Kawasaki

ENGINES

OWNER'S MANUAL

4-STROKE AIR-COOLED GASOLINE ENGINE

FJ400D

P/N 99920-2234-04

Quick Reference Guide

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

A Table of Contents is included after the Foreword.

GENERAL INFORMATION

HOW TO OPERATE

MAINTENANCE AND ADJUSTMENT

STORAGE

TROUBLESHOOTING GUIDE

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.*

EMISSION CONTROL INFORMATION

Fuel Information

THIS ENGINE IS CERTIFIED TO OPERATE ON UNLEADED REGULAR GRADE GASOLINE ONLY. A minimum of 87 octane of the antiknock index is recommended. The antiknock index is posted on service station pumps in the U.S.A.

Emission Control Information

To protect the environment in which we all live, Kawasaki has incorporated an exhaust emission control system in compliance with applicable regulations of the United States Environmental Protection Agency and the California Air Resources Board. Also, depending on when your engine was produced, it may have an assigned emissions durability period. * See below for the engine emissions durability period that may apply to your engine.

Exhaust Emission Control System

The exhaust emission control system applied to this engine consists of a fuel system and an ignition system having optimum ignition timing characteristics. The fuel system has been calibrated to provide lean air/fuel mixture characteristics and optimum fuel economy with a suitable air cleaner and exhaust system.

A sealed-type crankcase emission control system is also used to eliminate blow-by gasses. The blow-by gasses are led to a breather chamber through the crankcase and from there to the air cleaner.

Engine Emission Compliance Period

California	All Other States
Engines Greater Than or Equal To 225 cc	**Engines Greater Than or Equal To 225 cc**
Model Year - 2008 and later Durability period - 1000 hours	Model Year - 2007 and later Durability Period - 1 000 hours (Category A)

If your engine has an assigned emissions durability period it will be located on the certification label attached to the engine (IMPORTANT ENGINE INFORMATION).

High Altitude Performance Adjustment Information

To improve the EMISSIONS CONTROL PERFORMANCE of engines operated above 1,000 meters (3 300 feet) , Kawasaki recommends the following Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) approved modifications.

However, the models with DFI (Digital Fuel Injection system) does not require high altitude perfor- Mance adjustment.

NOTE

○ *When properly performed, these specified modifications only are not considered to be emissions system "tampering" and engine performance is generally unchanged as a result.*

Maintenance and Warranty

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

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

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

Tampering with Emission Control System Prohibited

Federal law and California State law prohibit 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 engine for the purposes of emission control prior to its sale or delivery to the ultimate purchaser or while it is in use, or (2) the use of the engine 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:
Do not tamper with the original emission related parts:

- Carburetor or DFI system, and their internal parts
- Spark Plugs
- Magneto or electronic ignition system
- Fuel filter element
- Air cleaner element
- Crankcase
- Cylinder head
- Breather chamber and internal parts
- Intake pipe and tube
- Muffler or any internal portion of the muffler

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BASIC SAFE DRIVING

Knowing and following these rules for safe operation will increase your satisfaction with your new E-Z-GO vehicle.

Perform the Daily Safety Checks

Refer to the Daily Safety Checks section for a list of items to check each day before use. Habitual performance of these checks will help to insure safer, more reliable usage. Be sure that any irregularities found during these checks are corrected before operating the vehicle.

Read the Owner's Manual

Read and understand this Owner's Manual. This is especially important for inexperienced drivers. Refer to this Owner's Manual if you have any questions.

Before Starting the Engine

Three "musts" before starting the engine are:

1. Apply the parking brake,
2. Put the gear shift lever in the "N" (neutral) position,
3. Check the throttle pedal for proper operation. It should return to its rest position when released.

SPECIFICATIONS

PERFORMANCE	
Maximum Torque	27.3 N·m (2.8 kgf·m, 20 ft·lb) @2 400 r/min (rpm)
ENGINE	
Type	OHV, 1-cylinder, 4-cycle, forced air-cooled
Displacement	401 cm^3 (24.47 cu in)
Bore × Stroke	82 × 76 mm (3.23 × 2.99 in.)
Compression Ratio	8.3 : 1
Starting System	Generator starter
Carburetor	NIKKI
Ignition System	Flywheel magneto
Ignition Timing	20°/3 200 rpm
Spark Plug	NGK BPR2ES
Lubrication System	Forced lubrication (wet sump)
Engine Oil	API SE, SF, SG, SH, and SJ
	SAE 10W-30
Engine Oil Capacity	1.3 L (1.4 US qt)
DRIVE TRAIN	
Transmission Type	1-speed & reverse, automatic
Transmission Gear Ratio:	
Forward	11.4
Reverse	15.5

Transmission Case Oil	Gear Oil SAE 80W-90
Transmission Case Oil Capacity	1.7 L (1.8 US qt)

Specifications subject to change without notice.

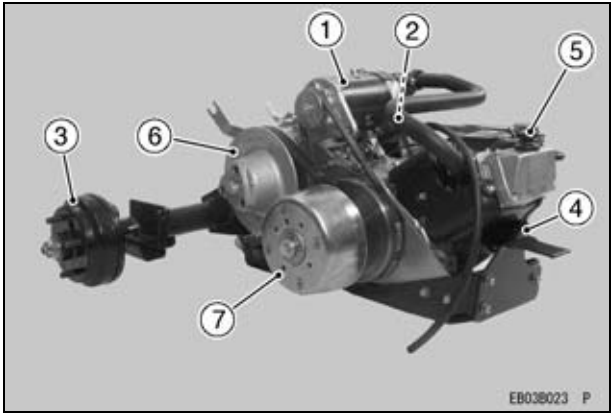
SERIAL NUMBER LOCATIONS

The power train unit serial number is used to register the vehicle. It is the only means of identifying your particular machine from others of the same model type. This serial number may be needed by your dealer when ordering parts. In the event of theft, the investigating authorities will require the number as well as the model type and any peculiar features of your machine that can help them identify it.

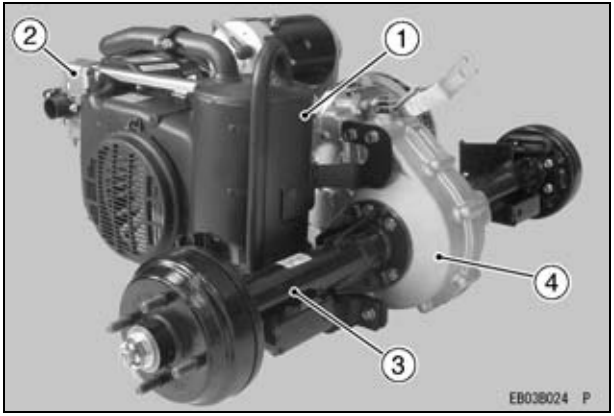
Power train unit No.

A. Engine Number & Power Train Unit Number

LOCATION OF PARTS

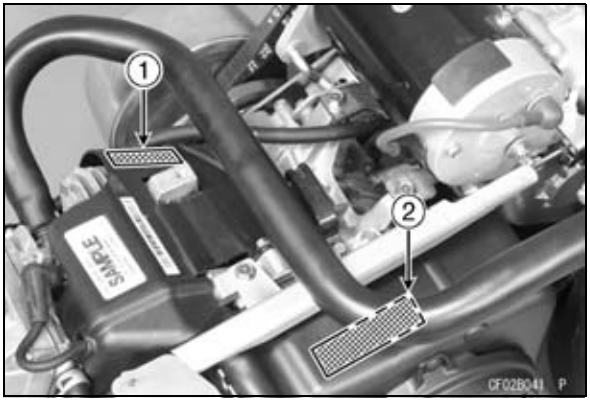


1. Generator/Starter
2. Muffler
3. Brake Drum
4. Oil Filter Cartridge
5. Engine Oil Dipstick and Oil Filler Hole
6. Torque Converter (Driven Pulley)
7. Torque Converter (Drive Pulley)



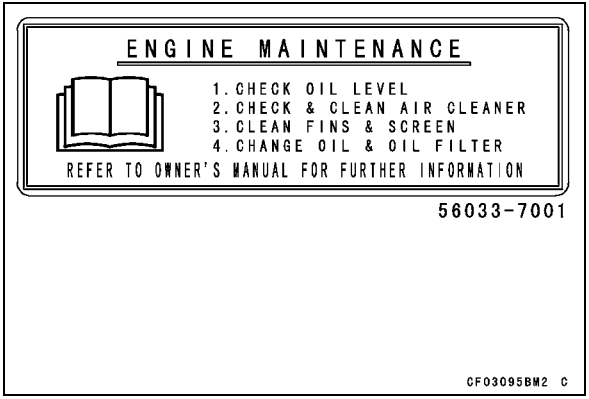
1. Muffler
2. Carburetor
3. Axle Shaft and Tube
4. Transmission Case

LOCATION OF LABELS



1. Engine Maintenance
2. Important Engine Information

(1)



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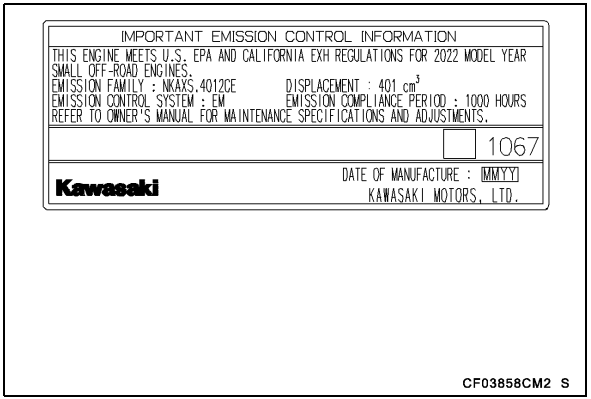


GENERAL INFORMATION

Fuel

Fuel Requirements:
Fuel Type

Use clean, fresh unleaded gasoline with a minimum Antiknock Index of 87. 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	$\frac{(RON + MON)}{2}$	87

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 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.
Paint fading or damage. Be extra careful not to spill gasoline or gasoline oxygenate.
When not operating your Kawasaki for 30 to 60 days, mix a fuel stabilizer (such as). Fuel stabilizer additives inhibit oxidation of.
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” chapter in this manual.

Shift Levers

Gear Shift Lever

The gear shift lever has three positions: Forward, Neutral and Reverse.

Make certain that the vehicle is completely stopped before shifting from Forward to Reverse and vice versa.

Refer to the “Reversing Gears” section in the “How to Operate” chapter.

CAUTION

Do not shift from Forward to Reverse and vice versa when the vehicle is moving, or the transmission could be damaged.

HOW TO OPERATE

Daily Safety Checks

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

If any irregularities are found during these checks, refer to the MAINTENANCE AND ADJUSTMENT chapter, see your dealer, or refer to the Service Manual for the action required to return the vehicle to a safe operating condition.

⚠ WARNING

Failure to perform these checks every day before operation may result in serious damage or an accident.
Do not start or run the engine in a closed area such as a garage. Exhaust gases contain carbon monoxide; a colorless, odorless, poisonous gas. Breathing exhaust gas leads to carbon monoxide poisoning, asphyxiation, and death.

Fuel	Enough fuel in tank, no leaks.
Engine oil	Oil level (when engine is cold), no leaks.
Transmission Case Oil	No leaks.

Starting the Engine

⚠ WARNING

Never run the vehicle in a closed area, such as a garage. Exhaust gases contain carbon monoxide; a colorless, odorless, poisonous gas. Breathing exhaust gas leads to carbon monoxide poisoning, asphyxiation, and death.

- When the engine is cold (Same as outside temperature), pull the choke knob all the way out until it stops and hold it.

NOTE

○ *When the engine is already warm or the weather is hot (35°C, 95°F or more), do not use the choke.*

CAUTION

Do not operate the starter/generator continuously for more than 5 seconds, or the starter may overheat and the battery power will drop temporarily. Wait 15 seconds between each operation of the starter to let it cool and battery power recover.

NOTE

○ *If the engine is flooded, make sure the choke knob is all the way in. Then crank the engine over with the throttle fully open until the engine starts.*

- Gradually return the choke knob to the “OFF” position a little at a time as necessary to keep the engine running properly during warm-up.

NOTE

○ *If you drive the vehicle before the engine is warmed up, return the choke to the “OFF” position as soon as you start moving.*

Reversing Gears

- Release the throttle pedal, and stop the vehicle.
- When you want to operate the vehicle in reverse, stop the vehicle completely, and move the gear shift lever to the “R” (Reverse) position.

CAUTION

Do not shift from Forward to Reverse and vice versa when the vehicle is moving, or the transmission could be damaged.

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 power train unit in good running condition. **The initial maintenance is vitally important and must not be neglected.**

If you are in doubt as to any adjustment or vehicle operation, please ask your authorized E-Z-GO dealer to check the power train unit.

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

Periodic Maintenance Chart

In addition to the following items, always perform the Daily Safety Checks listed in the HOW TO OPERATE chapter.

● = Clean, adjust, lubricate, replace parts as necessary.
D = Service to be performed by an authorized E-Z-GO Dealer.
* = Service more frequently when operated in mud, dust, or other harsh riding conditions.
○ = Emission Related

OPERATION	FREQUENCY			
	Whichever comes first / Every	First Service	Regular Service	
		After 50 hrs. of use	Every 250 hrs. of use	Every 500 hrs. of use
ENGINE				
Converter belt-inspect*			D	
Converter driven pulley shoe-inspect*				D
Fuel hoses and connections-inspect*		D	D	
○ Fuel system cleanliness-inspect*				●
○ Spark plug-clean and gap			●	
○ Valve clearance-inspect		D		D
Engine oil-change*	1 year	●	●	
Oil filter-replace*		●		●
Generator starter belt - inspect*		D	D	
Fuel hose-replace	4 years (D)			
DRIVE TRAIN				
Brake wear-inspect*			D	
Bolts, nuts, and fasteners tightness-inspect		D	D	
Transmission case oil-change*	1 year	●		●

Engine Oil

In order for the engine to function properly, maintain the engine oil at the proper level, and change the oil and oil filter in accordance with the Periodic Maintenance Chart. Not only do dirt and metal particles collect in the oil, but the oil itself loses its lubricative quality if used too long.

⚠ WARNING

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

Oil Level Inspection

- If the oil has just been changed, start the engine and run it for several minutes at idle speed. This fills the oil filter with oil. Stop the engine, then wait several minutes until the oil settles.

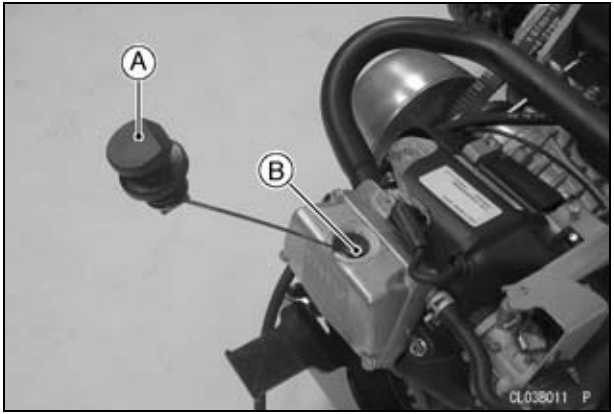
CAUTION

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

- If the vehicle has just been used, wait several minutes for all the oil to drain down.
- Park the vehicle on level ground.
- Pull up the dipstick, wipe it dry, and insert it into the tube securely.

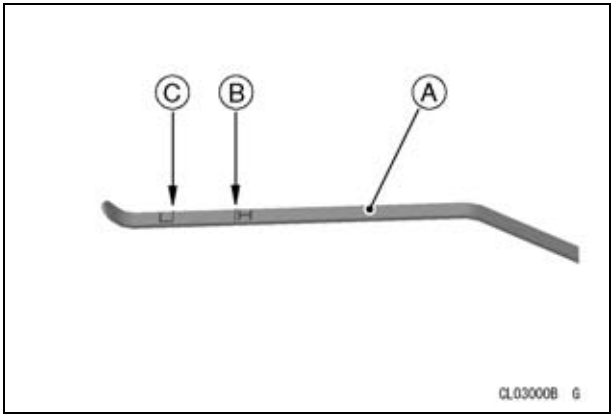
NOTE

○ *It is important to insert the dipstick with its chamfered cap edge facing rearwards.*



A. Dipstick (half-pulled condition)
B. Oil Filler Hole

- Pull out the dipstick and check the oil level. The oil level should be between the “F” (Full) and “L” (Low) lines on the dipstick.



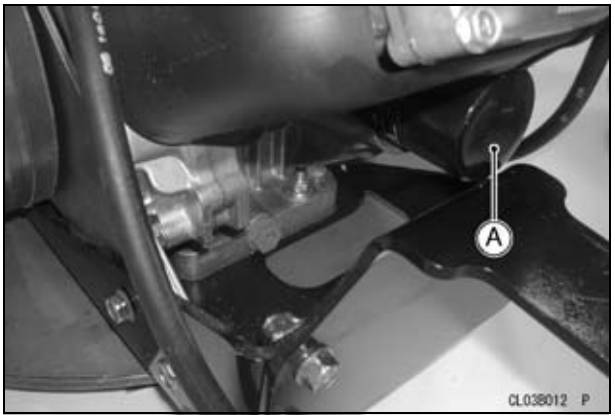
A. Dipstick
B. "H" (High) Line
C. "L" (Low) Line

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

Oil and/or Oil Filter Change

- Warm up the engine thoroughly, and then stop the engine.
- Place an oil pan beneath the engine.
- Remove the drain plug at the bottom of the engine.
- Remove the dipstick.

A. Drain Plug



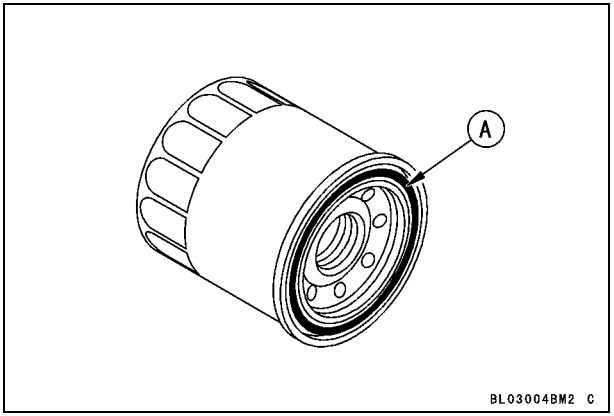
A. Oil Filter Cartridge

- With the vehicle held level, let the oil drain completely.

⚠ WARNING

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

- If the oil filter is to be changed, remove the oil filter cartridge and replace it with a new one.
- Apply a thin film of oil to the gasket and screw the cartridge in until the gasket touches the engine, then turn it 3/4 turn.



A. Gasket

- Install the drain plug with its gasket. Tighten it to the specified torque.

NOTE

○ *Replace any damaged gaskets with new ones.*

- Fill the engine up to the "F" (Full) line on the dipstick with high quality motor oil as specified in the table.
- Start the engine and check for oil leakage.

Tightening Torque

Drain Plug: 6.9 N·m (0.7 kgf·m, 61 in·lb)
Filter Cartridge: 9.8 N·m (1 kgf·m, 87 in·lb)

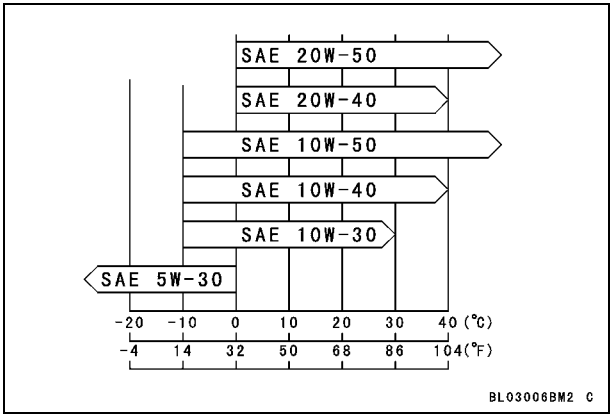
Recommended Engine Oil

Grade:	API SF or SG class
	API SH or SJ with JASO MA
Viscosity:	SAE 10W-30

Engine Oil Capacity

when filter is removed	1.3 L (1.4 US qt)

Although 10W-30 engine oil is the recommended oil for most conditions, the oil viscosity may need to be changed to accommodate atmospheric conditions in your riding area.

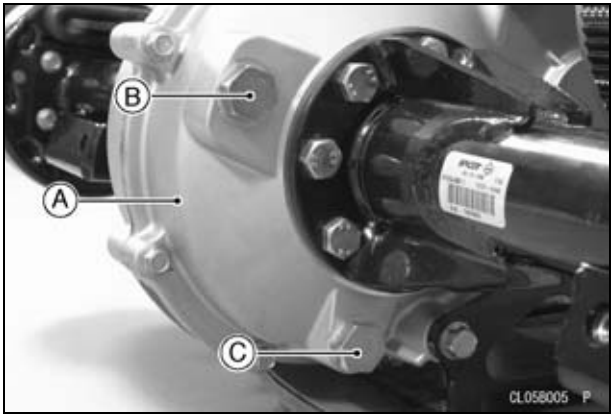


Transmission Case Oil

In order for the transmission and differential gears to function properly, check the oil level and change the oil in accordance with the Periodic Maintenance Chart.

⚠ WARNING

Vehicle operation with insufficient, deteriorated, or contaminated oil causes accelerated wear of the transmission and differential gears and may result in seizure. Seizure can lock the rear wheels and skid the rear tires, with consequent loss of control.



A. Transmission Case
B. Oil Filler Plug
C. Drain Plug

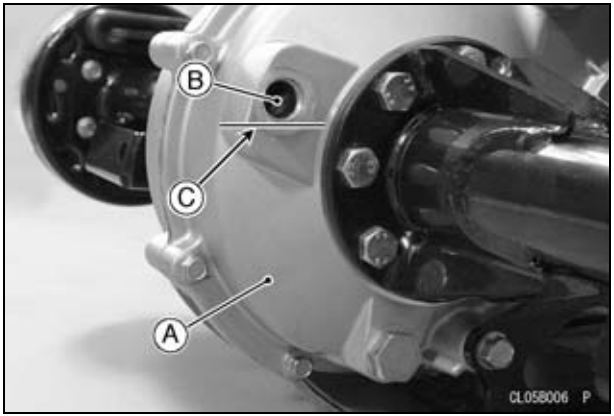
Oil Level Inspection

- Park the vehicle on level ground.

CAUTION

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

- Unscrew the oil filler cap and check the oil level. The oil level should come to the bottom thread of the filler opening. If it is low, add oil through the oil filler opening as necessary.



A. Transmission Case
B. Oil Filler Opening
C. Oil Level Line (Bottom Thread)

NOTE

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

Oil Change

NOTE

○ *Before draining the oil, warm it up by running the engine. Warm oil drains easily and picks up any sediment.*

- With the vehicle level, apply the parking brake securely.
- Place an oil pan beneath the transmission case.
- Remove the drain plug.

⚠ WARNING

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

- Remove the filler plug.

⚠ WARNING

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

- After the oil has completely drained out, install the drain plug with its gasket. Tighten it to the specified torque. If the gasket is damaged, replace it with a new one.
- Fill the transmission case up to the bottom thread of the filler opening with a good quality oil as specified in the table.

Tightening Torque

Drain Plug: 27 ~ 41 N·m (2.8 ~ 4.2 kgf·m, 20 ~ 30 ft·lb)

Transmission Case Oil Type

Gear Oil: SAE 80W-90

Transmission Case Oil Capacity

1.7 L (1.8 US qt)

- Install the filler plug.

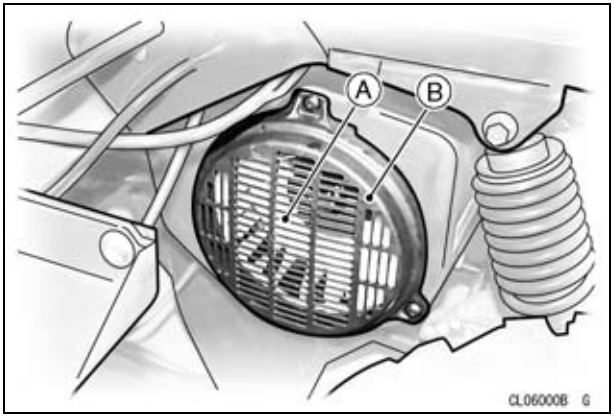
Cooling Fan

The engine is cooled by the cooling fan attached to the left side of the engine.

Check and clean the screen for mud and other debris.

⚠ WARNING

Stop the fan by turning off the ignition switch for the checking and cleaning the screen.



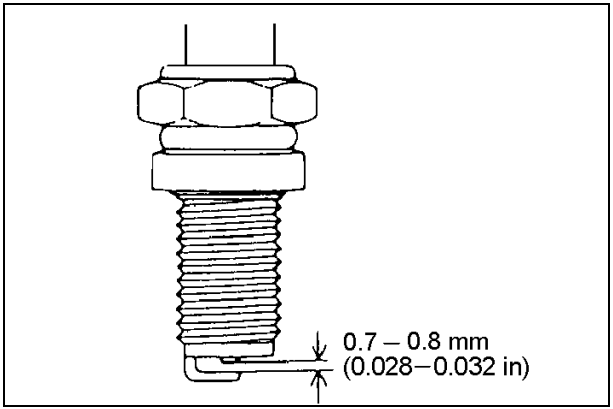
A. Cooling Fan
B. Screen

Spark Plug

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

Maintenance

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



Spark Plug

Standard Plug	NGK BPR2ES
Plug Gap	0.7 ~ 0.8 mm (0.028 ~ 0.032 in.)
Tightening Torque	22 N·m (2.2 kgf·m, 16.0 ft·lb)

Spark Plug Removal

- Carefully pull the spark plug cap from the spark plug.
- Unscrew the spark plug.

NOTE

○ *When installing the spark plug, fit the plug cap securely onto the spark plug, and pull the cap lightly to make sure that it is properly installed.*

Valve Clearance

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

CAUTION

If valve clearance is left unadjusted, wear will eventually cause the valves to remain partly open; which lowers performance, burns the valves and valve seats, and may cause serious engine damage.

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

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

Valve Clearance (EX & IN) : 0.1 mm (0.004 in.)

Engine Air Cleaner

A clogged engine 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 the throttle may stick or become impossible to move resulting in a hazardous operating condition.

CAUTION

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

The air filter element should be cleaned in accordance with the Periodic Maintenance Chart. In dusty areas, the elements should be cleaned more frequently than the recommended interval.

Fuel System

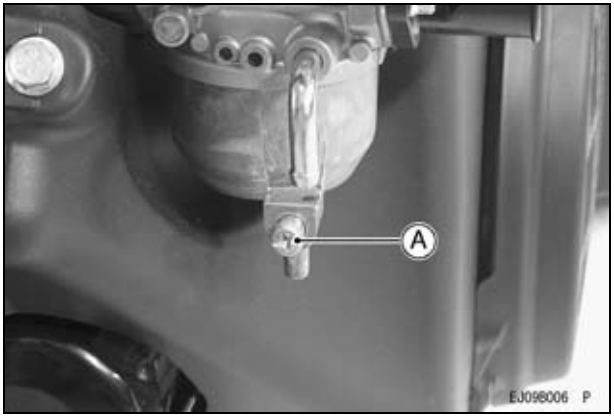
Accumulation of moisture or sediment in the fuel system can restrict the flow of fuel and cause carburetor malfunction. The system should be checked in accordance with the Periodic Maintenance Chart.

⚠ WARNING

Gasoline is extremely flammable and can be explosive under certain conditions. Turn the ignition switch "OFF". Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.
Make sure the engine is cold before working. Wipe any fuel off the engine before starting it.

Dust and/or Water Inspection

- Place a suitable container under the carburetor.
- Turn out the drain screw a few turns to drain the carburetor, and check to see if water or dirt has accumulated in the carburetor.



A. Drain Screw

- Tighten the drain screw.

NOTE

○ *If any water or dirt appears during the above operation, have the fuel system checked by an authorized Kawasaki dealer.*

Belt Drive Torque Converter

The vehicle is equipped with a belt drive torque converter type automatic transmission. The belt and driven pulley shoes should be checked in accordance with the Periodic Maintenance Chart.

The belt and driven pulley shoes inspection should be done by an authorized E-Z-GO dealer.

High Altitude Use

The original belt drive torque converter settings of this vehicle are best for sea level use. When the vehicle is used at high altitude, the engine performance will decrease. This is why readjustment of the weights of the torque converter are required.

Have the torque converter adjusted by your authorized E-Z-GO dealer if you intend to use this vehicle above 1 500 m (5 000 feet).

Generator Starter

The generator starter is driven with a belt.

The belt will loosen and cause wear and tear after a period of use. Inspect it in accordance with the Periodic Maintenance Chart. It may break if operated without maintenance.

The belt inspection should be done by E-Z-GO dealer.

Brakes

Brake Shoe Linings

Brake Shoe Lining Wear Inspection

In accordance with the Periodic Maintenance Chart have the brake shoe linings checked for wear by an authorized E-Z-GO dealer.

STORAGE

Preparation for Storage:

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

⚠ WARNING

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

- Put in fresh engine oil.
- Empty the fuel from the fuel tank, and empty the carburetor by loosening the drain screw at the float bowl. Catch the fuel in a suitable container. (After a period of time, fuel will break down and could clog the fuel system.) Close the drain screw when finished.

⚠ WARNING

Gasoline is extremely flammable and can be explosive under certain conditions. Do not smoke. Turn the ignition switch "OFF". Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.

⚠ WARNING

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

NOTE

○ *As an alternative to draining the fuel system, a fuel stabilizer, such as STA-BIL, may be used. Follow the manufacturer's instructions for use.*

⚠ WARNING

Fuel stabilizers may contain poisonous substances. Heed the manufacturer's warnings for use.

- Remove the spark plug and spray fogging oil, such as Kawasaki K-Kare Fogging Oil (part number K61030–002), directly into each cylinder. Turn the engine over several times to coat the cylinder walls. Install the spark plugs.

⚠ WARNING

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

TROUBLESHOOTING GUIDE

Generator/Starter Motor Won't Turn
- Fuse failed (be sure to check for cause of failure)
- Battery leads do not make good electrical contact with battery terminals
- Battery discharged

Engine Cranks, But Won't Start
- No fuel in tank
- Fuel filter clogged
- Water in fuel
- Choke is not used when engine is cold
- Air filter clogged or inlet blocked
- Engine flooded
- Fuel tank vent clogged
- Spark plug wire not on spark plug
- Spark plug dirty

Engine Stops
- No fuel in tank
- Water in fuel
- Fuel filter clogged
- Choke left on too long
- Air filter clogged or inlet blocked
- Fuel tank cap vent clogged
- Engine overheated
  - Low speed running (not enough air flow)
  - Overloaded
  - Wrong spark plug
  - Cooling fan screen clogged
  - Engine oil low

No Power
- Engine overheated
  - Low speed running (not enough air flow)
  - Overloaded
  - Wrong spark plug
  - Cooling fan screen clogged
  - Engine oil low
- Compression leakage
  - Valve clearance insufficient
- Fuel filter clogged
- Air filter clogged or inlet blocked
- Spark plug dirty or worm
- Choke left on
- Engine oil incorrect
- Water in fuel

Gear Shift lever won't mesh.
- Engine rpm too high.

⚠ WARNING

The engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects or other reproductive harm.

For repair or maintenance assistance contact an authorized Kawasaki engine dealer or equally qualified service facility.
For warranty assistance please contact an authorized Kawasaki engine dealer.
Kawasaki engine dealer locator can be found on our website: www.kawasakienginesusa.com
For further assistance email:
kawasakienginesupport@kmc-usa.com
or call 877-364-6404

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Kawasaki
ENGINES

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