

Versys-X 300
Versys-X 300 ABS

Motorcycle
Assembly & Preparation
Manual



Kawasaki

Foreword

In order to ship Kawasaki vehicles as efficiently as possible, they are partially disassembled before crating. Since some of the most commonly removed parts have a direct bearing on a vehicle's reliability and safety, conscientious pre-sale assembly and preparation becomes extremely important. Good setup procedures can prevent needless warranty claims and give customers a greater sense of confidence in Kawasaki and their Kawasaki Dealers.

This Assembly and Preparation Manual explains step by step procedures of the following items for all Kawasaki Versys-X 300 and Versys-X 300 ABS.

1. Uncrating
2. Assembly
3. Preparation

The selling dealer assumes sole responsibility for any unauthorized modifications prior to sale. Refer to your Service Binder for any Service Bulletins specifying Factory Directed Modifications (Special Claims) which must be performed before the vehicle is ready for sale.

Whenever you see the following symbols heed their instructions! Always follow safe operating and maintenance practices.

DANGER

DANGER indicates a hazardous situation which, if not avoided, will result in death or serious injury.

WARNING

WARNING indicates a hazardous situation which, if not avoided, could result in death or serious injury.

NOTICE

NOTICE is used to address practices not related to personal injury.

NOTE

○*NOTE* indicates information that may help or guide you in the operation or service of the vehicle.

Kawasaki Heavy Industries, Ltd. accepts no liability for any inaccuracies or omissions in this publication, although every possible measure has been taken to make it as complete and accurate as possible. All procedures and specifications subject to change without notice.

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Uncrating

Opening Crate

⚠ WARNING

Crates have sharp edges and may have nails or screws that can cause cuts and injury. Always wear protective gloves, boots and eye protection when uncrating to prevent injury.



MC03003B S

⚠ WARNING

The steel crate panel plates and fasteners have sharp edges. Always wear protective gloves, boots and eye protection when uncrating to prevent injury.



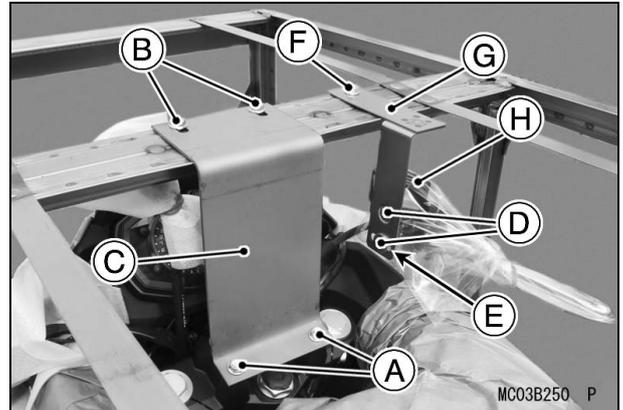
MC03004B S

- Clear a space about 6 m (20 ft) square to give yourself plenty of space to work.
- Place the crate upright on its base.
- Remove the cardboard cover.
- Remove the parts box.

NOTICE

When removing the crate bracket from the motorcycle, be careful not to drop any parts or the bracket onto the fuel tank and other components, and not to scratch the fuel tank or other components with the crate bracket.

- First, remove the lower bolts (D = 8, L = 16) at the steering stem and discard them.
- Remove the upper bolts (D = 8, L = 16) to take off the crate bracket and discard them.
- Remove the lower bolts (D = 6, L = 12) and washer to take off the front master cylinder.
- Remove the upper bolt (D = 8, L = 16) to take off the crate bracket and discard it.



A. Lower Bolts (D = 8, L = 16)

B. Upper Bolts (D = 8, L = 16)

C. Crate Bracket

D. Lower Bolts (D = 6, L = 12)

E. Washer

F. Upper Bolt (D = 8, L = 16)

G. Crate Bracket

H. Front Master Cylinder

- Take out all the bolts and screws and remove the top and sides of the crate.

NOTE

- Roll the vehicle off the crate base after installing the handlebar, front master cylinder, and front wheel.

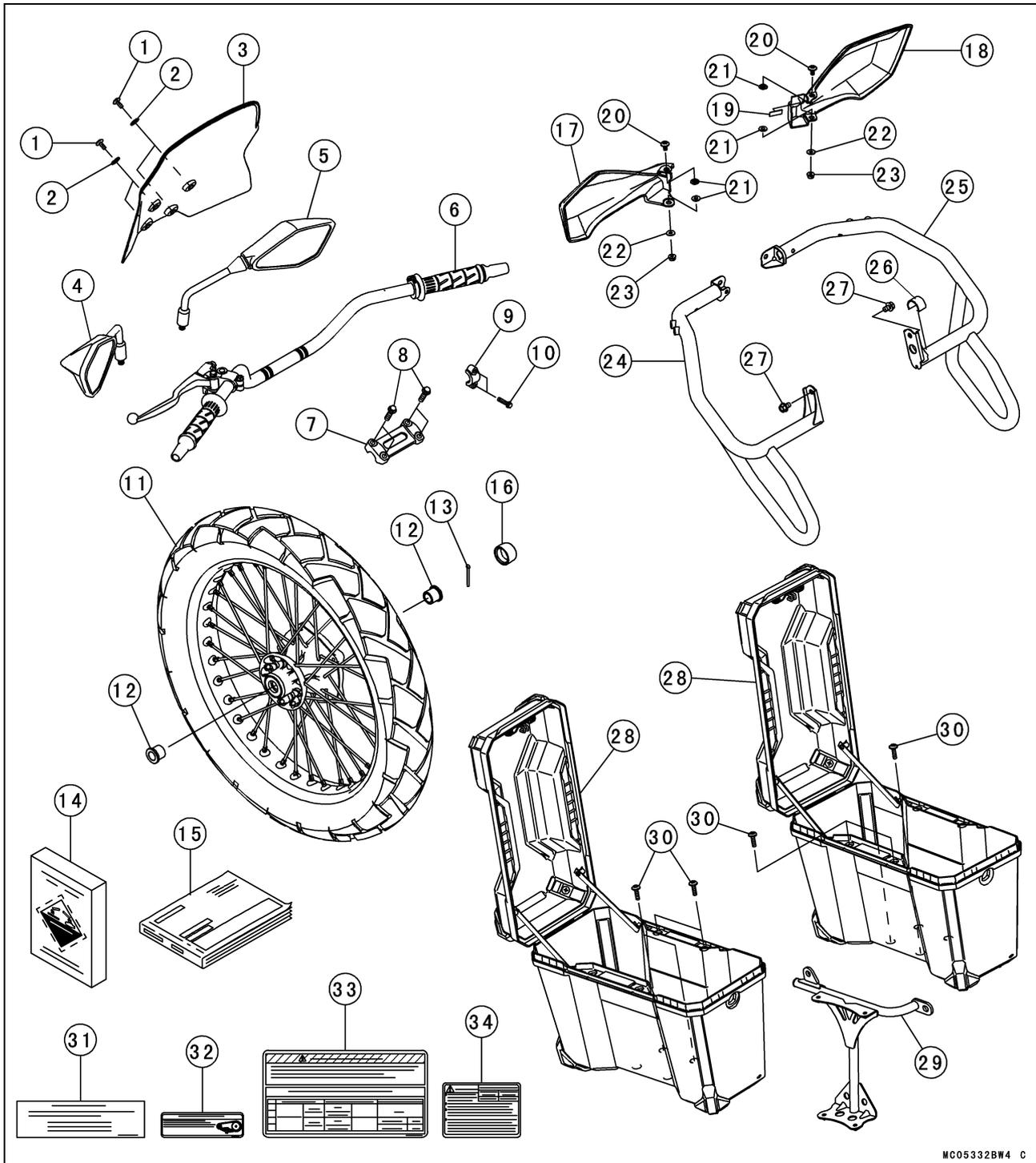
NOTICE

When rolling the vehicle off the crate base, sharp edges on the crate can cut or damage tires. Cover sharp edges with waste cloth for tire protection as necessary.

4 UNCRATING

Parts Check

- Open the parts box, and check the parts against the illustrations. There may be minor differences between these illustrations and the actual vehicle parts. In the following charts under Remarks, D = diameter in millimeters, and L = length in millimeters.



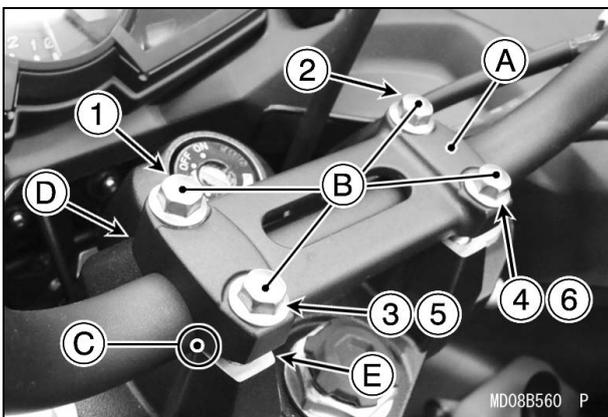
No.	Part Name	Qty	Remarks
1	Socket Bolt	4	D = 6, L = 14
2	Washer	4	D = 11.4 × 18
3	Windshield	1	
4	Left Rear View Mirror	1	
5	Right Rear View Mirror	1	
6	Handlebar Assembly	1	
7	Upper Handlebar Holder	1	
8	Socket Bolt	4	D = 8, L = 30
9	Clamp	1	
10	Socket Bolt	2	
11	Front Tire	1	
12	Collar	2	
13	Cotter Pin	1	
14	Battery Electrolyte, FTX-9BS	1	12 V 8 Ah
15	Owner's Manual	1	
	(Europe Model only)		
16	Cap	1	
	(KLE300A Model only)		
17	Left Handle Cover	1	
18	Right Handle Cover	1	
19	Damper	1	
20	Socket Bolt	2	D = 6, L = 12
21	Collar	4	
22	Washer	2	D = 6.2 × 15
23	Nut	2	D = 6
24	Left Fog Light Stay	1	
25	Right Fog Light Stay	1	
26	Pad	1	
27	Bolt	2	D = 8, L = 12
28	Saddlebag	2	
29	Left Saddlebag Bracket	1	
30	Socket Bolt	8	D = 6, L = 23
	(French Label for Canada Model only)		
31	French Table	1	
32	Important Drive Chain Information	1	
33	Tire and Load Data	1	
34	Rear Carrier Load Limit Warning	1	

Assembly

Handlebars

- Align the punched mark on the handlebars and the corner edge on the lower handlebar holder.
- Install the handlebar holder and handlebar holder bolts.
- Tighten the socket bolts (D = 8, L = 30) in the indicated sequence (1 to 6) to the specified torque. There will be a gap at the rear of the handlebar holder after tightening.

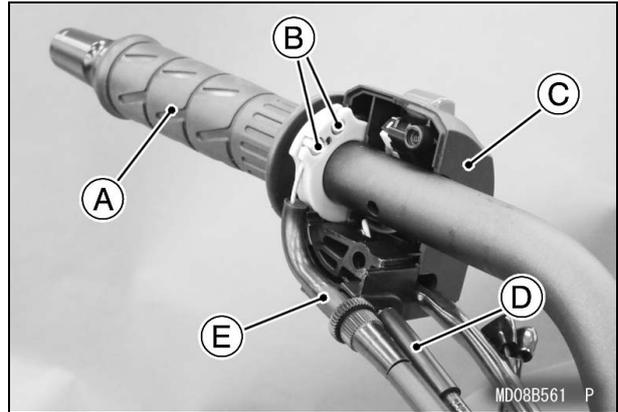
Torque: 25 N·m (2.5 kgf·m, 18 ft·lb)



- A. Upper Handlebar Holder
- B. Socket Bolts (D = 8, L = 30)
- C. Punched Mark
- D. No Gap
- E. Gap

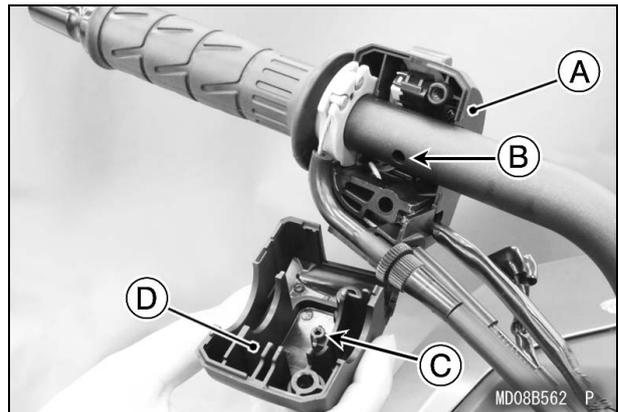
Throttle Grip and Right Switch Housing

- Apply a light coat of grease on the exposed portion of the throttle inner cables.
- Fit both throttle cable tips into the nearest sockets in the throttle grip.



- A. Throttle Grip
- B. Cable Tips : Apply Grease.
- C. Rear Half
- D. Throttle Cable (Decelerator Cable)
- E. Throttle Cable (Accelerator Cable)

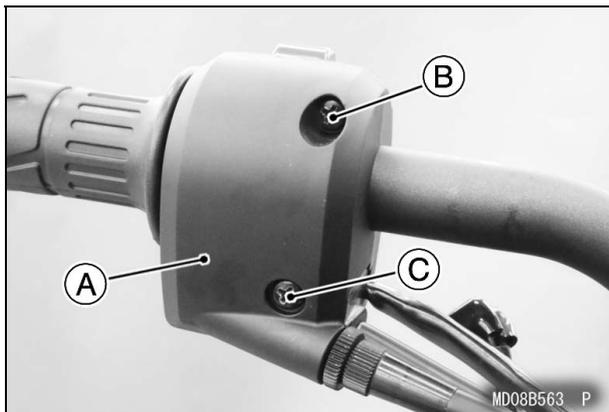
- Fit the two halves of the right switch housing so that the projection on the front half fits into the hole in the handlebar.



- A. Rear Half
- B. Hole
- C. Projection
- D. Front Half

- Insert the screws (D = 5, L = 20), (D = 5, L = 40) and tighten them to the specified torque.

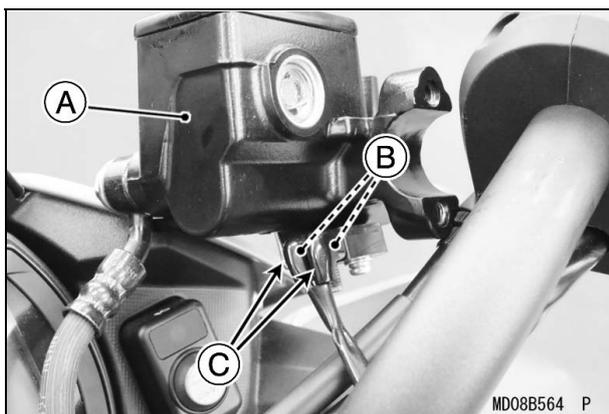
Torque: 2.5 N·m (0.25 kgf·m, 22 in·lb)



- A. Right Switch Housing
- B. Screw (D = 5, L = 20)
- C. Screw (D = 5, L = 40)

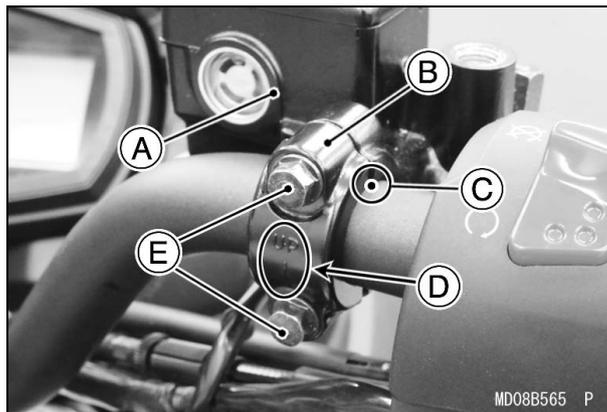
Front Brake Master Cylinder

- Connect the right switch housing lead connectors to the front brake light switch terminals on the front brake master cylinder.



- A. Front Master Cylinder
- B. Brake Light Switch Terminals
- C. Connectors and Dust Covers

- Install the front master cylinder with its clamp and the bolts.
- Position the master cylinder so that the mating surface of the front and rear master cylinder clamps align with the punched mark on the handlebar.

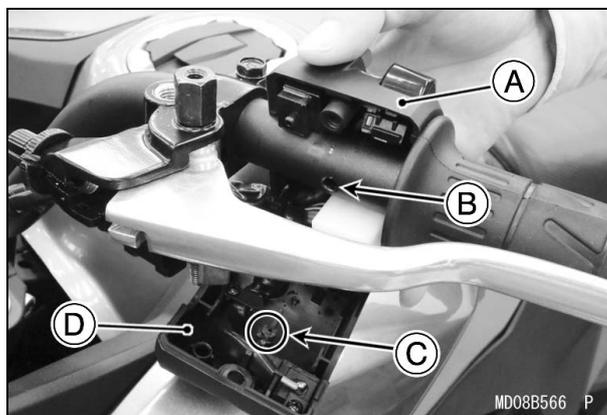


- A. Front Master Cylinder
- B. Clamp
- C. Punched Mark
- D. UP Mark
- E. Socket Bolts

- Tighten the upper clamp bolt first and then the lower clamp bolt to the specified torque.
Torque: 8.8 N·m (0.90 kgf·m, 78 in·lb)

Left Switch Housing

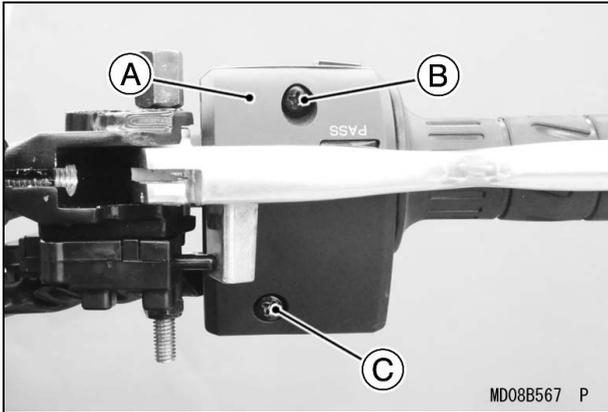
- Fit the two halves of the left switch housing together so that the small projection on the front half fits into the hole in the handlebar.



- A. Rear Half
- B. Hole
- C. Projection
- D. Front Half

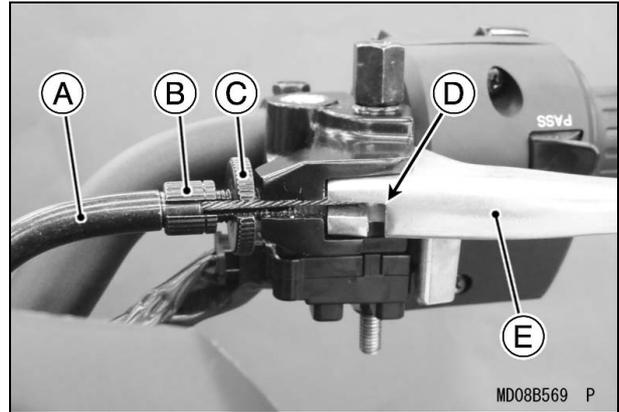
- Insert the screws (D = 5, L = 20), (D = 5, L = 40) and tighten them to the specified torque.
Torque: 2.5 N·m (0.25 kgf·m, 22 in·lb)

8 ASSEMBLY

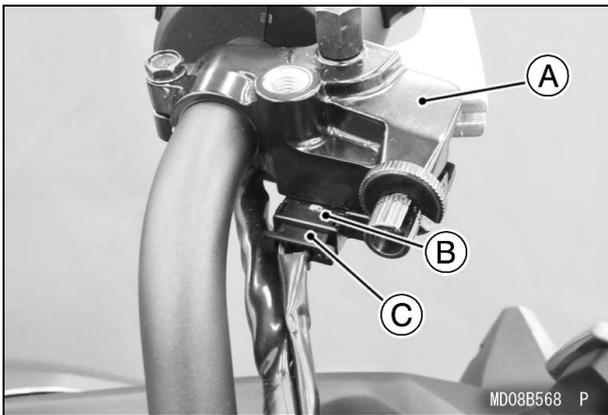


- A. Left Switch Housing**
- B. Screw (D = 5, L = 20)**
- C. Screw (D = 5, L = 40)**

- Connect the left switch housing connector to the starter lockout switch on the clutch lever assembly.



- A. Clutch Cable**
- B. Adjuster**
- C. Locknut**
- D. Cable Tip**
- E. Clutch Lever**



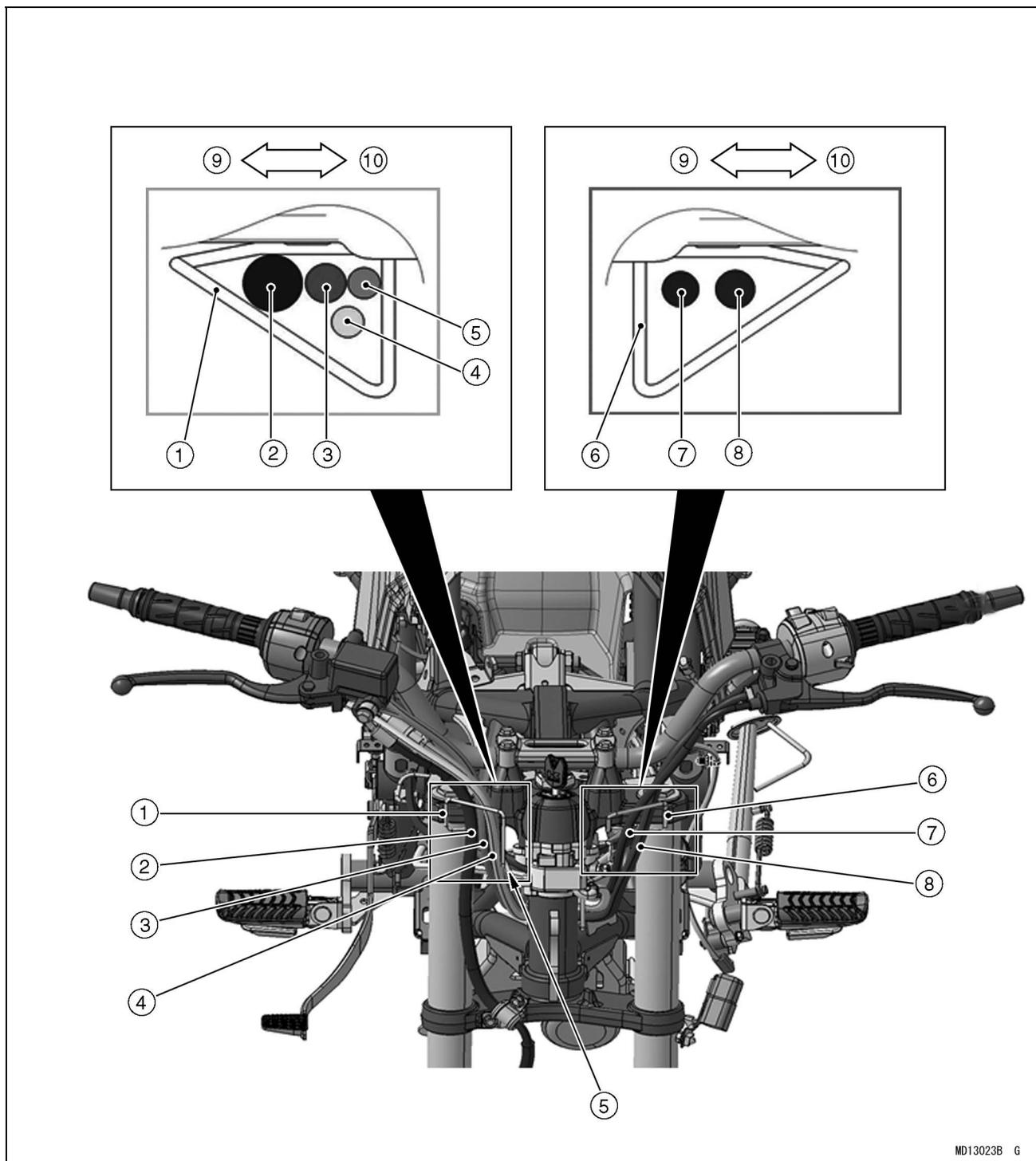
- A. Clutch Lever Assy**
- B. Starter Lockout Switch**
- C. Connector**

Clutch Cable

- Apply a light coat of grease on the clutch inner cable.
- Line up the slots on the clutch lever, locknut, and adjuster.
- Fit the tip of the clutch inner cable into the lever socket, slide the inner cable through the slots, and release the outer cable into the adjuster.

Cables, Harness and Hoses Routing

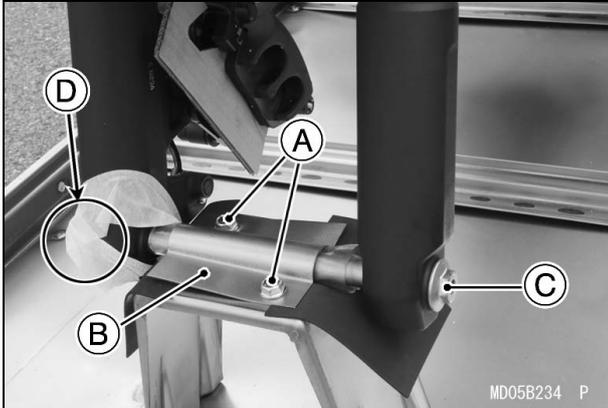
- Check that the cables, wiring leads and hoses are routed correctly.



1. Run the front brake hose, right switch housing lead, throttle cable (decelerator) and throttle cable (accelerator) through the clamp as shown.
2. Front Brake Hose
3. Right Switch Housing Lead
4. Throttle Cable (Decelerator)
5. Throttle Cable (Accelerator)
6. Run the clutch cable and left switch housing lead through the clamp as shown.
7. Clutch Cable
8. Left Switch Housing Lead
9. Right Side of Vehicle
10. Left Side of Vehicle

Front Wheel Installation

- Remove the crate bolts (D = 8, L = 18) to take off the crate bracket holding the front axle and discard them.

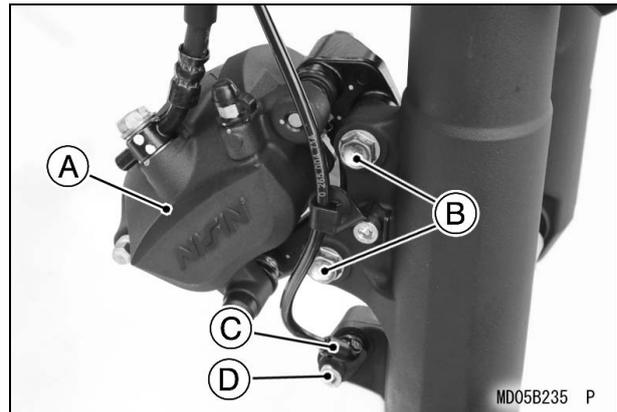


- A. Crate Bolts (D = 8, L = 18)
- B. Crate Bracket
- C. Front Axle
- D. Axle Nut and Washer

- Lift the motorcycle off the crate base with the suitable lifter.
- Discard the crate base.
- Remove the axle nut, washer and front axle.
- Remove the front brake caliper mounting bolts (D = 8, L = 35), and remove the front brake caliper.
- Remove the front wheel rotation sensor mounting bolt, and remove the front wheel rotation sensor (ABS equipped models).

NOTICE

Do not leave the front caliper hanging by the brake hoses. After removing the front caliper, secure them to the frame using a suitable band.

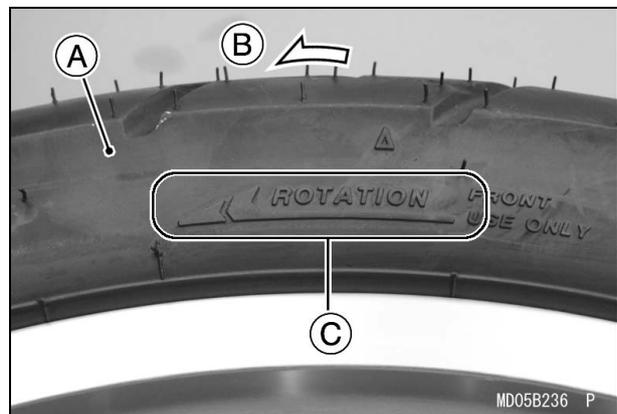


- A. Front Caliper
- B. Front Caliper Mounting Bolts (D = 8, L = 35)
- C. Front Wheel Rotation Sensor (ABS Equipped Models)
- D. Front Wheel Rotation Sensor Mounting Bolt (ABS Equipped Models)

- Check the wheel rotation mark on the front tire.

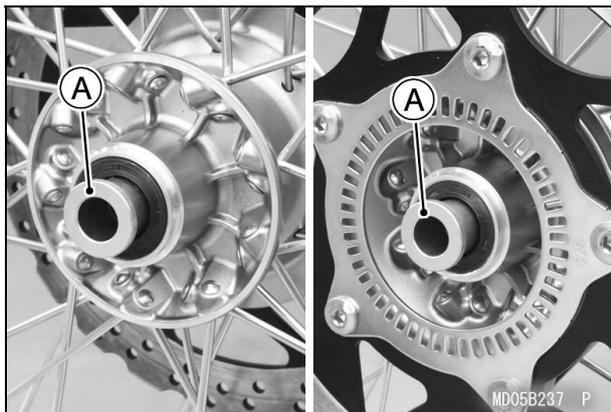
NOTE

- The direction of the wheel rotation is shown by an arrow on the front tire. Install the wheel so that the rotation mark coincides with wheel rotational direction.



- A. Front Tire
- B. Rotation
- C. Arrow

- Fit the axle collars on both sides of the front wheel hub. The collars are identical.

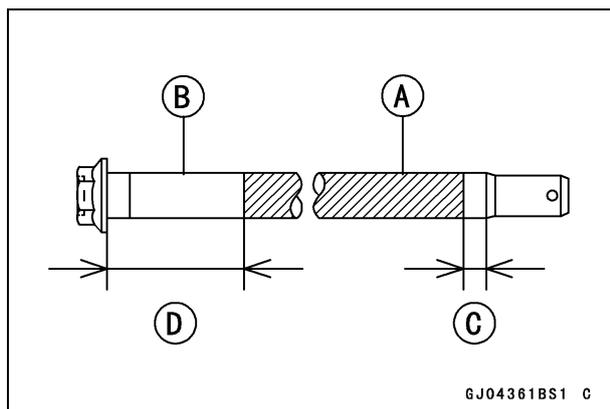


A. Axle Collars

- Position the front wheel assembly between the fork legs.
- Apply a thin coat of grease to the front axle for rust prevention.

NOTE

○ Do not apply grease to the threads of the axle.



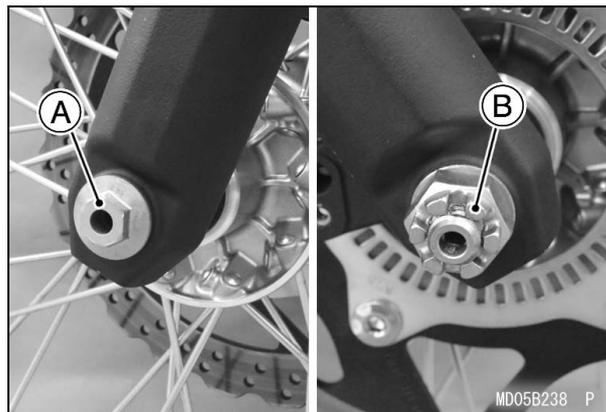
A. Grease Applying Area

B. Front Axle

C. About 10 mm (0.4 in.)

D. About 70 mm (2.8 in.)

- Insert the front axle from the left side of the wheel.
- Install the axle nut and washer from the right side of the wheel.



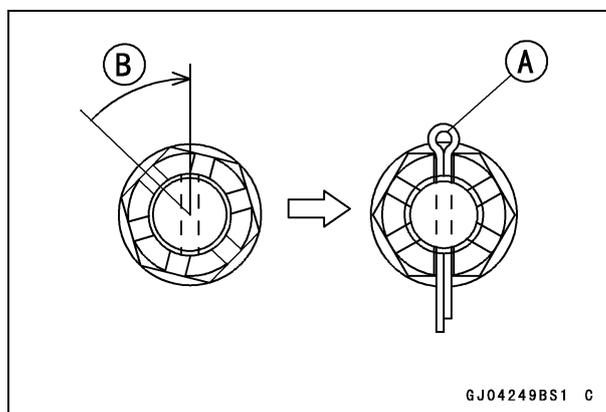
A. Front Axle

B. Axle Nut and Washer

- Tighten the axle nut to the specified torque.
Torque: 98 N·m (10 kgf·m, 72 ft·lb)
- Install a new cotter pin.

NOTE

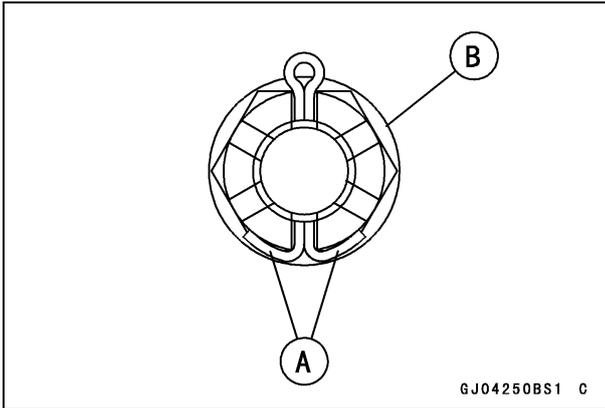
- When inserting the cotter pin, if the slots in the nut do not align with the cotter pin hole in the axle, tighten the nut clockwise up to the next alignment.
- It should be within 30 degrees.
- Loosen once and tighten again when the slot goes past the nearest hole.



A. Cotter Pin

B. Turning Clockwise

- Bend the cotter pin over the nut.



- A. Cotter Pin
- B. Nut

⚠ WARNING

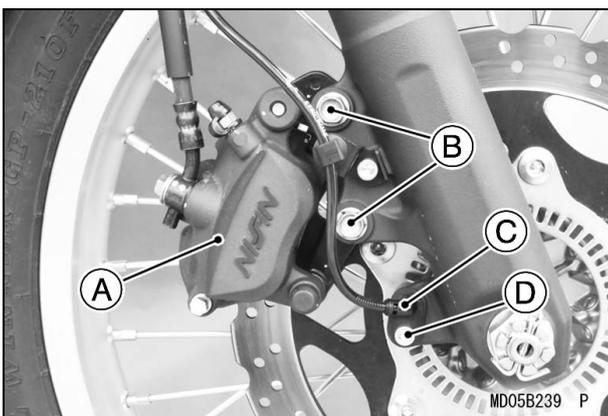
A loose axle nut can lead to an accident resulting in serious injury or death. Tighten the axle nut to the proper torque and be sure the cotter pin is installed correctly.

- Tighten the right front brake caliper mounting bolts (D = 8, L = 35) to the specified torque.

Torque: 25 N·m (2.5 kgf·m, 18 ft·lb)

- Install the front wheel rotation sensor (ABS equipped models).
- Apply a non-permanent locking agent to the threads of the front wheel rotation sensor mounting bolt and tighten it (ABS equipped models).

Torque: 8.0 N·m (0.82 kgf·m, 71 in·lb)



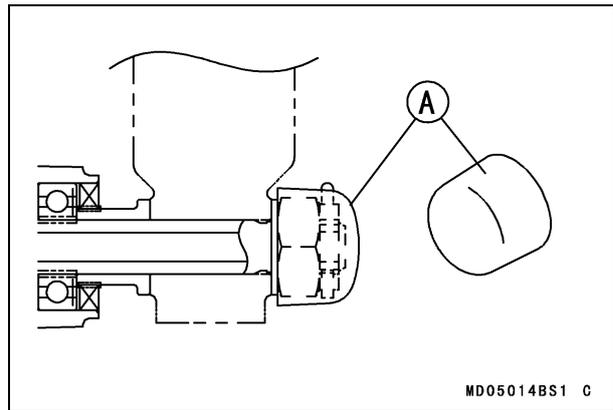
- A. Rubber Cap
- B. Front Caliper
- C. Front Caliper Mounting Bolts (D = 8, L = 35)
- D. Front Wheel Rotation Sensor (ABS Equipped Models)
- E. Front Wheel Rotation Sensor Mounting Bolt (ABS Equipped Models)

- Check the front brake.

⚠ WARNING

It may take several applications of the brake lever before the brake pads contact the disc, which could result in increased stopping distance and cause an accident resulting in injury or death. Do not attempt to ride the motorcycle until a firm brake lever is obtained by pumping the lever until the pads are against the disc.

- Install the rubber cap (europe model only).



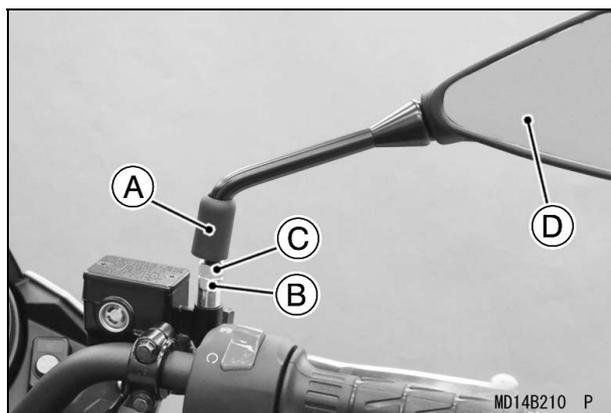
- A. Rubber Cap

Rear View Mirrors (Left and Right)

- Slide up the rubber boot.
- Screw the mounting area of the right rear view mirror into the holder all the way, and tighten the lower hexagonal area securely.
- Turn the stay to assure visibility to the rear with the operator sitting on the motorcycle.
- While holding the lower hexagonal area, tighten the upper hexagonal area (locknut).

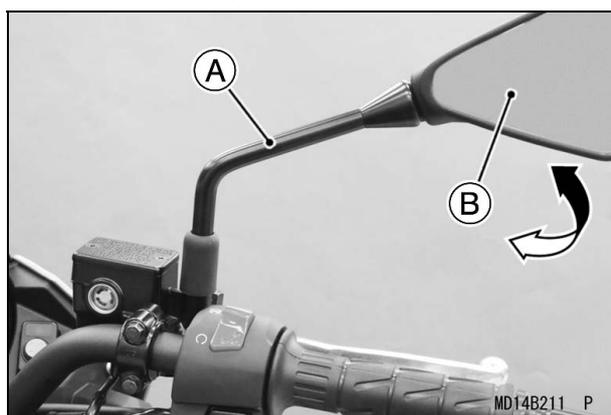
NOTE

- The upper hexagonal area (locknut) has left hand threads.



- A. Rubber Boot**
- B. Lower Hexagonal Area for Tightening**
- C. Upper Hexagonal Area (Locknut)**
- D. Rear View Mirror (Right)**

- Slide the rubber boot to the original position.
- Adjust the rear view mirror by slightly moving only the mirror portion of the assembly.

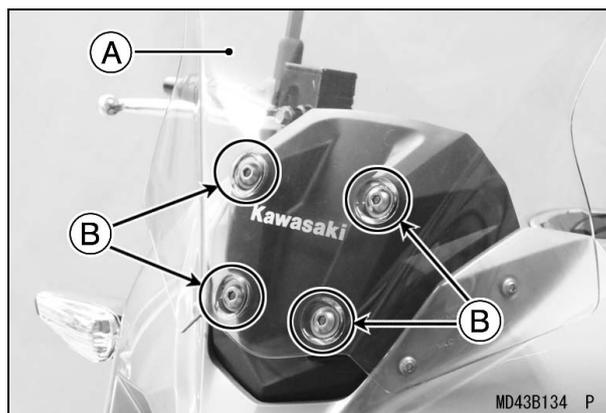


- A. Stay**
- B. Mirror**

- Installation and adjustment of the left side mirror is common with the right side mirror. Follow the procedure specified for the right side mirror.

Windshield

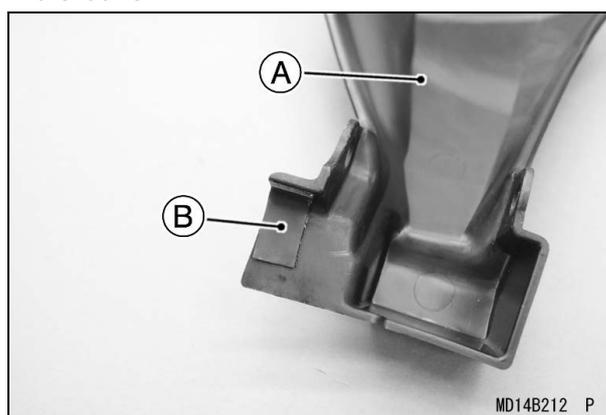
- Install the windshield.
- Install and tighten the four plastic washers (D = 11.4 × 18) and the bolts (D = 6, L = 14) on the windshield securely.



- A. Windshield**
- B. Plastic Washers (D = 11.4 × 18) and Bolts (D = 6, L = 14)**

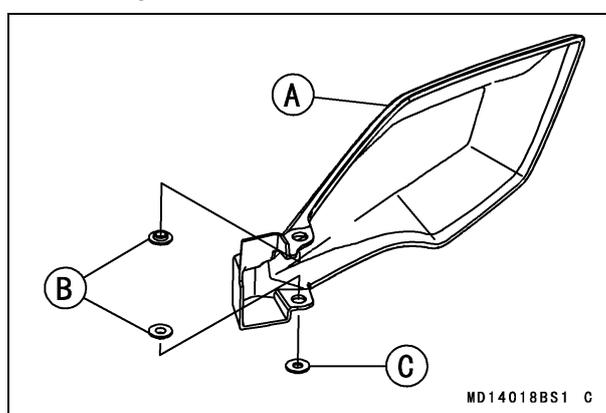
Handle Cover (KLE300A Model)

- Install the damper is in place on the right handle cover.



- A. Right Handle Cover**
- B. Damper**

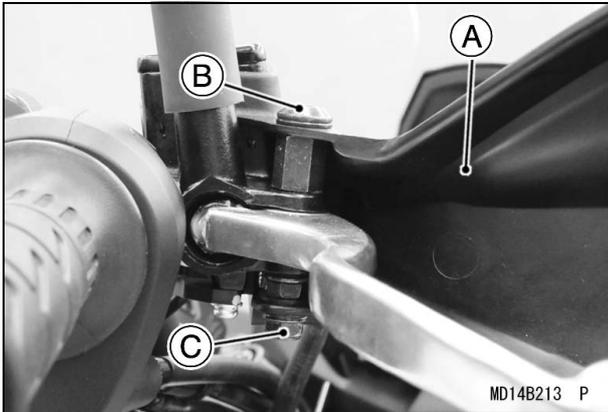
- Install the collars and washer (D = 6.2 × 15) to the right handle cover.



- A. Right Handle Cover**
- B. Collars**
- C. Washer (D = 6.2 × 15)**

14 ASSEMBLY

- Install the right handle cover to the brake lever assembly.
- Install the socket bolt (D = 6, L = 12) and lock nut (D = 5).

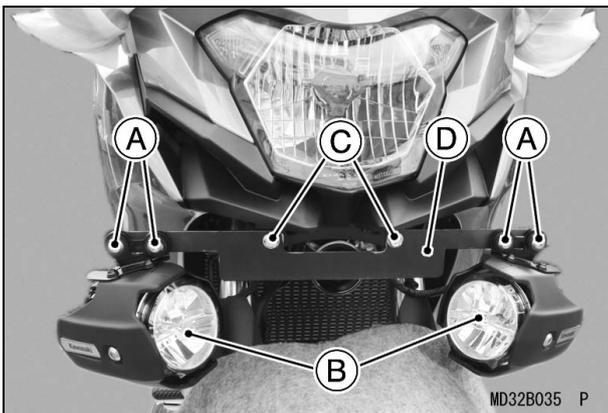


- A. Right Handle Cover**
- B. Socket Bolt (D = 6, L = 12)**
- C. Lock Nut (D = 5)**

- Install the left handle cover in the same manner as the right handle cover to the clutch lever assembly.

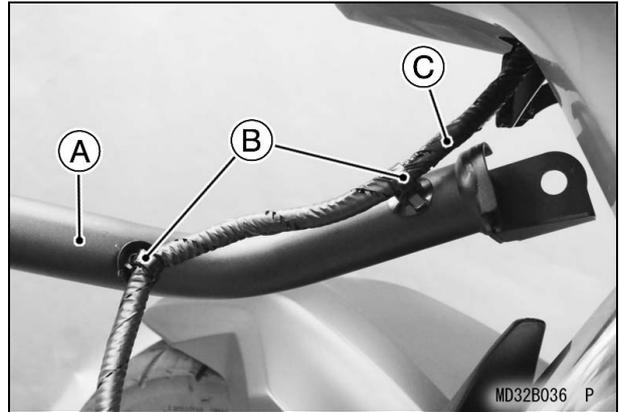
Fog Light Stay (KLE300A Model)

- Remove the bolts (D = 6, L = 25) and washers.
- Remove the fog lights.
- Remove the bolts (D = 8, L = 12).
- Take off the crate bracket and discard it.



- A. Bolts (D = 6, L = 25) and Washers**
- B. Fog Lights**
- C. Bolts (D = 8, L = 12)**
- D. Crate Bracket**

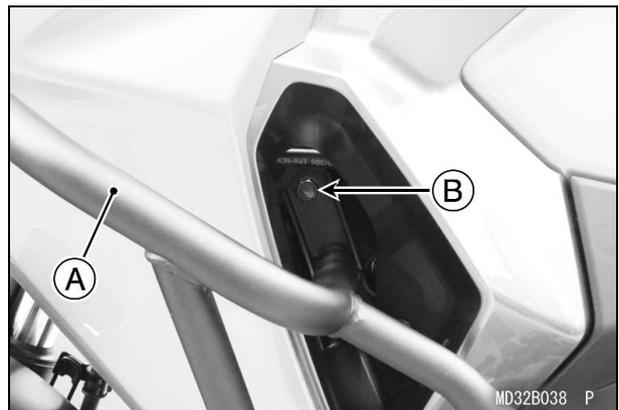
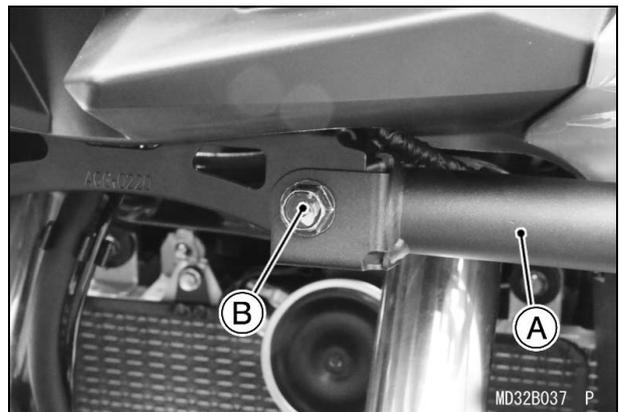
- Install the left fog light lead clamps to the left fog light stay.



- A. Left Fog Light Stay**
- B. Clamps**
- C. Left Fog Light Lead**

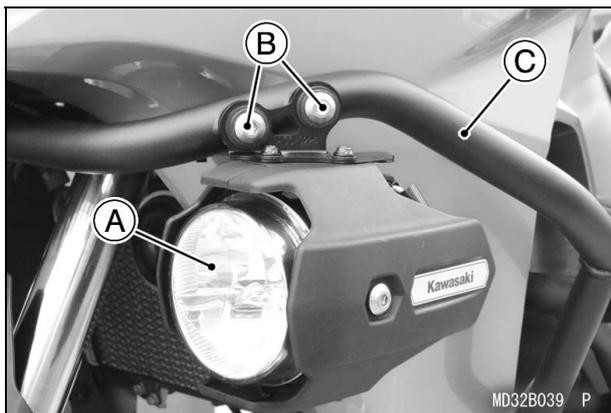
- Install the left fog light stay and bolts (D = 8, L = 12) and tighten them.

Torque: 17 N·m (1.7 kgf·m, 13 ft·lb)



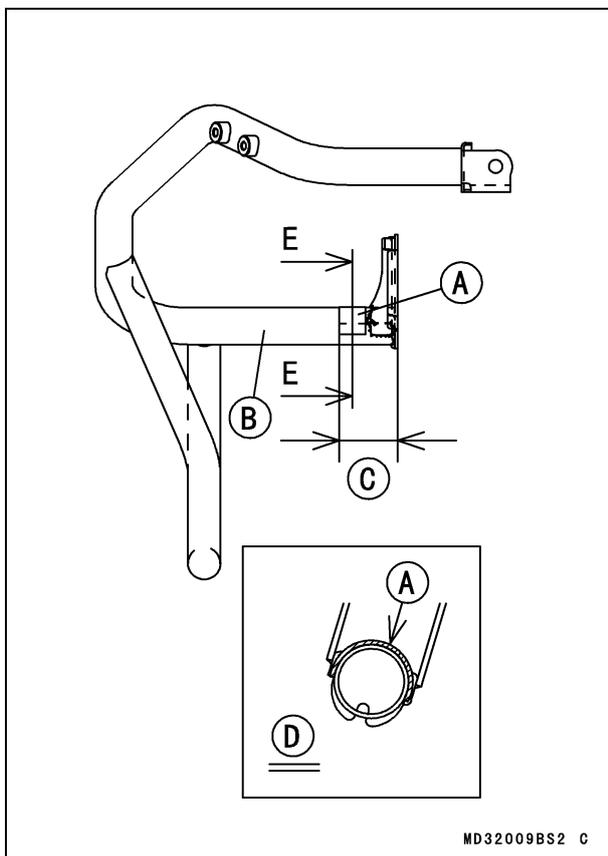
- A. Left Fog Light Stay**
- B. Bolts (D = 8, L = 12)**

- Install the left fog light, bolts (D = 6, L = 25) and washers.



- A. Left Fog Light
- B. Bolts (D = 6, L = 25) and Washers
- C. Left Fog Light Stay

- Install the pad is in place on the right fog light stay.

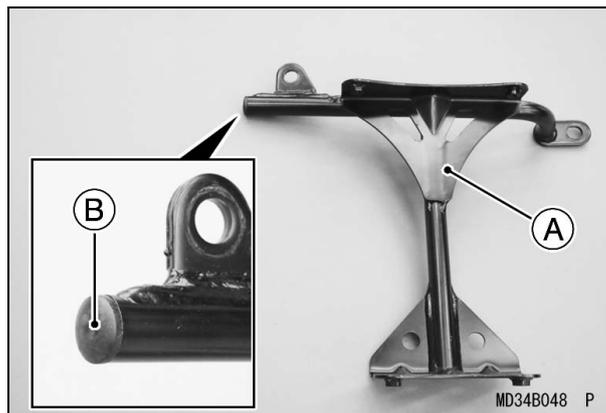


- A. Pad
- B. Right Fog Light Stay
- C. 40 mm (1.6 mm)
- D. Section E-E

- Install the right fog light stay in the same manner as the left fog light stay.

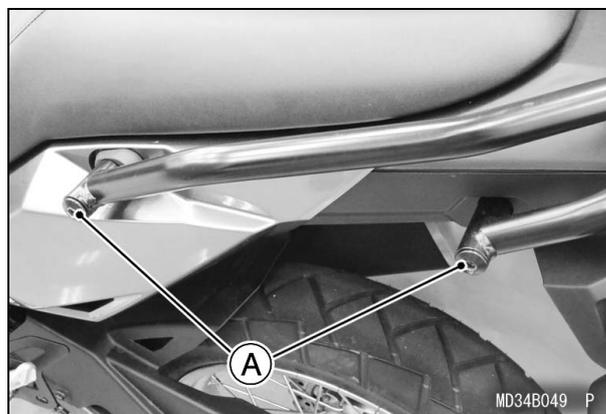
Saddlebag (KLE300A Model)

- Check the plug is in place on the left saddlebag bracket.



- A. Left Saddlebag Bracket
- B. Plug

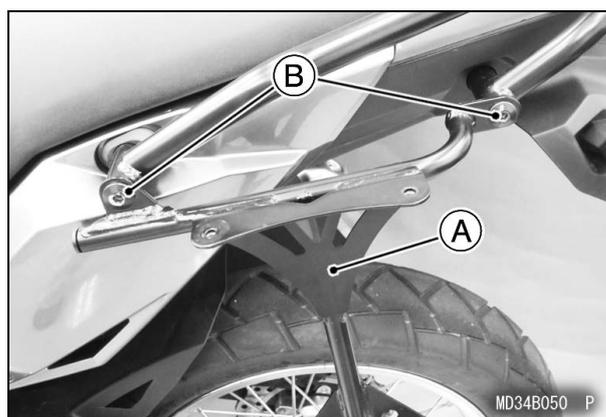
- Remove the saddlebag bracket bolts.



- A. Saddlebag Bracket Bolts

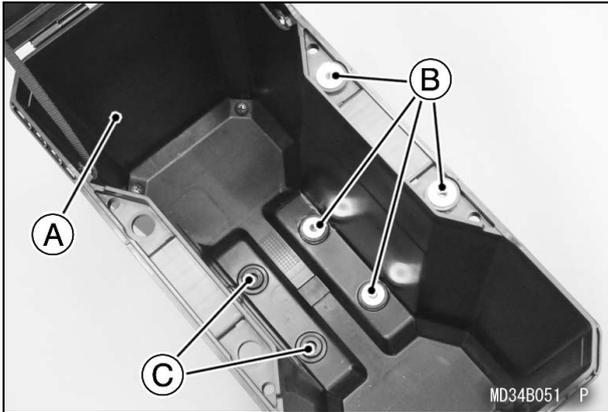
- Install the left saddlebag bracket and tighten the saddlebag bracket bolts.

Torque: 25 N·m (2.5 kgf·m, 18 ft·lb)



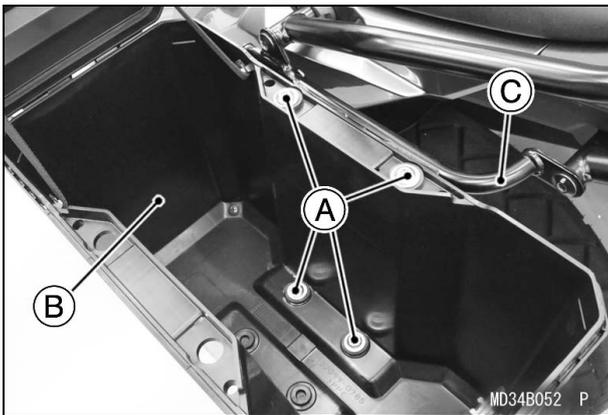
- A. Left Saddlebag Bracket
- B. Saddlebag Bracket Bolts

- Check the dampers, collars and plugs are place on the left saddlebag.



- A. Left Saddlebag**
- B. Dampers and Collars**
- C. Plugs**

- Install the left saddlebag to the left saddlebag bracket.
- Tighten the bolts (D = 6, L = 23).



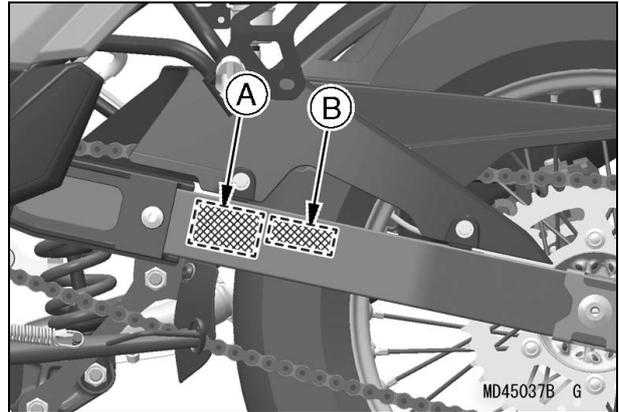
- A. Bolts (D = 6, L = 23)**
- B. Left Saddlebag**
- C. Left Saddlebag Bracket**

- Install the right saddlebag in the same manner as the left saddlebag.

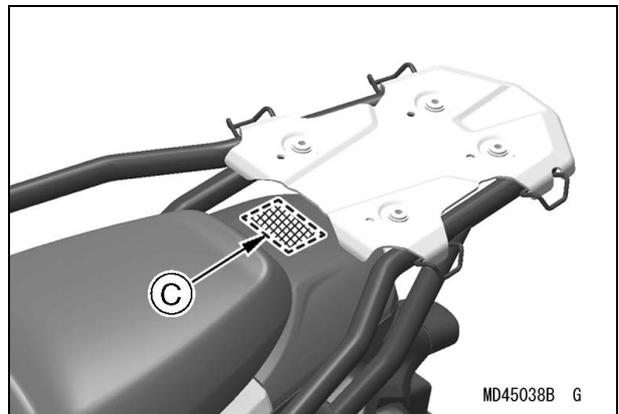
French Labels (For Canada Model)

When required, apply French labels in the parts bag over English labels on the vehicle.

- Wipe off any oil or grease from the English label. Refer to the following figure for the label location.
- Peel the French label off the backing sheet and apply it over the English label.



- A. Tire and Load Data**
- B. Important Drive Chain Information**



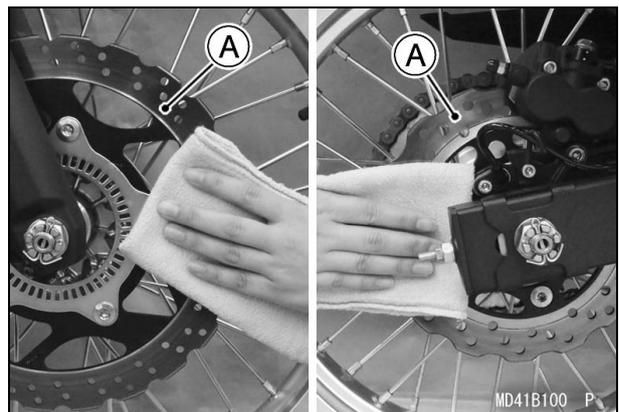
- C. Rear Carrier Load Limit Warning**

Brake Disc Cleaning

- Clean the front and rear brake discs using oilless solvent.

⚠ WARNING

An anticorrosive treatment applied to the brake discs will increase braking distance and can cause an accident resulting in serious injury or death. Remove the anticorrosive treatment using an oilless solvent.



- A. Brake Disc**

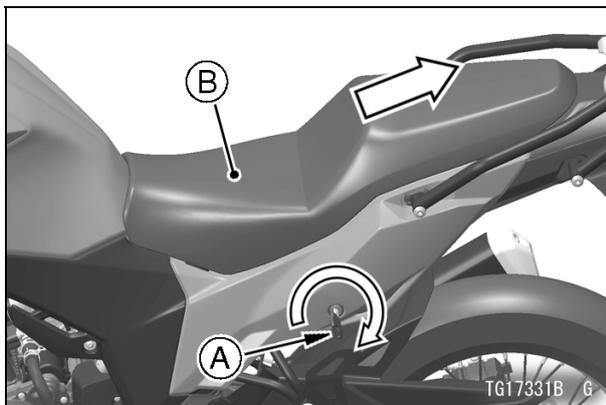
Preparation

Battery Service

The battery used in this motorcycle is a sealed type and never needs to be refilled. Follow the procedure for activating a new battery to ensure the best possible battery performance.

Battery Removal

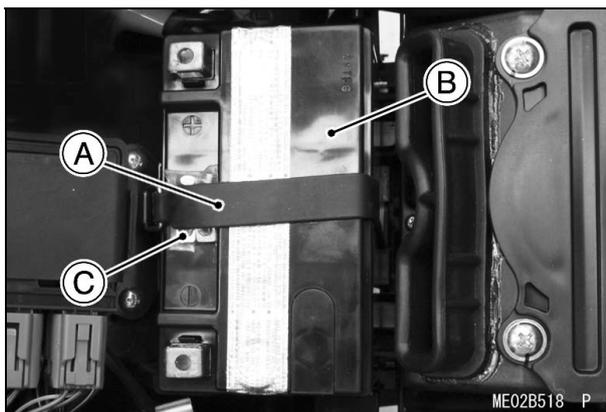
- Insert the ignition key into the seat lock.
- Lift the rear part of the seat while turning the key clockwise.
- Remove the seat backward.
- Remove the ignition key.



A. Ignition Key

B. Seat

- Remove the band.
- Remove the battery and terminal bolts.
- Clean the battery terminals.



A. Band

B. Battery

C. Terminal Bolts

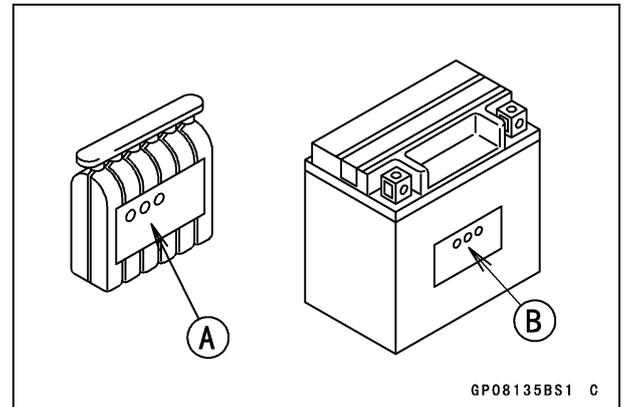
Battery Activation

Electrolyte Filling

- Make sure that the model name of the electrolyte container matches the model name of the battery. These names must be the same.

Battery Model Name

KLE300A/B/C: FTX9-BS



A. Model Name of the Electrolyte

B. Model Name of the Battery

NOTICE

Each battery comes with its own specific electrolyte container; using the wrong container may overfill the battery with incorrect electrolyte, which can shorten battery life and deteriorate battery performance. Be sure to use the electrolyte container with the same model name as the battery since the electrolyte volume and specific gravity vary with the battery type.

NOTICE

Do not remove the aluminum sealing sheet from the filler ports until just prior to use. Be sure to use the dedicated electrolyte container for correct electrolyte volume.

⚠ DANGER

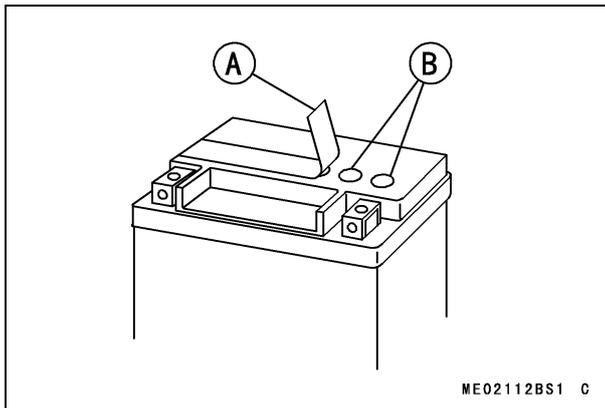
Sulfuric acid in battery electrolyte can cause severe burns. To prevent burns, wear protective clothing and safety glasses when handling electrolyte. If the electrolyte comes in contact with your skin or eyes, wash the area with liberal amounts of water and seek medical attention for more severe burns.

18 PREPARATION

- Place the battery on a level surface.
- Check to see that the sealing sheet has no peeling, tears, or holes in it.
- Remove the sealing sheet.

NOTE

- *The battery is vacuum sealed. If the sealing sheet has leaked air into the battery, it may require a longer initial charge.*



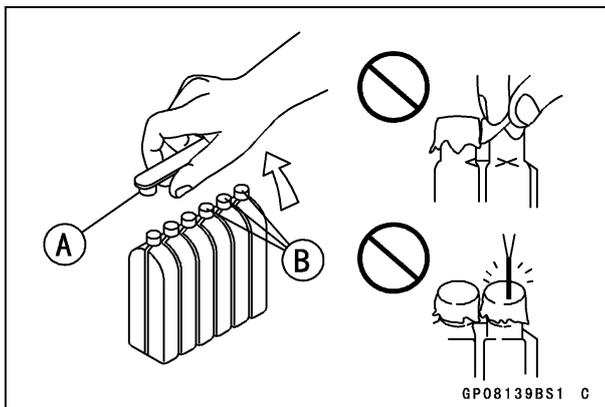
A. Sealing Sheet

B. Filler Ports

- Remove the electrolyte container from the vinyl bag.
- Detach the strip of caps from the container and set aside, these will be used later to seal the battery.

NOTE

- *Do not pierce or otherwise open the sealed cells of the electrolyte container. Do not attempt to separate individual cells.*



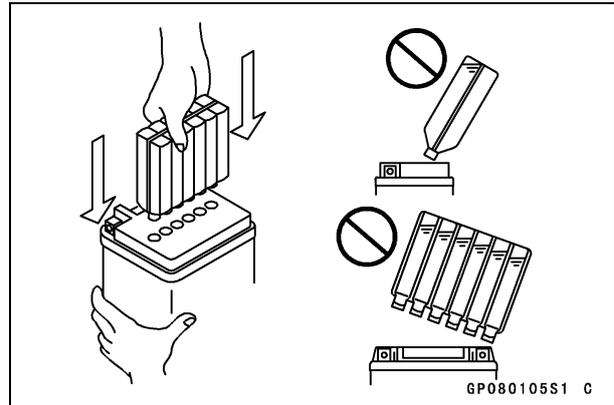
A. Strip of Caps

B. Sealed Cells

- Place the electrolyte container upside down with the six sealed cells into the filler ports of the battery. Hold the container level, push down to break the seals of all six cells. You will see air bubbles rising into each cell as the ports fill.

NOTE

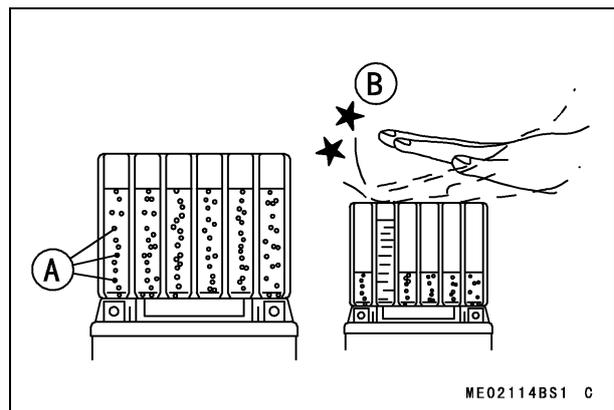
- *Do not tilt the electrolyte container.*



- Check the electrolyte flow.
- If no air bubbles are coming up from the filler ports, or if the container cells have not emptied completely, tap the container a few times.

NOTE

- *Be careful not to have the battery fall down.*



A. Air Bubbles

B. Tap the Container

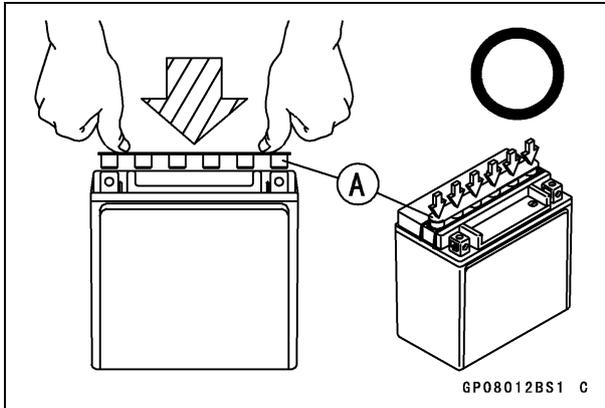
- Keep the container in place. Don't remove the container from the battery, the battery requires all the electrolyte from the container for proper operation.

NOTICE

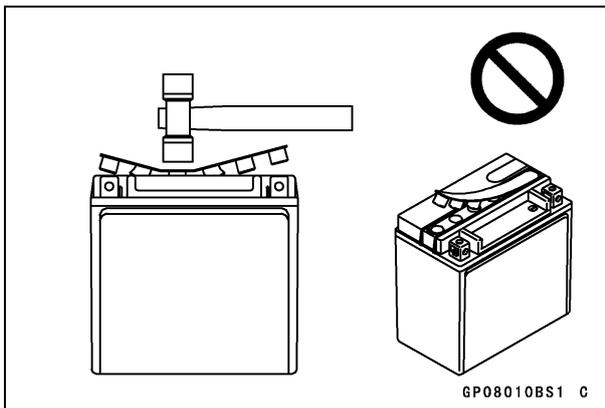
Removal of the container before it is completely empty can shorten the service life of the battery. Do not remove the container until it is completely empty.

- After filling, let the battery sit for 20 ~ 60 minutes with the electrolyte container kept in place, which is required for the electrolyte to fully permeate into the plates.
- Make sure that the container cells have emptied completely, and remove the container from the battery.

- Place the strip of caps loosely over the filler ports, press down firmly with both hands to seat the strip of caps into the battery (don't pound or hammer). When properly installed, the strip of caps will be level with the top of the battery.



A. Strip of Caps



NOTICE

Once the strip of caps is installed onto the battery, never remove the caps, nor add water or electrolyte to the battery.

NOTE

- Charging the battery immediately after filling can shorten service life.

Initial Charge

- Newly activated sealed batteries require an initial charge.

Standard Charge: 1.2 A × 5 ~ 10 hours

- If using a recommended battery charger, follow the charger's instructions for newly activated sealed battery.

Kawasaki-recommended chargers:

Battery Mate 150-9

OptiMate PRO 4-S/PRO S/PRO 2

Yuasa MB-2040/2060

Christie C10122S

- If the above chargers are not available, use equivalent one.
- Let battery sit 30 minutes after initial charge, then check voltage using a voltmeter. (Voltage immediately after charging becomes temporarily high. For accurate measuring, let the battery sit for given time.)

NOTE

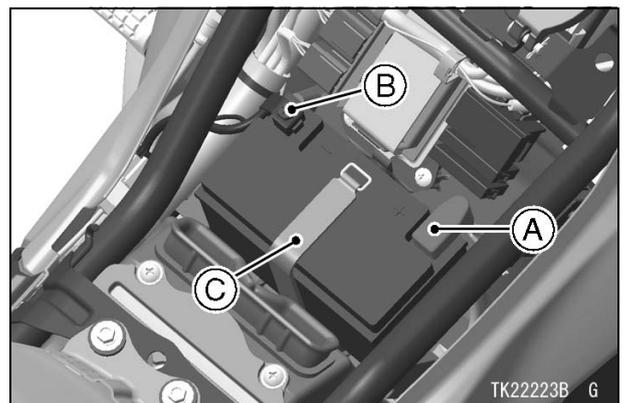
- Charging rates will vary depending on how long the battery has been stored, temperature, and the type of charger used. If voltage is not at least 12.6 volts, repeat charging cycle.
- To ensure maximum battery life and customer satisfaction, it is recommended the battery be load tested at three times its amp-hour rating for 15 seconds.

Re-check voltage and if less than 12.6 volts repeat the charging cycle and load test. If still below 12.6 volts the battery is defective.

Re-check voltage and if less than 12.6 volts repeat the charging cycle and load test. If still below 12.6 volts the battery is defective.

Battery Installation

- Turn the ignition switch off.
- Place the battery upright on the battery case.
- Connect the red capped positive (+) cable to the (+) terminal first.
- Then connect the negative (-) cable to the (-) terminal.
- Put a light coat of grease on the terminals to prevent corrosion.
- Cover the (+) terminal with the red cap.
- Install the band.



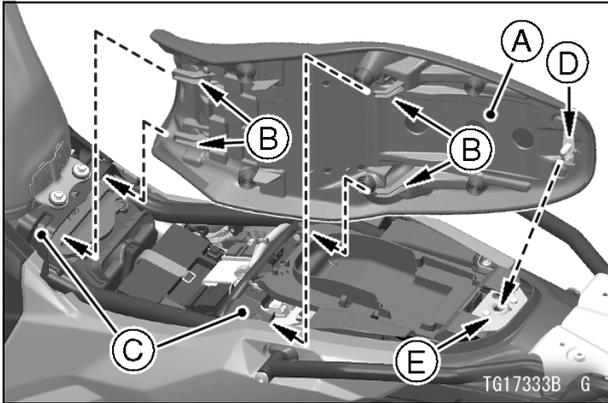
A. Red Cap and Positive (+) Terminal

B. Negative (-) Terminal

C. Band

Seat Installation

- Insert the hooks of the seat under the frame.
- Insert the projection at the rear parts of the seat into the latch hole on the frame.
- Push down the rear part of the seat until the lock clicks.



- A. Seat
- B. Hooks
- C. Frames
- D. Projection
- E. Latch Hole

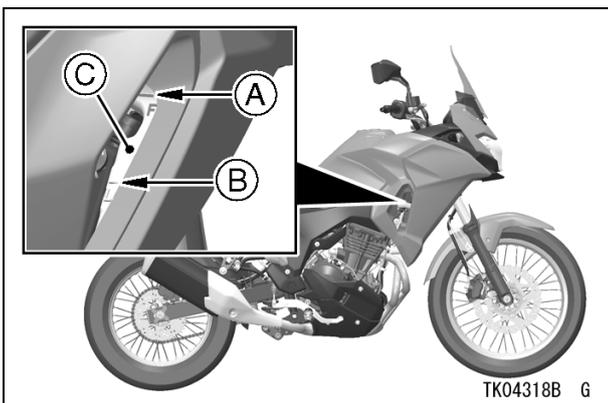
Coolant

Coolant Level Inspection

- Position the motorcycle so that it is perpendicular to the ground.
- Check the coolant level through the coolant level gauge on the reserve tank located in right middle fairing. The coolant level should be between the F (Full) and L (Low) level lines.

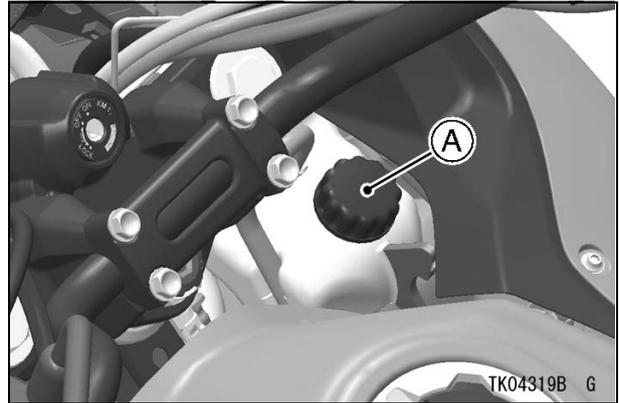
NOTE

- Check the level when the engine is cold (room or atmospheric temperature).



- A. F (Full) Level Line
- B. L (Low) Level Line
- C. Reserve Tank

- If the amount of coolant is insufficient, add coolant into the reserve tank.
- Remove the cap from the reserve tank and add coolant through the filler opening to the F (Full) level line.



A. Reserve Tank Cap

- Reinstall the reserve tank cap.

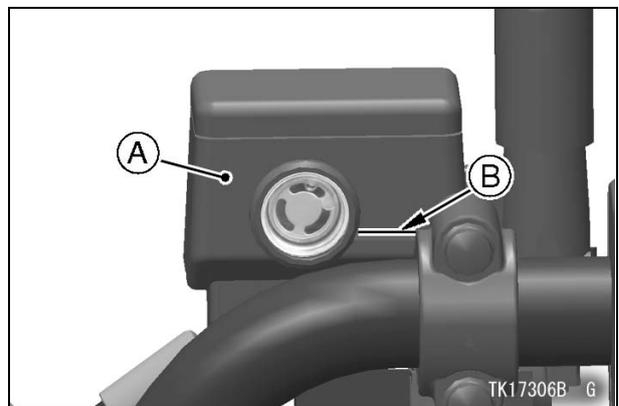
NOTE

- A permanent type of antifreeze is installed in the cooling system when shipped. It is mixed at 50% and has the freezing point of $-35\text{ }^{\circ}\text{C}$ ($-31\text{ }^{\circ}\text{F}$).

Front Brake

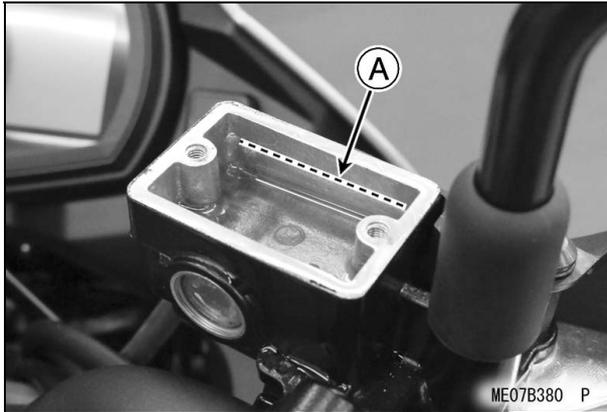
Front Brake Fluid Level Inspection

- With the front brake fluid reservoir held horizontal, check that the fluid level is above the lower level line.



- A. Front Brake Fluid Reservoir
- B. Lower Level Line

- If the fluid level in the reservoir is lower than the lower level line, check for fluid leaks in the front brake lines and fill the reservoir.
- Loosen the screws to remove the front brake fluid reservoir cap and diaphragm.
- Fill the reservoir to the upper level line in the front brake reservoir with DOT4 brake fluid.



A. Upper Level Line

- Install the diaphragm and reservoir cap.
 - Tighten the reservoir cap screws.
- Torque: 1.5 N·m (0.15 kgf·m, 13 in·lb)**

⚠ WARNING

When working with the disc brake, observe the precautions listed below.

- Never reuse old brake fluid.
- Do not use fluid from a container that has been left unsealed or that has been open for a long time.
- Do not mix two types and brands of fluid for use in the brake. This lowers the brake fluid boiling point and could cause the brake to be ineffective. It may also cause the rubber brake parts to deteriorate.
- Do not leave the reservoir cap off for any length of time to avoid moisture contamination of the fluid.
- Do not change the fluid in the rain or when a strong wind is blowing.
- Brake fluid quickly damages painted surfaces; any spilled fluid should be completely wiped up immediately.
- If any of the brake line fittings or the bleed valve is opened at any time, the AIR MUST BE BLED FROM THE BRAKE LINE.

- Operate the brake lever several times.
- If it feels spongy, there might be air in the brake line.
- If necessary, bleed the air in the front brake lines.
- Also check for fluid leakage around the fittings.

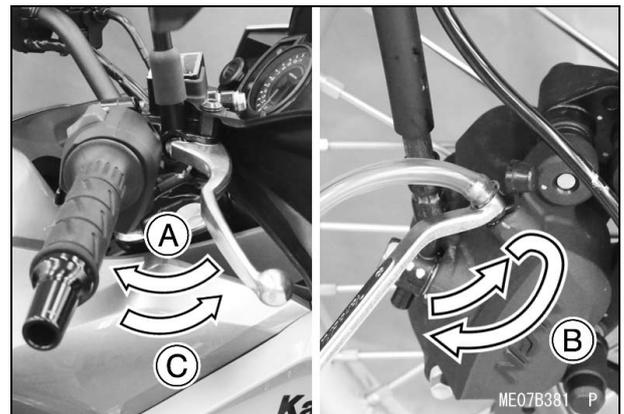
Front Brake Line Air Bleeding

- Loosen the screws to remove the reservoir cap and diaphragm, and check that there is plenty of fluid in the reservoir.

NOTE

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

- Attach a clear plastic hose to the bleed valve on each front brake caliper and run the other end of the hose into a container.
- With the reservoir cap removed, slowly pump the brake lever several times until no air bubbles can be seen rising up through the fluid from the holes at the bottom of the reservoir. This bleeds the air from the brake master cylinder end of the line.
- Pump the brake lever a few times until it becomes hard and then, holding the lever squeezed, quickly open (turn counterclockwise) and close the bleed valve. Then release the lever. Repeat this operation until no more air can be seen coming out into the plastic hose.



- A. Hold the brake lever applied.**
- B. Quickly open and close the bleed valve.**
- C. Release the brake lever.**

- Repeat the previous step one more time for the other front disc brake.
- When air bleeding is finished, check that the fluid level is between the upper and lower level lines.
- Install the diaphragm and reservoir cap.
- Tighten the reservoir cap screws.

Torque: 1.5 N·m (0.15 kgf·m, 13 in·lb)

- Tighten the bleed valve(s) to the specified torque.

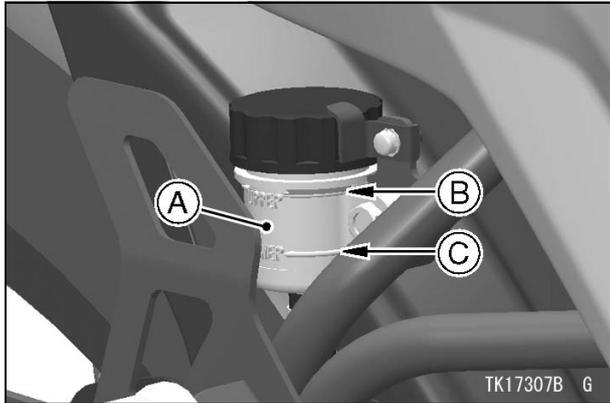
Torque: 5.5 N·m (0.56 kgf·m, 49 in·lb)

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

Rear Brake

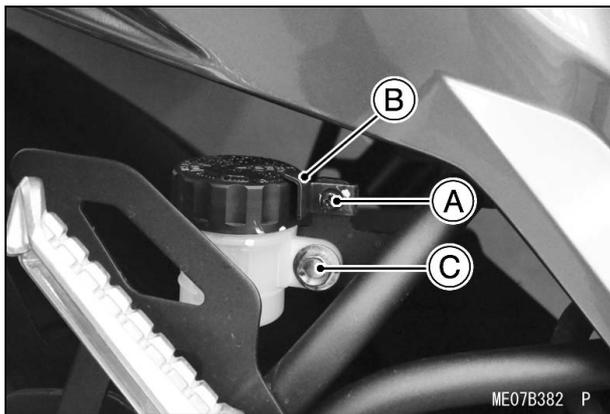
Rear Brake Fluid Level Inspection

- With the rear brake fluid reservoir held horizontal, check that the fluid level is between the upper and lower level lines.



- A. Rear Brake Fluid Reservoir
- B. Upper Level Line
- C. Lower Level Line

- If the fluid level in the reservoir is lower than the lower level line, check for fluid leaks in the brake line, and fill the reservoir.
- Loosen the reservoir cap stopper bolt to remove the reservoir cap stopper.
- Remove the rear brake reservoir bolt.
- Take out the rear brake reservoir from rear side.



- A. Reservoir Cap Stopper Bolt
- B. Reservoir Cap Stopper
- C. Rear Brake Reservoir Bolt

- Remove the reservoir cap and diaphragm.
- Fill the reservoir to the upper level line with DOT4 brake fluid.
- Reinstall the diaphragm and reservoir cap.



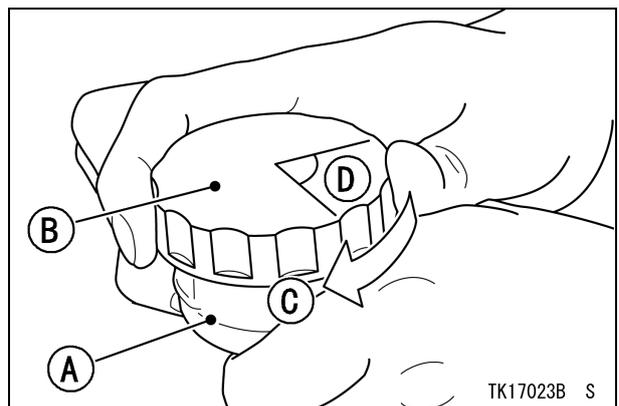
- A. Reservoir Cap

NOTICE

Brake fluid quickly damages painted plastic surfaces; any spilled fluid should be completely washed away immediately.

NOTE

- First, tighten the rear brake fluid reservoir cap clockwise by hand until slight resistance is felt indicating that the reservoir cap is seated on the reservoir body, then tighten the reservoir cap an additional 1/6 turn while holding the brake fluid reservoir body.
- Pull up the front and rear ends of the seat to make sure they are securely locked.



- A. Reservoir
- B. Reservoir Cap
- C. Clockwise
- D. 1/6 turn

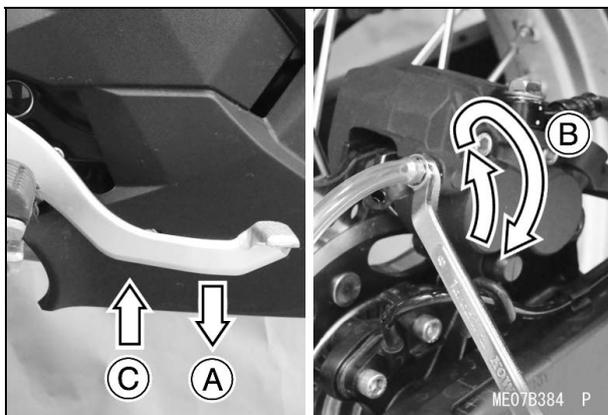
- Operate the brake pedal several times.
- If it feels spongy, there might be air in the brake line.
- If necessary, bleed the air in the rear brake line.
- Also check for fluid leakage around the fittings.

Rear Brake Line Air Bleeding

- Remove the rear brake reservoir cap and diaphragm, and check that there is plenty of fluid in the reservoir.

NOTE

- The fluid level must be checked several times, during the bleeding operation and replenished as necessary. If the fluid in the reservoir runs completely out any time during bleeding, the bleeding operation must be repeated from the beginning since air will have entered the line.
- Attach a clear plastic hose to the bleed valve on the rear brake caliper and run the other end of the hose into a container.
- With the reservoir cap off, slowly pump the brake pedal several times until no air bubbles can be seen rising up through the fluid from the holes at the bottom of the reservoir. This bleeds the air from the rear brake master cylinder end of the line.
- Pump the brake pedal a few times until it becomes hard and then, holding the pedal pushed down, quickly open (turn counter-clockwise) and close the bleed valve. Then release the pedal. Repeat this operation until no more air can be seen coming up into the plastic hose.



- A. Hold the brake pedal applied.**
- B. Quickly open and close the bleed valve.**
- C. Release the brake pedal.**

- When air bleeding is finished, check that the fluid level is between the upper and lower level lines.
- Tighten the bleed valve to the specified torque.

Torque: 5.5 N·m (0.56 kgf·m, 49 in·lb)

- Install the diaphragm and reservoir cap.

NOTE

- First, tighten the rear brake fluid reservoir cap clockwise by hand until slight resistance is felt indicating that the reservoir cap is seated on the reservoir body, then tighten the reservoir cap an additional 1/6 turn while holding the brake fluid reservoir body.
- Install the rear brake reservoir and bolt.
- Install the reservoir cap stopper and tighten the reservoir cap stopper bolt.
- Apply the brake forcefully for a few seconds, and check for fluid leakage around the fittings.

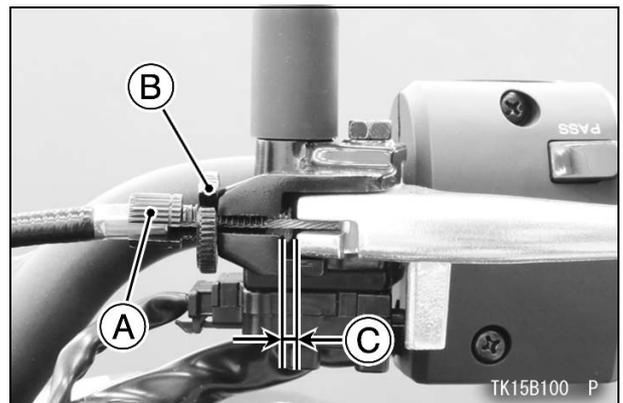
Clutch Lever and Cable

Clutch Lever Free Play Inspection

- Check that the clutch lever has the specified amount of free play as shown.

Clutch Lever Free Play:

2 ~ 3 mm (0.08 ~ 0.12 in.)



A. Adjuster

B. Locknut

C. Free Play: 2 ~ 3 mm (0.08 ~ 0.12 in.)

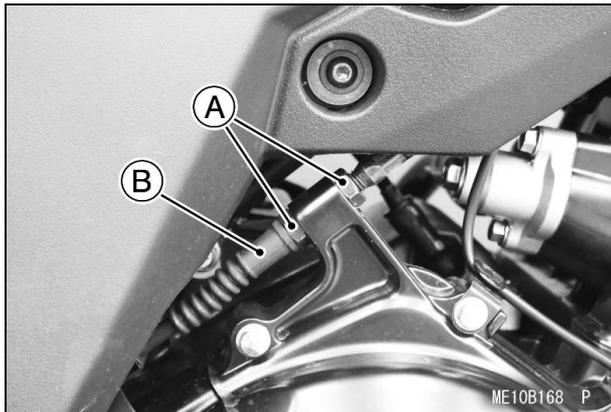
- If the free play is incorrect, adjust the free play.

Clutch Lever Free Play Adjustment

- Turn the adjuster so that the clutch lever will have 2 ~ 3 mm (0.08 ~ 0.12 in.) of free play.
- If it cannot be done, use the adjuster at the middle of the clutch cable.
- Turn the adjuster until the free play is correct.

⚠ WARNING

Operation with incorrectly routed or improperly adjusted cables could result in an unsafe riding condition. Be sure the cables are routed correctly and properly adjusted.



- A. Adjusting Nuts
- B. Clutch Cable

NOTE

- After the adjustment is made, start the engine and check that the clutch does not slip and that it releases properly.
- For minor corrections, use the adjuster at the clutch lever.

Drive Chain

Drive Chain Slack and Wheel Alignment Inspection

- Set the motorcycle up on its side stand.
- Make sure that the drive chain has the specified amount of play, and that the left and right notches are on the same marks or points on the left and right of the swingarm.

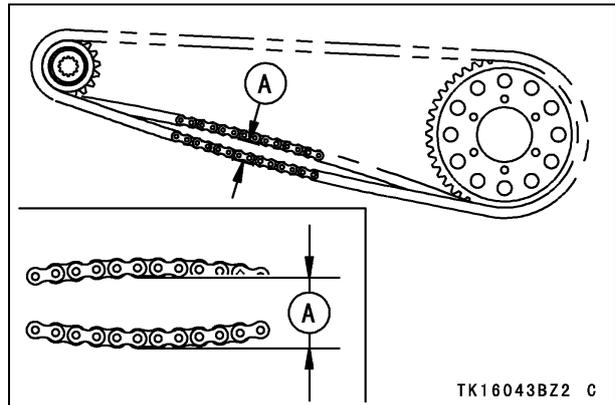
⚠ WARNING

Misalignment of the wheel will result in abnormal tire wear and can cause an unsafe riding condition. Be sure the wheel is properly aligned.

- Rotate the rear wheel to find the position where the chain is tightest, and measure the maximum chain slack by pulling up and pushing down the chain midway between the engine sprocket and rear wheel sprocket.

Drive Chain Slack:

25 ~ 35 mm (1.0 ~ 1.4 in.)



A. 25 ~ 35 mm (1.0 ~ 1.4 in.)

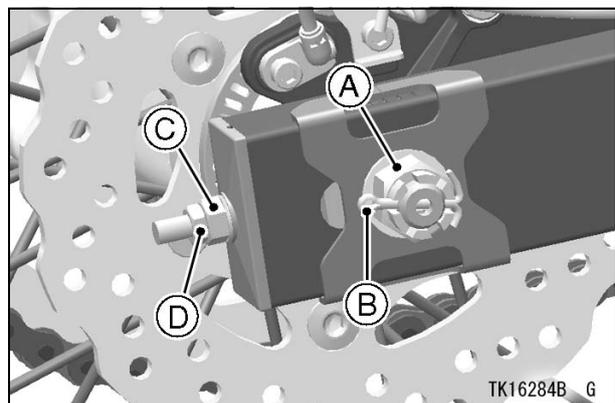
- If the drive chain is too tight or too loose, adjust it so that the chain slack will be within the standard value.

⚠ WARNING

A chain that breaks or jumps off the sprockets could snag on the engine sprocket or lock the rear wheel, severely damaging the motorcycle and causing it to go out of control. Inspect the chain for damage and proper adjustment.

Drive Chain Slack Adjustment

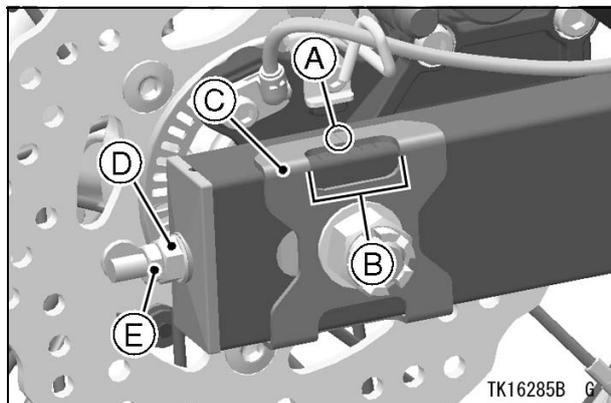
- Remove the cotter pin, and loosen the rear axle nut.
- Loosen the left and right chain adjuster locknuts.



- A. Rear Axle Nut
- B. Cotter Pin
- C. Chain Adjuster Locknut
- D. Chain Adjuster

- If the chain is too loose, turn in the left and right chain adjusters evenly.
- If the chain is too tight, turn out the left and right chain adjusters evenly.

- Turn both chain adjusters evenly until the drive chain has the correct amount of slack. To keep the chain and wheel properly aligned, the notch on the left wheel alignment indicator should align with the same swingarm mark that the right wheel alignment indicator notch aligns with.



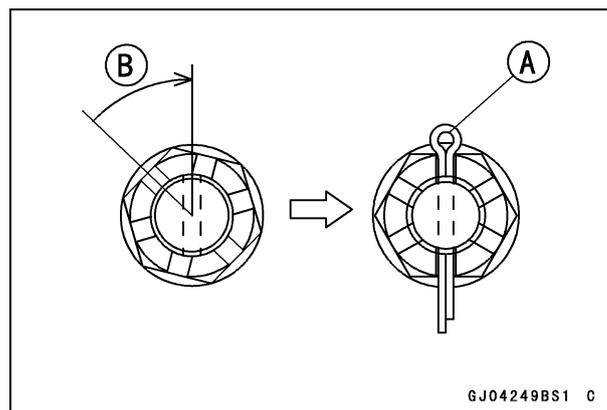
- A. Marks
- B. Notch
- C. Wheel Alignment Indicator
- D. Chain Adjuster
- E. Chain Adjuster Locknut

NOTE

- *Wheel alignment can also be checked using the straightedge or string method.*
- Tighten both chain adjuster locknuts.
- Tighten the rear axle nut to the specified torque.
- Torque: 98 N·m (10 kgf·m, 72 ft·lb)**
- Rotate the wheel, measure the chain slack again at the tightest position, and readjust if necessary.
- Install a new cotter pin.

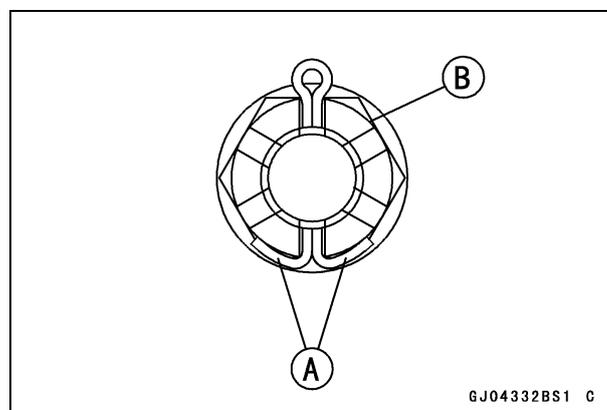
NOTE

- *When inserting the cotter pin, if the slots in the nut do not align with the cotter pin hole in the axle, tighten the nut clockwise up to the next alignment.*
- *It should be within 30 degrees.*
- *Loosen once and tighten again when the slot goes past the nearest hole.*



- A. Cotter Pin
- B. Turning Clockwise

- Bend the cotter pin over the nut.



- A. Cotter Pin
- B. Nut

⚠ WARNING

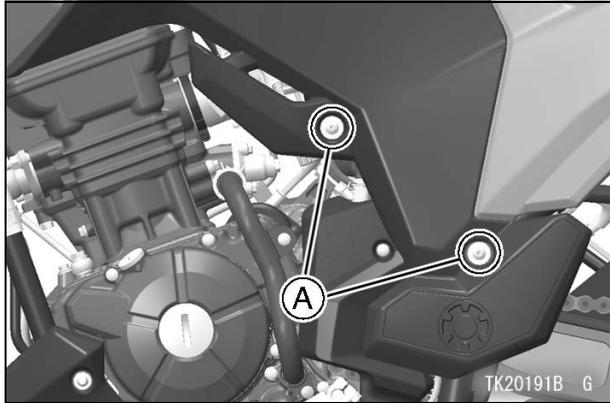
A loose axle nut can lead to an accident resulting in serious injury or death. Tighten the axle nut to the proper torque and be sure the cotter pin is installed correctly.

- Check the rear brake effectiveness.

Rear Shock Absorber

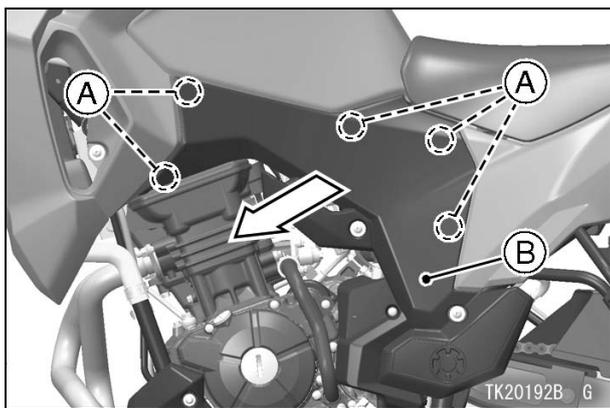
Spring Preload Adjustment

- Remove the bolts and collars.



A. Bolts and Collars

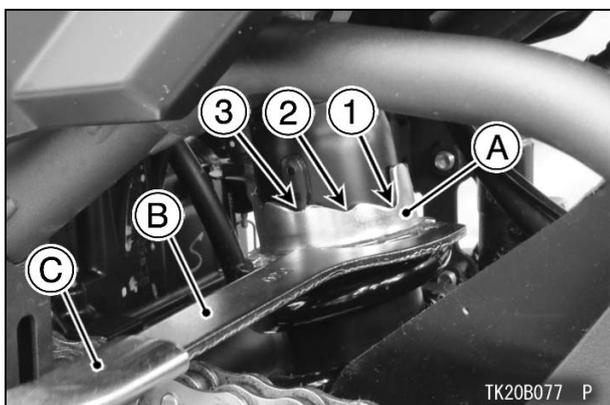
- Pull the right side cover outward to clear the projections, and remove the left side cover.



A. Projections
B. Left Side Cover

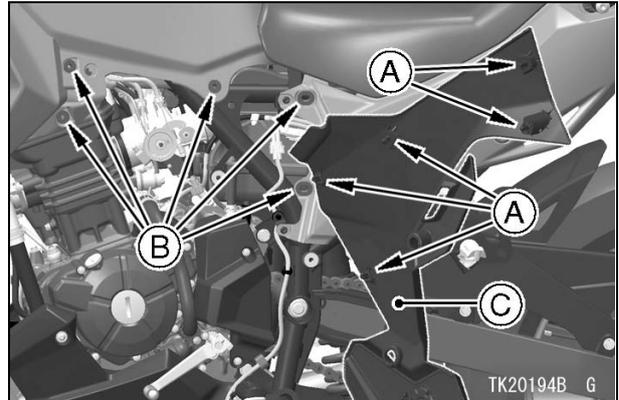
- Check the position of the spring preload adjuster on the rear shock absorber.

STD Spring Preload: No.3 position



A. Spring Preload Adjuster
B. Wrench
C. Handle

- Insert the projections of the left side cover into the grommets.



A. Projections
B. Grommets
C. Left Side Cover

- Tighten the bolts with the collars.

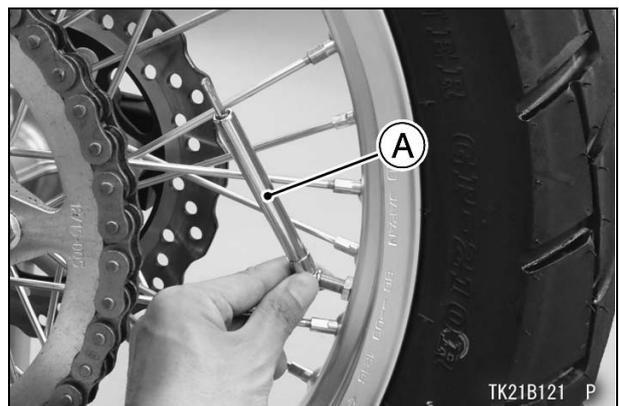
Tire Air Pressures

- To prevent flat-spotting during shipment, the tires are over-inflated before crating. Adjust the pressures to the specified values in the front and rear, and make sure to tighten the caps securely.

Tire Air Pressure [when cold]:

Front: 200 kPa (2.00 kgf/cm², 28 psi)

Rear: 225 kPa (2.25 kgf/cm², 32 psi)



A. Tire Air Pressure Gauge

Fuel

⚠ WARNING

Gasoline is extremely flammable and can be explosive under certain conditions, creating the potential for serious burns. When filling the tank, turn the ignition switch off. Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.

- Open the fuel tank cap, and check for debris in the fuel tank.
- Fill the fuel tank with one gallon or four liters of unleaded gasoline. Use a gasoline with a minimum octane rating shown below.

For US and Canada Specifications

Fuel Type	Unleaded Gasoline	
Minimum Octane Rating	Antiknock Index	(RON + MON) 2
	87	

For Other than US and Canada Specifications

Use clean, fresh unleaded gasoline with an octane rating equal to or higher than that shown in the table.

Fuel Type	Unleaded Gasoline
Minimum Octane Rating	Research Octane Number (RON) 91

- Close the fuel tank cap and check for any leaks.

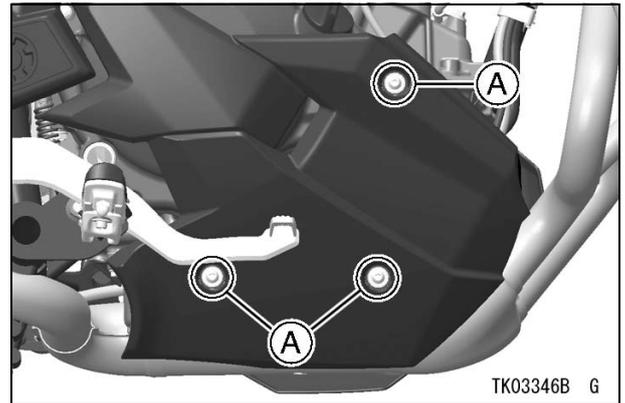
Engine Oil (4-stroke)

Engine Oil Level Inspection

NOTE

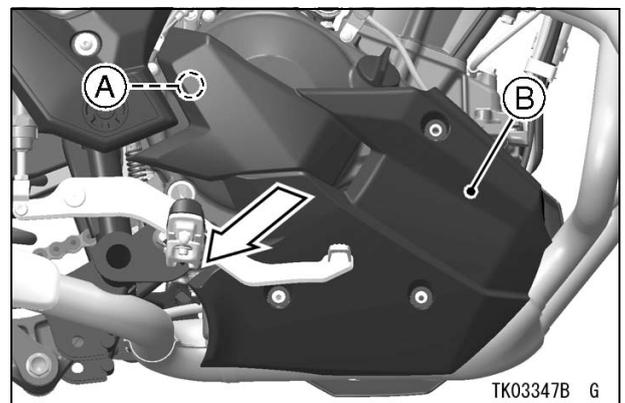
○ This vehicle's engine is filled with 10W-40 oil from the factory. **DO NOT DRAIN** and refill the crankcase before use. Check oil level and drain bolt tightness.

- Remove the lower fairing bolts and collars.



A. Lower Fairing Bolts and Collars

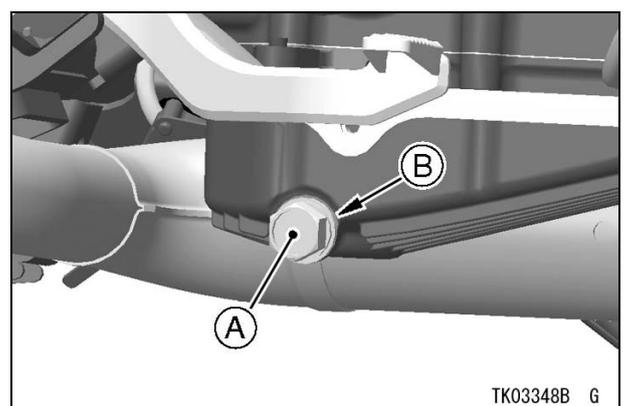
- Pull the right lower fairing outward to clear the projection, and remove the right lower fairing.



A. Projection

B. Right Lower Fairing

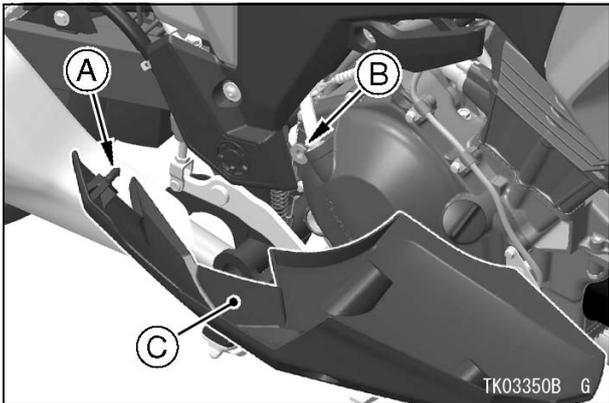
- Check the drain bolt tightness.
Torque: 30 N·m (3.1 kgf·m, 22 ft·lb)



A. Engine Oil Drain Bolt

B. Gasket

- Insert the projection of the right lower fairing into the grommet.



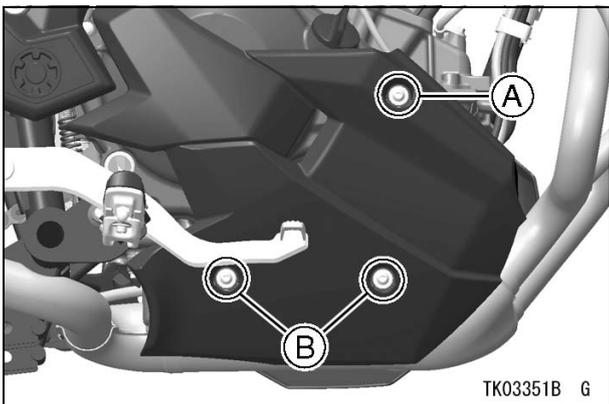
- A. Projection**
- B. Grommet**
- C. Right Lower Fairing**

- Tighten the lower fairing bolt (upper) with the collars to specified torque.

Torque: 4.4 N·m (0.45 kgf·m, 39 in·lb)

- Tighten the lower fairing bolts (lower) with the collars to specified torque.

Torque: 8.8 N·m (0.90 kgf·m, 78 in·lb)



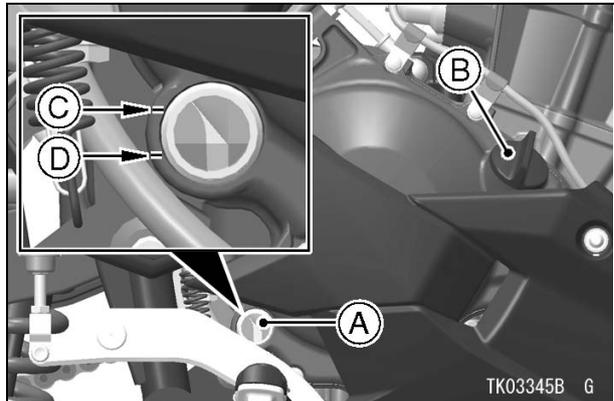
- A. Lower Fairing Bolt (Upper) and Collar**
- B. Lower Fairing Bolts (Lower) and Collars**

- Park the vehicle on level ground.
- Before starting the engine, check that the engine has oil.
- With the motorcycle held level, check that the engine has oil through the oil level inspection window in the lower right side of the engine.

NOTICE

If the engine is run without oil, it will be severely damaged.

- Start the engine and run it for several minutes at idle speed. Stop the engine, then wait several minutes until the oil settles.
- With the motorcycle held level, check the engine oil level through the oil level inspection window. The oil level should come up between the upper and lower level lines next to the oil level inspection window.



- A. Oil Level Inspection Window**
- B. Oil Filler Cap**
- C. Upper Level Line**
- D. Lower Level Line**

- If the oil level is too high, remove the excess oil through the oil filler opening, using a syringe or some other suitable device.
- If the oil level is too low, add oil to reach the correct level. Use the same type and brand of oil that is already in the engine.
- When replacing the cap, be sure the O-ring is in place, and tighten the cap in finger tight.

Recommended Engine Oil

Type: API SG, SH, SJ, SL or SM with JASO MA, MA1 or MA2

Viscosity: SAE 10W-40

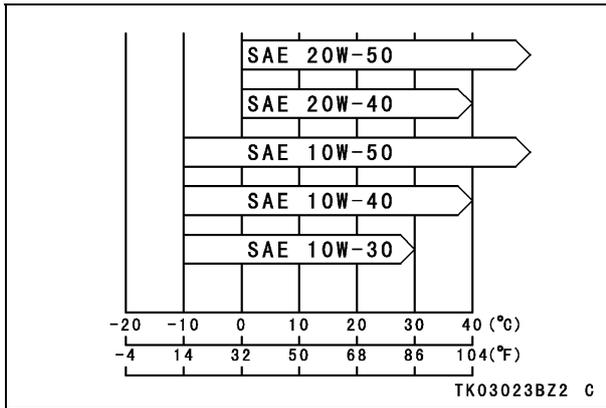
Capacity: 2.0 L (2.1 US qt)
[when filter is not removed]

2.2 L (2.3 US qt)
[when filter is removed]

NOTE

- Do not add any chemical additive to the oil. Oils fulfilling the above requirements are fully formulated and provide adequate lubrication for both the engine and the clutch.

Although 10W-40 engine oil is the recommended oil for most conditions, the oil viscosity may need to be changed to accommodate atmospheric conditions in your riding area.



Throttle Grip and Cable

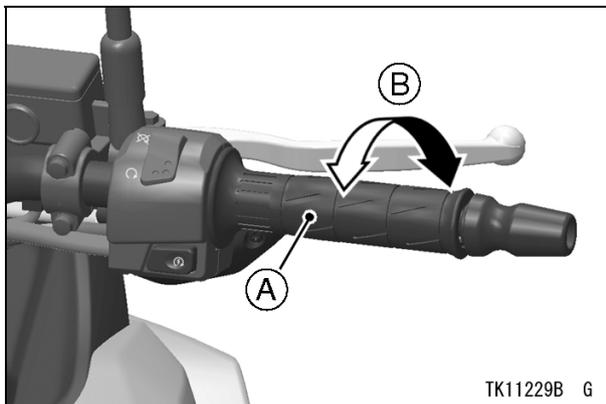
Throttle Grip Free Play Inspection

- Inspect the throttle grip free play. If the free play is incorrect, adjust the throttle cables.

Throttle Grip Free Play:

2 ~ 3 mm (0.08 ~ 0.12 in.)

- Check that the throttle grip 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 grip does not return properly, check the throttle cable routing, grip free play, and for possible cable damage. Then lubricate the throttle cables.



A. Throttle Grip

B. 2 ~ 3 mm (0.08 ~ 0.12 in.)

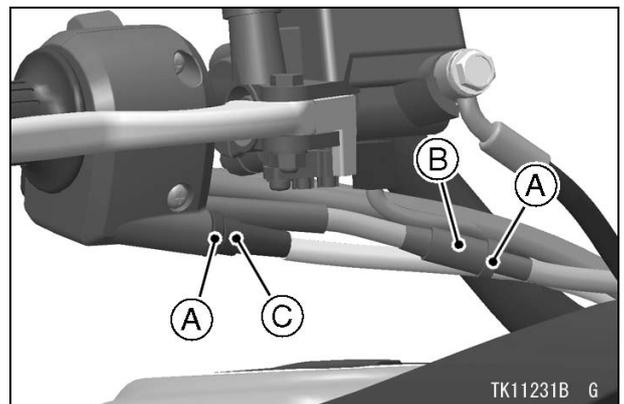
- Run the engine at idle speed, and turn the handlebars all the way to the right and left to ensure that the idle speed does not change. If the idle speed increases, check the throttle grip free play.

⚠ WARNING

Operation with incorrectly routed, improperly adjusted or damaged cables could result in an unsafe riding condition. Be sure the cables are routed correctly, properly adjusted and are not damaged in any way.

Throttle Grip Free Play Adjustment

- Loosen the locknuts at the upper end of the throttle cables.
- Turn the decelerator cable adjuster until there is no play when the throttle grip is completely closed.
- Tighten the locknut.
- Turn the accelerator cable adjuster until 2 ~ 3 mm (0.08 ~ 0.12 in.) of throttle grip play is obtained.
- Tighten the locknut.



A. Locknuts

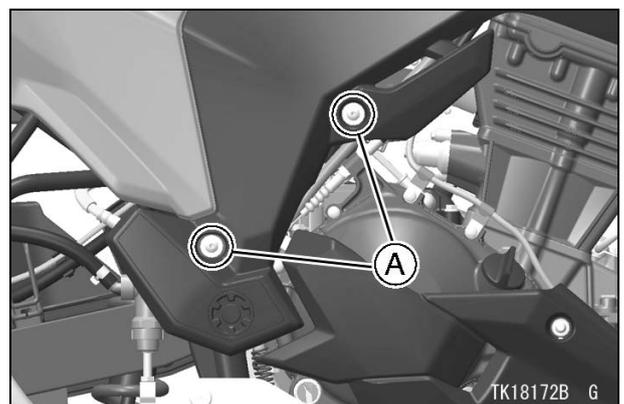
B. Decelerator Cable Adjuster

C. Accelerator Cable Adjuster

Rear Brake Light Switch

Rear Brake Light Switch Adjustment

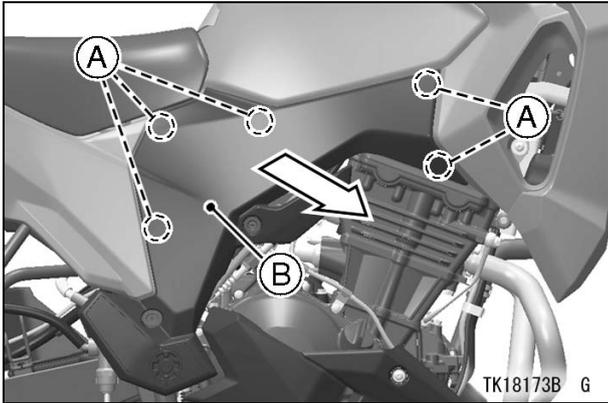
- Remove the bolts and collars.



A. Bolts and Collars

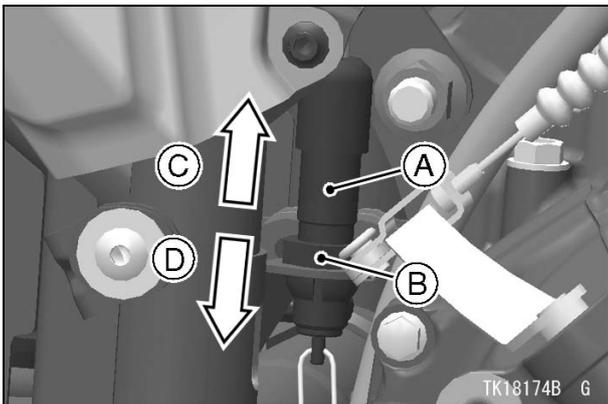
30 PREPARATION

- Pull the right side cover outward to clear the projections, and remove the right side cover.



- A. Projections
- B. Right Side Cover

- To adjust the rear brake light switch, move the switch up or down by turning the adjusting nut.

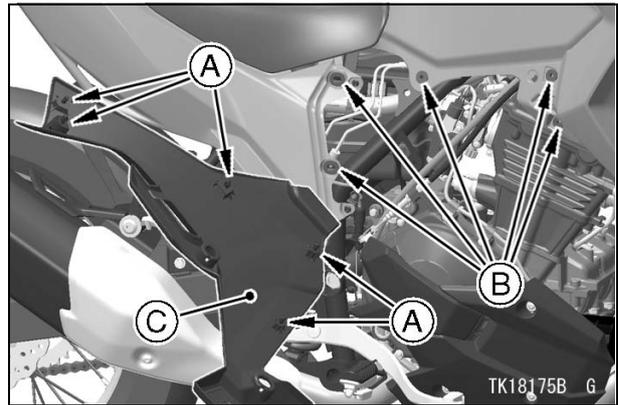


- A. Rear Brake Light Switch
- B. Adjusting Nut
- C. Lights sooner
- D. Lights later

NOTICE

To avoid damaging the electrical connections inside the switch, be sure that the switch body does not turn during adjustment.

- Insert the projections of the right side cover into the grommets.



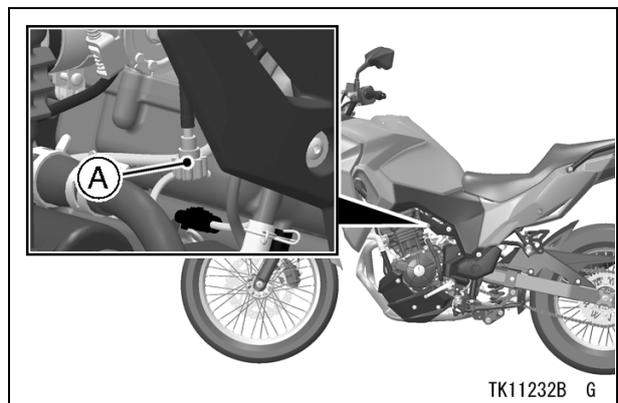
- A. Projections
- B. Grommets
- C. Right Side Cover

- Tighten the bolts with the collars.

Idle Speed Adjustment

- Start the engine, and warm it up thoroughly.
- Adjust the idle speed to 1 250 ~ 1 350 r/min (rpm) by turning the idle adjusting screw.

Idle Speed: 1 250 ~ 1 350 r/min (rpm)



- A. Idle Adjusting Screw

- Open and close the throttle a few times to make sure that the idle speed does not change.
- With the engine idling, turn the handlebars to each side. If handlebars movement changes the idle speed, check the throttle cable routing and free play.

WARNING

Operation with incorrectly routed or damaged throttle cable could result in an unsafe riding condition. Be sure the throttle cable is routed correctly, properly adjusted and is not damaged in any way.

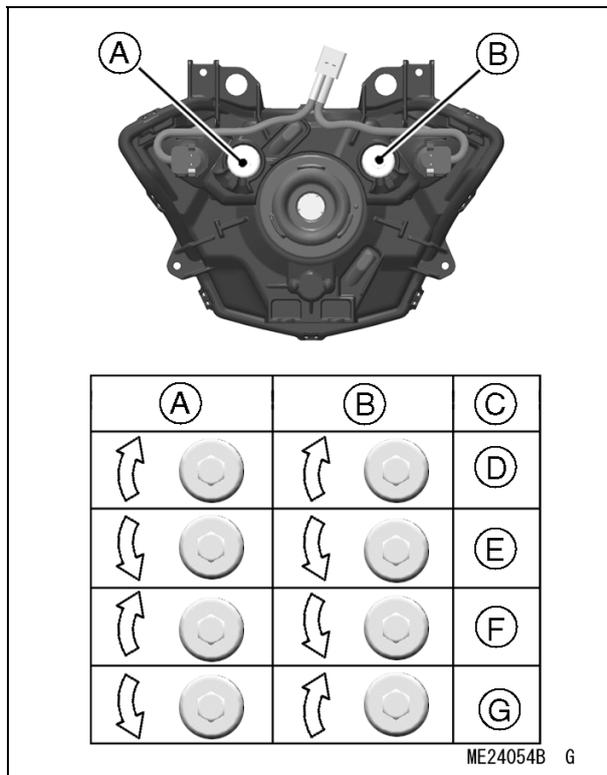
- Check for any exhaust leaks and correct if necessary.

Headlight Aim

The headlight beam is adjustable both horizontally and vertically. Headlight aim must be correctly adjusted for safe riding as well as oncoming drivers. In most areas it is illegal to ride with improperly adjusted headlights.

NOTE

○ The left and right adjusters on the headlight can move the direction of the headlight beam to up, down, left and right by turning each adjuster itself as the below table.



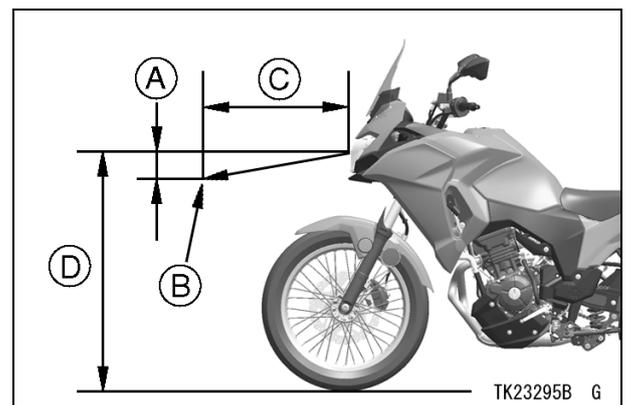
- A. Left Adjuster
- B. Right Adjuster
- C. Moving Direction of Headlight Beam
- D. Up
- E. Down
- F. Left
- G. Right

- To move the headlight beam leftward, turn the left adjuster clockwise and turn the right adjuster counterclockwise same number until the beam points straight ahead.
- To move the headlight beam rightward, turn the left adjuster counterclockwise and turn the right adjuster clockwise same number until the beam points straight ahead.
- If not properly adjusted horizontally, the beam will point to one side rather than straight ahead.
- To move the headlight beam upward, turn the both adjusters clockwise same number.
- To move the headlight beam downward, turn the both adjusters counterclockwise same number.
- If adjusted too low, neither low nor high beam will illuminate the road far enough ahead. If adjusted too high, the high beam will fail to illuminate the road close ahead, and the low beam will blind oncoming drivers.

For US and Canada Models

NOTE

○ On high beam, the brightest point should be slightly below horizontal. The proper angle is 0.4 degrees below horizontal. This is a 50 mm (2.0 in.) drop at 7.6 m (25 ft) measured from the center of the headlight, with the motorcycle on its wheels and the rider seated.



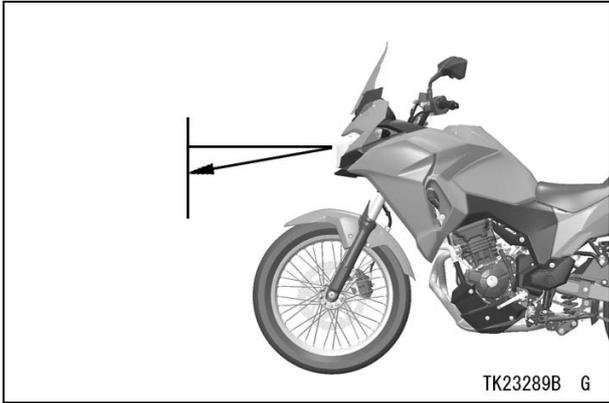
- A. 50 mm (2.0 in.)
- B. Center of Brightest Spot
- C. 7.6 m (25 ft)
- D. Height of Headlight Center

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For other than US and Canada Models

NOTE

- On high beam, the brightest point should be slightly below horizontal with the motorcycle on its wheels and the rider seated. Adjust the headlight to the proper angle according to local regulation.



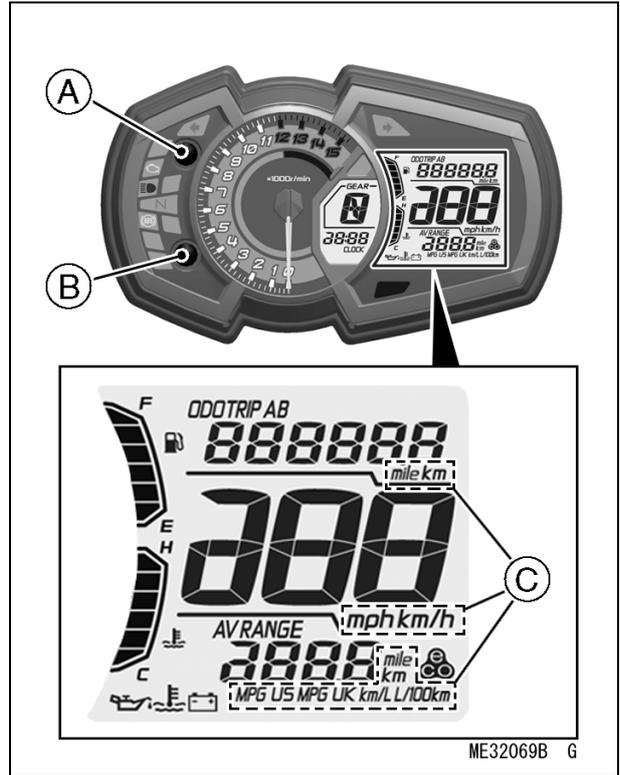
Digital Meter

Check the Unit Setting: km/h, mph

Mph-km/h Display can alternate between English and metric modes (mph and km/h) on the digital meter. Make sure that mph or km/h is correctly displayed according to local regulations before sale.

NOTE

- Do not operate the vehicle with the digital meter displaying the wrong unit (mph or km/h) of the digital meter. Shift the mph-km/h display on the digital meter as follows.
- Turn the ignition switch on.
- Push the upper meter button to select the odometer.

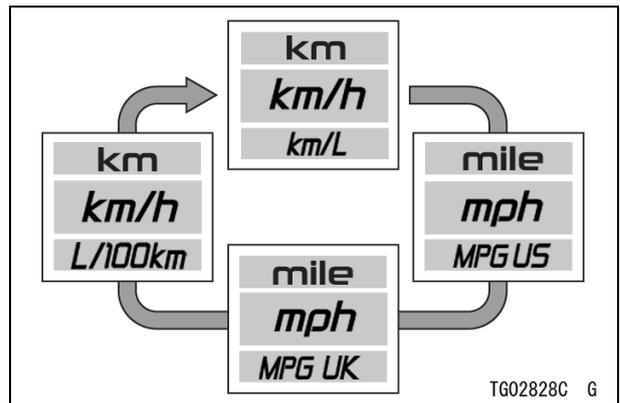


A. Upper Meter Button

B. Lower Meter Button

C. Display Units

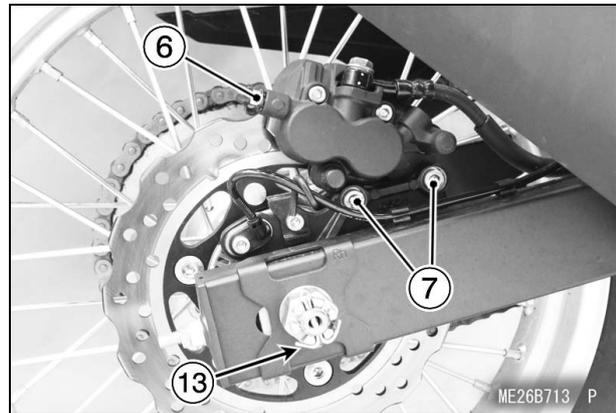
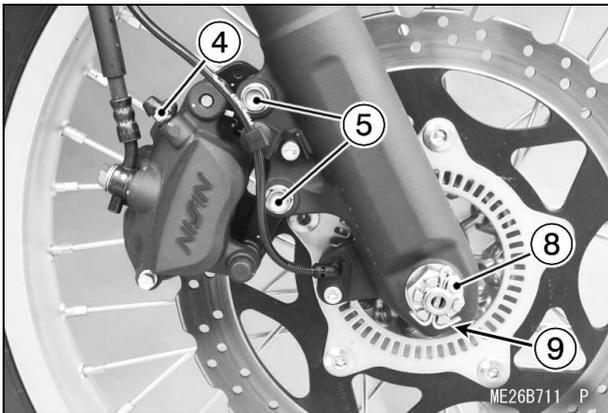
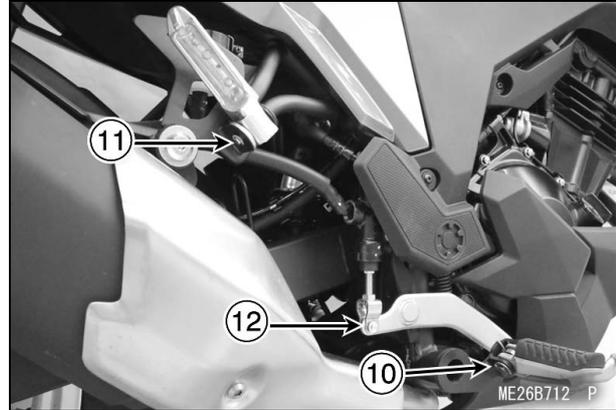
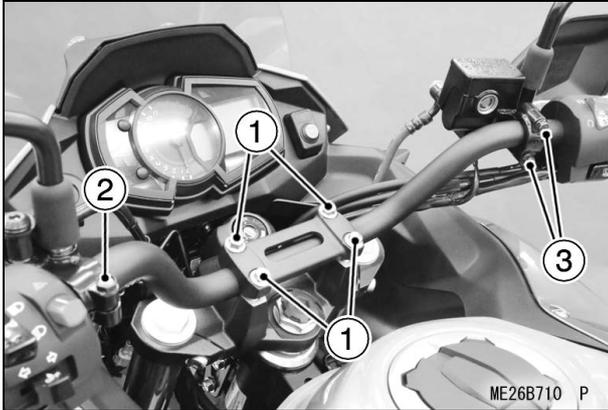
- Push the lower meter button while pushing the upper meter button to select the meter display units. The display units can be shifted in the following order.



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Fastener Check

- The torque values listed are for assembly and preparation items only, see the appropriate Service Manual for a more comprehensive list. Check tightness of all fasteners that are in the table before retail delivery. Also check to see that each cotter pin or circlip is in place.



No.	Fastener	Torque			Remarks
		N·m	kgf·m	ft·lb	
Steering					
1	Handlebar holder bolt	25	2.5	18	
Clutch					
2	Clutch lever holder clamp bolt	8.8	0.90	78 in·lb	
Brake					
3	Front master cylinder clamp bolt	8.8	0.90	78 in·lb	
4	Front caliper bleed valve	5.5	0.56	49 in·lb	
5	Front caliper mounting bolt	25	2.5	18	
6	Rear caliper bleed valve	5.5	0.56	49 in·lb	
7	Rear caliper mounting bolt	25	2.5	18	
Wheel					
8	Front axle nut	98	10	72	
Cotter Pin or Circlip					
9	Front axle nut cotter pin	–	–	–	
10	Front footpeg pin circlip (Left and Right)	–	–	–	
11	Rear footpeg pin circlip (Left and Right)	–	–	–	
12	Rear master cylinder push rod cotter pin	–	–	–	
13	Rear axle nut cotter pin	–	–	–	

Standard Torque Table

This table relating tightening torque to thread diameter, lists the basic torque for bolts and nuts. Use this table for only the bolts and nuts which do not require a specific torque value. All of the values are for use with dry solvent-cleaned threads.

General Fasteners

Threads dia. (mm)	Torque		
	N·m	kgf·m	ft·lb
5	3.4 ~ 4.9	0.35 ~ 0.50	30 ~ 43 in·lb
6	5.9 ~ 7.8	0.60 ~ 0.80	52 ~ 69 in·lb
8	14 ~ 19	1.4 ~ 1.9	10.0 ~ 13.5
10	25 ~ 34	2.6 ~ 3.5	19.0 ~ 25
12	44 ~ 61	4.5 ~ 6.2	33 ~ 45
14	73 ~ 98	7.4 ~ 10.0	54 ~ 72
16	115 ~ 155	11.5 ~ 16.0	83 ~ 115
18	165 ~ 225	17.0 ~ 23.0	125 ~ 165
20	225 ~ 325	23.0 ~ 33.0	165 ~ 240

Test Ride the Motorcycle

- Complete the test ride checklist.

Control Cables:

Throttle cables must work without binding in any steering position.

Steering:

Action is free from lock-to-lock.

Suspension:

Check operation front and rear.

Engine:

Electric starter works properly and engine starts promptly. Good throttle response and return.

Transmission and Clutch:

Smooth operation.

Brakes:

Adequate, smooth stopping power, No drag.

Digital Meter:

Check operation

Electrical System:

Headlight - check high and low beams.

Taillight - check operation.

Brake Light - check operation.

Turn Signal Lights - check operation.

Horn - check operation.

Instrument Lights and Indicator Lights - Check operation.

Engine Stop Switch Works:

Starter Interlock Switch Works:

No Unusual Noises:

No Fuel, Oil, Brake Fluid, or Coolant Leaks:

PREPARATION COMPLETE.

WARNING

New tires are slippery and may cause loss of control and serious injury or death. A break-in period of 160 km (100 miles) is necessary to establish normal tire traction. During break-in, avoid sudden and maximum braking, acceleration, and hard cornering.

A & P Check List

- Complete the A & P Check List.

MODEL APPLICATION

Year	Model	Name
2017	KLE300AH	Versys-X 300 ABS
2017	KLE300BH	Versys-X 300
2017	KLE300CH	Versys-X 300 ABS