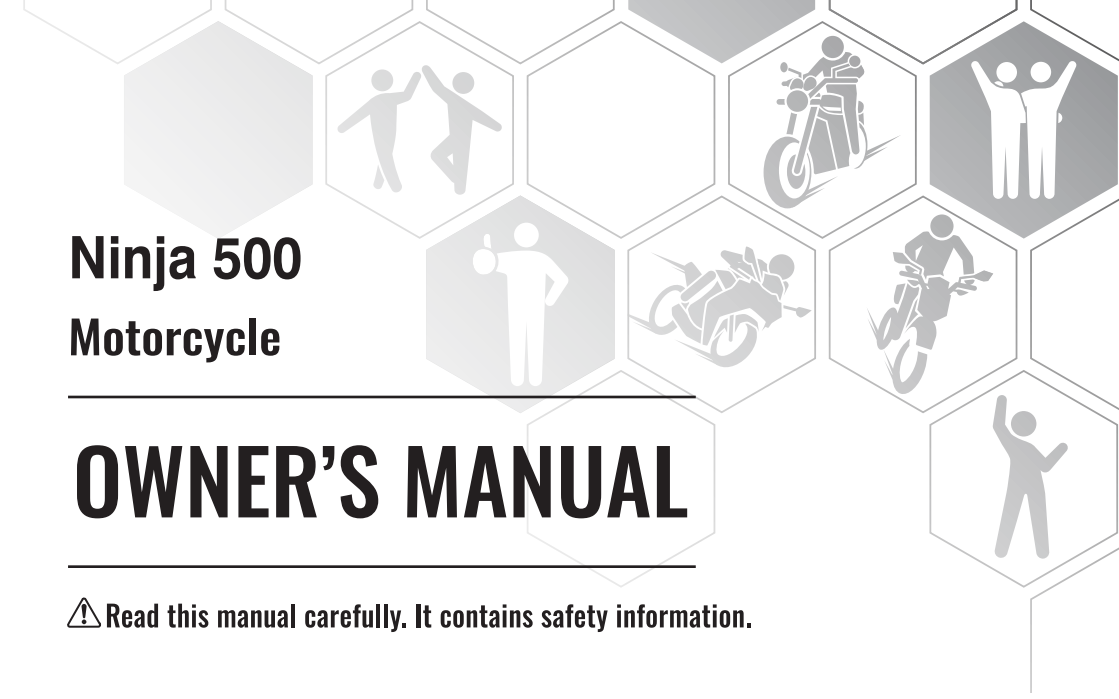


Ninja 500

Motorcycle

OWNER'S MANUAL

⚠ Read this manual carefully. It contains safety information.

Kawasaki

Let the Good Times Roll

⚠ WARNING

Operating, servicing and maintaining a passenger vehicle or off-road vehicle can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, do not idle the engine except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle. For more information go to www.P65warnings.ca.gov/passenger-vehicle.

For more information about safe riding (Movie and/or Booklets) on your Kawasaki products,
please scan this 2D barcode with your camera equipped mobile device or visit this website at
https://www.kawasaki.com/en-us/owner-center/safety-resources

Quick Reference Guide

This Quick Reference Guide will assist you in finding the information you're looking for.

SAFETY INFORMATION

GENERAL INFORMATION

HOW TO RIDE THE MOTORCYCLE

MAINTENANCE AND ADJUSTMENT

APPENDIX

MAINTENANCE RECORD

A Table of Contents is included after the Foreword.

This is product contains the encryption algorithm “MISTY” developed by MITSUBISHI ELECTRIC CORPORATION.

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

⚠ DANGER

DANGER indicates a hazardous situation which, if not avoided, will result in death or serious injury.

⚠ WARNING

WARNING indicates a hazardous situation which, if not avoided, could result in death or serious injury.

NOTICE

NOTICE is used to address practices not related to personal injury.

NOTE

○ *NOTE indicates information that may help or guide you in the operation or service of the vehicle.*

Foreword

Congratulations on your purchase of a new Kawasaki motorcycle. Your new motorcycle is the product of Kawasaki's advanced engineering, exhaustive testing, and continuous striving for superior reliability, safety and performance.

This product has been manufactured for use in a reasonable and prudent manner by a qualified operator and as a vehicle only.

Please read this Owner's Manual carefully before riding so that you will be thoroughly familiar with the proper operation of your motorcycle's controls, its features, capabilities, and limitations. This manual offers many safe riding tips, but its purpose is not to provide instruction in all the techniques and skills required to ride a motorcycle safely. Kawasaki strongly recommends that all operators of this vehicle enroll in a motorcycle rider training program to attain awareness of the mental and physical requirements necessary for safe motorcycle operation.

To ensure a long, trouble-free life for your motorcycle, give it the proper care and maintenance described in this manual. For those who would like more detailed information on their Kawasaki Motorcycle, a Service Manual is available for purchase from any authorized Kawasaki motorcycle dealer. The Service Manual contains detailed disassembly and maintenance information. Those who plan to

do their own work should, of course, be competent mechanics and possess the special tools described in the Service Manual.

Keep this Owner's Manual aboard your motorcycle at all times so that you can refer to it whenever you need information.

This manual should be considered a permanent part of the motorcycle and should remain with the motorcycle when it is sold.

All rights reserved. No part of this publication may be reproduced without our prior written permission.

This publication includes the latest information available at the time of printing. However, there may be minor differences between the actual product and illustrations and text in this manual.

All products are subject to change without prior notice or obligation. Any updated information is available in the on-line Owner's Manual on Kawasaki's website.

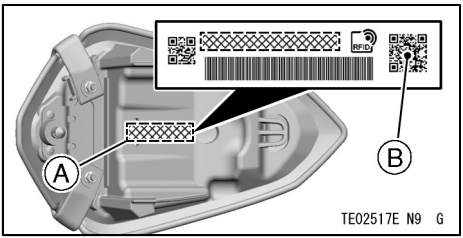
[Owner's Manual]

https://www. kawasaki-onlinetechinfo. net/dispeBook? file=99814-0131&manual_kind=OM&lang_code=EN&mark=EX500GTF&model_year=2026



998140131EN

You can obtain vehicle information by scanning the right-hand QR code in the label located in the back side of the rear seat.



A. Vehicle Information Label
B. QR Code

NOTE

○ *QR code is a registered trademark of DENSO WAVE INC.*

KAWASAKI MOTORS, LTD.

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Emission Control Information

To protect the environment in which we all live, Kawasaki has incorporated crankcase emission (1) and exhaust emission (2) control systems in compliance with applicable regulations of the United States Environmental Protection Agency and California Air Resources Board. Additionally, Kawasaki has incorporated an evaporative emission control system (3) in compliance with applicable regulations of the United States Environmental Protection Agency and California Air Resources Board.

1. Crankcase Emission Control System

This system eliminates the release of crankcase vapors into the atmosphere. Instead, the vapors are routed through an oil separator to the intake side of the engine. While the engine is operating, the vapors are drawn into the combustion chamber, where they are burned along with the fuel and air supplied by the fuel injection system.

2. Exhaust Emission Control System

This system reduces the amount of pollutants discharged into the atmosphere by the exhaust of this motorcycle. The fuel, ignition and exhaust systems of this motorcycle have been carefully designed and constructed to ensure an efficient engine with low exhaust pollutant levels. The exhaust system of this model motorcycle includes a catalytic converter system.

3. Evaporative Emission Control System

The evaporative emission control system for this vehicle consists of low permeation fuel hoses and fuel tank.

3. Evaporative Emission Control System (California)

Vapors caused by fuel evaporation in the fuel system are not vented into the atmosphere. Instead, fuel vapors are routed into the running engine to be burned, or stored in a canister when the engine is stopped.

High Altitude Performance Adjustment Information

High Altitude adjustment is not required.

Maintenance and Warranty

Proper maintenance is necessary to ensure that your motorcycle will continue to have low emission levels. This Owner's Manual contains those maintenance recommendations for your motorcycle. Those items identified by the Periodic Maintenance Chart are necessary to ensure compliance with the applicable standards.

As the owner of this motorcycle, you have the responsibility to make sure that the recommended maintenance is carried out according to the instructions in this Owner's Manual at your own expense.

The Kawasaki Limited Emission Control System Warranty requires that you return your motorcycle to an authorized Kawasaki dealer for remedy under warranty. Please read the warranty carefully, and keep it valid by complying with the owner's obligations it contains.

You should keep a maintenance record for your motorcycle. To assist you in keeping this record, we have provided space in the MAINTENANCE RECORD chapter where an authorized Kawasaki dealer, or someone equally competent, can record the maintenance. You should also retain copies of maintenance work orders, bills, etc., as verification of this maintenance.

Tampering With Noise Control System Prohibited

Federal law prohibits the following acts or the causing thereof: (1) 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, or (2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Among those acts presumed to constitute tampering are the acts listed below:

- Replacement of the original exhaust system or muffler with a component not in compliance with Federal regulations.
- Removal of the muffler(s) or any internal portion of the muffler(s).
- Removal of the air box or air box cover.
- Modifications to the muffler(s) or air intake system by cutting, drilling, or other means if such modifications result in increased noise levels.

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SAFETY INFORMATION

Read Owner's Manual

Read this Owner's Manual carefully before riding so that you will be thoroughly familiar with the proper operation of your motorcycle's controls, its features, capabilities, and limitations. This manual offers many safe riding tips, but its purpose is not to provide instruction in all of the techniques and skills required to ride a motorcycle safely.

Training

Kawasaki strongly recommends that all operators of this vehicle complete a suitable motorcycle rider training program to learn the proper skills and techniques necessary for safe motorcycle operation.

Daily Checks and Periodic Maintenance

It is important to keep your motorcycle properly maintained and in safe riding condition. Inspect your motorcycle before every ride and carry out all periodic maintenance. See the Daily Checks section and the Periodic Maintenance section in the MAINTENANCE AND ADJUSTMENT chapter for more information.

⚠ WARNING

Failure to perform these checks or to correct a problem before operation may result in serious damage or an accident. Always perform daily checks before operation.

To ensure your motorcycle is serviced using the latest servicing information, it is recommended that an authorized Kawasaki Dealer performs the periodic maintenance as directed in the Owner's Manual.

If you notice any irregular operating condition, have your motorcycle thoroughly checked at an authorized Kawasaki dealer as soon as possible.

Loading and Accessories Information

⚠ WARNING

Incorrect loading, improper installation or use of accessories, or modification of your motorcycle may result in an unsafe riding condition. Before you ride the motorcycle, make sure it is not overloaded and that you have followed these instructions.

Maximum Load

Weight of rider, passenger, baggage, and accessories must not exceed 180 kg (397 lb).

With the exception of genuine Kawasaki Parts and Accessories, Kawasaki has no control over the design or application of accessories. In some

cases, improper installation or use of accessories, or motorcycle modification, will void the motorcycle warranty; can negatively affect performance, stability and safety; and can even be illegal.

In selecting and using accessories, and in loading the motorcycle, you are personally responsible for your own safety and the safety of other persons involved.

NOTE

○ *Kawasaki Parts and Accessories have been specially designed for use on Kawasaki motorcycles. We strongly recommend that all parts and accessories you add to your motorcycle be genuine Kawasaki components.*

Because a motorcycle is sensitive to changes in weight and aerodynamic forces, you must take extreme care in carrying cargo, passengers and/or in fitting additional accessories. The following general guidelines have been prepared to assist you in making your determinations.

Passenger

- Never carry more than one passenger.
- The passenger should only sit on the pillion.
- Any passenger should be thoroughly familiar with motorcycle operation. The passenger can affect control of the motorcycle by improper positioning during cornering and sudden movements. It is important that the passenger sits still while the motorcycle is in motion and not interfere with the operation of the motorcycle. Do not carry animals on your motorcycle.

- Do not carry passengers unless passenger footpegs are installed. Instruct any passenger before riding to keep his or her feet on the passenger footpegs and hold on to the operator or seat strap. Do not carry a passenger unless he or she is tall enough to reach the footpegs with their feet.

Baggage and Luggage

- All baggage should be carried as low as possible to reduce the effect on the motorcycle's center of gravity. Baggage weight should also be distributed equally on both sides of the motorcycle. Avoid carrying baggage that extends beyond the rear of the motorcycle.
- Baggage should be securely attached. Make sure that the baggage will not move around while you are riding. Recheck baggage security as often as possible (not while the motorcycle is in motion) and adjust as necessary.
- Do not carry heavy or bulky items on a luggage rack. It is designed for light items, and overloading can affect handling due to changes in weight distribution and aerodynamic forces.

Accessories

- Do not install accessories or carry baggage that impairs the performance of the motorcycle. Make sure that you have not adversely affected any lighting components, road clearance, banking capability (i. e., lean angle), control operation, wheel travel, front fork movement, or any other aspects of the motorcycle’s operation.
- Weight attached to the handlebars or front fork will increase the mass

of the steering assembly and can result in an unsafe riding condition.

- Fairings, windshields, backrests, and other large items have the capability of adversely affecting stability and handling of the motorcycle, not only due to their weight, but also due to the aerodynamic force acting on these surfaces while the motorcycle is in operation. Poorly designed or installed items can result in an unsafe riding condition. If lugs are provided on the swingarm to attach accessory rear stand adapters, always remove the rear stand adapters before riding or sitting on the machine to prevent possible damage to the muffler or swingarm.

Other Load

- This motorcycle is not intended to be equipped with a sidecar or to be used to tow any trailers or other vehicles. Kawasaki does not manufacture sidecars or trailers for motorcycles and cannot predict the effects of such accessories on handling or stability, but can only warn that the effects can be adverse and that Kawasaki cannot assume responsibility for the results of such unintended use of the motorcycle.
- Furthermore, any adverse effects on motorcycle components caused by the use of such accessories will not be remedied under warranty.

If You are Involved in an Accident

Make sure of your own safety first. Determine the severity of any injuries and call for emergency assistance if needed. Always follow applicable laws and regulations if any other person, vehicle or property is involved.

Do not attempt to continue riding without first evaluating your motorcycle's condition. Inspect for fluid leaks, check critical nuts and bolts, and check the handlebars, control levers, brakes, and wheels for damage and proper function. Ride slowly and cautiously - your motorcycle may have suffered damage that is not immediately apparent. Have your motorcycle thoroughly checked at a Kawasaki dealer as soon as possible.

Safe Operation

The following should be carefully observed for safe and effective vehicle operation.

Carbon Monoxide Hazard

⚠ DANGER

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

Fueling

⚠ WARNING

Gasoline is extremely flammable and can be explosive under certain conditions.
To avoid a possible fire or explosion, 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 Ride with Drugs or Alcohol

Alcohol and drugs impair your judgment and reaction time. Never consume alcohol or drugs before or while riding motorcycles.

Protective Gear and Clothing

Helmet

Kawasaki strongly recommends both the operator and passenger wear a DOT-approved helmet even if this is not a legal requirement.

- Make sure that your helmet fits correctly and is properly fastened.
- Choose a motorcycle helmet that meets DOT safety standards. Ask your motorcycle dealer to advise you if necessary.

Eye Protection

Always use eye protection. If your helmet does not have a visor installed, wear goggles.

Gloves

Wear gloves which have suitable protection for your hands, especially against abrasion.

Clothing

Wear the riding wear which have protectors for each parts of the body (chest, shoulders, back, elbows and knees, etc.) as much as possible, or wear protectors for them.

- Always wear a long-sleeved jacket and long trousers which are abrasion resistant and keep you warm.
- Wear clothing that allows freedom of movement.
- Avoid wearing clothes which have loose cuffs or other fastenings which could interfere with the controls of your motorcycle.
- Wear bright, highly visible clothing.

Boots

Wear proper protective boots that fit properly and do not interfere with gear shifting or braking.

Safe Riding Techniques

Keep Hands on Handlebars

When riding always keep both hands on the handlebars and both feet on the footpegs. Removing your hands from the handlebars or feet from the footpegs while riding can be hazardous. If you remove even one hand or foot, you reduce your ability to control the motorcycle.

Look Over Your Shoulder

Before changing lanes, look over your shoulder to make sure the way is clear. Do not rely solely on the rear view mirror; you may misjudge a vehicle's distance and speed, or you may not see it at all.

Accelerate and Brake Smoothly

In general your actions should be smooth as sudden acceleration,

braking or turning may cause loss of control, especially when riding in wet conditions or on loose road surfaces, when the ability to maneuver will be reduced.

Select Correct Gear Speeds

When going up steep slopes, shift to a lower gear so that there is power to spare rather than overloading the engine.

Use Both Front and Rear Brakes

When applying the brakes, use both the front and rear brakes. Applying only one brake for sudden braking may cause the motorcycle to skid and lose control.

Use Engine Brake

When going down long slopes, help control vehicle speed by closing the throttle so that the engine can act as an auxiliary brake. Use the front and rear brakes for primary braking.

Riding in Wet Conditions

Rely more on the throttle to control vehicle speed and less on the front and rear brakes. The throttle should also be used judiciously to avoid skidding the rear wheel from too rapid acceleration or deceleration.

Braking performance is also reduced in wet conditions. Carefully ride at a slow speed and apply the brakes several times to help dry and restores them to normal operating performance.

Lubricate the drive chain after wet-weather riding to prevent rust and corrosion.

Ride Prudently

Riding at the proper speed and avoiding unnecessarily fast

acceleration are important not only for safety and low fuel consumption but also for long vehicle life and quieter operation.

Riding on Rough Roads

Exercise caution, slow down, and grip the fuel tank with the knees for better stability.

Acceleration

When quick acceleration is necessary to pass another vehicle, shift to a lower gear to obtain the necessary power.

Downshifting

To avoid engine damage and rear wheel lock-up do not downshift at high rpm.

Avoid Unnecessary Weaving

Unnecessary weaving jeopardizes the safety of both the rider and other motorists.

Additional Considerations for High Speed Operation

⚠ 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.
Do not operate at high speeds on public roads.

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 handlebars turns freely but has no play.

Tires

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

Fuel

Have sufficient fuel for the high fuel consumption during high speed operation.

Engine Oil

To avoid engine seizure and resulting loss of control, make sure 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.

Electrical Equipment

Make sure that the headlight, tail/brake light, turn signals, horn, etc., all work properly.

Miscellaneous

Make sure that all nuts and bolts are tight and that all safety related parts are in good condition.

GENERAL INFORMATION

Specifications

ENGINE

Spark Plug:	Type	NGK LMAR9G
	Gap	0.7 – 0.8 mm (0.028 – 0.031 in.)
Engine Oil:	Type	API SG, SH, SJ, SL or SM with JASO MA, MA1 or MA2
	Viscosity	SAE 10W-40
	Capacity	2.3 L (2.4 US qt)
Coolant Capacity		1.3 L (1.4 US qt)

FRAME

Tire Size:	Front	110/70R17 M/C 54H
	Rear	150/60R17 M/C 66H
Fuel Tank Capacity		14 L (3.7 US gal)
Brake Fluid:	Front	DOT3 or 4
	Rear	DOT4

ELECTRICAL EQUIPMENT

Battery		12 V 8.6 Ah (10 HR)
Headlight:	High Beam	LED
	Low Beam	LED
City Light		LED
Brake/Tail Light		LED
Turn Signal Light:		
EX500G/H:	Front	12 V 10 W (RY10W)
	Rear	12 V 10 W (WY10W)
EX500J:	Front	LED
	Rear	LED
License Plate Light		12 V 5 W (W5W)

Even if any one element of LED (Light Emitting Diode) light does not go on, consult with an authorized Kawasaki dealer.

For detailed full information, any updated information are available in the Kawasaki's website. Also, specifications are subject to change without notice.

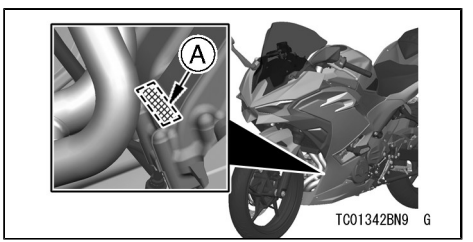
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Serial Number Locations

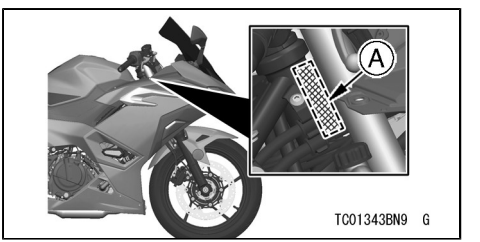
The engine and frame serial numbers are used to register the motorcycle. They are the only means of identifying your particular machine from others of the same model type. These serial numbers may be needed by your dealer when ordering parts. In the event of theft, the investigating authorities will require both numbers as well as the model type and any peculiar features of your machine that can help them identify it.

Engine No.



A. Engine Number

Frame No.



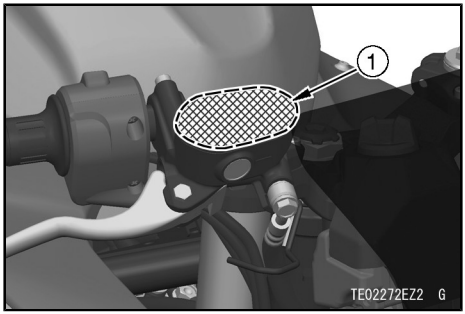
A. Frame Number

Location of Labels

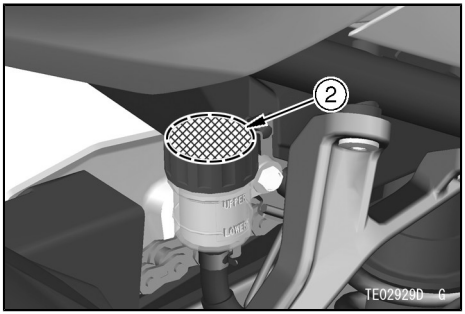
All warning labels which are on your vehicle are repeated here. Read labels on your vehicle and understand them thoroughly. They contain information which is important for your safety and the safety of anyone else who may operate your vehicle. Therefore, it is very important that all warning labels be on your vehicle in the locations shown. If any label is missing, damaged, or worn, get a replacement from your Kawasaki dealer and install it in the correct position.

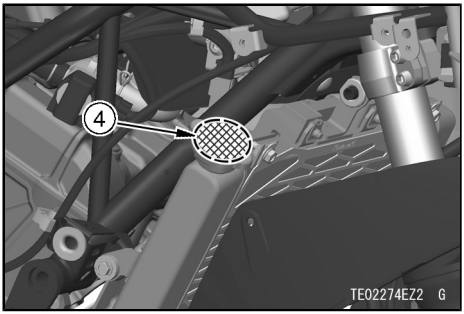
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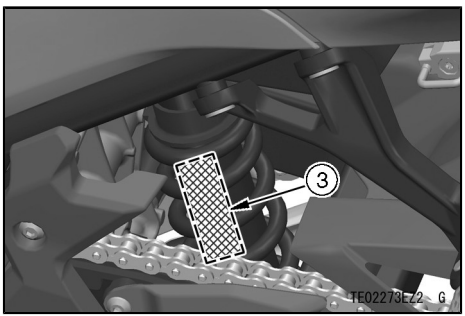
○ *Refer to the actual vehicle label for model specific data grayed out in the illustration.*



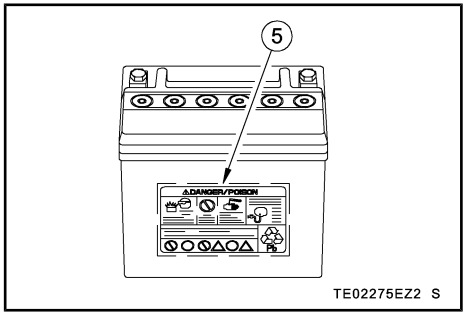
1. Brake Fluid (Front)

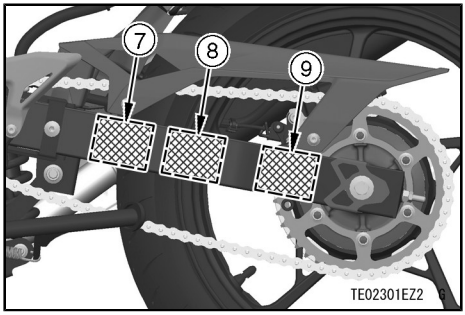


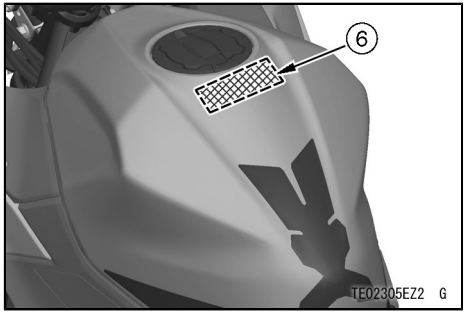




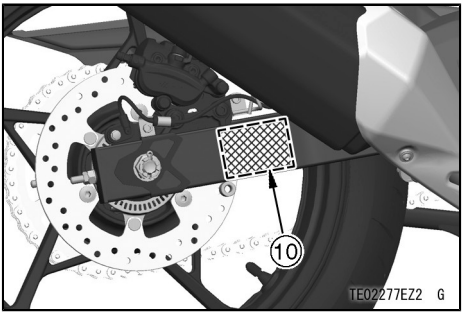
2. Brake Fluid (Rear)
3. Rear Shock Absorber Warning
4. Radiator Cap Danger

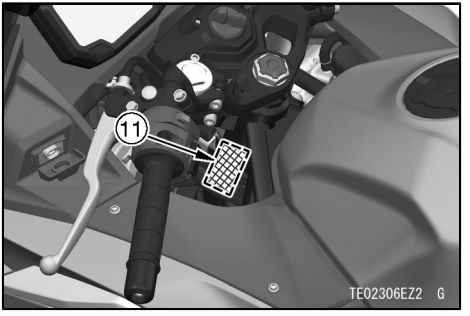


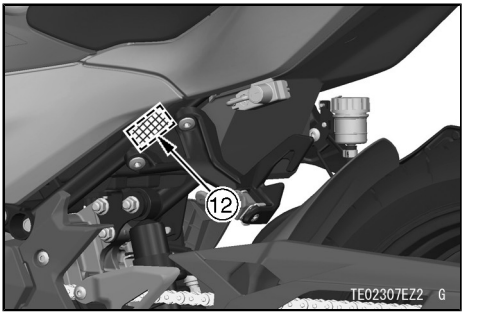




5. Battery Poison/Danger
6. Fuel Level
7. Important Drive Chain Information
8. Tire and Load Data
9. Vehicle Emission Control Information







10. Noise Emission Control Information
11. Weight and Manufacture
12. Vacuum Hose Routing Diagram

1)



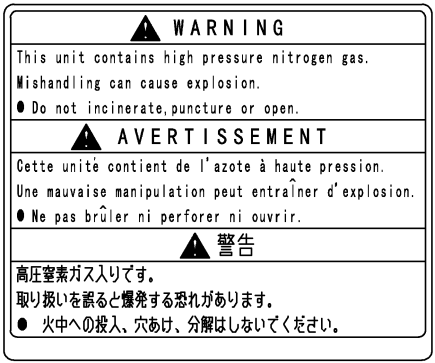
TE03982E S

2)



TE03879DN9 C

3)



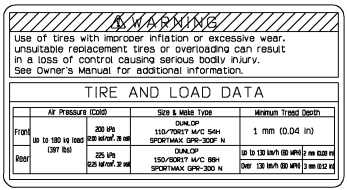
TE03460DN7 C

4)



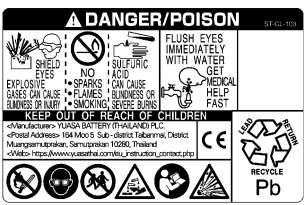
TE03079E S

8)



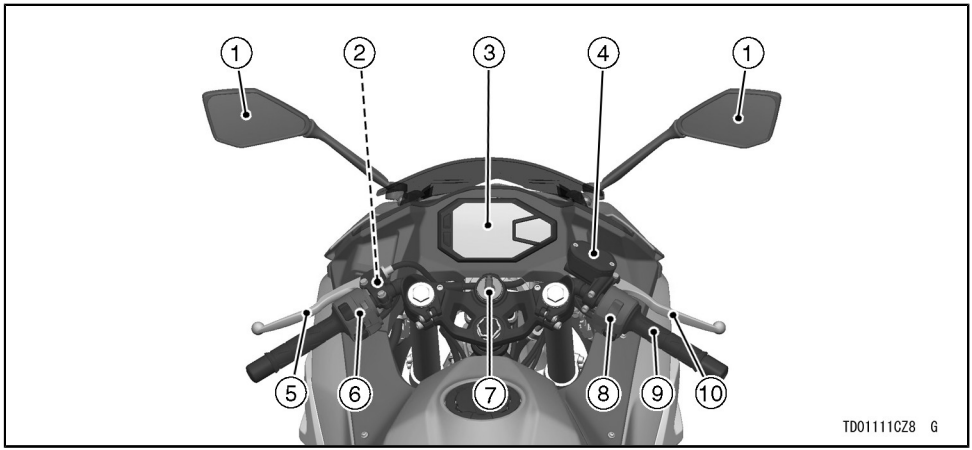
TE03772FN9 S

5)

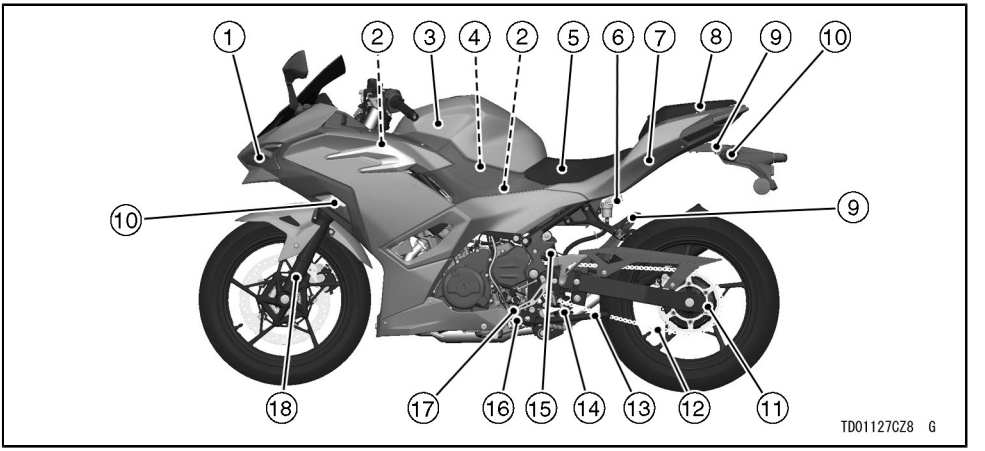


TE03832FN9 S

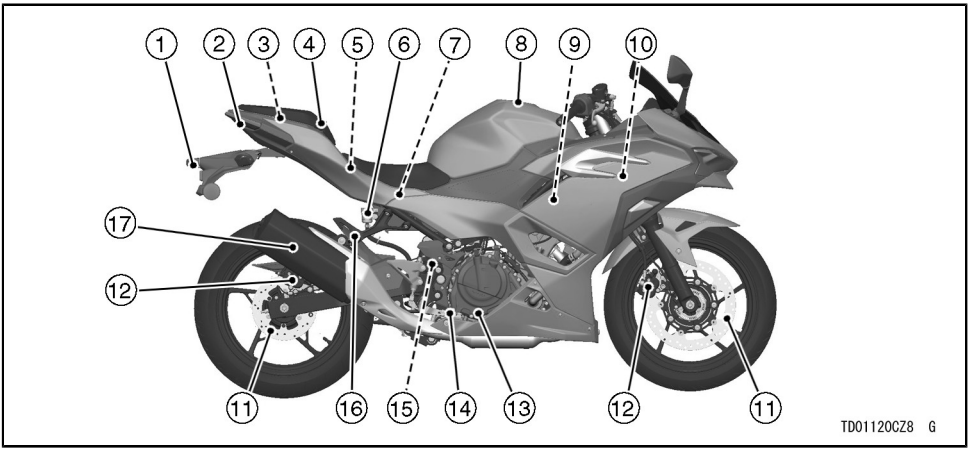
Location of Parts (EX500G/H)



1. Rear View Mirrors
2. Starter Lockout Switch
3. Meter Instrument
4. Brake Fluid Reservoir (Front)
5. Clutch Lever
6. Left Handlebar Switches
7. Ignition Switch/Steering Lock
8. Right Handlebar Switches
9. Throttle Grip
10. Front Brake Lever

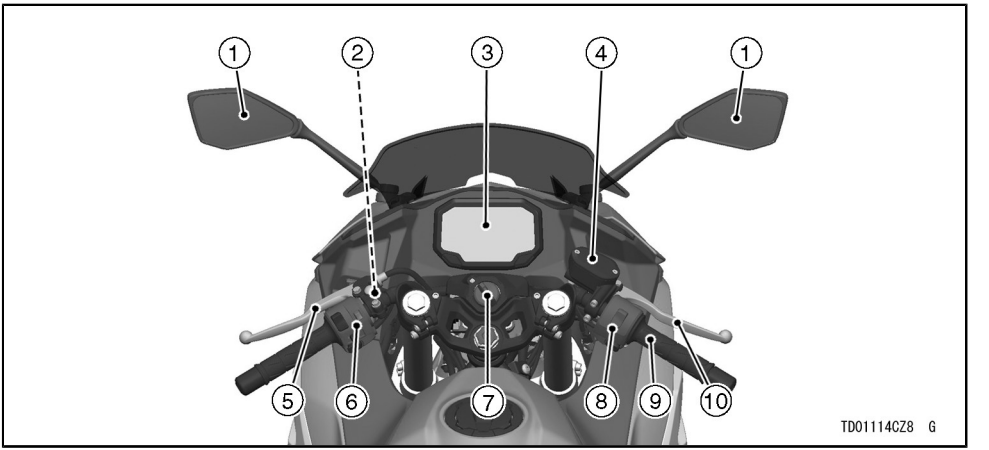


1. Headlight
2. Fuse Boxes
3. Fuel Tank
4. Air Cleaner
5. Rider's Seat
6. Helmet Lock
7. Seat Lock
8. Passenger's Seat
9. Tie Hooks
10. Turn Signal Lights
11. Chain Adjuster
12. Drive Chain
13. Side Stand
14. Rear Shock Absorber
15. Spring Preload Adjuster
16. Side Stand Switch
17. Shift Pedal
18. Front Fork

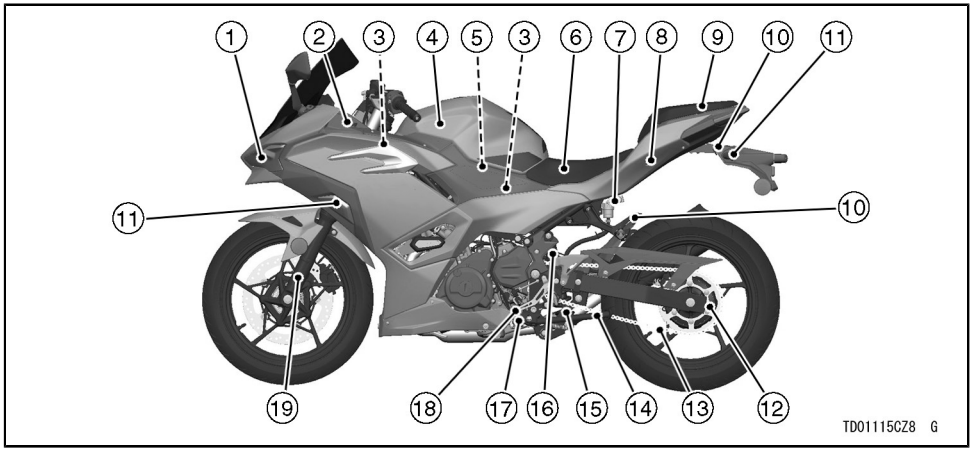


1. License Plate Light
2. Brake/Tail Light
3. Helmet Hooks
4. Seat Strap
5. Tool Kit
6. Brake Fluid Reservoir (Rear)
7. Battery
8. Fuel Tank Cap
9. Spark Plugs
10. Coolant Reserve Tank
11. Brake Discs
12. Brake Calipers
13. Oil Level Inspection Window
14. Brake Pedal
15. Rear Brake Light Switch
16. Rear Footpeg
17. Muffler

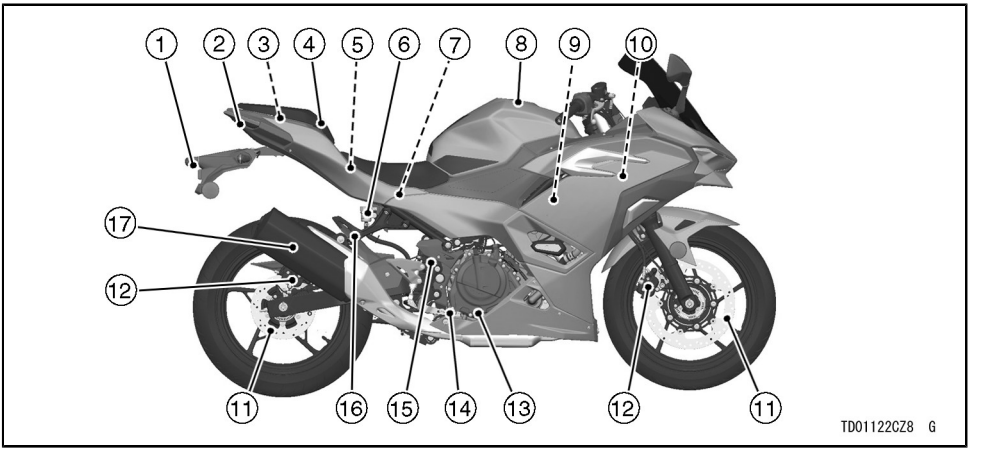
Location of Parts (EX500J)



1. Rear View Mirrors
2. Starter Lockout Switch
3. Meter Instrument
4. Brake Fluid Reservoir (Front)
5. Clutch Lever
6. Left Handlebar Switches
7. Ignition Switch/Steering Lock
8. Right Handlebar Switches
9. Throttle Grip
10. Front Brake Lever



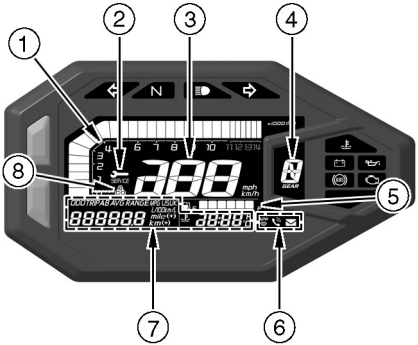
1. Headlight
2. USB Socket
3. Fuse Boxes
4. Fuel Tank
5. Air Cleaner
6. Rider's Seat
7. Helmet Lock
8. Seat Lock
9. Passenger's Seat/Pillion Seat Cover
10. Tie Hooks
11. Turn Signal Lights
12. Chain Adjuster
13. Drive Chain
14. Side Stand
15. Rear Shock Absorber
16. Spring Preload Adjuster
17. Side Stand Switch
18. Shift Pedal
19. Front Fork



1. License Plate Light
2. Brake/Tail Light
3. Helmet Hooks
4. Seat Strap
5. Tool Kit
6. Brake Fluid Reservoir (Rear)
7. Battery
8. Fuel Tank Cap
9. Spark Plugs
10. Coolant Reserve Tank
11. Brake Discs
12. Brake Calipers
13. Oil Level Inspection Window
14. Brake Pedal
15. Rear Brake Light Switch
16. Rear Footpeg
17. Muffler

Meter Instruments (EX500G/H)

1. Tachometer
2. Service Indicator
3. Speed Meter
4. Gear Position Indicator
5. Fuel Gauge
6. Communication Unit Indicator
7. Multifunction Display
   - Odometer
   - Trip Meter A/B
   - Current Mileage
   - Average Mileage
   - Cruising Range
   - Clock
   - Coolant Temperature Meter
8. Economical Riding Indicator

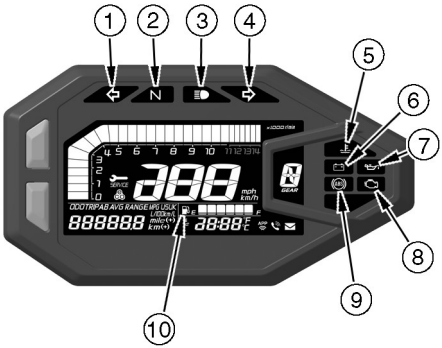


TG02955EG3 G

When the ignition switch is turned on, all LCD functions are shown for a few seconds, then the multifunction meter turns to operational mode.

Indicators

1. Left Turn Signal Indicator (Green)
2. N Neutral Indicator (Green)
3. High Beam Indicator (Blue)
4. Right Turn Signal Indicator (Green)
5. Coolant Temperature Warning Indicator (Red)
6. Battery Warning Indicator (Red)
7. Oil Pressure Warning Indicator (Red)
8. Engine Warning Indicator (Yellow)
9. (ABS) ABS Indicator (Yellow) (Equipped Models)
10. Fuel Level Warning Indicator



TG02957EG3 G

Indicator Initial Operation



TG02960EZ2 G

When the ignition switch is turned on, all indicators go on/off as shown in the table. If any indicator does not operate as shown, have it checked by an authorized Kawasaki dealer.

ON	⌛		Indicators
□	□	□	(ABS)* N
□	□	■	
□	■	■	

ON: When ignition switch is turned on.
⌛ : After a few seconds
: When engine starts.
□: Goes on.
■: Goes off.
*: (ABS) goes off shorty after the motorcycle starts moving.

When Warning Indicators Go On or Blink

When warning indicators appear, there could be a problem with vehicle function. Follow actions in the table after stopping the vehicle in a safe place.

Indicators	Status	Actions
	ON	This indicator goes on if the battery voltage is less than 11.0 V or more than 16.0 V. If the voltage is less than 11.0 V, charge the battery. If it does not solve the problem, contact an authorized Kawasaki dealer.
	ON	This indicator goes on whenever the coolant temperature rises too high when the motorcycle is in operation. Stop the engine and check the coolant level in the reserve tank after the engine cools down. If the amount of coolant is insufficient, add coolant to the reserve tank. Contact an authorized Kawasaki dealer.
	ON	This indicator goes on whenever the oil pressure is dangerously low or the ignition switch is turned on with the engine not running. If this indicator goes on when the engine speed is above idle, stop the engine immediately and check the engine oil level. If the amount of engine oil is insufficient, add engine oil. If the oil level is good, contact an authorized Kawasaki dealer.

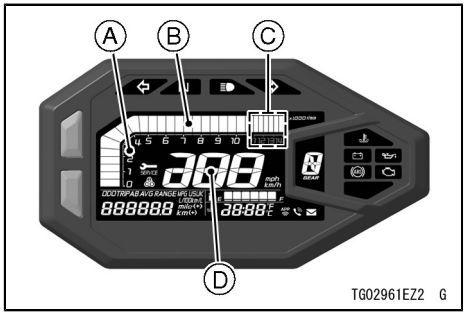
Indicators	Status	Actions
	Blink (with lowest segment)	Usable Fuel Remains: Approximately 2.8 L (0.74 US gal)
		Refuel at the earliest opportunity. If the vehicle is on the side stand, the warning indicator cannot estimate the amount of fuel in the tank. Stand the vehicle upright to check the fuel level.
	Blink (with all segments)	The fuel level warning system has malfunctioned. Contact an authorized Kawasaki dealer.
	ON	The DFI system has malfunctioned. Contact an authorized Kawasaki dealer.
	Blink	
	ON	ABS indicator may go on under following specific condition*1. If this indicator appears, first turn the ignition switch off, and then back on, and ride the motorcycle. The ABS indicator should then go off. If it does not, the ABS may has malfunctioned. ABS will not work but conventional brakes function. Contact an authorized Kawasaki dealer.

*1:
- After continuous riding on a rough road.
- When the engine is started with the stand raised and the transmission engaged, and the rear wheel turns.
- When accelerating so abruptly that the front wheel leaves the ground.
- When the ABS has been subjected to strong electrical interference.
- When tire pressure is abnormal. Adjust tire pressure.
- When a tire different in size from the standard size is being used. Replace with standard size.
- When the wheel is deformed. Replace the wheel.

Other Indicators

Indicators	Status
	When the turn signal switch is pushed to the left, this indicator blinks.
	When the headlight is on high beam, this indicator goes on.
	When the turn signal switch is pushed to the right, this indicator blinks.
N	When the transmission is in neutral, this indicator goes on.

Speedometer/Tachometer



A. Tachometer
B. Tachometer Gauge
C. Red Zone
D. Speedometer

Speedometer

The speedometer is digital and can be set for km/h or mph.

The unit setting can be changed according to local regulations. Make sure the unit setting (km/h or mph) is correctly displayed before riding.

Refer to the Unit in the Display Setting section (see page 57).

Tachometer

The tachometer shows the engine speed in revolutions per minute (r/min, rpm).

NOTICE

Engine speed should not be allowed to enter the red zone; operation in the red zone will overstress the engine and may cause serious engine damage.

When the ignition switch is turned on, the tachometer segment (s) momentarily go from the minimum to the maximum reading, then go back the minimum reading to check its operation. If the tachometer does not

operate correctly, have it checked by an authorized Kawasaki dealer.

Display Setting

Multifunction Display

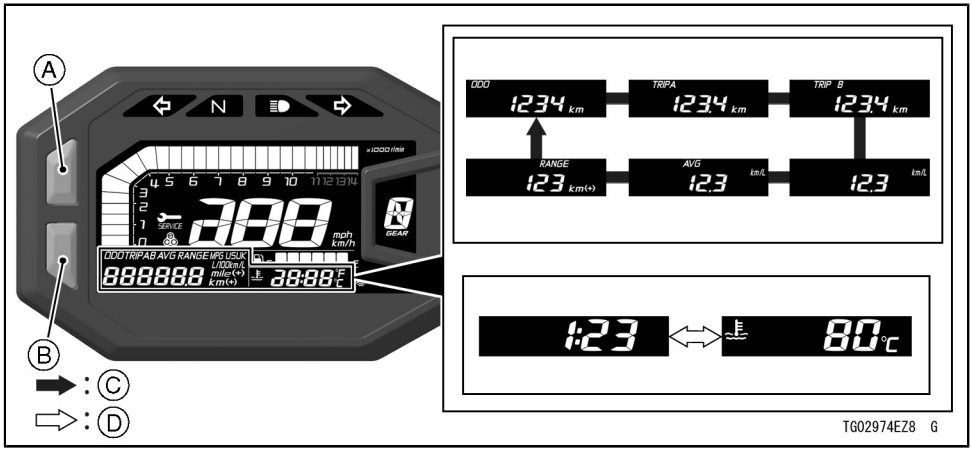
⚠ WARNING

For safety, do not operate the meter buttons while riding the motorcycle.

- Push the upper meter button or lower meter button to select the display modes. The display modes can be shifted in the following order.

NOTE

○ *The multifunction display is displayed in the unit depending on the unit mode setting.*



A. Upper Meter Button
B. Lower Meter Button
C. Flow when pushing upper meter button
D. Flow when pushing lower meter button

Odometer

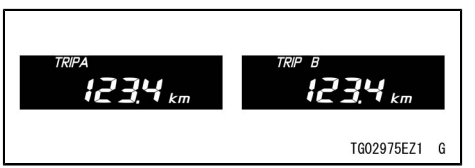
The odometer shows the total distance. This meter cannot be reset.



NOTE

○ *When the figures come to 999999, the display is stopped and locked.*

Trip Meter



To reset the trip meter:

- Push the upper meter button to select the trip meter A or B.
- Push the upper meter button and hold it in until the display turns to 0.0.

NOTE

○ *When the trip meter reaches 9999.9 while riding, the meter resets to 0.0 and continues counting.*

Current Mileage

The current mileage display is renewed every 4 seconds.

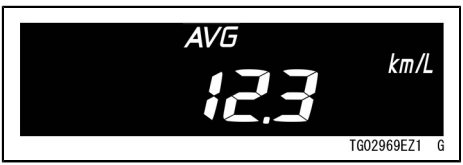


NOTE

○ *When the ignition switch is turned on, the numerical value shows "– –.–." After a few seconds of riding the numerical value is displayed.*

Average Mileage

This display shows the average fuel consumption from the reset. The average mileage display is renewed every 5 seconds.



To reset the average mileage:

- Push the upper meter button and hold it in until the average mileage values resets to "– –. –."

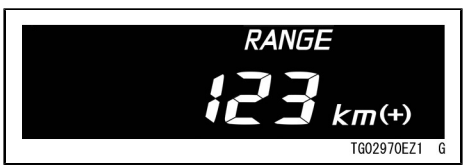
NOTE

○ *When the battery is disconnected, the average mileage resets to "– –.–."*

○ *After resetting the average mileage, the numerical value is not displayed until the vehicle has travelled 100 m (328 ft).*

Cruising Range

This display shows the cruising range by numerical value, and indicates the cruising range from the remaining fuel in the fuel tank. This cruising range display is renewed every 20 seconds.



NOTE

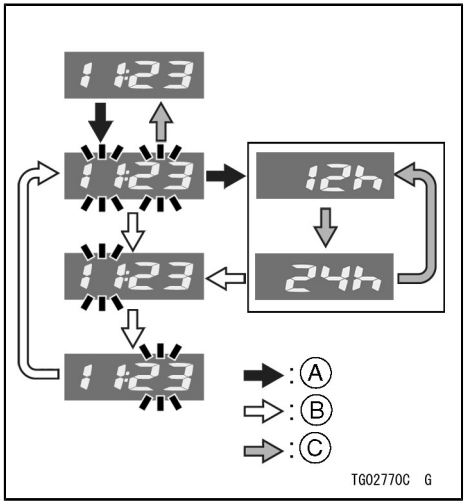
○ *The cruising range value is no longer shown if the fuel level gets too low after the fuel level warning indicator starts blinking.*

○ *To recover the cruising range value display add fuel to at least the level needed for the fuel level warning indicators to stop blinking. The cruising range may still be displayed with a low fuel level, but it will not be accurate until enough fuel is added to stop the fuel level warning indicator from blinking.*

Clock

To adjust the clock:

- Push the lower meter button to select the clock.
- Push the lower meter button and hold it until both the hour and minute displays blink.
- Push the lower meter button and hold it until "12h" or "24h" is appeared on the display.
- Push the upper meter button to select "12h" or "24h."
- Push the lower meter button to select the hour or minute digits.
- Push the upper meter button to adjust the hour or minute digits.
- To finish the clock adjustment, push the upper meter button when both the hour and minute digits blink.

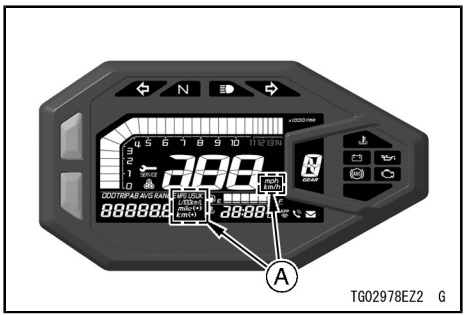


A. Flow when pushing and holding lower meter button
B. Flow when pushing lower meter button
C. Flow when pushing upper meter button

NOTE

○ *When the battery is disconnected, the clock is reset to 1:00 (“24h” display: 13:00) and starts working again when the battery is connected.*

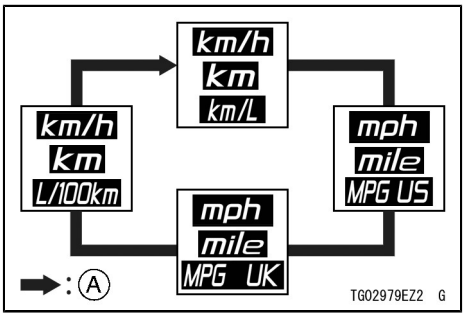
Units



A. Units

● Display the odometer in the multi-function display.

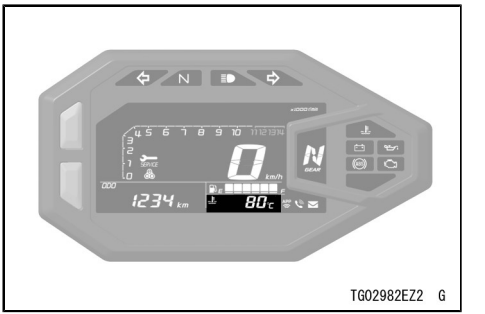
- Push the lower meter button for about 2 seconds while pushing the upper meter button to select the meter display units. The display units can be shifted in the following order.



A. Flow when pushing lower meter button for about 2 seconds while holding upper meter button

Features

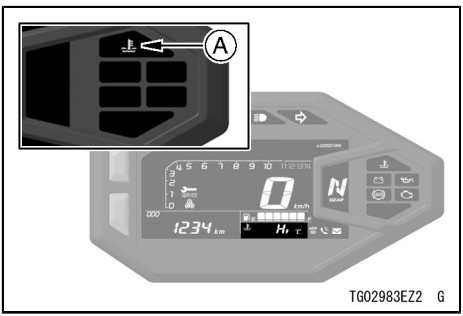
Coolant Temperature Meter



- Push the lower meter button to select the coolant temperature.

This meter shows the coolant temperature. The meter display is as shown below.

Coolant Temperature	Meter
Below 40°C (104°F)	"- - -" is displayed
Above 115°C (239°F)	Starts blinking
Above 120°C (248°F)	"Hi" appears and starts blinking

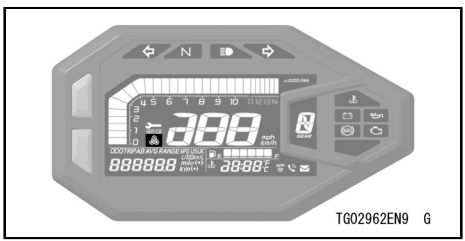


A. Coolant Temperature Warning Indicator

NOTICE

Stop the engine if the coolant temperature shows "Hi." Prolonged engine operation will result in severe engine damage from overheating.

Economical Riding Indicator



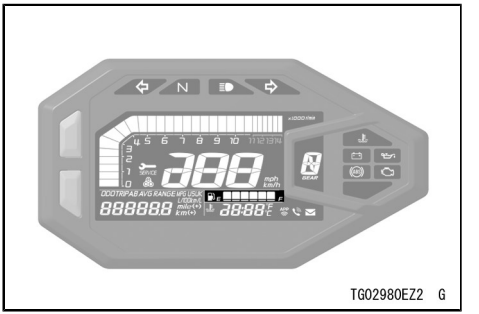
When riding the motorcycle efficiently, the economical riding indicator appears on the meter to indicate favorable fuel consumption. Monitoring the

economical riding indicator can help the rider maximize fuel efficiency.

⚠ WARNING

Failure to observe the road ahead increases the chance of an accident resulting in severe injury or death. Do not continually focus your vision on the economical riding indicator.

Fuel Gauge

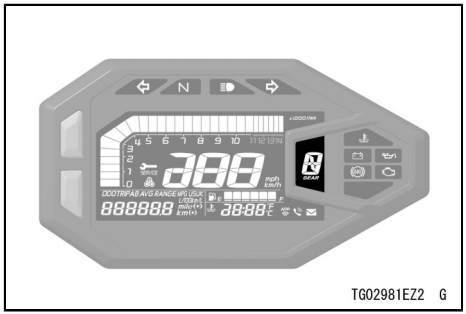


The fuel level in the fuel tank is shown by the number of segments displayed between E (empty) and F (full).

NOTE

○ *When the fuel level warning indicator goes on or blinks, refer to When Warning Indicators Go On or Blink in the Indicators section (see page 48).*

Gear Position Indicator

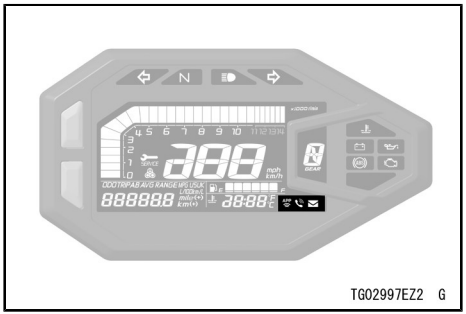


The current gear position is shown. When the transmission is in neutral, “N” appears.

NOTE

○ *If the gear position display in the multifunction meter blinks “–,” the transmission is not properly shifted to 1st. Be sure to shift the transmission.*

Communication Unit Connection Indicator



The communication unit icon goes on when your smart device connect to the vehicle. The communication unit icon blinks when the vehicle is searching for your smart device. The telephone icon appears when a phone call is received by your smart device. The mail icon appears when a email or text message is received.



A. Communication Unit Icon
B. Telephone Icon
C. Mail Icon

How to Setup Communication Unit Connection

NOTE

○ *To use the communication unit function, "RIDEOLOGY THE APP MOTORCYCLE" is necessary.*
○ *If the motorcycle detects the paired device, they connect automatically.*

- Turn the ignition switch on.
- Turn on the communication unit function of the unpaired device and launch the app while the communication unit indicator is blinking.

NOTE

○ *When connected to a smart device, the communication unit icon blinks slowly.*
○ *If the smart device is not detected more than 3 minutes or you start riding before the vehicle detect the smart device, the communication unit icon goes off.*
○ *If the communication unit icon goes off, first turn the ignition switch off and then turn it on before connecting the smart device.*
○ *If the communication unit icon is blinking quickly, have it inspected by an authorized Kawasaki dealer. The communication unit may be faulty or disconnected.*

- Select your product in the app's pairing settings menu and tap the connect button.

- When the pass key (PIN) entry screen appears on the device, enter the following pass key (PIN).

  Pass Key (PIN): 833454

NOTE

○ *If the motorcycle does not detect the device, bring the device closer to the front of the rider's seat.*

○ *If a wrong pass key (PIN) is entered, return to the previous step.*

Communication Unit Connectivity

This motorcycle can connect to the smart device via built-in communication unit wireless technology.

Using the application "RIDEOLOGY THE APP MOTORCYCLE," several data of your vehicle can be accessed.

⚠ WARNING

For safety, do not use a smart device while riding the motorcycle.

NOTE

○ *Some smart devices may not be compatible even if communication unit technology is available.*

Service Indicator



TG02984EZ2 G

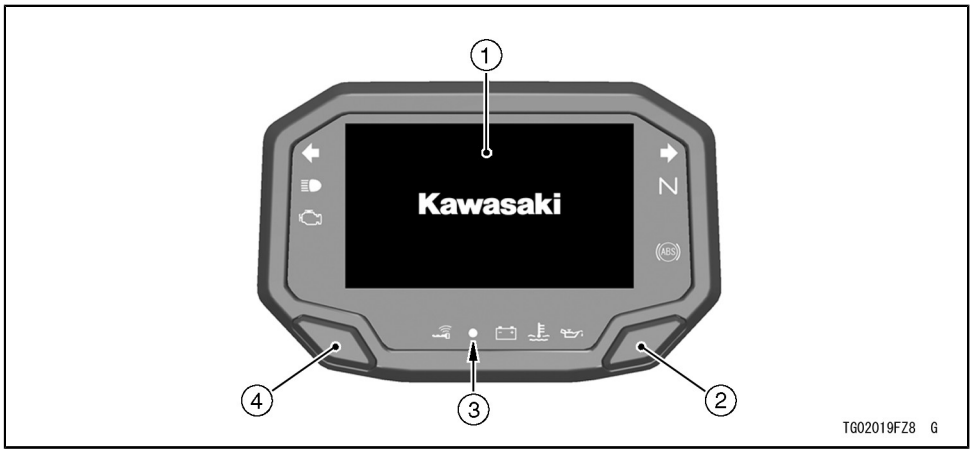
This motorcycle has maintenance reminder; the standard Kawasaki maintenance schedule for regular maintenance to assist you with maintenance on your Kawasaki motorcycle.

When the distance reaches to the set value, the service indicator goes on while the ignition switch is on.

Maintenance Reminder Setting

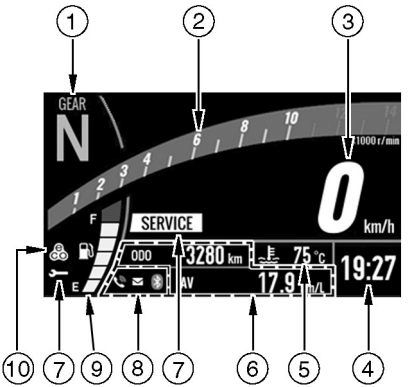
- The maintenance reminder is set by an authorized Kawasaki dealer.

Meter Instruments (EX500J)



1. Display Screen
2. Right Meter Button
3. Ambient Brightness Sensor
4. Left Meter Button

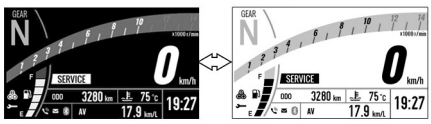
1. Gear Position Indicator
2. Tachometer
3. Speedometer
4. Clock
5. Coolant Temperature Meter
6. Multifunction Display
   - Odometer
   - Trip Meter A/B
   - Current Mileage
   - Average Mileage
   - Cruising Range
   - Average Speed
   - Total Time
   - Battery Voltage
7. Service Indicator
8. Communication Unit Connection Indicator
9. Fuel Gauge
10. Economical Riding Indicator



TG02986EG3 G

Background Color Change

- When the current mileage, cruising range or battery voltage is displayed on multifunction display, pushing and holding the right meter button to invert the background color of the display screen.



⇨ **: Flow when pushing and holding the right meter button**

NOTE

○ *When the average mileage, average speed or total time is displayed on multifunction display, pushing and holding right meter button resets item and the background color of the display screen does not invert.*

Ambient Brightness Sensor

The brightness of the meter instrument is controlled automatically depending on the ambient brightness.

NOTE

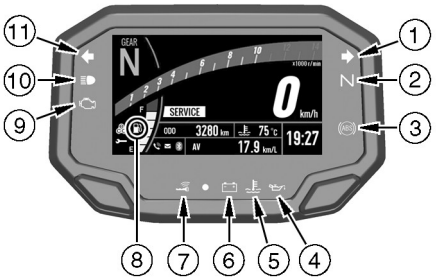
○ *Be careful not to cover the ambient brightness sensor on the meter instrument while riding the motorcycle.*

Meter Instrument Brightness Setting

- The brightness of the meter instrument can be adjusted manually in three levels. Refer to Brightness in the Menu Mode section (see page 89).

Indicators

1. Right Turn Signal Indicator (Green)
2. N Neutral Indicator (Green)
3. ABS Indicator (Yellow)
4. Oil Pressure Warning Indicator (Red)
5. Coolant Temperature Warning Indicator (Red)
6. Battery Warning Indicator (Red)
7. KIPASS Indicator (Yellow)
8. Fuel Level Warning Indicator
9. Engine Warning Indicator (Yellow)
10. High Beam Indicator (Blue)
11. Left Turn Signal Indicator (Green)



TG02021FG3 G

Indicator Initial Operation



TG02008FZ2 G

When the ignition switch is turned on, all indicators go on/off as shown in the table. If any indicator does not operate as shown, have it checked by an authorized Kawasaki dealer.

ON	⌛		Indicators
□	□	□	(ABS)* N
□	□	■	
□	■	■	

ON: When ignition switch is turned on.
⌛: After a few seconds
: When engine starts.
□: Goes on.
■: Goes off.
*: (ABS) goes off shorty after the motorcycle starts moving.

When Warning Indicators Go On or Blink

When warning indicators appear, there could be a problem with vehicle function. Follow actions in the table after stopping the vehicle in a safe place.

Indicators	Status	Actions
	ON	This indicator goes on if the battery voltage is less than 11.0 V or more than 16.0 V. If the voltage is less than 11.0 V, charge the battery. If it does not solve the problem, contact an authorized Kawasaki dealer.
	ON	This indicator goes on whenever the coolant temperature rises too high when the motorcycle is in operation. Stop the engine and check the coolant level in the reserve tank after the engine cools down. If the amount of coolant is insufficient, add coolant to the reserve tank. Contact an authorized Kawasaki dealer.
	ON	This indicator goes on whenever the oil pressure is dangerously low or the ignition switch is turned on with the engine not running. If this indicator goes on when the engine speed is above idle, stop the engine immediately and check the engine oil level. If the amount of engine oil is insufficient, add engine oil. If the oil level is good, contact an authorized Kawasaki dealer.

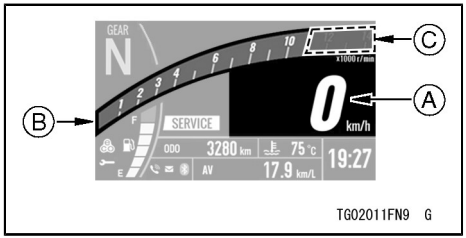
Indicators	Status	Actions
	Change the color to orange and blink (with lowest segment)	Usable Fuel Remains: Approximately 2.8 L (0.74 US gal)
		Refuel at the earliest opportunity. If the vehicle is on the side stand, the warning indicator cannot estimate the amount of fuel in the tank. Stand the vehicle upright to check the fuel level.
	Change the color to orange and blink (with all segments)	The fuel level warning system has malfunctioned. Contact an authorized Kawasaki dealer.
	ON	The DFI system has malfunctioned. Contact an authorized Kawasaki dealer.
	Blink	
	ON	ABS indicator may go on under following specific condition*1. If this indicator appears, first turn the ignition switch off, and then back on, and ride the motorcycle. The ABS indicator should then go off. If it does not, the ABS may has malfunctioned. ABS will not work but conventional brakes function. Contact an authorized Kawasaki dealer.

*1:
- After continuous riding on a rough road.
- When the engine is started with the stand raised and the transmission engaged, and the rear wheel turns.
- When accelerating so abruptly that the front wheel leaves the ground.
- When the ABS has been subjected to strong electrical interference.
- When tire pressure is abnormal. Adjust tire pressure.
- When a tire different in size from the standard size is being used. Replace with standard size.
- When the wheel is deformed. Replace the wheel.

Other Indicators

Indicators	Status
	When the turn signal switch is pushed to the left, this indicator blinks.
	When the turn signal switch is pushed to the right, this indicator blinks.
	When the headlight is on high beam, this indicator goes on.
N	When the transmission is in neutral, this indicator goes on.
	When the battery voltage of the FOB is discharged or FOB is lost, this indicator blinks. Refer to the KIPASS Indicator/Key Knob Indicator section for more information and follow instructions in it (see page 103).

Speedometer/Tachometer



A. Speedometer
B. Tachometer
C. Red Zone

Speedometer

The speedometer is digital and can be set for km/h or mph.

The unit setting can be changed according to local regulations. Make sure the unit setting (km/h or mph) is correctly displayed before riding. Refer to the Units in the Menu Mode section (see page 98).

Tachometer

The tachometer shows the engine speed in revolutions per minute (r/min, rpm).

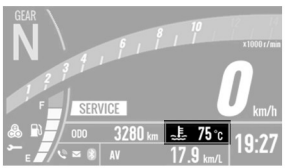
NOTICE

Engine speed should not be allowed to enter the red zone; operation in the red zone will overstress the engine and may cause serious engine damage.

The tachometer also serves as the shift-up indicator.

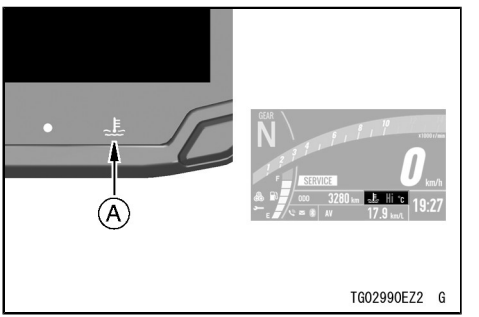
Features

Coolant Temperature Meter



This meter shows the coolant temperature. The meter display is as shown below.

Coolant Temperature	Meter
Below 40°C (104°F)	"- - -" is displayed
Above 115°C (239° F)	Starts blinking
Above 120°C (248° F)	"Hi" appears and starts blinking

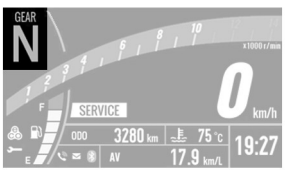


A. Coolant Temperature Warning Indicator

NOTICE

Stop the engine if the coolant temperature shows "Hi." Prolonged engine operation will result in severe engine damage from overheating.

Gear Position Indicator



The current gear position is shown. When the transmission is in neutral, "N" appears.

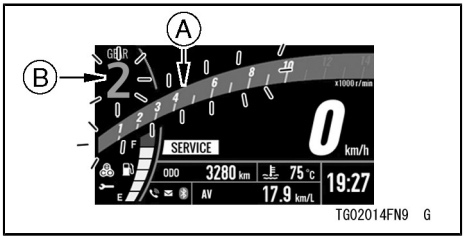
NOTE

○ *If the transmission gears are not engaged properly, the gear position indicator disappears.*

The gear position indicator also serves as the shift-up indicator function.

Shift-up Indicator Function

The shift-up indicator function indicates the timing for the next up shift. From 500 r/min (rpm) before reaching the set engine speed, the gear position indicator changes color to orange, the gear position indicator starts blinking slowly. When the engine speed reaches the set value, the tachometer also changes color to orange, and the gear position indicator and the tachometer blinks rapidly.



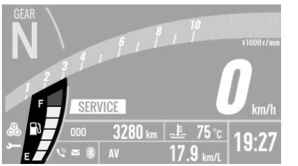
A. Tachometer (Change color to orange and blink)
B. Gear Position Indicator (Change color to orange and blink)

The shift-up indicator function can be selected on or off, and the set value can be adjusted.

Shift-up Indicator Function Setting

● Refer to Vehicle Settings in the Menu Mode section (see page 87).

Fuel Gauge

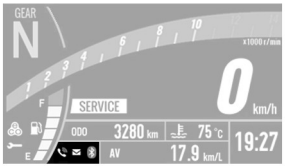


The fuel level in the fuel tank is shown by the number of segments displayed between E (empty) and F (full).

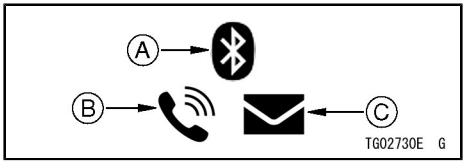
NOTE

○ *When the fuel level warning indicator goes on or blinks, refer to When Warning Indicators Go On or Blink in the Indicators section (see page 70).*

Communication Unit Connection Indicator



The communication unit icon goes on when your smart device connect to the vehicle. The communication unit icon blinks when the vehicle is searching for your smart device. The telephone icon appears when a phone call is received by your smart device. The mail icon appears when a email or text message is received.



A. Communication Unit Icon
B. Telephone Icon
C. Mail Icon

How to Setup Communication Unit Connection

NOTE

- *To use the communication unit function, "RIDEOLOGY THE APP MOTORCYCLE" is necessary.*
- *If the motorcycle detects the paired device, they connect automatically.*

- Turn the ignition switch on.
- Turn on the communication unit function of the unpaired device and launch the app while the communication unit indicator is blinking.

NOTE

- *When connected to a smart device, the communication unit icon blinks slowly.*
- *If the smart device is not detected more than 3 minutes or you start riding before the vehicle detect the smart device, the communication unit icon goes off.*
- *If the communication unit icon goes off, first turn the ignition switch off and then turn it on before connecting the smart device.*
- *If the communication unit icon is blinking quickly, have it inspected by an authorized Kawasaki dealer. The communication unit may be faulty or disconnected.*

- Select your product in the app's pairing setting menu and tap the connect button.
- When the pass key (PIN) entry screen appears on the device, enter the following pass key (PIN).

Pass Key (PIN): 833454

NOTE

- *If the motorcycle does not detect the device, bring the device closer to the front of the rider's seat.*
- *If a wrong pass key (PIN) is entered, return to the previous step.*

Communication Unit Connectivity

This motorcycle can connect to the smart device via built-in communication unit wireless technology.

Using the application "RIDEOLOGY THE APP MOTORCYCLE," several data of your vehicle can be accessed.

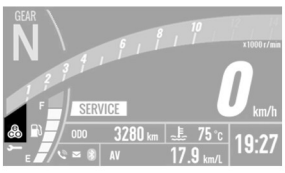
⚠ WARNING

For safety, do not use a smart device while riding the motorcycle.

NOTE

○ *Some smart devices may not be compatible even if communication unit technology is available.*

Economical Riding Indicator



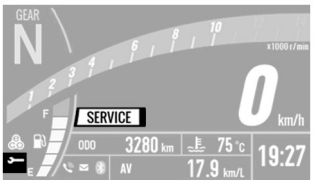
TG02018FN9 G

When riding the motorcycle efficiently, the economical riding indicator appears on the meter to indicate favorable fuel consumption. Monitoring the economical riding indicator can help the rider maximize fuel efficiency.

⚠ WARNING

Failure to observe the road ahead increases the chance of an accident resulting in severe injury or death. Do not continually focus your vision on the economical riding indicator.

Service Indicator



A. Service Indicator
B. "SERVICE" Message

This motorcycle has three types of maintenance reminders; the standard Kawasaki maintenance schedule, user defined interval for oil, and user defined interval for regular maintenance to assist you with maintenance on your Kawasaki.

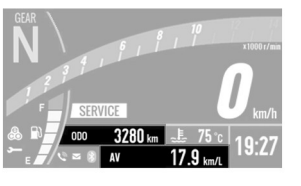
When the date or distance reaches to the set value, the service indicator and message appear on the display screen every time the ignition switch is turned on.

Only "SERVICE" message disappears after 30 seconds.

Maintenance Reminder Setting

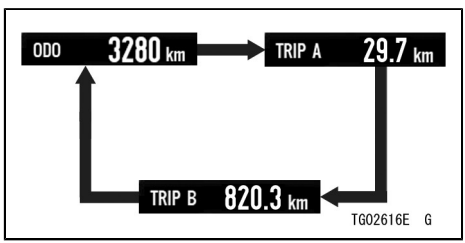
- Refer to Service in the Menu Mode section (see page 94).

Multifunction Display



- Push the left meter button to select the items shown below. The display items are switched in the following order.

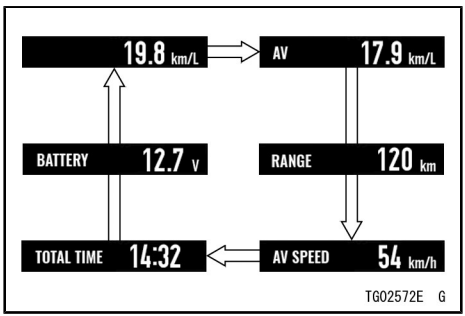
Odometer
Trip Meter A
Trip Meter B



➡ : **Flow when pushing left meter button**

- Push the right meter button to select the items shown below. The display items are switched in the following order.

Current Mileage
Average Mileage
Cruising Range
Average Speed
Total Time
Battery Voltage



⇨ : **Flow when pushing right meter button**

Odometer

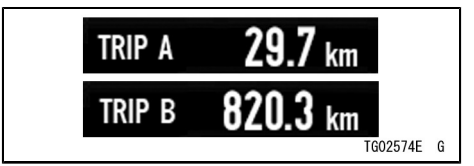


The odometer shows the total distance. This meter cannot be reset.

NOTE

○ *When the figures come to 999999, the display is stopped and locked.*

Trip Meter



The trip meter shows the distance traveled since it was reset.

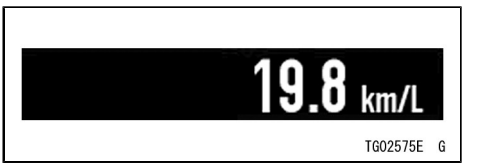
NOTE

○ *When the trip meter reaches 9999.9 while riding, the meter resets to 0.0 and continues counting.*

How to Reset

Refer to the Multifunction Display Resetting section (see page 85).

Current Mileage



This shows the instantaneous rate of fuel consumption.

NOTE

○ *When the ignition switch is turned on, the numerical value shows "– –.–." After a few seconds of riding the numerical value is displayed.*

Average Mileage

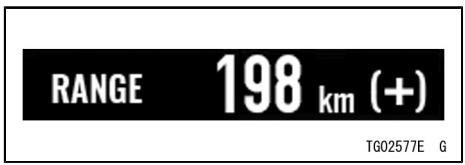


This shows the average rate of fuel consumption since it was reset.

How to Reset

Refer to the Multifunction Display Resetting section (see page 85).

Cruising Range



This indicates the cruising range from the remaining fuel in the fuel tank.

NOTE

- *When there is sufficient fuel, "(+)" appears next to the cruising range value.*
- *The cruising range value is no longer shown if the fuel level gets too low after the fuel level warning indicator goes on.*
- *To recover the cruising range display, add fuel to at least the level needed for the fuel level warning indicator goes off. The cruising range value may still be displayed with a low fuel level, but it will not be accurate until enough fuel is added to stop the fuel level warning indicator goes on.*

Average Speed



This shows the average vehicle speed since it was reset.

How to Reset

Refer to the Multifunction Display Resetting section (see page 85).

Total Time



This shows the amount of time that has elapsed while the ignition switch is turned on.

NOTE

○ *When the figures come to 99:59, the display is stopped and locked.*

How to Reset

Refer to the Multifunction Display Resetting section (see page 85).

Battery Voltage



This shows the current battery voltage.

NOTE

○ *The battery voltage is displayed in the 9.0 – 16.0 V range. If the display range is exceeded, the indication is fixed at the maximum or minimum value.*

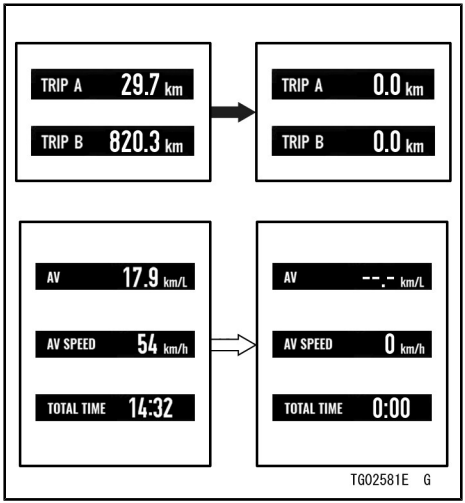
○ *The battery voltage shown in this display may differ from the numerical value measured by a volt meter.*

Multifunction Display Resetting

The following multifunction display items can be reset.

Trip Meter A/B
Average Mileage
Average Speed
Total Time

- Push the left or right meter button to display the items can be reset.
- Push the left or right meter button and hold it until resetting is done.



➡ : Flow when pushing and holding the left meter button

⇨ : Flow when pushing and holding the right meter button

Menu Mode



TG02999EZ1 G

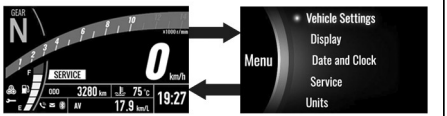
The menu mode can set various functions of the vehicle.

NOTE

○ *When the vehicle speed exceeds 5 km/h (3 mph), the menu mode cannot be displayed.*

How to Enter/Exit Menu Mode

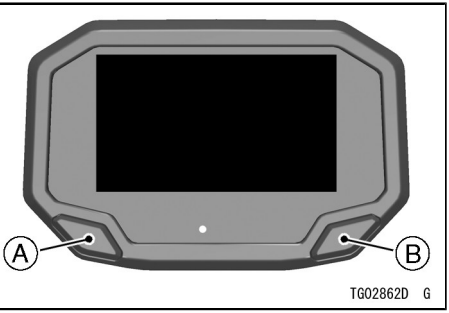
● Push and hold the left and right meter button to enter or exit.



TG02000FZ1 G

➡ **: Flow when pushing and holding left and right meter button**

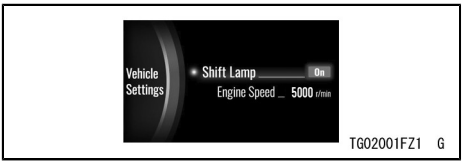
Basic Operations in Menu Mode



TG02862D G

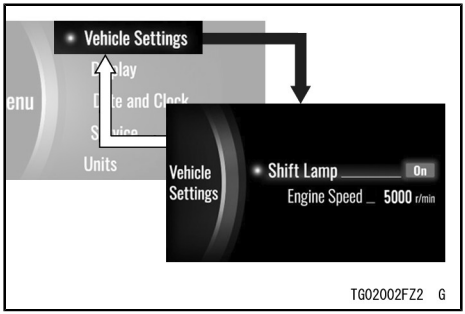
A. Move highlighted item or choose item
B. Shift to next screen (set) or go back to previous screen (cancel)

Vehicle Settings



Shift Lamp: Turn shift-up indicator system on or off
Engine Speed: Adjust engine speed of shift-up indicator

- Enter the menu mode.
- Highlight “Vehicle Settings” using the left meter button.
- Push the right meter button to shift to the next screen.



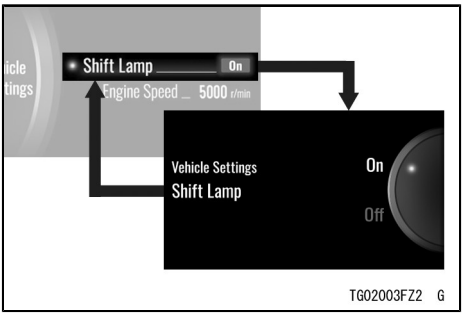
➡ **: Flow when pushing the right meter button**
⇨ **: Flow when pushing and holding the right meter button**

Shift Lamp

This switches the shift-up indicator function on or off.

- Highlight “Shift Lamp” using the left meter button.
- Push the right meter button to shift to the next screen.

- Choose on or off using the left meter button.
- Push the right meter button.



➡ : **Flow when pushing the right meter button**

NOTE

○ *Refer to the Features section for details of the shift-up indicator function (see page 75).*

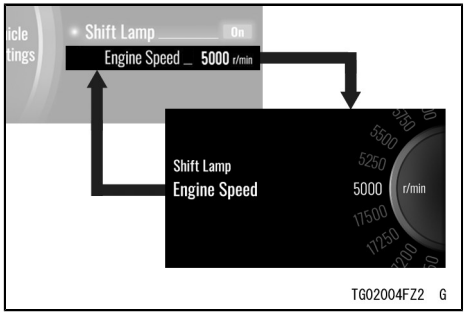
Engine Speed

This adjusts the timing at which the shift-up indicator works.

NOTE

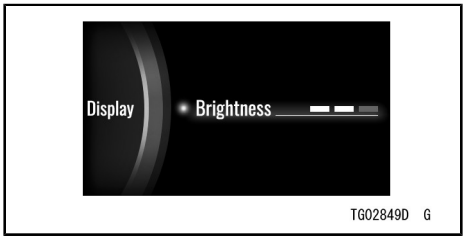
○ *When "Shift Lamp" setting is off, this item is grayed out.*

- Highlight "Engine Speed" using the left meter button.
- Push the right meter button to shift to the next screen.
- Set the desired engine speed using the left meter button.
- Push the right meter button.



➡ : Flow when pushing the right meter button

Display

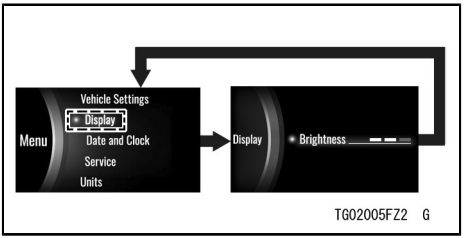


Brightness: Adjust backlight of LCD

Brightness

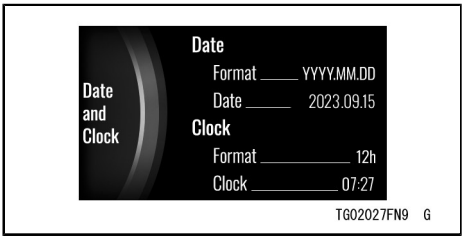
This adjusts the backlight brightness of the screen in three levels.

- Enter the menu mode.
- Highlight “Display” using the left meter button.
- Push the right meter button to shift to the next screen.
- Adjust the setting using the left meter button.
- Push the right meter button.



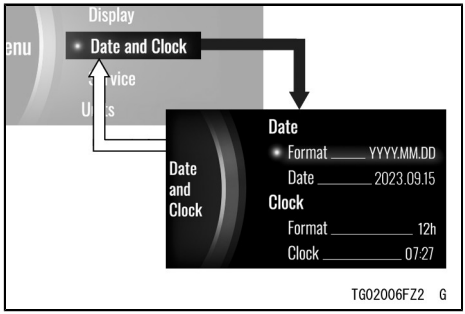
➡ : Flow when pushing the right meter button

Date and Clock



Date: Adjust date
Clock: Adjust clock
Format: Choose date and time notation

- Enter the menu mode.
- Highlight “Date and Clock” using the left meter button.
- Push the right meter button to shift to the next screen.



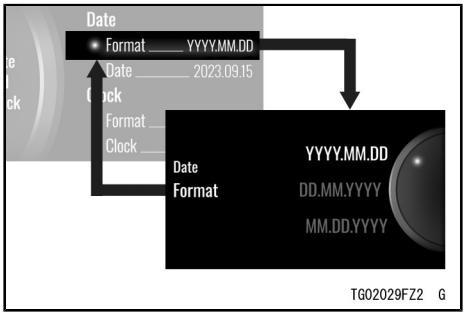
➡ : Flow when pushing the right meter button

⇨ : Flow when pushing and holding the right meter button

Format (Date)

This switches the date format.

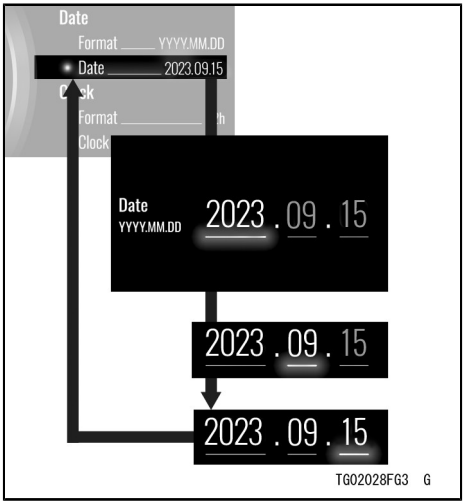
- Highlight “Format” under “Date” using the left meter button.
- Push the right meter button to shift to the next screen.
- Choose the date format using the left meter button.
- Push the right meter button.



➡ : Flow when pushing the right meter button

Date

- Highlight “Date” using the left meter button.
- Push the right meter button to shift to the next screen.
- Adjust the date using the left meter button.
- Push the right meter button.

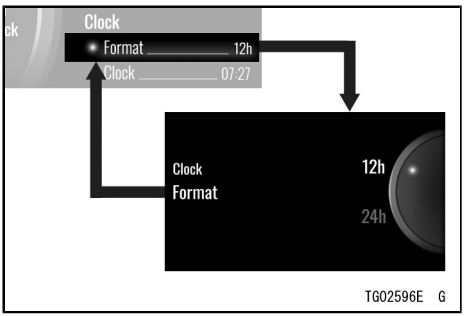


➡ : Flow when pushing the right meter button

Format (Clock)

This switches the time display.

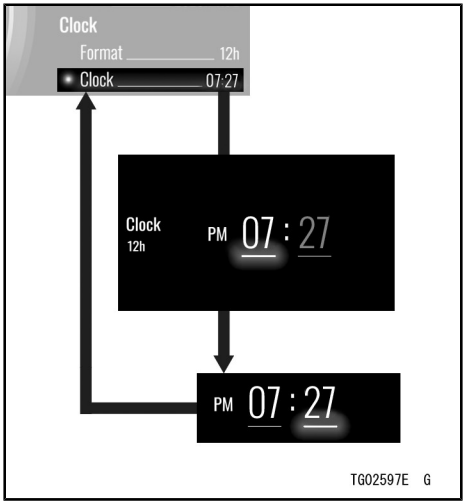
- Highlight “Format” under “Clock” using the left meter button.
- Push the right meter button to shift to the next screen.
- Choose the 12-hour clock or 24-hour clock using the left meter button.
- Push the right meter button.



➡ : Flow when pushing the right meter button

Clock

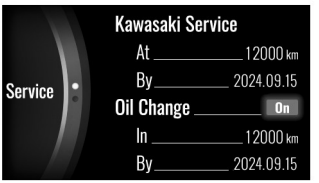
- Highlight “Clock” using the left meter button.
- Push the right meter button to shift to the next screen.
- Adjust the clock using the left meter button.
- Push the right meter button.



➡ : Flow when pushing the right meter button

Service

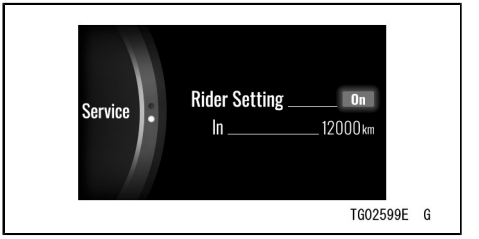
Screen 1 of 2



Kawasaki Service: Dealer defined interval for periodic maintenance (can be activated or deactivated by authorized Kawasaki dealer)

Oil Change: User defined interval for engine oil change (user can set distance and end date maintenance reminder)

Screen 2 of 2

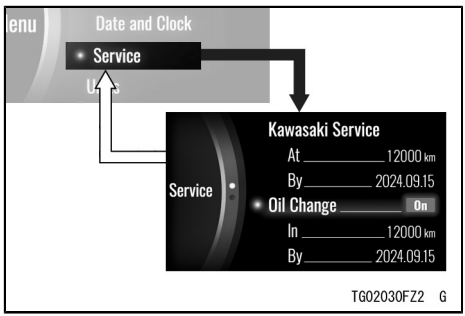


Rider Setting: User defined interval for maintenance (user can set distance maintenance reminder)

NOTE

- *The disabled item is grayed out.*
- *The distance shown on the meter indicates the remaining distance to the maintenance reminder and will decrease as the vehicle is operated.*
- *The service item changes to orange when the scheduled date or distance is reached.*

- Enter the menu mode.
- Highlight “Service” using the left meter button.
- Push the right meter button to shift to the next screen.



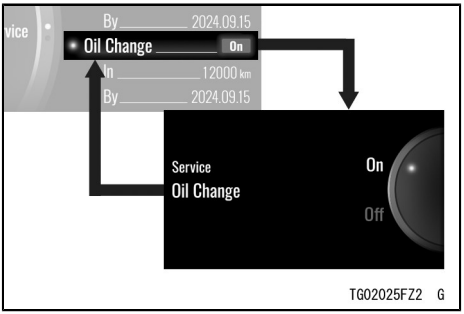
➡ : Flow when pushing the right meter button

⇨ : Flow when pushing and holding the right meter button

Oil Change

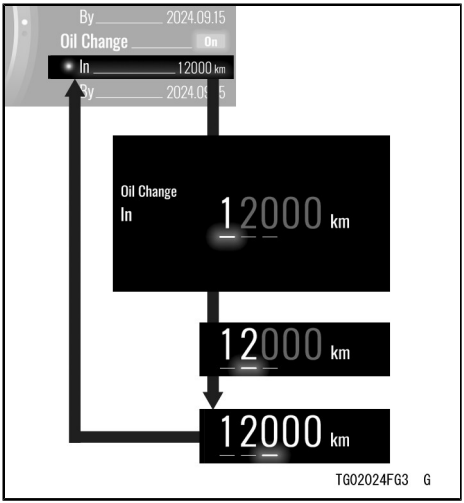
This switches the maintenance schedule notification on or off. The setting distance also can be adjusted.

- Highlight “Oil Change” using the left meter button.
- Push the right meter button to shift to the next screen.
- Choose on or off using the left meter button.
- Push the right meter button.



➡ : **Flow when pushing the right meter button**

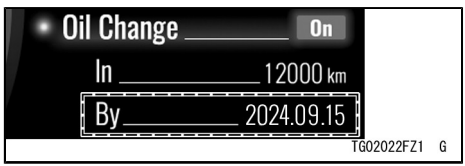
- Highlight “In” under “Oil Change” using the left meter button.
- Push the right meter button to shift to the next screen.
- Set the desired distance using the left meter button.
- Push the right meter button.



➡ : **Flow when pushing the right meter button**

NOTE

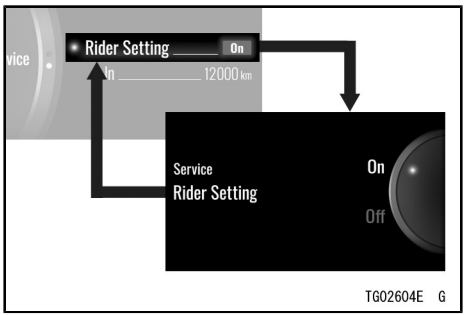
○ *The setting date cannot be changed manually. It sets to one year later automatically when turning on this function or changing the distance. For example, when the current date is "2023.09.15," it sets to "2024.09.15."*



Rider Setting

This allows the rider to set the distance for certain maintenance item.

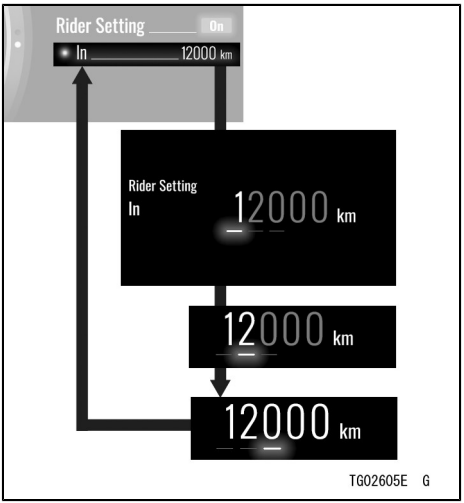
- Highlight "Rider Setting" using the left meter button.
- Push the right meter button to shift to the next screen.
- Choose on or off using the left meter button.
- Push the right meter button.



➡ : Flow when pushing the right meter button

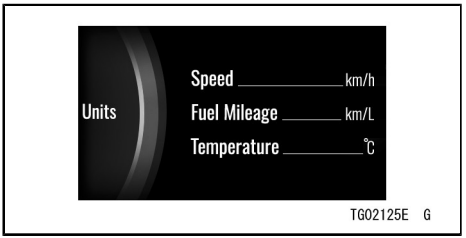
- Highlight "In" under "Rider Setting" using the left meter button.
- Push the right meter button to shift to the next screen.
- Set the desired distance using the left meter button.

● Push the right meter button.



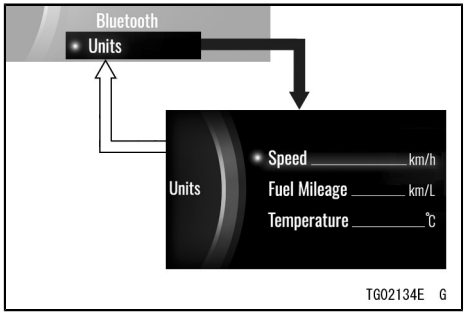
➡ : **Flow when pushing the right meter button**

Units



Speed: Switch unit of speed between km/h and mph
Fuel Mileage: Switch unit of fuel consumption
Temperature: Switch unit of temperature between °C and °F

- Enter the menu mode.
- Highlight “Units” using the left meter button.
- Push the right meter button to shift to the next screen.



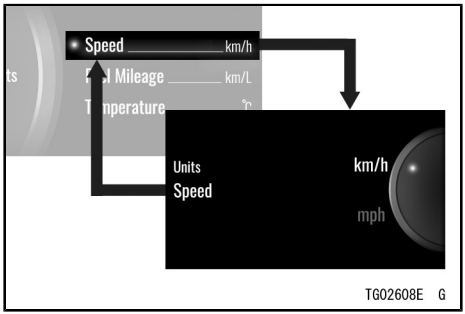
➡ : Flow when pushing the right meter button

⇨ : Flow when pushing and holding the right meter button

Speed

This switches the unit of speed.

- Highlight “Speed” using the left meter button.
- Push the right meter button to shift to the next screen.
- Choose “km/h” or “mph” using the left meter button.
- Push the right meter button.



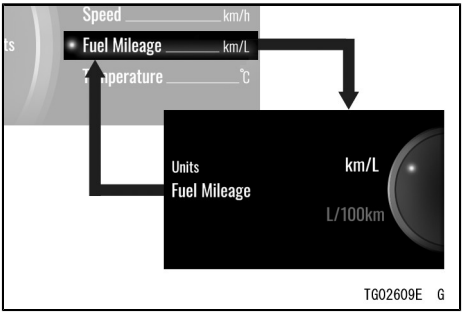
➡ : Flow when pushing the right meter button

Fuel Mileage

This switches the unit of fuel consumption.

- Highlight “Fuel Mileage” using the left meter button.
- Push the right meter button to shift to the next screen.

- Choose the unit using the left meter button.
- Push the right meter button.



➡ : Flow when pushing the right meter button

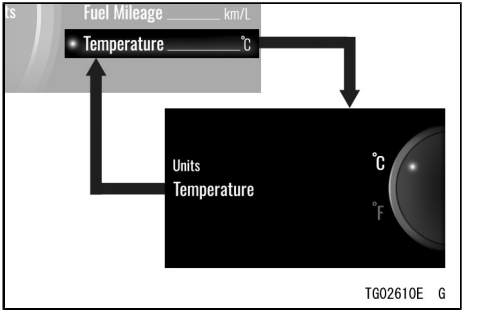
NOTE

○ *The choices will change according to the unit set by "Speed."*

Temperature

This switches the unit of temperature.

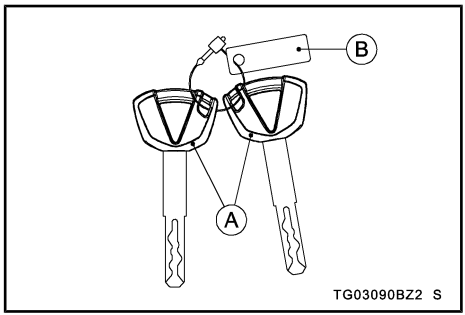
- Highlight "Temperature" using the left meter button.
- Push the right meter button to shift to the next screen.
- Choose "° C" or "° F" using the left meter button.
- Push the right meter button.



➡ : Flow when pushing the right meter button

Keys (EX500G/H)

You will need the key number or spare key to have a duplicate made.



A. Ignition Key
B. Key Number Tag

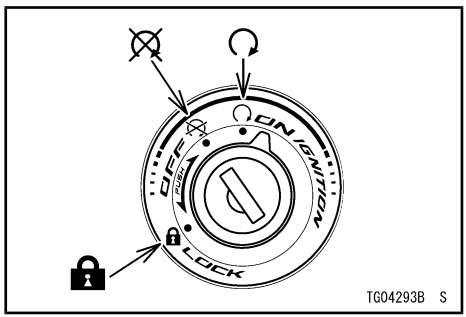
If you lose all keys and the key number, you will need to replace the ignition switch and all other locks operated by that key.

Contact your Kawasaki dealer to purchase additional spare keys.

Ignition Switch/Steering Lock (EX500G/H)

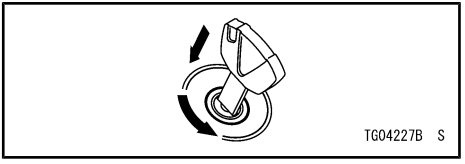
This is a three-position, key-operated switch.

The key can be removed when it is in the “OFF” or “LOCK” position.



ON	● Engine can be started. ● All electrical equipment can be used. ● Key cannot be removed.
OFF	● Engine off. ● Electrical equipment is off. ● Key can be removed.
LOCK	● Steering locked. ● Engine off. ● Electrical equipment is off. ● Key can be removed.

For Locking:
- Turn the handlebars fully to the left.
- Push the key down in the “OFF” position and turn it to “LOCK” position.



⚠ WARNING

Turning the ignition switch to the “OFF” position while riding the motorcycle shuts down the entire electrical system (headlight, brake light, turn signal light, etc.) and the engine will stop, which could cause an accident resulting in severe injury or death. Never operate the ignition switch while riding the motorcycle; only operate it when the motorcycle is at a standstill.

NOTE

- *The headlight, tail, city and license plate lights are on whenever the ignition key is in the “ON” position.*
- *Do not leave the ignition switch at the “ON” position for an extended time with the engine stopped, or the*

battery may become totally discharged.

○ *Do not leave the hazard lights switched on for a long time without the engine running or the battery will become discharged.*

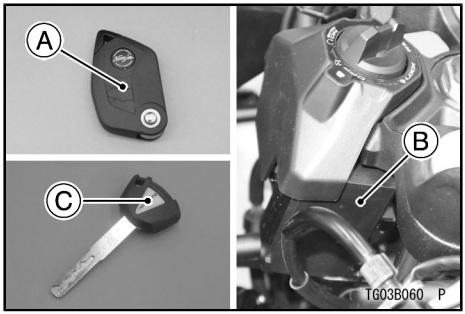
KIPASS (EX500J)

This motorcycle has the KIPASS (Kawasaki's Intelligent Proximity Activation Start System), which can start the engine and lock the steering by only carrying the FOB.

This system contains the FOB, KIPASS ECU (ignition switch) and spare key.

NOTE

○ *When the battery is discharged, this system cannot operate the ignition switch.*

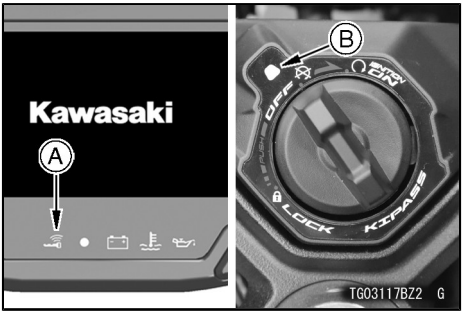


A. FOB
B. KIPASS ECU (Ignition Switch)
C. Spare Key

KIPASS Indicator/Key Knob Indicator

When the battery voltage of the FOB is discharged or FOB is lost, the KIPASS indicator or key knob indicator blinks to alert the rider. If the KIPASS is failed, the key knob indicator goes on after the ignition switch is turned

on. Have the KIPASS checked by an authorized Kawasaki dealer.

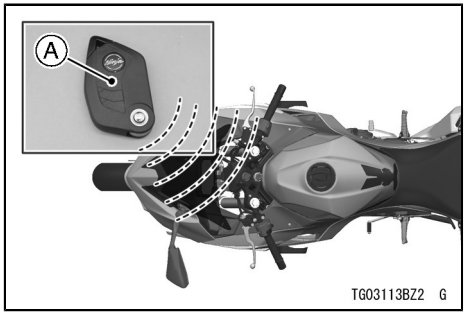


A. KIPASS Indicator (Meter)
B. Key Knob Indicator (Ignition Switch)

- If the KIPASS indicator blinks for 10 seconds after the ignition switch is on, the blinking indicates the battery voltage of the FOB is discharged. Replace the battery of the FOB (see page 110).
- If the KIPASS indicator blinks after the motorcycle starts to move, the blinking indicates the FOB was lost.
- If you turn off the ignition switch while KIPASS does not detect the FOB, the key knob indicator blinks. The battery voltage of the FOB is discharged or FOB is lost. Start the engine again while key knob indicator blinks for 30 seconds. The ignition switch cannot be opened after 30 seconds.

Starting the Engine

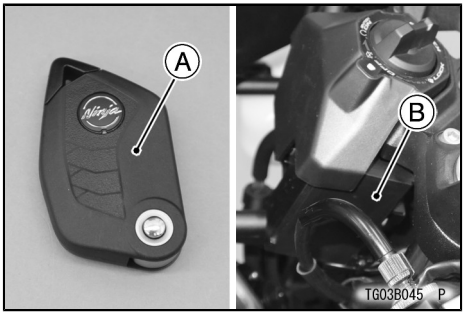
This system can start the engine by the user ID certification (mutual certification between the motorcycle and FOB is performed by radio wave, and certifies if the FOB is properly coded for the motorcycle).



A. FOB

⚠ WARNING

KIPASS may interfere with the operation of certain medical devices such as implanted pacemakers and implanted cardiac defibrillators. The FOB or KIPASS ECU must be kept more than 22 cm (9 in.) from these type of medical devices to avoid interference. Do not carry the FOB in your breast pocket. Operators with medical devices such as pacemakers and implanted cardiac defibrillators should consult with their doctors before use.



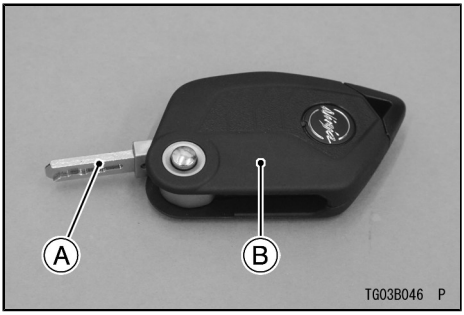
A. FOB
B. KIPASS ECU (Ignition Switch)

FOB (Portable Key)

The FOB of this motorcycle has a mechanical key.

This key can be used to remove or open the following parts.

- Fuel Tank Cap
- Passenger's Seat



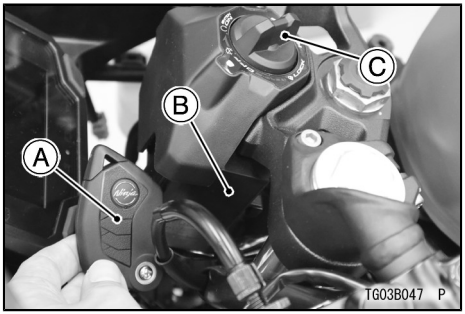
A. Mechanical Key
B. FOB

Up to five FOBs can be registered with the KIPASS at one time. Registering additional FOB should be done by an authorized Kawasaki dealer. To make additional user keys, take the vehicle along with the all FOBs to an authorized Kawasaki dealer to have them re-registered. If all FOBs are lost, registering new codes for replacement

FOB into electronic control unit is impossible.

Information for Use of FOB

- If the FOB is put on the other metal surface, or touch to the other metal materials, incorrect communication between ECU and FOB may occur.
- When the FOB is within range of the ECU, note that anyone can start the engine (even if the person does not possess the FOB).
- When parking the motorcycle near a glass window, or house wall, the location may be within range of the FOB.
- The rider should possess the FOB while riding, and make sure to check that he or she is in possession of the FOB before stopping the engine.
- FOB transmits and receives the radio wave, so the battery in the FOB discharges. The normal battery life is about 2 years depending on use. If the FOB is close to other strong radio waves (TV, Personal Computer, Cellular Phone, etc.), the battery may discharge earlier.
- The FOB communicates when the ignition switch is turned to “ON” or “OFF”, and the motorcycle is moved off.
- If the battery of the FOB is discharged, key knob cannot be operated. Touch the FOB to the KIPASS ECU (ignition switch), then key knob can be operated after about 3 seconds when the key knob is pushed.



A. FOB
B. KIPASS ECU (Ignition Switch)
C. Key Knob

- When possessing several registered FOBs, the engine can be started if any one FOB is correctly certified. If the communication is failed, move one of the FOBs to other location.
- Even if the FOB is within range to start the engine, the FOB may not be correctly certified. Move the motorcycle or the FOB to other place.

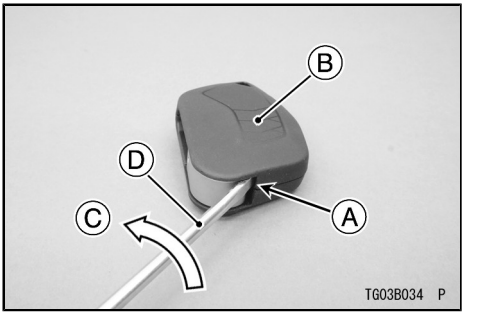
NOTICE

Do not expose the FOB to excessively high temperature or more humid place.
Do not put any magnetic materials with the FOB on the same key ring.
Do not put the FOB close to the other electric appliance (TV, Audio system, Personal Computer, Cellular Phone, etc.) or medical appliance.
Do not submerge FOB in water.
Do not disassemble the FOB except of replacing the battery.
Do not drop the FOB or apply shocks to it.
If FOB is lost, re-registry at dealer is securely required to prevent the possibility of theft.
If all FOBs are lost, an authorized Kawasaki dealer will have to replace the ECU, and re-register the new FOB.

Battery Replacement

The FOB contains a battery. If the battery is discharged, the replacement of the battery should be done by an authorized Kawasaki dealer or replace it as follows.

- Insert a flat tip screwdriver into the groove of the FOB, and remove the cover by turning the flat tip screwdriver lightly.

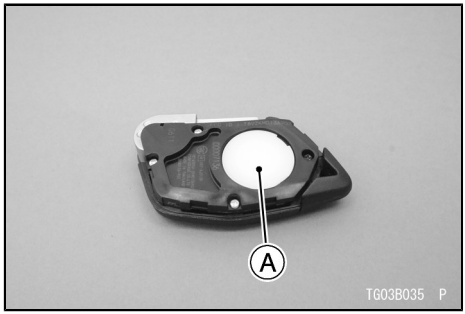


A. Groove
B. Cover
C. Turn
D. Flat Tip Screwdriver

NOTE

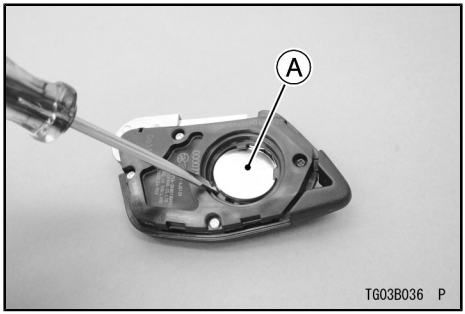
○ *When removing the cover, protect top surface with towel while applying with properly size screwdriver.*

- Remove the cap.



A. Cap

- Replace the battery.

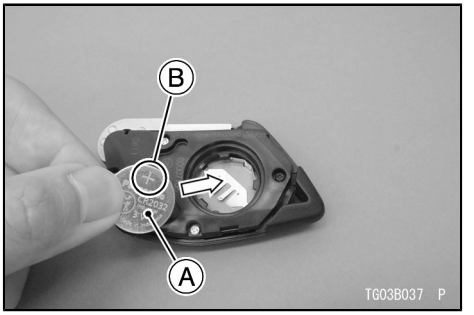


A. Battery

- Install the new battery.

NOTE

○ *Install the battery with (+) side of the battery facing to up.*



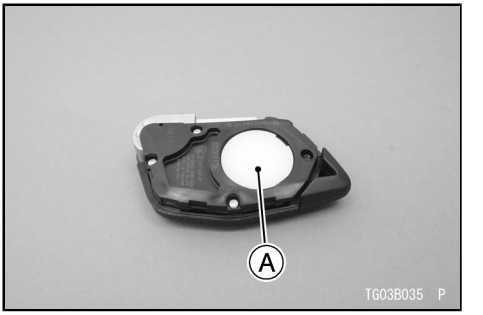
A. Battery
B. (+) Side

Battery

CR2032

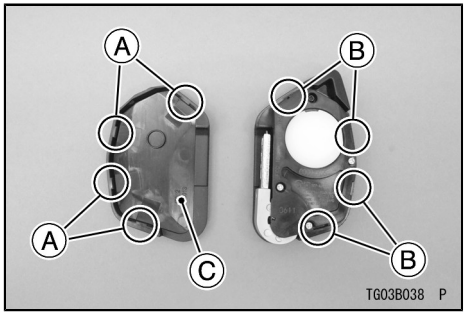
NOTICE
Battery shall not be exposed to excessive heat such as sunshine, fire or the like.

- Install the cap.



A. Cap

- Insert the projections of the cover into the grooves.



A. Projections
B. Grooves
C. Cover

⚠ WARNING

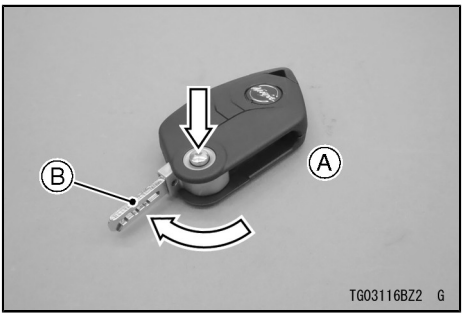
The FOB contains a coin-style battery and other small parts that could be ingested by a child and result in severe injury. To prevent accidental ingestion, keep the FOB battery and other small parts out of the reach of children.

NOTICE

Be careful not to damage the FOB when replacing the FOB battery.
Be sure to install the (+) side of battery to the correct installation.
Do not touch the electrical parts, or electrical circuit on the inside of the FOB.
Avoid to replace the battery where heavy dust is blowing.
Do not make the dust insert into the FOB.
Do not force to disassemble the FOB when replacing the battery.
Do not touch the battery or terminal of the FOB with the bare hands when replacing the battery.

How to Use Mechanical Key

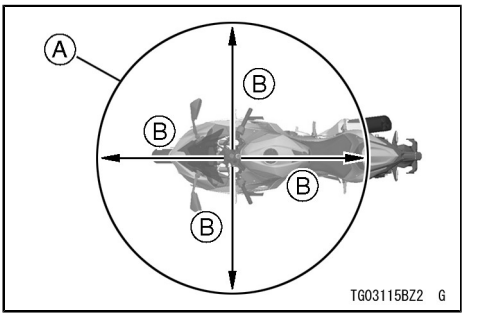
Push the button to release the mechanical key. To return the mechanical key, push the button and return the mechanical key.



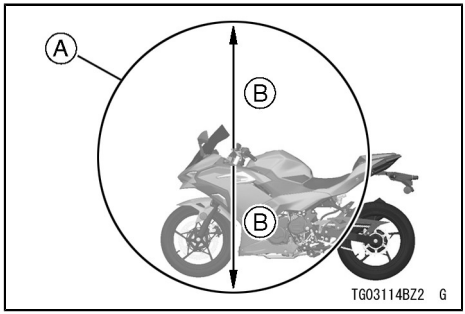
A. Button
B. Mechanical key

FOB Communication Range

The FOB communicates within about 100 cm (39.4 inches) of the antenna. The KIPASS uses a weak radio waves, so, this range may vary. Incorrect communication may occur by the location of the FOB, even if the FOB is located within the range.



A. Area
B. About 100 cm (39.4 in.)



A. Area
B. About 100 cm (39.4 in.)

KIPASS Does Not Operate

If KIPASS does not operate correctly excluding the following items, KIPASS should be checked by an authorized Kawasaki dealer.

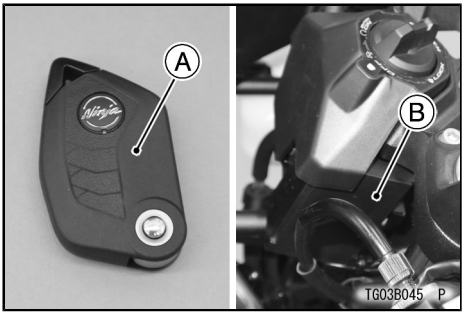
- Incorrect communication can occur in high-intensity radio wave environments and electronic noisy area (close to such the place developing strong radio wave, broadcasting station, electric power station, cellular phone, personal computer, etc., and close or covered by metal material).
- Battery is not correctly installed or discharged (see page 110).

Special Warning on KIPASS

KIPASS generates a radio wave between FOB and antenna. Make sure that the rider or passenger with medical appliances such as cardiac pacemaker, implantable cardioverter defibrillator, etc., confirm the antenna location and FOB location before riding, and be sure to read the following warning.

⚠ WARNING

KIPASS may interfere with the operation of certain medical devices such as implanted pacemakers and implanted cardiac defibrillators. The FOB or KIPASS ECU must be kept more than 22 cm (9 in.) from these type of medical devices to avoid interference. Do not carry the FOB in your breast pocket. Operators with medical devices such as pacemakers and implanted cardiac defibrillators should consult with their doctors before use.



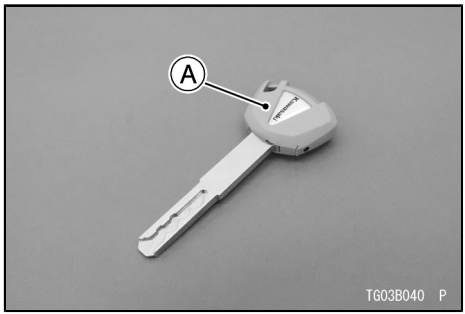
A. FOB
B. KIPASS ECU (Ignition Switch)

Spare Key (include Immobilizer)

This motorcycle has a spare key in addition to the FOB. The spare key can be used as a substitute for the FOB. Store the spare key in a safe place in case the FOB is lost.

Up to two keys can be registered with the KIPASS at one time.

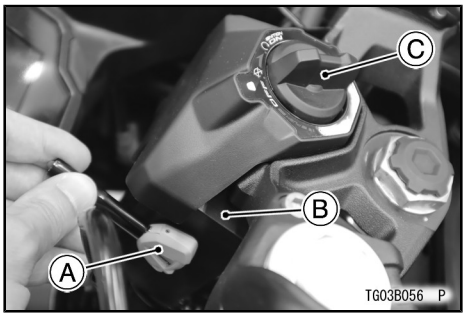
Registering additional key should be done by an authorized Kawasaki dealer.



A. Spare Key

The spare key has the immobilizer function, but it does not have the KIPASS function. Therefore, when using the spare key, perform the following procedures.

- Touch the spare key to the KIPASS ECU (ignition switch), then key knob can be operated after about 3 seconds passed when the key knob is pushed.



A. Spare Key
B. KIPASS ECU (Ignition Switch)
C. Key Knob

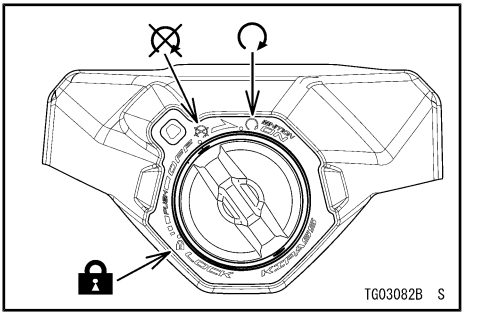
Ignition Switch/Steering Lock (EX500J)

The KIPASS equipped models can start the engine and lock the steering by only carrying the FOB (portable key).

This is a three-position, key-operated switch. The key knob can not be removed.

NOTE

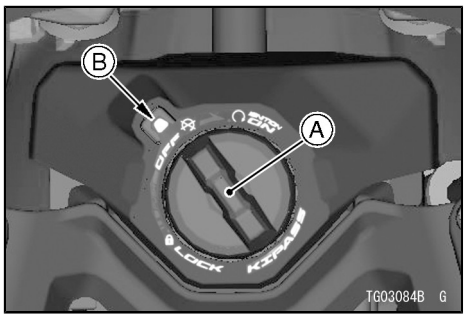
○ *Forcible operation of the ignition switch may cause the any malfunction.*



ON	● Engine can be started. ● All electrical equipment can be used.
OFF	● Engine off. ● Electrical equipment is off.
LOCK	● Steering locked. ● Engine off. ● Electrical equipment is off.

When the key knob is pushed in, the key knob indicator goes on. The key knob can be turned to “ON”, “OFF”,

"LOCK" position while the key knob indicator goes on. Make sure the key knob is correct position. Key knob indicator goes on means that the FOB is correctly certificated.



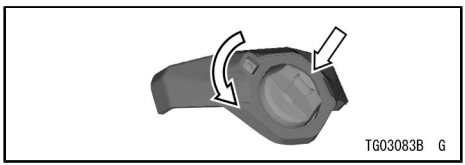
A. Key Knob
B. Key Knob Indicator

NOTE

○ *If the ignition switch is repeatedly operated, the protection circuit operates and the ignition switch does not operate temporarily.*

For locking:

- Turn the handlebars fully to the left.
- Push the key knob down in the "OFF" position and turn it to "LOCK."



NOTE

○ *If KIPASS is failed, steering may not be locked. Have the KIPASS checked by an authorized Kawasaki dealer.*

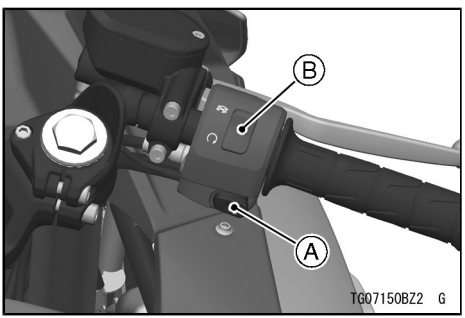
⚠ WARNING

Turning the ignition switch to the "OFF" position while riding the motorcycle shuts down the entire electrical system (headlight, brake light, turn signal light, etc.) and the engine will stop, which could cause an accident resulting in severe injury or death. Never operate the ignition switch while riding the motorcycle; only operate it when the motorcycle is at a standstill.

NOTE

- *The tail, city and license plate lights are on whenever the key knob is in the "ON" position.*
- *Do not leave the key knob at the "ON" position for an extended time with the engine stopped, or the battery may become totally discharged.*
- *If the FOB is not correctly communicated when the key knob is pushed in, push the key knob again after several seconds.*
- *Do not leave the hazard lights switched on for a long time without the engine running or the battery will become discharged.*

Right Handlebar Switches



A. Starter Button
B. Engine Stop Switch

Starter Button

Refer to the Starting the Engine section in the HOW TO RIDE THE MOTORCYCLE chapter for starting instructions (see page 141).

Engine Stop Switch

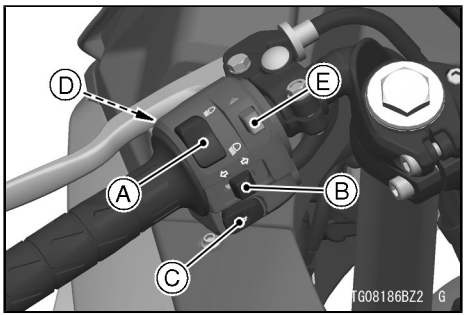
To stop the engine in an emergency, move the engine stop switch to the "OFF" position.

Ordinarily, the engine stop switch must be in the "ON" position for the motorcycle to operate.

NOTE

- *Ordinarily, the ignition switch should be used to stop the engine.*
- *Although the engine stop switch stops the engine, it does not turn off all the electrical circuits and eventually the battery will be discharged.*

Left Handlebar Switches



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

Dimmer Switch

High or low beam can be selected with the dimmer switch.

- High beam...
- Low beam...

NOTE

○ *Do not allow anything to cover the headlight lens when the headlight is on. If covered, heat can build up in the headlight lens causing lens discoloration or melting, as well as damage to the item covering the lens.*

Turn Signal Switch

When the turn signal switch is turned to the left (⇦) or right (⇨) the corresponding turn signal lights and turn signal indicator blinks. To cancel the turn signal, push the switch in.

Horn Button

When the horn button is pushed, the horn sounds.

Passing Button PASS

The high beam turns on only while the passing button is pushed.

Hazard Switch

Push in the hazard switch with the ignition switch in the “ON” position. All the turn signal lights and turn signal indicators will blink.

NOTE

○ *Be careful not to use the hazard lights for an extended period of time, otherwise the battery may become totally discharged.*

Fuel

⚠ WARNING

Gasoline is extremely flammable and can be explosive under certain conditions, creating the potential for serious burns. 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.

Fuel Requirements

Use clean, fresh unleaded gasoline with the following conditions.

- Antiknock Index of 87 or more
- Up to 10% of ethanol contained

NOTICE

Use only unleaded gasoline. Never use leaded gasoline. Leaded gasoline significantly reduces the capability of the catalytic converter in the exhaust system.

NOTICE

Use minimum of 87 octane gasoline only to prevent severe engine damage.

NOTICE

If engine "knocking" or "pinging" occurs, use a different brand of gasoline of a higher octane rating. If this condition is allowed to continue it can lead to severe engine damage. Gasoline quality is important. Fuels of low quality or not meeting standard industry specifications may result in unsatisfactory performance. Operating problems that result from the use of poor quality or nonrecommended fuel may not be covered under your warranty.

NOTICE

Avoid using blends of unleaded gasoline and methanol (wood alcohol) whenever possible, and never use "gasohol" containing more than 5% methanol.
Fuel system damage and performance problems may result.

NOTE

○ *Other oxygenates approved for use in unleaded gasoline include TAME (up to 16.7%) and ETBE (up to 17.2%). Fuel containing these oxygenates can also be used in your Kawasaki.*

NOTICE

Never use gasoline with an octane rating lower than the minimum specified by Kawasaki. Never use "gasohol" with more than 10% ethanol, or more than 5% methanol.

Gasoline containing methanol must also be blended with cosolvents and corrosion inhibitors. Certain ingredients of gasoline may cause paint fading or damage. Be extra careful not to spill gasoline or gasoline oxygenate blends during refueling.

When not operating your Kawasaki for 30 to 60 days, mix a fuel stabilizer (such as STA-BIL) with the gasoline in the fuel tank. Fuel stabilizer additives inhibit oxidation of the fuel which minimizes gummy deposits.

Fuel Type and Octane Rating

Use clean, fresh unleaded gasoline.

The Antiknock Index is posted on service station pumps. The octane rating of a gasoline is a measure of its resistance to detonation or "knocking." The Antiknock Index is an average of the Research Octane Number (RON) and the Motor Octane Number (MON) as shown in the table.

Fuel Type	Unleaded Gasoline
Ethanol Content	E10 or less
Antiknock Index	87 or more

NOTICE

Do not use any fuel that contains more ethanol or other oxygenates than specified for E10 fuel* in this vehicle. Damage to the engine and fuel system, or engine starting and/or performance problems may result from the use of improper fuel.

*E10 means fuel containing up to 10% ethanol.

Filling the Tank

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

⚠ WARNING

Gasoline is extremely flammable and can be explosive under certain conditions, creating the potential for serious burns. 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 completely to the top.

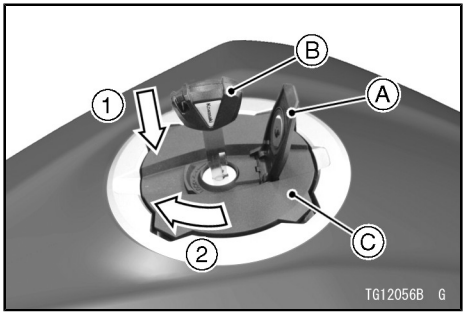
If the tank is filled completely to the top, heat may cause the fuel to expand and overflow through the vents in the tank cap.

After refueling, make sure the tank cap is closed securely. If gasoline is spilled on the fuel tank, wipe it off immediately.

NOTICE

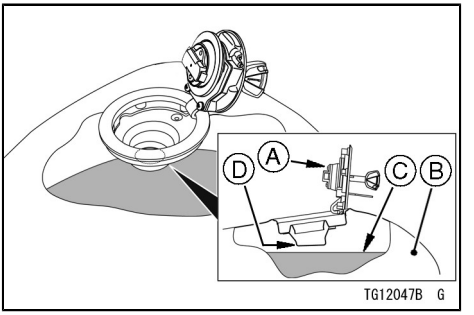
California model only: Never fill the tank so the fuel level rises into the filler neck. If the tank is overfilled, heat may cause the fuel to expand and flow into the Evaporative Emission Control System resulting in hard starting, engine hesitation and non-compliance with the emission regulation.

- Lift the key hole cover.
- Insert the ignition key into the fuel tank cap.
- Turn the key clockwise while pushing down the fuel tank cap.



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

- Open the fuel tank cap.
- Add fuel.



A. Tank Cap
B. Fuel Tank
C. Top Level
D. Bottom of Filler Neck (Maximum Fuel Level)

NOTE

○ *Do not exceed the maximum fuel level as shown.*

- Push the fuel tank cap down into place with the key inserted.
- The key can be removed by turning counterclockwise to the original position.
- Close the key hole cover.

NOTICE

Never fill the tank completely to the top.
If the tank is filled completely to the top, 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.

NOTE

○ *The fuel tank cap cannot be closed without the key inserted, and the key cannot be removed unless the cap is locked properly.*

○ *Do not push on the key to close the cap, or the cap cannot be locked.*

Side Stand

Always kick the stand fully up before moving the motorcycle. The engine will stop automatically if the motorcycle is in gear and the clutch is released with the side stand down.

NOTE

○ *When using the side stand, turn the handlebars to the left.*
○ *Make sure the side stand is down securely before leaving the motorcycle.*
○ *Do not sit on the motorcycle while it is on its side stand.*

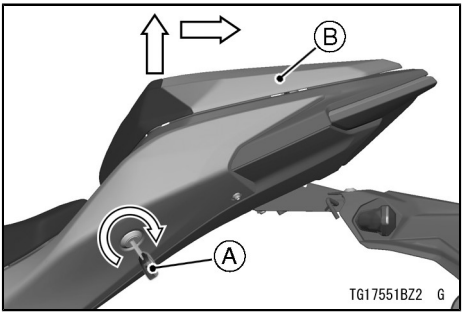
Pillion Seat Cover (Equipped Models)

NOTE

○ *Do not carry any passenger when the pillion seat cover is installed on the motorcycle.*

Pillion Seat Cover Removal

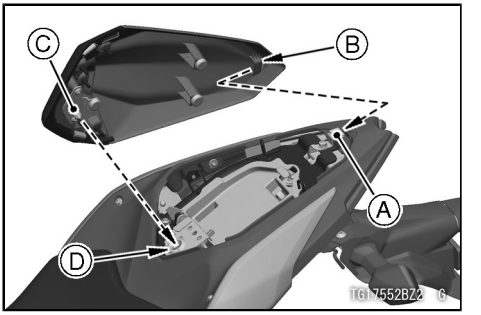
- Insert the ignition key into the seat lock.
- Lift the front part of the pillion seat cover upward while turning the key clockwise.
- Remove the pillion seat cover backward.
- Remove the ignition key.



A. Ignition Key
B. Pillion Seat Cover

Pillion Seat Cover Installation

- Insert the slot at the rear of the pillion seat cover into the hook in the frame.
- Insert the projections at the front of the pillion seat cover into the latch holes on the frame.
- Push down the front part of the pillion seat cover until the lock clicks.



A. Hook
B. Slot
C. Projection
D. Latch Hole

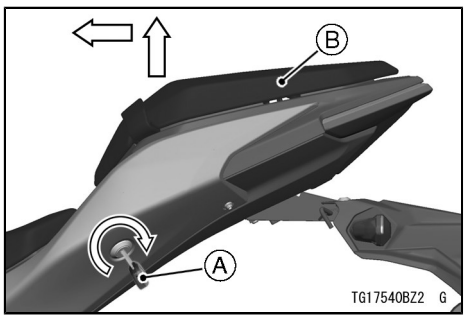
- Pull up the front and rear ends of the pillion seat cover to make sure they are securely locked.

Seats

The seats can be removed by in order of the passenger's seat then the rider's seat.

Passenger's Seat Removal

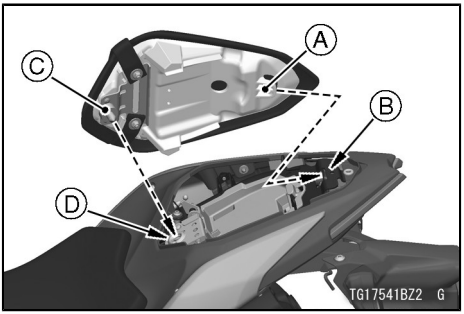
- Insert the ignition key into the seat lock.
- Lift the front part of the passenger's seat upward while turning the key clockwise.
- Remove the passenger's seat forward.
- Remove the ignition key.



A. Ignition Key
B. Passenger's Seat

Passenger's Seat Installation

- Insert the hook at the rear of the passenger's seat into the slot of the frame.
- Insert the seat lock projection at the front of the passenger's seat into the latch hole.
- Push down the front part of the passenger's seat until the lock clicks.

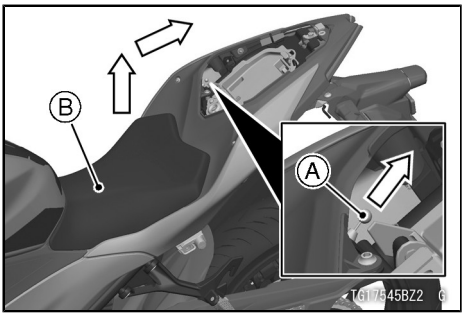


A. Hook
B. Slot
C. Seat Lock Projection
D. Latch Hole

- Pull up the front and rear ends of the passenger's seat to make sure they are securely locked.

Rider's Seat Removal

- Remove the passenger's seat (see page 131).
- Lift the rear part of the rider's seat upward while pulling the seat lock cable backward.
- Remove the rider's seat backward.

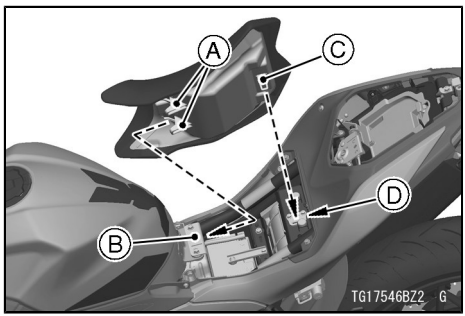


A. Seat Lock Cable
B. Rider's Seat

Rider's Seat Installation

- Insert the hooks at the front of the rider's seat under the fuel tank bracket.

- Insert the seat latch at the rear part of the rider's seat into the latch hole of the frame.
- Push down the rear part of the rider's seat until the lock clicks.



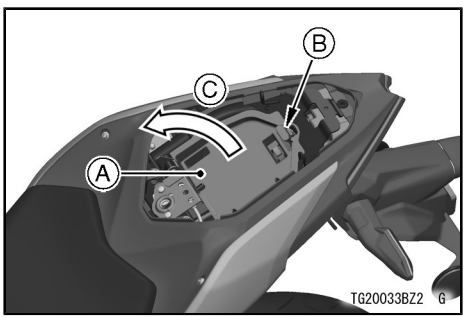
A. Hooks
B. Fuel Tank Bracket
C. Seat Latch
D. Latch Hole

- Pull up the front and rear ends of the rider's seat to make sure they are securely locked.
- Install the passenger's seat (see page 131).

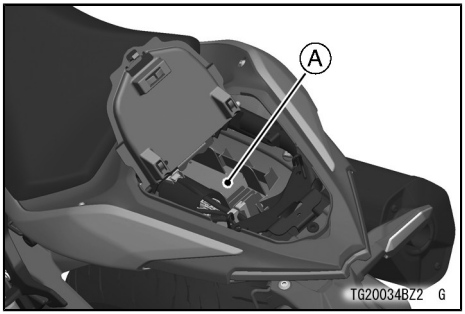
Storage Compartment

The storage compartment are located under the passenger's seat.

- Pull the tab to open the compartment cover.



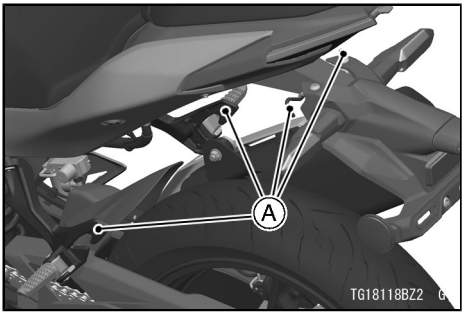
A. Compartment Cover
B. Tab
C. Open



A. Storage Compartment

Tie Hooks

When securing light loads to the seat, use the tie hooks.



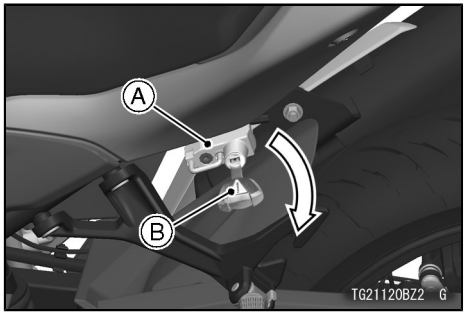
A. Tie Hooks

Helmet Lock

The helmet lock is located to the left of the motorcycle.

To unlock the helmet lock

- Insert the ignition key into the helmet lock and turning it clockwise.



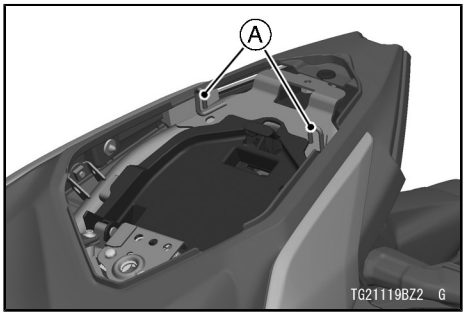
A. Helmet Lock
B. Ignition Key

⚠ WARNING

Riding with a helmet attached to the lock could cause an accident by distracting the operator or interfering with normal vehicle operation. Do not ride the motorcycle with a helmet attached to the lock.

Helmet Hooks

The helmets can be secured to the motorcycle using the helmet hooks located under the passenger's seat.



A. Helmet Hooks

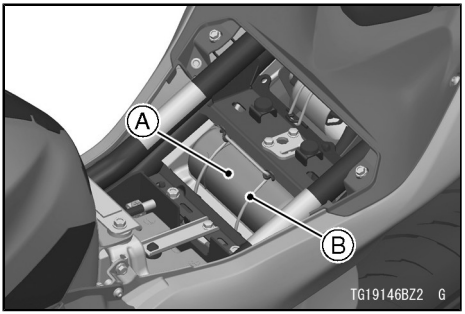
⚠ WARNING

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

Tool Kit

The tool kit is located under the rider's seat.

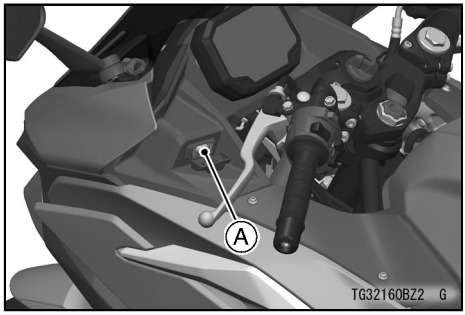
Keep the tool kit in the original place. Hold the tool kit with the band securely.



A. Tool Kit
B. Band

USB Socket (Equipped Models)

The electric power of the battery can be used through the USB socket. Observe and follow the notes listed below.



A. USB Socket

NOTICE

When connecting an accessory to the socket, keep the accessory parts or its leads free from the handlebars so that they are not obstructing the steering controls while operating the motorcycle.

NOTICE

- **If using an accessory in the socket, do not operate this motorcycle in the rain or wash it. The USB terminal may corrode and you may not be able to charge it. If it gets wet, dry it thoroughly with the ignition switch turned off before using it.**
- **It may not be charged if it is used for charging or power supply other than mobile device terminals.**
- **Always put the cap on the socket when the accessory is not used.**

⚠ WARNING

The surface of the USB socket becomes hot during operation. Do not touch the USB socket during or immediately after charging as there is a risk of burns. Do not apply more than 5.5 V to the USB terminal. There is a risk of USB socket failure and smoke and fire.

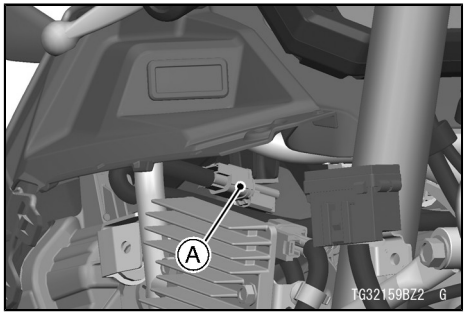
- When using other accessories together, check that the maximum load and fuse rating of the accessory circuit before using the accessory parts (see page 138).

Electrical Accessory Connectors

The electric power of the battery can be used through the electrical accessory connectors.

NOTE

- *Some models require a relay to use the electrical accessory connectors.*
- *The electrical accessory connection to the connectors should be done by an authorized Kawasaki dealer.*



A. For Genuine USB Socket (Back for Headlight Unit)

Accessory Connector		Fuse Rating	Maximum Load
A	USB Socket	10 A	15.75 W

NOTICE

Do not install a fuse of a higher rating than that specified. Do not connect a load that exceeds the maximum load to this accessory circuit or the battery may become discharged, even with the engine running.

HOW TO RIDE THE MOTORCYCLE

Break-In

The first 1 000 km (600 miles) of use is the break-in period.

Follow the recommendations below to maintain the vehicle's performance and longevity.

Travelled distance	Maximum engine revolutions
0 – 200 km (0 – 150 miles)	4 000 r/min (rpm)
200 – 350 km (150 – 250 miles)	6 000 r/min (rpm)
350 – 1 000 km (250 – 600 miles)	Ride moderately

NOTE

- *You can ride above the maximum engine revolution stated in the break-in table briefly if necessary. Brief periods above the listed engine revolutions will not affect break-in results.*
- *When travelling on public roads, obey the speed limits.*
- *Do not race the engine while the transmission is in neutral.*

⚠ WARNING

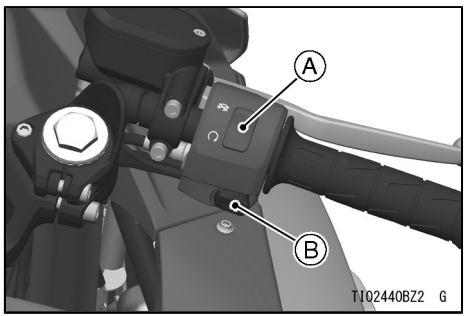
New tires are slippery and may cause loss of control and injury. A break-in period of 160 km (100 miles) is necessary to establish normal tire traction. During break-in, avoid sudden and maximum braking and acceleration, and hard cornering.

In addition to the above, at 1 000 km (600 mile) it is extremely important that

the owner has the initial maintenance service performed by an authorized Kawasaki dealer.

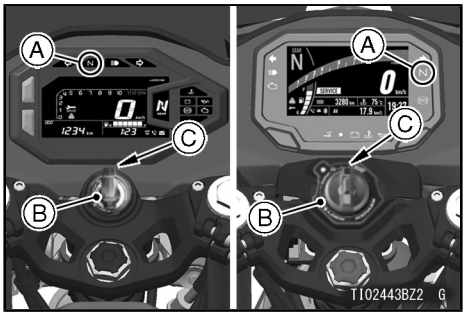
Starting the Engine

- Check that the engine stop switch is in the “ON” position.



A. Engine Stop Switch
B. Starter Button

- Turn the ignition switch on.
- Make sure the transmission is in neutral.



A. Neutral Indicator (Green)
B. Ignition Switch
C. “ON” Position

NOTE

○ *The motorcycle is equipped with a vehicle-down sensor which causes the engine to stop automatically if the motorcycle falls down. After righting the motorcycle, first turn the*

ignition switch off and then turn it on before starting the engine.

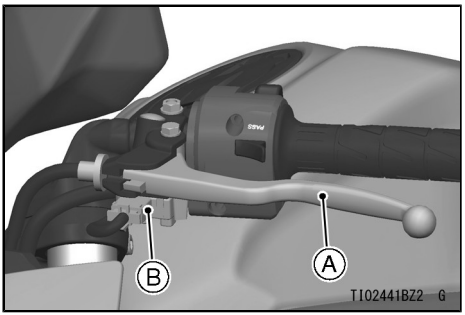
- Without holding the throttle grip, push the starter button to start the engine after meter initial operations is finished.

NOTICE

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

○ *The motorcycle is equipped with a starter lockout switch. This switch is designed so that the engine does not start if the transmission is in gear and the side stand is down. However, the engine can be started if the clutch lever is pulled and the side stand is fully up.*



A. Clutch Lever
B. Starter Lockout Switch

NOTICE

Do not let the engine idle longer than 5 minutes, or engine overheating and damage may occur.

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.

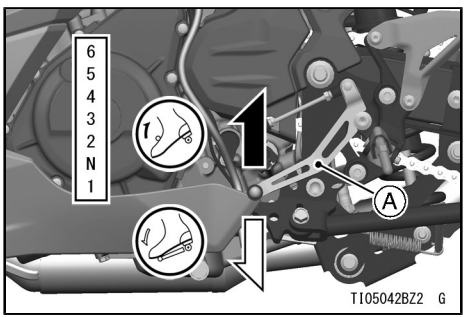
NOTE

○ *Warm up the engine thoroughly before the riding or revving the engine.*

○ *The motorcycle is equipped with a side stand switch. This switch is designed so that the engine does not start if the transmission is in gear and the side stand is down.*

Shifting Gears

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



A. Shift Pedal

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

- For smooth riding, each gear position should cover the proper rate of speed shown in the table.

⚠ WARNING

Downshifting to a lower gear at high speed causes engine rpm to increase excessively, potentially damaging the engine and it may also cause the rear wheel to skid and cause an accident. Downshifting should be done below the vehicle speeds for each gear shown in the table.

Vehicle speed when shifting

Shifting up	km/h (mph)
1st → 2nd	28 (17)
2nd → 3rd	48 (30)
3rd → 4th	60 (37)
4th → 5th	73 (45)
5th → 6th	85 (53)

Shifting down	km/h (mph)
6th → 5th	73 (45)
5th → 4th	60 (37)
4th → 3rd	48 (30)
3rd → 2nd	28 (17)
2nd → 1st	15 (9)

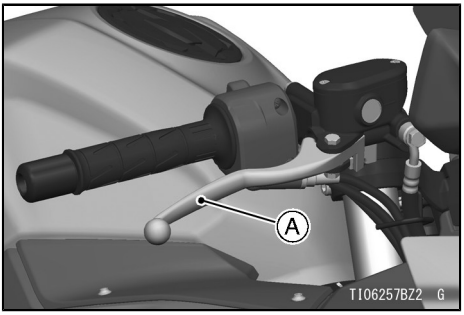
NOTE

○ *The transmission is equipped with a positive neutral finder. When the motorcycle is standing still, the transmission cannot be shifted past*

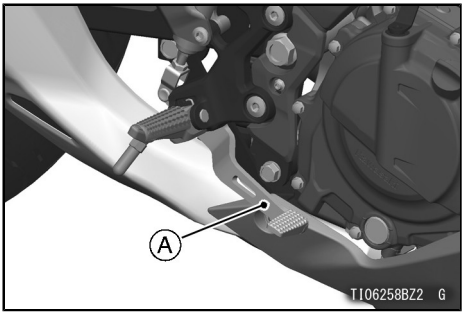
neutral from 1st gear. To use the positive neutral finder, shift down to 1st gear, then lift up on the shift pedal while standing still. The transmission will shift only into neutral.

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.
- Even in motorcycles equipped with ABS, braking during cornering may cause wheel slip. When turning a corner, it is better to limit braking to the light application of both brakes or not to brake at all. Reduce your speed before you get into the corner.



A. Front Brake Lever



A. Rear Brake Pedal

ABS (Equipped Models)

ABS (Anti-lock Brake System) is designed to help prevent the wheels from locking up when the brakes are applied hard while running straight. The ABS automatically regulates brake force. Intermittently gaining gripping force and braking force helps prevent wheel lock-up and allows stable steering control while stopping.

Brake control function is identical to that of a conventional motorcycle. The brake lever is used for the front brake and the brake pedal for the rear brake.

Although the ABS provides stability while stopping by preventing wheel lock-up, remember the following characteristics:

- To apply the brake effectively, use the front brake lever and rear brake pedal simultaneously in the same manner as conventional motorcycle brake system.
- ABS cannot compensate for adverse road conditions, misjudgment or improper application of brakes. You must take the same care as with motorcycles not equipped with ABS.
- ABS is not designed to shorten the braking distance. On loose, uneven or downhill surfaces, the stopping distance of a motorcycle with ABS may be longer than that of an equivalent motorcycle without ABS. Use special caution in such areas.
- ABS will help prevent wheel lock-up when braking in a straight line, but it cannot control wheel slip which may be caused by braking during cornering. When turning a corner, it is better to limit braking to the light application of both brakes or not to brake at all. Reduce your speed before you get into the corner.
- Same as conventional brake system, an excessive sudden braking may cause wheel lock up that makes it harder to control a motorcycle.
- During braking, ABS will not prevent the rear wheel lifting.

⚠ WARNING

ABS cannot protect the rider from all possible hazards and is not a substitute for safe riding practices. Be aware of how the ABS system operates and its limitations. It is the rider's responsibility to ride at appropriate speeds and manner for weather, road surface and traffic conditions.

- The computers integrated in the ABS compare vehicle speed with wheel speed. Since non-recommended tires can affect wheel speed, they may confuse the computers, which can extend braking distance.

⚠ WARNING

Use of non-recommended tires may cause malfunctioning of ABS and can lead to extended braking distance. The rider could have an accident as a result. Always use recommended standard tires for this motorcycle.

NOTE

- *When the ABS is functioning, you may feel a pulsing in the brake lever or pedal. This is normal. You need not suspend applying brakes.*
- *ABS does not function if the battery is discharged. When riding with an insufficiently charged battery, ABS may not function. Keep the battery in good condition according to the "Battery Maintenance" section in the MAINTENANCE AND ADJUSTMENT chapter.*

○ *ABS does not function at below speed.*

Approximatery 10 km/h (6.2 mph) or below

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 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:

- An improperly serviced or clogged air cleaner may allow dirt and dust to enter the throttle body and stick the throttle open.
- During removal of the air cleaner, dirt is allowed to enter and jam the fuel injection system.

In an emergency situation such as throttle failure, your vehicle may be stopped by applying the brakes and disengaging the clutch. Once this stopping 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

⚠ WARNING

Operating or parking the vehicle near flammable materials can cause a fire, and can result in property damage or severe personal injury.
Do not idle or park your vehicle in an area where tall or dry vegetation, or other flammable materials could come into contact with the muffler or exhaust pipe.

⚠ WARNING

The engine and exhaust system get extremely hot during normal operation and can cause serious burns.
Never touch a hot engine, exhaust pipe, or muffler during operation or after stopping the engine.

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

NOTICE

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, creating the potential for serious burns. 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.

- Lock the steering to help prevent theft.

MAINTENANCE AND ADJUSTMENT

The maintenance and adjustments outlined in this chapter must be carried out in accordance with the Daily Checks and Periodic Maintenance to keep the motorcycle in good running condition and to reduce air pollution. **The initial maintenance is vitally important and must not be neglected.**

⚠ WARNING

Failure to perform these checks or to correct a problem before operation may result in serious damage or an accident. Always perform daily checks before operation.

Although items other than daily maintenance are described, this maintenance and repair work should be done by qualified technicians. Kawasaki does not recommend doing this work without knowledge and proper tools. Please note that Kawasaki cannot assume any responsibility for damage resulting from incorrect or improper adjustment made by the owner.

⚠ DANGER

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

NOTE

○ *If a torque wrench is not available, the maintenance items which require a specific torque value should be serviced by an authorized Kawasaki dealer.*

Daily 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, contact an authorized Kawasaki dealer. Temporary measures methods are described on each page.

Operation	See Page
Fuel	
Adequate supply in tank, no leaks	–
Engine oil	
Oil level between level lines	162
Tires	
Air pressure (when cold), install the air valve cap	195
Tire wear	196
Drive chain	
Slack: every 1 000 km (600 mile)	183
Lubricate: every 600 km (400 mile)	182

Operation	See Page
Bolts, nuts and fasteners	
Check for loose and/or missing bolts, nuts and fasteners	–
Steering	
Action smooth but not loose from lock to lock	–
No binding of control cables	–
Brakes	
Brake pad wear	188
Brake fluid level	187
No brake fluid leakage	–
Throttle	
Throttle grip free play	179
Clutch	
Clutch lever free play	181
Clutch lever operates smoothly	–
Coolant	
No coolant leakage	–

Operation	See Page
Coolant level between level lines (when engine is cold)	166
Electrical equipment	
All lights (head, city, brake/tail, turn signal, license plate, warning/indicator), meter and horn work	–
Engine stop switch	
Stops engine	–
Side stand	
Return to its fully up position by spring tension	–
Return spring not weak or not damaged	–
Rear view mirrors	
Rear view sight	–

Periodic Maintenance

*A: Service at number of years shown or indicated odometer reading intervals, whichever comes first.
*B: For higher odometer readings, repeat at the frequency interval established here.
*C: Service more frequently when operating in severe conditions: dusty, wet, muddy, high speed, or frequent starting/stopping.
*D: California model only
○: Emission Related Item

: Dealer Inspection

: Dealer Change or Replace

: Dealer Lubrication

	Items	year (*A)	Odometer Reading (*B) × 1 000 km (× 1 000 mile) 1 (0.6)	12 (7.6)	24 (15.2)	36 (22.8)	48 (30.4)	See Page
	Check for error codes and perform dynamic inspection using Kawasaki diagnostic tool	Q:1	Q	Q	Q	Q	Q	–
○	Air cleaner element (*C)				↻		↻	169
○	Idle speed		Q	Q	Q	Q	Q	180
○	Throttle control system (play, smooth return, no drag)	Q:1	Q	Q	Q	Q	Q	179
○	Engine vacuum synchronization			Q	Q	Q	Q	–
	Fuel system	Q:1	Q	Q	Q	Q	Q	–
	Fuel filter				↻		↻	–
	Fuel hose	↻:5						–
○	Evaporative emission control system (*D)				Q		Q	–
	Cooling system	Q:1	Q	Q	Q	Q	Q	–

	Items	year (*A)	Odometer Reading (*B) × 1 000 km (× 1 000 mile) 1 (0.6)	12 (7.6)	24 (15.2)	36 (22.8)	48 (30.4)	See Page
	Coolant, water hose and O-ring	↻:3				↻		–
○	Valve clearance				Q		Q	–
○	Air suction system			Q	Q	Q	Q	–
	Clutch operation (play, engagement, disengagement)	Q:1	Q	Q	Q	Q	Q	181
	Engine oil (*C) and oil filter	↻:1	↻	↻	↻	↻	↻	163
	Wheel bearing damage	Q:1		Q	Q	Q	Q	–
	Drive chain wear (*C)			Q	Q	Q	Q	–
	Drive chain guide wear			Q	Q	Q	Q	–
	Brake system	Q:1	Q	Q	Q	Q	Q	–
	Brake operation (effectiveness, play, no drag)	Q:1	Q	Q	Q	Q	Q	–

	Items	year (*A)	Odometer Reading (*B) × 1 000 km (× 1 000 mile) 1 (0.6)	12 (7.6)	24 (15.2)	36 (22.8)	48 (30.4)	See Page
	Brake fluid (front and rear)	:2						–
	Brake hose	:4						–
	Rubber parts of brake master cylinder and caliper	:4						–
	Suspension system	:1						–
	Lubrication of rear suspension							–
	Steering play	:1						–
	Steering stem bearing	:2						–
	Electrical system	:1						–
○	Spark plug							–

Items	year (*A)	Odometer Reading (*B) × 1 000 km (× 1 000 mile)					See Page
		1 (0.6)	12 (7.6)	24 (15.2)	36 (22.8)	48 (30.4)	
Chassis parts	:1						–
Condition of bolts, nuts and fasteners		Q	Q	Q	Q	Q	–

NOTE

○ *All owner daily maintenance items should also be checked at every scheduled dealer service.*

Engine Oil

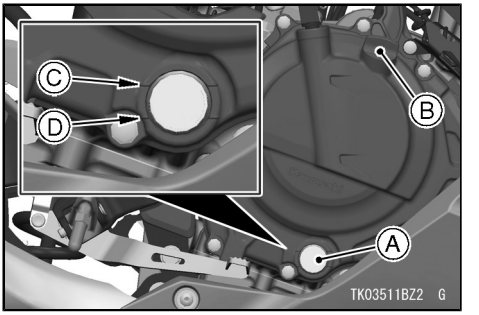
Oil Level Inspection

- If the engine is cold, start the engine and run it for several minutes at idle speed.
- Stop the engine, then wait several minutes until the oil settles.

NOTICE

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

- Check the engine oil level through the oil level inspection window. With the motorcycle held level, the oil level should come up between the upper and lower level lines next to the oil level inspection window.



A. Oil Level Inspection Window
B. Oil Filler Cap
C. Upper Level Line
D. Lower Level Line

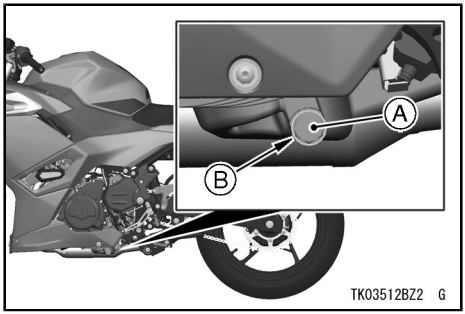
- If the oil level is too high, remove the excess oil through the oil filler opening using a syringe or some other suitable device.
- If the oil level is too low, add oil to reach the correct level. Use the same type and brand of oil that is already in the engine.

Oil and/or Oil Filter Change

- Warm up the engine thoroughly, and then stop it.
- Place an oil pan beneath the engine.
- Remove the engine oil drain bolt and gasket.

⚠ WARNING

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

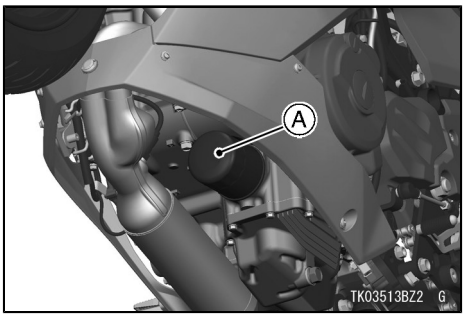


A. Engine Oil Drain Bolt
B. Gasket

- Let the oil completely drain with the motorcycle perpendicular to the ground.
- If the oil filter is to be replaced, remove the oil filter and replace it with a new one.

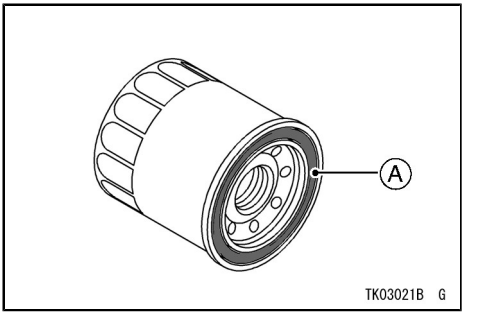
NOTE

○ *If a torque wrench or required Kawasaki special tool is not available, this item should be serviced by an authorized Kawasaki dealer.*



A. Oil Filter

● Apply a thin film of oil to the gasket and tighten the oil filter to the specified torque.



A. Gasket

● Install the drain bolt with a new gasket. Tighten it to the specified torque.

NOTE

○ *Replace the gasket with a new one.*

Tightening Torque

Oil Filter:
17.5 N·m (1.78 kgf·m, 12.9 ft·lb)
Engine Oil Drain Bolt:
30 N·m (3.1 kgf·m, 22 ft·lb)

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

Recommended Engine Oil

Type:
Kawasaki Performance 4-Stroke Motorcycle Oil*
Kawasaki Performance 4-Stroke Semi-Synthetic Oil*
Kawasaki Performance 4-Stroke Full Synthetic Oil*
or other 4-stroke oils with API SG, SH, SJ, SL or SM with JASO MA, MA1 or MA2 rating
Viscosity:
SAE 10W-40

*Kawasaki Performance Oils and Lubricants have been specifically engineered for your vehicle. Consistent use of these products meets or exceeds warranty and service requirements and can help to extend the life of your Kawasaki.

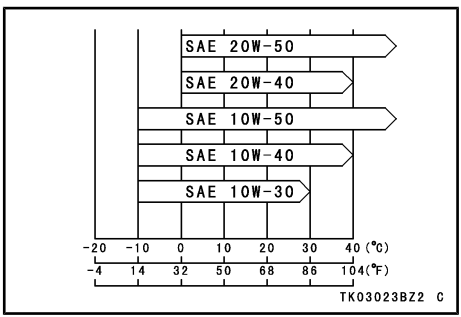
NOTE

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

Engine Oil Capacity

1.6 L (1.7 US qt)
[when filter is not removed]
2.0 L (2.1 US qt)
[when filter is removed]

Although 10W-40 engine oil is the recommended oil for most conditions, the oil viscosity may need to be changed to accommodate atmospheric conditions in your riding area.

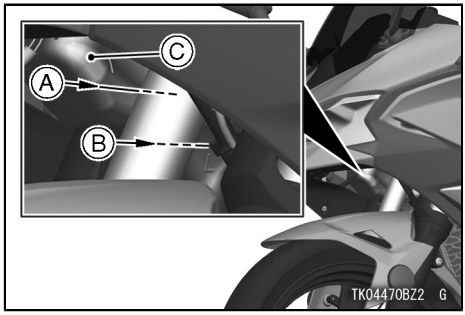


- Start the engine.
- Check the oil level and oil leakage.

Coolant

Coolant Level Inspection

- Position the motorcycle so that it is perpendicular to the ground.
- Check the coolant level through the coolant level gauge on the reserve tank located in right middle fairing. The coolant level should be between the F (Full) and L (Low) level lines.



A. F (Full) Level Line
B. L (Low) Level Line
C. Reserve Tank

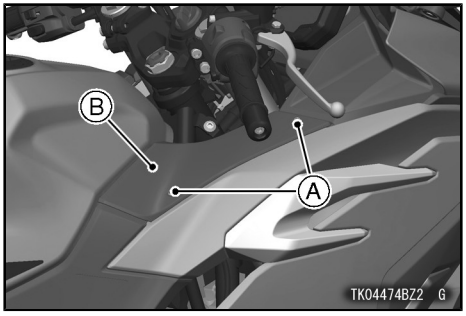
NOTE

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

- If the amount of coolant is insufficient, add coolant into the reserve tank.

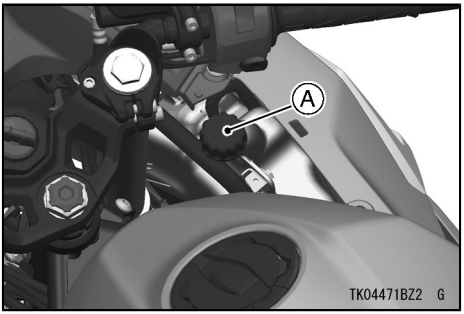
Coolant Filling

- Remove the bolts and right inner cover.



A. Bolts
B. Right Inner Cover

- Remove the cap from the reserve tank and add coolant through the filler opening between the F (Full) and L (Low) level lines.



A. Reserve Tank Cap

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.*

NOTICE

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.

● Install the removed parts.

Coolant Change

Have the coolant changed by an authorized Kawasaki dealer.

Coolant Requirement

⚠ WARNING

Coolant containing corrosion inhibitors for aluminum engines and radiators include harmful chemicals for human body. Drinking coolant can result in serious injury or death. Use coolant in accordance with the instructions of the manufacturer.

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.

NOTICE

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.

NOTE

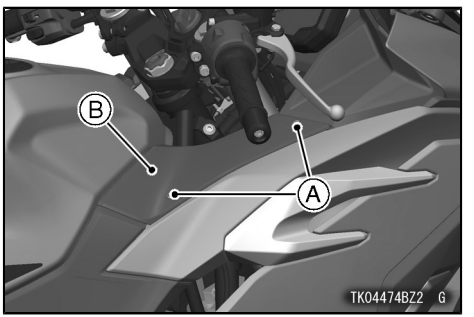
○ *A permanent type of antifreeze is installed in the cooling system when shipped. It is mixed at 50% and has the freezing point of –35°C (–31°F).*

Air Cleaner

This motorcycle's air cleaner element consists of a wet paper filter. Replacement of the air cleaner element should be done by an authorized Kawasaki dealer.

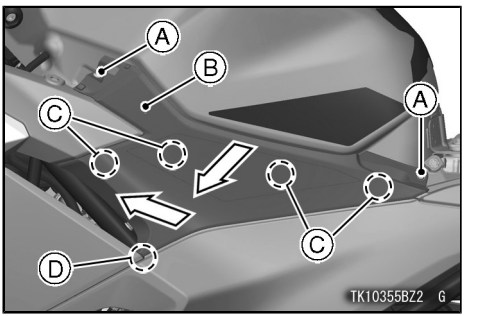
Oil Draining

- Remove the rider's seat (see page 132).
- Remove the bolts and left inner cover.
- Lift the front of the inner cover upward.
- Remove the inner cover in the forward direction.



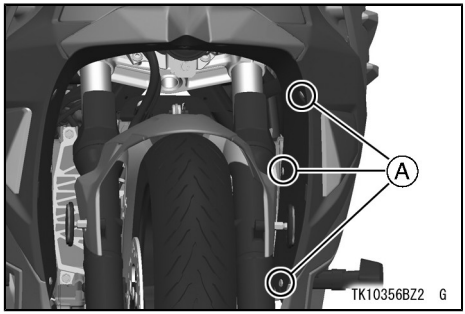
A. Bolts
B. Left Inner Cover

- Remove the bolt.
- Pull the left side cover outward to clear the projections.
- Remove the left side cover forward to avoid damaging the tab.



A. Bolts
B. Left Side Cover
C. Projections
D. Tab

- Remove the quick rivets.

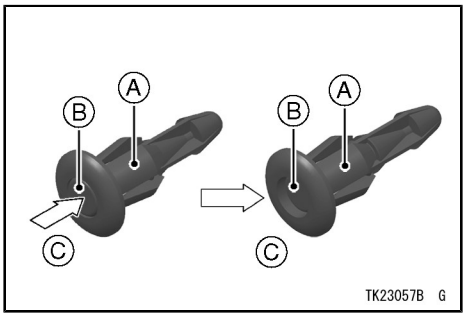


A. Quick Rivets

NOTE

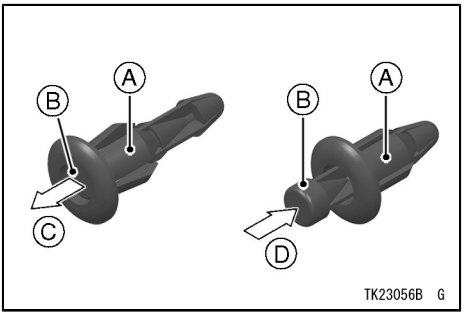
○ *The side cover uses the quick rivet (pin type). The quick rivet can be removed by pushing the center pin into the quick rivets, and when installing it, pull the center pin fully up first, and then push into the center pin after inserting it.*

Quick Rivet Removal



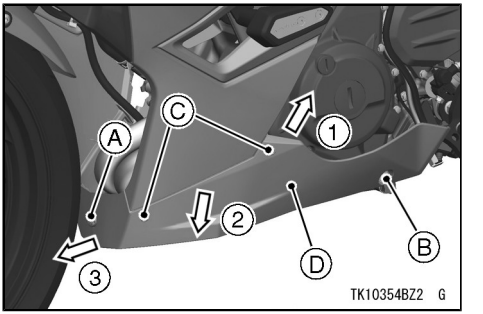
A. Quick Rivet
B. Center Pin
C. Push in.

Quick Rivet Installation



A. Quick Rivet
B. Center Pin
C. Pull up fully.
D. Push in.

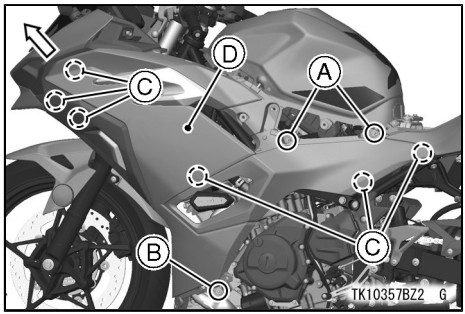
- Remove the rivet, bolts and washers.
- Remove the left lower fairing in numerical order [1 – 3] in the direction of the arrow to avoid damaging the tabs.



A. Rivet
B. Bolt and Metal Washer
C. Bolts and Nylon Washers
D. Left Lower Fairing

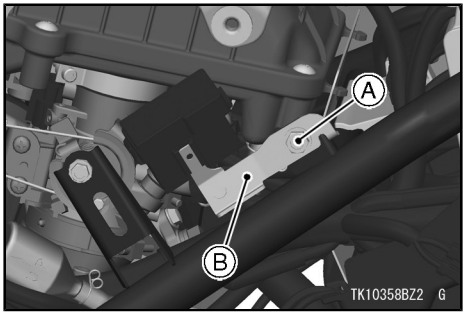
- Remove the bolts and collars.
- Remove the bolt and washer.
- Pull the left middle fairing outward to clear the projections of the left middle fairing.
- Remove the left middle fairing in the direction of the arrow to avoid damaging the tabs.

- Disconnect the turn signal lamp connector.



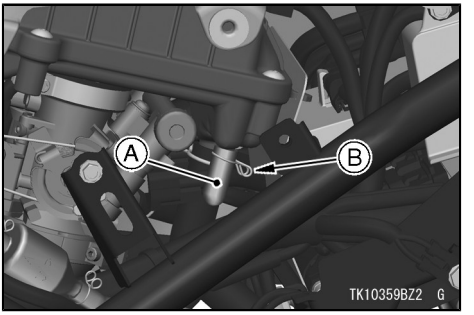
A. Bolts and Collars
B. Bolt and Washer
C. Projections
D. Left Middle Fairing

- Remove the bolt and shift the bracket with the fuse box.



A. Bolt
B. Bracket

- Inspect the transparent drain cap located the left lower end of the air cleaner housing to see if any oil has run down.



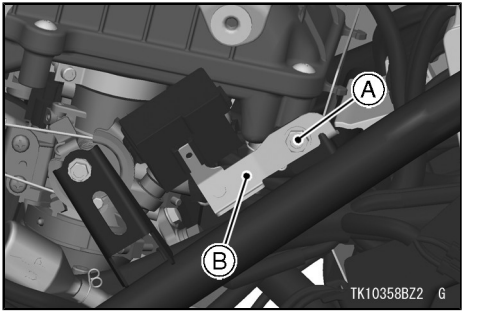
A. Transparent Drain Cap
B. Clamp

- If there is any oil in the drain cap, remove the clamp and drain cap, and drain the oil.

⚠ WARNING

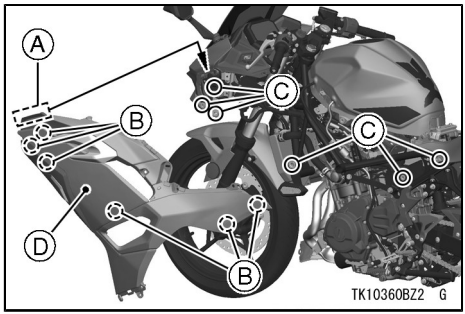
Oil on tires will make them slippery and can cause an accident and injury. Be sure to install the drain cap to the air cleaner housing after draining.

- Install the bracket.
- Tighten the bolt.



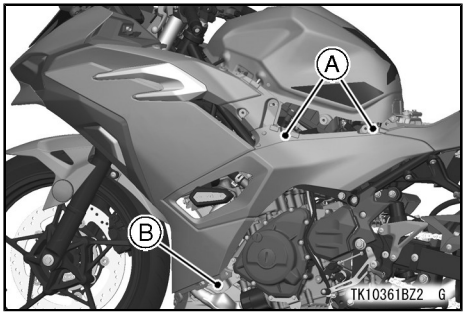
A. Bolt
B. Bracket

- Connect the turn signal lamp connector.
- Insert the tabs of the left middle fairing into the slots.
- Insert the projections of the left middle fairing into the grommets.



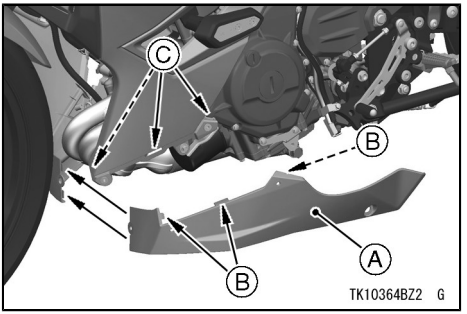
A. Tabs
B. Projections
C. Grommets
D. Left Middle Fairing

- Tighten the bolts with collars.
- Tighten the bolt with washer.



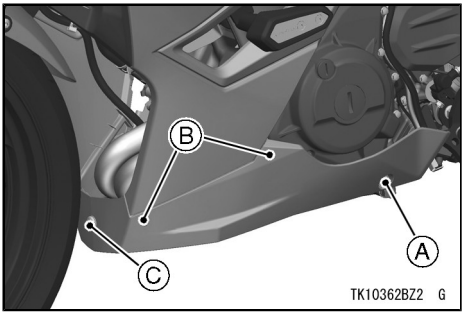
A. Bolts and Collars
B. Bolt and Washer

- Insert tabs of the left lower fairing into the slots.



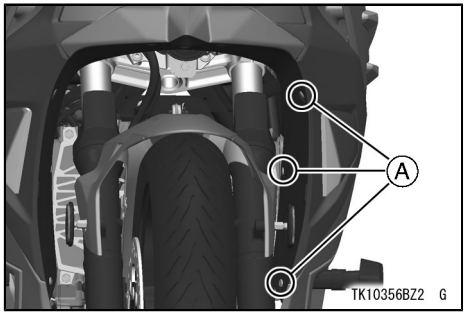
A. Left Lower Fairing
B. Tabs
C. Slots

- Tighten the bolts with washers.
- Install the rivet.



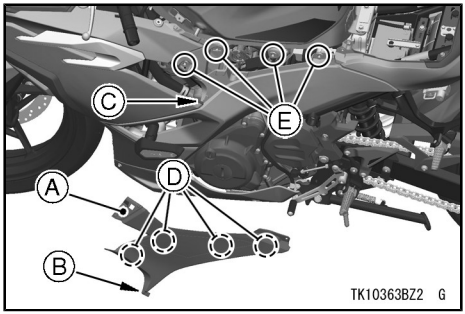
A. Bolt and Metal Washer
B. Bolts and Nylon Washers
C. Rivet

- Install the quick rivet.



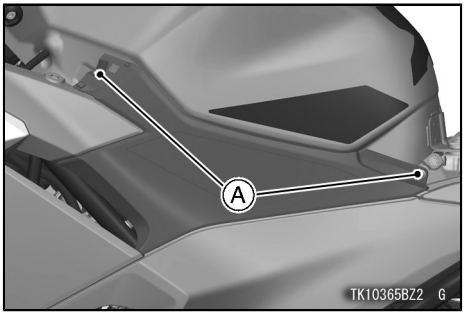
A. Quick Rivet

- Insert the tab of the left side cover into the slot.
- Insert the projections of the left side cover into the grommets.



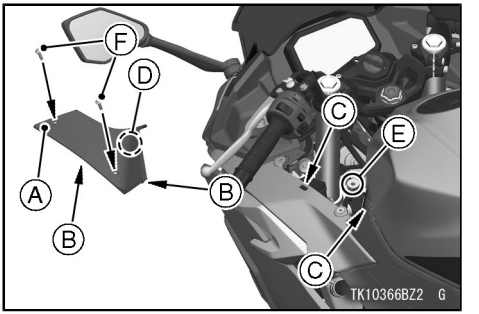
A. Left Side Cover
B. Tab
C. Slot
D. Projections
E. Grommets

- Tighten the bolts.



A. Bolts

- Insert the tabs of the left inner cover into the slots.
- Insert the projection of the inner cover into the grommet.
- Tighten the bolts.



A. Left Inner Cover
B. Tabs
C. Slots
D. Projection
E. Grommet
F. Bolts

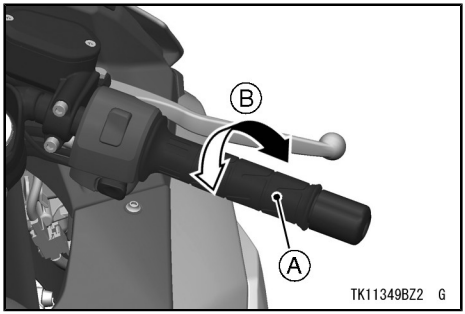
- Install the removed parts.

Throttle Control System

Throttle Grip

Throttle Grip Free Play Inspection

- Check that the throttle grip moves smoothly from full open to close, and the throttle closes quickly and completely by the return spring in all steering positions.
- If the throttle grip does not return properly, have the throttle control system checked by an authorized Kawasaki dealer.
- Check the throttle grip free play by turning back and forth.



A. Throttle Grip
B. Throttle Grip Free Play

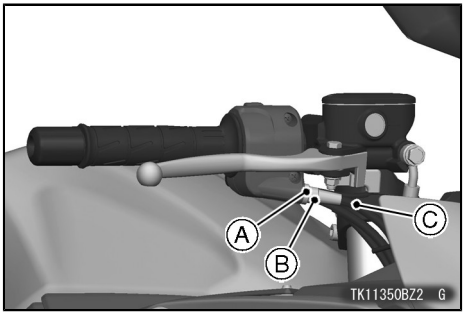
Throttle Grip Free Play

2 – 3 mm (0.08 – 0.12 in.)

- If there is improper play, adjust it.

Throttle Grip Free Play Adjustment

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



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

- If the throttle cables cannot be adjusted with the adjuster at the upper end of the throttle cable, further adjustment of the throttle cables should be done by an authorized Kawasaki dealer.
- With the engine idling, turn the handlebars to each side. If handlebars movement changes the idle speed, the throttle cables may be improperly adjusted or incorrectly routed, or they may be damaged. Be sure to correct any of these conditions before idling.

⚠ WARNING

Operation with improperly adjusted, incorrectly routed, or damaged cables could result in an unsafe riding condition. Be sure the control cables are adjusted and routed correctly, and are free from damage.

Idle Speed

The idle speed inspection should be performed in accordance with the Periodic Maintenance chart.

This motorcycle is equipped with the Idle Speed Control System. If the idle speed is disturbed, inspection of the

idle speed control should be done by an authorized Kawasaki dealer.

NOTE

○ *While the engine is cold, the fast idle system automatically raises the engine idle speed.*

Idle Speed

1 300 ±50 r/min (rpm)

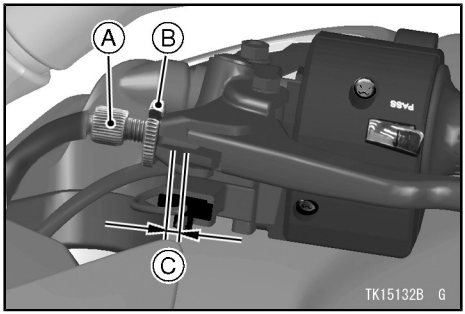
Clutch

Clutch Operation Inspection

- Check that the clutch lever operates properly and that the inner cable slides smoothly. If there is any irregularity, have the clutch cable checked by an authorized Kawasaki dealer.
- Check the clutch lever free play.

Clutch Lever Free Play

2 – 3 mm (0.08 – 0.12 in.)



A. Adjuster
B. Locknut
C. Clutch Lever Free Play

- If the free play is incorrect, adjust the clutch lever free play as follows.

Clutch Lever Free Play Adjustment

- Loosen the locknut, and turn the adjuster so that the clutch lever will have the specified free play.

⚠ WARNING

Excess clutch lever free play could prevent clutch disengagement and cause a crash resulting in serious injury or death. When adjusting the clutch lever free play, be sure the upper end of the clutch outer cable is fully seated in its fitting so that it doesn't slip into place later and create excessive free play.

- Tighten the locknut.
- If it cannot be done, have the clutch cable adjusted by an authorized Kawasaki dealer.

NOTE

○ *After the adjustment is made, start the engine and check that the clutch does not slip and that it releases properly.*

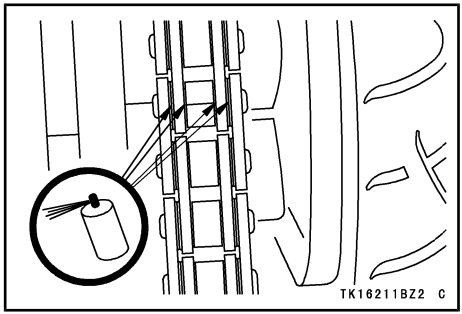
Drive Chain

Drive Chain Lubrication

Lubrication is necessary after riding through rain or on wet roads, or any time that the chain appears dry.

Use a lubricant for sealed chains to prevent deterioration of chain seals. If the chain is especially dirty, clean it using a cleaner for sealed chains following the instructions supplied by the chain cleaner manufacturer.

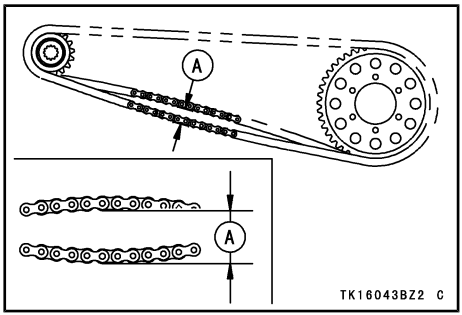
- Apply lubricant to the sides of the rollers so that it will penetrate to the rollers and bushings. Apply lubricant to the seals so that the seals will be coated with lubricant. Wipe off any excess lubricant.



- Wipe off any lubricant that gets on the tire surface.

Drive Chain Slack Inspection

- Set the motorcycle up on its side stand.
- Clean the chain if it is dirty, and lubricate it if it appears dry.
- Rotate the rear wheel to find the position where the chain is tightest, and measure the maximum chain slack by pulling up and pushing down the chain midway between the engine sprocket and rear wheel sprocket.



A. Chain Slack

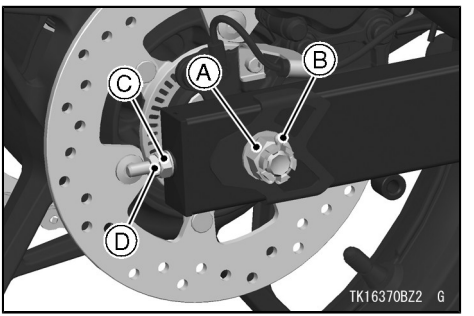
- If the drive chain is too tight or too loose, adjust it so that the chain slack is within the standard value.

Drive Chain Slack

Standard: 20 – 30 mm (0.8 – 1.2 in.)

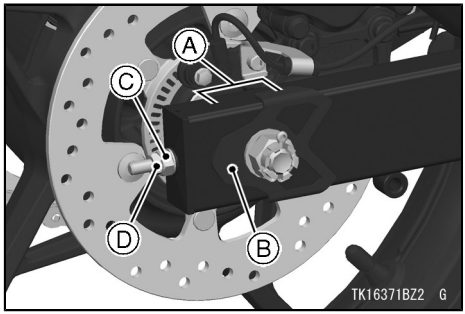
Drive Chain Slack Adjustment

- Loosen the left and right chain adjuster locknuts.
- Remove the cotter pin, and loosen the axle nut.



A. Axle Nut
B. Cotter Pin
C. Adjuster
D. Locknut

- If the chain is too loose or too tight, turn the left and right chain adjusters evenly to adjust the drive chain slack.
- Turn both chain adjusters evenly until the drive chain has the correct amount of slack. To keep the chain and wheel properly aligned, the left wheel alignment indicator should align with the same swingarm mark that the right wheel alignment indicator aligns with.



A. Marks
B. Wheel Alignment Indicator
C. Adjuster
D. Locknut

NOTE

○ *Wheel alignment can also be checked using the straightedge or string method.*

⚠ WARNING

Misalignment of the wheel will result in abnormal wear, and may result in an unsafe riding condition. Align the rear wheel using the marks on the swingarm or measuring the distance between the center of the axle and swingarm pivot.

- Tighten both chain adjuster locknuts.
- Tighten the axle nut to the specified torque.

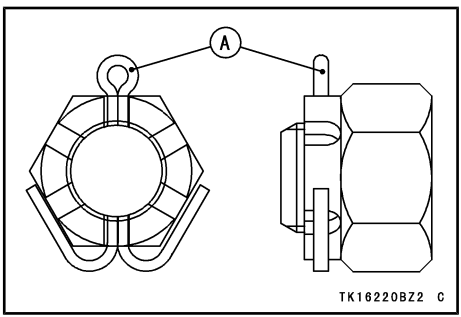
Tightening Torque

Axle Nut:
98 N·m (10 kgf·m, 72 ft·lb)

NOTE

○ *If a torque wrench is not available, this item should be serviced by an authorized Kawasaki dealer.*

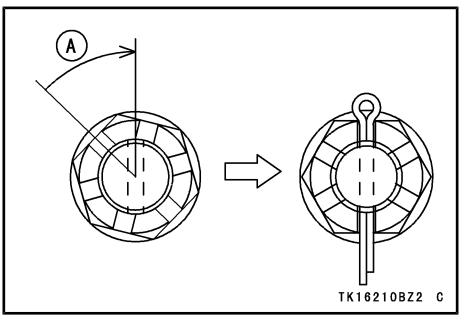
- Rotate the wheel, measure the chain slack again at the tightest position, and readjust if necessary.
- Install a new cotter pin through the axle nut and axle, and spread its ends.



A. Cotter Pin

NOTE

○ *When inserting the cotter pin, if the slots in the nut do not align with the cotter pin hole in the axle shaft, tighten the nut clockwise up to the next alignment.*
○ *It should be within 30 degrees.*
○ *Loosen once and tighten again when the slot goes past the nearest hole.*



A. Turn Clockwise

⚠ WARNING

A loose axle nut can lead to an accident resulting in serious injury or death. Tighten the axle nut to the proper torque and install a new cotter pin.

- Check the rear brake (see page 187).

Brakes

If you feel there is something wrong when applying the brakes, have the brake system checked by an authorized Kawasaki dealer immediately.

⚠ WARNING

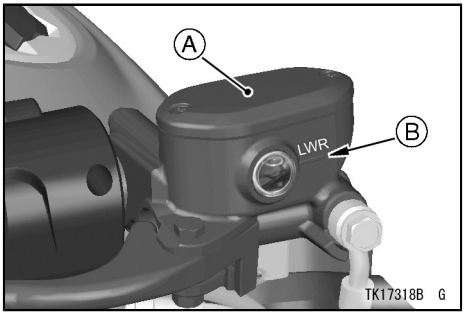
Air in the brake lines diminish braking performance and can cause an accident resulting in injury or death. If the brake lever or pedal feels mushy when it is applied, there might be air in the brake lines or the brake may be defective. Have the brake checked immediately by an authorized Kawasaki dealer.

⚠ WARNING

Clean filler cap before removing. Use only DOT4 or DOT3 fluid from a sealed container.

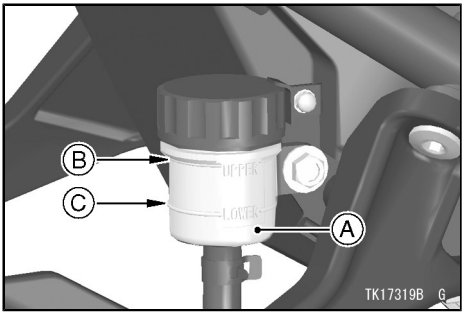
Brake Fluid Level Inspection

- With the front brake fluid reservoir held horizontal, the brake fluid level must be above the lower level line.



A. Front Brake Fluid Reservoir
B. Lower Level Line

- With the rear brake fluid reservoir held horizontal, the brake fluid level must be kept between the upper and lower level lines.



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

- If the fluid level is lower than the lower level line it may indicate that the fluid is leaking. In this case, have the brake system inspected by an authorized Kawasaki dealer.

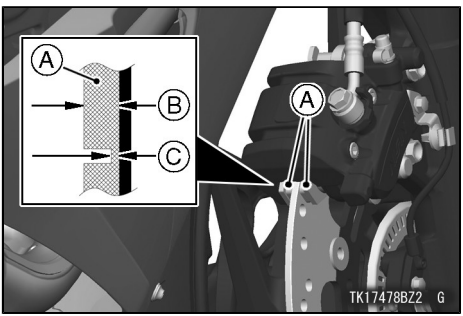
Brake Pad Wear Inspection

Inspect the brakes for wear. For each front and rear disc brake caliper, if the thickness of either pad lining is

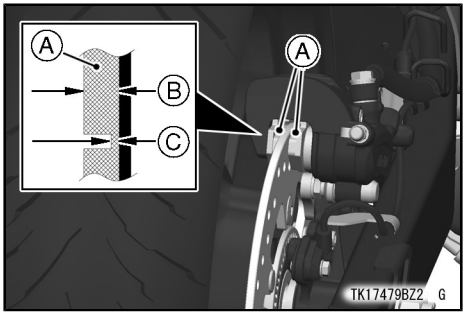
less than below table, replace both pads in the caliper as a set. Pad replacement should be done by an authorized Kawasaki dealer.

Lining Thickness Service Limit

Front	1.0 mm (0.04 in.)
Rear	1.5 mm (0.06 in.)



A. Front Brake Pads
B. Lining Thickness
C. Service Limit



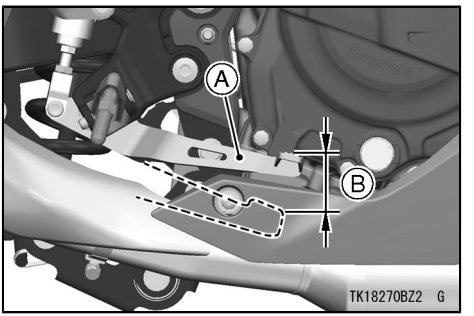
A. Rear Brake Pads
B. Lining Thickness
C. Service Limit

Brake Light Switches

Brake Light Switch Inspection

- Turn the ignition switch on.
- 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 the proper pedal travel.



A. Brake Pedal
B. Brake Pedal Travel

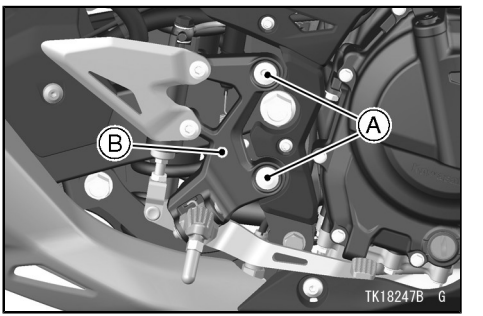
- If the light does not come on, adjust the rear brake light switch.

Brake Pedal Travel

10 mm (0.39 in.)

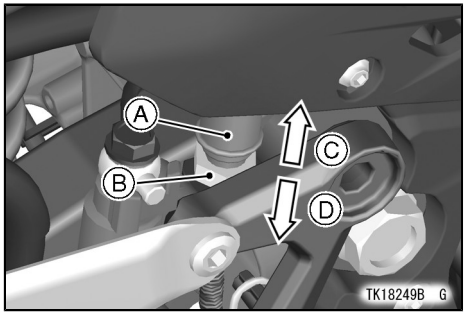
Brake Light Switch Adjustment

- Remove the right front footpeg bracket bolts.
- Pull the footpeg bracket a little bit outward.



A. Right Front Footpeg Bracket Bolts
B. Right Front Footpeg Bracket

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



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

NOTICE

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

- Install the right front footpeg bracket.
- Tighten the right front footpeg bracket bolts to the specified torque.

Tightening Torque

Front Footpeg Bracket Bolts:
25 N·m (2.5 kgf·m, 18 ft·lb)

NOTE

○ *If a torque wrench is not available, this item should be serviced by an authorized Kawasaki dealer.*

Suspension System

Front Fork

NOTICE

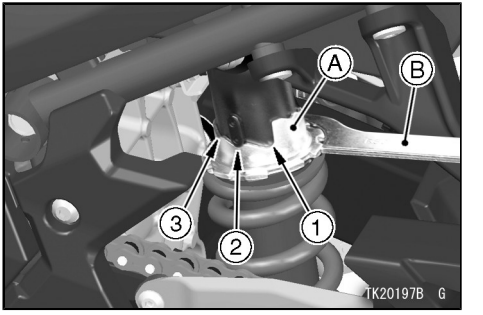
After riding on the normal road, the unpaved road and in the rainy weather, clean off any dirt (grit, mud or insect etc.) that stuck to inner tube before it hardens. If the motorcycle keeps running with the dirt stuck to the inner tube, the oil seal will be damaged and it causes the oil leak.

Rear Shock Absorber

Spring Preload Adjustment

The spring preload adjuster on the rear shock absorber has 5 positions.

- In accordance with the setting table, turn the preload adjuster with the wrench from the tool kit.



A. Spring Preload Adjuster
B. Wrench

NOTICE

Do not turn the adjuster beyond the fully seated position or the adjusting mechanism may be damaged.

NOTE

○ *The standard and setting limit are shown in the Setting Table.*

Setting Table

Rear Shock Absorber Spring Preload Setting

	Softest setting limit	**Standard**	Hardest setting limit
Adjuster Position	1st	**3rd**	5th
Spring Action	Weak	←→	Strong
Setting	Soft	←→	Hard
Load	Light	←→	Heavy
Road	Good	←→	Bad
Speed	Low	←→	High

Wheels

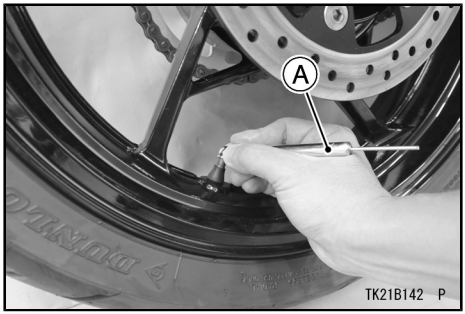
Tire Pressure Inspection

- Remove the air valve cap.
- Check the tire pressure often, using an accurate gauge.
- Make sure to install the air valve cap securely.

NOTE

○ *Measure the tire pressure when the tires are cold (that is, when the motorcycle has not been ridden more than 1.6 km (1 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 Air Pressure (when cold)

Front	200 kPa (2.00 kgf/cm², 28 psi)
Rear	225 kPa (2.25 kgf/cm², 32 psi)

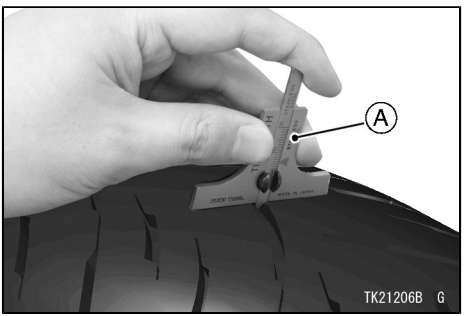
Tire Wear, Damage

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.

Tire Wear Inspection

- Measure the depth of the tread with a depth gauge, and replace any tire that has worn down to the minimum allowable tread depth.

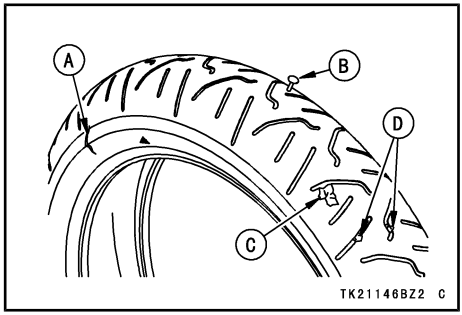


A. Tire Depth Gauge

Minimum Tread Depth

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

- Visually inspect the tire for cracks and cuts, replacing the tire in case of bad damage. Swelling or high spots indicate internal damage, requiring tire replacement.



A. Crack or Cut
B. Nail
C. Swelling or High Spot
D. Stone

- Remove any imbedded stones or other foreign particles from the tread.

NOTE

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

⚠ WARNING

Tires that have been punctured and repaired do not have the same capabilities as undamaged tires and can suddenly fail, causing an accident resulting in serious injury or death. Replace damaged tires as soon as possible. To ensure safe handling and stability, use only the recommended standard tires for replacement, inflated to the standard pressure. If it is necessary to ride on a repaired tire, do not exceed 100 km/h (60 mph) until the tire is replaced.

NOTE

○ *Most countries may have their own regulations requiring a minimum tire tread depth; be sure to follow them.*

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

Standard Tire

Front	Make, Type: DUNLOP, SPORTMAX, GPR-300F N Size: 110/70R17 M/C 54H
Rear	Make, Type: DUNLOP, SPORTMAX, GPR-300 N Size: 150/60R17 M/C 66H

⚠ WARNING

Mixing tire brands and types can adversely affect handling and cause an accident resulting in injury or death. Always use the same manufacturer's tires on both front and rear wheels.

⚠ WARNING

New tires are slippery and may cause loss of control and injury. A break-in period of 160 km (100 miles) is necessary to establish normal tire traction. During break-in, avoid sudden and maximum braking and acceleration, and hard cornering.

Battery

The battery installed in this motorcycle is a sealed type, so it is not necessary to check the battery electrolyte level or add distilled water.

NOTICE

Never remove the sealing strip, or the battery can be damaged.
Do not install a conventional battery in this motorcycle, or the electrical system cannot work properly.

Make	GS Yuasa
Type	YTZ10

Battery Maintenance

It is the owner's responsibility to keep the battery fully charged. Failure to do so can lead to battery failure and leave you stranded.

If you are riding your vehicle infrequently, inspect the battery voltage weekly using a voltmeter. If it drops below 12.8 volts, the battery should be charged using an appropriate charger (check with your Kawasaki dealer). If you will not be using the motorcycle for longer than two weeks, the battery should be charged using an appropriate charger. Do not use an automotive-type quick charger that may overcharge the battery and damage it.

NOTE

○ *Leaving the battery connected causes the electrical components (clock etc.) to make the battery discharged, resulting the over discharge of the battery. In this case, the repair or replacement of the battery is not included in the warranty. If you do not drive for four weeks or more, disconnect the battery from the vehicle.*

Kawasaki-recommended chargers are:

Battery Mate 150-9
OptiMate 4
Yuasa MB-2040/2060
Christie C10122S

If the above chargers are not available, use equivalent one.

For more details, ask your Kawasaki dealer.

Battery Charging

- Charge the battery following the instructions of your battery charger.
- The charger will keep the battery fully charged until you are ready to reinstall the battery in the motorcycle (see page 201).

⚠ DANGER

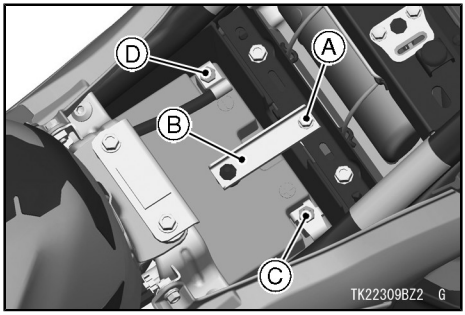
- **Battery acid generates hydrogen gas which is flammable and explosive under certain conditions. It is present within a battery at all times, even in a discharged condition. Keep all flames and sparks (cigarettes) away from the battery.**
- **Wear eye protection when working with a battery. In the 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.**

⚠ WARNING

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

Battery Removal

- Make sure the ignition switch is turned off.
- Remove the rider's seat (see page 132).
- Remove the bolt and bracket.
- Disconnect the negative (–) cable from the (–) terminal.
- Slide the red cap from the positive (+) terminal.
- Disconnect the positive (+) cable from the (+) terminal.



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

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

Battery Installation

- Place the battery on the battery case.

- Connect the positive (+) cable to the (+) terminal, and then connect the negative (–) cable to the (–) terminal.

NOTE

○ *When connecting the battery negative (–) cable, be sure to tighten the terminal bolt while pressing the battery cable terminal against the battery terminal.*

NOTICE

Installing the negative (–) cable to the positive (+) terminal of the battery or the positive (+) cable to the negative (–) terminal of the battery can seriously damage the electrical system.

- Put a light coat of grease on the terminals to prevent corrosion.
- Cover the (+) terminal with the red cap.
- Install the removed parts.

Headlight

Headlight aiming should be done by an authorized Kawasaki dealer.

Horizontal Adjustment

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

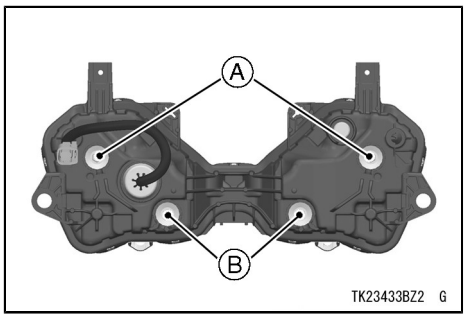
- Turn the horizontal adjuster in or out until the beam points straight ahead.

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.

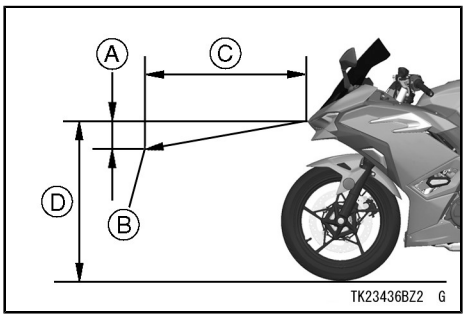
- Turn the vertical adjuster in or out to adjust the headlight vertically.



A. Vertical Adjusters
B. Horizontal Adjusters

NOTE

○ *On high beam, the brightest points should be slightly below horizontal. The proper angle is 0.4 degrees below horizontal. This is a 50 mm (2.0 in.) drop at 7.6 m (25 ft) measured from the center of the headlight, with the motorcycle on its wheels and the rider seated.*



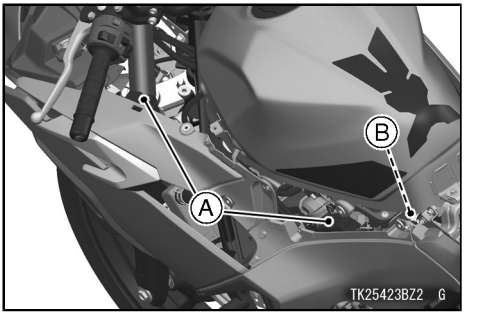
A. 50 mm (2.0 in.)
B. Center of Brightest Spot
C. 7.6 m (25 ft)
D. Height of Headlight Center

Fuses

Fuses are arranged in the fuse boxes located behind the left side cover. The main fuse is located under the fuel tank. 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.

If the fuse fails repeatedly, there is something wrong with the electrical system. Have the motorcycle checked by an authorized Kawasaki dealer.

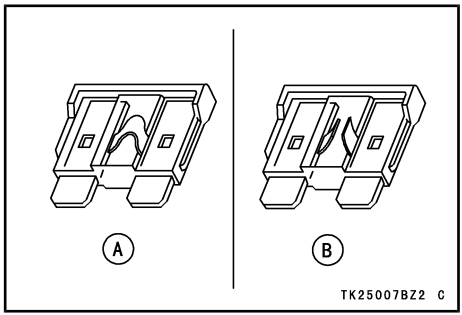
The main fuse removal should be done by an authorized Kawasaki dealer.



A. Fuse Boxes
B. Main Fuse

⚠ WARNING

Substituting fuses can cause wiring to overheat, catch fire and/or fail. 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 fuse boxes and main fuse.



A. Normal
B. Failed

General Lubrication

Lubricate the points shown below, with either engine oil or regular grease, in accordance with the Periodic Maintenance Chart or whenever the vehicle has been operated under wet or rainy conditions.

Before lubricating each part, clean off any rusty spots with rust remover and wipe off any grease, oil, dirt, or grime.

Apply motor oil to the following pivots

- Side Stand
- Clutch Lever
- Front Brake Lever
- Rear Brake Pedal

Lubricate the following cables with a pressure cable luber

- **(K)** Clutch Inner Cable
- **(K)** Throttle Inner Cables

Apply grease to the following points

- **(K)** Clutch Inner Cable Upper End
- **(K)** Throttle Inner Cable Upper Ends

(K): Should be serviced by an authorized Kawasaki dealer.

NOTE

○ *After connecting the cables, adjust them.*

Cleaning

General Precautions

Frequent and proper care of your vehicle will enhance its appearance, optimize overall performance, and extend its useful life. Covering your vehicle with a high quality, breathable vehicle cover will help protect its finish from harmful UV rays, pollutants, and reduce the amount of dust reaching its surfaces.

⚠ WARNING

Build-up of debris or flammable material in and around the vehicle chassis, engine, and exhaust can cause mechanical problems and increase the risk of fire. When operating the vehicle in conditions that allow debris or flammable material to collect in and around the vehicle, inspect the engine, electrical component and exhaust areas frequently. If debris or flammable materials have collected, park the vehicle outside and stop the engine. Allow the engine to cool, then remove any collected debris. Do not park or store the vehicle in an enclosed space prior to inspecting for build-up of debris or flammable materials.

- Be sure the engine and exhaust are cool before washing.
- When washing the vehicle, always use a mild neutral detergent and water.
- Avoid applying all harsh chemicals, solvents, degreaser, oil remover, electrical contact cleaner, and household cleaning products such as ammonia-based window cleaners. They will damage or deteriorate painted parts, plastic parts, rubber parts and other synthetic parts including covers and headlight lens.
- Avoid applying degreaser to seals, brake pads, and tires.
- Gasoline, brake fluid, and coolant will damage the finish of painted and plastic surfaces: wash them off immediately.
- Avoid wire brushes, steel wool, and all other abrasive pads or brushes.
- Take care when washing the headlight lens and other plastic parts as they can easily be scratched.

NOTE

- *After riding in an area where the roads are salted or near the ocean, immediately wash your vehicle with cold water. Do not use warm water as it accelerates the chemical reaction of the salt. After drying, apply a corrosion protection spray on all metal and chrome surfaces to prevent corrosion.*
- *Condensation may form on the inside of the headlight lens after riding in the rain, washing the vehicle or humid weather. To remove the moisture, start the engine and turn on the headlight. Gradually the condensation on the inside of the lens will clear off.*

Radiator

Clean off any obstructions with a stream of low-pressure water.

NOTICE

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.

Matte Paint Parts

- When washing the vehicle, always use a mild neutral detergent and water, or cleaners for matte paint.
- The matte paint effect may be lost when the paint is excessively rubbed.
- If any doubt, consult an authorized Kawasaki dealer.

Plastic Parts

After washing, use a soft cloth to gently dry plastic parts. When dry, treat the headlight lens and other non-painted plastic parts with an approved plastic cleaner/polisher product.

NOTICE

Plastic parts may deteriorate and break if they come in contact with chemical substances or household cleaning products such as gasoline, brake fluid, window cleaners, thread-locking agents, or other harsh chemicals. If a plastic part comes in contact with any harsh chemical substance, wash it off immediately with water and a mild neutral detergent, and then inspect for damage. Avoid using abrasive pads or brushes to clean plastic parts, as they will damage the part's finish.

Chrome and Aluminum

Chrome and uncoated aluminum parts can be treated with a chrome/aluminum polish. Coated aluminum should be washed with a mild neutral detergent and finished with a spray polish. Aluminum wheels, both painted and unpainted can be cleaned with special non-acid based wheel spray cleaners.

Leather, Vinyl, and Rubber

If your vehicle has leather accessories, special care must be taken. Use a leather cleaner/treatment to clean and care for leather accessories. Washing leather parts with detergent and water will damage them, shortening their life.

Vinyl parts should be washed with the rest of the vehicle, then treated with a vinyl treatment.

The sidewalls of tires and other rubber components should be treated with a rubber protectant to help prolong their useful life.

Where to be Careful

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

- Disc brake master cylinder and caliper.
- Under the rider's seat, left side cover and fuel tank - if water gets into the fuse box or battery, it can ground out the spark. When this happens the vehicle will not operate properly and the affected parts must be wiped dry.

NOTICE

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

NOTE

○ *Abrasive cleanser or high pressure washer will damage the surface finish on the bodywork.*

Washing Your Vehicle

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

Muffler rear opening - cover with a plastic bag.

Ignition switch - cover the keyhole with tape.

- Rinse your vehicle with cold water from a garden hose to remove any loose dirt.
- Mix a mild neutral detergent (designed for motorcycles or automobiles) and water in a bucket. Use a soft cloth or sponge to wash your vehicle.
- After washing, rinse your vehicle thoroughly with clean water to remove any residue (residue from the detergent can damage parts of your vehicle).
- Remove the plastic bag and tape.
- Use a soft cloth to dry your vehicle. As you dry, inspect your vehicle for chips and scratches. Do not let the water air dry as this can damage the painted surfaces.
- Carefully ride your vehicle at a slow speed and apply the brakes several times. This helps dry the brakes and restores them to normal operating performance.

APPENDIX

Storage

Whenever your motorcycle will not be in use for a long period, proper storage is essential.

It consists of checking and replacing missing or worn parts; lubricating parts to ensure that they do not corrode and, in general, preparing the motorcycle so that when the time comes to use it again, it will be in top condition.

See your authorized Kawasaki dealer for this service or do the following.

Preparation for Storage

Make sure the area is well ventilated and free from any source of flame.

⚠ DANGER

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

⚠ WARNING

Gasoline is extremely flammable and can be explosive under certain conditions, creating the potential for serious burns.

- Turn the ignition key 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.

⚠ WARNING

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

- Clean the entire vehicle thoroughly.
- Run the engine for about five minutes to warm the oil, shut it off, and drain the engine oil (see page 163).

⚠ WARNING

Engine 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 using a pump or syphon.
- Remove the spark plugs and add fogging oil into the combustion chambers. If the spark plugs cannot be removed, take the motorcycle to an authorized Kawasaki dealer.
- Set the motorcycle on a 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 the drive chain and 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 especially during cold weather.
- Tie plastic bag over the muffler 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 bag from the muffler.
- Charge the battery if necessary and install the battery in the motorcycle.
- Fill the fuel tank with fresh fuel.
- Check all the points listed in the Daily Checks section.

- Lubricate the pivots, bolts, and nuts.

Troubleshooting Guide

If any warning indicators go on or blink, see the General Information for proper action. The following trouble shooting guide may also help you in case you experience any of the listed problems. If these checks don't help you to solve the situation, consult an authorized Kawasaki dealer.

If the starter turns but the engine does not start:
- Try turning the ignition switch off and on again.
- Check the fuel level in the tank.
- Try refilling with fresh fuel if the vehicle has been stored for a while.
- Check the battery voltage.
- Check the key does not have anything attached witch could prevent communication in the KIPASS system, such as spare key, other vehicle key, or any metal parts (EX500J).

If the starter does not turn:
- Check the ignition switch is switched on.
- Check the engine stop switch.
- Check the transmission is in neutral.
- Check the battery voltage.

- Check the battery terminals are tightly attached.
- Check the fuse.

If the engine stalls:

- Check the clutch is engaged/disengaged correctly.
- Check the side stand is up.
- Check the engine is warmed up enough.
- Check the fuel level in the tank.
- Try refilling with fresh fuel if the vehicle has been stored for a while.
- Check the idling speed is not too low.

Your Warranty/Owner Satisfaction

Welcome to the Kawasaki family!

Congratulations on buying your Kawasaki vehicle. You've chosen a great, high-quality product with state-of-the-art features and built to Kawasaki's high standards. Your satisfaction is important to your authorized Kawasaki dealer and to Kawasaki Motors Corp., U.S.A. Here is some important information regarding your vehicle's limited warranty.

Frequently Asked Questions

What is a Limited Warranty?

The most important thing to know about your warranty is that it protects you from manufacturing defects in material or workmanship during the warranty period. You can find the warranty period in the Kawasaki Limited Warranty Certificate your Kawasaki dealer provided to you at the time of sale. The warranty does not cover the cost of regularly-scheduled maintenance. The warranty also does not apply to the normal wear of items such as tires, brake pads, transmission drive belts, chains, sprockets, etc.

What is the Kawasaki Protection Plus?

Much of the warranty coverage offered by the limited warranty can be extended by purchasing the Kawasaki Protection Plus (KPP). See your Kawasaki dealer or go to Kawasaki.com for more information if you don't already have the KPP.

What Am I Responsible For?

You are responsible for maintaining your vehicle according to the maintenance schedule shown in this owner's manual.

You are responsible for notifying your dealer immediately if there is a problem, and you, as the owner, will need to authorize the dealer to inspect the unit.

You will be responsible for paying for routine maintenance, including the first scheduled service. You can have the required servicing done by your Kawasaki dealer (recommended) or an equally-qualified service facility. You can also do your own maintenance work if you have the proper tools, service references, and mechanical skills. However, if a failure is found to be caused by improper servicing, it would not be covered by the limited warranty.

You may purchase a Kawasaki Service Manual and any necessary special tools directly from your Kawasaki dealer.

You will be responsible for paying for repairs needed because of an accident, to replace worn parts such as tires, chains, brakes, and for repairs needed because of a lack of maintenance, misuse or racing.

Whether you do it yourself or take your vehicle to a Kawasaki dealer, be sure to record your service in the Maintenance Record section of this Owner's Manual. Keep all receipts for the service and/or items necessary to perform the maintenance so that in the event of a failure you can document the service history.

What Are The Dealership's Responsibilities?

Your Kawasaki dealer offers a wide range of services, parts, accessories, and information on your product and on Kawasaki.

Each dealer is independently owned and operated and is responsible for the dealership's operations, its repair, warranty, and service work, and its personnel.

Your dealer is responsible for completing the set up and pre-delivery service of your new Kawasaki vehicle. The dealership should also explain its operation, maintenance, and warranty provisions so you understand them at the time of purchase or at any other time you have questions.

The dealership is responsible for inspecting your Kawasaki vehicle if there is a failure, investigating the cause of the problem, and getting any needed authorization from Kawasaki if the repair is one that will be covered by the limited warranty. The dealership will also file all necessary paperwork. The dealership is responsible for correctly completing any necessary repairs, whether they are covered by the limited warranty or not.

How Do I Get Warranty Service?

If there is a problem with your vehicle within the limited warranty period, you will need to schedule a service appointment and provide any maintenance records to an authorized Kawasaki dealer for inspection and diagnosis. You can go to any Kawasaki dealer for warranty repairs. Your Kawasaki dealer will inspect your vehicle and give you the results of the inspection. The dealer will perform the repairs at no cost to you if it is determined that the problem is covered by the warranty.

Kawasaki will work with your dealer to resolve any warranty issues. No authorization for warranty work can be given until your vehicle has been inspected by a Kawasaki dealer.

If you aren't satisfied with your dealership's repair work or operations, it is best to discuss the situation with the appropriate dealership manager. If you have already done this, then contact the dealership's owner or general manager to request a review of the issue.

If you are unable to resolve a problem after consulting with the dealership management and need further assistance, contact Kawasaki Motors Corp., U.S.A. at the address below. Please be certain to provide the model, vehicle identification number (VIN), mileage or hours of use, accessories, dates that events occurred and what action has been taken by both you and your dealer. Include the name and address of the dealership. To assist us in resolving your inquiry, please include copies of related receipts and any other pertinent information including the name of the dealership personnel with whom you have been working. Upon receipt of your correspondence, Kawasaki Motors Corp., U.S.A. will contact the dealership and work with it in resolving your problem.

Want to Contact Kawasaki?

This owner's manual should answer most of your questions about your Kawasaki. Your Kawasaki dealer should either be able to answer any other questions you might have immediately or be able to find the answer for you.

Please send your correspondence to:

Consumer Services
Kawasaki Motors Corp., U.S.A.
P.O. Box 25252
Santa Ana, CA 92799-5252
(949) 460-5688

Reporting Safety Defects

(For Products Sold in the United States of America, District of Columbia, and U.S. Territories Only)

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Kawasaki Motors Corporation, U.S.A.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Kawasaki Motors Corporation, U.S.A.

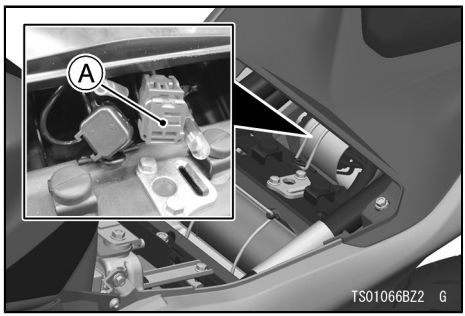
To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in Washington, D.C. area) or write to: NHTSA, U.S. Department of Transportation, Washington, D.C. 20590. You can also obtain other information about motor vehicle safety from the Hotline.

Environmental Protection

To help preserve the environment, properly discard used batteries, tires, oils and fluids, or other vehicle components that you might dispose of in the future. Consult your authorized Kawasaki dealer or local environmental waste agency for their proper disposal procedure. This also applies to disposal of the entire vehicle at the end of its life.

Location of DFI System Diagnostic Connector

The DFI system diagnostic connector is located under the rider's seat.



A. DFI System Diagnostic Connector

Vehicle Data Recordings

This vehicle’s ECU stores certain data to assist in problem diagnosis, and for other purposes such as periodic technical inspection, regulatory compliance, and research and development.

Although the recorded data varies according to the vehicle model and region, the main information types are as follows:

- Data about the vehicle's status and settings.
- Performance of the engine and electric control equipment on the engine and chassis.
- Information related to the fuel injection system and emissions.

The vehicle's ECU does not record conversations or images.

This data can only be collected when the Kawasaki special diagnostic tool is connected to the vehicle, such as when maintenance checks or other service procedures are performed.

The acquired information will not be disclosed to a third party except in following cases:

- With the consent of the vehicle owner or user
- In case of a legal request by a government agency or judicial body
- For various research purposes using processed information that do not identify the vehicle owner, user, or individual vehicle.

Event Data Recorder

In common with many other vehicle manufacturers, Kawasaki has equipped this motorcycle with an event data recorder (EDR). The purpose of this device is to

record data that assists with understanding of how some of the vehicle's systems were performing during a short period of time immediately before and during an accident or similar event involving minor damage. Due to accident variables, all vehicle performance data may not be stored on the EDR.

NOTE

- *During normal riding, data is recorded but not saved unless the vehicle is involved in an accident event.*
- *At no time other than in the event of an accident or similar event involving minor damage is it possible for EDR data to be stored for retrieval.*
- *Depending on the type of accident event, it is possible that the EDR may not record some or all of the data, or it may not record if the EDR is damaged.*
- *This device does not collect or store personal data or information (e.g. name, gender, age).*

The EDR in this vehicle is designed to record only data that is relevant to the vehicle's running condition at the time of an accident like, but not limited to, vehicle speed, engine crankshaft rotational speed and throttle opening, etc.

This data can help provide a better understanding for both the rider and the manufacturer of how the vehicle was performing at the time of an accident or near accident-like situation.

To access information on an EDR, special equipment and access to the EDR is required. Kawasaki will not share EDR information without obtaining your consent, unless required by government authorities, or acting pursuant to lawful authority.

Regulatory Information

USA:

Each radio frequency device installed in the vehicle conforms to the requirements and standards of the regulation below:

This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions:
(1) This device may not cause harmful interference, and
(2) this device must accept any interference received, including interference that may cause undesired operation.

Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

TR01095B S

Canada:

Each radio frequency device installed in the vehicle conforms to the requirements and standards of the regulation below:

This device contains licence-exempt transmitter(s)/receiver(s) that comply with Innovation, Science and Economic Development Canada's licence-exempt RSS(s). Operation is subject to the following two conditions:
(1) This device may not cause interference.
(2) This device must accept any interference, including interference that may cause undesired operation of the device.

TR01096B S

Chaque dispositif de radiofréquence installé dans le véhicule est conforme aux exigences et aux normes du règlement ci-dessous:

L'émetteur/récepteur exempt de licence contenu dans le présent appareil est conforme aux CNR d'Innovation, Sciences et Développement économique Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes:

(1) L'appareil ne doit pas produire de brouillage;
(2) L'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

TR01097B S

BATTERY INFORMATION SUPPLEMENT

General Information for Batteries

This Battery Information Supplement provides additional information about the motor drive battery pack, 12 V battery, coin battery installed in the vehicle. Read carefully to understand the battery before use.

⚠ DANGER

Getting the electrolyte on clothing, skin or eyes can cause serious injury or death. If it gets on clothing, skin or eyes, immediately wash with plenty of water for at least 5 minutes (15 minutes for eyes) and seek medical specialist attention.

⚠ WARNING

Improper handling the battery can cause electric shock, severe burns, and serious injury or death. Observe the precautions listed below.

- **Keep away from sparks, fire, or heat sources that can cause high temperatures.**
- **Keep out of reach of children or pets.**
- **Do not drop or shock.**
- **Do not touch or connect the terminals with metal.**
- **Do not splash water or touch with wet hands.**
- **Do not disassemble or modify.**
- **Never use if damaged, deformed or submerged.**
- **If you notice smoke or smell something, stop using immediately.**

NOTICE

Improper handling the battery can damage them. Observe the precautions listed below.

- **Do not drop, shock, puncture or deform.**
- **Do not place heavy objects on top.**
- **Keep away from sparks, fire, or heat sources that can cause high temperatures.**
- **Never plug the battery exhaust holes.**

NOTICE

If the battery is used or stored in an environment where the outside air is cold or hot, it may freeze or overheat, causing damage. Do not use or store in an environment where outside air is cold or hot.

NOTICE

Short circuits with other batteries or metal products can cause leakage, heat generation, burst, or fire. For storage, transportation, and disposal, insulate the terminals with tape.

NOTICE

Putting the battery in a microwave oven or high-pressure container can cause the battery to heat generation, burst, or fire. Do not put in microwave oven or high pressure container.

NOTICE

If you mix batteries of different brands or types, or new and old batteries, the batteries may leak, heat up, or burst due to differences in characteristics. Do not mix.

NOTICE

Reversing or underconnecting the battery can damage the battery or electrical system. To prevent damage, make sure the connection is correct.

NOTICE

Continued charging beyond the specified charging time may cause leakage, heat generation, burst, or fire. If charging is not completed within the specified time, it is considered to be a problem with the battery or charger, so stop charging.

NOTICE

If the battery is exposed to static electricity, it may explode due to static electricity. Before inspection or maintenance, touch the metal parts of the vehicle with your bare hands to release static electricity.

NOTICE

Cleaning the battery with organic solvents such as benzene, thinner, gasoline, or detergents can cause deterioration of the battery and leakage. Do not use them to clean.

NOTE

○ *Use a battery with the specifications and performance described in the Owner's Manual.*

Postscript on Coin Battery

⚠ DANGER

Swallowing batteries can cause chemical burns and penetration of mucosal tissues, resulting in serious injury or death. Keep them out of reach of children. If the battery is swallowed, it needs to be removed, so seek medical specialist attention immediately.

NOTICE

Charging the battery may cause gas or damage to the internal structure, resulting in leakage, heat generation, rupture, or ignition. Never charge the battery.

NOTICE

If the device is left connected for a long period of time, gas generated from the battery may cause the battery to leak, heat, burst, ignite, or damage the device. If you do not use the device for a long time, or if the battery is used up, remove it from the device.

NOTICE
Soldering batteries directly can cause them to leak, heat, burst, or fire due to heat damage. Do not solder directly.

NOTICE
Depending on the device, the metal part of the battery holder may come into contact with the (+) and (–) terminals of the battery. Attach the battery to the device so that it does not short out.

MAINTENANCE RECORD

Owner Name .....

Address .....

Phone Number .....

Engine Number .....

Vehicle Number .....

Key Code .....

Selling Dealer Name .....

Phone Number .....

Warranty Start Date .....

Note: Keep this information and a spare key in a secure location.

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

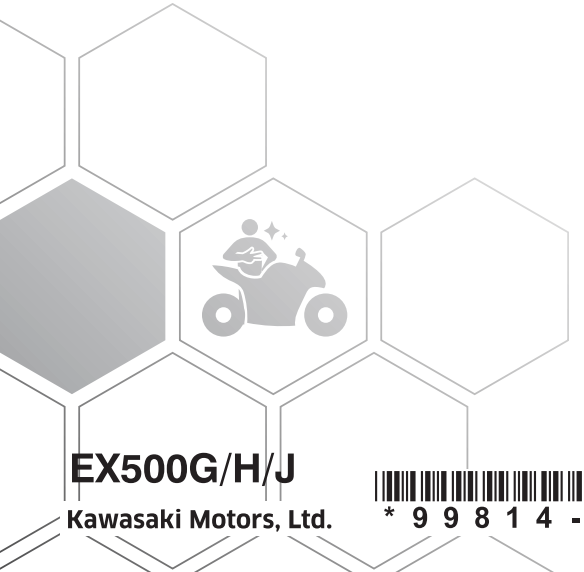
Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address



EX500G/H/J

Kawasaki Motors, Ltd.

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