

Kawasaki

Teryx 750 4×4

Recreation Utility Vehicle Service Manual

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

LIST OF ABBREVIATIONS

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

COUNTRY AND AREA CODES

CA	Canada	US	United States
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EMISSION CONTROL INFORMATION

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

Additionally, Kawasaki has incorporated an evaporative emission control system (3) in compliance with applicable regulations of the United States Environmental Protection Agency.

1. Crankcase Emission Control System

A sealed-type crankcase emission control system is used to eliminate blow-by gases. The blow-by gases are led to the breather chamber through the crankcase. Then, it is led to the air cleaner. Oil is separated from the gases while passing through the inside of the breather chamber from the crankcase, and then returned back to the bottom of crankcase.

2. Exhaust Emission Control System

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

A maintenance free ignition system provides the most favorable ignition timing and helps maintain a thorough combustion process within the engine which contributes to a reduction of exhaust pollutants entering the atmosphere.

The Clean Air Act, which is the Federal law covering motor vehicle pollution, contains what is commonly referred to as the Act's "tampering provisions."

"Sec. 203(a) The following acts and the causing thereof are prohibited...

3. Evaporative Emission Control System

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

(3)(A) for any person to remove or render inoperative any device or element of design installed on or in a motor vehicle or motor vehicle engine in compliance with regulations under this title prior to its sale and delivery to the ultimate purchaser, or for any manufacturer or dealer knowingly to remove or render inoperative any such device or element of design after such sale and delivery to the ultimate purchaser.

(3)(B) for any person engaged in the business of repairing, servicing, selling, leasing, or trading motor vehicles or motor vehicle engines, or who operates a fleet of motor vehicles knowingly to remove or render inoperative any device or element of design installed on or in a motor vehicle or motor vehicle engine in compliance with regulations under this title following its sale and delivery to the ultimate purchaser..."

NOTE

○The phrase "remove or render inoperative any device or element of design" has been generally interpreted as follows:

1. Tampering does not include the temporary removal or rendering inoperative of devices or elements of design in order to perform maintenance.
2. Tampering could include:
 - a. Maladjustment of vehicle components such that the emission standards are exceeded.
 - b. Use of replacement parts or accessories which adversely affect the performance or durability of the vehicle.
 - c. Addition of components or accessories that result in the vehicle exceeding the standards.
 - d. Permanently removing, disconnecting, or rendering inoperative any component or element of design of the emission control systems.

**WE RECOMMEND THAT ALL DEALERS OBSERVE THESE PROVISIONS OF FEDERAL LAW,
THE VIOLATION OF WHICH IS PUNISHABLE BY CIVIL PENALTIES NOT EXCEEDING
\$10,000 PER VIOLATION.**

**PLEASE DO NOT TAMPER WITH NOISE CONTROL SYSTEM
(US MODEL only)**

TAMPERING WITH EMISSION CONTROL SYSTEM PROHIBITED:

Federal regulations 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 vehicle 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 vehicle after such device or element of design has been removed or rendered inoperative by any person.

Do not tamper with the original emission related parts:

- Carburetor and internal parts
- Spark plugs
- Magneto or electronic battery ignition system
- Fuel filter
- Air cleaner element

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 or any internal portion of the muffler.
- * Removal of the air cleaner housing or air cleaner housing cover.
- * Modifications to the muffler or air intake system by cutting, drilling, or other means if such modifications result in increased noise levels.
- * Modification to the air cleaner element.

Foreword

This manual is designed primarily for use by trained mechanics in a properly equipped shop. However, it contains enough detail and basic information to make it useful to the owner who desires to perform his own basic maintenance and repair work. A basic knowledge of mechanics, the proper use of tools, and workshop procedures must be understood in order to carry out maintenance and repair satisfactorily. Whenever the owner has insufficient experience or doubts his ability to do the work, all adjustments, maintenance, and repair should be carried out only by qualified mechanics.

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

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

To get the longest life out of your vehicle:

- Follow the Periodic Maintenance Chart in the Service Manual.
- Be alert for problems and non-scheduled maintenance.
- Use proper tools and genuine Kawasaki Vehicle parts. Special tools, gauges, and testers that are necessary when servicing Kawasaki vehicles are introduced by the Service Manual. Genuine parts provided as spare parts are listed in the Parts Catalog.
- Follow the procedures in this manual carefully. Don't take shortcuts.
- Remember to keep complete records of maintenance and repair with dates and any new parts installed.

How to Use This Manual

In this manual, the product is divided into its major systems and these systems make up the manual's chapters. The Quick Reference

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

For example, if you want engine oil information, use the Quick Reference Guide to locate the Engine Lubrication System chapter. Then, use the Table of Contents on the first page of the chapter to find the Engine Oil section.

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

▲ WARNING

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

CAUTION

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

This manual contains four more symbols (in addition to WARNING and CAUTION) which will help you distinguish different types of information.

NOTE

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

- Indicates a procedural step or work to be done.
- Indicates a procedural sub-step or how to do the work of the procedural step it follows. It also precedes the text of a NOTE.
- ★ Indicates a conditional step or what action to take based on the results of the test or inspection in the procedural step or sub-step it follows.

In most chapters an exploded view illustration of the system components follows the Table of Contents. In these illustrations you will find the instructions indicating which parts require specified tightening torque, oil, grease or a locking agent during assembly.

General Information

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1-2 GENERAL INFORMATION

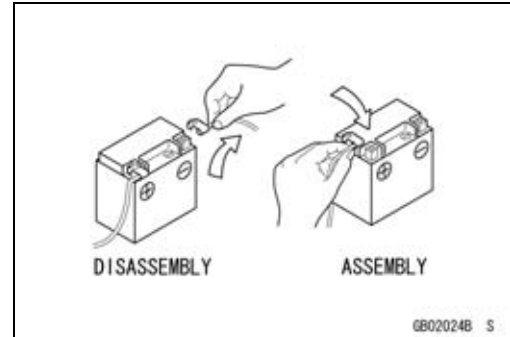
Before Servicing

Before starting to perform an inspection service or carry out a disassembly and reassembly operation on a vehicle, read the precautions given below. To facilitate actual operations, notes, illustrations, photographs, cautions, and detailed descriptions have been included in each chapter wherever necessary. This section explains the items that require particular attention during the removal and reinstallation or disassembly and reassembly of general parts.

Especially note the following:

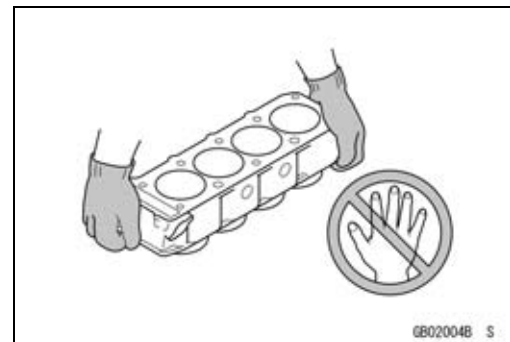
Battery Ground

Before completing any service on the vehicle, disconnect the battery wires from the battery to prevent the engine from accidentally turning over. Disconnect the ground wire (-) first and then the positive (+). When completed with the service, first connect the positive (+) wire to the positive (+) terminal of the battery then the negative (-) wire to the negative terminal.



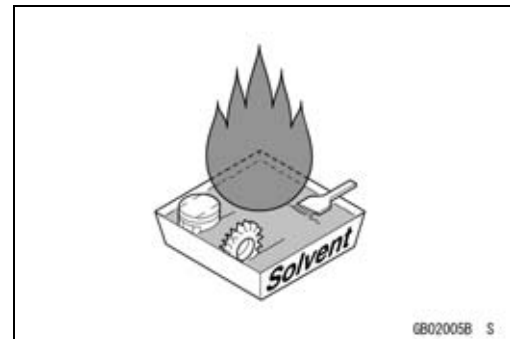
Edges of Parts

Lift large or heavy parts wearing gloves to prevent injury from possible sharp edges on the parts.



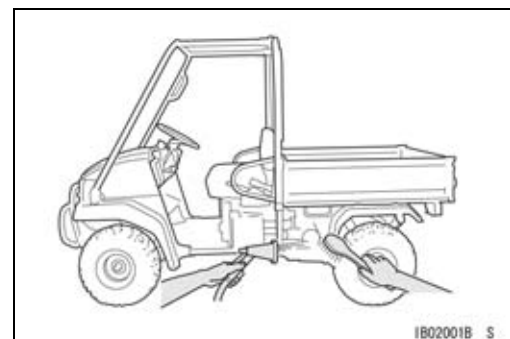
Solvent

Use a high-flash point solvent when cleaning parts. High-flash point solvent should be used according to directions of the solvent manufacturer.



Cleaning vehicle before disassembly

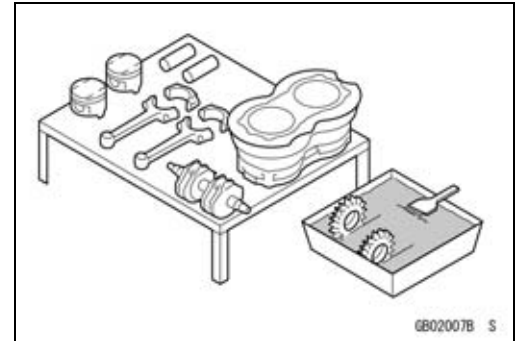
Clean the vehicle thoroughly before disassembly. Dirt or other foreign materials entering into sealed areas during vehicle disassembly can cause excessive wear and decrease performance of the vehicle.



Before Servicing

Arrangement and Cleaning of Removed Parts

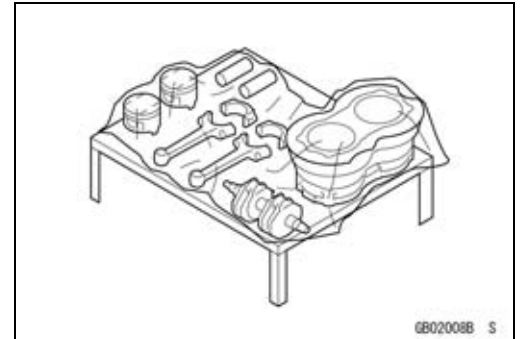
Disassembled parts are easy to confuse. Arrange the parts according to the order the parts were disassembled and clean the parts in order prior to assembly.



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Storage of Removed Parts

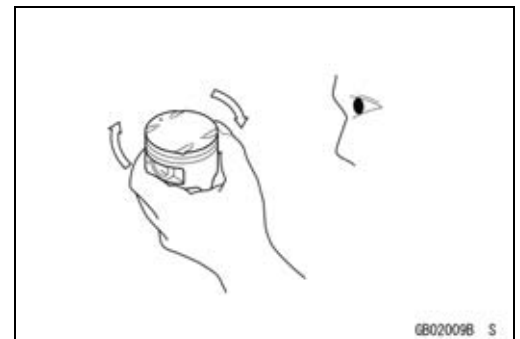
After all the parts including subassembly parts have been cleaned, store the parts in a clean area. Put a clean cloth or plastic sheet over the parts to protect from any foreign materials that may collect before re-assembly.



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Inspection

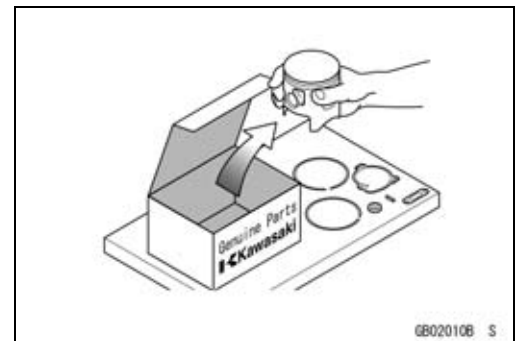
Reuse of worn or damaged parts may lead to serious accident. Visually inspect removed parts for corrosion, discoloration, or other damage. Refer to the appropriate sections of this manual for service limits on individual parts. Replace the parts if any damage has been found or if the part is beyond its service limit.



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Replacement Parts

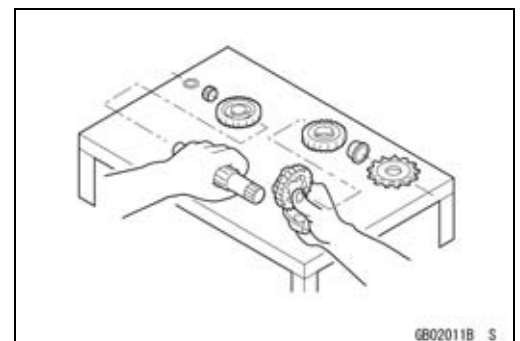
Replacement Parts must be KAWASAKI genuine or recommended by KAWASAKI. Gaskets, O-rings, Oil seals, Grease seals, circlips or cotter pins must be replaced with new ones whenever disassembled.



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Assembly Order

In most cases assembly order is the reverse of disassembly, however, if assembly order is provided in this Service Manual, follow the procedures given.



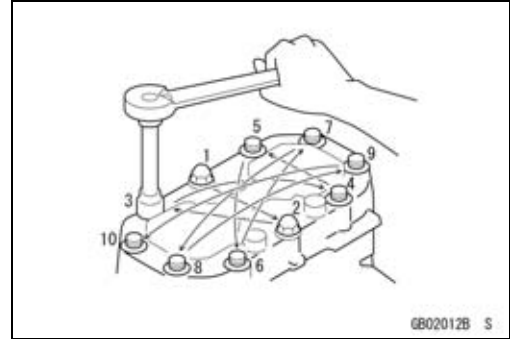
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1-4 GENERAL INFORMATION

Before Servicing

Tightening Sequence

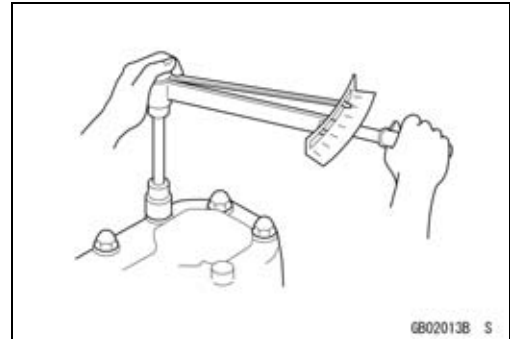
Generally, when installing a part with several bolts, nuts, or screws, start them all in their holes and tighten them to a snug fit. Then tighten them according to the specified sequence to prevent case warpage or deformation which can lead to malfunction. Conversely when loosening the bolts, nuts, or screws, first loosen all of them by about a quarter turn and then remove them. If the specified tightening sequence is not indicated, tighten the fasteners alternating diagonally.



Tightening Torque

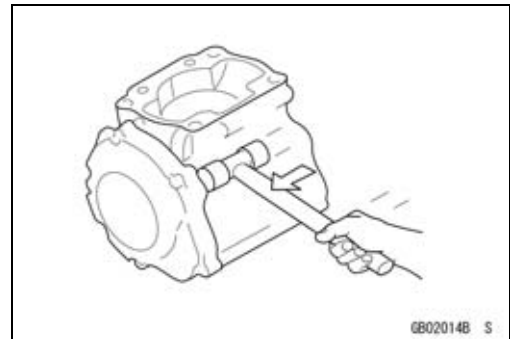
Incorrect torque applied to a bolt, nut, or screw may lead to serious damage. Tighten fasteners to the specified torque using a good quality torque wrench.

Often, the tightening sequence is followed twice initial tightening and final tightening with torque wrench.



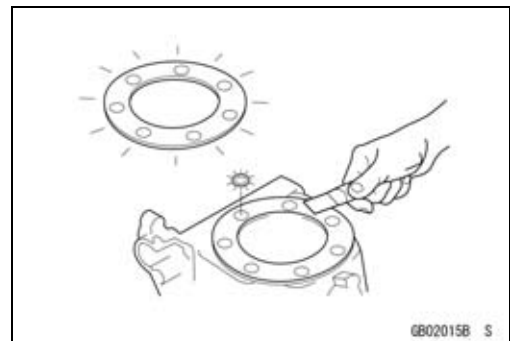
Force

Use common sense during disassembly and assembly, excessive force can cause expensive or hard to repair damage. When necessary, remove screws that have a non-permanent locking agent applied using an impact driver. Use a plastic-faced mallet whenever tapping is necessary.



Gasket, O-ring

Hardening, shrinkage, or damage of both gaskets and O-rings after disassembly can reduce sealing performance. Remove old gaskets and clean the sealing surfaces thoroughly so that no gasket material or other material remains. Install new gaskets and replace used O-rings when re-assembling.



Liquid Gasket, Locking Agent

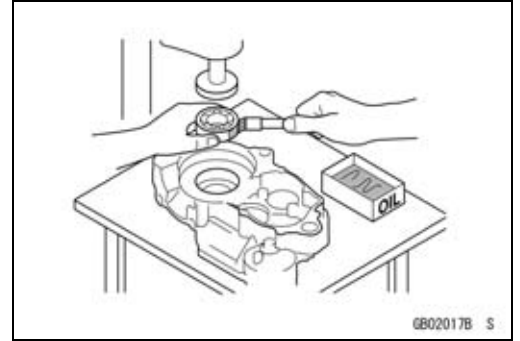
For applications that require Liquid Gasket or a Non-Permanent Locking Agent, clean the surfaces so that no oil residue remains before applying liquid gasket or locking agent. Do not apply them excessively. Excessive application can clog oil passages and cause serious damage.



Before Servicing

Press

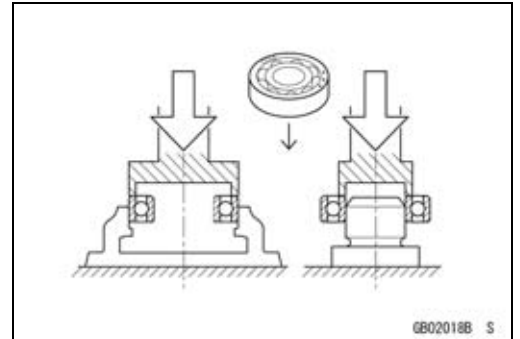
For items such as bearings or oil seals that must be pressed into place, apply small amount of oil to the contact area. Be sure to maintain proper alignment and use smooth movements when installing.



Ball Bearing and Needle Bearing

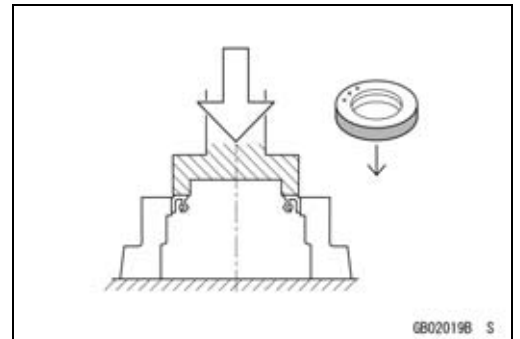
Do not remove pressed ball or needle unless removal is absolutely necessary. Replace with new ones whenever removed. Press bearings with the manufacturer and size marks facing out. Press the bearing into place by putting pressure on the correct bearing race as shown.

Pressing the incorrect race can cause pressure between the inner and outer race and result in bearing damage.

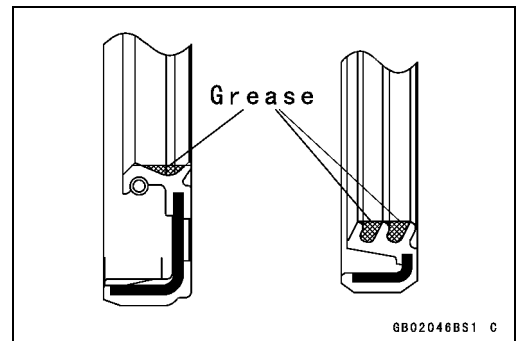


Oil Seal, Grease Seal

Do not remove pressed oil or grease seals unless removal is necessary. Replace with new ones whenever removed. Press new oil seals with manufacture and size marks facing out. Make sure the seal is aligned properly when installing.

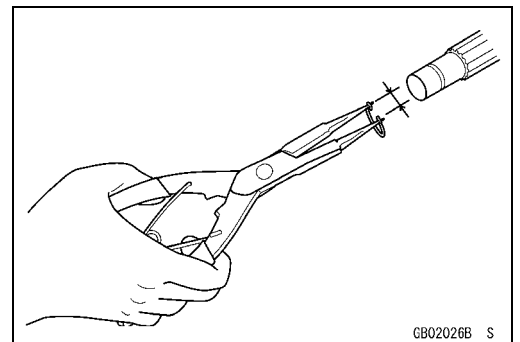


Apply specified grease to the lip of seal before installing the seal.



Circlips, Cotter Pins

Replace circlips or cotter pins that were removed with new ones. Take care not to open the clip excessively when installing to prevent deformation.



1-6 GENERAL INFORMATION

Before Servicing

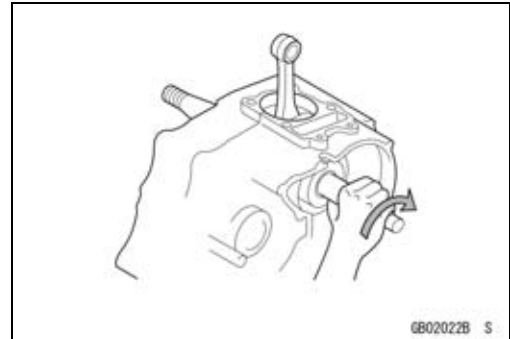
Lubrication

It is important to lubricate rotating or sliding parts during assembly to minimize wear during initial operation. Lubrication points are called out throughout this manual, apply the specific oil or grease as specified.



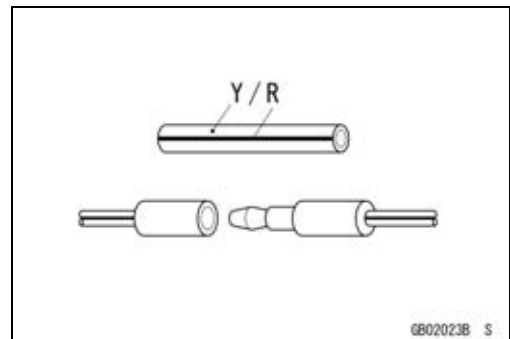
Direction of Engine Rotation

When rotating the crankshaft by hand, the free play amount of rotating direction will affect the adjustment. Rotate the crankshaft to positive direction (clockwise viewed from right side).



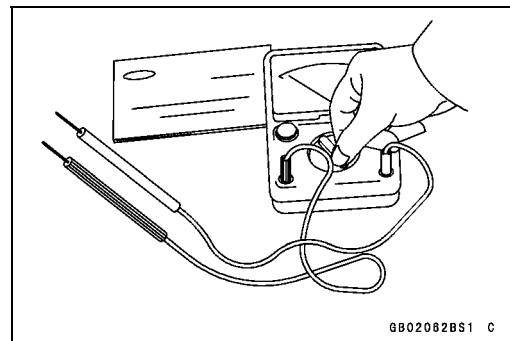
Electrical Wires

A two-color wire is identified first by the primary color and then the stripe color. Unless instructed otherwise, electrical wires must be connected to those of the same color.



Instrument

Use a meter that has enough accuracy for an accurate measurement. Read the manufacturer's instructions thoroughly before using the meter. Incorrect values may lead to improper adjustments.



Model Identification

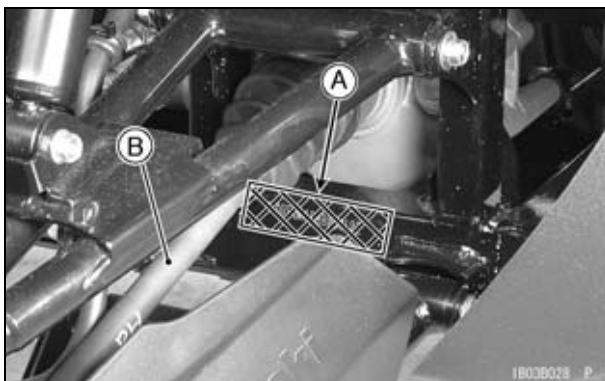
KRF750A8F Left Side View



KRF750A8F Right Side View

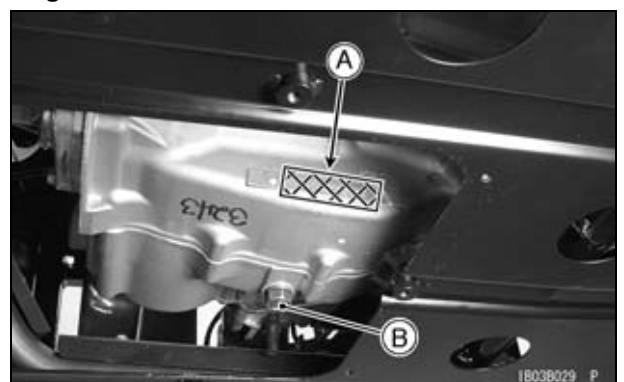


Frame Number



- [A] Frame Number
- [B] Right Front Axle

Engine Number



- [A] Engine Number
- [B] Engine Oil Drain Plug

1-8 GENERAL INFORMATION

General Specifications

Items	KRF750A8F, KRF750B8F
Dimensions Overall Length Overall Width Overall Height Wheelbase Track: Front Rear Ground Clearance Seat Height Dry Weight Curb Weight: Front Rear Fuel Tank Capacity Cargo Bed (L × W × H) Seating Capacity	2 930 mm (115.35 in.) 1 492 mm (58.74 in.) 1 905 mm (75.00 in.) 1 930 mm (75.98 in.) 1 235 mm (48.62 in.) 1 200 mm (47.24 in.) 287 mm (11.30 in.) 778 mm (30.63 in.) 579 kg (1 277 lb) 270 kg (595 lb) 344 kg (759 lb) 30 L (7.9 US gal) 830 × 1 120 × 285 mm (32.68 × 44.09 × 11.22 in.) 2
Performance Minimum Turning Radius	4 m (13.1 ft)
Engine Type Cooling System Bore and Stroke Displacement Compression Ratio Maximum Horsepower Maximum Torque Carburetor System Starting System Ignition System Timing Advance Ignition Timing Spark Plug Cylinder Numbering Method Firing Order Valve Timing: Inlet: Open Close Duration	4-stroke, SOHC, V2-cylinders Liquid-cooled 85 × 66 mm (3.35 × 2.60 in.) 749 cm ³ (45.7 cu in.) 8.8 : 1 33.0 kw (44.9 PS) @6 500 r/min (rpm), (US) – 55.4 N·m (5.6 kgf·m, 41 ft·lb) @5 250 r/min (rpm) Carburetor, Keihin CVKR34 × 2 Electric Starter CDI Electronically advanced From 5° BTDC @1 250 r/min (rpm) to 28° BTDC @5 000 r/min (rpm) NGK CR7E or DENSO U22ESR-N Front to rear, 1-2 1-2 20° BTDC 44° ABDC 244°

General Specifications

Items	KRF750A8F, KRF750B8F
Exhaust: Open Close Duration Lubrication System Engine Oil: Type Viscosity Capacity	44° BBDC 20° ATDC 244° Forced lubrication (wet sump) API SF or SG API SH, SJ or SL with JASO MA SAE 10W-40 2.3 L (2.43 US qt)
Drive Train Primary Reduction System: Type Reduction Ratio Transmission Gear Ratio: Forward: High Low Reverse: Low Final Drive System: Type Reduction Ratio Overall Drive Ratio: Forward: High Low Reverse: Low Front Final Gear Case Oil: Type Viscosity Capacity Rear Final Gear Case Oil: Type Capacity	Belt drive torque converter 3.20 ~ 0.721 3.549 (30/26 × 29/18 × 21/11) 5.536 (36/20 × 29/18 × 21/11) 4.614 (16/12 × 18/16 × 29/18 × 21/11) Shaft 4WD/2WD 4.375 (35/8) 49.69 ~ 11.19 77.51 ~ 17.46 64.59 ~ 14.55 API SF or SG API SH, SJ or SL with JASO MA SAE 10W-40 0.9 L (0.95 US qt) MOBIL FLUID 424, CITGO TRANSGARD TRACTOR HYDRAULIC FLUID or EXXON HYDRAUL 560 1 L (1.06 US qt)
Frame Type Caster (Rake Angle) Camber King Pin Angle Trail	Steel tube, Ladder 2.5° -1.2° 13.8° 13.6 mm (0.54 in.)

1-10 GENERAL INFORMATION

General Specifications

Items	KRF750A8F, KRF750B8F
Tire: Front: Type Size Front: Type Size Rim Size: Front Rear Steering Type Suspension: Front: Type Wheel Travel Rear: Type Wheel Travel Brake Type: Front Rear Parking Brake Type	Tubeless 26 × 8.00 - 12 Tubeless 26 × 10.00 - 12 12 × 6.0 12 × 8.0 Rack and pinion Double Wishbone 190 mm (7.48 in.) Double Wishbone 190 mm (7.48 in.) Disc × 2 Enclosed wet multi-plate Enclosed wet multi-plate
Electrical Equipment Battery Headlight: Type Bulb Brake/Tail Light Alternator: Type Max Output	(US) 12 V 14 Ah, (CA) 12 V 12 Ah Semi-sealed beam 12 V 35 W × 2 12 V 27/8 W × 2 Three - phase AC 24.2 A, 14 V
Load Capacity Maximum Vehicle Load (Including Occupants and Cargo) Maximum Cargo Bed Load	466 kg (1 027 lb) 227 kg (500 lb)

Specifications are subject to change without notice, and may not apply to every country. The KRF750B8F is a camouflage-surface-treated model and identical to the KRF750A8F, the base model, in every other aspect: controls, features, and specifications.

Unit Conversion Table

Prefixes for Units:

Prefix	Symbol	Power
mega	M	× 1 000 000
kilo	k	× 1 000
centi	c	× 0.01
milli	m	× 0.001
micro	μ	× 0.000001

Units of Mass:

kg	×	2.205	=	lb
g	×	0.03527	=	oz

Units of Volume:

L	×	0.2642	=	gal (US)
L	×	0.2200	=	gal (imp)
L	×	1.057	=	qt (US)
L	×	0.8799	=	qt (imp)
L	×	2.113	=	pint (US)
L	×	1.816	=	pint (imp)
mL	×	0.03381	=	oz (US)
mL	×	0.02816	=	oz (imp)
mL	×	0.06102	=	cu in

Units of Force:

N	×	0.1020	=	kg
N	×	0.2248	=	lb

kg	×	9.807	=	N
kg	×	2.205	=	lb

Units of Length:

km	×	0.6214	=	mile
m	×	3.281	=	ft
mm	×	0.03937	=	in

Units of Torque:

N·m	×	0.1020	=	kgf·m
N·m	×	0.7376	=	ft·lb
N·m	×	8.851	=	in·lb

kgf·m	×	9.807	=	N·m
kgf·m	×	7.233	=	ft·lb
kgf·m	×	86.80	=	in·lb

Units of Pressure:

kPa	×	0.01020	=	kgf/cm ²
kPa	×	0.1450	=	psi
kPa	×	0.7501	=	cmHg

kgf/cm ²	×	98.07	=	kPa
kgf/cm ²	×	14.22	=	psi
cmHg	×	1.333	=	kPa

Units of Speed:

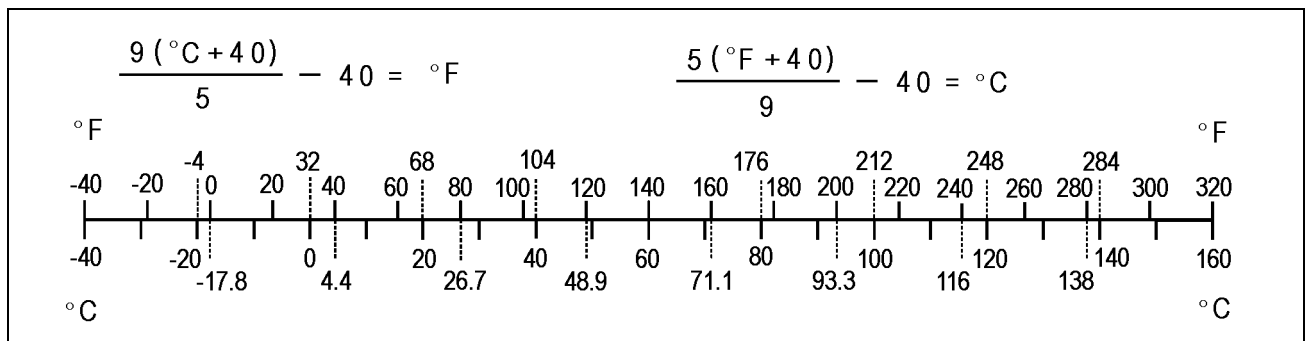
km/h	×	0.6214	=	mph
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Units of Power:

kW	×	1.360	=	PS
kW	×	1.341	=	HP

PS	×	0.7355	=	kW
PS	×	0.9863	=	HP

Units of Temperature:



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