VERSYS 1100

Motorcycle
Motocyclette
Motorrad

OWNER'S MANUAL
MANUEL DE L'UTILISATEUR
BETRIEBSANLEITUNG

⚠ Read this manual carefully. It contains safety information.
⚠ Lire ce manuel attentivement. Il contient des consignes de sécurité.
⚠ Anleitung bitte sorgfältig lesen. Sie enthält Informationen zur Sicherheit.

Kawasaki
Let the Good Times Roll

ENGLISH

Motorcycle
Owner's Manual

Original instructions

Quick Reference Guide

This Quick Reference Guide will assist you in finding the information you're looking for.

A Table of Contents is included after the Foreword.

Whenever you see the symbols shown below, 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.*

Foreword

Congratulations on your purchase of a new Kawasaki motorcycle. Your new motorcycle is the product of Kawasaki's advanced engineering, exhaustive testing, and continuous striving for superior reliability, safety and performance.

This product has been manufactured for use in a reasonable and prudent manner by a qualified operator and as a vehicle only.

Please read this Owner's Manual carefully before riding so that you will be thoroughly familiar with the proper operation of your motorcycle's controls, its features, capabilities, and limitations. This manual offers many safe riding tips, but its purpose is not to provide instruction in all the techniques and skills required to ride a motorcycle safely. Kawasaki strongly recommends that all operators of this vehicle enroll in a motorcycle rider training program to attain awareness of the mental and physical requirements necessary for safe motorcycle operation.

To ensure a long, trouble-free life for your motorcycle, give it the proper care and maintenance described in this manual. For those who would like more detailed information on their Kawasaki Motorcycle, a Service Manual is available for purchase from any authorized Kawasaki motorcycle dealer. The Service Manual contains detailed disassembly and maintenance information. Those who plan to

do their own work should, of course, be competent mechanics and possess the special tools described in the Service Manual.

Keep this Owner's Manual aboard your motorcycle at all times so that you can refer to it whenever you need information.

This manual should be considered a permanent part of the motorcycle and should remain with the motorcycle when it is sold.

KAWASAKI MOTORS, LTD.

© 2024 Kawasaki Motors, Ltd. Jul. 17, 2024 (1)

Online Owner's Manual

This publication includes the latest information available at the time of printing. However, there may be minor differences between the actual product and illustrations and text in this manual.

All products are subject to change without prior notice or obligation. Any updated information is available in the online Owner's Manual on Kawasaki's website.

https://www. kawasaki-onlinetechinfo. net/dispeBook? file=99816-0080&manual_kind=OM&lang_code=EN&mark=KLZ1100ASF&model_year=2025

QR00469D Z1 S

TABLE OF CONTENTS

SAFETY INFORMATION

Read Owner's Manual

Read this Owner's Manual carefully before riding so that you will be thoroughly familiar with the proper operation of your motorcycle's controls, its features, capabilities, and limitations. This manual offers many safe riding tips, but its purpose is not to provide instruction in all of the techniques and skills required to ride a motorcycle safely.

Training

Kawasaki strongly recommends that all operators of this vehicle complete a suitable motorcycle rider training program to learn the proper skills and techniques necessary for safe motorcycle operation.

Daily Checks and Periodic Maintenance

It is important to keep your motorcycle properly maintained and in safe riding condition. Inspect your motorcycle before every ride and carry out all periodic maintenance. See the Daily Checks section and the Periodic Maintenance section in the MAINTENANCE AND ADJUSTMENT chapter for more information.
(see page 215)

⚠ WARNING

Failure to perform these checks or to correct a problem before operation may result in serious damage or an accident. Always perform daily checks before operation.

To ensure your motorcycle is serviced using the latest servicing information, it is recommended that an authorized Kawasaki Dealer performs the periodic maintenance as directed in the Owner's Manual.

If you notice any irregular operating condition, have your motorcycle thoroughly checked at an authorized Kawasaki dealer as soon as possible.

Loading and Accessories Information

⚠ WARNING

Incorrect loading, improper installation or use of accessories or modification of your motorcycle may result in an unsafe riding condition. Before you ride the motorcycle, make sure it is not overloaded and that you have followed these instructions.

Maximum Load

Weight of rider, passenger, baggage, and accessories must not exceed 220 kg (485 lb).

With the exception of genuine Kawasaki Parts and Accessories, Kawasaki has no control over the design or application of accessories. In some

cases, improper installation or use of accessories, or motorcycle modification, will void the motorcycle warranty; can negatively affect performance, stability and safety; and can even be illegal.

In selecting and using accessories, and in loading the motorcycle, you are personally responsible for your own safety and the safety of other persons involved.

NOTE

○ *Kawasaki Parts and Accessories have been specially designed for use on Kawasaki motorcycles. We strongly recommend that all parts and accessories you add to your motorcycle be genuine Kawasaki components.*

Because a motorcycle is sensitive to changes in weight and aerodynamic forces, you must take extreme care in carrying cargo, passengers and/or in fitting additional accessories. The following general guidelines have been prepared to assist you in making your determinations.

Passenger

- Never carry more than one passenger.
- The passenger should only sit on the pillion.
- Any passenger should be thoroughly familiar with motorcycle operation. The passenger can affect control of the motorcycle by improper positioning during cornering and sudden movements. It is important that the passenger sits still while the motorcycle is in motion and not interfere with the operation of the motorcycle. Do not carry animals on your motorcycle.

- Do not carry passengers unless passenger footpegs are installed. Instruct any passenger before riding to keep his or her feet on the passenger footpegs and hold on to the operator or seat strap. Do not carry a passenger unless he or she is tall enough to reach the footpegs with their feet.

Baggage and Luggage

- All baggage should be carried as low as possible to reduce the effect on the motorcycle's center of gravity. Baggage weight should also be distributed equally on both sides of the motorcycle. Avoid carrying baggage that extends beyond the rear of the motorcycle.
- Baggage should be securely attached. Make sure that the baggage will not move around while you are riding. Recheck baggage security as often as possible (not while the motorcycle is in motion) and adjust as necessary.
- Do not carry heavy or bulky items on a luggage rack. It is designed for light items, and overloading can affect handling due to changes in weight distribution and aerodynamic forces.

Accessories

- Do not install accessories or carry baggage that impairs the performance of the motorcycle. Make sure that you have not adversely affected any lighting components, road clearance, banking capability (i. e., lean angle), control operation, wheel travel, front fork movement, or any other aspects of the motorcycle's operation.
- Weight attached to the handlebar or front fork will increase the mass of

the steering assembly and can result in an unsafe riding condition.
- Fairings, windshields, backrests, and other large items have the capability of adversely affecting stability and handling of the motorcycle, not only due to their weight, but also due to the aerodynamic force acting on these surfaces while the motorcycle is in operation. Poorly designed or installed items can result in an unsafe riding condition. If lugs are provided on the swingarm to attach accessory rear stand adapters, always remove the rear stand adapters before riding or sitting on the machine to prevent possible damage to the muffler or swingarm.

Other Load

- This motorcycle is not intended to be equipped with a sidecar or to be used to tow any trailers or other vehicles. Kawasaki does not manufacture sidecars or trailers for motorcycles and cannot predict the effects of such accessories on handling or stability, but can only warn that the effects can be adverse and that Kawasaki cannot assume responsibility for the results of such unintended use of the motorcycle.
- Furthermore, any adverse effects on motorcycle components caused by the use of such accessories will not be remedied under warranty.

If You are Involved in an Accident

Make sure of your own safety first. Determine the severity of any injuries and call for emergency assistance if needed. Always follow applicable laws and regulations if any other person, vehicle or property is involved.

Do not attempt to continue riding without first evaluating your motorcycle's condition. Inspect for fluid leaks, check critical nuts and bolts, and check the handlebars, control levers, brakes, and wheels for damage and proper function. Ride slowly and cautiously - your motorcycle may have suffered damage that is not immediately apparent. Have your motorcycle thoroughly checked at a Kawasaki dealer as soon as possible.

Safe Operation

The following should be carefully observed for safe and effective vehicle operation.

Carbon Monoxide Hazard

⚠ DANGER

Exhaust gas contains carbon monoxide, a colorless, odorless poisonous gas. Inhaling carbon monoxide can cause serious brain injury or death. DO NOT run the engine in enclosed areas. Operate only in a well-ventilated area.

Fueling

⚠ WARNING

Gasoline is extremely flammable and can be explosive under certain conditions. To prevent fire or explosion, turn the ignition key 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.

Never Ride with Drugs or Alcohol

Alcohol and drugs impair your judgment and reaction time. Never consume alcohol or drugs before or while riding motorcycles.

Protective Gear and Clothing

Helmet

Kawasaki strongly recommends the operator and passenger wear a helmet even if this is not a legal requirement.

- Make sure that your helmet fits correctly and is properly fastened.
- Choose a motorcycle helmet that meets the safety standards applicable to your country. Ask your motorcycle dealer to advise you if necessary.

Eye Protection

Always use eye protection. If your helmet does not have a visor installed, wear goggles.

Gloves

Wear gloves which have suitable protection for your hands, especially against abrasion.

Clothing

Wear the riding wear which have protectors for each parts of the body (chest, shoulders, back, elbows and knees, etc.) as much as possible, or wear protectors for them.

- Always wear a long-sleeved jacket and long trousers which are abrasion resistant and keep you warm.
- Wear clothing that allows freedom of movement.
- Avoid wearing clothes which have loose cuffs or other fastenings which could interfere with the controls of your motorcycle.
- Wear bright, highly visible clothing.

Boots

Wear proper protective boots that fit properly and do not interfere with gear shifting or braking.

Safe Riding Techniques

Keep Hands on Handlebars

When riding always keep both hands on the handlebars and both feet on the footpegs. Removing your hands from the handlebars or feet from the footpegs while riding can be hazardous. If you remove even one hand or foot, you reduce your ability to control the motorcycle.

Look Over Your Shoulder

Before changing lanes, look over your shoulder to make sure the way is clear. Do not rely solely on the rear view mirror; you may misjudge a vehicle's distance and speed, or you may not see it at all.

Accelerate and Brake Smoothly

In general your actions should be smooth as sudden acceleration,

braking or turning may cause loss of control, especially when riding in wet conditions or on loose road surfaces, when the ability to maneuver will be reduced.

Select Correct Gear Speeds

When going up steep slopes, shift to a lower gear so that there is power to spare rather than overloading the engine.

Use Both Front and Rear Brakes

When applying the brakes, use both the front and rear brakes. Applying only one brake for sudden braking may cause the motorcycle to skid and lose control.

Use Engine Brake

When going down long slopes, help control vehicle speed by closing the throttle so that the engine can act as an auxiliary brake. Use the front and rear brakes for primary braking.

Riding in Wet Conditions

Rely more on the throttle to control vehicle speed and less on the front and rear brakes. The throttle should also be used judiciously to avoid skidding the rear wheel from too rapid acceleration or deceleration.

Braking performance is also reduced in wet conditions. Carefully ride at a slow speed and apply the brakes several times to help dry and restores them to normal operating performance.

Lubricate the drive chain after wet-weather riding to prevent rust and corrosion.

Ride Prudently

Riding at the proper speed and avoiding unnecessarily fast

acceleration are important not only for safety and low fuel consumption but also for long vehicle life and quieter operation.

Riding on Rough Roads

Exercise caution, slow down, and grip the fuel tank with the knees for better stability.

Acceleration

When quick acceleration is necessary to pass another vehicle, shift to a lower gear to obtain the necessary power.

Downshifting

To avoid engine damage and rear-wheel lock-up do not downshift at high rpm.

Avoid Unnecessary Weaving

Unnecessary weaving jeopardizes the safety of both the rider and other motorists.

Additional Considerations for High Speed Operation

⚠ WARNING

Handling characteristics of a motorcycle at high speeds may vary from those you are familiar with at legal highway speeds. Do not attempt high speed operation unless you have received sufficient training and have the required skills.
Do not operate at high speeds on public roads.

Brakes

The importance of the brakes, especially during high speed operation, cannot be overemphasized. Check to see that they are correctly adjusted and functioning properly.

Steering

Looseness in the steering can cause loss of control. Check to see that the handlebar turns freely but has no play.

Tires

High speed operation is hard on tires, and good tires are crucial for safe riding. Examine their overall condition, inflate them to the proper pressure, and check the wheel balance.

Fuel

Have sufficient fuel for the high fuel consumption during high speed operation.

Engine Oil

To avoid engine seizure and resulting loss of control, make sure that the oil level is at the upper level line.

Coolant

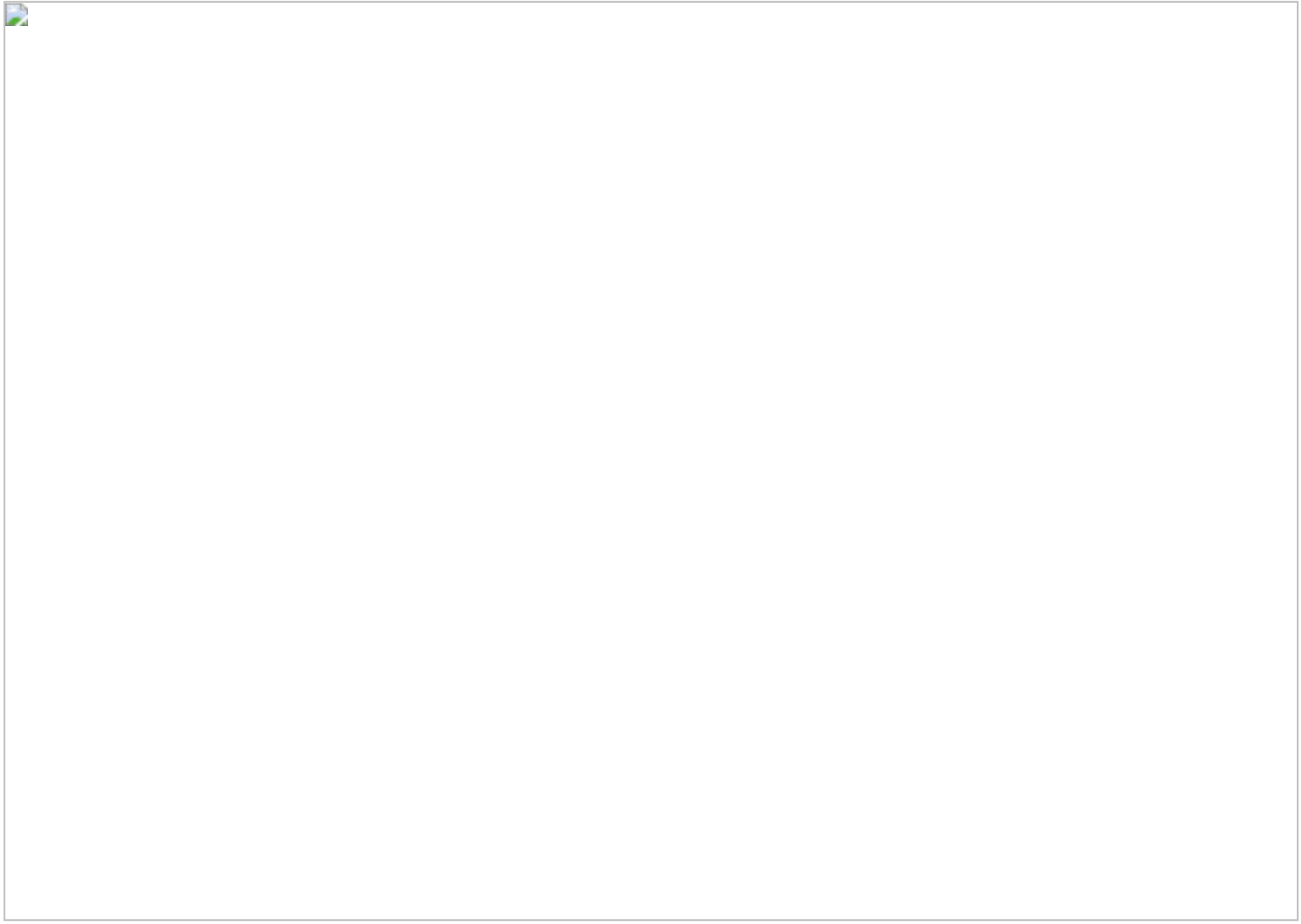
To avoid overheating, check that the coolant level is at the upper level line.

Electrical Equipment

Make sure that the headlight, brake/tail light, turn signals, horn, etc., all work properly.

Miscellaneous

Make sure that all nuts and bolts are tight and that all safety related parts are in good condition.



Curb Mass:		
	KLZ1100A	255 kg (562 lb)
	KLZ1100B	257 kg (567 lb)
	KLZ1100C	259 kg (571 lb)

ENGINE

Type		DOHC, 4-cylinder, 4-stroke, liquid-cooled
Displacement		1 099 cm³ (67.06 cu in.)
Bore × Stroke		77.0 × 59.0 mm (3.0 × 2.3 in.)
Compression Ratio		11.8:1
Starting System		Electric starter
Cylinder Numbering Method		Left to right, 1-2-3-4
Firing Order		1-2-4-3
Fuel System		FI (Fuel Injection)
Ignition System		Battery and coil (transistorized ignition)
Ignition Timing (Electronically advanced)		6.9° BTDC @1 800 r/min (rpm) - 52.3° BTDC @4 800 r/min (rpm)
Spark Plug:	Type	NGK CR9EIA-9
	Gap	0.8 - 0.9 mm (0.031 - 0.035 in.)

Lubrication System		Forced lubrication (wet sump)
Engine Oil:	Type	API SG, SH, SJ, SL or SM with JASO MA, MA1 or MA2
	Viscosity	SAE 10W-40
	Capacity	4.0 L (4.2 US qt)
Coolant Capacity		2.8 L (3.0 US qt)

TRANSMISSION

Transmission Type	6-speed, constant mesh, return shift
Clutch Type	Wet, multi disc
Driving System	Chain drive
Primary Reduction Ratio	1.528 (81/53)
Final Reduction Ratio	2.800 (42/15)
Overall Drive Ratio	4.574 (Top gear)

Gear Ratio:	1st	2.600 (39/15)
	2nd	1.950 (39/20)
	3rd	1.600 (24/15)
	4th	1.389 (25/18)
	5th	1.217 (28/23)
	6th	1.069 (31/29)

FRAME

Caster		27.0°
Trail		106 mm (4.17 in.)
Tire Size:	Front	120/70ZR17 M/C (58W)
	Rear	180/55ZR17 M/C (73W)
Rim Size:	Front	17M/C × MT3.50
	Rear	17M/C × MT5.50
Fuel Tank Capacity		21 L (5.5 US gal)
Brake Fluid:	Front	DOT4
	Rear	DOT4

ELECTRICAL EQUIPMENT

Battery		12 V 10 Ah (10 HR)

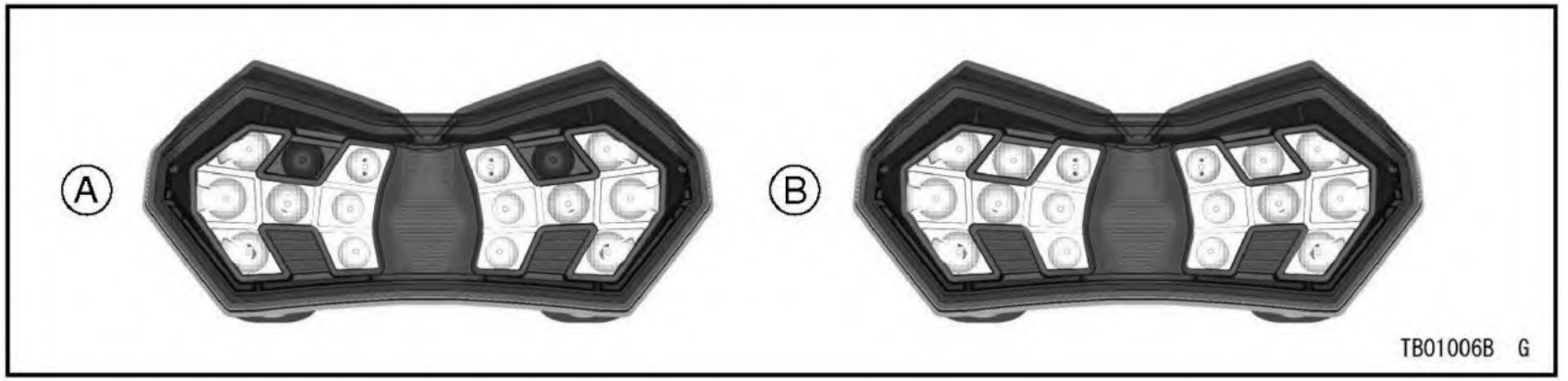
Headlight:	High Beam	LED
	Low Beam	LED
City Light		LED
Brake/Tail Light		LED
Turn Signal Light		LED
License Plate Light		LED

Even if any one element of LED (Light Emitting Diode) light does not go on, consult with an authorized Kawasaki dealer.

Specifications are subject to change without notice.

Brake/Tail Light

The brake/tail light goes on as below.



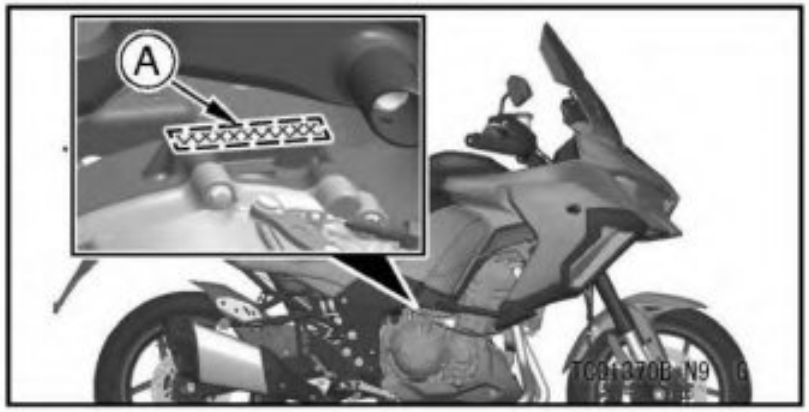
A. When the ignition switch is turned on.
B. When the brakes are applied.

When the ignition switch is turned on, some LED does not go on, however, it is normal.

Serial Number Locations

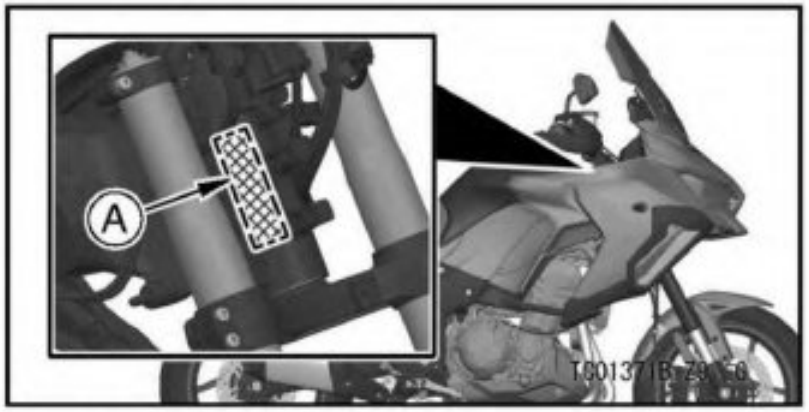
The engine and frame serial numbers are used to register the motorcycle. They are the only means of identifying your particular machine from others of the same model type. These serial numbers may be needed by your dealer when ordering parts. In the event of theft, the investigating authorities will require both numbers as well as the model type and any peculiar features of your machine that can help them identify it.

Engine No.



A. Engine Number

Frame No.



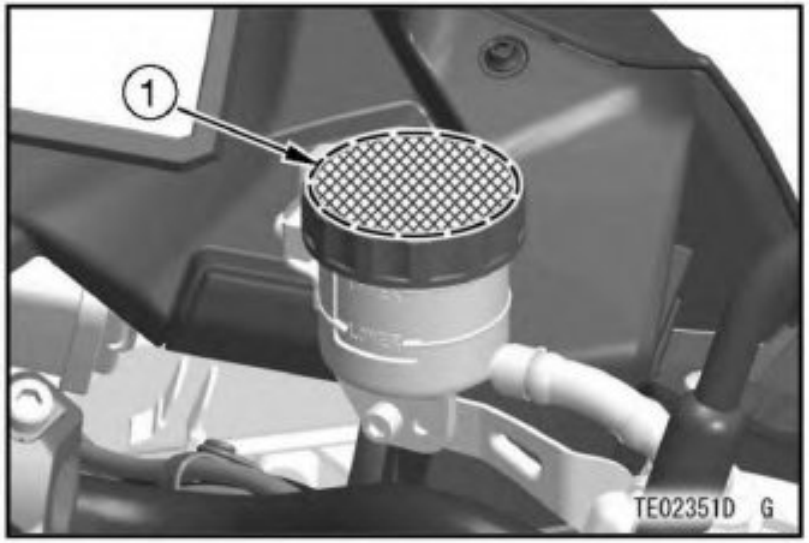
A. Frame Number

Location of Labels

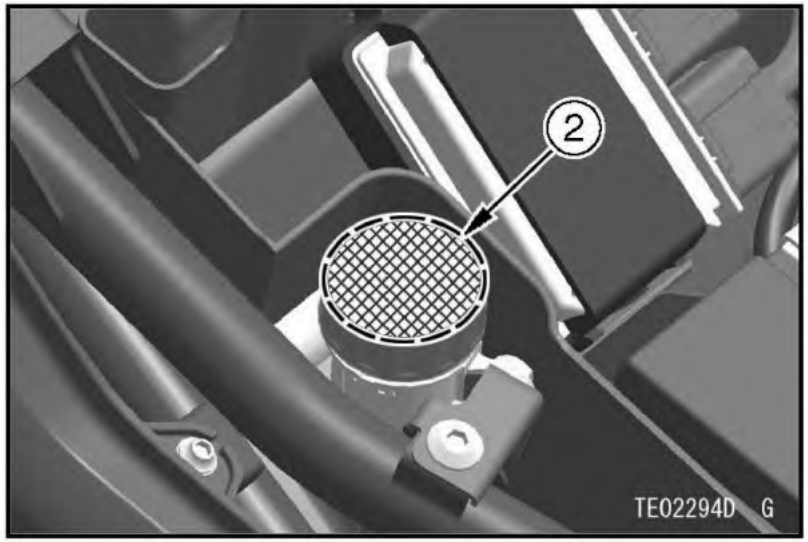
All warning labels which are on your vehicle are repeated here. Read labels on your vehicle and understand them thoroughly. They contain information which is important for your safety and the safety of anyone else who may operate your vehicle. Therefore, it is very important that all warning labels be on your vehicle in the locations shown. If any label is missing, damaged, or worn, get a replacement from your Kawasaki dealer and install it in the correct position.

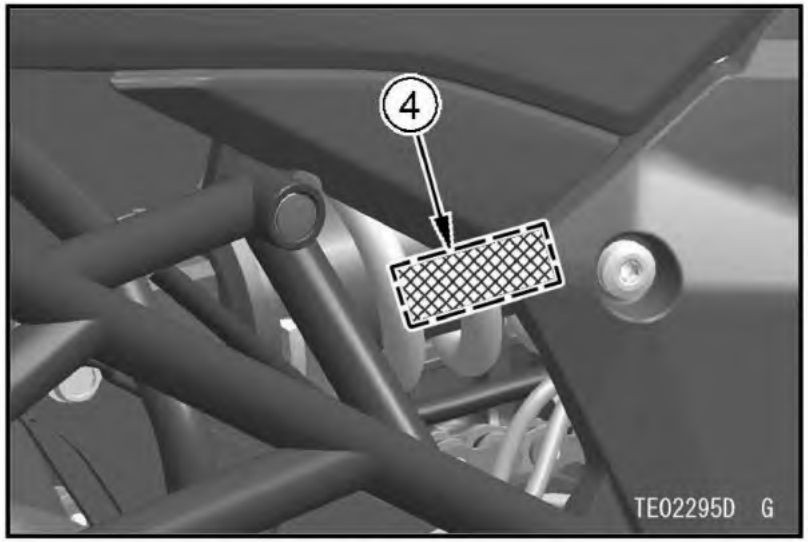
NOTE

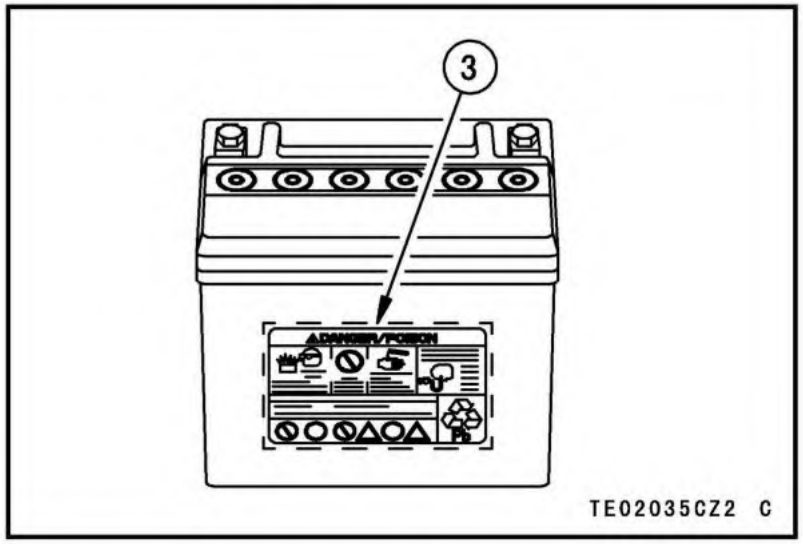
- *Refer to the actual vehicle label for model specific data grayed out in the illustration.*



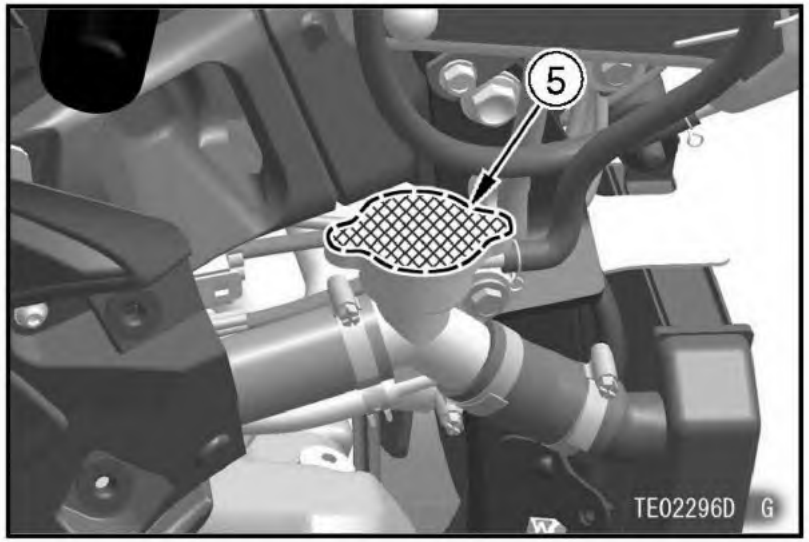
1. Brake Fluid (Front)

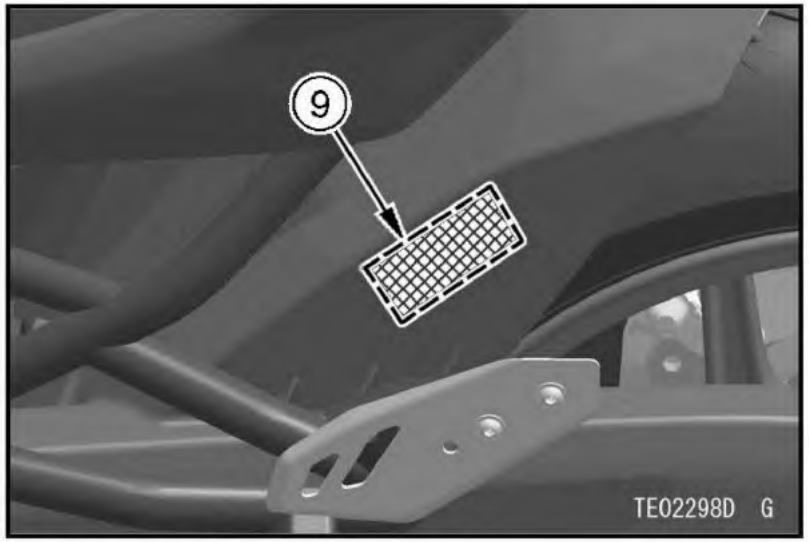


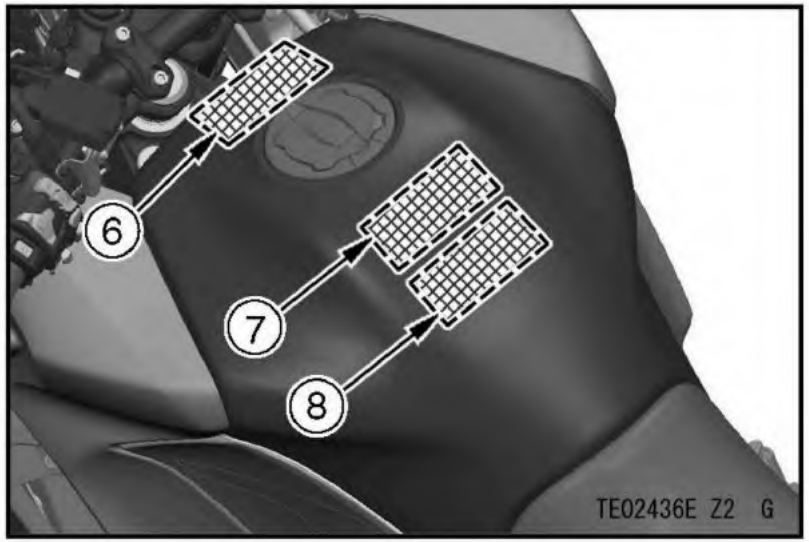




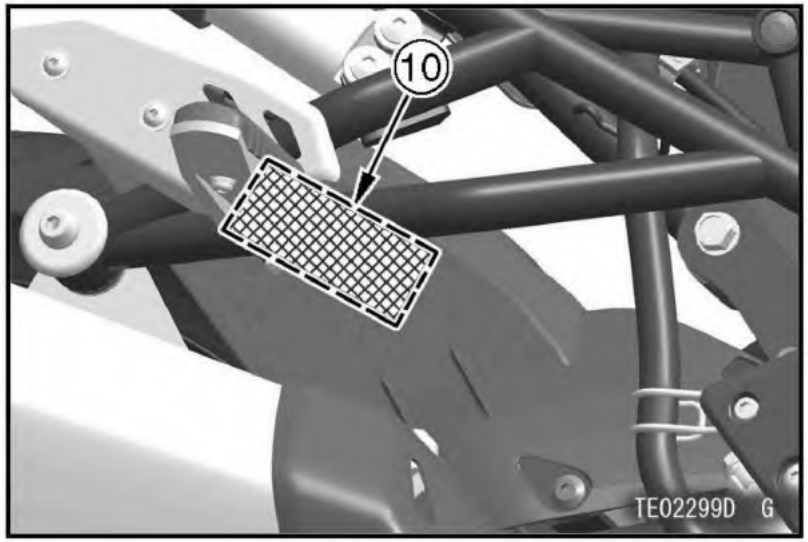
2. Brake Fluid (Rear)
3. Battery Poison/Danger
4. Rear Shock Absorber Warning

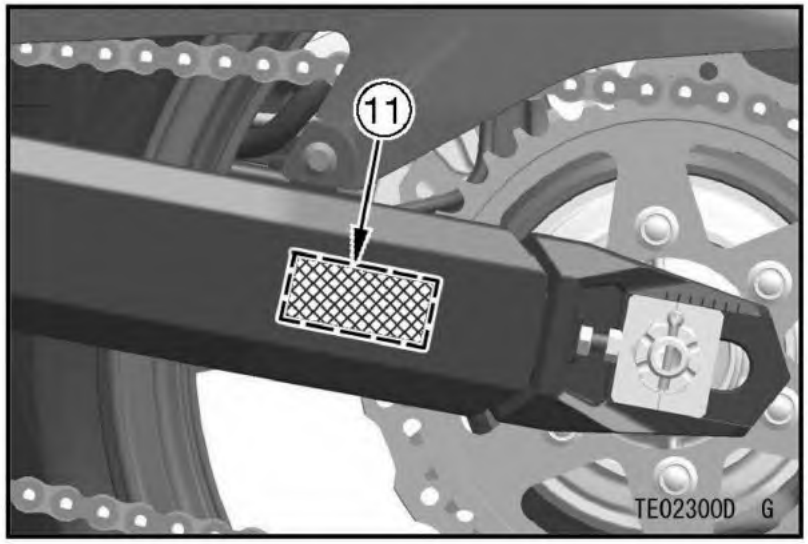


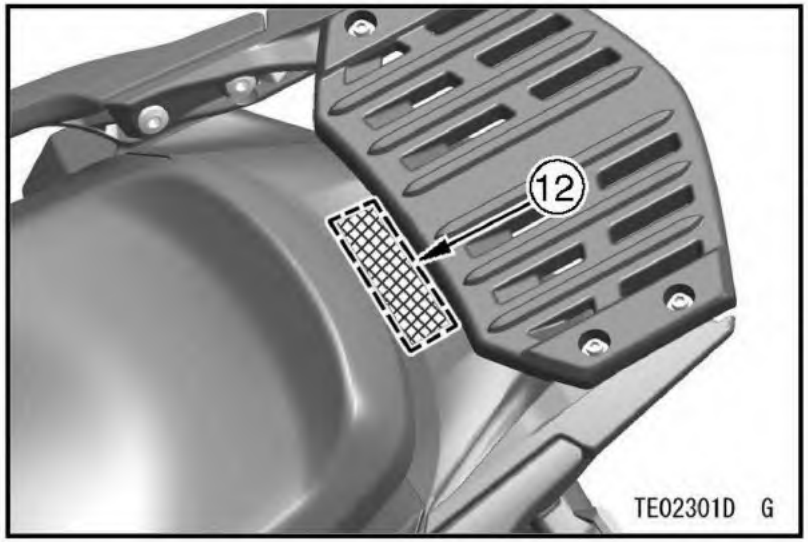




5. Radiator Cap Danger
6. Windshield Warning
7. Fuel Notice
8. Fuel Identification
9. Important Drive Chain Information







10. Tire and Load Data
11. Noise Test Information
12. Rear Carrier Load Limit Warning

1)

TE03527D S

2)

TE03879DN9 C

3)

TE03811FN9 S

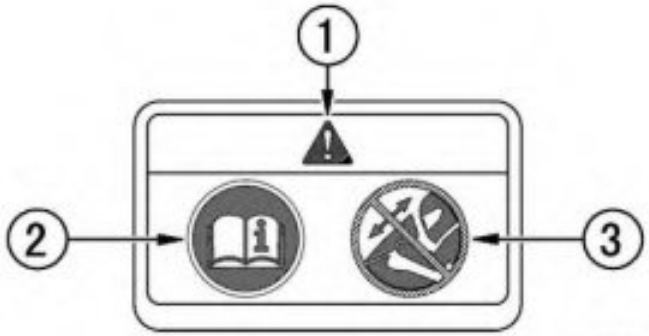
4)

TE03198F S

5)

TE03353D S

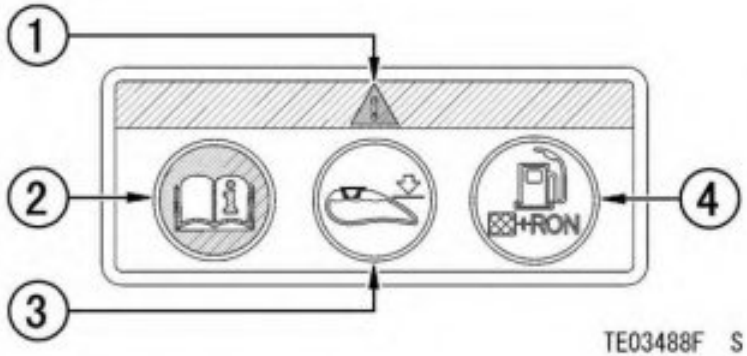
6)



TE03597F S

1. Safety alert symbol
2. Read Owner's Manual (see page 12)
3. Do not adjust the windshield height while riding.

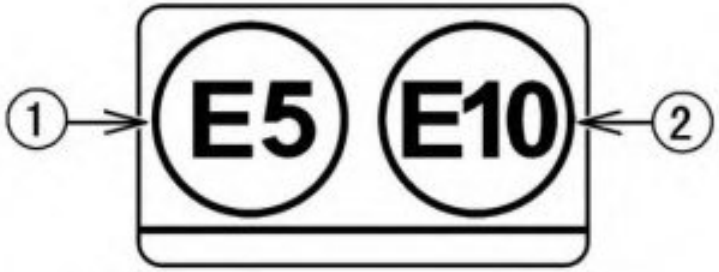
7)



TE03488F S

1. Safety alert symbol
2. Read Owner's Manual (see page 12)
3. Fuel level (see page 147)
4. Octane rating of gasoline (see page 146)

8)



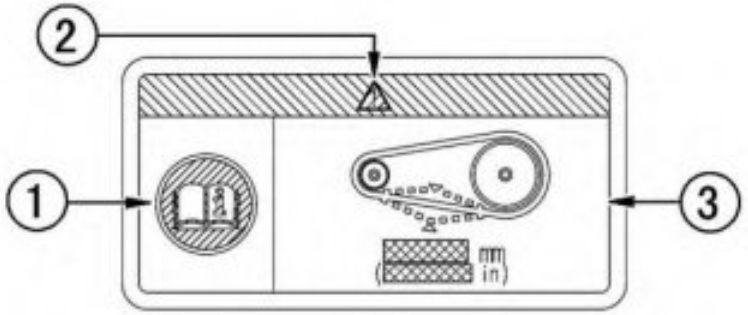
TE03434F S

Use fuel identified by either of the above symbols.

1. Gasoline containing up to 5% ethanol by volume
2. Gasoline containing up to 10% ethanol by volume

(see page 146).

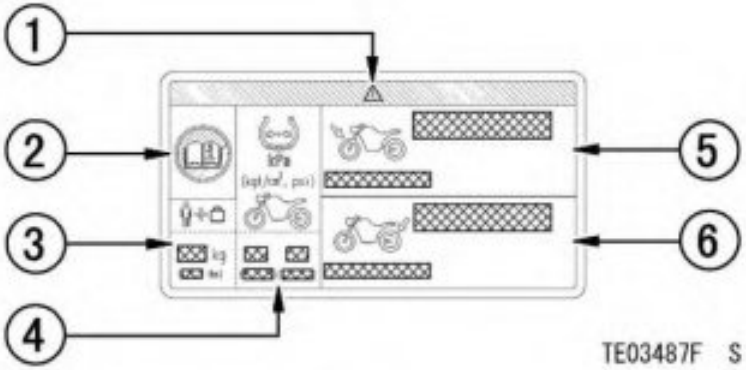
9)



TE03436F S

1. Read Owner's Manual (see page 12)
2. Safety alert symbol
3. Drive chain slack (see page 237)

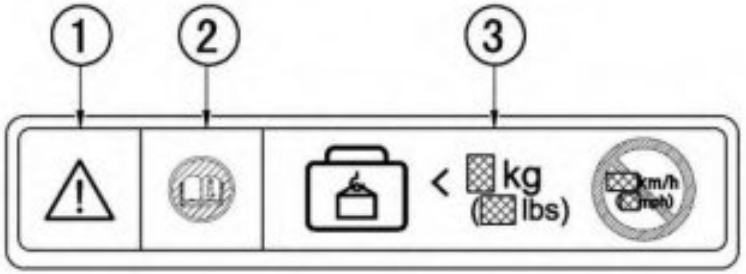
10)



TE03487F S

1. Safety alert symbol
2. Read Owner's Manual (see page 12)
3. Maximum load (see page 13)
4. Tire pressure (see page 256)
5. Front tire size and manufacture (see page 259)
6. Rear tire size and manufacture (see page 259)

12)

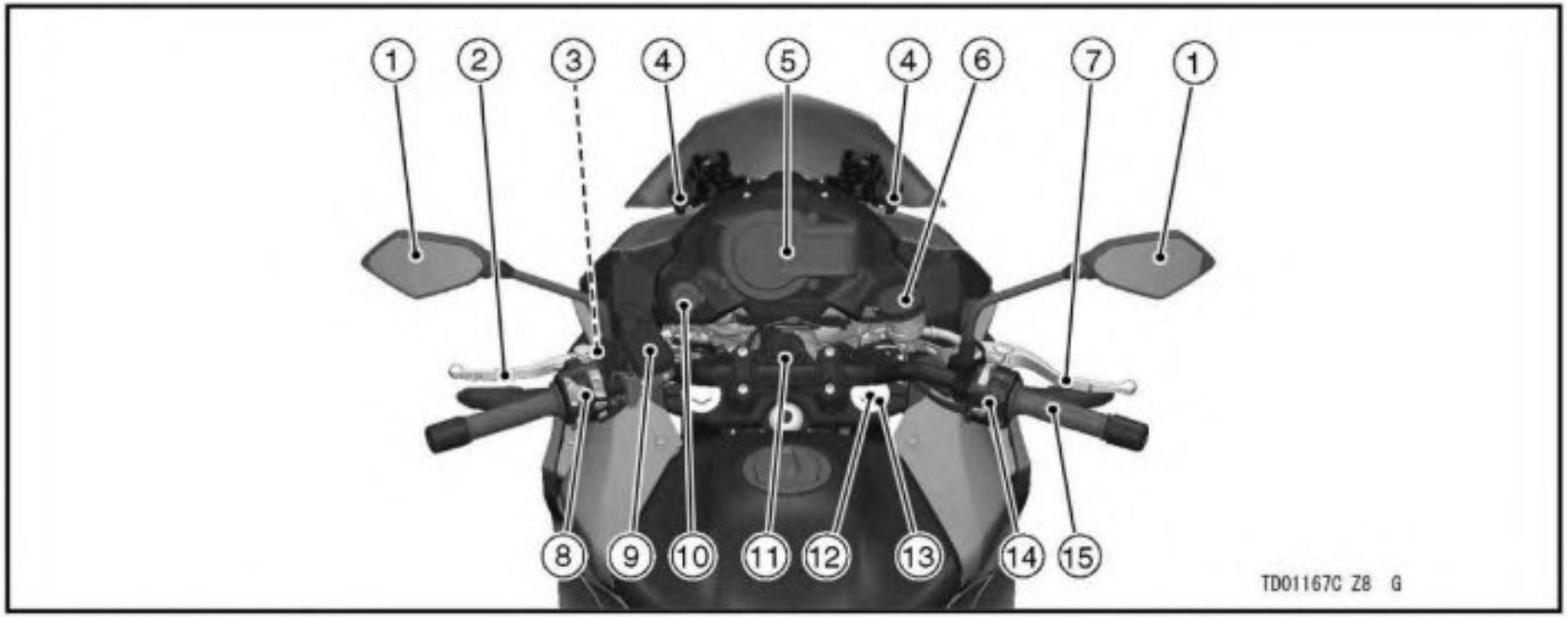


TE03598F S

1. Safety alert symbol
2. Read Owner's Manual (see page 12)
3. Rear carrier load

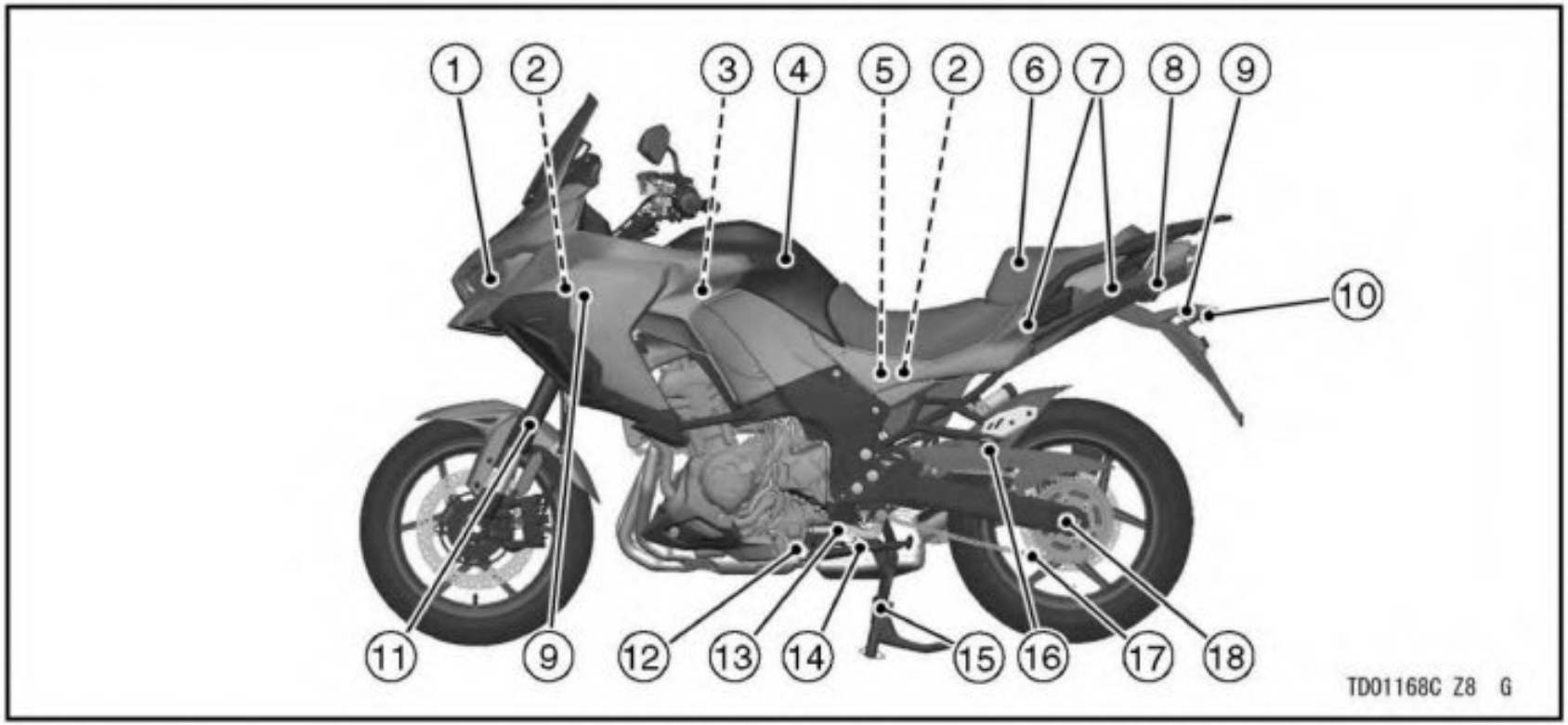
Location of Parts

KLZ1100A



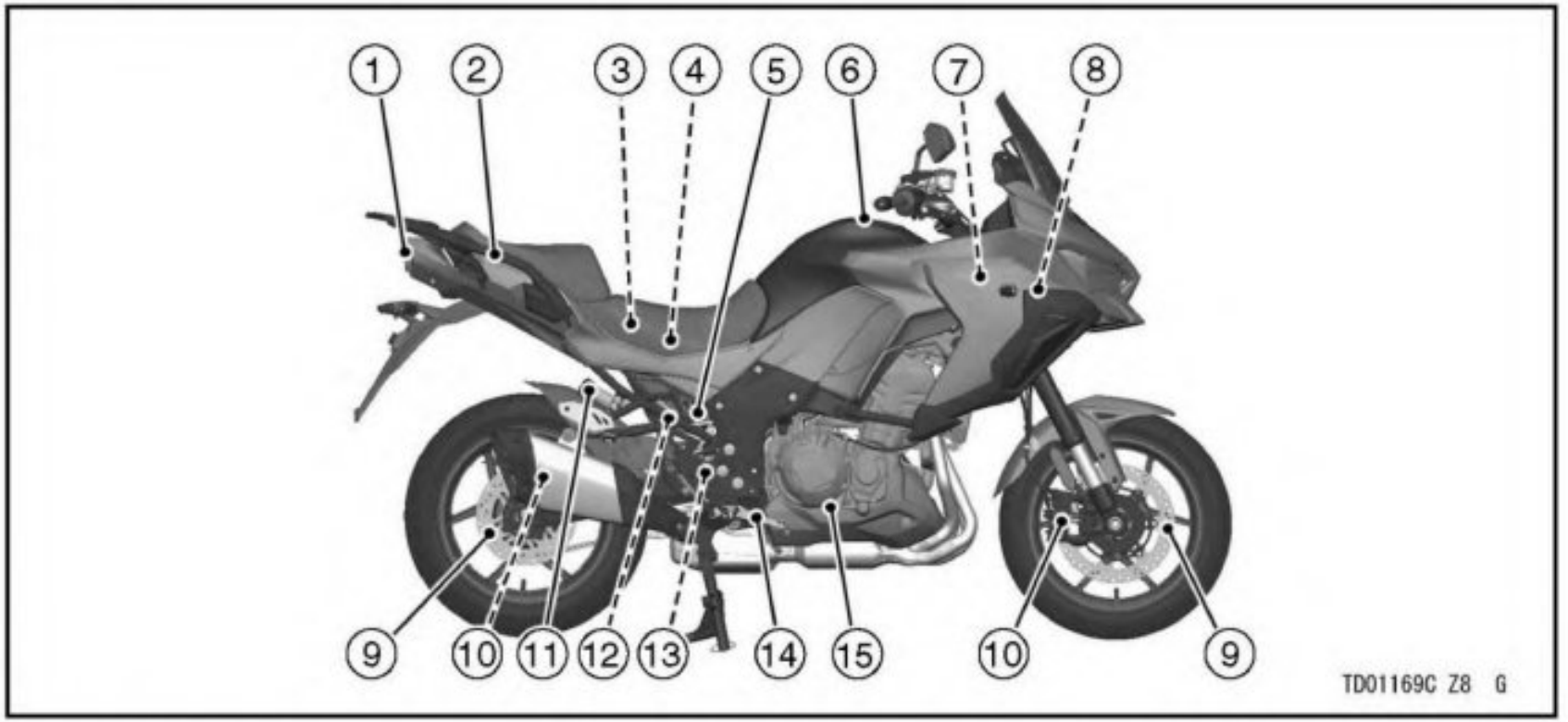
1. Rear View Mirrors
2. Clutch Lever
3. Starter Lockout Switch
4. Windshield Adjusting Knobs
5. Meter Instrument
6. Brake Fluid Reservoir (Front)
7. Front Brake Lever
8. Left Handlebar Switches
9. USB Socket
10. DC Output
11. Ignition Switch/Steering Lock
12. Rebound Damping Force Adjuster
13. Spring Preload Adjuster
14. Right Handlebar Switches
15. Throttle Grip

KLZ1100A



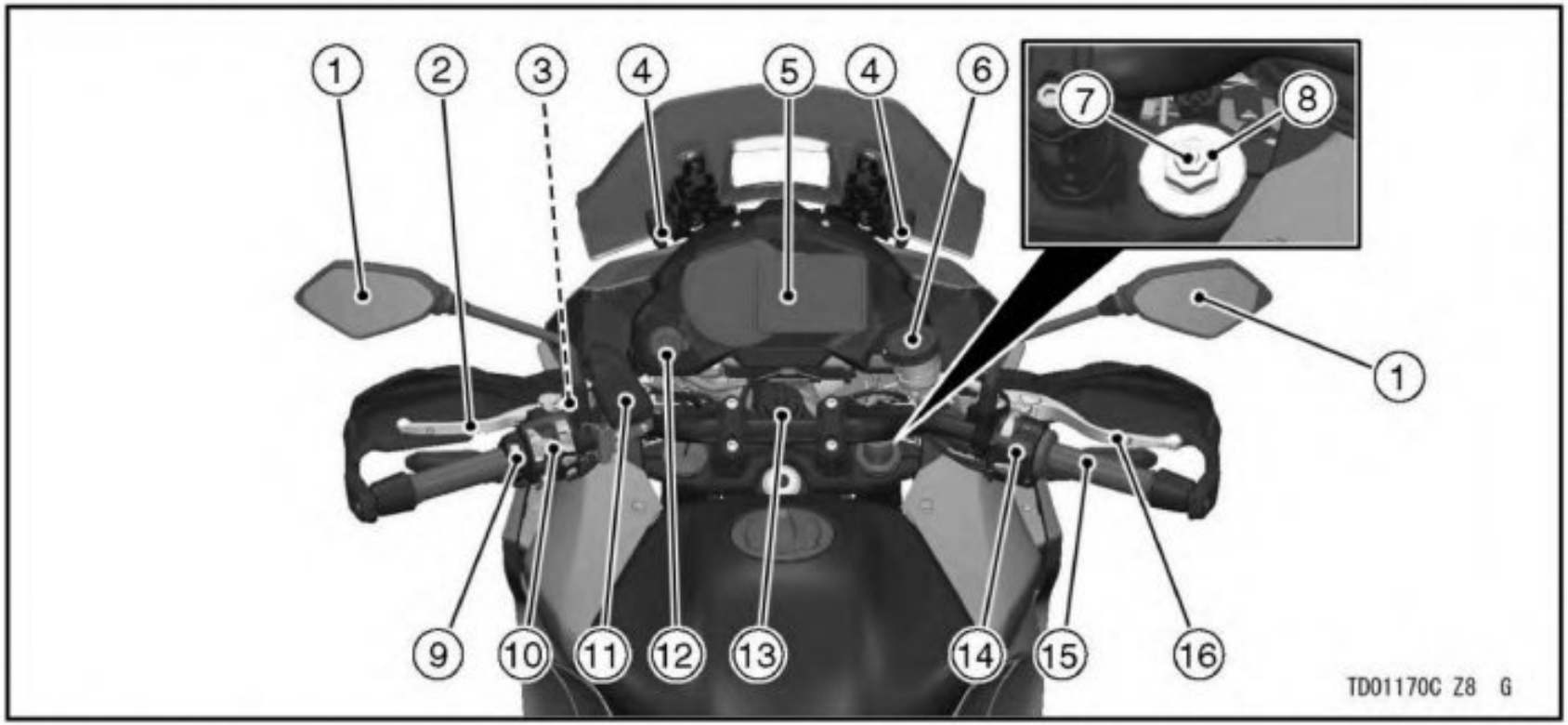
1. Headlight
2. Fuse Boxes
3. Air Cleaner
4. Fuel Tank
5. Main Fuse
6. Seat
7. Tie Hooks
8. Seat Lock
9. Turn Signal Lights
10. License Plate Light
11. Front Fork
12. Side Stand Switch
13. Shift Pedal
14. Side Stand
15. Center Stand
16. Rear Footpeg
17. Drive Chain
18. Chain Adjuster

KLZ1100A

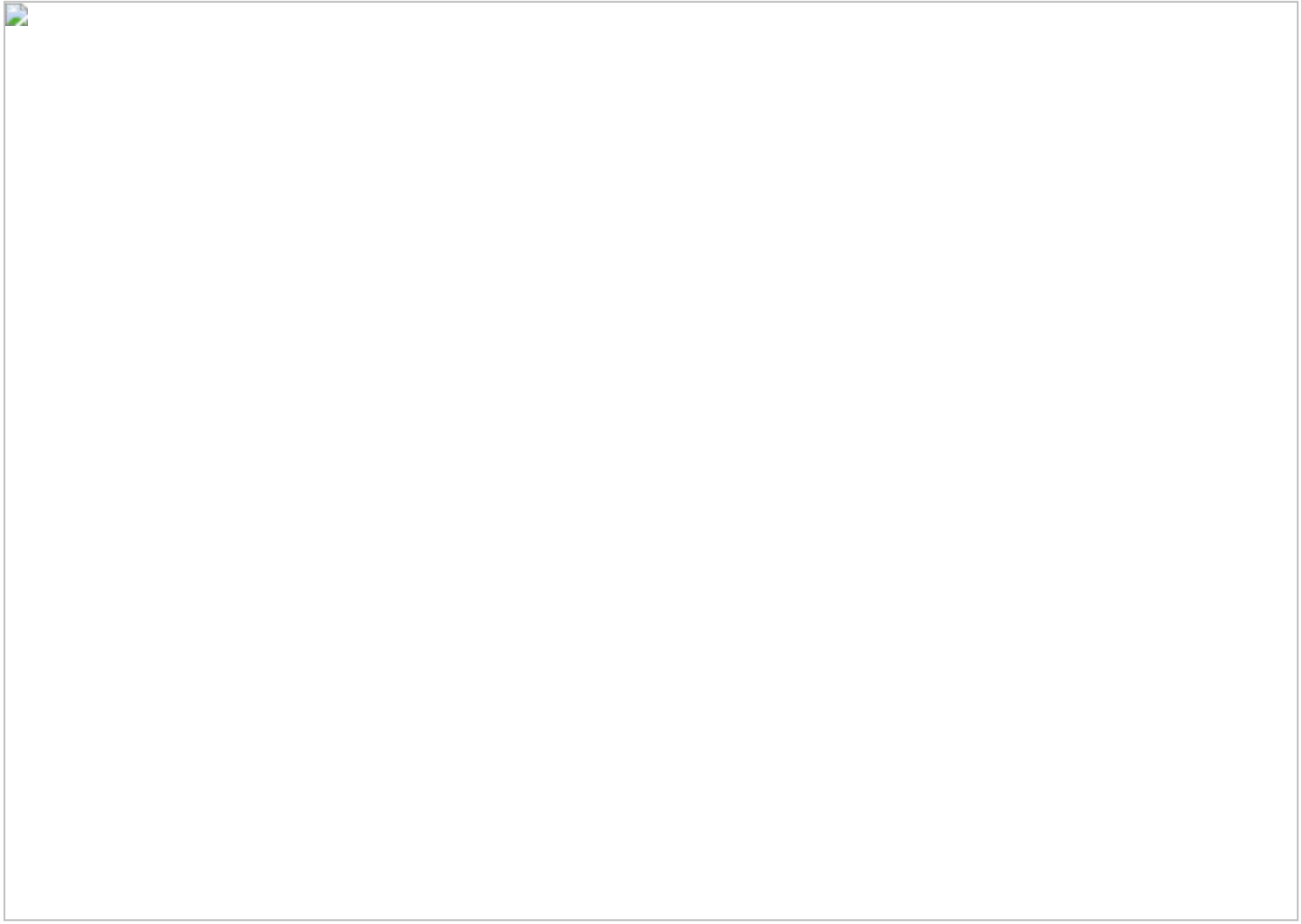


1. Brake/Tail Light
2. Grab Rail
3. Brake Fluid Reservoir (Rear)
4. Battery
5. Rear Shock Absorber
6. Fuel Tank Cap
7. Coolant Reserve Tank
8. Fuse Box
9. Brake Discs
10. Brake Calipers
11. Spring Preload Adjuster
12. Rebound Damping Force Adjuster
13. Rear Brake Light Switch
14. Rear Brake Pedal
15. Oil Level Inspection Window

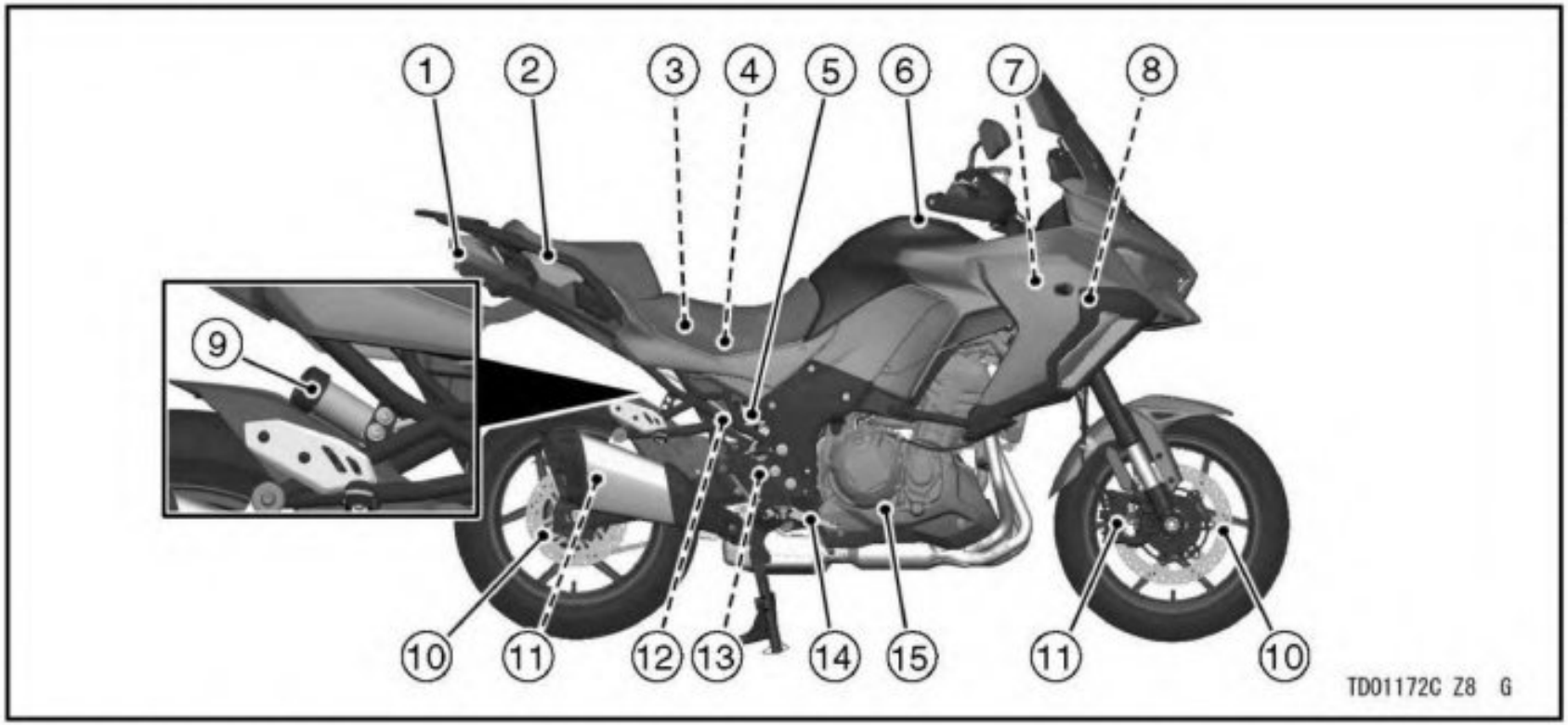
KLZ1100B/C



1. Rear View Mirrors
2. Clutch Lever
3. Starter Lockout Switch
4. Windshield Adjusting Knobs
5. Meter Instrument
6. Brake Fluid Reservoir (Front)
7. Rebound Damping Force Adjuster (KLZ1100B)
8. Spring Preload Adjuster (KLZ1100B)
9. Grip Heater Switch
10. Left Handlebar Switches
11. USB Socket
12. DC Output
13. Ignition Switch/Steering Lock
14. Right Handlebar Switches
15. Throttle Grip
16. Front Brake Lever



KLZ1100B/C

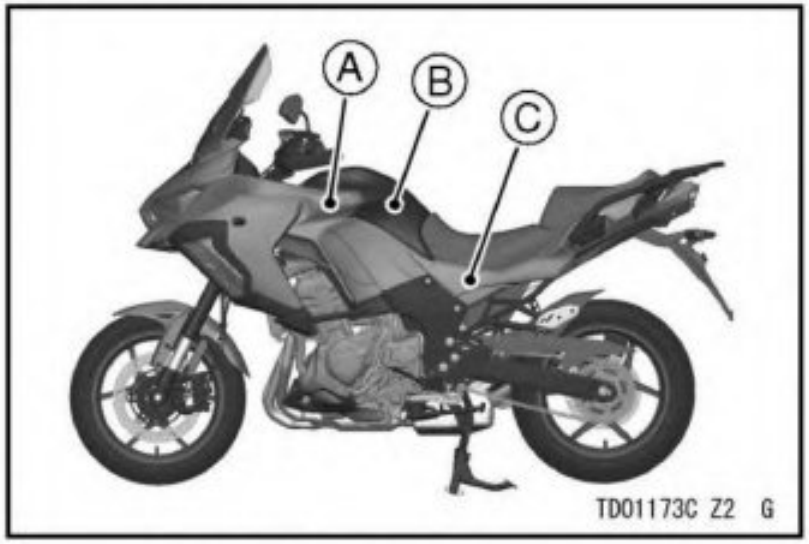


1. Brake/Tail Light
2. Grab Rail
3. Brake Fluid Reservoir (Rear)
4. Battery
5. Rear Shock Absorber
6. Fuel Tank Cap
7. Coolant Reserve Tank
8. Fuse Box
9. Spring Preload Adjuster (KLZ1100B)
10. Brake Discs
11. Brake Calipers
12. Rebound Damping Force Adjuster (KLZ1100B)
13. Rear Brake Light Switch
14. Rear Brake Pedal
15. Oil Level Inspection Window

Highly Durable Paint (For applicable color only) (KLZ1100B/C)

Highly durable paint, a special coat which consist of soft and hard segments, can prevent daily use scratches.

Applied Parts



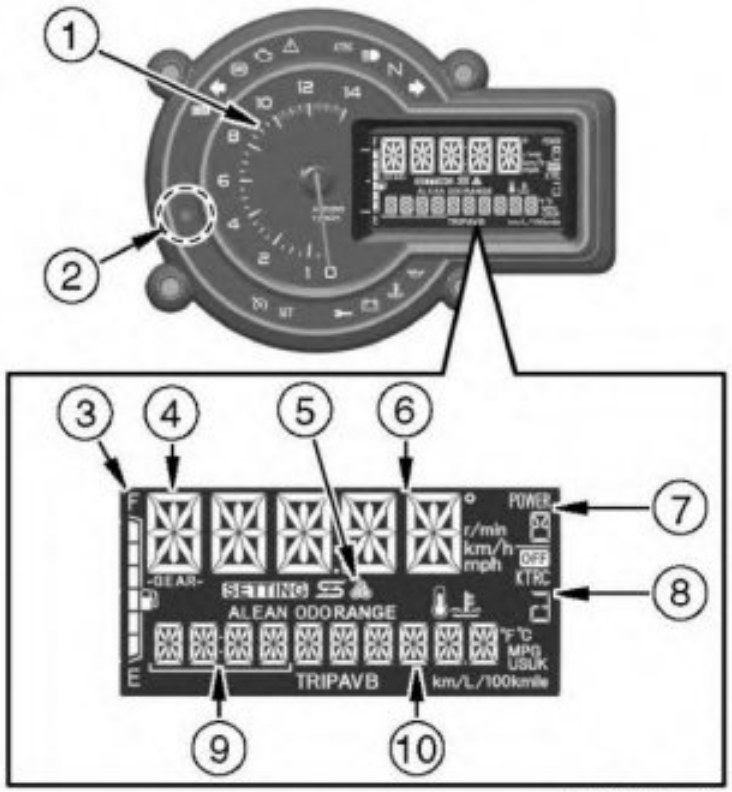
A. Inner Middle Fairing
B. Fuel Tank
C. Seat Cover

NOTE

- *In some cases, it takes about one week for recovery.*
- *The paint will not recover in case of scratches caused by sharp objects such as coin, key, or zip fasteners.*

Meter Instruments (KLZ1100A)

1. Tachometer with Shift-up Indicator
2. Ambient Brightness Sensor
3. Fuel Gauge
4. Gear Position Indicator
5. Economical Riding Indicator
6. Speedometer
7. Power Mode Indicator
8. KTRC Mode Indicator
9. Clock/Lean Angle
10. Multifunction Display
    - Odometer
    - Trip Meter A/B
    - Current Mileage
    - Average Mileage
    - Cruising Range
    - Coolant Temperature
    - Outside Temperature

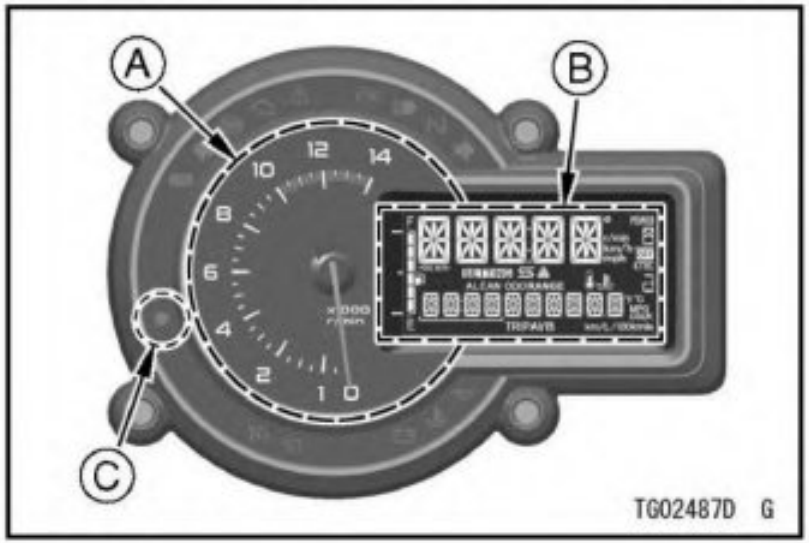


TG02480D G

When the ignition switch is turned on, all LCD functions are shown for a few seconds, then the LCD turns to operational mode.

Ambient Brightness Sensor

The brightness of the LCD and tachometer are controlled automatically depending on the ambient brightness.



A. Tachometer
B. LCD
C. Ambient Brightness Sensor

NOTE

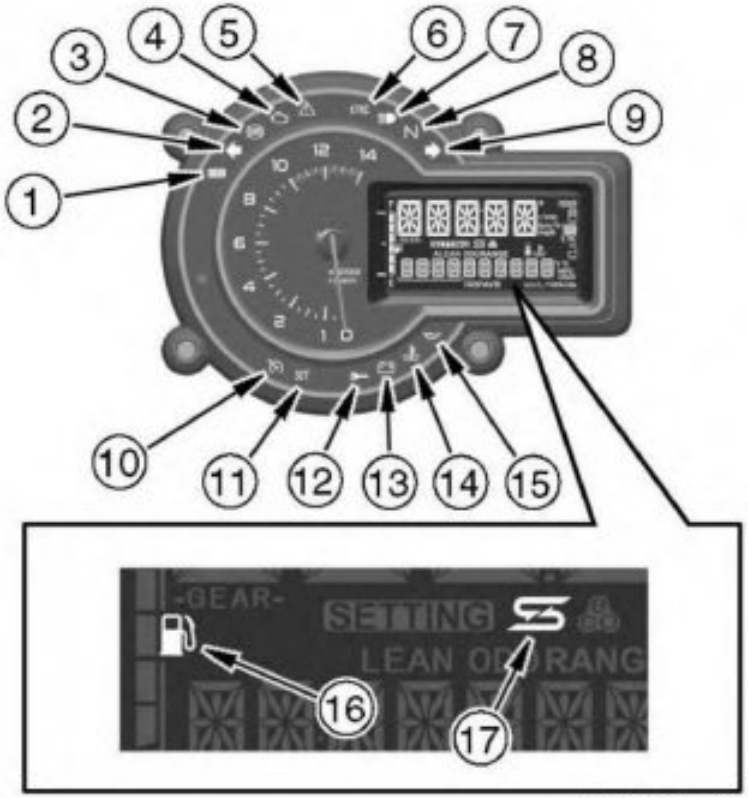
○ *Be careful not to cover the ambient brightness sensor on the meter instrument while riding the motorcycle.*

Meter Illumination Brightness Setting

- The meter illumination brightness can be adjusted manually in three levels. Refer to the Meter Illumination Brightness Setting (BRIGHTNESS) in the Setting Mode section (see page 73).

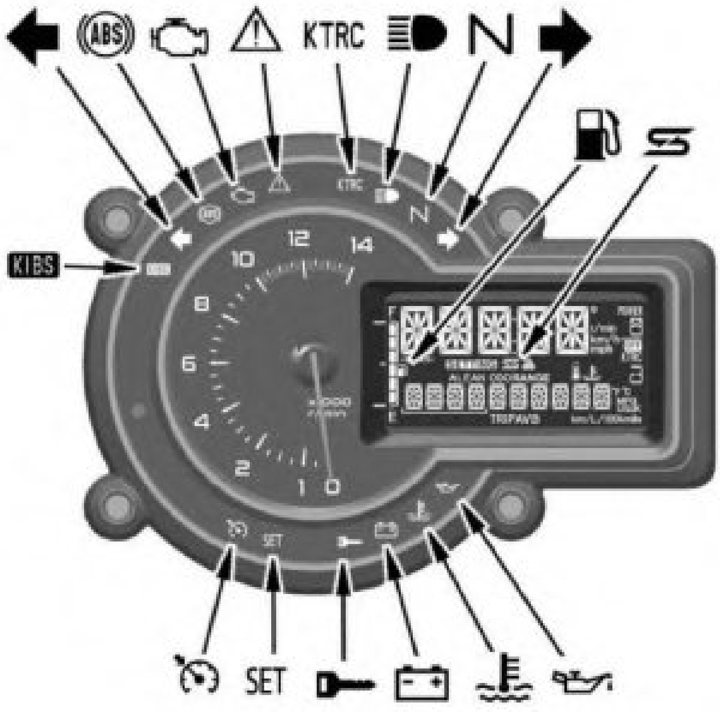
Indicators

1. KIBS KIBS Indicator (White)
2. ← Left Turn Signal Indicator (Green)
3. ABS ABS Indicator (Yellow)
4. Engine Warning Indicator (Yellow)
5. ⚠ Warning Indicator (Yellow)
6. KTRC KTRC Indicator (Yellow)
7. High Beam Indicator (Blue)
8. N Neutral Indicator (Green)
9. → Right Turn Signal Indicator (Green)
10. Cruise Control Indicator (White)
11. SET Cruise Control Set Indicator (Green)
12. Immobilizer Warning Indicator (Red)
13. Battery Warning Indicator (Red)
14. Coolant Temperature Warning Indicator (Red)
15. Oil Pressure Warning Indicator (Red)
16. Fuel Level Warning Indicator
17. IMU Indicator



TG02482D G

Indicator Initial Operation



TG02484D G

When the ignition switch is turned on, all indicators go on/off as shown in the table. If any indicator does not operate as shown, have it checked by an authorized Kawasaki dealer.

ON	[hourglass]	[engine start]	Indicators
□	□	□	[ABS]* [fuel] N [S]
□	□	■	[oil pressure] [engine]
□	■	■	[key] [battery] [coolant temperature] [warning] KTRC [left turn] [right turn] [high beam] KIBS [cruise control] SET

ON: When ignition switch is turned on.

[hourglass]: After a few seconds

[engine start]: When engine starts.

□: Goes on.

■: Goes off.

*: [ABS] goes off shorty after the motorcycle starts moving.

When Warning Indicators Go On or Blink

When warning indicators appear, there could be a problem with vehicle function. Follow actions in the table after stopping the vehicle in a safe place.

Indicators	Status	Actions
	ON	This indicator goes on whenever the oil pressure is dangerously low or the ignition switch is turned on with the engine not running. If this indicator goes on when the engine speed is above idle, stop the engine immediately and check the engine oil level. If the amount of engine oil is insufficient, add engine oil. If the oil level is good, contact an authorized Kawasaki dealer.
	ON	This indicator goes on whenever the coolant temperature rises too high when the motorcycle is in operation. Stop the engine and check the coolant level in the reserve tank after the engine cools down. If the amount of coolant is insufficient, add coolant to the reserve tank. Contact an authorized Kawasaki dealer.
	ON	This indicator goes on if the battery voltage is less than 11.0 V or more than 16.0 V. If the voltage is less than 11.0 V, charge the battery. If it does not solve the problem, contact an authorized Kawasaki dealer.

Indicators	Status	Actions
	Blink	The immobilizer system has malfunctioned. This indicator blinks if an improperly coded key is used or if there is a miscommunication between the antenna and key. Contact an authorized Kawasaki dealer.
	Blink (with lowest segment)	Usable Fuel Remains: Approximately 4.0 L (1.1 US gal)
		Refuel at the earliest opportunity. If the vehicle is on the side stand, the warning indicator cannot estimate the amount of fuel in the tank. Stand the vehicle upright to check the fuel level.
	Blink (with all segments)	The fuel level warning system has malfunctioned. Contact an authorized Kawasaki dealer.
	ON	The DFI system has malfunctioned. Contact an authorized Kawasaki dealer.
	Blink	
	ON	ABS indicator may go on under following specific condition*1. If this indicator appears, first turn the ignition switch off, and then back on, and ride the motorcycle. The ABS indicator should then go off. If it does not, the ABS may has malfunctioned. ABS will not work but conventional brakes function. Contact an authorized Kawasaki dealer.

Indicators	Status	Actions
⚠	ON	If the warning indicator goes on and the power mode indicator*2 blinks on the multifunction meter, the power mode system has malfunctioned. Contact an authorized Kawasaki dealer.
		If the warning indicator goes on and the KTRC mode indicator*2 blinks on the multifunction meter, the KTRC system has malfunctioned. The KTRC system or a part of KTRC system will not work, and the KTRC mode cannot be changed. Contact an authorized Kawasaki dealer.
⚠	ON	The KIBS has malfunctioned. KIBS or a part of KIBS will not work but ABS function. Contact an authorized Kawasaki dealer.
KIBS	Blink	
⚠	ON	The IMU has malfunctioned. Contact an authorized Kawasaki dealer.
S	Blink	

*1:
- After continuous riding on a rough road.
- When the engine is started with the stand raised and the transmission engaged, and the rear wheel turns.
- When accelerating so abruptly that the front wheel leaves the ground.
- When the ABS has been subjected to strong electrical interference.
- When tire pressure is abnormal. Adjust tire pressure.
- When a tire different in size from the standard size is being used. Replace with standard size.
- When the wheel is deformed. Replace the wheel.

*2: Refer to the beginning of this section for indicator position.

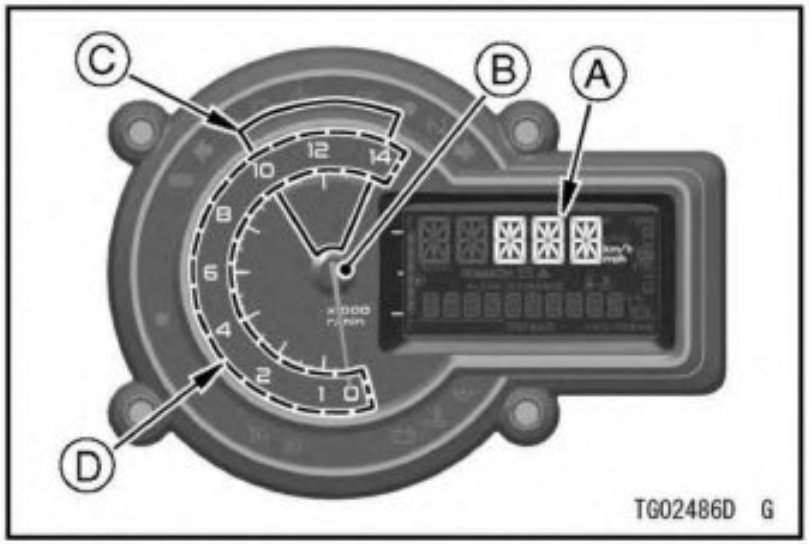
Other Indicators

Indicators	Status
⬅	When the turn signal switch is pushed to the left, this indicator blinks.
KTRC	When the KTRC functions, this indicator blinks.
≡D	When the headlight is on high beam, this indicator goes on.
N	When the transmission is in neutral, this indicator goes on.
➡	When the turn signal switch is pushed to the right, this indicator blinks.

Indicators	Status
	When the cruise control system is on, this indicator goes on. For more detailed information of this system, refer to the Electronic Cruise Control System section in the HOW TO RIDE THE MOTORCYCLE chapter (see page 205).
SET	When setting the cruising speed, this indicator goes on. For more detailed information of this system, refer to the Electronic Cruise Control System section in the HOW TO RIDE THE MOTORCYCLE chapter (see page 205).
	When the ignition switch is turned off, this indicator will start blinking*3, which indicates that the immobilizer system is functioning. After 24 hours, the immobilizer warning indicator will stop blinking. However, the immobilizer system is still functioning.
	When the IMU functions, this indicator goes on.

*3: The immobilizer warning indicator blinking mode can be set to either on or off.
- To stop the immobilizer warning indicator blinking, turn the ignition switch off and then, within twenty seconds, push and hold the upper MODE button and the lower MODE button simultaneously for more than two seconds.
- When the battery is connected, immobilizer warning indicator defaults to blinking mode.
- When the battery voltage is low (below 12 V), the immobilizer warning indicator automatically stops blinking to prevent excessive battery discharge.

Speedometer/Tachometer



A. Speedometer
B. Tachometer
C. Red Zone
D. Shift-up Indicator (Numeral Part)

Speedometer

The speedometer is digital and can be set for km/h or mph.

The unit setting can be changed according to local regulations. Make sure the unit setting (km/h or mph) is correctly displayed before riding.

Refer to the Unit Setting (UNIT) in the Setting Mode section (see page 72).

Tachometer

The tachometer shows the engine speed in revolutions per minute (r/min, rpm).

NOTICE
Engine speed should not be allowed to enter the red zone; operation in the red zone will overstress the engine and may cause serious engine damage.

When the ignition switch is turned on, the tachometer needle momentarily sweeps from the minimum to the maximum reading, then back the minimum reading to check its operation. If

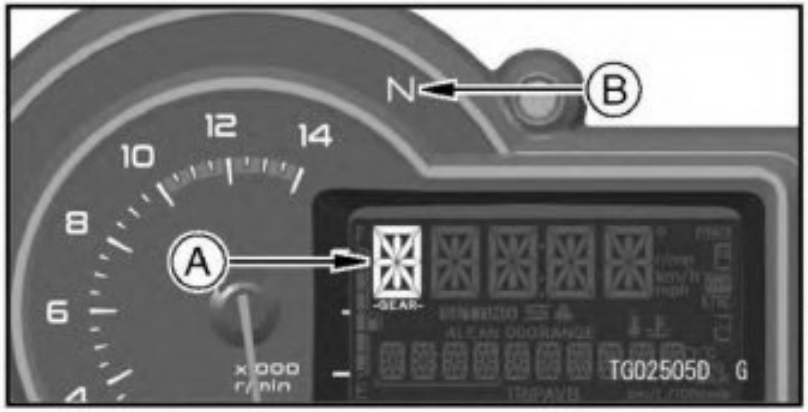
the tachometer does not operate correctly, have it checked by an authorized Kawasaki dealer.

The numeral part of the tachometer also serves as the shift-up indicator.

Features

Gear Position Indicator

The current gear position is shown. When the transmission is in neutral, "N" is displayed, and the neutral indicator appears.



A. Gear Position Indicator
B. Neutral Indicator

Shift-up Indicator

The shift-up indicator can be used to indicate the timing for next up shift by blinking the shift-up indicator once a pre-set engine speed is reached.

NOTE

○ *The shift-up indicator blinks slowly from 500 r/min (rpm) before it reaches pre-set engine speed, and then it blinks fast after it reaches pre-set engine speed.*

⚠ WARNING

Failure to observe the road ahead increases the chance of an accident resulting in severe injury or death.
Do not continually focus your vision on the shift-up indicator.
When shifting down to a lower gear, do not shift at such a high speed that the engine r/min (rpm) jumps excessively. Not only can this cause engine damage, but the rear wheel may skid and cause an accident. Downshifting should be done below 5 000 r/min (rpm) for each gear.

Shift-up Indicator Setting

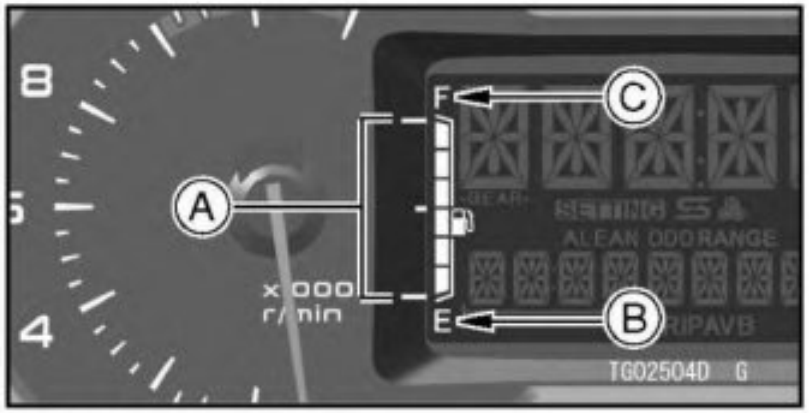
- This function can be selected on or off. Refer to the Shift-up Indicator Setting (SHIFT LAMP) in the Setting Mode section (see page 74).

Shift-up Engine Speed Setting

- The Shift-up indicator timing can be adjusted between 3 000 r/min (rpm) and 10 000 r/min (rpm). Refer to the Shift-up Engine Speed Setting (SHIFT REV) in the Setting Mode section (see page 75).

Fuel Gauge

The fuel level in the fuel tank is shown by the number of segments displayed between E (empty) and F (full).



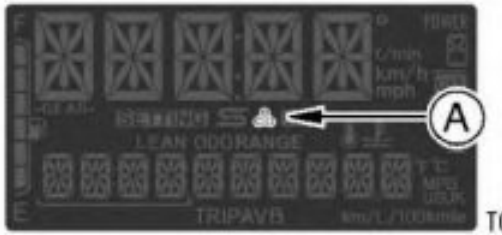
A. Segments
B. E (Empty)
C. F (Full)

NOTE

- *When the fuel tank is full, all the segments are displayed. As the fuel level in the tank goes down, the segments disappear one by one from F (full) to E (empty).*
- *When the fuel level warning indicator and segment(s) blink, refer to the "When Warning Indicators Go On or Blink" in the Indicators section in this chapter (see page 49).*

Economical Riding Indicator

When riding the motorcycle efficiently, the economical riding indicator appears on the LCD to indicate favorable fuel consumption. Monitoring the economical riding indicator can help the rider maximize fuel efficiency.



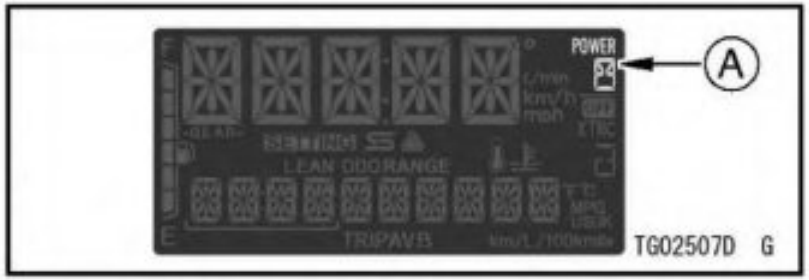
A. Economical Riding Indicator

⚠ WARNING

Failure to observe the road ahead increases the chance of an accident resulting in severe injury or death.
Do not continually focus your vision on the economical riding indicator.

Power Mode Indicator

The current setting of the power mode is shown.

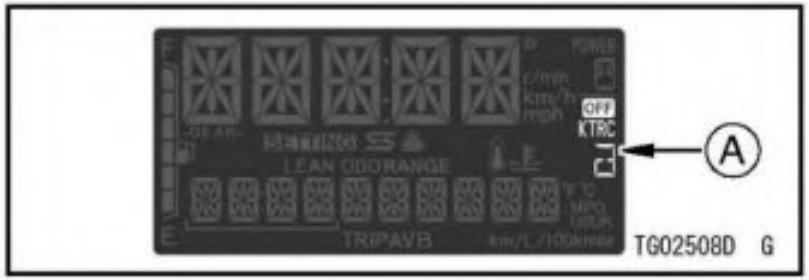


A. Power Mode Indicator

Refer to the Power Mode section in the HOW TO RIDE THE MOTORCYCLE chapter (see page 200).

KTRC Mode Indicator

The current setting of the KTRC is shown.

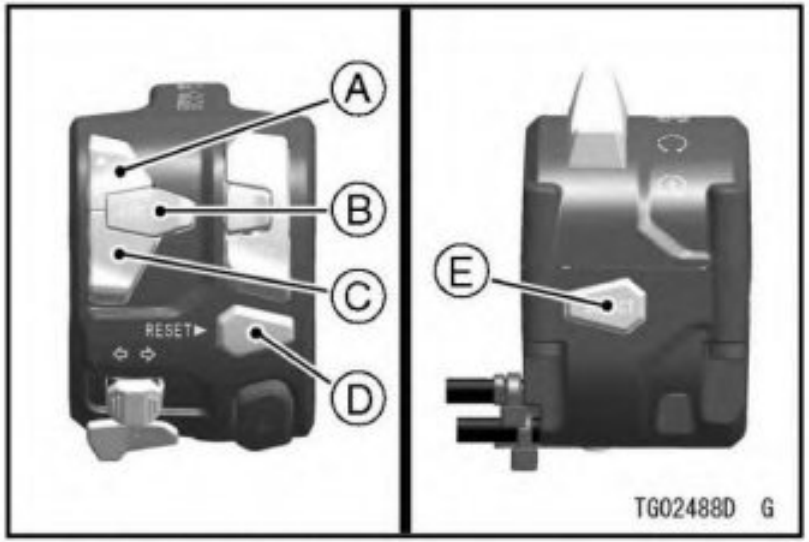


A. KTRC Mode Indicator

Refer to the Kawasaki TRaction Control (KTRC) section in the HOW TO RIDE THE MOTORCYCLE chapter (see page 197).

Control Buttons

The upper MODE, middle, lower MODE and reset buttons on the left switch housing and select button on the right switch housing are used to operate the various functions displayed in the LCD.



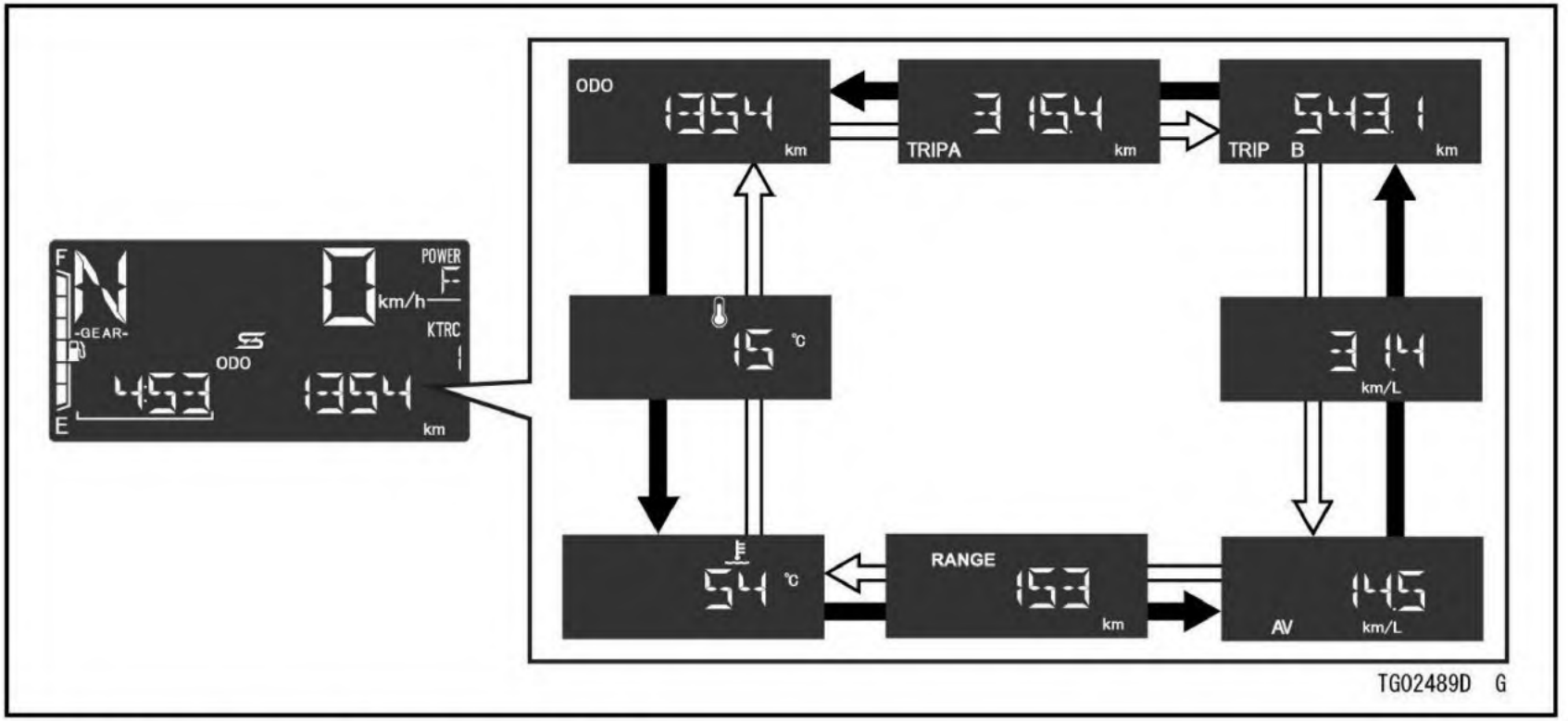
A. Upper MODE Button
B. Middle Button
C. Lower MODE Button
D. Reset Button
E. Select Button

Multifunction Display

To select the display item:

- Push the upper or lower MODE button to select the item. When pushing the lower MODE button, the display items are shifted in the following order. When pushing the upper MODE button, these are shifted in the reverse order.

Odometer
Trip Meter A
Trip Meter B
Current Mileage
Average Mileage
Cruising Range
Coolant Temperature
Outside Temperature



➡: Flow when pushing upper MODE button

⇨: Flow when pushing lower MODE button

Odometer

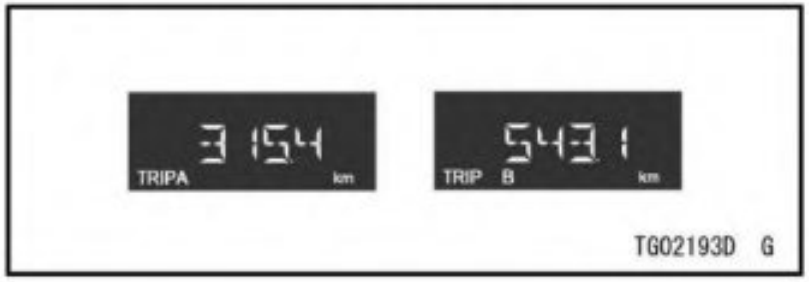
The odometer shows the total distance. This meter cannot be reset.

NOTE

○ *When the figures come to 999999, the display is stopped and locked.*

Trip Meter

The trip meter shows the distance traveled since it was reset.

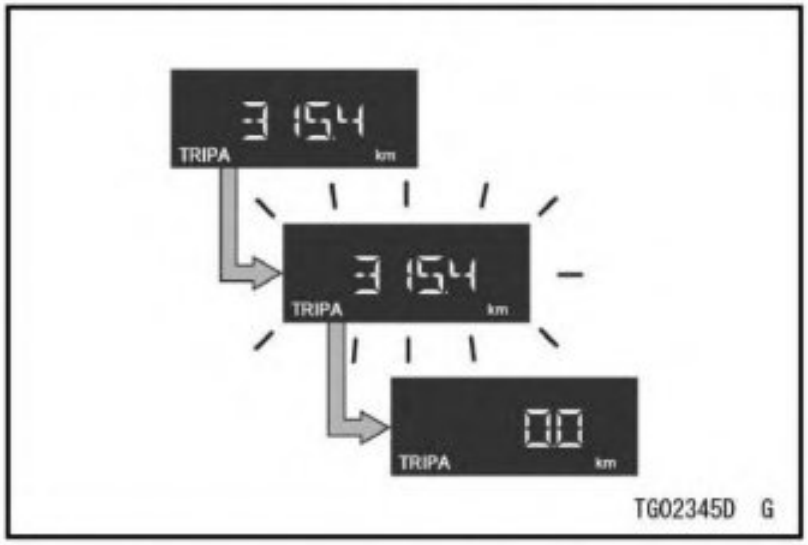


NOTE

○ *When the trip meter reaches 9999.9 while riding, the meter resets to 0.0 and continues counting.*

To reset the trip meter:

- Push the reset button and hold it until the display starts blinking.
- Push the reset button again and hold it until the resetting is done.



⇒: Flow when pushing and holding reset button

NOTE

○ *It is also possible to reset the trip meters and the average mileage at once. Refer to the Multifunction Display Resetting section (see page 66).*

Current Mileage

This display shows the instantaneous rate of fuel consumption. It is renewed every 4 seconds.

NOTE

○ *When the ignition switch is turned on, the numerical value shows "– –. –." After a few seconds of riding the numerical value is displayed.*

Average Mileage

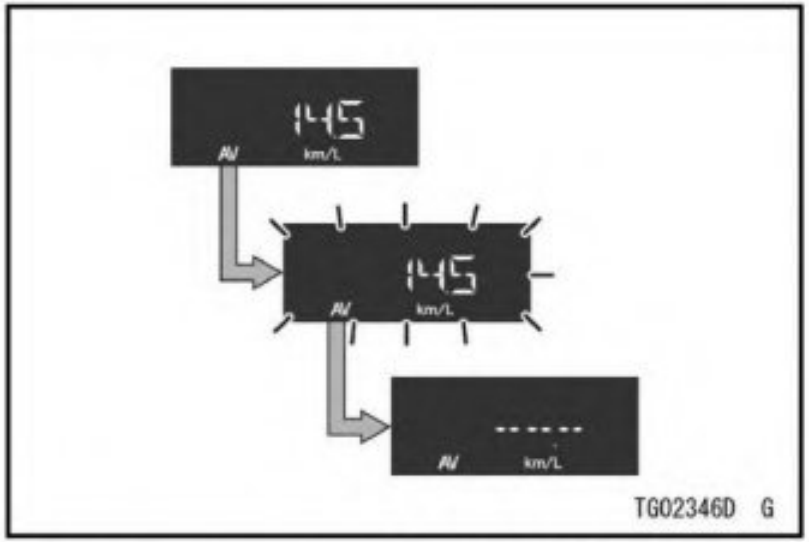
This display shows the average rate of fuel consumption since it was reset. It is renewed every 5 seconds.

NOTE

○ *When the battery is disconnected, the average mileage resets to "– –. –."*

To reset the average mileage:

- Push the reset button and hold it until the display starts blinking.
- Push the reset button again and hold it until the resetting is done.



: Flow when pushing and holding reset button

NOTE

- *It is also possible to reset the average mileage and the trip meters at once. Refer to the Multifunction Display Resetting section (see page 66).*
- *After resetting the average mileage, the numerical value is not displayed until the vehicle has travelled 100 m (328 ft).*

Cruising Range

This display shows the cruising range by numerical value, and indicates the cruising range from the remaining fuel in the fuel tank. It is renewed every 20 seconds.

NOTE

- *The cruising range value is no longer shown if the fuel level gets too low after the fuel level warning indicator starts blinking.*
- *To recover the cruising range display, add fuel to at least the level needed for the fuel level warning indicator to stop blinking. The cruising range value may still be displayed*

with a low fuel level, but it will not be accurate until enough fuel is added to stop the fuel level warning indicator from blinking.

Coolant Temperature

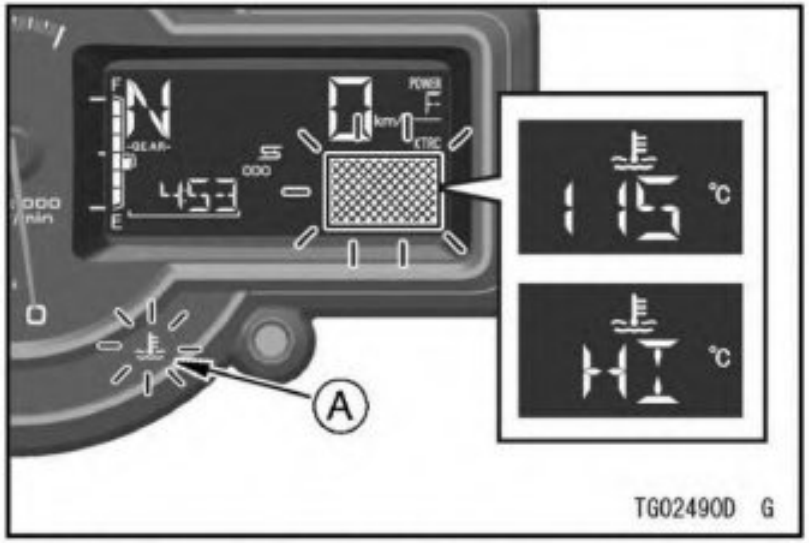
This display shows the temperature of the engine coolant.

This meter shows the coolant temperature. The meter display is as shown below.

Coolant Temperature	Meter
Below 40°C (104°F)	"- - -" is displayed
Above 115°C (239° F)	Starts blinking
Above 120°C (248° F)	"Hi" appears and starts blinking

NOTE

- *Even if the multifunction display does not displaying the coolant temperature, it switches to the coolant temperature warning automatically when the coolant temperature rises to 115°C (239°F).*



A. Coolant Temperature Warning Indicator

NOTICE

Stop the engine if the coolant temperature shows "HI." Prolonged engine operation will result in severe engine damage from overheating.

Outside Temperature

This display shows the outside temperature.

NOTE

- *The outside temperature can be displayed from –20°C (–4°F) to 60°C (140°F).*
- *The outside temperature may not be displayed correctly in this meter when the speed is 20 km/h (12 mph) or less, or the outside temperature sensor gets wet. The display value of the outside temperature does not increase when the speed is 20 km/h (12 mph) or less.*

⚠ WARNING

If the outside temperature is 3°C (37°F) or below when the ignition key is turned on, the "ICE" message will come on to warn the operator that the roads may be icy. Check the road surface and ride carefully.

TG02348D G

NOTE

○ *Even if the multifunction display is not displaying the outside temperature, it switches to the "ICE" message automatically when the temperature drops to 3°C (37°F).*

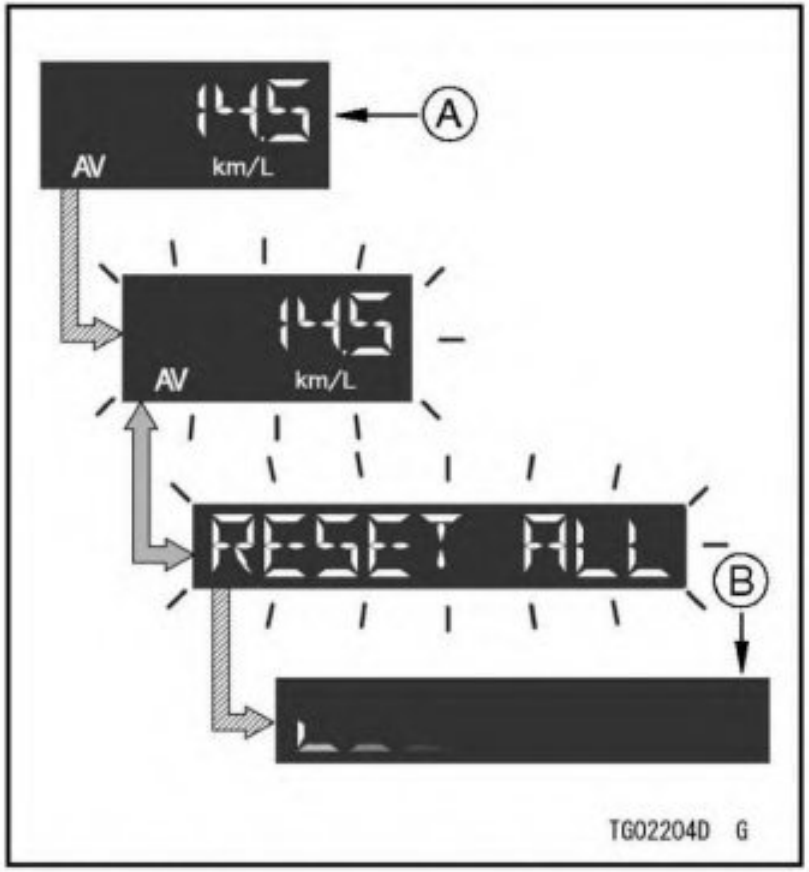
○ *The multifunction display displays the "ICE" message only once. After shifting it to other items, the multifunction display displays the numerical value of the outside temperature instead of the "ICE" message.*

Multifunction Display Resetting

The trip meters and the average mileage can be reset at once.

To access this function:

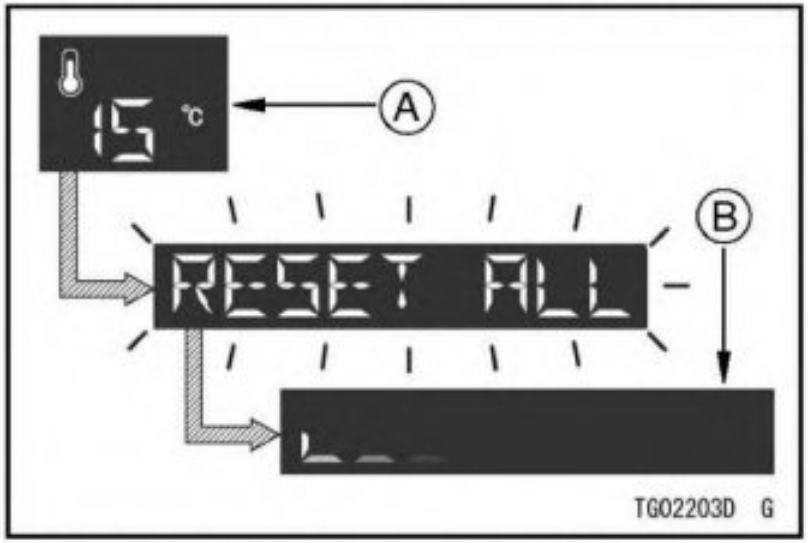
- Display the trip meter or the average mileage.
- Push the reset button and hold it in until the display starts blinking.
- Push the reset button. "RESET ALL" is appeared.
- Push the reset button again and hold it in until the resetting is done.



A. Trip Meters or Average Mileage
B. Reset starts
⇒: Flow when pushing and holding reset button
⇒: Flow when pushing reset button

NOTE

- *If the ignition switch is turned off during resetting, the reset is not carried out.*
- *Alternatively, this function can be accessed with the following procedure.*

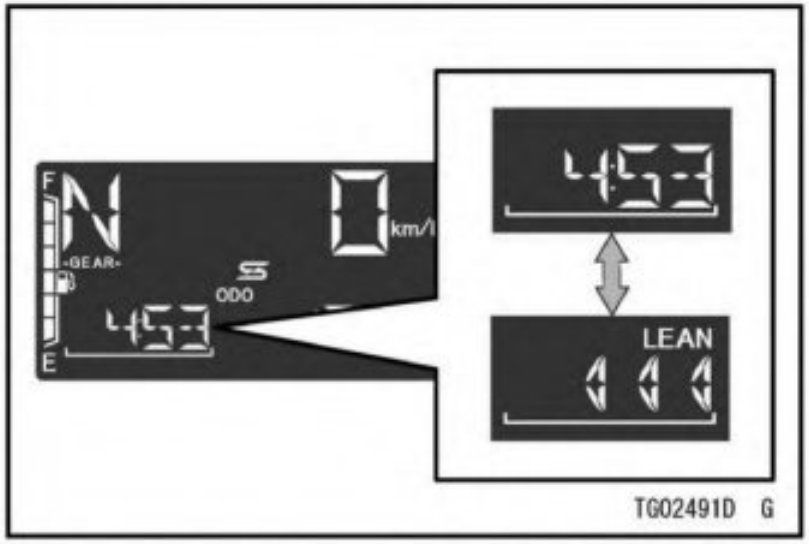


A. Except trip meters and average mileage
B. Reset starts
⇒: Flow when pushing and holding reset button

Clock/Lean Angle

To switch the display item:

- Push the middle button.



⟹: **Flow when pushing middle button**

Clock

To adjust the clock:

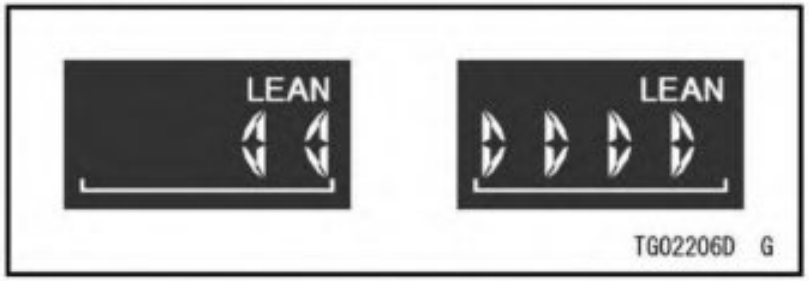
- Refer to the Clock Setting (CLOCK) in the Setting Mode section (see page 77).

NOTE

- *When the battery is disconnected, the clock is reset to 1:00 (12h mode) or 13:00 (24h mode) and starts working again when the battery is connected.*

Lean Angle

This display shows the lean angle of the vehicle. The bigger the angle, the more segments appear.



NOTE

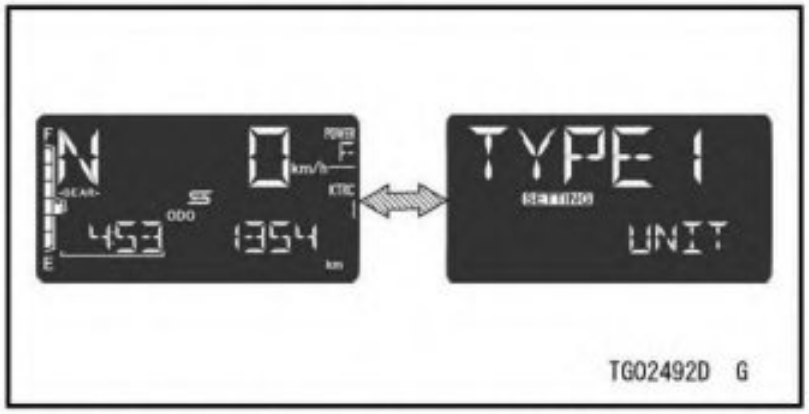
- *The meter instrument records the maximum lean angle. Refer to the Setting Mode section to display it (see page 69).*

Setting Mode

The setting mode can be set some functions and display some information.

To operate the mode:

- Push and hold the select button until entering the mode. “SETTING” segment appears.
- Push and hold the select button until the multifunction meter returns to the ordinary display.



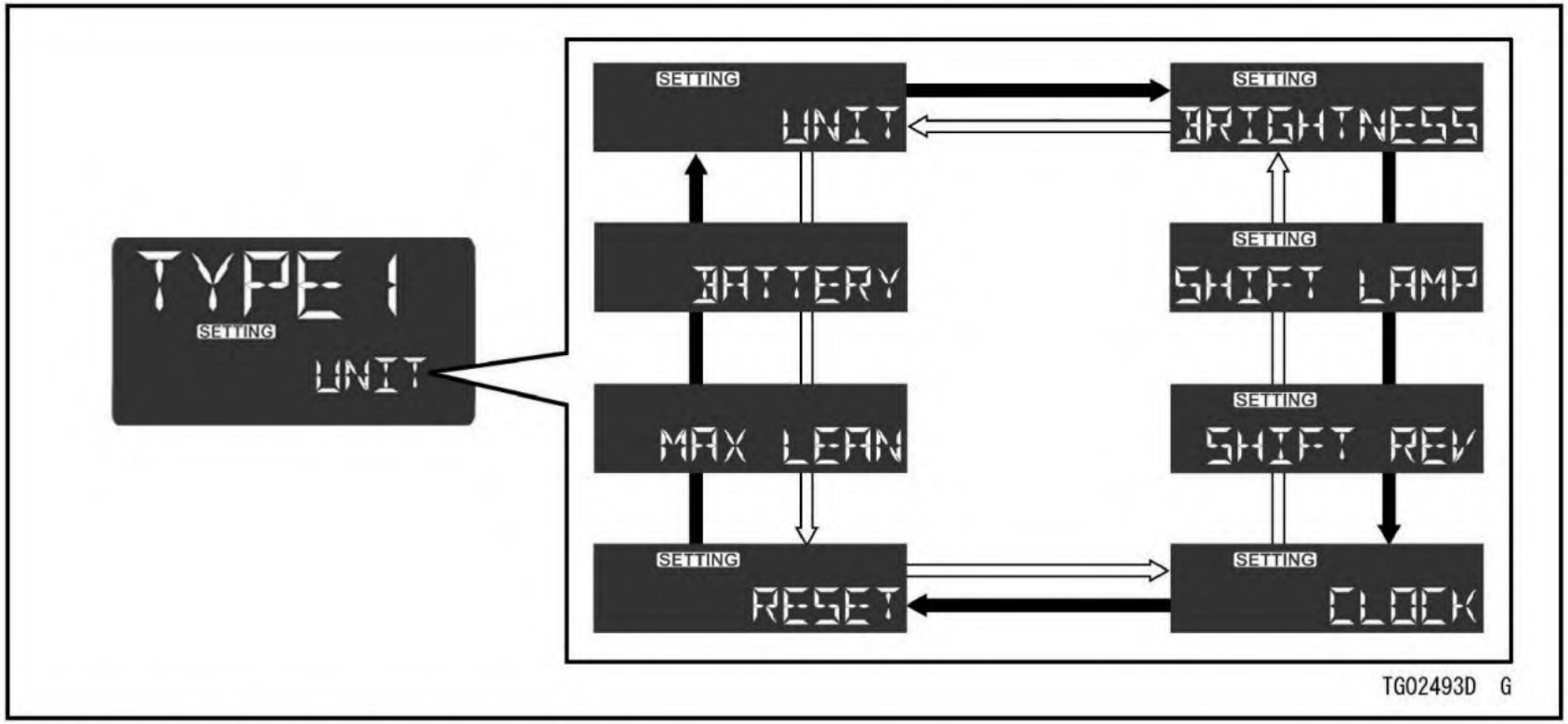
⟹: **Flow when pushing and holding select button**

NOTE

- *When the vehicle speed exceeds 5 km/h (3 mph), the meter ends the setting mode and returns to the ordinary display.*

- Push the upper or lower MODE button to select the item. When pushing the upper MODE button, the display items are shifted in the following order. When pushing the lower MODE button, these are shifted in the reverse order.

Unit Setting
Meter Illumination Brightness Setting
Shift-up Indicator Setting
Shift-up Engine Speed Setting
Clock Setting
Setting Reset
Maximum Lean Angle (Left/Right)
Battery Voltage



➡: Flow when pushing upper MODE button

⇨: Flow when pushing lower MODE button

Unit Setting (UNIT)

The unit setting in the meter instrument can be changed according to local regulations. Make sure the unit setting is correctly displayed before riding.

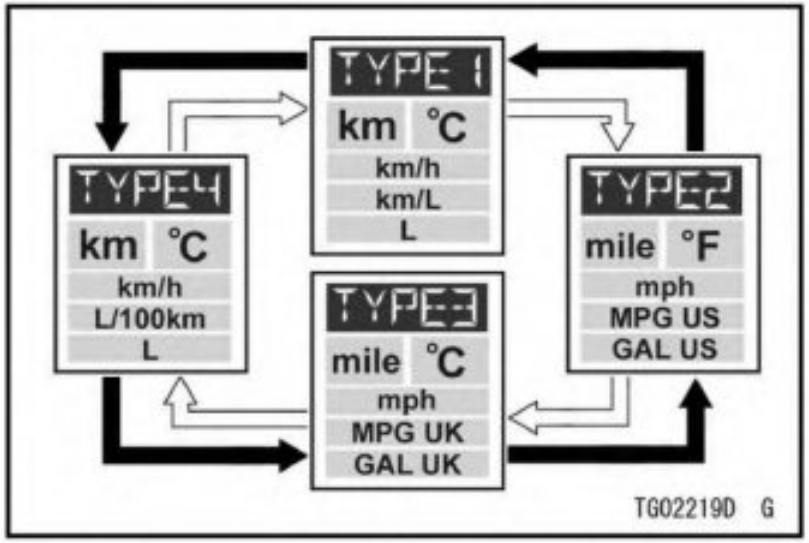
NOTE

- *Do not operate the motorcycle with the wrong speed unit (mph or km/h).*
- *The unit setting can be selected from four unit types.*

To select the setting:

- Push and hold the select button to enter the setting mode.
- Push the upper or lower MODE button to display “UNIT.”

- Push the select button. The current setting starts blinking.
- Push the upper or lower MODE button to select the type.
- Push the select button. The current setting stops blinking.



➡: Flow when pushing upper MODE button

⇨: Flow when pushing lower MODE button

Meter Illumination Brightness Setting (BRIGHTNESS)

The brightness of the LCD and tachometer can be adjusted manually in three levels.

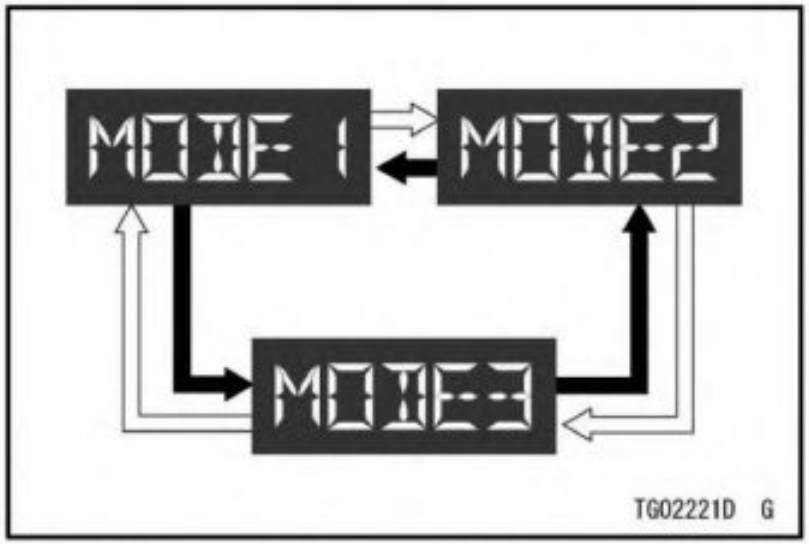
Mode	Brightness
"MODE1"	Bright
"MODE2"	Medium
"MODE3"	Dim

To select the setting:

- Push and hold the select button to enter the setting mode.
- Push the upper or lower MODE button to display "BRIGHTNESS."

- Push the select button. The current setting starts blinking.

- Push the upper or lower MODE button to select the mode.
- Push the select button. The current setting stops blinking.



➡: Flow when pushing upper MODE button

⇨: Flow when pushing lower MODE button

Shift-up Indicator Setting (SHIFT LAMP)

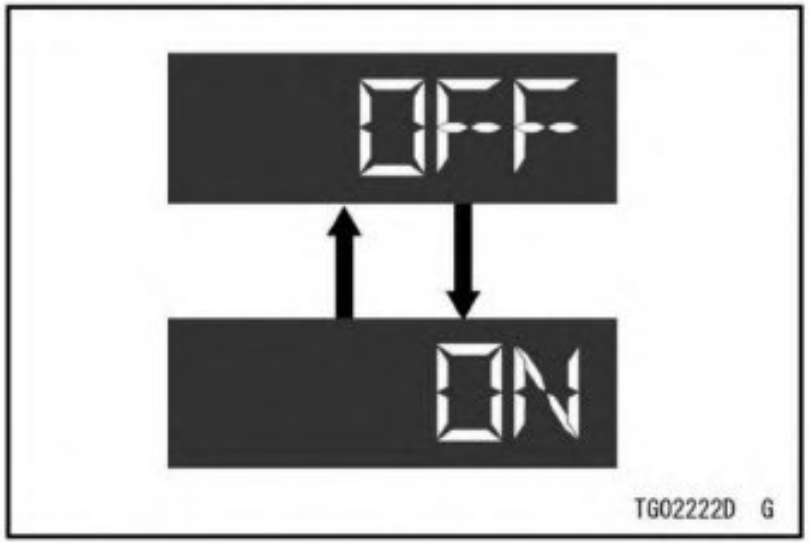
The shift-up indicator can be selected on or off.

To select the setting:

- Push and hold the select button to enter the setting mode.
- Push the upper or lower MODE button to display “SHIFT LAMP.”

- Push the select button. The current setting starts blinking.
- Push the upper or lower MODE button to select the setting.

- Push the select button. The current setting stops blinking.



➡: Flow when pushing upper or lower MODE button

Shift-up Engine Speed Setting (SHIFT REV)

The shift-up engine speed can be adjusted between 3 000 r/min (rpm) and 10 000 r/min (rpm).

To adjust the setting:

- Push and hold the select button to enter the setting mode.
- Push the upper or lower MODE button to display "SHIFT REV."

- Push the select button. The current setting starts blinking.
- Push the upper or lower MODE button to select the setting.

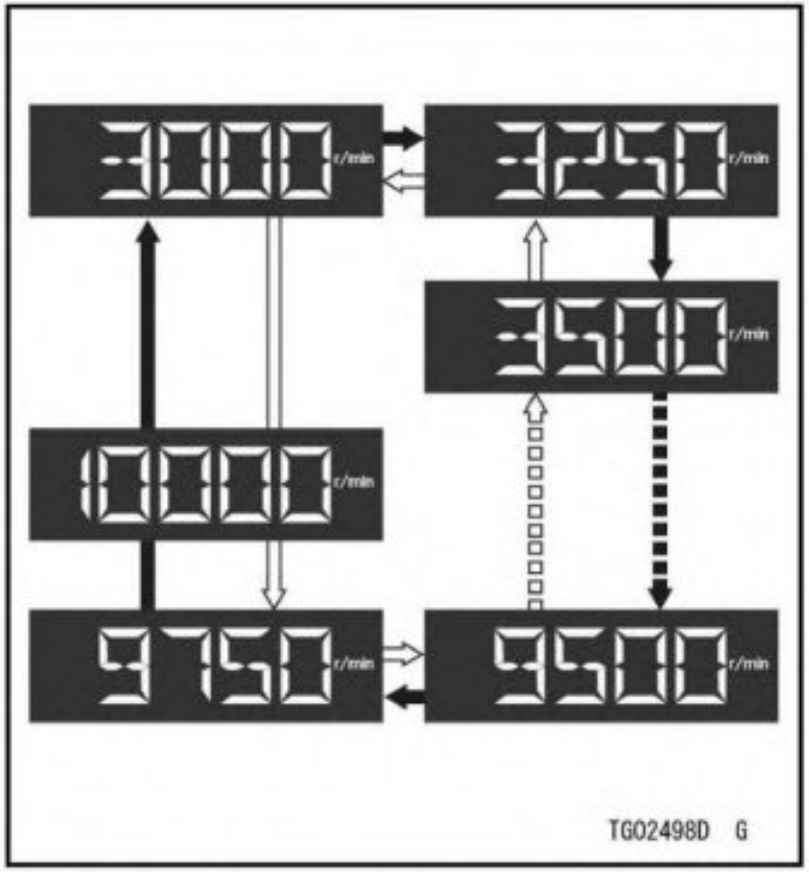
NOTE

○ *When pushing the upper MODE button, the shift-up engine speed*

increases in 250 r/min (rpm) increments.

- *When pushing the lower MODE button, the shift-up engine speed decreases in 250 r/min (rpm) increments.*
- *If the shift-up engine speed increases past the maximum value, it returns to the minimum value and begins increasing again.*
- *If the shift-up engine speed decreases past the minimum value, it returns to the maximum value and begins decreasing again.*

- Push the select button. The current setting stops blinking.



: Flow when pushing upper MODE button

: Flow when pushing lower MODE button

⚠ WARNING

Failing to properly observe the road ahead increases the chance of an accident. Do not concentrate on the shift-up indicator by taking your eyes off the road, observe using peripheral vision. When shifting down to a lower gear, do not shift at such a high speed that the engine r/min (rpm) jumps excessively. Not only can this cause engine damage, but the rear wheel may skid and cause an accident. Downshifting should be done below 5 000 r/min (rpm) for each gear.

NOTICE

Engine speed should not be allowed to enter the red zone; operation in the red zone will overstress the engine and may cause serious engine damage.

Clock Setting (CLOCK)

The clock can be selected from the 12h mode and 24h mode.

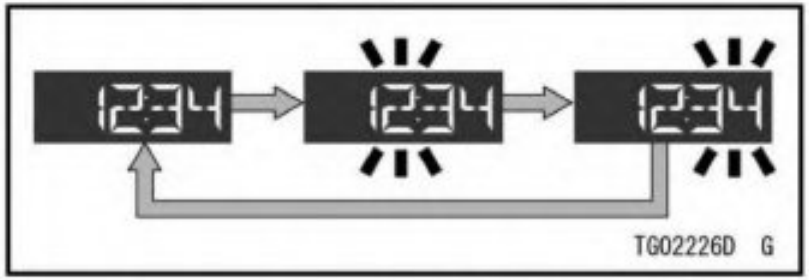
NOTE

- *When the battery is disconnected, the clock is reset to 1:00 (12h mode) or 13:00 (24h mode) and starts working again when the battery is connected.*

To adjust the clock:

- Push and hold the select button to enter the setting mode.
- Push the upper or lower MODE button to display “CLOCK.”

- Push the select button to select the hour or minute digits.

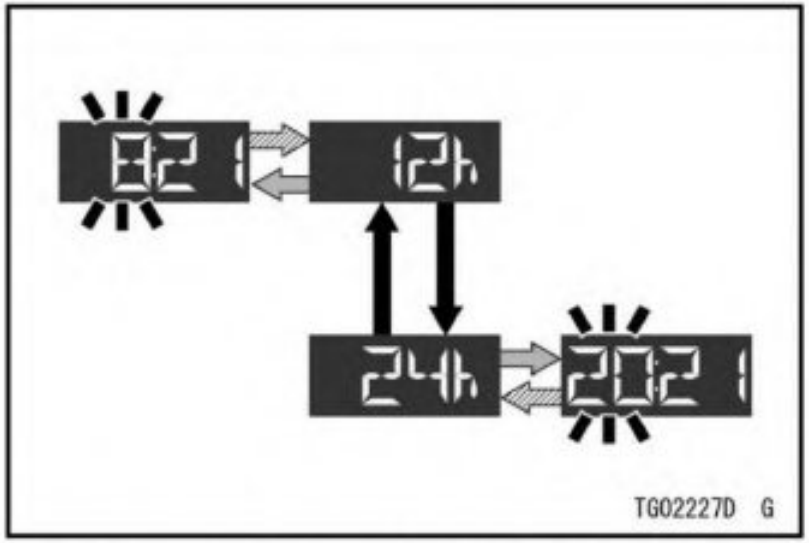


: Flow when pushing select button

- Push the upper or lower MODE button to adjust the hour or minute digits.
- To finish the adjustment, stop the blinking of digits by pushing the select button.

To change 12h/24h mode:

- During blinking of the hour digits, push the select button and hold it. The current mode (12h or 24h) appears.
- Push the upper or lower MODE button to select the mode.
- Push the select button to return to the clock adjustment.



: Flow when pushing and holding select button

: Flow when pushing upper or lower MODE button

: Flow when pushing select button

Setting Reset (RESET)

Some items can be reset to the initial setting shown below. Other settings are not reset.

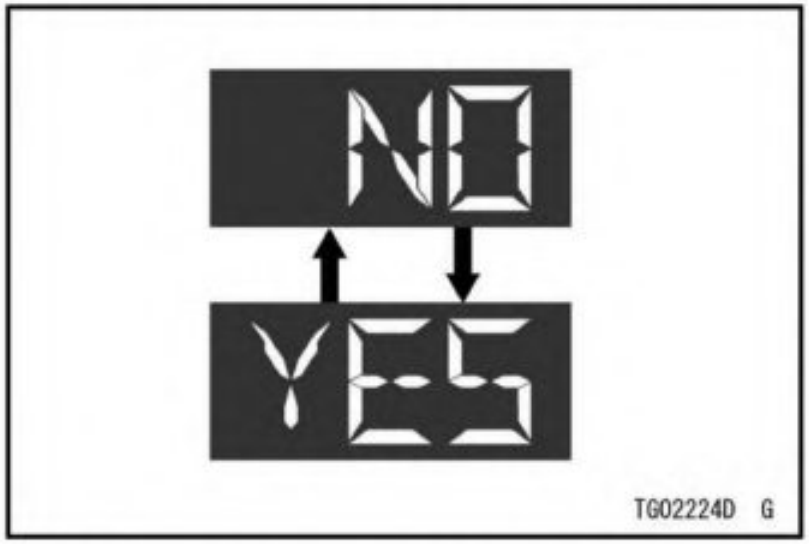
Initial Setting

Meter Illumination Brightness	MODE1 (Bright)
Shift-up Indicator	ON
	8 000 r/min (rpm)
KTRC	1
Power Mode	F (Full)

To reset the setting:

- Push and hold the select button to enter the setting mode.
- Push the upper or lower MODE button to display “RESET.”

- Push the select button. “NO” message starts blinking.
- Push the upper or lower MODE button to select “NO” or “YES.”
- Push the select button. The reset will start when selecting “YES.”



→: Flow when pushing upper or lower MODE button

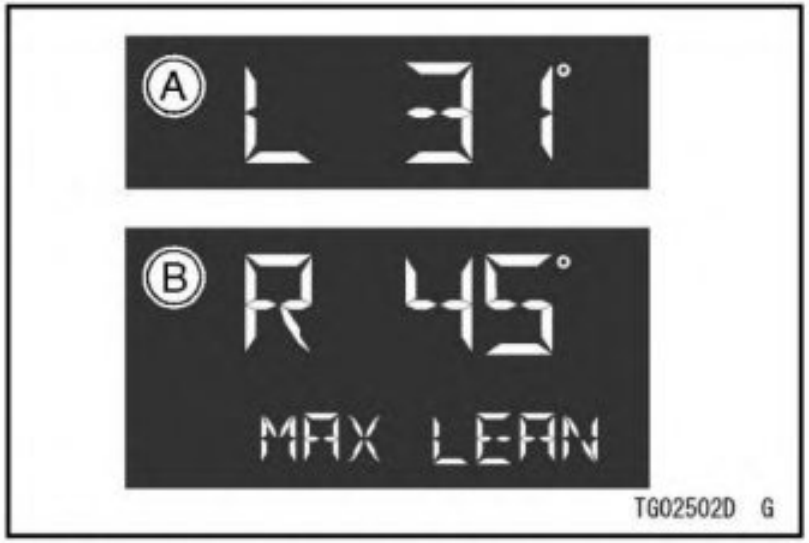
NOTE

○ *If the ignition switch is turned off during resetting, the mode reset is not carried out.*

Maximum Lean Angle (MAX LEAN)

This item shows the maximum lean angle of the vehicle since it was reset.
To display the maximum lean angle (left/right):

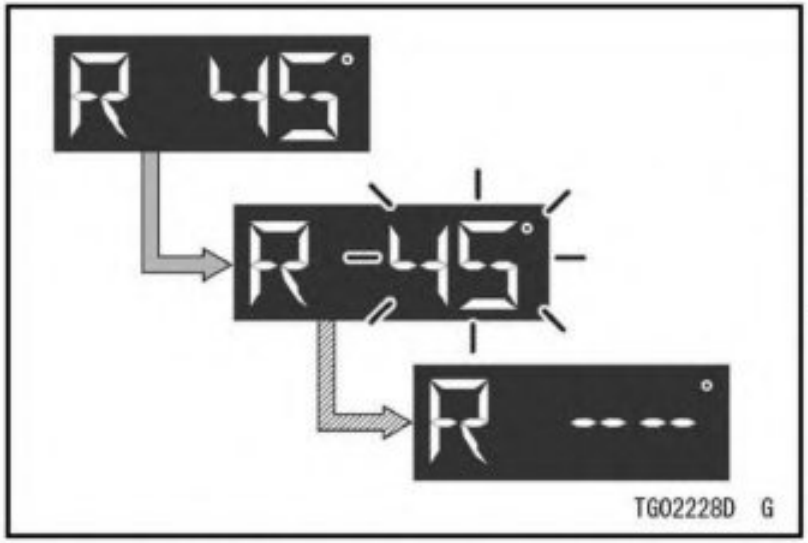
- Push and hold the select button to enter the setting mode.
- Push the upper or lower MODE button to display “MAX LEAN.”



A. Maximum Lean Angle (Left)
B. Maximum Lean Angle (Right)

To reset the maximum lean angle (left/right):

- Push the select button during displaying the maximum lean angle (left/right). The display starts blinking.
- Push the select button and hold it until resetting is done.



: Flow when pushing select button
: Flow when pushing and holding select button

Battery Voltage (BATTERY)

This item shows the current battery voltage.

To display the battery voltage:

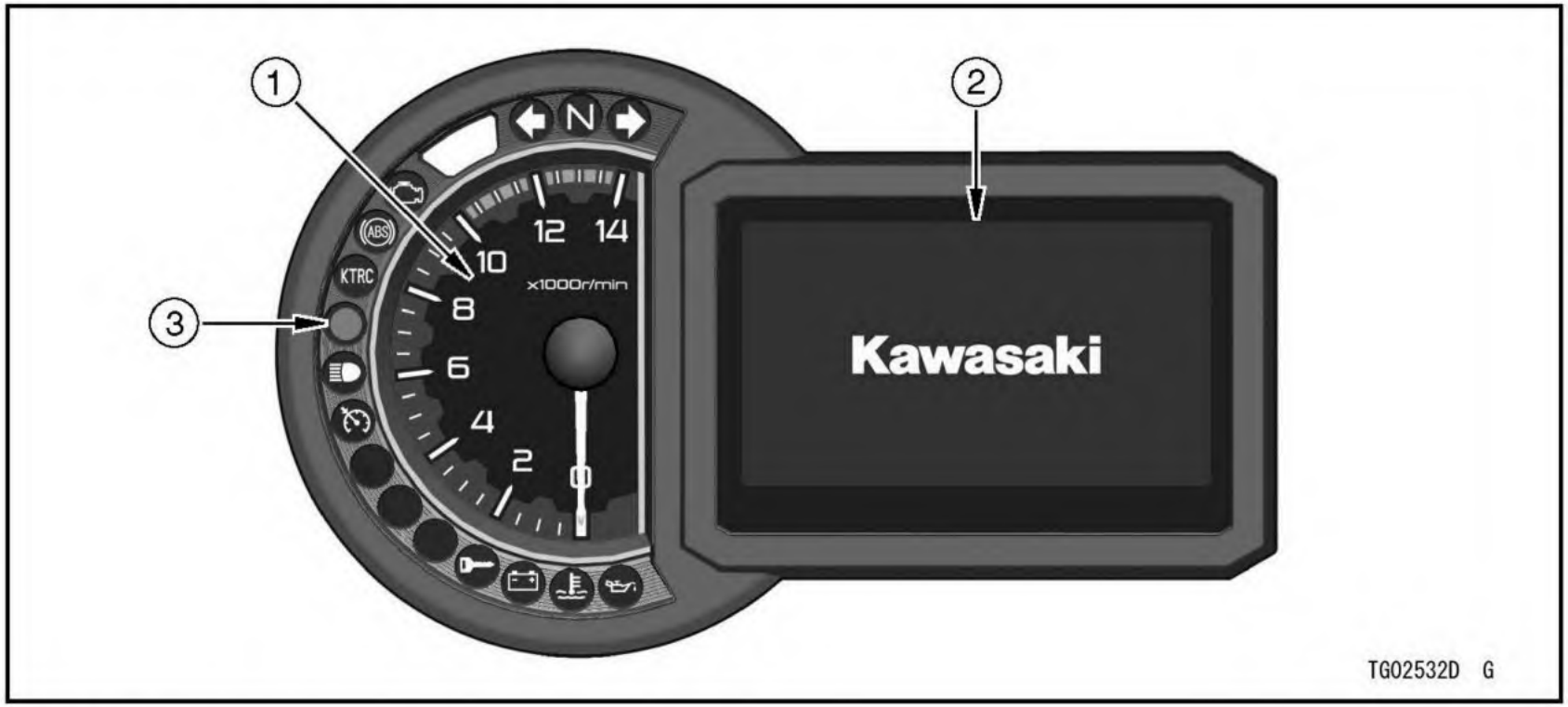
- Push and hold the select button to enter the setting mode.
- Push the upper or lower MODE button to display "BATTERY."

NOTE

- *The battery voltage is displayed in the 9.0 – 16.0 V range. If the display range is exceeded, the indication is fixed at the maximum or minimum value.*
- *The battery voltage shown in this display may differ from the numerical value measured by the another device.*

Meter Instruments (KLZ1100B/C)

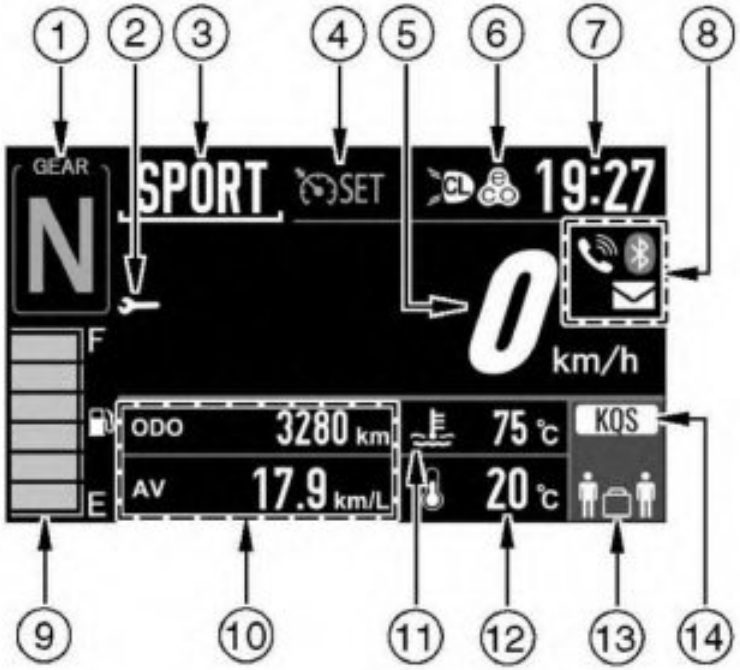
The display layout can be switched from two different types. Refer to the Menu Mode section (see page 121).



1. Tachometer
2. Display Screen
3. Ambient Brightness Sensor

Display Layout (Type 1)

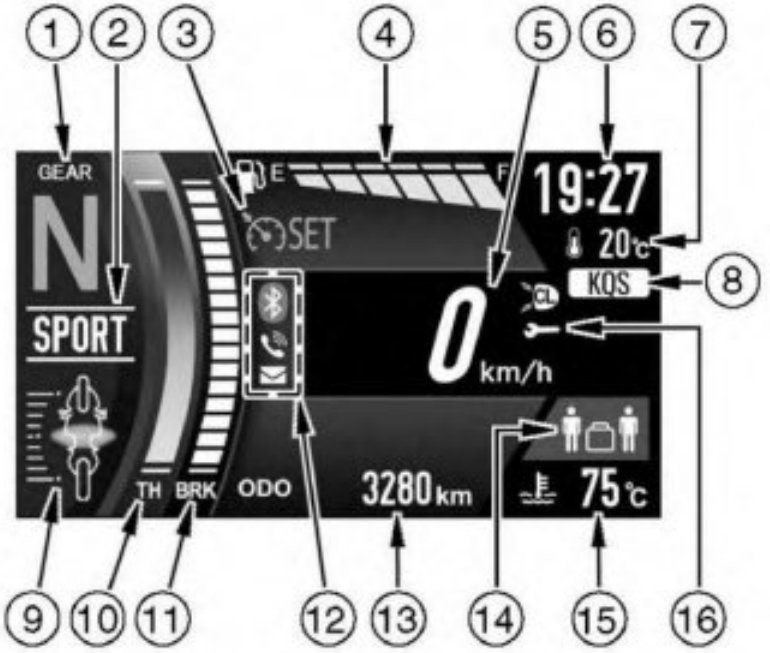
1. Gear Position Indicator
2. Service Indicator
3. Integrated Riding Mode Indicator
4. Cruise Control System Indicator
5. Speedometer
6. Economical Riding Indicator
7. Clock
8. Bluetooth® Connection Indicator
9. Fuel Gauge
10. Multifunction Display
    - Odometer
    - Trip Meter A/B
    - Lean Angle
    - Maximum Lean Angle
    - Current Mileage
    - Average Mileage
    - Cruising Range
    - Average Speed
    - Total Time
    - Battery Voltage
11. Coolant Temperature Meter
12. Outside Temperature Meter
13. KECS Preload Mode Indicator (KLZ1100C)
14. KQS Mode Indicator



TG02535D G

Display Layout (Type 2)

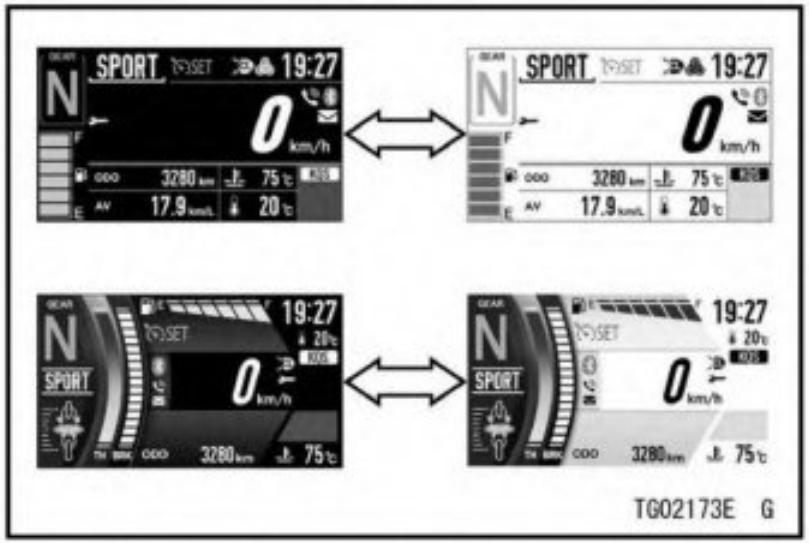
1. Gear Position Indicator
2. Integrated Riding Mode Indicator
3. Cruise Control System Indicator
4. Fuel Gauge
5. Speedometer
6. Clock
7. Outside Temperature Meter
8. KQS Mode Indicator
9. Acceleration/Deceleration Indicator
10. Throttle Gauge
11. Front Brake Pressure Gauge
12. Bluetooth® Connection Indicator
13. Multifunction Display
    - Odometer
    - Trip Meter A/B
    - Lean Angle
    - Maximum Lean Angle
14. KECS Preload Mode Indicator (KLZ1100C)
15. Coolant Temperature Meter
16. Service Indicator



TG02536D G

Background Color Change

- Push the RESET button to invert the background color of the display screen.



⇨: **Flow when pushing RESET button**

Ambient Brightness Sensor

The brightness of the meter instrument is controlled automatically depending on the ambient brightness.

NOTE

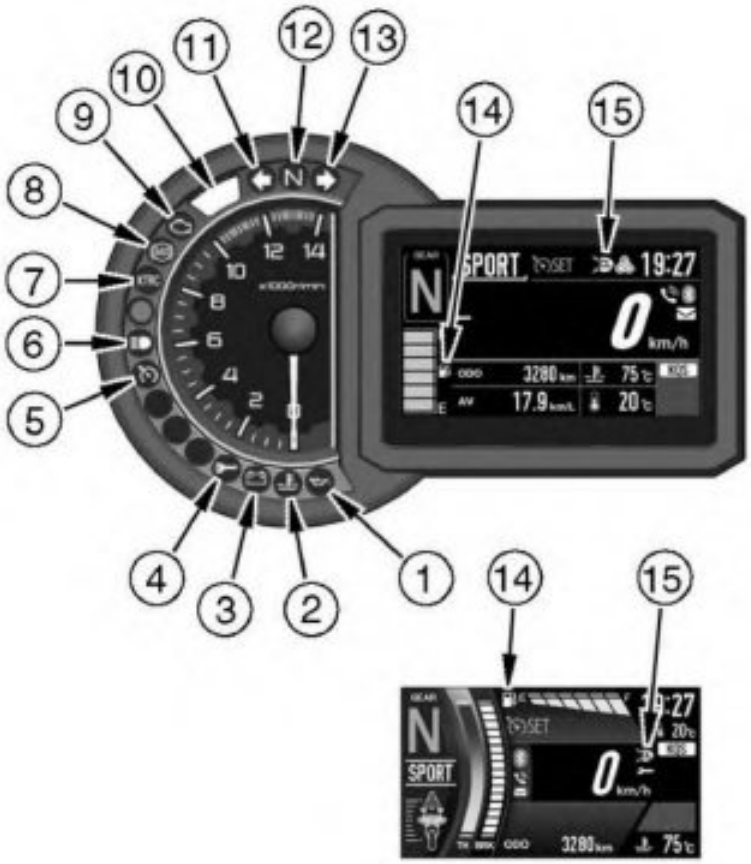
○ *Be careful not to cover the ambient brightness sensor on the meter instrument while riding the motorcycle.*

Meter Instrument Brightness Setting

- The brightness of the meter instrument can be adjusted manually in three levels. Refer to Brightness in the Menu Mode section (see page 122).

Indicators

1. Oil Pressure Warning Indicator (Red)
2. Coolant Temperature Warning Indicator (Red)
3. Battery Warning Indicator (Red)
4. Immobilizer Warning Indicator (Red)
5. Cruise Control Indicator (White)
6. High Beam Indicator (Blue)
7. KTRC KTRC Indicator (Yellow)
8. ABS Indicator (Yellow)
9. Engine Warning Indicator (Yellow)
10. Shift-up Indicator (Yellow)
11. Left Turn Signal Indicator (Green)
12. N Neutral Indicator (Green)
13. Right Turn Signal Indicator (Green)
14. Fuel Level Warning Indicator
15. Cornering Light Indicator



TG02174E G

Indicator Initial Operation

TG02541D G

When the ignition switch is turned on, all indicators go on/off as shown in the table. If any indicator does not operate as shown, have it checked by an authorized Kawasaki dealer.

ON	⌛	🔑	Indicators
□	□	□	(ABS)* N
□	□	■	
□	■	■	KTRC

ON: When ignition switch is turned on.
⌛: After a few seconds
🔑: When engine starts.
□: Goes on.
■: Goes off.
*: (ABS) goes off shorty after the motorcycle starts moving.

When Warning Indicators Go On or Blink

When warning indicators appear, there could be a problem with vehicle function. Follow actions in the table after stopping the vehicle in a safe place.

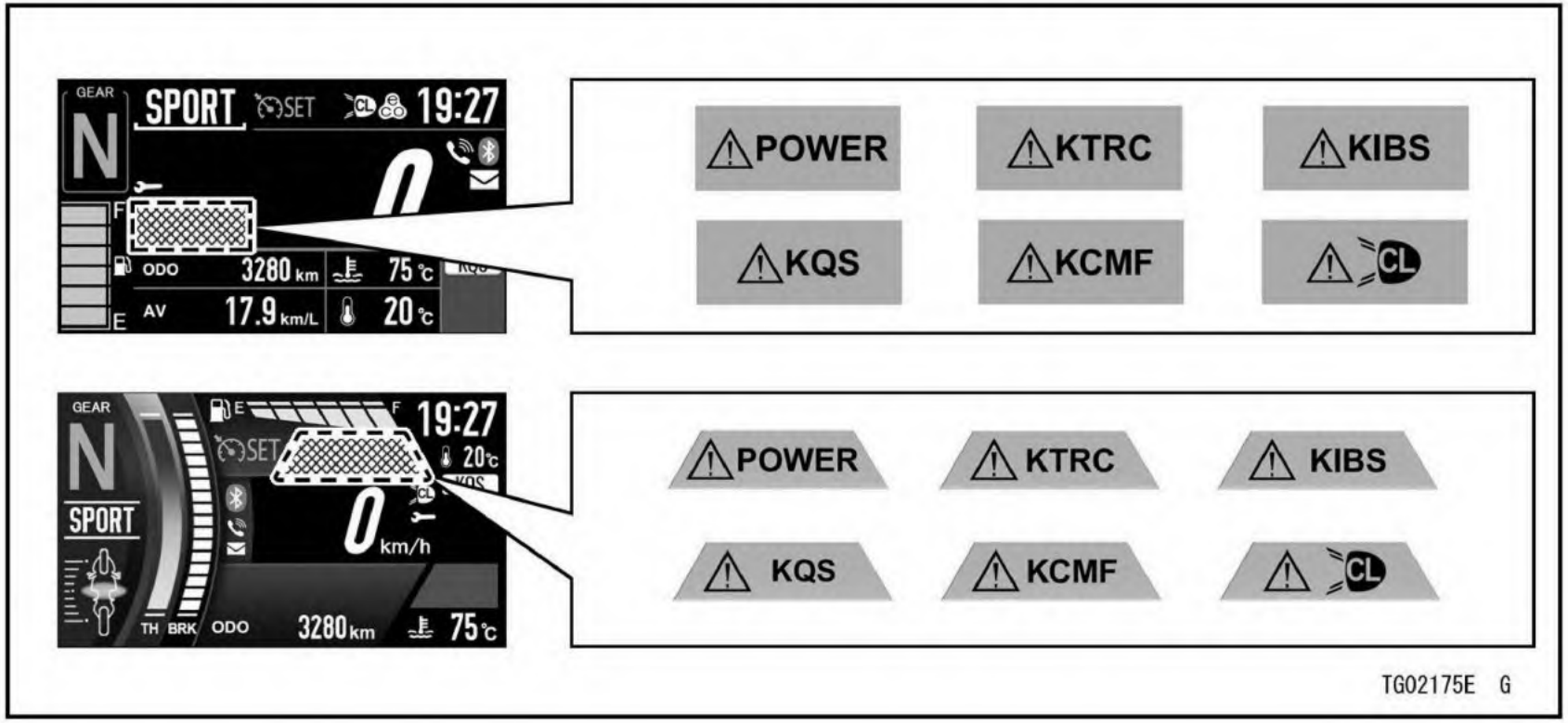
Indicators	Status	Actions
	ON	This indicator goes on whenever the oil pressure is dangerously low or the ignition switch is turned on with the engine not running. If this indicator goes on when the engine speed is above idle, stop the engine immediately and check the engine oil level. If the amount of engine oil is insufficient, add engine oil. If the oil level is good, contact an authorized Kawasaki dealer.
	ON	This indicator goes on whenever the coolant temperature rises too high when the motorcycle is in operation. Stop the engine and check the coolant level in the reserve tank after the engine cools down. If the amount of coolant is insufficient, add coolant to the reserve tank. Contact an authorized Kawasaki dealer.
	ON	This indicator goes on if the battery voltage is less than 11.0 V or more than 16.0 V. If the voltage is less than 11.0 V, charge the battery. If it does not solve the problem, contact an authorized Kawasaki dealer.

Indicators	Status	Actions
	Blink	The immobilizer system has malfunctioned. This indicator blinks if an improperly coded key is used or if there is a miscommunication between the antenna and key. Contact an authorized Kawasaki dealer.
	Blink (with lowest segment)	Usable Fuel Remains: Approximately 4.0 L (1.1 US gal)
		Refuel at the earliest opportunity. If the vehicle is on the side stand, the warning indicator cannot estimate the amount of fuel in the tank. Stand the vehicle upright to check the fuel level.
	Blink (with all segments)	The fuel level warning system has malfunctioned. Contact an authorized Kawasaki dealer.
	ON	The DFI system has malfunctioned. Contact an authorized Kawasaki dealer.
	Blink	
	ON	ABS indicator may go on under following specific condition*1. If this indicator appears, first turn the ignition switch off, and then back on, and ride the motorcycle. The ABS indicator should then go off. If it does not, the ABS may has malfunctioned. ABS will not work but conventional brakes function. Contact an authorized Kawasaki dealer.

*1:
- After continuous riding on a rough road.
- When the engine is started with the stand raised and the transmission engaged, and the rear wheel turns.
- When accelerating so abruptly that the front wheel leaves the ground.
- When the ABS has been subjected to strong electrical interference.
- When tire pressure is abnormal. Adjust tire pressure.
- When a tire different in size from the standard size is being used. Replace with standard size.
- When the wheel is deformed. Replace the wheel.

When Warning Messages Display

When warning messages appear, there could be a problem with vehicle function. Have them checked by an authorized Kawasaki dealer.

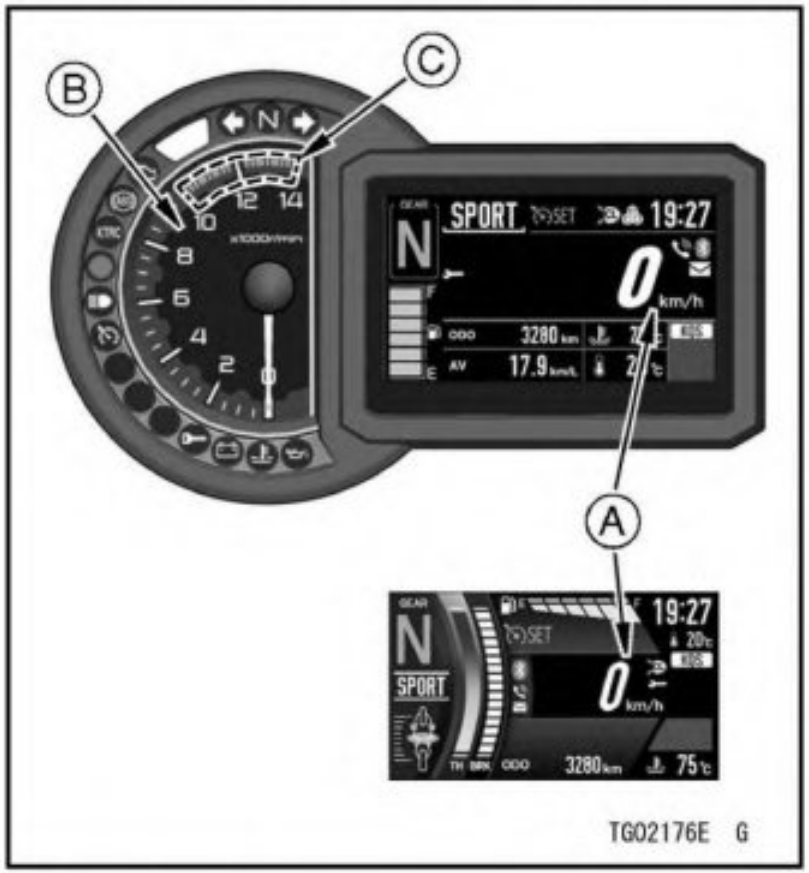


Other Indicators

Indicators	Status
	When the ignition switch is turned off, this indicator will start blinking*2, which indicates that the immobilizer system is functioning. After 24 hours, the immobilizer warning indicator will stop blinking. However, the immobilizer system is still functioning.
	When the cruise control system is on, this indicator goes on. For more detailed information of this system, refer to the Electronic Cruise Control System section in the HOW TO RIDE THE MOTORCYCLE chapter (see page 208).
	When the headlight is on high beam, this indicator goes on.
KTRC	When the KTRC functions, this indicator blinks.
	The shift-up indicator can be used to indicate the timing for the next up shift by blinking the shift-up indicator when a set engine speed is reached. Refer to the Menu Mode section for the setting of the shift-up indicator (see page 116).
	When the turn signal switch is pushed to the left, this indicator blinks.
N	When the transmission is in neutral, this indicator goes on.
	When the turn signal switch is pushed to the right, this indicator blinks.
	When the cornering light functions, this indicator goes on.

*2: The immobilizer warning indicator blinking mode can be set to either on or off. Refer to the Menu Mode section (see page 119).

Speedometer/Tachometer



A. Speedometer
B. Tachometer
C. Red Zone

Speedometer

The speedometer is digital and can be set for km/h or mph.

The unit setting can be changed according to local regulations. Make sure the unit setting (km/h or mph) is correctly displayed before riding. Refer to the Menu Mode section (see page 134).

Tachometer

The tachometer shows the engine speed in revolutions per minute (r/min, rpm).

NOTICE
Engine speed should not be allowed to enter the red zone; operation in the red zone will overstress the engine and may cause serious engine damage.

When the ignition switch is turned on, the tachometer needle momentarily sweeps from the minimum to the maximum reading, then back the minimum reading to check its operation. If the tachometer does not operate correctly, have it checked by an authorized Kawasaki dealer.

Features

Gear Position Indicator

TG02177E G

The current gear position is shown. When the transmission is in neutral, "N" appears.

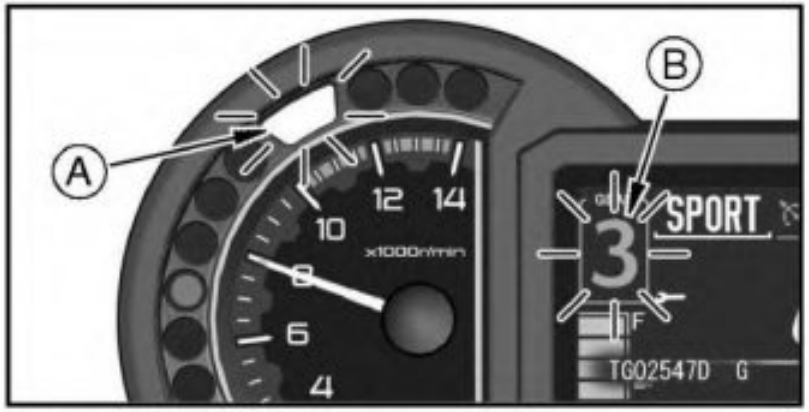
NOTE

○ *If the transmission gears are not engaged properly, the gear position indicator disappears.*

The gear position indicator also serves as the shift-up indicator.

Shift-up Indicator

The shift-up indicator indicates the timing for the next up shift. Before reaching the set engine speed, the gear position indicator starts blinking slowly. When the engine speed reaches the set value, the gear position indicator changes color to amber and the shift-up indicator blinks rapidly.



A. Shift-up Indicator (Blink)
B. Gear Position Indicator (Change in Color)

⚠ WARNING

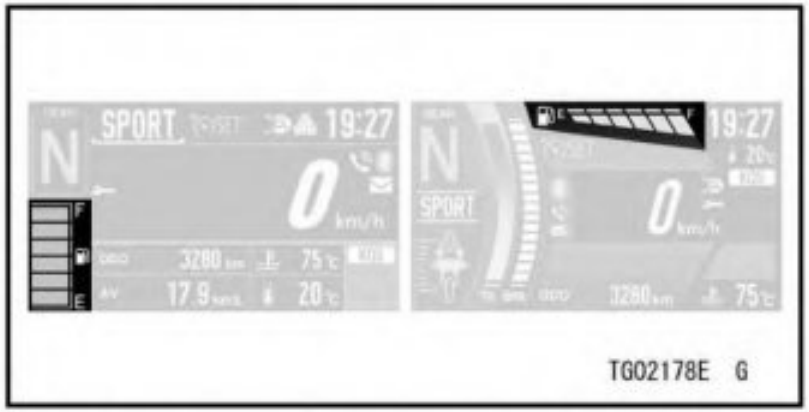
Failure to observe the road ahead increases the chance of an accident resulting in severe injury or death.
Do not continually focus your vision on the shift-up indicator.
When shifting down to a lower gear, do not shift at such a high speed that the engine r/min (rpm) jumps excessively. Not only can this cause engine damage, but the rear wheel may skid and cause an accident. Downshifting should be done below 5 000 r/min (rpm) for each gear.

The shift-up indicator can be selected on or off, and the set value can be adjusted.

Shift-up Indicator Setting

- Refer to Vehicle Settings in the Menu Mode section (see page 116).

Fuel Gauge



The fuel level in the fuel tank is shown by the number of segments displayed between E (empty) and F (full).

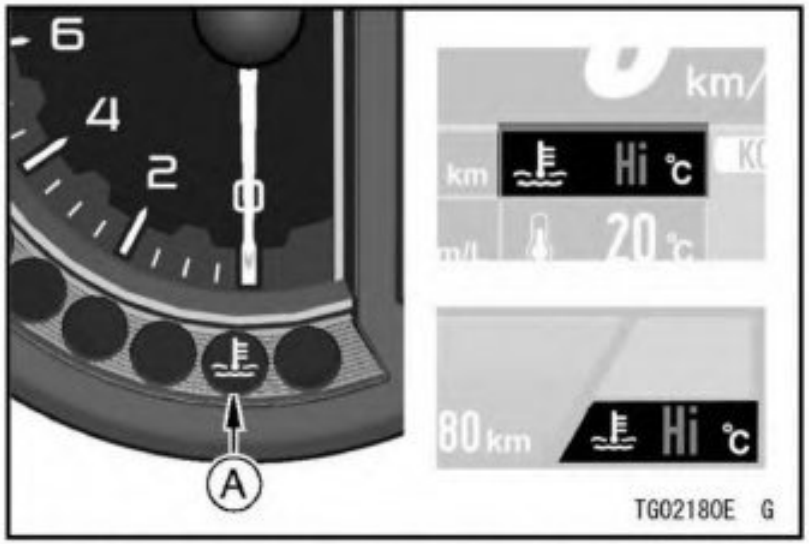
NOTE

○ *When the fuel level warning indicator and segment (s) blink, refer to When Warning Indicators Go On or Blink in the Indicators section (see page 89).*

Coolant Temperature Meter

This meter shows the coolant temperature. The meter display is as shown below.

Coolant Temperature	Meter
Below 40°C (104°F)	"- - -" is displayed
Above 115°C (239° F)	Starts blinking
Above 120°C (248° F)	"Hi" appears and starts blinking



A. Coolant Temperature Warning Indicator

NOTICE

Stop the engine if the coolant temperature shows "Hi." Prolonged engine operation will result in severe engine damage from overheating.

Outside Temperature Meter

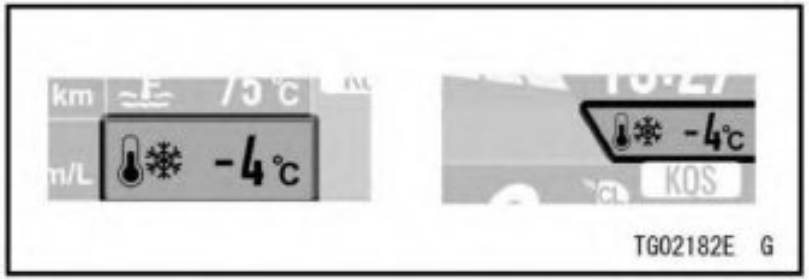
The outside temperature around the vehicle is shown.

NOTE

- *The outside temperature can be displayed from -20° C (-4° F) to 60° C (140°F).*
- *It may not be displayed correctly in this meter when the vehicle speed is 20 km/h (12 mph) or less, or the outside temperature sensor gets wet. The reading of the outside temperature meter does not increase when the speed is 20 km/h (12 mph) or less.*

⚠ WARNING

If the outside temperature is 3° C (37 °F) or below when the ignition key is turned on, the outside temperature meter changes to black text on an orange background to warn the operator that roads may be icy. Check the road surface and ride carefully.



Economical Riding Indicator
(Only on display layout Type 1)

When riding the motorcycle efficiently, the economical riding indicator appears on the LCD to indicate favorable fuel consumption. Monitoring the economical riding indicator can help the rider maximize fuel efficiency.

⚠ WARNING

Failure to observe the road ahead increases the chance of an accident resulting in severe injury or death.
Do not continually focus your vision on the economical riding indicator.

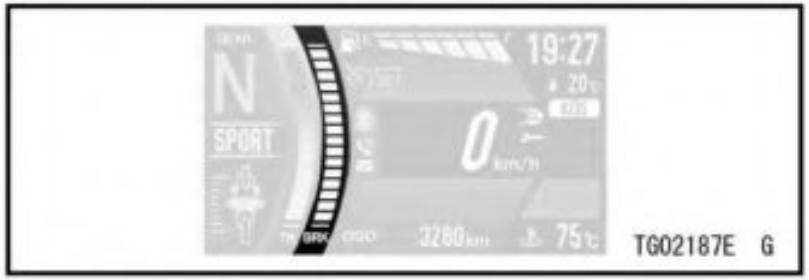
Acceleration/Deceleration Indicator
(Only on display layout Type 2)

This indicator shows the acceleration/deceleration rate of the vehicle. When acceleration is greater, the indicator moves more to the back side of the vehicle illustration. When deceleration is greater, the indicator moves more to the front side of the vehicle illustration.

Throttle Gauge
(Only on display layout Type 2)

The opening angle of the throttle valve in the throttle body is shown.

Front Brake Pressure Gauge (Only on display layout Type 2)

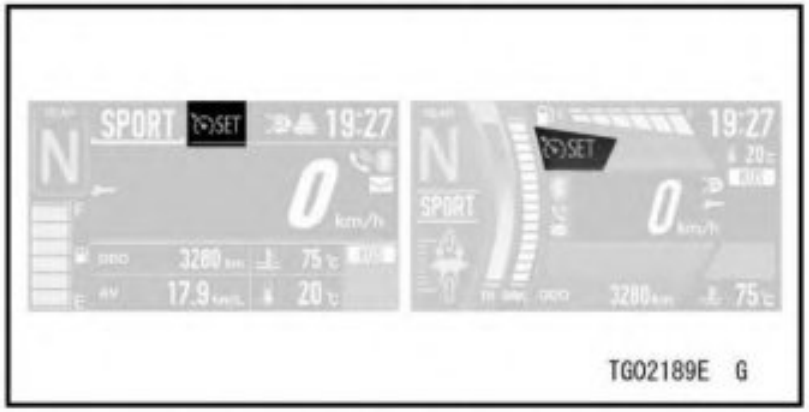


The fluid pressure of the front brake line is shown.

Integrated Riding Mode Indicator

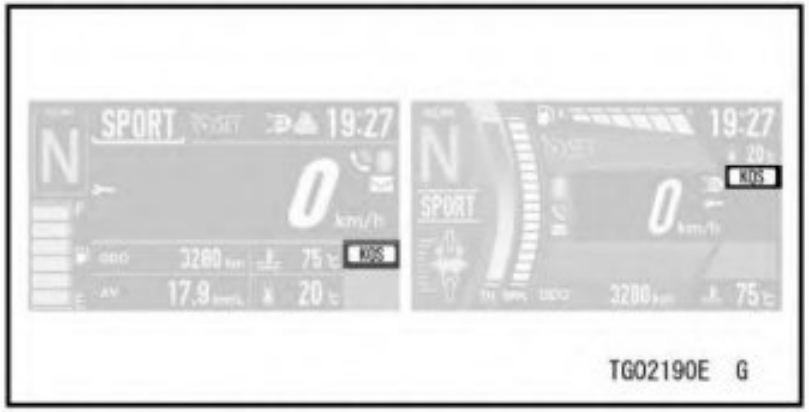
The current setting of the integrated riding mode is shown. Refer to the Integrated Riding Modes section in the HOW TO RIDE THE MOTORCYCLE chapter (see page 188).

Cruise Control System Indicator



The status of the electronic cruise control system is shown. Refer to the Electronic Cruise Control System section in the HOW TO RIDE THE MOTORCYCLE chapter (see page 208).

KQS Mode Indicator



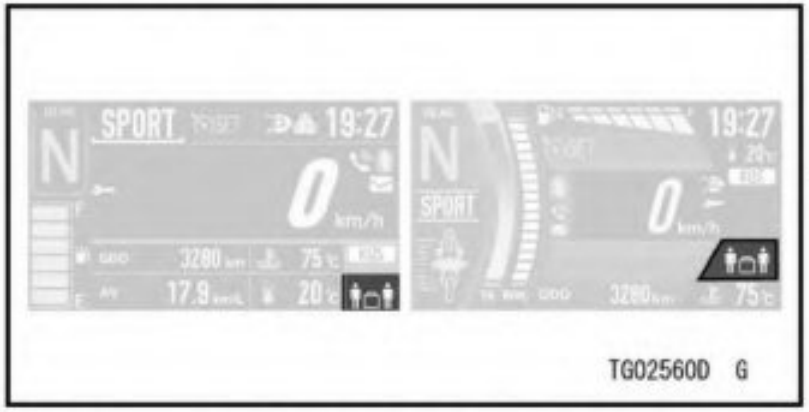
TG02190E G

The current setting of the KQS is shown. Refer to the KQS section in the HOW TO RIDE THE MOTORCYCLE chapter (see page 212).

KQS Setting

- Refer to Vehicle Settings in the Menu Mode section (see page 118).

KECS Preload Mode Indicator (KLZ1100C)



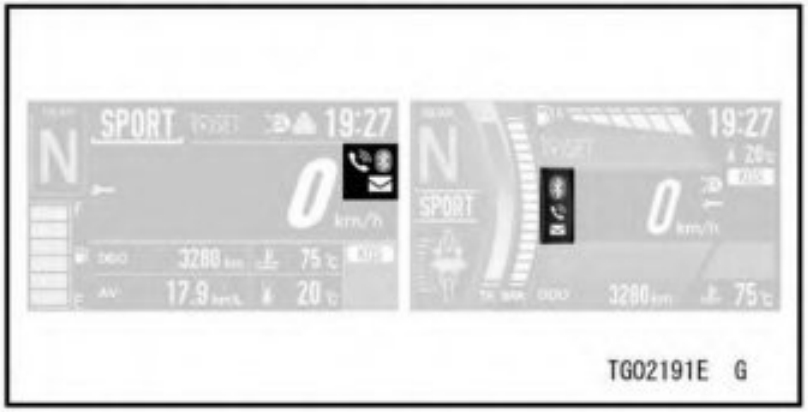
TG02560D G

The current setting of the KECS spring preload is shown. Refer to the KECS section in the HOW TO RIDE THE MOTORCYCLE chapter (see page 202).

KECS Preload Adjustment

- Refer to Vehicle Settings in the Menu Mode section (see page 117).

Bluetooth® Connection Indicator



The Bluetooth icon appears when your smart device is connected to the vehicle. The telephone icon appears when a phone call is received by your smart device. The mail icon appears when a email or text message is received.

A. Telephone Icon
B. Mail Icon

How to Setup Bluetooth Connection

- Refer to Bluetooth in the Menu Mode section.

Bluetooth® Connectivity

This motorcycle can connect to the smart device via built-in Bluetooth wireless technology.

Using the application “RIDEOLOGY THE APP,” several data of your vehicle can be accessed, and several setting items can be adjusted. Refer to the application for details.

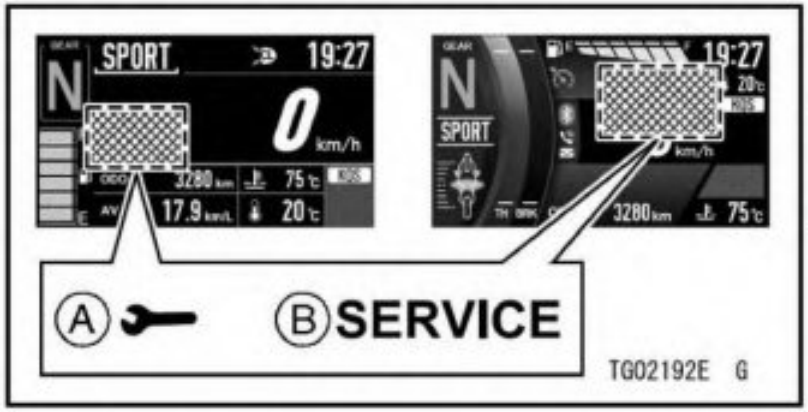
⚠ WARNING

For safety, do not use a smart device while riding the motorcycle.

NOTE

- *Some smart devices may not be compatible even if Bluetooth technology is available.*
- *The Bluetooth® word mark and logos are registered trademarks owned by Bluetooth SIG, Inc.*

Service Indicator



A. Service Indicator
B. "SERVICE" Message

This motorcycle has three types of maintenance reminders; the standard Kawasaki maintenance schedule, user defined interval for oil, and user defined interval for regular maintenance to assist you with maintenance on your Kawasaki.

When the date or distance reaches to the set value, the service indicator and message appear on the display

screen every time the ignition switch is turned on.

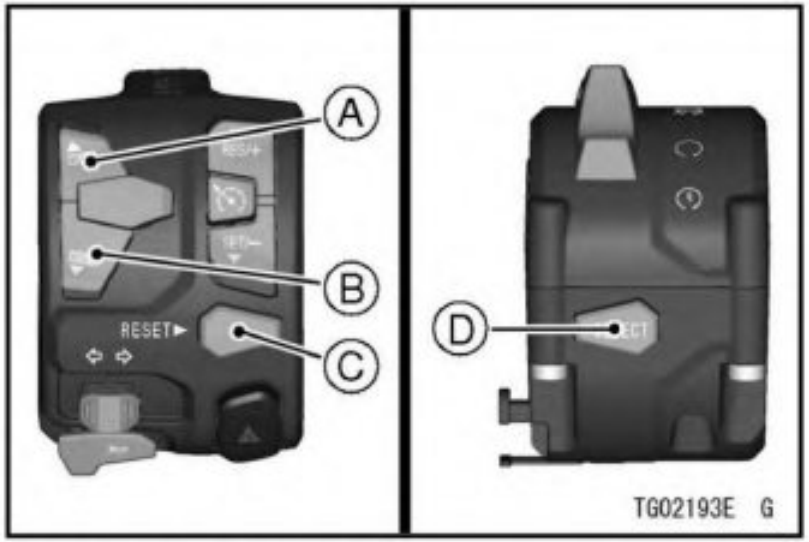
Only "SERVICE" message disappears after 30 seconds.

Maintenance Reminder Setting

- Refer to Service in the Menu Mode section.

Control Buttons

The upper MODE, lower MODE and RESET buttons on the left switch housing and SELECT button on the right switch housing are used to operate the various functions of the display screen.



A. Upper MODE Button
B. Lower MODE Button
C. RESET Button
D. SELECT Button

Multifunction Display

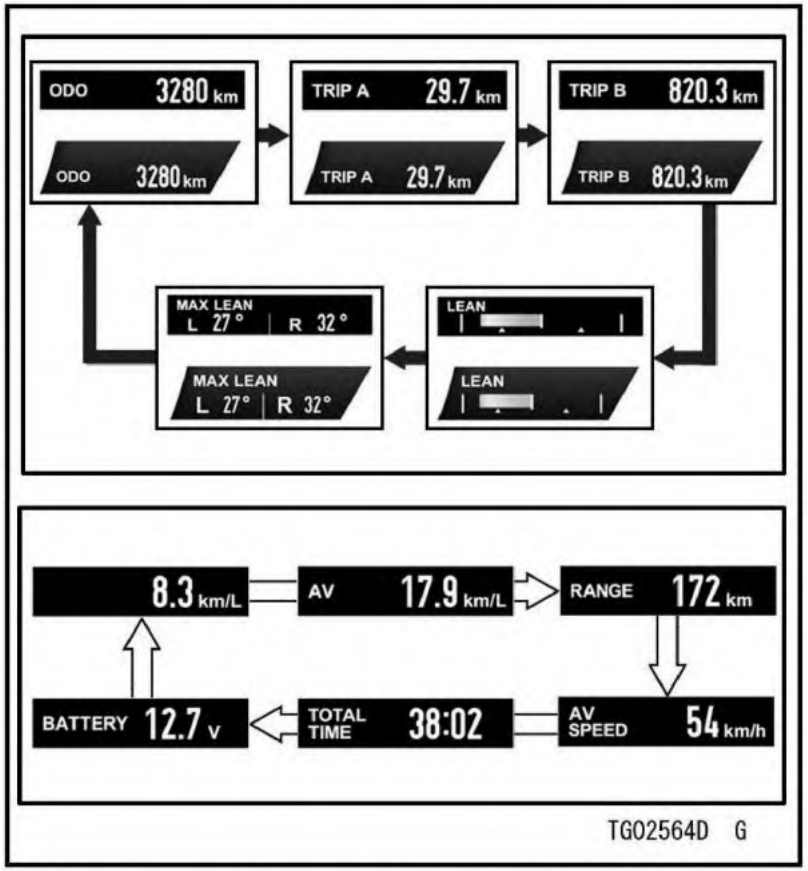
TG02194E G

- Push the upper MODE or lower MODE button to select the item. The display items are switched in the following order.

Odometer
Trip Meter A
Trip Meter B
Lean Angle
Maximum Lean Angles

(Only on display layout Type 1)

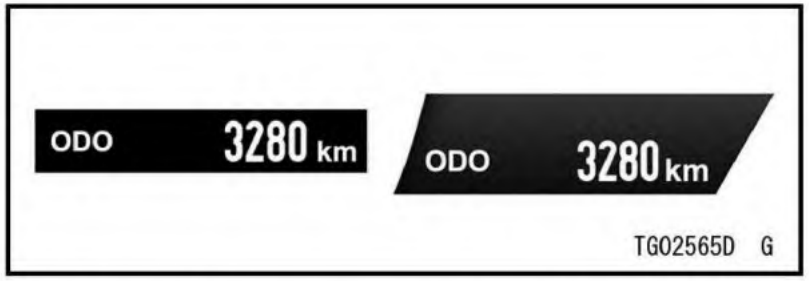
Current Mileage
Average Mileage
Cruising Range
Average Speed
Total Time
Battery Voltage



➡: Flow when pushing upper MODE button

⇨: Flow when pushing lower MODE button

Odometer

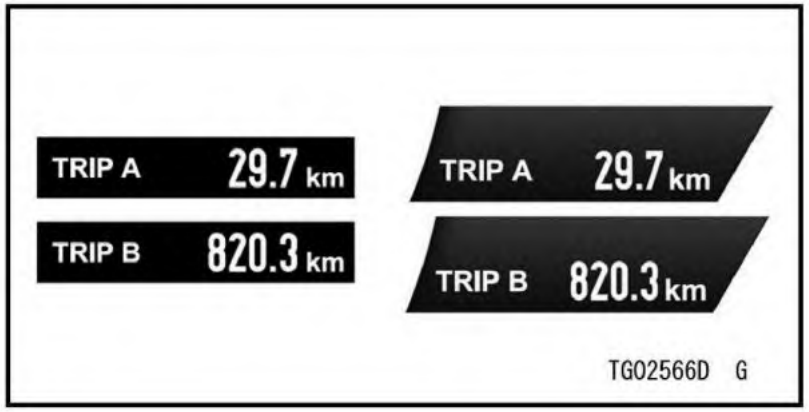


The odometer shows the total distance. This meter cannot be reset.

NOTE

○ *When the figures come to 999999, the display is stopped and locked.*

Trip Meter



The trip meter shows the distance traveled since it was reset.

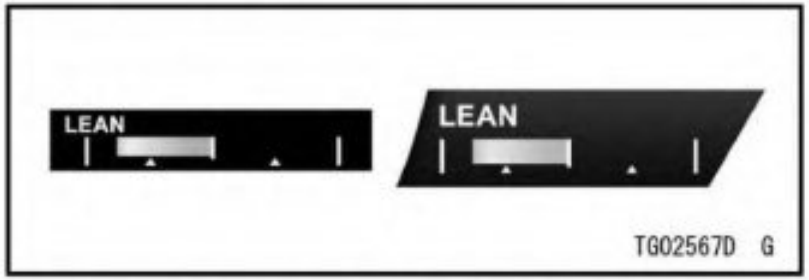
NOTE

- *When the trip meter reaches 9999.9 while riding, the meter resets to 0.0 and continues counting.*

How to Reset

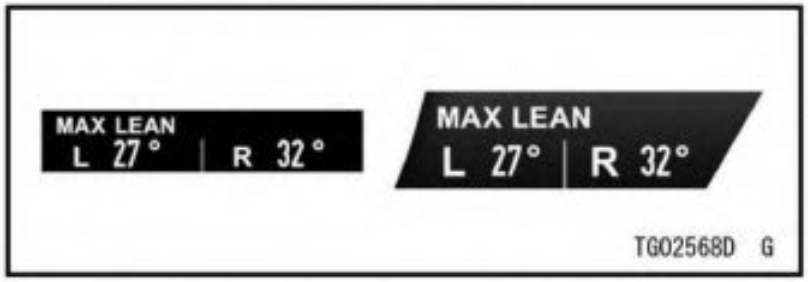
Refer to the Multifunction Display Resetting section (see page 112).

Lean Angle



This shows the lean angle of the vehicle. The more it is leaned, the larger the bar on the gauge.

Maximum Lean Angles



This shows the maximum lean angles of the vehicle by numerical value.

How to Reset

Refer to the Multifunction Display Resetting section (see page 112).

Current Mileage

This shows the instantaneous rate of fuel consumption.

NOTE

○ *When the ignition switch is turned on, the numerical value shows "– –.–." After a few seconds of riding the numerical value is displayed.*

Average Mileage

This shows the average rate of fuel consumption since it was reset.

How to Reset

Refer to the Multifunction Display Resetting section (see page 112).

Cruising Range

This indicates the cruising range from the remaining fuel in the fuel tank.

NOTE

○ *When there is sufficient fuel, "(+)" appears next to the cruising range value.*

○ *The cruising range value is no longer shown if the fuel level gets too low after the fuel level warning indicator starts blinking.*

○ *To recover the cruising range display, add fuel to at least the level needed for the fuel level warning indicator to stop blinking. The cruising*

range value may still be displayed with a low fuel level, but it will not be accurate until enough fuel is added to stop the fuel level warning indicator from blinking.

Average Speed

This shows the average vehicle speed since it was reset.

How to Reset

Refer to the Multifunction Display Resetting section (see page 112).

Total Time

This shows the amount of time that has elaped while the ignition switch is turned on.

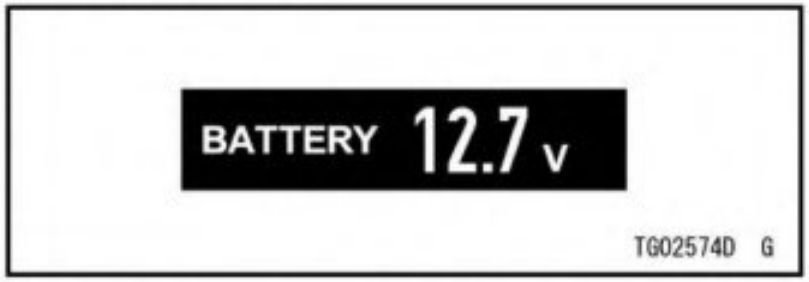
NOTE

- *When the figures come to 99:59, the display is stopped and locked.*

How to Reset

Refer to the Multifunction Display Resetting section (see page 112).

Battery Voltage



This shows the current battery voltage.

NOTE

- *The battery voltage is displayed in the 9.0 – 16.0 V range. If the display range is exceeded, the indication is fixed at the maximum or minimum value.*
- *The battery voltage shown in this display may differ from the numerical value measured by a volt meter.*

Multifunction Display Resetting

The following multifunction display items can be reset.

Trip Meter A/B
Maximum Lean Angles
Average Mileage
Average Speed
Total Time

NOTE

- *When pushing any button (upper MODE, lower MODE, middle (KLZ1100C), SELECT) while the item is blinking, the resetting is canceled.*
- *After the item has been blinking for five seconds, the resetting is canceled.*

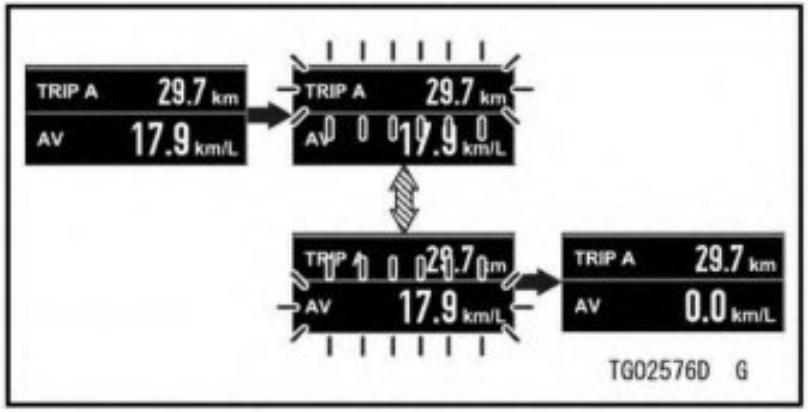
When only one resettable item is shown:

- Push the RESET button and hold it until resetting is done.

➡: Flow when pushing and holding RESET button

When two resettable items are shown:

- Push the RESET button and hold it. The resettable item starts blinking.
- The blinking item indicates that it is being selected. Push the RESET button to select the item.
- Push the RESET button and hold it until resetting is done.

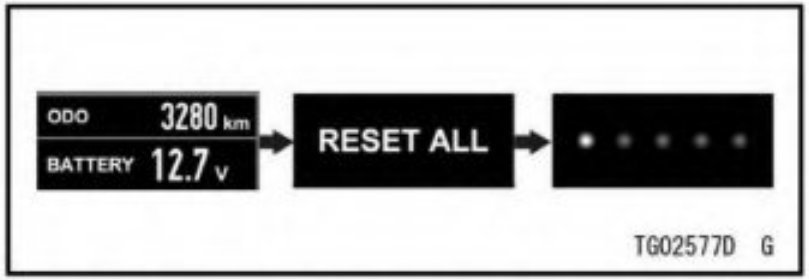


➡: Flow when pushing and holding RESET button

⇨: Flow when pushing RESET button

When no resettable item is shown:

- Push the RESET button and hold it. "RESET ALL" appears.
- "RESET ALL" means all resettable items will be reset. Push the RESET button and hold it until resetting is done.

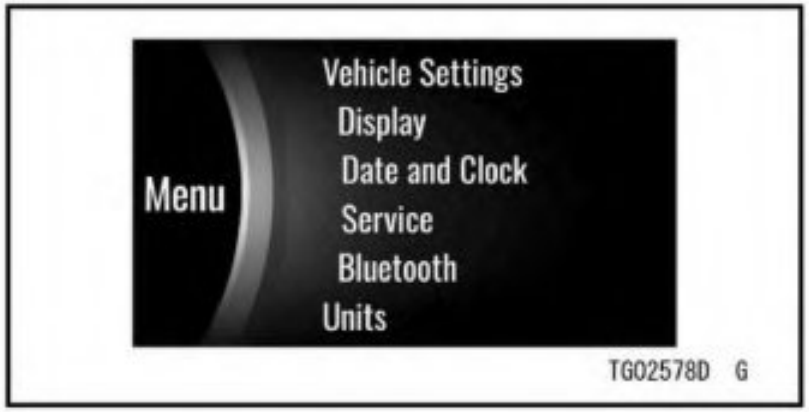


➡: Flow when pushing and holding RESET button

NOTE

○ *If the ignition switch is turned off during resetting, the reset is not carried out.*

Menu Mode



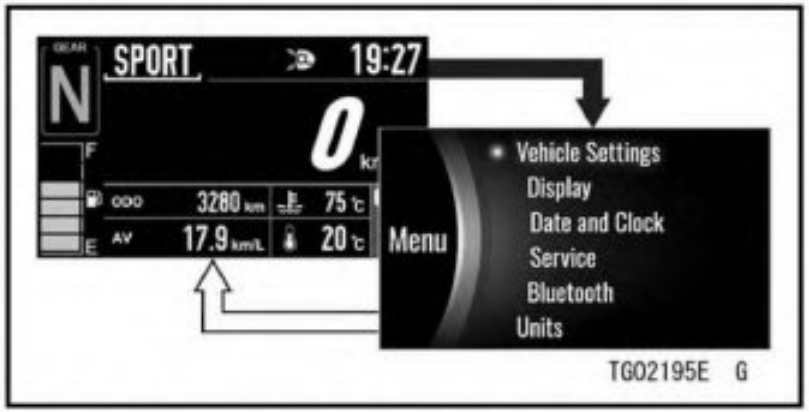
The menu mode can set various functions of the vehicle.

NOTE

○ *When the vehicle speed exceeds 5 km/h (3 mph), the menu mode cannot be displayed.*

How to Enter/Exit Menu Mode

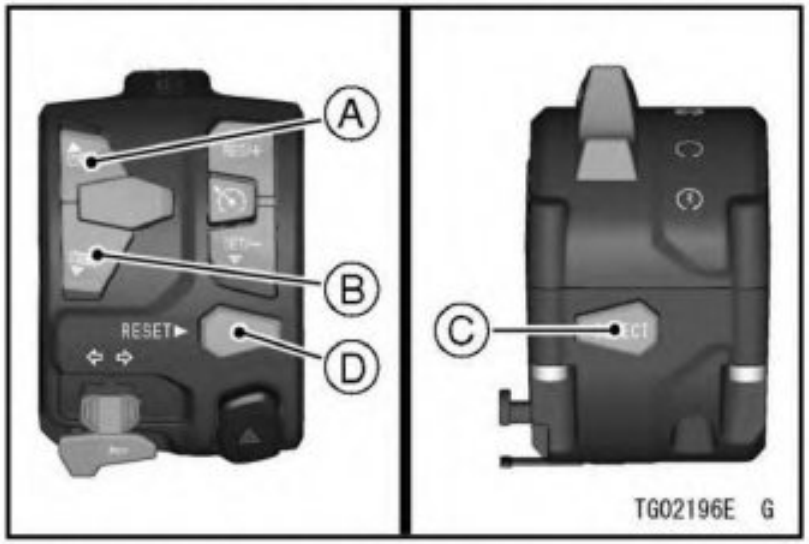
- Push and hold the SELECT button to enter.
- Push the RESET button to exit.



➡: Flow when pushing and holding SELECT button

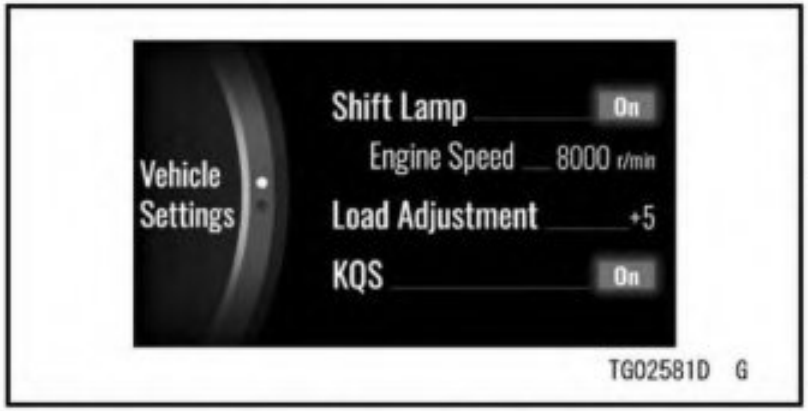
⇨: Flow when pushing RESET button

Basic Operations in Menu Mode



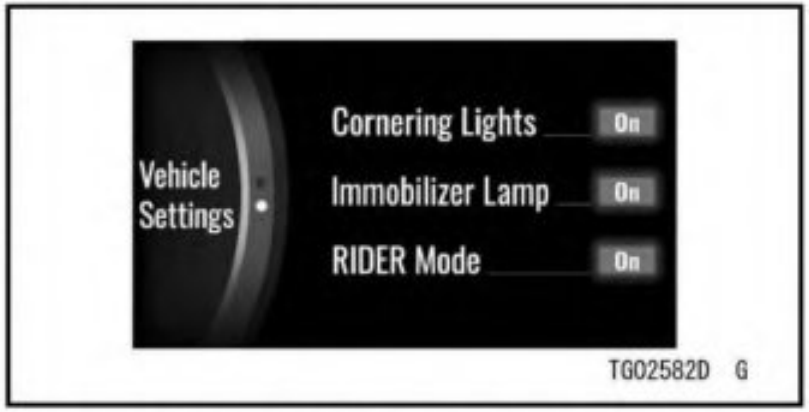
A. Move highlighted item (up)
B. Move highlighted item (down)
C. Shift to next screen (set)
D. Go back to previous screen (cancel)

Vehicle Settings
Screen 1 of 2



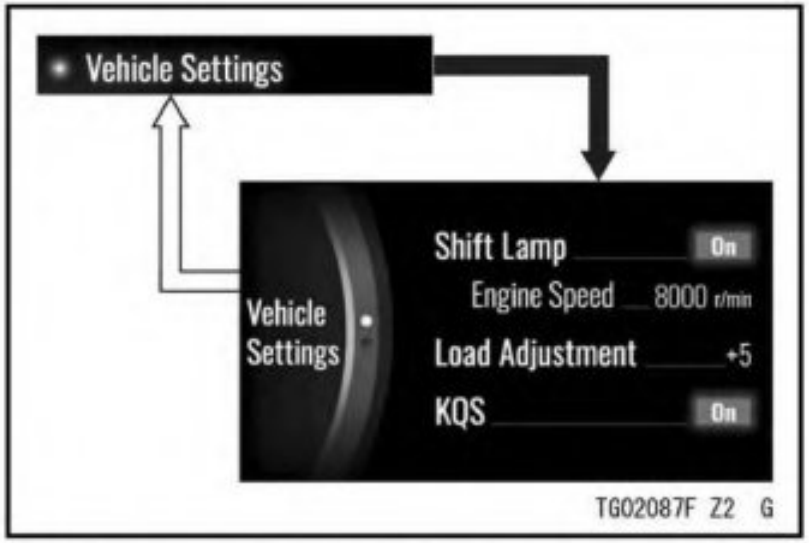
Shift Lamp: Turn shift-up indicator system on or off
Engine Speed: Adjust engine speed of shift-up indicator
Load Adjustment (KLZ1100C): Adjust preload setting of KECS
KQS: Turn KQS on or off

Screen 2 of 2



Cornering Lights: Turn cornering light system on or off
Immobilizer Lamp: Turn immobilizer warning indicator blinking mode on or off
RIDER Mode: Turn RIDER mode on or off

- Enter the menu mode.
- Highlight "Vehicle Settings" using the upper or lower MODE button.
- Push the SELECT button to shift to the next screen.

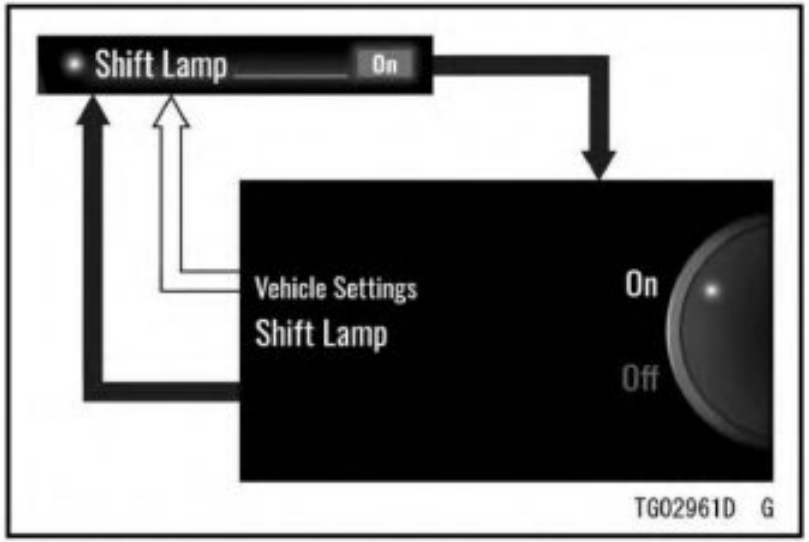


➡: Flow when pushing SELECT button
⇨: Flow when pushing RESET button

Shift Lamp

This switches the shift-up indicator system on or off.

- Highlight "Shift Lamp" using the upper or lower MODE button.
- Push the SELECT button to shift to the next screen.
- Choose on or off using the upper or lower MODE button.
- Push the SELECT or RESET button.



➡: Flow when pushing SELECT button
⇨: Flow when pushing RESET button

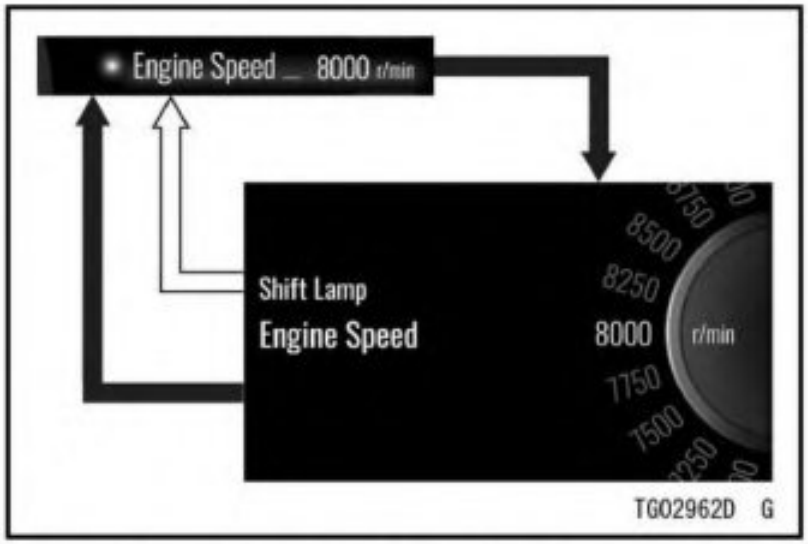
Engine Speed

This adjusts the timing at which the shift-up indicator works.

NOTE

○ *When "Shift Lamp" setting is off, this item is grayed out.*

- Highlight "Engine Speed" using the upper or lower MODE button.
- Push the SELECT button to shift to the next screen.
- Set the desired engine speed using the upper or lower MODE button.
- Push the SELECT or RESET button.

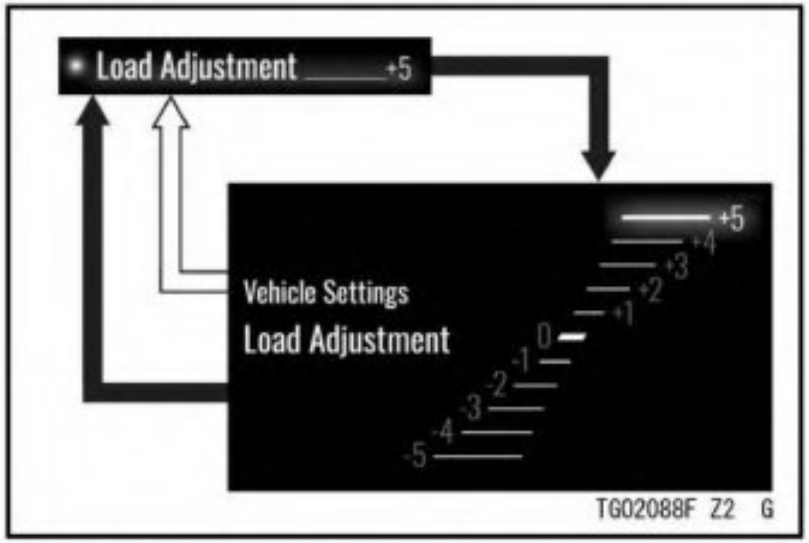


➡: Flow when pushing SELECT button
⇨: Flow when pushing RESET button

Load Adjustment (KLZ1100C)

This adjusts the preload setting of KECS in 11 levels.

- Highlight “Load Adjustment” using the upper or lower MODE button.
- Push the SELECT button to shift to the next screen.
- Adjust the setting using the upper or lower MODE button.
- Push the SELECT or RESET button.

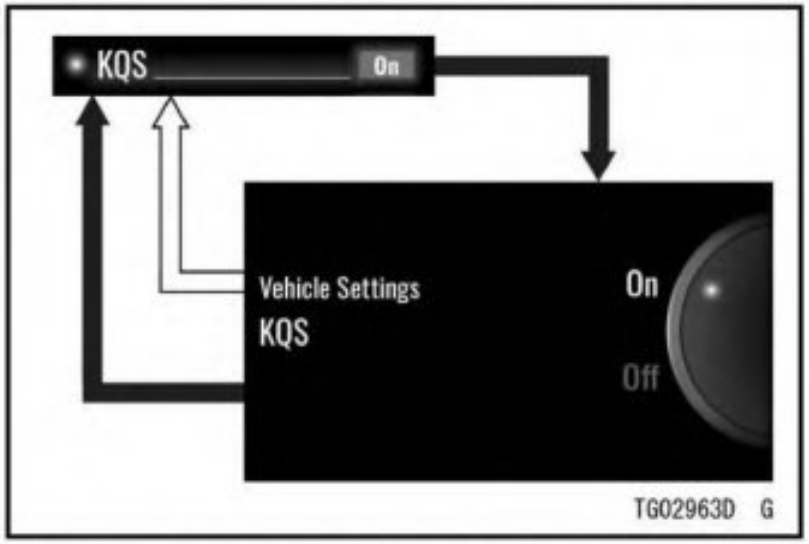


➡: Flow when pushing SELECT button
⇨: Flow when pushing RESET button

KQS

This switches the KQS (Kawasaki Quick Shift) on or off.

- Highlight “KQS” using the upper or lower MODE button.
- Push the SELECT button to shift to the next screen.
- Choose on or off using the upper or lower MODE button.
- Push the SELECT or RESET button.



➡: Flow when pushing SELECT button
⇨: Flow when pushing RESET button

NOTE

○ *Refer to the KQS section in the HOW TO RIDE THE MOTORCYCLE chapter for details of KQS (see page 212).*

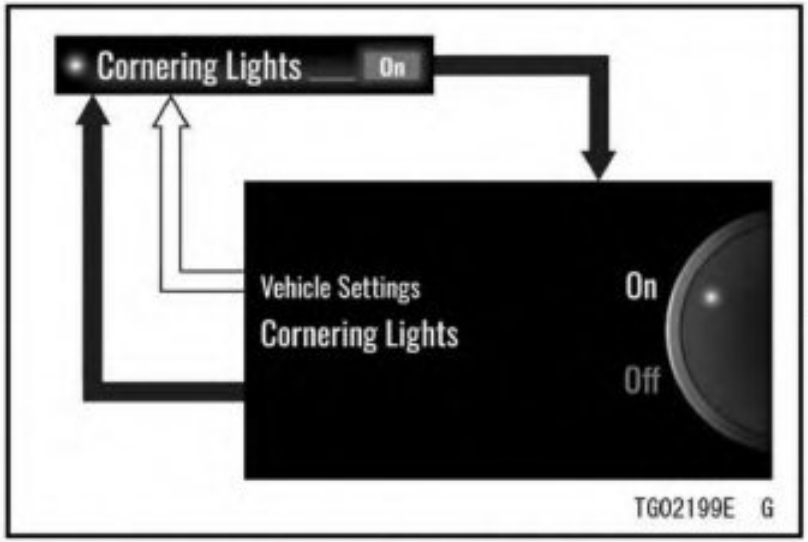
Cornering Lights

This switches the cornering light system on or off.

NOTE

○ *This item is grayed out when the engine is stopped.*

- Highlight "Cornering Lights" using the upper or lower MODE button.
- Push the SELECT button to shift to the next screen.
- Choose on or off using the upper or lower MODE button.
- Push the SELECT or RESET button.

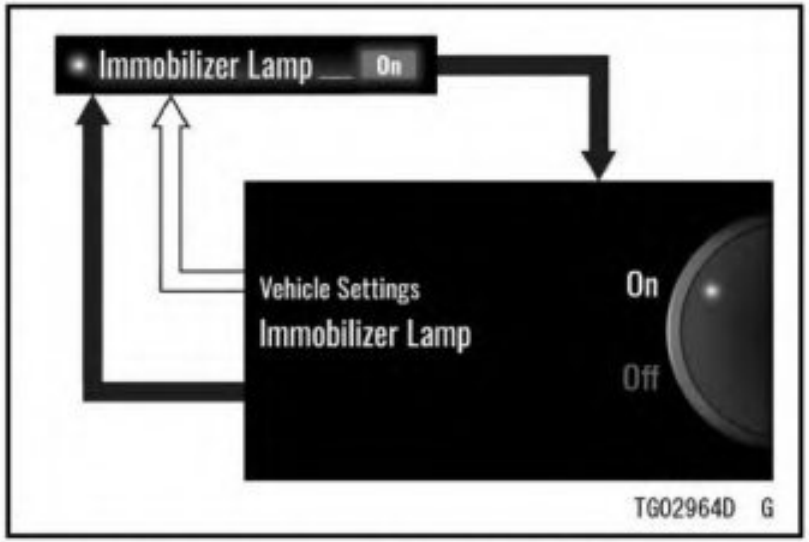


➡: Flow when pushing SELECT button
⇨: Flow when pushing RESET button

Immobilizer Lamp

This switches the immobilizer warning indicator blinking mode on or off.

- Highlight "Immobilizer Lamp" using the upper or lower MODE button.
- Push the SELECT button to shift to the next screen.
- Choose on or off using the upper or lower MODE button.
- Push the SELECT or RESET button.



➡: Flow when pushing SELECT button
⇨: Flow when pushing RESET button

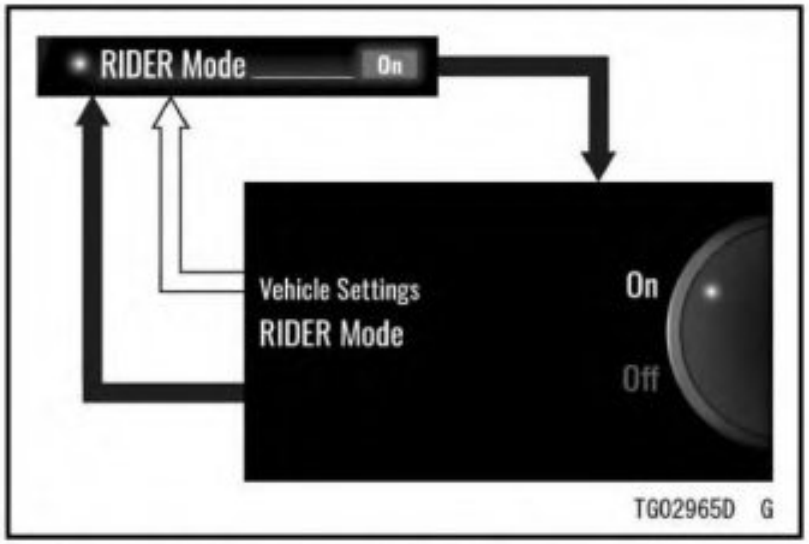
NOTE

○ *Refer to the Indicators section for details of the immobilizer warning indicator blinking mode (see page 89).*

RIDER Mode

This switches the RIDER mode on or off.

- Highlight "RIDER Mode" using the upper or lower MODE button.
- Push the SELECT button to shift to the next screen.
- Choose on or off using the upper or lower MODE button.
- Push the SELECT or RESET button.

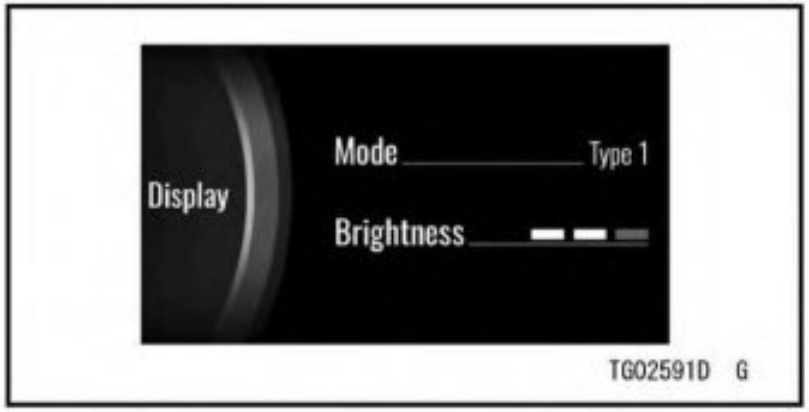


➡: Flow when pushing SELECT button
⇨: Flow when pushing RESET button

NOTE

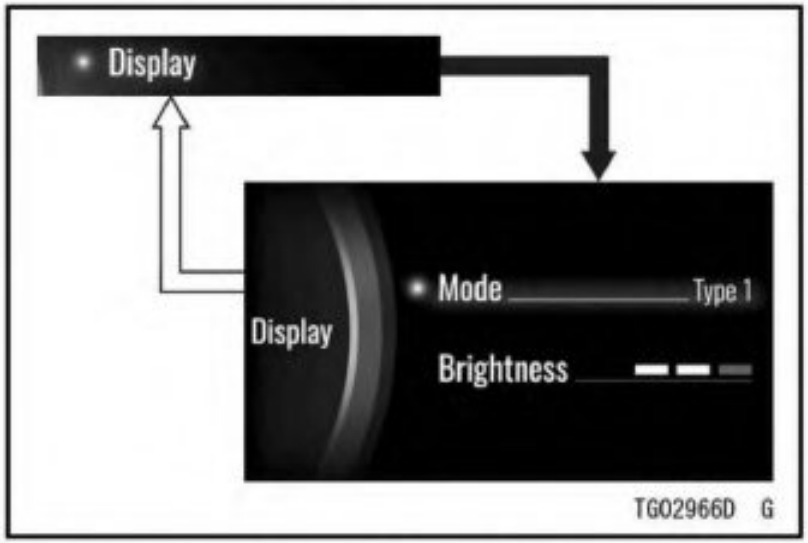
○ *Refer to the Integrated Riding Mode section in the HOW TO RIDE THE MOTORCYCLE chapter for details of the RIDER mode (see page 188).*

Display



Mode: Switch layout of LCD
Brightness: Adjust backlight of LCD

- Enter the menu mode.
- Highlight “Display” using the upper or lower MODE button.
- Push the SELECT button to shift to the next screen.



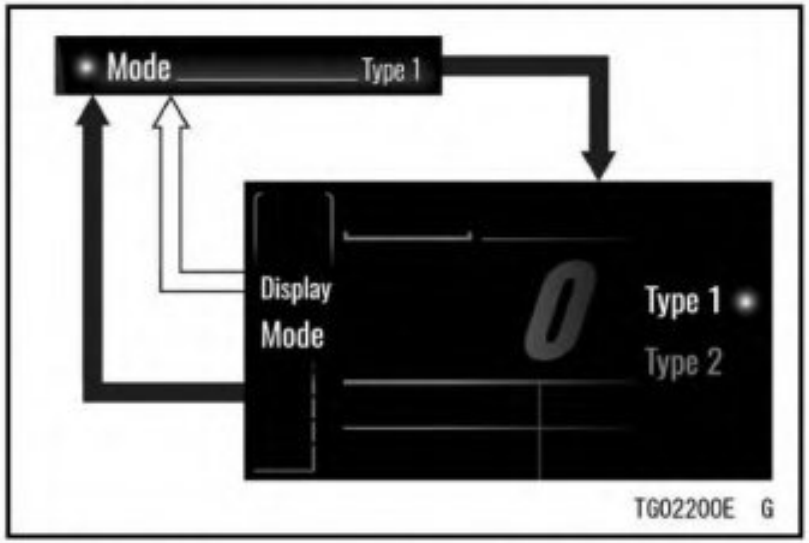
➡: Flow when pushing SELECT button
⇨: Flow when pushing RESET button

Mode

This switches the display layout.

- Highlight “Mode” using the upper or lower MODE button.
- Push the SELECT button to shift to the next screen.

- Choose “Type 1” or “Type 2” using the upper or lower MODE button.
- Push the SELECT or RESET button.

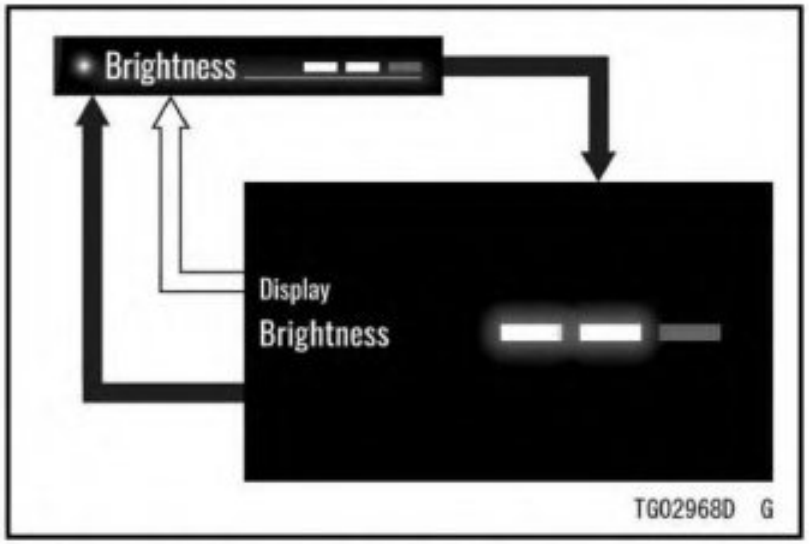


➡: Flow when pushing SELECT button
⇨: Flow when pushing RESET button

Brightness

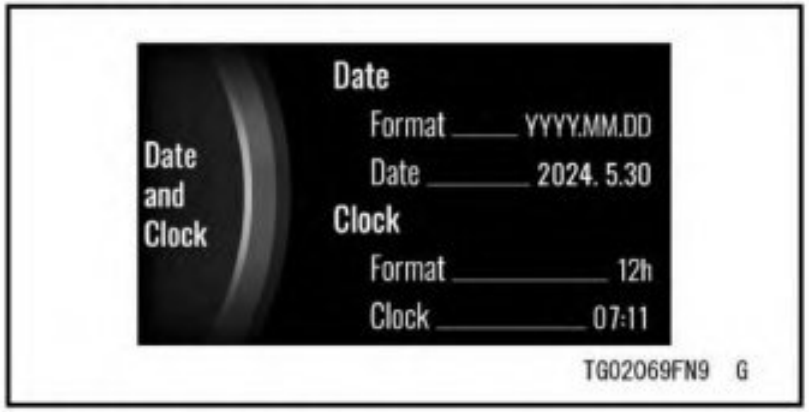
This adjusts the backlight brightness of the screen in three levels.

- Highlight “Brightness” using the upper or lower MODE button.
- Push the SELECT button to shift to the next screen.
- Adjust the setting using the upper or lower MODE button.
- Push the SELECT or RESET button.



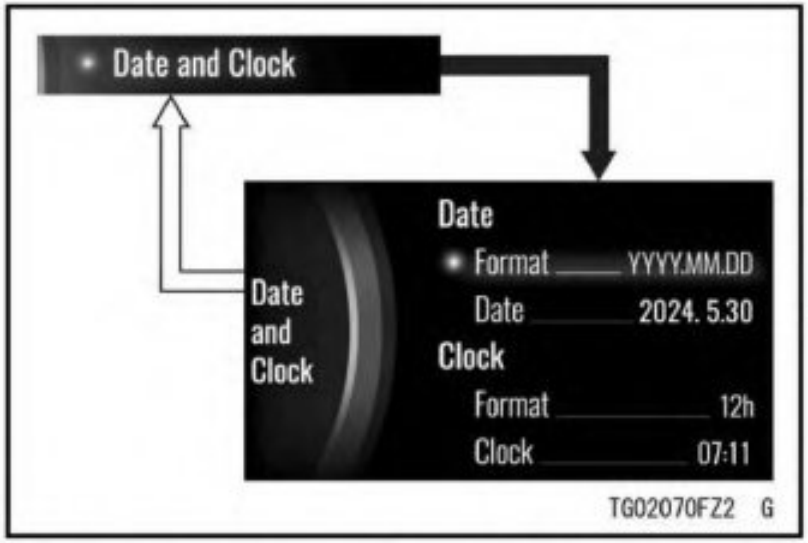
➡: Flow when pushing SELECT button
⇨: Flow when pushing RESET button

Date and Clock



Date: Adjust date
Clock: Adjust clock
Format: Choose date and time notation

- Enter the menu mode.
- Highlight “Date and Clock” using the upper or lower MODE button.
- Push the SELECT button to shift to the next screen.

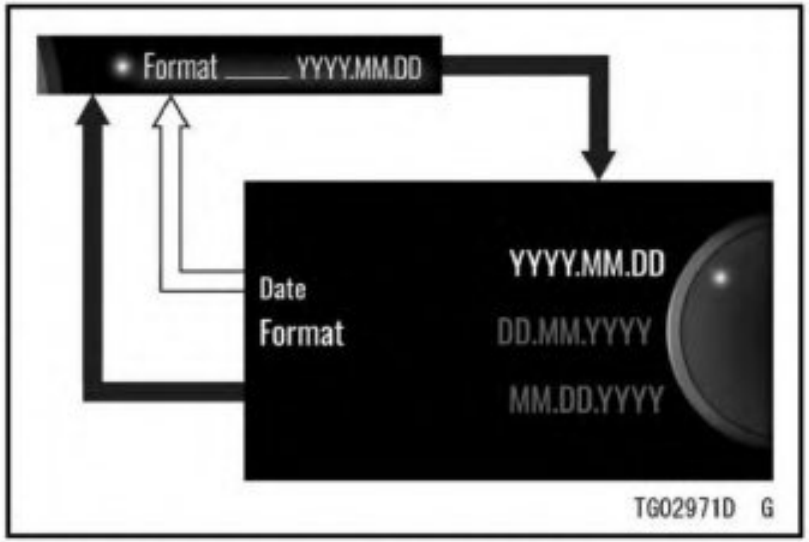


➡: Flow when pushing SELECT button
⇨: Flow when pushing RESET button

Format (Date)

This switches the date format.

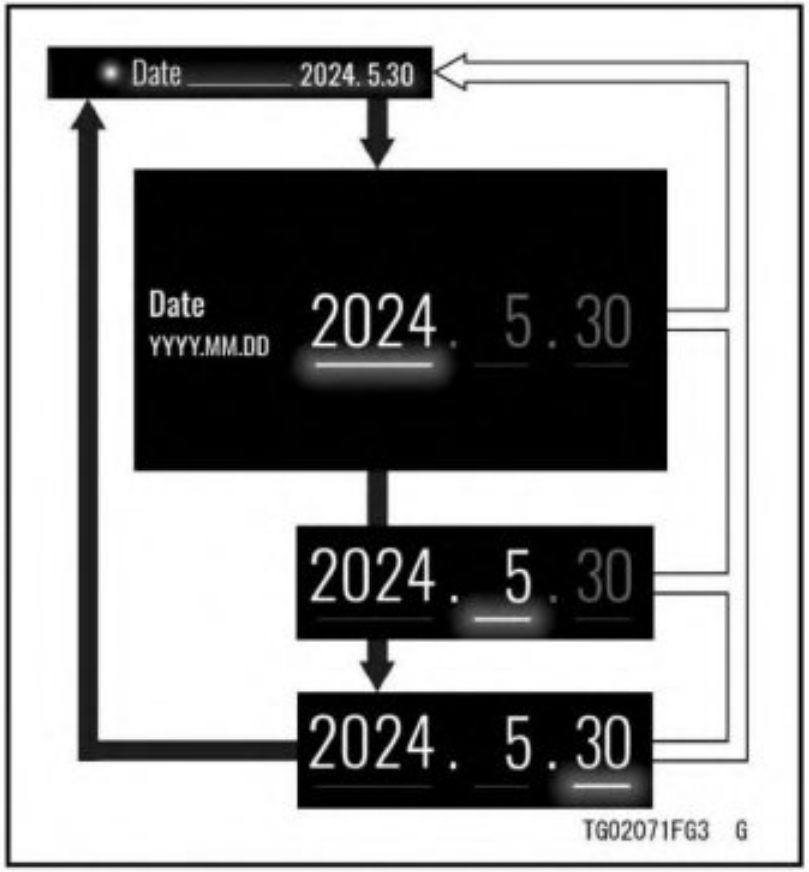
- Highlight “Format” under “Date” using the upper or lower MODE button.
- Push the SELECT button to shift to the next screen.
- Choose the date format using the upper or lower MODE button.
- Push the SELECT or RESET button.



➡: Flow when pushing SELECT button
⇨: Flow when pushing RESET button

Date

- Highlight “Date” using the upper or lower MODE button.
- Push the SELECT button to shift to the next screen.
- Adjust the date using the upper or lower MODE button and the SELECT button.
- Push the SELECT or RESET button.

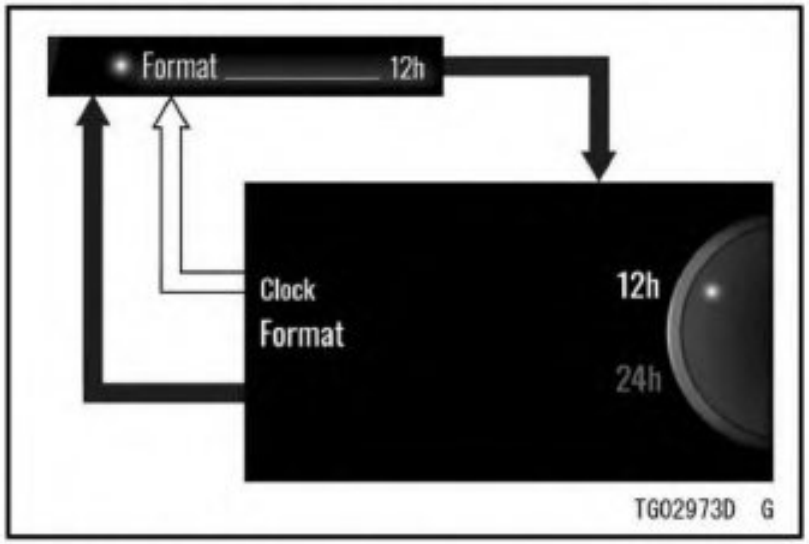


➡: Flow when pushing SELECT button
⇨: Flow when pushing RESET button

Format (Clock)

This switches the time display.

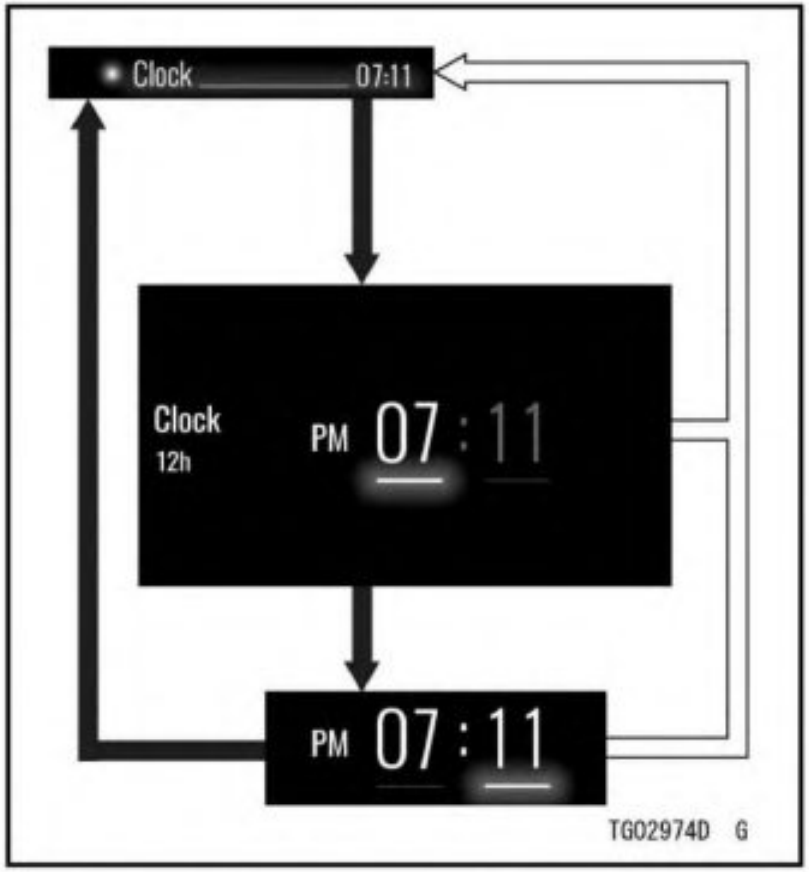
- Highlight “Format” under “Clock” using the upper or lower MODE button.
- Push the SELECT button to shift to the next screen.
- Choose the 12-hour clock or 24-hour clock using the upper or lower MODE button.
- Push the SELECT or RESET button.



: Flow when pushing SELECT button
: Flow when pushing RESET button

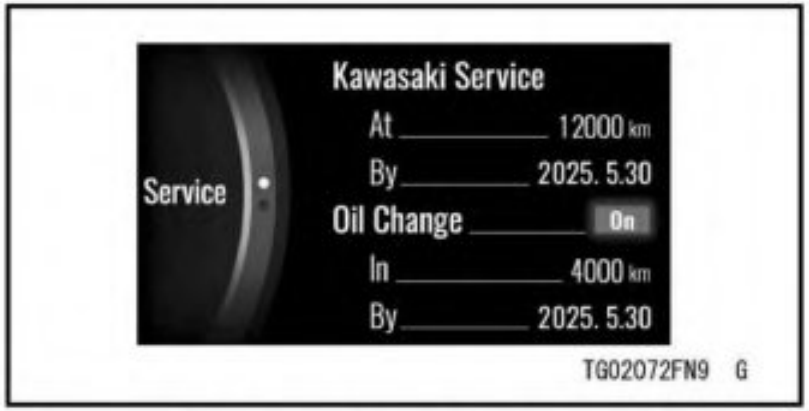
Clock

- Highlight “Clock” using the upper or lower MODE button.
- Push the SELECT button to shift to the next screen.
- Adjust the clock using the upper or lower MODE button and the SELECT button.
- Push the SELECT or RESET button.



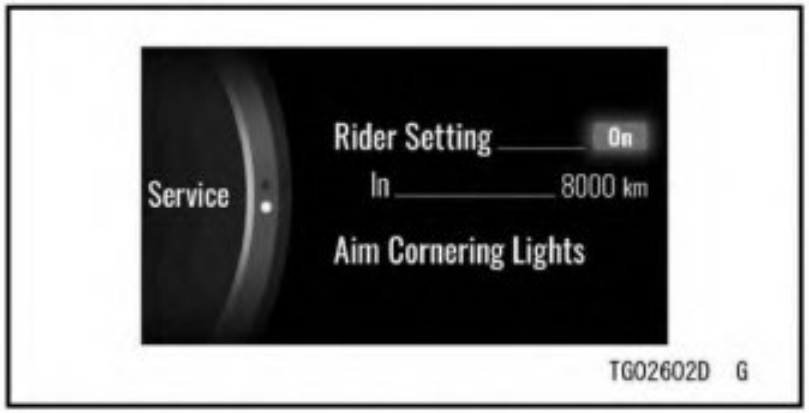
➡: Flow when pushing SELECT button
⇨: Flow when pushing RESET button

Service
Screen 1 of 2



Kawasaki Service: Dealer defined interval for periodic maintenance (can be activated or deactivated by authorized Kawasaki dealer)
Oil Change: User defined interval for engine oil change (user can set distance and end date maintenance reminder)

Screen 2 of 2



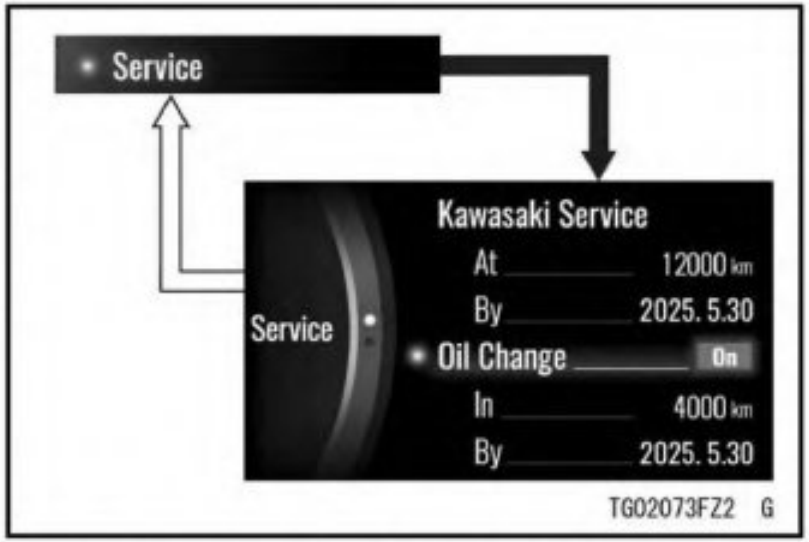
Rider Setting: User defined interval for maintenance (user can set distance maintenance reminder)

Aim Cornering Lights: A mode turn on cornering light for aiming (This function is used only by an authorized Kawasaki dealer)

NOTE

- *The disabled item is grayed out.*
- *The distance shown on the meter indicates the remaining distance to the maintenance reminder and will decrease as the vehicle is operated.*
- *The service item changes to orange when the scheduled date or distance is reached.*

- Enter the menu mode.
- Highlight "Service" using the upper or lower MODE button.
- Push the SELECT button to shift to the next screen.

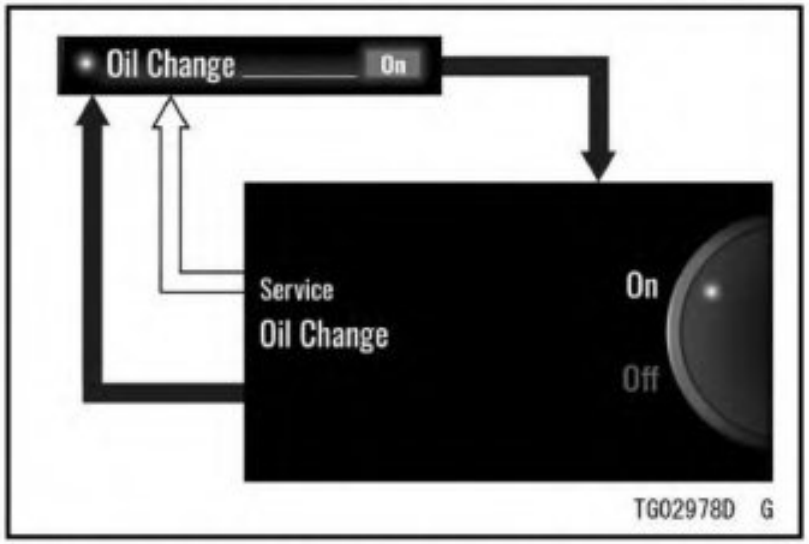


➡: Flow when pushing SELECT button
⇨: Flow when pushing RESET button

Oil Change

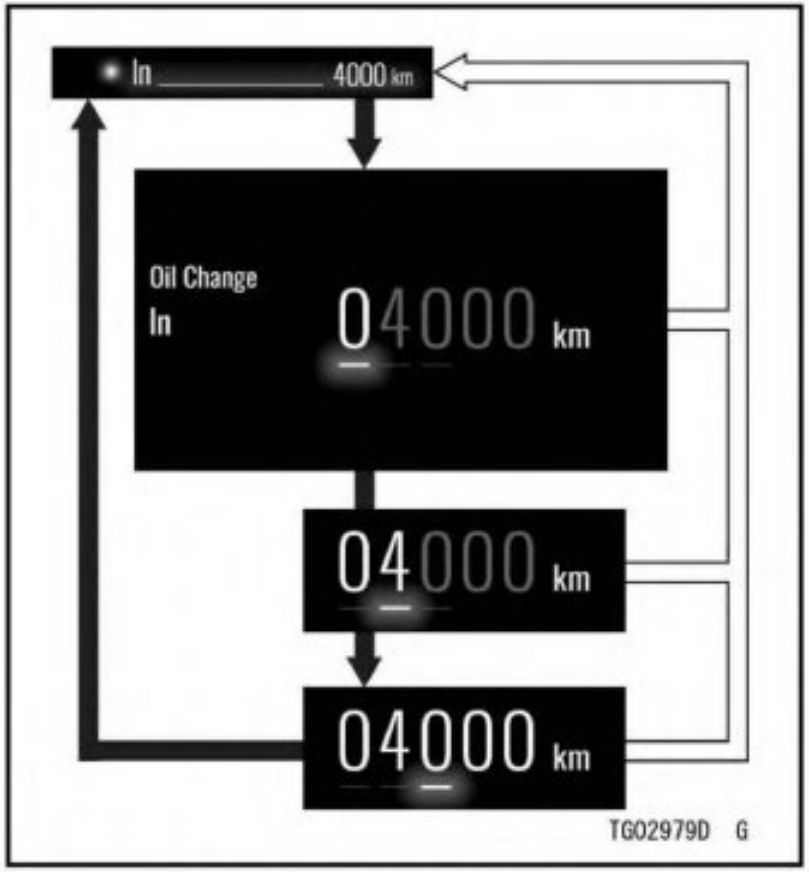
This switches the maintenance schedule notification on or off. The setting distance also can be adjusted.

- Highlight "Oil Change" using the upper or lower MODE button.
- Push the SELECT button to shift to the next screen.
- Choose on or off using the upper or lower MODE button.
- Push the SELECT or RESET button.



➡: Flow when pushing SELECT button
⇨: Flow when pushing RESET button

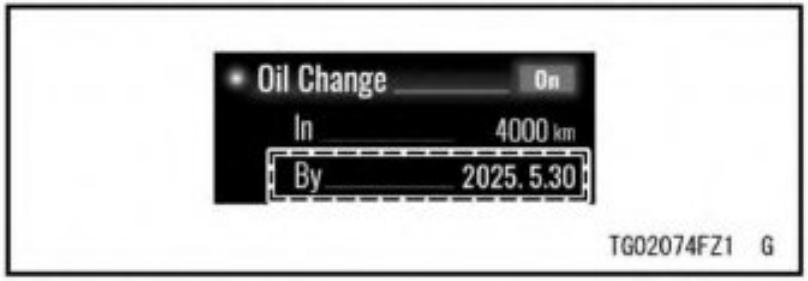
- Highlight "In" under "Oil Change" using the upper or lower MODE button.
- Push the SELECT button to shift to the next screen.
- Set the desired distance using the upper or lower MODE button and the SELECT button.



➡: Flow when pushing SELECT button
⇨: Flow when pushing RESET button

NOTE

○ *The setting date cannot be changed manually. It sets to one year later automatically when turning on this function or changing the distance. For example, when the current date is "2024.5.30," it sets to "2025.5.30."*

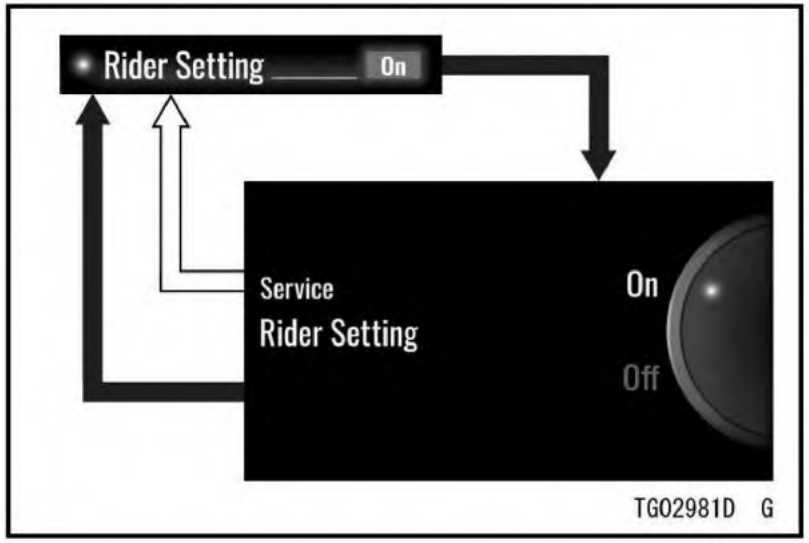


Rider Setting

This allows the rider to set the distance for certain maintenance item.

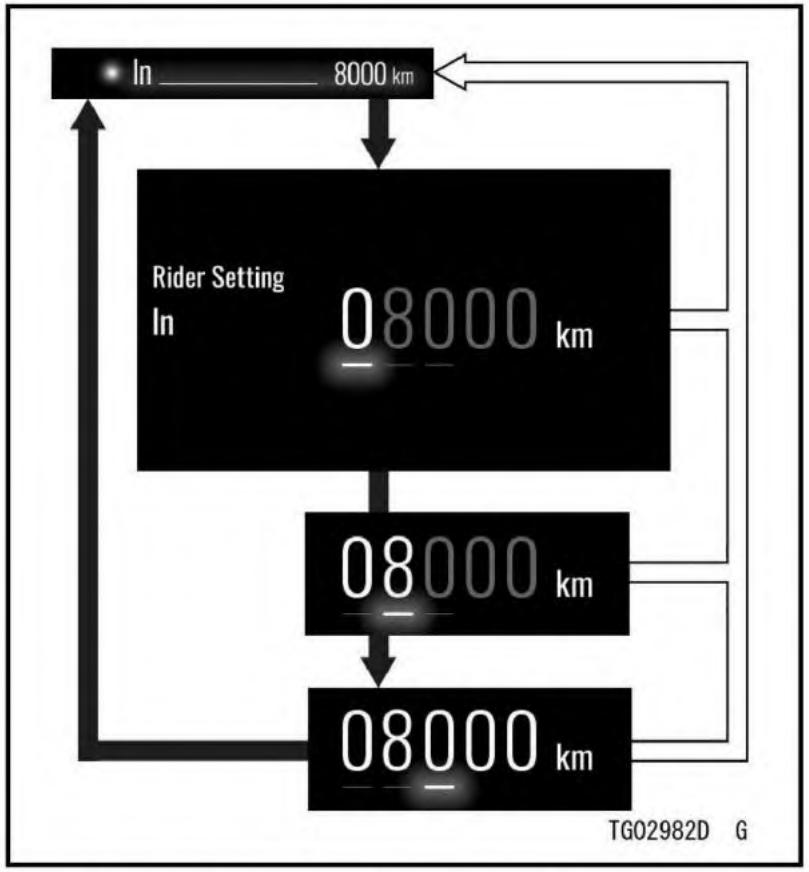
- Highlight "Rider Setting" using the upper or lower MODE button.
- Push the SELECT button to shift to the next screen.
- Choose on or off using the upper or lower MODE button.

- Push the SELECT or RESET button.



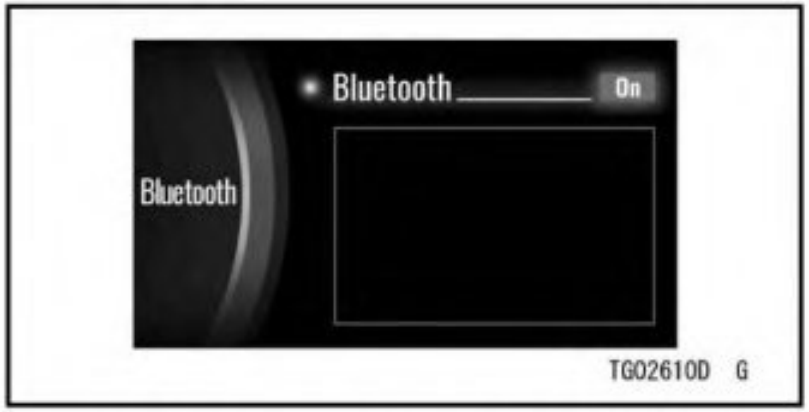
➡: Flow when pushing SELECT button
⇨: Flow when pushing RESET button

- Highlight “In” under “Rider Setting” using the upper or lower MODE button.
- Push the SELECT button to shift to the next screen.
- Set the desired distance using the upper or lower MODE button and the SELECT button.



➡: Flow when pushing SELECT button
⇨: Flow when pushing RESET button

Bluetooth®

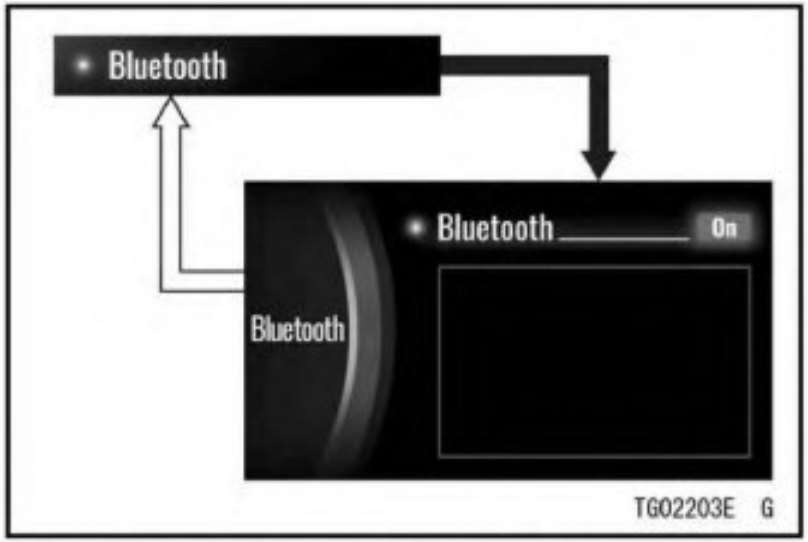


Bluetooth: Turn Bluetooth wireless technology on or off

NOTE

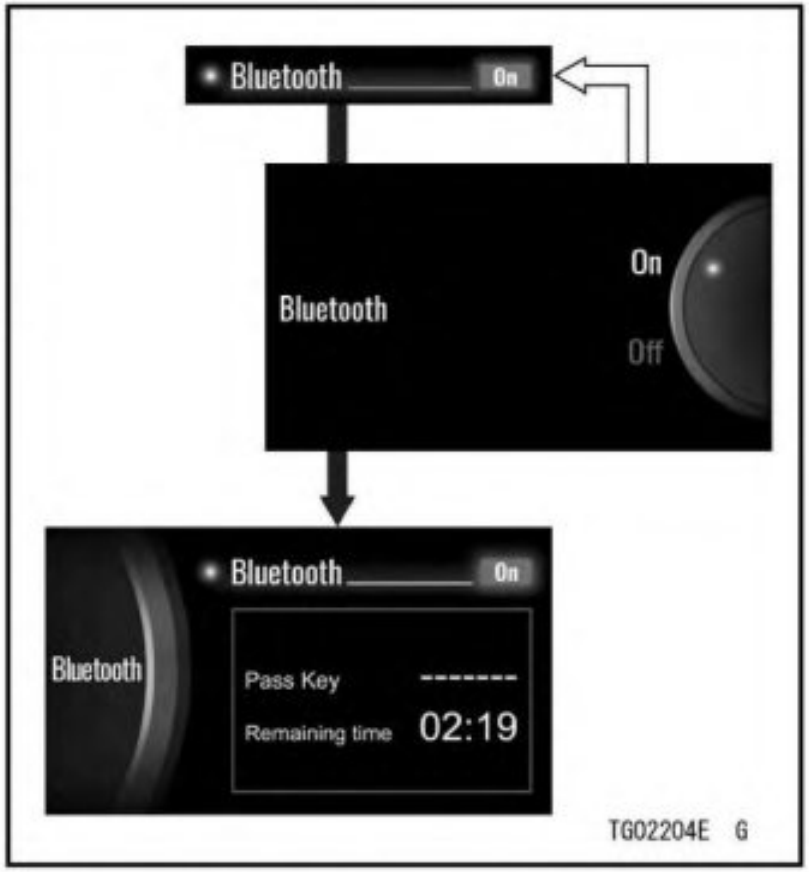
○ *To use the Bluetooth function, "RIDEOLOGY THE APP" is necessary.*

- Enter the menu mode.
- Highlight "Bluetooth" using the upper or lower MODE button.
- Push the SELECT button to shift to the next screen.



➡: Flow when pushing SELECT button
⇨: Flow when pushing RESET button

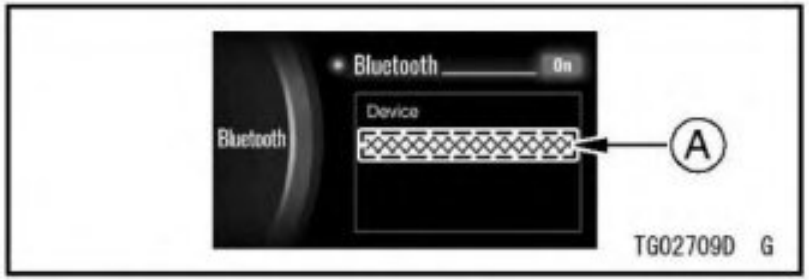
- Push the SELECT button to shift to the next screen.
- Choose on or off using the upper or lower MODE button.
- Push the SELECT or RESET button. When selecting "On," the motorcycle starts searching for the smart device.
- Turn on the Bluetooth function of the smart device and launch the app.



➡: Flow when pushing SELECT button
⇨: Flow when pushing RESET button

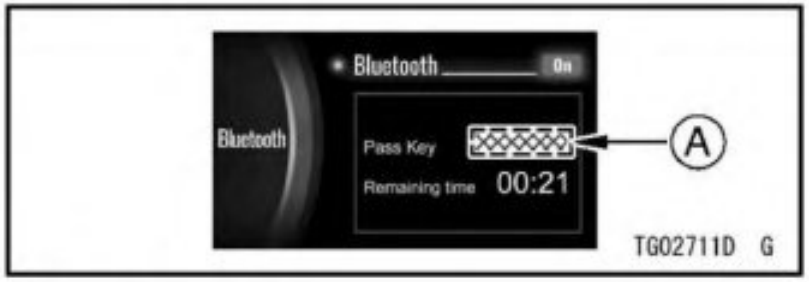
NOTE

○ *If the motorcycle detects the paired device, they connect automatically.*



A. Connected Device Name

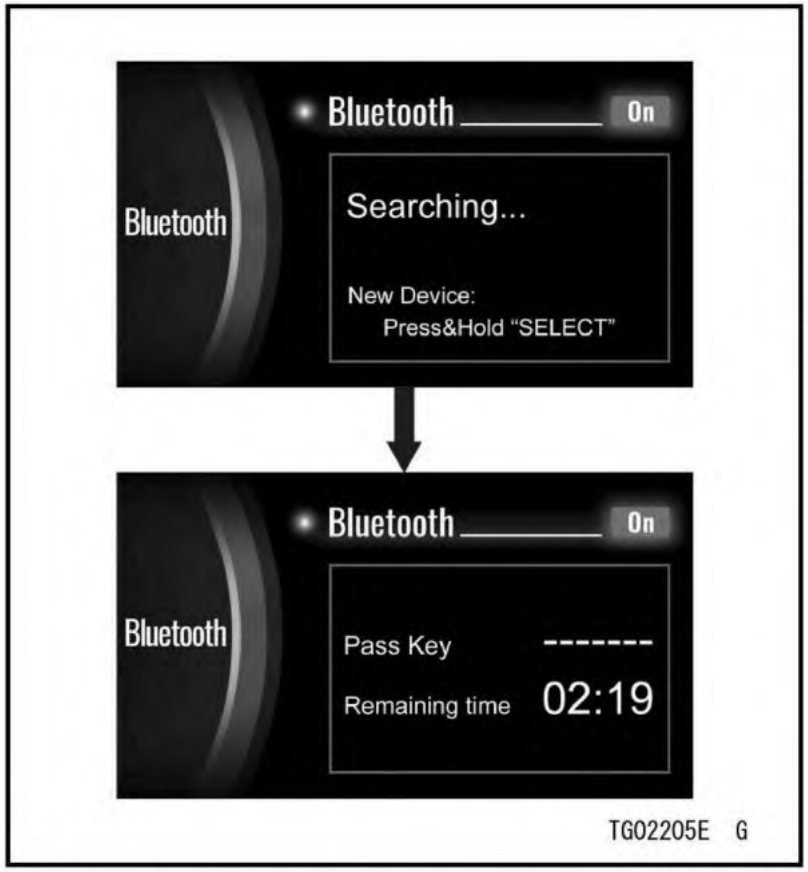
- In the pairing setting menu of the app, select your product and tap the connect button. The motorcycle displays the pass key (PIN) on the display screen.
- Enter the pass key (PIN) into the unpaired device.



A. Pass Key (PIN)

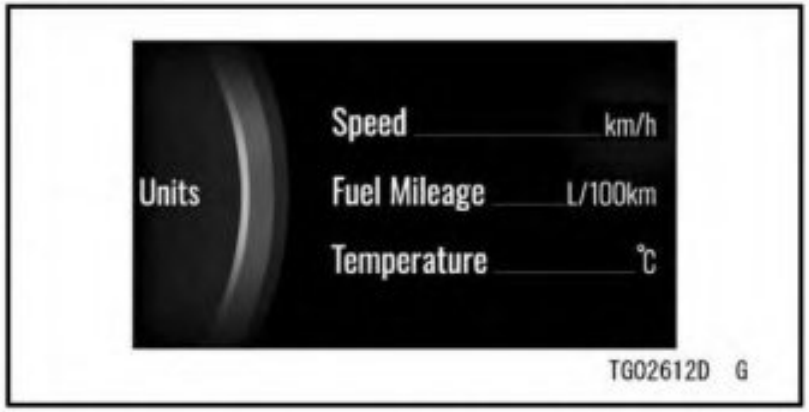
NOTE

- *If the motorcycle does not detect the device, bring the device closer to the meter instruments.*
- *To pair with other smart device, push and hold the SELECT button after the Bluetooth is turned on. When the remaining time is appeared, operate the app.*



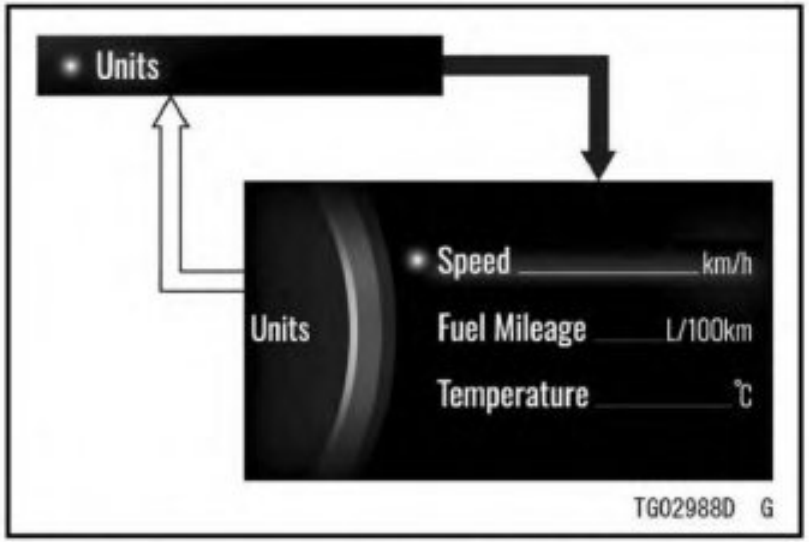
➡: **When pushing and holding SELECT button**

Units



Speed: Switch unit of speed between kph and mph
Fuel Mileage: Switch unit of fuel consumption
Temperature: Switch unit of temperature between °C and °F

- Enter the menu mode.
- Highlight “Units” using the upper or lower MODE button.
- Push the SELECT button to shift to the next screen.

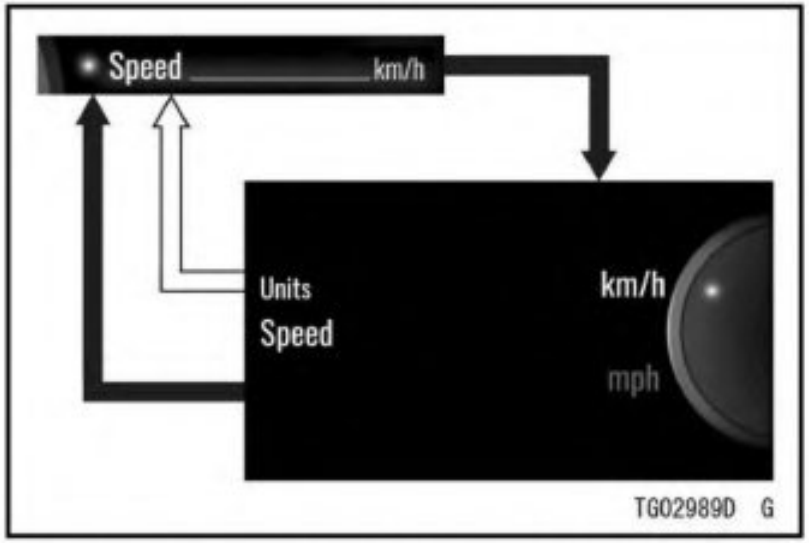


➡: Flow when pushing SELECT button
⇨: Flow when pushing RESET button

Speed

This switches the unit of speed.

- Highlight “Speed” using the upper or lower MODE button.
- Push the SELECT button to shift to the next screen.
- Choose “km/h” or “mph” using the upper or lower MODE button.
- Push the SELECT or RESET button.

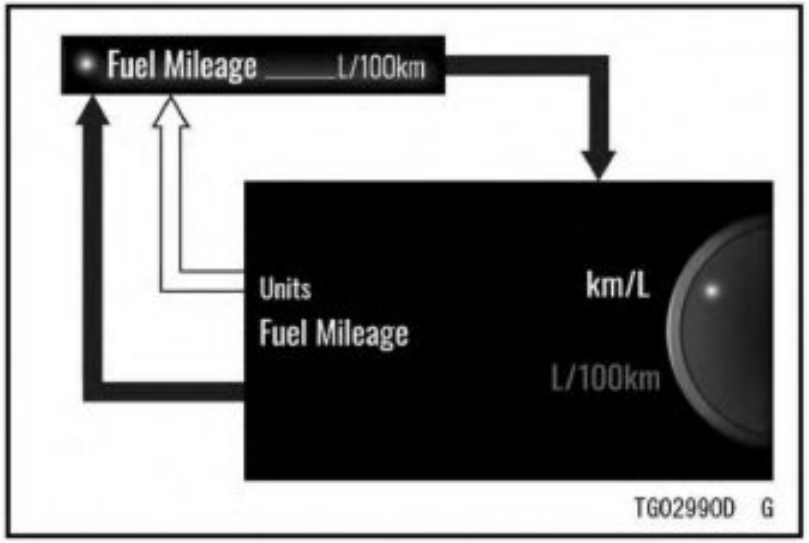


➡: Flow when pushing SELECT button
⇨: Flow when pushing RESET button

Fuel Mileage

This switches the unit of fuel consumption.

- Highlight "Fuel Mileage" using the upper or lower MODE button.
- Push the SELECT button to shift to the next screen.
- Choose the unit using the upper or lower MODE button.
- Push the SELECT or RESET button.



➡: Flow when pushing SELECT button
⇨: Flow when pushing RESET button

NOTE

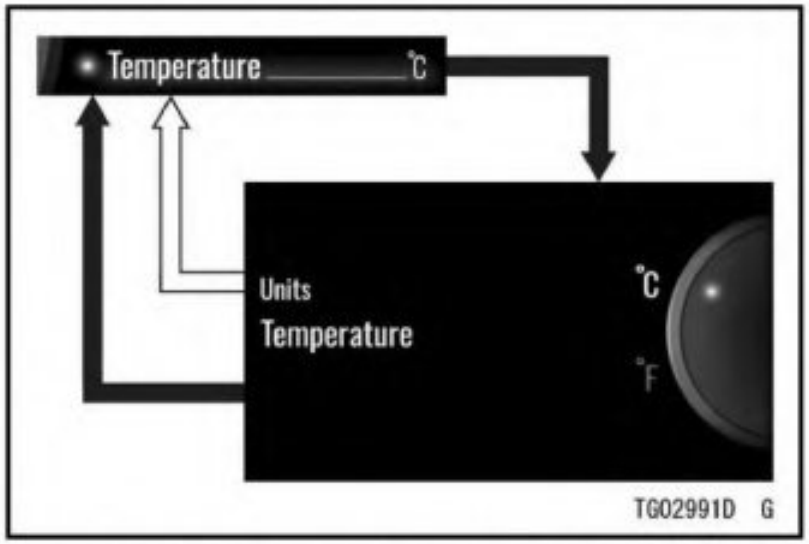
○ *The choices will change according to the unit set by "Speed."*

Temperature

This switches the unit of temperature.

- Highlight "Temperature" using the upper or lower MODE button.

- Push the SELECT button to shift to the next screen.
- Choose "°C" or "°F" using the upper or lower MODE button.
- Push the SELECT or RESET button.



➡: Flow when pushing SELECT button
⇨: Flow when pushing RESET button

Keys

This motorcycle is equipped with an immobilizer system that makes the key system secure electronically. This motorcycle has two keys.

One key should be stored and another one should be used daily. If you want to register an additional key to the immobilizer system, at least one of already registered keys is required.

When the additional key will be registered, all of your keys are needed.

They should be re-registered to the ECU at that time. Bring all of your keys to an authorized Kawasaki dealer.

Up to five keys can register to the ECU.

If an ignition key is lost, it is strongly recommended to have your all keys re-registered at an authorized Kawasaki dealer to prevent the possibility of theft.

If you lose all of your keys, you must replace the ECU, etc. In any of the above cases, please contact an authorized Kawasaki dealer.

NOTICE

The following can damage keys and prevent the engine from being started, therefore, do not:

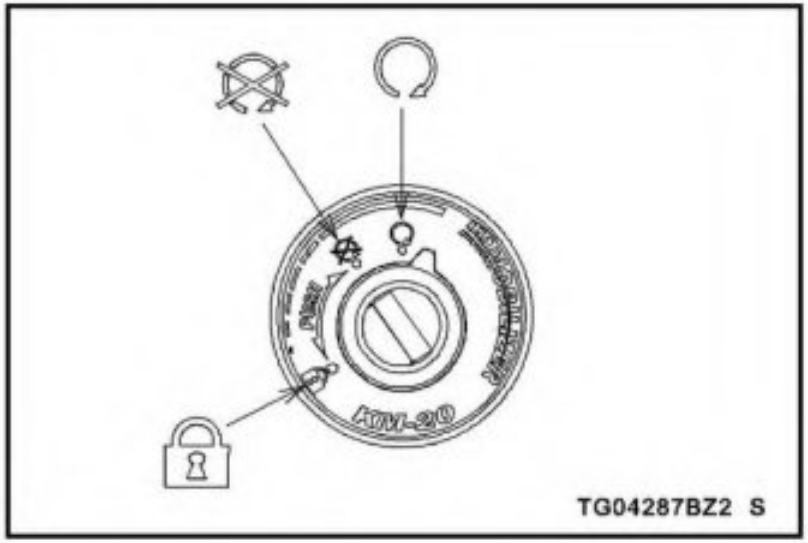
- **Put two keys of any immobilizer system on the same key ring.**
- **Submerge a key in water.**
- **Expose a key to excessively high temperature.**
- **Place a key close to magnets.**
- **Place heavy item on a key.**
- **Grind a key or alter its shape.**
- **Disassemble the plastic part of a key.**
- **Drop a key and/or apply shocks to it.**

EC Directive Compliance

This immobilizer system complies with the RE (Radio equipment) Directive.

Ignition Switch/Steering Lock

This is a three-position, key-operated switch. The key can be removed when it is in the "OFF" or "LOCK" position.



- **ON**
  - Engine can be started.
  - All electrical equipment can be used.
  - Key cannot be removed.
- **OFF**
  - Engine off.
  - Electrical equipment is off.
  - Key can be removed.
- **LOCK**
  - Steering locked.
  - Engine off.
  - Electrical equipment is off.
  - Key can be removed.

For locking:

- Turn the handlebars fully to the left.
- Push the key down in the "OFF" position and turn it to "LOCK."

TG04227B S

⚠ WARNING

Turning the ignition switch to the "OFF" position while riding the motorcycle shuts down the entire electrical system (headlight, brake light, turn signal light, etc.) and the engine will stop, which could cause an accident resulting in severe injury or death. Never operate the ignition switch while riding the motorcycle; only operate it when the motorcycle is at a standstill.

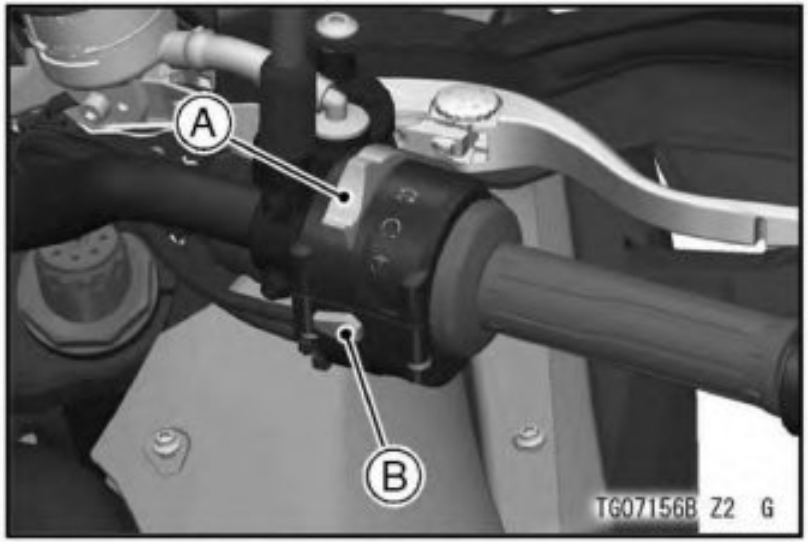
NOTE

- *The headlight, tail, city and license plate lights are on whenever the key is in the "ON" position.*
- *Do not leave the ignition switch at the "ON" position for an extended time with the engine stopped, or the battery may become totally discharged.*

Right Handlebar Switches

NOTE

- *Do not put any magnet close to the right switch housing. It may affect the electronic throttle sensor.*



A. Engine Start/Stop Switch
B. SELECT Button

Engine Start/Stop Switch

To start the engine, refer to the Starting the Engine section in the HOW TO RIDE THE MOTORCYCLE chapter for starting instructions.
(see page 177)

To stop the engine in an emergency, move the engine stop switch to the ⛌ position.

Ordinarily, the engine stop switch must be in the ↻ position for the motorcycle to operate.

NOTE

- *Ordinarily, the ignition switch should be used to stop the engine.*
- *Although the engine stop switch stops the engine, it does not turn off all the electrical circuits and eventually the battery will be discharged.*

SELECT Button

The SELECT button is used for setting the meter.

Meter setting

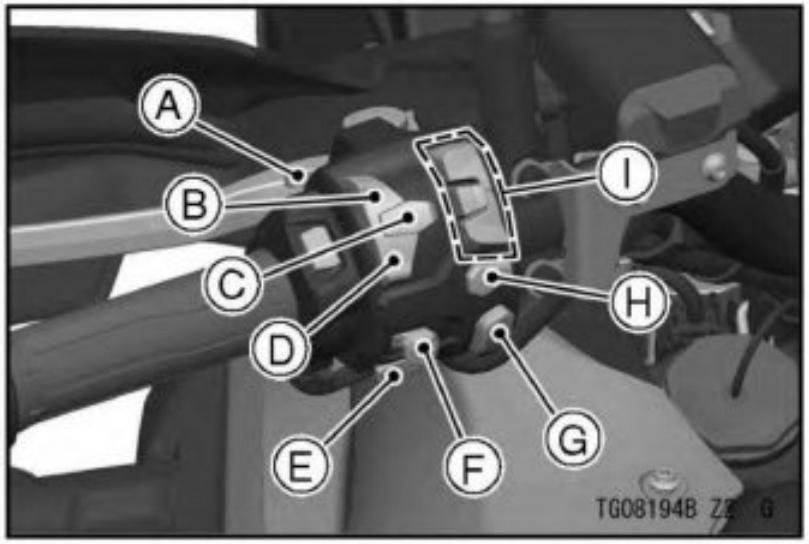
KLZ1100A

- Refer to the Setting Mode section. (see page 69)

KLZ1100B/C

- Refer to the Menu Mode section. (see page 114)

Left Handlebar Switches



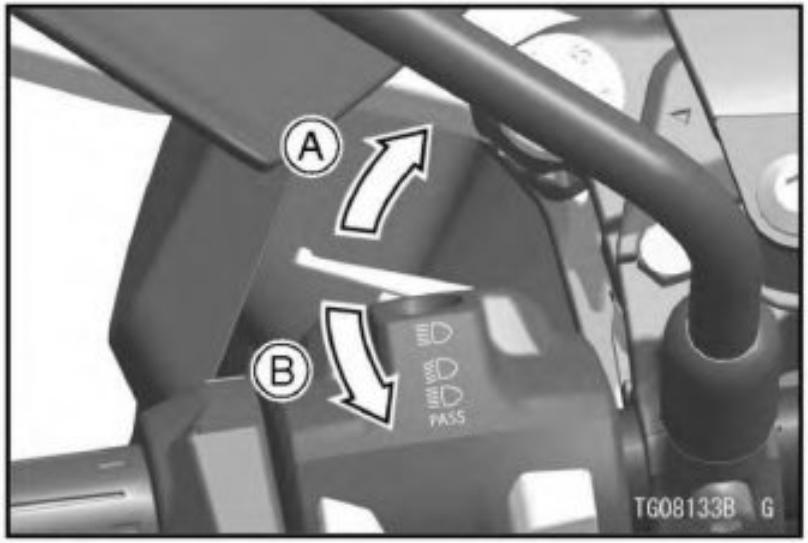
A. Dimmer/Passing Button
B. Upper Mode Button
C. Middle Button (KLZ1100A/C)
D. Lower Mode Button
E. Horn Button
F. Turn Signal Switch
G. Hazard Switch
H. Reset Button
I. Cruise Control Buttons

Dimmer/Passing Button

High or low beam can be selected with the dimmer/passing button like a trigger.

To use the high beam, push the button out. To turn off the high beam, pull the button.

To use the high beam for the passing, pull the button. The high beam turns on only while the button is pulled.



A. Push: Dimmer Function (Turning on high beam)
B. Pull: Passing Function/Dimmer Function (Turning off high beam)

: High beam
: Low beam
PASS : Passing

NOTE

○ *Do not allow anything to cover the headlight lens when the headlight is on. If covered, heat can build up in*

the headlight lens causing lens discoloration or melting, as well as damage to the item covering the lens.

Upper/Lower MODE Button

The upper and lower MODE buttons are used for setting the meter, power mode and integrated riding mode.

Meter setting

KLZ1100A

- Refer to the Multifunction Display section. (see page 59)

KLZ1100B/C

- Refer to the Multifunction Display section. (see page 107)

Power mode (KLZ1100A)

- Refer to the Power Mode section in the HOW TO RIDE THE MOTORCYCLE chapter. (see page 200)

Riding mode (KLZ1100B/C)

- Refer to the Integrated Riding Modes section in the HOW TO RIDE THE MOTORCYCLE chapter. (see page 188)

Middle Button (KLZ1100A)

The middle button is used for setting the meter and KTRC mode.

Meter setting

- Refer to the Multifunction Display section. (see page 59)

KTRC mode

- Refer to the KTRC section in the HOW TO RIDE THE MOTORCYCLE chapter. (see page 197)

Middle Button (KLZ1100C)

The middle button is used for setting the KECS preload mode.

KECS preload mode

- Refer to the KECS section in the HOW TO RIDE THE MOTORCYCLE chapter. (see page 202)

Turn Signal Switch

When the turn signal switch is turned to the left or right the corresponding turn signal lights and turn signal indicator blinks. To cancel the turn signal, push the switch in.

Horn Button

When the horn button is pushed, the horn sounds.

Hazard Switch

Push in the hazard switch with the ignition switch in the "ON" position. All turn signal lights and turn signal indicators will blink.

NOTE

- *Be careful not to use the hazard lights for an extended period of time, otherwise the battery may become totally discharged.*

RESET Button

The RESET button is used for setting the meter.

Meter setting

KLZ1100A

- Refer to the Multifunction Display Resetting section. (see page 66)

KLZ1100B/C

- Refer to the Multifunction Display Resetting section. (see page 112)

Cruise Control Buttons

The cruise control buttons are used for setting the cruise control.

Cruise control setting

KLZ1100A

- Refer to the Electronic Cruise Control System section in the HOW TO RIDE THE MOTORCYCLE chapter. (see page 205)

KLZ1100B/C

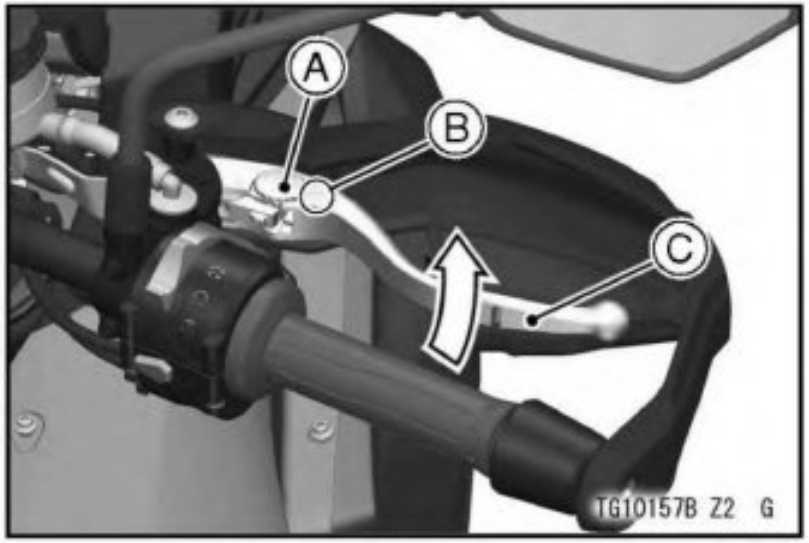
- Refer to the Electronic Cruise Control System section in the HOW TO RIDE THE MOTORCYCLE chapter. (see page 208)

Brake Lever Adjuster

While pushing the brake lever forward, rotate the adjuster and choose a suitable lever position.

Brake Lever Adjustment

Adjuster Position:					
1	2	3	4	5	6
Lever Position:					
Far		←→		Near	



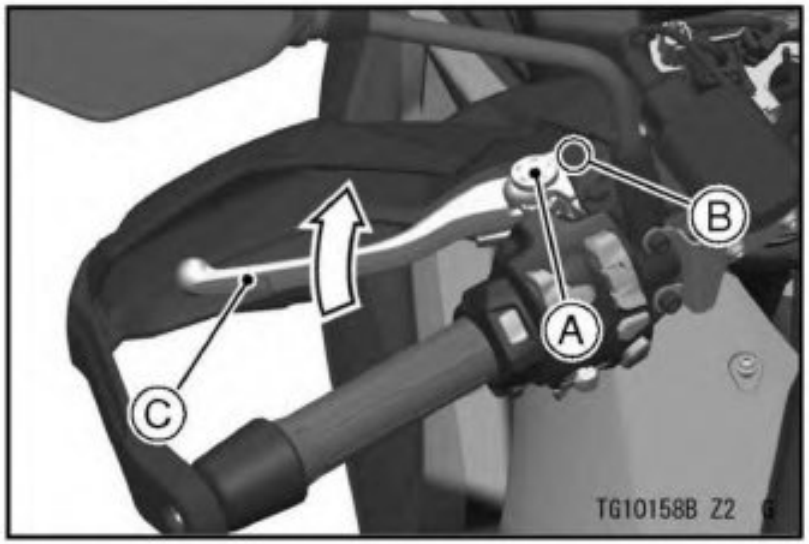
A. Adjuster
B. Mark
C. Brake Lever

Clutch Lever Adjuster

While pushing the clutch lever forward, rotate the adjuster and choose a suitable lever position.

Clutch Lever Adjustment

Adjuster Position:				
1	2	3	4	5
Lever Position:				
Far		←→		Near



A. Adjuster
B. Mark
C. Clutch Lever

Fuel

⚠ WARNING

Gasoline is extremely flammable and can be explosive under certain conditions, creating the potential for serious burns. 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.

Fuel Requirements

Your Kawasaki engine is designed to use only unleaded gasoline with a minimum octane rating shown below. Never use gasoline with an octane rating lower than the minimum specified

by Kawasaki to prevent severe engine damage.

The octane rating of a gasoline is a measure of its resistance to detonation or "knocking." The term commonly used to describe a gasoline's octane rating is the Research Octane Number (RON).

NOTICE

Do not use leaded gasoline, as this will destroy the catalytic converter.

NOTICE

If engine "knocking" or "pinging" occurs, use a different brand of gasoline of a higher octane rating. If this condition is allowed to continue, it can lead to severe engine damage. Gasoline quality is important. Fuels of low quality or not meeting standard industry specifications may result in unsatisfactory performance. Operating problems that result from the use of poor quality or no recommended fuel may not be covered under your warranty.

Fuel Type and Octane Rating

Use clean, fresh unleaded gasoline with an ethanol volume content not more than 10% and an octane rating equal to or higher than that shown in the table.

Fuel Type:
Unleaded Gasoline

Ethanol Content:
E10 or less

Minimum Octane Rating:
Research Octane Number (RON) 95

NOTICE

Do not use any fuel that contains more ethanol or other oxygenates than specified for E10 fuel* in this vehicle. Damage to the engine and fuel system, or engine starting and/or performance problems may result from the use of improper fuel.

*E10 means fuel containing up to 10% ethanol as specified by European directive.

Filling the Tank

Avoid filling the tank in the rain or where heavy dust is blowing so that the fuel does not get contaminated.

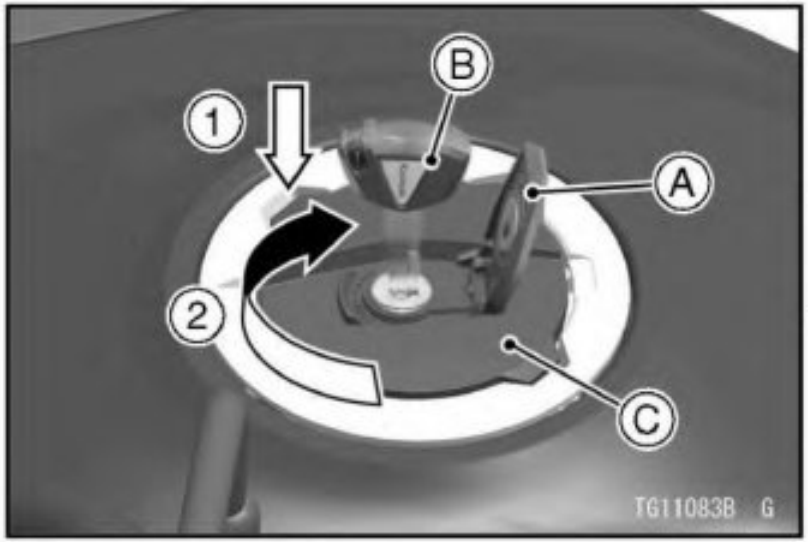
⚠ WARNING

Gasoline is extremely flammable and can be explosive under certain conditions, creating the potential for serious burns. 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. Never fill the tank completely to the top.
If the tank is filled completely to the top, heat may cause the fuel to expand and overflow through the vents in the tank cap.
After refueling, make sure the tank cap is closed securely. If gasoline is spilled on the fuel tank, wipe it off immediately.

NOTICE

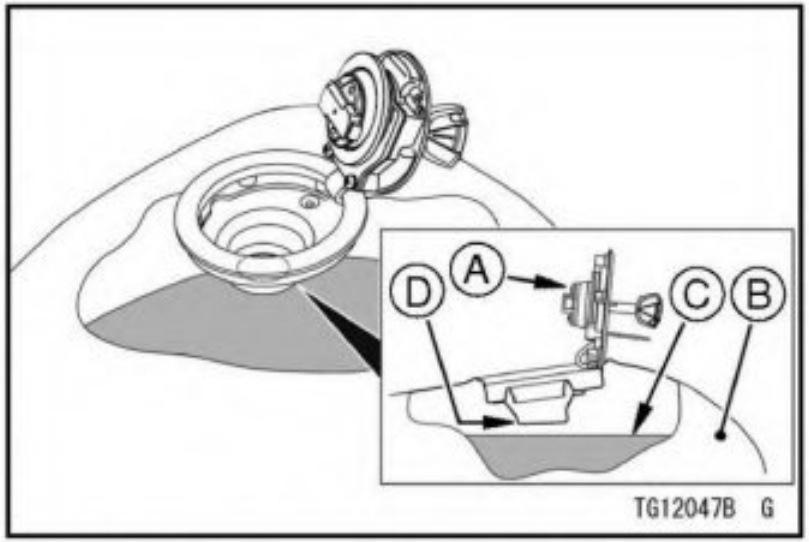
Never fill the tank so the fuel level rises into the filler neck. If the tank is overfilled, heat may cause the fuel to expand and flow into the Evaporative Emission Control System resulting in hard starting, engine hesitation and non-compliance with the emission regulation.

- Lift the key hole cover.
- Insert the key into the fuel tank cap.
- Turn the key clockwise while pushing down the fuel tank cap.



A. Key Hole Cover
B. Ignition Key
C. Fuel Tank Cap

- Open the fuel tank cap.
- Add fuel.



A. Tank Cap
B. Fuel Tank
C. Top Level
D. Bottom of Filler Neck (Maximum Fuel Level)

NOTE

○ *Do not exceed the maximum fuel level as shown.*

- Push the fuel tank cap down into place with the key inserted.
- The key can be removed by turning counterclockwise to the original position.
- Close the key hole cover.

NOTICE

Never fill the tank completely to the top.
If the tank is filled completely to the top, heat may cause the fuel to expand and overflow through the vents in the tank cap.
After refueling, make sure the tank cap is closed securely.
If gasoline is spilled on the fuel tank, wipe it off immediately.

NOTE

○ *The fuel tank cap cannot be closed without the key inserted, and the key cannot be removed unless the cap is locked properly.*

○ *Do not push on the key to close the cap, or the cap cannot be locked.*

Side Stand

Always kick the stand fully up before moving the motorcycle.

The engine will stop automatically if the motorcycle is in gear and the clutch is released with the side stand down.

NOTE

○ *When using the side stand, turn the handlebars to the left.*
○ *Make sure the side stand is down securely before leaving the motorcycle.*
○ *Do not sit on the motorcycle while it is on its side stand.*

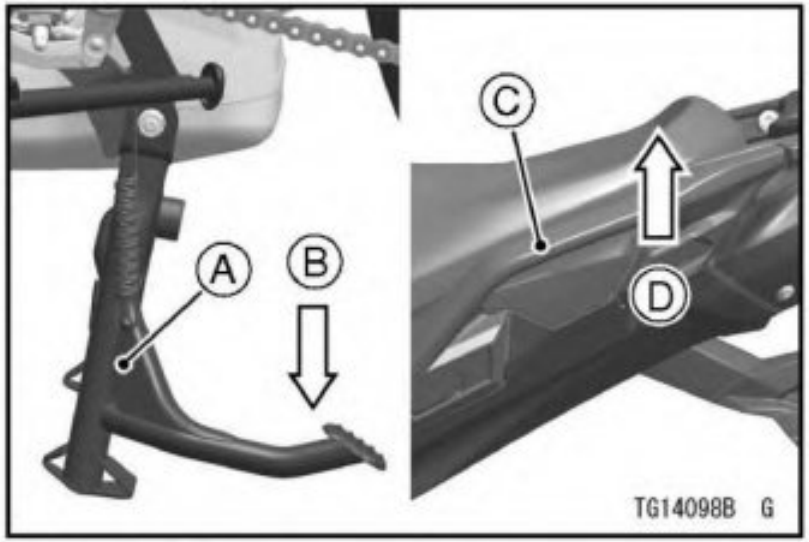
Center Stand

To set the center stand

• Step down firmly on the stand, and then lift the motorcycle up and to the rear using the grab rail as a handhold.

NOTE

○ *Do not pull up on the seat to lift as this will damage the seat.*



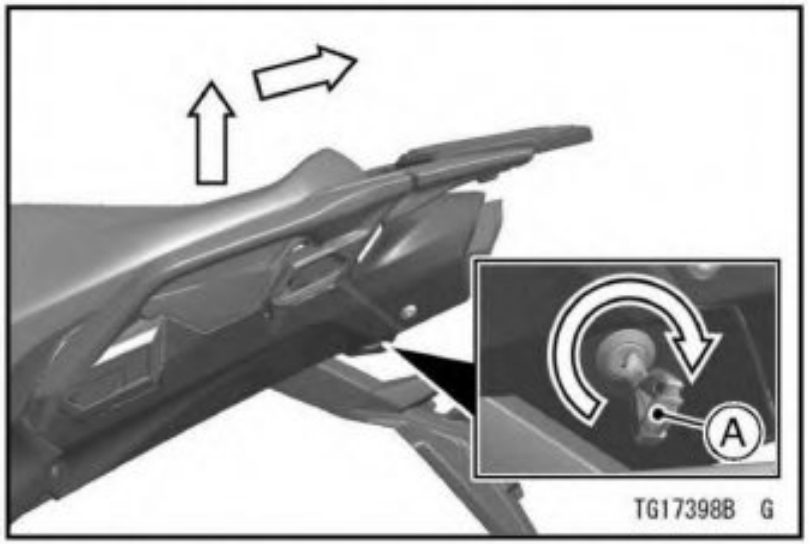
A. Center Stand
B. Step down.
C. Grab Rail
D. Lift up.

Seat

The seat can be removed using the ignition key.

Seat Removal

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

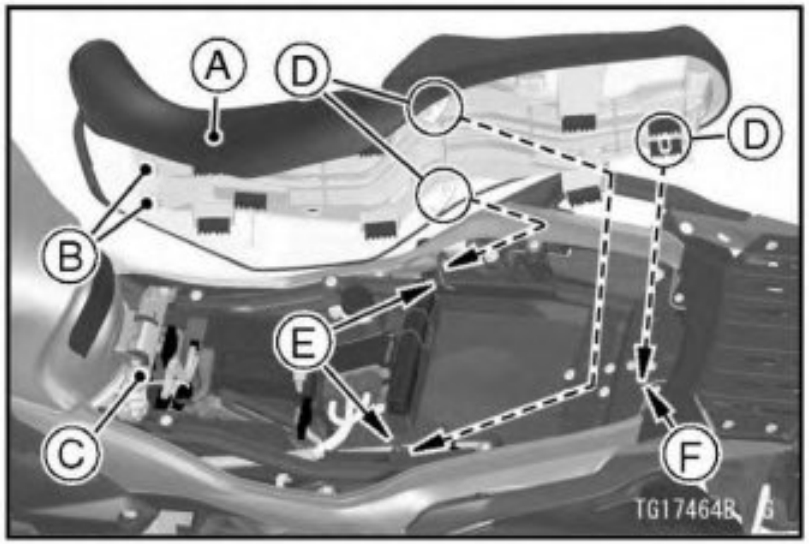


A. Ignition Key

Seat Installation

- Insert the tabs at the front part of the seat under the fuel tank bracket.
- Insert the hooks of the seat into the guides on the frame.

- Insert the hook at the rear part of the seat into the latch hole on the frame.
- Push down the rear part of the seat until the lock clicks.

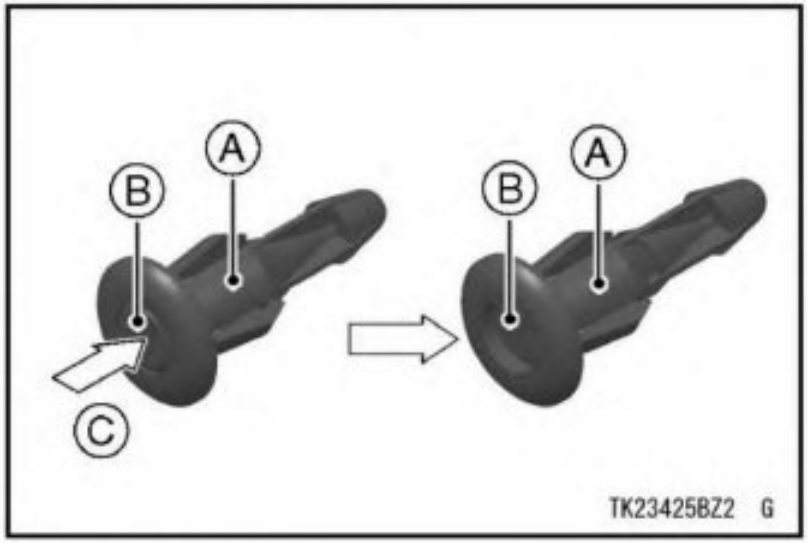


A. Seat
B. Tabs
C. Fuel Tank Bracket
D. Hooks
E. Guides
F. Latch Hole

- Pull up the front and rear ends of the seat to make sure they are securely locked.

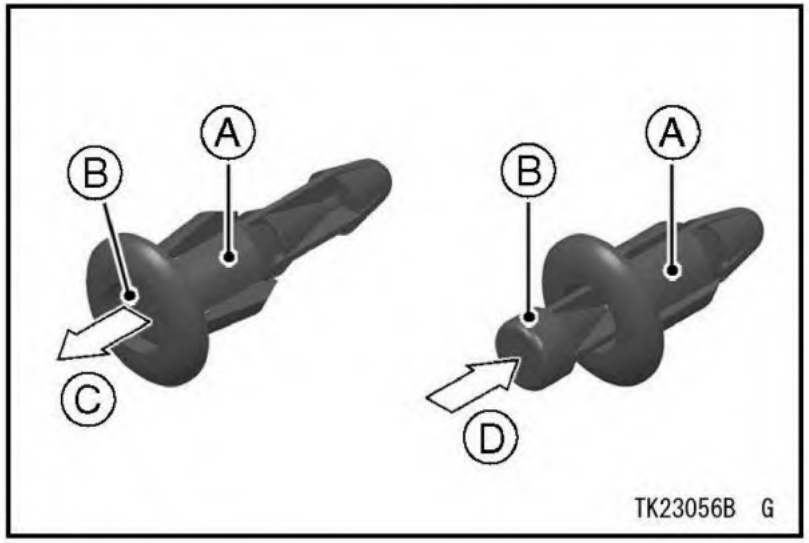
Outer Middle Fairings

Quick Rivet Removal



A. Quick Rivet
B. Center Pin
C. Push in.

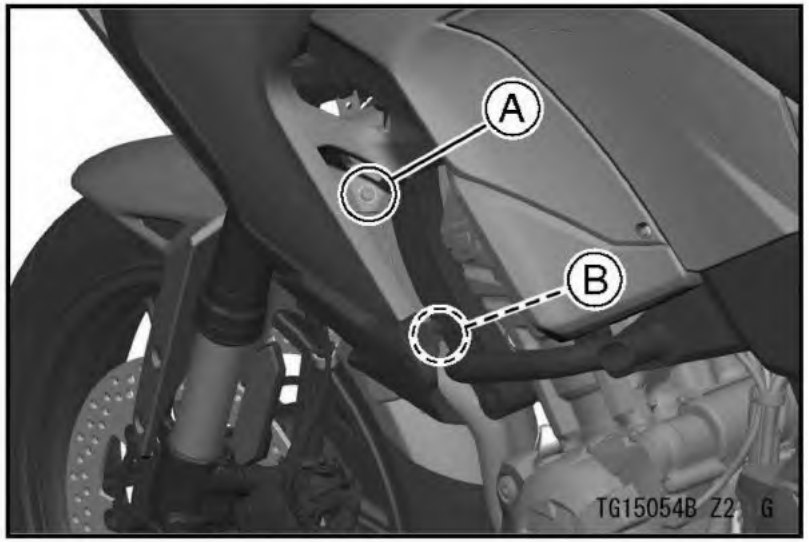
Quick Rivet Installation



A. Quick Rivet
B. Center Pin
C. Pull up fully.
D. Push in.

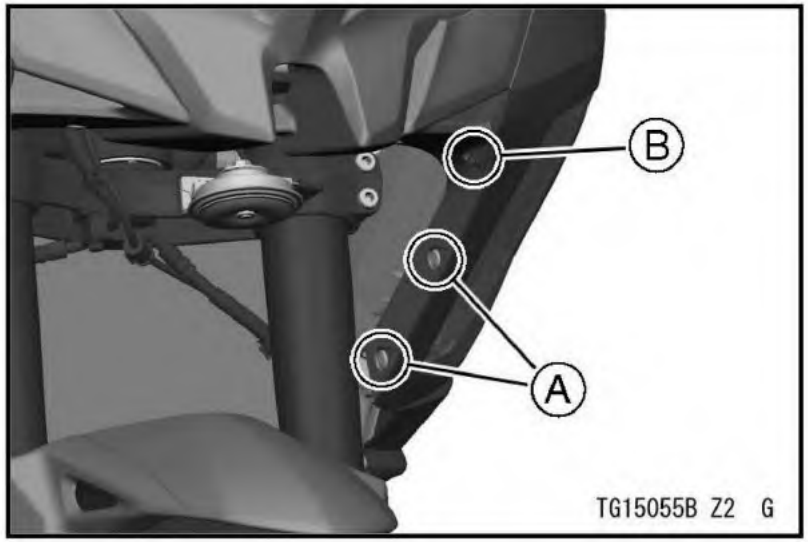
Left Outer Middle Fairing Removal

- Remove the bolts and collar.



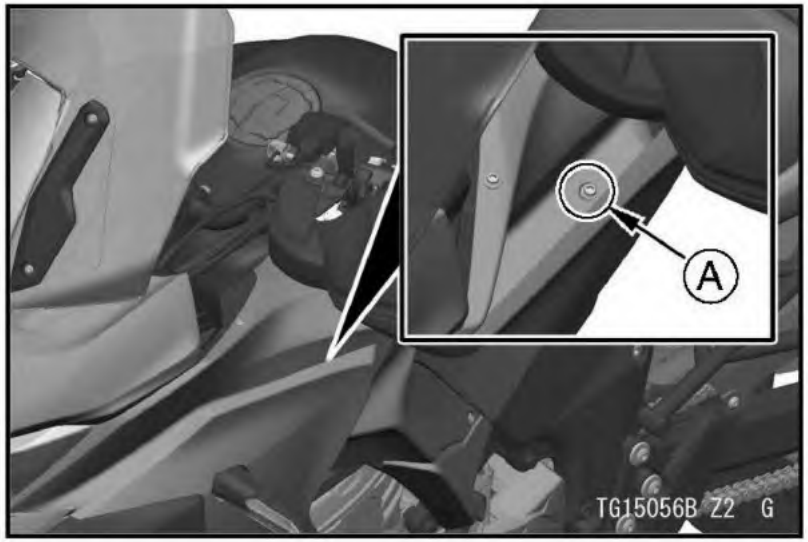
A. Bolt and Collar
B. Bolt

- Remove the quick rivets and bolt.



A. Quick Rivets
B. Bolt

- Remove the bolt and washer.

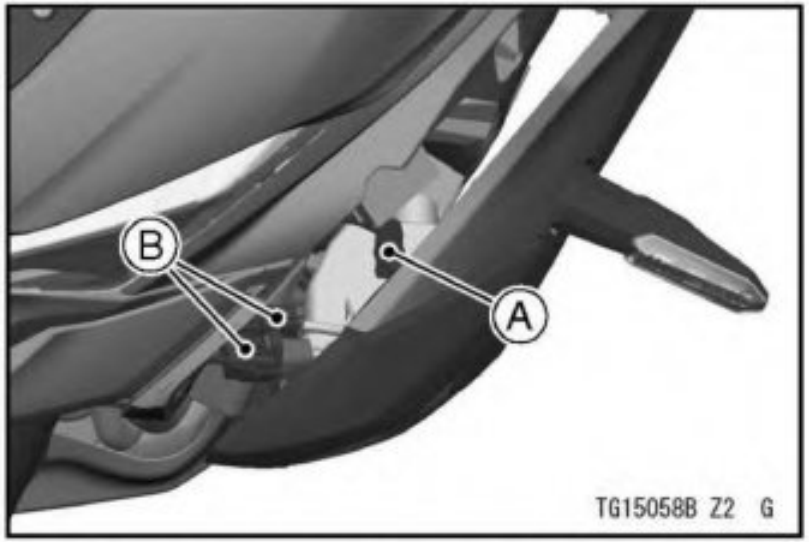


A. Bolt and Washer

- Pull the left outer middle fairing outward to clear the projection.

A. Projection

- Disconnect the front left turn signal light connector.
- Cornering light equipped models, disconnect the left cornering light connectors.
- Remove the left outer middle fairing.

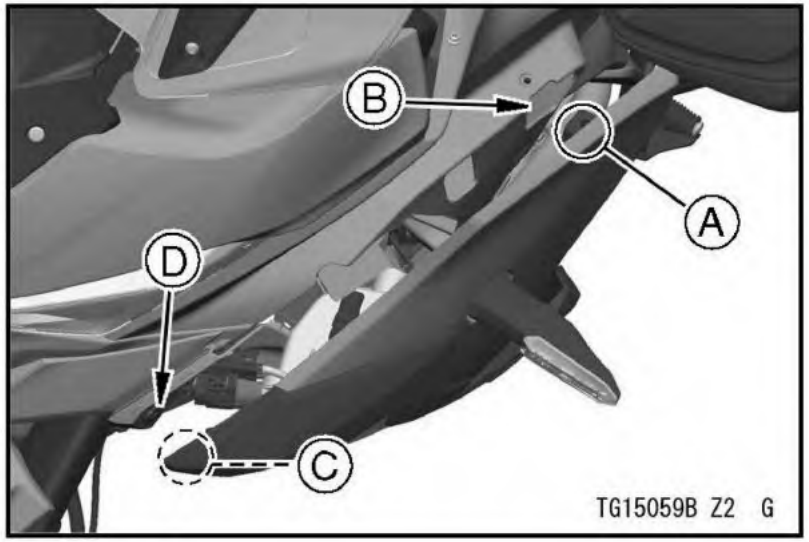


A. Front Left Turn Signal Light Connector
B. Left Cornering Light Connectors (Equipped Models)

Left Outer Middle Fairing Installation

- Connect the front left turn signal light connector.
- Cornering light equipped models, connect the left cornering light connectors.
- Insert the bosses into the hole.

- Insert the projection into the grommet.

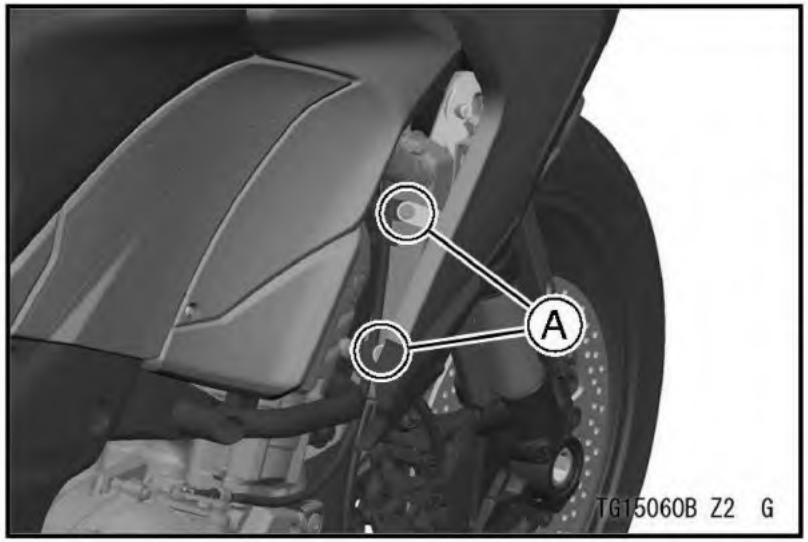


A. Bosses
B. Hole
C. Projection
D. Grommet

- Install the removed parts.

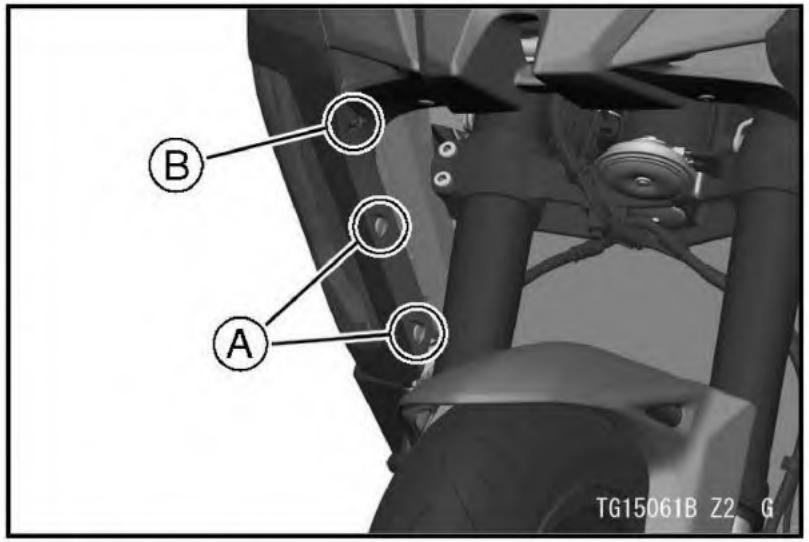
Right Outer Middle Fairing Removal

- Remove the bolts.



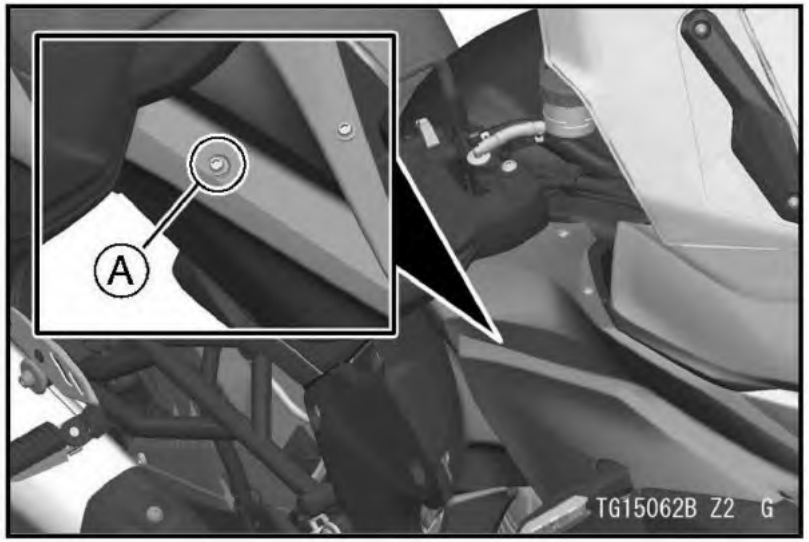
A. Bolts

- Remove the quick rivets and bolt.



A. Quick Rivets
B. Bolt

- Remove the bolt and washer.

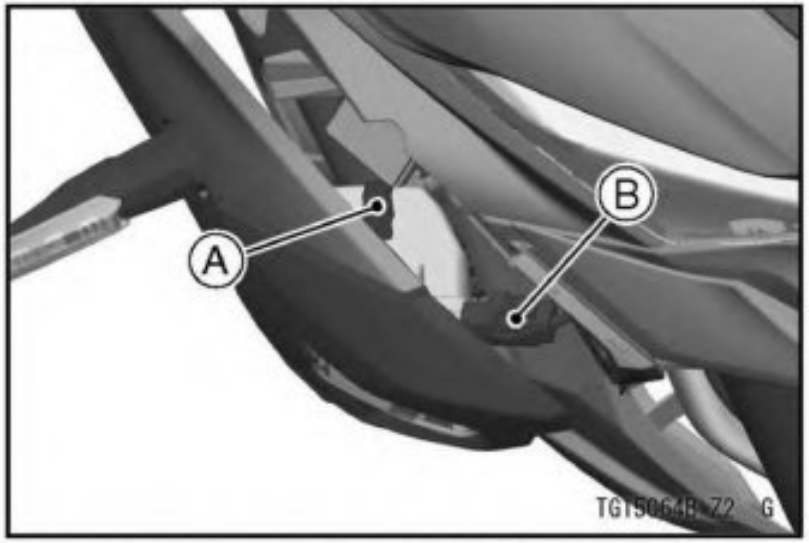


A. Bolt and Washer

- Pull the right outer middle fairing outward to clear the projection.

A. Projection

- Disconnect the front right turn signal light connector.
- Cornering light equipped models, disconnect the right cornering light connector.
- Remove the right outer middle fairing.

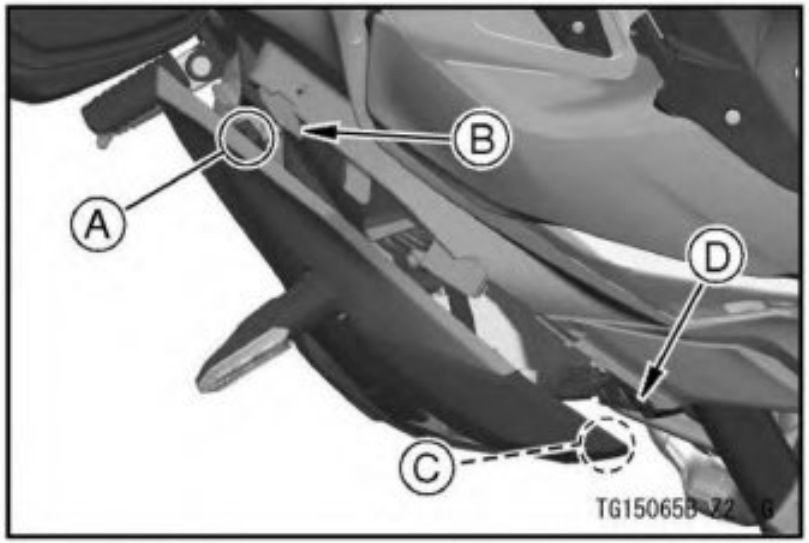


A. Front Right Turn Signal Light Connector
B. Right Cornering Light Connector (Equipped Models)

Right Outer Middle Fairing Installation

- Connect the front right turn signal light connector.
- Cornering light equipped models, connect the right cornering light connector.
- Insert the bosses into the hole.

- Insert the projection into the grommet.



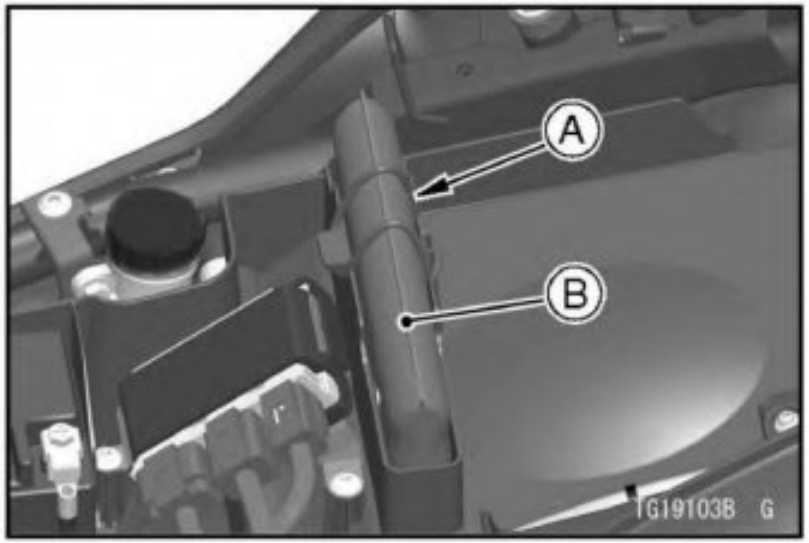
A. Bosses
B. Hole
C. Projection
D. Grommet

- Install the removed parts.

Tool Kit

The tool kit is located under the seat.

Keep the tool kit in the original place. Hold the tool kit with the band.

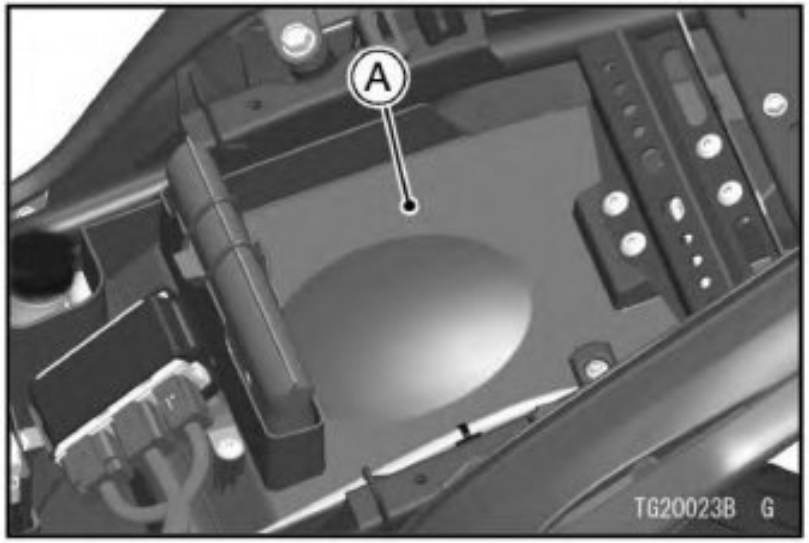


A. Band
B. Tool Kit

Storage Compartment (KLZ1100A/B)

The storage compartment is located under the seat.

The compartment is used to store light items.



A. Storage Compartment

Rear View Mirrors

Rear View Mirror Adjustment

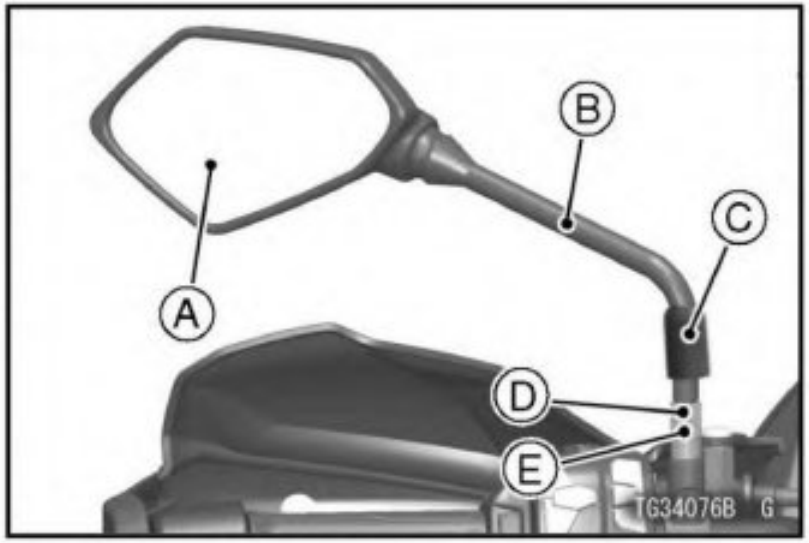
- Adjust the rear view mirror by slightly moving only the mirror portion of the assembly.
- If the rear visibility cannot be assured by moving the mirror, slide the rubber boot up, and loosen the upper hexagonal area and turn the stay by hand.

NOTE

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

Tightening Torque

Lower Hexagonal Area:
30 N·m (3.1 kgf·m, 22 ft·lb)
Upper Hexagonal Area:
18 N·m (1.8 kgf·m, 13 ft·lb)



A. Rear View Mirror
B. Stay
C. Rubber Boot
D. Upper Hexagonal Area
E. Lower Hexagonal Area

NOTE

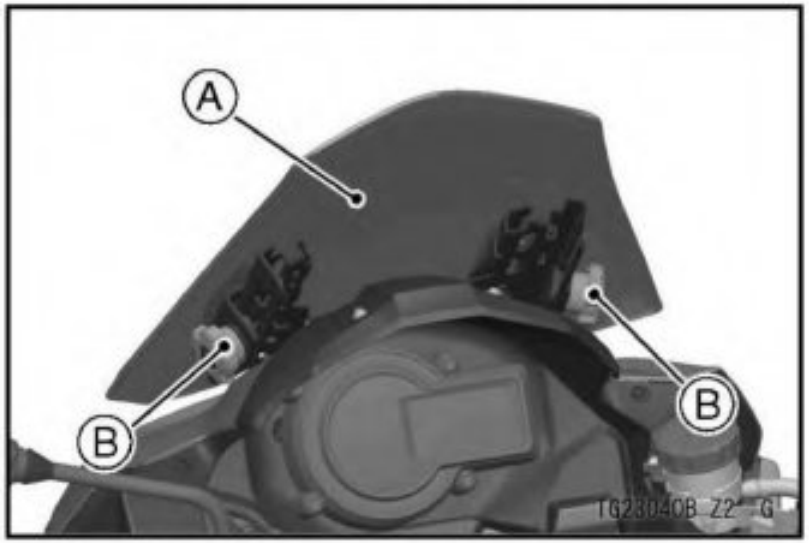
○ *If a torque wrench is not available, this item should be serviced by a Kawasaki dealer.*

Windshield (KLZ1100A)

The windshield can be adjusted up to about 75 mm (3.0 in.) in height to suit the rider's preference.

Windshield Height Adjustment

- Loosen the adjusting knobs.



A. Windshield
B. Windshield Adjusting Knobs

- When moving the windshield up or down.

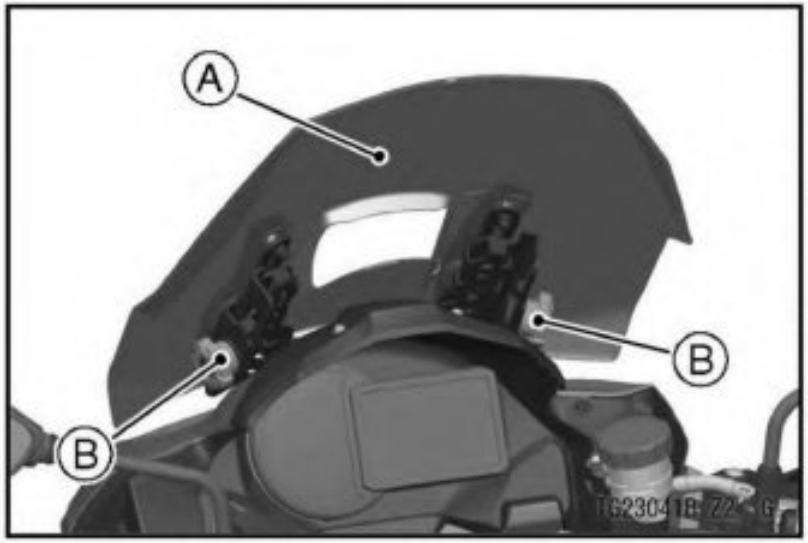
- Tighten the adjusting knobs.
- Be sure the windshield is fixed securely.

Windshield (KLZ1100B/C)

The windshield can be adjusted up to about 45 mm (1.8 in.) in height to suit the rider's preference.

Windshield Height Adjustment

- Loosen the adjusting knobs.

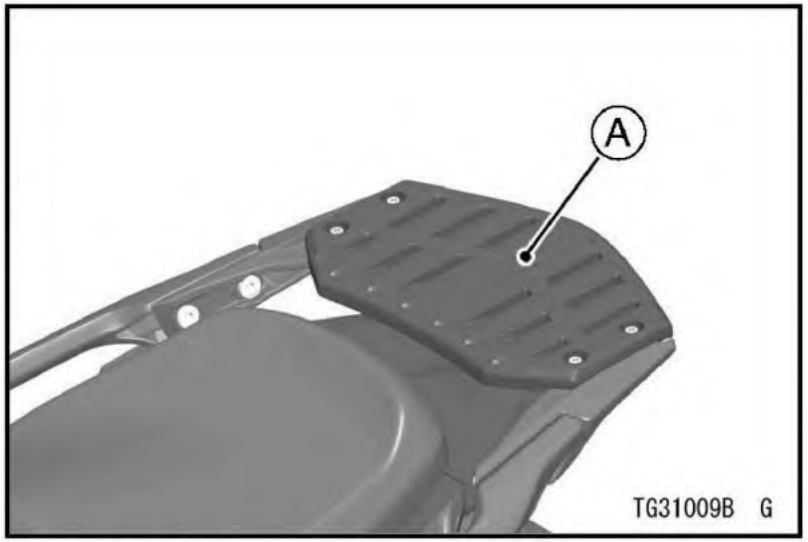


A. Windshield
B. Windshield Adjusting Knobs

- Move the windshield up or down.
- Tighten the adjusting knobs.
- Be sure the windshield is fixed securely.

Rear Carrier

This motorcycle is equipped with carrier on the rear.



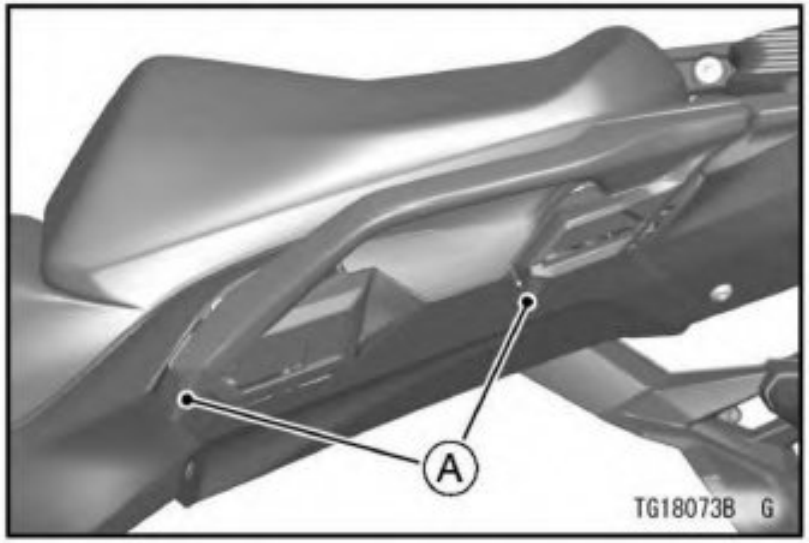
A. Rear Carrier

⚠ WARNING

Overloading the motorcycle with cargo and/or passengers, and/or not balancing the weight of items carried on the rear carrier may cause adverse handling, loss of control and an accident resulting in serious injury or death. Do not carry loads of more than 6 kg (13 lb) on the rear carrier. Do not exceed the total payload limit of 220 kg (485 lb), including rider, passenger, baggage, and accessories. Do not exceed the vehicle speed of 130 km/h (80 mph) when carrying a passenger and/or cargo. Also reduce speed according to road or weather condition, etc. Failure to adjust the speed to compensate for added weight and other conditions may result in a loss of control and subsequent accident.

Tie Hooks

When securing light loads to the seat and carrier, use the tie hooks located at the left and right grab rails.



A. Tie Hooks

DC Output

The electric power of the battery can be used through the DC output. Observe and follow the notes listed below.

A. DC Output

NOTICE

When connecting an accessory to the socket, keep the accessory parts or its leads free from the handlebars so that they are not obstructing the steering controls while operating the motorcycle.

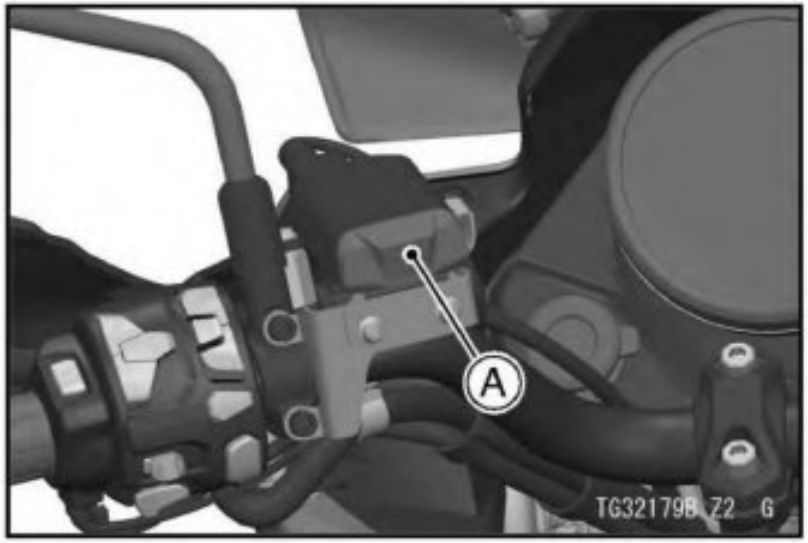
NOTICE

If using an accessory in the socket, unless it has a waterproof connection, do not operate this motorcycle in the rain or wash it. Always put the cap on the socket when the accessory is not used.

- When using other accessories together, check that the maximum load and fuse rating of the accessory circuit before using the accessory parts (see page 169).

USB Socket

The electric power of the battery can be used through the USB socket. Observe and follow the notes listed below.



A. USB Socket

NOTICE

When connecting an accessory to the socket, keep the accessory parts or its leads free from the handlebars so that they are not obstructing the steering controls while operating the motorcycle.

NOTICE

- **If using an accessory in the socket, do not operate this motorcycle in the rain or wash it. The USB terminal may corrode and you may not be able to charge it. If it gets wet, dry it thoroughly with the ignition switch turned off before using it.**
- **It may not be charged if it is used for charging or power supply other than mobile device terminals.**
- **Always put the cap on the socket when the accessory is not used.**

⚠ WARNING

The surface of the USB socket becomes hot during operation. Do not touch the USB socket during or immediately after charging as there is a risk of burns. Do not apply more than 5.5 V to the USB terminal. There is a risk of USB socket failure and smoke and fire.

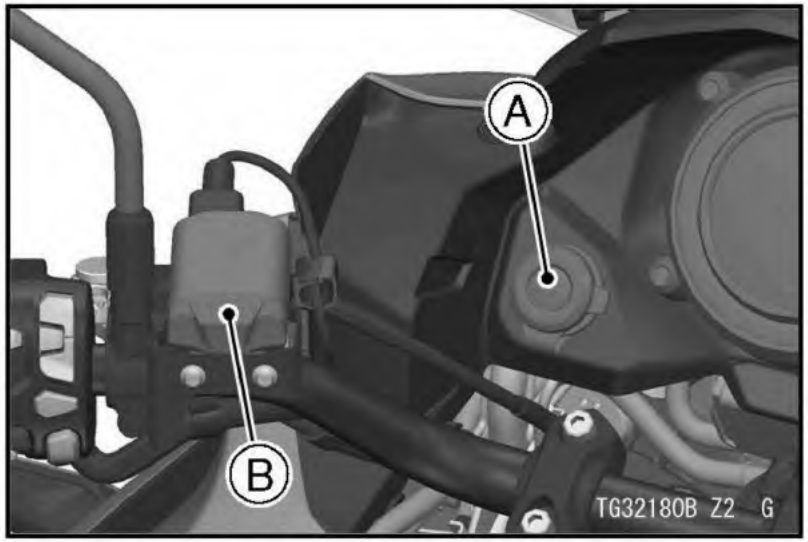
- When using other accessories together, check that the maximum load and fuse rating of the accessory circuit before using the accessory parts (see page 169).

Electrical Accessory Connector

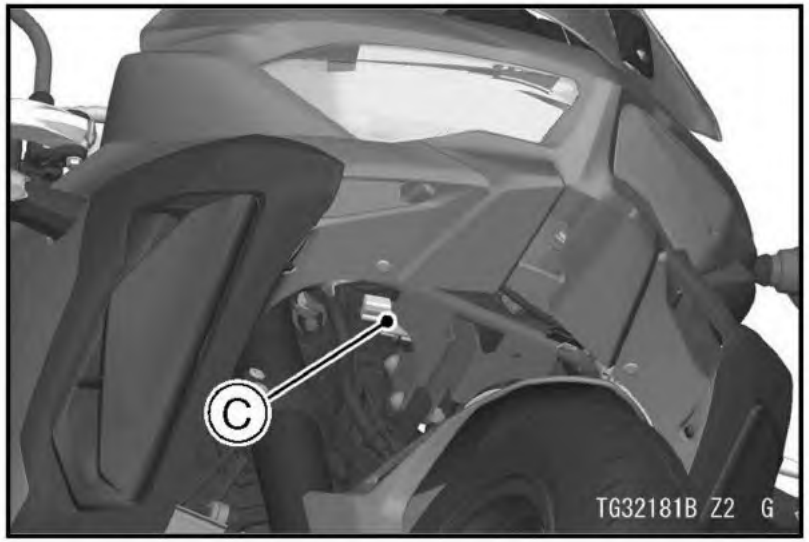
The electric power of the battery can be used through the electrical accessory connector.

NOTE

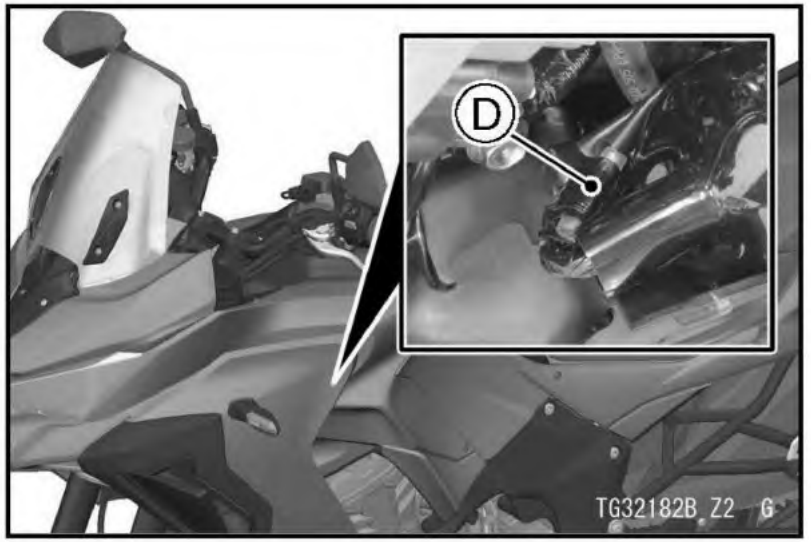
- *Some models require a relay to use the electrical accessory connector.*
- *The electrical accessory connection to the connectors should be done by an authorized Kawasaki dealer.*



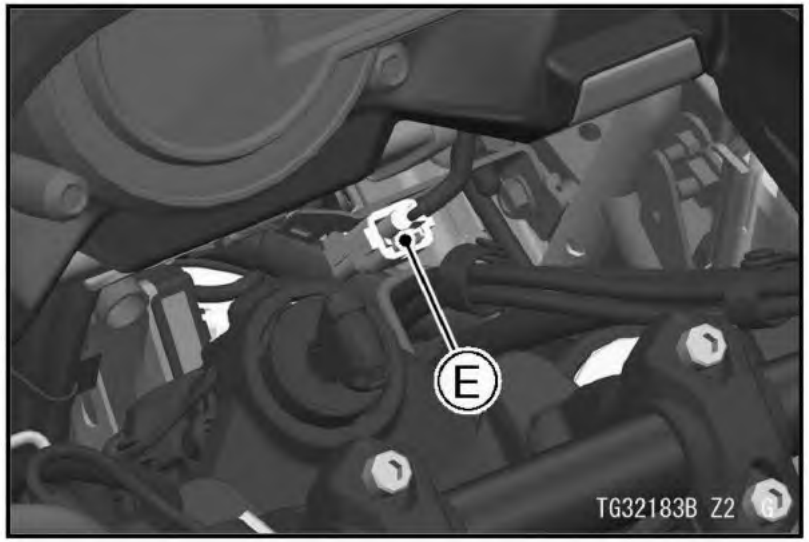
A. DC Output
B. USB Socket



C. For Genuine Fog Light (Back of Headlight)



D. For Accessory (Back of Left Inner Middle Fairing)



E. For Genuine Grip Heater (Under the Meter)

Accessory Connector		Fuse Rating	Maximum Load
A	DC Output	15 A	74 W
B	USB Socket		
C	For Genuine Fog Light		
D	For Accessory		
E	For Genuine Grip Heater	15 A	48.1 W (at Level 3)

NOTICE

Do not install a fuse of a higher rating than that specified. Do not connect a load that exceeds the maximum load to this accessory circuit or the battery may become discharged, even with the engine running.

Grip Heater (Equipped Models)

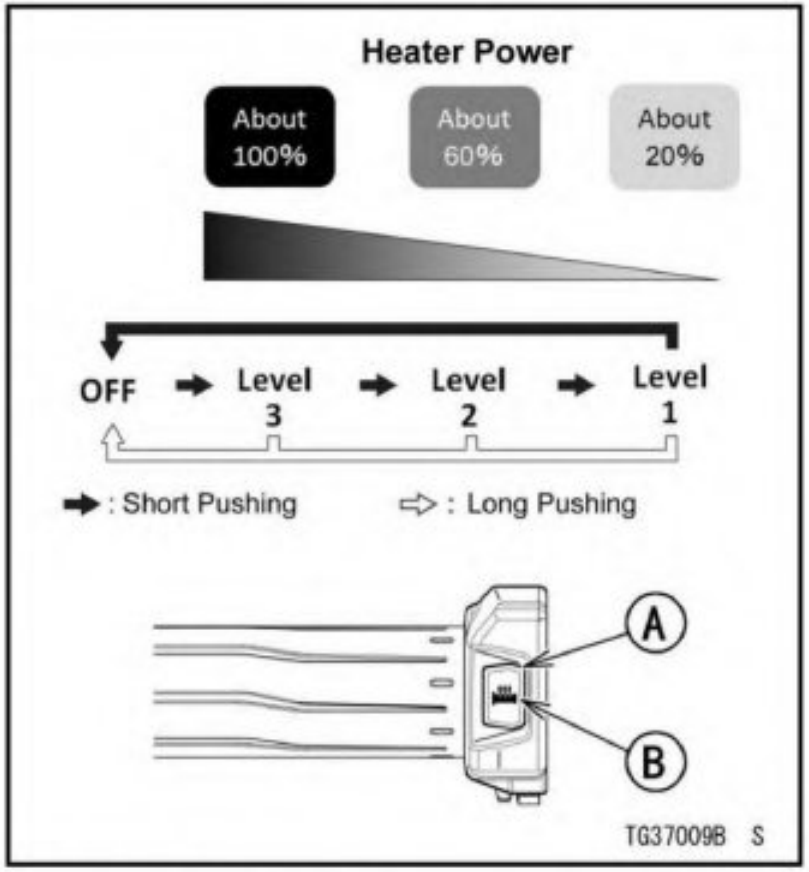
⚠ WARNING

- **Operating the grip heater switch while riding may cause a distraction that can lead to a crash resulting in serious injury or death. Do not operate the grip heater switch while riding.**
- **Always wear gloves when using the grip heater to avoid burning hands.**
- **Using the grip heater with worn or damaged grips may cause burns. If the handlebar grip becomes worn or damaged, stop using the grip heater and replace the grip with a new one.**

This motorcycle is equipped with temperature-adjustable grip heaters designed to heat the handlebar grips.

To operate the grip heater

- Push the grip heater switch as shown to switch on and off or change the temperature.



A. Grip Heater Switch
B. Indicator

- Check the grip heater operating condition and temperature setting level with the indicator.

Mode	Indicator
OFF	No lighting (blinking when the voltage is low)
Level 3	Lighting (It goes on after 5 cycles of 3 blinkings)
Level 2	Lighting (It goes on after 5 cycles of 2 blinkings)
Level 1	Lighting (It goes on after 5 cycles of 1 blinking)

- The grip heater switch turns off when the ignition switch is turned off.

NOTE

○ *When the ignition switch is turned on, the indicator blinks when the battery voltage is low. Charge or replace the battery. Still blinking, there is a possibility that the grip heater may be broken, so replace the grip heater.*

- *If the battery voltage drops while using the grip heater, the grip heater turns off and the indicator blinks. The indicator will continue blinking even if the battery voltage recovers at high speed driving etc. When using the grip heater, push the switch and turn off the grip heater once before using it. If the battery voltage is recovered, the grip heater can be turned on.*
- *The grip temperature is proportional to the outside air temperature. Avoid using it at a higher temperature setting on warmer days.*

NOTICE

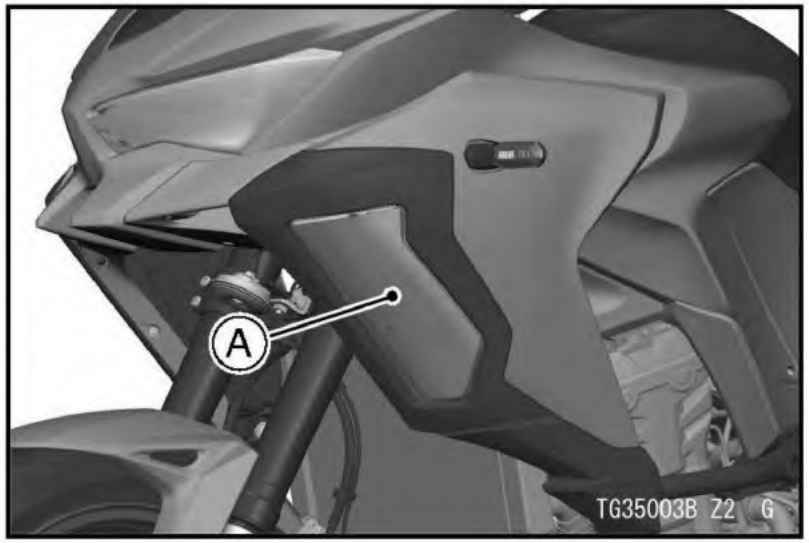
- **Do not use the grip heaters for extended periods while the engine is stopped or idling to prevent draining the battery.**
- **Do not use a high-pressure washer to clean the motorcycle and avoid spraying the grips to prevent damage to wiring and heating elements.**
- **If the grip heater does not work properly, have the grip heater checked by an authorized Kawasaki dealer.**

Cornering Light (Equipped Models)

The cornering light is the auxiliary light that illuminates the road along the curve when turning. When leaning the vehicle to the left and right, the LEDs

of the corresponding cornering light go on in three stages depending on the lean angle.

The cornering light ON/OFF can be set in the setting mode. Refer to the Menu Mode section.
(see page 119)



A. Cornering Light

HOW TO RIDE THE MOTORCYCLE

Break-In

The first 1 000 km (600 miles) of use is the break-in period.

Follow the recommendations below to maintain the vehicle's performance and longevity.

Travelled distance	Maximum engine revolutions
0 – 350 km (0 – 250 miles)	4 000 r/min (rpm)
350 – 600 km (250 – 400 miles)	6 000 r/min (rpm)
600 – 1 000 km (400 – 600 miles)	Ride moderately

NOTE

- *You can ride above the maximum engine revolution stated in the break-in table briefly if necessary. Brief periods above the listed engine revolutions will not affect break-in results.*
- *When travelling on public roads, obey the speed limits.*
- *Do not race the engine while the transmission is in neutral.*

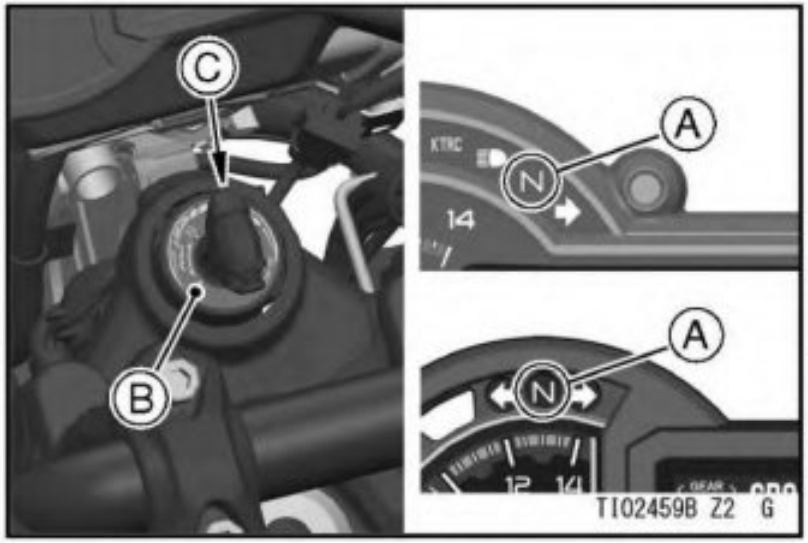
⚠ WARNING

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

In addition to the above, at 1 000 km (600 miles) it is extremely important that the owner has the initial maintenance service performed by an authorized Kawasaki dealer.

Starting the Engine

- Turn the ignition switch on.
- Make sure the transmission is in neutral.



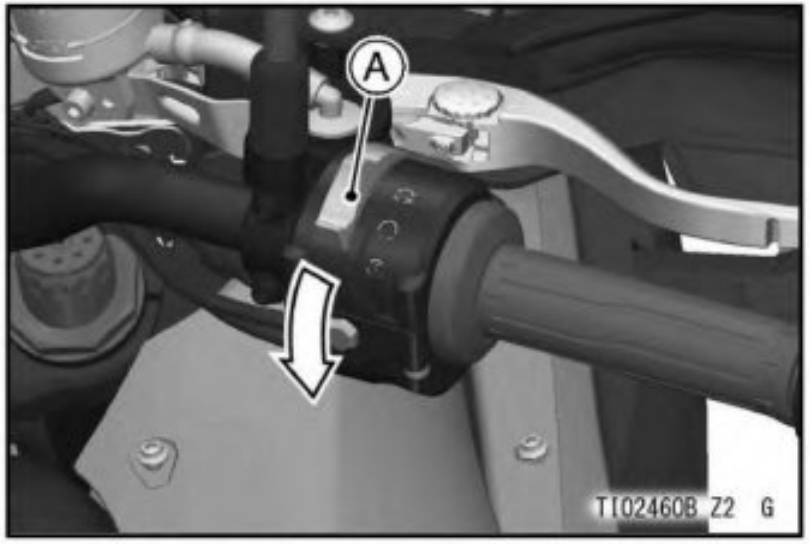
A. Neutral Indicator (Green)
B. Ignition Switch
C. "ON" Position

NOTE

- *While the engine is cold, the fast idle system automatically raises the engine idling speed. At this time, the engine warning indicator may appear if you operate the throttle grip unnecessarily.*
- *The motorcycle is equipped with a vehicle-down sensor which causes*

the engine to stop automatically if the motorcycle falls down. After righting the motorcycle, first turn the ignition switch off and then turn it on before starting the engine.

- Without holding the throttle grip, slide the engine start/stop switch to the position to start the engine after meter initial operation is finished.



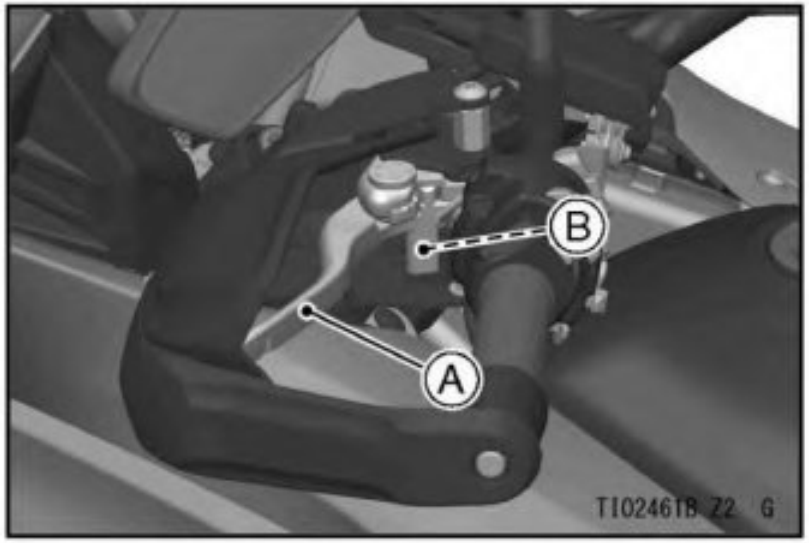
A. Engine Start/Stop Switch

NOTICE

Do not operate the starter continuously for more than 5 seconds, or the starter will overheat and the battery power will drop temporarily. Wait 15 seconds between each operation of the starter to let it cool and the battery power recover.

NOTE

- *The motorcycle is equipped with a starter lockout switch. This switch is designed so that the engine does not start if the transmission is in gear and the side stand is down. However, the engine can be started if the clutch lever is pulled and the side stand is fully up.*



A. Clutch Lever
B. Starter Lockout Switch

NOTICE
Do not let the engine idle longer than 5 minutes, or engine overheating and damage may occur.

Moving Off

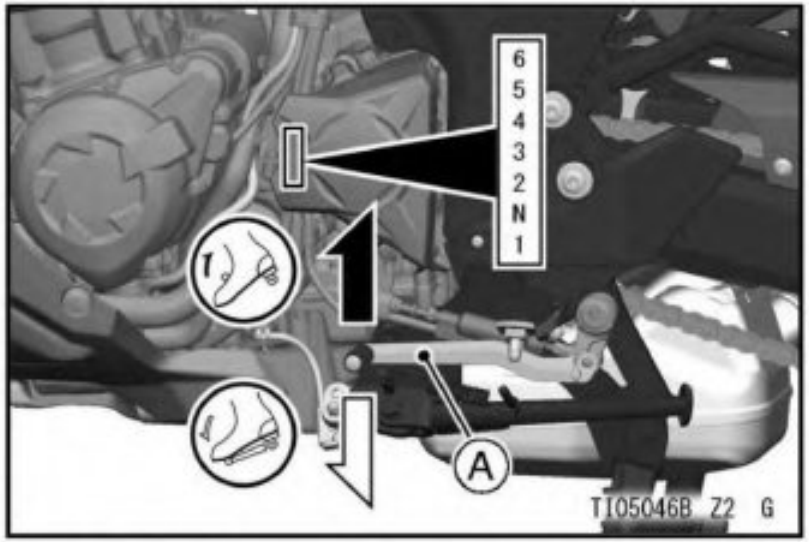
- Check that the side stand is up.
- Pull in the clutch lever.
- Shift into 1st gear.
- Open the throttle a little, and start to let out the clutch lever very slowly.
- As the clutch starts to engage, open the throttle a little more, giving the engine just enough fuel to keep it from stalling.

NOTE

- *Warm up the engine thoroughly before the riding or revving the engine.*
- *The motorcycle is equipped with a side stand switch. This switch is designed so that the engine does not start if the transmission is in gear and the side stand is down.*

Shifting Gears

- Close the throttle while pulling in the clutch lever.
- Shift into the next higher or lower gear.



A. Shift Pedal

- Open the throttle part way, while releasing the clutch lever.

⚠ WARNING

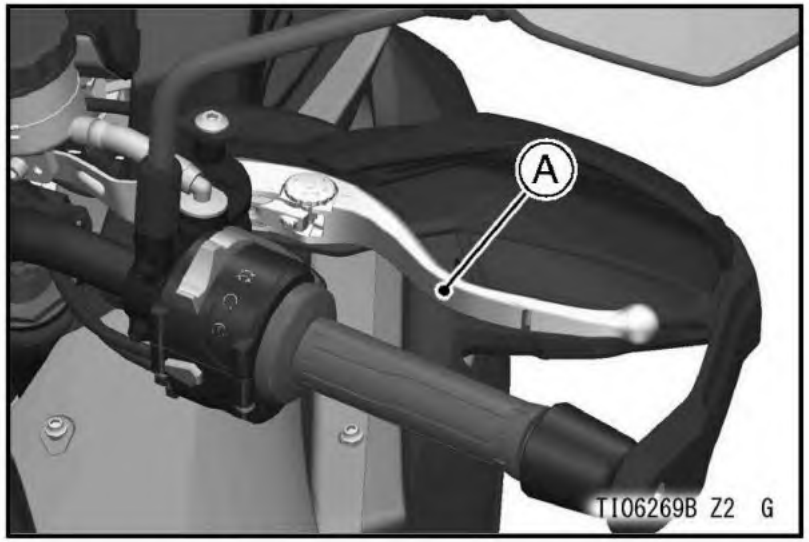
Downshifting to a lower gear at high speed causes engine rpm to increase excessively, potentially damaging the engine and it may also cause the rear wheel to skid and cause an accident. Downshifting should be done below 5 000 rpm for each gear.

NOTE

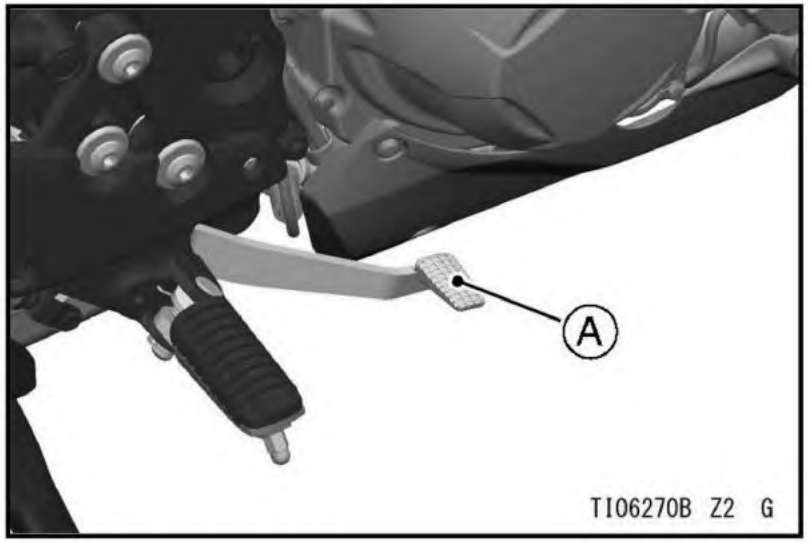
- *The transmission is equipped with a positive neutral finder. When the motorcycle is standing still, the transmission cannot be shifted past neutral from 1st gear. To use the positive neutral finder, shift down to 1st gear, then lift up on the shift pedal while standing still. The transmission will shift only into neutral.*

Braking

- Close the throttle completely, leaving the clutch engaged (except when shifting gears) so that the engine will help slow down the motorcycle.
- Shift down one gear at a time so that you are in 1st gear when you come to a complete stop.
- When stopping, always apply both brakes at the same time. Normally the front brake should be applied a little more than the rear. Shift down or fully disengage the clutch as necessary to keep the engine from stalling.
- Never lock the brakes, or it will cause the tires to skid. When turning a corner, it is better not to brake at all. Reduce your speed before you get into the corner.
- For emergency braking, disregard downshifting, and concentrate on applying the brakes as hard as possible without skidding.
- Even in motorcycles equipped with ABS, braking during cornering may cause wheel slip. When turning a corner, it is better to limit braking to the light application of both brakes or not to brake at all. Reduce your speed before you get into the corner.



A. Front Brake Lever



A. Rear Brake Pedal

ABS

ABS (Anti-lock Brake System) is designed to help prevent the wheels from locking up when the brakes are applied hard while running straight. The ABS automatically regulates brake force. Intermittently gaining gripping force and braking force helps prevent

wheel lock-up and allows stable steering control while stopping.

Brake control function is identical to that of a conventional motorcycle. The brake lever is used for the front brake and the brake pedal for the rear brake.

Although the ABS provides stability while stopping by preventing wheel lock-up, remember the following characteristics:

- To apply the brake effectively, use the front brake lever and rear brake pedal simultaneously in the same manner as conventional motorcycle brake system.
- ABS cannot compensate for adverse road conditions, misjudgment or improper application of brakes. You must take the same care as with motorcycles not equipped with ABS.
- ABS is not designed to shorten the braking distance. On loose, uneven or downhill surfaces, the stopping distance of a motorcycle with ABS may be longer than that of an equivalent motorcycle without ABS. Use special caution in such areas.
- ABS will help prevent wheel lock-up when braking in a straight line, but it cannot control wheel slip which may be caused by braking during cornering. When turning a corner, it is better to limit braking to the light application of both brakes or not to brake at all. Reduce your speed before you get into the corner.
- Same as conventional brake system, an excessive sudden braking may cause wheel lock up that makes it harder to control a motorcycle.
- During braking, ABS will not prevent the rear wheel lifting.

⚠ WARNING

ABS cannot protect the rider from all possible hazards and is not a substitute for safe riding practices. Be aware of how the ABS system operates and its limitations. It is the rider's responsibility to ride at appropriate speeds and manner for weather, road surface and traffic conditions.

- The computers integrated in the ABS compare vehicle speed with wheel speed. Since non-recommended tires can affect wheel speed, they may confuse the computers, which can extend braking distance.

⚠ WARNING

Use of non-recommended tires may cause malfunctioning of ABS and can lead to extended braking distance. The rider could have an accident as a result. Kawasaki recommends use of the recommended standard tires for this motorcycle.

NOTE

- *When the ABS is functioning, you may feel a pulsing in the brake lever or pedal. This is normal. You need not suspend applying brakes.*
- *ABS does not function if the battery is discharged. When riding with an insufficiently charged battery, ABS may not function. Keep the battery in good condition according to the "Battery Maintenance" section in the*

MAINTENANCE AND ADJUSTMENT chapter.
(see page 260)

- *ABS does not function at below speed.*

Approximately 10 km/h (6.2 mph) or below

KIBS

KIBS (Kawasaki Intelligent anti-lock Brake System) regulates smoother braking performance during sports riding.

KIBS automatically regulates brake force using engine data in addition to front and rear wheel speed to help prevent wheel lock-up and allows more stable steering control while slowing down.

⚠ WARNING

KIBS cannot protect the rider from all possible hazards and is not a substitute for safe riding practices. Be aware of how the KIBS system operates and its limitations. It is the rider's responsibility to ride at appropriate speeds and manner for weather, road surface and traffic conditions.

Stopping the Engine

- Close the throttle completely.
- Shift the transmission into neutral.
- Turn the ignition switch off.
- Turn the main switch off.
- Support the motorcycle on a firm, level surface with the side stand.
- Lock the steering.

Stopping the Motorcycle in an Emergency

Your Kawasaki Motorcycle has been designed and manufactured to provide you optimum safety and convenience. However, in order to fully benefit from Kawasaki's safety engineering and craftsmanship, it is essential that you, the owner and operator, properly maintain your motorcycle and become thoroughly familiar with its operation. Improper maintenance can create a dangerous situation known as throttle failure. Two of the most common causes of throttle failure are:

- An improperly serviced or clogged air cleaner may allow dirt and dust to enter the throttle body and stick the throttle open.
- During removal of the air cleaner, dirt is allowed to enter and jam the fuel injection system.

In an emergency situation such as throttle failure, your vehicle may be stopped by applying the brakes and disengaging the clutch. Once this stopping procedure is initiated, the engine stop switch may be used to stop the engine. If the engine stop switch is used, turn off the ignition switch after stopping the motorcycle.

Parking

⚠ WARNING

Operating or parking the vehicle near flammable materials can cause a fire, and can result in property damage or severe personal injury.
Do not idle or park your vehicle in an area where tall or dry vegetation, or other flammable materials could come into contact with the muffler or exhaust pipe.

⚠ WARNING

The engine and exhaust system get extremely hot during normal operation and can cause serious burns.
Never touch a hot engine, exhaust pipe, or muffler during operation or after stopping the engine.

- Shift the transmission into neutral and turn the ignition switch off.
- Support the motorcycle on a firm, level surface with the side stand.

NOTICE

Do not park on a soft or steeply inclined surface, or the motorcycle may fall over.

- If parking inside a garage or other structure, be sure it is well ventilated

and the motorcycle is not close to any source of flame or sparks; this includes any appliance with a pilot light.

⚠ WARNING

Gasoline is extremely flammable and can be explosive under certain conditions, creating the potential for serious burns. 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.

- Lock the steering to help prevent theft.

Integrated Riding Modes (KLZ1100B/C)

This motorcycle can change its performance characteristics with the press of a button only. This system has three different modes and they integrally control the engine and suspensions (KLZ1100C).

ROAD:

Power mode	F
KTRC	2
KECS (KLZ1100C)	NORMAL

SPORT:

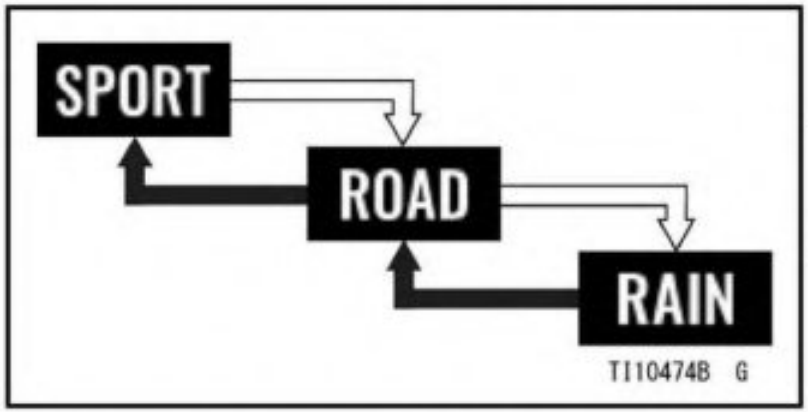
Power mode	F
KTRC	1
KECS (KLZ1100C)	HARD

RAIN:

Power mode	L
KTRC	3
KECS (KLZ1100C)	SOFT

How to Switch Integrated Riding Modes

- Push and hold the upper or lower MODE button to switch the mode.



➡: Flow when pushing and holding upper MODE button

⇨: Flow when pushing and holding lower MODE button

- The modes cannot be switched on following situations:
  - When the throttle grip is open.
  - When using the cruise control system.

RIDER Mode

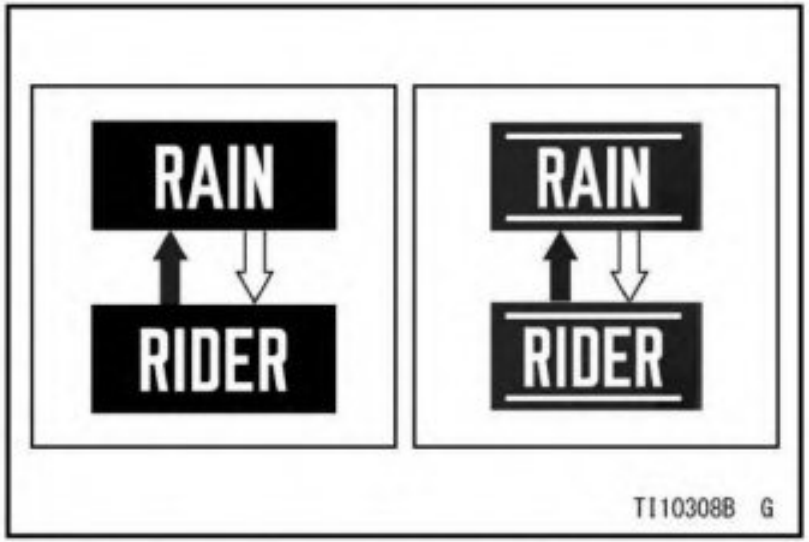
In addition to three preset riding modes, there are four RIDER modes that can be set to your preference.

For KLZ1100B, two system parameters are adjustable manually: Power modes and KTRC.

For KLZ1100C, three system parameters are adjustable manually: Power modes, KTRC and KECS (damping forces of the front and rear suspension).

How to Switch to RIDER Mode

- Enable the RIDER mode in the menu mode. Refer to the Menu Mode section in the GENERAL INFORMATION chapter (see page 120).
- Push and hold the lower MODE button when the riding mode is RAIN.



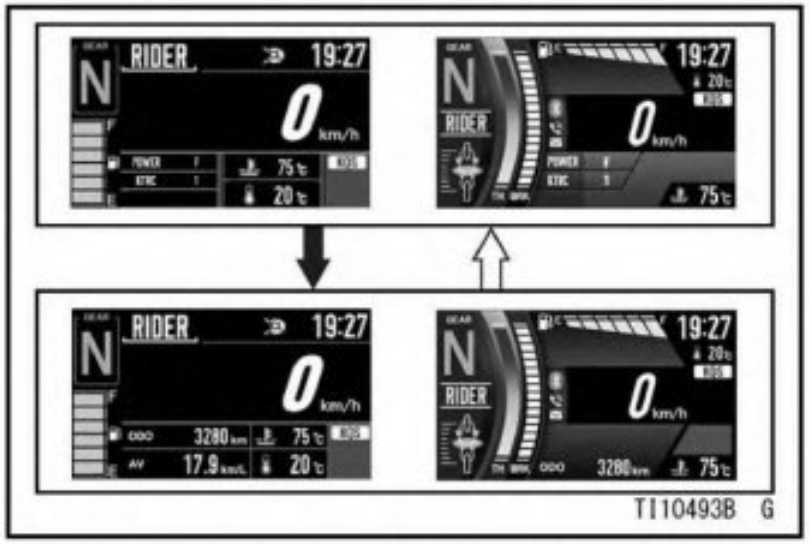
➡: Flow when pushing and holding upper MODE button

⇨: Flow when pushing and holding lower MODE button

- The modes cannot be switched on following situations:
  - When the throttle grip is open.
  - When using the cruise control system.

NOTE

- *When switching the mode to RIDER, the RIDER mode parameters appear as shown. To return the screen to the ordinary display, push the RESET button until the screen is shifted.*
- *To display the RIDER mode parameters, push the SELECT button.*



➡: Flow when pushing and holding RESET button

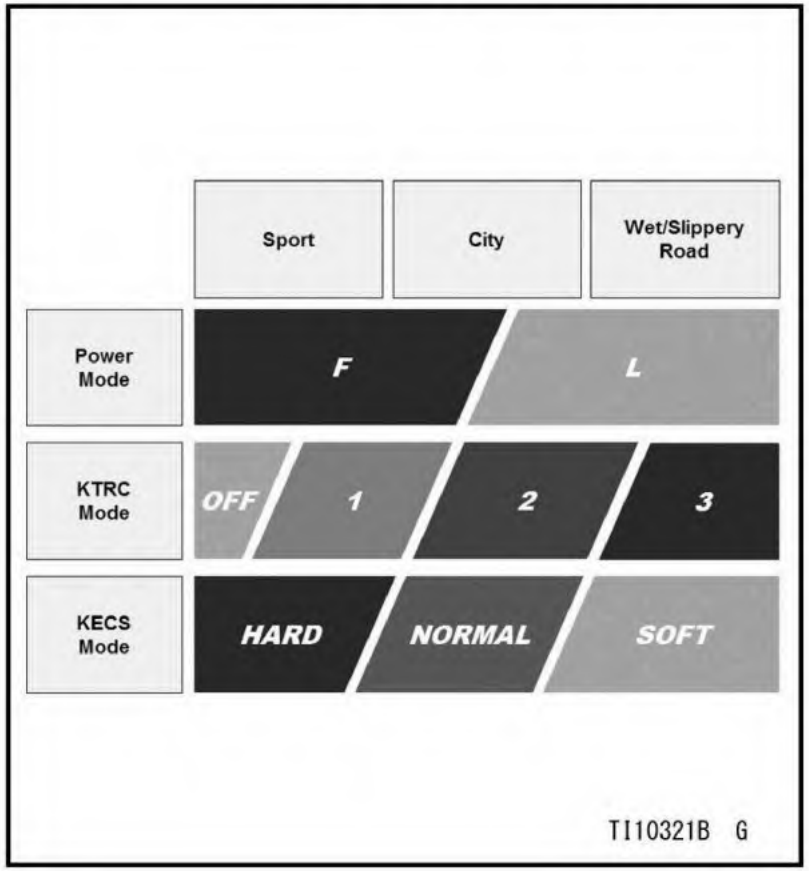
⇨: Flow when pushing SELECT button

RIDER Mode Parameters

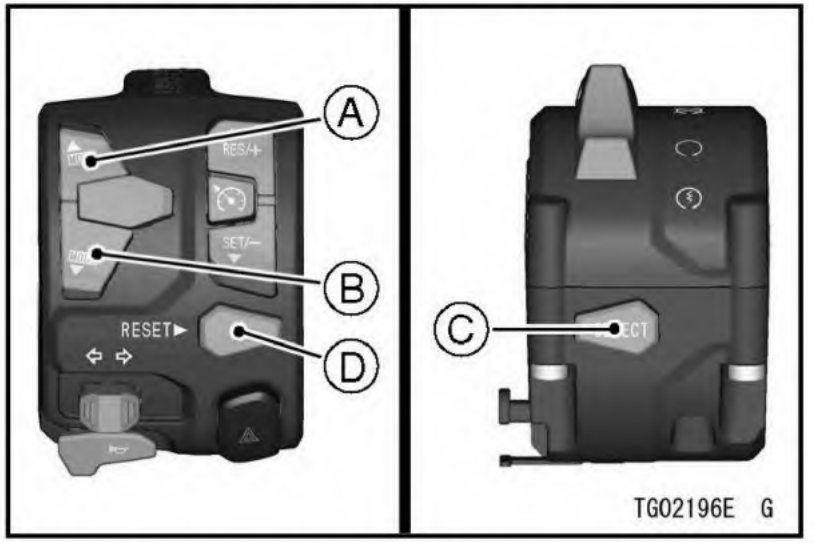
By combining the power mode, KTRC and KECS (KLZ1100C), some combination settings are available to suit your preference.

The combination of each mode should be decided according to riding skill and road conditions. Set the combination by referring to the following table.

Examples of mode combinations



How to Change Parameters



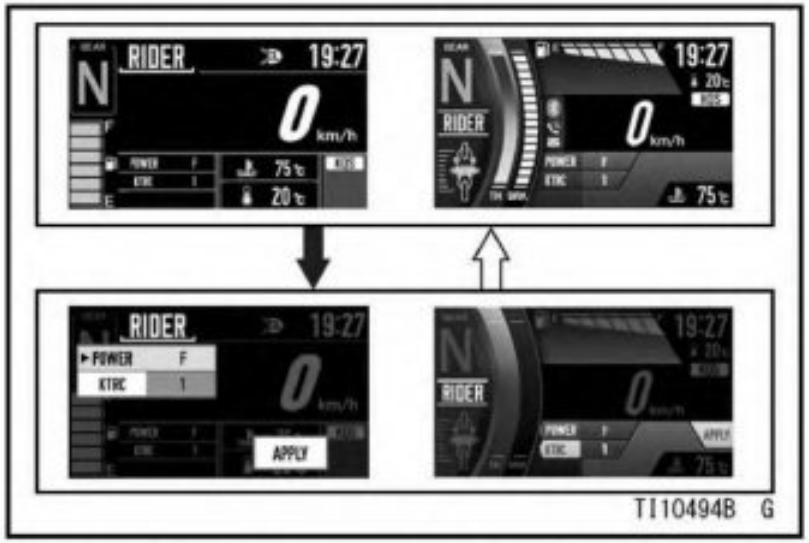
A. Move highlighted item (up)
B. Move highlighted item (down)
C. Shift to next screen (set)
D. Go back to previous screen (cancel)

NOTE

○ *The throttle grip can be used to return to the previous screen instead of the RESET button.*

- Display the RIDER mode parameters.

- Push the SELECT button to shift to the detailed setting screen.
- The screen cannot be shifted on following situations:
  – When the throttle grip is open.
  – When the vehicle speed exceeds 5 km/h (3 mph).



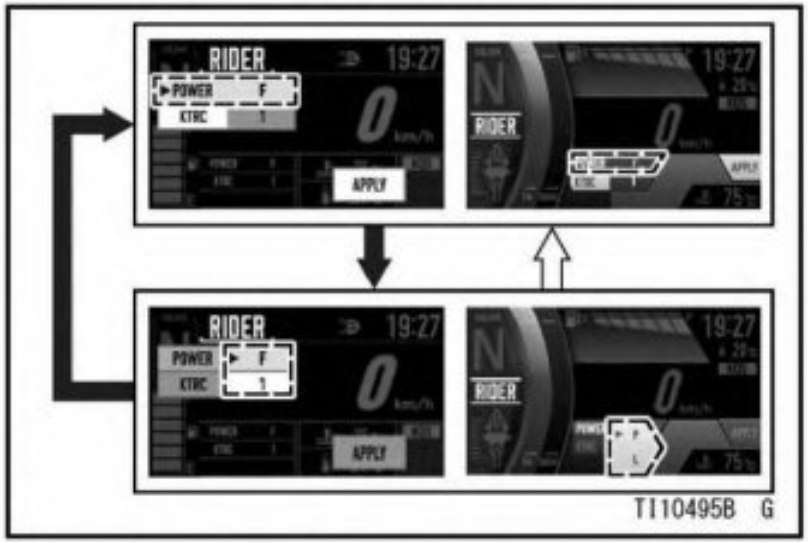
➡: Flow when pushing SELECT button
⇨: Flow when pushing RESET button

- Highlight “POWER” using the upper or lower MODE button.
- Push the SELECT button and choose the mode using the upper or lower MODE button.

Characteristics

F	Full power
L	Low power

- Push the SELECT or RESET button.



➡: Flow when pushing SELECT button
⇨: Flow when pushing RESET button

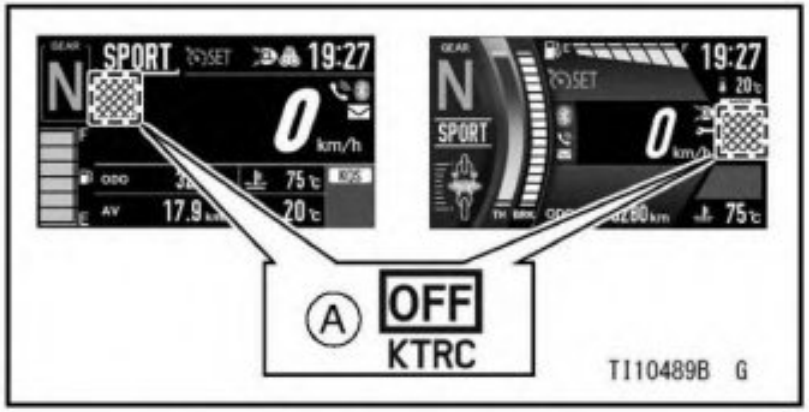
- Choose KTRC mode in the same way.

System intervention level

1	Low
2	Middle
3	High
OFF	No intervention

NOTE

- *Operate the throttle carefully while KTRC is off because rear wheelspin cannot be controlled.*
- *When KTRC is off, KTRC OFF indicator appears on the display screen.*



A. KTRC OFF Indicator

- For KLZ1100C, choose KECS mode in the same way.

Suspension setting

HARD	For heavy load or high speed
NORMAL	Middle level
SOFT	For light load or low speed

NOTE

- *The rebound and compression damping force settings for the front and rear suspension can be adjusted manually and separately.*
- *KECS damping force settings can be stored individually in three modes of KECS.*

- Push and hold the SELECT button while selecting KECS mode, the KECS damping force setting screen is highlighted.
- Highlight the desired parameter and push the SELECT button.
- Select each parameter in 11 levels.

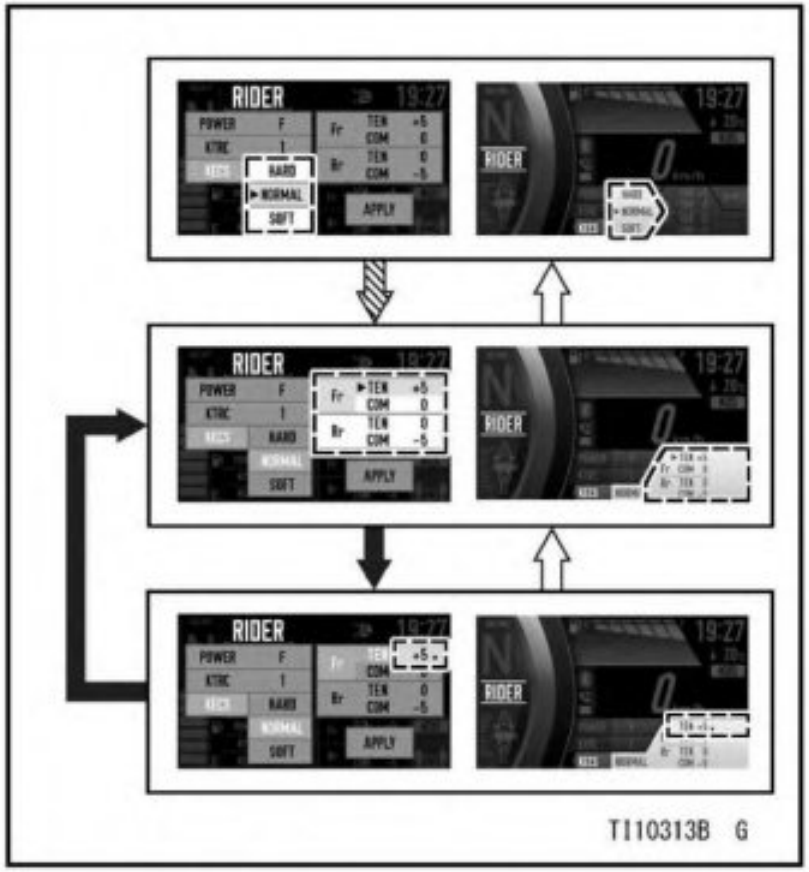
Front Fork Setting (Fr)

Rebound (TEN)		
Soft	-5 ← 0 → +5	Hard
Compression (COM)		
Soft	-5 ← 0 → +5	Hard

Rear Shock Absorber Setting (Rr)

Rebound (TEN)		
Soft	-5 ← 0 → +5	Hard
Compression (COM)		
Soft	-5 ← 0 → +5	Hard

- Push the SELECT or RESET button.



: Flow when pushing and holding SELECT button

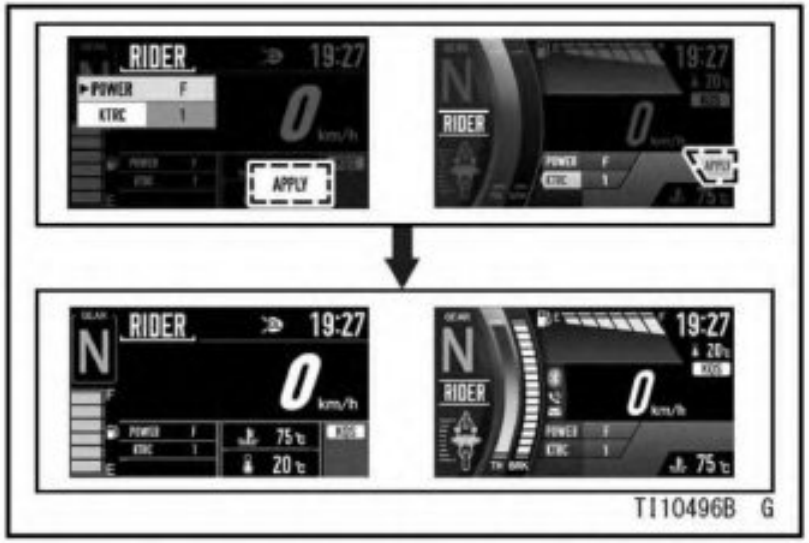
: Flow when pushing SELECT button

: Flow when pushing RESET button

- Push and hold the SELECT button to apply the parameters.

: Flow when pushing and holding SELECT button

- Highlight “APPLY” and push the SELECT button to apply all parameters.



➡: Flow when pushing SELECT button

KTRC

KTRC (Kawasaki TRaction Control) is an intelligent system that calculates the slip level of the rear wheel (wheelspin) during acceleration and controls the optimum slip ratio to suit the riding conditions. KTRC can contribute to a stable ride not only for sports riding but also when riding on a rough or slippery road surface.

KTRC is designed for use on public roads. KTRC cannot respond to every condition. Acceleration may be delayed under certain conditions.

⚠ WARNING

KTRC cannot protect the rider from all possible hazards and is not a substitute for safe riding practices. Be aware of how the KTRC system operates and its limitations. It is the rider's responsibility to ride at appropriate speeds and manner for weather, road surface and traffic conditions.

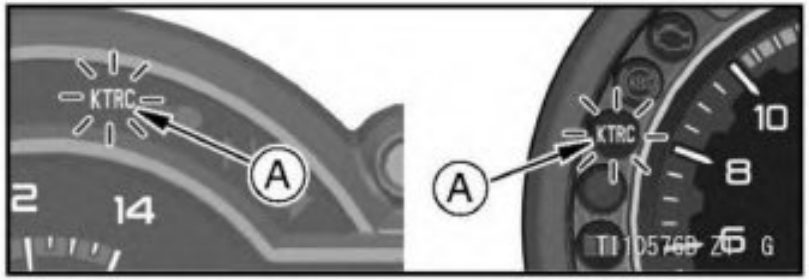
If a wheelie occurs due to excessive acceleration, KTRC will control the engine output to make the front wheel contact the road surface. In this case, slightly release the throttle grip so that

the front wheel stays in contact with the road surface.

⚠ WARNING

Use of non-recommended tires could cause a malfunction or improper operation of KTRC. Kawasaki recommends use of the recommended standard tires for this motorcycle.

KTRC Indicator



A. KTRC Indicator

KTRC indicator blinks while the system intervenes.

KTRC Modes

KTRC determines the traction control characteristics with three mode selections. KTRC can also be set to OFF.

Mode 1:

KTRC has the least intervention among the three modes. This mode gives maximum acceleration for sport riding.

Mode 2:

KTRC intervention is moderate, about half way between the mode 1 and mode 3.

Mode 3:

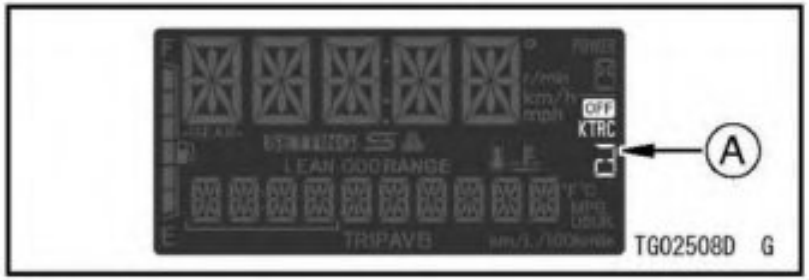
KTRC intervenes early to help prevent the rear wheel from spinning whenever possible. This mode is used in low grip situations.

OFF:

KTRC does not intervene. Operate the throttle carefully since the rear wheelspin cannot be controlled.

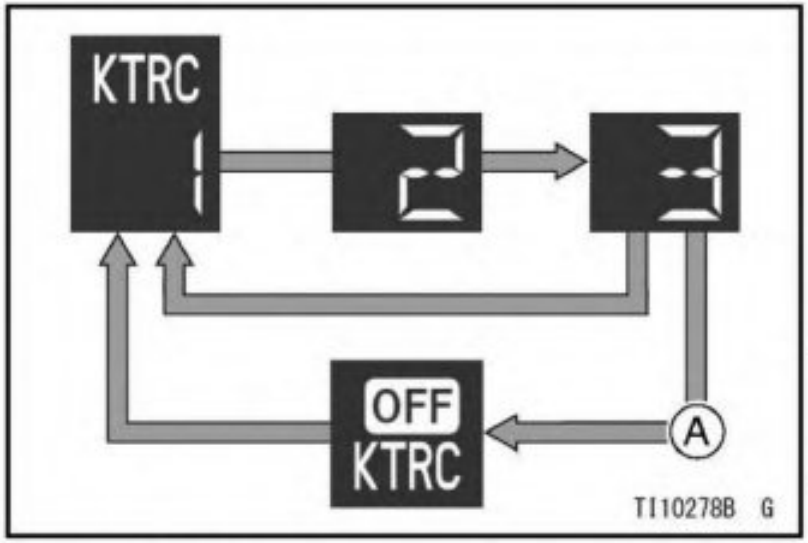
KTRC Mode Setting (KLZ1100A)

- Close the throttle grip completely.
- Push the middle button on the left handlebar and hold it until the KTRC mode indicator blinks.



A. KTRC Mode Indicator

- Push the middle button to select the KTRC mode. The KTRC OFF can be selected only when the motorcycle is at a stop.



A. While stopping

⟹: Flow when pushing middle button

NOTE

- *When changing the mode, stop the motorcycle.*
- *When the throttle is opened while blinking the KTRC mode indicator, the selected mode is fixed.*
- *Operate the throttle carefully while the KTRC is OFF because wheelspin of the rear wheel cannot be controlled.*

○ *In the KTRC OFF, the mode automatically switched to mode 1, whenever the ignition switch is turned off.*

The KTRC and the power mode can be set separately. By combining each setting, the rider can get various riding feelings. For further details on the combined use of the KTRC and the power mode, refer to the KTRC and Power Mode Combination section (see page 201).

Power Mode

The power mode determines the engine power output characteristics and has three settings.

Mode F:

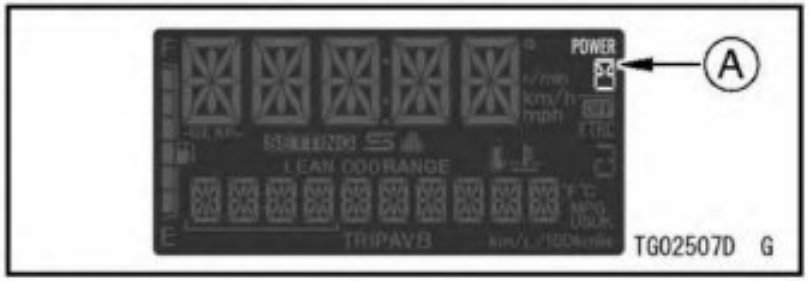
"F" means the full power, and the highest engine power output is achieved. The rider can feel the full throttle response of the engine.

Mode L:

"L" means the low. The throttle response is milder than mode F.

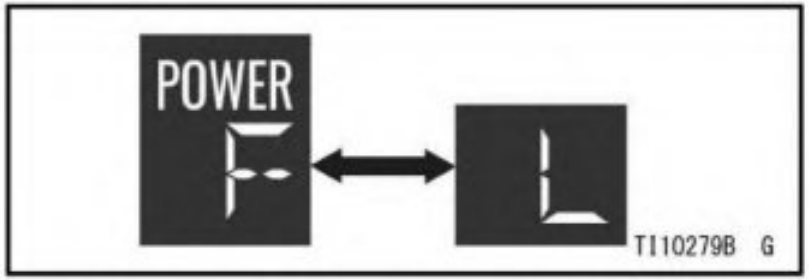
Power Mode Setting (KLZ1100A)

- Close the throttle grip completely.
- Push the upper MODE button on the left handlebar and hold it until the power mode indicator blinks.



A. Power Mode Insdicator

- Push the upper MODE button to select the power mode.



➡: **Flow when pushing upper MODE button**

NOTE

- *When changing the mode, stop the motorcycle.*
- *When the throttle is opened while blinking the power mode indicator, it the selected mode is fixed.*

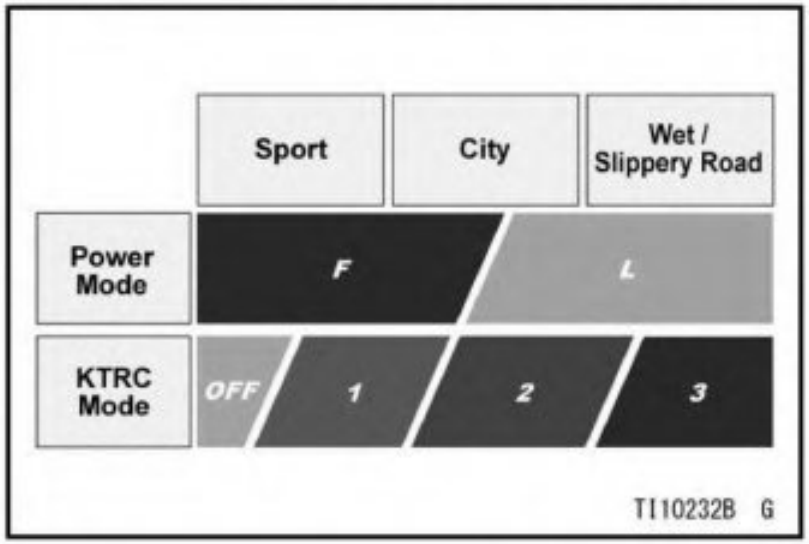
The KTRC and the power mode can be set separately. By combining each setting, the rider can get various riding feelings. For further details on the combined use of the power mode and the KTRC, refer to the KTRC and Power Mode Combination section (see page 201).

KTRC and Power Mode Combination (KLZ1100A)

By combining the KTRC and power mode, the some combination settings are available to suit the various conditions. For example, on a slippery road surface, combining the power mode "L" with the KTRC mode "3" can reduce rear wheelspin.

The combination of each mode should be decided according to riding skill and road conditions. Set the combination with reference to the following table.

Examples of mode combinations



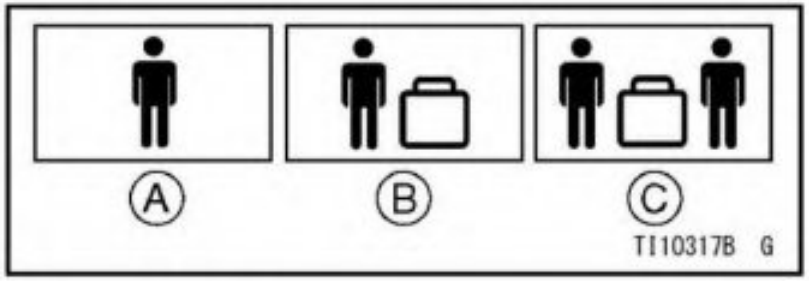
KECS (KLZ1100C)

KECS (Kawasaki Electronic Control Suspension) adjusts the damping force settings of the front and rear suspension individually. Additionally, this system can adjust the spring preload of the rear shock absorber.

Preload Modes

The adjustable range of the rear shock absorber spring preload is from 0 to 35.

This KECS preload mode has the following three preset settings, and each setting value is as shown below.

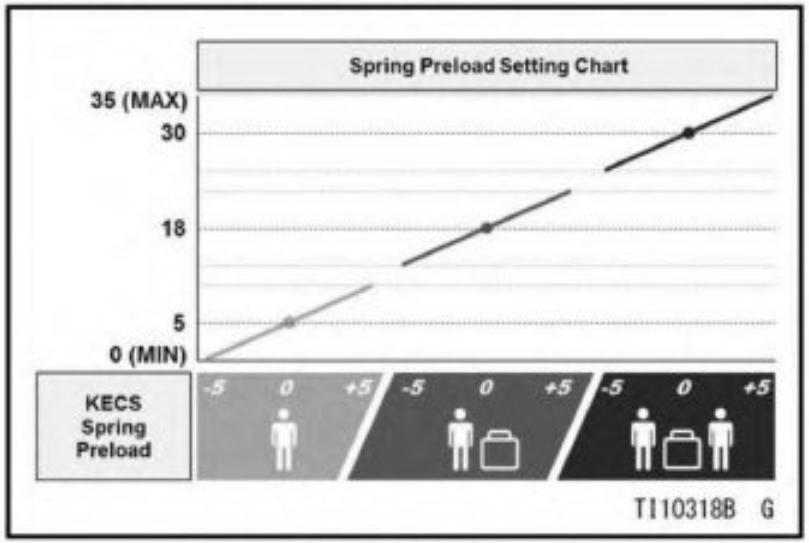


A. Rider only: 5
B. Rider and Baggage: 18
C. Rider, Baggage and Passenger: 30

NOTE

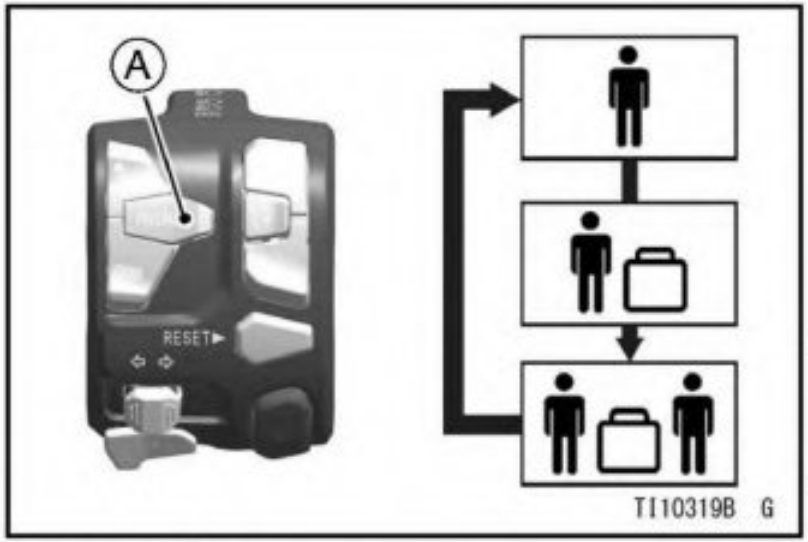
- *Use "Rider and baggage" when there is a passenger without baggage.*

Each setting value can be adjusted finely as shown (±5).



How to Switch Preload Mode

- Push and hold the middle button on the left handlebar. The preload modes are switched in the following order.



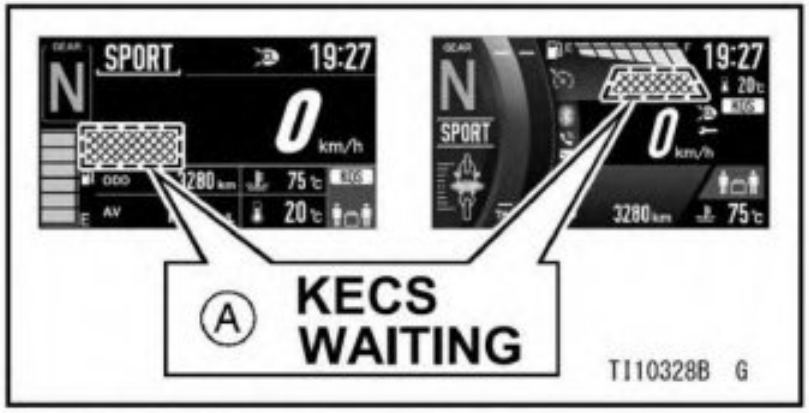
A. Middle Button

➡: Flow when pushing and holding middle button

- The modes cannot be switched on following situations:
  - When the throttle grip is open.
  - When using the cruise control system.

NOTE

- *To prevent the heat generated in the actuator and the battery discharging, avoid repeatedly changing the preload mode.*
- *"KECS WAITING" message blinks on the screen while the spring preload adjustment function is in the standby. If this message does not disappear, have it checked by an authorized Kawasaki dealer.*



A. "KECS WAITING" Message

How to Adjust Setting

- Refer to the Menu Mode section. (see page 117)

Damping Forces

This system has the following three settings. The system determines the rebound and compression damping forces automatically based on the vehicle speed, acceleration and suspension stroke.

HARD:

This setting is suitable for sport riding or heavy loading.

NORMAL:

This setting is the standard setting that is enhanced for irregularities of a road.

SOFT:

This is softest setting suitable for wet or slippery road conditions.

Electronic Cruise Control System (KLZ1100A)

Cruise control lets the motorcycle maintain a speed of about 35 km/h (22 mph) or more without operating the throttle.

NOTE

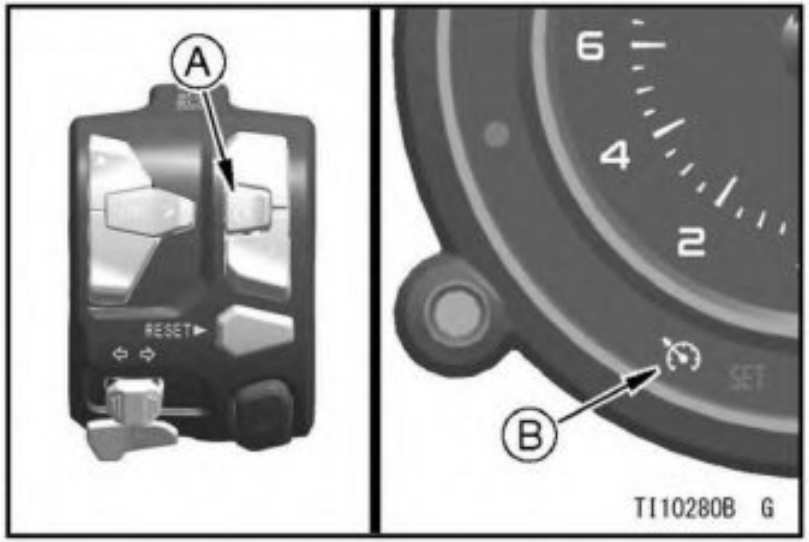
- *The system does not open at excessively low rpm or when in neutral, 1st or 2nd gear.*
- *At 3rd gear, the cruise control can be used when the vehicle speed exceeds about 35 km/h (22 mph).*
- *At 6th gear, the maximum settable speed is about 150 km/h (93 mph). However, on public roads, keep maximum speed under the posted speed limits.*
- *For engine protection, the settable speed varies depending on the gear position.*

⚠ WARNING

Cruise control can be dangerous where you cannot drive safely as a steady speed. Do not use cruise control when riding in heavy or varying traffic, on hills or when negotiating winding roads as this will cause an accident resulting in serious injury or death.

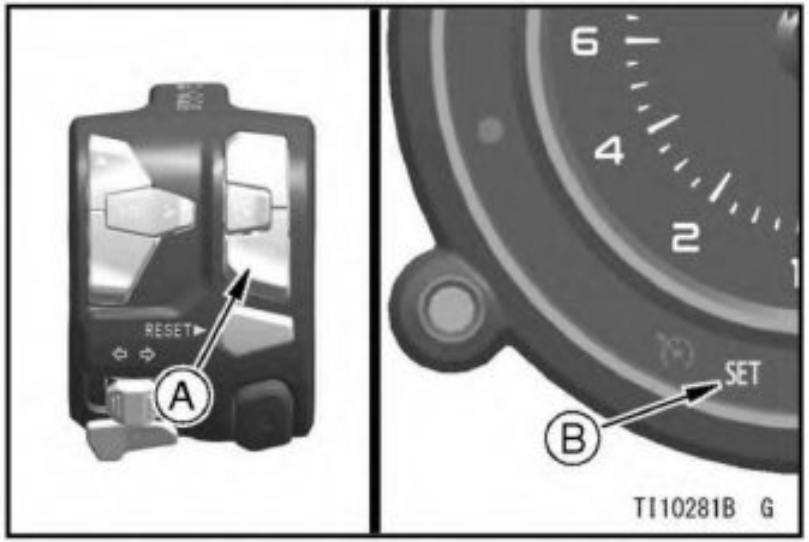
To set the cruise control

- Push the cruise control button ( ) on the left handlebar.
- The system activates and the cruise control indicator goes on.



A. Cruise Control Button ( )
B. Cruise Control Indicator

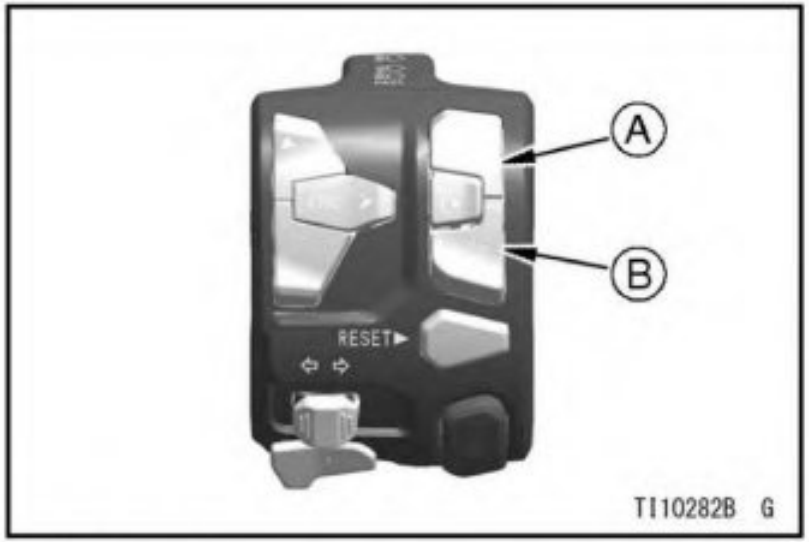
- Push the SET/- button at the desired speed.
- The system starts the cruise control at the current vehicle speed and the cruise control set indicator goes on.



A. SET/- Button
B. Cruise Control Set Indicator

To adjust the set speed

- To increase the set speed, push the RES/+ button and hold it until the vehicle reaches the desired speed.
- To decrease the set speed, push the SET/- button and hold it until the vehicle reaches the desired speed.



A. RES/+ Button
B. SET/- Button

NOTE

- *When the RES/+ button is released rapidly, the set speed increases 1.5 km/h (1 mph) from the current speed.*
- *When the SET/- button is released rapidly, the set speed decreases 1.5 km/h (1 mph) from the current speed.*
- *If you want to accelerate temporarily, accelerate with normal throttle application. In this case, to return to the set speed, release the throttle without using the front and rear brakes.*

To cancel the set speed

- The set speed is disengaged temporarily under the following conditions:
  - When pulling the brake lever.
  - When stepping on the brake pedal.
  - When pulling the clutch lever.
  - When shifting gears.
  - When closing the throttle grip beyond the closed position.
- The cruise control is stopped under the following conditions and the set speed is erased and it cannot be resumed:
  - When the vehicle speed drops below 35 km/h (22 mph).

  - When the vehicle speed drops 15 km / h (9 mph) from the set speed.
  - When pushing the cruise control button ( ).
- The cruise control set indicator goes off.

To resume the set speed

- Push the RES/+ button.

NOTE

- *When the RES/+ or SET/- button is pushed during resume set speed, the set speed is renewed to the current vehicle speed.*

- When the vehicle speed reaches to the set speed, the cruise control set indicator appears again.

To deactivate the cruise control

- Push the cruise control button ( ).
- The system deactivates and the cruise control indicator goes off. The set speed also erases.

Electronic Cruise Control System (KLZ1100B/C)

Cruise control lets the motorcycle maintain a speed of about 35 km/h (22 mph) or more without operating the throttle.

NOTE

- *The system does not open at excessively low rpm or when in neutral, 1st or 2nd gear.*
- *At 3rd gear, the cruise control can be used when the vehicle speed exceeds about 35 km/h (22 mph).*
- *At 6th gear, the maximum settable speed is about 150 km/h (93 mph). However, on public roads, keep*

maximum speed under the posted speed limits.

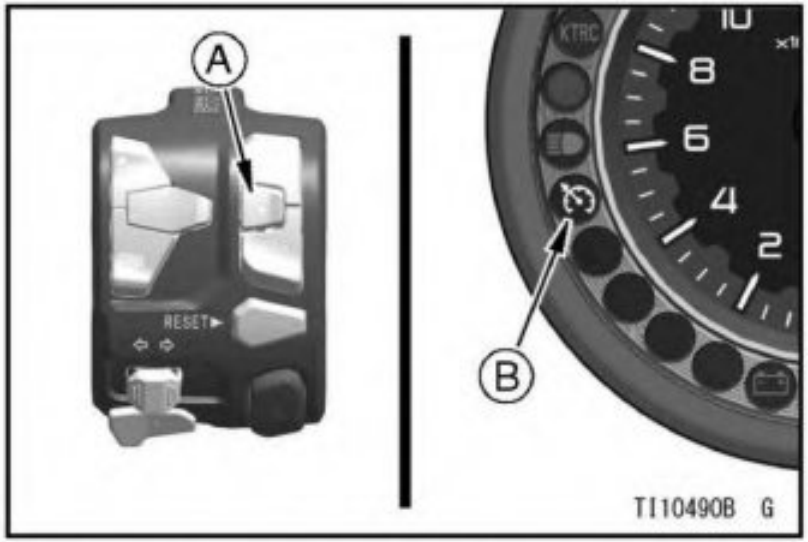
- *For engine protection, the settable speed varies depending on the gear position.*

⚠ WARNING

Cruise control can be dangerous where you cannot drive safely as a steady speed. Do not use cruise control when riding in heavy or varying traffic, on hills or when negotiating winding roads as this will cause an accident resulting in serious injury or death.

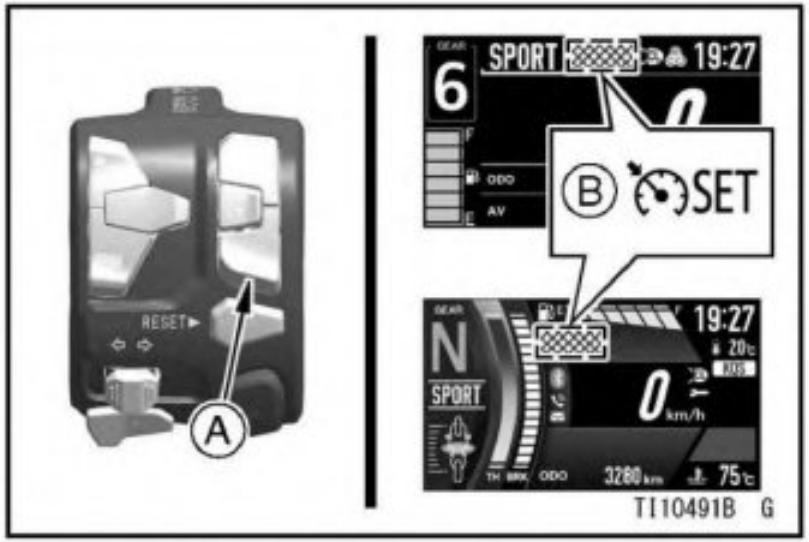
To set the cruise control

- Push the cruise control button on the left handlebar. The system activates and the cruise control indicator goes on.

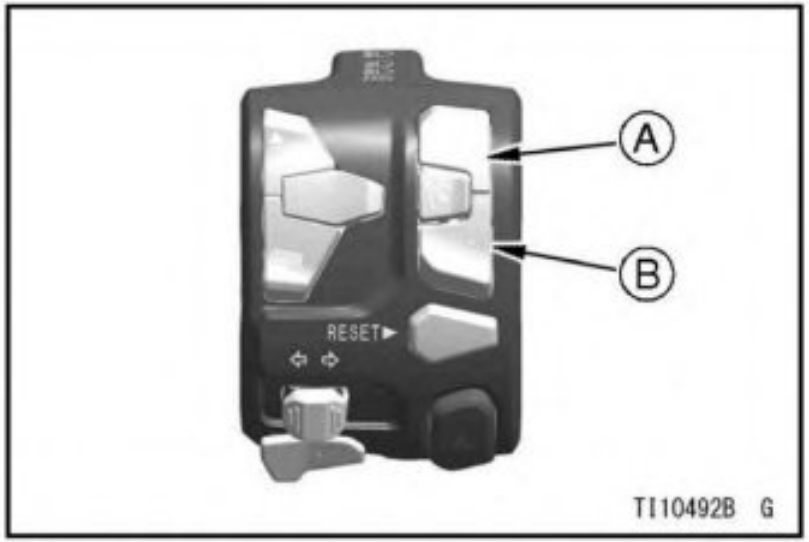


A. Cruise Control Button ( )
B. Cruise Control Indicator

- Push the SET/- button at the desired speed. The system starts the cruise control at the current vehicle speed and the “SET” mark appears on the display screen.



A. SET/- Button
B. "SET" Mark



A. RES/+ Button
B. SET/- Button

To adjust the set speed

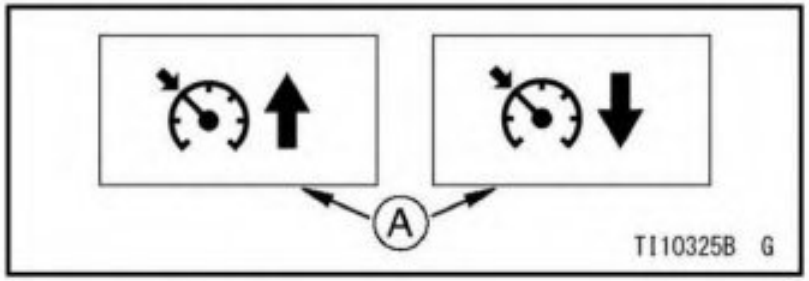
- To increase the set speed, push the RES/+ button and hold it until the vehicle reaches the desired speed.
- To decrease the set speed, push the SET/- button and hold it until the vehicle reaches the desired speed.

NOTE

- *When the RES/+ button is released rapidly, the set speed increases 1.5 km/h (1 mph) from the current speed.*
- *The system may not accept the repeatedly input of the RES/+ button to prevent an excessive increase in the set speed by misoperation.*

○ *When the SET/- button is released rapidly, the set speed decreases 1.5 km/h (1 mph) from the current speed.*

○ *When pushing the RES/+ or SET/- button, the arrow mark appears on the display screen.*



A. Arrow Mark

○ *If you want to accelerate temporarily, accelerate with normal throttle application. In this case, to return to the set speed, release the throttle without using the front and rear brakes.*

To cancel the set speed

- The set speed is disengaged temporarily under the following conditions:
  - When pulling the brake lever.
  - When stepping on the brake pedal.
  - When pulling the clutch lever.
  - When shifting gears.
  - When closing the throttle grip beyond the closed position.
- The cruise control is stopped under the following conditions and the set speed is erased and it cannot be resumed:
  - When the vehicle speed drops below 35 km/h (22 mph).
  - When the vehicle speed drops 15 km/h (9 mph) from the set speed.
  - When pushing the cruise control button .
- The cruise control set indicator disappears.

To resume the set speed

- Push the RES/+ button.
- The set speed appears on the display screen until the set speed is reached.

A. Set Speed

NOTE

- *When the RES/+ or SET/- button is pushed during resume set speed, the set speed is renewed to the current vehicle speed.*

- When the vehicle speed reaches to the set speed, the cruise control set indicator appears again.

To deactivate the cruise control

- Push the cruise control button .
- The system deactivates and the cruise control indicator goes off. The set speed also erases.

KQS (Equipped Models)

KQS (Kawasaki Quick Shifter) enables shifting gears up and down without operating the clutch lever.

KQS is not designed for shifting automatically. Therefore, you must use the same shift pedal operation as with motorcycles not equipped with KQS.

NOTE

- *KQS system does not work while the clutch lever is being pulled.*
- *KQS system does not work properly below approximately 1 500 r/min (rpm).*

○ *Following any up or down shift, the shift pedal must be fully released before another shift with KQS can be made.*

Upshifting

During acceleration, KQS system allows you to upshift without operating the clutch and letting off the throttle.

NOTE

○ *The upshifting function of KQS system does not work when the throttle is closed.*

Downshifting

During deceleration, KQS system allows you to downshift without operation the clutch.

NOTE

○ *The downshifting function of KQS system works only when the throttle is closed.*

○ *The downshifting function of KQS system does not work when the engine speed is high (near the red zone on the tachometer).*

KQS Setting

• KQS mode can be selected from on or off in the menu mode. Refer to the Menu Mode section in the GENERAL INFORMATION chapter (see page 118).

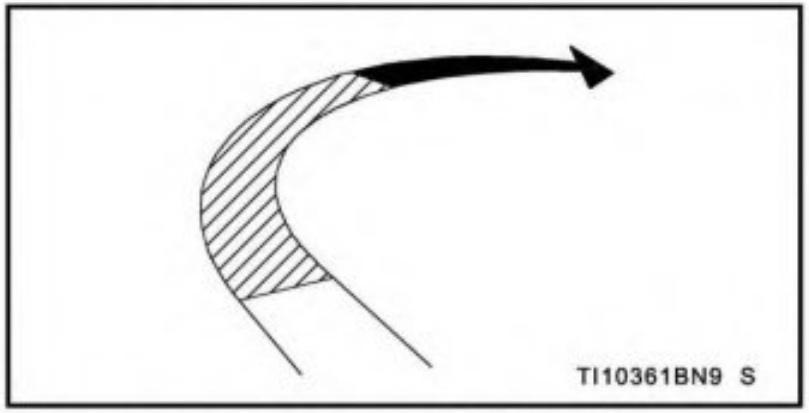
KCMF

Using feedback from IMU (Inertial Measurement Unit) that gives an even clearer realtime picture of chassis orientation, KCMF (Kawasaki Cornering Management Function) monitors engine and chassis parameters throughout the corner - from entry, through the apex, to corner exit - modulating brake force and engine power to facilitate smooth transition from acceleration to

braking and back again, and to assist riders in tracing their intended line through the corner.

This function oversees following control systems:

- KTRC
- KIBS
- KECS (KLZ1100C)



⇨: Entry of Corner (KTRC/KECS (KLZ1100C))

⇨: Apex of Corner (KIBS/KECS (KLZ1100C))

➡: Exit of Corner (KTRC/KECS (KLZ1100C))

IMU

The IMU (Inertial Measurement Unit) is used for analysis of the chassis attitude.

By using the IMU information, the electronic management technologies equipped on the vehicle can be controlled more smoothly.

MAINTENANCE AND ADJUSTMENT

The maintenance and adjustments outlined in this chapter must be carried out in accordance with the Daily Checks and Periodic Maintenance to keep the motorcycle in good running condition and to reduce air pollution. **The initial maintenance is vitally important and must not be neglected.**

⚠ WARNING

Failure to perform these checks or to correct a problem before operation may result in serious damage or an accident. Always perform daily checks before operation.

Although items other than daily maintenance are described, this maintenance and repair work should be done by qualified technicians. Kawasaki does not recommend doing this work without knowledge and proper tools. Please note that Kawasaki cannot assume any responsibility for damage resulting from incorrect or improper adjustment made by the owner.

⚠ DANGER

Exhaust gas contains carbon monoxide, a colorless, odorless poisonous gas. Inhaling carbon monoxide can cause serious brain injury or death. DO NOT run the engine in enclosed areas. Operate only in a well-ventilated area.

NOTE

○ *If a torque wrench is not available, the maintenance items which require a specific torque value should be serviced by an authorized Kawasaki dealer.*

Daily Checks

Check the following items each day before you ride. The time required is minimal, and habitual performance of these checks will help ensure you a safe, reliable ride.

If any irregularities are found during these checks, contact an authorized Kawasaki dealer. Temporary measures methods are described on each page.

Operation	See Page
Fuel Adequate supply in tank, no leaks	–
Engine Oil Oil level between level lines	224
Tires Air pressure (when cold), install the air valve cap Tire wear	256 257
Drive Chain Slack: every 1 000 km (600 mile) Lubricate: every 600 km (400 mile)	237 236
Bolts, nuts and fasteners Check for loose and/or missing bolts, nuts and fasteners	–

Operation	See Page
Steering	
Action smooth but not loose from lock to lock	–
No binding of control cables	–
Brakes	
Brake pad wear	242
Brake fluid level	242
No brake fluid leakage	–
Throttle	
Throttle grip operates smoothly	234
Clutch	
Clutch lever free play	235
Clutch lever operates smoothly	–
Coolant	
No coolant leakage	–
Coolant level between level lines (when engine is cold)	227
Electrical equipment	
All lights (head, city, brake/tail, turn signal, license plate, warning/indicator), meter and horn work	–

Operation	See Page
Engine stop switch	
Stops engine	–
Side stand and center stand	
Return to its fully up position by spring tension	–
Return spring not weak or not damaged	–
Rear view mirrors	
Rear view sight	–

Periodic Maintenance

*A: Service at number of years shown or indicated odometer reading intervals, whichever comes first.
*B: For higher odometer readings, repeat at the frequency interval established here.
*C: Service more frequently when operating in severe conditions: dusty, wet, muddy, high speed, or frequent starting/stopping.
Q: Dealer Inspection
: Dealer Change or Replace
: Dealer Lubrication

Items	year (*A)	Odometer Reading (*B) × 1 000 km (× 1 000 mile)					See Page
		1 (0.6)	12 (7.6)	24 (15.2)	36 (22.8)	48 (30.4)	
Check for error codes and perform dynamic inspection using Kawasaki diagnostic tool	Q: 1	Q	Q	Q	Q	Q	–
Air cleaner element (*C)							233
Idle speed		Q	Q	Q	Q	Q	234

Items	year (*A)	Odometer Reading (*B) × 1 000 km (× 1 000 mile)					See Page
		1 (0.6)	12 (7.6)	24 (15.2)	36 (22.8)	48 (30.4)	
Throttle control system (smooth return)	Q: 1	Q	Q	Q	Q	Q	234
Engine vacuum synchronization			Q	Q	Q	Q	–
Fuel system	Q: 1	Q	Q	Q	Q	Q	–
Fuel filter				R		R	–
Fuel hose	R: 5						–
Evaporative emission control system				Q		Q	–
Cooling system	Q: 1	Q	Q	Q	Q	Q	–
Coolant, water hose and O-ring	R:3				R		–
Valve clearance					Q		–
Air suction system			Q	Q	Q	Q	–

Items	year (*A)	Odometer Reading (*B) × 1 000 km (× 1 000 mile)					See Page
		1 (0.6)	12 (7.6)	24 (15.2)	36 (22.8)	48 (30.4)	
Clutch operation (play, engagement, disengagement)	Q: 1	Q	Q	Q	Q	Q	235
Engine oil (*C) and oil filter	↻: 1	↻	↻	↻	↻	↻	225
Wheel bearing damage	Q: 1		Q	Q	Q	Q	–
Drive chain wear (*C)			Q	Q	Q	Q	–
Drive chain guide wear			Q	Q	Q	Q	–
Brake system	Q: 1	Q	Q	Q	Q	Q	–
Brake operation (effectiveness, play, no drag)	Q: 1	Q	Q	Q	Q	Q	–
Brake fluid (front and rear)	↻: 2			↻		↻	–
Brake hose	↻: 4						–
Rubber parts of brake master cylinder and caliper	↻: 4					↻	–

Items	year (*A)	Odometer Reading (*B) × 1 000 km (× 1 000 mile)					See Page
		1 (0.6)	12 (7.6)	24 (15.2)	36 (22.8)	48 (30.4)	
Suspension system	Q: 1		Q	Q	Q	Q	–
Steering play	Q: 1	Q	Q	Q	Q	Q	–
Steering stem bearings	: 2						–
Electrical system	Q: 1		Q	Q	Q	Q	–
Spark plug							–
Chassis parts	: 1						–
Condition of bolts, nuts and fasteners		Q	Q	Q	Q	Q	–

NOTE

○ *All owner daily maintenance items should also be checked at every scheduled dealer service.*

Engine Oil

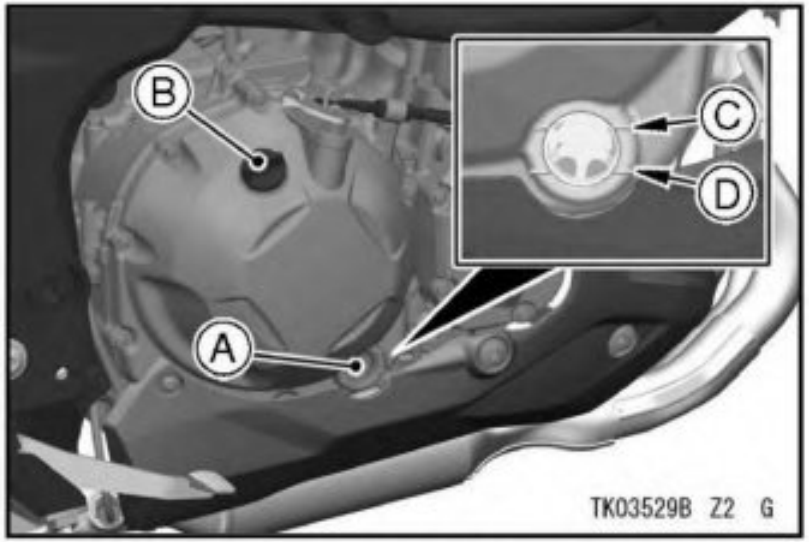
Oil Level Inspection

- If the engine is cold, start the engine and run it for several minutes at idle speed.
- Stop the engine, then wait several minutes until the oil settles.

NOTICE

Racing the engine before the oil reaches every part can cause engine seizure.

- Check the engine oil level through the oil level inspection window. With the motorcycle held level, 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

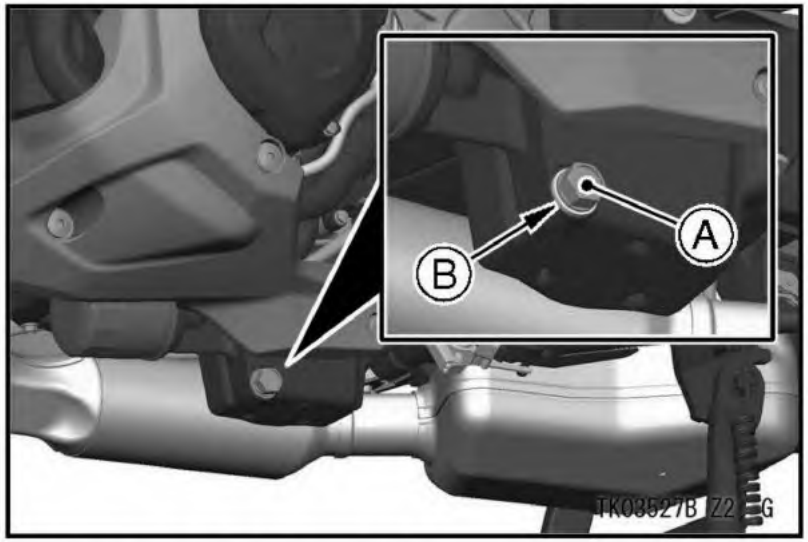
- If the oil level is too high, remove the excess oil through the oil filler opening using a syringe or some other suitable device.
- If the oil level is too low, add oil to reach the correct level. Use the same type and brand of oil that is already in the engine.

Oil and/or Oil Filter Change

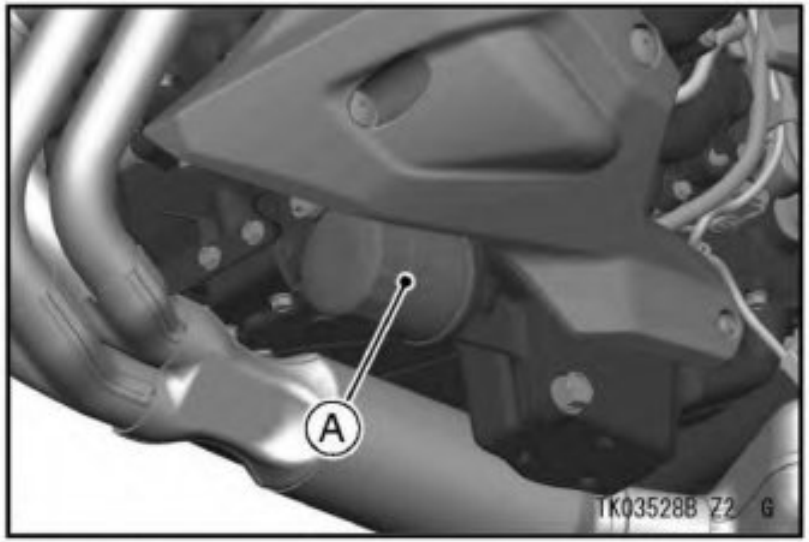
- The oil change and oil filter replacement should be done by an authorized Kawasaki dealer. It is recommended to use the genuine Kawasaki parts.

⚠ WARNING

Engine oil is a toxic substance. Dispose of used oil properly. Contact your local authorities for approved disposal methods or possible recycling.



A. Engine Oil Drain Bolt
B. Gasket



A. Oil Filter

Tightening Torque

Oil Filter: 17 N·m (1.7 kgf·m, 13 ft·lb) Engine Oil Drain Bolt: 29 N·m (3.0 kgf·m, 21 ft·lb)

NOTICE

Tighten the oil filter and drain bolt with the torque wrench. Otherwise the drain bolt loosens by vibration and engine oil may leak.
Replace the gasket with a new one. Otherwise engine oil may leak.

NOTE

○ *If a torque wrench or required Kawasaki special tool is not available, this item should be serviced by an authorized Kawasaki dealer.*

Recommended Engine Oil

Type: API SG, SH, SJ, SL or SM with JASO MA, MA1 or MA2 rating Viscosity: SAE 10W-40

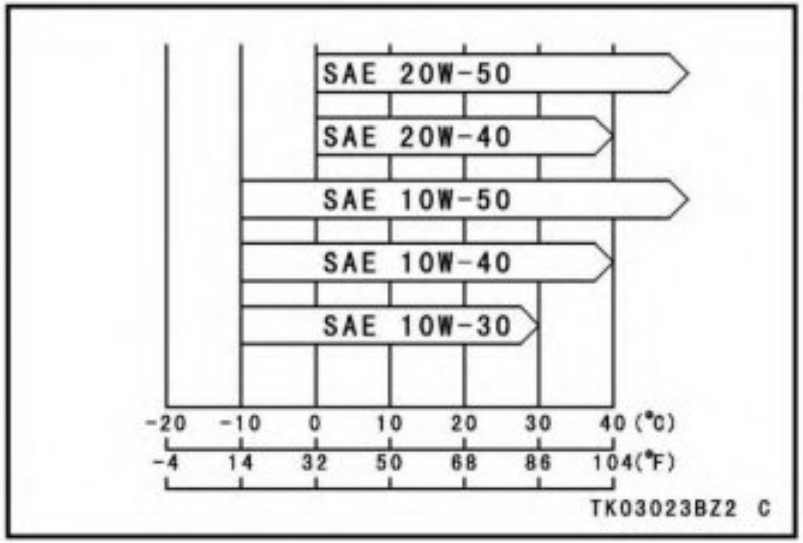
NOTE

○ *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.*

Engine Oil Capacity

when filter is not removed: 3.2 L (3.4 US qt)
when filter is removed: 3.8 L (4.0 US qt)

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.



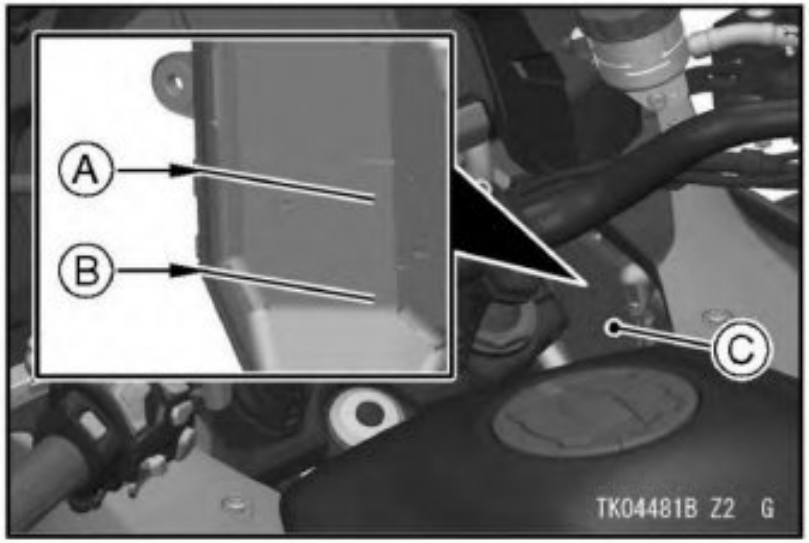
Coolant

Coolant Level Inspection

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

NOTE

- *The reserve tank is located behind of the right inner middle fairing.*
- *Check the level when the engine is cold (room or atmospheric temperature).*

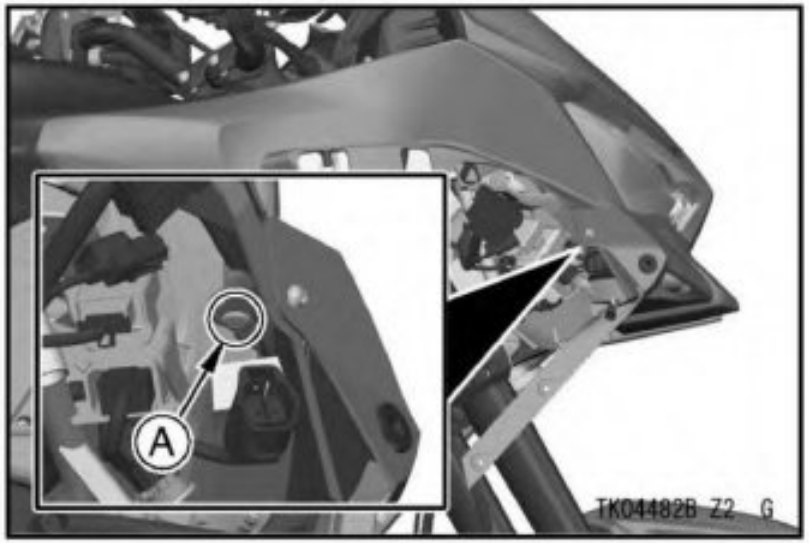


A. F (Full) Level Line
B. L (Low) Level Line
C. Reserve Tank

- If the amount of coolant is insufficient, add coolant into the reserve tank.

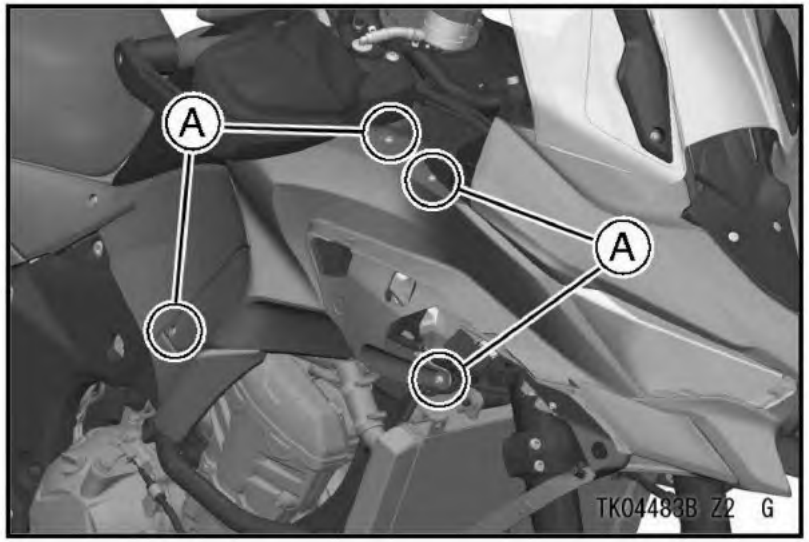
Coolant Filling

- Remove the right outer middle fairing (see page 153).
- Remove the quick rivet.



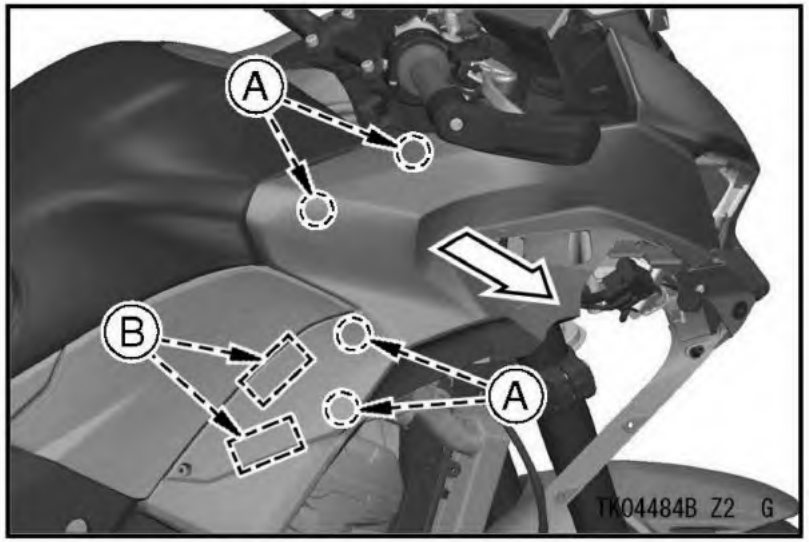
A. Quick Rivet

- Remove the bolts and washers.



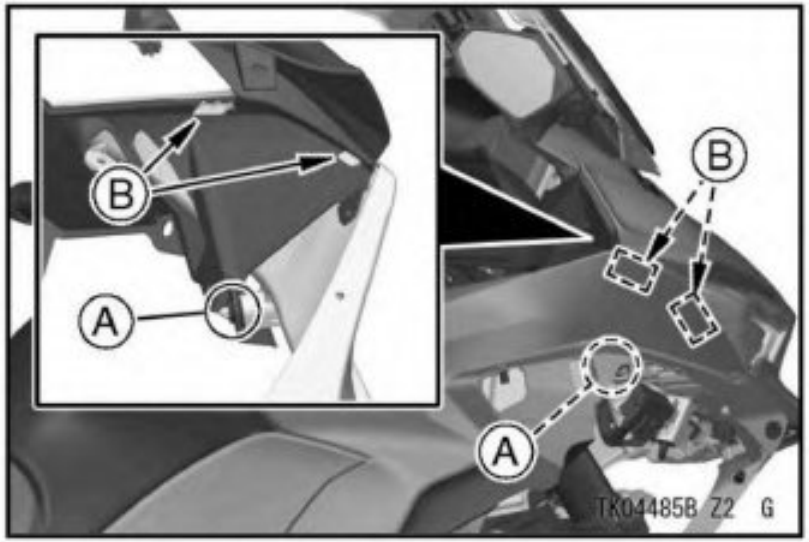
A. Bolts and Washers

- Pull the right inner middle fairing outward to clear the projections and tabs.



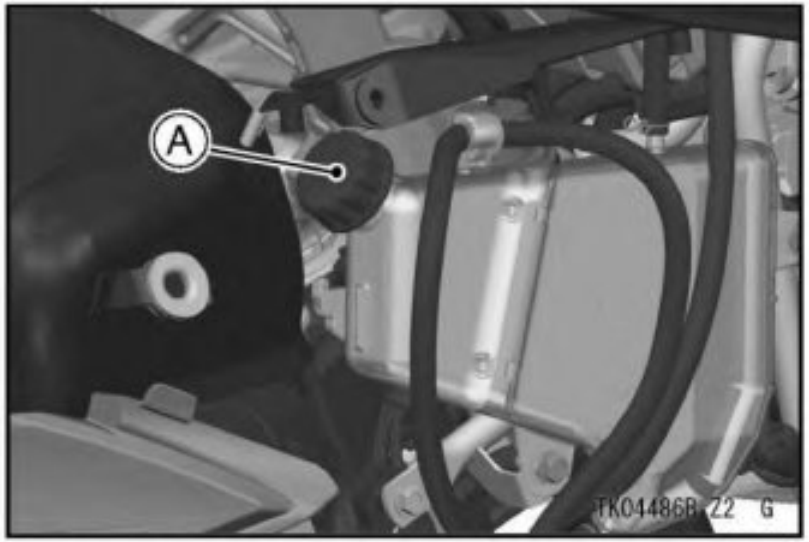
A. Projections
B. Tabs

- Pull the right inner middle fairing outward to clear the projection.
- Pull the right inner middle fairing to clear the tabs and remove it.



A. Projection
B. Tabs

- Remove the cap from the reserve tank and add coolant through the filler opening between the F (Full) and L (Low) level lines.



A. Reserve Tank Cap

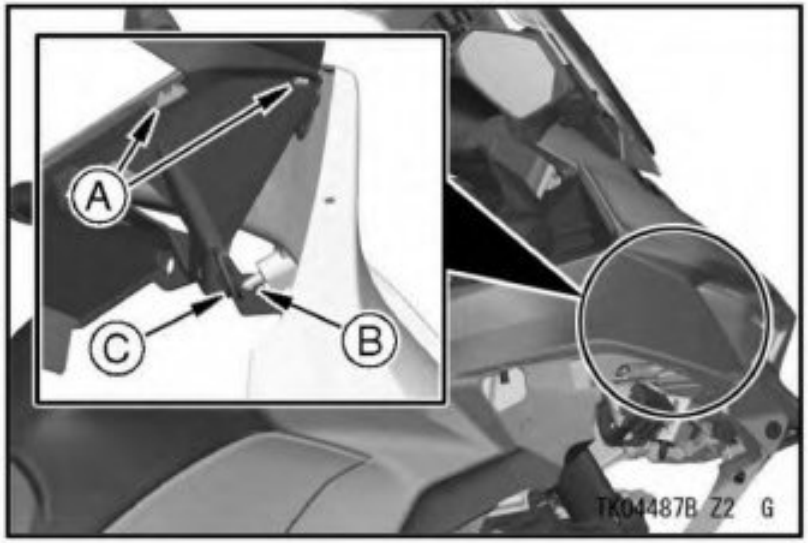
NOTE

- *In an emergency you can add water alone to the coolant reserve tank, however it must be returned to the correct mixture ratio by the addition of antifreeze concentrate as soon as possible.*

NOTICE

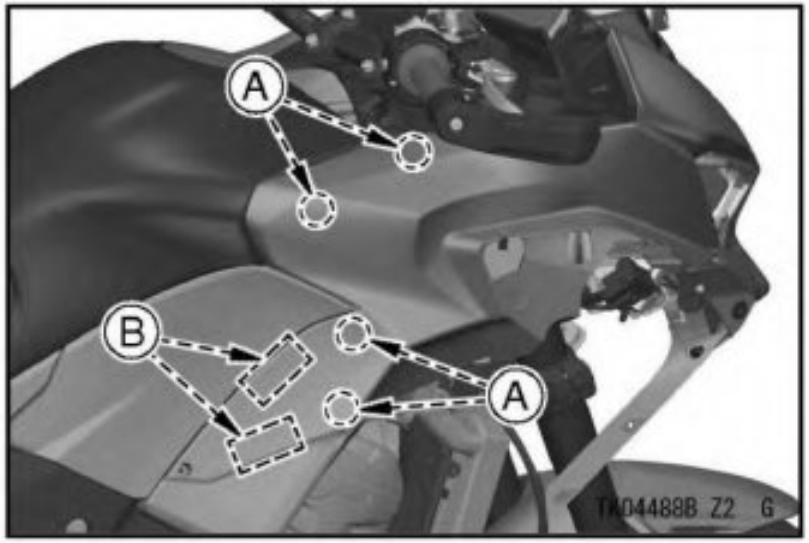
If coolant must be added often, or the reserve tank completely runs dry, there is probably leakage in the system. Have the cooling system inspected by your authorized Kawasaki dealer.

- Install the reserve tank cap.
- Insert the tabs into the slots.
- Insert the projection into the grommet.



A. Tabs
B. Projection
C. Grommet

- Insert the projections into the grommets.
- Insert the tabs into the slots.



A. Projections
B. Tabs

- Tighten the bolts with washers.
- Install the quick rivet.
- Install the right outer middle fairing (see page 153).

Coolant Change

Have the coolant changed by an authorized Kawasaki dealer.

Coolant Requirement

⚠ WARNING

Coolant containing corrosion inhibitors for aluminum engines and radiators include harmful chemicals for human body. Drinking coolant can result in serious injury or death. Use coolant in accordance with the instructions of the manufacturer.

Use a permanent type of antifreeze (soft water and ethylene glycol plus corrosion and rust inhibitor chemicals for aluminum engines and radiators) in the cooling system. On the mixture ratio of coolant, choose the suitable one referring to the relation between freezing point and strength directed on the container.

NOTICE

If hard water is used in the system, it causes scale accumulation in the water passages, and considerably reduces the efficiency of the cooling system.

NOTE

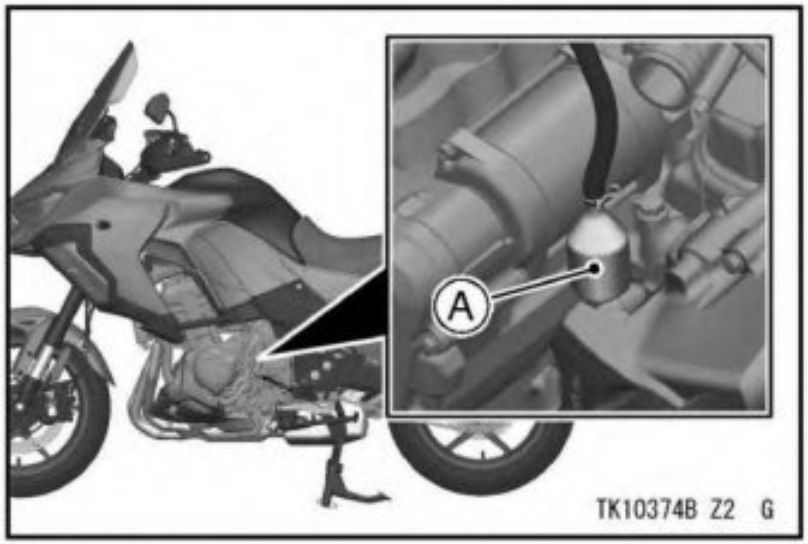
○ *A permanent type of antifreeze is installed in the cooling system when shipped. It is mixed at 50% and has the freezing point of –35°C (–31°F).*

Air Cleaner

This motorcycle's air cleaner element consists of a wet paper filter. Replacement of the air cleaner element should be done by an authorized Kawasaki dealer.

Oil Draining

- Inspect the transparent reservoir located to the left of the engine to see if any oil has run down.



A. Transparent Drain Hose

- If there is any oil in the transparent reservoir, remove the transparent reservoir from the lower end of the drain hose and drain the oil.

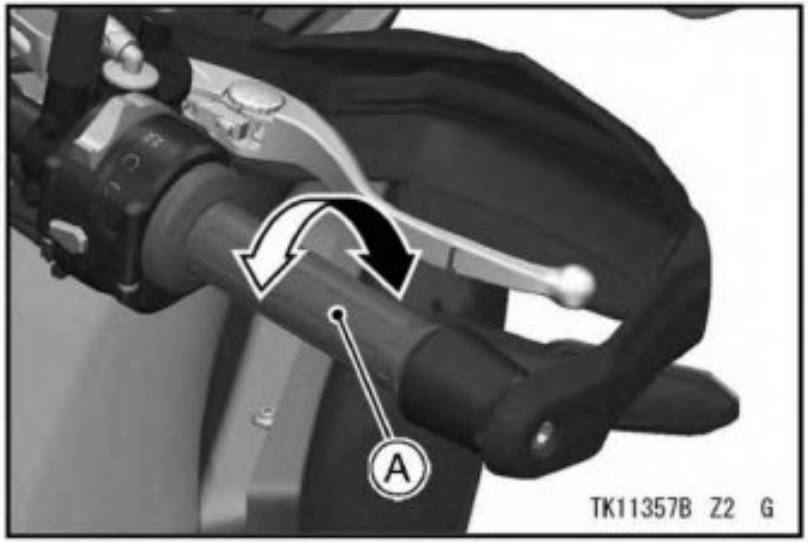
⚠ WARNING

Oil on tires will make them slippery and can cause an accident and injury. Be sure to install the reservoir in the drain hose after draining.

Throttle Control System

Throttle Operation Inspection

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



A. Throttle Grip

- If the throttle grip does not moves smoothly, have the throttle control system checked by an authorized Kawasaki dealer.

Idle Speed

The idle speed inspection should be performed in accordance with the Periodic Maintenance Chart.

This motorcycle is equipped with the idle speed control system. If the idle speed is disturbed, inspection of the idle speed control should be done by an authorized Kawasaki dealer.

Idle Speed

1 050 – 1 150 r/min (rpm)

NOTE

○ *While the engine is cold, the fast idle system automatically raises the engine idle speed.*

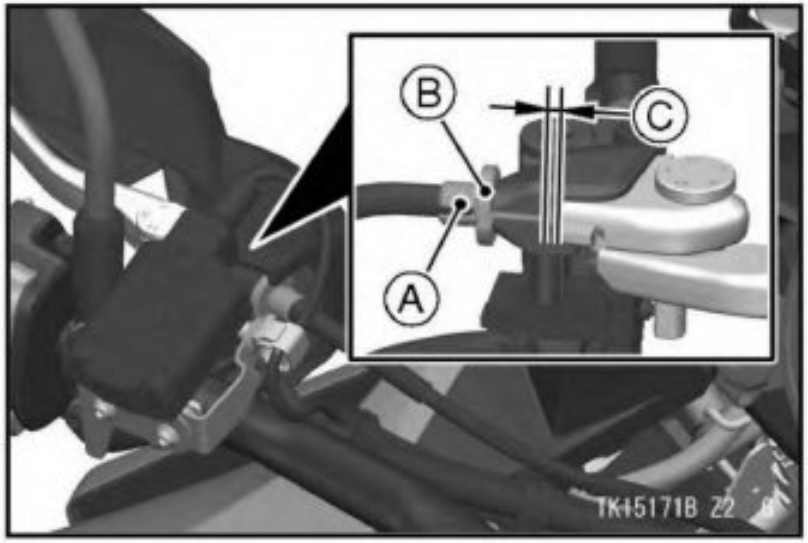
Clutch

Clutch Operation Inspection

- Check that the clutch lever operates properly and that the inner cable slides smoothly. If there is any irregularity, have the clutch cable checked by an authorized Kawasaki dealer.
- Check the clutch lever free play.

Clutch Lever Free Play

2 – 3 mm (0.08 – 0.12 in.)



A. Adjuster
B. Locknut
C. Clutch Lever Free Play

- If the free play is incorrect, adjust the lever free play as follows.

Clutch Lever Free Play Adjustment

- Loosen the locknut, and turn the adjuster so that the clutch lever will have the specified free play.

⚠ WARNING

Excess clutch lever free play could prevent clutch disengagement and cause a crash resulting in serious injury or death. When adjusting the clutch lever free play, be sure the upper end of the clutch outer cable is fully seated in its fitting so that it doesn't slip into place later and create excessive free play.

- Tighten the locknut.
- If it cannot be done, have the clutch cable adjusted by an authorized Kawasaki dealer.

NOTE

○ *After the adjustment is made, start the engine and check that the clutch does not slip and that it releases properly.*

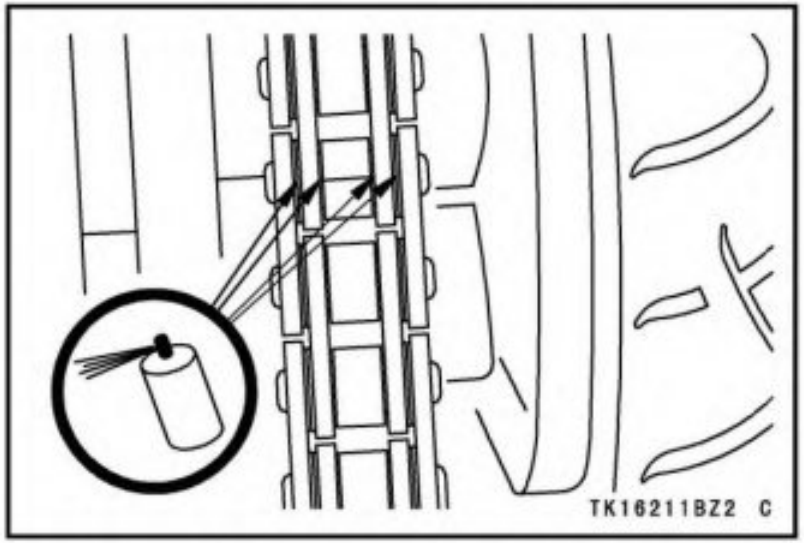
Drive Chain

Drive Chain Lubrication

Lubrication is necessary after riding through rain or on wet roads, or any time that the chain appears dry.

Use a lubricant for sealed chains to prevent deterioration of chain seals. If the chain is especially dirty, clean it using a cleaner for sealed chains following the instructions supplied by the chain cleaner manufacturer.

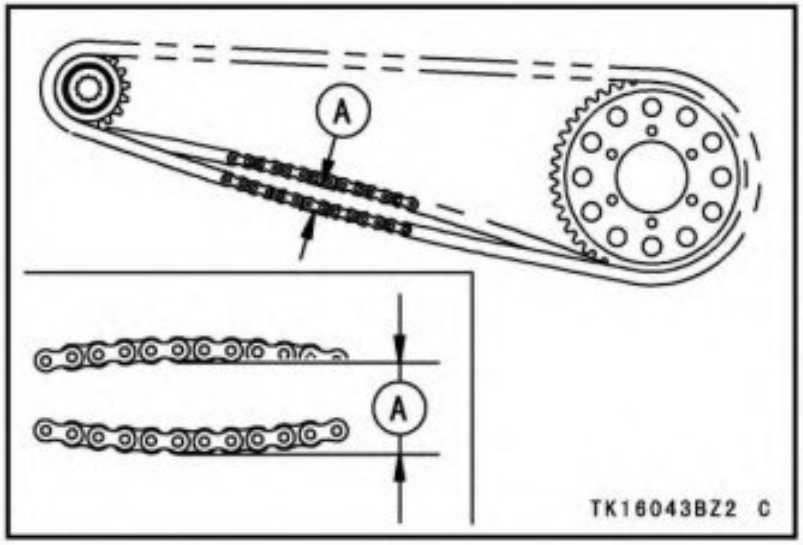
- Apply lubricant to the sides of the rollers so that it will penetrate to the rollers and bushings. Apply lubricant to the seals so that the seals will be coated with lubricant. Wipe off any excess lubricant.



- Wipe off any lubricant that gets on the tire surface.

Drive Chain Slack Inspection

- Set the motorcycle up on its side stand.
- Clean the chain if it is dirty, and lubricate it if it appears dry.
- 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.



A. Chain Slack

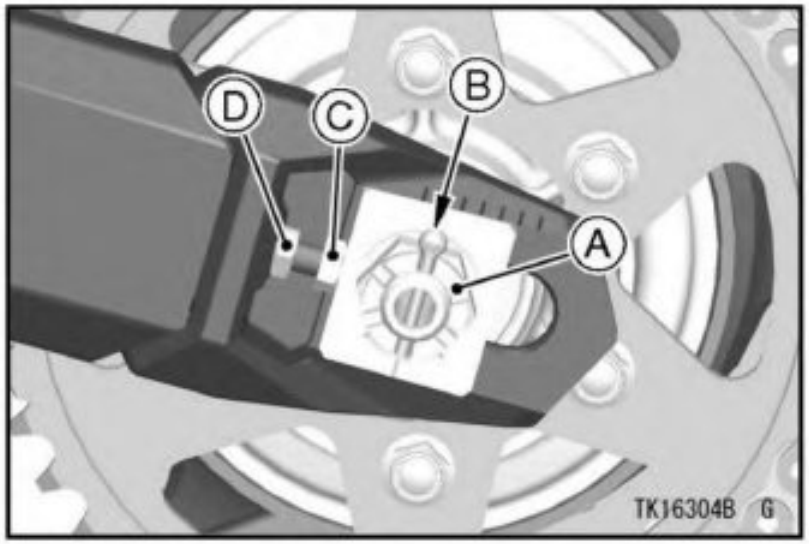
- If the drive chain is too tight or too loose, adjust it so that the chain slack is within the standard value.

Drive Chain Slack

30– 40mm (1.2 – 1.6 in.)

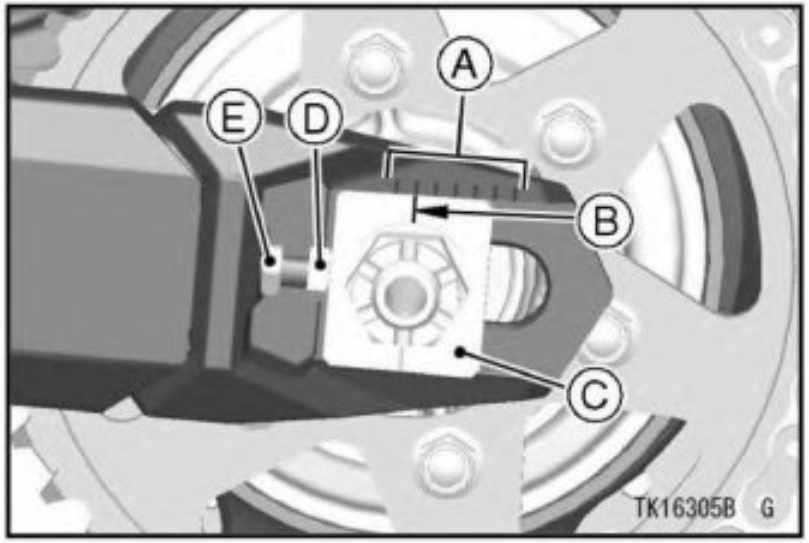
Drive Chain Slack Adjustment

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



A. Axle Nut
B. Cotter Pin
C. Adjuster
D. Locknut

- If the chain is too loose or too tight, turn the left and right chain adjusters evenly to adjust the drive chain slack.
- 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. Adjuster
E. Locknut

NOTE

○ *Wheel alignment can also be checked using the straightedge or string method.*

⚠ WARNING

Misalignment of the wheel will result in abnormal wear, and may result in an unsafe riding condition. Align the rear wheel using the marks on the swingarm or measuring the distance between the center of the axle and swingarm pivot.

- Tighten both chain adjuster locknuts.
- Tighten the axle nut to the specified torque.

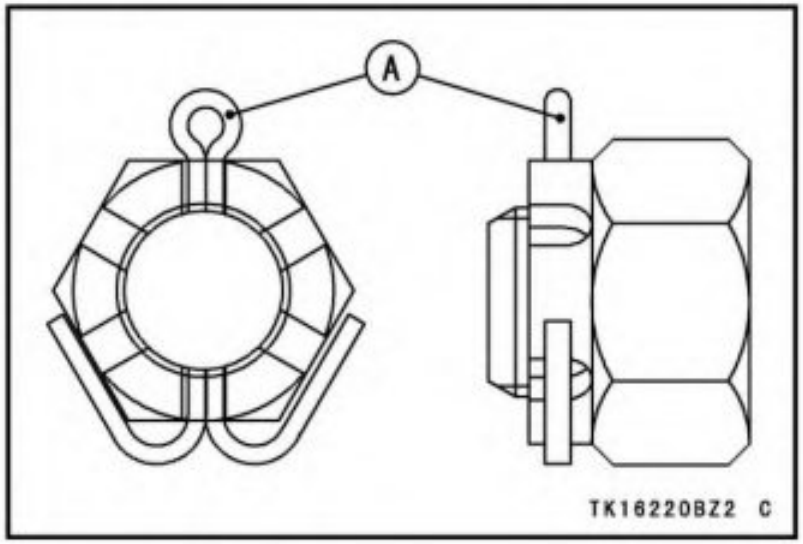
Tightening Torque

Axle Nut: 110 N·m (11.2 kgf·m, 81.1 ft·lb)

NOTE

○ *If a torque wrench is not available, this item should be serviced by an authorized Kawasaki dealer.*

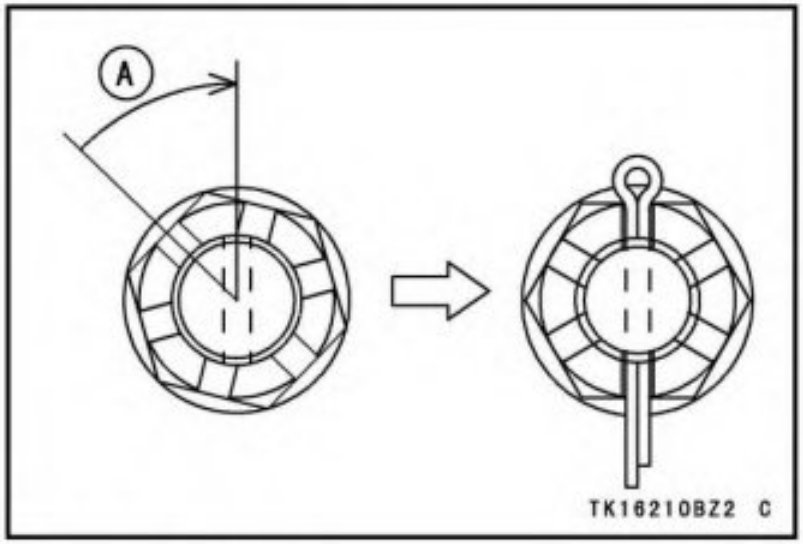
- Rotate the wheel, measure the chain slack again at the tightest position, and readjust if necessary.
- Install a new cotter pin through the axle nut and axle, and spread its ends.



A. 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 shaft, 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. Turn Clockwise

⚠ 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 install a new cotter pin.

- Check the rear brake. (see page 241)

Brakes

If you feel there is something wrong when applying the brakes, have the brake system checked by an authorized Kawasaki dealer immediately.

⚠ WARNING

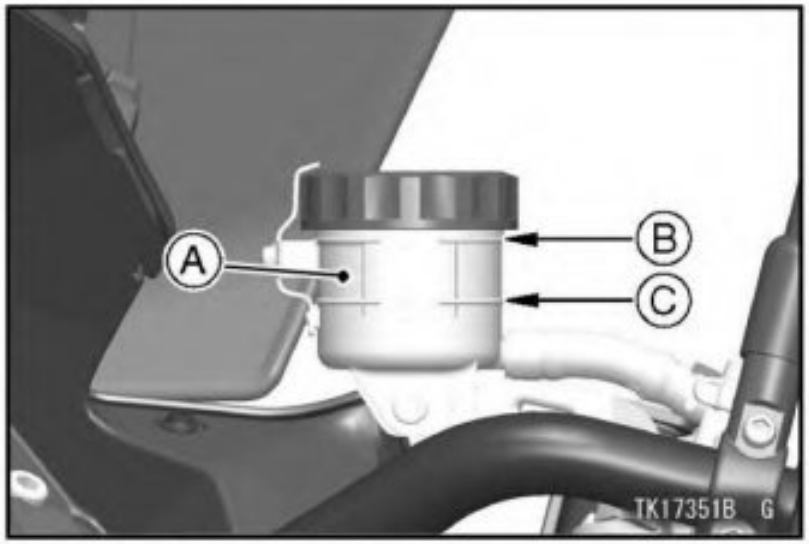
Air in the brake lines diminish braking performance and can cause an accident resulting in injury or death. If the brake lever or pedal feels mushy when it is applied, there might be air in the brake lines or the brake may be defective. Have the brake checked immediately by an authorized Kawasaki dealer.

⚠ WARNING

Clean filler cap before removing. Use only DOT4 fluid from a sealed container.

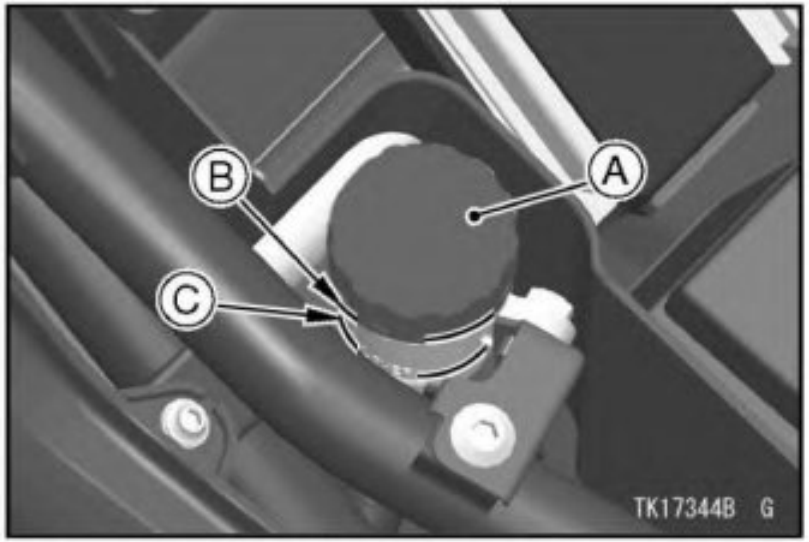
Brake Fluid Level Inspection

- With the front brake fluid reservoir held horizontal, the brake fluid level must be kept between the upper and lower level lines.



A. Front Brake Fluid Reservoir
B. Upper Level Line
C. Lower Level Line

- With the rear brake fluid reservoir held horizontal, the brake fluid level must be kept between the upper and lower level lines.



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

- If the fluid level is lower than the lower level line it may indicate that the fluid is leaking. In this case, have the brake system inspected by an authorized Kawasaki dealer.

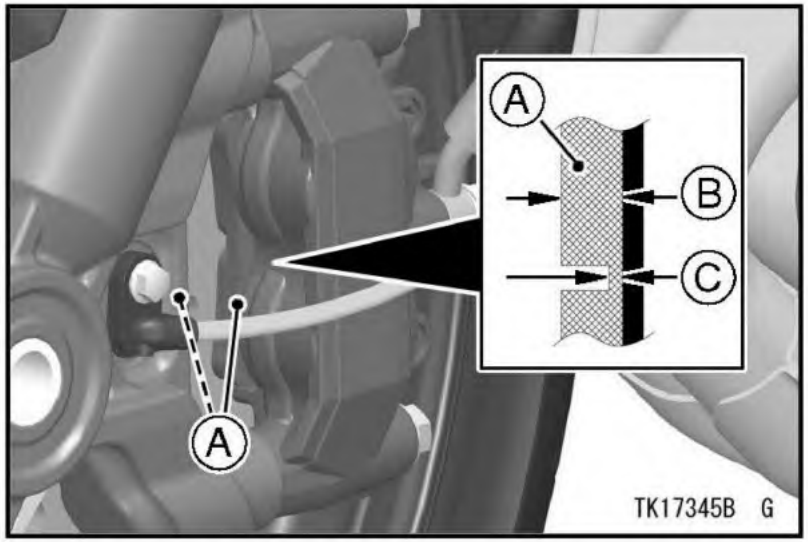
Brake Pad Wear Inspection

- Inspect the brakes for wear. For each front and rear disc brake caliper, if the thickness of either pad

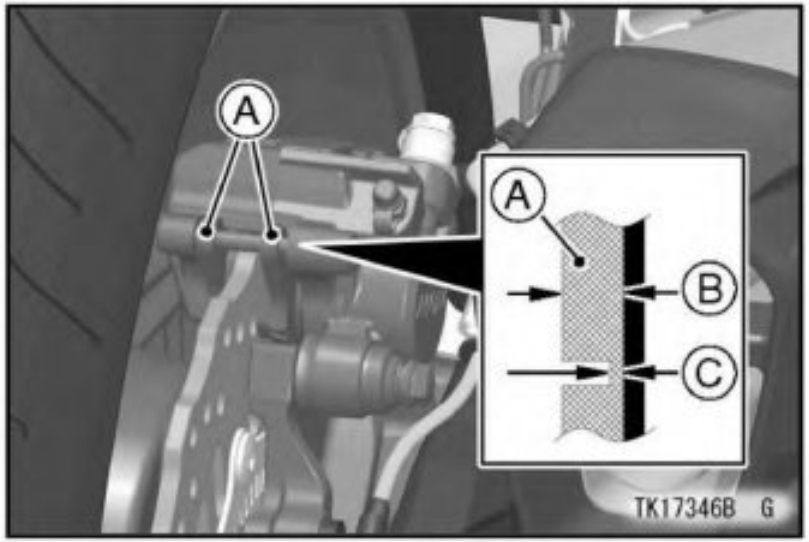
lining is less than below table, replace both pads in the caliper as a set. Pad replacement should be done by an authorized Kawasaki dealer.

Lining Thickness Service Limit

Front: 1.0 mm (0.04 in.)
Rear: 1.0 mm (0.04 in.)



A. Front Brake Pads
B. Lining Thickness
C. Service Limit



A. Rear Brake Pads
B. Lining Thickness
C. Service Limit

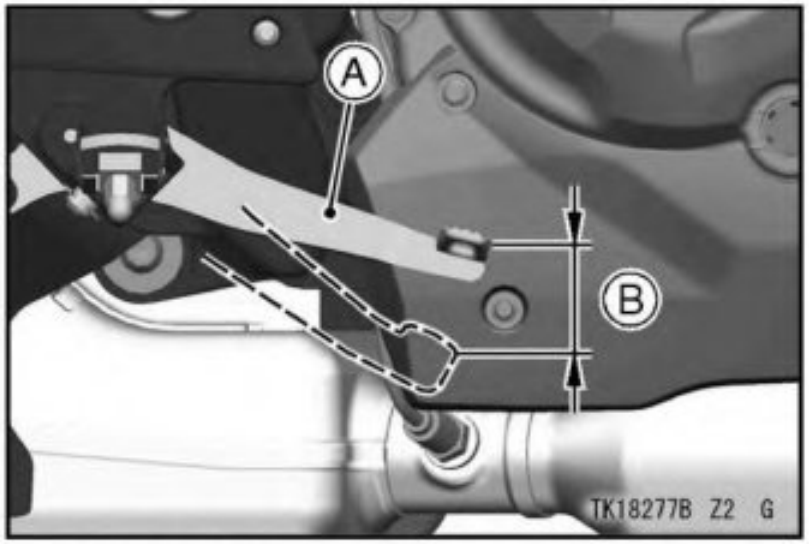
Brake Light Switches

Brake Light Switch Inspection

- Turn the ignition switch on.
- The brake light should appear when the front brake is applied.
- If it does not, ask your authorized Kawasaki dealer to inspect the front brake light switch.
- Check the operation of the rear brake light switch by depressing the brake pedal. The brake light should appear after the proper pedal travel.

Brake Pedal Travel

10 mm (0.39 in.)



A. Brake Pedal
B. Brake Pedal Travel

- If the light does not come on, adjust the rear brake light switch.

Brake Light Switch Adjustment

- The brake light switch adjustment should be done by an authorized Kawasaki dealer.

Suspension System (KLZ1100A/B)

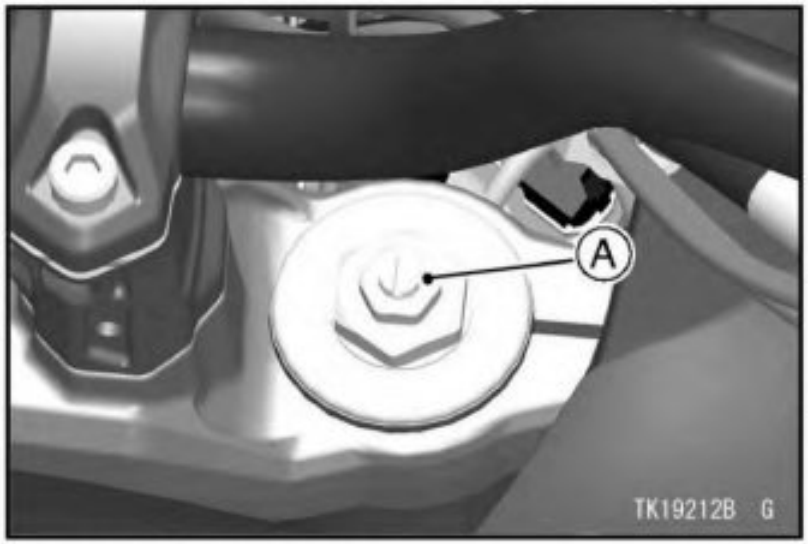
Front Fork

NOTICE

After riding on the normal road, the unpaved road and in the rainy weather, clean off any dirt (grit, mud or insect etc.) that stuck to inner tube before it hardens. If the motorcycle keeps running with the dirt stuck to the inner tube, the oil seal will be damaged and it causes the oil leak.

Spring Preload Adjustment (Right Front Fork only)

The adjuster is located at the top of right front fork leg.



A. Spring Preload Adjuster

- Turn the adjuster clockwise with a wrench to increase spring preload and stiffen the suspension.
- Turn the adjuster counterclockwise to decrease spring preload and soften the suspension.

NOTICE

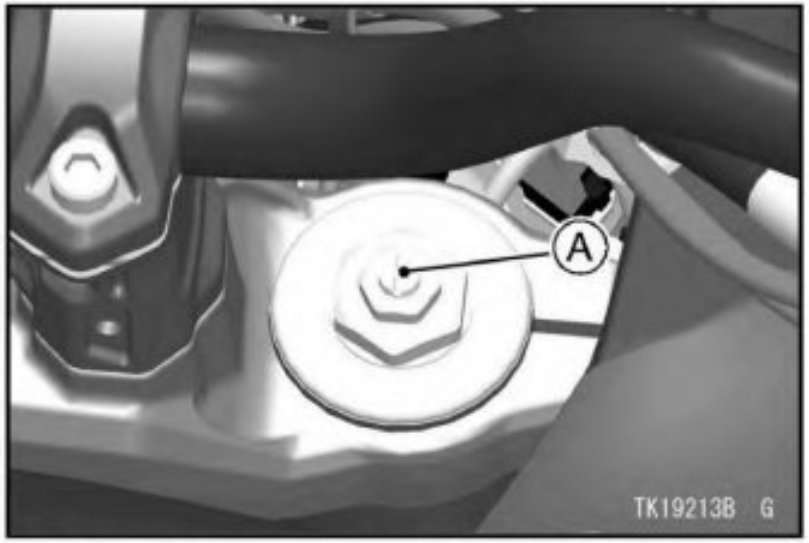
Do not turn the adjuster beyond the fully seated position or the adjusting mechanism may be damaged.

NOTE

○ *The standard and setting limit are shown in the Setting Tables.* *(see page 249)*

Rebound Damping Force Adjustment (Right Front Fork only)

The adjuster is located at the top of right front fork leg.



A. Rebound Damping Force Adjuster

- Turn the adjuster clockwise to increase damping force.
- Turn the adjuster counterclockwise to decrease damping force.

NOTICE

Do not turn the adjuster beyond the fully seated position or the adjusting mechanism may be damaged.

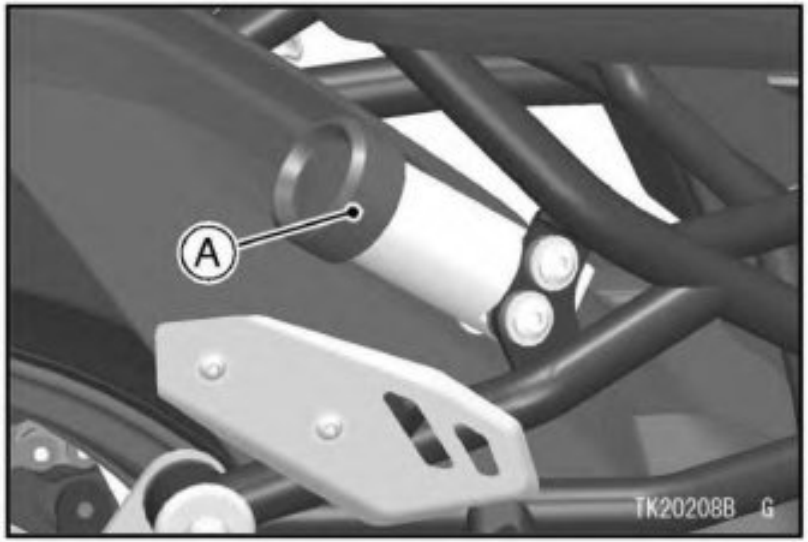
NOTE

- *The rebound damping adjuster can be turned with the flat tip screwdriver.*
- *The standard and setting limit are shown in the Setting Tables. (see page 249)*

Rear Shock Absorber

Spring Preload Adjustment

The adjuster is located on the right rear footpeg bracket.



A. Spring Preload Adjuster

- Turn the adjuster clockwise to increase spring preload.
- Turn the adjuster counterclockwise to decrease spring preload.

NOTICE

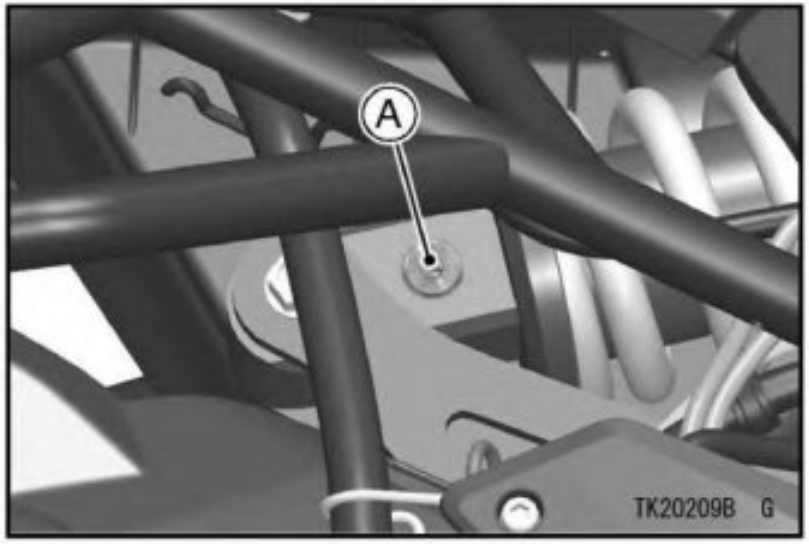
Do not turn the adjuster beyond the fully seated position or the adjusting mechanism may be damaged.

NOTE

○ *The standard and setting limit are shown in the Setting Tables. (see page 249)*

Rebound Damping Force Adjustment

The adjuster is located at the lower end of the rear shock absorber.



A. Rebound Damping Force Adjuster

- Turn the adjuster clockwise to increase damping force.
- Turn the adjuster counterclockwise to decrease damping force.

NOTICE

Do not turn the adjuster beyond the fully seated position or the adjusting mechanism may be damaged.

NOTE

○ *The standard and setting limit are shown in the Setting Tables. (see page 249)*

Setting Tables

Front Fork Spring Preload Setting (Right Front Fork only)

	Softest setting limit	**Standard**	Hardest setting limit
Adjuster Position	0*	**5 turns in****	30 turns in**
Spring Action	Weak	←→	Strong
Setting	Soft	←→	Hard
Load	Light	←→	Heavy
Road	Good	←→	Bad
Speed	Low	←→	High

*: This position is the fully seated position (turned fully counterclockwise).
**: In from the fully seated position (turned fully counterclockwise). This adjustment range may not exactly match the number shown in the table due to small tolerance of production.

Front Fork Damping Force Setting (Right Front Fork only)

	Softest setting limit	**Standard**	Hardest setting limit
Adjuster Position: Rebound	11**	**7 clicks****	0*
Damping Force	Weak	←→	Strong
Setting	Soft	←→	Hard
Load	Light	←→	Heavy
Road	Good	←→	Bad
Speed	Low	←→	High

*: This position is the fully seated position (turned fully clockwise).
**: Out from the fully seated position (turned fully clockwise). This adjustment range may not exactly match the number shown in the table due to small tolerance of production.

Rear Shock Absorber Spring Preload Setting

	Softest setting limit	**Standard**	Hardest setting limit
Adjuster Position	1*	**1 clicks***	24 clicks**
Spring Action	Weak	←→	Strong
Setting	Soft	←→	Hard
Load	Light	←→	Heavy
Road	Good	←→	Bad
Speed	Low	←→	High

*: This position is the fully seated position (turned fully counterclockwise).
**: In from the fully seated position (turned fully counterclockwise). This adjustment range may not exactly match the number shown in the table due to small tolerance of production.

Rear Shock Absorber Damping Force Settings

	Softest setting limit	**Standard**	Hardest setting limit
Adjuster Position: Rebound	1 3/4 turns out**	**1 3/4 turns out****	0*
Damping Force	Weak	←→	Strong
Setting	Soft	←→	Hard
Load	Light	←→	Heavy
Road	Good	←→	Bad
Speed	Low	←→	High

*: This position is the fully seated position (turned fully clockwise).
**: Out from the fully seated position (turned fully clockwise). This adjustment range may not exactly match the number shown in the table due to small tolerance of production.

Suspension System (KLZ1100C)

Front Fork

NOTICE

After riding on the normal road, the unpaved road and in the rainy weather, clean off any dirt (grit, mud or insect etc.) that stuck to inner tube before it hardens. If the motorcycle keeps running with the dirt stuck to the inner tube, the oil seal will be damaged and it causes the oil leak.

Spring Preload Adjustment

The adjuster is located at the lower end of left front fork leg.

A. Spring Preload Adjuster

- Turn the adjuster clockwise to increase spring preload and stiffen the suspension.
- Turn the adjuster counterclockwise to decrease spring preload and soften the suspension.

NOTICE

Do not turn the adjuster beyond the fully seated position or the adjusting mechanism may be damaged.

NOTE

- *The spring preload adjuster can be turned with the Allen wrench.*
- *The standard and setting limit are shown in the Setting Table (see page 255).*

Setting Table

Front Fork Spring Preload Setting

	Softest setting limit	**Standard**	Hardest setting limit
Adjuster Position	0*	**5 turns in****	15 turns in**
Spring Action	Weak	←→	Strong
Setting	Soft	←→	Hard
Load	Light	←→	Heavy
Road	Good	←→	Bad
Speed	Low	←→	High

*: This position is the fully seated position (turned fully counterclockwise).
**: In from the fully seated position (turned fully counterclockwise). This adjustment range may not exactly match the number shown in the table due to small tolerance of production.

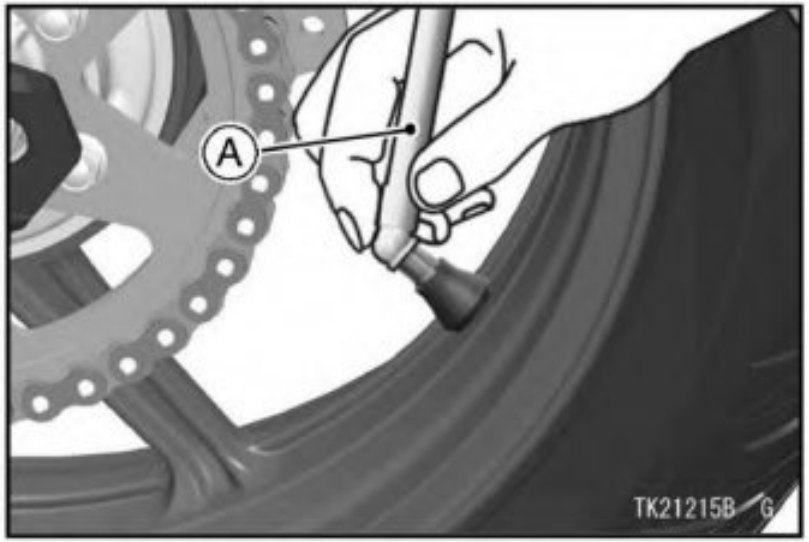
Wheels

Tire Pressure Inspection

- Remove the air valve cap.
- Check the tire pressure often, using an accurate gauge.

Tire Air Pressure (when cold)

Front: 250 kPa (2.50 kgf/cm², 36 psi)
Rear: 290 kPa (2.90 kgf/cm², 42 psi)



A. Tire Pressure Gauge

- Make sure to install the air valve cap securely.

NOTE

- *Measure the tire pressure when the tires are cold (that is, when the motorcycle has not been ridden more than 1.6 km (1 mile) during the past 3 hours).*

○ *Tire pressure is affected by changes in ambient temperature and altitude, and so the tire pressure should be checked and adjusted when your riding involves wide variations in temperature or altitude.*

Tire Wear, Damage

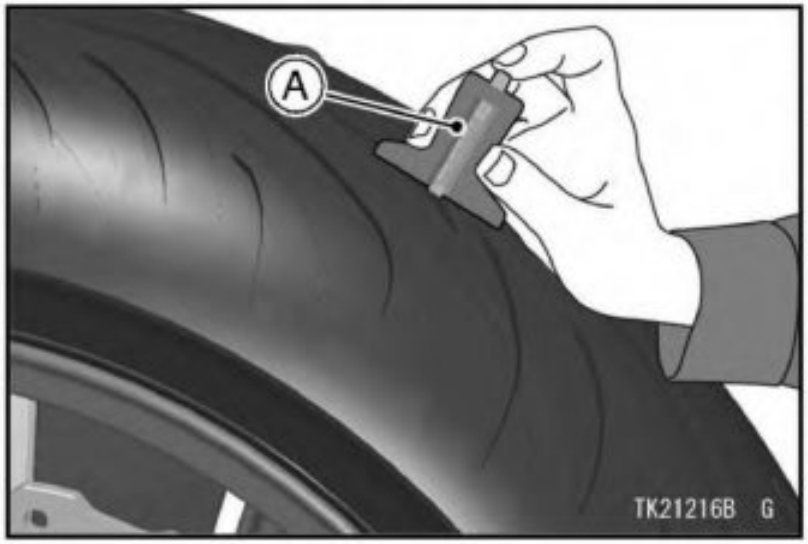
As the tire tread wears down, the tire becomes more susceptible to puncture and failure. An accepted estimate is that 90% of all tire failures occur during the last 10% of tread life (90% worn). So it is false economy and unsafe to use the tires until they are bald.

Tire Wear Inspection

- Measure the depth of the tread with a depth gauge, and replace any tire that has worn down to the minimum allowable tread depth.

Minimum Tread Depth

Front: 1 mm (0.04 in.)
Rear: Under 130 km/h (80 mph): 2 mm (0.08 in.) Over 130 km/h (80 mph): 3 mm (0.12 in.)

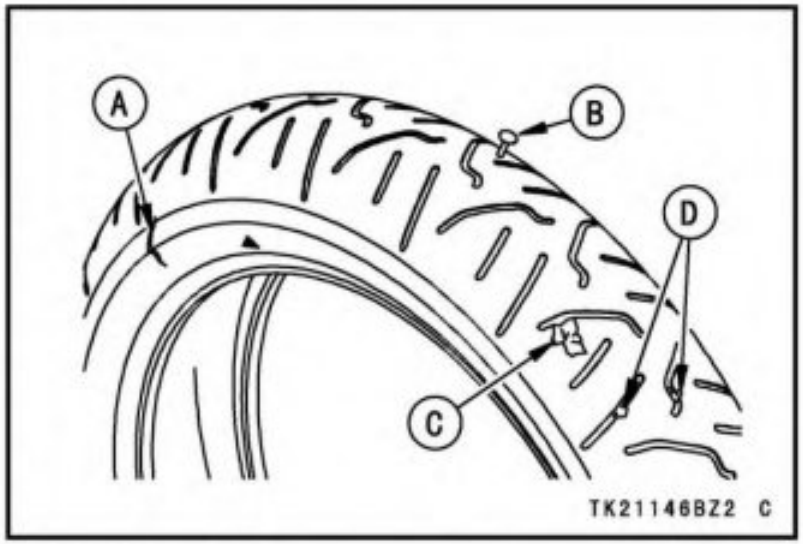


A. Tire Depth Gauge

- Visually inspect the tire for cracks and cuts, replacing the tire in case of bad damage. Swelling or high

spots indicate internal damage, requiring tire replacement.

- Remove any imbedded stones or other foreign particles from the tread.



A. Crack or Cut
B. Nail
C. Swelling or High Spot
D. Stone

NOTE

○ *Have the wheel balance inspected whenever a new tire is installed.*

⚠ WARNING

Tires that have been punctured and repaired do not have the same capabilities as undamaged tires and can suddenly fail, causing an accident resulting in serious injury or death. Replace damaged tires as soon as possible. To ensure safe handling and stability, Kawasaki recommends use of the recommended standard tires for replacement, inflated to the standard pressure. If it is necessary to ride on a repaired tire, do not exceed 100 km/h (60 mph) until the tire is replaced.

NOTE

○ *Most countries may have their own regulations requiring a minimum tire tread depth; be sure to follow them.*

- *When operating on public roadways, keep maximum speed under traffic law limits.*

Technically Permissible Minimum Tire Requirements

Front: Load index: 55 Speed symbol: V
Rear: Load index: 73 Speed symbol: V

Recommended Standard Tire

Front: Make, Type: BRIDGESTONE, BATTLAX SPORT TOURING T31F G Size: 120/70ZR17 M/C (58W)
Rear: Make, Type: BRIDGESTONE, BATTLAX SPORT TOURING T31R G Size: 180/55ZR17 M/C (73W)

⚠ WARNING

Mixing tire brands and types can adversely affect handling and cause an accident resulting in injury or death. Always use the same manufacturer's tires on both front and rear wheels.

⚠ WARNING

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

Battery

The battery installed in this motorcycle is a sealed type, so it is not necessary to check the battery electrolyte level or add distilled water.

NOTICE

Never remove the sealing strip, or the battery can be damaged. Do not install a conventional battery in this motorcycle, or the electrical system cannot work properly.

Standard Battery

Make:
GS Yuasa
Type:
YT12A-BS

Battery Maintenance

It is the owner's responsibility to keep the battery fully charged. Failure to do so can lead to battery failure and leave you stranded.

If you are riding your vehicle infrequently, inspect the battery voltage weekly using a voltmeter. If it is lower

than the voltage listed below, the battery should be charged using an appropriate charger (check with your Kawasaki dealer).

Battery Voltage

12.8 V

If you will not be using the motorcycle for longer than two weeks, the battery should be charged using an appropriate charger. Do not use an automotive-type quick charger that may overcharge the battery and damage it.

NOTE

○ *Leaving the battery connected causes the electrical components (clock etc.) to make the battery discharged, resulting the over discharge of the battery. In this case, the repair or replacement of the battery is not included in the warranty. If you do not drive for four weeks or more, disconnect the battery from the vehicle.*

Kawasaki-recommended chargers are:

Battery Mate 150-9
OptiMate 4
Yuasa MB-2040/2060
Christie C10122S

If the above chargers are not available, use equivalent one.

For more details, ask your Kawasaki dealer.

Battery Charging

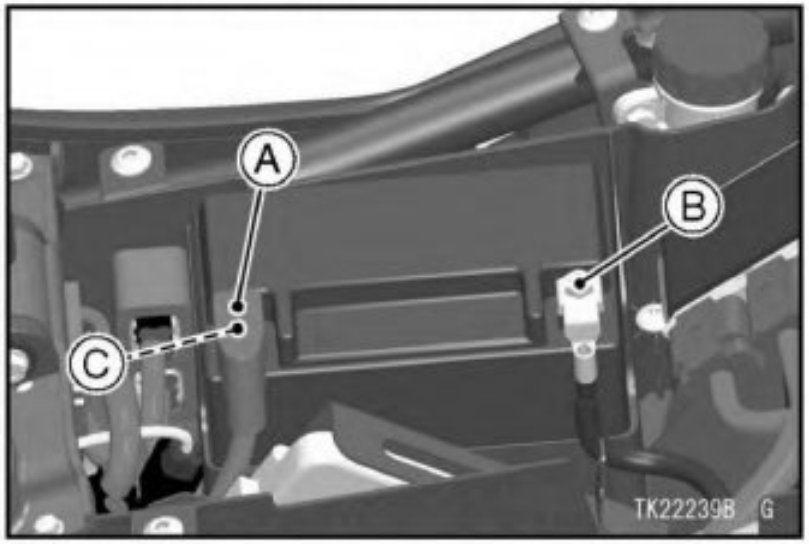
- Charge the battery following the instructions of your battery charger.
- The charger will keep the battery fully charged until you are ready to reinstall the battery in the motorcycle. (see page 263)

⚠ DANGER

- **Battery acid generates hydrogen gas which is flammable and explosive under certain conditions. It is present within a battery at all times, even in a discharged condition. Keep all flames and sparks (cigarettes) away from the battery.**
- **Wear eye protection when working with a battery. In the event of battery acid contact with skin, eyes, or clothing, wash the affected areas immediately with water for at least five minutes. Seek medical attention.**

Battery Removal

- Make sure the ignition switch is turned off.
- Remove the seat (see page 152).
- Disconnect the negative (–) cable from the (–) terminal.
- Slide the red cap from the positive (+) terminal.
- Disconnect the positive (+) cable from the (+) terminal.



A. Red Cap
B. (–) Terminal
C. (+) Terminal

- Take the battery out of the battery case.

- Clean the battery using a solution of baking soda and water. Be sure that the cable connections are clean.

Battery Installation

- Place the battery in the battery case.
- Connect the positive (+) cable to the (+) terminal, and then connect the negative (–) cable to the (–) terminal.

NOTE

○ *When connecting the battery negative (–) cable, be sure to tighten the terminal bolt while pressing the battery cable terminal against the battery terminal.*

NOTICE

Installing the negative (–) cable to the positive (+) terminal of the battery or the positive (+) cable to the negative (–) terminal of the battery can seriously damage the electrical system.

- Put a light coat of grease on the terminals to prevent corrosion.
- Cover the (+) terminal with the red cap.
- Install the removed parts.

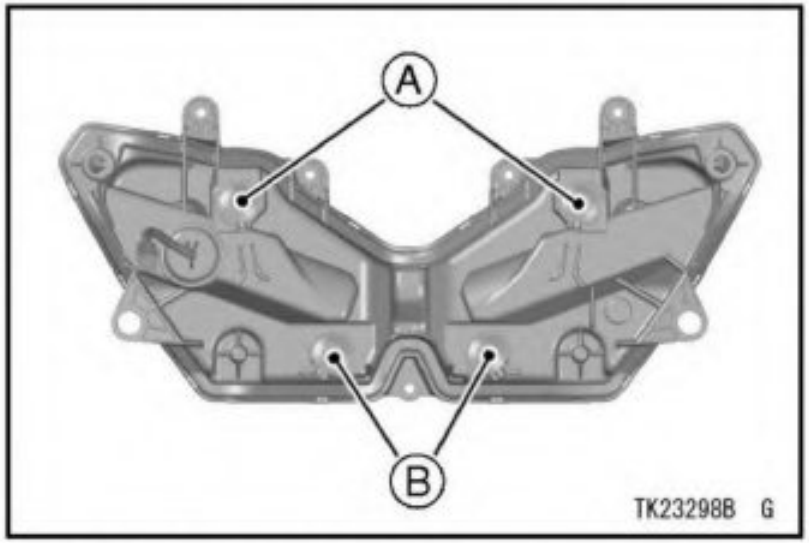
Headlight

Headlight aiming should be done by an authorized Kawasaki dealer.

Horizontal Adjustment

The headlight beam is adjustable horizontally. If not properly adjusted horizontally, the beam will point to one side rather than straight ahead.

- Turn the horizontal adjuster in or out until the beam points straight ahead.



A. Vertical Adjusters
B. Horizontal Adjusters

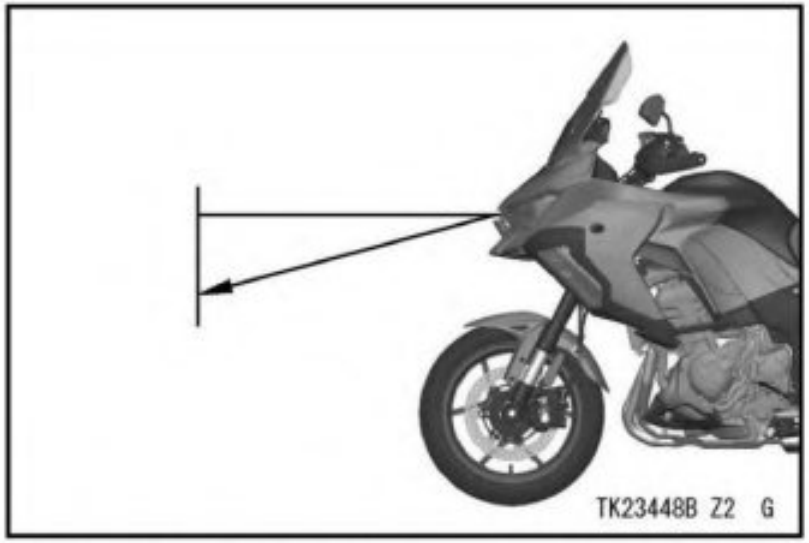
Vertical Adjustment

The headlight beam is adjustable vertically. 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.

- Turn the vertical adjuster in or out to adjust the headlight vertically.

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 regulations.*



Cornering Light Vertical Adjustment

Cornering light aiming should be done by an authorized Kawasaki dealer.

NOTE

○ *The cornering light beam should be aimed to the specified position with the motorcycle on its wheels and the rider seated. Adjust the cornering light to the proper angle according to local regulations.*

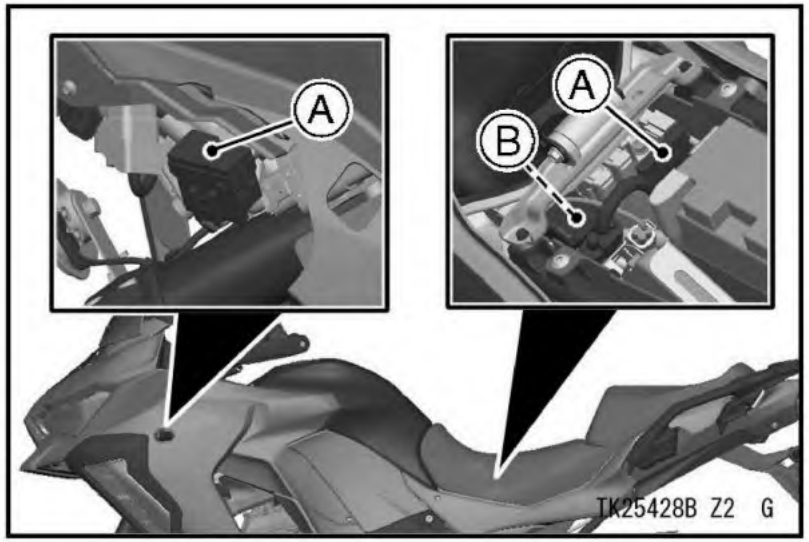
Fuses

Fuses are arranged in the fuse boxes located under the seat and behind the outer middle fairings. The main fuse is located under the seat.

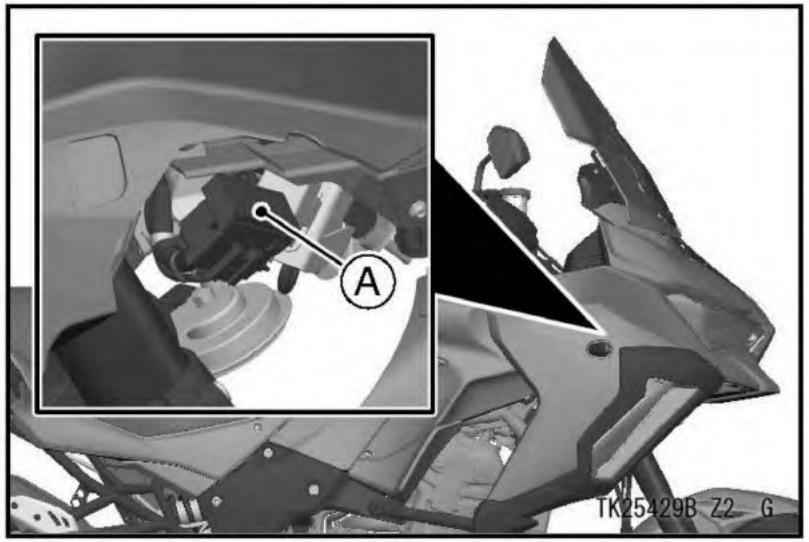
If a fuse fails during operation, inspect the electrical system to determine the cause, and then replace it with a new fuse of proper amperage.

If the fuse fails repeatedly, there is something wrong with the electrical system. Have the motorcycle checked by an authorized Kawasaki dealer.

The main fuse removal should be done by an authorized Kawasaki dealer.



A. Fuse Boxes
B. Main Fuse



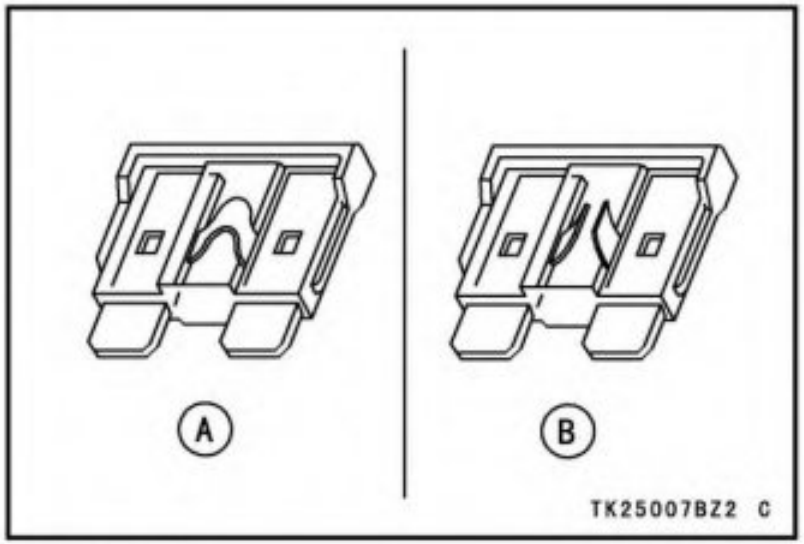
A. Fuse Box

To access the fuse boxes behind the outer middle fairings

- Remove the outer middle fairings (see page 153).

⚠ WARNING

Substituting fuses can cause wiring to overheat, catch fire and/or fail. Do not use any substitute for the standard fuse. Replace the blown fuse with a new one of the correct capacity, as specified on the fuse boxes and main fuse.



A. Normal
B. Failed

General Lubrication

Lubricate the points shown below, with either engine oil or regular grease, in accordance with the Periodic Maintenance Chart or whenever the vehicle has been operated under wet or rainy conditions.

Before lubricating each part, clean off any rusty spots with rust remover and wipe off any grease, oil, dirt, or grime.

Apply motor oil to the following pivots

- Side Stand
- Center Stand
- Clutch Lever
- Front Brake Lever
- Rear Brake Pedal

Lubricate the following cables with a pressure cable luber

- **(K)** Clutch Inner Cable

Apply grease to the following points

- **(K)** Clutch Inner Cable Upper Ends

(K): Should be serviced by an authorized Kawasaki dealer.

NOTE

○ *After connecting the cables, adjust them.*

Cleaning

General Precautions

Frequent and proper care of your vehicle will enhance its appearance, optimize overall performance, and extend its useful life. Covering your vehicle with a high quality, breathable vehicle cover will help protect its finish from harmful UV rays, pollutants, and reduce the amount of dust reaching its surfaces.

⚠ WARNING

Build-up of debris or flammable material in and around the vehicle chassis, engine, and exhaust can cause mechanical problems and increase the risk of fire.
When operating the vehicle in conditions that allow debris or flammable material to collect in and around the vehicle, inspect the engine, electrical component and exhaust areas frequently.
If debris or flammable materials have collected, park the vehicle outside and stop the engine. Allow the engine to cool, then remove any collected debris.
Do not park or store the vehicle in an enclosed space prior to inspecting for build-up of debris or flammable materials.

- Be sure the engine and exhaust are cool before washing.
- When washing the vehicle, always use a mild neutral detergent and water.
- Avoid applying all harsh chemicals, solvents, degreaser, oil remover, electrical contact cleaner, and household cleaning products such as ammonia-based window cleaners. They will damage or deteriorate painted parts, plastic parts, rubber parts and other synthetic parts including covers and headlight lens.
- Avoid applying degreaser to seals, brake pads, and tires.
- Gasoline, brake fluid, and coolant will damage the finish of painted and plastic surfaces: wash them off immediately.
- Avoid wire brushes, steel wool, and all other abrasive pads or brushes.
- Take care when washing the headlight lens and other plastic parts as they can easily be scratched.

NOTE

- *After riding in an area where the roads are salted or near the ocean, immediately wash your vehicle with cold water. Do not use warm water as it accelerates the chemical reaction of the salt. After drying, apply a corrosion protection spray on all metal and chrome surfaces to prevent corrosion.*
- *Condensation may form on the inside of the headlight lens after riding in the rain, washing the vehicle or in humid weather. To remove the moisture, start the engine and turn on the headlight. Gradually the condensation on the inside of the lens will clear off.*

Radiator

Clean off any obstructions with a stream of low-pressure water.

NOTICE

Using high-pressure water, as from a car wash facility, could damage the radiator fins and impair the radiator's effectiveness. Do not obstruct or deflect airflow through the radiator by installing unauthorized accessories in front of the radiator or behind the cooling fan. Interference with the radiator airflow can lead to overheating and consequent engine damage.

Matte Paint Parts

- When washing the vehicle, always use a mild neutral detergent and water, or cleaners for matte paint.
- The matte paint effect may be lost when the paint is excessively rubbed.
- If any doubt, consult an authorized Kawasaki dealer.

Plastic Parts

After washing, use a soft cloth to gently dry plastic parts. When dry, treat the headlight lens and other non painted plastic parts with an approved plastic cleaner/polisher product.

NOTICE

Plastic parts may deteriorate and break if they come in contact with chemical substances or household cleaning products such as gasoline, brake fluid, window cleaners, thread-locking agents, or other harsh chemicals. If a plastic part comes in contact with any harsh chemical substance, wash it off immediately with water and a mild neutral detergent, and then inspect for damage. Avoid using abrasive pads or brushes to clean plastic parts, as they will damage the part's finish.

Chrome and Aluminum

Chrome and uncoated aluminum parts can be treated with a chrome/aluminum polish. Coated aluminum should be washed with a mild neutral detergent and finished with a spray polish. Aluminum wheels, both painted and unpainted can be cleaned with special non-acid based wheel spray cleaners.

Leather, Vinyl, and Rubber

If your vehicle has leather accessories, special care must be taken. Use a leather cleaner/treatment to clean and care for leather accessories. Washing leather parts with detergent and water will damage them, shortening their life.

Vinyl parts should be washed with the rest of the vehicle, then treated with a vinyl treatment.

The sidewalls of tires and other rubber components should be treated with a rubber protectant to help prolong their useful life.

Where to be Careful

Avoid spraying water with any great force near the following places.

- Disc brake master cylinder and caliper
- Under the seat and behind the outer middle fairings - if water gets into the fuse box or battery, it can ground out the spark. When this happens the vehicle will not operate properly and the affected parts must be wiped dry.

NOTICE

Coin operated, high pressure spray washers are not recommended. Water may be forced into bearings and other components causing eventual failure from rust and corrosion. Some soaps are highly alkaline and may leave a residue or cause spotting.

NOTE

○ *Abrasive cleanser or high pressure washer will damage the surface finish on the bodywork.*

Washing Your Vehicle

- Before washing, precautions must be taken to keep water off the following parts.

Muffler rear opening
→ Cover with a plastic bag.

Ignition switch
→ Cover the keyhole with tape.

- Rinse your vehicle with cold water from a garden hose to remove any loose dirt.
- Mix a mild neutral detergent (designed for motorcycles or automobiles) and water in a bucket. Use a soft cloth or sponge to wash your vehicle.
- After washing, rinse your vehicle thoroughly with clean water to remove any residue (residue from the detergent can damage parts of your vehicle).
- Remove the plastic bag and tape.
- Use a soft cloth to dry your vehicle. As you dry, inspect your vehicle for chips and scratches. Do not let the water air dry as this can damage the painted surfaces.
- Carefully ride your vehicle at a slow speed and apply the brakes several times. This helps dry the brakes and restores them to normal operating performance.

APPENDIX

Storage

Whenever your motorcycle will not be in use for a long period, proper storage is essential.

It consists of checking and replacing missing or worn parts; lubricating parts to ensure that they do not corrode and, in general, preparing the motorcycle so that when the time comes to use it again, it will be in top condition.

See your authorized Kawasaki dealer for this service or do the following.

Preparation for Storage

Make sure the area is well ventilated and free from any source of flame.

⚠ DANGER

Exhaust gas contains carbon monoxide, a colorless, odorless poisonous gas. Inhaling carbon monoxide can cause serious brain injury or death. DO NOT run the engine in enclosed areas. Operate only in a well-ventilated area.

⚠ WARNING

Gasoline is extremely flammable and can be explosive under certain conditions, creating the potential for serious burns.

- 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.

⚠ WARNING

Gasoline is a toxic substance. Dispose of gasoline properly. Contact your local authorities for approved disposal methods.

- Clean the entire vehicle thoroughly.
- Run the engine for about five minutes to warm the oil, shut it off, and drain the engine oil. (see page 225)

⚠ WARNING

Engine oil is a toxic substance. Dispose of used oil properly. Contact your local authorities for approved disposal methods or possible recycling.

- Put in fresh engine oil.
- Empty the fuel from the fuel tank using a pump or syphon.
- Remove the spark plugs and add fogging oil into the combustion chambers. If the spark plugs cannot be removed, take the motorcycle to an authorized Kawasaki dealer.
- Set the motorcycle on a stand so that both wheels are raised off the ground. (If this cannot be done, put boards under the front and rear wheels to keep dampness away from the tire rubber.)
- Spray oil on all unpainted metal surfaces to prevent rusting. Avoid getting oil on rubber parts or in the brakes.
- Lubricate the drive chain and all the cables.
- Remove the battery, and store it where it will not be exposed to direct sunlight, moisture, or freezing temperatures. During storage it should be given a slow charge (one ampere or less) about once a month. Keep the battery well charged especially during cold weather.
- Tie plastic bag over the muffler to prevent moisture from entering.
- Put a cover over the motorcycle to keep dust and dirt from collecting on it.

Preparation after Storage

- Remove the plastic bag from the muffler.
- Charge the battery if necessary and install the battery in the motorcycle.
- Fill the fuel tank with fresh fuel.
- Check all the points listed in the Daily Checks section. (see page 217)

- Lubricate the pivots, bolts, and nuts.

Troubleshooting Guide

If any warning indicators go on or blink, see the Meter Instruments section for proper action.

The following trouble shooting guide may also help you in case you experience any of the listed problems. If these checks don't help you to solve the situation, consult an authorized Kawasaki dealer.

If the starter turns but the engine does not start:

- Try turning the ignition switch off and on again.
- Check the fuel level in the tank.
- Try refilling with fresh fuel if the vehicle has been stored for a while.
- Check the battery voltage.
- Check the immobilizer key does not have anything attached witch could prevent communication in the immobilizer system, such as spare key, other vehicle key, or any metal parts.

If the starter does not turn:

- Check the ignition switch is turned on.
- Check the engine stop switch.
- Check the transmission is in neutral.

- Check the battery voltage.
- Check the battery terminals are tightly attached.
- Check the fuse.

If the engine stalls:

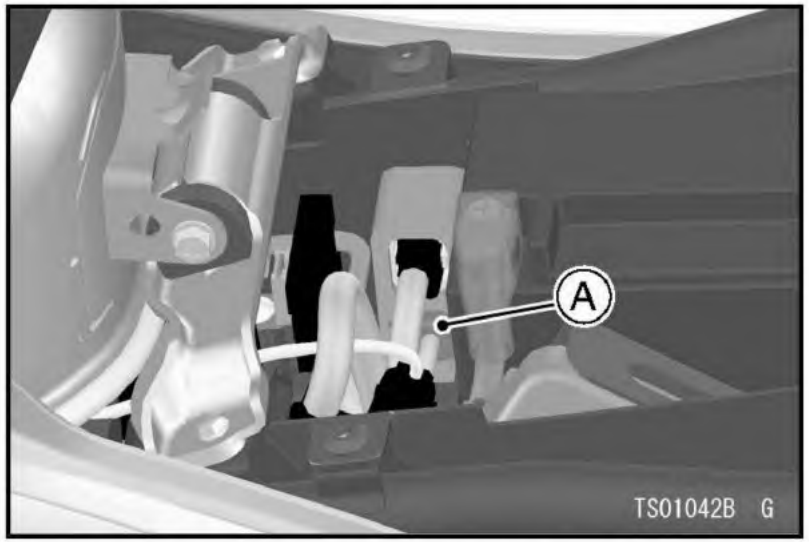
- Check the clutch is engaged/disengaged correctly.
- Check the side stand is up.
- Check the engine is warmed up enough.
- Check the fuel level in the tank.
- Try refilling with fresh fuel if the vehicle has been stored for a while.
- Check the idling speed is not too low.

Environmental Protection

To help preserve the environment, properly discard used batteries, tires, oils and fluids, or other vehicle components that you might dispose of in the future. Consult your authorized Kawasaki dealer or local environmental waste agency for their proper disposal procedure. This also applies to disposal of the entire vehicle at the end of its life.

Location of DFI System Diagnostic Connector

The DFI system diagnostic connector is located under the seat.



A. DFI System Diagnostic Connector

Vehicle Data Recordings

This vehicle's ECU stores certain data to assist in problem diagnosis, and for other purposes such as periodic technical inspection, regulatory compliance, and research and development.

Although the recorded data varies according to the vehicle model and region, the main information types are as follows:

- Data about the vehicle's status and settings.
- Performance of the engine and electric control equipment on the engine and chassis.
- Information related to the fuel injection system and emissions.

The vehicle's ECU does not record conversations or images.

This data can only be collected when the Kawasaki special diagnostic tool is connected to the vehicle, such as when maintenance checks or other service procedures are performed.

The acquired information will not be disclosed to a third party except in following cases:

- With the consent of the vehicle owner or user
- In case of a legal request by a government agency or judicial body
- For various research purposes using processed information that do not identify the vehicle owner, user, or individual vehicle.

Event Data Recorder

In common with many other vehicle manufacturers, Kawasaki has equipped this motorcycle with an event data recorder (EDR). The purpose of this device is to

record data that assists with understanding of how some of the vehicle's systems were performing during a short period of time immediately before and during an accident or similar event involving minor damage. Due to accident variables, all vehicle performance data may not be stored on the EDR.

NOTE

- *During normal riding, data is recorded but not saved unless the vehicle is involved in an accident event.*
- *At no time other than in the event of an accident or similar event involving minor damage is it possible for EDR data to be stored for retrieval.*
- *Depending on the type of accident event, it is possible that the EDR may not record some or all of the data, or it may not record if the EDR is damaged.*
- *This device does not collect or store personal data or information (e.g. name, gender, age).*

The EDR in this vehicle is designed to record only data that is relevant to the vehicle's running condition at the time of an accident like, but not limited to, vehicle speed, engine crankshaft rotational speed and throttle opening, etc.

This data can help provide a better understanding for both the rider and the manufacturer of how the vehicle was performing at the time of an accident or near accident-like situation.

To read data recorded by an EDR, special equipment and access to the EDR is required. Kawasaki will not access or share the EDR information without obtaining your consent, unless legally obliged to do so.

Regulatory Information

USA:

Each radio frequency device installed in the vehicle conforms to the requirements and standards of the regulation below:

This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions:
(1) This device may not cause harmful interference, and
(2) this device must accept any interference received, including interference that may cause undesired operation.

Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

TR01095B S

Canada:

Each radio frequency device installed in the vehicle conforms to the requirements and standards of the regulation below:

This device contains licence-exempt transmitter(s)/receiver(s) that comply with Innovation, Science and Economic Development Canada's licence-exempt RSS(s). Operation is subject to the following two conditions:
(1) This device may not cause interference.
(2) This device must accept any interference, including interference that may cause undesired operation of the device.

TR01096B S

Chaque dispositif de radiofréquence installé dans le véhicule est conforme aux exigences et aux normes du règlement ci-dessous:

L'émetteur/récepteur exempt de licence contenu dans le présent appareil est conforme aux CNR d'Innovation, Sciences et Développement économique Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes:

(1) L'appareil ne doit pas produire de brouillage;

(2) L'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

TR01097B S

MAINTENANCE RECORD

Owner Name .....

Address .....

Phone Number .....

Engine Number .....

Vehicle Number .....

Key Code .....

Selling Dealer Name .....

Phone Number .....

Warranty Start Date .....

Note: Keep this information and a spare key in a secure location.

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

Date	Odometer Reading	Maintenance Performed	Dealer Name	Dealer Address

KLZ1100AS/BS/CS

Kawasaki Motors, Ltd.

* 9 9 8 1 6 - 0 0 8 0 *

GB FR DE