

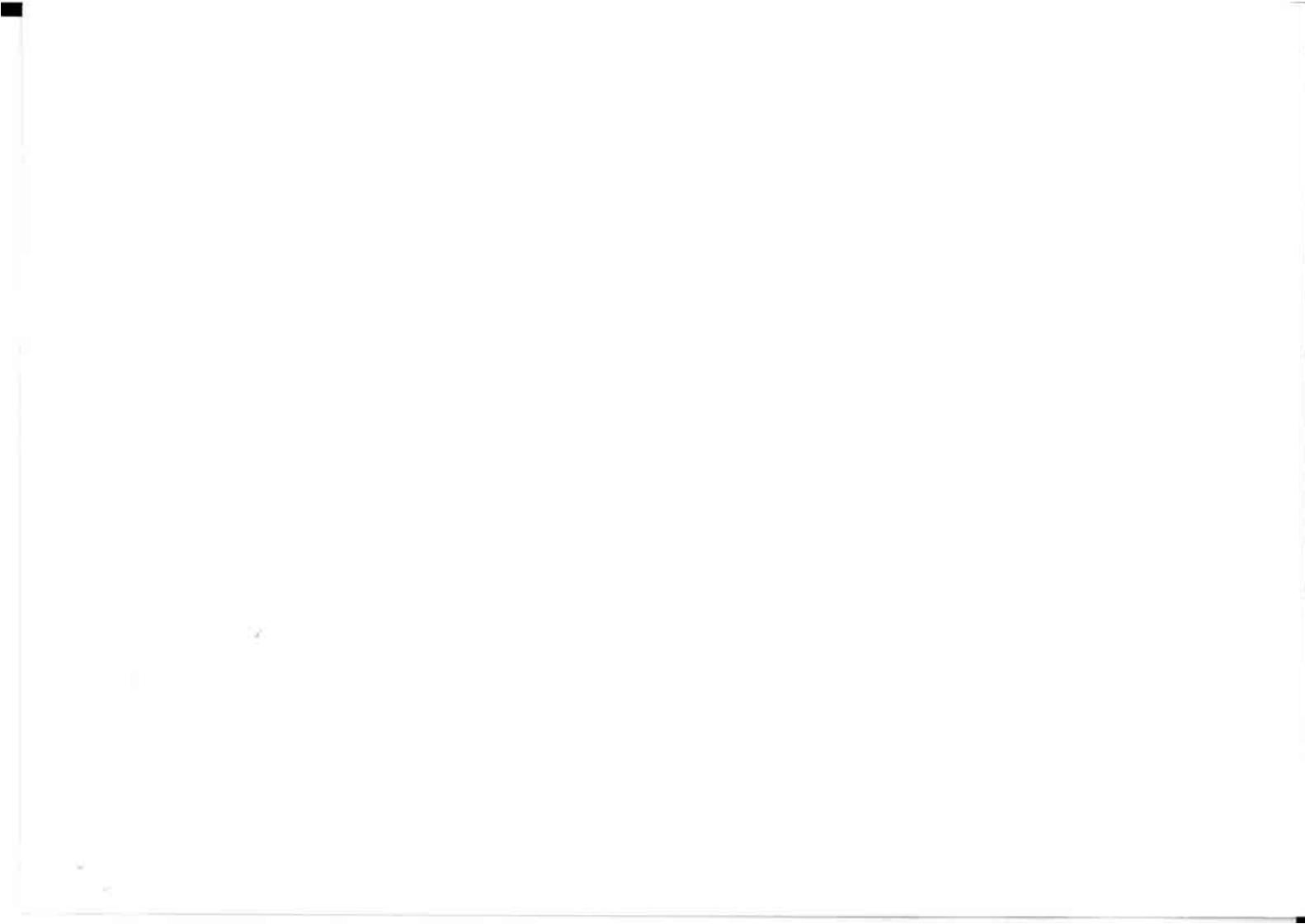


Kawasaki

保存版

**Motorcycle  
Owner's Manual**

**KDX200  
KDX220**



## **Quick Reference Guide**

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

**General  
Information**

**Maintenance  
and Adjustment**

**Troubleshooting  
Guide**

**Storage**

A Table of Contents is included after the Foreword.



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

## WARNING

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

## CAUTION

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

## NOTE

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

## IMPORTANT

Off-road motorcycle riding is a wonderful sport, and we hope you will enjoy it to the fullest.

However, if improperly conducted, the sport has the potential to cause environmental problems as well as conflicts with other people. Responsible use of your off-road motorcycle will ensure that these problems and conflicts do not occur.

**TO PROTECT THE FUTURE OF YOUR SPORT, MAKE SURE YOU USE YOUR BIKE LEGALLY, SHOW CONCERN**

**FOR THE ENVIRONMENT, AND RESPECT THE RIGHTS OF OTHER PEOPLE.**

## WARNING

- **THIS VEHICLE IS AN OFF-ROAD VEHICLE ONLY AND WAS NOT MANUFACTURED FOR USE ON PUBLIC STREETS, ROADS, OR HIGH-WAYS.**
- **USE YOUR BIKE LEGALLY.**
- **RESPECT THE ENVIRONMENT AND THE RIGHTS OF OTHER PEOPLE.**

## 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 level.

# **Foreword**

We wish to thank you for choosing this fine Kawasaki Motorcycle. It is the end product of Kawasaki's advanced engineering, exhaustive testing, and continuous striving for superior reliability, safety, and performance. By giving your motorcycle the proper care and maintenance outlined in this manual, you will be helping to ensure it a long, trouble-free life.

Before starting to ride your motorcycle, please read this manual thoroughly in order to know your motorcycle's capabilities, its limitations, and above all, how to operate it safely.

Due to improvements in design and performance during production, in some cases there may be minor discrepancies between the actual vehicle and the illustrations and text in this manual.

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## SPECIFICATIONS

**Dimensions**

Overall length	2,120 mm (83.46 in)
Overall width	890 mm (35.04 in)
Overall height	1,230 mm (48.43 in)
Wheelbase	1,435 mm (56.50 in)
Road clearance	340 mm (13.39 in)
Dry weight	101 kg (223 lb)
Fuel tank capacity	11 L (2.9 US gal)

**Engine**

Type	2-stroke, single cylinder, piston reed valve, liquid-cooled		
Bore and stroke	66.0 x 58.0 mm (2.60 x 2.28 in) *69.0 x 58.0 mm (2.72 x 2.28 in.)		
Displacement	198 mL (12.08 cu in) *216 mL (13.18 cu in)		
Compression ratio	7.9 : 1 *7.2 : 1		
Port timing:	Intake	Open	Full open
		Close	-
	Scavenging	Open	60° BBDC *56° BBDC
		Close	60° ABDC *56° ABDC
	Exhaust	Open	(Low speed) 78.8° BBDC, (High speed) 92.7° BBDC *90° BBDC (Low speed) 78.8° ABDC, (High speed) 92.7° ABDC *90° ABDC
Carburetor	KEIHIN PWK35 *KEIHIN PWK33		
Lubrication system	Petrol mix (32 : 1)		
Starting system	Primary kick		
Ignition system	CDI system		
Ignition timing	21° BTDC @ 6 000 r/min (rpm)		
Spark plug	NGK BR8ES		
Spark plug terminal	Solid post		
Transmission			
Transmission type	6-speed, constant mesh, return shift		
Clutch Type	Wet, multi disc		
Driving system	Chain drive		

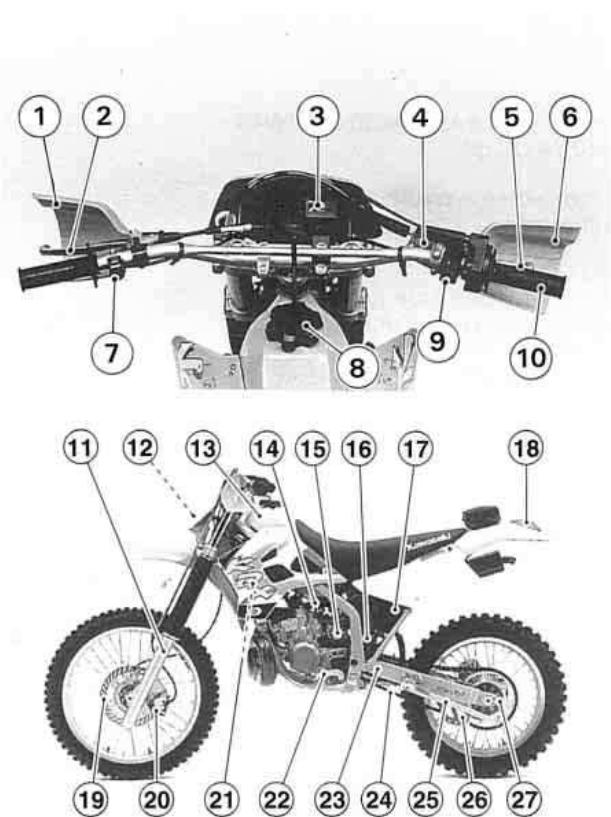
Gear ratio:	1st	2.692 (35/13)
	2nd	2.000 (28/14)
	3rd	1.533 (23/15)
	4th	1.235 (21/17)
	5th	1.042 (25/24)
	6th	0.870 (20/23)
Primary reduction ratio		2.864 (63/22)
Final reduction ratio		3.615 (47/13)
Overall drive ratio		9.002 (Top gear)
Transmission oil:	Type	SE, SF or SG class SAE 10W30 or 10W40
	Capacity	700 mL (0.74 US qt)
<b>Frame</b>		
Type		Tubular, semi-double cradle
Steering angle		45° to either side
Castor		26.5°
Trail		108 mm (4.25 in)
Tire size:	Front	80/100-21 51M, DUNLOP K490
	Rear	100/100-18 59M, DUNLOP K695
<b>Suspension:</b>		
Front Suspension stroke	Front	Telescopic fork
Rear Wheel travel	Rear	Swingarm (Uni-trak)
Front fork oil (each)		290 mm (11.42 in)
Front fork oil level (compressed, spring removed)		300 mm (11.81 in.)
		KAYABA 01 or SAE 5W20, 619-627 mL (20.93 – 21.20 US oz)
<b>Brakes</b>		
Type:	Front and Rear	Disc brake
Effective disc diameter:	Front	220 mm (8.66 in)
	Rear	190 mm (7.48 in)
<b>Electrical Equipment</b>		
Headlight		12 V 30 W
Taillight		12 V 10 W

\* : KDX220-A

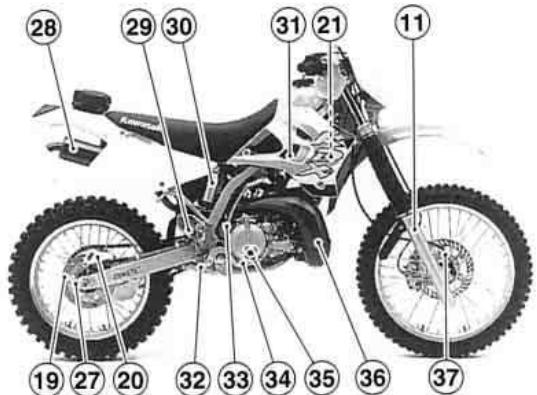
Specifications subject to change without notice, and may not apply to every country.

## GENERAL INFORMATION

## Location of Parts



1. Clutch Lever Guard
  2. Clutch Lever
  3. Trip Meter
  4. Front Brake Reservoir
  5. Front Brake Lever
  6. Brake Lever Guard
  7. Engine Stop Button
  8. Fuel Tank Cap
  9. Light Switch
  10. Throttle Grip
  11. Front Fork
  12. Headlight
  13. Fuel Tank
  14. Fuel Tap
  15. Carburetor
  16. Rear Shock Absorber
  17. Air Cleaner
  18. Taillight
  19. Brake Disc
  20. Brake Caliper
  21. Radiator
  22. Shift Pedal
  23. Swingarm
  24. Drive Chain
  25. Side Stand
  26. Drive Chain Guide
  27. Chain Adjuster

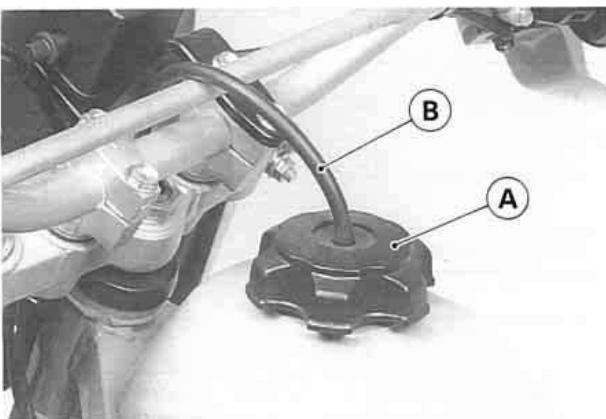


- 28. Spark Arrester
- 29. Rear Brake Reservoir
- 30. Gas Reservoir
- 31. Coolant Reserve Tank
- 32. Uni-Trak Tie Rod and  
Rocker Arm
- 33. Kick Pedal
- 34. Rear Brake Pedal
- 35. Oil Level Gauge
- 36. Muffler
- 37. Meter Cable

## Fuel

The Kawasaki KDX has a 2-stroke engine that requires a gasoline-oil mixture.

The capacity of the fuel tank is 11 L (2.9 US gal). To open the fuel tank cap, pull out the breather hose from the clamp on the handlebar, and turn the tank cap counter-clockwise.



A. Fuel Tank Cap

B. Breather Hose

### WARNING

Gasoline is extremely flammable and can be explosive under certain conditions. Always stop the engine and 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:

### Fuel Type

Use clean, fresh unleaded gasoline with a minimum Antiknock Index of 90. The Antiknock Index is posted on service station pumps in the U.S.A. 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 below.

Octane Rating Method	Minimum Rating
Antiknock Index $\frac{(RON + MON)}{2}$	90
Research Octane Number (RON)	95

### CAUTION

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.

### Fuels Containing Oxygenates

Gasoline frequently contains oxygenates (alcohols and ethers) especially in areas of the U.S. and Canada which are required to sell such reformulated fuels as part of a strategy to reduce exhaust emissions.

The types and volume of fuel oxygenates approved for use in unleaded gasoline by the U.S. Environmental Protection Agency include a broad range of alcohols and ethers, but only two components have seen any significant level of commercial use.

**Gasoline/Alcohol Blends** – Gasoline containing up to 10% ethanol (alcohol produced from agricultural products such as corn), also known as "gasohol" is approved for use.

### CAUTION

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.

**Gasoline/Ether Blends** – The most common ether is methyl tertiary butyl ether (MTBE). You may use gasoline containing up to 15% MTBE.

### 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.

## CAUTION

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 oxydation of the fuel which minimizes gummy deposits.

Never store this product with "gasohol" in the fuel system. Before storage it is recommended that you drain all fuel from the fuel tank and carburetors. See the Storage section in this manual.

### Engine Oil Mixing:

Oil must be mixed with the gasoline to lubricate the piston, cylinder, crankshaft, bearings, and connecting rod bearings.

### Recommended Oil:

- Kawasaki 2-stroke racing oil
- Shell Super-M
- Shell Advance Racing X
- Castrol A747
- Castrol TTS (A545)
- Castrol Pure Racing for 2-stroke Motorcycles
- Rock Oil K2

### NOTE

*If none of the recommended oils are available, use 2-stroke racing oil only.*

### Gasoline and engine oil mixing ratio:

32 : 1 (Gasoline 32, Engine Oil 1)

(A 32 to 1 mixture is 4 fluid ounces of oil per gallon of gasoline or about 31 mL. of oil per liter of gasoline.)

## CAUTION

Do not mix vegetable and mineral based oils.

Too much oil will cause excessive smoking and spark plug fouling. Too little oil will cause engine damage or premature wear.

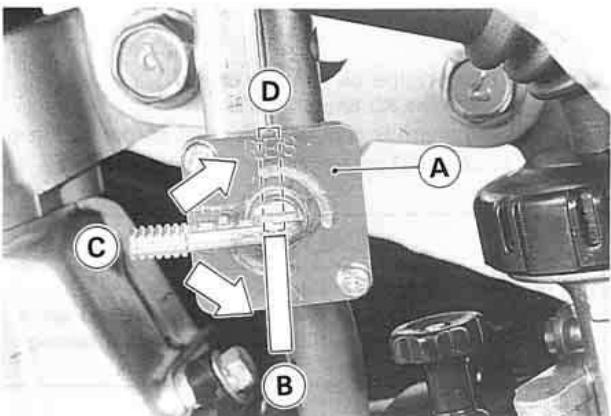
To make a gasoline-oil mixture, pour the oil and half of the gasoline into a container first and stir the mixture thoroughly. Then add the rest of the gasoline and stir the mixture well.

## NOTE

- At low temperature, oil will not easily mix with gasoline.  
Take time to ensure a well-blended mixture.
- The lubricative quality of this mixture deteriorates rapidly; use a fresh mixture for each day of operation.

## Fuel Tap

The fuel tap has three positions: OFF, ON, and RES (reserve). If the fuel runs out with the tap in the ON position, the last 3 L (0.8 US gal) of fuel can be used by turning the tap to RES.



A. Fuel Tap

B. ON position

C. OFF position

D. RES position

## NOTE

- Since riding distance is limited when on RES, refuel at the earliest opportunity.
- Make certain that the fuel tap is turned to ON (Not RES), after filling up the fuel tank.

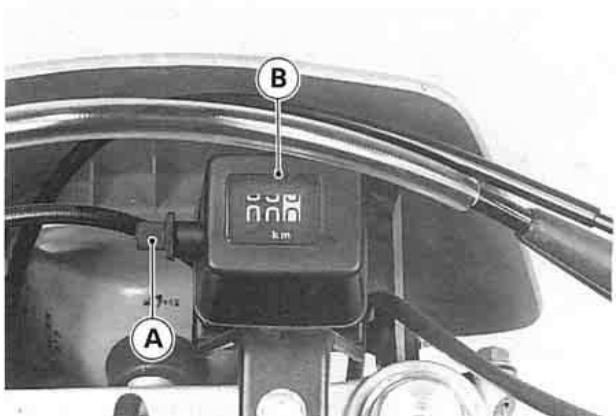
## WARNING

Practice operating the fuel tap with the motorcycle stopped. To prevent an accident you should be able to operate the fuel tap while riding without taking your eyes off the road.

Be careful not to touch the hot engine while operating the fuel tap.

## Trip Meter

In the meter face is a trip meter. The trip meter shows the distance traveled since it was last reset to zero. The trip meter can be reset to zero by pulling out the reset knob and turn it to either side.

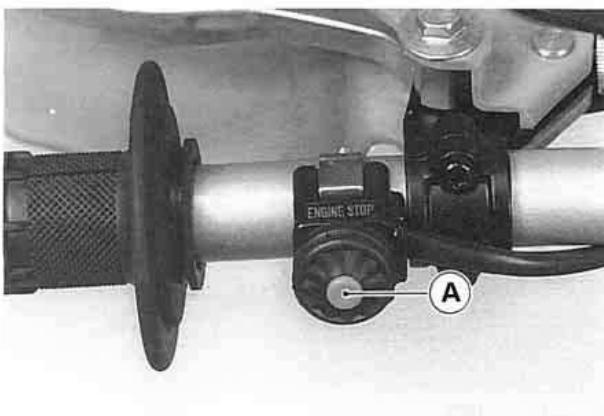


A. Reset Knob

B. Trip Meter

## Engine Stop Button

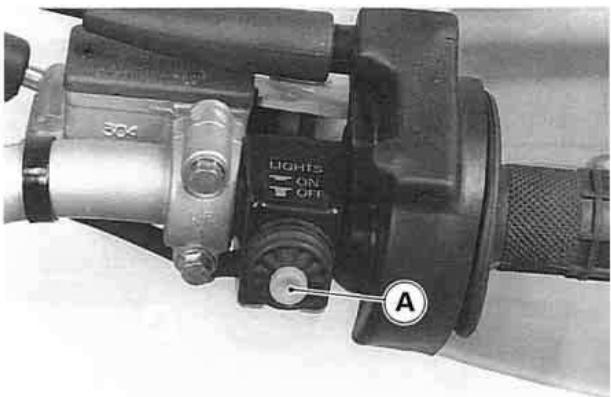
The engine stop button is located on the left side of the handlebar. For ordinary engine stoppage and, if some emergency requires stopping the engine, press the button until the engine stops.



A. Engine Stop Button

## Light Switch

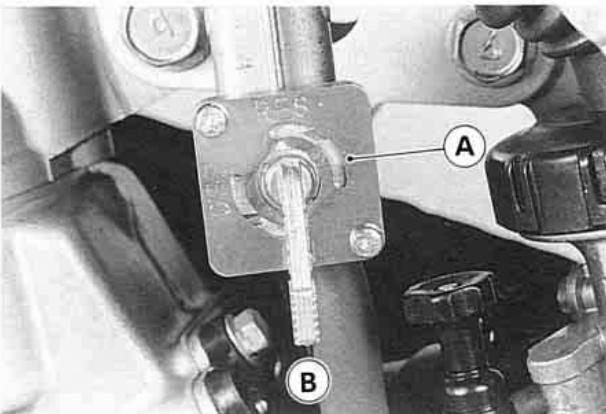
The light switch is located on the right side of the handlebar. The switch positions are identified on the switch housing.



A. Light Switch

## Starting the Engine

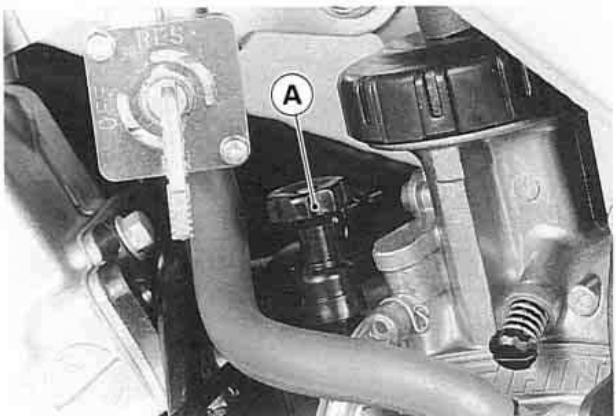
- Turn the fuel tap to the ON position.



A. Fuel Tap

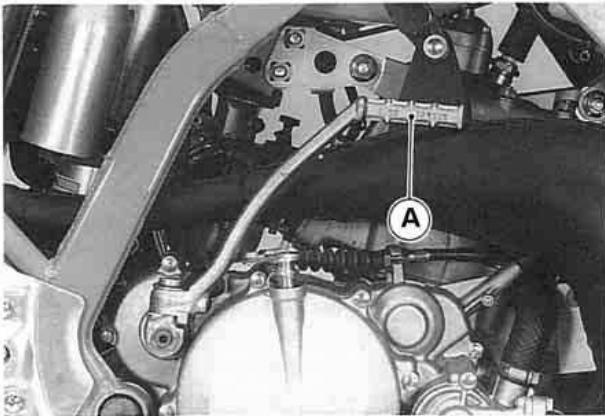
B. ON position

- If the engine is cold, pull up the choke knob.



A. Choke Knob

- Make certain the transmission is in neutral.
- Kick the engine over, leaving the throttle closed.



A. Kick Pedal

- Even after the engine starts, keep the choke knob pulled up. When the engine is thoroughly warmed up, push down the choke knob.

#### NOTE

- When the engine is already warm or on hot day, open the throttle part way instead of using the choke knob.
- If the engine is flooded, kick with the throttle fully open until the engine starts.
- If the clutch lever is pulled, the motorcycle can be started while in any gear.

## Shifting Gears

The transmission is a 6-speed, return shift type with neutral halfway between 1st and 2nd gears. A "return shift" means that to go back to first gear from a higher gear, you must shift back through the gears one by one. The same is true when upshifting: each gear must be engaged before the next higher gear may be selected.

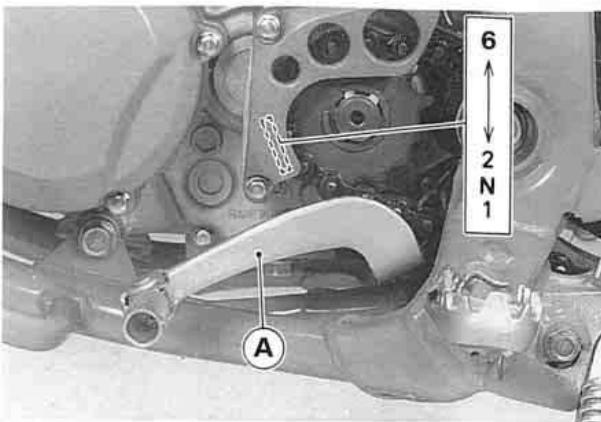
To engage first gear from neutral, pull in the clutch lever and push down on the shift pedal, gently release the clutch lever, then release the shift pedal.

To shift to the next higher gear; pull in the clutch lever, lift the shift pedal with your toe, gently release the clutch lever, and then release the shift pedal.

To shift to the next lower gear; disengage the clutch, push the shift pedal down as far as it will go, engage the clutch gently, and then release the shift pedal.

### CAUTION

When changing gears, press firmly on the shift pedal to ensure complete, positive shifting. Careless, incomplete shifts can cause the transmission to jump out of gear and lead to engine damage.



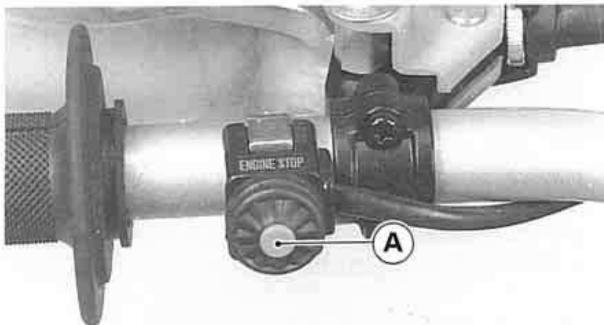
A. Shift Pedal

## **Stopping the Motorcycle**

For maximum deceleration, close the throttle and apply both front and rear brakes. Disengage the clutch as the motorcycle comes to a stop. Independent use of the front or rear brake may be advantageous under certain conditions. Downshift progressively as speed is reduced to ensure good engine response when you want to accelerate.

## **Stopping the Engine**

- Shift the transmission into neutral.
- After racing the engine slightly, close the throttle completely and push the engine stop button.



### **A. Engine Stop Button**

- Turn the fuel tap to the OFF position.

## Break-In

To obtain the proper operating clearance in the engine and transmission that are necessary for smooth engine performance and reliability, a brief break-in procedure must be carried out. For the first hour or 20 km (12 mi) of operation, run the engine at low and moderate r/min (rpm).

### NOTE

○ *The slow riding necessary during the break-in period may cause carbon to build up on the spark plug and foul it. If inspection of the spark plug shows this to be the case, replace the standard NGK BR8ES with an NGK BR7ES for the duration of the break-in period.*

Break-in according to the following steps.

1. Start the engine and let it run at idle until the engine is thoroughly warmed up.
2. Stop and let the engine cool completely.
3. Start the engine and ride for 10 minutes at moderate speed – **NEVER HARD ACCELERATION**.
4. Stop and let the engine cool completely. Be sure to check and adjust chain slack and spoke tightness and make a general inspection.
5. Start the engine and ride for 20 minutes at moderate speed – **NEVER HARD ACCELERATION**.
6. Stop and let the engine cool completely. Check and adjust as step 4. Then drain the coolant, remove the cylinder head, cylinder and piston, and inspect these parts.

### Piston:

A piston scored at the piston skirt could lower engine performance or damage the cylinder wall. Such scores, if any, must be smoothed with # 400 to # 600 emery cloth.

### Cylinder:

Decarbon the exhaust ports and the upper part of the cylinder, taking care not to damage the cylinder wall. Scores on the cylinder wall should be smoothed with # 400 to # 600 emery cloth.

**Cylinder Head:** Remove the carbon inside the combustion chamber.

7. Install the parts removed.
8. Fill the radiator up to the radiator filler neck and fill the reserve tank up to the FULL level line with coolant. Before putting the motorcycle into operation, bleed the air from the cooling system.
9. Start the engine and ride for 30 minutes at moderate speed – **NEVER HARD ACCELERATION**.
10. Stop and let the engine cool completely. Check and adjust as in Step 4.
11. After the break-in procedure has been properly carried out, the motorcycle is ready for regular operation. However, since recklessly high r/min (rpm) will lead to engine trouble, take care to use the necessary skill and technique in operating the motorcycle.

### NOTE

○ *After break-in, install a new NGK BR8ES spark plug, and change the transmission oil.*

#### For your reference:

To keep optimum engine performance replace the piston rings with new ones after break-in.

#### Daily Pre-ride Inspection

Check the following items each day before you ride. The time required is minimal, and habitual performance of these checks will help ensure you a safe, reliable ride.

If any irregularities are found during these checks, refer to the appropriate owner's manual section and take the action required to return the motorcycle to a safe operating condition.

#### ⚠WARNING

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

##### Engine

Transmission oil .....	Transmission oil level correct.
Coolant.....	No coolant leakage, coolant level between level lines (when engine is cold).
Radiator cap .....	Properly installed.
Spark plug .....	Tighten to correct torque.
Cylinder head .....	Tighten to correct torque.
Cylinder .....	Tighten to correct torque.
Clutch .....	Clutch functioning properly.
Carburetor .....	Adjusted properly.
Air cleaner .....	Clean, properly installed.
Muffler.....	Muffler not damaged.
Engine sprocket.....	Not worn or damaged.

**Frame**

Tires .....	Check overall condition; wear, cuts and other damage. Check pressure.
Spokes.....	Check for any loose spokes.
Drive chain .....	Check overall condition and chain slack, oil as necessary.
Brakes; front and rear.....	Function properly, brake lever and pedal have correct play. No brake oil leakage.
Throttle .....	Functions properly, returns smoothly.
Steering .....	Action is smooth but not loose from lock to lock. No binding of control cables.
Front fork.....	Functions properly, no oil leakage.
Rear shock absorber .....	Function properly, no oil leakage.
Fuel tank.....	Mounted securely, no fuel leakage.
Rear sprocket .....	Not worn or damaged.
Electrical equipment.....	Functions properly.
Engine stop button .....	Functions properly.
Nuts, bolts, fasteners.....	Tighten any loose bolts and nuts.

**After-Race Check Points**

After racing, first clean the motorcycle (Pg. 65), then inspect the entire motorcycle with special attention to the air cleaner, carburetor, brakes, etc.

Carry out general lubrication (Pg. 66) and make adjustments as necessary.

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

The maintenance and adjustments outlined in this chapter are easily carried out and must be done in accordance with the Periodic Maintenance Chart to keep the motorcycle in good running condition.

### Periodic Maintenance Chart

OPERATION	FREQUENCY					See Page	
	Traveled Distance		km (mi)				
	100 (60)	500 (300)	1000 (600)	1500 (900)	2000 (1200)		
ENGINE	Clutch--adjust	●	●	●	●	●	33
	* Clutch and friction plates--check †		●	●	●	●	—
	Throttle cable--adjust	●	●	●	●	●	31
	Spark plug--clean, gap †	●	●	●	●	●	26
	Air cleaner element--clean		●	●	●	●	28
	Air cleaner element--replace			Damaged			28
	Carburetor--inspect/adjust	●	●	●	●	●	32
	Transmission oil--change			●		●	22
	* Piston and piston ring--clean/check †			●		●	—
	* Cylinder head, cylinder and exhaust valves--inspect			●		●	—
	* Small end bearing--check †			●		●	—
	Muffler--clean			●		●	35
	Exhaust pipe O-ring--replace †			●		●	35
	Engine sprocket--check †			●		●	40
	Coolant--change			2 years			25
	Radiator hoses, connections--check †			●		●	23
	Spark arrester--cleaning			Every 4 000 km (2 500 mi)			35
Brakes	Brake adjustment--check †	●	●	●	●	●	43
	Brake pad wear--check †		●	●	●	●	45
	Brake fluid level--check †		●	●	●	●	44

CHASSIS	OPERATION	FREQUENCY	Traveled Distance km (mi)					See Page
			100 (60)	500 (300)	1000 (600)	1500 (900)	2000 (1200)	
* Brake fluid--change						Every 2 years		-
* Master cylinder cup and dust seal--replace						Every 2 years		-
* Caliper piston seal and dust seal--replace						Every 2 years		-
* Brake and fuel hose--replace						Every 4 years		-
Spoke tightness and rim runout--check †		●	●	●	●	●		57
Drive chain--adjust						Every 300 km (200 mi)		37
Drive chain--lubricate						Before and after each day of operation		41,69
Drive chain wear--check †			●	●	●	●		38
Chain guide and slipper--check †						Damaged		39,40
Front fork--inspect/clean		●	●	●	●	●		47
* Front fork oil--change						Every year		-
Nuts, bolts, fasteners--check †		●			●		●	61
Fuel system--clean		●	●	●	●	●	●	-
Steering play--check †		●	●	●	●	●	●	46
* Steering stem bearing--grease							●	-
Rear sprocket--check †			●	●	●	●	●	40
General lubrication--perform		●	●	●	●	●	●	66
* Wheel bearing--check †							●	-
Swingarm and Uni-Trak linkage pivots--grease			●	●	●	●	●	-
* Swingarm and Uni-Trak linkage pivots--check †			●	●	●	●	●	-
* Rear shock oil--replace						Every year		-

† Replace, add, adjust or torque if necessary.

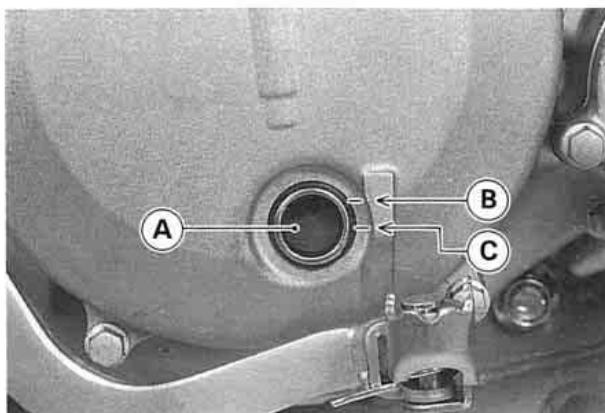
\* Should be serviced by referring to the Service Manual or an authorized Kawasaki dealer.

## Transmission Oil

In order for the transmission and clutch to function properly, maintain the transmission oil at the proper level, and change the oil periodically. Motorcycle operation with insufficient, deteriorated, or contaminated transmission oil will cause accelerated wear and may result in transmission seizure.

### Oil Level

- To check the oil level, start the engine and run it for about three minutes at idle speed. Then stop the engine and wait several minutes for all the oil to settle.
- If the motorcycle has just been used, wait several minutes for all the oil to settle.
- Situate the motorcycle so that it is perpendicular to the ground.
- Check the transmission oil level through the oil level gauge in the lower right side of the engine. The oil level should come up between the upper and lower level.



A. Oil Level Gauge

B. Upper Level

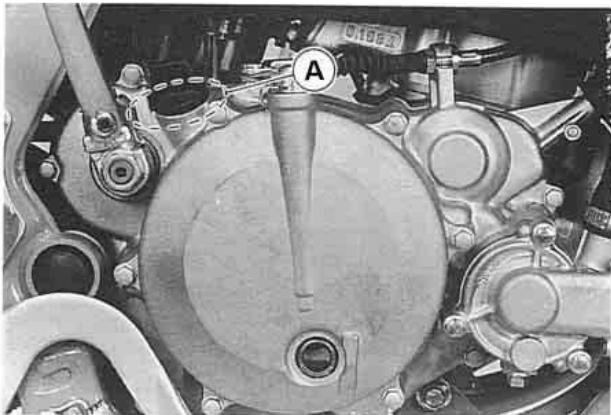
C. Lower Level

★ If the oil level is too high, remove the excess oil, using a syringe or other suitable device.

★ If the oil level is too low, add the correct amount of oil through the oil filler opening. Use the same type and brand of oil that is already in the engine.

### Transmission Oil

Grade:	SE, SF or SG class
Viscosity:	SAE 10W30 or 10W40 motor oil
Capacity:	650 mL (0.7 US qt) 【when changing oil】 700 mL (0.74 US qt) 【when engine is completely dry】



A. Oil Filler Opening

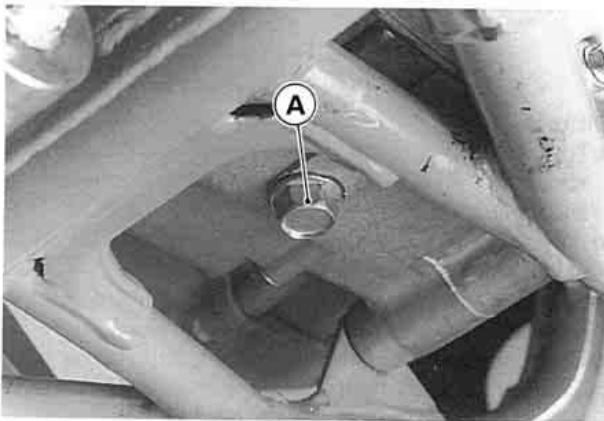
### Oil Change

The transmission oil should be changed periodically to ensure long engine life.

- Warm up the engine thoroughly so that the oil will pick up any sediment and drain easily.
- Stop the engine, and place an oil pan beneath the engine.
- Remove the drain plug and position the vehicle so that it is perpendicular to the ground to allow all the oil to drain out.

### WARNING

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



A. Drain Plug

- Install the drain plug with its gasket, tightening it to 20 N·m (2.0 kg-m, 14.5 ft-lb) of torque.
- Remove the oil filler opening plug, and pour in 650 mL (0.7 US qt) of fresh transmission oil.
- Install the oil filler opening plug.
- Check the oil level (see Oil Level).

## Cooling System

### Radiator Hoses

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

### Radiator

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

#### CAUTION

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

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

### Coolant

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

#### WARNING

To avoid burns, do not remove the radiator cap or try to change the coolant when the engine is still hot. Wait until it cools down.

### Information for Coolant

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

#### WARNING

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

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

## CAUTION

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

If the lowest ambient temperature encountered falls below the freezing point of water, use permanent anti-freeze in the coolant to protect the cooling system against engine and radiator freeze-up, as well as from rust and corrosion.

Use a permanent type of anti-freeze (soft water and ethylene glycol plus corrosion and rust inhibitor chemicals for aluminum engines and radiators) in the cooling system.

## CAUTION

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

## NOTE

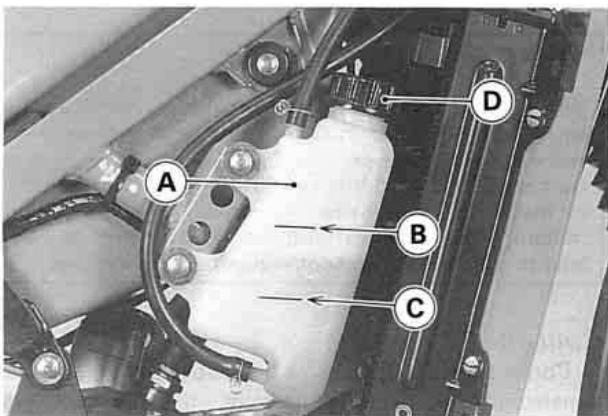
○ A permanent type of antifreeze is installed in the cooling system when shipped. It is colored green and contains ethylene glycol. It is mixed at 50% and has the freezing point of -35°C (-31°F).

## Coolant level Inspection

- Check the coolant level through the coolant level gauge on the reserve tank located at the right side of the fuel tank. The coolant level should be between the FULL and LOW level lines.

## NOTE

- Check the level when the engine is cold (room or ambient temperature).



A. Reserve Tank

B. FULL Level Line

C. LOW Level Line

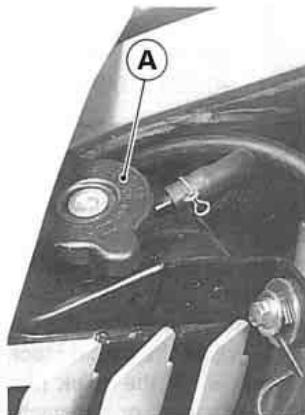
D. Tank Cap

- If the amount of coolant is insufficient, unscrew the cap from the reserve tank and add coolant through the filler opening to the FULL level line.
- Install the cap.

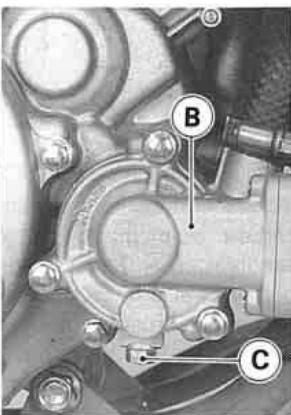
## Coolant Change

The coolant should be changed periodically to ensure long engine life.

- Wait the engine to cool completely.
- Situate the motorcycle so that it is perpendicular to the ground.
- Remove the radiator cap.
- Place a container under the coolant drain plug, and drain the coolant from the radiator and engine by removing the drain plug at the water pump cover. Immediately wash out any coolant that spills on the frame, engine, or wheel.

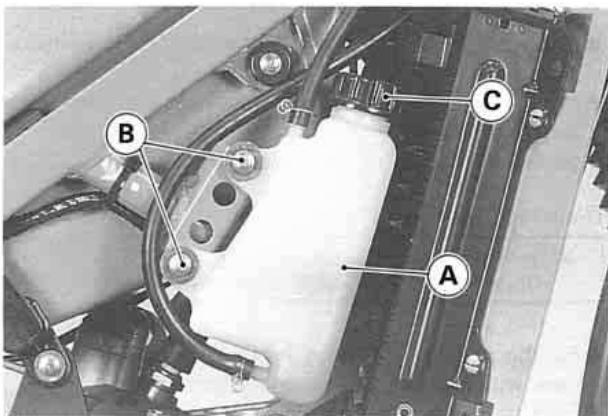


A. Radiator Cap  
B. Water Pump Cover



C. Drain Plug

- Remove the right radiator cover.
- Remove the reserve tank mounting bolts and take off the reserve tank from the frame.
- Unscrew the cap and pour the coolant into a container.



A. Reserve Tank  
B. Mounting Bolts  
C. Cap

### WARNING

Coolant on tires will make them slippery and can cause an accident and injury.

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

- Install the reserve tank.
- Visually inspect the old coolant. If whitish cotton-like wafts are observed, aluminum parts in the cooling system are corroded. If the coolant is brown, iron or steel parts are rusting. In either case, flush the cooling system.
- Check the cooling system for damage, loose joints, or leaks.
- Install the water pump cover drain plug with the specified torque shown in the table. Always replace the gasket with a new one, if it is damaged.

#### Drain Plug Tightening Torque

**Water Pump Cover**

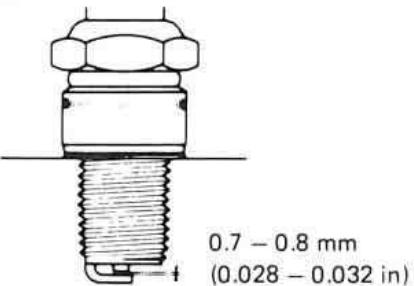
**Drain Plug:** 22 N·m (2.2 kg·m, 16 ft·lb)

- Fill the radiator up to the bottom of the radiator filler neck with coolant, and install the radiator cap.
- Fill the reserve tank up to the FULL level line with coolant, and install the cap.
- Check the cooling system for leaks.
- Start the engine, warm up the engine thoroughly, then stop the engine.
- Check the coolant level in the reserve tank after the engine cools down. If the coolant level is low, add coolant up to the FULL level line.
- Install the parts removed.

#### Spark Plug

The standard spark plug is an NGK BR8ES. It should have a 0.7 – 0.8 mm (0.028 – 0.032 in) gap, and be tightened to 27 N·m (2.8 kg·m, 20 ft·lb) of torque.

#### Spark Plug Gap



The spark plug should be taken out periodically to check its gap and ceramic insulator. If the plug is oily or has carbon built up on it, clean it (preferably with a sandblaster) and then clean off any abrasive particles. The plug may also be cleaned using a high flash-point solvent and a wire brush or other suitable tool. Measure the gap with a wire-type thickness gage. Adjust the gap, if incorrect, by bending the outer electrode. If the spark plug electrodes are corroded, worn or damaged, or if insulator is cracked, replace the plug. Use the standard plug.

To find out whether the right temperature plug is being used, pull it out and examine the ceramic insulator around the center electrode. If the ceramic is light brown, the spark plug is correctly matched to engine temperature. If the ceramic is burned white, the plug should be replaced with the next colder type, NGK BR9ES. If the ceramic is black, the plug should be replaced with the next hotter type, NGK BR7ES.

#### **NOTE**

- *If the engine performance drops, replace the spark plug first to regain performance.*

#### **Ignition Timing**

Because a capacitor discharge ignition (CDI) system is used on this motorcycle, the ignition timing should never require adjustment.

## Air Cleaner

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

### WARNING

A clogged air cleaner may allow dirt and dust to enter the carburetor and stick the throttle open. This could cause an accident.

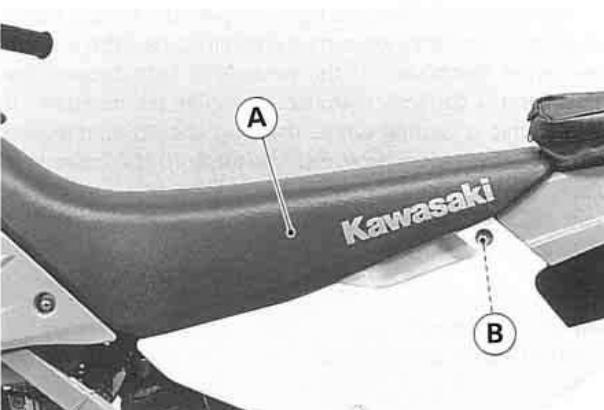
### CAUTION

A clogged air cleaner may allow dirt and dust to enter the engine causing excessive wear and possible engine damage.

The air cleaner element must be cleaned in accordance with the Periodic Maintenance Chart.

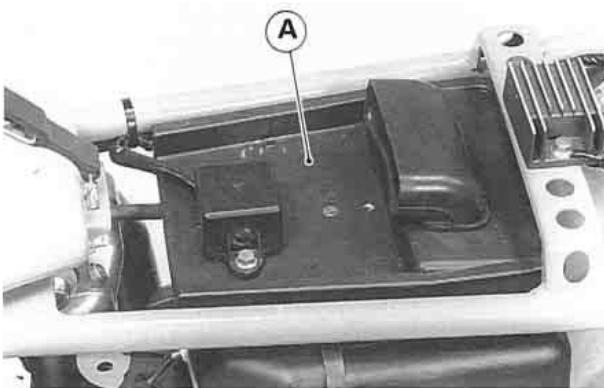
#### *Element Removal*

- Remove the left side cover and seat.
- Remove the air cleaner intake cap.
- Remove the wing bolt, and take out the element.

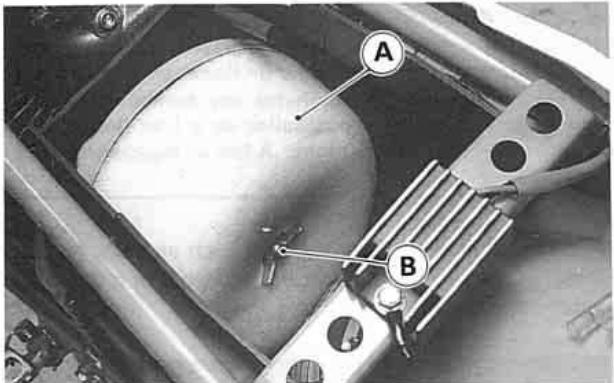


A. Seat

B. Seat Mounting Bolt

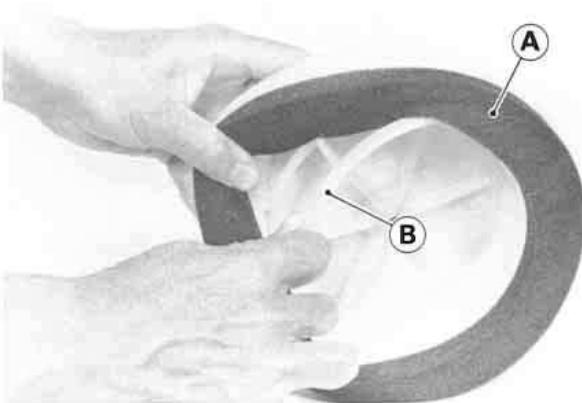


A. Air Cleaner Intake Cap



A. Element

B. Wing Bolt



A. Element

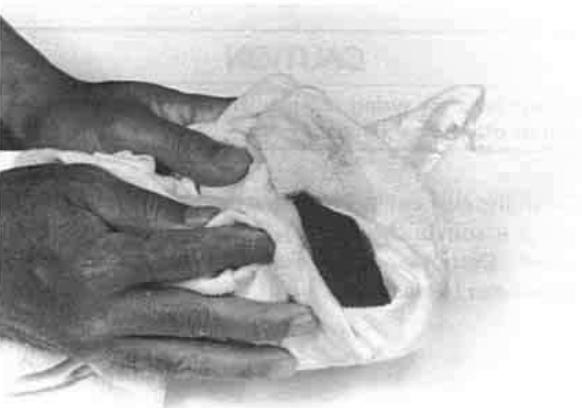
B. Frame

### CAUTION

Do not twist or wring the element, as it can easily be torn or otherwise damaged.

- Check inside the inlet tract and carburetor for dirt. If dirt is present, clean the intake tract and carburetor thoroughly. You may also need to replace the air cleaner element and seal the air cleaner housing and inlet tract.
- Stuff a clean, lint-free towel into the carburetor so not dirt is allowed to enter the carburetor.
- Wipe out the inside of the air cleaner housing with a clean damp towel.
- Take off the element from the frame.

- Clean the element in a bath of a high flash-point solvent using a soft bristle brush. Squeeze it dry in a clean towel. Do not wring the element or blow it dry; the element can be damaged.



## ⚠️WARNING

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

- Inspect the element for damage such as tears, hardening, or shrinkage. If damaged, replace it or it will allow dirt into the carburetor.

## ⚠️WARNING

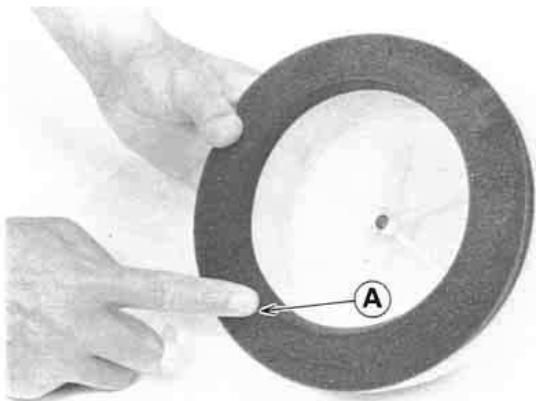
If dirt or dust is allowed to pass through into the carburetor, the throttle may become stuck, possibly causing an accident.

## CAUTION

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

- After cleaning, saturate the element with a high-quality foam-air-filter oil, squeeze out the excess oil, then wrap it in a clean rag and squeeze it as dry as possible. Be careful not to tear the element.

- Apply grease to all connections and screw hole in the air cleaner housing and intake tract.
- Remove the towel from the carburetor.
- Install the element on the frame, coat the lip of the element with a thick layer of all purpose grease to assure a complete seal against the element base. Also, coat the base where the lip of the element fits.



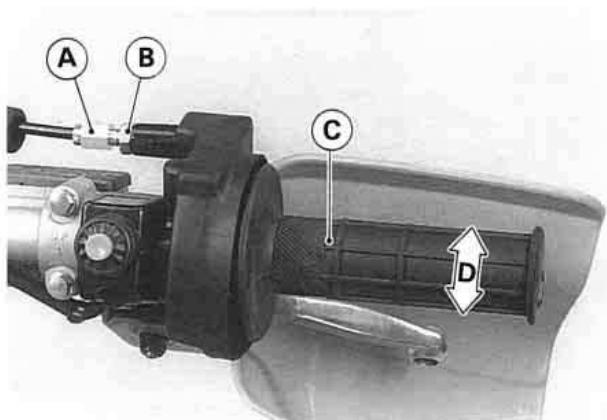
**A. Grease**

- Install the element in the machine, and make sure the sealing surface of the element is seated properly.
- Install the air cleaner intake cap, seat and left side cover.

## Throttle Cable

Inspect the throttle grip for smooth operation in all steering positions. In accordance with the Periodic Maintenance Chart check and adjust the throttle cable.

- Check that the throttle grip has 2 – 3 mm (0.08 – 0.12 in) of play and turns smoothly.



**A. Adjuster**

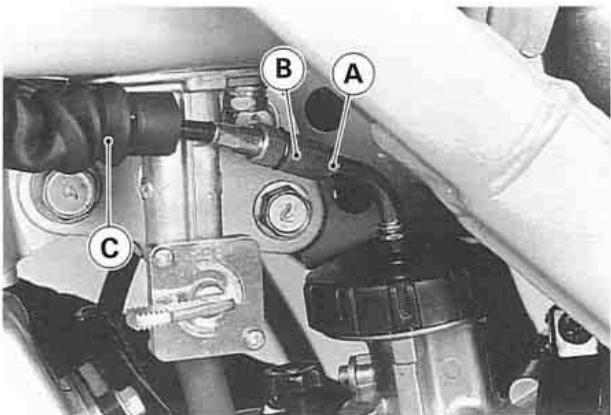
**B. Locknut**

**C. Throttle Grip**

**D. 2 – 3 mm (0.08 – 0.12 in)**

- ★ If the play is incorrect, loosen the locknut on the upper end of the throttle cable, and turn the adjuster to obtain the correct amount of play. Tighten the locknut.

★If the free play cannot be set by adjusting the upper cable adjuster, pull the rubber boot off of the carburetor top. Make the necessary free play adjustment at the lower cable adjuster, tighten the locknut, and reinstall the rubber boot.



A. Locknut

B. Adjuster

C. Rubber Boot

## Carburetor Idling Adjustment

Idling adjustment is carried out using the idle adjusting screw.

- After thoroughly warming up the engine, turn the idle adjusting screw to obtain the desired idle speed. If no idle is preferred, turn out the screw until the engine stops.



A. Idle Adjusting Screw

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

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

### WARNING

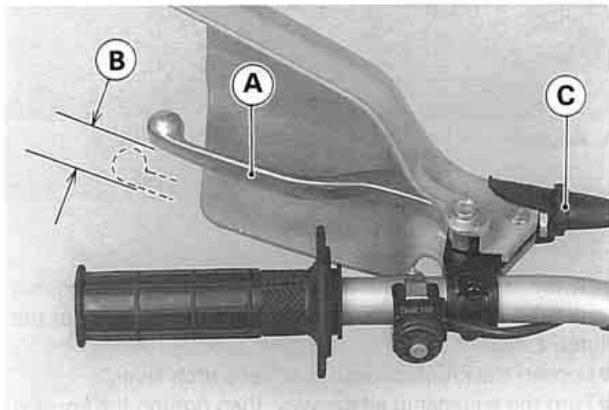
Operation with a damaged cable could result in an unsafe riding condition.

### Clutch

Proper clutch lever play is 10 – 20 mm (0.4 – 0.8 in). The play increases with cable stretch and friction plate wear, necessitating adjustment.

When there is too much lever play, first try adjusting the cable at the clutch lever.

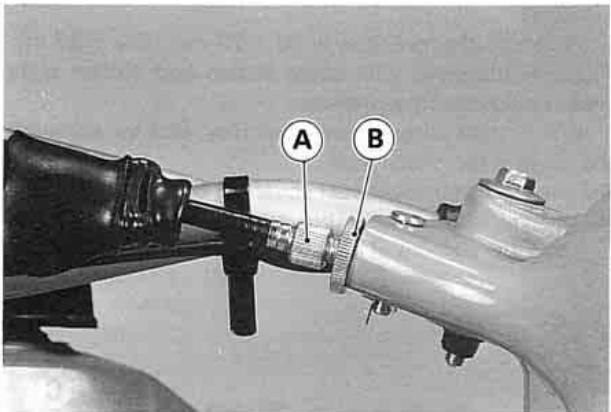
- Slide the clutch lever dust cover out of place.
- Loosen the knurled locknut, turn the adjuster to obtain the proper amount of lever play, and tighten the locknut.



A. Clutch Lever

B. 10 – 20 mm (0.4 – 0.8 in)

C. Dust Cover



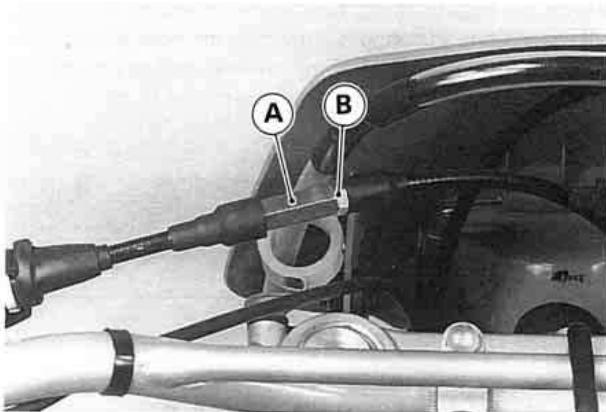
A. Adjuster

B. Knurled Locknut

- Slide back the clutch lever dust cover.

If the adjuster at the clutch lever has reached its limit, adjust the cable with the adjusting nut at the upper of the clutch cable.

- Loosen the knurled locknut at the clutch lever.
- Turn the adjuster in all the way, then tighten the knurled locknut.
- Loosen the locknut at the upper of the cable, and turn the adjusting nut so that clutch lever has 10 – 20 mm (0.4 – 0.8 in) of play.



A. Adjusting Nut

B. Locknut

- Tighten the locknut.
- Slide the dust cover back into place.
- After the adjustment is made, start the engine and check that the clutch does not slip and that it releases properly.

## rester

cle is equipped with a spark arrester. It must be maintained to ensure its efficiency. In accordance with the Periodic Maintenance Chart, clean the

### CAUTION

The spark arrester must be installed correctly and properly to provide adequate fire protection.

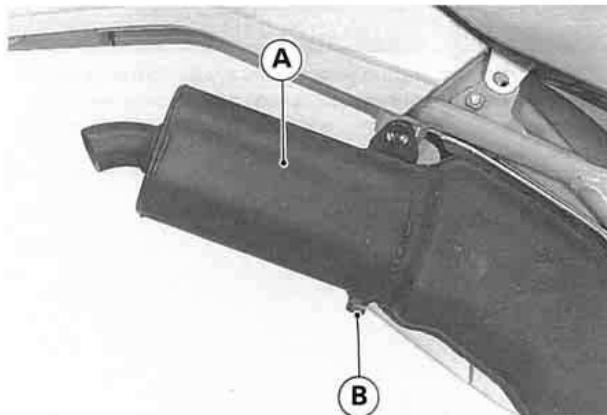
#### Spark Arrester Cleaning

### WARNING

In order to clean the spark arrester, wear gloves while cleaning the spark arrester. Since the engine must be run during this process, the muffler will become hot.

Remove the right side cover.

Remove the drain plug from the spark arrester.



A. Spark Arrester

B. Drain Plug

- In an open area away from combustible materials, start the engine with the transmission in neutral.
- Raise and lower engine speed while tapping on the muffler with a rubber mallet until carbon particles are purged from the muffler.

## **⚠WARNING**

Do not run the engine in a closed area. Exhaust gases contain carbon monoxide; a colorless, odorless, poisonous gas. Breathing exhaust gas leads to carbon monoxide poisoning, asphyxiation, and death.

- Stop the engine.
- Install the drain plug.
- Install the right side cover.

## **Drive Chain**

The drive chain must be checked, adjusted, and lubricated in accordance with the Periodic Maintenance Chart for safety and to prevent excessive wear. If the chain becomes badly worn or maladjusted – either too loose or too tight – the chain could jump off the sprockets or break.

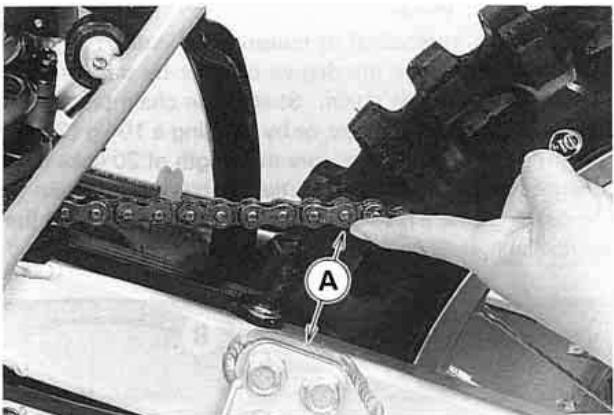
## **⚠WARNING**

A chain that breaks or jumps off the sprockets could snag on the engine sprocket or lock the rear wheel, severely damaging the motorcycle and causing it to go out of control.

## **Slack Inspection**

With the motorcycle on the side stand, push up the drive chain in the middle of the upper run to measure the chain play. The space between the chain and the swing-arm at the rear of the chain slipper should be 55 – 70 mm (2.2 – 2.8 in). Rotate the rear wheel to find the place where the chain is tightest (because it wears unevenly). Adjust the drive chain if it has too much or too little slack.

In addition to checking the slack, rotate the rear wheel to inspect the drive chain and sprockets for damaged rollers, loose pin and links, unevenly or excessively worn teeth, and damaged teeth.

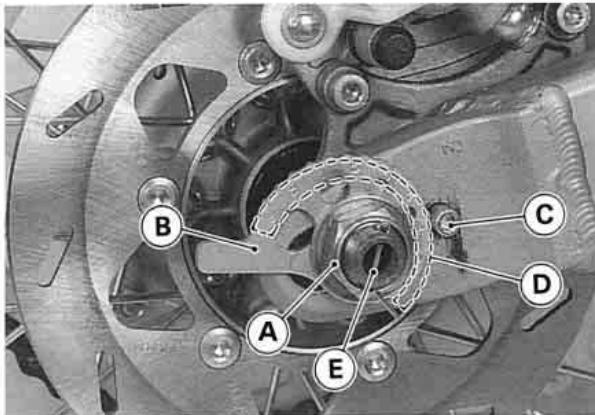


A. 55 – 70 mm (2.2 – 2.8 in)

If there is any irregularity, replace the drive chain and/or sprockets.

#### Slack Adjustment

- Remove the cotter pin, and loosen the rear axle nut.
- Rotate the chain adjuster at each end of the swingarm to obtain the correct chain slack [standard chain slack 55 ~ 65 mm (2.2 ~ 2.6 in)].



A. Axle Nut

B. Chain Adjuster

C. Projection

D. Numbers

E. Cotter Pin

#### 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.

- Tighten the axle nut to 108 N·m (11 kg·m, 80 ft·lb) of torque.

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

## ⚠WARNING

If the axle nut is not securely tightened, or the cotter pin is not installed, an unsafe riding condition may result.

## NOTE

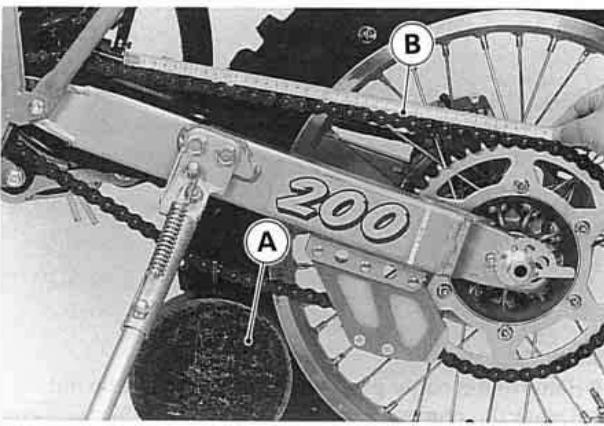
- In wet and muddy conditions, mud sticks to the chain and sprockets resulting in an overly tight chain, and the chain may break. To prevent this, adjust the chain to 60 – 75 mm (2.4 – 3.0 in) of space between the chain and swingarm whenever necessary.

### Drive Chain, Chain Guide, Chain Slipper and Sprocket Wear Inspection

When the chain has worn so much that it is more than 2% longer than when new, it is no longer safe for use and should be replaced. Whenever the chain is replaced, inspect both the engine and rear sprockets, and replace them if necessary. Overworn sprockets will cause a new chain to wear quickly.

### Drive Chain Wear

Since it is impractical to measure the entire length of the chain, determine the degree of wear by measuring a 20-link length of the chain. Stretch the chain taut either by using the chain adjuster, or by hanging a 10 kg (20 lb) weight on the chain. Measure the length of 20 links on a straight part of the chain from the center of the 1st pin to the center of the 21st pin. If the length is greater than the service limit, the chain should be replaced.



A. Weight

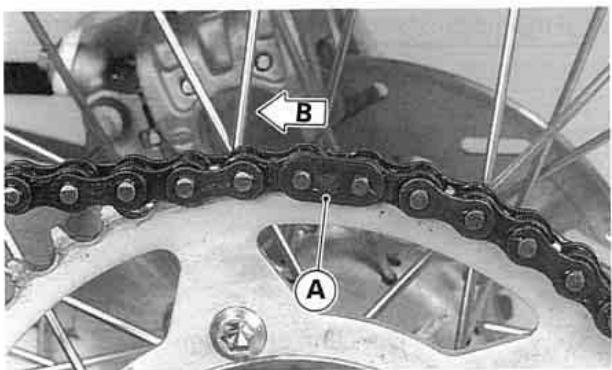
B. Measure

### Drive Chain Length

Standard	Service Limit
317.5 mm (12.5 in)	323 mm (12.7 in)

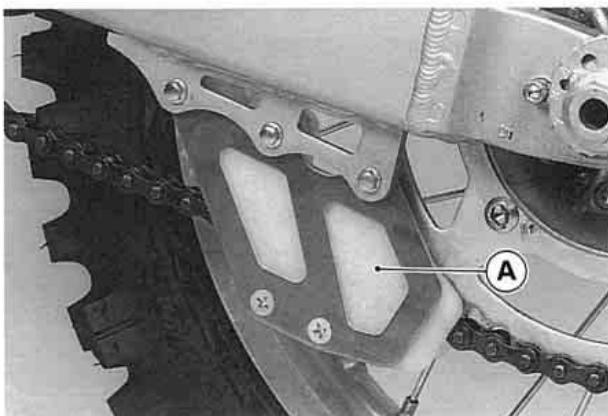
## NOTE

- The drive system was designed for use with a DAIDO D.I.D 520DS5 (KDX220: ENUMA EK520SR-02) 108 link chain. For maximum stretch resistance and safety, a genuine part must be used for replacement.
- To minimize any chance of the master link coming apart, the master link clip must be installed with the closed end of the "U" pointed in the direction of chain rotation.



## Chain Guide Wear

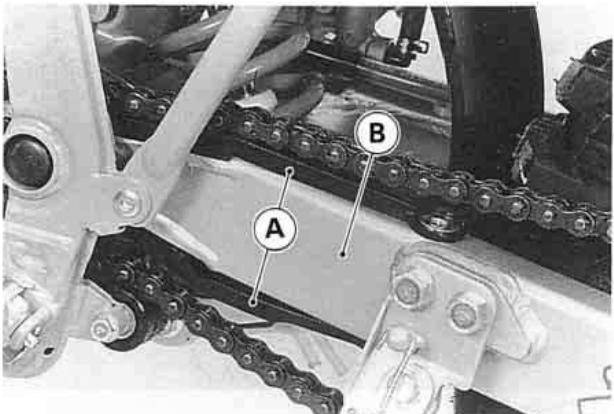
Visually inspect the drive chain guide. If the guide is worn excessively or damaged, replace it.



A. Chain Guide

## *Chain Slipper Wear*

Visually inspect the upper and lower chain slippers on the swingarm. If the chain slipper is worn or damaged, replace it.



A. Chain Slippers

B. Swingarm

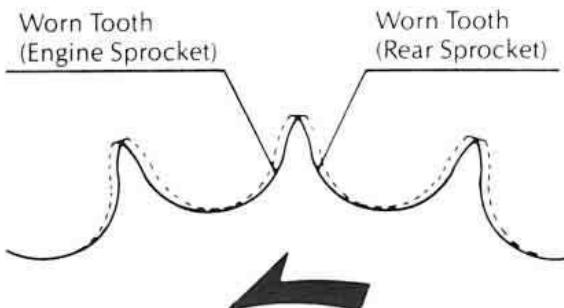
## *Sprocket Wear*

Visually inspect the sprocket teeth. If they are worn or damaged, replace the sprocket.

### **NOTE**

○ *Sprocket wear is exaggerated for illustration.*

#### **Sprocket**

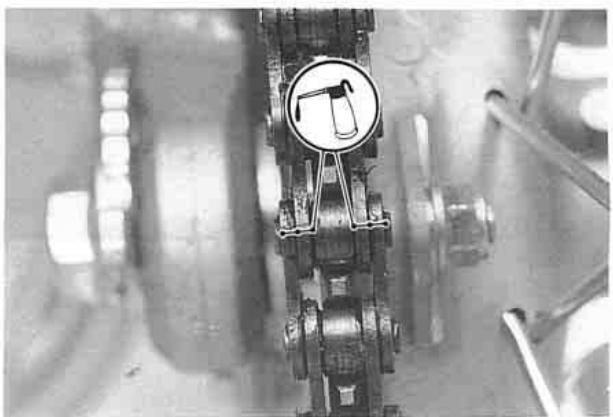


Direction of rotation

## Lubrication

Lubrication is necessary after riding through rain or in the mud, or any time that the chain appears dry. A heavy oil such as SAE90 is preferred to a lighter oil because it will stay on the chain longer and provide better lubrication.

- Apply oil to the side of the rollers so that it will penetrate to the rollers and bushings. Apply oil to the O-rings so that the O-rings will be coated with oil (KDX220). Wipe off any excess oil.



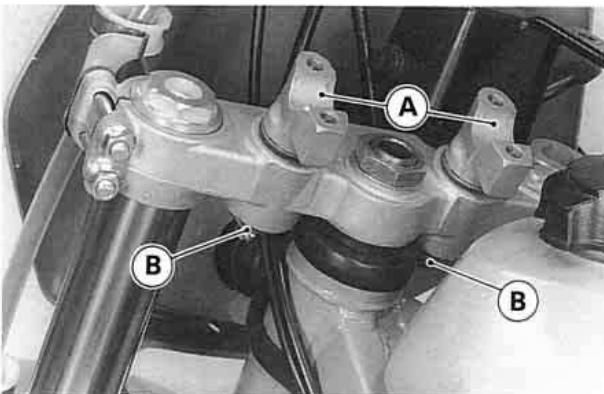
- If the chain is especially dirty, clean it using diesel oil or kerosine and then apply oil as mentioned above.

## Handlebar

To suit various riding positions, the handlebar position can be adjusted by handlebar holder turn front to rear.

### Handlebar Position Adjustment

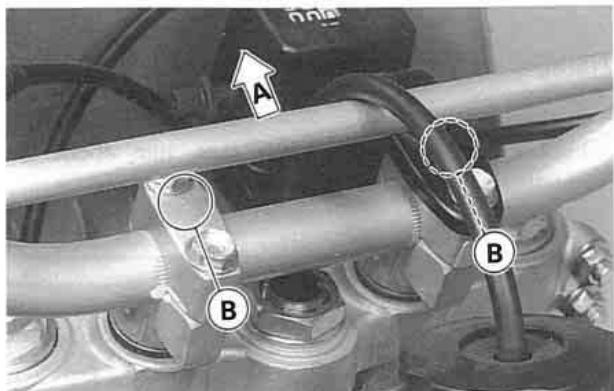
- Remove the handlebar clamp and bolts, and take off the handlebar.
- Loosen the handlebar holder nuts, turn about the handlebar holder, and tighten the nuts securely.



A. Handlebar Holder

B. Nut

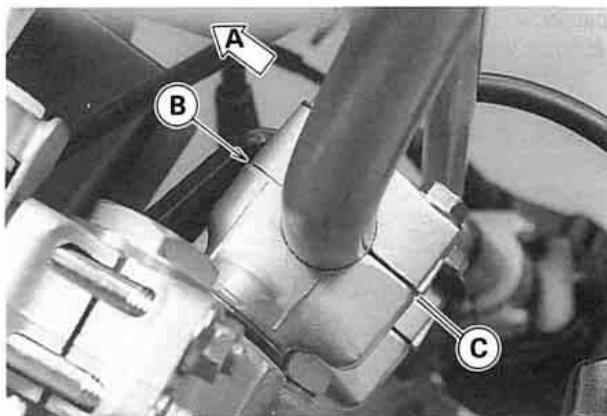
- Put the handlebar on the handlebar holder.
- Mount the clamp so that the arrow on the clamp points at the front.



A. Front

B. Arrow

- Tighten the clamp bolts, front first and then rear, to 25 N·m (2.5 kg-m, 18 ft-lb) of torque. If the handlebar clamp is correctly installed, there will be no gap at the front and an even gap at the rear after tightening.



A. Front

B. No Gap

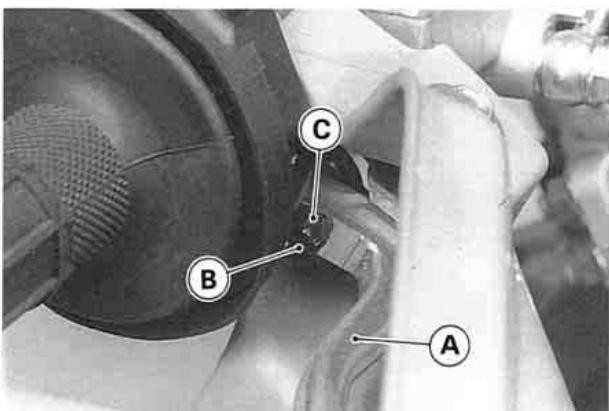
C. Gap

## Brakes

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

### Front Brake Lever Play:

Adjust the front brake lever to suit you. To adjust the brake lever play, loosen the locknut and turn the adjuster to either side. After adjustment, tighten the locknut securely.



A. Brake Lever

B. Adjuster

C. Locknut

## WARNING

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

### Disc Brake Fluid:

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

### Fluid Requirement

Recommended fluid are given in the table. If none of the recommended brake fluids are available, use extra heavy-duty brake fluid only from a container marked D.O.T.3 or D.O.T.4.

Recommended Disc Brake Fluid  
(D.O.T.3)

Atlas Extra Heavy Duty  
Shell Super Heavy Duty  
Texaco Super heavy Duty  
Wagner Lockheed Heavy Duty  
Castrol Girling-Universal  
Castrol GT (LMA)  
Castrol Disc Brake Fluid

(D.O.T.4)

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

**CAUTION**

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

**WARNING**

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

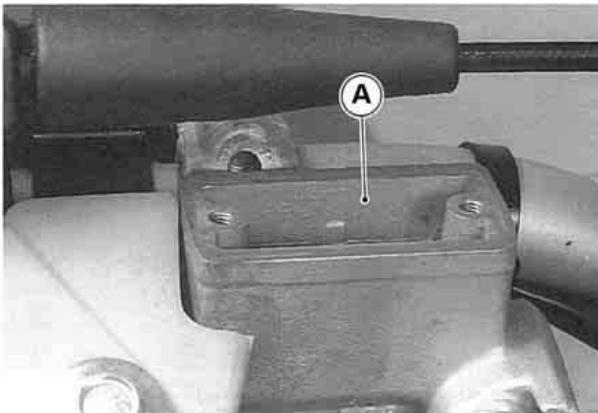
**NOTE**

- Brake fluid of D.O.T.4 is installed in the brake system when shipped.

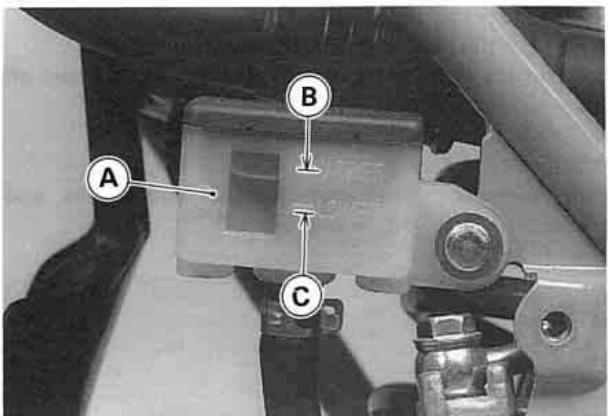
**Fluid Level Inspection**

- With the reservoirs held horizontal, the brake fluid level must be kept more than half full with brake fluid (front reservoir) and between the upper and lower level lines (rear reservoir).

If the amount of brake fluid is insufficient, add brake fluid.



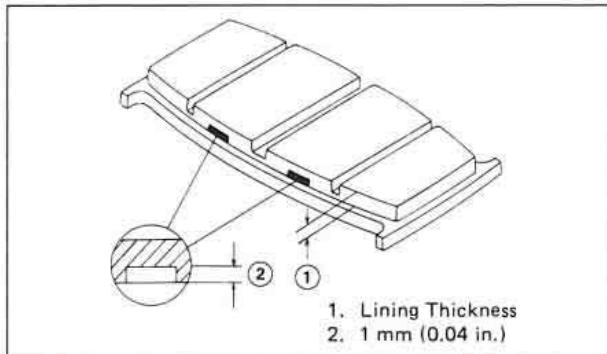
A. Front Reservoir



A. Rear Reservoir  
B. Upper Level

C. Lower Level

#### Pad Usable Range



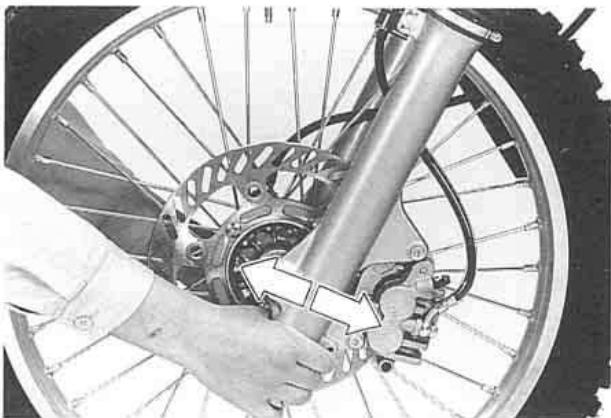
#### Brake Wear Inspection:

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

## Steering

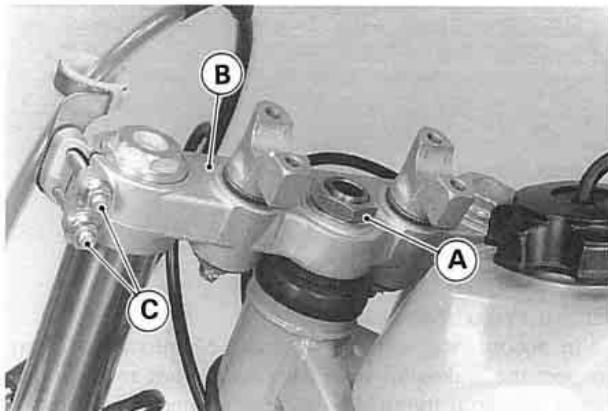
The steering should always be kept adjusted so that the handlebar will turn freely but not have excessive play.

To check the steering adjustment, using the jack (special tool), raise the front wheel off the ground. Push the handlebar lightly to either side; if it continues moving under its own momentum, the steering is not too tight. Squatting in front of the motorcycle, grasp the lower ends of the front fork at the axle, and push and pull the bottom end of the front fork back and forth; if play is felt, the steering is too loose.



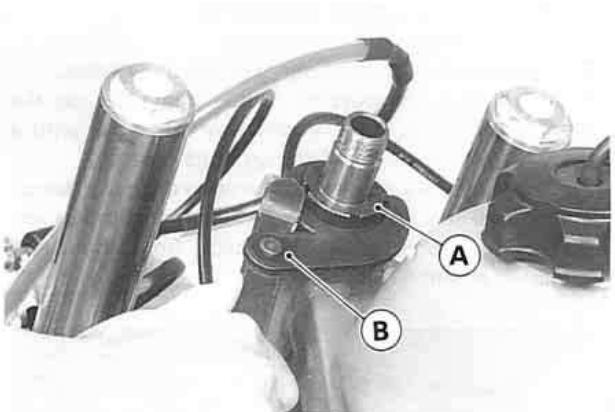
### If the steering needs adjusting:

- Remove the headlight and trip meter.
- Using the jack (special tool), raise the front wheel off the ground.
- Loosen the front fork upper clamp bolts.
- Remove the handlebar.
- Remove the steering stem head nut and washer, and take off the steering stem head.



A. Stem Head Nut  
B. Stem Head  
C. Front Fork Upper Clamp Bolts

- Turn the steering stem locknut with the stem nut wrench (special tool) to obtain the proper adjustment.



A. Stem Locknut

B. Stem Nut Wrench: 57001-1100

- Install the stem head.
- Tighten the steering stem head nut to 44 N·m (4.5 kg-m, 33 ft-lb) of torque and front fork upper clamp bolts to 20 N·m (2.0 kg-m, 14.5 ft-lb) of torque.
- Check the steering again, and readjust it if necessary.
- Install the handlebar.
- Install the headlight and trip meter.

## Front Fork

The front fork should always be adjusted for the rider's weight and track conditions by using one or more of the following methods.

Basically, there are three adjustments you can make to the front fork.

★ **Air pressure** – Air pressure acts as a progressive spring and affects the entire range of fork travel. The air pressure in the fork increases as the fork heats up, so the fork action on your KDX will get stiffer as the race progresses. Because of this, we don't recommend using air pressure for additional springing. Your KDX forks are designed to work without adding any air.

★ **Compression damping adjustment** – This adjustment affects how quickly the compresses. The seated position (full clockwise until the adjuster stops) is full hard. From the point, 9 clicks counterclockwise is the standard setting.

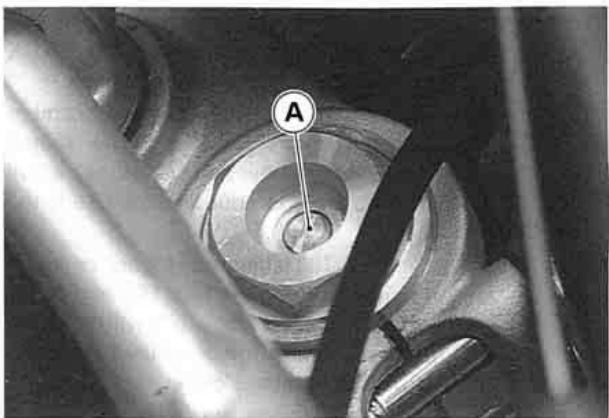
★ **Oil level adjustment** – The effects of higher or lower fork oil level are only felt during the final 100 mm (4 in) of fork travel. A higher oil level (more oil) will make the fork rebound more quickly. A lower oil level (less oil) will make the fork rebound more slowly.

★ **Fork spring** – Optional springs are available that are softer and stiffer than standard.

### Air Pressure:

The standard air pressure in the front fork legs is atmospheric pressure. The air pressure in the fork legs increases as the fork heats up, so the fork action will get stiffer as the vehicle operation progresses.

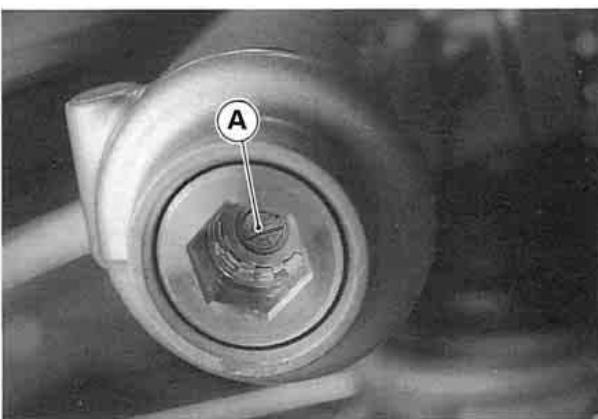
- Using the jack (special tool), raise the front wheel off the ground.
- Remove the screws at the top of the front fork top bolts to let the air pressure equalize. Then reinstall them.



A. Screw

### Compression Damping Adjustment:

- Clean the bottom of the outer tubes.
- Remove the caps on the bottom of the outer tubes.
- First turn the compression damping adjuster on the front fork cylinder valve all the way clockwise with a screwdriver to make the damping force greatest.
- Turn the adjusters counterclockwise to decrease damping force. The standard setting position of compression damping adjuster is the 9th click from the fully turned-in position.



A. Adjuster

### CAUTION

The left and right fork legs must have the same shock damping.

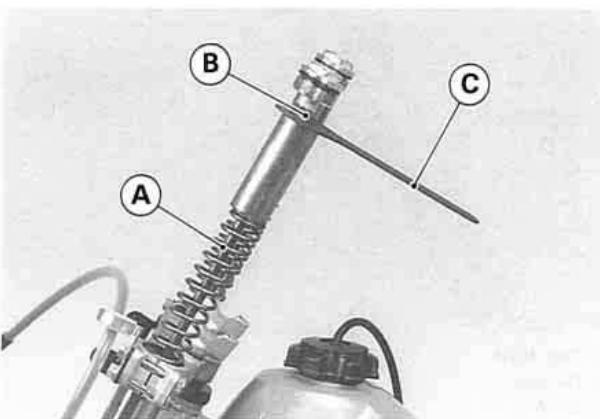
- Put the caps into the bottom of the outer tubes.

#### **Oil Level Adjustment:**

- Using the jack (special tool), raise the front wheel off the ground.
- Remove the front fender.
- Remove the handlebar clamp bolts and take out the handlebar.
- Loosen the fork upper clamp bolts.
- Remove the top bolts from the top of the fork tubes.
- Slowly compress front fork fully while pushing up the inner tube lower end, and place a stand or other suitable support under the front wheel.



- Pull down the fork spring and insert the spring holder (special tool) under the push rod nut.

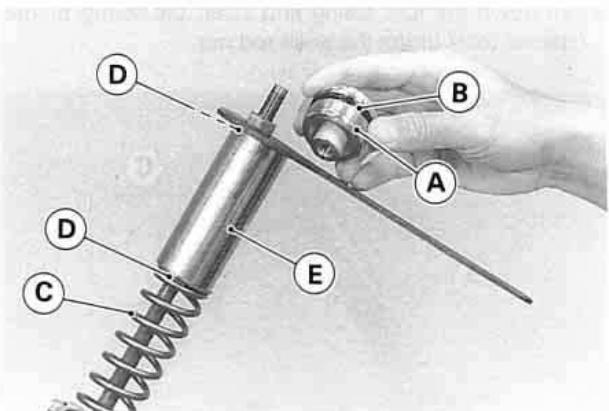


A. Spring

B. Push Rod Nut

C. Spring Holder: 57001-1286

- Remove the top bolt from the top of the push rod.
- Take the spring holder (special tool) off and pull out the spring seat, collar, spring seat and fork spring.



A. Top Bolt  
B. O-ring  
C. Spring  
D. Spring Seat  
E. Collar

- Remove the other fork spring.
- Put the oil level gauge (special tool) on the top of the fork tube, and measure the distance from the top of the fork tube to the oil level.

#### Standard Oil Level:

100 mm (3.94 in)

#### Adjustable Range:

85 – 135 mm (3.35 – 5.31 in)

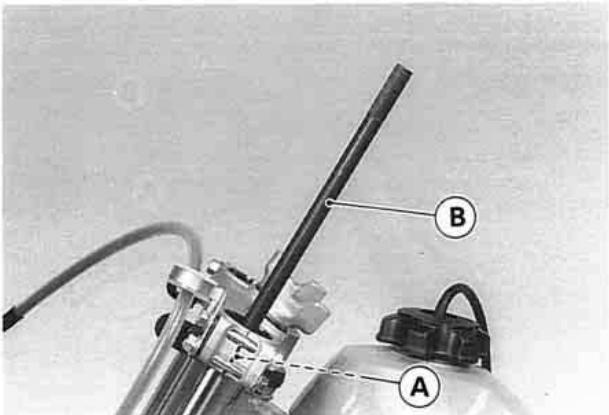


A. Oil Level Gauge: 57001-1290

- Adjust the oil level as required within the adjustable range using the following oil.

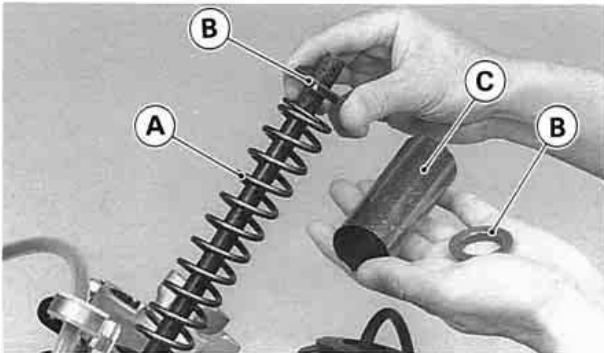
Recommended Oil: KAYABA 01 or SAE 5W20

- Screw in the push rod puller (special tool) onto the push rod.



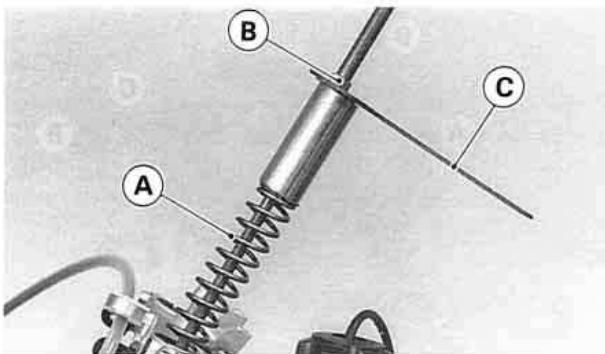
A. Push Rod  
B. Push Rod Puller: 57001-1298

- Put the fork spring into the fork tube.
- Pull up the push rod slowly.
- Put the spring seat, collar and spring seat on the fork spring.



A. Spring  
B. Spring Seat  
C. Collar

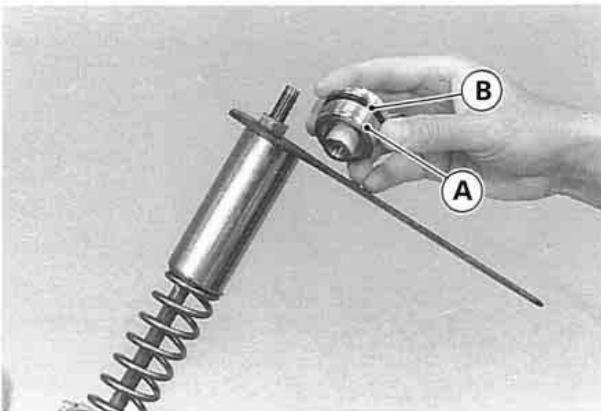
- Pull down the fork spring and insert the spring holder (special tool) under the push rod nut.



A. Spring  
B. Push Rod Nut

C. Spring Holder:  
57001-1286

- Remove the push rod puller.
- Check the O-ring of the top bolt for damage. If necessary, replace it with a new one.
- Install the top bolt onto the push rod.
- Holding the top bolt with a wrench, tighten the push rod nut against the top bolt. Tighten the push rod nut to 15 N·m (1.5 kg·m, 11 ft·lb) of torque.



A. Top Bolt

B. O-Ring

- Remove the spring holder.
- Install the top bolt on the top of the fork tube and tighten it to 29 N·m (3.0 kg·m, 22 ft·lb) of torque.
- Assemble the other fork tube.
- Tighten the fork upper clamp bolts to 20 N·m (2.0 kg·m, 14.5 ft·lb) of torque.
- Install the parts removed.

### **Fork Spring:**

Different fork springs are available to achieve suitable front fork action in accordance with rider's weight and track condition.

★ Harder springs make the fork stiffer, and rebound action quicker.

★ Softer spring make the fork softer, and rebound action slower.

### **Rear Suspension (Uni-Trak)**

The rear suspension system of this motorcycle is Uni-trak. It consists of a rear shock absorber, swingarm, tie rod and rocker arm.

In general the operating characteristics of the Uni-trak are similar to the front fork. But, in achieving progressive spring characteristics a linkage system is used.

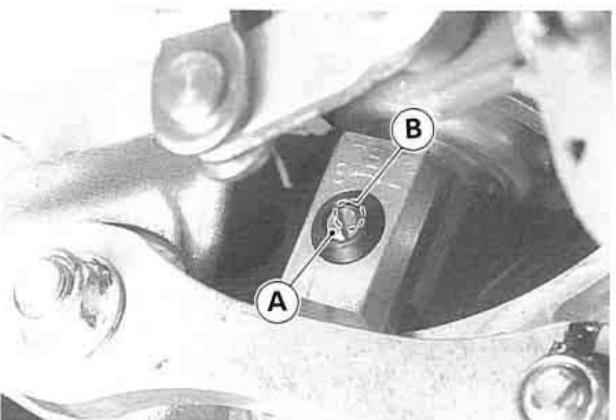
To suit to various riding conditions, the spring preload of the shock absorber can be adjusted or the spring can be replaced with an optional one. Also the damping force can be adjusted easily so changing oil viscosity is unnecessary.

## Shock Damping Adjustment:

### Rear Shock Absorber

#### Rebound Damping Adjustment

- First turn the rebound damping adjuster on the rear shock absorber lower end all the way clockwise with a screwdriver to make the damping force greatest.
- Turn the adjuster counterclockwise to decrease damping force. The standard setting position of the rebound damping adjuster is the 13th click from the fully-turned-in position.



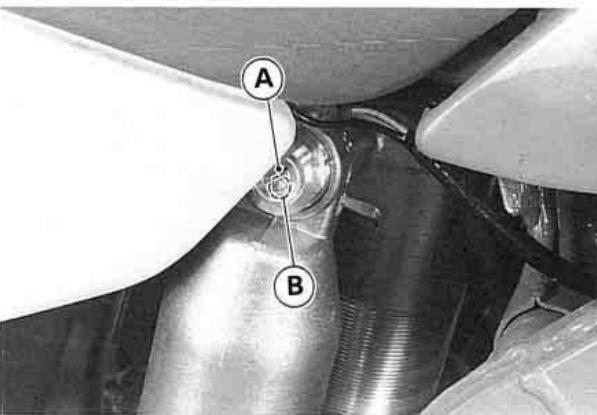
A. Rebound Damping Adjuster

B. Mark

## Gas Reservoir

#### Compression Damping Adjustment

- First turn the compression damping adjuster on the gas reservoir all the way clockwise with a screwdriver to make the damping force greatest.
- Turn the adjuster counterclockwise to decrease damping force. The standard setting position of the compression damping adjuster is the 15th click from the fully-turned-in position.

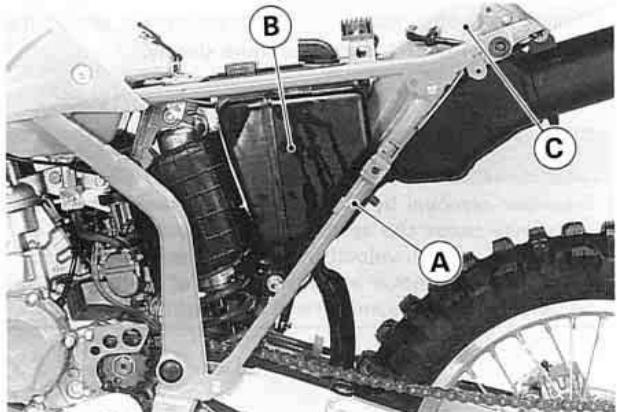


A. Compression Damping Adjuster

B. Mark

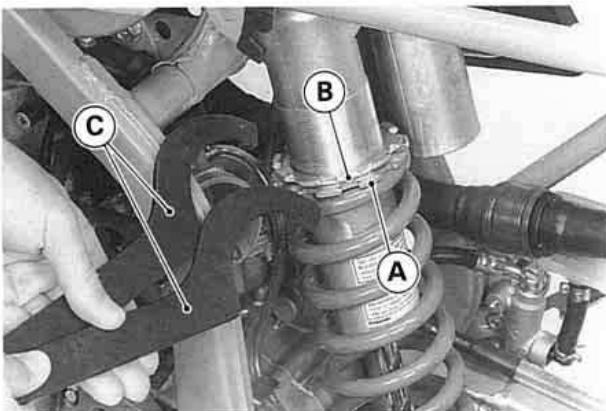
### Spring Preload Adjustment:

- Remove the left and right side covers.
- Remove the seat.
- Loosen the air cleaner duct clamp screw.
- Remove the rear frame pipe, rear fender and air cleaner case.



A. Rear Frame Pipe  
B. Air Cleaner Case

C. Rear Fender



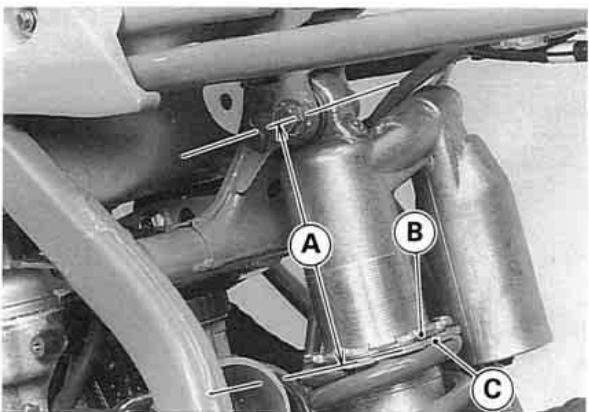
A. Adjusting Nut

B. Locknut

C. Hook Wrenches: 57001-1101

- Place a jack (special tool) under the frame so that the rear wheel is raised off the ground.
- Using the hook wrenches (special tools), loosen the locknut and turn the adjusting nut as required. Turning the adjusting nut down makes the spring preload stronger.

- Standard spring preload is 809 N (82.5 kg, 182 lb). The adjusting nut changes the preload 74 N (7.5 kg, 16.5 lb) turn.
- The standard adjusting nut position from the center of the upper mounting hole is 116.5 mm (4.59 in). The adjustable range is 103 – 125 mm (4.06 – 4.92 in).



- A. Adjusting Nut Position. C. Adjusting Nut  
B. Locknut
- Tighten the locknut securely.
  - After adjusting, move the spring up and down to make sure that the spring is seated.
  - Install the parts removed.

### Rear Shock Absorber Spring Replacement:

In addition to the standard spring, hard and soft springs are available. If the standard spring is improper for your purpose, select a proper one according to the rider's weight or course conditions.

- ★ Using the harder spring: The spring rate is higher; the spring is stiffer and rebounds move quickly.
- ★ Using the softer spring: The spring rate is lower; the spring is softer and rebounds more slowly.

### WARNING

Improper removal by spring from rear shock absorber body may cause the spring and/or associated parts to be ejected at high velocity. Always wear eye and face protection. Removal and installation of spring should be performed by an authorized Kawasaki dealer.

## Wheels

### Tires:

Tire pressure affects traction, handling, and tire life. Adjust the tire pressure to suit track conditions and rider preference, but do not stray too far from the recommended pressure.

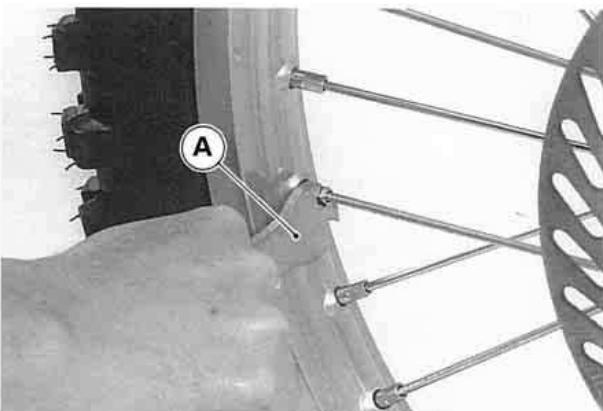
### NOTE

- *Tire pressure should be checked when the tires are cold before your ride.*

Track Condition	Tire Pressure
○ When the track is wet, muddy, sandy or slippery, reduce the tire pressure to increase the tire tread surface on the ground.	80 kPa (0.8 kg/cm <sup>2</sup> , 11 psi)
○ When the track is pebbly or hard, increase the tire pressure to prevent damage or punctures, though the tires will skid more easily.	100 kPa (1.0 kg/cm <sup>2</sup> , 14 psi)

### Spokes and Rim:

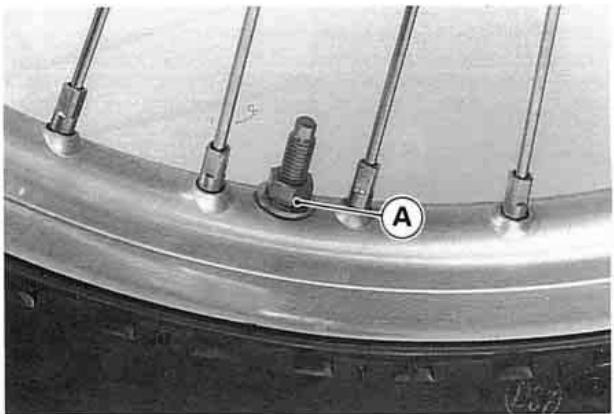
The spokes on both wheels must all be tightened securely and evenly and not be allowed to loosen. Unevenly tightened or loose spokes will cause the rim to warp, hasten nipple and overall spoke fatigue, and may result in spoke breakage.



A. Spoke and Spark Plug Wrench

### Bead Protector:

There is a bead protector on the front and rear wheels. The bead protector prevents the tire and tube from slipping on the rim and damaging the valve stem. Valve stem damage may cause the tube to leak, necessitating tube replacement. In order that the tire and tube remain fixed in position on the rim, inspect the bead protector before riding and tighten it if necessary. Tighten the valve stem nut finger tight only.



A. Bead Protector Nut

### Rim Runout:

Set a dial gauge to the side of the rim, and rotate the wheel to measure axial runout. The difference between the highest and lowest dial readings is the amount of runout.

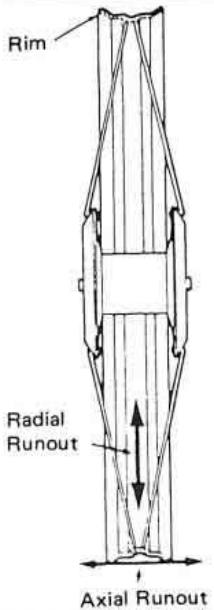
Set the dial gauge to the inner circumference of the rim and rotate the wheel to measure radial runout. The difference between the highest and lowest dial readings is the amount of runout.

A certain amount of rim warp (runout) can be corrected by recentering the rim, that is, loosening some spokes and tightening others to change the position of different parts of the rim. If the rim is badly bent, however, it should be replaced.

### NOTE

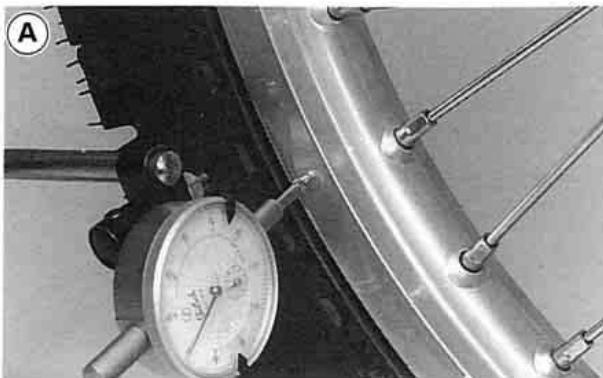
- Weld area of the rim may show excessive runout. Disregard this when measuring runout.

#### Rim Runout

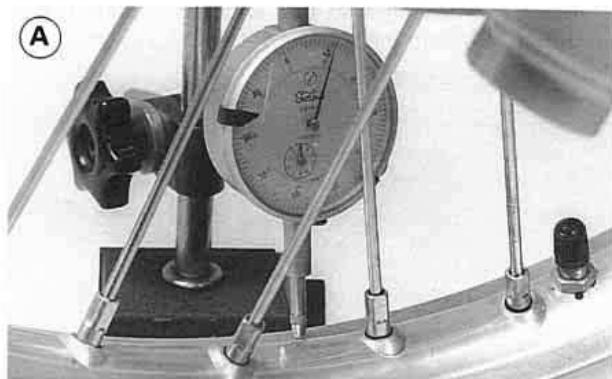


### Rim Runout

	Service Limit
Axial	
Radial	2.0 mm (0.08 in)



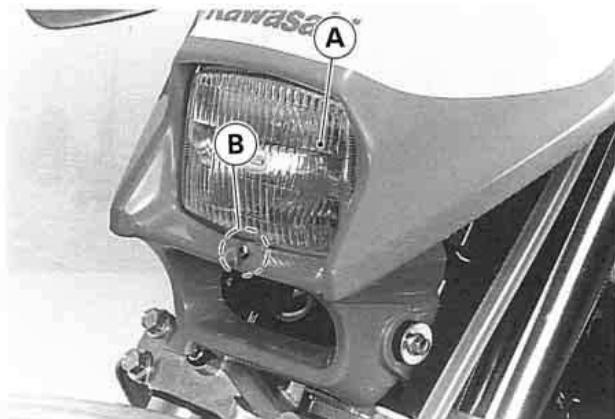
A. Axial Runout



A. Radial Runout

## **Headlight**

Adjust the headlight so that it points slightly below horizontal. Turning the adjusting screw clockwise makes the headlight beam point upward.



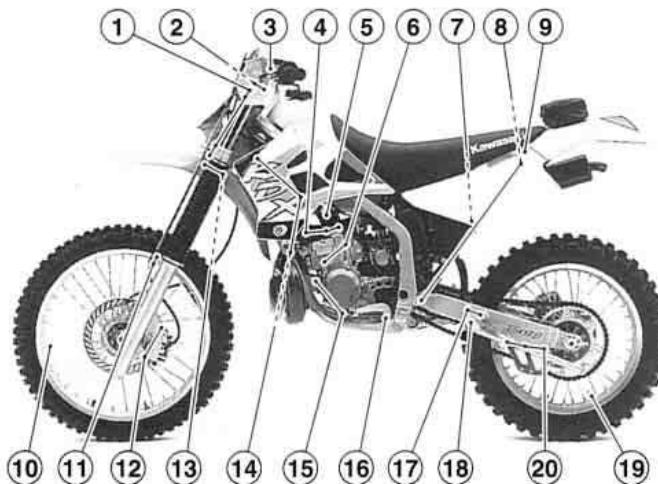
A. Headlight

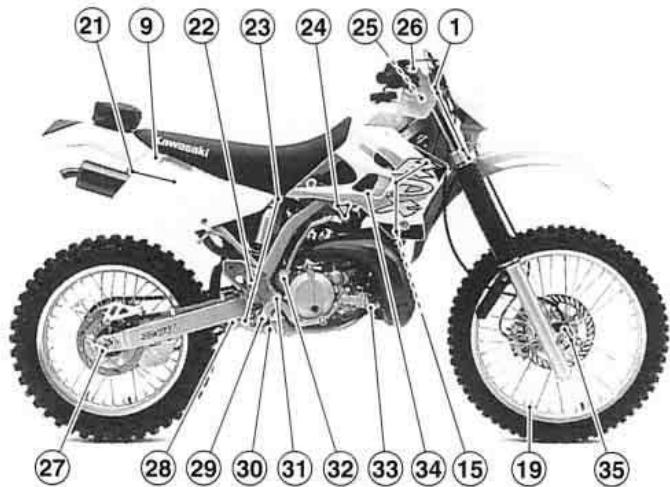
B. Adjusting Screw

## Bolt and Nut Tightening

Every day before riding, check without fail the tightness of the bolts and nuts described here. Also, check to see whether or not each cotter pin is in place and in good condition.

1. Front Fork Clamp Bolts
2. Handlebar Clamp Bolts
3. Clutch Lever Mounting Bolt
4. Cylinder Head Nuts
5. Spark Plug
6. Cylinder Nuts
7. Air Cleaner Case Bolts
8. Rear Frame Pipe Mounting Bolts
9. Seat Mounting Bolt
10. Spokes
11. Brake Hose Holder Mounting Bolts
12. Caliper Mounting Bolts
13. Front Fender Mounting Bolts
14. Radiator Mounting Bolts
15. Engine Mounting Bolts and Nuts
16. Shift Pedal Bolt
17. Side Stand Bracket Bolts
18. Side Stand Bolt
19. Bead Protector Nut
20. Chain Guide Bolts





21. Spark Arrester Mounting Bolts
22. Rear Brake Reservoir Mounting Bolt
23. Rear Shock Absorber Bolts
24. Engine Bracket Bolts
25. Steering Stem Head Nut
26. Brake Lever Mounting Bolt
27. Rear Axle Nut
28. Tie Rod Mounting Bolt
29. Rear Brake Pedal Bolt
30. Rocker Arm Mounting Bolt
31. Pivot Shaft Nut
32. Kick Pedal Nut
33. Muffler Mounting Bolt and Nut
34. Coolant Reserve Tank Mounting Bolts
35. Front Axle Clamp Nuts

## Torque Table

Tighten all bolts and nuts to the proper torque using an accurate torque wrench. A bolt or nut if insufficiently tightened may become damaged or fall out, possibly resulting in damage to the motorcycle and injury to the rider. A bolt or nut which is over-tightened may become damaged or break and then fall out.

	Part Name	N-m	kg-m	ft-lb
ENGINE	Cylinder Head Nuts	25	2.5	18
	Cylinder Nuts	25	2.5	18
	Engine Drain Plug	20	2.0	14.5
	Kick Pedal Nut	49	5.0	36
	Shift Pedal Bolt	10	1.0	87 (in-lb)
	Spark Plug	27	2.8	
	Water Pump Cover Drain Plug	22	2.2	
CHASSIS	Caliper Mounting Bolts	25	2.5	18
	Disc Plate Mounting Bolts	23	2.3	17
	Engine Bracket Nut: M8	29	3.0	22
	M10	44	4.5	33
	Engine Mounting Bolts	44	4.5	33
	Front Axle	88	9.0	65
	Front Axle Clamp Nuts	8.8	0.9	78 (in-lb)
	Front Fork Clamp Bolts: Upper	20	2.0	
	Lower	20	2.0	14.5
	Front Fork Top Bolts	29	3.0	22
	Handlebar Clamp Bolts	25	2.5	18
	Pivot Shaft Nut	88	9.0	65
	Rear Axle Nut	108	11.0	80
	Rear Brake Pedal Bolt	10	1.0	87 (in-lb)
	Rear Frame Pipe Mounting Bolts	25.5	2.6	

	Part Name	N-m	kg-m	ft-lb
CHASSIS	Rear Shock Absorber Nuts	39	4.0	29
	Rear Sprocket Nuts	32	3.3	24
	Side Stand Bolt	25	2.5	18
	Side Stand Bracket Bolt	59	6.0	43
	Spokes	1.5	0.15	13 (in-lb)
	Steering Stem Head Nut	44	4.5	33
	Steering Stem Locknut	4.9	0.5	43 (in-lb)
	Uni-trak Rocker Arm Bolt	83	8.5	61
	Uni-trak Tie Rod Bolts	83	8.5	61

## Cleaning

### 1) Preparation for washing

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

Rear opening of

the muffler ..... Cover with a plastic bag  
secured with rubber bands.

Clutch and brake levers,

hand grips, light switch,

engine stop button..... Cover with plastic bags.

Air cleaner intake..... Close up the opening with  
tape, or stuff in rags.

### 2) Where to be careful

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

Disc brake master cylinders and calipers

Under the fuel tank ..... If water gets into the ignition coil or into the spark plug cap, the spark will jump through the water and be grounded out. When this happens, the motorcycle will not start and the affected parts must be wiped dry.

Front and rear wheel hubs

Steering pivots (Steering stem head pipe)

Uni-trak system pivots

Swingarm pivot

### 3) After washing

- Remove the plastic bags, and clean the air cleaner intake.
- Lubricate the points listed in the Lubrication Section.
- Start the engine and run it for 5 minutes.
- Test the brakes before riding the motorcycle.

### WARNING

Never wax or lubricate the brake disc. Loss of braking and an accident could result. Clean the disc with an oil-less solvent such as trichloroethylene or acetone. Observe the solvent manufacturer's warning.

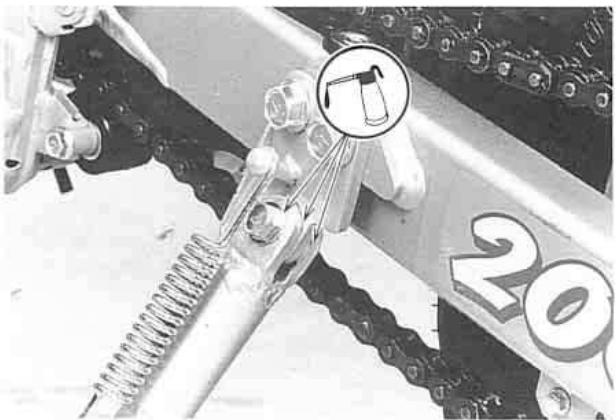
## Lubrication

Lubricate the points shown here, with either motor oil or regular grease, in accordance with the Periodic Maintenance Chart or whenever the vehicle has been operated under wet or rainy conditions, and especially after using a high pressure spray washer. Before lubricating each part, clean off any rusty spots with rust remover and wipe off any grease, oil, dirt, or grime.

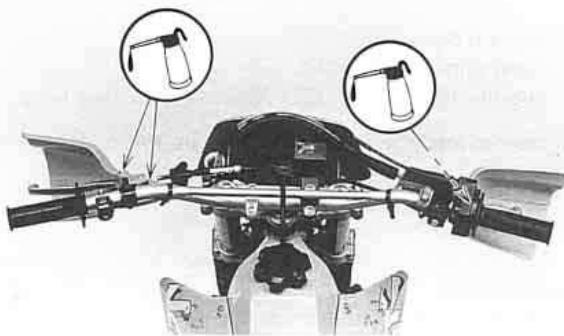
### *General Lubrication*

Apply motor oil to the following pivots:

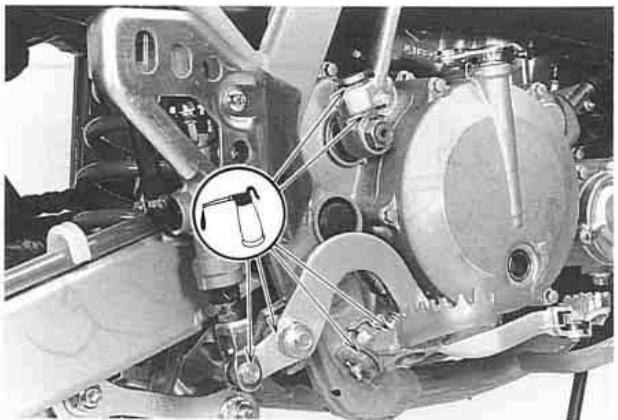
- Side Stand



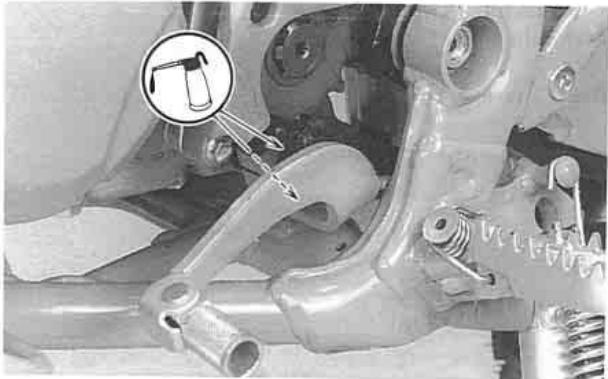
- Clutch Lever
- Front Brake Lever



- Rear Brake Pedal
- Rear Brake Rod Joints
- Kick Pedal



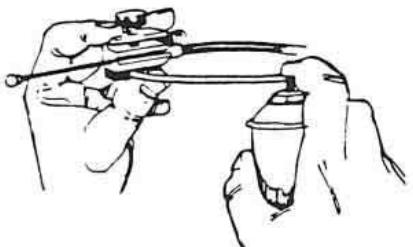
- Shift Pedal



**Use an aerosol cable lubricant with a pressure  
luber on all cables:**

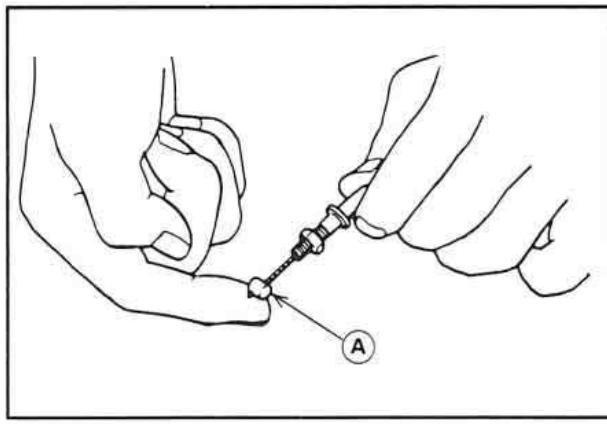
- Clutch Inner Cable
- Throttle Inner Cable

**Cable Lubrication**



**Apply grease to the following points:**

- Clutch Inner Cable Upper End
- Throttle Inner Cable Upper End
- Meter Cable Lower End

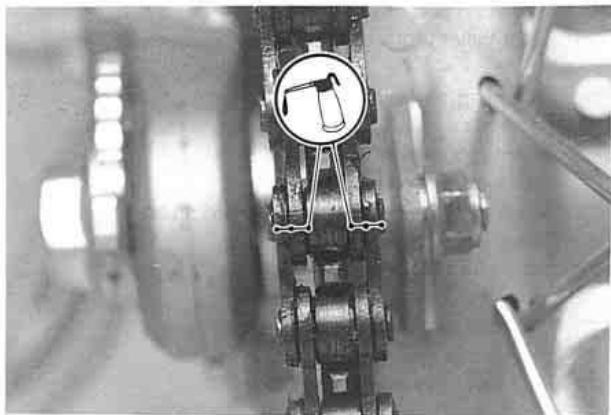


**A. Grease.**

### *Drive Chain Lubrication*

Lubrication is also necessary after riding through rain or on wet tracks, or any time that the chain appears dry. A heavy oil such as SAE 90 is preferred to a lighter oil because it will stay on the chain longer and provide better lubrication.

- Apply oil to the side of the rollers so that it will penetrate to the rollers and bushings. Wipe off any excess oil.



## >>>>>>>>>>>>>>>>>>>> TROUBLESHOOTING GUIDE <<<<<<<<<<<<<<<<<<

### NOTE

○ This is not an exhaustive list, giving every possible cause for each problem listed. It is meant simply as a rough guide to assist the troubleshooting for some of the more common difficulties.

#### Engine Doesn't Start or Starting Difficulty:

##### Engine won't turn over

- Cylinder, piston seizure
- Connecting rod small end seizure
- Connecting rod big end seizure
- Transmission gear or bearing seizure
- Kick return spring broken
- Kick gear not engaging

##### Compression low

- Cylinder worn
- Piston ring worn, weak, broken, or sticking
- Piston ring groove and ring clearance excessive
- Cylinder head not sufficiently tightened down
- Cylinder warped
- Cylinder head gasket damaged
- Crankshaft oil seal leak

##### No spark or weak spark

- Spark plug faulty
- Spark plug cap poorly connected or shorted
- Ignition coil faulty
- Wiring open or shorted
- Magneto faulty (layer short)

### No fuel flow

- No fuel in fuel tank
- Fuel hose clogged
- Fuel tap clogged
- Float valve clogged
- Slow jet clogged

### Flooded

- Fuel level too high
- Float valve worn or stuck open

#### Poor Running at Low Speed:

##### Spark weak

- Spark plug faulty
- Ignition coil faulty
- Spark plug cap, high tension lead short
- Spark plug gap excessive

##### Mixture too rich or too lean

- Slow jet or air passage clogged
- Idle adjusting screw maladjusted
- Starter plunger stuck open
- Fuel level too high or too low
- Air cleaner clogged
- Intake manifold loose
- Tank cap air vent obstructed

##### Compression low

- Cylinder worn
- Piston ring worn, weak, broken, or sticking
- Piston ring groove and ring clearance excessive
- Cylinder head not sufficiently tightened down

- Cylinder head warped
- Cylinder head gasket damaged
- Crankshaft oil seal leak

#### Other

- Ignition timing incorrect
- Transmission oil viscosity too high

### Poor Running or No Power at High Speed:

#### Mixture too rich or too lean

- Air cleaner clogged
- Intake manifold loose
- Main jet clogged or wrong size
- Jet needle worn
- Starter plunger stuck open
- Tank cap air vent obstructed
- Fuel level too high or too low

#### Compression low

- Cylinder worn
- Piston ring worn, weak, broken, or sticking
- Piston ring groove and ring clearance excessive
- Cylinder head not sufficiently tightened down
- Cylinder head warped
- Cylinder head gasket damaged
- Crankshaft oil seal leak

#### Misfiring

- Spark plug worn
- Spark plug cap poorly connected or shorted
- Ignition coil faulty
- High tension lead damage

#### Knocking

- Ignition timing advanced
- Fuel poor quality

- Carbon built up in combustion chamber

#### Other

- Ignition timing incorrect
- Brakes dragging
- Overheating
- Clutch slipping
- Throttle valve does not fully open
- Transmission oil quantity excessive
- Transmission oil viscosity too high

### Overheating:

- Ignition timing retarded
- Carbon built up in combustion chamber
- Brakes dragging
- Clutch slipping
- Intake manifold loose or damaged
- Main jet clogged
- Fuel level too low
- Coolant level too low
- Coolant deteriorated
- Radiator cap faulty

### Clutch Not Operating Smoothly:

#### Clutch slipping

- No clutch lever play
- Friction plates worn
- Clutch springs weak
- Clutch inner cable not sliding smoothly

#### Clutch doesn't disengage properly

- Clutch lever play excessive
- Clutch plates warped or damaged
- Clutch springs not evenly tightened

Transmission oil deteriorated or of too high a viscosity  
Clutch inner cable not sliding smoothly

#### **Shift Operation Not Smooth:**

Doesn't go into gear or shift pedal doesn't return  
Clutch not disengaging  
Shift return spring weak or broken  
Shift lever spring broken  
Shift lever broken  
Shift fork bent or seized  
Shift drum damaged  
**Jumps out of gear**  
Shift fork worn  
Drive shaft, output shaft, or gear splines worn  
Gear groove worn  
Shift drum groove worn  
Shift fork guide pin worn

#### **Poor Handling or Stability:**

**Handlebar hard to turn**  
Steering stem nut too tight  
Tire pressure too low  
Steering stem lubrication insufficient  
**Handlebar vibrates or shakes**  
Swingarm bent  
Front fork bent  
Frame bent  
Wheel alignment incorrect  
Pivot shaft warped  
Right/left front fork oil level uneven

**Shock absorption too stiff**  
Front fork oil quantity excessive  
Front fork oil viscosity too high  
Front fork air pressure too high  
Tire air pressure too high

**Shock absorption too soft**  
Oil quantity insufficient  
Oil viscosity too low  
Fork spring wear  
Suspension oil leak

#### **Brakes Don't Hold:**

Air in the brake line  
Pad or disc worn  
Brake fluid leak  
Disc warped  
Contaminated pads  
Brake fluid deteriorated  
Primary cup faulty  
Master cylinder scratched inside  
Brake maladjustment (lever play excessive)  
Brakes overheated  
Water in brakes

## STORAGE

When the motorcycle is to be stored for any length of time, it should be prepared for storage as follows:

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

**WARNING**

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

- Install the drain plug and put in fresh transmission oil.
  - Empty the fuel from the fuel tank, and empty the carburetor float bowl. (If left in for a long time, the fuel will deteriorate.)

## **!WARNING**

**Gasoline is extremely flammable and can be explosive under certain conditions. Always stop the engine and do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.**

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

- Remove the spark plug and spray fogging oil, such as Kawasaki K-Kare Fogging Oil (part number K61030-002), directly into the cylinder. Kick the engine over slowly a few times to coat the cylinder wall with oil, and install the plug.
  - Lubricate the drive chain and all the cables.
  - Spray oil on all unpainted metal surfaces to prevent rusting. Avoid getting oil on rubber parts or in the brakes.
  - Set the motorcycle on a box or stand so that both wheels are raised off the ground. (If this cannot be done, put boards under the front and rear wheels to keep dampness away from the tire rubber.)
  - Tie a plastic bag over the exhaust pipe to prevent moisture from entering.
  - Put a cover over the motorcycle to keep dust and dirt from collecting on it.

To put the motorcycle back into use after storage.

- Remove the plastic bag from the exhaust pipe.
  - Make sure the spark plug is tight.
  - Fill the fuel tank with fuel.
  - Check all the points listed in the Daily Pre-ride Inspection Section.
  - Perform the General Lubrication Procedure.

## OPTIONAL PARTS

## Carburetor Jetting Parts

	KDX200H	KDX220A
Main jet:	155 158 162 165	140 142 148 150
Slow Jet:	42 45 50 52	38 40 45 48
Jet Needle:	R1172K R1173K R1175K R1176K	R1171 R1172 R1174 R1175

#### **Suspension Spring (kg/mm)**

	KDX200H	KDX220A
Front:	K = 0.34	K = 0.32
	K = 0.36	K = 0.34
	K = 0.37	K = 0.35
Rear:	K = 4.8	K = 4.8
	K = 5.2	K = 5.2
	K = 5.4	K = 5.4

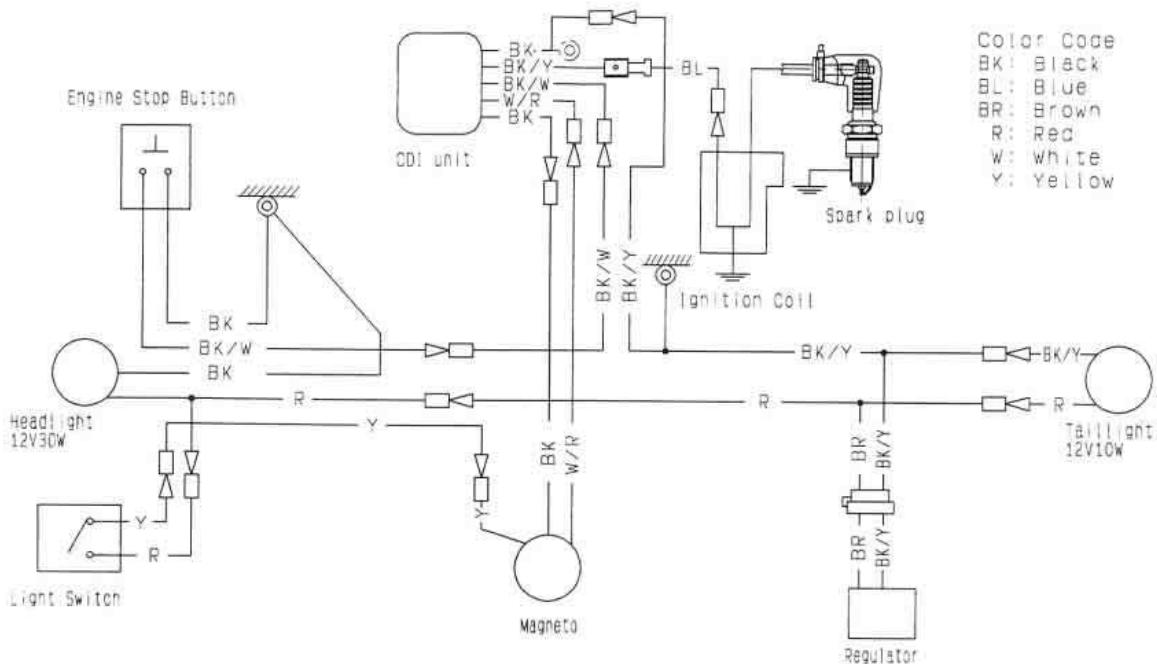
## Sprocket

Rear Sprocket:  
43T  
44T  
45T  
46T  
48T  
49T  
50T  
51T

## Drive Chain

DID520DS5 110 links  
EK520SR-02 108 links  
EK520SR-02 110 links

»»»»»»»»»»»»»»»»»»»»»»»»»»»» WIRING DIAGRAM »»»»»»»»»»»»»»



(For Products Sold in the Continental United States of America Only)

Your satisfaction is important to your authorized Kawasaki dealer and to Kawasaki Motors Corp., U.S.A. If you have a problem concerning warranty or service, please take the following action:

Contact the owner and/or service manager of your authorized Kawasaki dealer. Fully explain you problem and ask for assistance in resolving the situation. The OWNER of the dealership is concerned with your satisfaction and your future business. For this reason the owner is in the best position to assist you. Also, all warranty and service matters are handled and resolved through the authorized Kawasaki dealer network.

If you are unsatisfied after working with your Kawasaki dealer and feel you still require further assistance, write to the address below. Please be certain to provide the model, product identification number, 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 names of the dealership personnel with whom you have been working in the resolution of your problem.

Upon receipt of your correspondence we will contact the dealership and work with them in resolving your problem.

In order to provide a permanent record, all warranty and service resolutions take place only through written correspondence.

Please send your correspondence to:

CONSUMER RELATIONS  
KAWASAKI MOTORS CORP., U.S.A.  
P.O. Box 25252  
SANTA ANA, CA. 92799-5252  
(949) 460-5688

(For Products Sold in the Continental United States of America 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 Consumer Product Safety Commission (CPSC) in addition to notifying Kawasaki Motors Corporation, U.S.A.

If the CPSC 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, the CPSC cannot become involved in individual problems between you, your dealer, or Kawasaki Motors Corporation, U.S.A.

MAINTENANCE RECORD

**Owner Name**.....

**Address:** \_\_\_\_\_

**Phone Number** \_\_\_\_\_

**Engine Number:**

## **Vehicle Number**

**Selling Dealer Name**

**Address** \_\_\_\_\_  
\_\_\_\_\_

**Phone Number:** \_\_\_\_\_

Warranty Start Date:

**Note:** Keep this information.

Date	Traveled Distance	Maintenance Performed	Dealer Name	Dealer Address



Date	Traveled Distance	Maintenance Performed	Dealer Name	Dealer Address



# KDX200-H6 KDX220-A7



**Kawasaki**

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