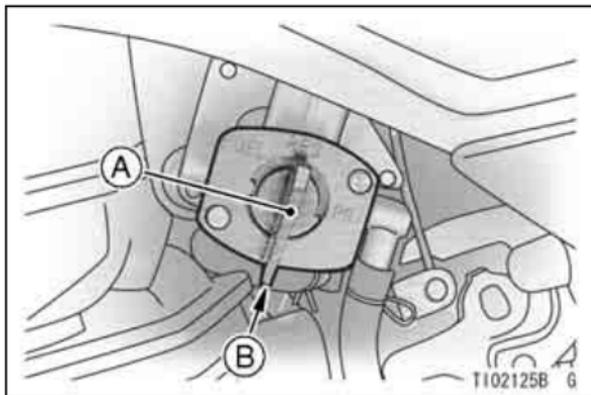


HOW TO RIDE THE MOTORCYCLE

Starting the Engine

- Turn the fuel tap lever to "ON" position.



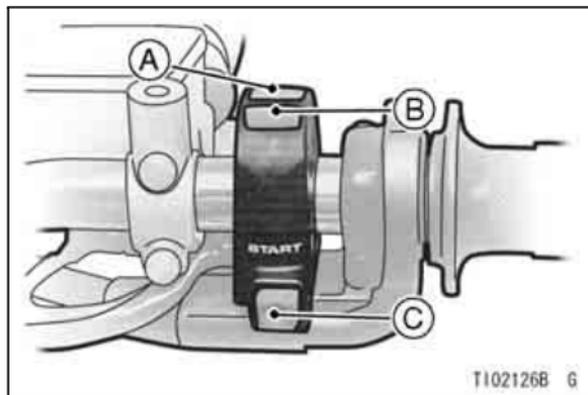
- A. Fuel Tap Lever
- B. ON position

NOTE

- *To start a cold engine after the motorcycle has been stored for a long time,*

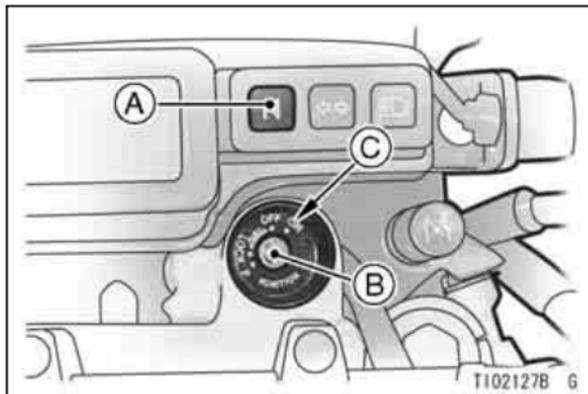
first turn the tap lever to PRI, leave it for a moment, and return it to ON.

- Check that the engine stop switch is in the RUN position (RUN switch pushed in).



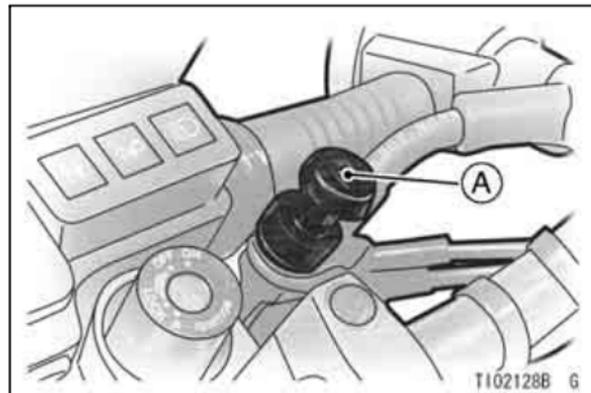
- A. Engine Stop Switch
- B. RUN Switch
- C. Starter Button

- Turn the ignition key to "ON".
- Make certain the transmission is in neutral.



- A. Neutral Indicator Light
- B. Ignition Switch
- C. ON position

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



A. Choke Knob

NOTE

- *When the engine is already warm or on hot days (35°C, 95°F or more), close the throttle completely without using the choke knob, and then start the engine.*

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- Leaving the throttle completely closed, push the starter button.

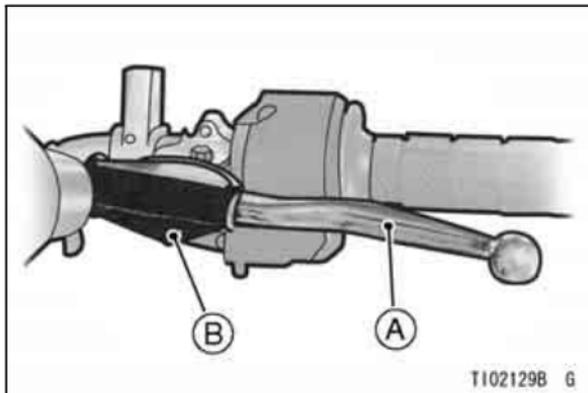
CAUTION

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

NOTE

- If the engine is flooded, crank the engine over with the throttle fully open until the engine starts.
- The motorcycle is equipped with a starter lockout switch. This switch

prevents the electric starter from operating when the clutch is engaged and the transmission is not in neutral.



- A. Clutch Lever
- B. Starter Lockout Switch

- Gradually push the choke knob back a little at a time as necessary to keep the engine running properly during warm-up.
- When the engine is warmed up enough to idle without using the

choke, and push the choke knob all the way back.

NOTE

- *If you drive the motorcycle before the engine is warmed up, return the choke knob all the way after you have driven the motorcycle for the length of time shown in the table.*

CAUTION

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

Ambient temperature	Choke off after running for
20°C (68°F) ~ 35°C (95°F)	15 seconds
Below 20°C (68°F)	1.5 minutes
Below 5°C (40°F)	2 minutes

Jump Starting

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

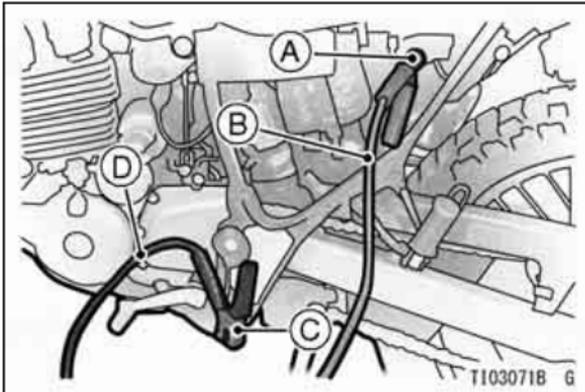
WARNING

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

Connecting Jumper Cables

- Remove the left side cover.
- Make sure the ignition key is turned "OFF".

- Connect a jumper cable from the positive (+) terminal of the booster battery to the positive (+) battery terminal at the starter relay.



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

- Connect another jumper cable from the negative (-) terminal of the booster battery to your motorcycle

shift pedal or other unpainted metal surface. Do not use the negative (-) terminal of the battery.

! WARNING

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

- Follow the standard engine starting procedure.

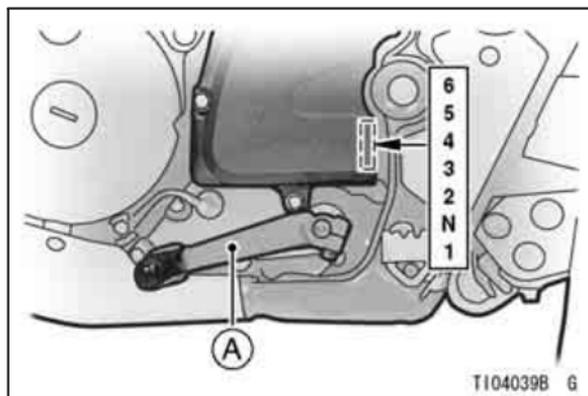
CAUTION

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

- After the engine has started, disconnect the jumper cables. Disconnect the negative (-) cable from the motorcycle first.
- Reinstall the parts removed.

Moving Off

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

**A. Shift Pedal**

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NOTE

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

Shifting Gears

- Close the throttle while pulling in the clutch lever.
- Shift into the next higher or lower gear. For smooth riding, shift up or down when the motorcycle is operated the speeds shown in the table.
- Open the throttle part way, while releasing the clutch lever.

WARNING

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

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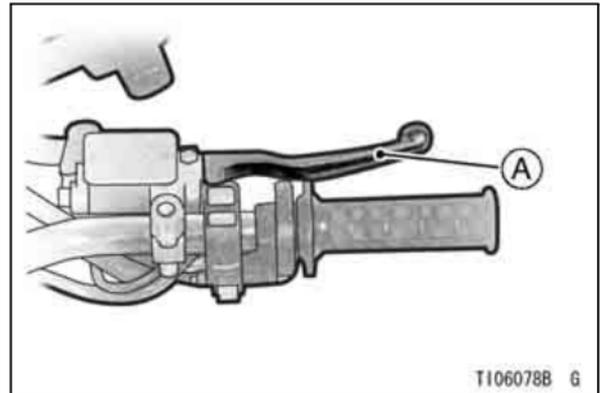
Vehicle speed when shifting

Shifting up	km/h (mph)	Shifting down	km/h (mph)
1st → 2nd	15 (9)	6th → 5th	30 (19)
2nd → 3rd	25 (15)	5th → 4th	25 (15)
3rd → 4th	35 (21)	4th → 3rd	20 (12)
4th → 5th	45 (27)	3rd → 2nd	15 (9)
5th → 6th	55 (34)	2nd → 1st	15 (9)

Braking

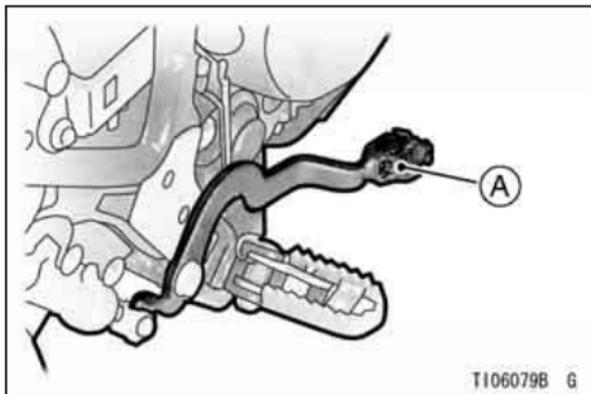
- Close the throttle completely, leaving the clutch engaged (except when shifting gears) so that the engine will help slow down the motorcycle.
- Shift down one gear at a time so that you are in 1st gear when you come to a complete stop.
- When stopping, always apply both brakes at the same time. Normally the front brake should be applied a little more than the rear. Shift down or fully disengage the clutch as necessary to keep the engine from stalling.
- Never lock the brakes, or it will cause the tires to skid. When turning a corner, it is better not to brake at all. Reduce your speed before you get into the corner.

- For emergency braking, disregard downshifting, and concentrate on applying the brakes as hard as possible without skidding.



A. Front Brake Lever

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A. Rear Brake Pedal

Stopping the Engine

- Close the throttle completely.
- Shift the transmission into neutral.
- Turn the ignition key to "OFF".
- Support the motorcycle on a firm level surface with the side stand.
- Lock the steering.

Stopping the Motorcycle in an Emergency

Your Kawasaki Motorcycle has been designed and manufactured to provide you optimum safety and convenience. However, in order to fully benefit from Kawasaki's safety engineering and craftsmanship, it is essential that you, the owner and operator, properly maintain your motorcycle and become thoroughly familiar with its operation. Improper maintenance can create a dangerous situation known as throttle failure. Two of the most common causes of throttle failure are:

1. An improperly serviced or clogged air cleaner may allow dirt and dust to enter the carburetor and stick the throttle open.
2. During removal of the air cleaner, dirt is allowed to enter and jam the carburetor.

In an emergency situation such as throttle failure, your vehicle may be stopped by applying the brakes and disengaging the clutch. Once this stopping procedure is initiated, the engine stop switch may be used to stop the engine. If the engine stop switch is used, turn off the ignition switch after stopping the motorcycle.

Parking

- Shift the transmission into neutral and turn the ignition key to "OFF".
- Support the motorcycle on a firm, level surface with the side stand.

CAUTION

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

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



WARNING

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

- Lock the steering to help prevent theft.

NOTE

- *When stopping near traffic at night, you can leave taillight on for greater visibility by turning the ignition key to the P (Park) position.*
- *Do not leave the ignition switch at P position too long, or the battery will discharge.*