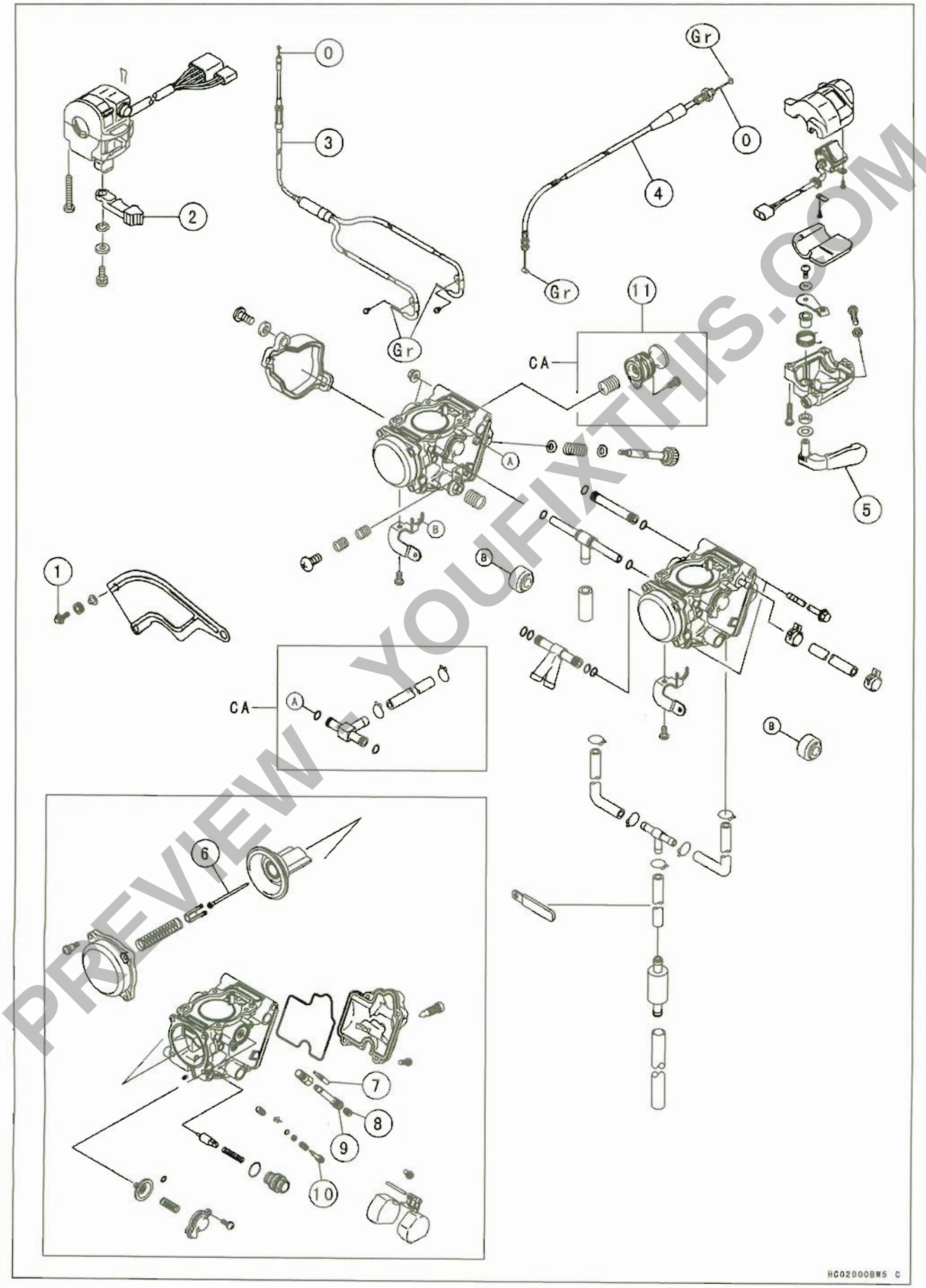
Exploded View



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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.

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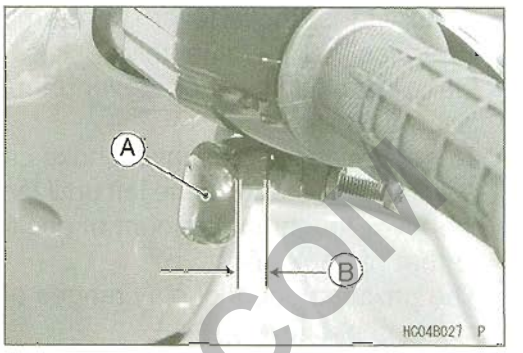
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Periodic Maintenance Procedures

Fuel System

Throttle Lever Free Play Inspection



- Check that the throttle lever [A] moves smoothly from full open to close, and the throttle closes quickly and completely in all steering positions by the return spring.

★If the throttle lever does not return properly, check the throttle cable routing, lever free play, and cable damage. Then lubricate the throttle cable.

- Run the engine at the idle speed, and turn the handlebar all the way to the right and left to ensure that the idle speed does not change.

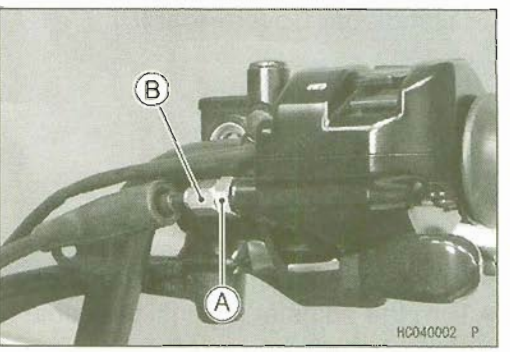
★If the idle speed increases, check the throttle lever free play and the cable routing.

- Stop the engine and check the throttle lever free play [B].

★If the free play is not within the specified range, adjust the cable.

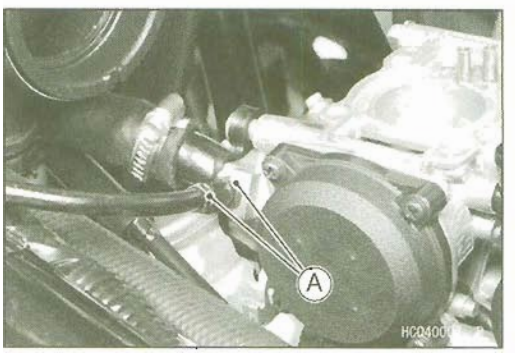
Throttle Lever Free Play
Standard: 2 ~ 3 mm (0.08 ~ 0.12 in.)

Throttle Lever Free Play Adjustment



- Remove the handle cover (see Multifunction Meter Unit Removal in the Electrical System chapter).
- Slide the rubber cover off the adjuster at the throttle case.
- Loosen the locknut [A] and turn the throttle cable upper adjuster [B] until the cable has proper amount of play.
- Tighten the locknut and reinstall the rubber cover.

★If the free play cannot be adjusted by using the upper cable adjuster, remove the air cleaner housing and then use the cable adjusting nuts [A] at the lower end of the throttle cable and make the necessary free play.



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General Specifications

Items	KVF700-A1, B1
Dimensions:	
Overall length	2 190 mm (86.22 in.)
Overall width	1 180 mm (46.46 in.)

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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

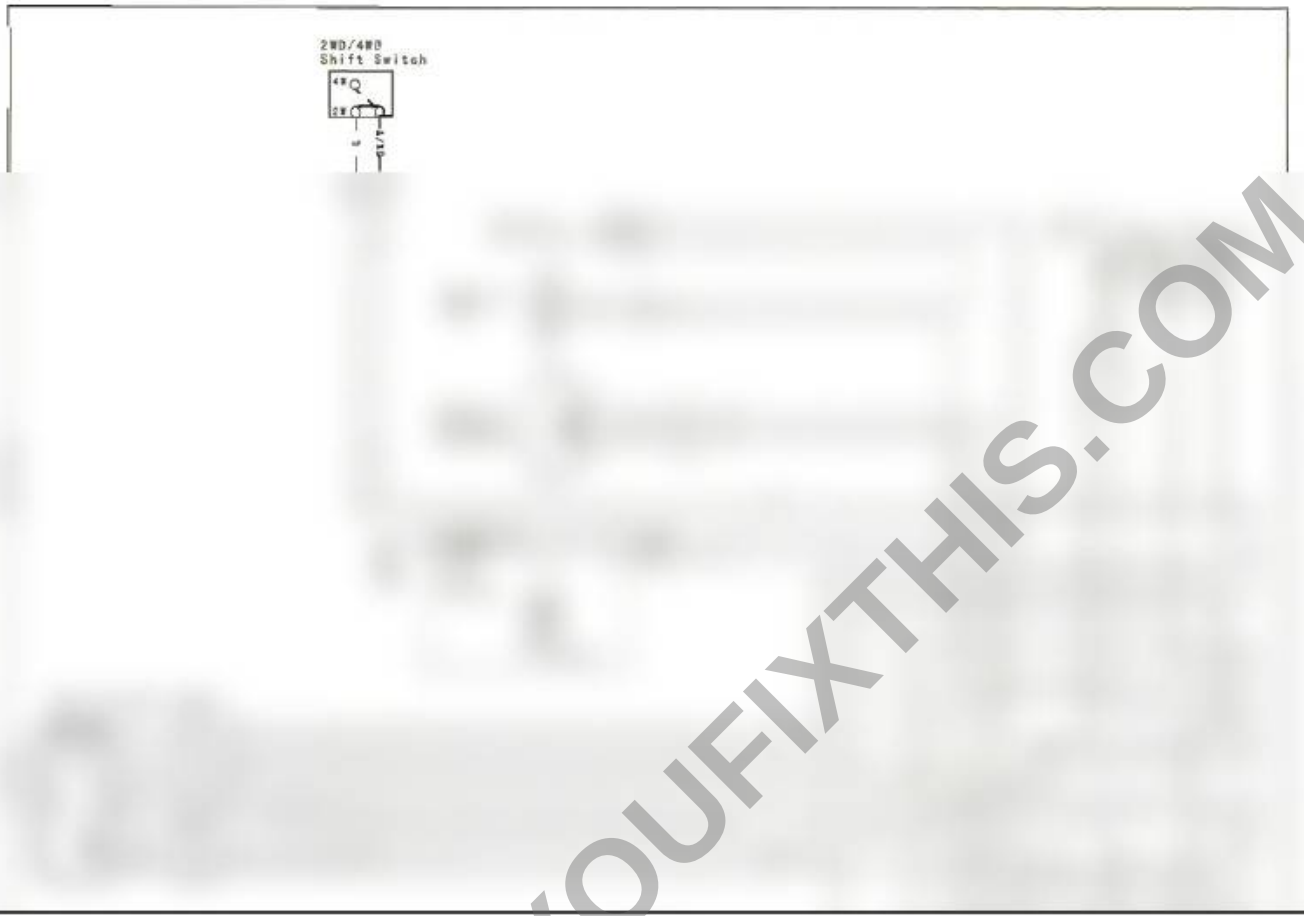
Fuel/air mixture incorrect:
- Pilot screw and/or idle adjusting screw maladjusted
- Pilot jet or air passage clogged
- Starter plunger stuck open
- Air cleaner clogged, poorly sealed, or missing
- Fuel level too high or too low
- Fuel tank air vent obstructed
- Carburetor holder loose
- Air cleaner duct loose

Compression low:
- Spark plug loose

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Wiring Diagram



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Quick Reference Guide

General Information	1
Periodic Maintenance	2
Fuel System	3
Cooling System	4
Engine Top End	5
Converter System	6
Recoil Starter	7
Engine Lubrication System	8
Engine Removal/Installation	9
Crankshaft/Transmission	10
Wheels/Tires	11
Final Drive	12
Brakes	13
Suspension	14
Steering	15
Frame	16
Electrical System	17
Appendix	18

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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Foreword

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

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

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

To get the longest life out of your vehicle:

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

How to Use This Manual

In this manual, the product is divided into its major systems and these systems make up the manual's chapters. The Quick Reference Guide shows you all of the product's system and assists in locating their chapters. Each chapter in turn has its own comprehensive Table of Contents.

For example, if you want ignition coil information, use the Quick Reference Guide to locate the Electrical System chapter. Then, use the Table of Contents on the first page of the chapter to find the Ignition Coil section.

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

⚠ WARNING

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

CAUTION

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

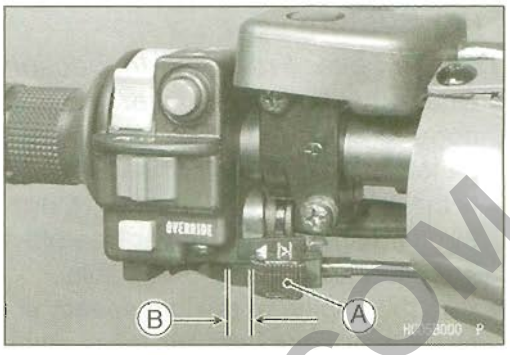
This manual contains four more symbols (in addition to WARNING and CAUTION) which will help you distinguish different types of information.

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Periodic Maintenance Procedures

Choke Lever Free Play Inspection

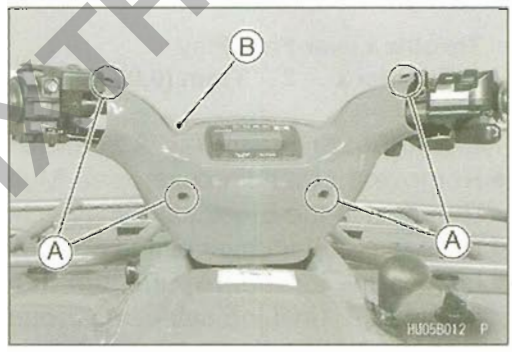


- Check if the choke lever [A] returns properly and if the inner cable slides smoothly.
- Make sure that the choke lever returns to its released position all the way.
- To determine the amount of choke cable play at the lever, pull the choke lever to the left until feeling the operation of the lever tough; the amount of choke lever is equivalent to that of cable play.
- The proper amount of play ranges about 3 mm (0.12 in.) at the choke lever.

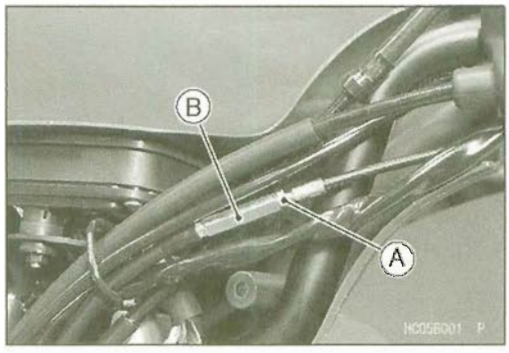
★If the free play is not within the specified range, adjust the cable.

Choke Lever Free Play [B]
Standard: about 3 mm (0.12 in.)

Choke Lever Free Play Adjustment



- Remove:
  Handlebar Cover Screws [A]
  Handlebar Cover Front [B]



- Loosen the locknut [A] of the choke cable.
- Turn the adjuster [B] until the cable has proper amount of play.
- Tighten the locknut securely.

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Exploded View

No.	Fastener	Torque			Remarks
		N·m	kgf·m	ft·lb	
1	Heat guard plate mounting bolts	8.8	0.90	78 in·lb	

2: Choke lever
3: Choke cable
4: Throttle cable
5. Throttle lever
6: Jet needle
7: Pilot jet
8: Main jet
9: Needle jet
10: Pilot screw
11: Priming pump

O: Apply engine oil.
Gr: Apply grease.
CA: Canada model

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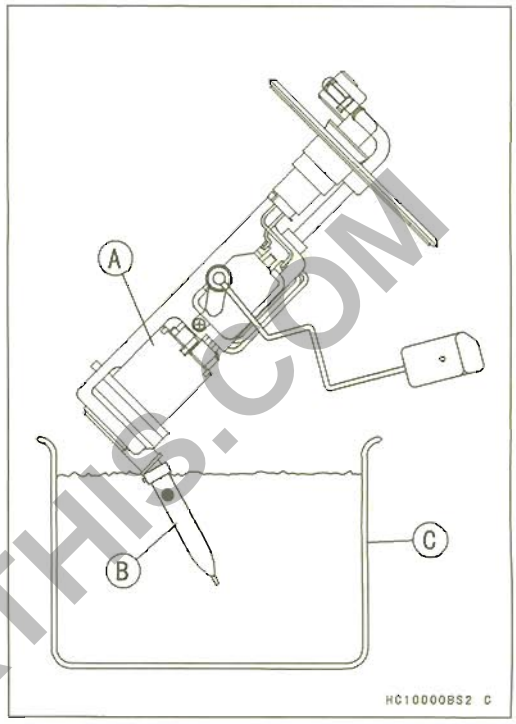
Fuel Pump

Pump Filter Cleaning

⚠ WARNING

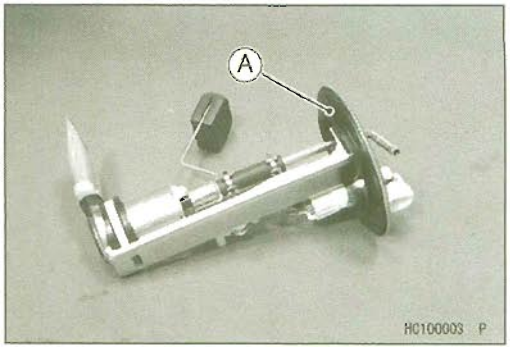
Clean the pump filter in a well-ventilated area, and take care that there are no sparks or flame anywhere near the working area. Because of the danger of highly flammable liquids, do not use gasoline or low-flash point solvent to clean the pump filter.

- Remove the fuel pump [A] along with the pump filter [B].
- Prepare a container [C] filled with a high-flash point solvent.
- Dip and shake the fuel filter only in the solvent to remove dirt and fuel deposits from the filter.
- Dry the pump and filter by lightly applying compressed air.
- Install the fuel pump (see Fuel Pump Installation).



Fuel Pump Installation

- Clean the pump filter (see Pump Filter Cleaning).
- Remove dirt or dust from the fuel pump by lightly applying compressed air.
- Replace the fuel pump gasket [A] with a new one.
- Install the fuel pump assembly so that the float and fuel filter do not contact with the fuel tank.



Fuel Pump Inspection

- Refer to the Electrical System chapter.

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Specifications

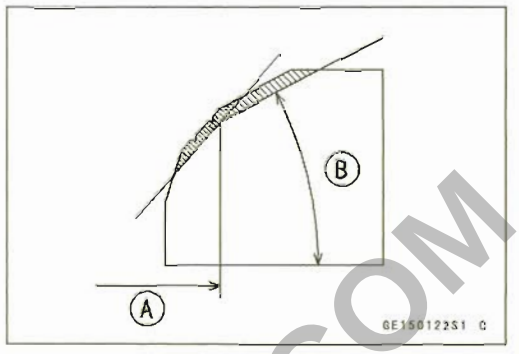
Item		Standard	Service Limit
Rocker Case:			
Rocker arm inside diameter		12.000 ~ 12.018 mm (0.4724 ~ 0.4731 in.)	12.05 mm (0.474 in.)
Rocker shaft diameter		11.973 ~ 11.984 mm (0.4714 ~ 0.4718 in.)	11.95 mm (0.470 in.)
Camshafts:			
Cam height:	Exhaust	35.363 ~ 35.477 mm (1.3922 ~ 1.3967 in.)	35.26 mm (1.388 in.)
	Inlet	35.622 ~ 35.736 mm (1.4024 ~ 1.4069 in.)	35.52 mm (1.398 in.)
Camshaft bearing clearance:			
	ϕ18	0.016 ~ 0.052 mm (0.0006 ~ 0.0020 in.)	0.14 mm (0.0055 in)
	ϕ22	0.020 ~ 0.062 mm (0.0008 ~ 0.0024 in.)	0.15 mm (0.0059 in.)
Camshaft journal diameter:			
	ϕ18	17.966 ~ 17.984 mm (0.7073 ~ 0.7080 in.)	17.94 mm (0.706 in.)
	ϕ22	21.959 ~ 21.980 mm (0.8645 ~ 0.8653 in.)	21.93 mm (0.863 in.)
Camshaft bearing inside diameter:			
	ϕ18	18.000 ~ 18.018 mm (0.7087 ~ 0.7094 in.)	18.08 mm (0.712 in.)
	ϕ22	22.000 ~ 22.021 mm (0.8661 ~ 0.8670 in.)	22.08 mm (0.870 in.)
Camshaft runout		TIR 0.02 mm (0.0008 in.) or less	TIR 0.1 mm (0.0039 in.)
KACR (Kawasaki Automatic Compression Release):			
KACR operating engine speed		760 ± 30 r/min (rpm)	– – –
Cylinder Head:			
Cylinder compression (usable range) Electric starter		294 ~ 520 kPa (3.0 ~ 5.3 kgf/cm², 43 ~ 75 psi) @ 280 r/min (rpm)	– – –
Cylinder head warp		– – –	0.05 mm (0.002 in.)
Valve:			
Valve clearance:			
	Exhaust	0.20 ~ 0.25 mm (0.0079 ~ 0.0098 in.)	– – –
	Inlet	0.10 ~ 0.15 mm (0.0039 ~ 0.0059 in.)	– – –
Valve head thickness:			
	Exhaust	0.8 mm (0.031 in.)	0.5 mm (0.020 in.)

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Valves

★If the outside diameter [A] of the seating surface is too large, make the 32° grind described below.
★If the outside diameter of the seating surface is within the specified range, measure the seat width as described below.
• Grind the seat at a 32° angle [B] until the seat O.D. is within the specified range.
○To make the 32° grind, fit a 32° cutter into the holder, and slide it into the valve guide.
Turn the holder one turn at a time while pressing down very lightly. Check the seat after each turn.

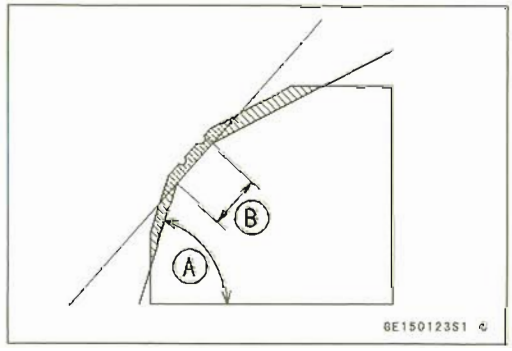


CAUTION

The 32° cutter removes material very quickly. Check the seat outside diameter frequently to prevent overgrinding.

After making the 32° grind, return to the seat O.D. measurement step above.
• To measure the seat width, use vernier calipers to measure the width of the 45° angle portion of the seat at several places around the seat.
★If the seat width is too narrow, repeat the 45° grind until the seat is slightly too wide, and then return to the seat O.D. measurement step above.

★If the seat width is too wide, make the 60° [A] grind described below.
★If the seat width is within the specified range, lap the valve to the seat as described below.
• Grind the seat at a 60° angle until the seat width is within the specified range.
○To make the 60° grind, fit 60° cutter into the holder, and slide it into the valve guide.
○Turn the holder, while pressing down lightly.
○After making the 60° grind, return to the seat width measurement step above.
Correct Width [B]



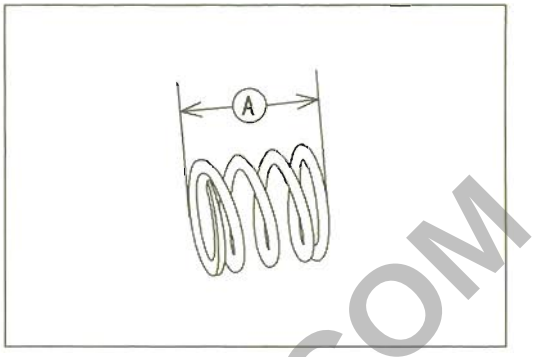
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Drive Pulley

★If the spring is worn or damaged, replace the spring.

Spring Free Length [A]
Standard: 60.4 mm (2.38 in.)



Spider Shoe Side Clearance Adjustment

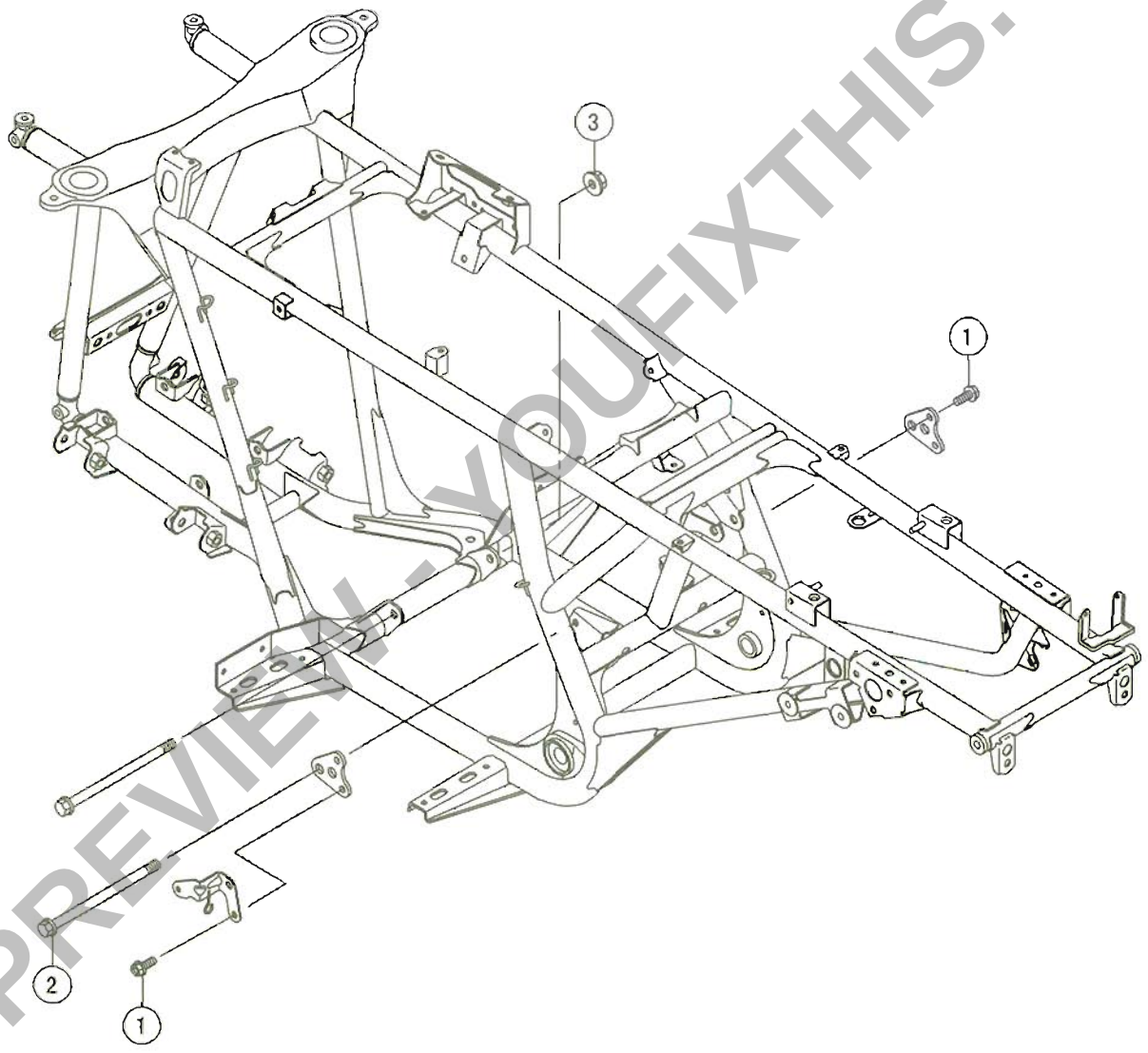
- Remove:
  Drive Pulley (see Drive Pulley Removal)
  Drive Pulley Cover and Spring (see Drive Pulley Disassembly)
- Temporarily install the following parts on the movable sheave.
  Dowel Pins (2)
  Drive Pulley Cover
  Two Bolts (at dowel pins)

○Do not install the spring.

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Exploded View



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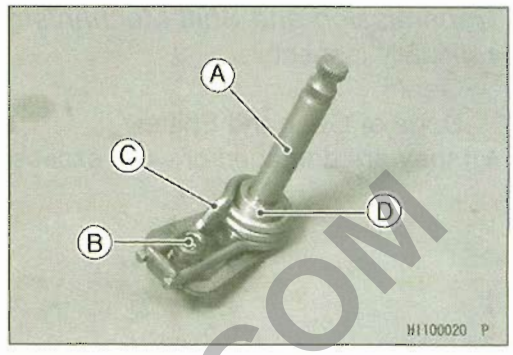
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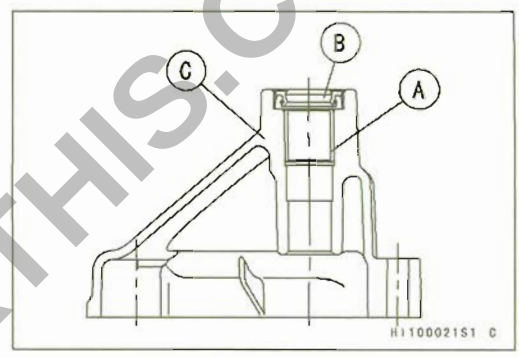
Transmission

- Apply molybdenum disulfide oil to the shift shaft [A].
- Install:
  Shift Shaft Spring Bolt [B]
  Spring [C]
  Guide [D]
- Apply a non-permanent locking agent:
  Shift Shaft Spring Bolt
- Tighten:

Torque - Shift Shaft Spring Bolt: 25 N·m (2.5 kgf·m, 18 ft·lb)



- When a new bushing [A] and oil seal [B] are installed in the shift shaft cover [C], press and insert the new bushing and oil seal so that their surfaces are flush with the end of the each hole.



- Install:
  Shift Shaft Cover
- Tighten:

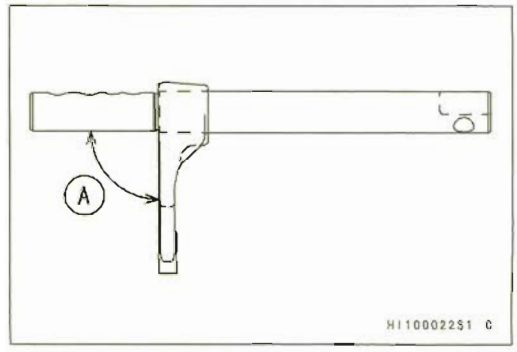
Torque - Shift Shaft Cover Bolts: 8.8 N·m (0.90 kgf·m, 78 in·lb)

Shift Fork Bending

- Visually inspect the shift fork.

★If the fork is bent, replace the shift rod with a new one. A bent fork could cause difficulty in shifting, or allow the transmission to jump out of gear when under power.

[A] 90°



Shift Fork/Gear and Shifter Groove Wear

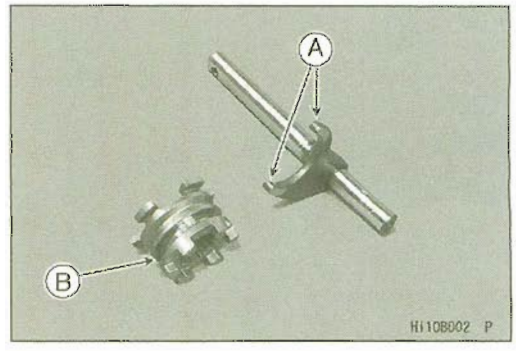
- Measure the thickness of the shift fork ears [A], and measure the width [B] of the gear groove and shifter.

★If the thickness of a shift fork ear is less than the service limit, the shift rod must be replaced.

Shift Fork Ear Thickness
Standard: 5.9 ~ 6.0 mm (0.2322 ~ 0.2362 in.)
Service Limit: 5.8 mm (0.228 in.)

★If the groove is worn over the service limit, the shifter must be replaced.

Shifter Groove Width
Standard: 6.05 ~ 6.15 mm (0.2382 ~ 0.2421 in.)
Service Limit: 6.25 mm (0.2460 in.)

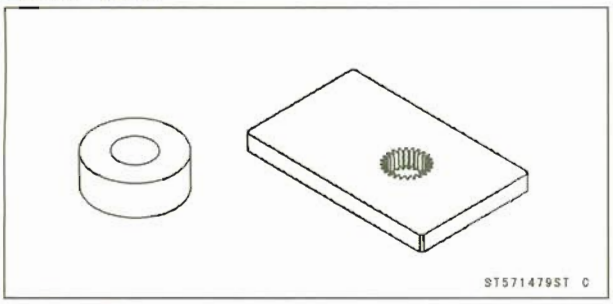


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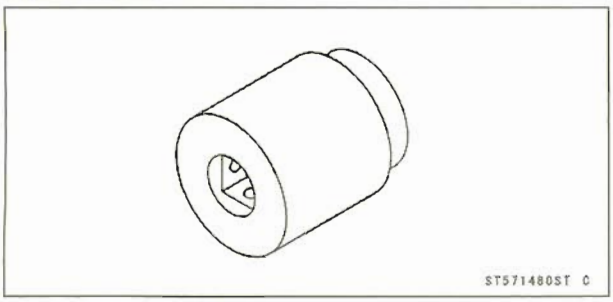
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Special Tools

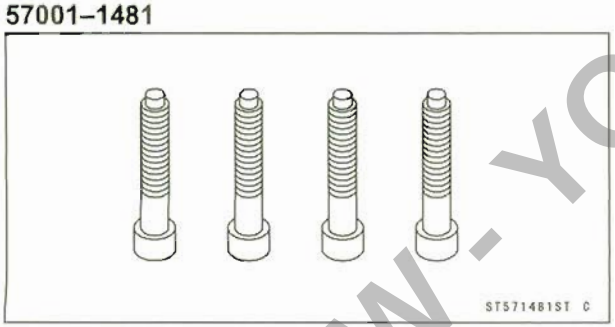
Output Shaft Holder & Spacer :
57001–1479



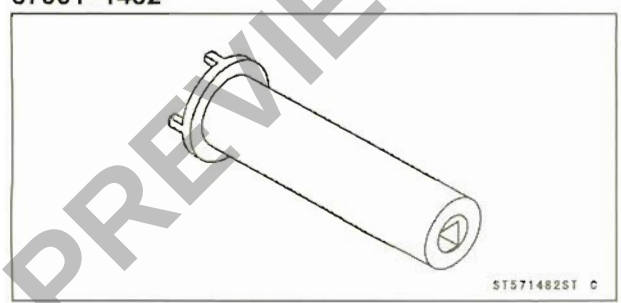
Pinion Gear Holder :
57001–1480



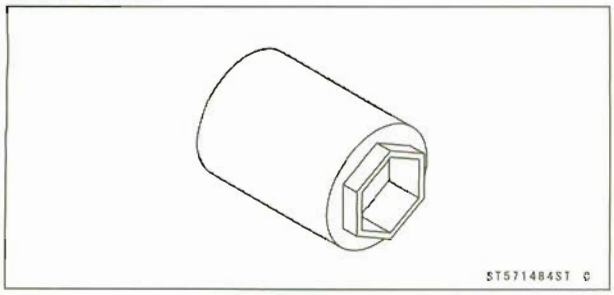
Nut Holding Bolts :
57001–1481



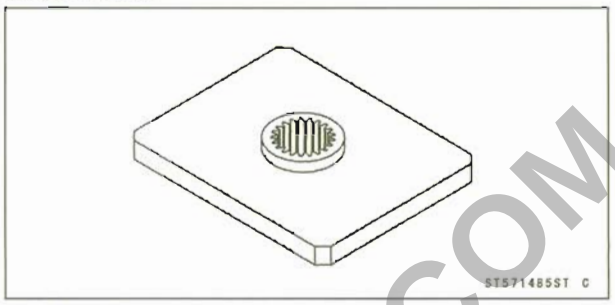
Socket Wrench :
57001–1482



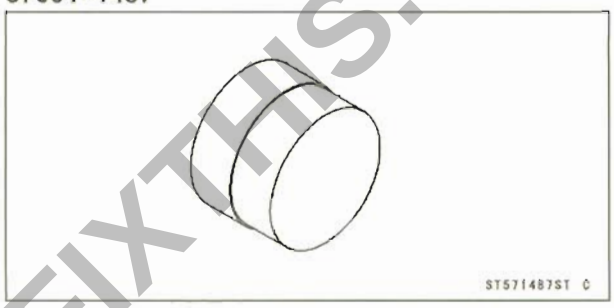
Socket Wrench, Hex 41 :
57001–1484



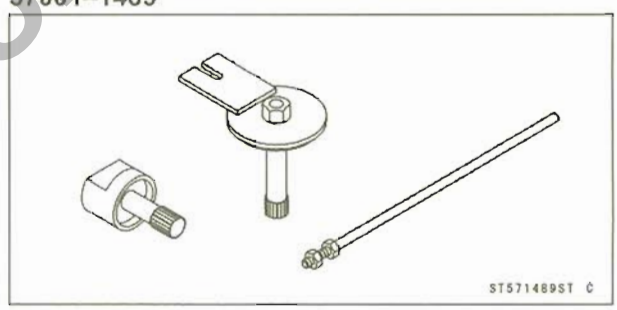
Pinion Gear Holder :
57001–1485



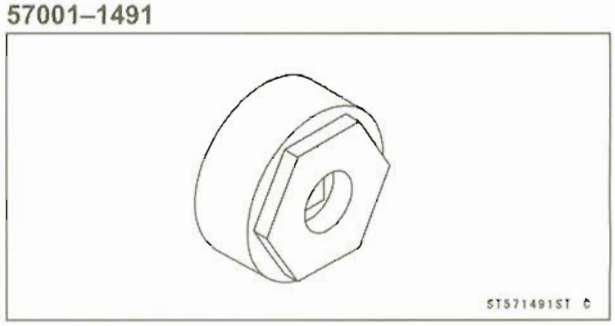
Oil Seal Driver :
57001–1487



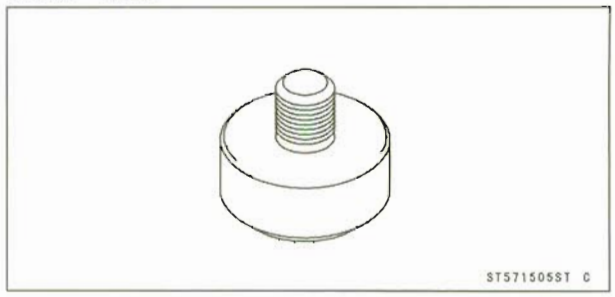
Gear Holder & Socket Wrench, Hex 24 :
57001–1489



Hexagon Wrench, Hex 41 :
57001–1491



Oil Seal Driver, ϕ18 :
57001–1505



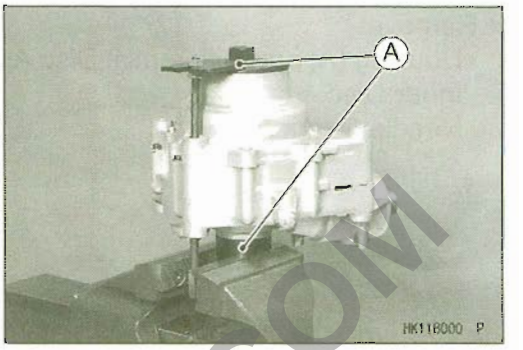
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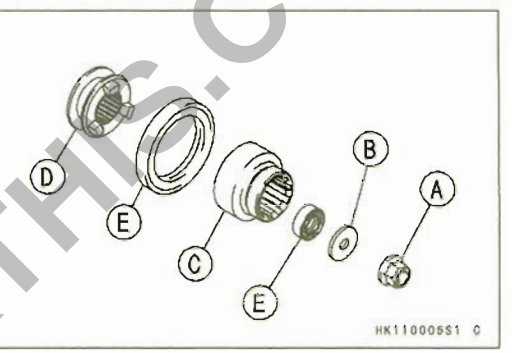
Front Final Gear Case

- Hold the front final gear case with the gear holder & socket wrench [A] in a vise.

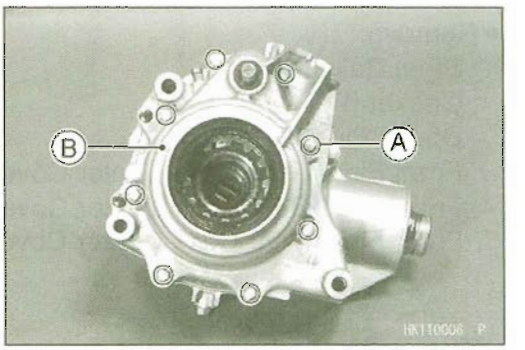
  Special Tool - Gear Holder & Socket Wrench, Hex 24: 57001-1489



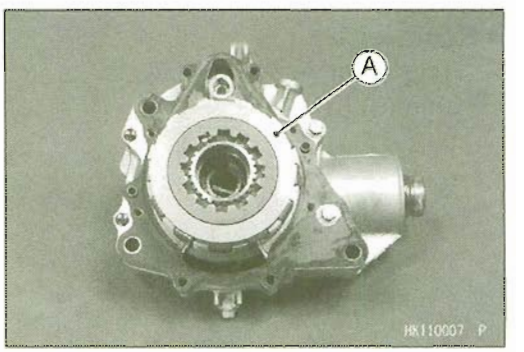
- Remove:
  Front Final Gear Case Coupling Nut [A]
  Washer [B]
  Front Final Gear Case Coupling [C]
  Shifter [D]
  Oil Seals [E]



- Remove:
  Front Final Gear Case Left Cover Bolts [A]
  Front Final Gear Case Left Cover [B]
  Variable Differential Control Shift Shaft
  Spring



- Remove:
  Outer Disc [A]
  Needle Bearing



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Bearing and Oil Seal

Ball or Needle Bearing Inspection

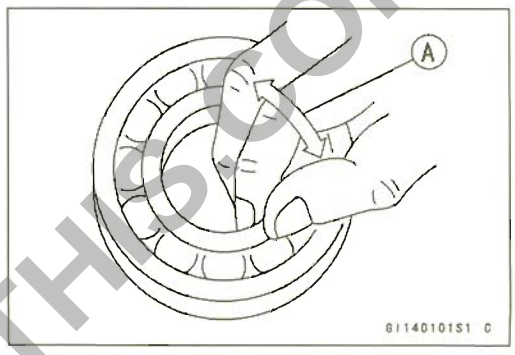
Since the bearings are made to extremely close tolerances, the clearance cannot normally be measured.

CAUTION

Do not remove any bearings for inspection except the right rear axle bearing.

- Turn each bearing in the case or hub back and forth [A] while checking for plays, roughness, or binding.

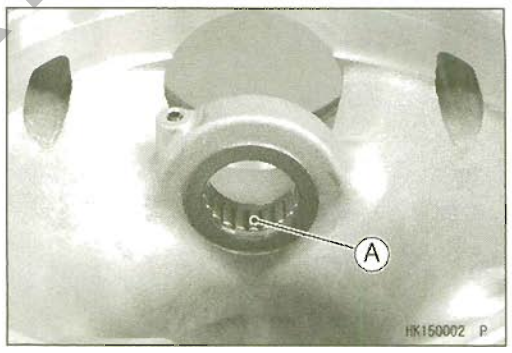
★If bearing play, roughness, or binding is found, replace the bearing.



- Check the needle bearings [A] in the rear final gear case.

○The rollers in the needle bearing normally wear very little, and wear is difficult to measure. Instead of measuring, inspect the bearing for abrasion, color change, or other damage.

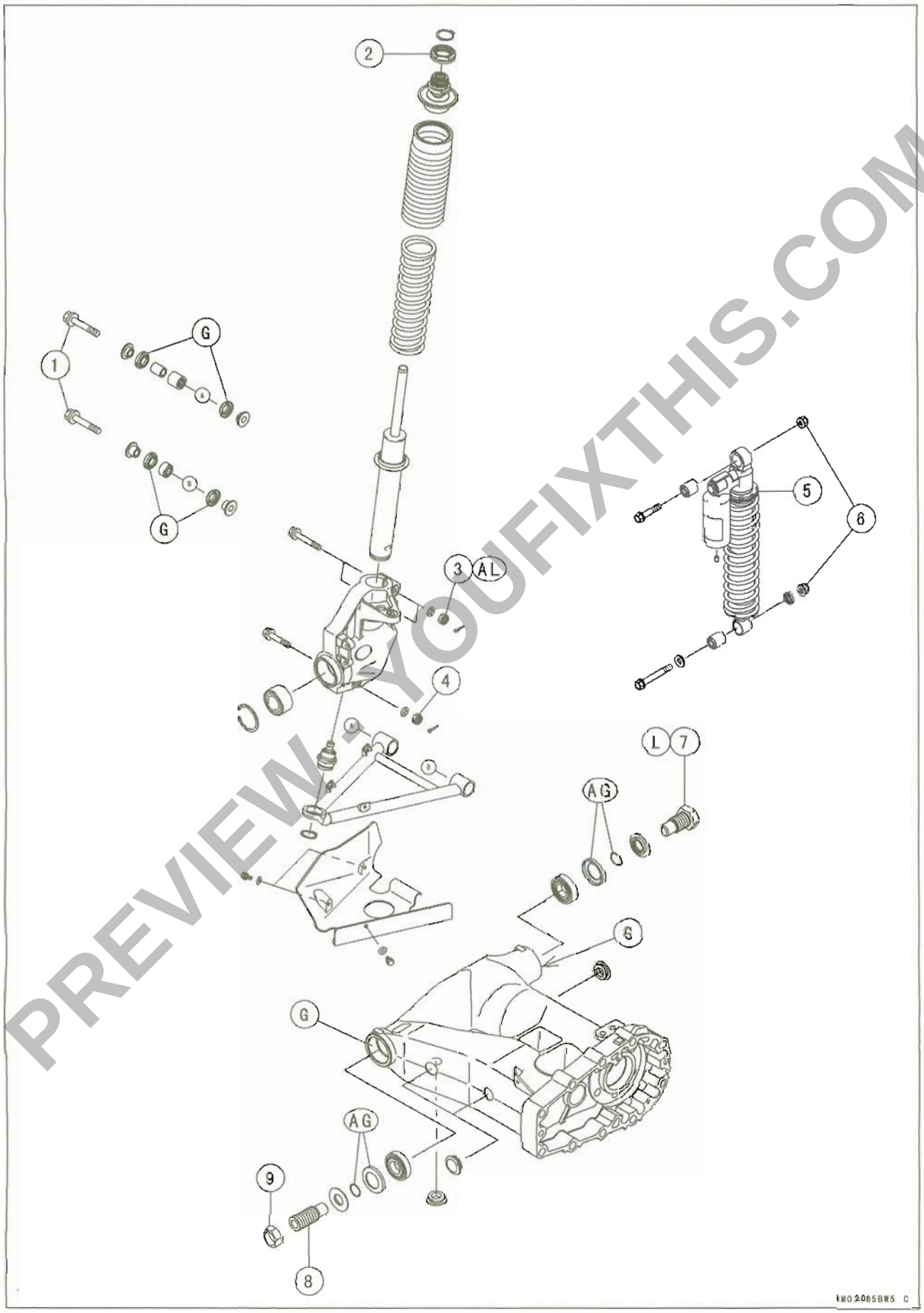
★If the bearing is damaged, replace the rear final gear case.



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Exploded View



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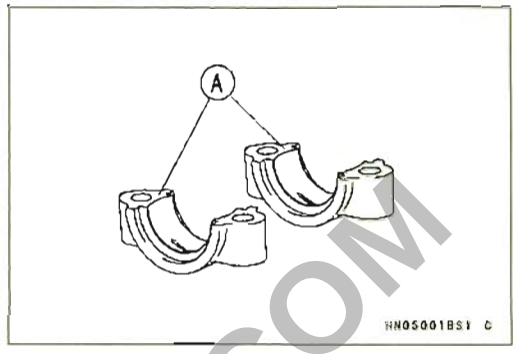
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Steering Maintenance

Steering Stem Clamp Inspection

- Inspect the steering stem clamps [A].

★If roughness, excessive play, or seizure is found, replace both clamps.



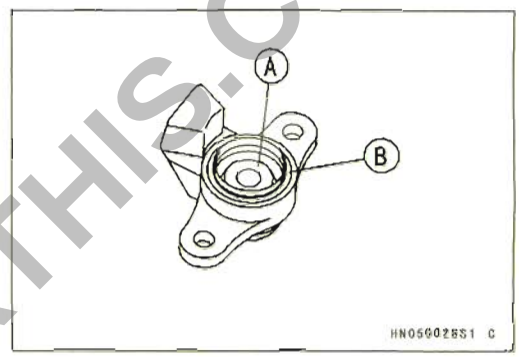
Steering Stem Bearing Inspection

- Inspect the spherical bearing [A].

★If roughness, excessive play, or seizure is found, replace the steering stem bearing.

- Inspect the upper and lower grease seals [B].

★If damage, wear or deterioration is found, replace the steering stem bearing.



Steering Knuckle Bearing Inspection

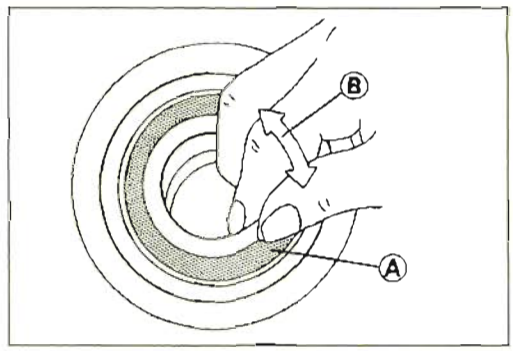
CAUTION
Do not remove any bearings for inspection.

- Remove the steering knuckle (see Steering Knuckle Removal).
- Examine the bearing seal [A] for tears or leakage.

★If the seal is torn or is leaking, replace the bearing.

- Turn [B] the bearing back and forth while checking for roughness or binding.

★If roughness or binding is found, replace the bearing.



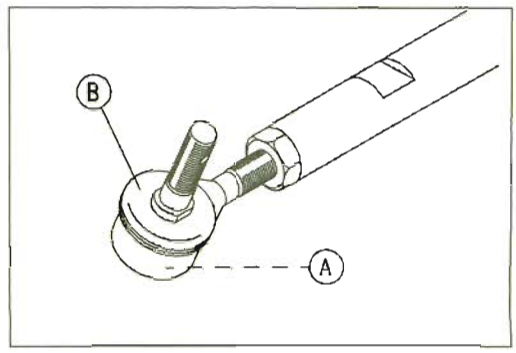
Tie-Rod End and Steering Knuckle Joint Inspection

- Inspect each spherical bearing [A].

★If roughness, excessive play, or seizure is found, replace the tie-rod end, or steering knuckle joint.

- Inspect each grease seal [B].

★If damage, wear or deterioration is found, replace the tie -rod end, or steering knuckle joint.

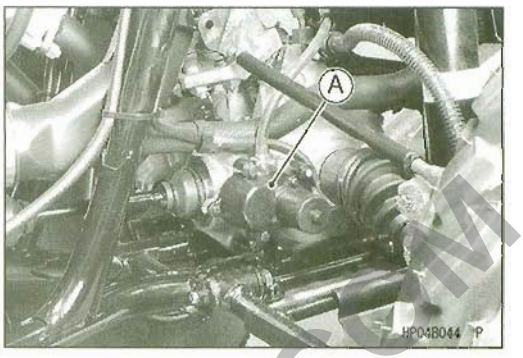


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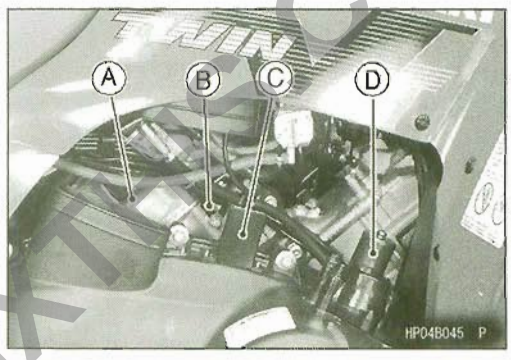
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Parts Location

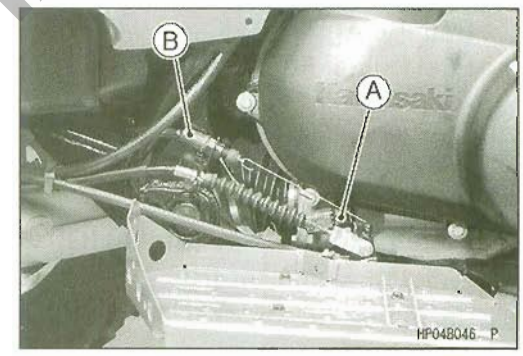
2WD/4WD Actuator [A]



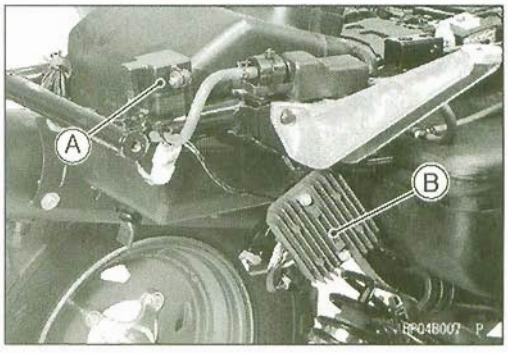
Ground Wire (Engine) [A]
Spark Plug [B]
Drive Belt Failure Detection Switch [C]
Engine Brake Actuator [D]



Speed Sensor [A]
Rear Brake Light Switch [B]



Vehicle Down Sensor [A]
Regulator/Rectifier [B]



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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.

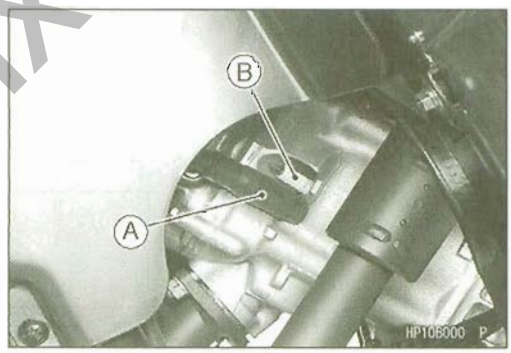
CAUTION

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

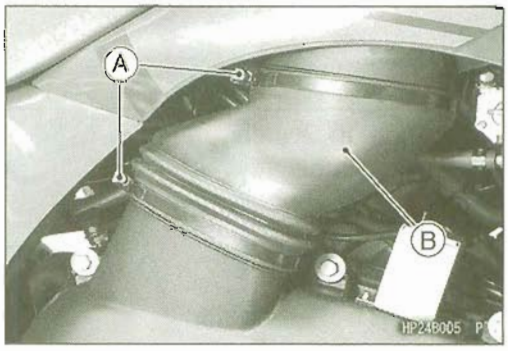
Front Side:

- Remove:
  Spark Plug Cap [A]
  Spark Plug [B]

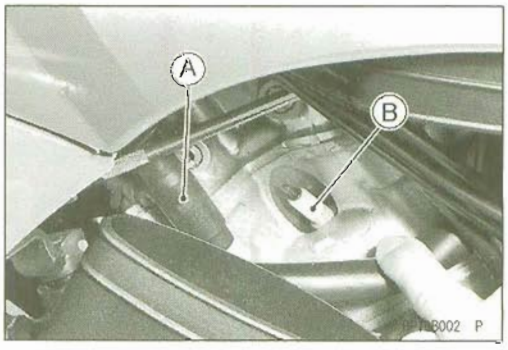


Rear Side:

- Remove:
  Clamp Screws [A] and Clamps
  Rubber Air Duct [B]



- Remove:
  Spark Plug Cap [A]
  Spark Plug [B]

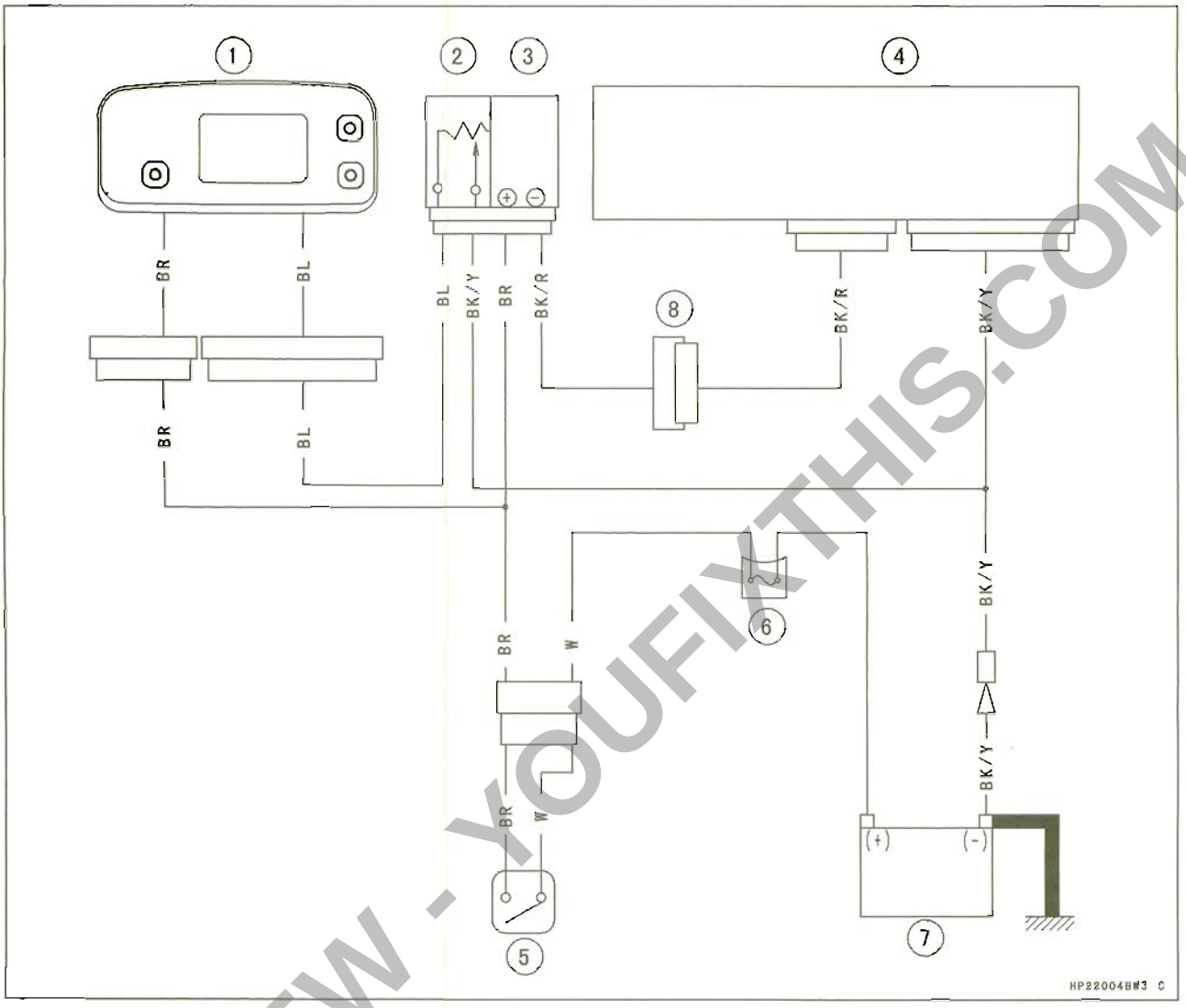


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Fuel Pump/Fuel Level Sensor

Fuel Pump/Fuel/Level Sensor Circuit



1. Mulfifunction Meter
2. Fuel Level Sensor
3. Fuel Pump
4. Igniter
5. Ignition Switch
6. Main Fuse 30 A
7. Battery
8. Reset Connector

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Switches

Brake Light Switch Adjustment

- Refer to the Brake Light Switch Inspection and Adjustment in the Periodic Maintenance chapter.

Radiator Fan Switch Inspection

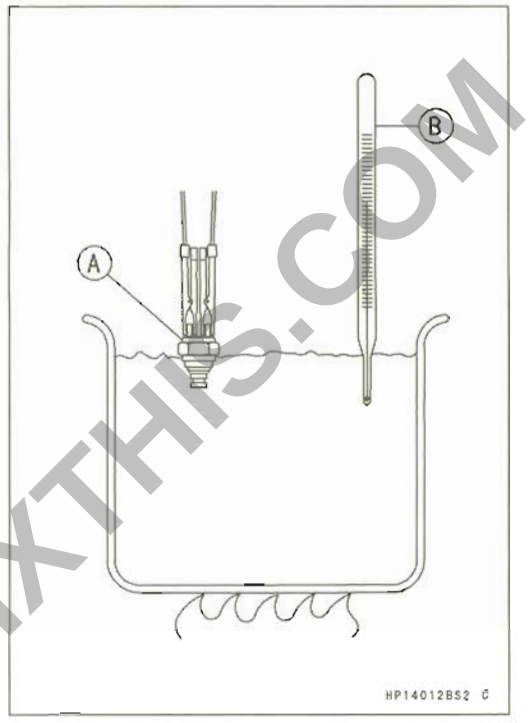
- Remove:
  Radiator Fan Switch (see Cooling System chapter)
- Suspend the fan switch [A] in a container of coolant so that the temperature sensing projection and threaded portion are submerged.
- Suspend an accurate thermometer [B] in the coolant.

NOTE

○*The switch and thermometer must not touch the container sides or bottom.*

- Place the container over a source of heat and gradually raise the temperature of the coolant while stirring the coolant gently.
- Using the hand tester, measure the internal resistance of the switch across the terminals at the temperatures shown in the table.

★If the hand tester does not show the specified values, replace the switch.



Radiator Fan Switch Resistance

◯Rising temperature:
From OFF to ON at 96 ~ 100°C (205 ~ 212°F)
◯Falling temperature:
From ON to OFF at 91 ~ 95°C (196 ~ 203°F)
ON: Less than 0.5 Ω
OFF: More than 1 MΩ

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