

# Appendix

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## 17-2 APPENDIX

### Troubleshooting Guide

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#### 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, Starting Difficulty:

##### Starter motor not rotating:

- Neutral switch trouble
- Starter motor trouble
- Battery voltage low
- Starter and circuit relays not contacting or operating
- Starter button not contacting
- Wiring open or shorted
- Ignition switch trouble
- Engine stop switch trouble
- Fuse blown

##### Starter motor rotating but engine doesn't turn over:

- Starter motor clutch trouble

##### Engine won't turn over:

- Valve seizure
- Rocker arm seizure
- Cylinder, piston seizure
- Crankshaft seizure
- Connecting rod small end seizure
- Connecting rod big end seizure
- Transmission gear or bearing seizure
- Camshaft seizure

##### No fuel flow:

- No fuel in tank
- Fuel tank air vent obstructed
- Fuel tap clogged
- Fuel line clogged
- Float valve clogged
- Fuel pump damaged

##### Engine flooded:

- Fuel level in carburetor too high
- Float valve worn or stuck open
- Starting technique faulty  
(When flooded, crank the engine with the throttle fully opened to allow more air to reach the engine.)

##### Fuel/air mixture incorrect:

- Pilot screw and/or idle adjusting screw maladjusted
- Pilot jet or air passage clogged
- Air cleaner clogged, poorly sealed, or missing
- Starter jet clogged

##### No spark; spark weak:

- Spark plug dirty, broken, or maladjusted
- Spark plug cap or spark plug lead trouble
- Spark plug cap shorted or not in good contact

- Spark plug incorrect
- Crankshaft sensor trouble
- Igniter trouble
- Ignition coil trouble
- Battery voltage low
- Ignition or engine stop switch shorted
- Wiring shorted or open
- Fuse blown

##### Compression Low:

- Spark plug loose
- Cylinder head not sufficiently tightened down
- No valve clearance
- Cylinder, piston worn
- Piston ring bad (worn, weak, broken, or sticking)
- Piston ring/groove clearance excessive
- Cylinder head gasket damaged
- Cylinder head warped
- Valve spring broken or weak
- Valve not seating properly (valve bent, worn, or carbon accumulation on the seating surface)
- Compression release (KACR) cam sticks open (Engine stalls when moving off)

##### Poor Running at Low Speed:

##### Spark weak:

- Spark plug dirty, broken, or maladjusted
- Spark plug cap or spark plug lead trouble
- Spark plug cap shorted or not in good contact
- Spark plug incorrect
- Igniter trouble
- Crankshaft sensor trouble
- Ignition coil trouble
- Battery voltage low

##### Fuel/air mixture incorrect:

- Pilot screw and/or idle adjusting screw maladjusted
- Pilot jet or air passage clogged
- Choke plunger stuck open
- Air cleaner clogged, poorly sealed, or missing
- Fuel level in carburetor too high or too low
- Fuel tank air vent obstructed
- Fuel pump trouble
- Carburetor holder loose
- Air cleaner duct loose

##### Compression low:

- Spark plug loose
- Cylinder head not sufficiently tightened down
- No valve clearance
- Cylinder, piston worn
- Piston ring bad (worn, weak, broken, or sticking)
- Piston ring/groove clearance excessive

## Troubleshooting Guide

Cylinder head gasket damaged  
 Cylinder head warped  
 Valve spring broken or weak  
 Valve not seating properly (valve bent, worn, or carbon accumulation on the seating surface)  
 Compression release (KACR) cam sticks open (Engine stalls when moving off)

### Other:

Carburetor vacuum piston doesn't slide smoothly  
 Engine oil viscosity too high  
 Brake dragging  
 Igniter trouble  
 Front or rear final gear case oil viscosity too high

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

#### Firing incorrect:

Spark plug dirty, broken, or maladjusted  
 Spark plug cap or spark plug lead trouble  
 Spark plug cap shorted or not in good contact  
 Spark plug incorrect  
 Crankshaft sensor trouble  
 Igniter trouble  
 Ignition coil trouble

#### Fuel/air mixture incorrect:

Main jet clogged or wrong size  
 Jet needle or needle jet worn  
 Main air jet clogged  
 Bleed holes of air bleed pipe or needle jet clogged  
 Fuel level in carburetor too high or too low  
 Air cleaner clogged, poorly sealed, or missing  
 Choke plunger stuck open  
 Water or foreign matter in fuel  
 Carburetor holder loose  
 Air cleaner duct loose  
 Fuel tank air vent obstructed  
 Fuel tap clogged  
 Fuel line clogged  
 Fuel pump trouble

#### Compression low:

Spark plug loose  
 Cylinder head not sufficiently tightened down  
 No valve clearance  
 Cylinder, piston worn  
 Piston rings bad (worn, weak, broken, or sticking)  
 Piston ring/groove clearance excessive  
 Cylinder head gasket damaged  
 Cylinder head warped  
 Valve spring broken or weak

Valve not seating properly (valve bent, worn, or carbon accumulation on the seating surface.)

Compression release cam (K.A.C.R.) sticks open (Engine stalls when moving off)

### Knocking:

Carbon built up in combustion chamber  
 Fuel poor quality or incorrect  
 Spark plug incorrect  
 Igniter trouble

### Miscellaneous:

Throttle valve won't fully open  
 Carburetor vacuum piston doesn't slide smoothly  
 Carburetor vacuum piston diaphragm damaged  
 Brake dragging  
 Engine overheating  
 Engine oil level too high  
 Engine oil viscosity too high  
 Front or rear final gear case oil viscosity too high

### Overheating:

#### Firing incorrect:

Spark plug dirty, broken, or maladjusted  
 Spark plug incorrect  
 Igniter trouble

#### Fuel/air mixture incorrect:

Main jet clogged or wrong size  
 Fuel level in carburetor too low  
 Carburetor holder loose  
 Air cleaner poorly sealed, or missing  
 Air cleaner duct loose  
 Air cleaner clogged  
 Fuel pump trouble

#### Compression high:

Carbon built up in combustion chamber

#### Engine load faulty:

Engine oil level too high  
 Engine oil viscosity too high  
 Drive train trouble  
 Brake dragging

#### Lubrication inadequate:

Engine oil level too low  
 Engine oil poor quality or incorrect

#### Front or rear final gear case overheating:

Insufficient oil  
 Bevel gears maladjusted  
 LSD clutches in front final gear case maladjustment

#### Coolant incorrect:

Coolant level too low  
 Coolant deteriorated  
 Wrong coolant mixed ratio

#### Cooling system component incorrect:

Radiator fin damaged  
 Radiator clogged

## 17-4 APPENDIX

### Troubleshooting Guide

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- Thermostat trouble
- Radiator cap trouble
- Radiator fan switch trouble
- Fan motor broken
- Fan blade damaged
- Water pump not turning
- Water pump impeller damaged

#### **Over Cooling:**

##### **Cooling system component incorrect:**

- Radiator fan switch trouble
- Thermostat trouble

#### **Converter Operation Faulty:**

##### **Belt slipping:**

- Belt dirty, worn, or wetted
- Drive or driven pulley sheave dirty or worn
- Drive pulley spring broken or weak

##### **Converter engagement speed too low:**

- Drive pulley spring broken or weak

##### **Converter engagement speed too high:**

- Belt dirty or worn
- Drive or driven pulley sheave dirty or worn
- Drive pulley weight doesn't move smoothly
- Drive pulley movable sheave doesn't move smoothly
- Drive or driven pulley movable sheave bush worn
- Drive pulley weight or roller worn

##### **Shifting too quickly:**

- Drive pulley spring weak
- Driven pulley spring weak or incorrectly installed (too loose)

##### **Shifting too slowly:**

- Belt dirty or worn
- Drive or driven pulley sheave dirty or worn
- Drive pulley weight doesn't move smoothly
- Drive pulley movable sheave doesn't move smoothly
- Drive pulley spring incorrect installed (too tight)
- Driven pulley movable sheave doesn't move smoothly

#### **Gear Shifting Faulty:**

##### **Doesn't go into gear:**

- Shift fork bent or seized
- Gear stuck on the shaft
- Shift tie-rod maladjusted
- Shift tie-rod damaged

##### **Jumps out of gear:**

- Shifter groove worn
- Gear dogs worn
- Shift fork worn, bent
- Shift arm positioning bolt spring weak or broken
- Shift tie-rod maladjusted
- Drive shaft, output shaft, and/or gear splines worn

#### **Overshifts:**

- Shift arm positioning bolt spring weak or broken
- Shift tie-rod maladjusted

#### **Abnormal Engine Noise:**

##### **Knocking:**

- Igniter trouble
- Carbon built up in combustion chamber
- Fuel poor quality or incorrect
- Spark plug incorrect
- Overheating

##### **Piston Slap:**

- Cylinder/piston clearance excessive
- Cylinder, piston worn
- Connecting rod bent
- Piston pin, piston holes worn

##### **Valve noise:**

- Valve clearance incorrect
- Valve spring broken or weak
- Camshaft bearing worn
- Rocker arm worn

##### **Other noise:**

- Connecting rod small end clearance excessive
- Connecting rod big end clearance excessive
- Piston ring worn, broken, or stuck
- Piston seizure, damage
- Cylinder head gasket leaking
- Exhaust pipe leaking at cylinder head connection
- Crankshaft runout excessive
- Engine mounts loose
- Crankshaft bearing worn
- Camshaft chain tensioner trouble
- Camshaft chain, sprocket, guides worn
- Alternator rotor loose

#### **Abnormal Drive Train Noise:**

##### **Converter noise:**

- Belt worn
- Drive or driven pulley sheave worn
- Drive or driven pulley movable sheave bush worn
- Drive or driven pulley mount loose
- Driven pulley shoe worn
- Drive pulley weight or roller side washer worn
- Drive pulley weight or roller worn
- Wear guides worn

##### **Transmission noise:**

- Bearing worn
- Transmission gears worn or chipped
- Metal chips jammed in gear teeth
- Engine oil insufficient or too thin

##### **Front or rear final gear case noise:**

- Insufficient lubricant
- Incorrect oil (Front final gear case)

## Troubleshooting Guide

Bevel gear bearings worn  
 Bevel gears worn or chipped  
 Bevel gears maladjusted  
 Worn LSD clutch friction plate (Front final gear case)  
 Thrust plug maladjusted (Rear final gear case)  
 Damaged side gears or pinions (Front final gear case)

### Abnormal Frame Noise:

#### Shock absorber noise:

Shock absorber damaged

#### Disc brake noise:

Pad installed incorrectly  
 Pad surface glazed  
 Disc warped  
 Caliper trouble

#### Rear brake noise:

Foreign matter in hub  
 Brake not properly adjusted

#### Other noise:

Bracket, nut bolt, etc. not properly mounted or tightened

### Exhaust Smokes Excessively:

#### White smoke:

Piston oil ring worn  
 Cylinder worn  
 Valve oil seal damaged  
 Valve guide worn  
 Cylinder head gasket damaged  
 Engine oil level too high

#### Black Smoke:

Air cleaner clogged  
 Main jet too large or fallen off  
 Choke plunger stuck open  
 Fuel level in carburetor too high

#### Brown smoke:

Main jet too small  
 Fuel level too low  
 Air cleaner duct loose  
 Air cleaner poorly sealed or missing

### Handling and/or Stability Unsatisfactory

#### Steering wheel hard to turn:

Tire air pressure too low  
 Steering shaft damaged  
 Steering shaft lubrication inadequate  
 Steering shaft bent  
 Steering gear assembly damaged  
 Steering knuckle joint damaged  
 Tie-rod end damaged  
 LSD clutch maladjusted (front final gear case)

#### Noise when turning:

Side gear or pinion damaged (front final gear case)  
 LSD clutch friction plates damaged (Front final gear case)

### Steering wheel shakes or excessively vibrates:

Tire worn  
 Wheel rim warped  
 Suspension arm bushing worn  
 Tie-rod joint worn  
 Axle shaft bearing worn  
 Steering wheel mount loose  
 Steering bolt or nut loose

### Steering wheel pulls to one side:

Frame bent  
 Wheel maladjustment  
 Suspension arm bent or twisted  
 Steering shaft bent  
 Steering gear assembly damaged  
 Front or rear tire air pressure unbalanced  
 Shock absorber unbalanced

### Shock absorption unsatisfactory:

#### Too hard:

Tire air pressure too high  
 Shock absorber damaged

#### Too soft:

Shock absorber oil leaking  
 Shock absorber spring weak  
 Tire air pressure too low  
 Shock absorber damaged

### Brake Doesn't Hold

#### Front brake:

Air in the brake line  
 Brake fluid leakage  
 Brake fluid deteriorated  
 Primary or secondary cup trouble  
 Master cylinder scratched inside  
 Pad overworn or worn unevenly  
 Oil, grease on pads and disc  
 Disc worn or warped  
 Brake overheated

#### Rear Brake:

Brake not properly adjusted  
 Plates worn  
 Brake parts worn or damaged

### Kawasaki Engine Brake Control System

#### Malfunction:

Actuators failed  
 Speed sensor short or open  
 Forward/Reverse detecting sensor short or open  
 Actuator controller failed  
 Controller 10 A fuse blown  
 Battery disconnected

#### Battery Discharged:

Battery faulty (e.g., plates sulphated, shorted through sedimentation, electrolyte level too low)  
 Battery leads making poor contact  
 Load excessive (e.g., bulb of excessive wattage)

## 17-6 APPENDIX

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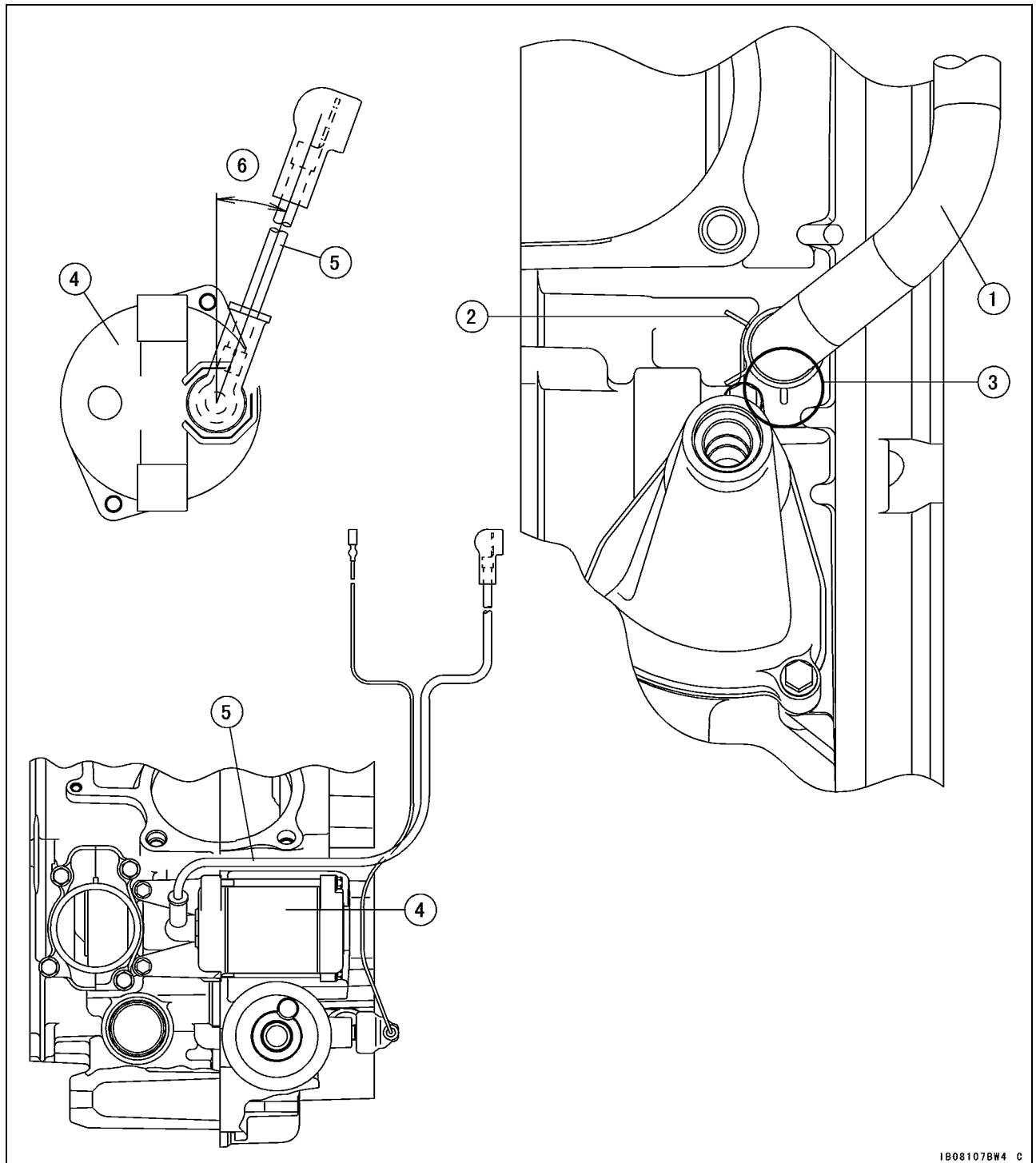
### Troubleshooting Guide

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Ignition switch trouble  
Regulator/rectifier trouble  
Alternator trouble  
Wiring faulty

**Battery Overcharged:**  
Regulator/rectifier trouble  
Battery trouble

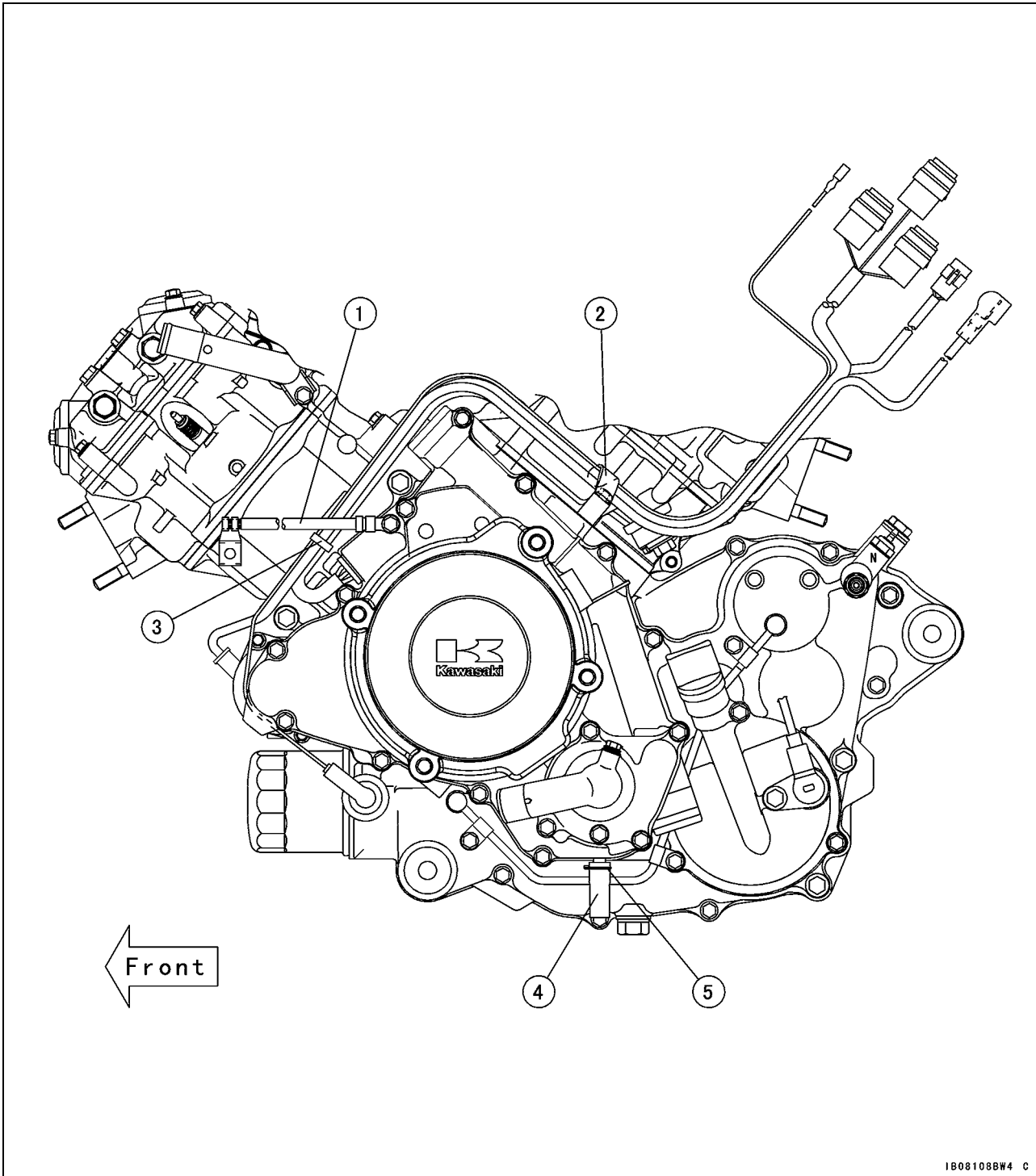
## Cable, Wire, and Hose Routing



1. Tube
2. Clamps
3. Align the white paint mark on the tube with the adjustment mark on the crankcase.
4. Starter Motor
5. Starter Motor Cable
6. about 20°

## 17-8 APPENDIX

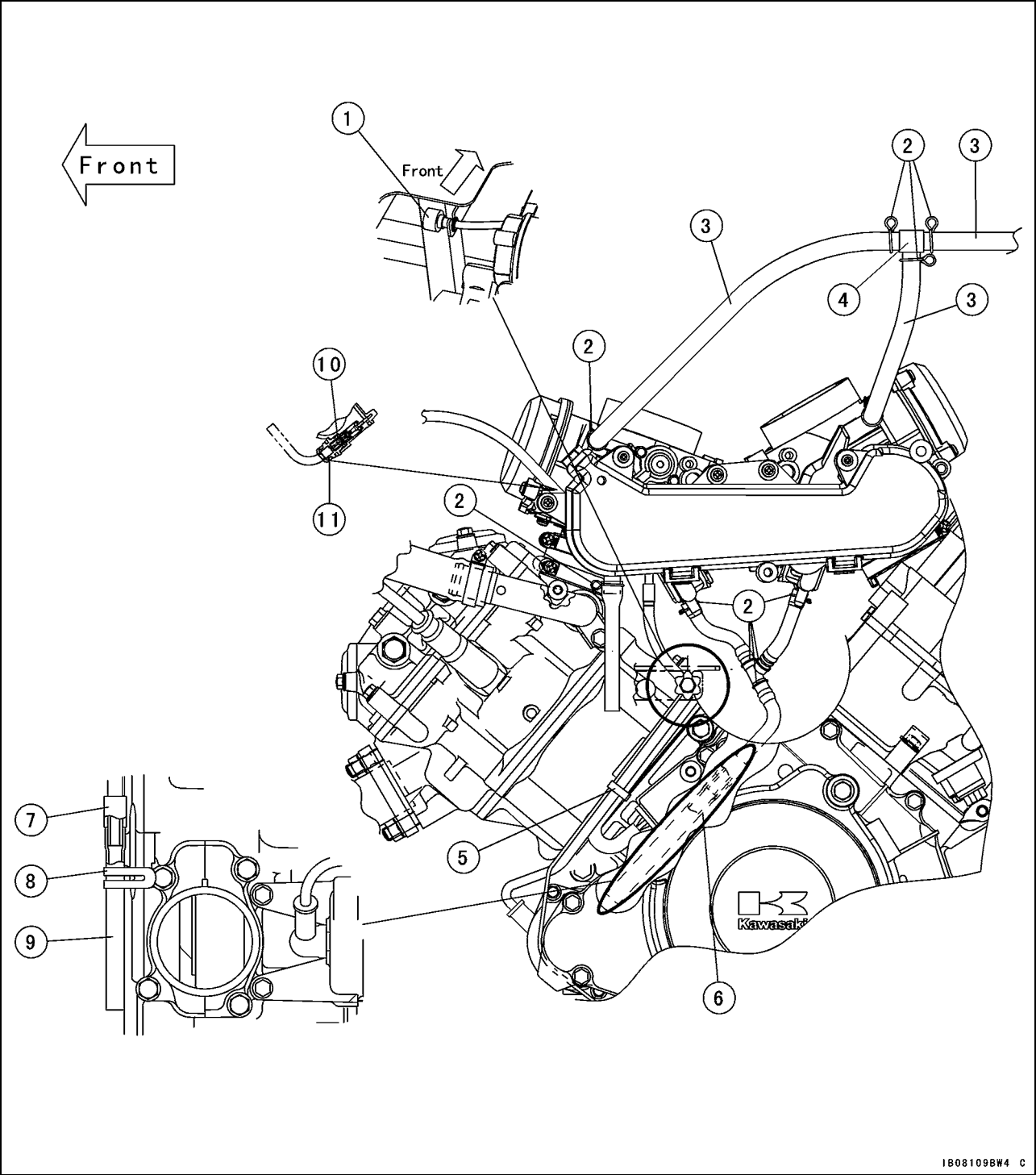
### Cable, Wire, and Hose Routing



1. Engine Ground Lead
2. Clamp
3. Band
4. Tube
5. Clamp



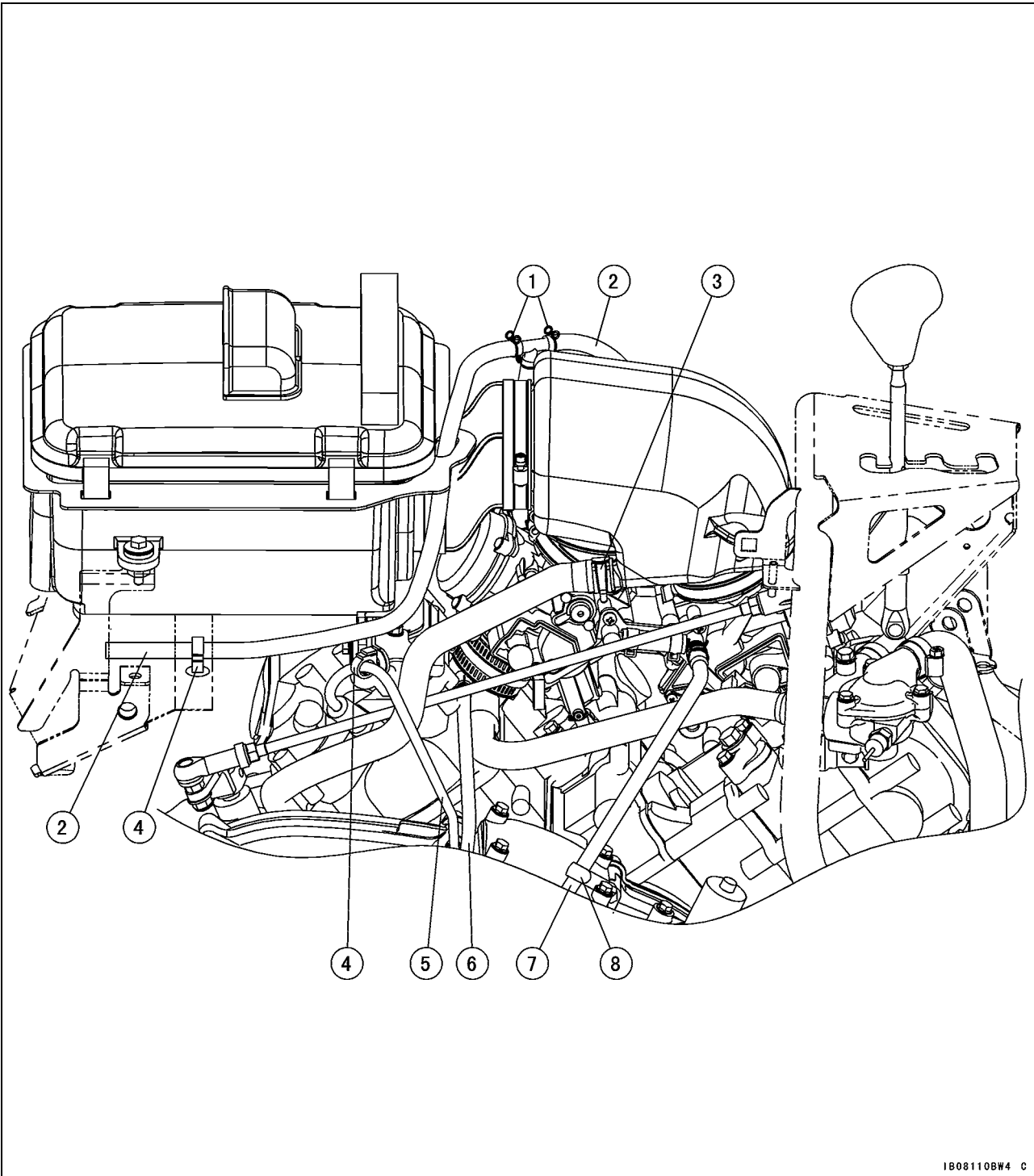
Cable, Wire, and Hose Routing



- 1. Idle Adjusting Screw
- 2. Clamps
- 3. Breather Hoses
- 4. Fitting
- 5. Band
- 6. to Engine Right Side
- 7. Check Valve
- 8. Clamp
- 9. Drain Hose
- 10. Choke Cable Plunger
- 11. Boot

## 17-10 APPENDIX

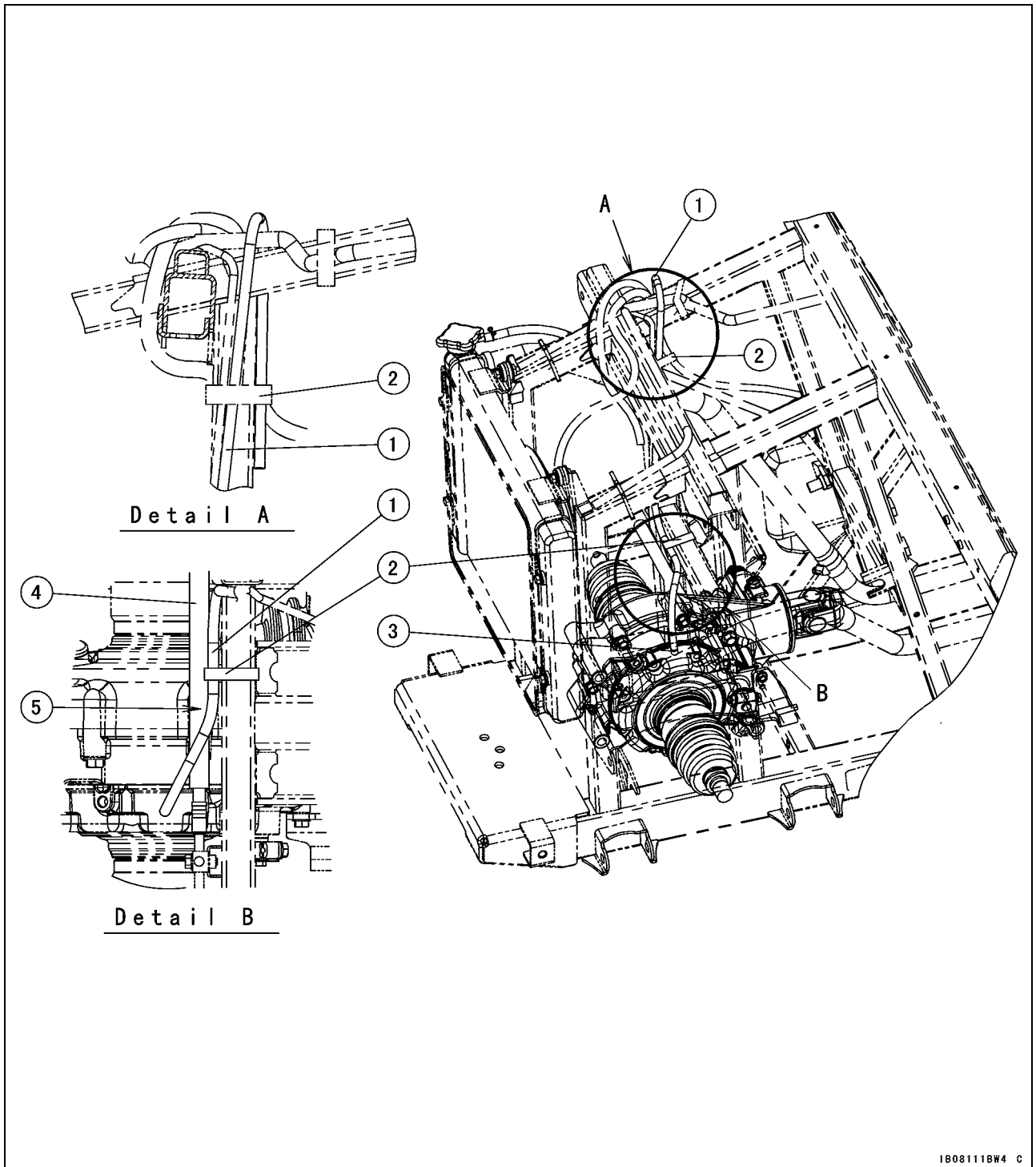
### Cable, Wire, and Hose Routing



1B08110B#4 C

1. Clamps
2. Breather Hoses
3. Clamp
4. Clamps
5. Ignition Coil Lead
6. Vacuum Hose
7. Fuel Hose
8. Clamp

Cable, Wire, and Hose Routing

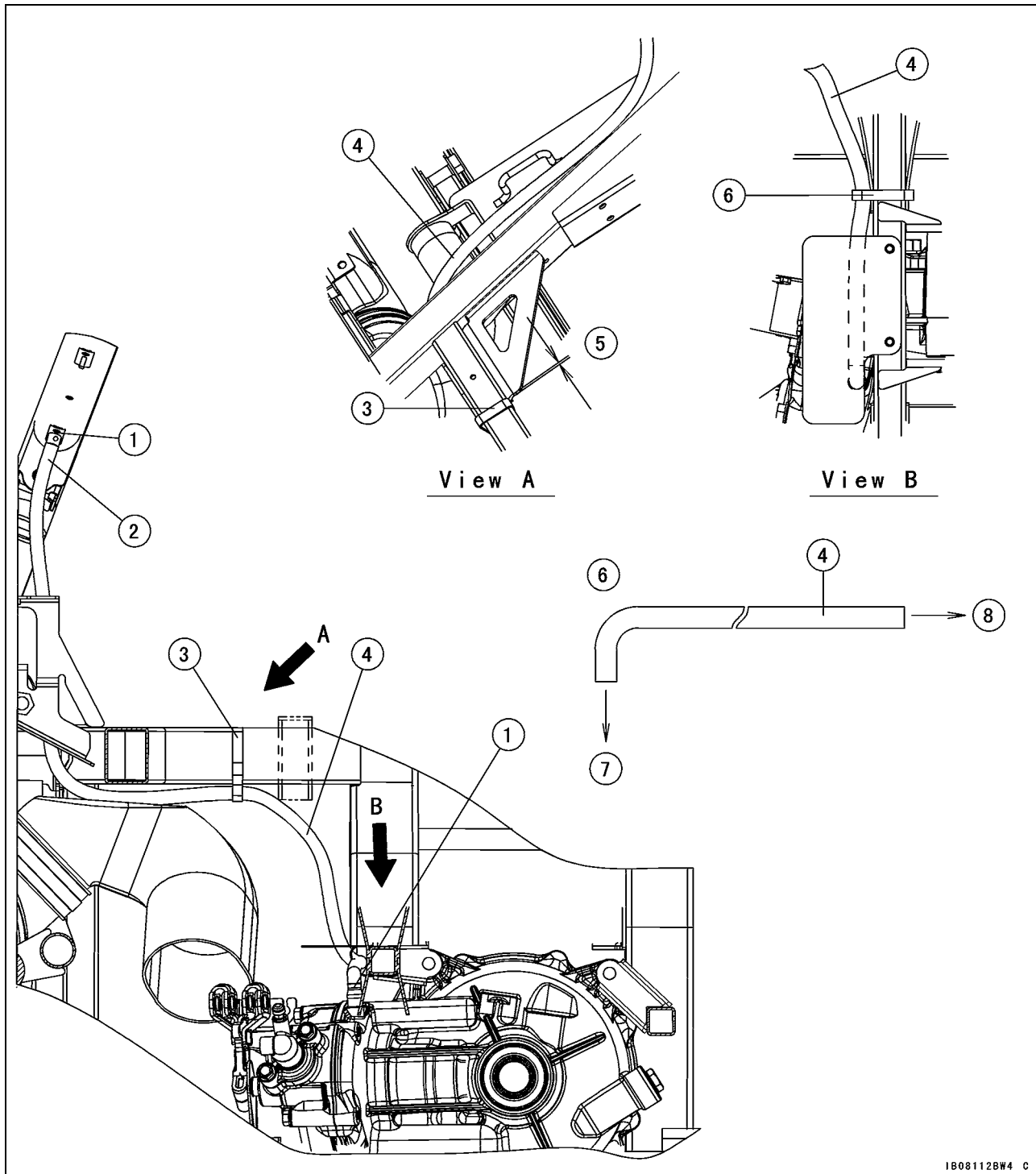


1B08111BW4 C

1. Front Gear Case Breather Hose
2. Bands
3. Clamp
4. Brake Hose
5. Run the breather hose over the brake hose.

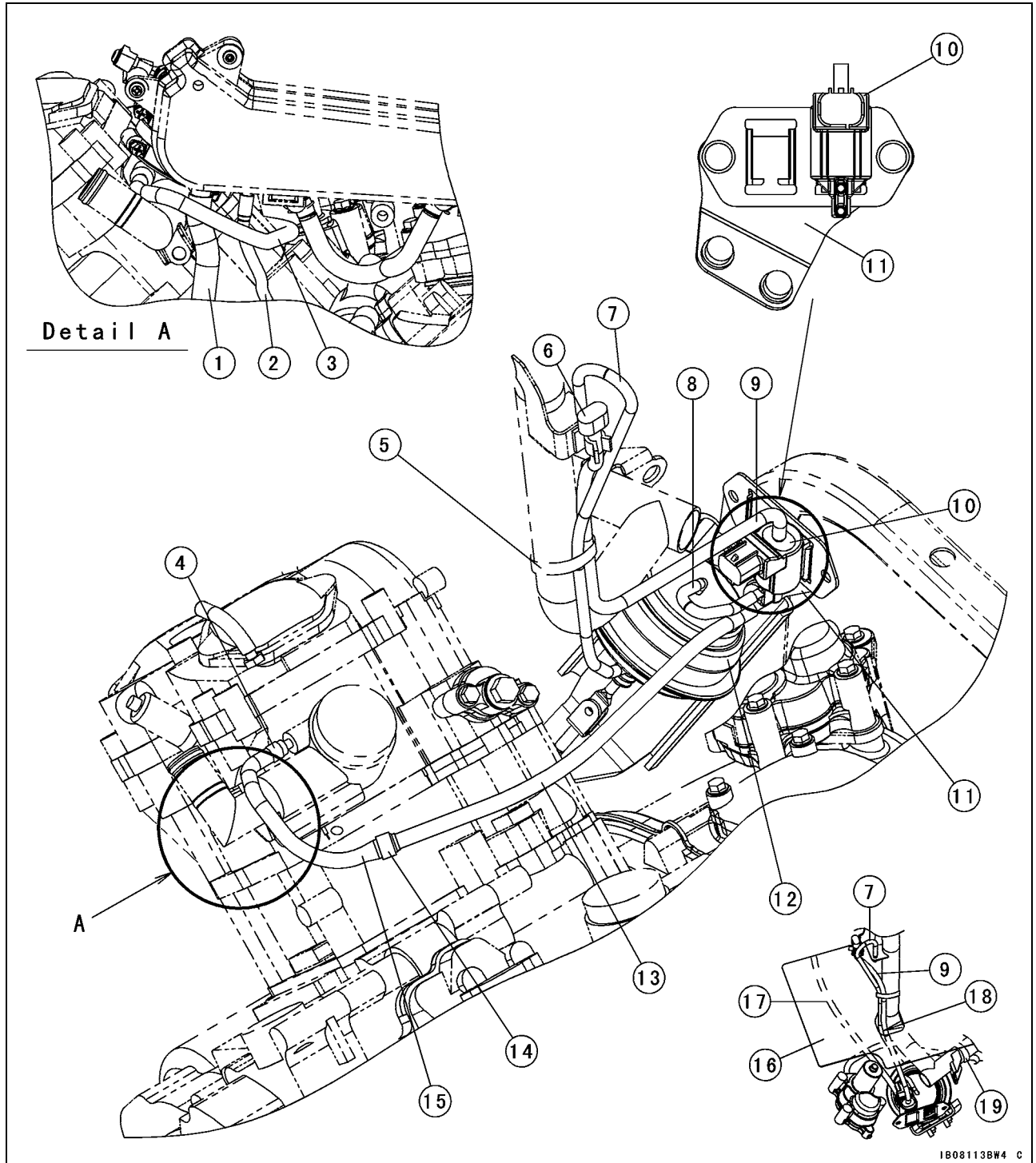
## 17-12 APPENDIX

### Cable, Wire, and Hose Routing



1B08112BW4 C

Cable, Wire, and Hose Routing

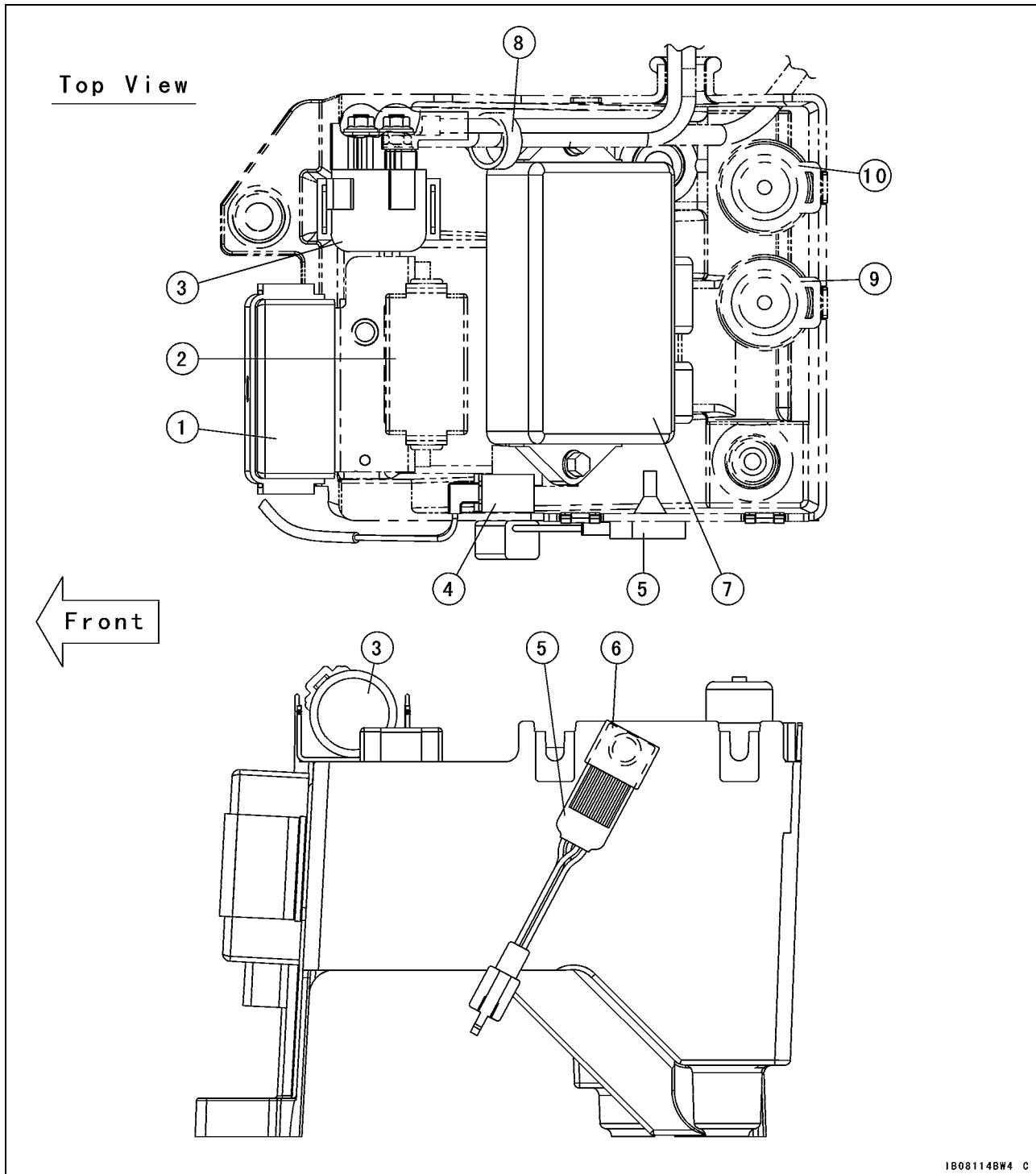


1B08113BW4 C

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>1. Drain Hose</li> <li>2. Idle Adjusting Cable</li> <li>3. Vacuum Hose (Run the vacuum hose over the drain hose and idle adjuster cable.)</li> <li>4. Clamp</li> <li>5. Band</li> <li>6. Filter</li> <li>7. Breather Hose</li> <li>8. Vacuum Hose</li> <li>9. Vent Hose</li> </ul> | <ul style="list-style-type: none"> <li>10. 2WD/4WD Solenoid Valve</li> <li>11. Bracket</li> <li>12. Vacuum Actuator</li> <li>13. Vacuum Hose</li> <li>14. Clamp</li> <li>15. Vacuum Hose</li> <li>16. Cover</li> <li>17. Run the vacuum hose under the cover.</li> <li>18. Run the hoses into the hole.</li> <li>19. Tighten the band with three leads.</li> </ul> |
|---|--|

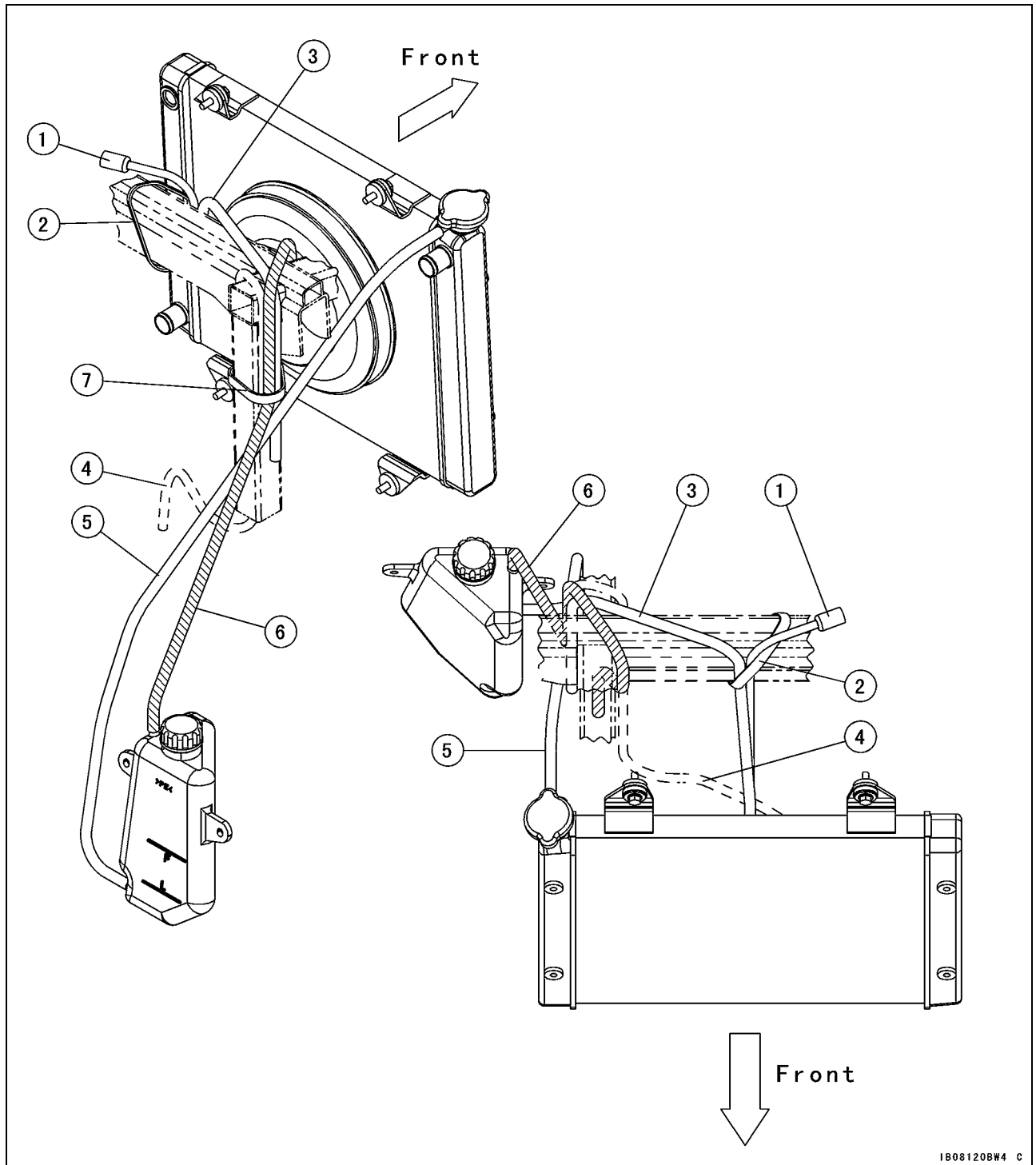
## 17-14 APPENDIX

### Cable, Wire, and Hose Routing



1. Actuator Controller
2. Fuse Box
3. Starter Relay
4. Radiator Fan Breaker
5. Air Temperature Sensor
6. Holder
7. Igniter
8. Clamp
9. Starter Circuit Relay (Neutral)
10. Starter Circuit Relay (Brake)

Cable, Wire, and Hose Routing

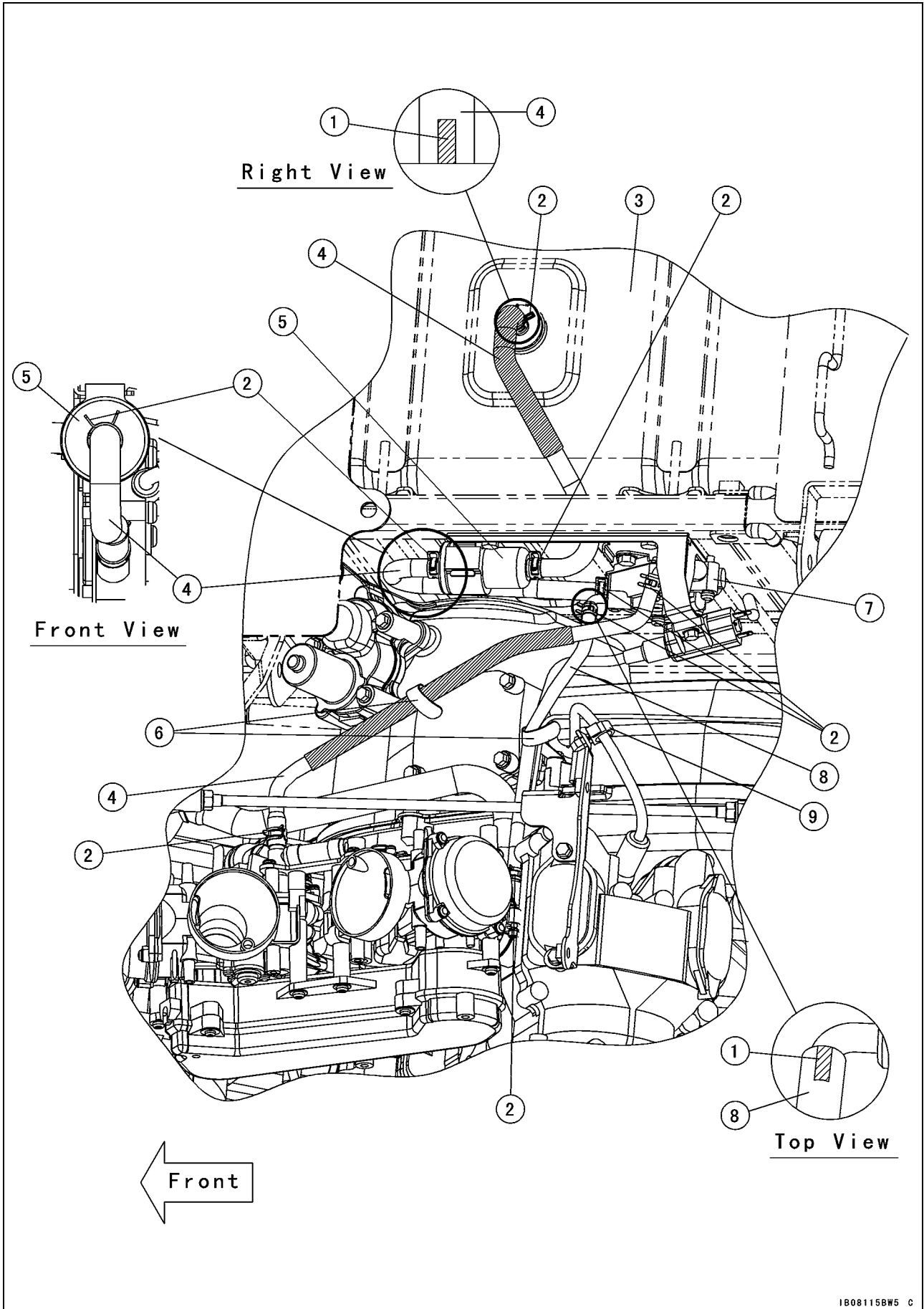


1B08120BW4 C

1. Fan Motor Lead Connector
2. Band
3. Fan Motor Breather Hose
4. Front Gear Case Breather Hose
5. Reserve Tank Hose
6. Reserve Tank Overflow Hose
7. Band

# 17-16 APPENDIX

## Cable, Wire, and Hose Routing





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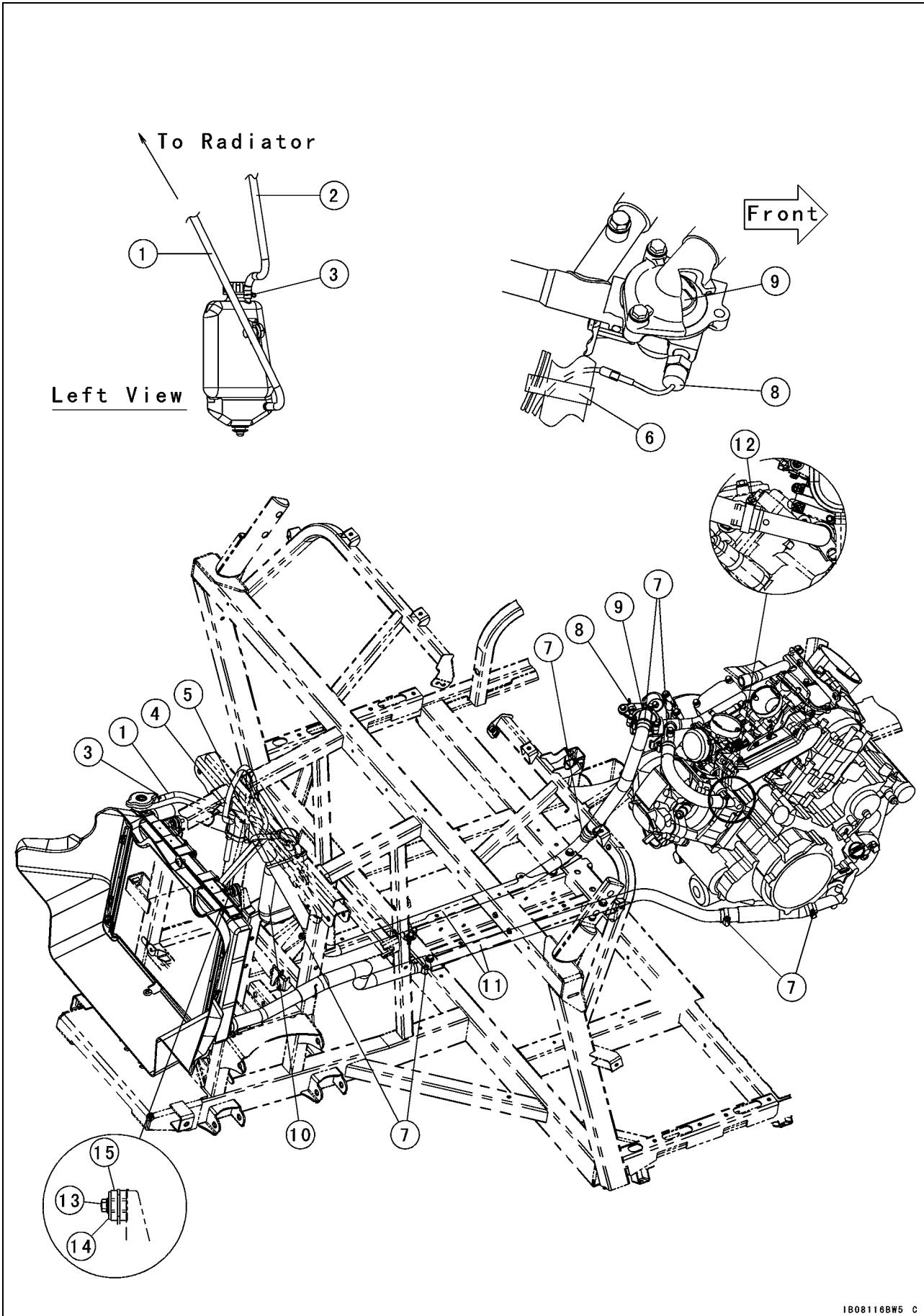
**Cable, Wire, and Hose Routing**

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1. White Mark
2. Clamps
3. Fuel Tank
4. Fuel Hose
5. Fuel Filter
6. Clamps
7. Fuel Pump
8. Vacuum Hose
9. Clamp

# 17-18 APPENDIX

## Cable, Wire, and Hose Routing



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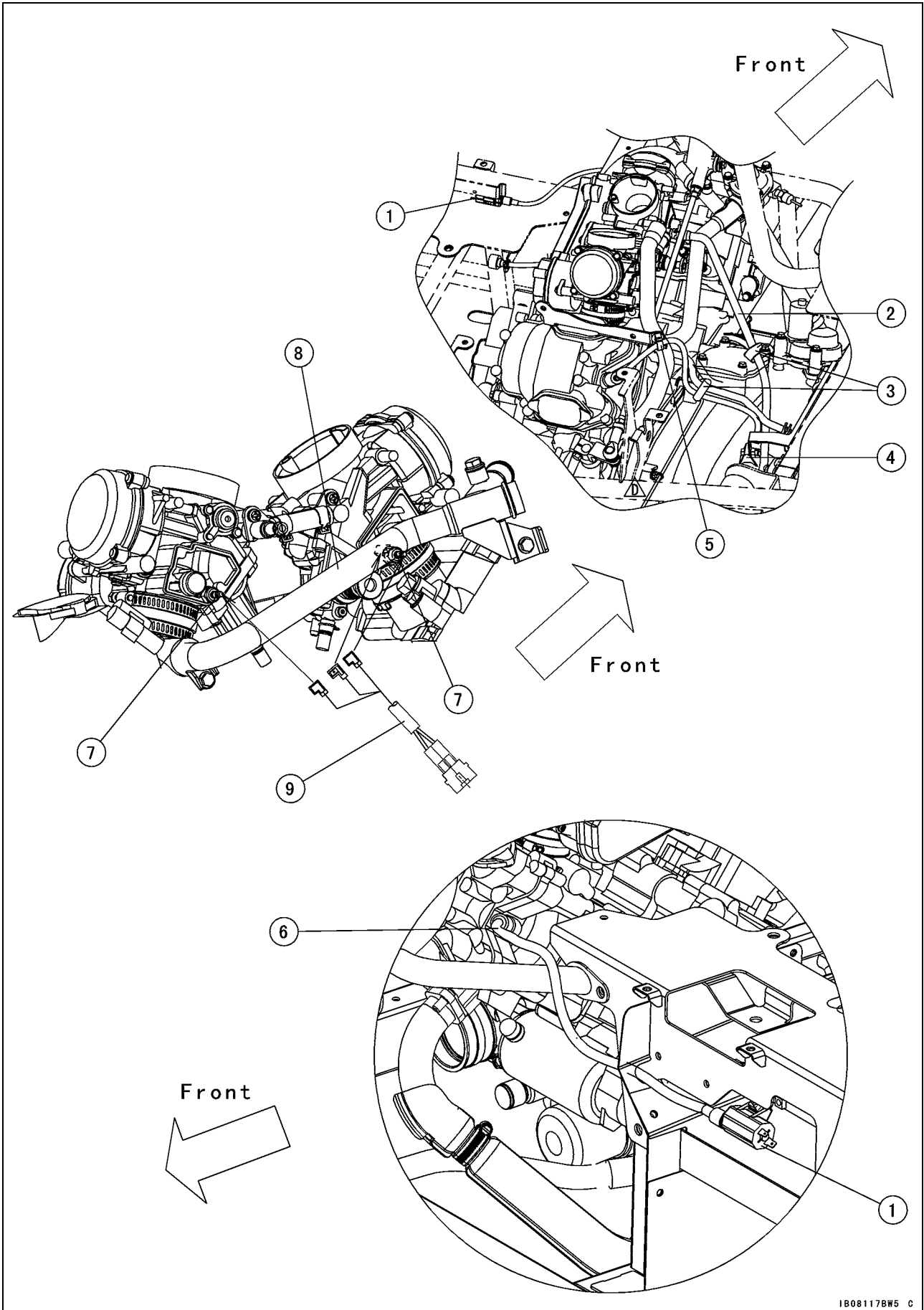
**Cable, Wire, and Hose Routing**

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1. Reserve Tank Hose
2. Reserve Tank Overflow Hose
3. Clamps
4. Fan Motor Breather Hose
5. Clamp
6. Band
7. Clamps
8. Water Temperature Switch
9. Thermostat
10. Reserve Tank
11. Water Pipes
12. Tighten the clamp screw to the direction as shown in the figure.
13. Radiator Mounting Bolt
14. Collar
15. Damper

# 17-20 APPENDIX

## Cable, Wire, and Hose Routing



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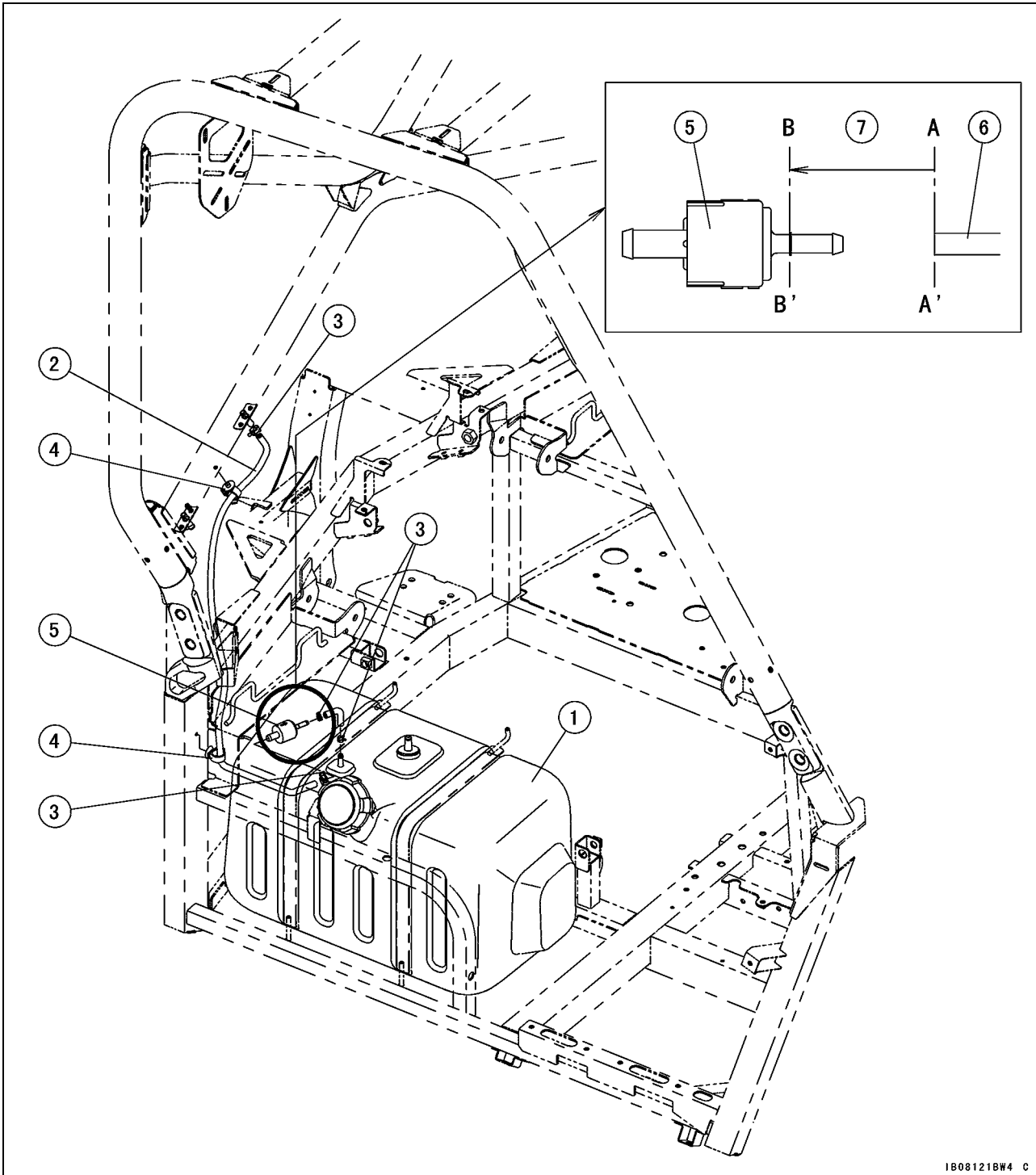
**Cable, Wire, and Hose Routing**

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1. Front Ignition Coil
2. Fuel Hose
3. Clamps
4. Rear Ignition Coil
5. Clamp
6. Front Ignition Coil Lead
7. Carburetor Heaters
8. Ground Terminal
9. Carburetor Heater Lead

## 17-22 APPENDIX

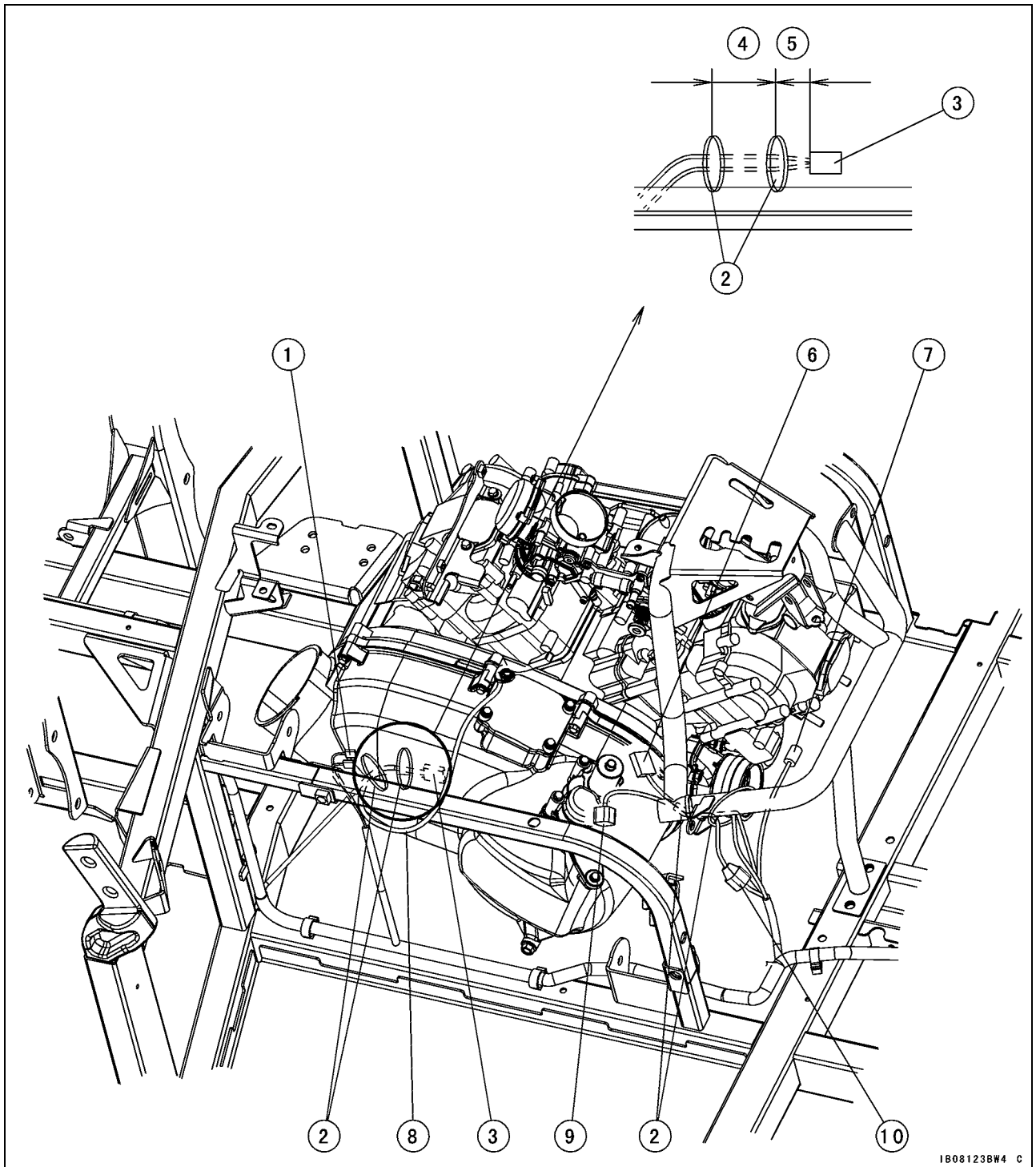
### Cable, Wire, and Hose Routing



1B08121BW4 C

1. Fuel Tank
2. Fuel Tank Breather Hose
3. Clamps
4. Clamps
5. Check Valve
6. Fuel Tank Breather Hose
7. Fit the tube edge (A-A') to the line (B-B') on the check valve.

Cable, Wire, and Hose Routing

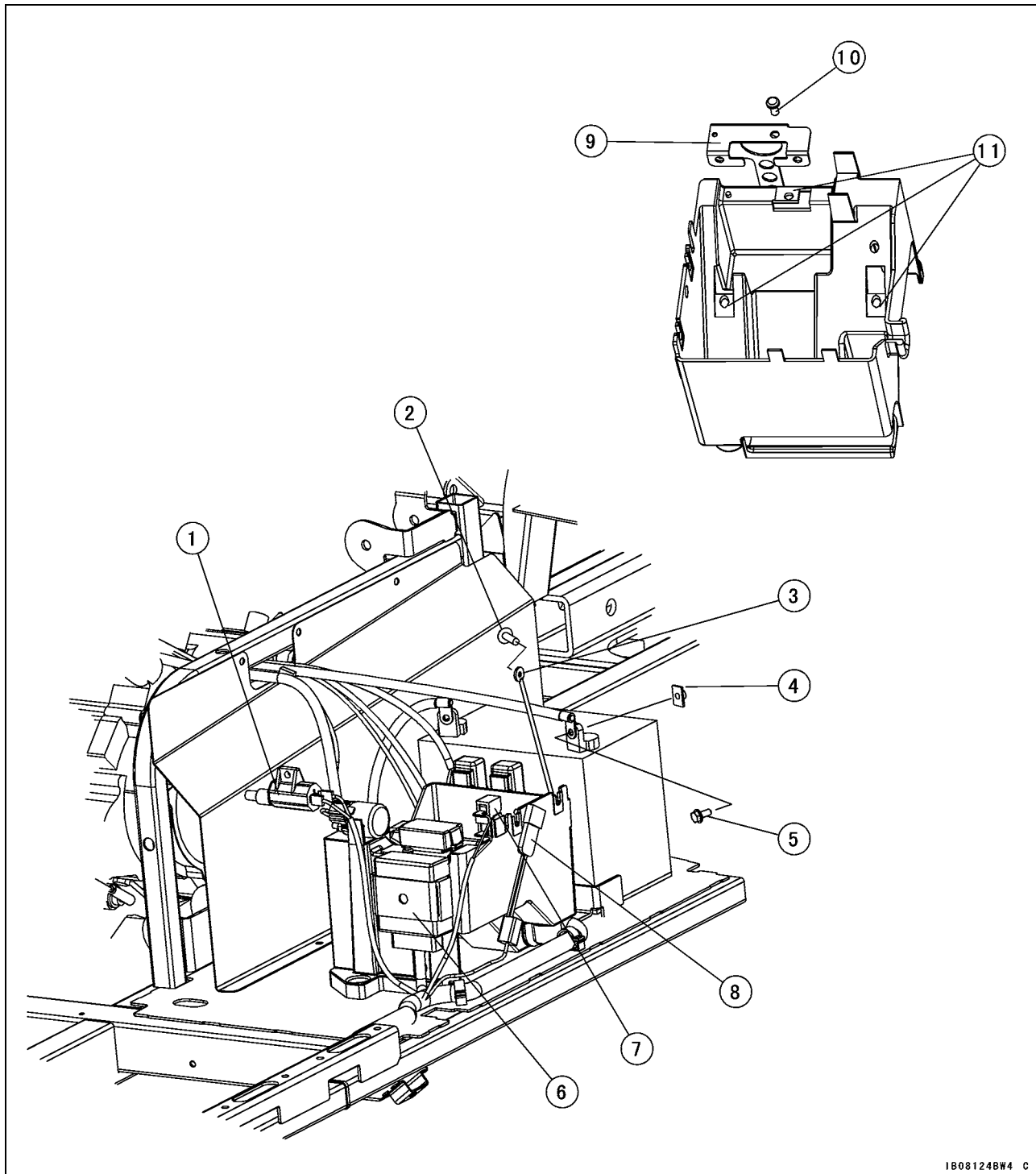


1B08123BW4 C

1. Rear Ignition Coil Lead Connectors
2. Bands
3. Speed Sensor Lead Connector
4. 100 mm (3.94 in.)
5. 40 mm (1.57 in.)
6. Carburetor Heater Lead Connector
7. Water Temperature Switch Lead Connector
8. Speed Sensor Ground Lead
9. 2WD/4WD Solenoid Valve Lead Connector (Apply grease to the connector.)
10. Engine Brake Actuator Lead Connector

## 17-24 APPENDIX

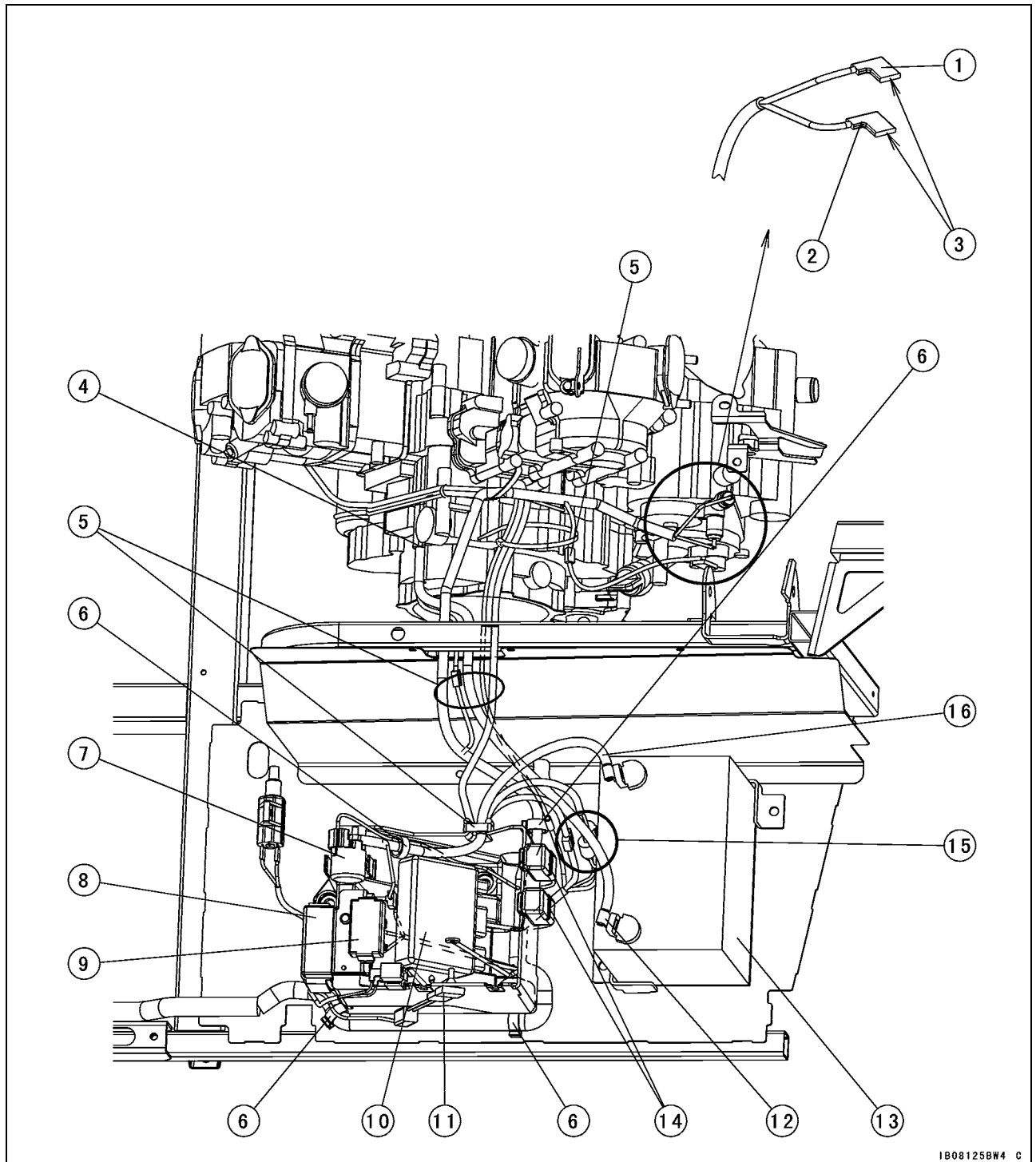
### Cable, Wire, and Hose Routing



1. Front Ignition Coil
2. Screw
3. Frame Ground Lead Terminal
4. Battery Cable Mounting Nut
5. Battery Cable Mounting Bolt
6. Actuator Controller
7. Radiator Fan Breaker
8. Air Temperature Sensor
9. Fuse Box Bracket
10. Fuse Box Bracket Bolt
11. Clip Nuts



## Cable, Wire, and Hose Routing

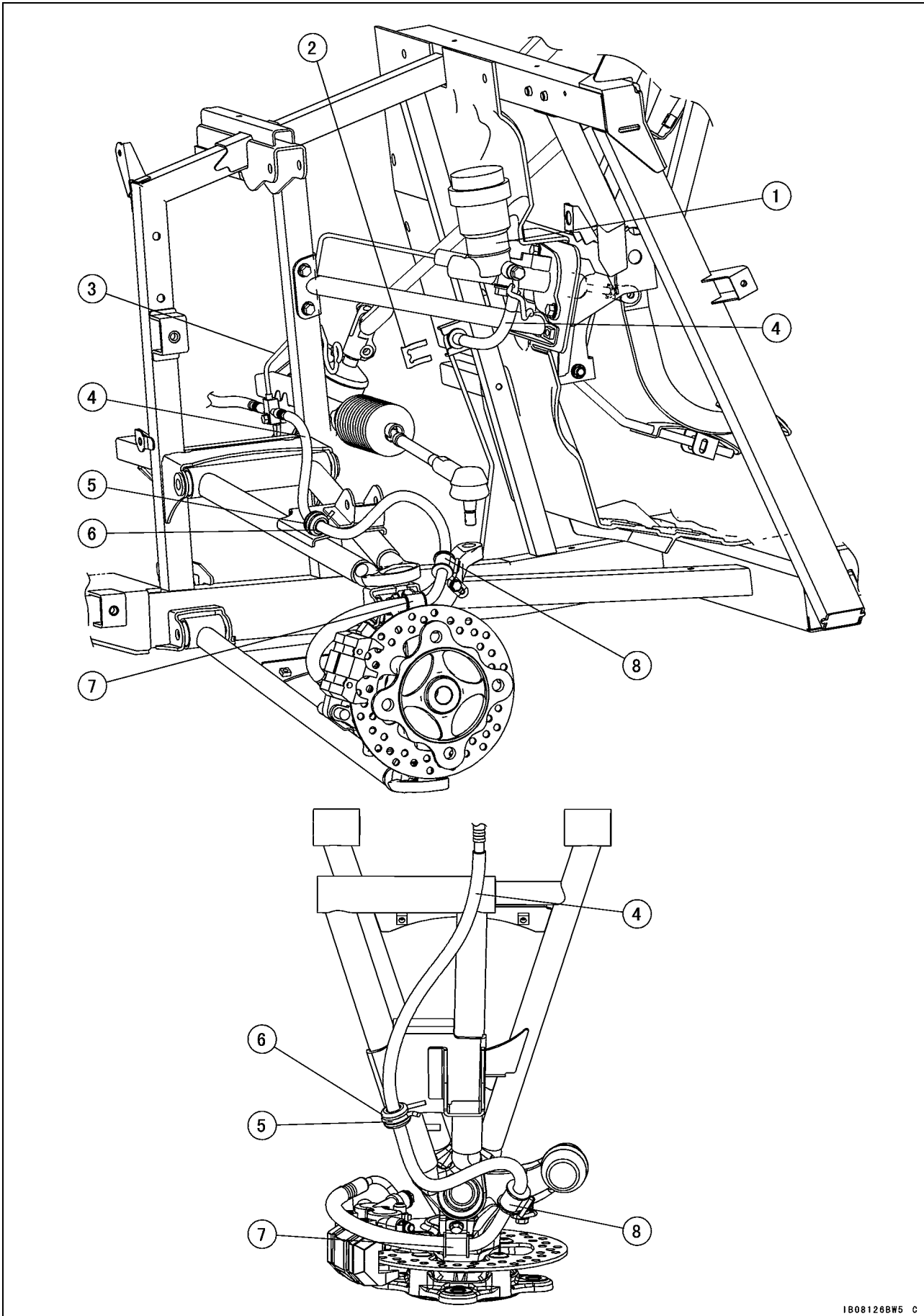


1B08125BW4 C

- |   |   |
|---|---|
| 1. Reverse Switch Lead (Red/White) Connector                      | 8. Actuator Controller                            |
| 2. Neutral Switch Lead (Light Green) Connector                    | 9. Fuse Box                                       |
| 3. Apply grease (AMOCO RYKON PREMIUM #2 Green) to the connectors. | 10. Igniter (Apply grease to the lead connector.) |
| 4. Engine Ground Terminal Bolt                                    | 11. Air Temperature Sensor                        |
| 5. Bands  | 12. Battery Negative (-) Cable                    |
| 6. Clamp  | 13. Battery                                       |
| 7. Starter Relay  | 14. Starter Circuit Relays                        |
|   | 15. Alternator Lead Connectors                    |
|   | 16. Battery Positive (+) Cable                    |

# 17-26 APPENDIX

## Cable, Wire, and Hose Routing



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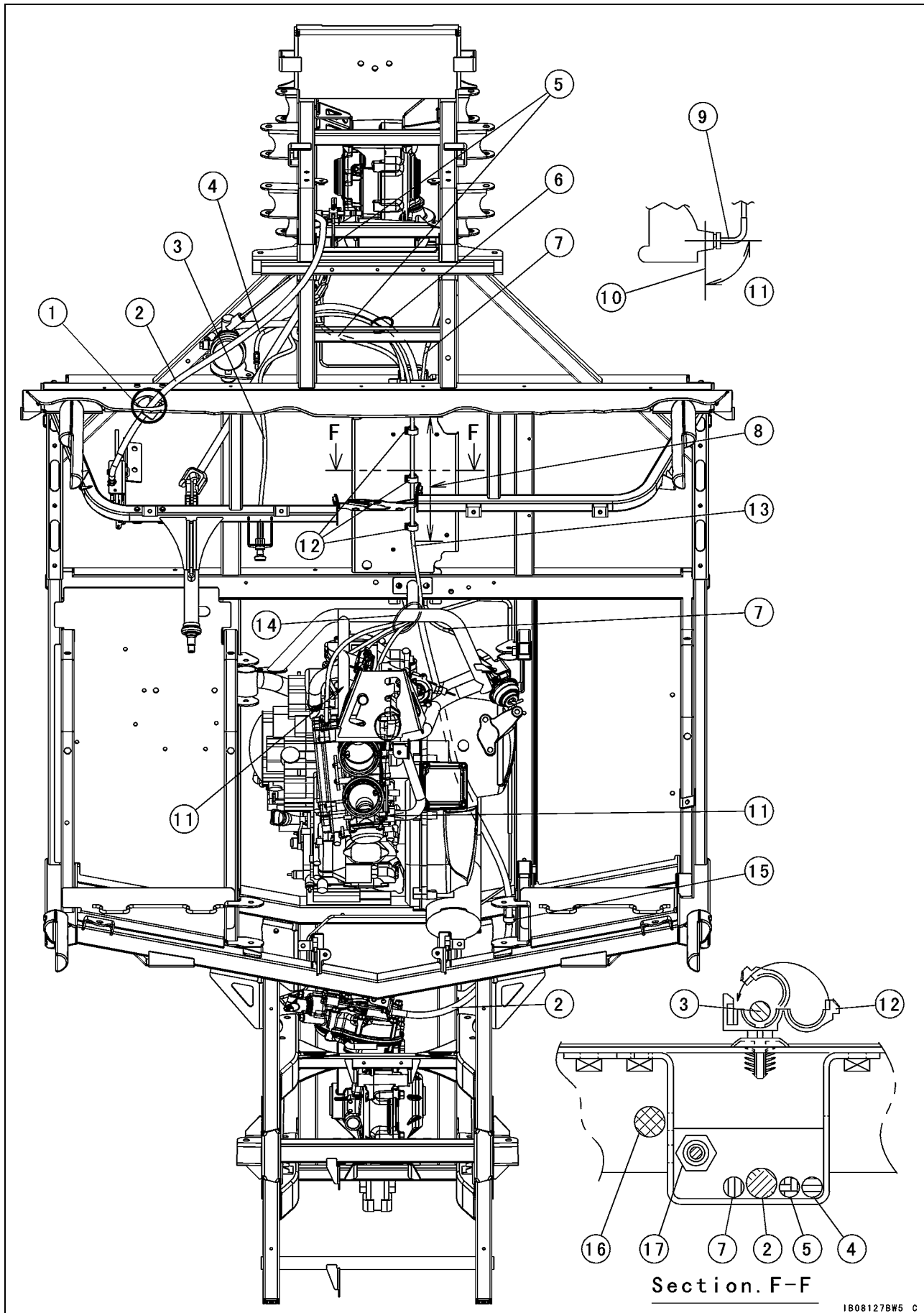
**Cable, Wire, and Hose Routing**

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1. Front Brake Master Cylinder
2. Retainer
3. Brake Pipe
4. Brake Hoses
5. Clamp
6. Grommet
7. Clamp
8. Clamp (Right clamp has red paint. Left clamp is no paint.)

# 17-28 APPENDIX

## Cable, Wire, and Hose Routing



Section. F-F

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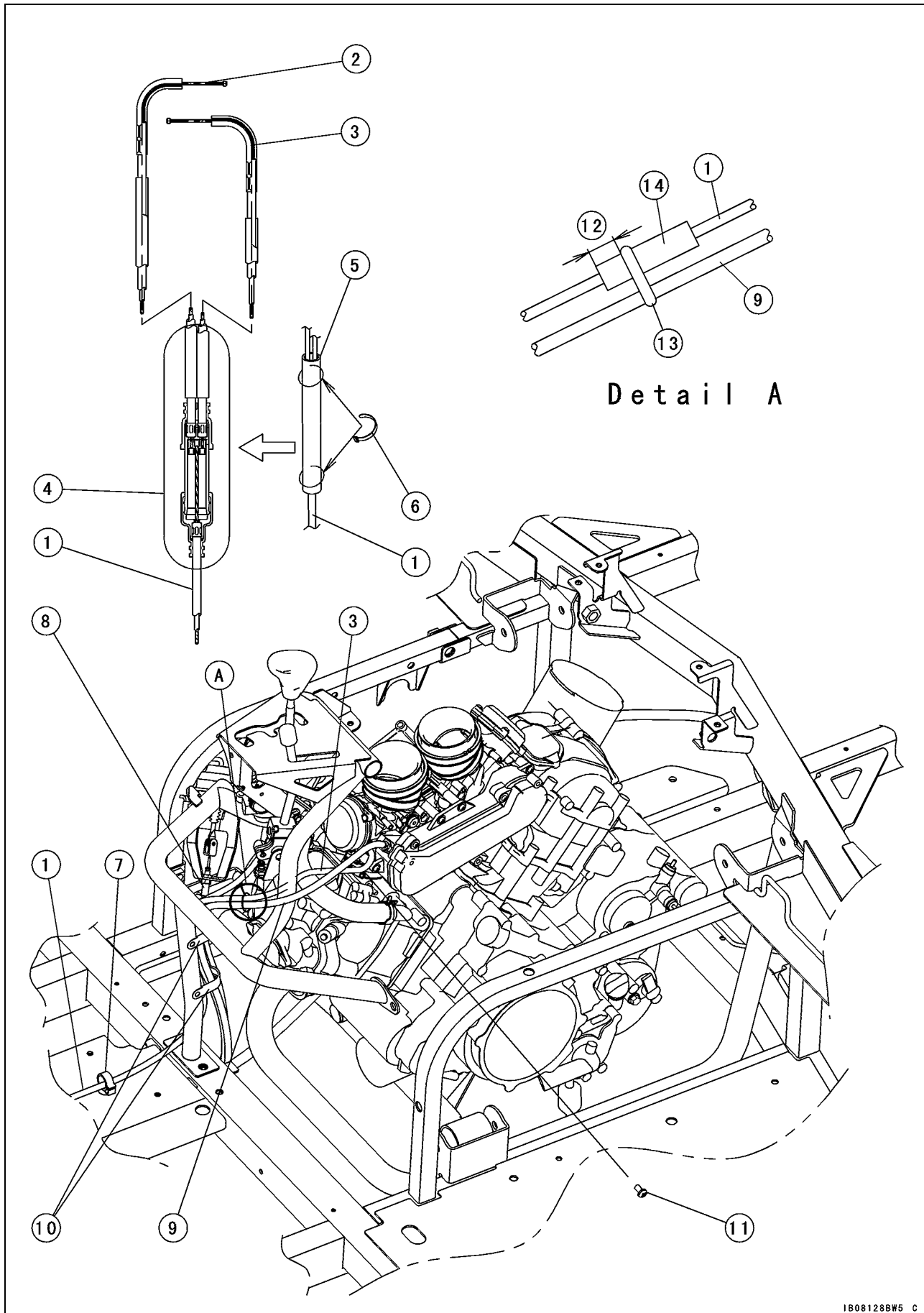
**Cable, Wire, and Hose Routing**

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1. Grommet
2. Parking Brake Cable
3. Choke Cable
4. Throttle Cable
5. Differential Shift Cable
6. Band
7. 2WD/4WD Shift Cable
8. The choke cable should be no bend in this area.
9. Choke Cable Casing Cap
10. Carburetor Side Body
11. The choke cable casing cap should be installed to be right angle to the carburetor side body.
12. Clamps
13. Choke Cable
14. Band
15. Clamp
16. Main Harness
17. Brake Pipe

# 17-30 APPENDIX

## Cable, Wire, and Hose Routing



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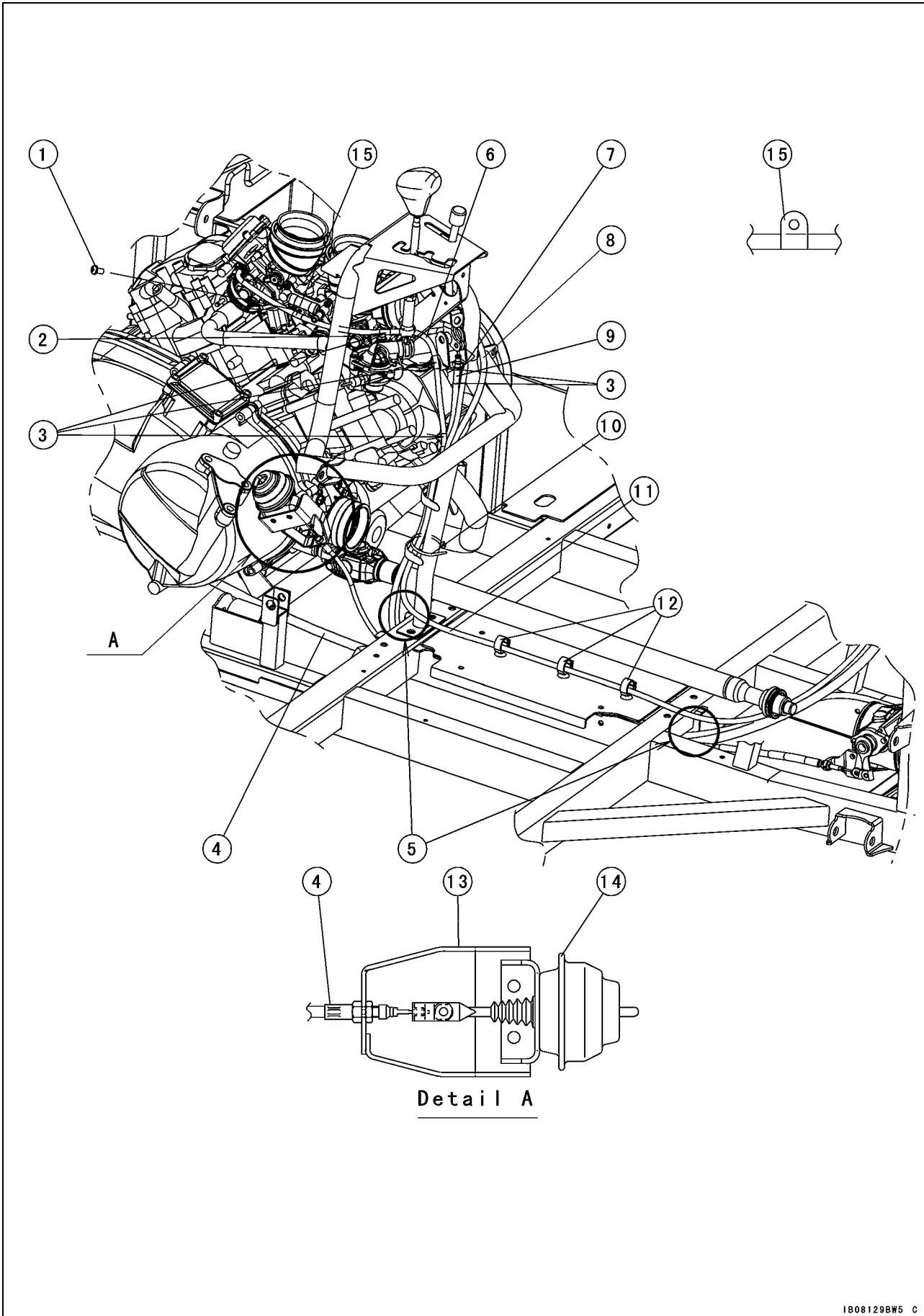
**Cable, Wire, and Hose Routing**

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1. Choke Cable
2. Choke Cable (Rear Side)
3. Choke Cable (Front Side)
4. Cover up the enclosure area on the choke cable with insulator, and then fasten the bands two places.
5. Insulator
6. Bands
7. Clamp
8. 2WD/4WD Shift Cable
9. Throttle Cable
10. Bands (Tighten the throttle cable, differential shift cable and choke cable.)
11. Screw (Install the cable clamp to bracket on engine and tighten the screw.)
12. 10 mm (0.039 in.)
13. Band
14. Protector

# 17-32 APPENDIX

## Cable, Wire, and Hose Routing





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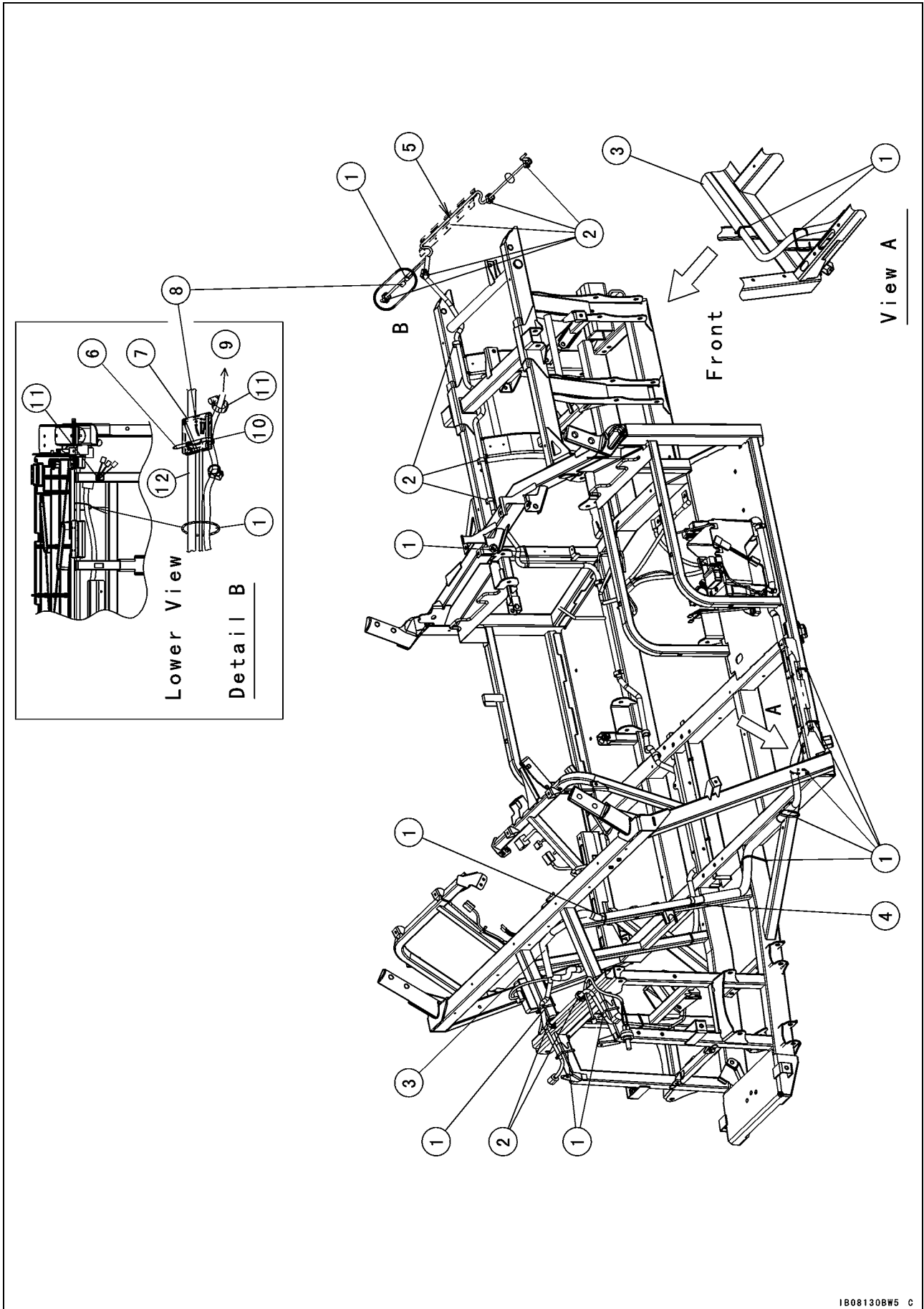
**Cable, Wire, and Hose Routing**

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1. Screw (Install the cable clamp to bracket on engine and tighten the screw.)
2. Do not install the choke cable over the carburetor above side.
3. Taping
4. 2WD/4WD Shift Cable
5. Throttle cable, differential shift cable and 2WD/4WD shift cable should be passed through in tunnel of frame.
6. Tube: 200 mm (7.87 in.)
7. Tube: 80 mm (3.15 in.)
8. Throttle Cable
9. Differential Shift Cable
10. Band
11. Choke Cable
12. Clamps
13. Holder
14. Vacuum Actuator
15. Do not bend the choke cable brackets (both sides).

# 17-34 APPENDIX

## Cable, Wire, and Hose Routing



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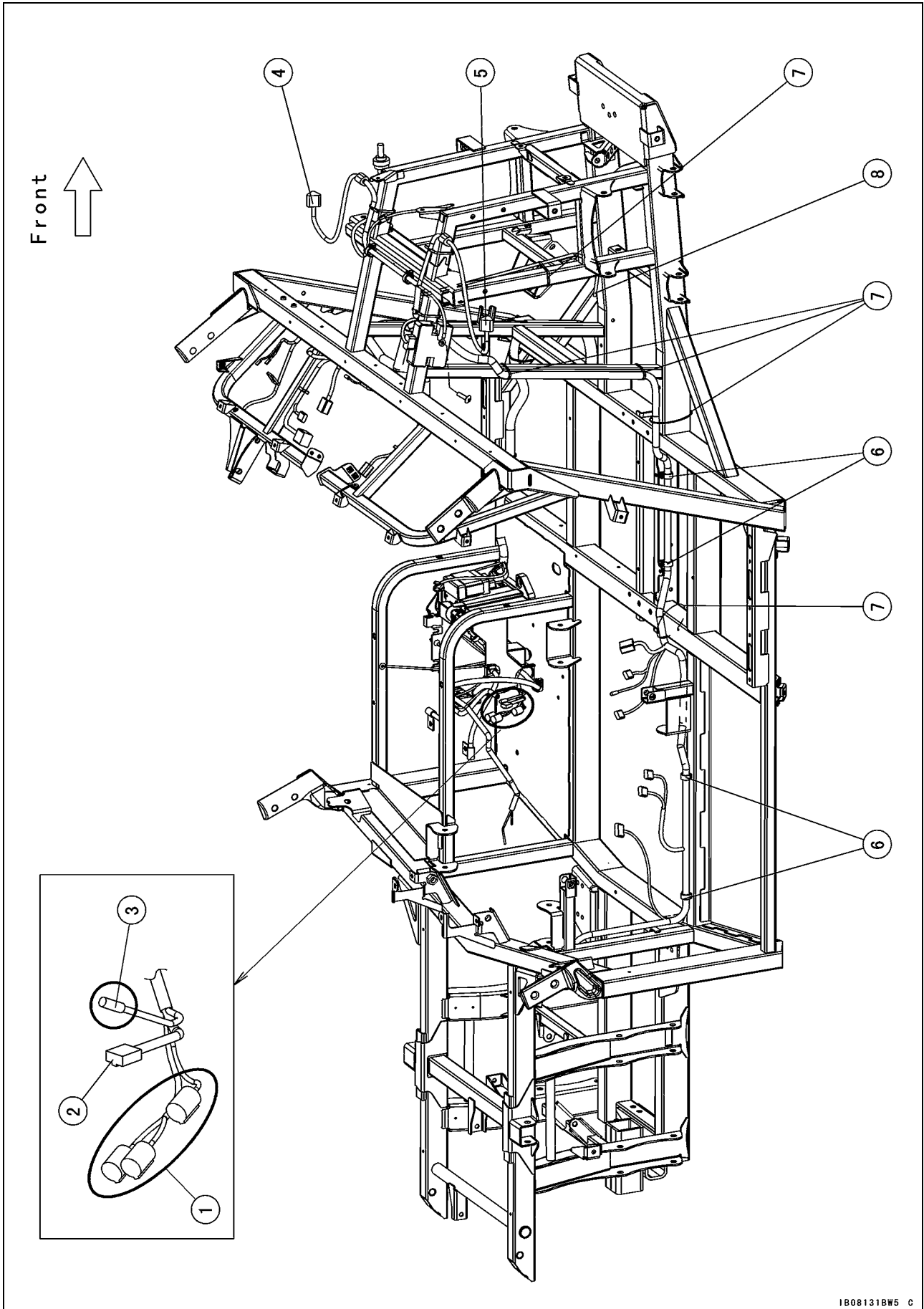
**Cable, Wire, and Hose Routing**

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1. Bands
2. Clamps
3. Main Harness
4. Push the pre-install clamp in the hole of frame.
5. Install the harness inside the clamps.
6. Band
7. Cover
8. Reverse Light Lead Connector
9. To Right Brake/Tail Light
10. Tighten the band with cover and right brake/tail light lead.
11. Clamp
12. Bar

17-36 APPENDIX

Cable, Wire, and Hose Routing



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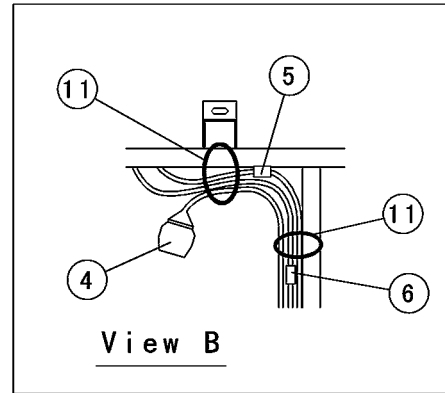
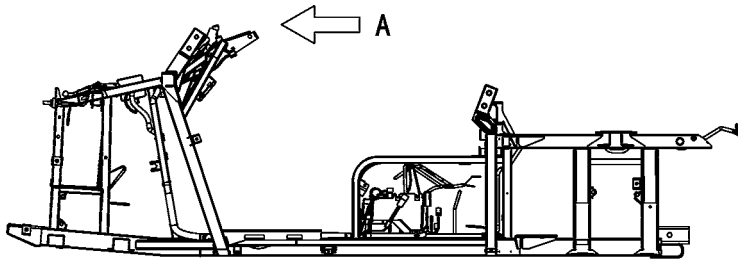
**Cable, Wire, and Hose Routing**

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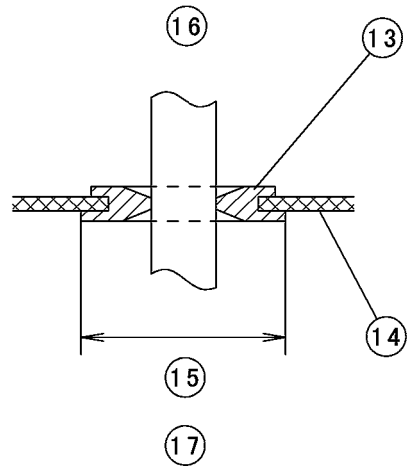
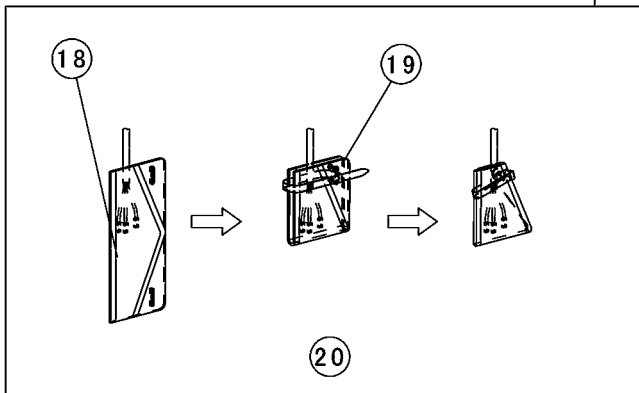
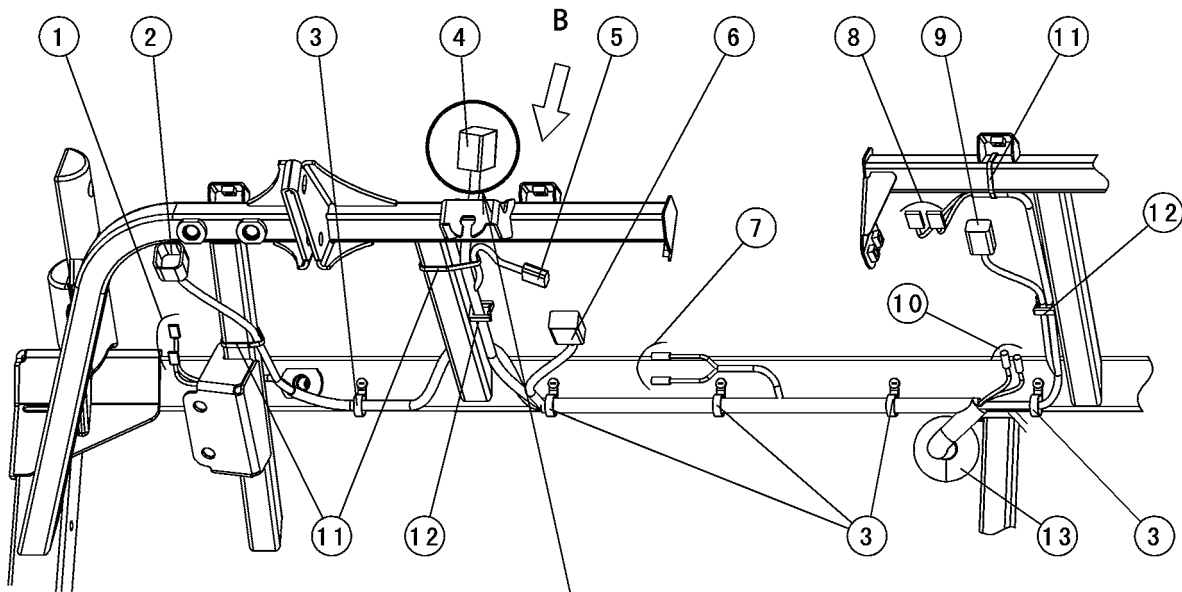
1. Alternator Lead Connectors (Free Location)
2. Grease to the inside of connector.
3. Oil Pressure Switch Lead Connector
4. Headlight Lead Connector (Left Side)
5. Headlight Lead Connector (Right Side)
6. Clamps
7. Bands
8. 4WD Indicator Light Switch Lead

17-38 APPENDIX

Cable, Wire, and Hose Routing



View of the arrow (A) direction



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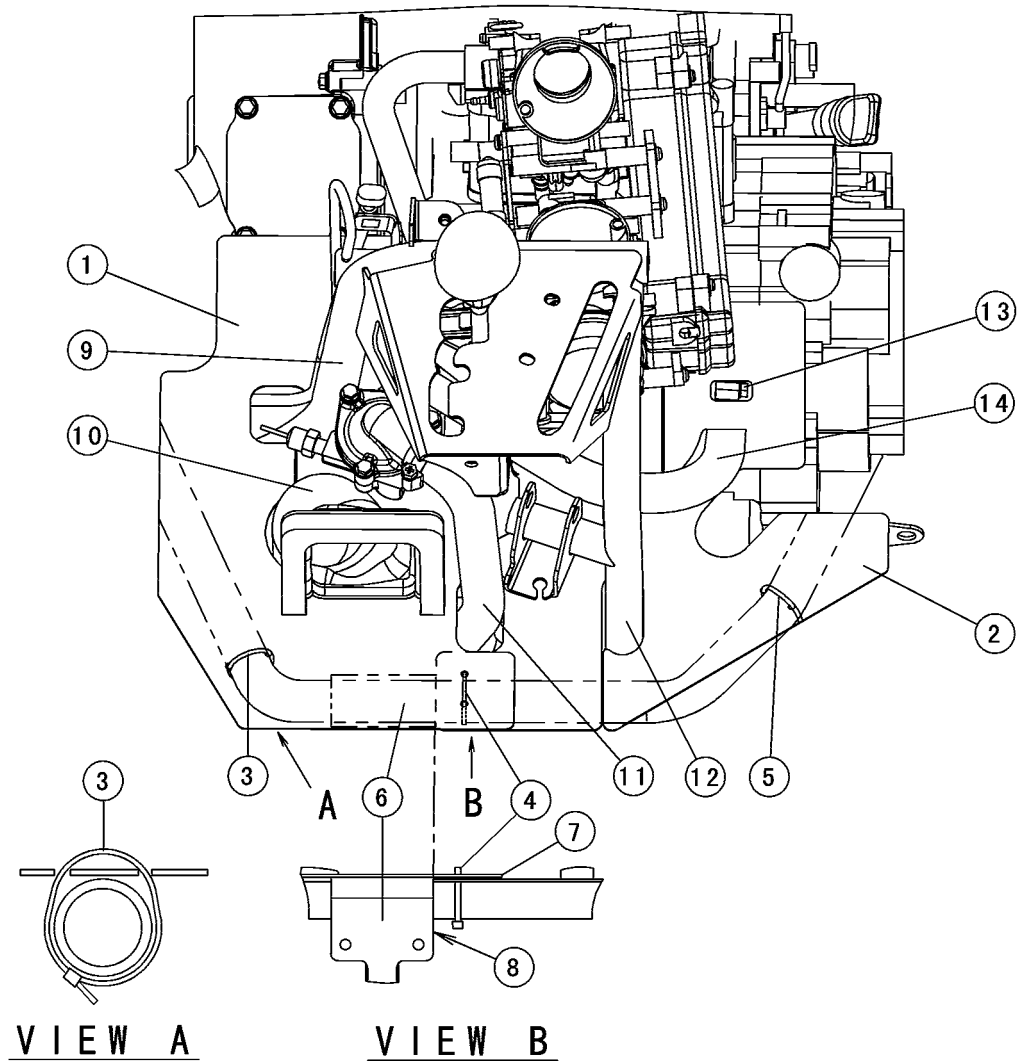
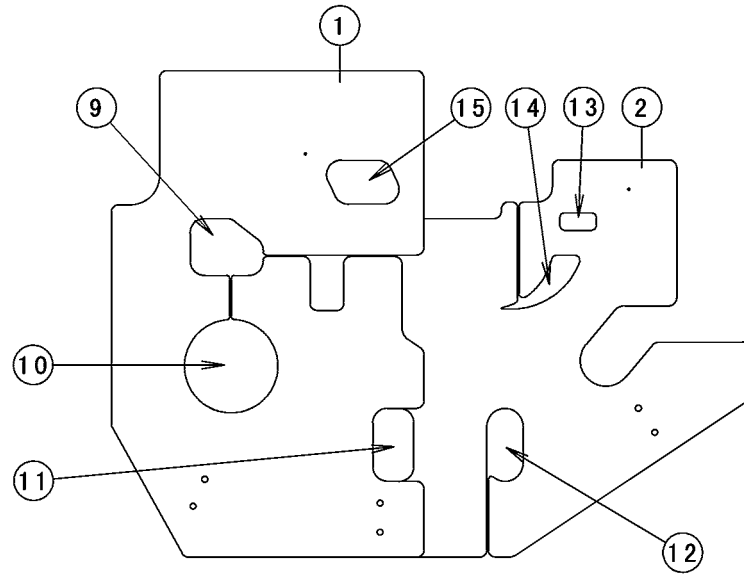
**Cable, Wire, and Hose Routing**

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1. Parking Brake Light Switch Lead Connectors
2. Lighting Switch Lead Connector
3. Clamps
4. Meter (Option) Lead Connector
5. 2WD/4WD Shift Switch Lead Connector
6. Ignition Switch Lead Connector
7. Brake Light Switch Lead Connector
8. Hour Meter Lead Connectors
9. Indicator Lights Lead Connector
10. Accessory Connector Lead Connectors
11. Bands
12. Clamps
13. Grommet
14. Floorboard
15. Large Diameter
16. Driver Side
17. Wheel Side
18. Cover
19. Band
20. Installation of Cover

# 17-40 APPENDIX

## Cable, Wire, and Hose Routing





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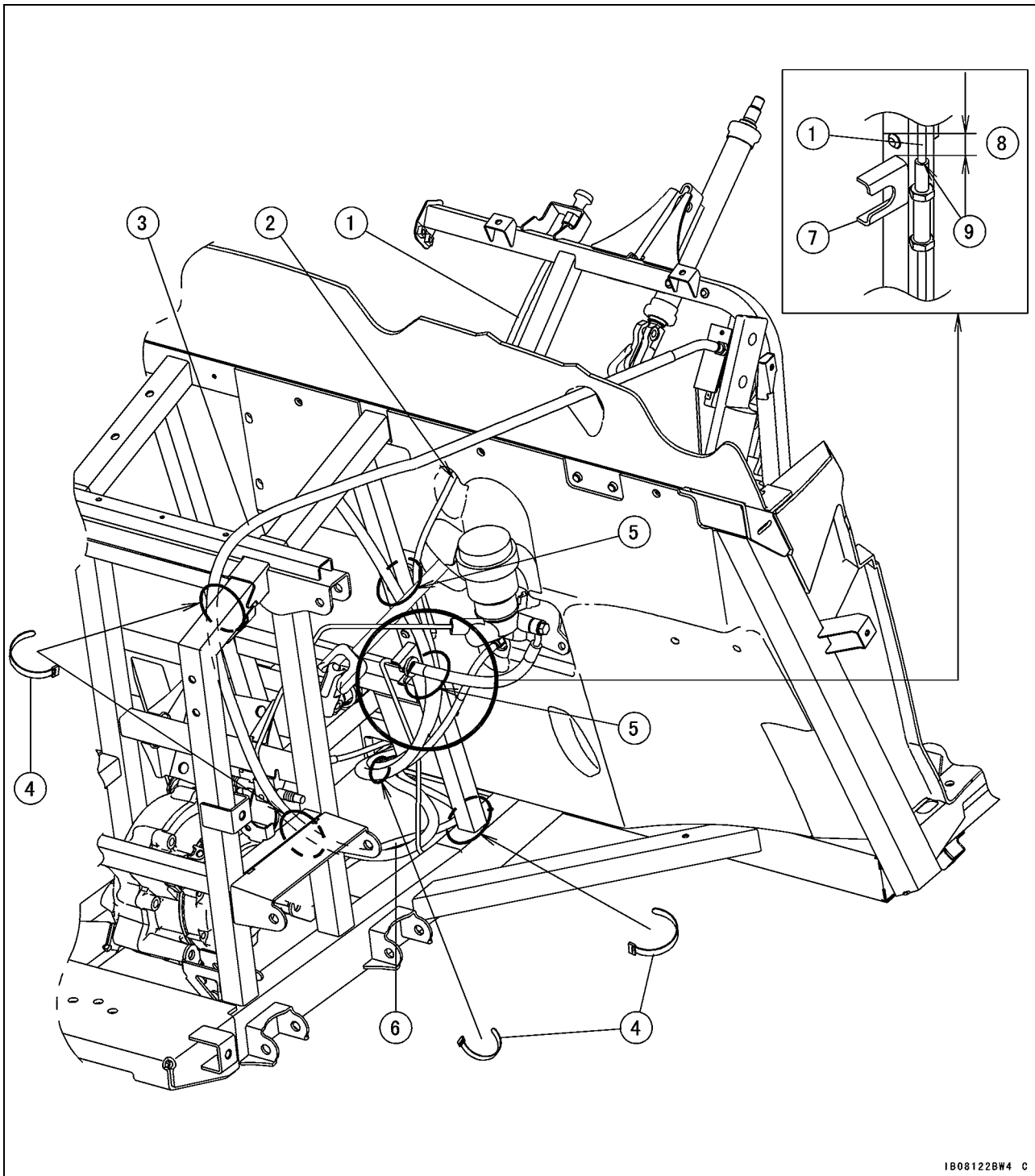
**Cable, Wire, and Hose Routing**

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1. Cover (P/No.14091-1643)
2. Cover (P/No.14091-1644)
3. Band
4. Band
5. Band
6. Plate
7. Install the cover [1] on the cover [2].
8. Fit the end of the cover [2] to this position.
9. Pipe
10. Converter Duct
11. Water Hose
12. Pipe
13. Clamp
14. Water Hose
15. Tensioner

## 17-42 APPENDIX

### Cable, Wire, and Hose Routing



1B08122BW4 C

1. Choke Cable
2. Grommet
3. Parking Brake Cable
4. Bands
5. Bands: Tighten with main harness.
6. Differential Shift Cable
7. Bracket
8. 0 ~ 10 mm (0 ~ 0.39 in.)
9. Install the choke cable so that the setting height is 0 ~ 10 mm (0 ~ 0.39 in.) from the top of the bracket.

### MODEL APPLICATION

Year	Model	Beginning Frame No.
2008	KRF750A8F	JKARFDA1□8B500001
2008	KRF750B8F	JKARFDB1□8B500001

□:This digit in the frame number changes from one machine to another.



KAWASAKI HEAVY INDUSTRIES, LTD.  
Consumer Products & Machinery Company

Part No.99924-1397-01

Printed in Japan

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Repair Service Manual KVF750 PDF**

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