	R/BK	BL/Y	R/Y	Color	GY	O	G			
Released				ON (Push)				HI				R				ON (Push)		
												N						
Pulled In								LO				L						

IGNITION SWITCH CONNECTIONS

	Ignition	Battery	Ignition	Tail 1	Tail 2
Color	BR	W	GY	BL	R
OFF, LOCK					
ON					
P (PARK)					

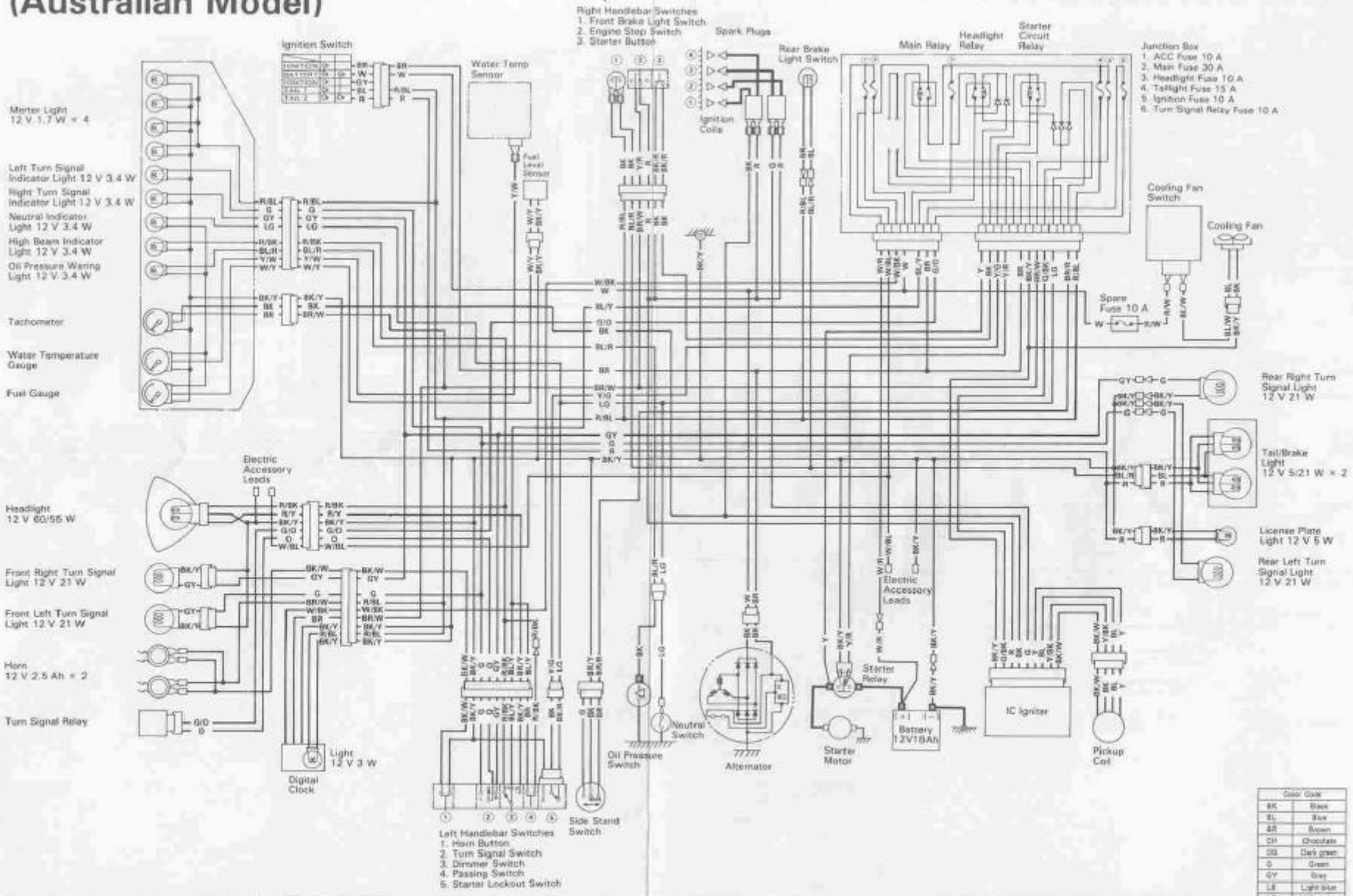
RIGHT HANDLEBAR SWITCH CONNECTIONS

Engine Stop Switch			Headlight Switch					Starter Button			Front Brake Light Switch		
Color	Y/R	R	Color	R/W	R/BL	BL	BL/Y	Color	BK/R	BK/R	Color	BK	BK
OFF			OFF					Push			Released		
			O										
RUN			ON								Pulled In		

(98051-1417B)

Color Code	
BK	Black
BL	Blue
BR	Brown
CH	Chocolate
DG	Dark green
G	Green
GY	Gray
LB	Light blue
LG	Light green
O	Orange
P	Pink
PU	Purple
R	Red
W	White
Y	Yellow

ZG1000-A Wiring Diagram (Australian Model)



LEFT HANDLEBAR SWITCH CONNECTIONS

Starter Lockout Switch				Horn Button			Dimmer Switch				Turn Signal Switch				Passing Button		
Color	BK/Y	BK	BK/R	Color	BK/Y	BK/W	Color	R/BK	BL/Y	R/Y	Color	GY	O	G	Color	R/BK	BR
Released				ON (Push)			HI				R				ON (Push)		
											N						
Pulled in							LO				L						

IGNITION SWITCH CONNECTIONS

	Ignition	Battery	Ignition	Tail 1	Tail 2
Color	B/R	W	GY	BL	R
OFF, LOCK					
ON					
P (PARK)					

RIGHT HANDLEBAR SWITCH CONNECTIONS

Engine Stop Switch			Starter Button			Front Brake Light Switch		
Color	Y/R	R	Color	BK/R	BK/R	Color	BK	BK
OFF			Push			Released		
RUN						Pulled in		

(99051-1410B)

Color Code	
BK	Black
BL	Blue
BR	Brown
CH	Chocolate
DG	Dark green
G	Green
GY	Grey
LB	Light blue
LG	Light green
O	Orange
P	Pink
PU	Purple
R	Red
W	White
Y	Yellow