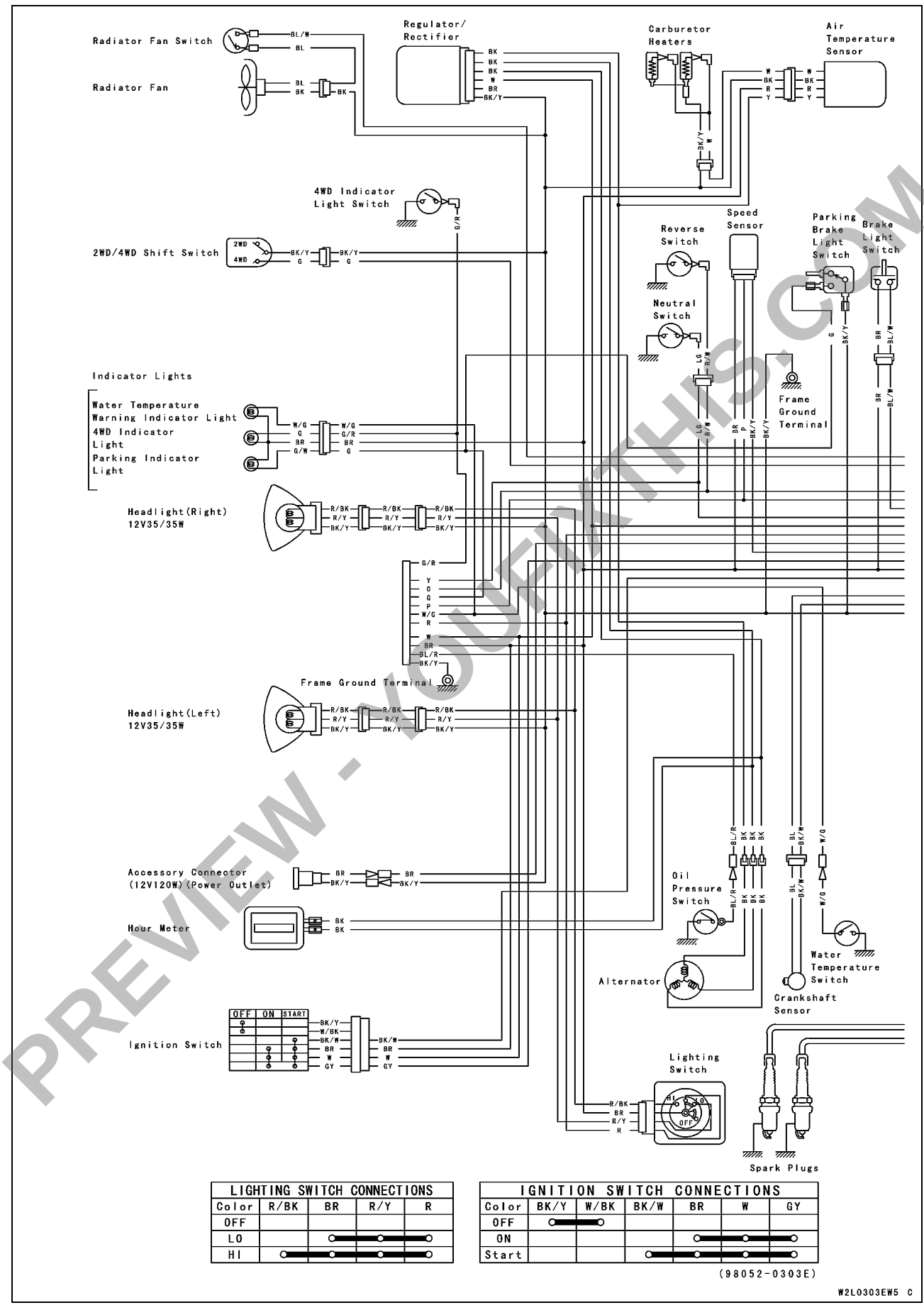
Wiring Diagram



LIGHTING SWITCH CONNECTIONS				
Color	R/BK	BR	R/Y	R
OFF				
LO		○	○	○
HI	○	○	○	○

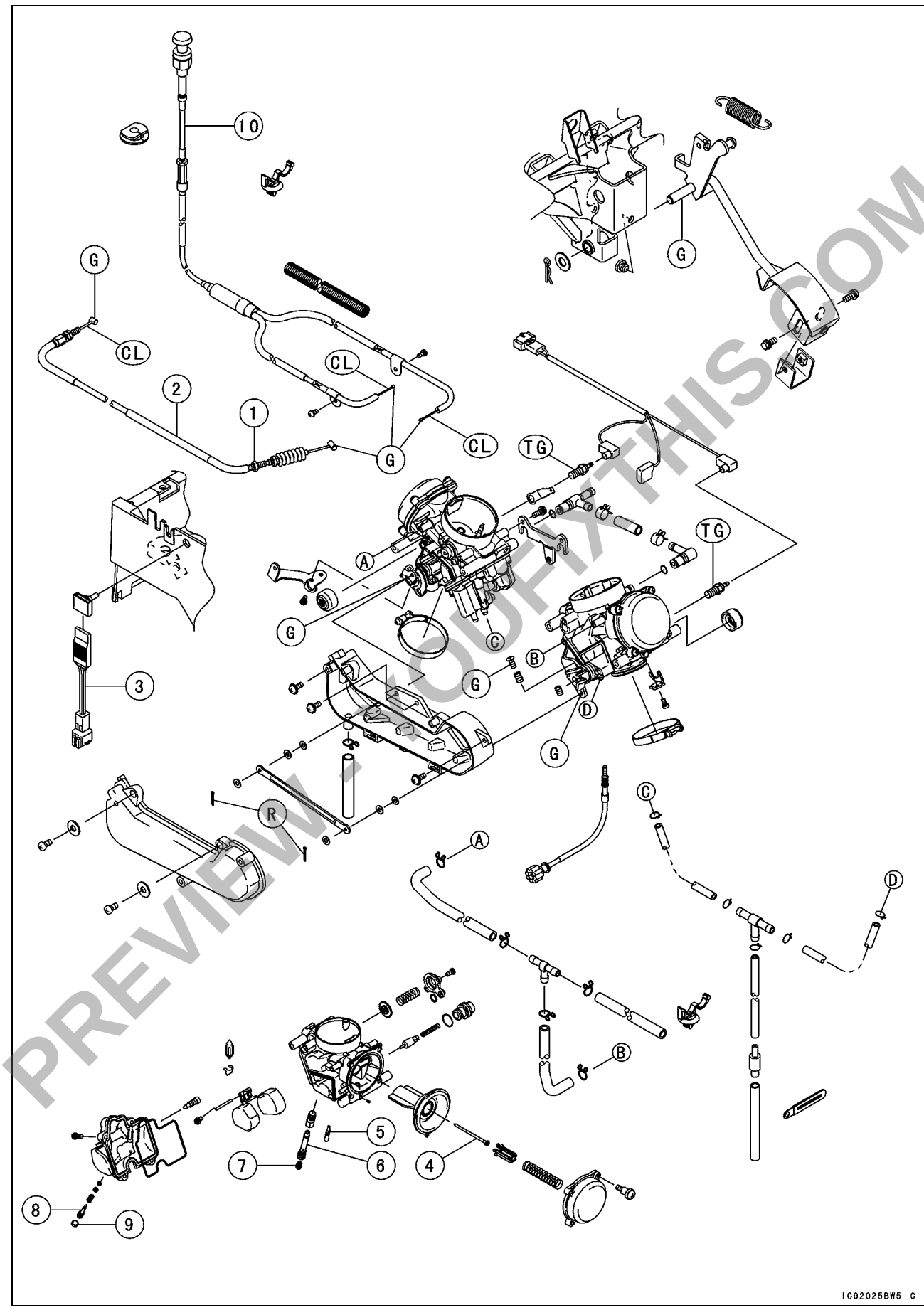
IGNITION SWITCH CONNECTIONS						
Color	BK/Y	W/BK	BK/W	BR	W	GY
OFF	○	○				
ON				○	○	○
Start			○	○	○	○

(98052-0303E)

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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.
LB: Apply a non-permanent locking agent (Three Bond TB2471, Blue).
Lh: Left-hand Threads
MO: Apply molybdenum disulfide oil (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).

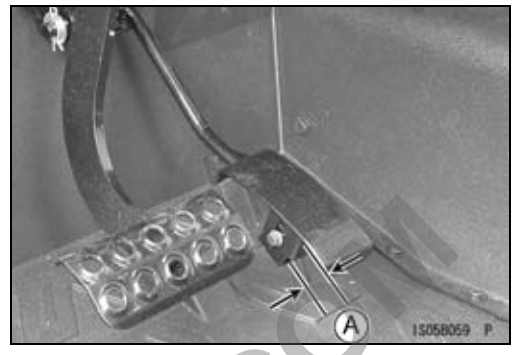
Fastener	Torque			Remarks
	N·m	kgf·m	ft·lb	
Fuel System				
Throttle Cable Locknut	4.4	0.45	39 in·lb	
Fuel Pump Bracket Bolts	8.8	0.90	78 in·lb	
Fuel Pump Mounting Bolts	8.8	0.90	78 in·lb	
Element Holder Screws	4.5	0.46	40 in·lb	
Element Cover Screw	4.5	0.46	40 in·lb	
Air Cleaner Mounting Bolts, L=28.7 mm (1.13 in.)	8.8	0.90	78 in·lb	
Air Cleaner Mounting Bolts, L=27.5 mm (1.08 in.)	8.8	0.90	78 in·lb	
Cooling System				
Shroud Mounting Screws	4.0	0.40	35 in·lb	
Radiator Screen Mounting Bolts	8.8	0.90	78 in·lb	
Radiator Mounting Bolts	8.8	0.90	78 in·lb	
Radiator Fan Switch	18	1.8	13	
Radiator Cover Bolts	8.3	0.85	73 in·lb	
Radiator Fan Assembly Bolts	8.3	0.85	73 in·lb	
Thermostat Housing Cover Bolts	8.8	0.90	78 in·lb	
Water Temperature Switch	7.8	0.80	69 in·lb	SS
Water Pipe Mounting Bolts, L = 20 mm (0.79 in.)	8.8	0.90	78 in·lb	
Water Pipe Mounting Bolts, L = 12 mm (0.47 in.)	8.8	0.90	78 in·lb	
Water Pump Impeller	7.8	0.80	69 in·lb	
Water Pump Cover Bolts	8.8	0.90	78 in·lb	
Coolant Drain Plug (Water Pump)	8.8	0.90	78 in·lb	
Coolant Drain Plug (Cylinder)	8.8	0.90	78 in·lb	
Engine Top End				
Valve Adjusting Cap Bolts	8.8	0.90	78 in·lb	
Rocker Case Bolts, L= 55 mm (2.2 in.)	8.8	0.90	78 in·lb	S
Rocker Case Bolts, L= 130 mm (5.1 in.)	9.8	1.0	87 in·lb	
Rocker Case Bolts, L= 30 mm (1.2 in.)	9.8	1.0	87 in·lb	
Rocker Case Bolts, L= 25 mm (1.0 in.)	9.8	1.0	87 in·lb	
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	
Water Pipe Mounting Bolts	8.8	0.90	78 in·lb	

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Periodic Maintenance Procedures

Fuel System

Throttle Pedal Free Play Inspection



- Check that the throttle pedal moves smoothly from full open to close.

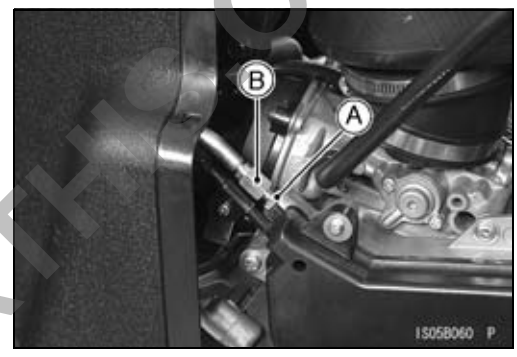
★If the throttle pedal does not return properly, lubricate the throttle cable (see Throttle Cable Lubrication in the Fuel System chapter).

- Check the throttle pedal play [A].

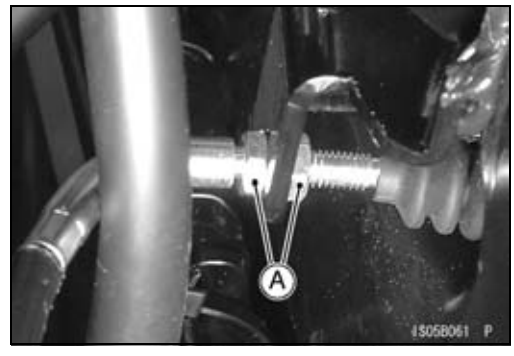
Throttle Pedal Play
Standard: 5 ~ 10 mm (0.20 ~ 0.39 in.)

★If the play is incorrect, adjust the throttle cable.

Throttle Pedal Play Adjustment



- Remove:
  Engine Upper Cover (see Engine Upper Cover Removal in the Frame chapter)
- Loosen the locknut [A] and turn the adjusting nut [B] on the throttle cable until the cable has proper amount of play.
- Tighten the locknut securely after adjustment.
- Install:
  Engine Upper Cover (see Engine Upper Cover Installation in the Frame chapter)



★If the free play cannot be adjusted by using the rear cable adjusting nut, use the cable adjusting nuts [A] at front of the floorboard and make the necessary free play.

- 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.

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

Starter motor rotating but engine doesn't turn over:
- Starter motor clutch trouble

Engine won't turn over:
- Valve seizure
- Rocker arm seizure
- Cylinder, piston seizure
- Crankshaft seizure
- Connecting rod small end seizure
- Connecting rod big end seizure
- Transmission gear or bearing seizure
- Camshaft seizure

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

Engine flooded:
- Fuel level in carburetor too high
- Float valve worn or stuck open
- Starting technique faulty

(When flooded, crank the engine with the throttle fully opened to allow more air to reach the engine.)

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

No spark; spark weak:
- Spark plug dirty, broken, or maladjusted
- Spark plug cap or spark plug lead trouble
- Spark plug cap shorted or not in good contact
- Spark plug incorrect
- Crankshaft sensor trouble
- Igniter trouble
- Ignition coil trouble
- Battery voltage low
- Ignition or engine stop switch shorted
- Wiring shorted or open
- Fuse blown

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

Poor Running at Low Speed:

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

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

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

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General Specifications

Items	KRF750A8F, KRF750B8F
Dimensions	
Overall Length	2 930 mm (115.35 in.)
Overall Width	1 492 mm (58.74 in.)
Overall Height	1 905 mm (75.00 in.)
Wheelbase	1 930 mm (75.98 in.)
Track:	
Front	1 235 mm (48.62 in.)
Rear	1 200 mm (47.24 in.)
Ground Clearance	287 mm (11.30 in.)
Seat Height	778 mm (30.63 in.)
Dry Weight	579 kg (1 277 lb)
Curb Weight:	
Front	270 kg (595 lb)
Rear	344 kg (759 lb)
Fuel Tank Capacity	30 L (7.9 US gal)
Cargo Bed (L × W × H)	830 × 1 120 × 285 mm (32.68 × 44.09 × 11.22 in.)
Seating Capacity	2
Performance	
Minimum Turning Radius	4 m (13.1 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 cm³ (45.7 cu in.)
Compression Ratio	8.8 : 1
Maximum Horsepower	33.0 kw (44.9 PS) @6 500 r/min (rpm), (US) –
Maximum Torque	55.4 N·m (5.6 kgf·m, 41 ft·lb) @5 250 r/min (rpm)
Carburetor System	Carburetor, Keihin CVKR34 × 2
Starting System	Electric Starter
Ignition System	CDI
Timing Advance	Electronically advanced
Ignition Timing	From 5° BTDC @1 250 r/mi (rpm) to 28° BTDC @5 000 r/min (rpm)
Spark Plug	NGK CR7E or 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°

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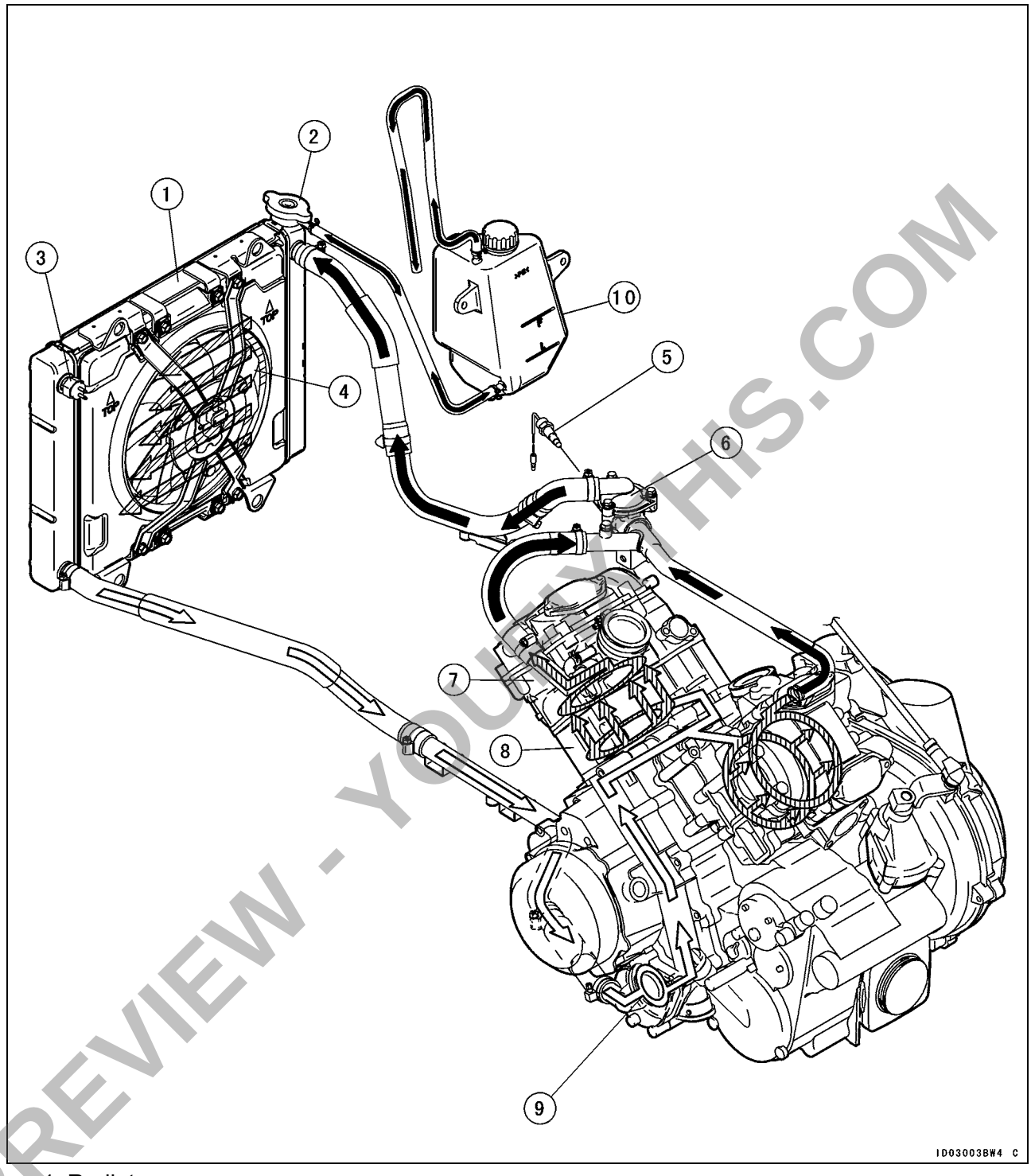
Periodic Maintenance Chart

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 20 h, or 200 km of use	After 50 h, or 1 000 km of use	Every 50 h, or 1 000 km of use	Every 100 h, or 2 000 km of use	Every 200 h, or 4 000 km of use	Every year of use	see page
ENGINE							
Throttle pedal play-inspect		●				●	2-15
Fuel system cleanliness-inspect *	●			●			2-17
Fuel hoses and connections-inspect				●			2-18
Fuel hose-replace	4 years						2-19
Choke knob play-inspect	●			●			2-16
Idle speed-inspect		●			●		2-16
Spark plug-clean and gap inspect	●				●		2-47
Air cleaner-inspect *	●		●				2-17
Valve clearance-inspect	First 2 000 km; thereafter every 4 000 km						2-24
Spark arrester-clean				●			2-26
Engine oil-change *	●	6 month					2-31
Oil filter-replace *	●					●	2-32
Front and rear final gear case oil-change	●					●	2-33
Radiator-clean *	●			●			2-19
Water hoses and connections-check *						●	2-20
Coolant-change *	2 years						2-20
Converter drive belt wear-inspect *					●		2-27
Converter drive belt deflection-inspect *					●		2-29
Differential shift lever play-inspect		●			●		2-33
Engine brake control lever-inspect *					●		2-30
CHASSIS							
Rear brake plates-replace *	every 10 000 km						2-45
Front brake pad wear-inspect *	●		●				2-43
Brake light switch - inspect	●				●		2-47
Brake fluid - change	2 years						2-35
Brake master cylinder cup and dust seal - replace	2 years						2-37
Rear brake master cylinder cup, O-ring, and boot-replace *	2 years						2-38
Front brake caliper piston seal and dust seal-replace	2 years						2-44
Brake hose - replace	4 years						2-41
Brake fluid level - inspect	●				●		2-35
Brake pedal play - inspect *		●			●		2-37

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Coolant Flow Chart



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

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

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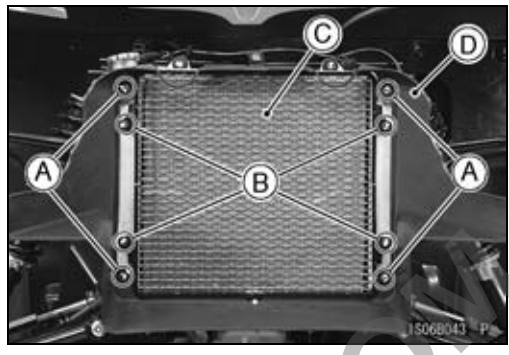
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Periodic Maintenance Procedures

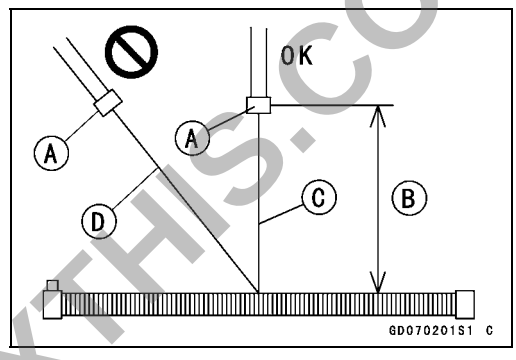
- Lift and hold the front fender (see Front Fender Removal in the Frame chapter).
- Remove:
  Front Guard (see Front Guard Removal in the Frame chapter)
  Shroud Mounting Screws [A]
  Radiator Screen Mounting Screws [B]
  Radiator Screen [C] and Shroud [D]
- Clean the radiator screen in a bath of tap water, and then dry it with compressed air or by shaking it.



- Clean the radiator.

CAUTION

When cleaning the radiator with steam cleaner, be careful of the following to prevent radiator damage.
Keep the steam gun [A] away more than 0.5 m (20 in.) [B] from the radiator core.
Hold the steam gun perpendicular [C] (not oblique [D]) to the core surface.
Run the steam gun following the core fin direction.

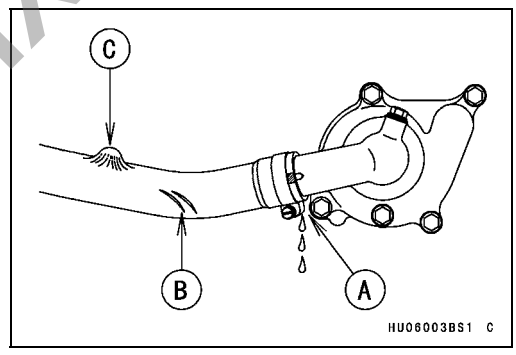


Water Hoses and Connections Inspection

○The high pressure inside the water hose can cause coolant to leak [A] or the hose to burst if the line is not properly maintained. Visually inspect the hoses for signs of deterioration. Squeeze the hoses. A hose should not be hard and brittle, nor should it be soft or swollen.

★Replace the hose if any fraying, cracks [B] or bulges [C] are noticed.

- Check that the hoses are securely connected and clamps are tightened correctly.



Coolant Change

⚠ WARNING

To avoid burns, do not remove the radiator cap or try to change the coolant when the engine is still hot. Wait until it cools down.
Coolant on tires will make them slippery and can cause an accident and injury. Immediately wash away any coolant that spills on the frame, engine, or wheels.
Since coolant is harmful to the human body, do not use for drinking.

- Lift and hold the front fender (see Front Fender Removal in the Frame chapter).
- Remove:
  Engine Upper Cover (see Engine Upper Cover Removal in the Frame chapter)
  Seat Lower Cover (see Seat Lower Cover Removal in the Frame chapter)
  Seat Lower Plates (see Seat Lower Right Plate Removal in the Frame chapter)

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Fuel System

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Cooling System

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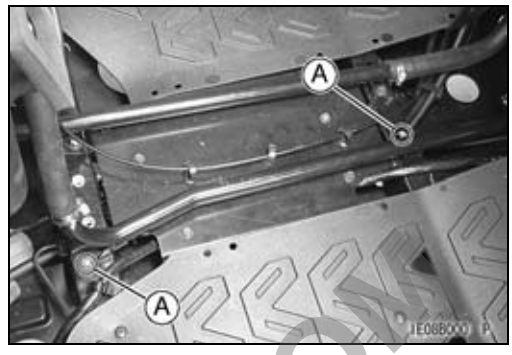
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Rocker Case

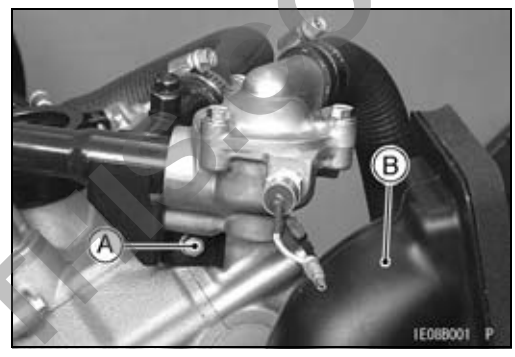
Rocker Case Removal

Front Rocker Case

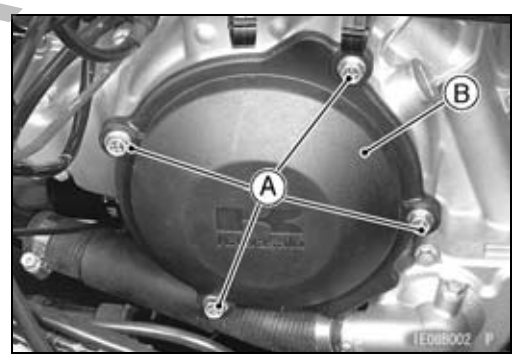
- Remove:
  Center Bracket (see Center Bracket Removal in the Frame chapter)
  Right Water Pipe Bolts [A]



- Remove:
  Water Pipe Bolt [A]
  Air Inlet Duct [B]



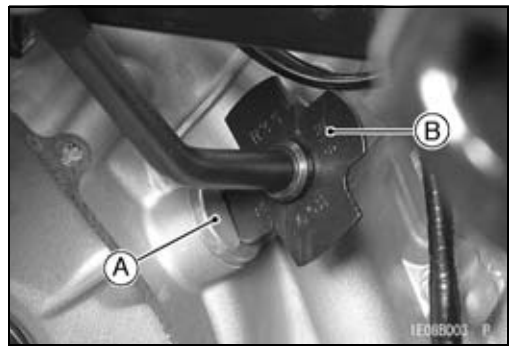
- Remove:
  Left Cover (see Left Cover Removal in the Frame chapter)
  Bolts [A] and Engine Left Cover [B]



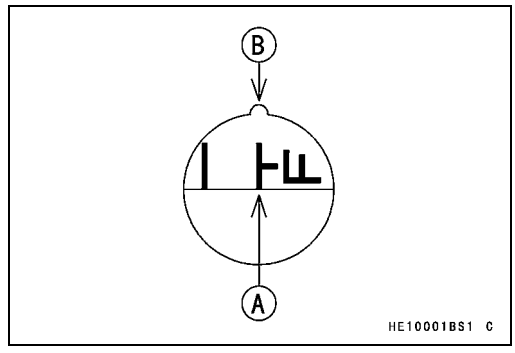
- Remove:
  Timing Inspection Plug [A]

  Special Tool - Filler Cap Driver [B]: 57001-1454

- Remove:
  Front Camshaft Chain Tensioner (see Camshaft Chain Tensioner Removal)
  Valve Adjusting Caps



- Using a wrench on the alternator bolt, turn the crankshaft counterclockwise until "T-F" mark [A] is aligned with the notch [B] in the inspection window, and the cam lobes are pointing away from the rocker arms: the end of the compression stroke.

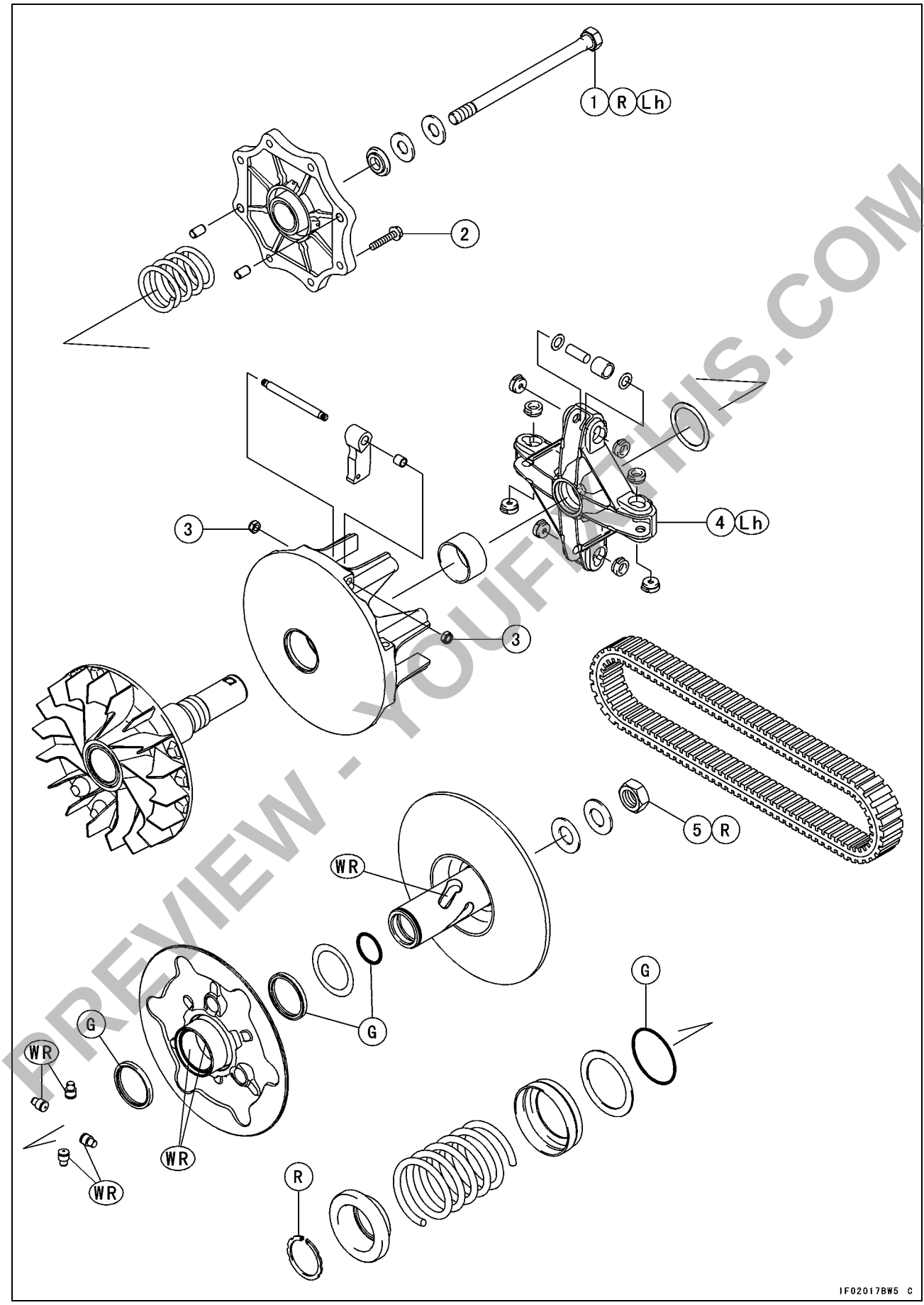


CAUTION

Be sure to position the crankshaft at TDC of the end of the compression stroke when removing or installing the rocker case. The rocker arms could bend the valves.

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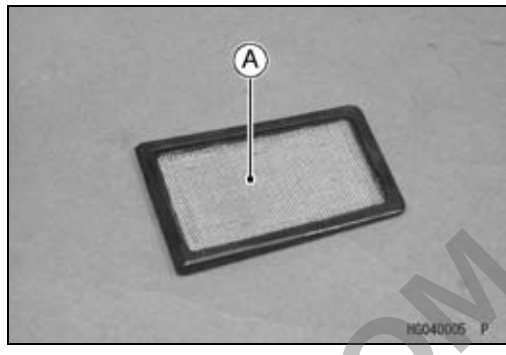
Exploded View



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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

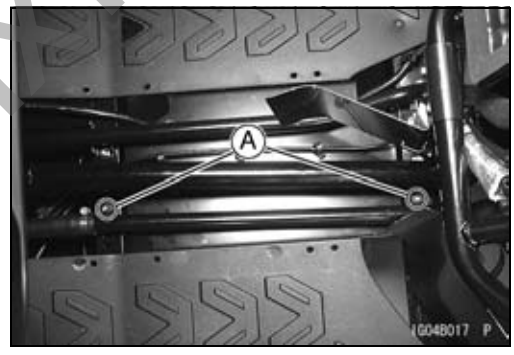
○*While cleaning the screen, check for any metal particles that might indicate internal engine damage.*

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

★If the screen is damaged, replace it.

Oil Pressure Measurement

- Remove:
  Engine Upper Cover (see Engine Upper Cover Removal in the Frame chapter)
  Engine Bottom Guard (see Engine Bottom Guard Removal in the Frame chapter)
  Water Pipe Bolts [A]

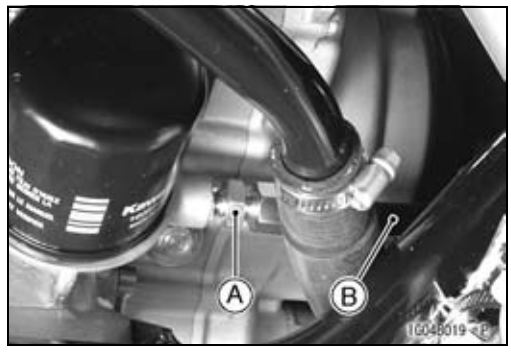


- Remove:
  Oil Pressure Switch Lead [A] (disconnect)
  Oil Pressure Switch [B]



- Attach the oil pressure gauge adapter [A] and gauge hose [B] to the engine.

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



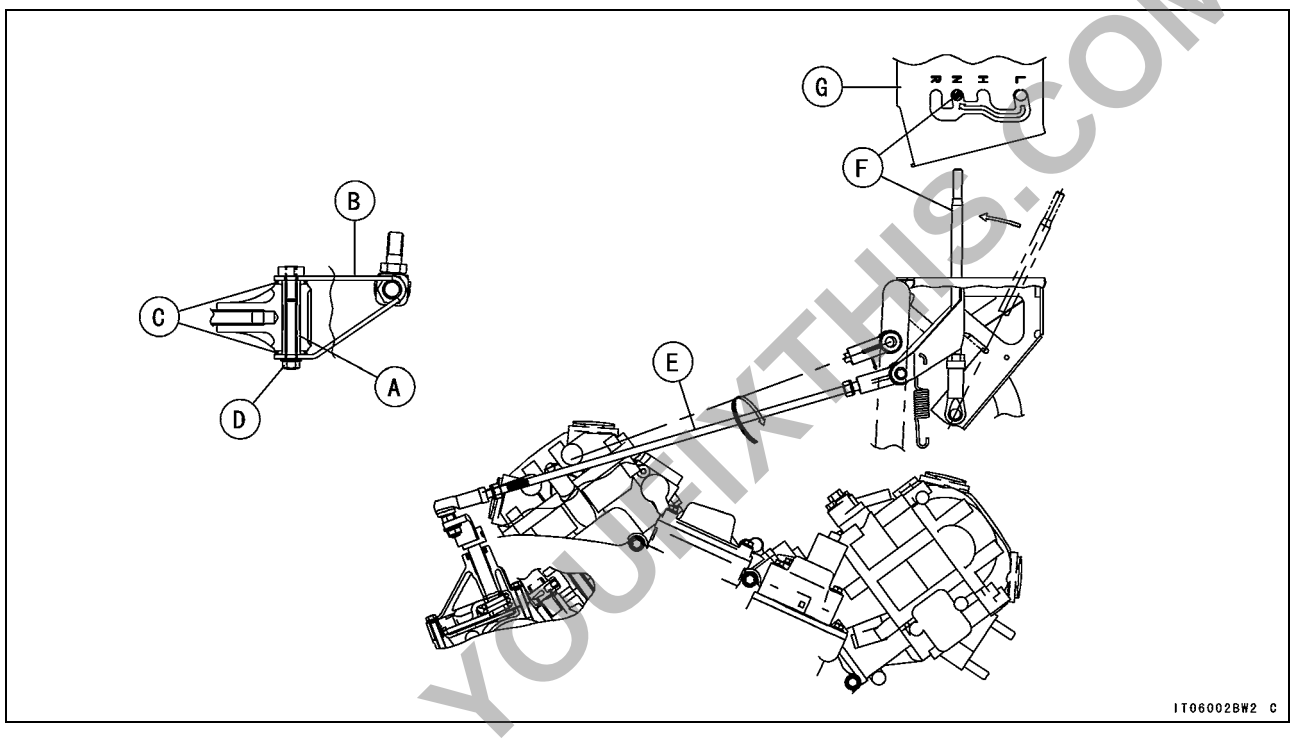
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Transmission

- Apply molybdenum disulfide grease to the collar [A].
- Install the following parts to the shift lever assembly [B].
  Oil Seals [C]
  Tie-rod End Bolt [D]
- Tighten:

Torque - Tie-rod End Bolt: 9.8 N·m (1.0 kgf·m, 87 in·lb)

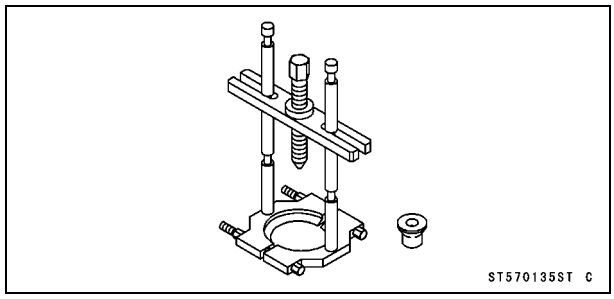
- Turn the tie-rod [E] and align the lever [F] with neutral position of the guide [G] as shown in the figure.



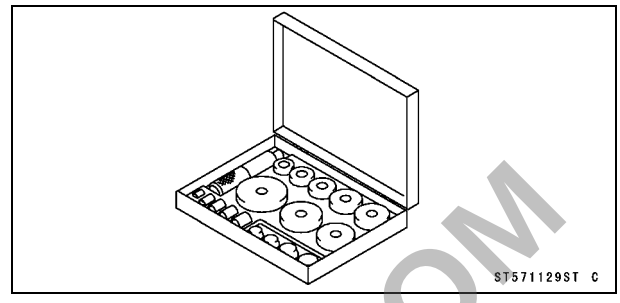
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Special Tools

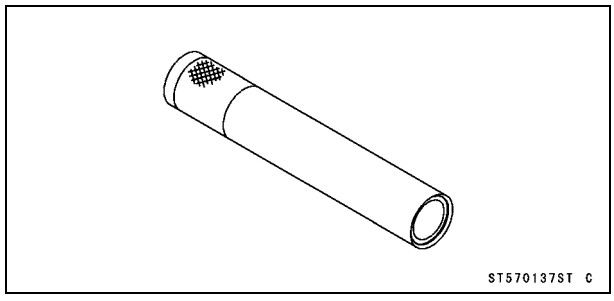
Bearing Puller:
57001-135



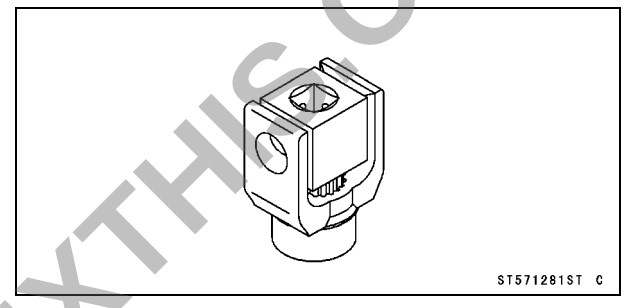
Bearing Driver Set:
57001-1129



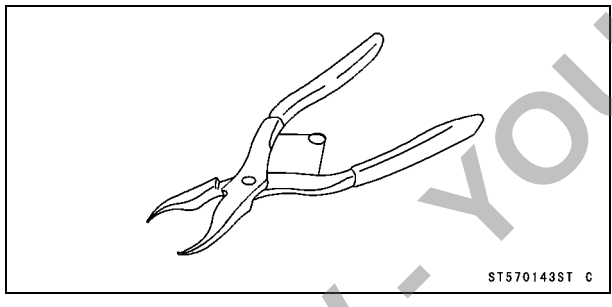
Steering Stem Bearing Driver:
57001-137



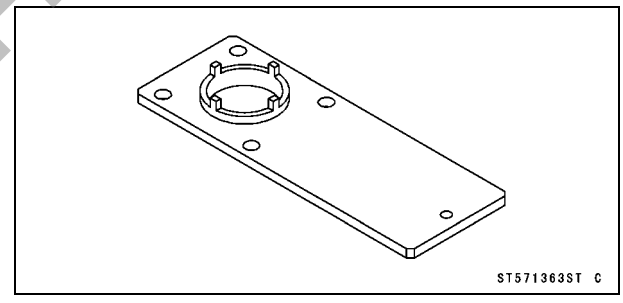
Pinion Gear Holder, m1.0:
57001-1281



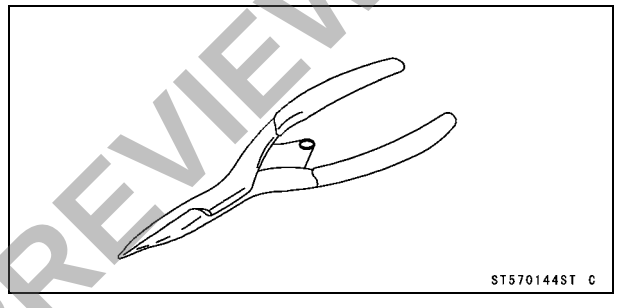
Inside Circlip Pliers:
57001-143



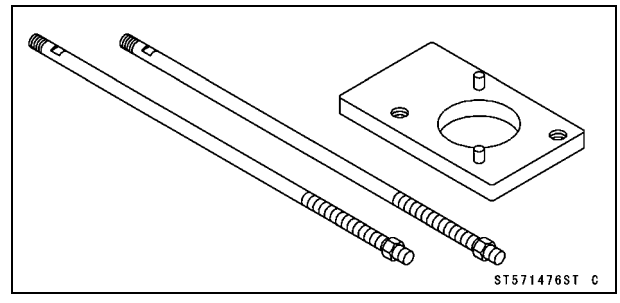
Socket Wrench:
57001-1363



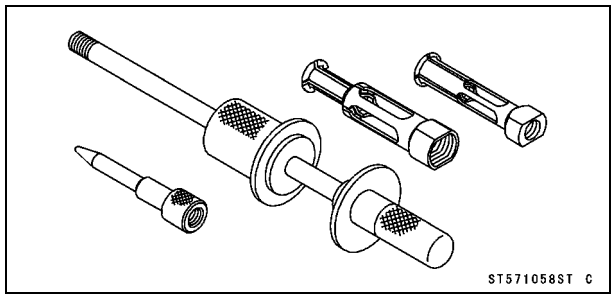
Outside Circlip Pliers:
57001-144



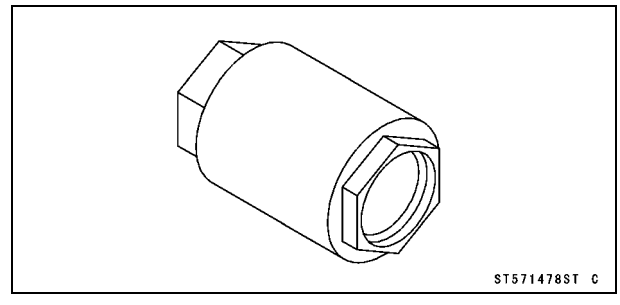
Holder & Guide Arbor:
57001-1476



Oil Seal & Bearing Remover:
57001-1058



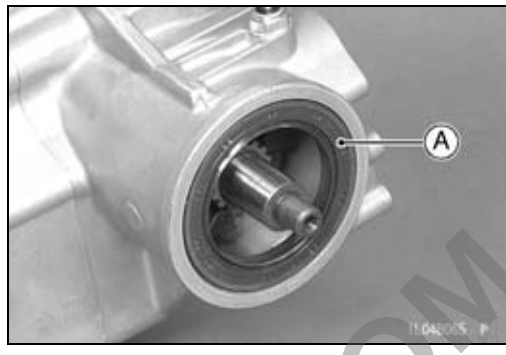
Socket Wrench, Hex 50:
57001-1478



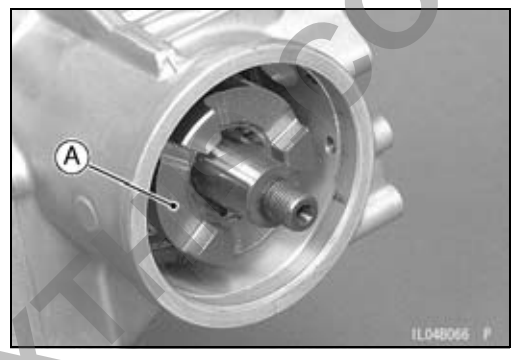
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Front Final Gear Case

- Remove:
  Oil Seal [A]



- Remove:
  Shifter [A]

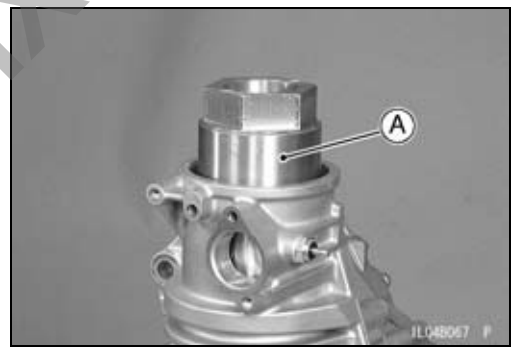


- Hold the front final gear case in a vice, and remove the bearing holder using the socket wrench [A].

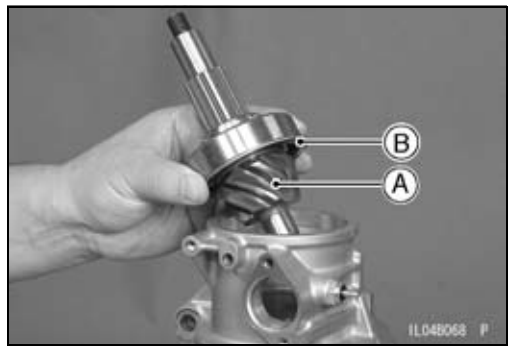
  Special Tool - Socket Wrench, Hex 50: 57001-1478

★If the holder seems too difficult to break free, apply heat to softer the locking agent.

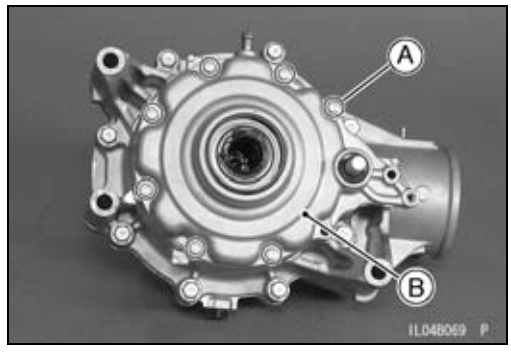
- Remove:
  Pinion Gear Bearing Holder



- Remove:
  Pinion Gear Unit [A]
  Shim(s) [B]



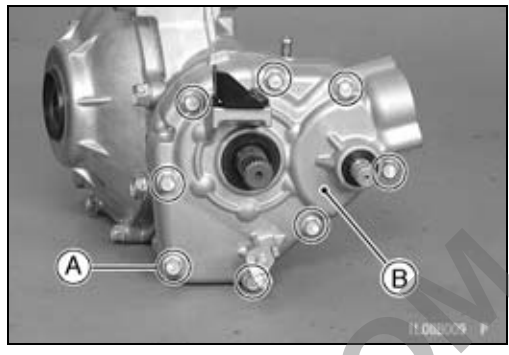
- Remove:
  Front Final Gear Case Left Cover Bolts [A]
  Front Final Gear Case Left Cover [B]
  Differential Control Shift Shaft
  Spring



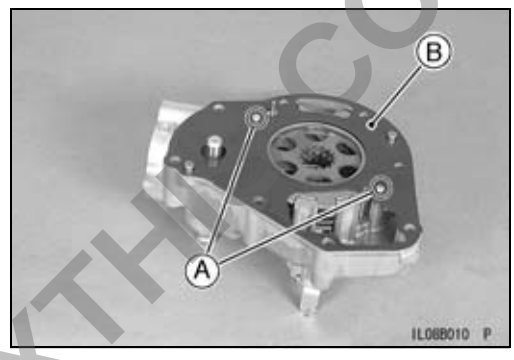
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Rear Final Gear Case

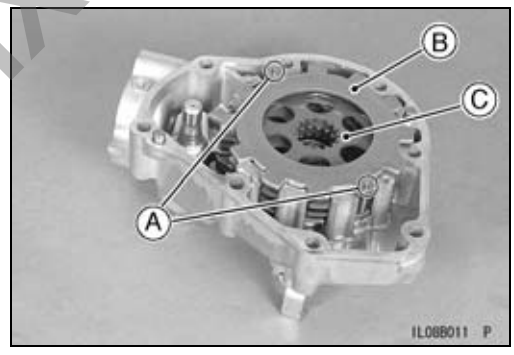
- Remove:
  Rear Final Gear Case Front Cover Bolts [A]
  Rear Final Gear Case Front Cover [B]



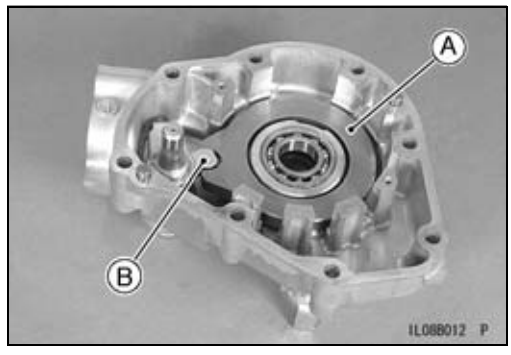
- Remove:
  Gasket Screws [A]
  Gasket [B]



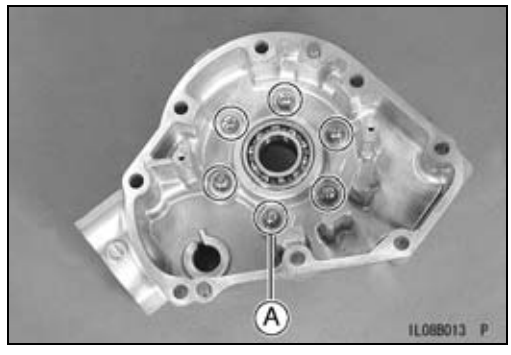
- Remove:
  Set Pins [A], Steel Plates [B] and Friction Plates [C]



- Remove:
  Brake Cam Plate [A]
  Brake Camshaft [B]



- Remove:
  Steel Balls [A]



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Brake Hoses and Pipes

Brake Hose and Pipe Inspection

- Refer to the Brake Hose and Pipe Connections Inspection in the Periodic Maintenance chapter.

Brake Hose Replacement

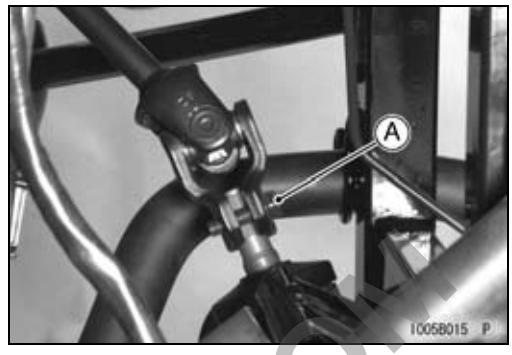
- Refer to the Brake Hose Replacement in the Periodic Maintenance chapter.

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Steering Gear Assembly

Steering Gear Assembly Removal

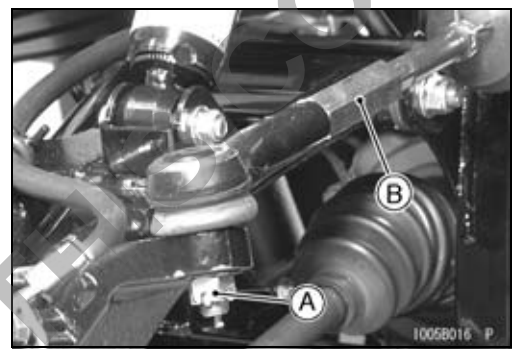
- Remove:
  Front Wheel (see Wheel Removal in the Wheel/Tires chapter)
  Intermediate Shaft Clamp Bolt [A]



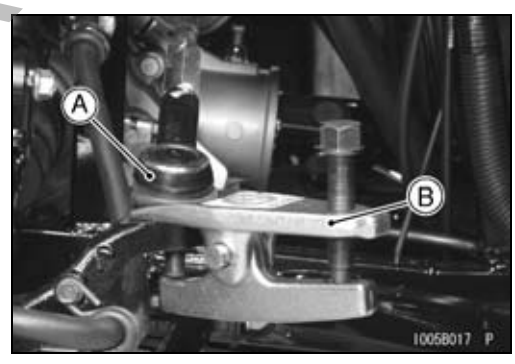
- Remove:
  Cotter Pins, Tie-rod End Nuts [A] and Washers (both sides)

CAUTION

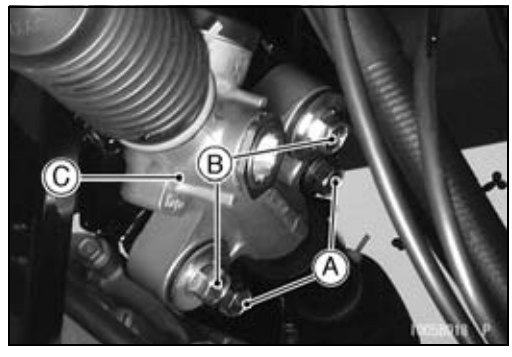
Do not loosen the tie-rod end locknuts [B], or the toe-in of the front wheels will be changed.



- Remove the tie-rod end [A] from the knuckle using a suitable joint remover [B].



- Remove:
  Steering Gear Assembly Bracket Bolts [A]
  Steering Gear Assembly Bolts [B], Washers and Nuts
  Steering Gear Assembly [C]



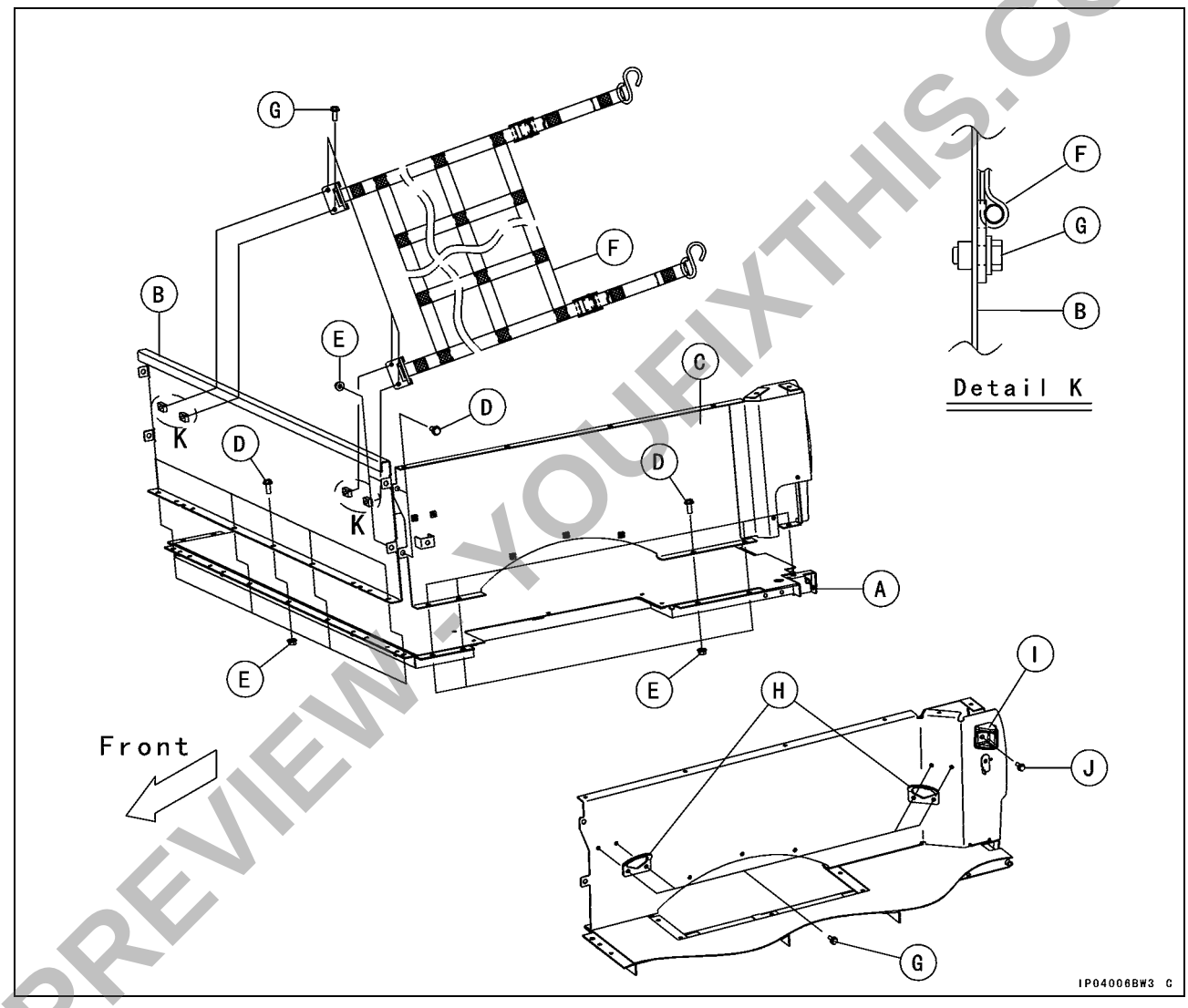
Steering Gear Assembly Installation

- Adjust if necessary:
  Tie-rod Length Adjustment (see Toe-in Adjustment in the Wheels/Tires chapter)

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Cargo Bed

- Install:
  Cargo Bed Base [A]
  Front Plate [B]
  Side Plates [C] (both sides)
  Bolts [D]: M6, L = 20 mm (0.79 in.)
  Nuts [E]
  Cargo Net [F]
  Bolts [G]: M6, L = 12 mm (0.47 in.)
  Hooks [H]
  Stopper [I]
  Bolts [J]: M6, L = 16 mm (0.63 in.)



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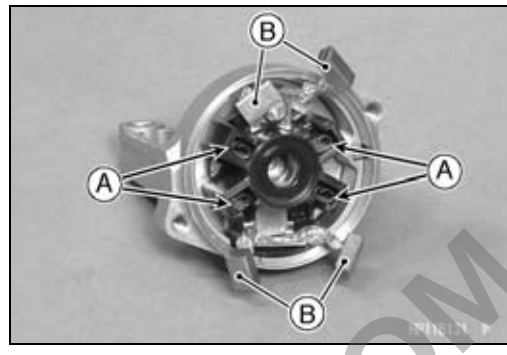
Specifications

Item	Standard	Service Limit
Battery		
Type	Sealed Battery	– – –
Model Name	KMX14-BS (CA Model)	– – –
Capacity	12 V 12 Ah (CA Model) 12 V 14 Ah (US Model)	– – – – – –
Charging System		
Alternator Type	Three-phase AC	– – –
Charging Voltage	14.6 ~ 15.6 V	– – –
(Regulator/Rectifier Output Voltage)		
Alternator Output Voltage	50 ~ 76 V @4 000 r/min (rpm)	– – –
Stator Coil Resistance	0.31 ~ 0.47 Ω	– – –
Ignition System		
Spark Plug:		
Spark Plug Gap	0.7 ~ 0.8 mm (0.028 ~ 0.031 in.)	– – –
Spark Plug Cap Resistance	3.75 ~ 6.25 kΩ	– – –
Ignition Coil:		
3 Needle Arcing Distance	7 mm (0.28 in.) or more	– – –
Primary Winding Resistance	0.09 ~ 0.13 Ω at 20°C (68°F)	– – –
Secondary Winding Resistance	3.8 ~ 5.8 kΩ at 20°C (68°F)	– – –
Primary Peak Voltage	120 V or more	– – –
Crankshaft Sensor Resistance	110 ~ 140 Ω at 20°C (68°F)	– – –
Crankshaft Sensor Peak Voltage	2 V or more	– – –
Electric Starter System		
Starter Motor:		
Brush Length	12 mm (0.47 in.)	6.5 mm (0.26 in.)
Actuator Control System		
Actuator Resistance	in the text	– – –
Forward/Reverse Detecting Sensor Resistance	1.2 ~ 1.6 kΩ	– – –
Carburetor Heater System		
Carburetor Heater Resistance	4.9 ~ 9.1 Ω at 21 ~ 29°C (32 ~ 84°F)	– – –
2WD/4WD Solenoid Valve		
Solenoid Valve Resistance	37 ~ 43 Ω at 20°C (68°F)	– – –
Switches		
Brake Light Switch Timing	ON after 10 mm (0.4 in.) of pedal travel	– – –
Radiator Fan Switch Resistance:		
Rising Temperature	From OFF to ON at 86 ~ 90°C (187 ~ 194°F)	– – –
Falling Temperature	From ON to OFF at 81 ~ 85°C (178 ~ 185°F)	– – –
	ON: Less than 0.5 Ω	
	OFF: More than 1 MΩ	

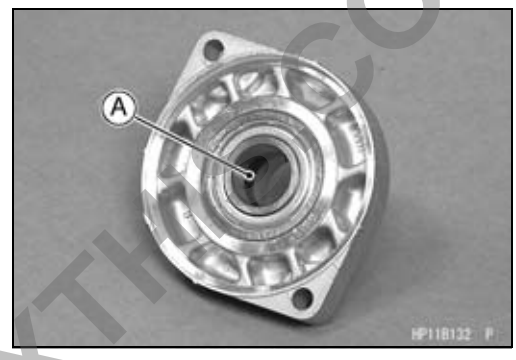
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Electric Starter System

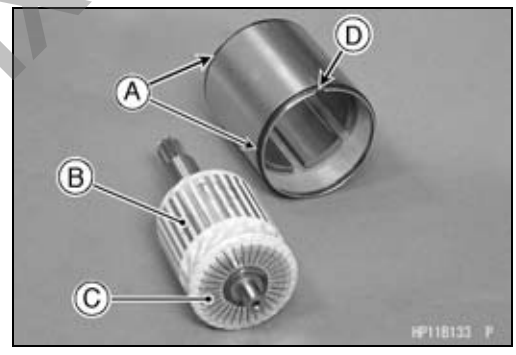
- Install the brush springs [A].
- Insert the brushes [B] to the brush holder.



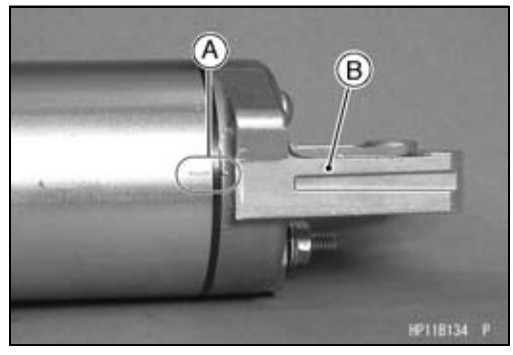
- Apply thin coat of grease to the oil seal [A].



- Replace the O-rings [A] with new ones.
- Insert the armature [B] so that commutator side [C] faces hollow side [D] of the yoke.



- Align the marks [A] to assembly the yoke and the end cover [B] as shown.



- Tighten:

Torque - Starter Motor Through Bolts [A]: 5.0 N·m (0.51 kgf·m, 44 in·lb)



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Troubleshooting Guide

Ignition switch trouble
Regulator/rectifier trouble
Alternator trouble
Wiring faulty

Battery Overcharged:
Regulator/rectifier trouble
Battery trouble

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