



KR-1S



**Motorcycle
Service Manual
Supplement**

Quick Reference Guide

General Information	1
Fuel System	2
Cooling System	3
Engine Top End	4
Engine Right Side	5
Engine Lubrication System	6
Engine Removal/Installation	7
Crankshaft/Transmission	8
Wheels/Tires	9
Final Drive	10
Brakes	11
Suspension	12
Steering	13
Frame	14
Electrical System	15
Appendix	16

This quick reference guide will assist you in locating a desired topic or procedure.

- Bend the pages back to match the black tab of the desired chapter number with the black tab on the edge at each table of contents page.
- Refer to the sectional table of contents for the exact pages to locate the specific topic required.



KR-1S

Motorcycle

Service Manual

Supplement

All rights reserved. No parts of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic mechanical photocopying, recording or otherwise, without the prior written permission of Quality Assurance Department/Consumer Products & Components Group/Kawasaki Heavy Industries, Ltd., Japan.

No liability can be accepted for any inaccuracies or omissions in this publication, although every possible care has been taken to make it as complete and accurate as possible.

The right is reserved to make changes at any time without prior notice and without incurring an obligation to make such changes to products manufactured previously. See your Motorcycle dealer for the latest information on product improvements incorporated after this publication.

All information contained in this publication is based on the latest product information available at the time of publication. Illustrations and photographs in this publication are intended for reference use only and may not depict actual model component parts.

LIST OF ABBREVIATIONS

A	ampere(s)	lb	pound(s)
ABDC	after bottom dead center	m	meter(s)
AC	alternating current	min	minute(s)
ATDC	after top dead center	N	newton(s)
BBDC	before bottom dead center	Pa	pascal(s)
BDC	bottom dead center	PS	horsepower
BTDC	before top dead center	psi	pound(s) per square inch
°C	degree(s) Celcius	r	revolution
DC	direct current	rpm	revolution(s) per minute
F	farad(s)	TDC	top dead center
°F	degree(s) Fahrenheit	TIR	total indicator reading
ft	foot, feet	V	volt(s)
g	gram(s)	W	watt(s)
h	hour(s)	Ω	ohm(s)
L	liter(s)		



This warning may apply to any of the following components or any assembly containing one or more of these components:-

Brake Shoes or Pads
Clutch Friction Material
Gaskets
Insulators

SAFETY INSTRUCTIONS

- Operate if possible out of doors or in a well ventilated place.
- Preferably use hand tools or low speed tools equipped, if necessary, with an appropriate dust extraction facility. If high speed tools are used, they should always be so equipped.
- If possible, dampen before cutting or drilling.
- Dampen dust and place it in properly closed receptacle and dispose of it safely.

Read OWNER'S MANUAL before operating.

Foreword

This KR-1S Service Manual Supplement is designed to be used in conjunction with the KR-1 Motorcycle Service Manual (P/N 99924-1084-02). The maintenance and repair procedures described in this supplement are only those that are unique to the KR-1S motorcycle. Most service operations for these models remain identical to those described in the base Service Manual. Complete and proper servicing of the KR-1S motorcycle therefore requires both this supplement and the base Service Manual.

The base Service Manual and this Supplement are designed primarily for use by motorcycle mechanics in a properly equipped shop. However, they contain enough detail and basic information to make them useful to the operator who desires to perform his own basic knowledge mechanics, the proper use of tools, and work shop procedures must be understood in order to carry out maintenance and repair satisfactorily. Whenever the operator has insufficient experience or doubts his ability to repair should be carried out only by qualified mechanics.

In order to perform the work efficiently and to avoid costly mistakes, read the text, thoroughly familiarize himself with the procedures before starting work, and then do the work carefully in a clean area. Whenever special tools or equipment are specified, makeshift tools or equipment should not be used. Precision measurements can only be made if the proper instruments are used, and the use of substitute tools may adversely affect safe operation of the motorcycle.

For the duration of your warranty period, especially, we recommend that all repairs and scheduled maintenance be performed in accordance with this service manual. Any owner maintenance or repair procedure not performed in accordance with this manual may void the warranty.

To get the longest life out of your Motorcycle:

- Follow the Periodic Maintenance Chart in the Service Manual.
- Be alert for problems and non-scheduled maintenance.
- Use proper tools and genuine Kawasaki Motorcycle parts. Special tools, gauges, and testers that are necessary when servicing Kawasaki motorcycles are introduced by the Special Tool Catalog. Genuine parts provided as spare parts are listed in the Parts Catalog.

- Follow the procedures in this manual carefully. Don't take shortcuts.
- Remember to keep complete records of maintenance and repair with dates and any new parts installed.

How to Use this Manual

In preparing this manual, we divided the product into its major systems. These systems became the manual's chapters. All information for a particular system from adjustment through disassembly and inspection is located in a single chapter.

The Quick Reference Guide shows you all of the product's systems and assists in locating their chapters. Each chapter in turn has its own comprehensive Table of Contents.

The Periodic Maintenance Chart is located in the General Information chapter. The chart gives a time schedule for required maintenance operations.

If you want spark plug information, for example, go to the Periodic Maintenance Chart first. The chart tells you how frequently to clean and gap the plug. Next, use the Quick Reference Guide to locate the Electrical System chapter. Then, use the Table of Contents on the first page of the chapter to find the Spark Plug section.

Whenever you see these WARNING and CAUTION symbols, heed their instructions! Always follow safe operating and maintenance practices.

WARNING

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

CAUTION

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

NOTE

- operation.*

during assembly.

General Information

Table of Contents

Before Servicing	*
Model Identification	1-4
General Specifications	1-6
Periodic Maintenance Chart	1-8
Torque and Locking Agent	1-15
Cable, Wire, and Hose Routing	1-18

* : Refer to Base Manual



1-2 GENERAL INFORMATION

Model Identification

KR250-C2 Left Side View:



KR250-C2 Right Side View:



General Specifications

Items		KR250-C2
Dimensions:		
Overall length		2 015 mm (A) 2 005 mm, (S) 1 945 mm
Overall width		695 mm
Overall height		1 105 mm
Wheelbase		1 365 mm (A) 1 370 mm
Road clearance		120 mm
Seat height		755 mm
Dry weight		131 kg
Curb weight:	Front	77 kg
	Rear	77 kg
Fuel tank capacity		16.0 L
Performance:		
Braking distance		12.5 m from 50 km/h
Minimum turning radius		3.2 m
Engine:		
Type		2-stroke, Crankcase Reed Valve, 2-cylinder
Cooling system		Liquid-cooled
Bore and stroke		56.0 x 50.6 mm
Displacement		249 mL
Compression ratio		7.4
Maximum horsepower		44.1 kW (60 PS) @10 500 r/min (rpm)
Maximum torque		40.2 N-m (4.1 kg-m, 29.7 ft-lb) @10 500 r/min (rpm)
Carburetion system		Carburetor, Keihin PWK28 x 2
Starting system		Primary kick
Ignition system		CDI
Timing advance		Electronically advanced
Ignition timing		From 13.5° BTDC @1 200 r/min (rpm) to 25° BTDC @7 500 r/min (rpm)
Spark plug		NGK BR10ES
Valve timing:		
Inlet	Open	—
	Close	—
	Duration	—
Exhaust	Open	93° BBDC
	Close	93° ABDC
	Duration	186°
Scavenging	Open	63° BBDC
	Close	63° ABDC
	Duration	126°
Lubrication system		Superlube (oil injection)
Engine oil:		
Type		2-stroke oil
Capacity		1.2 L
Drive Train:		
Primary reduction system:		
Type		Gear
Reduction ratio		2.541 (61/24)
Clutch type		Wet multi disc

1-4 GENERAL INFORMATION

Item	KR250-C2
Transmission: Type Gear ratios: 1st 2nd 3rd 4th 5th 6th Final drive system: Type Reduction ratio Overall drive ratio Transmission oil: Grade Viscosity Capacity	6-speed, constant mesh, return shift 2.533 (38/15) 1.727 (38/22) 1.315 (25/19) 1.086 (25/23) 0.962 (26/27) 0.862 (25/29) Chain drive 2.733 (41/15) 5.988 @Top gear SE class SAE 10W30 or 10W40 0.85 L
Frame: Type Caster (rake angle) Trail Front tire: Type Size Rear tire: Type Size Front suspension: Type Wheel travel Rear suspension: Type Wheel travel Brake type: Front Rear	Tubular, diamond 24° 90 mm Tubeless 110/70 VR17 Tubeless 140/60 VR18 Telescopic fork 120 mm Swing arm (uni-trak) 105 mm Dual disc Single disc
Electrical Equipment: Battery Headlight: Type Bulb Tail/brake light Magneto: Type Rated output Voltage regulator: Type	12 V 4 Ah Semi-sealed beam 12 V 60/55 W (quartz-halogen) 12 V 5/21 W, (S) 12 V 8/27 W Three-phase AC 14 A @8 000 r/min (rpm), 14 V Short-circuit

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

- (A) : Australian Model
(S) : South African Model

Periodic Maintenance Chart

The scheduled maintenance must be done in accordance with this chart to keep the motorcycle in good running condition. **The initial maintenance is vitally important and must not be neglected.**

OPERATION	FREQUENCY	*ODOMETER READING						
		800 km	4 000 km	8 000 km	12 000 km	16 000 km	20 000 km	24 000 km
Idle speed — check †	Every	•	•	•	•	•	•	•
Throttle grip play — check †		•	•		•			•
Oil pump and carburetor synchronization — check †		•	•	•	•	•	•	•
Spark plug — clean and gap †		•	•	•	•	•	•	•
Air cleaner element — clean			•	•		•		
Air cleaner element—replace	5 cleanings				•			
Fuel system—clean			•		•			•
Cylinder head bolts — check †		•	•		•			•
Battery electrolyte level — check †	month	•	•	•	•	•	•	•
Brake fluid level — check †	month	•	•	•	•	•	•	•
Brake fluid — change	2 years					•		
Brake light switch — check †		•	•	•	•	•	•	•
Brake pad wear — check †			•	•	•	•	•	•
Clutch — adjust		•	•	•	•	•	•	•
Steering play — check †		•	•	•	•	•	•	•
Drive chain wear — check †			•	•	•	•	•	•
Nuts, bolts, fasteners — check †		•	•	•	•	•	•	•
Tire wear — check †			•	•	•	•	•	•
Transmission oil — change	year	•	•	•	•	•	•	•
General lubrication — perform			•	•	•	•	•	•
Front fork oil — change								•
Swing arm pivot — lubricate			•		•			•
Coolant — change	2 years							•
Radiator hoses, connections — check †	year	•	•	•	•	•	•	•
Steering stem bearing — lubricate	2 years					•		
Caliper piston seal and dust seal — replace	2 years							
Master cylinder cup and dust seal — replace	2 years							
Brake hose — replace	4 years							
Fuel hose — replace	4 years							
Drive chain — lubricate	Every 300 km							
Drive chain slack — check †	Every 800 km							

* : For higher odometer readings, repeat at the frequency interval established here.

† : Replace, add, adjust, clean, or torque if necessary.

1-6 GENERAL INFORMATION

Torque and Locking Agent

Tighten all bolts and nuts to the proper torque using an accurate torque wrench. In insufficiently tightened a bolt or nut may become damaged or fall off, possibly resulting in damage to the motorcycle and injury to the rider. A bolt or nut which is overtightening may become damaged, strip an internal thread, or break and then fall out. The following table lists the tightening torque for the major bolts and nuts, and the parts requiring use of a non-permanent locking agent, liquid gasket, or silicone sealant. When checking the tightening torque of the bolts and nuts, first loosen the bolt or nut by half a turn and then tighten it to specified torque.

Letters used in the "Remarks" column mean:

L : Apply a non-permanent locking agent to the threads.

LG : Apply liquid gasket – silver (Kawasaki bond: 92104-002) to the threads.

S : Tighten the fasteners following the specified sequence.

SS : Apply a silicone sealant (Kawasaki bond: 56019-120) to the threads.

Fastener	Torque			Remarks
	N-m	kg-m	ft-lb	
Cooling System:				
Coolant Temperature Sensor	15	1.5	11.0	SS
Drain Plug	17	1.7	12.0	
Impeller Shaft Nut	9.8	1.0	87 in-lb	
Engine Top End:				
Cylinder Head Bolts	25	2.5	18.0	S
Cylinder Head Nuts	22	2.2	16.0	S
Exhaust Valve Operating Unit Screw	2.9	0.3	26 in-lb	
Exhaust Valve Operating Unit Connecting-rod Screws	–	–	–	L
Cylinder Studs	9.8	1.0	87 in-lb	
Engine Right Side:				
Clutch Spring Bolts	9.8	1.0	87 in-lb	
Kick Stopper Mounting Screws	–	–	–	L
Engine Lubrication System:				
Transmission Oil Drain Plug	20	2.0	14.5	
Oil Pump Outlet Hose Banjo Bolts	4.9	0.5	43 in-lb	
Engine Removal/Installation:				
Engine Mounting Bolts	49	5.0	36	
Crankshaft/Transmission:				
Crankcase Bolts (8 mm Dia.)	25	2.5	18.0	
Crankcase Bolts (6 mm Dia.)	9.8	1.0	87 in-lb	
Shift Drum Pin Plate Bolt	22	2.2	16.0	L
Shift Drum Positioning Lever Mounting Bolt	9.8	1.0	87 in-lb	
Gear Positioning Lever Stud	22	2.2	16.0	L
Balancer Cover Mounting Bolts (8 mm Dia.)	25	2.5	18.0	
Balancer Cover Mounting Bolts (6 mm Dia.)	9.8	1.0	87 in-lb	
Wheels/Tires:				
Front Axle Nut	88	11.0	65	
Front Axle Clamp Bolts	20	2.0	14.5	

Fastener	Torque			Remarks
	N-m	kg-m	ft-lb	
Rear Axle Nut	88	9.0	65	
Final Drive:				
Engine Sprocket Holding Plate Bolts	9.8	1.0	87 in-lb	
Rear Sprocket Nuts	59	6.0	43	
Rear Coupling Studs	—	—	—	L
Brakes:				
Front Caliper Mounting Bolts	34	3.5	25	
Front Caliper Bolts	20	2.0	14.5	
Front Caliper Spring Mounting Screws	2.9	0.3	26.0 in-lb	
Rear Caliper Mounting Bolts	25	2.5	18.0	
Brake Hose Banjo Bolts	25	2.5	18.0	
Disc Mounting Allen Bolts	23	2.3	16.5	
Brake Lever Pivot Nut	5.9	0.6	52 in-lb	
Front Master Cylinder Clamp Bolts	8.8	0.9	78 in-lb	
Torque Link Nut (Front)	34	3.5	25	
Torque Link Nut (Rear)	14	1.4	10.0	
Rear Master Cylinder Mounting Bolts	25	2.5	18.0	
Bleed Valves	7.8	0.8	69 in-lb	
Brake Pedal Mounting Bolt	25	2.5	18.0	
Suspension:				
Front Fork:				
Fork Top Bolts	22	2.25	16.3	
Fork Clamp Bolts (Upper)	20	2.0	14.5	
Fork Clamp Bolts (Lower)	20	2.0	14.5	
Bottom Allen Bolts	61	6.2	45	L
Drain Screws	—	—	—	LG
Axle Clamp Bolts	20	2.0	14.5	
Rear Shock Absorber:				
Shock Absorber Bolts	49	5.0	36	
Rocker Arm Bolt	49	5.0	36	
Swing Arm Pivot Nut	93	9.5	69	
Rocker Arm Nut	49	5.0	36	
Steering:				
Steering Stem Head Nut	39	4.0	29	
Handlebar Holder Clamp Bolts	20	2.0	14.5	
Handlebar Holder Allen Bolts	9.8	1.0	87 in-lb	L
Handlebar Clamp Bolts	23	2.3	16.5	
Frame:				
Side Stand Bracket Mounting Bolts	25	2.5	18.0	L
Electrical System:				
Spark Plug	27	2.8	20	
Magneto Rotor Bolt	98	10.0	72	
Coolant Temperature Sensor	15	1.5	11.0	SS
Neutral Switch	15	1.5	11.0	
Side Stand Switch Mounting Screws	—	—	—	L

1-8 GENERAL INFORMATION

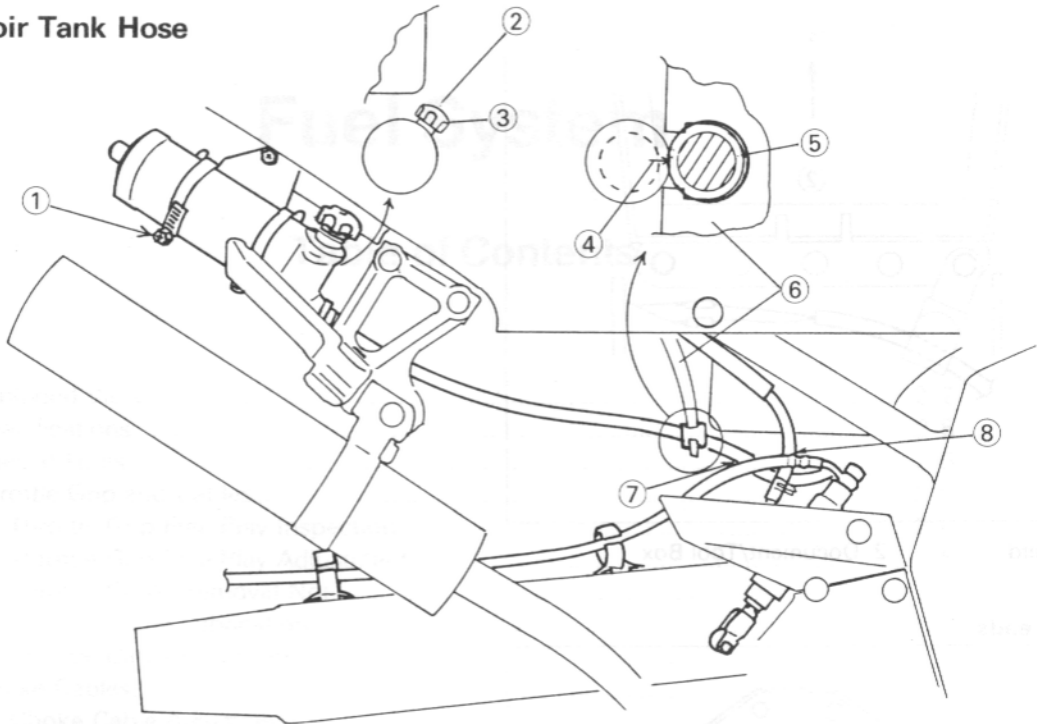
The table below, relating tightening torque to thread diameter, lists the basic torque for the bolts and nuts. Use this table for only the bolts and nuts which do not require a specific torque value. All of the values are for use with dry solvent-cleaned threads.

General Fasteners

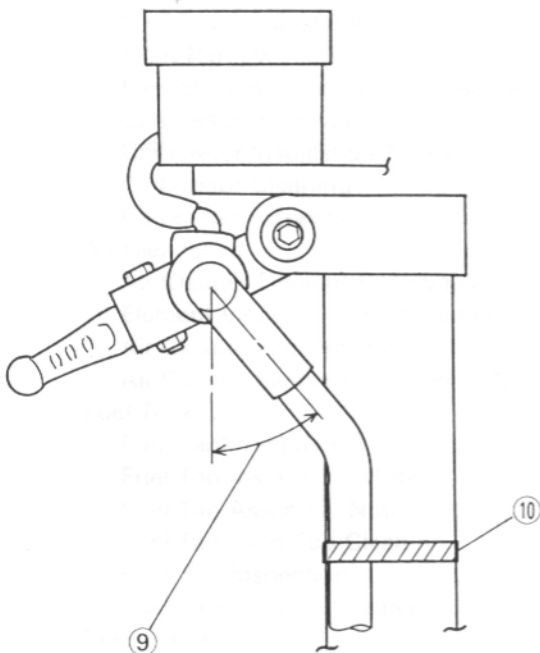
Threads dia. (mm)	Torque		
	N-m	kg-m	ft-lb
5	3.4 ~ 4.9	0.35 ~ 0.50	30 ~ 43 in-lb
6	5.9 ~ 7.8	0.60 ~ 0.80	52 ~ 69 in-lb
8	14 ~ 19	1.4 ~ 1.9	10.0 ~ 13.5
10	25 ~ 34	2.6 ~ 3.5	19.0 ~ 25
12	44 ~ 61	4.5 ~ 6.2	33 ~ 45
14	73 ~ 98	7.4 ~ 10.0	54 ~ 72
16	115 ~ 155	11.5 ~ 16.0	83 ~ 115
18	165 ~ 225	17.0 ~ 23.0	125 ~ 165
20	225 ~ 325	23 ~ 33	165 ~ 240

Cable, Wire, and Hose Routing

Gas Reservoir Tank Hose



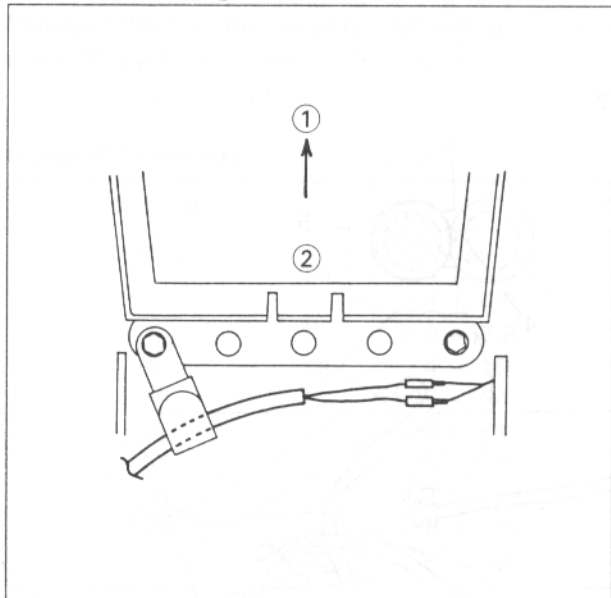
Front Brake Hose



1. Come the clamp screw to lower side.
2. Come the adjusting knob to the under side of the seat cover.
3. Adjusting Knob
4. Push in to the oil hose into the fender clamp.
5. Rubber Damper
6. Push in to the oil hose into the fender clamp.
7. Gas Reservoir Tank Hose
8. Brake Reservoir Tank Hose
9. 30° ~ 40°
10. Clamp the brake hose with the wiring harness.

1-10 GENERAL INFORMATION

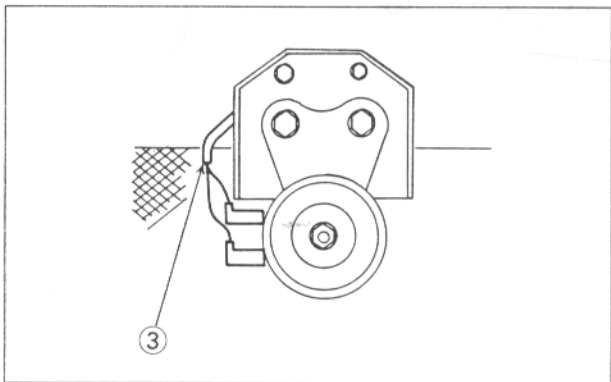
Rear Left Turn Signal Leads



1. Forward

2. Document/Tool Box

Horn Leads



3. Route the horn leads to the radiator mounting bracket right side.

Fuel System

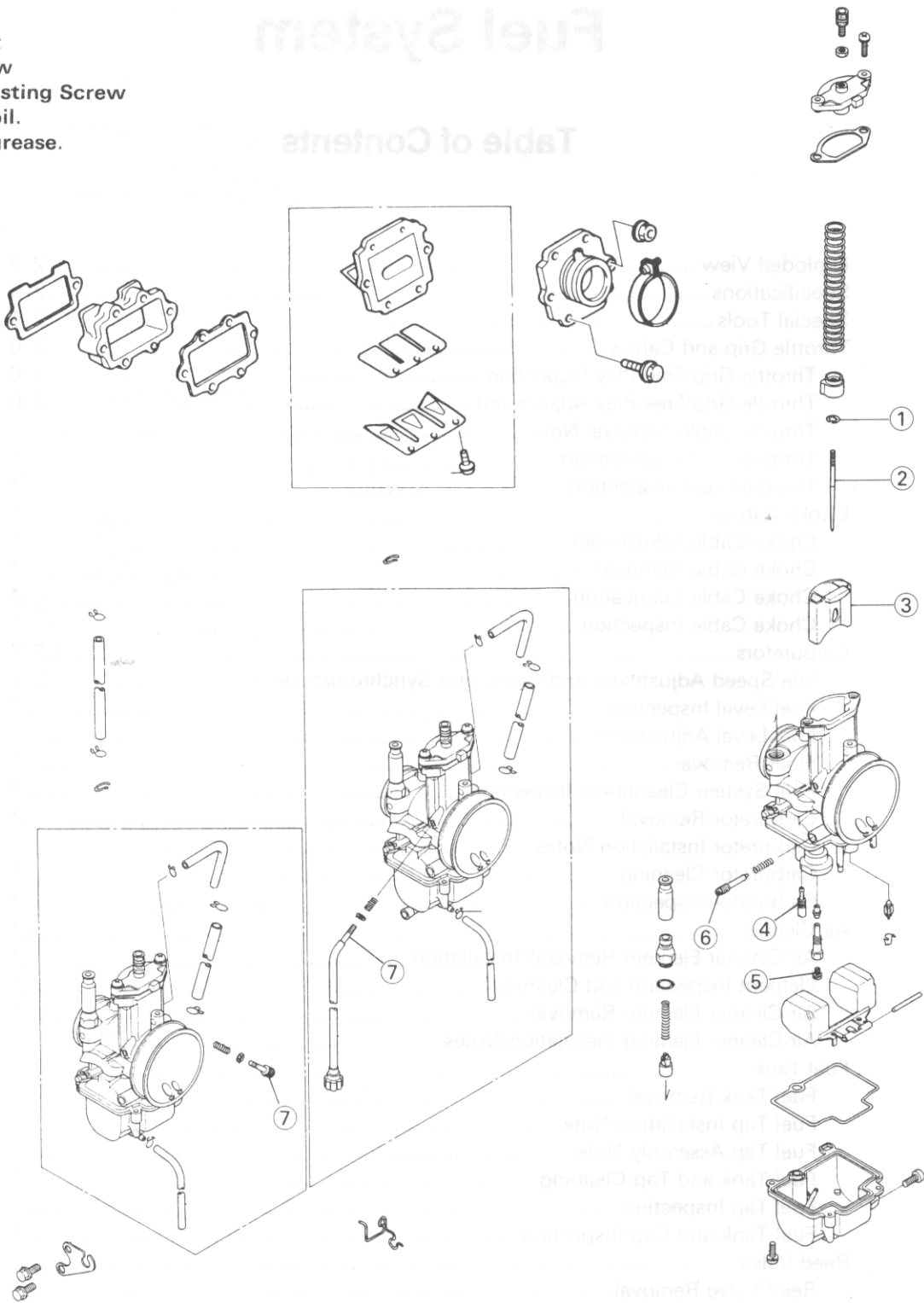
Table of Contents

Exploded View	2-2
Specifications	2-5
Special Tools	2-5
Throttle Grip and Cables	2-6
Throttle Grip Free Play Inspection	2-6
Throttle Grip Free Play Adjustment	2-6
Throttle Cable Removal Note	*
Throttle Cable Lubrication	*
Throttle Cable Inspection	*
Choke Cables	*
Choke Cable Adjustment	*
Choke Cable Removal	*
Choke Cable Lubrication	*
Choke Cable Inspection	*
Carburetors	2-7
Idle Speed Adjustment and Carburetor Synchronization	2-7
Fuel Level Inspection	*
Fuel Level Adjustment	*
Float Removal	*
Fuel System Cleanliness Inspection	*
Carburetor Removal	*
Carburetor Installation Notes	*
Carburetor Cleaning	*
Carburetor Inspection	*
Air Cleaner	*
Air Cleaner Element Removal/Installation	*
Element Inspection and Cleaning	*
Air Cleaner Element Removal	*
Air Cleaner Element Installation Notes	*
Fuel Tank	*
Fuel Tank Removal	*
Fuel Tap Installation Note	*
Fuel Tap Assembly Note	*
Fuel Tank and Tap Cleaning	*
Fuel Tap Inspection	*
Fuel Tank and Cap Inspection	*
Reed Valve	*
Reed Valve Removal	*
Reed Valve Inspection	*

2-2 FUEL SYSTEM

Exploded View

- 1. Jet Needle Clip
 - 2. Jet Needle
 - 3. Throttle Valve
 - 4. Pilot Jet
 - 5. Main Jet
 - 6. Air Screw
 - 7. Idle Adjusting Screw
- O : Apply oil.
G : Apply grease.



Specifications

Throttle Grip Free Play

Cable Cable Free Play

Idle Speed

Carburetor Specifications:

Make type

Main jet

Main air jet

Jet needle

Needle jet

Pilot screw

Spring

Spring

Remove the

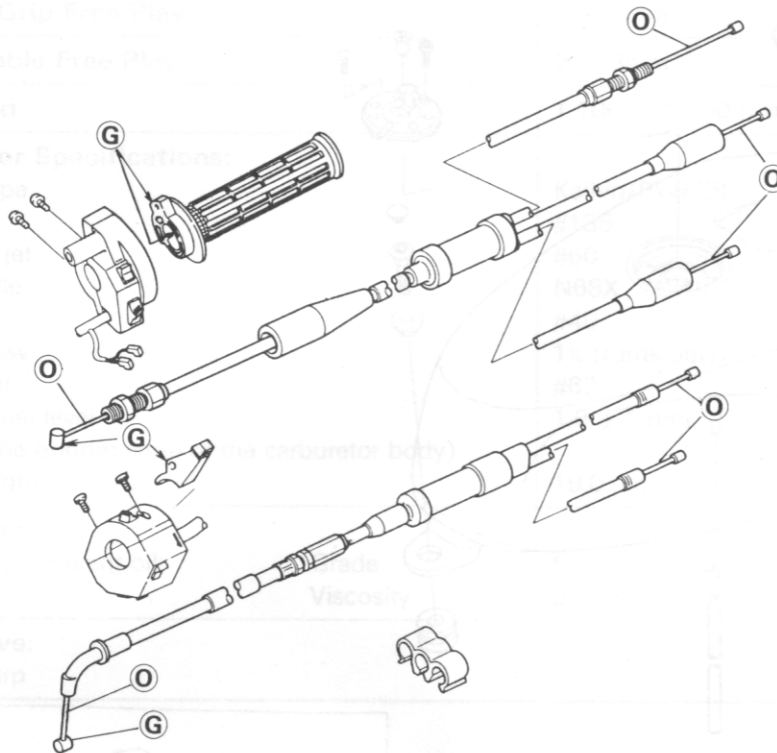
Pilot height

Air Cleaner

Air cleaner

Reed Valve

Reed valve



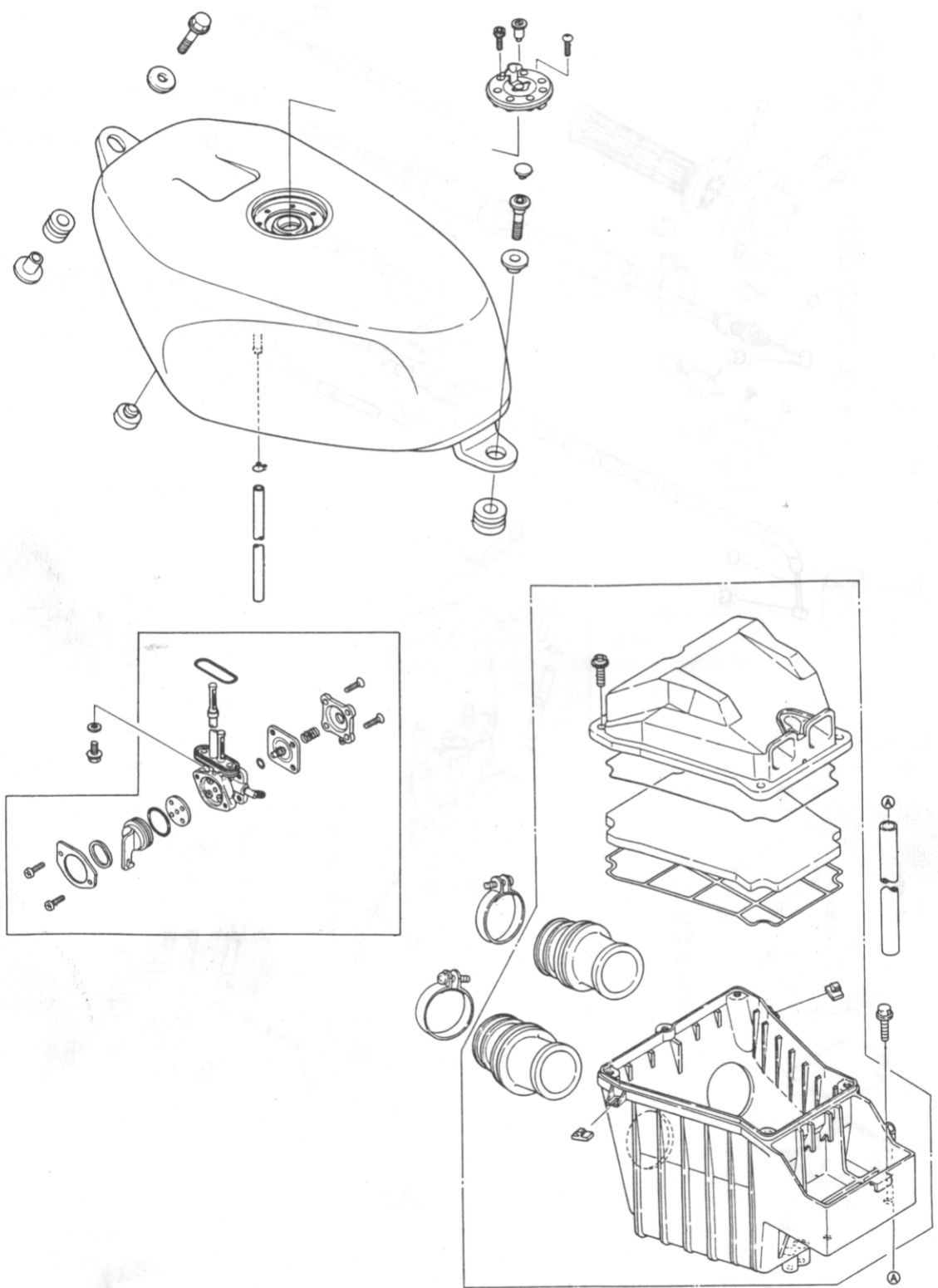
Special Tools

Reed valve

Valve



2-4 FUEL SYSTEM



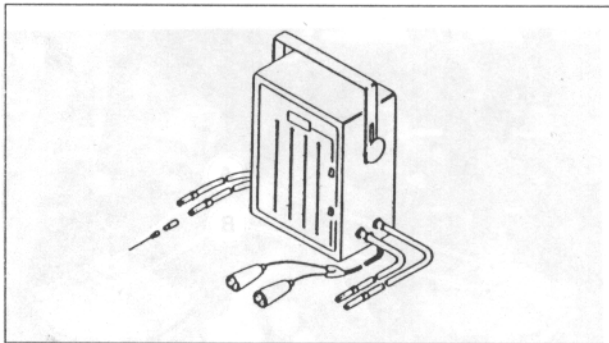
Specifications

Item	Standard	Service Limit
Throttle Grip Free Play	2 ~ 3mm	---
Choke Cable Free Play	2 ~ 3mm	---
Idle Speed	1 100 ~ 1 300 r/min (rpm)	---
Carburetor Specifications: Make/type Main jet Main air jet Jet needle Pilot jet Pilot screw Starter jet Service fuel level (above the bottom edge of the carburetor body) Float height	Keihin/PWK28 #135 #60 N68X #40 1½ (turns out) #62 1.0 ± 1 mm 19.0 mm	--- --- --- --- --- --- --- ---
Air Cleaner: Air cleaner element oil:	Grade Viscosity SE class SAE 30	--- ---
Reed Valve: Reed warp	---	0.5 mm

Special Tools

Refer to the base manual, except for the following additional tool.

Vacuum Gauge & Tachometer: 57001-1291



2-6 FUEL SYSTEM

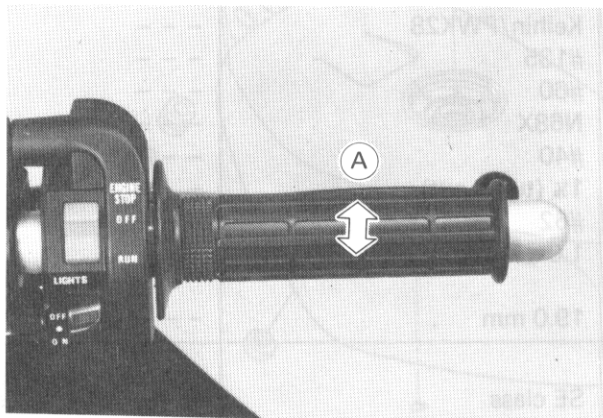
Throttle Grip and Cables

Throttle Grip Play Inspection

- Check the throttle grip free play.
- ★ If free play is not correct, adjust the throttle cable.

Throttle Grip Free Play

2 ~ 3 mm



A. Grip Free Play

- ★ If the free play is incorrect, make the following test.
- Start the engine.
- Turn the handlebar from side to side while idling the engine.
- ★ If idle speed varies, the throttle control cable may be poorly routed or it may be damaged.
- Correct any problem before operating the motorcycle.

⚠ WARNING

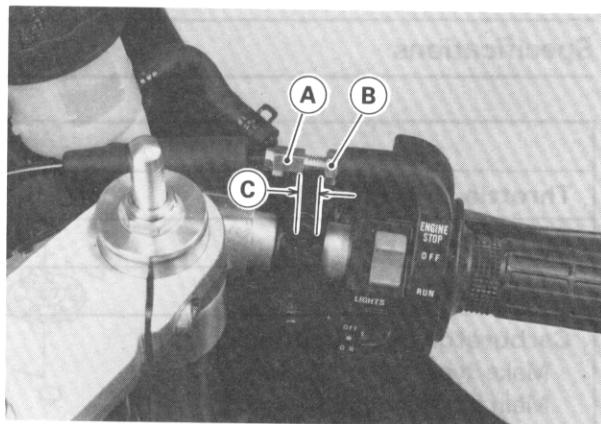
Operation with an improperly adjusted, incorrectly routed, or damaged cable could result in an unsafe riding condition.

Throttle Grip Play Adjustment

NOTE

- If throttle grip play is adjusted, check the oil pump and carburetor synchronization.

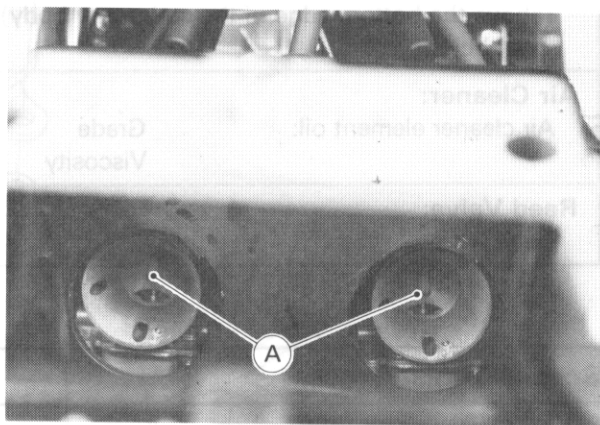
- Remove the following.
 - Seat
 - Side Cover
 - Fuel Tank
 - Air Cleaner Housing Cover
 - Air Cleaner Element
 - Air Cleaner Element Frame
- Loosen the locknut at the throttle grip.
- Turn in the adjuster so that 5 ~ 6 mm of threads are visible. And tighten the locknut.



A. Adjuster
B. Locknut

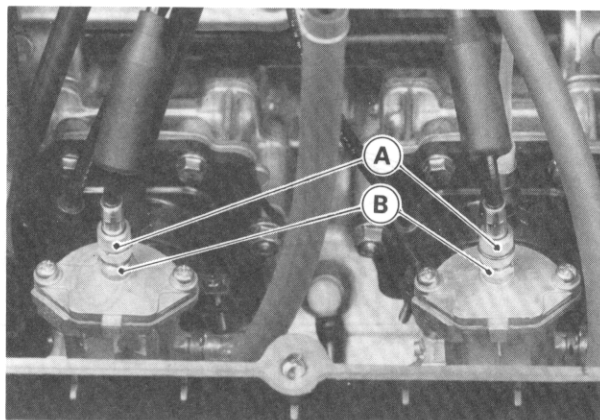
C. 5 ~ 6 mm

- Adjust the throttle cables so that both throttle valves operate together and at the same level.



A. Throttle Valve

- Back out the idle adjust screws and loosen the locknuts and adjusters on the top of the carburetors.



A. Adjuster

B. Locknut

- Check that both throttle valves are resting at the bottom of the throttle bores.
- Put your finger on throttle valve and watch the other one.
- Turn the throttle grip to open and close the throttle valves.

- Adjust the throttle cables so both throttle valves move at the same time.
- Open the throttle and raise the throttle valves in the carburetor bore until they are just about to disappear at the top of the bore. Check that they are both at the same level.
- Tighten the locknuts.
- Check that there is 2 ~ 3 mm throttle grip play.
- ★ If there is improper play, adjust it.
- Start the engine.
- Adjust the idle speed.
- Turn the handlebar from side to side while idling the engine.
- ★ If idle speed varies, the cable may be poorly routed or it may be damaged.
- Correct any problem before operating the motorcycle.

Carburetors

Idle Speed Adjustment and Carburetor Synchronization

- Thoroughly warm up the engine until the needle of the coolant temperature gauge indicates as shown.



⚠ CAUTION

Do not run the engine over 6 000 r/min (rpm).

- With the engine idling, turn the handlebar to both sides. If handlebar movement changes the idle speed, the throttle cable may be improperly adjusted or incorrectly routed, or it may be damaged. Be sure to correct any of these conditions before riding.

⚠ WARNING

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

- Check idle speed.
- ★ If the idle speed is not correct, continue with the following procedure.

Idle Speed

Standard: 1 100 ~ 1 300 r/min (rpm)

- Move the fuel tank.
- Attach the vacuum gauge & tachometer (special tool: 57001-1291) to the fittings on the carburetor holders.
- According to the instruction of it.
- Turn the RH carburetor idle adjusting screw until idle speed is correct.

NOTE

- Be sure to adjust the idle speed with the idle adjusting screw on the RH carburetor first. If you start off with the adjusting screw on the LH carburetor, synchronization of carburetors will be disturbed, resulting in difficult idle speed adjustment.

- Turn the throttle grip back and forth to vary the engine revolution. Check that the idle speed comes back to 1

2-8 FUEL SYSTEM

200 r/min (rpm) smoothly when releasing the throttle grip.

- ★ If the idle speed is not stable or there is any problem, synchronize the carburetors by turning the RH and LH adjusting screws with the idle speed keeping 1 200 r/min (rpm).



CAUTION

Do not run the engine over 3 000 r/min.

When the engine is running, turn the handlebar to the left and right to adjust the idle speed. The handlebar may be damaged if it is turned too far to the left or right. Be careful not to turn the handlebar too far to the left or right.

CAUTION

Operation with a throttle cable that is not properly adjusted will cause the engine to stall or run poorly. Always check the throttle cable adjustment before riding.

Adjust the idle speed to 1 200 r/min (rpm) with the engine running. Turn the RH and LH adjusting screws clockwise to increase the idle speed and counter-clockwise to decrease it.

Idle Speed

Standard 1 100 ~ 1 300 r/min (rpm)

- Move the throttle grip to the full throttle position.
- Attach the vacuum gauge (1) to the intake manifold (2) and the vacuum gauge (3) to the intake manifold (4).
- According to the vacuum gauge (1), adjust the RH and LH adjusting screws to the specified value.

NOTE

The idle speed is adjusted with the throttle grip. If you ride the engine with the throttle grip open, the engine will stall. Be careful not to ride the engine with the throttle grip open.

Adjust the throttle cable so both the throttle grip and the throttle lever move at the same time. Open the throttle grip and the throttle lever to the full throttle position. Check the throttle cable adjustment. The throttle cable should be adjusted so that the throttle lever moves at the same time as the throttle grip.

- Start the engine and let it warm up.
- Turn the throttle grip to the full throttle position and let the engine run at full throttle for about 10 seconds. Then turn the throttle grip back to the idle position and let the engine run at idle for about 10 seconds. Repeat this procedure several times.
- Check the idle speed. If it is not stable, adjust the RH and LH adjusting screws.

When the engine is running, turn the handlebar to the left and right to adjust the idle speed. The handlebar may be damaged if it is turned too far to the left or right.



When the engine is running, turn the handlebar to the left and right to adjust the idle speed. The handlebar may be damaged if it is turned too far to the left or right.

When the engine is running, turn the handlebar to the left and right to adjust the idle speed. The handlebar may be damaged if it is turned too far to the left or right.

When the engine is running, turn the handlebar to the left and right to adjust the idle speed. The handlebar may be damaged if it is turned too far to the left or right.

When the engine is running, turn the handlebar to the left and right to adjust the idle speed. The handlebar may be damaged if it is turned too far to the left or right.

When the engine is running, turn the handlebar to the left and right to adjust the idle speed. The handlebar may be damaged if it is turned too far to the left or right.

When the engine is running, turn the handlebar to the left and right to adjust the idle speed. The handlebar may be damaged if it is turned too far to the left or right.

When the engine is running, turn the handlebar to the left and right to adjust the idle speed. The handlebar may be damaged if it is turned too far to the left or right.

When the engine is running, turn the handlebar to the left and right to adjust the idle speed. The handlebar may be damaged if it is turned too far to the left or right.

When the engine is running, turn the handlebar to the left and right to adjust the idle speed. The handlebar may be damaged if it is turned too far to the left or right.

When the engine is running, turn the handlebar to the left and right to adjust the idle speed. The handlebar may be damaged if it is turned too far to the left or right.

When the engine is running, turn the handlebar to the left and right to adjust the idle speed. The handlebar may be damaged if it is turned too far to the left or right.

When the engine is running, turn the handlebar to the left and right to adjust the idle speed. The handlebar may be damaged if it is turned too far to the left or right.

Cooling System

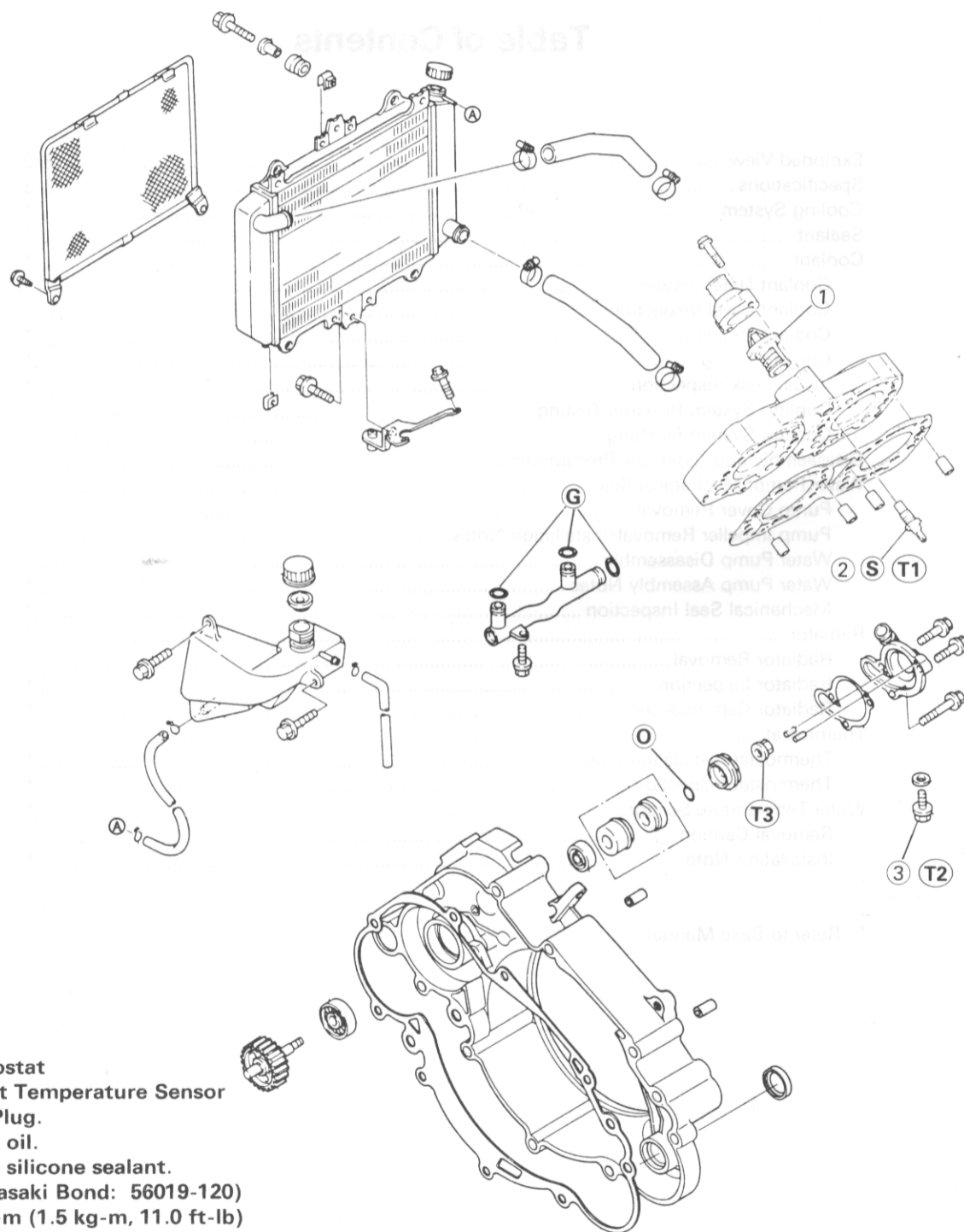
Table of Contents

Exploded View	3-2
Specifications	3-3
Cooling System	*
Sealant	*
Coolant	*
Coolant Deterioration	*
Coolant Level Inspection	*
Coolant Draining	*
Coolant Filling	*
Visual Leak Inspection	*
Cooling System Pressure Testing	*
Cooling System Flushing	*
Disassembly and Assembly Precautions	*
Water Pump, Mechanical Seal	*
Pump Cover Removal	*
Pump Impeller Removal/Installation Notes	*
Water Pump Disassembly	*
Water Pump Assembly Notes	*
Mechanical Seal Inspection	*
Radiator	*
Radiator Removal	*
Radiator Inspection	*
Radiator Cap Inspection	*
Thermostat	*
Thermostat Installation Note	*
Thermostat Inspection	*
Water Temperature Sensor	*
Removal Caution	*
Installation Note	*

* : Refer to Base Manual

3-2 COOLING SYSTEM

Exploded View



1. Thermostat

2. Coolant Temperature Sensor

3. Drain Plug.

O : Apply oil.

S : Apply silicone sealant.

(Kawasaki Bond: 56019-120)

T1 : 15 N-m (1.5 kg-m, 11.0 ft-lb)

T2 : 17 N-m (1.7 kg-m, 12.0 ft-lb)

T3 : 9.8 N-m (1.0 kg-m, 87 in-lb)

Specifications

Items	Standard
Coolant Provided when shipping: Type Color Mixed ratio Freezing point Total amount	Permanent type of antifreeze for aluminum engine and radiator Green Soft water 50%, coolant 50% -35°C (-31°F) 1.5 L (Up to reservoir tank full level)
Radiator Cap: Relief pressure	74 ~ 103 kPa (0.75 ~ 1.05 kg/cm ² , 11 ~ 15 psi)
Thermostat: Valve opening temperature Valve full opening lift	63.5 ~ 66.5°C (147 ~ 153°F) Not less than 6mm @80°C (176°F)

Engine Top End

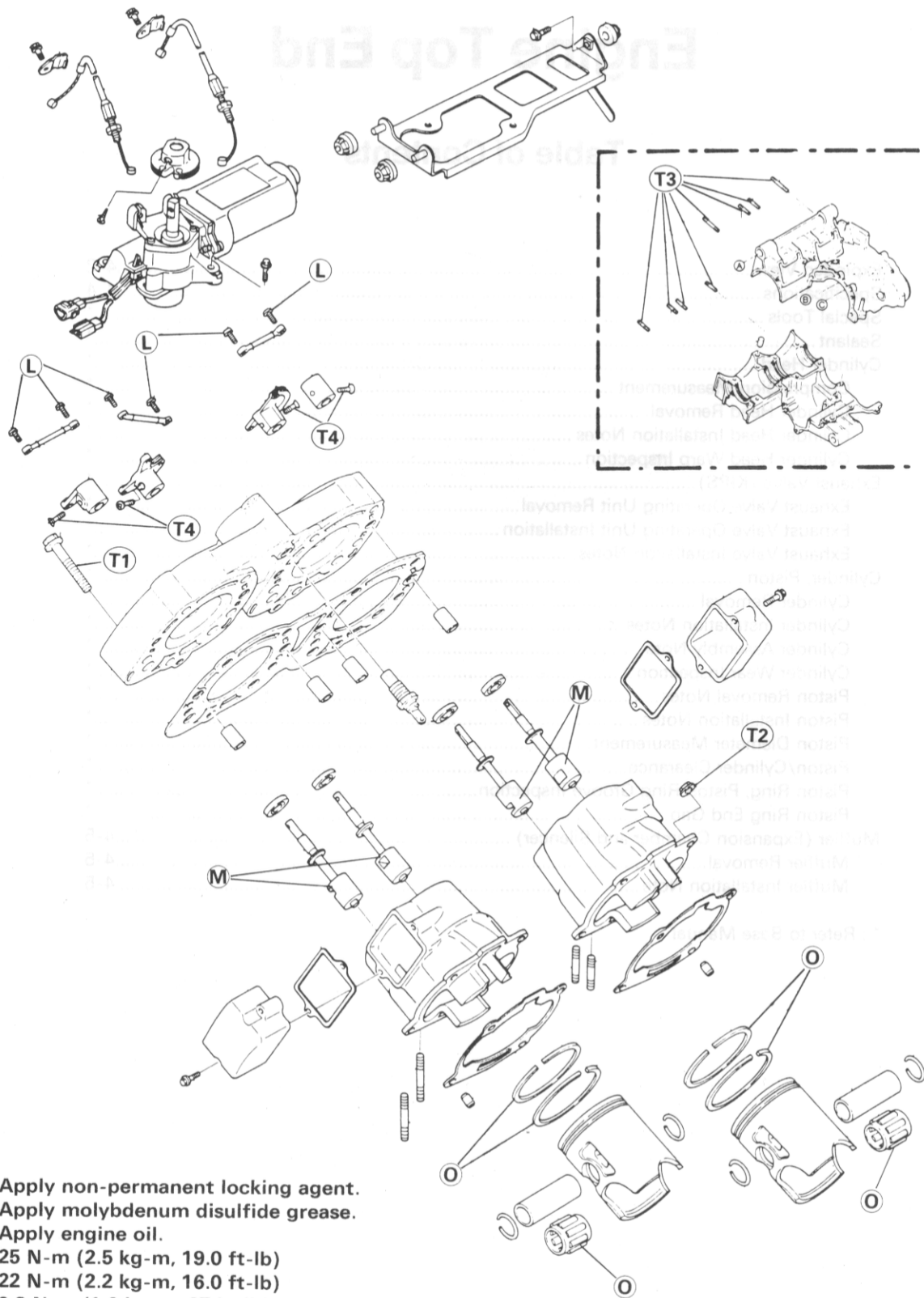
Table of Contents

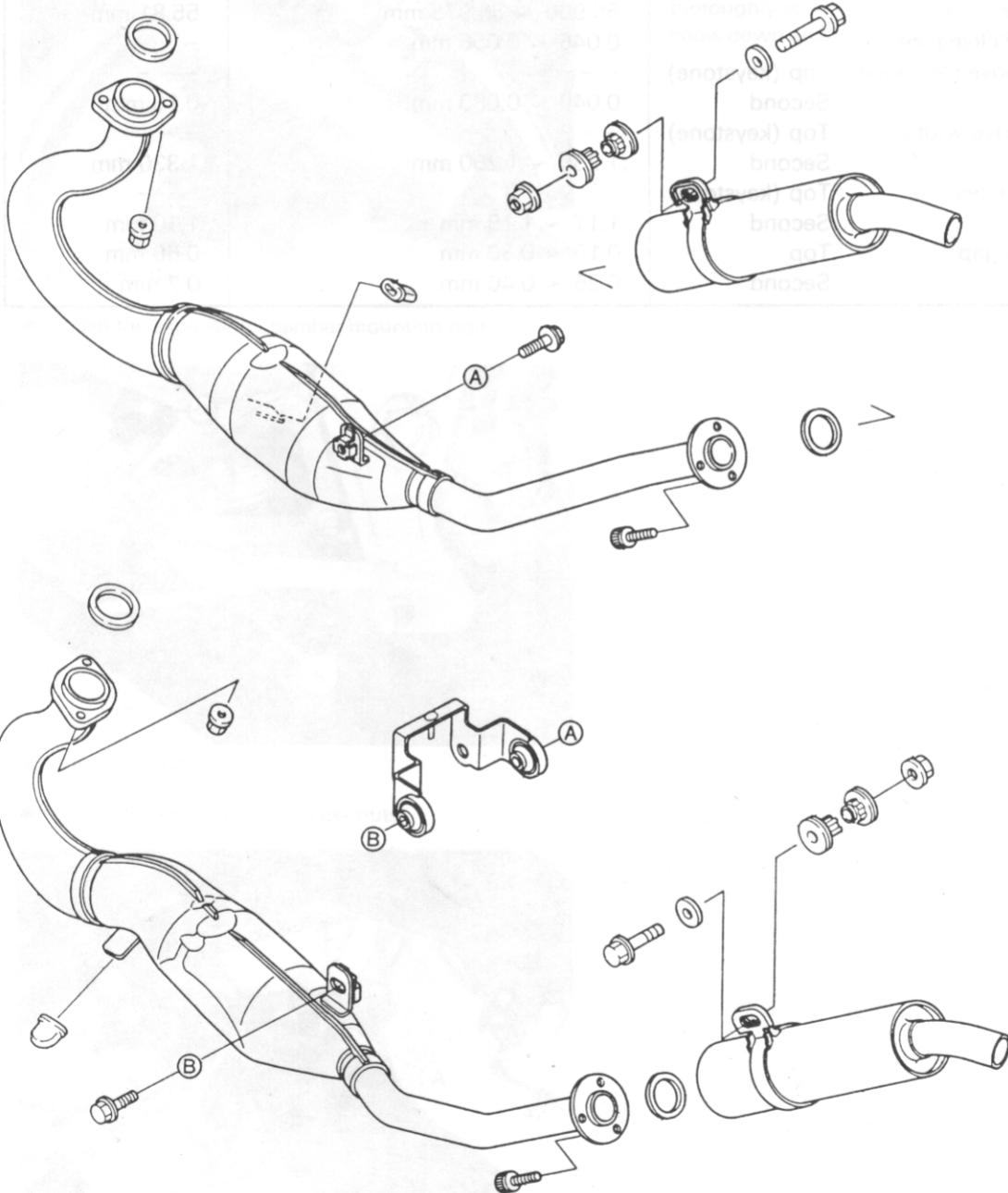
Exploded View	4-2
Specifications	4-4
Special Tools	*
Sealant	*
Cylinder Head	*
Compression Measurement	*
Cylinder Head Removal	*
Cylinder Head Installation Notes	*
Cylinder Head Warp Inspection	*
Exhaust Valve (KIPS)	*
Exhaust Valve Operating Unit Removal	*
Exhaust Valve Operating Unit Installation	*
Exhaust Valve Installation Notes	*
Cylinder, Piston	*
Cylinder Removal	*
Cylinder Installation Notes	*
Cylinder Assembly Note	*
Cylinder Wear Inspection	*
Piston Removal Notes	*
Piston Installation Notes	*
Piston Diameter Measurement	*
Piston/Cylinder Clearance	*
Piston Ring, Piston Ring Groove Inspection	*
Piston Ring End Gap	*
Muffler (Expansion Chamber and Silencer)	4-5
Muffler Removal	4-5
Muffler Installation Note	4-5

* : Refer to Base Manual

4-2 ENGINE TOP END

Exploded View





4-4 ENGINE TOP END

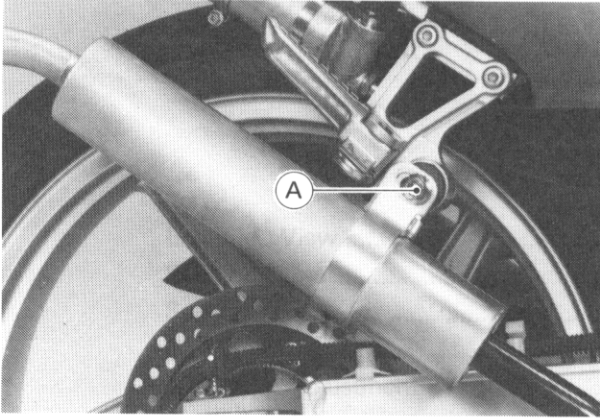
Specifications

Item	Standard	Service Limit
Cylinder compression	(usable range) 735 ~ 1 130 kPa (7.5 ~ 11.5 kg/cm ² , 107 ~ 164 psi)	— — —
Cylinder head warp	---	0.05mm
Cylinder Block, Piston:		
Cylinder inside diameter	56.015 ~ 56.030 mm	56.09 mm
Piston diameter	55.960 ~ 55.975 mm	55.81 mm
Piston/cylinder clearance	0.046 ~ 0.056 mm	— — —
Piston ring/groove clearance:		
Top (keystone)	— — —	— — —
Second	0.040 ~ 0.080 mm	0.18 mm
Piston ring groove width:		
Top (keystone)	— — —	— — —
Second	1.230 ~ 1.250 mm	1.330 mm
Piston ring thickness:		
Top (keystone)	— — —	— — —
Second	1.17 ~ 1.19 mm	1.10 mm
Piston ring end gap		
Top	0.15 ~ 0.30 mm	0.60 mm
Second	0.25 ~ 0.40 mm	0.7 mm

Muffler (Expansion Chamber and Silencer)

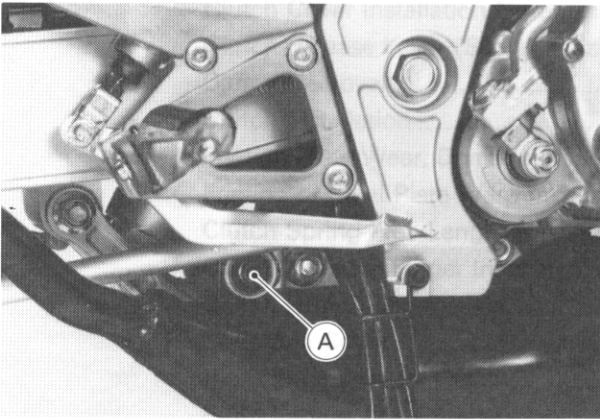
Muffler Removal

- Remove the lower fairing.
- Loosen the silencer mounting bolt.



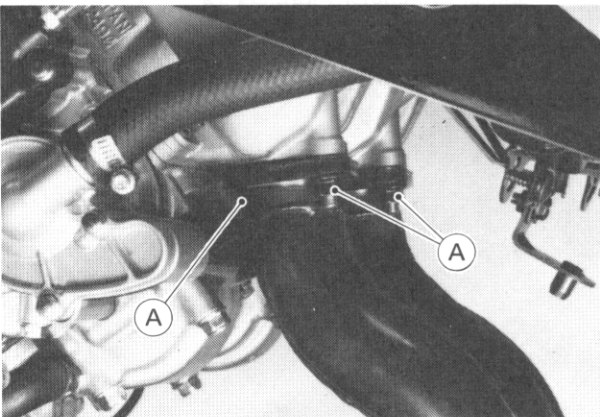
A. Mounting Bolt

- Loosen the expansion chamber mounting bolt.



A. Mounting Bolt

- Remove the exhaust pipe holder nuts.



A. Nuts

- Unscrew the expansion chamber mounting bolt and silencer mounting bolt, and remove the muffler.
- Remove the exhaust gasket.

Muffler Installation Notes

- Check the gasket at each muffler and replace it if it is damaged.
- After tightening the mounting bolt and nuts securely, thoroughly warm up the engine, wait until the engine cools down and tighten all mounting bolts and nuts.

Engine Right Side

Table of Contents

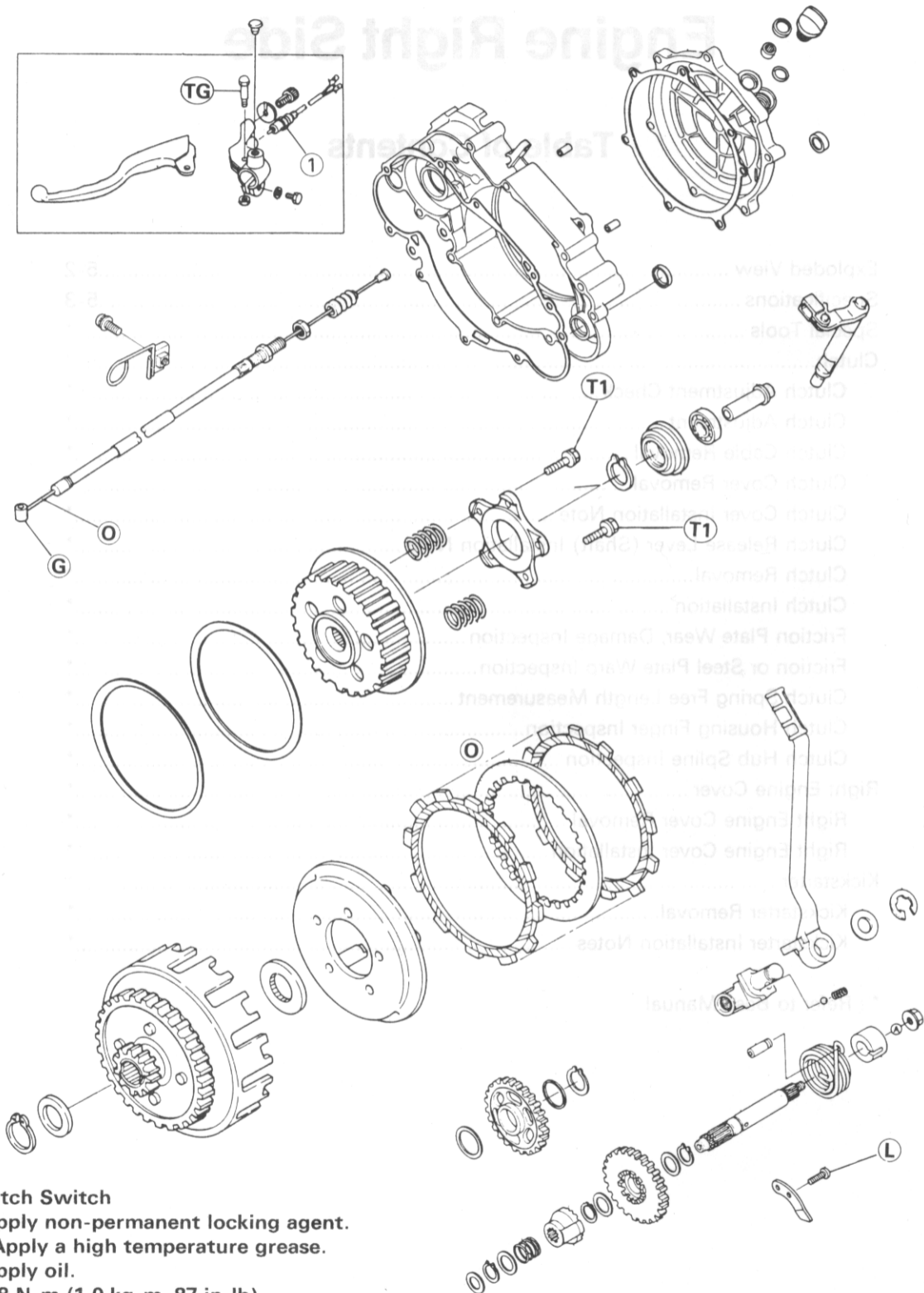
5

Exploded View	5-2
Specifications	5-3
Special Tools	*
Clutch.....	*
Clutch Adjustment Check	*
Clutch Adjustment	*
Clutch Cable Removal	*
Clutch Cover Removal	*
Clutch Cover Installation Note	*
Clutch Release Lever (Shaft) Installation Note	*
Clutch Removal	*
Clutch Installation	*
Friction Plate Wear, Damage Inspection	*
Friction or Steel Plate Warp Inspection	*
Clutch Spring Free Length Measurement	*
Clutch Housing Finger Inspection.....	*
Clutch Hub Spline Inspection	*
Right Engine Cover	*
Right Engine Cover Removal	*
Right Engine Cover Installation	*
Kickstarter	*
Kickstarter Removal.....	*
Kickstarter Installation Notes	*

* : Refer to Base Manual

5-2 ENGINE RIGHT SIDE

Exploded View



- 1. Clutch Switch
- L : Apply non-permanent locking agent.
- TG : Apply a high temperature grease.
- O : Apply oil.
- T1: 9.8 N-m (1.0 kg-m, 87 in-lb)

Specifications

Item	Standard	Service Limit
Clutch:		
Clutch lever free play	2 ~ 3 mm	---
Clutch spring free length	35.34 mm	34.2 mm
Friction plate thickness	2.9 ~ 3.1 mm	2.7 mm
Friction and steel plate warp	Not more than 0.2 mm	0.3 mm

Engine Lubrication System

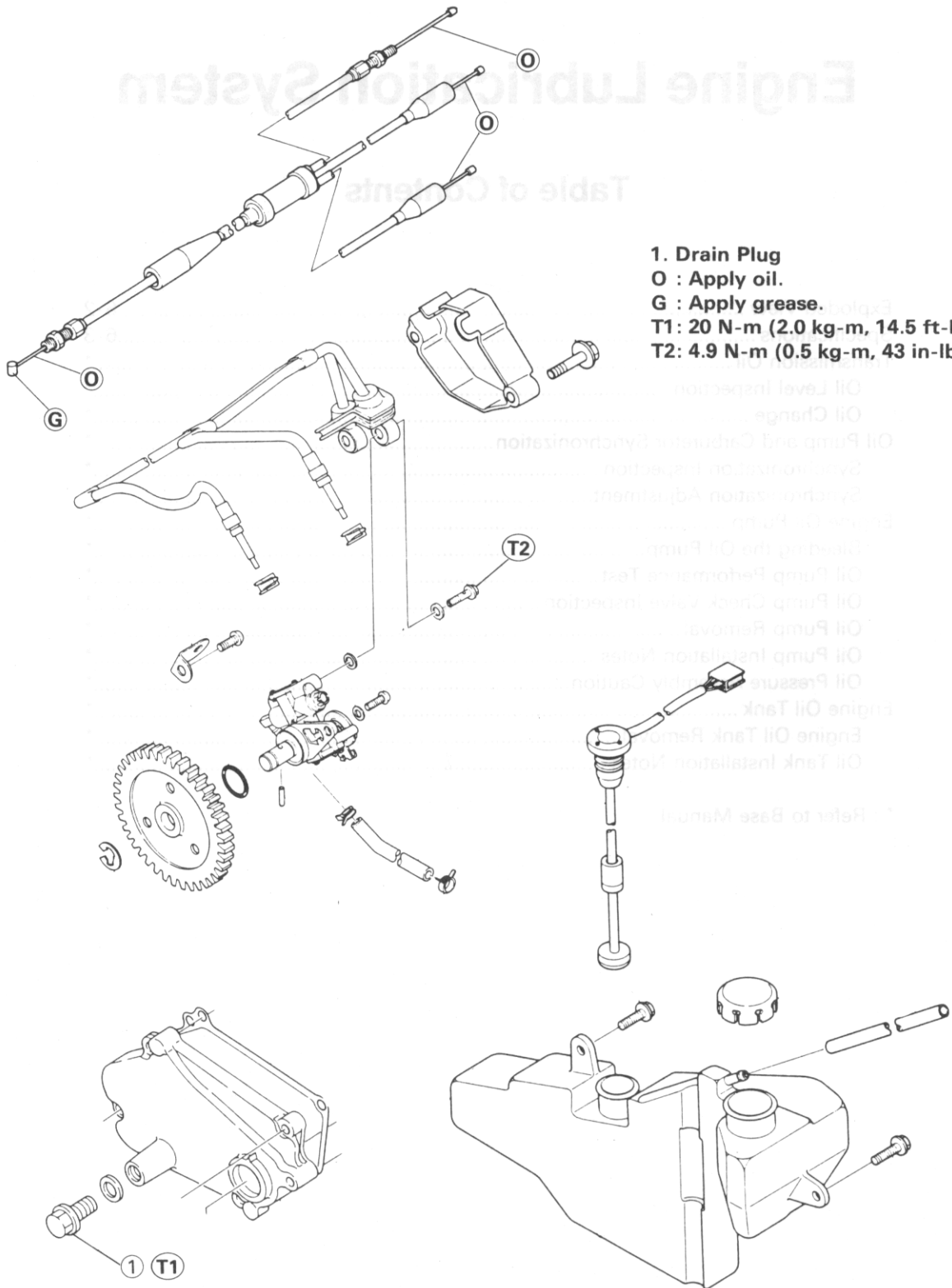
Table of Contents

Exploded View	6-2
Specifications	6-3
Transmission Oil	*
Oil Level Inspection	*
Oil Change	*
Oil Pump and Carburetor Synchronization	*
Synchronization Inspection	*
Synchronization Adjustment	*
Engine Oil Pump	*
Bleeding the Oil Pump	*
Oil Pump Performance Test	*
Oil Pump Check Valve Inspection	*
Oil Pump Removal	*
Oil Pump Installation Notes	*
Oil Pressure Assembly Caution	*
Engine Oil Tank	*
Engine Oil Tank Removal	*
Oil Tank Installation Notes	*

* : Refer to Base Manual

6-2 ENGINE LUBRICATION SYSTEM

Exploded View



Specifications

Item	Standard	Service Limit
Engine Lubrication System: Transmission oil: Grade Viscosity Amount Engine oil pump: Oil pump output @2 000 r/min (rpm), 3 min.	SE class SAE 10W30 or 10W40 0.85 L 3.6 ~ 4.2 mL (per one outlet)	---

Engine Removal / Installation

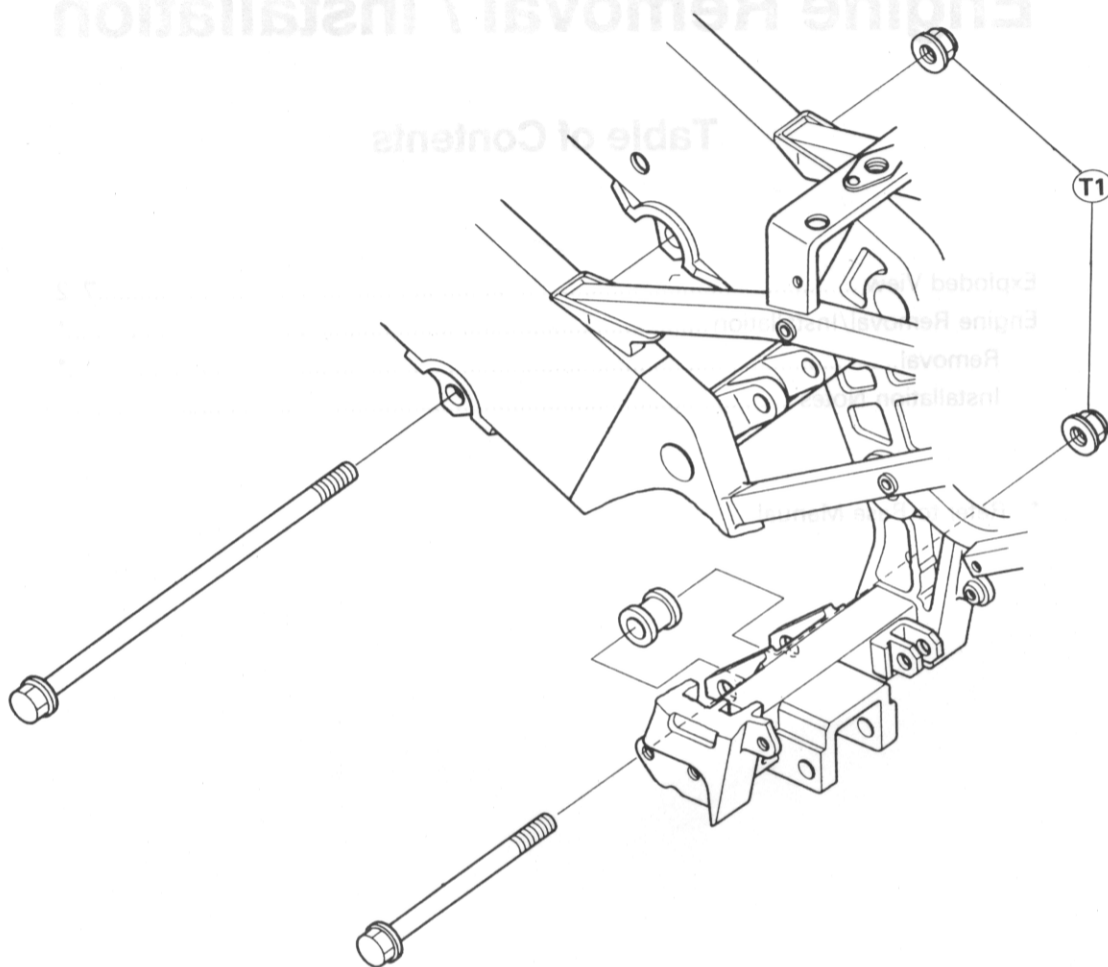
Table of Contents

Exploded View	7-2
Engine Removal/Installation	*
Removal	*
Installation Notes	*

* : Refer to Base Manual

7-2 ENGINE REMOVAL / INSTALLATION

Exploded View



T1 : 49 N-m (5.0 kg-m, 36 ft-lb)

Crankshaft / Transmission

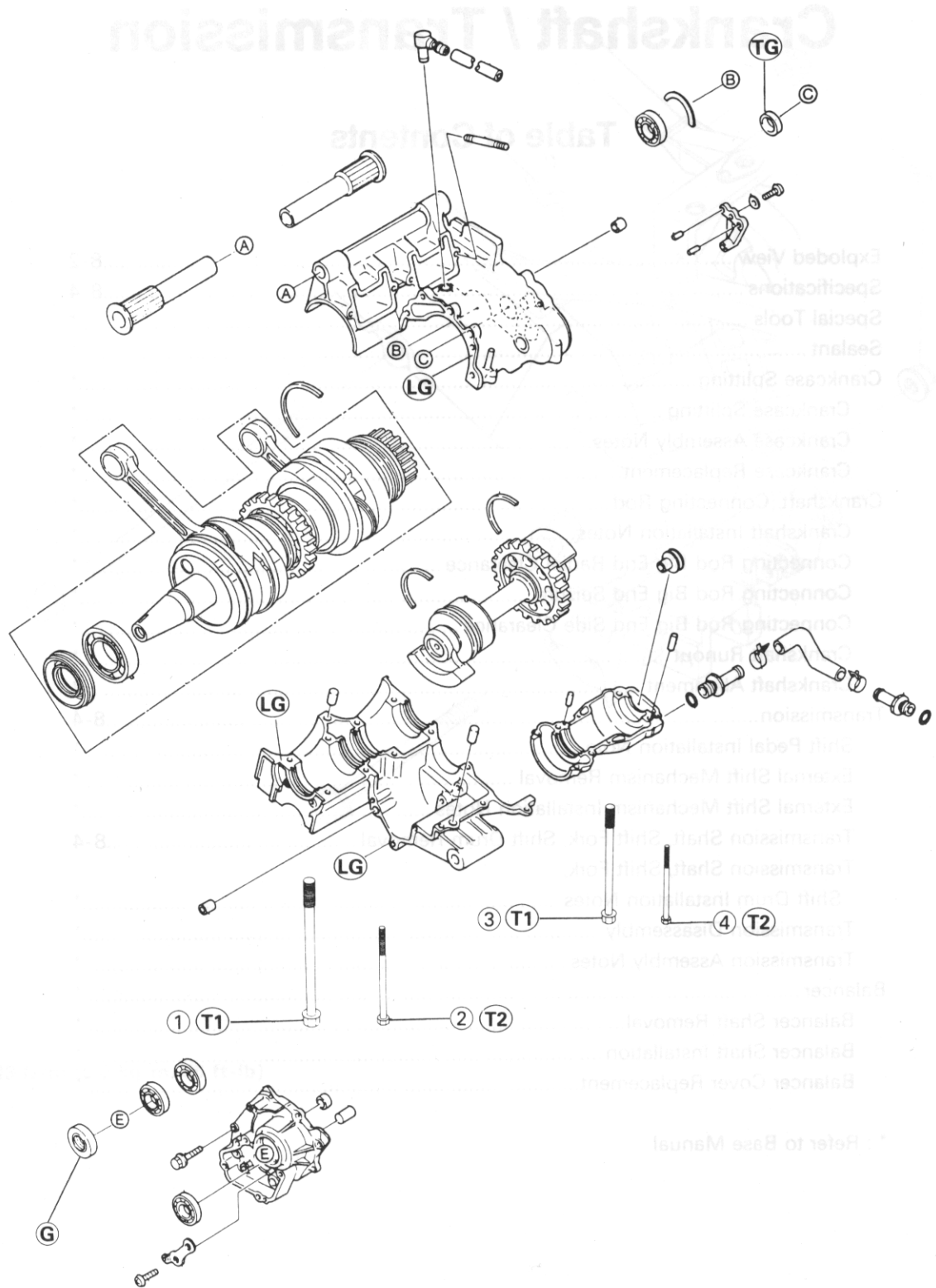
Table of Contents

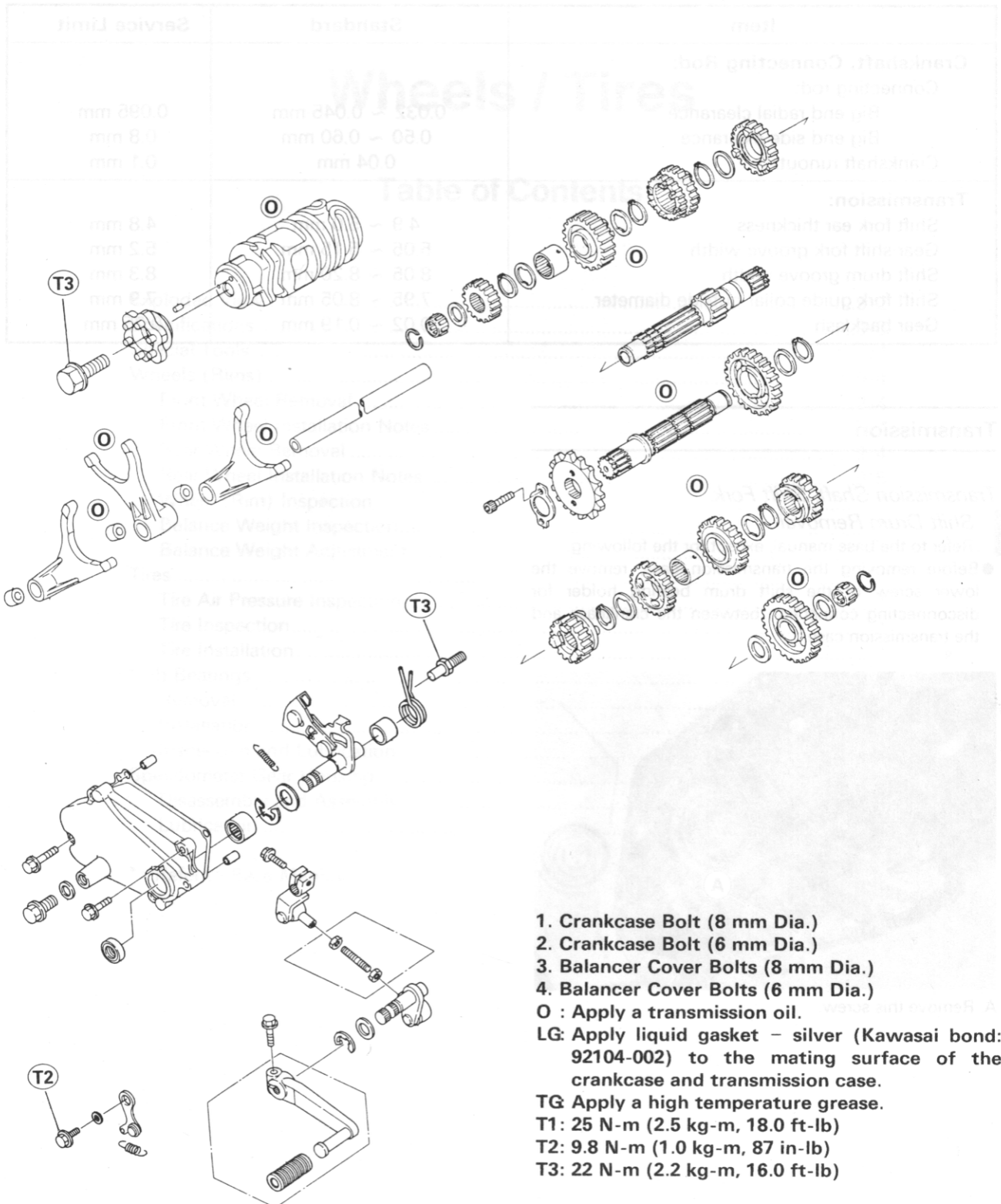
Exploded View	8-2
Specifications	8-4
Special Tools	*
Sealant	*
Crankcase Splitting	*
Crankcase Splitting	*
Crankcase Assembly Notes	*
Crankcase Replacement	*
Crankshaft, Connecting Rod	*
Crankshaft Installation Notes	*
Connecting Rod Big End Radial Clearance	*
Connecting Rod Big End Seizure	*
Connecting Rod Big End Side Clearance	*
Crankshaft Runout	*
Crankshaft Alignment	*
Transmission	8-4
Shift Pedal Installation Note	*
External Shift Mechanism Removal	*
External Shift Mechanism Installation Notes	*
Transmission Shaft, Shift Fork, Shift Drum Removal	8-4
Transmission Shaft, Shift Fork, Shift Drum Installation Notes	*
Transmission Disassembly	*
Transmission Assembly Notes	*
Balancer	*
Balancer Shaft Removal	*
Balancer Shaft Installation	*
Balancer Cover Replacement	*

* : Refer to Base Manual

8-2 CRANKSHAFT / TRANSMISSION

Exploded View





8-4 CRANKSHAFT / TRANSMISSION

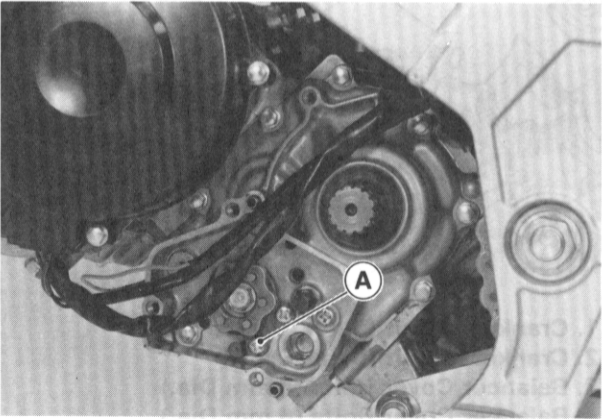
Specifications

Item	Standard	Service Limit
Crankshaft, Connecting Rod:		
Connecting rod:		
Big end radial clearance	0.032 ~ 0.045 mm	0.095 mm
Big end side clearance	0.50 ~ 0.60 mm	0.8 mm
Crankshaft runout:	0.04 mm	0.1 mm
Transmission:		
Shift fork ear thickness	4.9 ~ 5.0 mm	4.8 mm
Gear shift fork groove width	5.05 ~ 5.15 mm	5.2 mm
Shift drum groove width	8.05 ~ 8.20 mm	8.3 mm
Shift fork guide collar outside diameter	7.95 ~ 8.05 mm	7.9 mm
Gear backlash	0.02 ~ 0.19 mm	0.25 mm

Transmission

Transmission Shaft, Shift Fork,
Shift Drum Removal

- Refer to the base manual, except for the following.
- Before removing the transmission case, remove the lower screw of the shift drum bearing holder for disconnecting connection between the crankcase and the transmission case.



A. Remove this screw.

Wheels / Tires

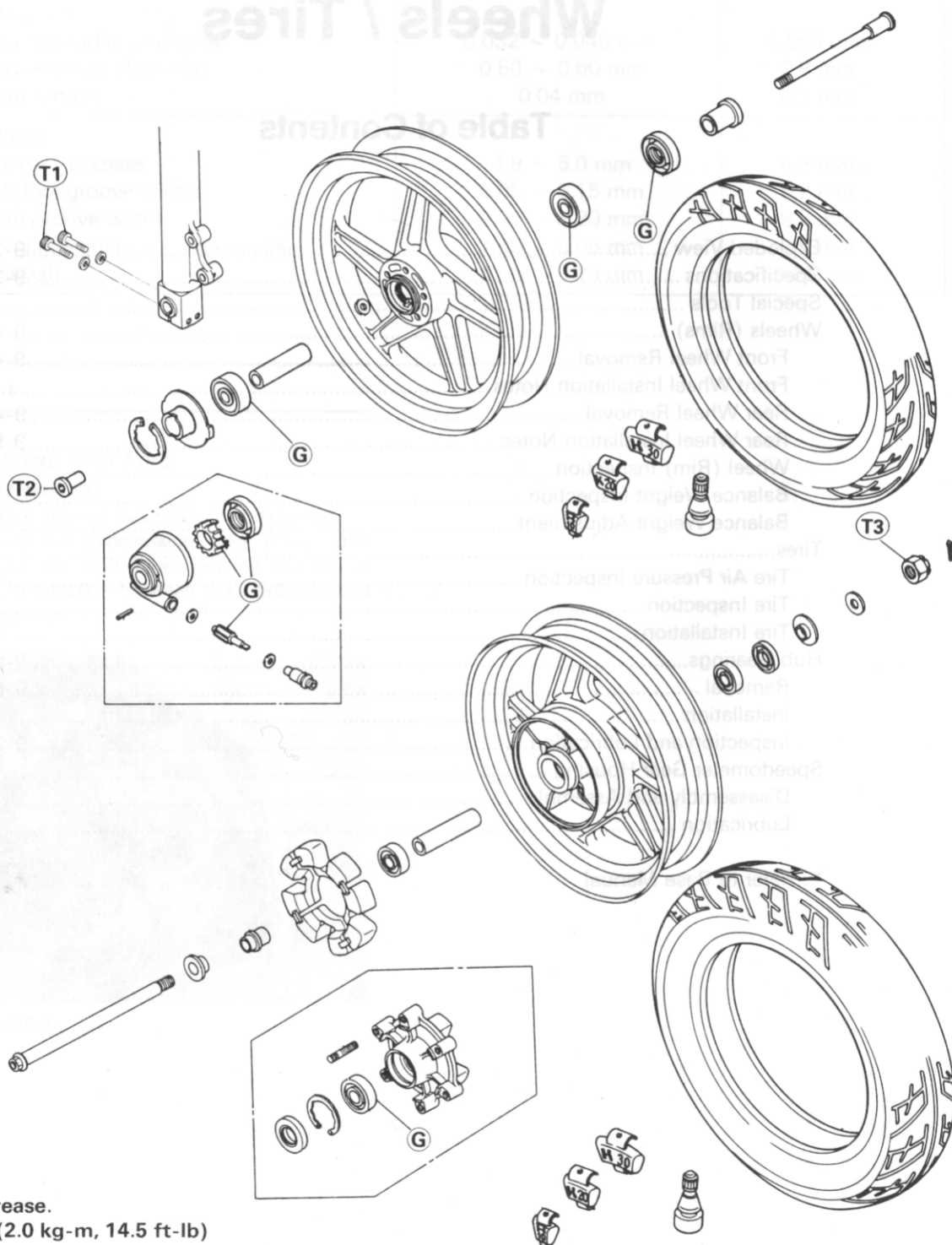
Table of Contents

Exploded View	9-2
Specifications	9-3
Special Tools	*
Wheels (Rims)	9-4
Front Wheel Removal	9-4
Front Wheel Installation Notes	*
Rear Wheel Removal	9-4
Rear Wheel Installation Notes	9-5
Wheel (Rim) Inspection	*
Balance Weight Inspection	*
Balance Weight Adjustment	*
Tires	*
Tire Air Pressure Inspection	*
Tire Inspection	*
Tire Installation	*
Hub Bearings	9-5
Removal	9-5
Installation	*
Inspection and Lubrication	9-5
Speedometer Gear Housing	*
Disassembly and Assembly	*
Lubrication	*

* : Refer to Base Manual

9-2 WHEELS / TIRES

Exploded View



G : Apply grease.

T1 : 20 N·m (2.0 kg·m, 14.5 ft·lb)

T2 : 110 N·m (11.0 kg·m, 80 ft·lb)

T3 : 88 N·m (9.0 kg·m, 65 ft·lb)

Specifications

Item	Standard	Service Limit
Wheels:		
Rim runout (with tire installed):		
Axial	---	0.5 mm
Radial	---	0.8 mm
Axle runout/100 mm	Under 0.05 mm	0.2 mm
Tires:		
Air pressure (when cold):		
Front	225 kPa (2.25 kg/cm ² , 32 psi)	---
Rear	250 kPa (2.5 kg/cm ² , 36 psi)	---
Tread Depth:		
Front	3.9 mm	1 mm
Rear	6.4 mm	2 mm: Up to 110 km/h (70 mph)
		3 mm: Over 110 km/h (70 mph)
Standard Tire:		
Front	Size 110/70 VR17	---
	Make DUNLOP	---
	Type K510F Tubeless	---
Rear	Size 140/60 VR18	---
	Make DUNLOP	---
	Type K510 Tubeless	---

9-4 WHEELS / TIRES

Wheels (Rims)

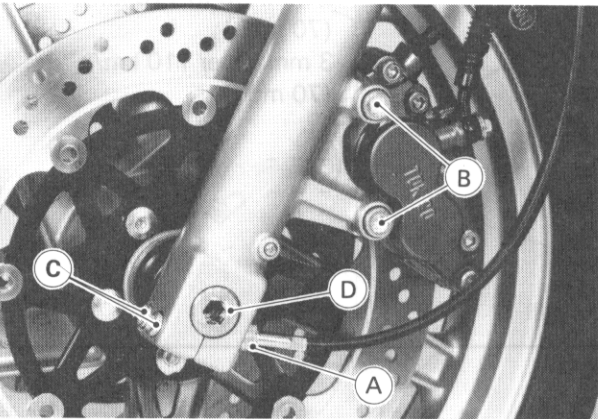
Front Wheel Removal

- Remove the following.
 - Speedometer Cable Lower End
 - RH or LH Brake Caliper Mounting Bolts

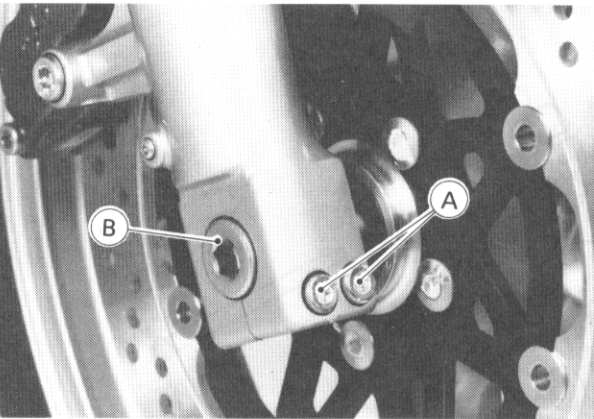
NOTE

- Rest the caliper on some kind of stand so that it doesn't dangle.

- Axle Clamp Bolts (Loosen)
- Axle Nut

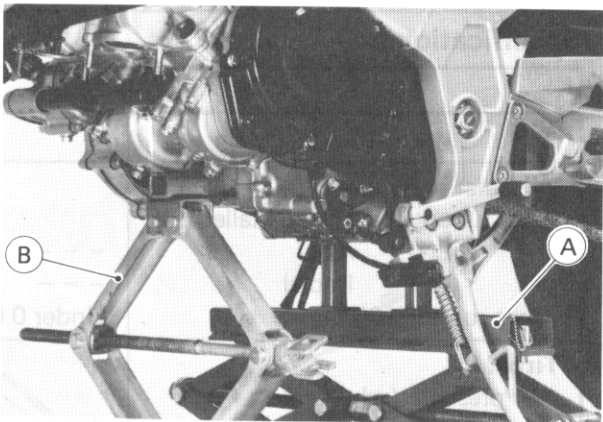


A. Speedometer Cable Lower End C. Axle Clamp Bolts
B. Caliper Mounting Bolts D. Axle Nut



A. Axle Clamp Bolts B. Axle

- Lower Fairing
- Muffler (see Engine Top End chapter)
- Using the jack (special tool) and a stand, raise the front wheel off the ground.



A. Jack: 57001-1238 B. Suitable Jack

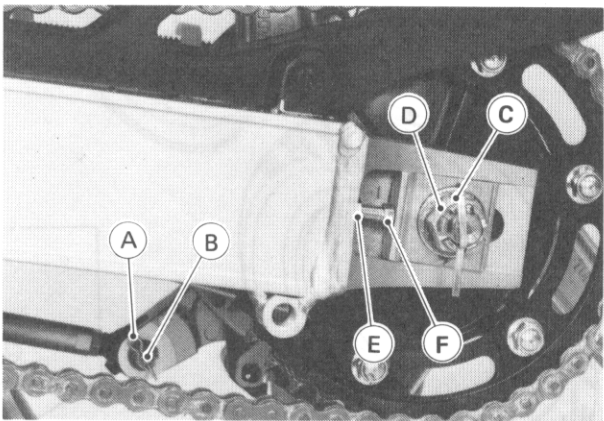
- Pull out the axle, and remove the wheel.

CAUTION

Do not lay the wheel on the ground with the disc facing down. This can damage or warp the disc. Place blocks under the wheel so that the discs do not touch the ground.

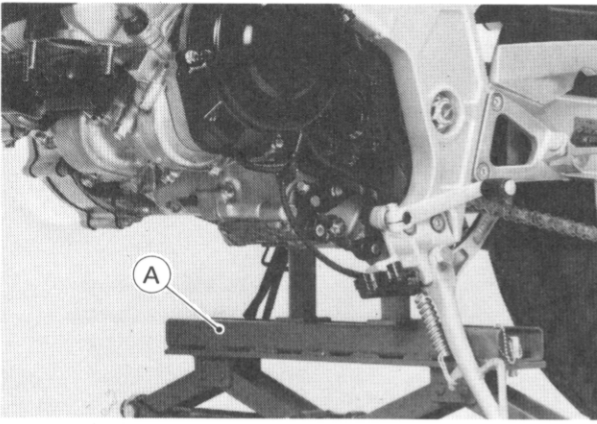
Rear Wheel Removal

- Remove the following.
 - Clip
 - Torque link Rear End Nut (Loosen)
 - Cotter Pin
 - Rear Axle Nut
 - Chain Adjuster Locknuts (Loosen)
 - Chain Adjusting Bolts (Tighten)



A. Clip
B. Torque Link Rear End Nut
C. Cotter Pin
D. Rear Axle Nut
E. Chain Adjuster Locknuts
F. Chain Adjusting Bolts

- Lower Fairing
- Muffler
- Using the jack (special tool), raise the rear wheel off the ground.



A. Jack: 57001-1238

- Fully loosen the drive chain and pull out the axle.
- Remove the drive chain from the rear sprocket toward the left.
- Pull out the axle.

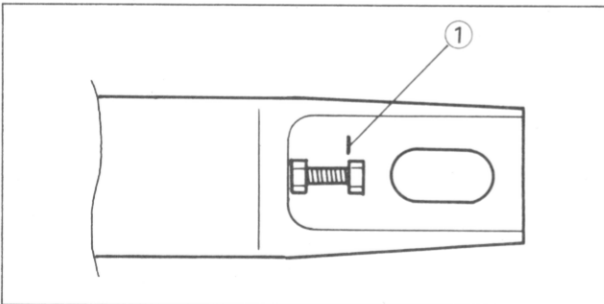
CAUTION

Do not lay the wheel on the ground with the disc facing down. This can damage or warp the disc. Place blocks under the wheel so that the disc not touch the ground.

Rear Wheel Installation Notes

Refer to the base manual, except for the following.

- Before installing the rear wheels, set the adjusting bolt so that the edge of the bolt seating surface aligns with the notch on the swing arm.



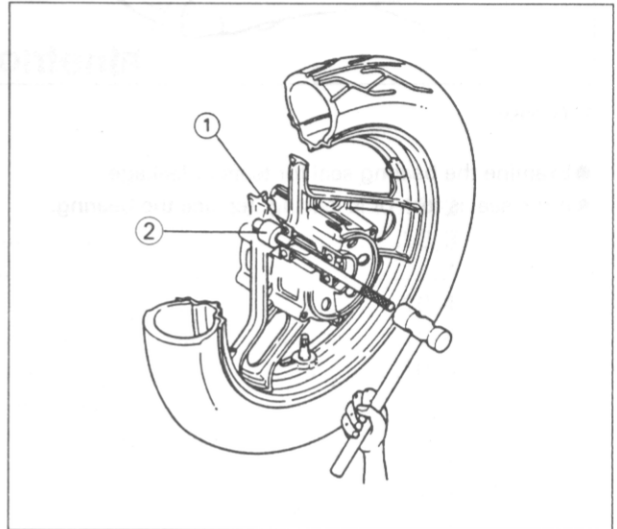
1. Notch

- Replace the cotter pin with a new one.

Hub Bearings

Removal

- Use the bearing remover (special tool) to remove the hub bearing.
- Remove the bearing retainer.



1. Hub Bearing
2. Bearing Remover Set: 57001-1264

CAUTION

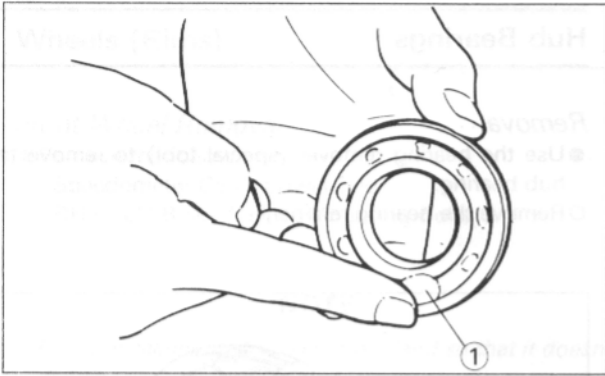
Do not lay the wheel on the ground with the disc facing down. This can damage or warp the disc. Place blocks under the wheel so that the disc does not touch the ground.

Inspection and Lubrication

Since the wheel bearings are made to extremely close tolerances, the clearance cannot normally be measured.

- Turn each bearing back and forth while checking for roughness or binding.
- ★ If roughness or binding is found, replace the bearing.
- Wash the bearing with a high flash point solvent, dry it (do not spin it while it is dry), and oil it. Spin it by hand to check its condition.
- ★ If it is noisy, does not spin smoothly, or has any rough spots, it must be replaced.
- ★ If the bearing is to be used again, rewash it with a quality flash point solvent, dry it and pack it with good bearing grease by hand a few times to make sure the grease is distributed uniformly inside the bearing, and wipe the oil grease out of the hub before bearing installation. Clean and grease the wheel bearings in accordance with the Periodic Maintenance Chart.

9-6 WHEELS / TIRES



1. Grease

- Examine the bearing seal for tears or leakage.
- ★ If the seal is torn or is leaking, replace the bearing.



Remove the drive chain from the sprocket toward the left.

● Pull out the axle.

● Fully loosen the drive chain and pull out the axle.

Keep the wheel on the ground with the fork leaning down. This can damage the fork if the wheel is not touching the ground.

CAUTION

Do not lay the wheel on the ground with the fork leaning down. This can damage the fork if the wheel is not touching the ground.

Refer to the basic manual except for the following.

New Wheel Installation Notes:

- The new wheel must be installed with the correct tire pressure.
- The new wheel must be installed with the correct tire type.
- The new wheel must be installed with the correct tire size.



1. Watch

● Replace the cover on with a new one.

● The new wheel must be installed with the correct tire pressure.

● The new wheel must be installed with the correct tire type.

● The new wheel must be installed with the correct tire size.

Final Drive

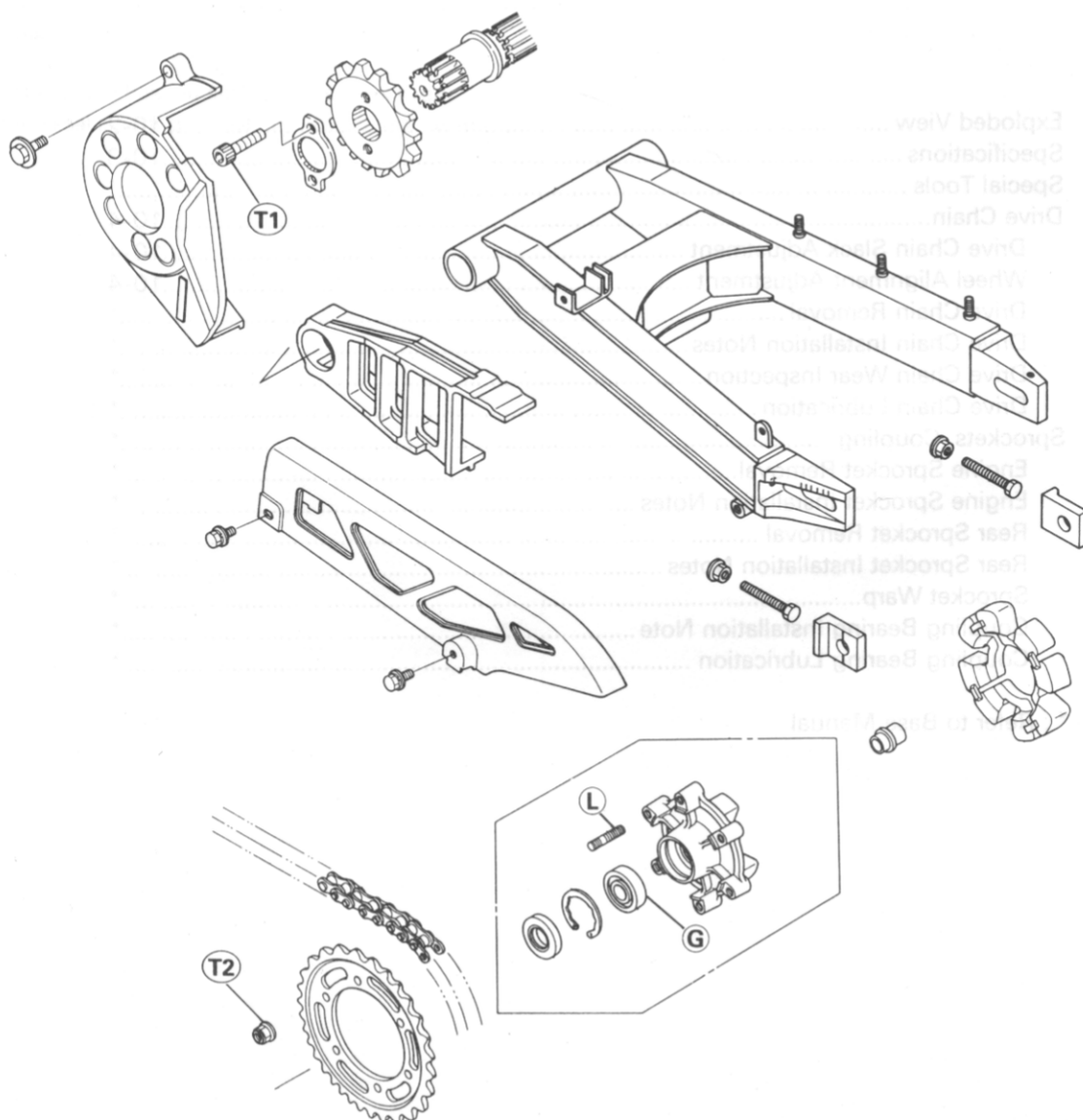
Table of Contents

Exploded View	10-2
Specifications	10-3
Special Tools	*
Drive Chain.....	10-4
Drive Chain Slack Adjustment	10-4
Wheel Alignment Adjustment	10-4
Drive Chain Removal	*
Drive Chain Installation Notes	*
Drive Chain Wear Inspection	*
Drive Chain Lubrication	*
Sprockets, Coupling	*
Engine Sprocket Removal.....	*
Engine Sprocket Installation Notes	*
Rear Sprocket Removal	*
Rear Sprocket Installation Notes	*
Sprocket Warp.....	*
Coupling Bearing Installation Note	*
Coupling Bearing Lubrication	*

* : Refer to Base Manual

10-2 FINAL DRIVE

Exploded View



L : Apply non-permanent locking agent.

T1 : 9.8 N-m (1.0 kg-m, 87 in-lb)

T2 : 59 N-m (6.0 kg-m, 43 ft-lb)

Specifications

Item	Standard	Service Limit
Drive Chain:		
Chain slack	39 ~ 40 mm	Less than 30 mm, or more than 45 mm
Chain 20-link length	317.5 ~ 318.4 mm	323 mm
Standard chain		
Make	DAIDO	---
Type	DID520V2	---
Link	Endless, 108 Link	---

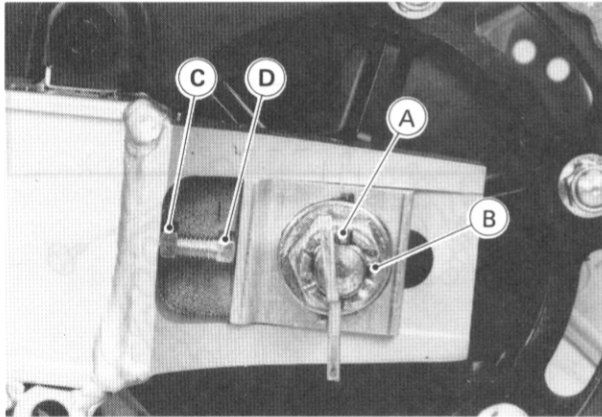
10-4 FINAL DRIVE

Drive Chain

Drive Chain Slack Adjustment

Refer to the base manual, except for the following.

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



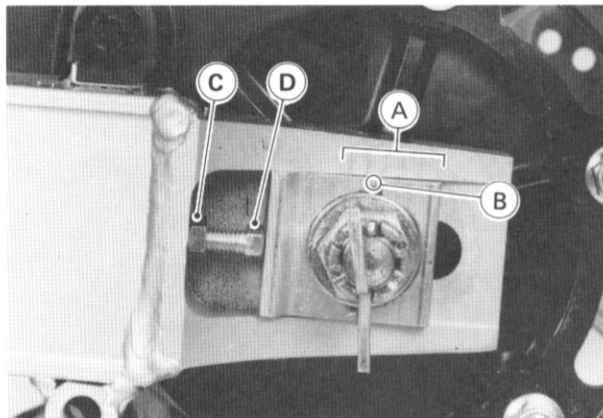
- A. Cotter Pin
- B. Rear Axle Nut
- C. Chain Adjuster Locknut
- D. Chain Adjusting Bolt

- Turn in or out both chain adjusting bolts evenly, adjust the chain so that the chain slack will be within the standard value.
- Tighten the axle nut to the specified torque (see Wheels/Tires chapter).
- Insert a new cotter pin through the axle nut and axle and spread its ends.

Wheel Alignment Adjustment

Refer to the base manual, except for the following.

- Remove the cotter pin from the rear axle and loosen the rear axle nut and chain adjuster locknut.



- A. Marks
- B. Notch
- C. Chain Adjust Locknut
- D. Chain Adjusting Nut

- Tighten the axle nut to the specified torque (see Wheels/Tires chapter).
- Insert a new cotter pin through the axle and nut, and spread its ends.

Brakes

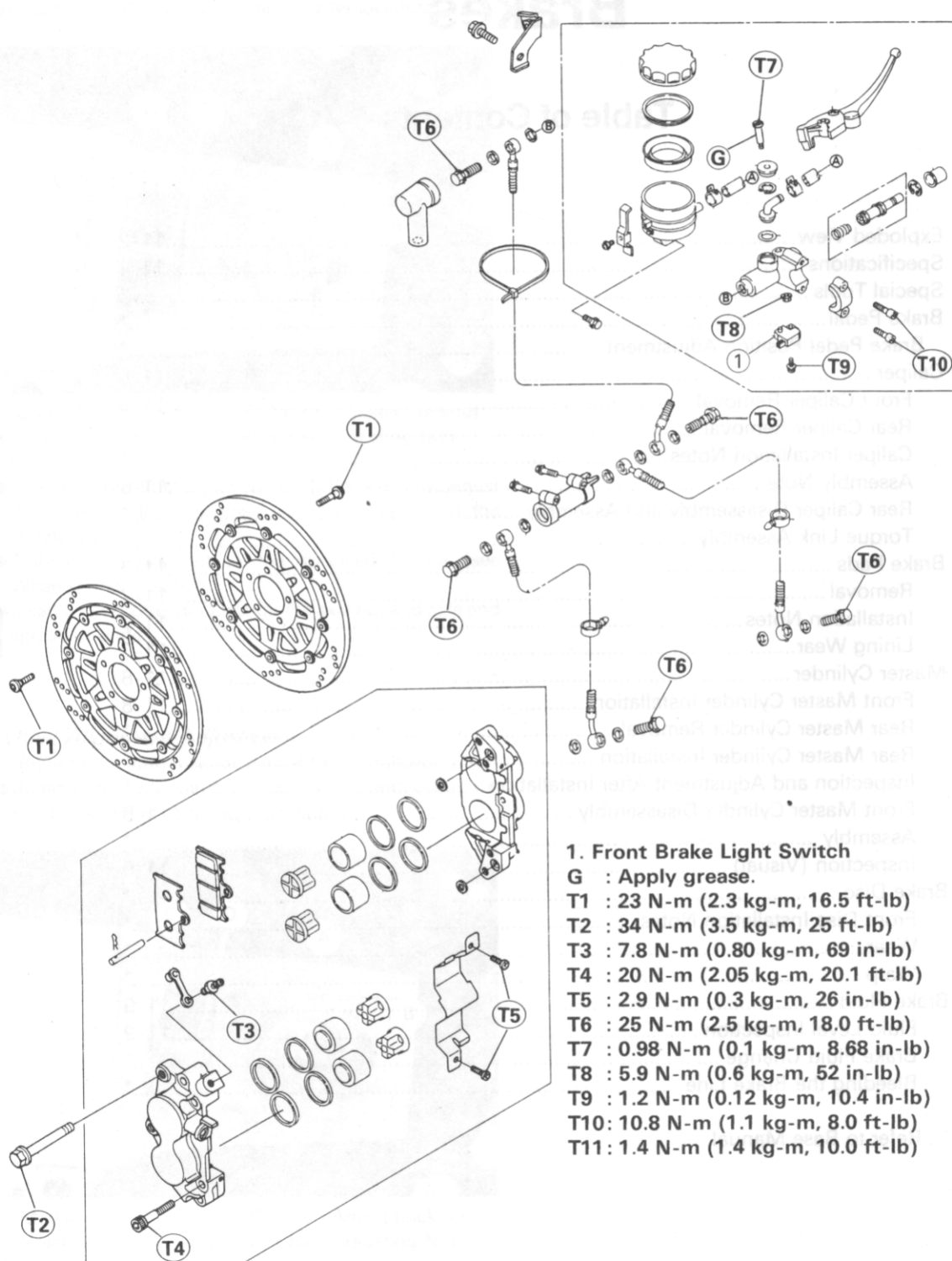
Table of Contents

Exploded View	11-2
Specifications	11-4
Special Tools	*
Brake Pedal	*
Brake Pedal Position Adjustment	*
Caliper	11-5
Front Caliper Removal	11-5
Rear Caliper Removal	*
Caliper Installation Notes	*
Assembly Note	11-6
Rear Caliper Disassembly and Assembly	*
Torque Link Assembly	*
Brake Pads	11-7
Removal	11-7
Installation Notes	11-7
Lining Wear	11-7
Master Cylinder	11-8
Front Master Cylinder Installation	11-8
Rear Master Cylinder Removal	*
Rear Master Cylinder Installation	*
Inspection and Adjustment After Installation	*
Front Master Cylinder Disassembly	11-8
Assembly	*
Inspection (Visual)	11-9
Brake Disc	*
Front Disc Installation Notes	*
Wear	*
Warp	*
Brake Fluid	11-9
Fluid Level Inspection	11-9
Brake Fluid Change	*
Bleeding the Brake Line	*

* : Refer to Base Manual

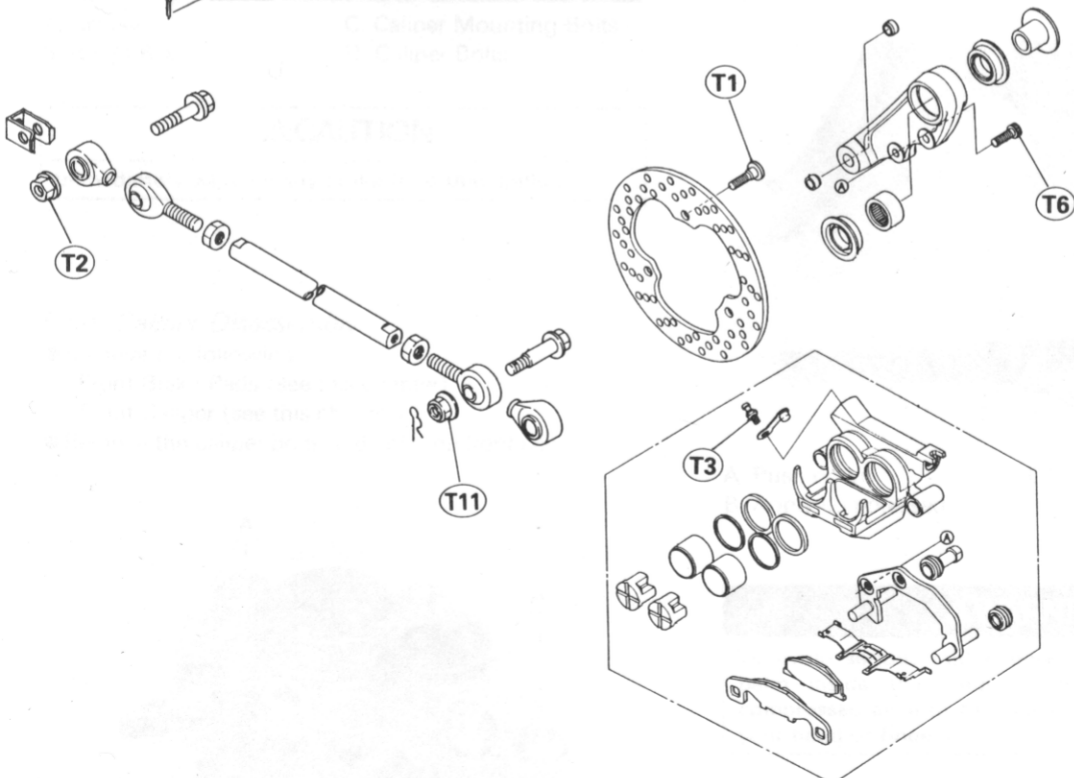
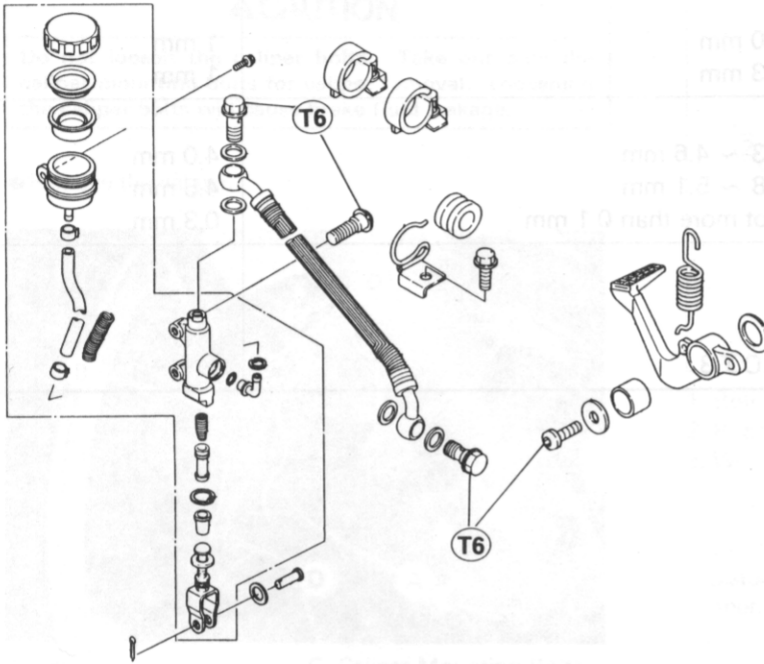
11-2 BRAKES

Exploded View



Diagram

Specifications



11-4 BRAKES

Specifications

Item		Standard	Service Limit
Brake Adjustment:			
Brake lever and pedal		Non adjustable	---
Brake pedal position		30 ~ 50mm (Lower than footpeg top)	---
Brake Pads:			
Pad lining thickness:	Front	4.0 mm	1 mm
	Rear	4.3 mm	1 mm
Brake Disc:			
Disc thickness:	Front	4.3 ~ 4.6 mm	4.0 mm
	Rear	4.8 ~ 5.1 mm	4.5 mm
Disc runout		Not more than 0.1 mm	0.3 mm
Brake Fluid:			
Recommended disc brake fluid:			
	Type	D.O.T.3	---

Banjios

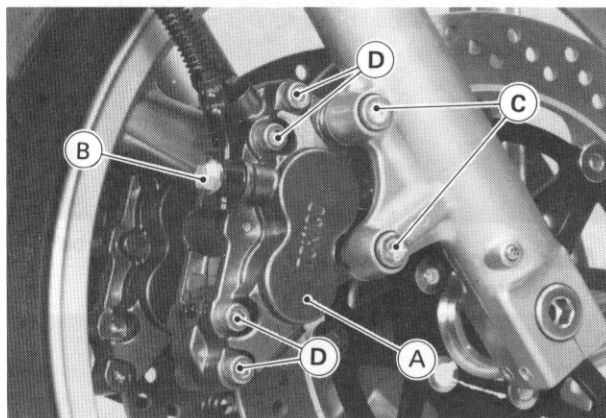
Front Banjo Removal

- Remove the following.
Banjo Bolt (at the caliper)
Banjo Mounting Bolts

⚠ CAUTION

Do not loosen the caliper bolts. Take out only the caliper mounting bolts for caliper removal. Loosening the caliper bolts will cause brake fluid leakage.

- Remove the caliper.



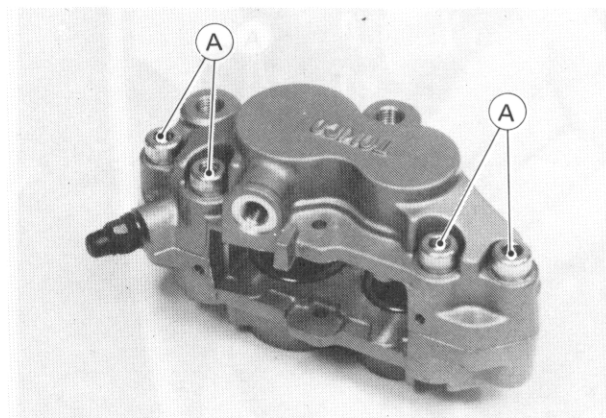
A. Caliper
B. Banjo Bolt
C. Caliper Mounting Bolts
D. Caliper Bolts

⚠ CAUTION

Immediately wipe up any brake fluid that spills.

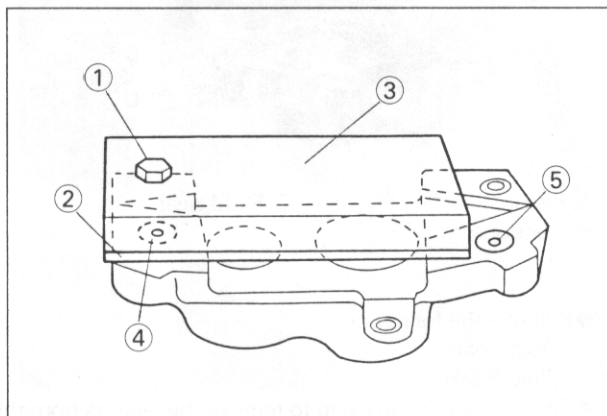
Front Caliper Disassembly

- Remove the following.
Front Brake Pads (see this chapter)
Front Caliper (see this chapter)
- Remove the caliper bolts and split the front caliper.



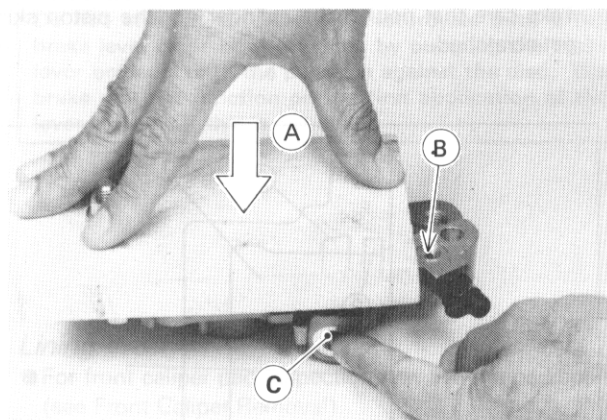
A. Caliper Bolts

- Remove the piston insulator and the O-rings.
- Using compressed air, remove the pistons. One way to remove the pistons is as follows.
- Install a wooden board more than 10 mm thick and a rubber gasket on the caliper half as shown. Leave one of the oil passages open.



1. Bolt and Nut
2. Rubber Gasket
3. Wooden Board
4. Oil Passage sealed by Rubber Gasket
5. Oil Passage

- Lightly apply compressed air to the oil passage until the pistons hit the rubber gasket. Block the hose joint opening during this operation.



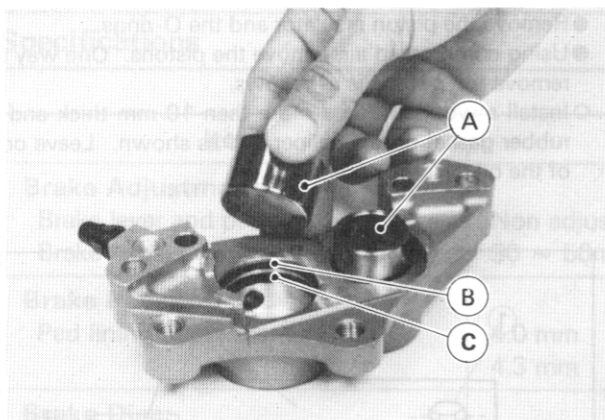
A. Push down
B. Apply compressed air.
C. Hose Joint Opening

⚠ WARNING

To avoid serious injury, never place your fingers or palm inside the caliper opening. If you apply compressed air into the caliper, the piston may crush your hand or fingers.

- Pull out the pistons by hand.

11-6 BRAKES

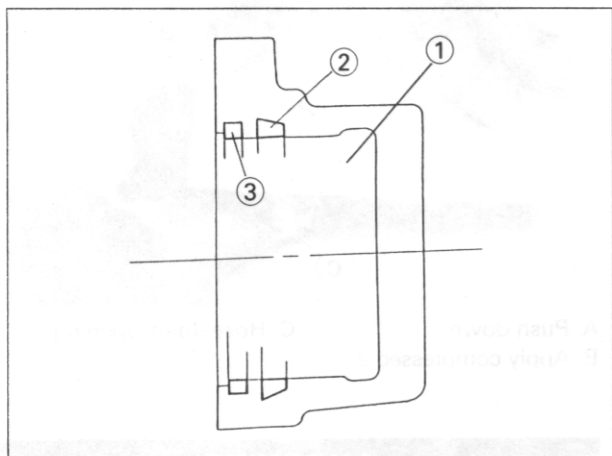


A. Piston
B. Dust Seal
C. Fluid Seal

- Remove the following.
Dust Seals
Fluid Seals
- Repeat the previous step to remove the pistons from the other side of the caliper body.

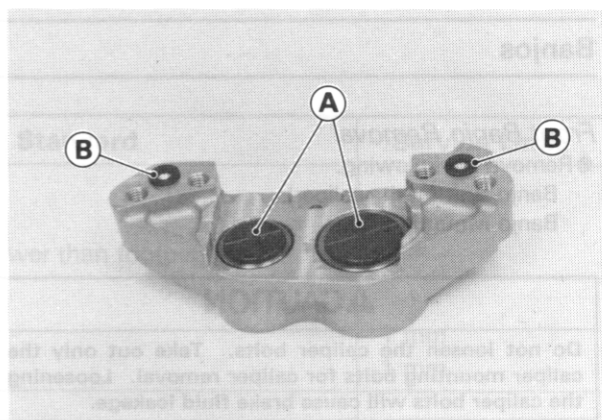
Assembly Notes

- Apply brake fluid to the cylinders, pistons, and fluid seals, and push the pistons into the cylinders by hand. Take care that neither the cylinder nor the piston skirt get scratched.



1. Piston
2. Fluid Seal
3. Dust Seal

- Be sure to install the following.



A. Piston Insulators
B. O-Rings

- Tighten the caliper bolts to the specified torque (see Exploded View).

Rear Caliper Disassembly and Assembly

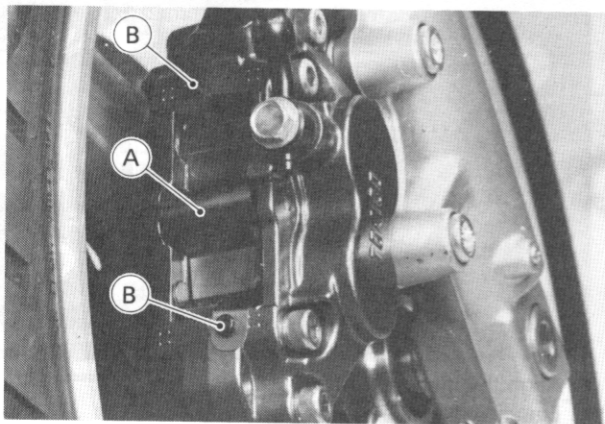
Refer to the base manual.

Brake Pads

Front Brake Pad Removal

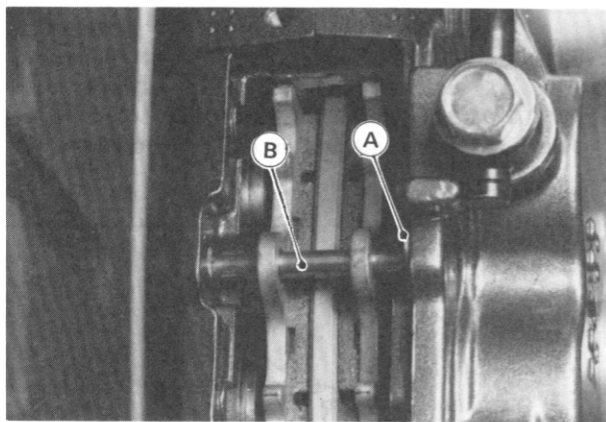
- Remove the following.

Pad Spring
Clip
Pad Pin



A. Pad Spring

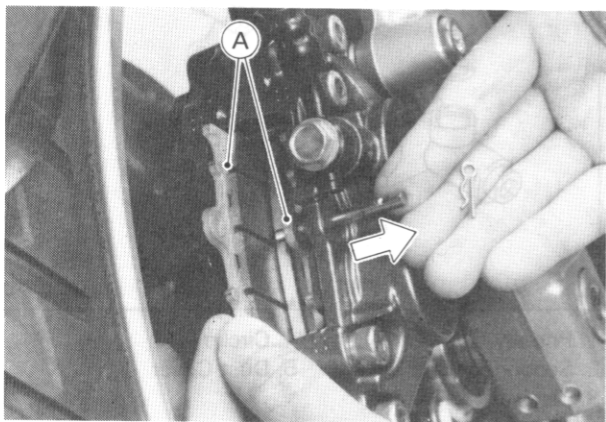
B. Screws



A. Clip

B. Pad Pin

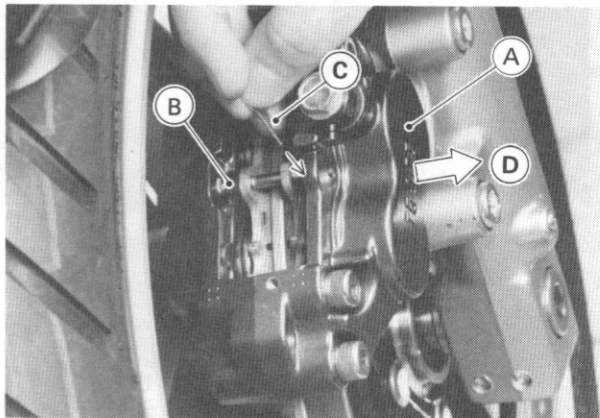
- Remove the brake pads.



A. Pads

Installation Notes

- Push the caliper pistons in by hand as far as they will go.
- Install the pad pin(s) and clip(s) as shown. The clip(s) must be "outside" of the pads.



A. Front Caliper

B. Pad Pin

C. Clip

D. Outside

- For the rear caliper, install the springs, pad pins, and clips on the original position shown (see Rear Caliper Pad Removal).

⚠ WARNING

Do not attempt to drive the motorcycle until a full brake lever or pedal is obtained by pumping the brake lever or pedal until the pads are against the disc. The brake will not function on the first application of the lever or pedal if this is not done.

Lining Wear

- For front caliper pad inspection, remove the pad spring (see Front Caliper Removal).
- For rear caliper pad inspection, remove the rear caliper (see this chapter).
- Remove the pad cover.
- ★ If the lining thickness of either pad is less than the service limit, replace both pads in the caliper as a set.

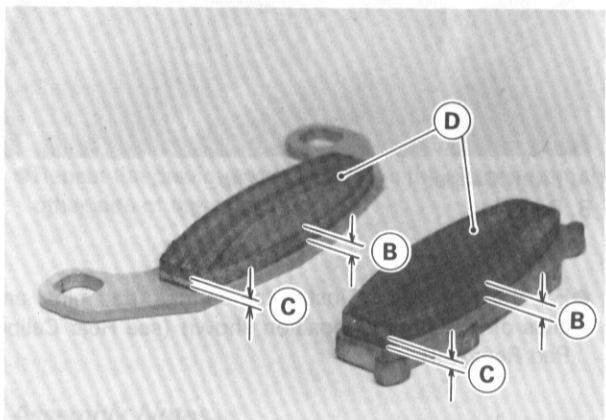
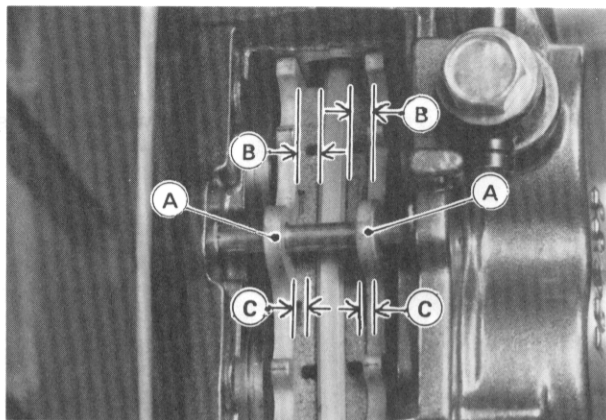
Pad Lining Thickness

Front

Standard: 4 mm
Service Limit: 1 mm

Rear

Standard: 4.3 mm
Service Limit: 1 mm



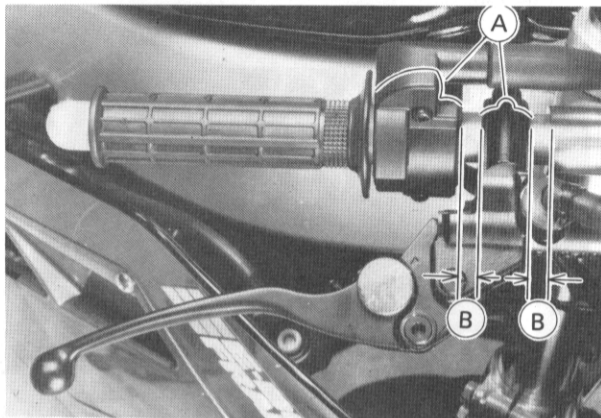
A. Front Caliper Pad
B. Lining Thickness
C. Service Limit
D. Rear Caliper Pad

Master Cylinders

Front Master Cylinder Installation

Refer to the base manual except for the following.

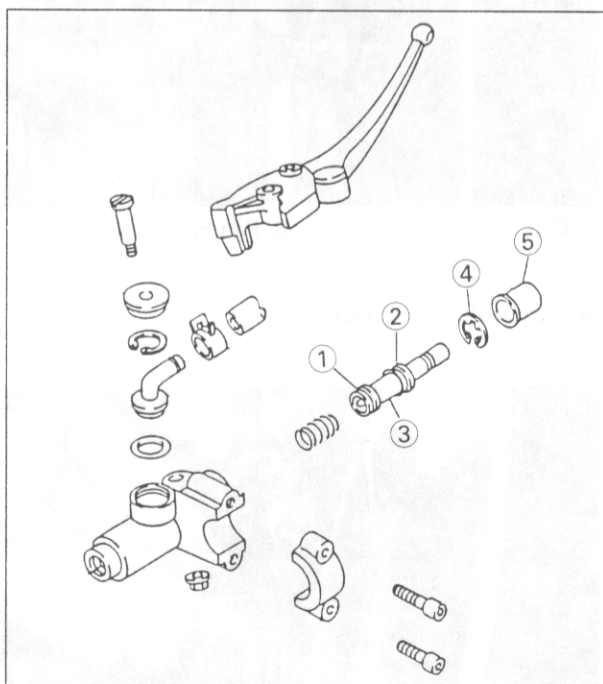
- Install the front master cylinder as shown.



A. Align the mating surface.
B. Equalize the clearances.

Front Master Cylinder Disassembly

Refer to the base manual, except for the following.



1. Primary Cup
2. Secondary Cup
3. Piston
4. Circlip
5. Dust Cover

Inspection (Visually)

- Check that there are no scratches, wear, rust, or pitting on the following parts.

Inside of the Master Cylinder

Outside of the Piston

Primary Cups

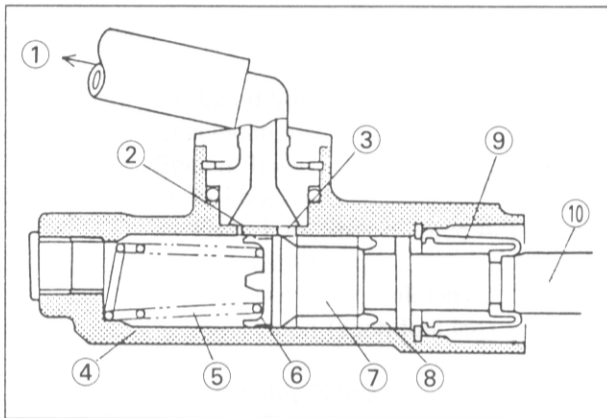
Secondary Cups

Dust Covers

Return Springs

Relief and Supply Port Plugged

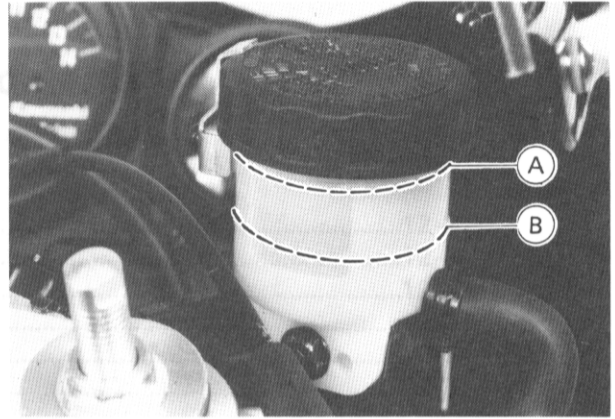
- ★ If they are damaged, replace them.



- | | |
|------------------|------------------|
| 1. Reservoir | 6. Primary Cup |
| 2. Relief Port | 7. Piston |
| 3. Supply Port | 8. Secondary Cup |
| 4. Cylinder | 9. Dust Cover |
| 5. Return Spring | 10. Brake Lever |

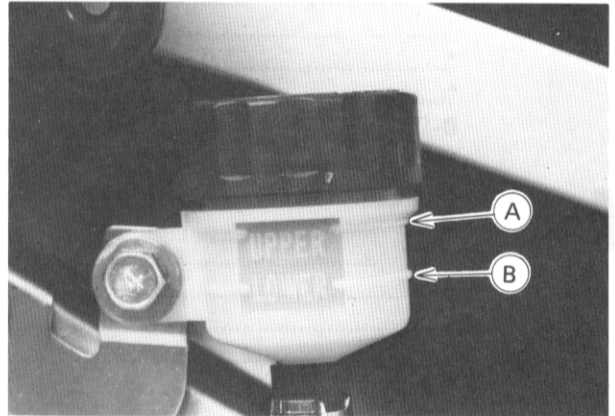
Brake Fluid**Fluid Level Inspection**

Refer to the base manual, except for the following.

Front Brake Fluid Reservoir

A. Upper Level Line

B. Lower Level Line

Rear Brake Fluid Reservoir

A. Upper Level Line

B. Lower Level Line

Suspension

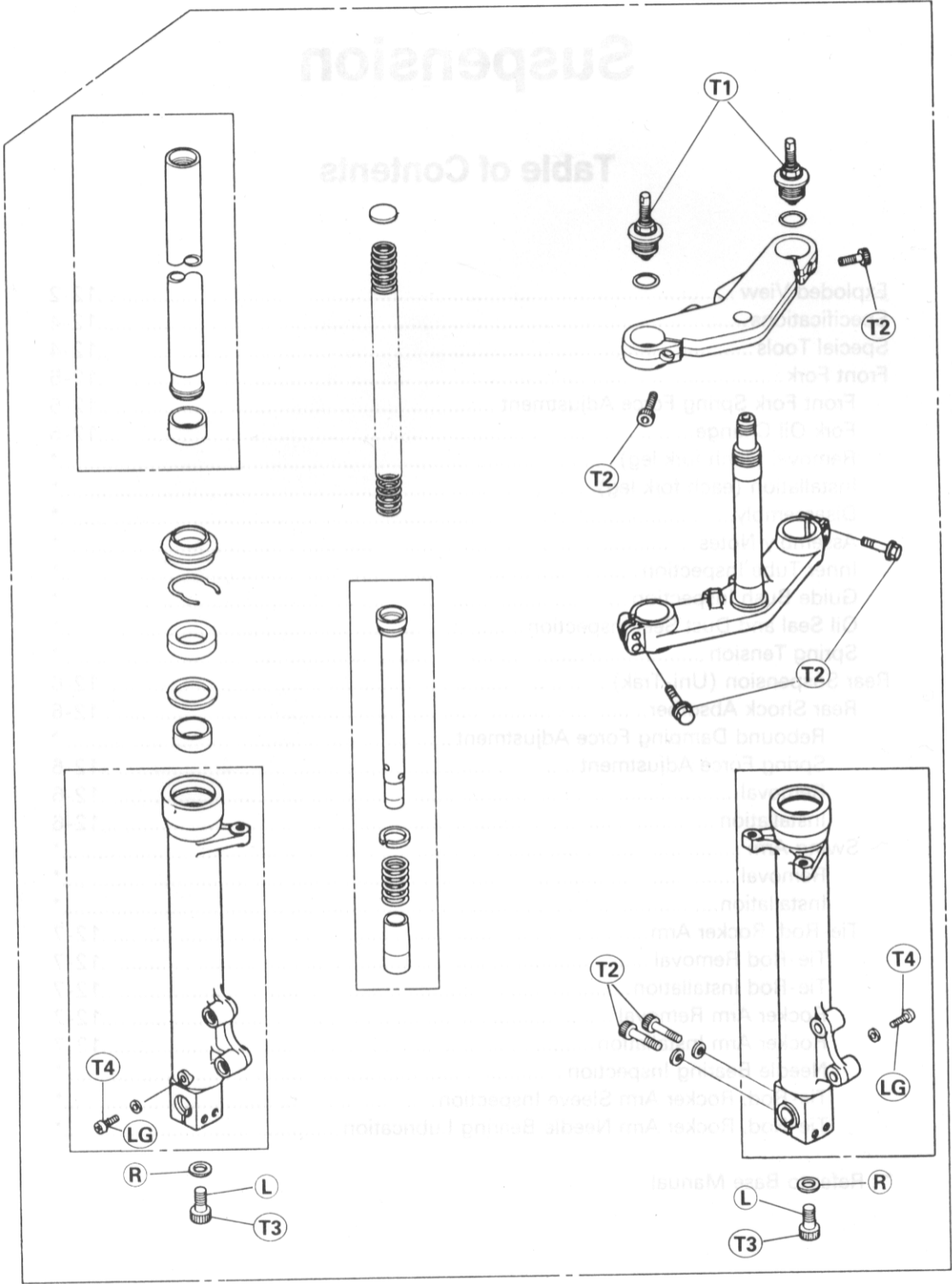
Table of Contents

Exploded View	12-2
Specifications	12-4
Special Tools	12-4
Front Fork	12-5
Front Fork Spring Force Adjustment	12-5
Fork Oil Change	12-5
Removal (each fork leg)	*
Installation (each fork leg)	*
Disassembly	*
Assembly Notes	*
Inner Tube Inspection	*
Guide Bush Inspection	*
Oil Seal and Dust Seal Inspection	*
Spring Tension	*
Rear Suspension (Uni-Trak)	12-6
Rear Shock Absorber	12-6
Rebound Damping Force Adjustment	*
Spring Force Adjustment	12-6
Removal	12-6
Installation	12-6
Swing Arm	*
Removal	*
Installation	*
Tie-Rod, Rocker Arm	12-7
Tie-Rod Removal	12-7
Tie-Rod Installation	12-7
Rocker Arm Removal	12-7
Rocker Arm Installation	12-7
Needle Bearing Inspection	*
Tie-Rod, Rocker Arm Sleeve Inspection	*
Tie-Rod, Rocker Arm Needle Bearing Lubrication	*

*: Refer to Base Manual

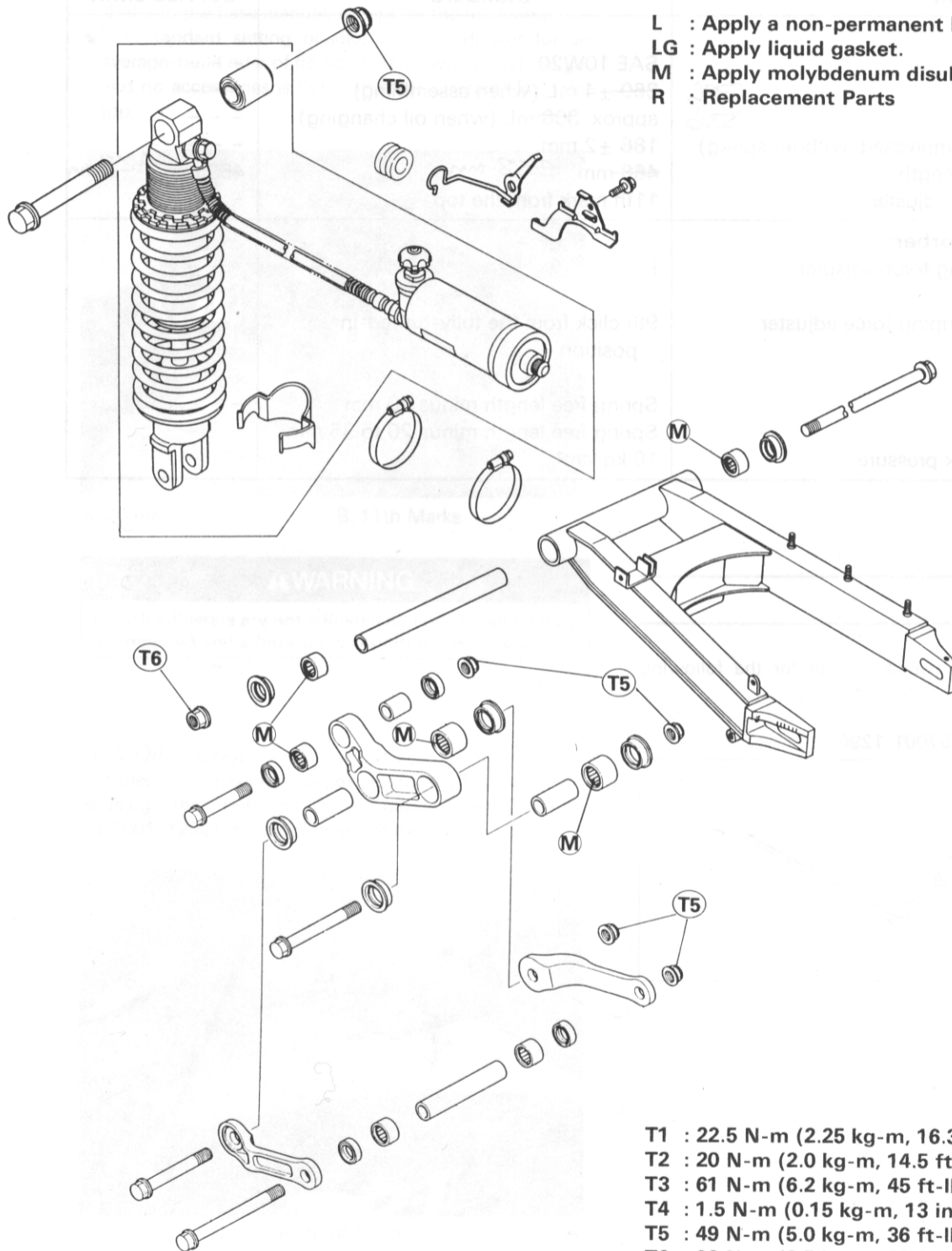
12-2 SUSPENSION

Exploded View



Front Fork

Specifications



- L : Apply a non-permanent locking agent.
- LG : Apply liquid gasket.
- M : Apply molybdenum disulfide grease.
- R : Replacement Parts

- T1 : 22.5 N-m (2.25 kg-m, 16.3 ft-lb)
- T2 : 20 N-m (2.0 kg-m, 14.5 ft-lb)
- T3 : 61 N-m (6.2 kg-m, 45 ft-lb)
- T4 : 1.5 N-m (0.15 kg-m, 13 in-lb)
- T5 : 49 N-m (5.0 kg-m, 36 ft-lb)
- T6 : 93 N-m (9.5 kg-m, 69 ft-lb)

12-4 SUSPENSION

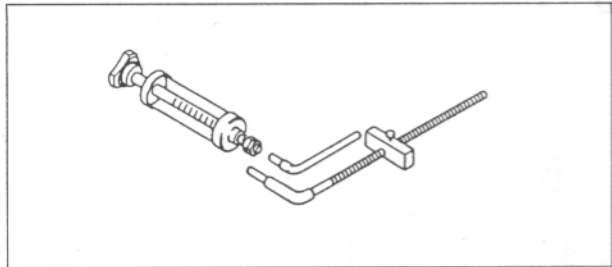
Specifications

Item	Standard	Service Limit
Front Fork:		
Oil type	SAE 10W20	---
Oil capacity	360 ±4 mL (when assembling) approx. 306 mL (when oil changing)	---
Oil level (fully compressed, without spring)	186 ±2 mm	---
Fork spring free length	468 mm 438 mm	459 mm 429 mm
Fork spring force adjuster	11th mark from the top	---
Rear Shock Absorber:		
Rebound damping force adjuster setting position	I	---
Compression damping force adjuster setting position	9th click from the fully-turned-in position	---
Spring force:		
Standard	Spring free length minus 30 mm	---
Usable Range	Spring free length minus 20 to 35 mm	---
Gas reservoir tank pressure	10 kg/cm ²	---

Special Tools

Refer to the base manual, except for the following additional tool.

Fork Level Gauge: 57001-1290

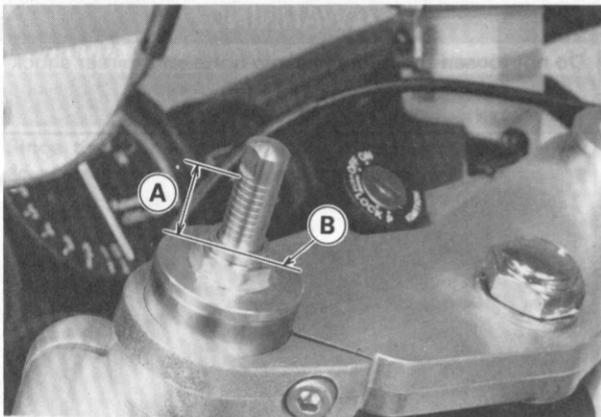


Front Fork

Front Fork Spring Force Adjustment

Refer to the base manual, except for the following.

- The standard setting position of the adjuster for an average-build rider of 68 kg (150 lb) with no passenger and no accessories is the 11th mark (20 mm) from the top.



A. 20 mm

B. 11th Marks

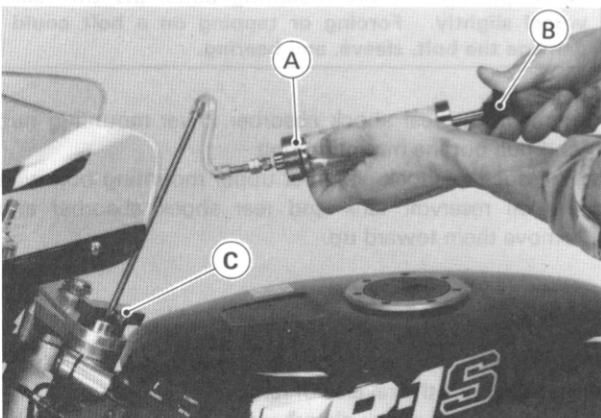
⚠ WARNING

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

Fork Oil Change

Refer to the base manual, except for the following.

- Using the fork oil level gauge (special tool: 57001-1290), adjust or measure the fork oil level.



A. Fork Oil Level Gauge: 57001-1290

B. Handle

C. Stopper

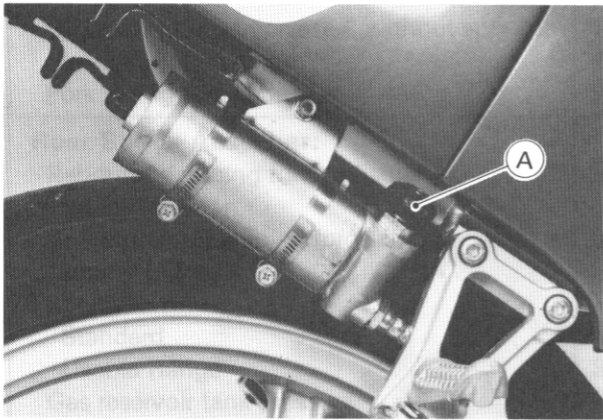
12-6 SUSPENSION

Rear Suspension (Uni-Trak)

Rear Shock Absorber:

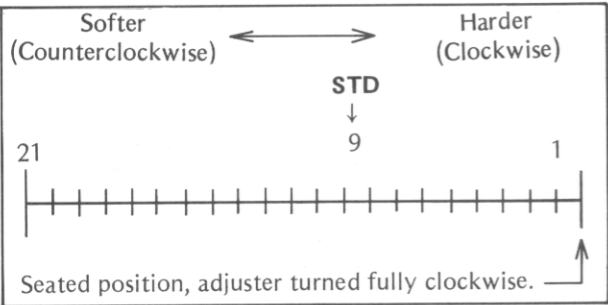
Compression Damping Force Adjustment

- To adjust the compression damping, turn the compression damping adjuster until you feel a click.



A. Adjuster

- The standard adjuster setting for an average-build rider of 68 kg (150 lb) with no passenger and no accessories is the 9th click from the fully-turned-in position.



Spring Force Adjustment

Refer to the base manual.

- the standard setting position for the average-build rider of 68 kg (150 lb) with no passenger and no accessories is 30 mm of spring preload from the free length.

Spring Preload Setting

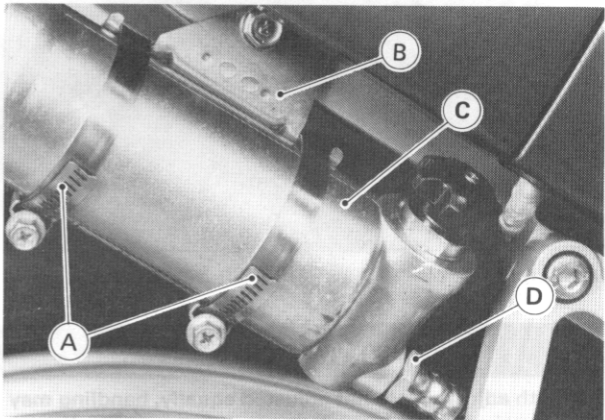
Standard:	Spring free length minus 30 mm
Usable Range:	Spring free length minus 20 to 35 mm (weaker to stronger)

Removal

- Remove the following parts.
 - Lower Fairing
 - Muffler
- Using the jack (special tool: 57001-1238), raise the rear wheel off the ground.
- Remove the air cleaner housing (see Air Cleaner in the FUEL SYSTEM chapter).
- Remove the oil reservoir tank from the bracket.

⚠ WARNING

Do not loosen the oil hose banjo bolts on the rear shock absorber and oil reservoir tank. If loosened, spout out the oil by high pressure gas.



A. Clamps
B. Bracket
C. Oil Reservoir Tank
D. Banjo Bolt

- Loosen the rear shock absorber upper mounting bolt.
- Remove the tie-rod lower bolt.

⚠ CAUTION

When pulling out the mounting bolts, lift the rear wheel slightly. Forcing or tapping on a bolt could damage the bolt, sleeve, and bearing.

- Remove the rear shock absorber lower mounting nut, and pull out the mounting bolt.
- Pull out the shock absorber upper mounting bolt with the oil reservoir tank and rear shock absorber and remove them toward up.

Installation

- Installation is the reverse of removal.
- Install the rear shock absorber on the frame so that the upper oil hose banjo bolt faces to rearward, and the rebound damping adjuster cover faces toward the rightside.
- To install the oil reservoir tank, refer to the Cable or Hose Routing in the General Information chapter.
- Tighten the following parts to the specified torque (see Exploded View).
 - Rear Shock Absorber Upper Mounting Nut
 - Rear Shock Absorber Lower Mounting Nut

Tie-Rod Lower Nut

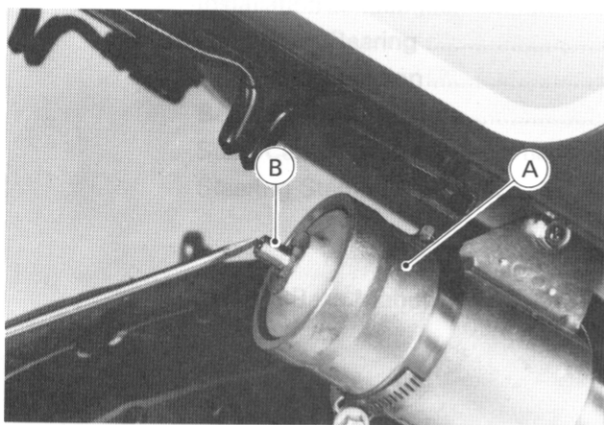
- After installation, check the following items.
 - Throttle Cable
 - Carburetor Cable
 - Oil Pump Cable
 - Choke Cable

Scrapping

⚠ WARNING

Since the rear shock absorber contains nitrogen gas, do not scrap it by fire.

- Before a rear shock absorber is scrapped, replace the nitrogen gas completely. Do not point the valve to your face or body then.



A. Oil Reservoir Tank

B. Valve

Tie-Rod and Rocker Arm

Tie-Rod Removal

- Remove the following parts.
 - Lower Fairing
 - Muffler
- Using the jack (special tool: 57001-1238), raise the rear wheel off the ground.
- Remove the tie-rod lower bolt.

⚠ CAUTION

When pulling out the mounting bolts, raise the rear wheel slightly. Forcing or tapping on a bolt could damage the bolt, sleeve, and bearing.

- Remove the tie-rod upper bolt and take off the tie-rods.

Tie-Rod Installation

- Tighten the upper and lower mounting nuts to the specified torque (see Exploded View).

Rocker Arm Removal

- Remove the following parts.
 - Lower Fairing
 - Muffler
- Using the jack (special tool: 57001-1238), raise the rear wheel off the ground.
- Remove the tie-rod lower mounting bolt.

⚠ CAUTION

When pulling out the mounting bolts, lift the rear wheel slightly. Forcing or tapping on a bolt could damage the bolt, sleeve, and bearing.

- Remove the rear shock absorber lower mounting bolt.
- Pull out the rocker arm shaft, and remove the rocker arm.

Rocker Arm Installation

- Tighten the following parts.
 - Rocker Arm Shaft
 - Rear Shock Absorber Lower Mounting Nut
 - Tie-Rod Lower Mounting Nut

Steering

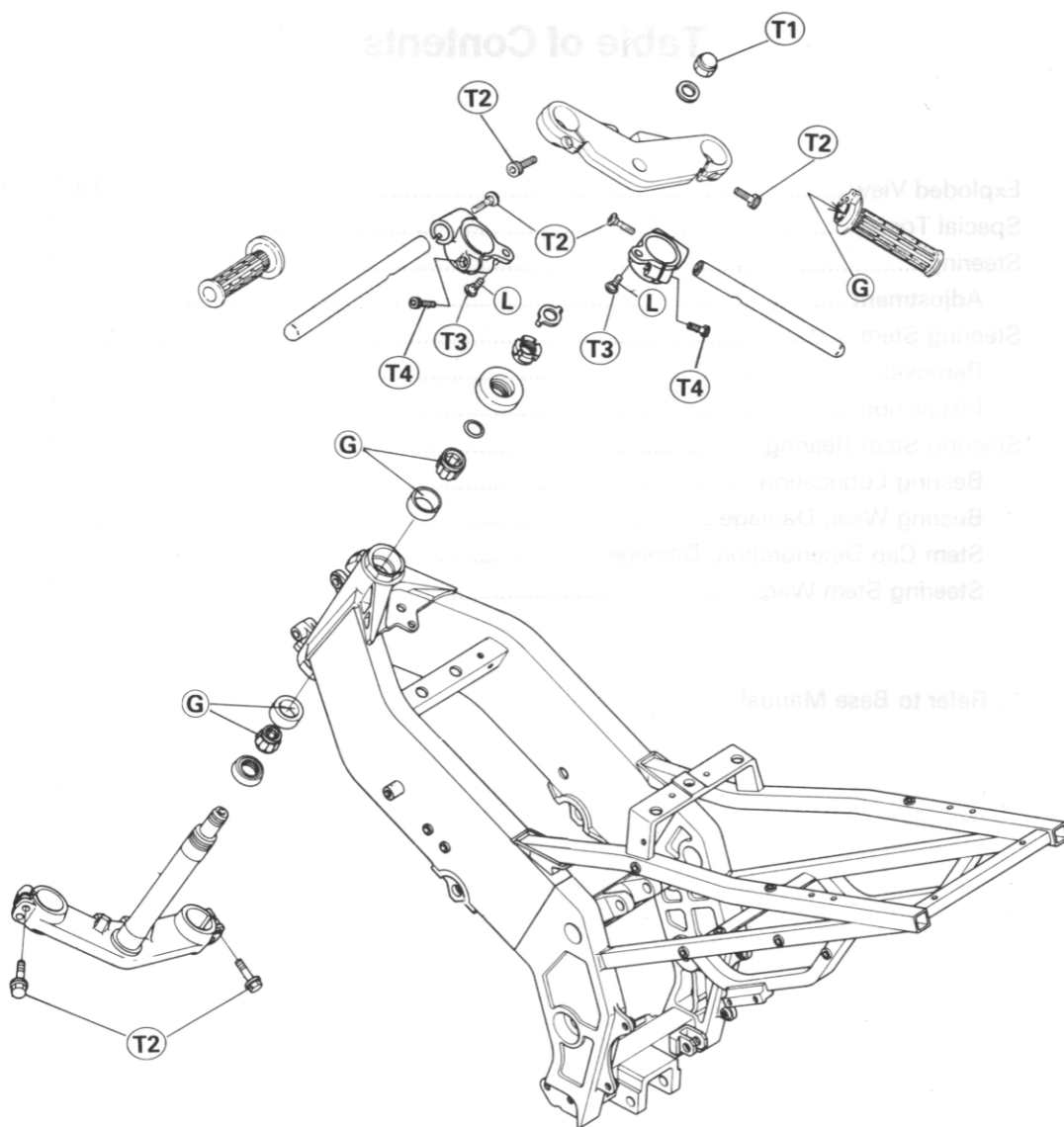
Table of Contents

Exploded View	13-2
Special Tools	*
Steering	*
Adjustment	*
Steering Stem	*
Removal	*
Installation	*
Steering Stem Bearing	*
Bearing Lubrication	*
Bearing Wear, Damage	*
Stem Cap Deterioration, Damage	*
Steering Stem Warp	*

* : Refer to Base Manual

13-2 STEERING

Exploded View



L : Apply non-permanent locking agent.

G : Apply grease.

T1 : 39 N-m (4.0 kg-m, 29 ft-lb)

T2 : 23 N-m (2.3 kg-m, 16.5 ft-lb)

T3 : 9.8 N-m (1.0 kg-m, 7.0 ft-lb)

T4 : 20 N-m (2.0 kg-m, 14.5 ft-lb)

Frame

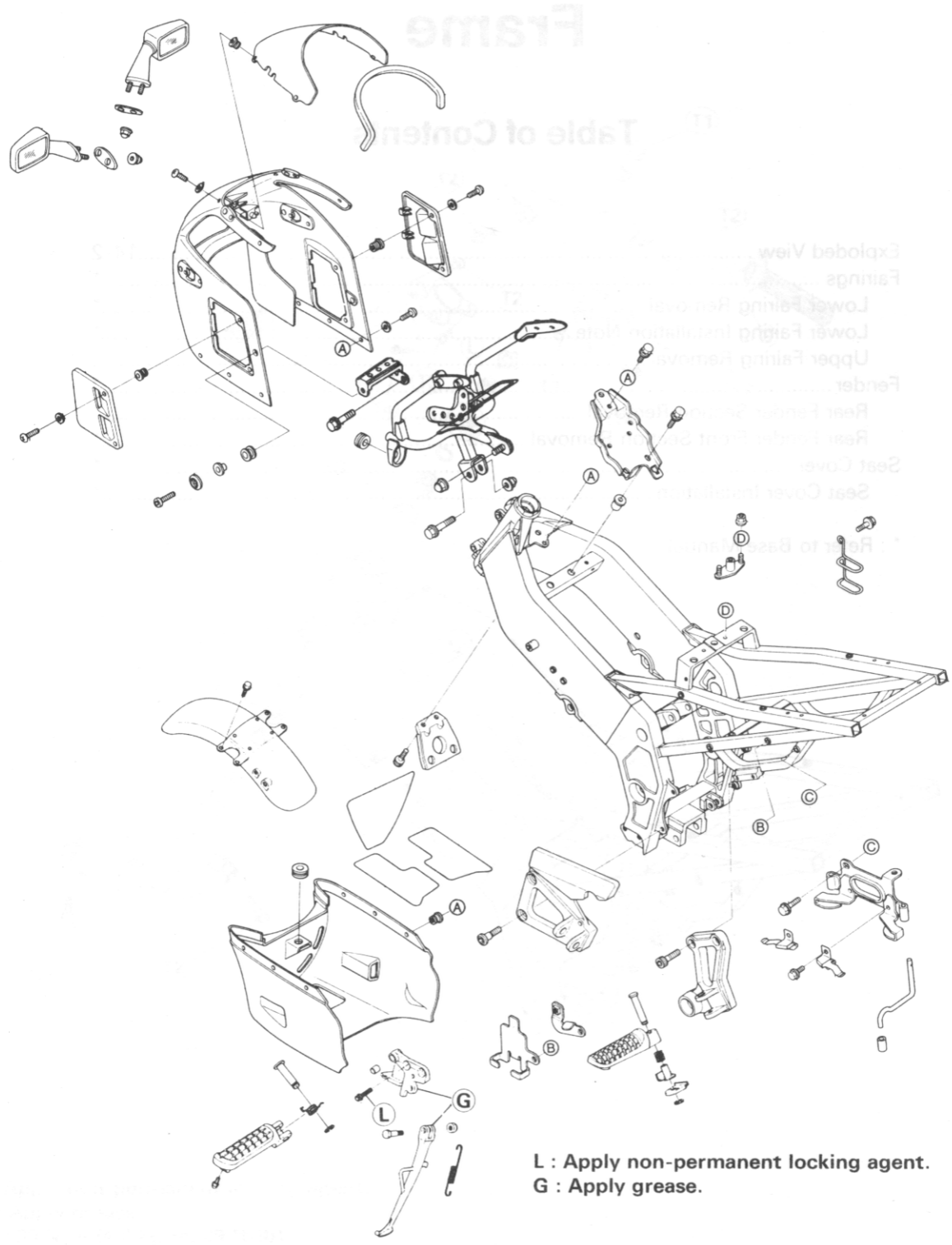
Table of Contents

Exploded View	14-2
Fairings	*
Lower Fairing Removal	*
Lower Fairing Installation Note	*
Upper Fairing Removal	*
Fender	*
Rear Fender Section Removal	*
Rear Fender Front Section Removal	*
Seat Cover	*
Seat Cover Installation	*

* : Refer to Base Manual

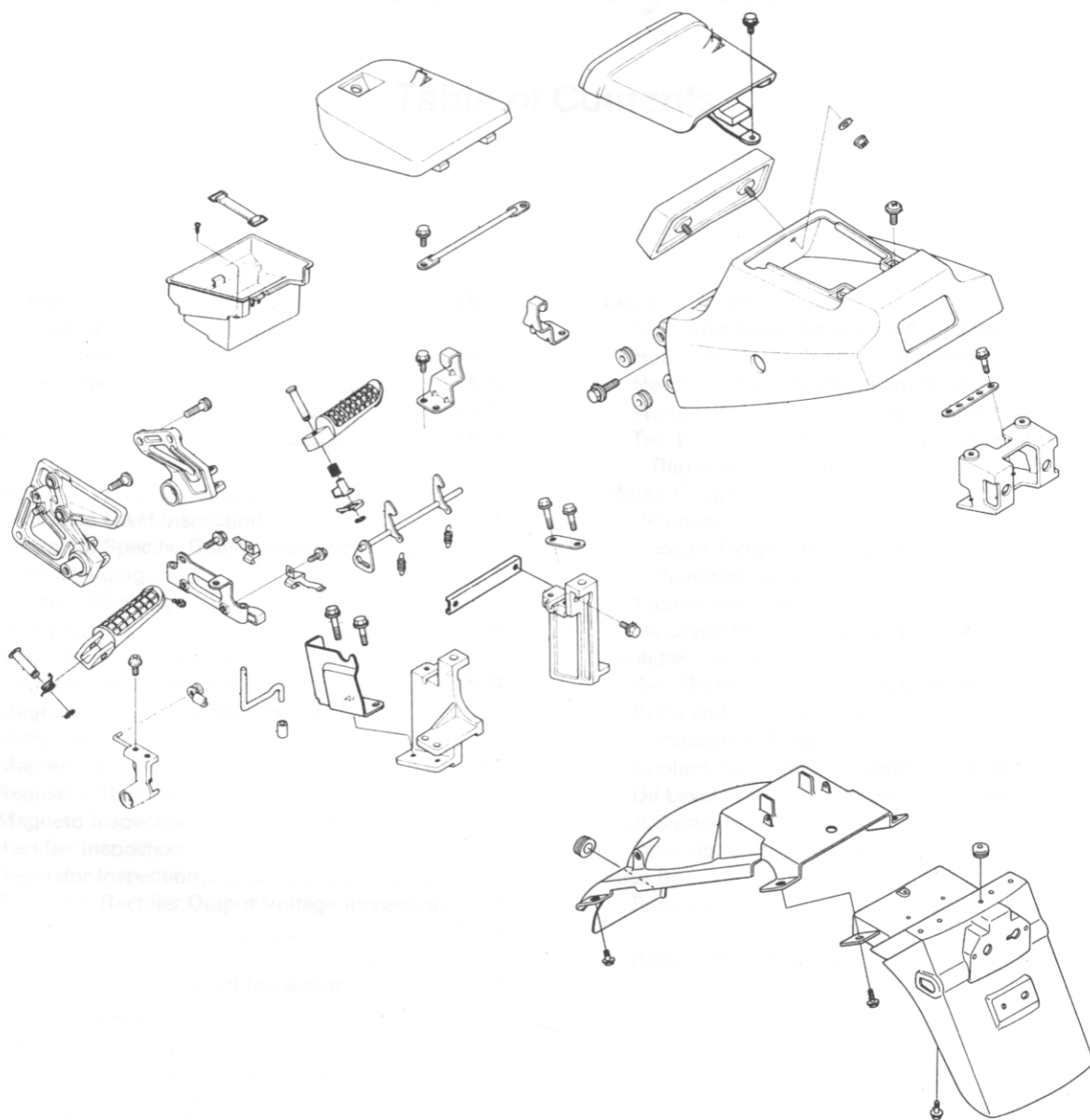
14-2 FRAME

Exploded View



L : Apply non-permanent locking agent.
G : Apply grease.

Electrical System



Electrical System

Table of Contents

Precautions.....	15-2	Lighting System.....	*
Parts Location.....	*	Headlight Beam Horizontal Adjustment	*
Wiring Diagram	15-3	Headlight Beam Vertical Adjustment	*
Exploded View	15-5	Headlight Bulb Replacement Notes	*
Specifications	15-8	Wedge-Base Type Bulb Replacement Note	*
Special Tools	15-8	Tail/Brake Light Bulb (License Plate Light)	
Sealant	*	Replacement Notes	*
Battery	*	Meter, Gauge	*
Electrolyte Level Inspection	*	Removal	*
Electrolyte Specific Gravity Inspection	*	Coolant Temperature Gauge	
Initial Charging.....	*	Operation Inspection	*
Ordinary Charging.....	*	Tachometer Inspection	*
Charging System	15-9	Oil Level Warning Light Inspection.....	*
Magneto Cover Removal	*	Switches and Sensors	*
Magneto Rotor Removal	15-9	Rear Brake Light Switch Adjustment.....	*
Magneto Rotor Installation Notes	*	Right and Left Switch Housing	
Stator Coil Removal	*	Installation Note	*
Magneto Base Removal	*	Coolant Temperature Sensor Inspection.....	*
Regulator/Rectifier Removal	*	Oil Level Warning Light Switch Inspection	*
Magneto Inspection.....	*	Turn Signal Relay	*
Rectifier Inspection	*	Turn Signal Relay Inspection	*
Regulator Inspection.....	*	Fuse Box	*
Regulator/Rectifier Output Voltage Inspection	*	Fuse Inspection.....	*
Ignition System	15-9		
Safety Instruction	*		
Spark Plug Cleaning and Inspection	*		
Spark Plug Gap	*		
Pickup Coil Removal	*		
Pickup Coil Installation Note.....	*		
Pickup Coil Inspection	*		
Exciter Coil Resistance Measurement	*		
Ignition Coil Removal	*		
Ignition Coil Inspection	*		
Ignition Coil Resistance Measurement	*		
CDI Unit/Exhaust Valve Operation Inspection	*		
Exhaust Valve Operation Motor Inspection	*		
Diode Inspection.....	*		
CDI Unit Inspection	15-9		

* : Refer to Base Manual

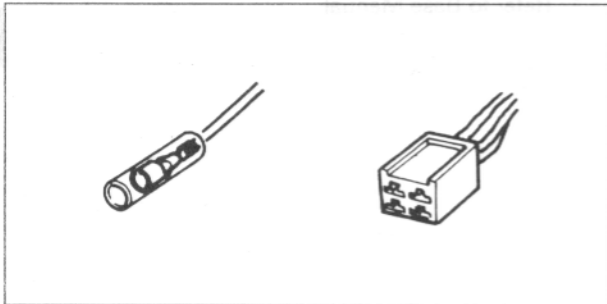
15-2 ELECTRICAL SYSTEM

Precautions

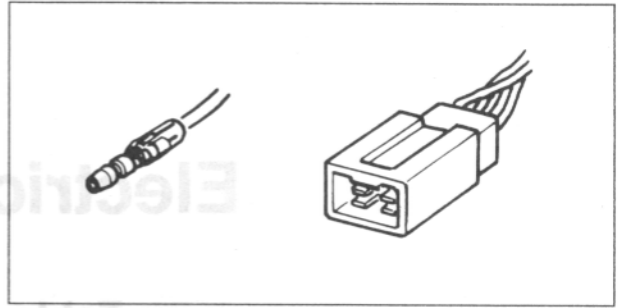
There are numbers of important precautions that are musts when servicing electrical system. Learn and observe all the rules below.

- Do not reverse the battery lead connections. This will burn out the diodes in the electrical parts.
- Always check battery condition before condemning other parts of an electrical system. A fully charged battery is a must for conducting accurate electrical system tests.
- The electrical parts should never be struck sharply, as with a hammer, or allowed to fall on a hard surface. Such a shock to the parts can damage them.
- To prevent damage to electrical parts, do not disconnect the battery leads or any other electrical connections when the ignition switch is on, or while the engine is running.
- Because of the large amount of current, never keep the starter switch pushed when the starter motor will not turn over, or the current may burn out the starter motor windings.
- Do not use a meter illumination bulb rated for other than the voltage or wattage specified in the wiring diagram, as the meter or gauge panel could be warped by excessive heat radiated from the bulb.
- Take care not to short the leads that are directly connected to the battery positive (+) terminal to the chassis ground.
- Troubles may involve one or in some cases all items. Never replace a defective part without determining what CAUSED the failure. If the failure was caused by some other item or items, they too must be repaired or replaced, or the new replacement will soon fail again.
- Make sure all connectors in the circuit are clean and tight, and examine wires for signs of burning, fraying, etc. Poor wires and bad connections will affect electrical system operation.
- Electrical Connectors

Female Connectors



Male Connectors

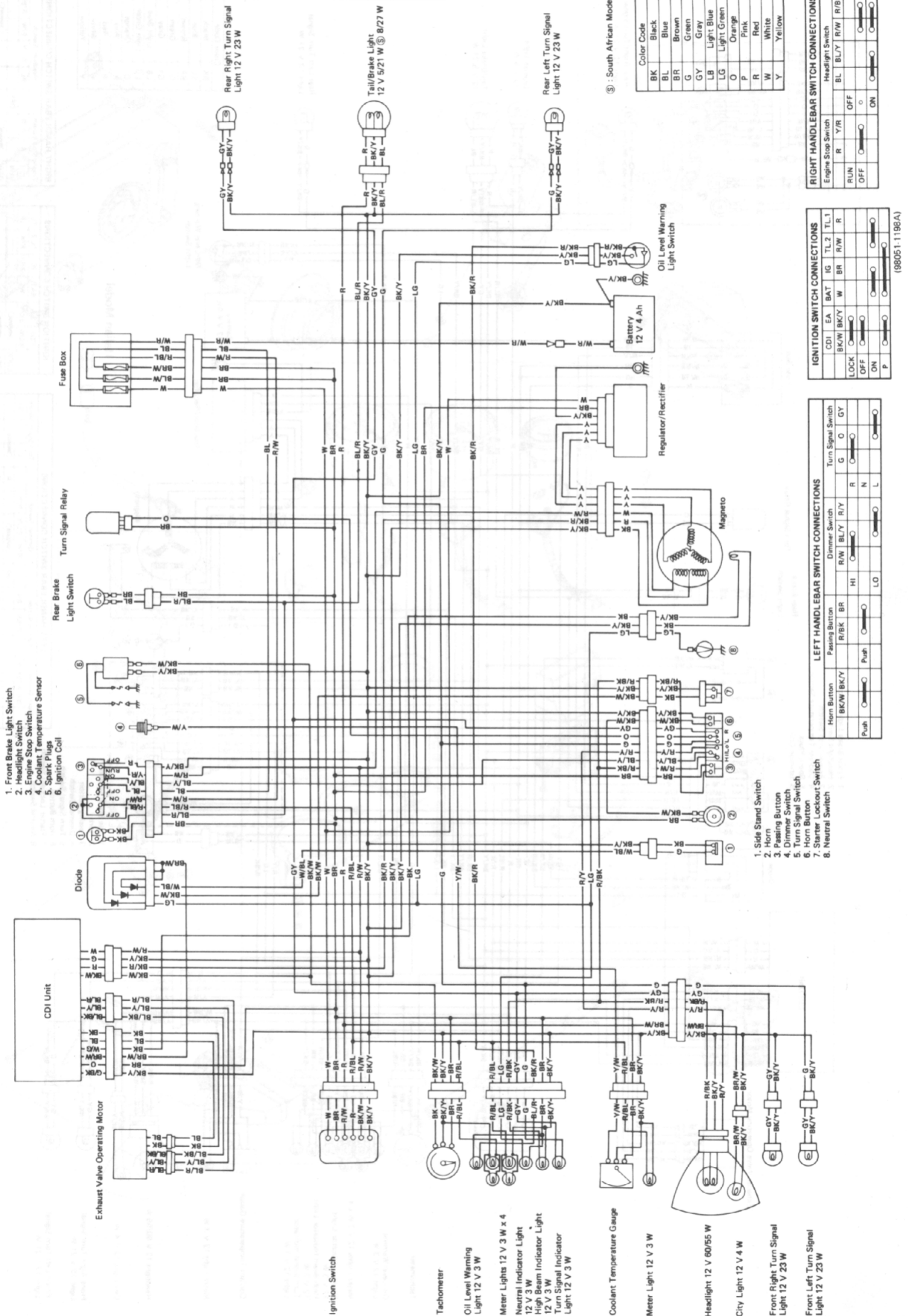


○ Color Codes:

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

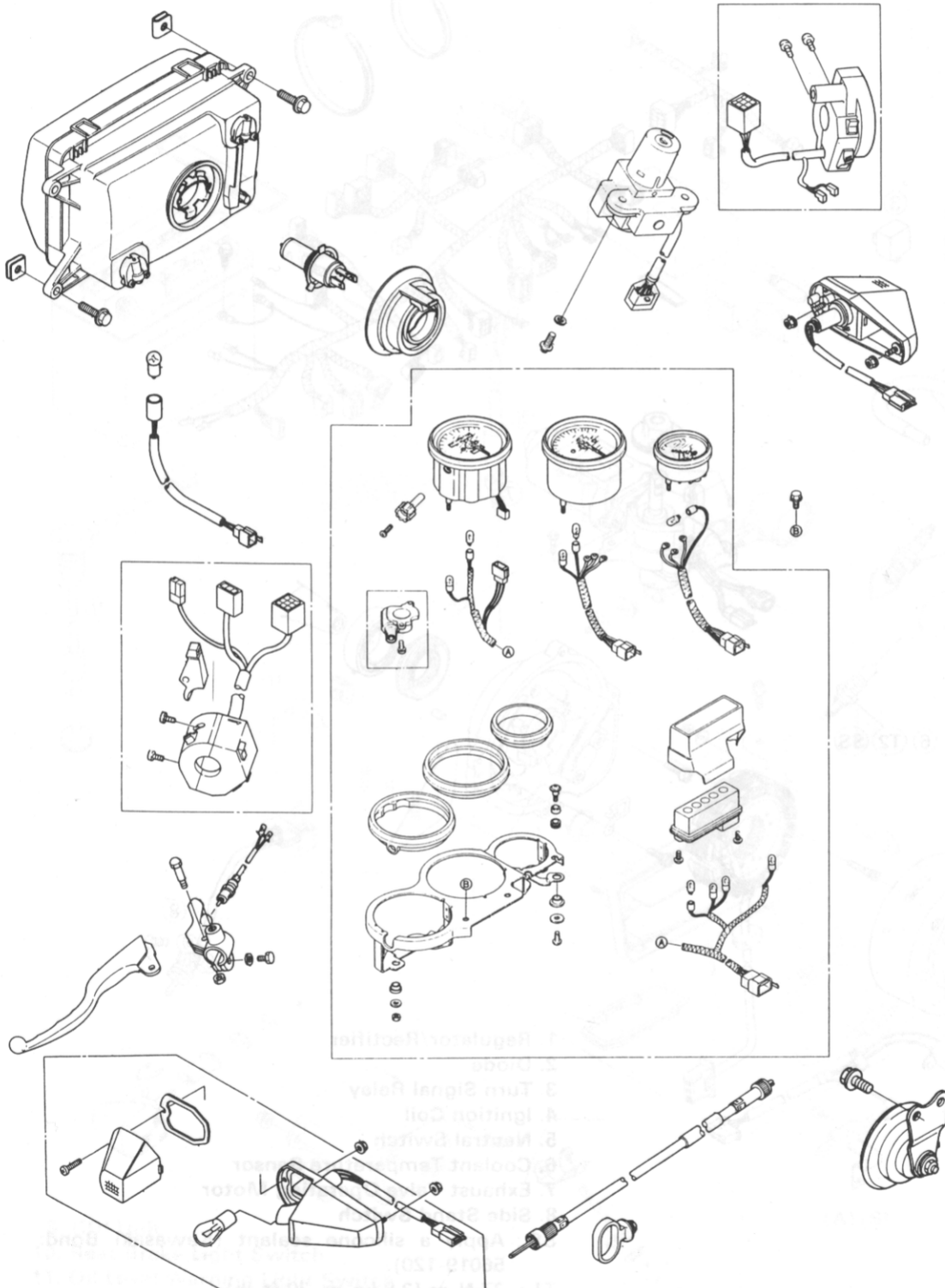
- Measure coil and winding resistance when the part is cold (at room temperature).

KR250-C2 Wiring Diagram (Australian and South African Models)

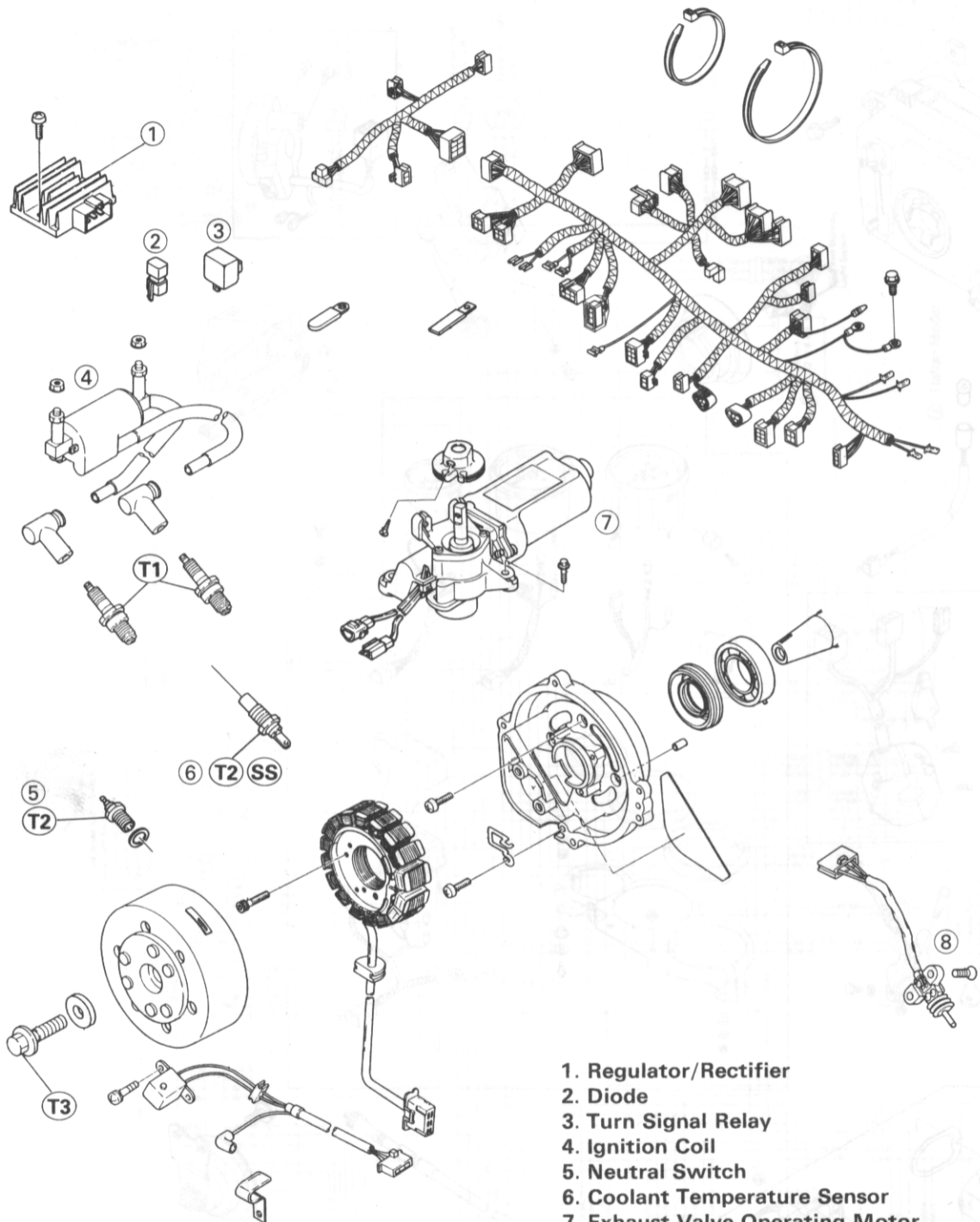




Exploded View



15-6 ELECTRICAL SYSTEM



1. Regulator/Rectifier

2. Diode

3. Turn Signal Relay

4. Ignition Coil

5. Neutral Switch

6. Coolant Temperature Sensor

7. Exhaust Valve Operating Motor

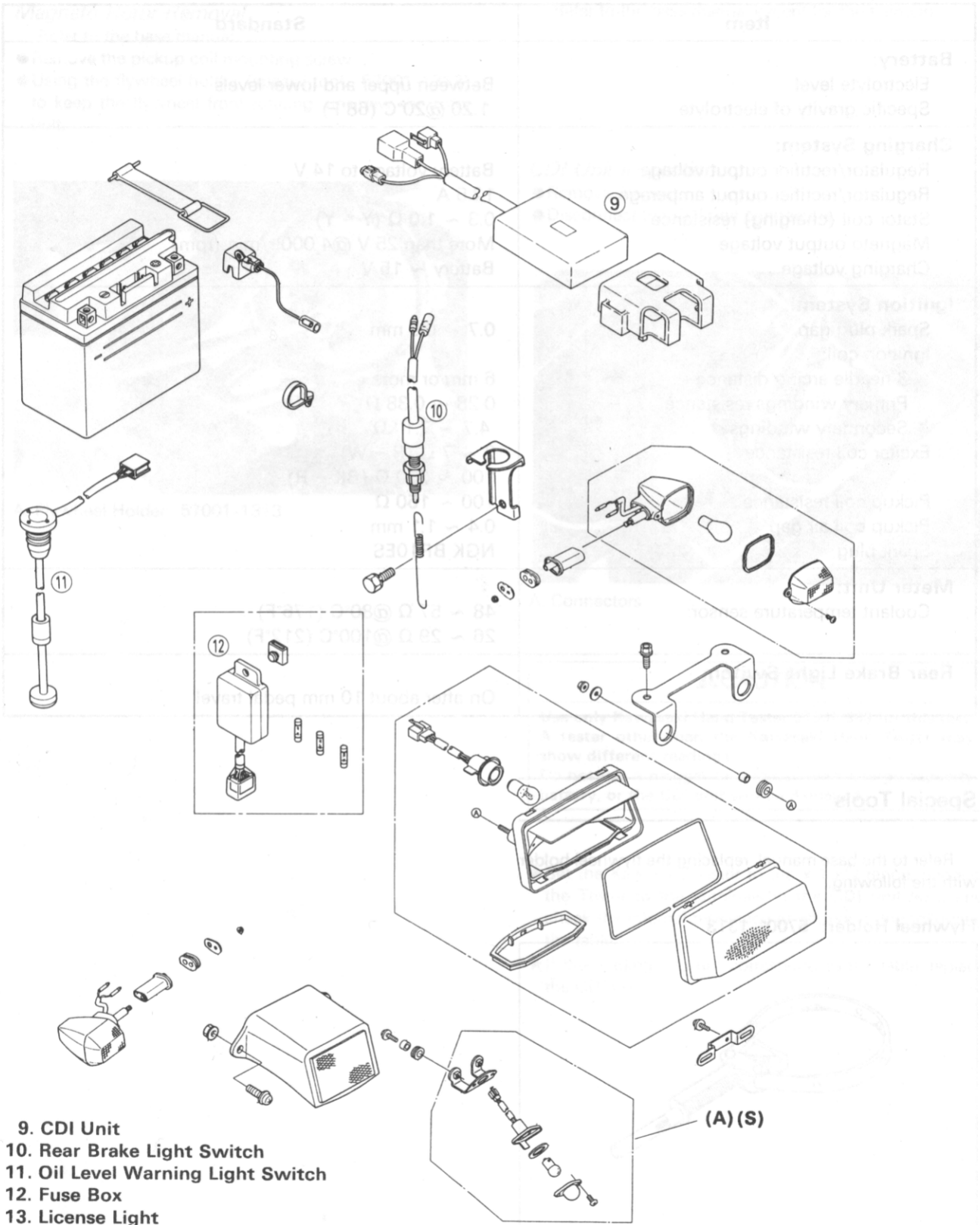
8. Side Stand Switch

SS : Apply a silicone sealant (Kawasaki Bond: 56019-120).

T1 : 27 N-m (2.8 kg-m, 20 ft-lb)

T2 : 15 N-m (1.5 kg-m, 11.0 ft-lb)

T3 : 98 N-m (10.0 kg-m, 72 ft-lb)



9. CDI Unit
 10. Rear Brake Light Switch
 11. Oil Level Warning Light Switch
 12. Fuse Box
 13. License Light
 (A) : Australian model
 (S) : South African model

15-8 ELECTRICAL SYSTEM

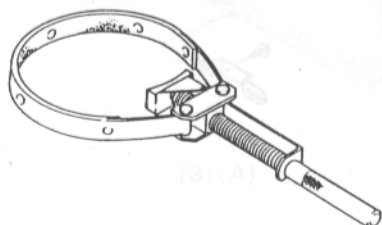
Specifications

Item	Standard
Battery: Electrolyte level Specific gravity of electrolyte	Between upper and lower levels 1.20 @20°C (68°F)
Charging System: Regulator/rectifier output voltage Regulator/rectifier output amperage Stator coil (charging) resistance Magnet output voltage Charging voltage	Battery voltage to 14 V 12.5 A 0.3 ~ 1.0 Ω (Y - Y) More than 25 V @4 000 r/min (rpm) Battery ~ 15 V
Ignition System: Spark plug gap Ignition coil: 3 needle arcing distance Primary windings resistance Secondary windings Exciter coil resistance Pickup coil resistance Pickup coil air gap Spark plug	0.7 ~ 0.8 mm 6 mm or more 0.28 ~ 0.38 Ω 4.7 ~ 7.1 k Ω 2 ~ 7 Ω (R - W) 100 ~ 200 Ω (BK - R) 100 ~ 150 Ω 0.4 ~ 1.1 mm NGK BR10ES
Meter Unit: Coolant temperature sensor:	48 ~ 57 Ω @80°C (176°F) 26 ~ 29 Ω @100°C (212°F)
Rear Brake Light Switch:	On after about 10 mm pedal travel

Special Tools

Refer to the base manual, replacing the flywheel holder with the following.

Flywheel Holder: 57001-1313

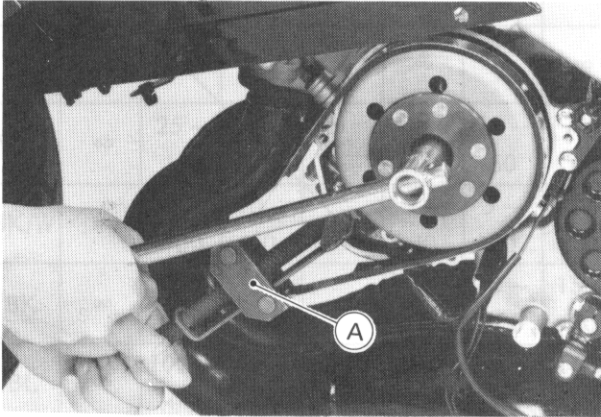


Charging System

Magneto Rotor Removal

Refer to the base manual.

- Remove the pickup coil mounting screw.
- Using the flywheel holder (special tool: 57001-1313) to keep the flywheel from rotating, unscrew the rotor bolt.



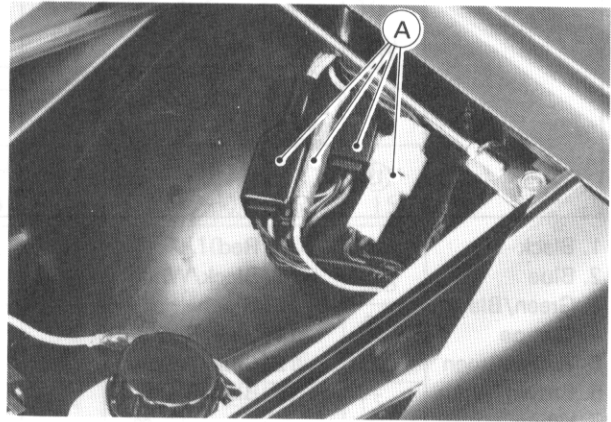
A. Flywheel Holder: 57001-1313

Ignition System

Refer to the base manual except for the following.

CDI Unit Inspection

- Remove the seat.
- Disconnect the CDI unit connectors.



A. Connectors

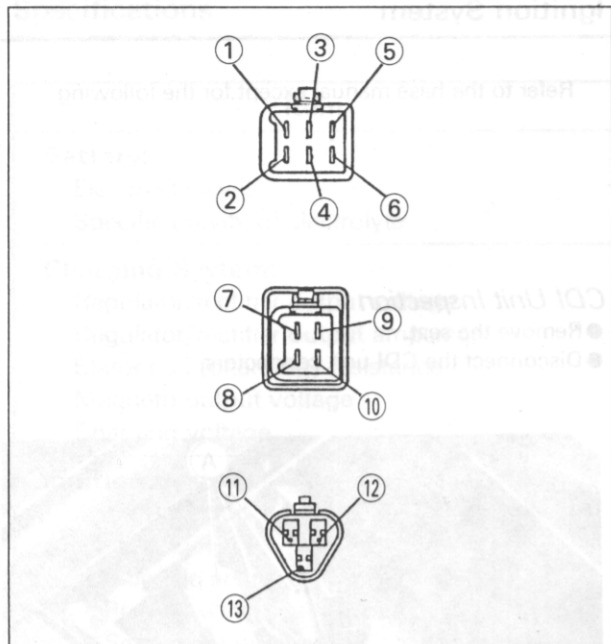
⚠ CAUTION

Use only Kawasaki Hand Tester 57001-983 for this test. A tester other than the Kawasaki Hand Tester may show different readings. Do not use a megger or a meter with a large capacity battery, or the CDI unit will be damaged.

- Set the Kawasaki Tester to the x 1 k Ω range, connect the Tester to the terminals in the CDI unit lead, and check the internal resistance as shown in the following table.
- ★ If the readings do not correspond to the table, replace the CDI unit.

15-10 ELECTRICAL SYSTEM

CDI Unit Terminals



- | | |
|----------------|-----------------|
| 1. Black | 8. Red |
| 2. Blue | 9. Black/White |
| 3. Green/Black | 10. Green |
| 4. Orange | 11. Blue/Red |
| 5. White/Green | 12. Blue/Yellow |
| 6. Brown/White | 13. Blue/Black |
| 7. White | |

CAUTION

Use only Kawasaki Hand Tester 57001-1113 for this test. A tester other than the Kawasaki Hand Tester may show different readings. Do not use a tester of a make other than the one specified. The battery in the CDI unit will be damaged if the wrong tester is used.

★ If the readings do not correspond to the table, replace the CDI unit.

Check the internal resistance as shown in the following table.

Set the Kawasaki Hand Tester to the x 1 kΩ range (multiply the Test to the terminals in the CDI unit and check the internal resistance as shown in the following table).

Charging System

Remove the pickup coil mounting screw.
Using the flywheel holder (part number 52001-1113) to keep the flywheel from rotating, remove the pickup coil.



Remove the pickup coil mounting screw.
Using the flywheel holder (part number 52001-1113) to keep the flywheel from rotating, remove the pickup coil.

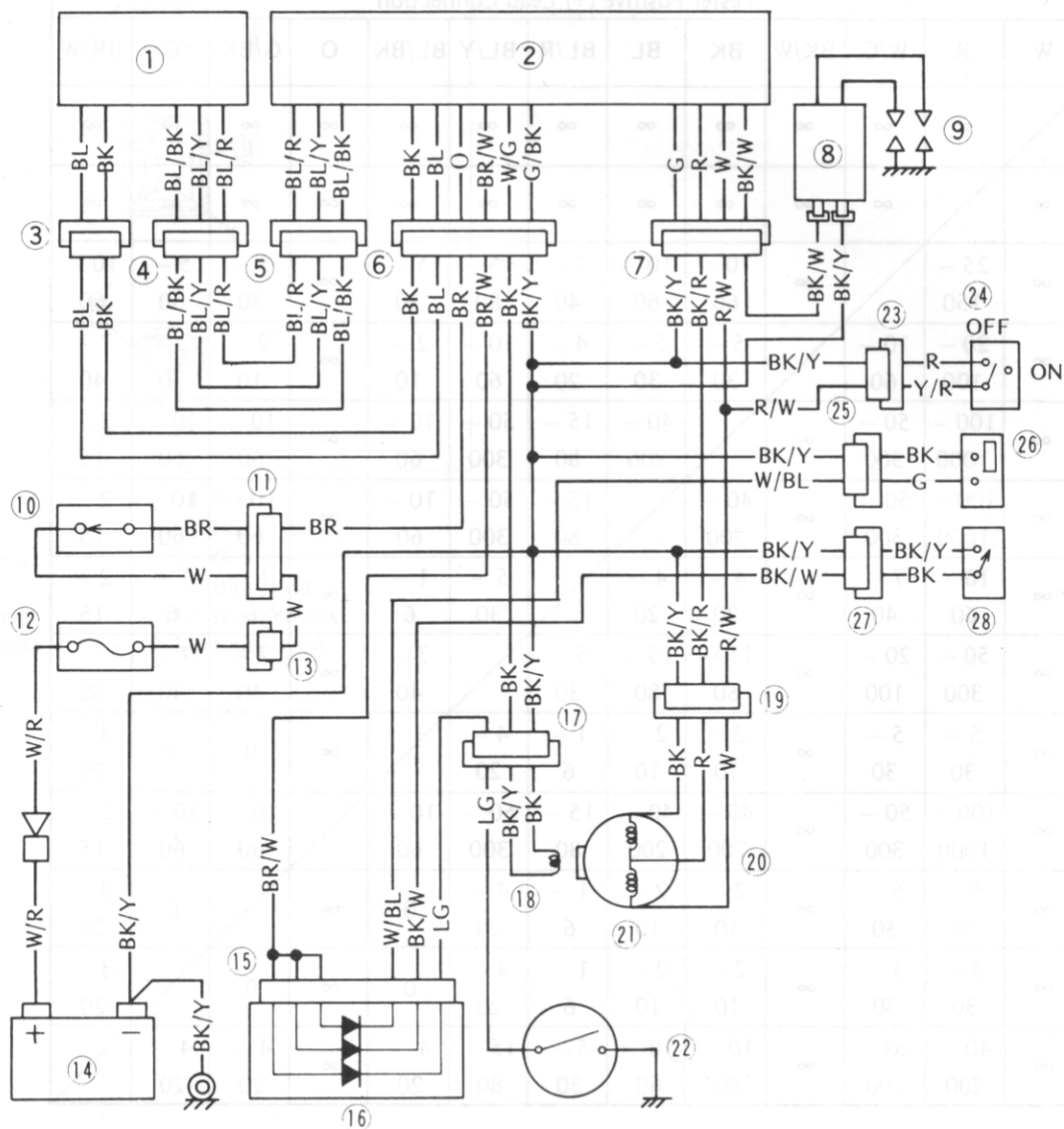
After the pickup coil is removed, the flywheel will rotate.

CDI Unit Internal Resistance (x 1 k Ω)

		Tester Positive (+) Lead Connection												
Tester Negative (–) Lead Connection	Lead Color	W	R	W/G	BK/W	BK	BL	BL/R	BL/Y	BL/BK	O	G/BK	G	BR/W
	W		∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞
	R	∞		∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞
	W/G	∞	25 – 150		∞	10 – 60	10 – 60	7 – 40	15 – 80	5 – 30	∞	5 – 30	5 – 30	10 – 60
	BK/W	∞	20 – 100	10 – 60		5 – 30	5 – 30	4 – 20	10 – 60	2 – 10	∞	2 – 10	2 – 10	7 – 40
	BK	∞	100 – 1000	50 – 300	∞		40 – 200	15 – 80	50 – 300	10 – 60	∞	10 – 60	10 – 60	2 – 15
	BL	∞	100 – 1000	50 – 300	∞	40 – 200		15 – 80	50 – 300	10 – 60	∞	10 – 60	10 – 60	2 – 15
	BL/R	∞	10 – 60	7 – 40	∞	4 – 20	4 – 20		5 – 30	1 – 6	∞	1 – 6	1 – 6	2 – 15
	BL/Y	∞	50 – 300	20 – 100	∞	15 – 80	15 – 80	5 – 30		7 – 40	∞	7 – 40	7 – 40	15 – 80
	BL/BK	∞	5 – 30	5 – 30	∞	2 – 10	2 – 10	1 – 6	4 – 20		∞	0	0	3 – 20
	O	∞	100 – 1000	50 – 300	∞	40 – 200	40 – 200	15 – 80	50 – 300	10 – 60		10 – 60	10 – 60	2 – 15
	G/BK	∞	5 – 30	5 – 30	∞	2 – 10	2 – 10	1 – 6	4 – 20	0	∞		0	3 – 20
	G	∞	5 – 30	5 – 30	∞	2 – 10	2 – 10	1 – 6	4 – 20	0	∞	0		3 – 20
	BR/W	∞	40 – 200	20 – 100	∞	10 – 60	10 – 60	5 – 30	15 – 80	4 – 20	∞	4 – 20	4 – 20	

15-12 ELECTRICAL SYSTEM

Ignition System Wiring Diagram



1. Exhaust Valve Operating Motor

2. CDI Unit

3. 2-pin Connector

4. 3-pin Connector

5. 3-pin Connector

6. 6-pin Connector

7. 4-pin Connector

8. Ignition Coil

9. Spark Plug

10. Ignition Switch

11. 6-pin Connector

12. 20 A Fuse

13. 6-pin Connector

14. Battery

15. 6-pin Connector

16. Diode

17. 3-pin Connector

18. Pickup Coil

19. 6-pin Connector

20. Exciter Coil

21. Magneto Rotor

22. Neutral Switch

23. 9-pin Connector

24. Engine Stop Switch

25. 2-pin Connector

26. Side Stand Switch

27. 2-pin Connector

28. Starter Inter Lock Switch

Appendix

Table of Contents

Additional Considerations for Racing	*
Carburetor.....	*
Spark Plug	*
Spark Plug Inspection	*
Troubleshooting Guide.....	*
General Lubrication	*
Lubrication	*
Nut, Bolt, and Fastener Tightness.....	*
Tightness Inspection	*
Unit Conversion Table.....	*

* : Refer to Base Manual

MODEL APPLICATION

Year	Model	Beginning Frame No.
1990	KR250-C2	KR250C-001001

KAWASAKI
HEAVY INDUSTRIES, LTD.
CONSUMER PRODUCTS & COMPONENTS GROUP