Kawasaki

BRUTE FORCE 750 4×4i

KVF 750 4×4



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All Terrain Vehicle Service Manual

Quick Reference Guide

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This quick reference guide will assist you in locating a desired topic or procedure.

- Bend the pages back to match the black tab of the desired chapter number with the black tab on the edge at each table of contents page.
- Refer to the sectional table of contents for the exact pages to locate the specific topic required.

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General Specifications

Items	KVF750-A1, B1
Dimensions	
Overall Length	2 192 mm (86.30 in.)
Overall Width	1 177 mm (46.34 in.)
Overall Height	1 249 mm (49.17 in.)
Wheelbase	1 283 mm (50.51 in.)
Ground Clearance:	269 mm (10.59 in.)
Seat Height	935 mm (36.81 in.)
Dry Mass	274 kg (604 lb), (EUR) 274.5 kg (605 lb)
Curb Mass:	
Front	147.5 kg (325 lb), (EUR) 148 kg (326 lb)
Rear	149 kg (329 lb)
Fuel Tank Capacity	19.5 L (5.2 US gal)
Performance	
Minimum Turning Radius	3.2 m (10.5 ft)
Engine	
Type	4-stroke, SOHC, V2-cylinders
Cooling System	Liquid-cooled
Bore and Stroke	85 × 66 mm (3.35 × 2.60 in.)
Displacement	749 mL (45.7 cu in.)
Compression Ratio	8.8 : 1
Maximum Horsepower	37.4 kW (50.9 PS) @6 500 r/min (rpm), (US) -
Maximum Torque	60.7 N·m (6.2 kgf·m, 45 ft·lb) @5 000 r/min (rpm)
Carburetion System	Carburetor, Keihin CVKR-34
Starting System	Electric Starter & Recoil Starter
Ignition System	Digital DC-CDI
Timing Advance	Electronically advanced
Ignition Timing	From 5° BTDC @1 150 r/min (rpm) to 28° BTDC @5 000 r/min (rpm)
Spark Plug	NGK CR7E, DENSO U22ESR-N
Cylinder Numbering Method	Front to rear, 1-2
Firing Order	1-2
Valve Timing:	
Inlet:	
Open	20° BTDC
Close	44° ABDC
Duration	244°
Exhaust:	
Open	44° BBDC
Close	20° ATDC
Duration	244°
Lubrication Aystem	Forced lubrication (wet sump)

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Periodic Maintenance Chart

The scheduled maintenance must be done in accordance with this chart to keep the vehicle in good running condition. **The initial maintenance is vitally important and must not be neglected.**

FREQUENCY / OPERATION	First Service	Regular Service				
	After 10 hrs. or 100 km (60 mi.) of use	Every 10 days or 200 km (120 mi.) of use	Every 30 days or 600 km (360 mi.) of use	Every 90 days, 1 700 km (1 100 mi.) or when belt indicator light turns on (100 hrs of use) whichever comes first	Every year of use	See page
ENGINE						
Converter drive belt wear - inspect *				●		2-25
Converter drive belt deflection - inspect *				●		2-25
Drive belt failure detection system function - inspect *				●		2-37
Engine brake control lever - inspect *				●		2-27
Air cleaner - inspect *	●	●				2-17
Throttle lever play - inspect	●	●				2-14
Choke lever play - inspect	●	●				2-14
Idle speed - inspect			●			2-15
Valve clearance - inspect					●	2-23
Fuel system cleanliness - inspect *	●			●		2-16
Engine oil - change *	●			●		2-27
Oil filter - replace *	●			●		2-28
Spark plug - clean and gap	●			●		2-36
Spark arrester - clean					●	2-24
Fuel hoses and connections - inspect				●		2-18
Fuel hose - replace	4 years					2-18
Radiator - clean*	●	●				2-19
Radiator hoses and connections - check*					●	2-20
Coolant - change*	2 years					2-20
CHASSIS						
Joint boots - inspect *	●	●				2-39
Rear brake pedal and lever play - inspect *	●	●				2-35
Rear brake plates - replace *	every 10 000 km (6 000 mi.)					2-35
Bolts and nuts - tighten	●	●				2-41
Front brake pad wear - inspect *	●		●			2-32
Brake light switch - inspect *	●		●			2-37
Steering - inspect	●			●		2-36
Differential control lever play - inspect	●	●				2-29

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Torque and Locking Agent

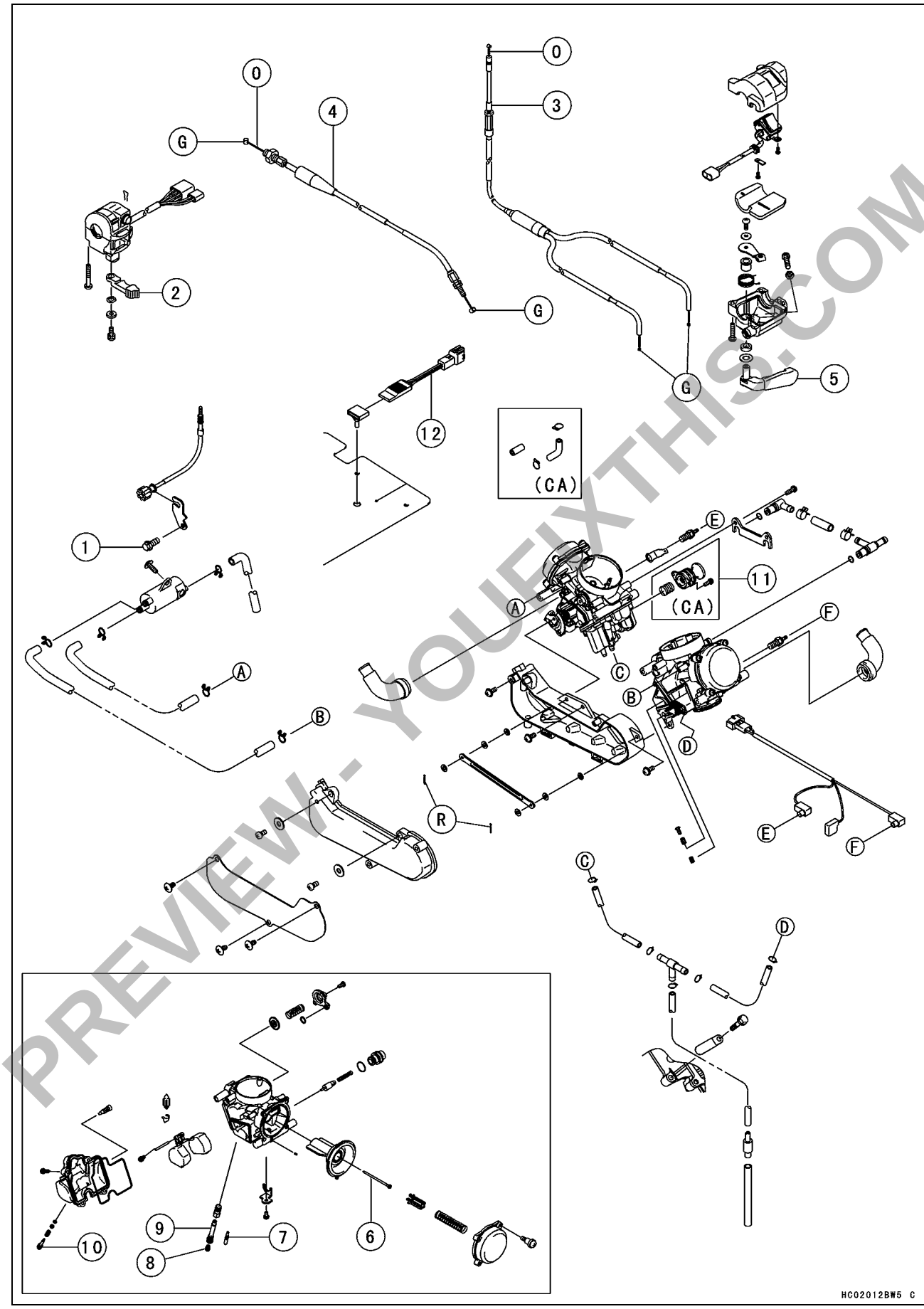
The following tables list the tightening torque for the major fasteners, and the parts requiring use of a non-permanent locking agent or liquid gasket.

Letters used in the “Remarks” column mean:
AL: Tighten the two clamp bolts alternately two times to ensure even tightening torque.
L: Apply a non-permanent locking agent.
LB: Apply a non-permanent locking agent (Three Bond TB2471, Blue).
Lh: Left-hand Threads
MO: Apply molybdenum disulfide oil solution (mixture of the engine oil and molybdenum disulfide grease in a weight ratio 10:1).
R: Replacement Parts
S: Follow the specific tightening sequence.
SS: Apply silicone sealant (Kawasaki Bond: 56019-120).
St: Stake the fasteners to prevent loosening.
TB: Apply a non-permanent locking agent (Three Bond TB1363A, Red).

Fastener	Torque			Remarks
	N·m	kgf·m	ft·lb	
Fuel System				
Idle Adjusting Screw Bracket Bolt	8.8	0.90	78 in·lb	
Element Cover Screw	3.5	0.35	31 in·lb	
Element Holder Screws	3.5	0.35	31 in·lb	
Clamp Bracket Bolt	9.8	1.0	87 in·lb	
Fuel Pump Mounting Nuts	7.8	0.80	69 in·lb	
Fuel Tap Plate Screws	0.8	0.08	7 in·lb	
Fuel Tap Mounting Bolts	4.9	0.50	43 in·lb	
Fuel Tap Cover Screws	9.8	1.0	87 in·lb	
Fuel Tap Bracket Bolts	7.8	0.80	69 in·lb	
Fuel Level Sensor Mounting Bolts	2.0	0.20	18 in·lb	
Cooling System				
Radiator Mounting Bolts	8.8	0.90	78 in·lb	
Radiator Fan Switch	18	1.8	13	
Radiator Fan Assembly Bolts	4.9	0.50	43 in·lb	
Thermostat Housing Cover Bolts	8.8	0.90	78 in·lb	
Coolant Temperature Warning Light Switch	6.9	0.70	61 in·lb	SS
Air Bleeder Bolt	8.8	0.90	78 in·lb	
Water Pump Cover Bolts	8.8	0.90	78 in·lb	
Coolant Drain Plug	8.8	0.90	78 in·lb	
Water Pump Impeller	7.8	0.80	69 in·lb	
Water Pipe Mounting Bolts	8.8	0.90	78 in·lb	
Engine Top End				
Rocker Case Bolts 55 mm (2.2 in.)	8.8	0.90	78 in·lb	S
Rocker Case Bolts 130 mm (5.1 in.)	9.8	1.0	87 in·lb	S
Rocker Case Bolts 30 mm (1.2 in.)	9.8	1.0	87 in·lb	S
Rocker Case Bolts 25 mm (1.0 in.)	9.8	1.0	87 in·lb	S
Cylinder Head Bolts (M10), first torque	25	2.5	18	S, MO
Cylinder Head Bolts (M10), final torque	49	5.0	36	S
Cylinder Head Bolts (M6)	9.8	1.0	87 in·lb	

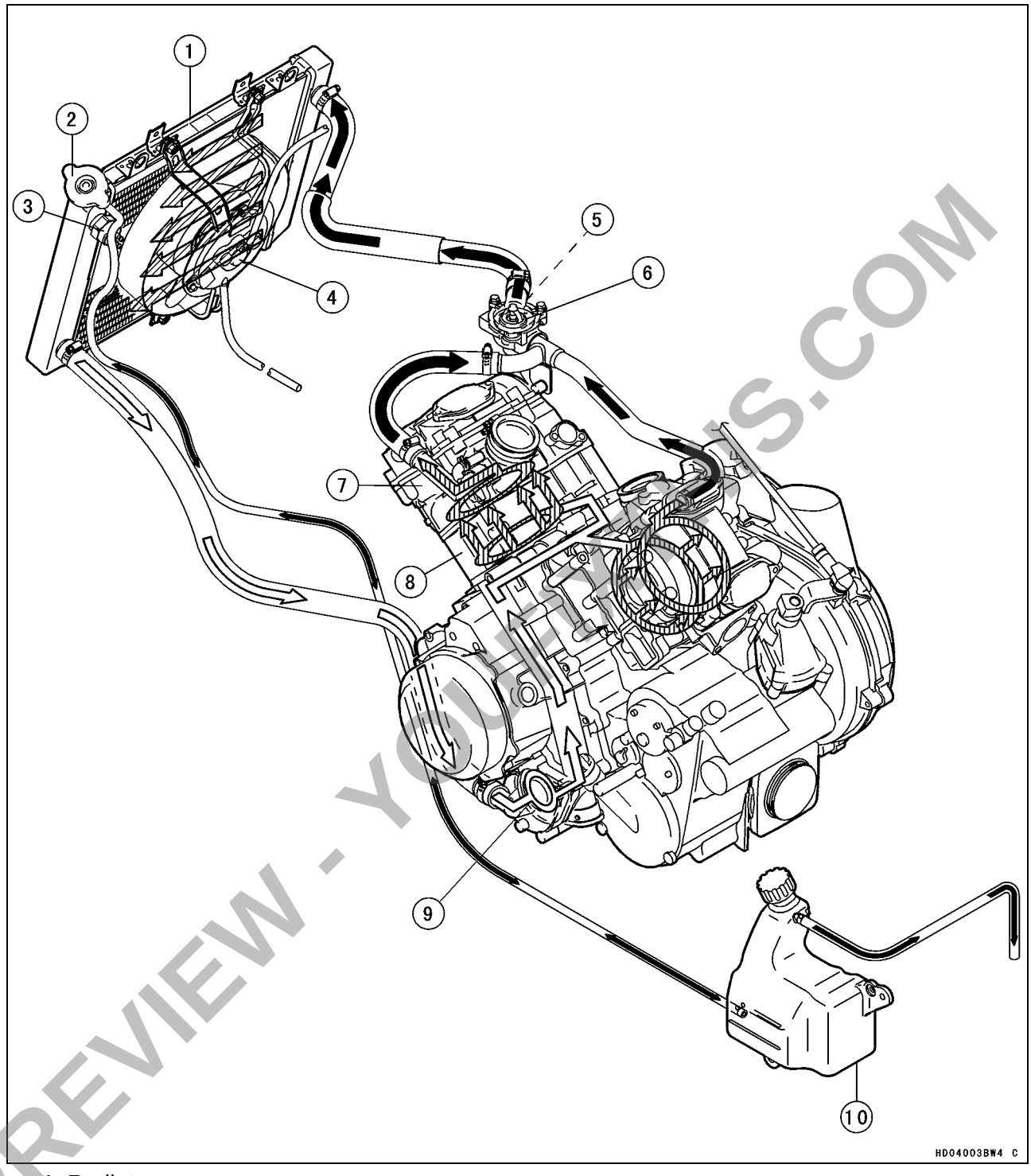
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Exploded View



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Coolant Flow Chart



1. Radiator
2. Radiator Cap
3. Radiator Fan Switch
4. Radiator Fan
5. Coolant Temperature Warning Light Switch
6. Thermostat
7. Cylinder
8. Cylinder Head
9. Water Pump
10. Reserve Tank

Black Painted Arrow: Hot Coolant
White Painted Arrow: Cold Coolant

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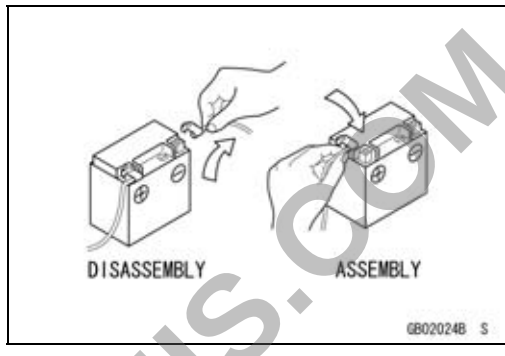
Before Servicing

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:

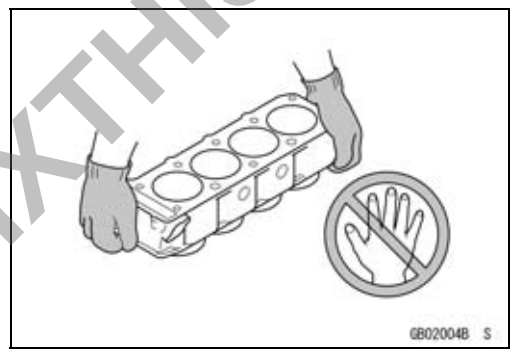
Battery Ground

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.



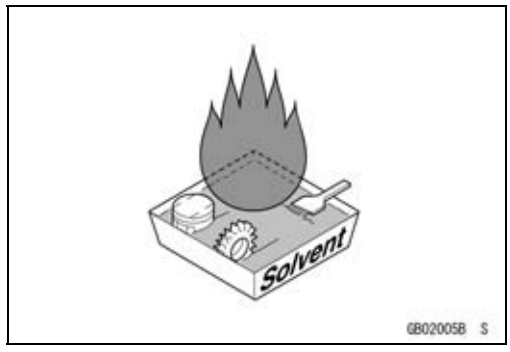
Edges of Parts

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



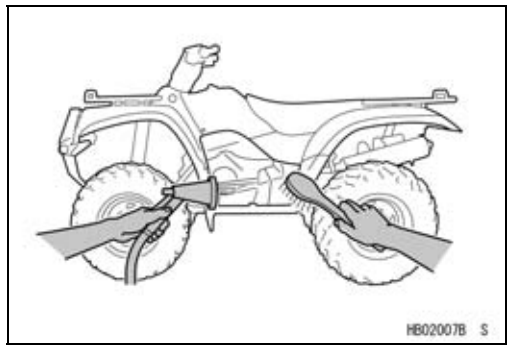
Solvent

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



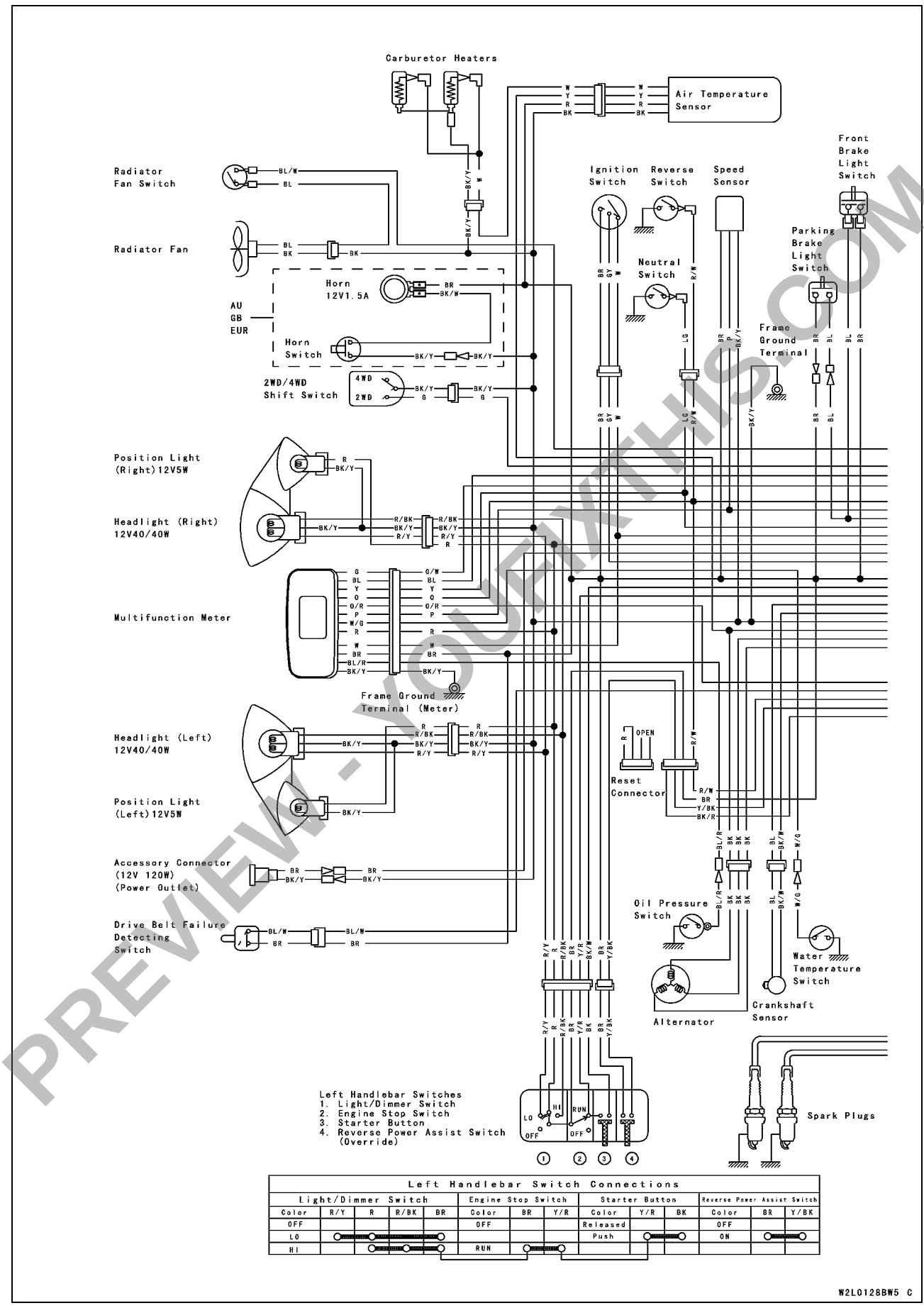
Cleaning vehicle before disassembly

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.



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Wiring Diagram



Left Handlebar Switch Connections

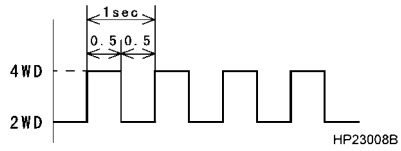
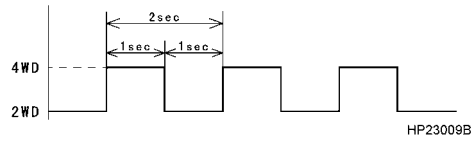
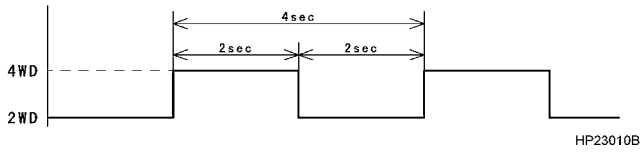
Light/Dimmer Switch					Engine Stop Switch			Starter Button			Reverse Power Assist Switch		
Color	R/Y	R	R/BK	BR	Color	BR	Y/R	Color	Y/R	BK	Color	BR	Y/BK
OFF					OFF			Released			OFF		
LO	○		○	○				Push	○	○	ON	○	○
HI		○	○	○	RUN	○	○						

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Actuator Control System

Failure Indication Pattern and Failure Part

No.	Failure Indication Pattern	Failure Part
1		Selectable 2WD/4WD actuator
2		Engine brake actuator
3		Both the selectable 2WD/4WD actuator and the engine brake actuator

Malfunction Mode

No.	Malfunction Mode	Probable Faulty Part/Location	Check Number
1	The 2WD/4WD actuator does not operate correctly.	2WD/4WD actuator Controller power supply Speed sensor 2WD/4WD shift switch Controller	1 3 4 5 6
2	The engine brake actuator does not operate correctly.	Engine brake actuator Controller power supply Speed sensor F/R detecting sensor Controller	2 3 4 7 6
3	The 2WD/4WD indicator light does not switch.	Indicator light (LCD) Controller	8 6

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Troubleshooting Guide

NOTE

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

Engine Doesn't Start, Starting Difficulty:

Starter motor not rotating:
- Neutral switch trouble
- Starter motor trouble
- Battery voltage low
- 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

Recoil starter not operating
- Recoil starter spring broken
- Recoil starter pawl not engaging

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:
- Fuel tank air vent obstructed
- Fuel tap clogged
- Fuel line clogged
- Float valve clogged
- Fuel pump damaged or circuit open/short

Engine flooded:
- Fuel level 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 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 cam (K.A.C.R.) 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
- Starter plunger stuck open
- Air cleaner clogged, poorly sealed, or missing
- Fuel level too high or too low
- Fuel tank air vent obstructed
- 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

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MODEL APPLICATION

Year	Model	Beginning Frame No.
2005	KVF750-A1	JKAVFDA1□5B500001 or JKAVF750AAB600001
2005	KVF750-B1	JKAVFDB1□5B500001

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

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KVF 750 4×4

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All Terrain 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.

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Periodic Maintenance Procedures

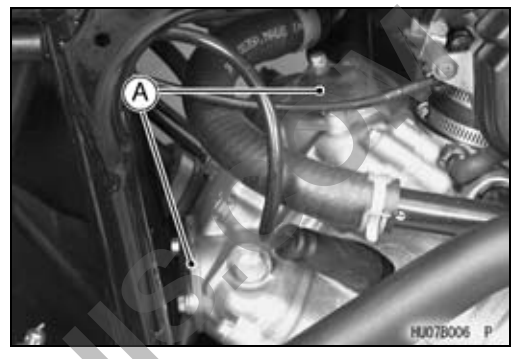
Engine Top End

Valve Clearance Inspection

NOTE

○*Check the valve clearance only when the engine is cold (at room temperature).*

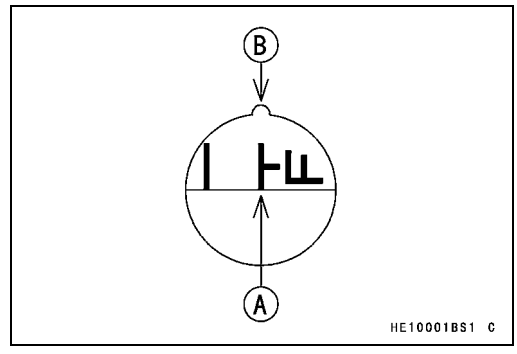
● Remove:
Left Side Cover (see Frame chapter)
Battery Case (see Frame chapter)
Valve Adjusting Caps [A]
Recoil Starter (see Recoil Starter chapter)



● Remove the timing inspection plug [A].
Special Tool - Filler Cap Driver [B]: 57001-1454



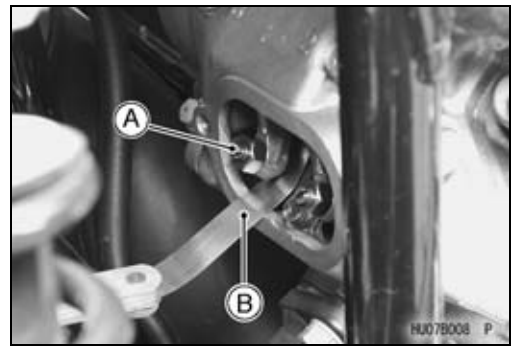
● Turn the crankshaft **counterclockwise** with a wrench on the alternator rotor bolt until "T-F" mark [A] on the alternator rotor aligns with the notch [B] as shown: the end of the compression stroke in the front cylinder head.



● Measure the clearance for all four valves, one at a time between the end of the valve stem and the adjusting screw [A] with the thickness gauge [B].

Valve Clearance (when cold)
Exhaust: 0.20 ~ 0.25 mm (0.0079 ~ 0.0098 in.)
Inlet: 0.10 ~ 0.15 mm (0.0039 ~ 0.0059 in.)

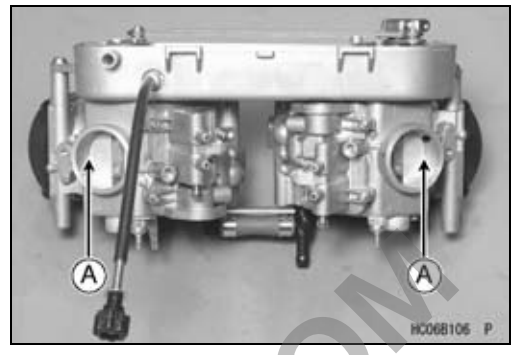
★If the valve clearance is not correct, adjust it (see Valve Clearance Adjustment).



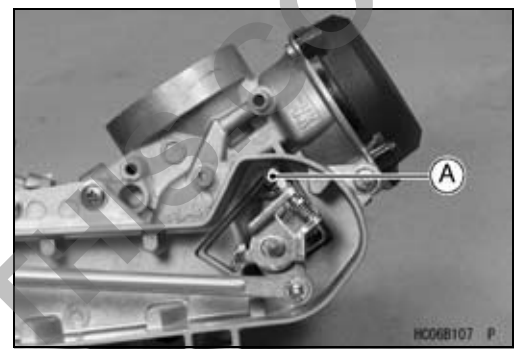
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Carburetor

● Visually synchronize the throttle (butterfly) valves.
○Check to see that all throttle valves open and close smoothly without binding when turning the pulley.
○Visually check the clearance [A] between the throttle valve and the carburetor bore in each carburetor.



★If there is a difference between two carburetors, turn the balance adjusting screw [A] to obtain the same clearance.
● Install the carburetors (see Carburetor Installation).
● Adjust the synchronization (see Synchronization Adjustment).



Carburetor Cleaning

⚠ WARNING

Clean the carburetor in a well-ventilated area and take care that there are no sparks or flame anywhere near the working area; this includes any appliance with a pilot light. Because of the danger of highly flammable liquids, do not use gasoline or low-flash point solvents to clean the carburetor.

CAUTION

Do not use compressed air on an assembled carburetor, the float may be crushed by the pressure, and the vacuum piston diaphragm may be damaged.
Remove as many rubber or plastic parts from the carburetor as possible before cleaning the carburetor with a cleaning solution. This will prevent damage or deterioration of the parts.
The carburetor body has plastic parts that cannot be removed. Do not use a strong carburetor cleaning solution which could attack these parts; instead, use a mild high-flash point cleaning solution safe for plastic parts.
Do not use wire or any other hard instrument to clean carburetor parts, especially jets, as they may be damaged.

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Exploded View

No.	Fastener	Torque			Remarks
		N·m	kgf·m	ft·lb	
1	Chain Tensioner Mounting Bolts	8.8	0.90	78 in·lb	
2	Chain Tensioner Cap Bolt	22	2.2	16	
3	Position Plate Bolts	8.8	0.90	78 in·lb	
4	Intermediate Shaft Chain Guide Bolts	8.8	0.90	78 in·lb	
5	Intermediate Shaft Chain Tensioner Bolts	8.8	0.90	78 in·lb	
6	Camshaft Sprocket Bolts	12	1.2	104 in·lb	L
7	Cylinder Bolts 40 mm (1.6 in.)	9.8	1.0	87 in·lb	
8	Cylinder Bolts 30 mm (1.2 in.)	9.8	1.0	87 in·lb	
9	Front Cylinder Camshaft Chain Guide Bolt	20	2.0	14	
10	Rear Cylinder Camshaft Chain Guide Bolt	20	2.0	14	

G: Apply grease.
L: Apply a non-permanent locking agent.
O: Apply engine oil.
R: Replacement Parts

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Exhaust System

Exhaust System Inspection

- Before removing the exhaust system, check for signs of leakage at the exhaust pipe gasket in the cylinder head and at the muffler clamp.

★If there are signs of leakage around the exhaust pipe gasket, it should be replaced. If the muffler-to-exhaust pipe joint leaks, tighten the clamp.

- Remove the exhaust pipe and muffler (see Muffler and Exhaust Pipe Removal).
- Inspect the gasket for damage and signs of leakage.

★If the gasket is damaged or has been leaking, replace it.

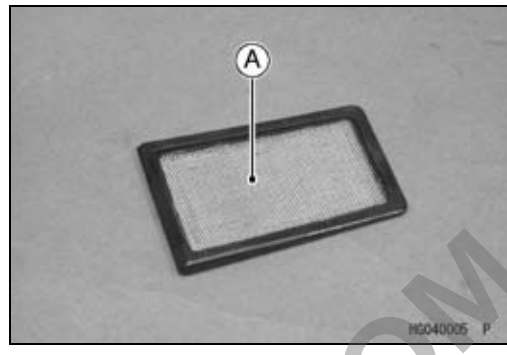
- Check the exhaust pipe and muffler for dents, cracks, rust and holes.

★If the exhaust pipe or muffler is damaged or has holes, it should be replaced for best performance and least noise.

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Engine Oil and Oil Filter

Oil Screen Cleaning



- Clean the oil screen [A] thoroughly whenever it is removed for any reason.
- Clean the oil screen with a high-flash point solvent and remove any particles stuck to it.

⚠ WARNING

Clean the screen in a well-ventilated area, and take care that there is no spark or flame anywhere near the working area. Because of the danger of highly flammable liquids, do not use gasoline or low-flash point solvents.

NOTE

○*While cleaning the screen, check for any metal particles that might indicate internal engine damage.*

- Check the screen carefully for any damage, holes, broken wires, or gasket pulling off.

★If the screen is damaged, replace it.

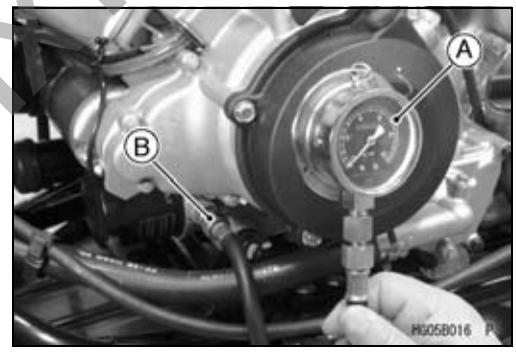
Oil Pressure Measurement

NOTE

○*Measure the oil pressure after the engine is warmed up.*

- Remove the oil pressure switch, and attach the oil pressure gauge [A] and adapter [B].

Special Tools - Oil Pressure Gauge, 10 kgf/cm²: 57001-164
Oil Pressure Gauge Adapter, PT 1/8: 57001-1033



Oil Pressure
Standard: 430 kPa (4.4 kgf/cm², 62.6 psi) @4 000 r/min (rpm), 120°C (248°F) of oil temp.

★If the oil pressure is much lower than the standard, inspect the relief valve, oil pump, and/or crankshaft bearing insert wear.

★If the oil pressure is much higher than the standard, inspect the oil filter, oil screen, and other areas of the lubrication system for clogging.

- Stop the engine.
- Remove the oil pressure gauge and adapter.

⚠ WARNING

Take care against burns from hot engine oil that will drain through the oil passage when the gauge adapter is removed.

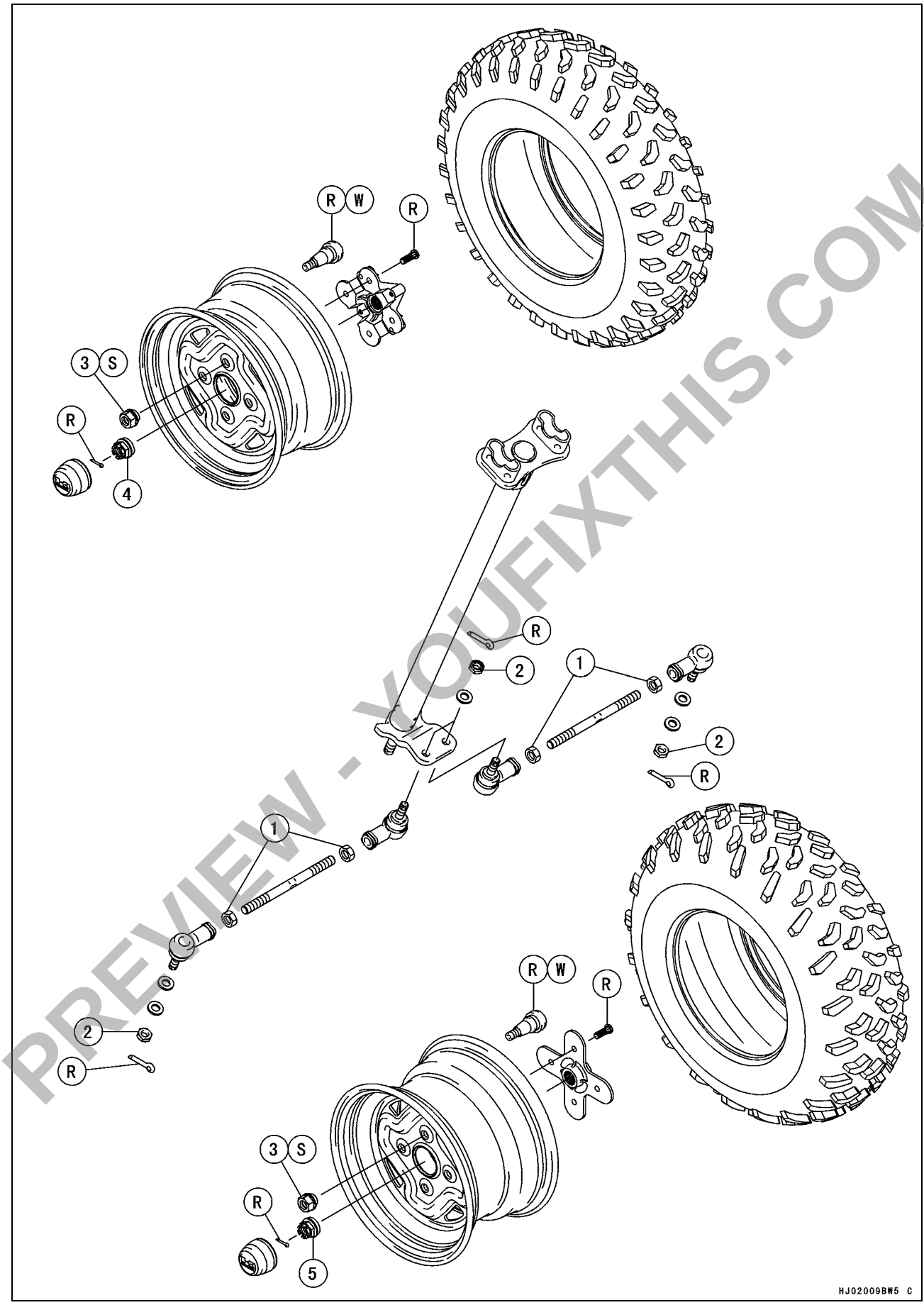
- Apply silicone sealant to the oil pressure switch, and tighten it.

Sealant - Kawasaki Bond (Silicone Sealant): 56019-120

Torque - Oil Pressure Switch: 15 N·m (1.5 kgf·m, 11 ft·lb)

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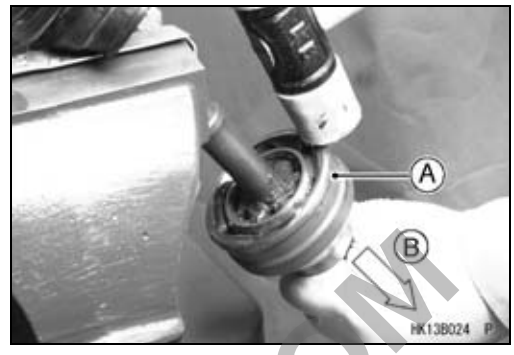
Exploded View



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Front Axle

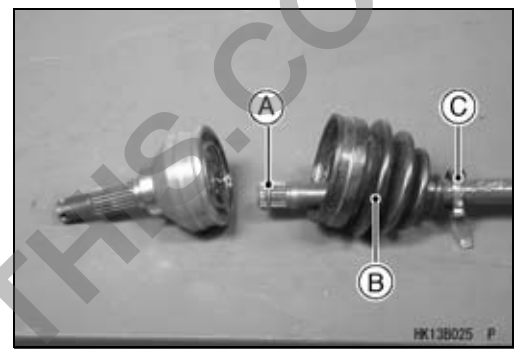
● Tap the bearing housing [A] straight [B] with a plastic hammer to separate it from the shaft.



CAUTION

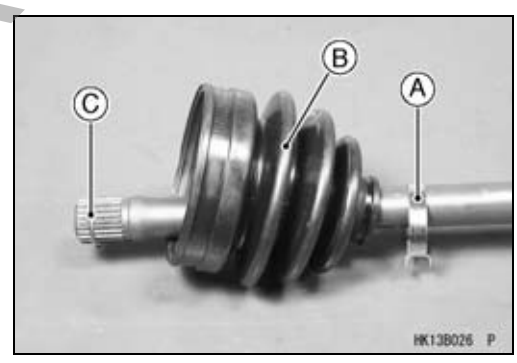
Do not tap on the cage. Be careful not get hurt when the housing comes out. If the splined portion of shaft cracked or damaged during disassembling of outboard joint, do not reuse the shaft.

● Remove:
Circlip [A]
Boot [B]
Small Band [C]



Outboard Joint Boot Installation

● Clean the axle shaft by wiping off the used grease on it.
● Wind the tape on the splines of the axle shaft in order to protect the joint boot.
● Install:
New Small Band [A]
New Boot [B]
○Apply the special grease slightly on the inside of the new boot small diameter, and install the boot on the axle shaft.

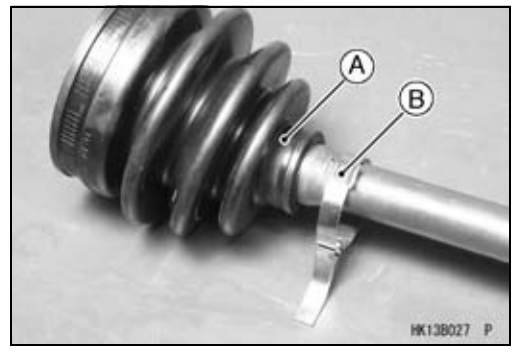


CAUTION

Only the special grease that is included with the boot kit can be applied to the boots.

● Install:
New Circlip [C]

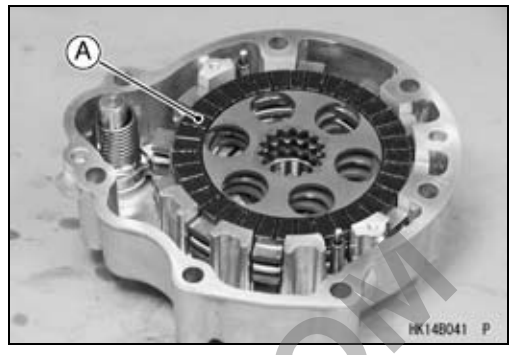
● Apply the special grease slightly on the part [A] of the band installation in order to make easy to install the boot band.
● Tighten the small boot band [B].



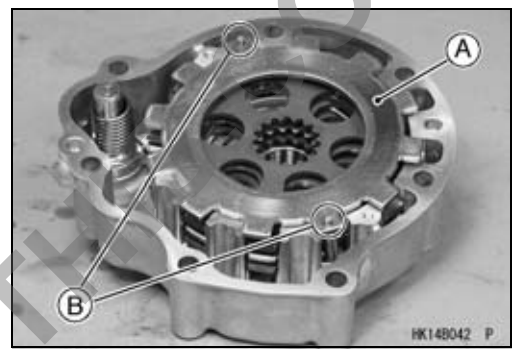
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Rear Final Gear Case

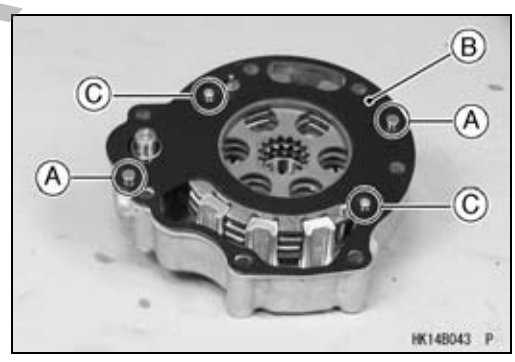
● Install (alternately):
Friction Plates [A]
Steel Plates (P/No. 41080-1484, without holes)



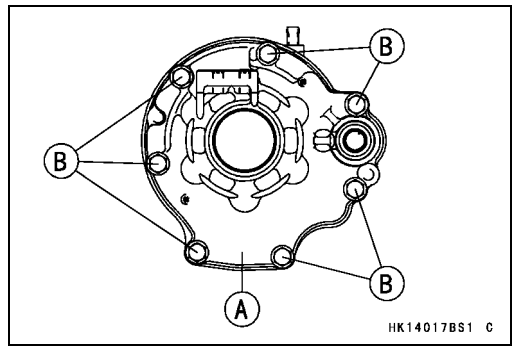
● Install:
Steel Plate [A] (P/No. 41080-1483, two holes)
○Insert the pins [B] into the holes of steel plate.



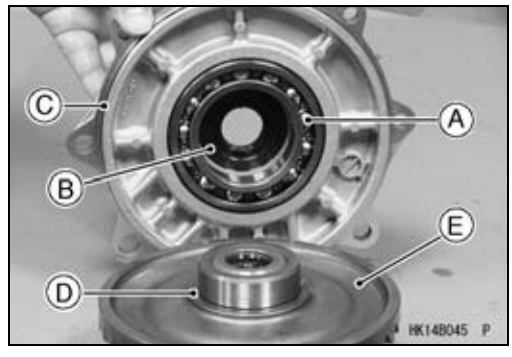
● Install:
Dowel Pins [A]
New Gasket [B]
● Tighten:
Torque - Gasket Screws [C]: 1.3 N·m (0.13 kgf·m, 11 in·lb)



● Install:
Rear Final Gear Case Front Cover [A]
● Tighten:
Torque - Rear Final Gear Case Front Cover Bolts [B]: 24 N·m (2.4 kgf·m, 17 ft·lb)



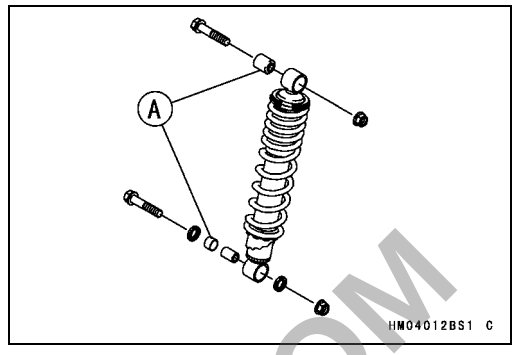
● Inspect:
Ball Bearing [A] (see Bearing and Oil Seal section)
Oil Seal [B] (see Bearing and Oil Seal section)
★If they are damaged, replace them.
● Apply grease to the oil seal lips and O-ring [C].
● Install:
Shim [D]
Ring Gear [E]



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Shock Absorbers

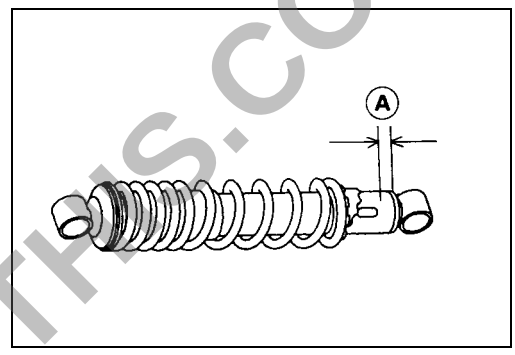
Front Shock Absorber Inspection



- Check the bushings [A] in the upper and lower pivots.

★If bushings are worn, cracked, hardened, or otherwise damaged, replace them.

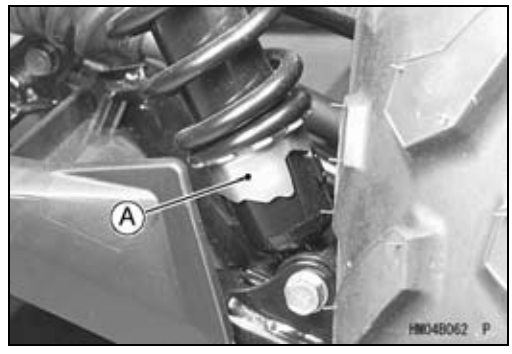
Front Shock Absorber Scrapping



⚠ WARNING

Since the front shock absorber contains nitrogen gas, do not incinerate or disassemble the front shock absorber.
Before a front shock absorber is scrapped, drill a hole at a point about 15 mm (0.59 in.) [A] up from the bottom of the cylinder to release the nitrogen gas completely. Wear safety glasses when drilling the hole, as the gas may blow out bits of drilled metal when the hole opens.

Rear Shock Absorber Preload Adjustment



The spring adjusting sleeve [A] on rear shock absorber has 5 positions so that the spring can be adjusted for different terrain and loading conditions. If the spring action feels too soft or too stiff, adjust it in accordance with the following table.

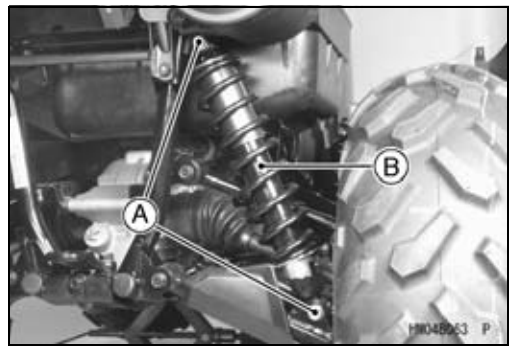
Spring Action

Position	Spring Force	Setting	Load	Terrain	Speed
1		Soft	Light	Smooth	Low
2 (STD)		↑	↑	↑	↑
3					
4		↓	↓	↓	↓
5	Stronger	Hard	Heavy	Rough	High

- Remove the axle guard.
- Turn the adjusting sleeve on rear shock absorber to the desired position with the wrench.

Special Tool - Steering Stem Nut Wrench: 57001-1100

Rear Shock Absorber Removal



- Support the vehicle on a stand or a jack so that the rear wheels are off the ground.

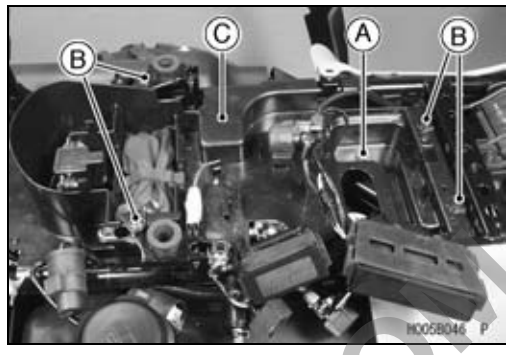
Special Tool - Jack: 57001-1238

- While holding the rear wheels, remove the lower and upper shock absorber mounting bolts [A], nuts, and washers.
- Remove the rear shock absorber [B].

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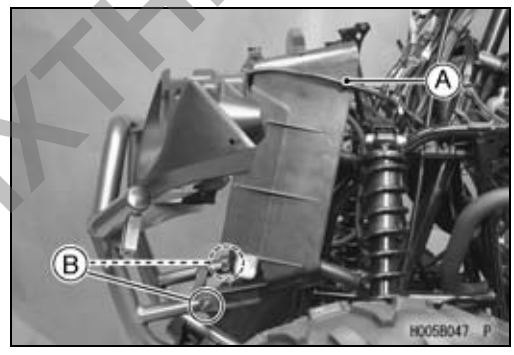
Covers

● Remove:
Screw [A]
Bolts [B]
Electrical Parts Case [C]

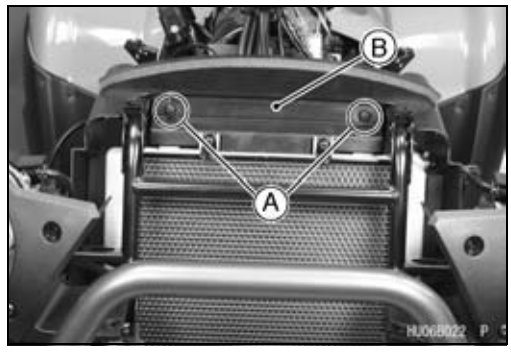


Electrical Parts Case Installation
● Install:
Removed Parts
● Connect the vehicle-down sensor lead connector.
● Route the electrical parts leads according to the Appendix chapter.

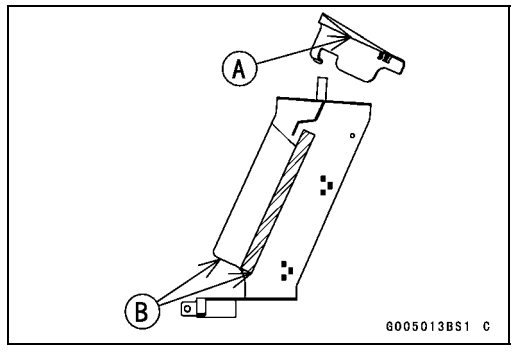
Radiator Cover Removal
● Remove:
Front Fender (see Front Fender Removal)
Clamps [A] (both sides)
Radiator Cover Screws [B] and collars



● Remove:
Radiator Cover Screws [A] and Collars
Radiator Cover [B]



Radiator Cover Installation
● Set the corner line [A] and bottom line [B] of the radiator cover.
● Install:
Radiator Cover Screws and Collars



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Ignition System

⚠ WARNING

The ignition system produces extremely high voltage.
Do not touch the spark plug, ignition coil, or spark plug lead while the engine is running, or you could receive a severe electrical shock.

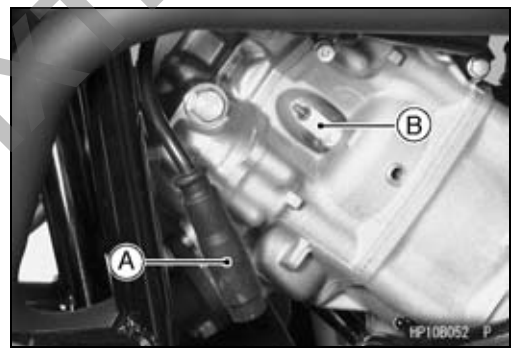
CAUTION

Do not disconnect the battery leads or any other electrical connections when the ignition switch is on, or while the engine is running. This is to prevent igniter damage.
Do not install the battery backwards. The negative side is grounded. This is to prevent damage to the diodes and igniter.
Use the standard regulator/rectifier, or the igniter will be damaged.

Spark Plug Removal

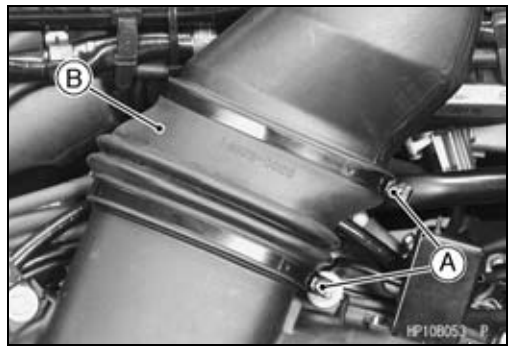
Front Side

- Remove:
  Spark Plug Cap [A]
- Using a spark plug wrench, remove the spark plug [B].

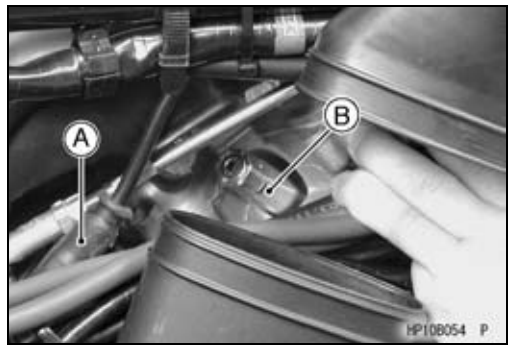


Rear Side

- Remove:
  Right Side Cover (see Frame chapter)
  Clamp Screws [A] and Clamps
  Rubber Air Duct [B]



- Remove:
  Spark Plug Cap [A]
- Using a spark plug wrench [A], remove the spark plug.



Spark Plug Installation

- Tighten:

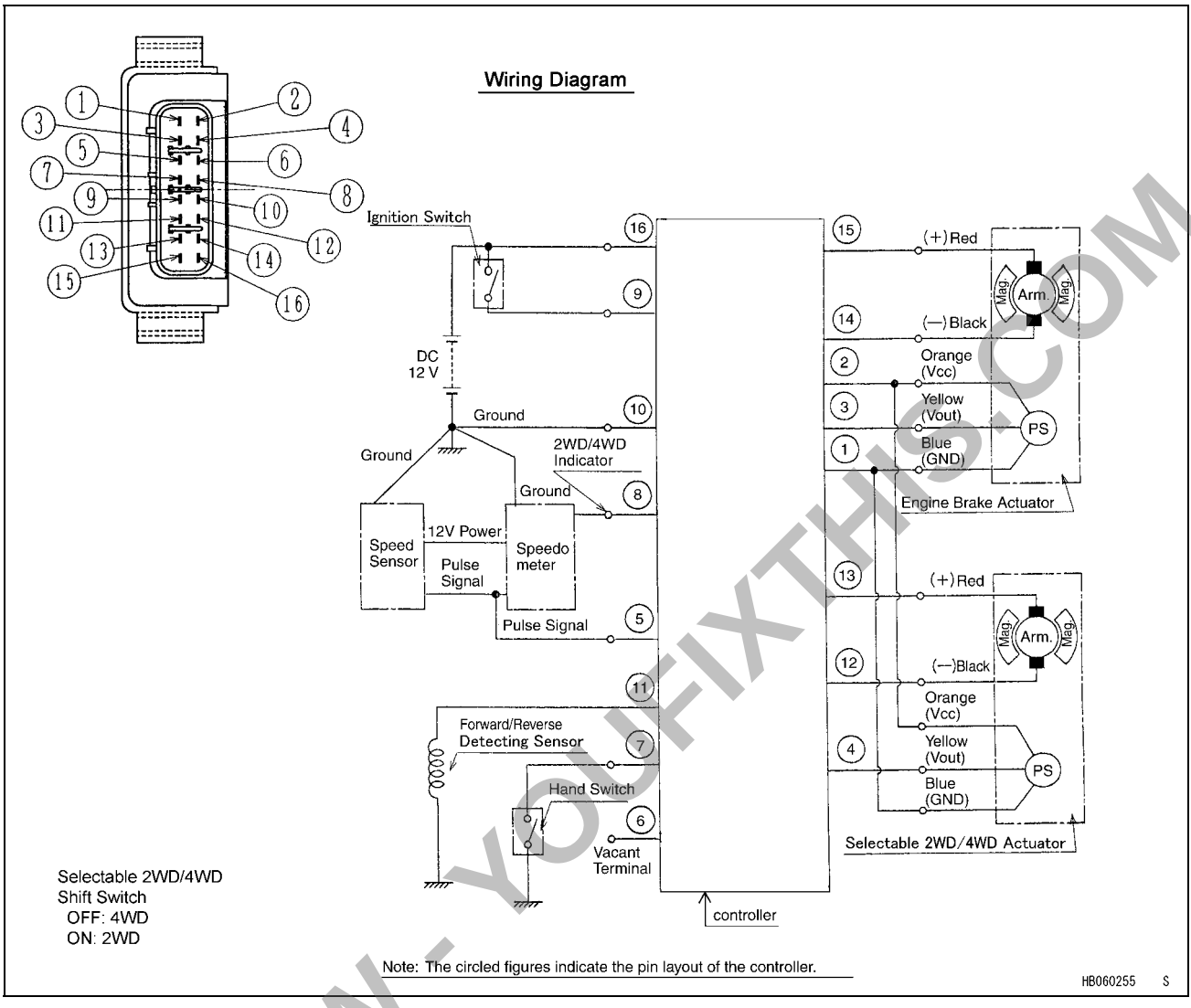
  Torque - Spark Plugs: 13 N·m (1.3 kgf·m, 113 in·lb)

- Fit the spark plug caps securely.
- Pull up the spark pug caps lightly to make sure of the installation of the spark plug caps.

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Actuator Control System

Actuator Control System

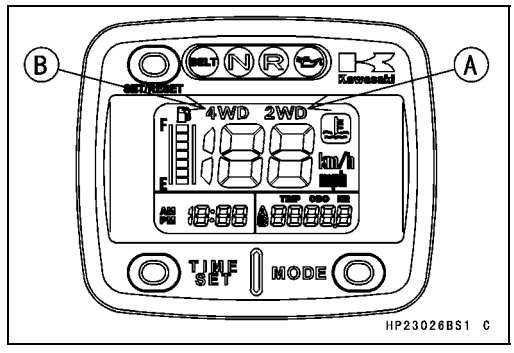


Actuator Control System Troubleshooting

When the actuator fails, the controller enters failure mode and the indicator light illuminates 2WD and 4WD alternately.

[A] 2WD Indicator Light (LCD)

[B] 4WD Indicator Light (LCD)



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