## General Specifications

| Items | | KAF620-E1/F1/G1 |
|---|---|---|
| **Dimensions:** | | |
| Overall length | | 2 861 mm (112.64 in.) |
| Overall width | | 1 460 mm (57.48 in.) |
| Overall height | | 1 936 mm (76.22 in.), (F) 1 900 mm (74.80 in.) |
| Wheelbase | | 1 870 mm (73.62 in.) |
| Track: | Front | 1 160 mm (45.67 in.) |
| | Rear | 1 180 mm (46.46 in.) |
| Ground clearance | | 184 mm (7.24 in.), (F) 150 mm (5.91 in.) |
| Seat height | | 893 mm (35.16 in.), (F) 856 mm (33.70 in.) |
| Dry weight | | 580 kg (1280 lb), (F) 541 kg (1190 lb), (G) 544 kg (1200 lb) |
| Curb weight: | Front | 283 kg (624 lb), (F) 256 kg (564 lb), (G) 262 kg (578 lb) |
| | Rear | 321 kg (708 lb), (F) 309 kg (681 lb), (G) 306 kg (675 lb) |
| Fuel tank capacity | | 20 L (5.3 US gal) |
| Cargo bed (L x W x H) | | 1 175 x 1 310 x 288 mm (46.26 x 51.57 x 11.34 in.) |
| **Performance:** | | |
| Maximum torque | | 47 N·m (4.8 kg·m, 34.7 ft·lb) @ 2 500 r/min (rpm), (US) — |
| Minimum turning radius | | 3.4 m (11.2 ft) |
| **Engine:** | | |
| Type | | 4-stroke, OHV, 2 cylinder |
| Cooling system | | Liquid-cooled |
| Bore and stroke | | 76 x 68 mm (2.99 x 2.68 in.) |
| Displacement | | 617 mL (37.6 cu in.) |
| Compression ratio | | 10.3 |
| Carburetion system | | MIKUNI BW26-18 |
| Starting system | | Electric Starter |
| Ignition system | | Battery and transistor |
| Ignition timing | | 3/900 ~ 13/2000 ~ 18/2500 ~ 23/3500 (BTDC °/rpm) |
| Spark plug | | NGK BPR2ES |
| Cylinder numbering method | | Front to rear, 1-2 |
| Firing order | | Front to rear, 1-2 |
| Valve timing: | | |
| Inlet: | Open | #1 68° BTDC / #2 64° BTDC |
| | Close | #1 76° ABDC / #2 80° ABDC |
| | Duration | 324° |
| Exhaust: | Open | 94° BBDC |
| | Close | 48° ATDC |
| | Duration | 322° |
| Lubrication system | | Forced lubrication (wet sump) |
| Engine oil: | Grade | API SF or SG, API SH or SJ with JASO MA class |
| | Viscosity | SAE5W-30, 10W-40, 10W-50, 20W-40, 20W-50 |
| | Capacity | 1.8 L (1.9 US qt) |
| Coolant capacity | | 4.3 L (4.5 US qt) |
| **Drive Train:** | | |
| Primary reduction system: | | |
| Type | | Belt drive torque converter |
| Reduction ratio | | 3.9 ~ 0.85 |

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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 | Whichever comes first → ↓ Every | First Service After 50 h, or 1000 km of use | Regular Service Every 250 h, or 5000 km of use | Regular Service Every 500 h, or 10000 km of use |
|---|---|---|---|---|
| **ENGINE** | | | | |
| Converter belt - check* | | | ● | |
| Converter driven pulley shoe - check* | | | | ● |
| Converter air cleaner element - clean* | | ● | ● | |
| Converter dust or water - drain* | | | | ● |
| Valve clearance - check | | ● | | ● |
| Engine oil - change* | 1 year | ● | ● | |
| Oil filter - replace* | | ● | | ● |
| Throttle pedal play - check | | ● | | ● |
| Idle speed - adjust | | ● | ● | |
| External carburetor mechanism (Throttle lever roller and choke lever cam) - clean* | | ● | ● | |
| Fuel hose - replace | 4 years | | | |
| Fuel filter - change* | | | | ● |
| Fuel system cleanliness - check* | | | | ● |
| Air cleaner element - clean* | | ● | ● | |
| Intake chamber water - drain* | | ● | ● | |
| Spark plug - clean and gap | | | ● | |
| Spark arrester - clean | | | ● | |
| Radiator - clean* | | ● | ● | |
| Radiator hoses and connections - check | 1 year | ● | | ● |
| Coolant - change | 2 years | | | |
| Coolant filter - clean | 1 year | | | |

●: Clean, adjust, lubricate, torque, or replace parts as necessary.
*: Service more frequently when operated in mud, dust, or other harsh riding conditions.

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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.

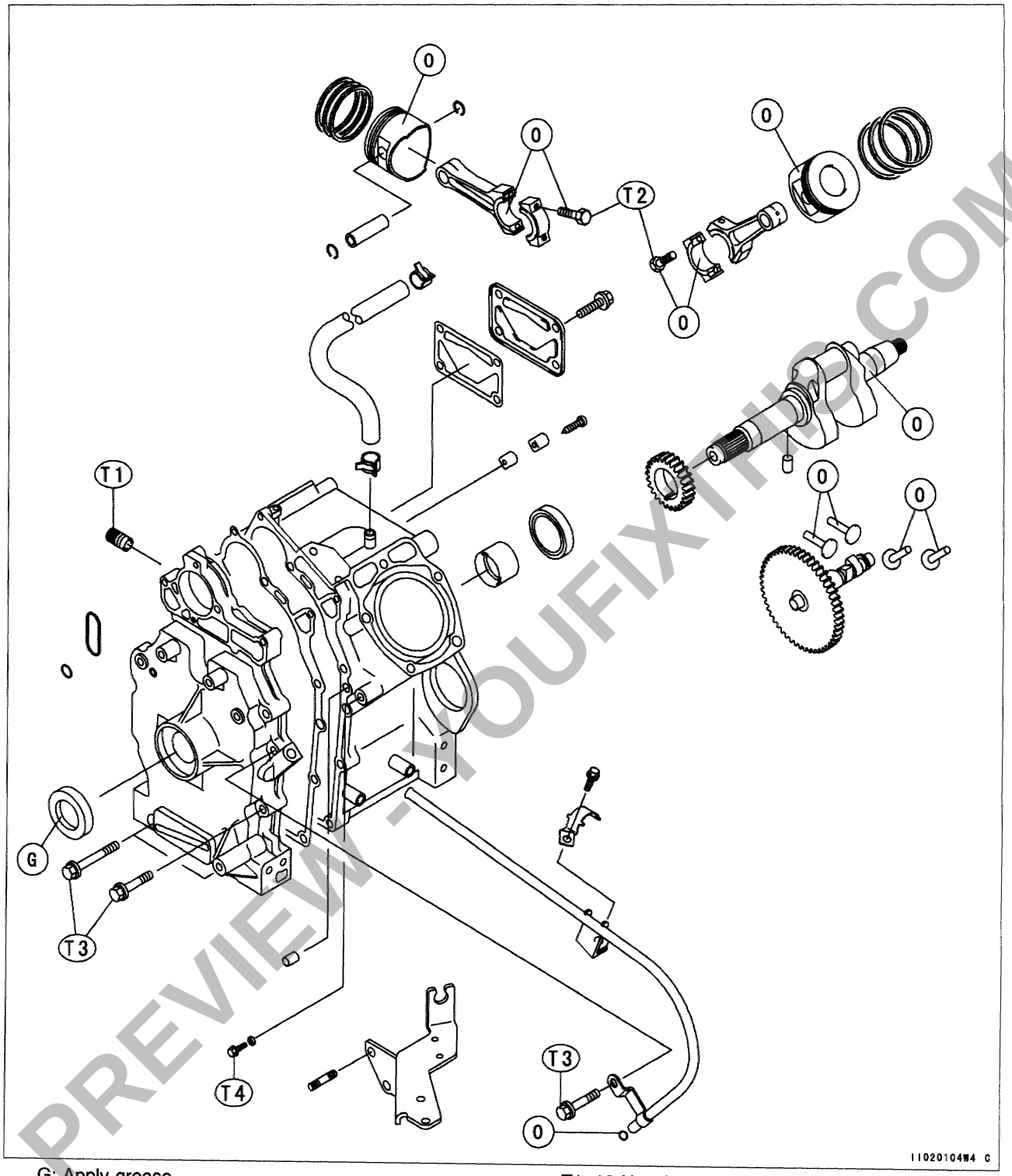
Letters used in the "Remarks" column mean:
L: Apply a non-permanent locking agent to the threads.
O: Apply an oil to the threads, seated surface, or washer.
S: Tighten the fasteners following the specified sequence.
SS: Apply a silicone sealant to the threads.
MO: Apply molybdenum disulfide oil solution (mixture of the engine oil and molybdenum disulfide grease in a weight ratio 10:1).

| Fastener | Torque | | | Remarks |
|---|---|---|---|---|
| | N·m | kg·m | ft·lb | |
| **Fuel System:** | | | | |
| Cover mounting bolts | 2.9 | 0.3 | 26 in·lb | L |
| Chamber case cover bolts | 4.9 | 0.5 | 43 in·lb | |
| Float bowl screws | 2.0 | 0.2 | 18 in·lb | |
| Air cleaner housing mounting bolts | 20 | 2.0 | 14 | |
| Governor arm mounting nut | 7.4 | 0.75 | 65 in·lb | |
| Link lever mounting bolts | 8.8 | 0.9 | 78 in·lb | L |
| Carburetor cover bolts | 8.8 | 0.9 | 78 in·lb | |
| **Cooling System:** | | | | |
| Water pump cover bolts (M6) | 8.8 | 0.9 | 78 in·lb | S |
| Water pump cover bolt (M8) | 25 | 2.5 | 18 | S |
| Radiator fan switch | 25 | 2.5 | 18 | |
| Coolant temperature warning light switch | 23 | 2.3 | 17 | SS |
| Coolant reservoir mounting bolt | 4.4 | 0.45 | 39 in·lb | |
| Coolant drain plugs (Cylinder) | 17 | 1.7 | 12 | |
| **Engine Top End:** | | | | |
| Cylinder head bolts | 22 | 2.2 | 16 | S |
| Intake pipe bolts | 8.8 | 0.9 | 78 in·lb | L(2) |
| Valve adjusting screw locknuts | 9.8 | 1.0 | 87 in·lb | |
| Coolant temperature warning light switch | 23 | 2.3 | 17 | SS |
| Intake manifold bolts | – | – | – | S |
| Muffler mounting bolts | – | – | – | L |
| **Converter System:** | | | | |
| Drive pulley bolt (new) | 76 | 7.7 | 56 | |
| Driven pulley bolt | 93 | 9.5 | 69 | L |
| Converter cover bolts | 1.5 | 0.15 | 13 in·lb | |
| Ramp weight nuts | 6.9 | 0.7 | 61 in·lb | |
| Spider | 275 | 28 | 203 | |
| Drive pulley cover bolts | 13 | 1.3 | 113 in·lb | |
| Wear shoe mounting screws | 1.1 | 0.11 | 10 in·lb | |
| Cooling fan cover bolts | 8.8 | 0.9 | 78 in·lb | |
| **Engine Lubrication System:** | | | | |
| Engine oil drain plug (M14) | 22 | 2.2 | 16 | |
| Engine oil drain plug (M16) | 25 | 2.5 | 18 | |
| Oil pressrue switch | 9.8 | 1.0 | 87 in·lb | SS |
| Oil filler pipe bolts | 4.4 | 0.45 | 39 in·lb | |
| Oil filter | – | – | – | see text |
| **Engine Removal/Installation:** | | | | |
| Engine positioning plate bolts | 20 | 2.0 | 14 | |

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## Exploded View



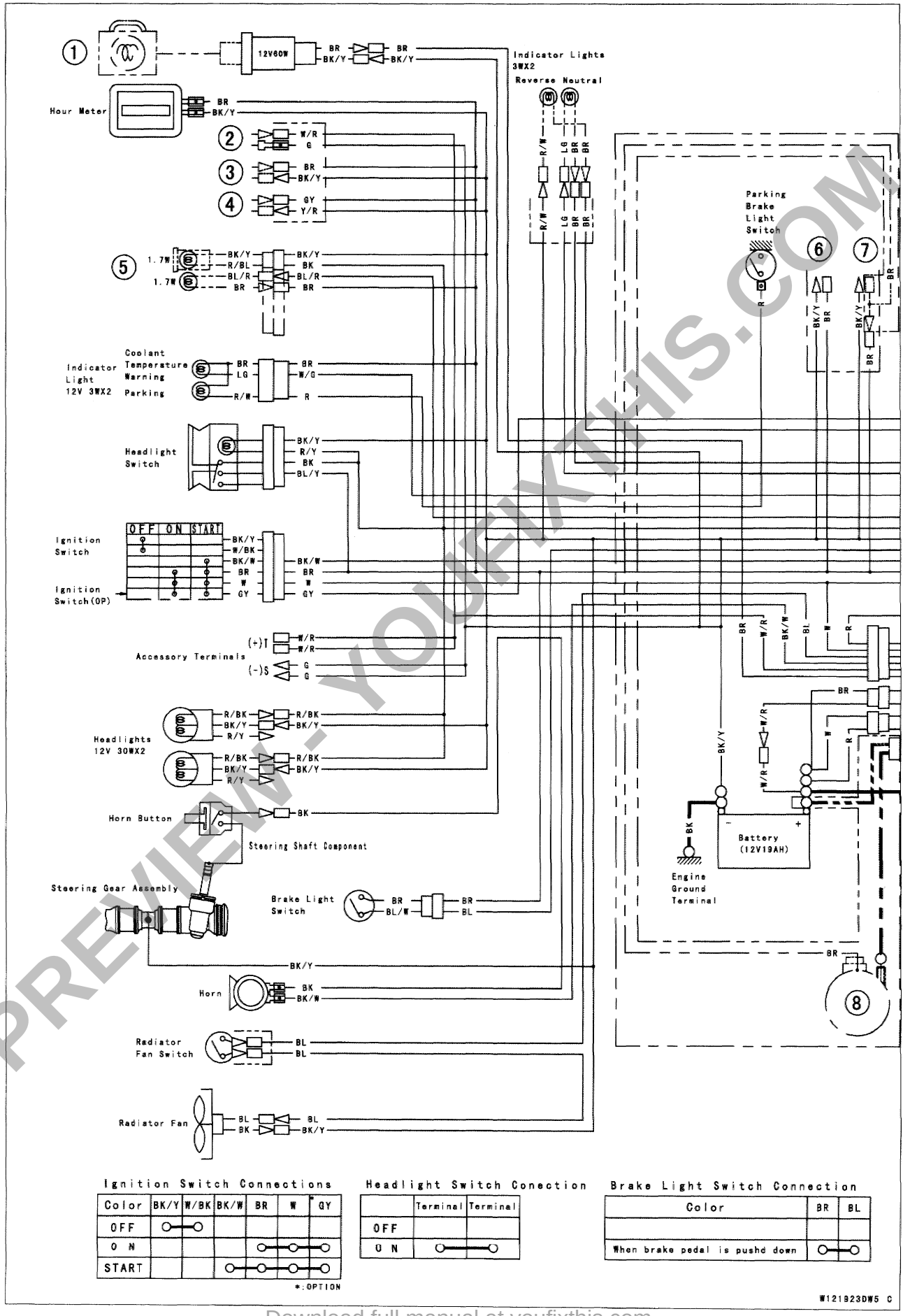

G: Apply grease.
O: Apply engine oil.

T1: 18 N·m (1.8 kg·m, 13 ft·lb)
T2: 21 N·m (2.1 kg·m, 15 ft·lb)
T3: 25 N·m (2.5 kg·m, 18 ft·lb)
T4: 17 N·m (1.7 kg·m, 12 ft·lb)

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## Wiring Diagram (US and Canada Models)




### Ignition Switch Connections

| Color | BK/Y | W/BK | BK/W | BR | W | *GY |
|---|---|---|---|---|---|---|
| OFF | ○ | ○ | | | | |
| ON | | | | ○ | ○ | ○ |
| START | | | ○ | ○ | ○ | ○ |

*:OPTION

### Headlight Switch Conection

| | Terminal | Terminal |
|---|---|---|
| OFF | | |
| ON | ○ | ○ |

### Brake Light Switch Connection

| Color | BR | BL |
|---|---|---|
| When brake pedal is pushd down | ○ | ○ |

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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
- Wiring open or shorted
- Ignition switch trouble
- Fuse blown

**Starter motor rotating but engine doesn't turn over:**
- Starter motor trouble
- Pinion or ring gear worn

**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
- Camshaft seizure

**No fuel flow:**
- Fuel tank air vent obstructed
- Fuel pump trouble
- Fuel filter clogged
- Fuel line clogged
- Fuel pump relay trouble
- Float valve clogged

**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.)

**No spark; spark weak:**
- Spark plug dirty, broken, or maladjusted
- Spark plug cap or high tension wiring trouble
- Spark plug cap not in good contact
- Spark plug incorrect
- Igniter trouble
- Ignition coil trouble
- Pickup coil trouble
- Ignition 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)

**Poor Running at Low Speed:**

**Spark weak:**
- Spark plug dirty, broken, or maladjusted
- Spark plug cap or high tension wiring trouble
- Spark plug cap shorted or not in good contact
- Spark plug incorrect
- Igniter trouble
- Ignition coil trouble
- Pickup coil trouble

**Fuel/air mixture incorrect:**
- Pilot screw maladjusted
- Pilot jet, or air passage clogged
- Air bleed pipe bleed holes clogged
- Air cleaner clogged, poorly sealed, or missing
- Choke valve stuck closed
- Fuel level too high or too low
- Fuel tank air vent obstructed
- Fuel pump trouble
- Governor link mechanism malfunctioning

**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 warped
- Cylinder head gasket damaged
- Valve spring broken or weak
- Valve not seating properly (valve bent, worn, or carbon accumulation on the seating surface)

**Other:**
- Igniter trouble
- Engine oil viscosity too high
- Front final gear case oil viscosity to high (KAF620E)
- Drive train trouble
- Brake dragging

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

**Firing incorrect:**
- Spark plug dirty, broken, or maladjusted
- Spark plug cap shorted or not in good contact
- Spark plug incorrect
- Igniter trouble
- Ignition coil trouble
- Pickup coil trouble

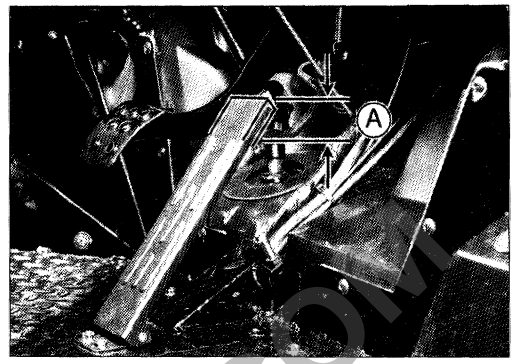
**Fuel/air mixture incorrect:**
- Choke valve stuck close
- Main jet clogged or wrong size
- Fuel level too high or too low
- Air cleaner clogged, poorly sealed, or missing
- Water or foreign matter in fuel
- Fuel tank air vent obstructed
- Fuel line clogged
- Fuel pump trouble
- Governor link mechanism malfunctioning

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## Throttle Pedal and Cable

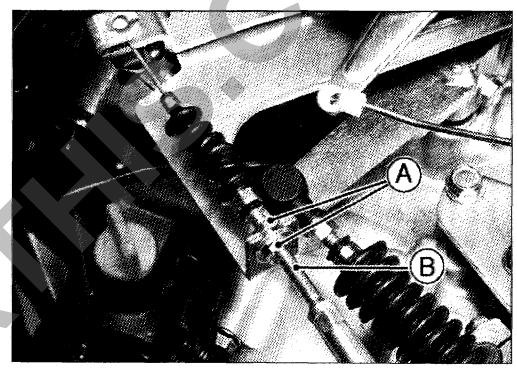
*Throttle Pedal Free Play Inspection*




- Check that the throttle pedal moves smoothly from full open to close.
★ If the throttle pedal does not return properly, lubricate the throttle cable.
- Check the throttle pedal free play [A].
★ If the free play is incorrect, adjust the throttle cable.

**Throttle Pedal Free Play**
**Standard: 5 ~ 10 mm (0.2 ~ 0.4 in.)**

*Throttle Pedal Free Play Adjustment*



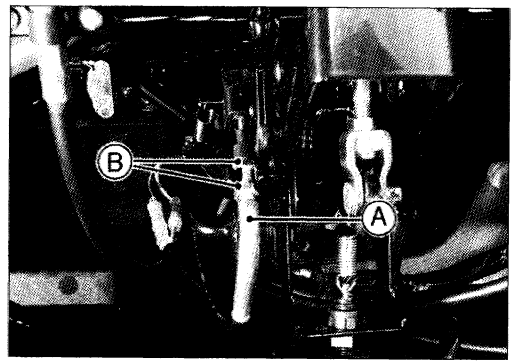

- Remove:
  Cargo Bed (tilt up)
- Loosen the adjuster mounting nuts [A] at the cable lower end.
- Slide the adjuster [B] until the proper amount of throttle pedal free play is obtained.
- Tighten the mounting nuts securely.
- Start the engine.
- With the transmission in neutral, operate the throttle pedal a few times to make sure that the idle speed does not change.
★ If the idle speed does change, the throttle cable may be improperly adjusted, incorrectly routed, or it may be damaged.
- Correct any of these conditions before operation.

**⚠ WARNING**

**Operation with improperly adjusted, incorrectly routed, or a damaged cable could result in an unsafe operating condition.**

**NOTE**

○ *If the throttle pedal free play cannot be adjusted by using the adjuster at the cable lower end, use the cable adjuster [A] at the cable upper end. Do not forget to securely tighten the adjuster mounting nuts [B].*

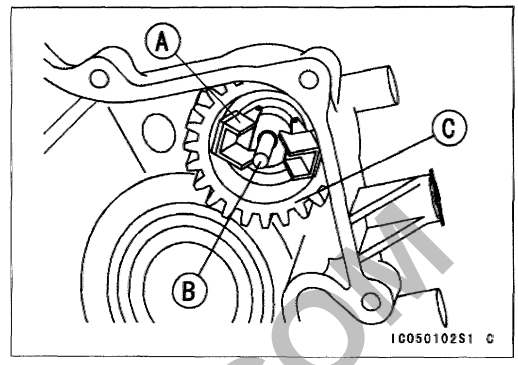



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## Governor Link Mechanism

- Remove the governor assembly [A] with the sleeve [B] by prying the gear [C] with two suitable levers.




**CAUTION**

**Do not remove the governor assembly unless it is necessary. Once it has been removed, it must be replaced.**

- Remove the washer.

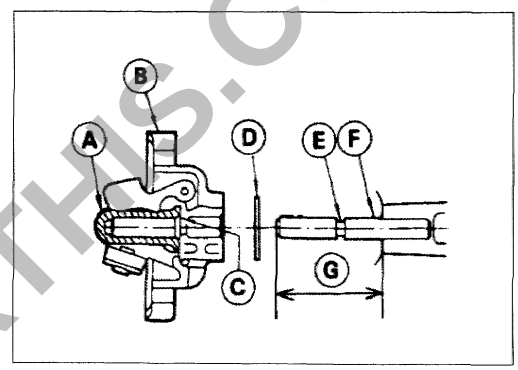
*Governor Assembly Installation*

- Fit the sleeve into the governor assembly, and install them as a set.

**NOTE**

○ *The sleeve and the governor assembly cannot be installed separately.*

○ *Push the set onto the shaft until the step fits into the groove securely.*




Sleeve [A]
Governor Assembly [B]
Step [C]
Washer [D]
Groove [E]
Shaft [F]
32 mm (1.26 in.)[G]

- Check that the gear turns freely and the weights move smoothly.

*Governor Assembly Inspection*

- Visually check the governor assembly for wear and damage.

★ If any part is worn or damaged, replace the assembly.

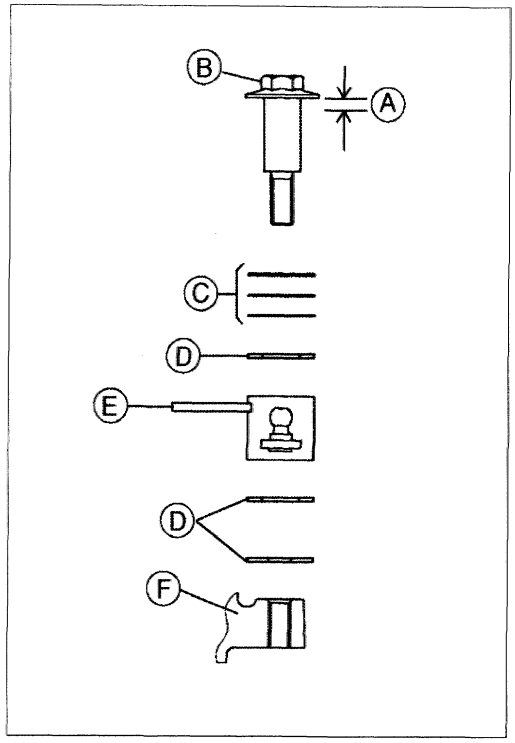
*Throttle Link Lever Installation*

- Measure the clearance [A] between the seating surface of the bolt head and shims.

**Throttle Link Lever Bolt/Shim Clearance**
**Standard: 0.05 ~ 0.3 mm (0.002 ~ 0.012 in.)**

★ If the clearance is not within the specified range, adjust the clearance by adding or removing the shims.

[B] Throttle Link Lever Bolt
[C] Shims
[D] Washers
[E] Throttle Link Lever
[F] Intake Pipe




**Shims**

| Part No. | Thickness | Color |
|---|---|---|
| 92180-2055 | 0.5 mm (0.020 in.) | Yellow |
| 92180-2056 | 0.4 mm (0.016 in.) | Black |
| 92180-2057 | 0.3 mm (0.012 in.) | White |
| 92180-2060 | 0.6 mm (0.024 in.) | Green |
| 92180-2061 | 0.7 mm (0.028 in.) | White |

- Apply a non–permanent locking agent:
  Link Lever Mounting Bolt
- Tighten:

**Torque - Link Lever Mounting Bolt: 8.8 N·m (0.9 kg·m, 78 in·lb)**

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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.

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 the crankcase.
2. Exhaust Emission Control System
   The exhaust emission control system applied to this engine family is engine modifications that consist of a modified carburetor and ignition system having optimum ignition timing characteristics.
   The carburetor has been calibrated to provide lean air/fuel mixture characteristics and optimum fuel economy with a suitable air cleaner and exhaust system.
   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 atomosphere.

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)(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.

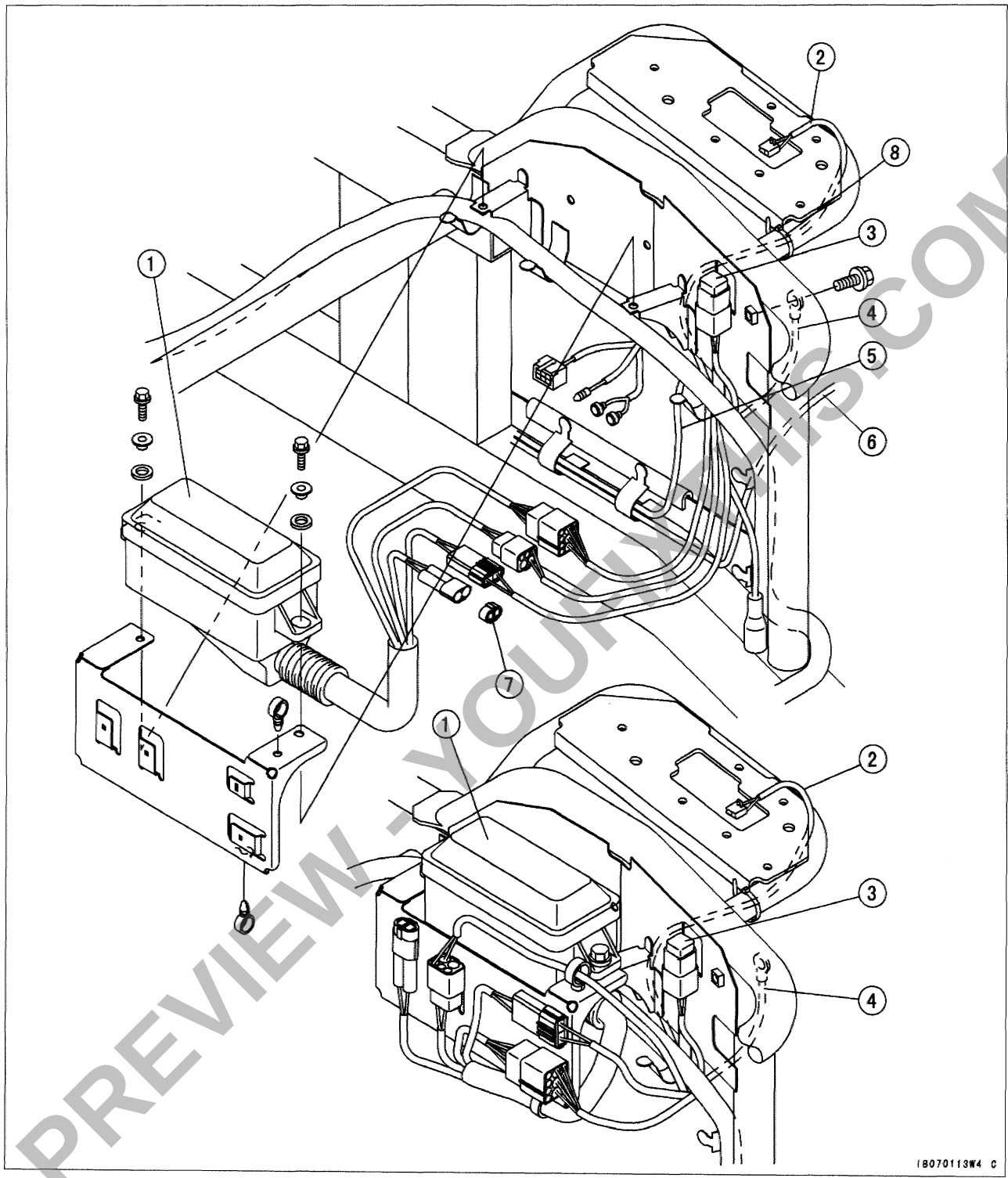
(3)(B) for any person engaged in the business of repairing, servicing, selling, leasing, or trading motor vehicles or motor vehicle engines, or who operates a fleet of motor vehicles knowingly to remove or render inoperative any device or element of design installed on or in a motor vehicle or motor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

(Continued on next page.)

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## Cable, Wire, and Hose Routing

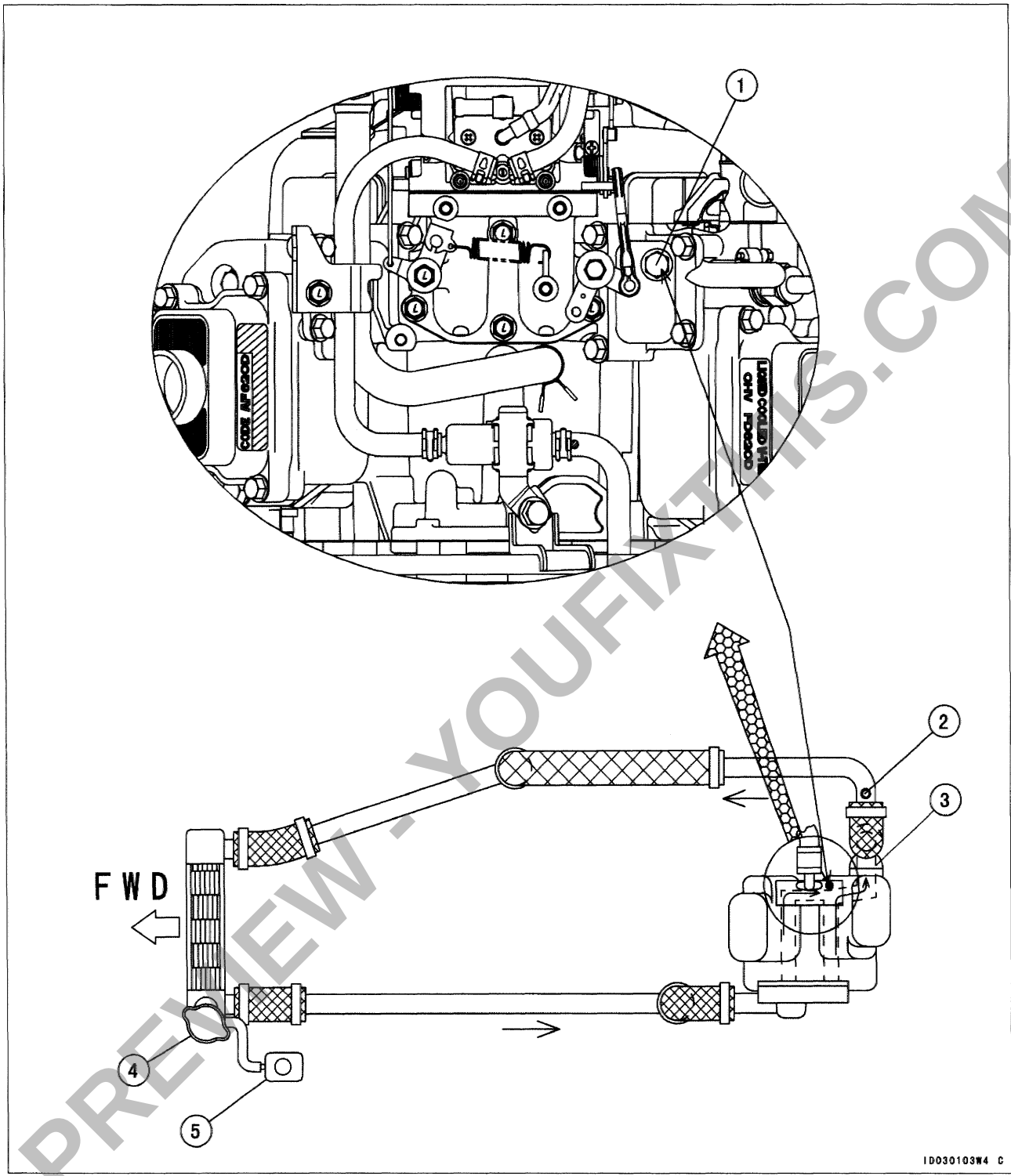



1. Fuse Box
2. Parking Brake Switch Wire
3. Starter Circuit Relay
4. Ground Wire (Frame)
5. Starter Motor Wire
6. Ground Wire (Engine)
7. Plug
8. Band

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## Flow Chart




1. Air Bleeder Bolt (Intake Manifold)
2. Air Bleeder Bolt (Water Pipe)
3. Thermostat
4. Radiator Cap
5. Reservoir Tank

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# Converter System

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# Engine Removal / Installation

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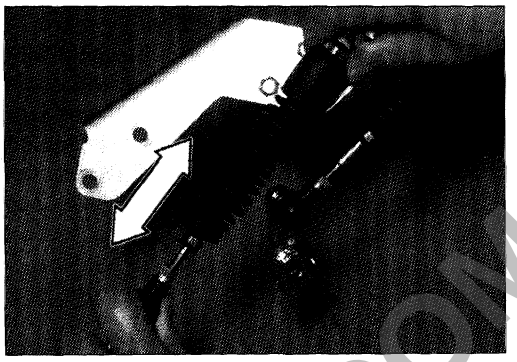
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## Transmission and Shift Mechanism

*Transmission Shift Cable Inspection*

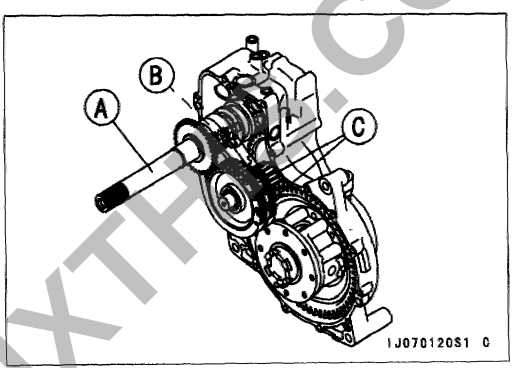
- With the cable disconnected at both ends, the cable should move freely within the cable housing.

★ If the cable movement is not free, if the cable is frayed, or if the housing is kinked, replace the cable.

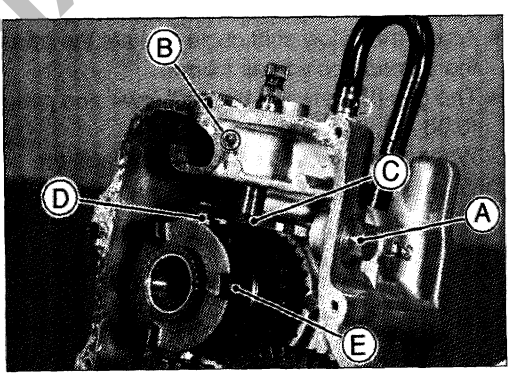


*Transmission Removal*

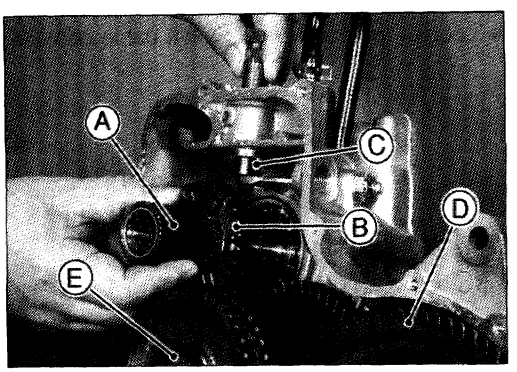
- Remove:
  Hi/Low Shift Gears (see Hi/Low Gear and Shift Mechanism Removal)
  2WD/4WD Shift Mechanism (see 2WD/4WD Shift Mechanism Removal)
  Transmission Case (see Transmission Case Splitting)
  Drive Shaft [A]
  Drive Shaft Reverse Sprocket [B]
  Drive Chains [C]




- Remove:
  Shift Arm Positioning Bolt Assembly [A]
  Retaining Pin [B]
- Lift the shift arm [C] and remove the shifter block [D].
- Remove:
  Shifter [E]

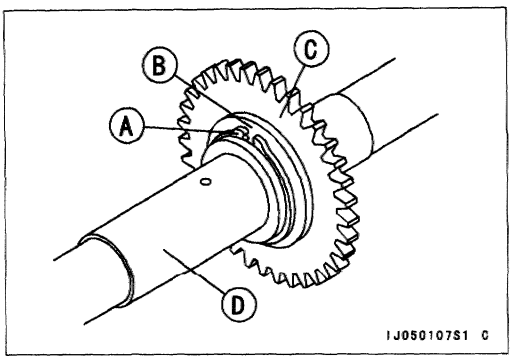



- Remove:
  Drive Shaft (Outer) [A] and Drive Shaft Forward Gear [B]
  Shift Arm [C]
  Differential Gear Assembly [D]
  Driven Shaft Assembly [E]




- Remove:
  Circlip [A]
  Washer [B]
  Governor Drive Gear [C]
  Pin
  Drive Shaft [D]

**Special Tool - Outside Circlip Pliers: 57001–144**

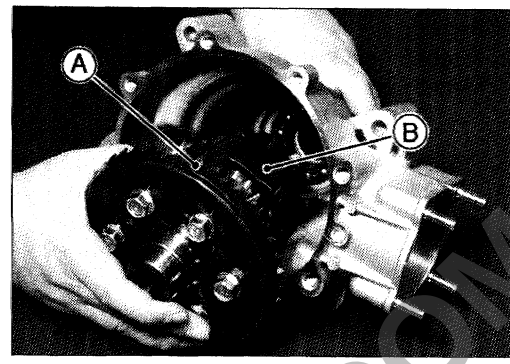



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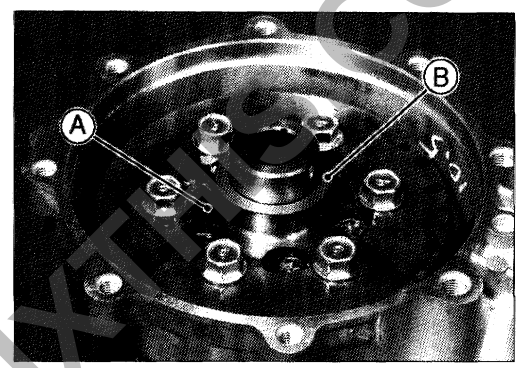
## Front Final Gear Case (KAF620E)

- Remove:
  Ring Gear [A]
  Differential Unit [B]



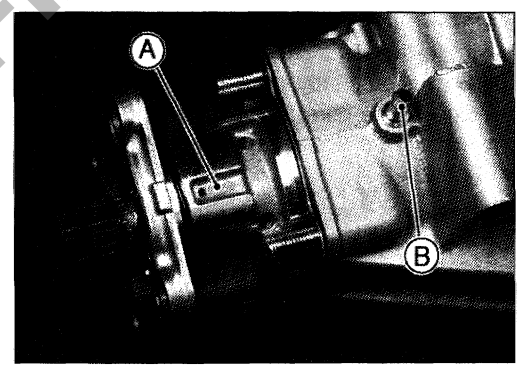

*Front Final Gear Case Assembly*

- Visually check the pinion gear and ring gear for scoring, chipping, or other damage.
- ★ Replace the bevel gears as a set if either gear is damaged since they are lapped as a set in the factory to get the best tooth contact.
- Check that the ring gear is installed on the correct side of the differential caps [A] as shown.
- Install the following parts in the order listed.
  Differential Unit and Ring Gear
  Ring Gear Shim [B]
  Ring Gear Cover
  Pinion Gear Unit




- Install the pinion gear unit with the ring gear side of the case facing down.
- Align the air vent passage [A] with the hose nipple [B].
- ○ First tighten the 10 mm (0.39 in.) bolts, then tighten the 8 mm (0.31 in.) bolts.

**Torque - 10 mm Ring Gear Cover Bolts: 47 N·m (4.8 kg·m, 35 ft·lb)**
**8 mm Ring Gear Cover Bolts: 25 N·m (2.5 kg·m, 18 ft·lb)**
**Pinion Gear Bearing Housing Nuts: 25 N·m (2.5 kg·m, 18 ft·lb)**



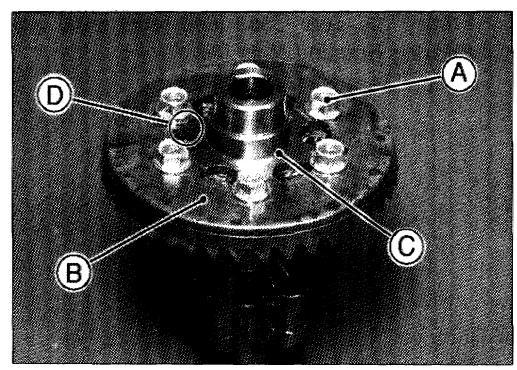

- Adjust:
  Front Final Gear Backlash (see Front Final Bevel Gear Adjustment)
  Front Final Gear Tooth-Contact (see Front Final Bevel Gear Adjustment)

*Differential Unit and Ring Gear Disassembly*

- Remove the differential unit and ring gear (see Front Final Gear Case Disassembly).

| CAUTION |
| --- |
| **Do not interchange the right and left side parts in the differential unit.** |

- Remove the following parts to disassemble the differential unit.
  Ring Gear Bolts [A]
  Ring Gear [B]
  Differential Caps [C]
  Mark here to assemble later [D]
- ○ The clutch plates, springs, spring shims, and side gears come out.

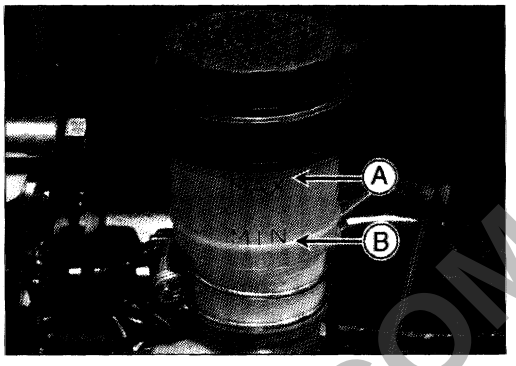



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## Brake Fluid

- Fill the reservoir to the upper level line [A].
  Upper Level Line (MAX)
  Lower Level Line (MIN) [B]




- Apply the brake forcefully for a few seconds and check for fluid leakage around the fittings.

**⚠ WARNING**

**If the brake pedal has a soft or "spongy feeling" when it is applied, there might be air in the brake lines or the brake may be defective. Since it is dangerous to operate the vehicle under such conditions, have the brake system serviced immediately.**

*Brake Fluid Changing*

- Remove the maintenance cover.
- Check that there is plenty of fluid in the reservoir.

**NOTE**

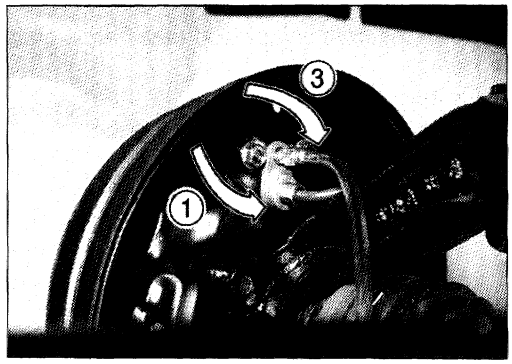
○ *The fluid level must be checked several times during the fluid changing and replenished as necessary. If the fluid in the reservoir runs completely out any time during fluid changing, air bleeding must be done since air will have entered the line.*

- Remove the wheel for extra clearance.
- Connect a clear plastic hose to the bleed valve at the wheel cylinder, running the other end of the hose into a container.

**NOTE**

○ *Start with the rear left or right wheel and finish with the front left or right wheel.*

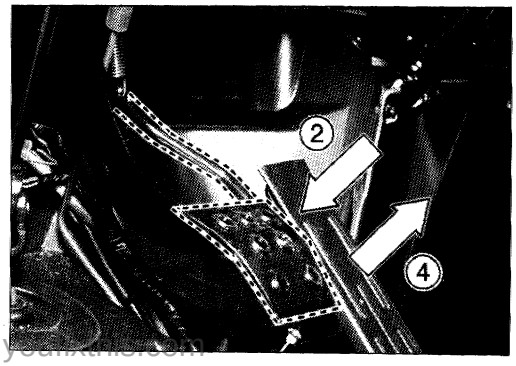
- Open the bleed valve, apply pressure to the brake pedal, close the valve while the brake is applied, and then quickly release the pedal. Repeat this operation until fresh brake fluid comes out from the plastic hose or the color of the fluid changes.
  1. Open bleed valve.
  2. Apply brake pedal and hold it.
  3. Close bleed valve.
  4. Release brake pedal.




- Tighten:

**Torque - Bleed Valves : 5.9 N·m (0.6 kg·m, 52 in·lb)**

- Repeat the previous step for each wheel.
- When brake fluid changing is finished, add the fluid to the upper level in the reservoir.
- Apply the brake forcefully for a few seconds, and check for fluid leakage around the fittings.




**⚠ WARNING**

**If the brake pedal has a soft or "sponge feeling" when it is applied, there might be air in the brake line or the brake may be defective. Since it is dangerous to operate the vehicle under such conditions, bleed the air from the brake line immediately.**

- Install the removed parts.

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# Frame

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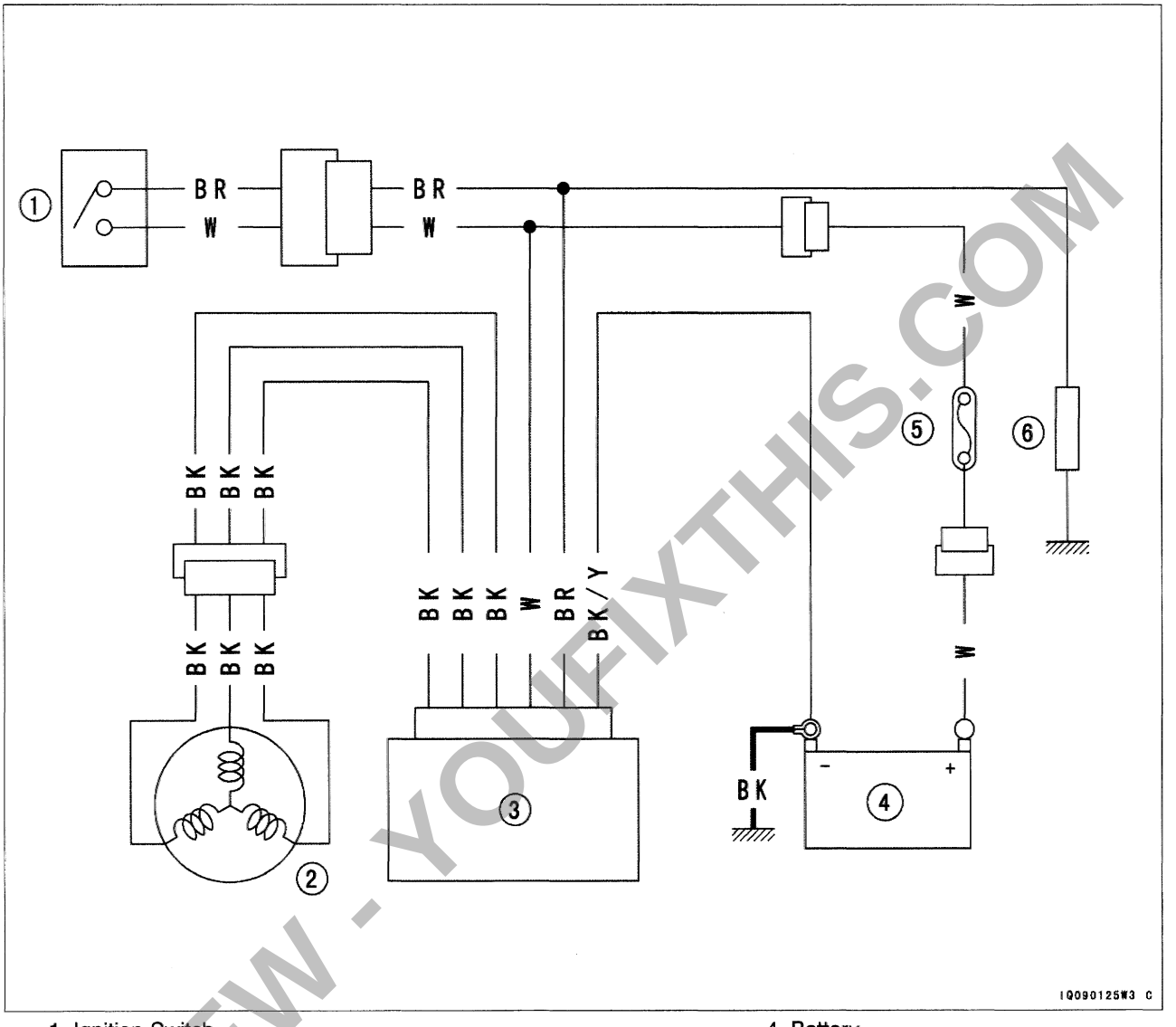



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## Charging System

### Charging System Circuit




1. Ignition Switch
2. Alternator
3. Regulator/Rectifier
4. Battery
5. 30A Fuse
6. Load

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