

Product: 2003 Kawasaki PRAIRIE 360/KVF 360 ATV Service Repair Workshop Manual

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**PRAIRIE 360**  
**KVF 360**

# All Terrain Vehicle Service Manual

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All information contained in this publication is based on the latest product information available at the time of publication. Illustrations and photographs in this publication are intended for reference use only and may not depict actual model component parts.

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### LIST OF ABBREVIATIONS

A	ampere(s)	lb	pounds(s)
ABDC	after bottom dead center	m	meter(s)
AC	alternating current	min	minute(s)
ATDC	after top dead center	N	newton(s)
BBDC	before bottom dead center	Pa	pascal(s)
BDC	bottom dead center	PS	horsepower
BTDC	before top dead center	psi	pound(s) per square inch
°C	degree(s) Celcius	r	revolution
DC	direct current	rpm	revolution(s) per minute
F	farad(s)	TDC	top dead center
°F	degree(s) Fahrenheit	TIR	total indicator reading
ft	foot, feet	V	volt(s)
g	gram(s)	W	watt(s)
h	hour(s)	Ω	ohm(s)
L	liter(s)		

**Read OWNER'S MANUAL before operating.**

## EMISSION CONTROL INFORMATION

To protect the environment in which we all live, Kawasaki has incorporated crankcase emission (1) and exhaust emission (2) control systems in compliance with applicable regulations of the California Air Resources Board.

### 1. Crankcase Emission Control System

A sealed-type crankcase emission control system is used to eliminate blow-by gases. The blow-by gases are led to the breather chamber through the crankcase. Then, it is led to the air cleaner.

Oil is separated from the gases while passing through the inside of the breather chamber from the crankcase, and then returned back to the bottom of crankcase.

### 2. Exhaust Emission Control System

The exhaust emission control system applied to this engine family is engine modifications that consist of a modified carburetor and an ignition system having optimum ignition timing characteristics.

The carburetor has been calibrated to provide lean air/fuel mixture characteristics and optimum fuel economy with a suitable air cleaner and exhaust system.

A maintenance free ignition system provides the most favorable ignition timing and helps maintain a thorough combustion process within the engine which contributes to a reduction of exhaust pollutants entering the atmosphere.

The Clean Air Act, which is the Federal law covering motor vehicle pollution, contains what is commonly referred to as the Act's "tampering provisions."

"Sec. 203(a) The following acts and the causing thereof are prohibited...

(3)(A) for any person to remove or render inoperative any device or element of design installed on or in a motor vehicle or motor vehicle engine in compliance with regulations under this title prior to its sale and delivery to the ultimate purchaser, or for any manufacturer or dealer knowingly to remove or render inoperative any such device or element of design after such sale and delivery to the ultimate purchaser.

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

### NOTE

○ *The phrase "remove or render inoperative any device or element of design" has been generally interpreted as follows:*

*1. Tampering does not include the temporary removal or rendering inoperative of devices or elements of design in order to perform maintenance.*

*2. Tampering could include:*

*a. Maladjustment of vehicle components such that the emission standards are exceeded.*

*b. Use of replacement parts or accessories which adversely affect the performance or durability of the vehicle.*

*c. Addition of components or accessories that result in the vehicle exceeding the standards.*

*d. Permanently removing, disconnecting, or rendering inoperative any component or element of design of the emission control systems.*

**WE RECOMMEND THAT ALL DEALERS OBSERVE THESE PROVISIONS OF FEDERAL LAW, THE VIOLATION OF WHICH IS PUNISHABLE BY CIVIL PENALTIES NOT EXCEEDING \$10,000 PER VIOLATION.**

**PLEASE DO NOT TAMPER WITH NOISE CONTROL SYSTEM  
(US MODEL only)**

To minimize the noise emissions from this product, Kawasaki has equipped it with effective intake and exhaust silencing systems. They are designed to give optimum performance while maintaining a low noise level. Please do not remove these systems, or alter them in any which results in an increase in noise level.

# Foreword

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

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

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

To get the longest life out of your vehicle:

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

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## How to Use This Manual

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In this manual, the product is divided into its major systems and these systems make up the manual's chapters. The Quick Reference Guide shows you all of the product's

system and assists in locating their chapters. Each chapter in turn has its own comprehensive Table of Contents.

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

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

### **▲WARNING**

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

### **CAUTION**

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

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

### **NOTE**

- *This note symbol indicates points of particular interest for more efficient and convenient operation.*
- Indicates a procedural step or work to be done.
- Indicates a procedural sub-step or how to do the work of the procedural step it follows. It also precedes the text of a NOTE.
- ★ Indicates a conditional step or what action to take based on the results of the test or inspection in the procedural step or sub-step it follows.

In most chapters an exploded view illustration of the system components follows the Table of Contents. In these illustrations you will find the instructions indicating which parts require specified tightening torque, oil, grease or a locking agent during assembly.



# General Information

## Table of Contents

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# 1-2 GENERAL INFORMATION

## Before Servicing

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Before starting to perform an inspection service or carry out a disassembly and reassembly operation on a vehicle, read the precautions given below. To facilitate actual operations, notes, illustrations, photographs, cautions, and detailed descriptions have been included in each chapter wherever necessary. This section explains the items that require particular attention during the removal and reinstallation or disassembly and reassembly of general parts.

### Especially note the following:

- (1) Dirt  
Before removal and disassembly, clean the vehicle. Any dirt entering the engine will shorten the life of the vehicle. For the same reason, before installing a new part, clean off any dust or metal filings.
- (2) Battery Ground  
Disconnect the ground (–) wire from the battery before performing any disassembly operations on the vehicle. This prevents the engine from accidentally turning over while work is being carried out, sparks from being generated while disconnecting the wires from electrical parts, as well as damage to the electrical parts themselves. For reinstallation, first connect the positive wire to the positive (+) terminal of the battery
- (3) Installation, Assembly  
Generally, installation or assembly is the reverse of removal or disassembly. However, if installation or assembly sequence is given in this Service Manual, follow it. Note parts locations and cable, wire, and hose routing during removal or disassembly so they can be installed or assembled in the same way. It is preferable to mark and record the locations and routing whenever possible.
- (4) Tightening Sequence  
When installing bolts, nuts, or screws for which a tightening sequence is given in this Service Manual, make sure to follow the sequence. When installing a part with several bolts, nuts, or screws, start them all in their holes and tighten them to a snug fit, thus ensuring that the part has been installed in its proper location. Then, tighten them to the specified torque in the tightening sequence and method indicated. If tightening sequence instructions are not given, tighten them evenly in a cross pattern. Conversely, to remove a part, first loosen all the bolts, nuts, or screws that are retaining the part a 1/4–turn before removing them.
- (5) Torque  
When torque values are given in this Service Manual, use them. Either too little or too much torque may lead to serious damage. Use a good quality, reliable torque wrench.
- (6) Force  
Common sense should dictate how much force is necessary in assembly and disassembly. If a part seems especially difficult to remove or install, stop and examine what may be causing the problem. Whenever tapping is necessary, tap lightly using a wooden or plastic-faced mallet. Use an impact driver for screws (particularly for the removing screws held by non-permanent locking agent) in order to avoid damaging the screw heads.
- (7) Edges  
Watch for sharp edges, as they could cause injury through careless handling, especially during major engine disassembly and assembly. Use a clean piece of thick cloth when lifting the engine or turning it over.
- (8) High-Flash Point Solvent  
A high-flash point solvent is recommended to reduce fire danger. A commercial solvent commonly available in North America is standard solvent (generic name). Always follow manufacturer and container directions regarding the use of any solvent.
- (9) Gasket, O-Ring  
Replace a gasket or an O-ring with a new part when disassembling. Remove any foreign matter from the mating surface of the gasket or O-ring to ensure a perfectly smooth surface to prevent oil or compression leaks.
- (10) Liquid Gasket, Locking Agent  
Clean and prepare surfaces where liquid gasket or non-permanent locking agent will be used. Apply them sparingly. Excessive amount may block engine oil passages and cause serious damage.
- (11) Press  
When using a press or driver to install a part such as a wheel bearing, apply a small amount of oil to the area where the two parts come in contact to ensure a smooth fit.
- (12) Ball Bearing and Needle Bearing  
Do not remove a ball bearing or a needle bearing unless it is absolutely necessary. Replace any ball or needle bearings that were removed with new ones. Install bearings with the manufacturer and size marks facing out, applying pressure evenly with a suitable driver. Apply force only to the end of the race that contacts the press fit portion, and press it evenly over the base component.
- (13) Oil Seal and Grease Seal  
Replace any oil or grease seals that were removed with new ones, as removal generally damages seals. Oil or grease seals should be pressed into place using a suitable driver, applying a force uniformly to the end of seal until the face of the seal is even with the end of the hole, unless instructed otherwise. When pressing in an oil or grease seal which has manufacturer's marks, press it in with the marks facing out.

## Before Servicing

(14) Circlip, Retaining Ring, and Cotter Pin

When installing circlips and retaining rings, take care to compress or expand them only enough to install them and no more. Install the circlip with its chamfered side facing load side as well.

Replace any circlips, retaining rings, and cotter pins that were removed with new ones, as removal weakens and deforms them. If old ones are reused, they could become detached while the vehicle is driven, leading to a major problem.

(15) Lubrication

Engine wear is generally at its maximum while the engine is warming up and before all the sliding surfaces have an adequate lubricative film. During assembly, make sure to apply oil to any sliding surface or bearing that has been cleaned. Old grease or dirty oil could have lost its lubricative quality and may contain foreign particles that act as abrasives; therefore, make sure to wipe it off and apply fresh grease or oil. Some oils and greases in particular should be used only in certain applications and may be harmful if used in an application for which they are not intended.

(16) Direction of Engine Rotation

To rotate the crankshaft manually, make sure to do so in the direction of positive rotation. Positive rotation is counterclockwise as viewed from the left side of the engine. To carry out proper adjustment, it is furthermore necessary to rotate the engine in the direction of positive rotation as well.

(17) Replacement Parts

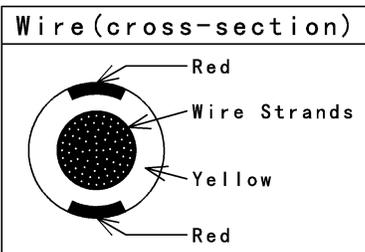
When there is a replacement instruction, replace these parts with new ones every time they are removed.

Replacement parts will be damaged or lose their original function once they are removed. Therefore, always replace these parts with new ones every time they are removed. Although the previously mentioned gasket, O-ring, ball bearing, needle bearing, grease seal, oil seal, circlip, and cotter pin have not been so designated in their respective text, they are replacement parts.

(18) Electrical Wires

All the electrical wires are either one-color or two-color. A two-color wire is identified first by the primary color and then the stripe color. For example, a yellow wire with thin red stripes is referred to as a "yellow/red" wire; it would be a "red/yellow" wire if the colors were reversed. Unless instructed otherwise, electrical wires must be connected to wires of the same color.

**Two-Color Electrical**

Wire (cross-section)	Color Indicated on the Wire	Color Indicated on the Wiring Diagram
	Yellow/Red	

GB020601W1 C

(19) Inspection

When parts have been disassembled, visually inspect these parts for the following conditions or other damage. If there is any doubt as to the condition of them, replace them with new ones.

Abrasion	Crack	Hardening	Warp
Bent	Dent	Scratch	Wear
Color change	Deterioration	Seizure	

(20) Specifications

Specification terms are defined as follows:

"Standards" show dimensions or performances which brand-new parts or systems have.

"Service Limits" indicate the usable limits. If the measurement shows excessive wear or deteriorated performance, replace the damaged parts.

# 1-4 GENERAL INFORMATION

## Model Identification

KVF360-A1



Model Identification

KVF360-A1



HB03B005 P

# 1-6 GENERAL INFORMATION

## General Specifications

Items	KVF360-A1
<b>Dimensions:</b> Overall length Overall width Overall height Wheelbase Ground clearance: Rear final gear case Center of frame Seat height Dry mass Curb mass:       Front Rear Fuel tank capacity	2065 mm (81.30 in.) 1205 mm (47.44 in.) 1175 mm (46.26 in.) 1250 mm (49.21 in.) 195 mm (7.68 in.) 250 mm (9.84 in.) 890 mm (35.04 in.) 274 kg (604 lb), (US) 272.5 kg (601 lb) 154 kg (340 lb), (US) 153 kg (337 lb) 135 kg (298 lb), (US) 134 kg (295 lb) 13.5 L (3.6 US gal)
<b>Performance:</b> Minimum turning radius	3.1 m (10.17 ft)
<b>Engine:</b> Type Cooling system Bore and stroke Displacement Compression ratio Maximum horsepower Maximum torque Carburetion system Starting system Ignition system Timing advance Ignition timing Spark plug Valve timing: Inlet       Open Close Duration Exhaust: Open Close Duration Lubrication system Engine oil:    Type Viscosity Capacity	4-stroke, SOHC, 1-cylinder Air-cooled 80.0 x 72.0 mm (3.15 x 2.83 in.) 362 mL (22.1 cu in.) 8.3 : 1 15.7 kW (21.4 PS) @7000 r/min (rpm), (US) - 26.1 N·m (2.66 kgf·m, 19.25 ft·lb) @4500 r/min (rpm) Carburetor, Keihin CVK34 Electric Starter & Recoil Starter DC-CDI Electronically advanced From 10° BTDC @1300 r/min (rpm) to 30° BTDC @5 000 r/min (rpm) NGK DPR8EA-9 38° BTDC 58° ABDC 276° 68° BBDC 28° ATDC 276° Forced lubrication (wet sump) API SF or SG API SH or SJ with JASO MA SAE 10W-40 2.3 L (2.17 US qt)
<b>Drive Train:</b> Primary reduction system: Type Reduction ratio	Belt converter 3.122 ~ 0.635

# GENERAL INFORMATION 1-7

## General Specifications

Items	KVF360-A1
<b>Transmission:</b> Type Gear ratios: Forward:      High Low Reverse Final drive system: Type Reduction ratio Overall drive ratio: Forward:      High Low Reverse Front final gear case oil:      Type Viscosity Capacity Rear final gear case oil:      Type Capacity	2-speed plus reverse  3.548 (30/26 x 29/18 x 21/11) 5.536 (36/20 x 29/18 x 21/11) 4.613 (16/12 x 18/16 x 29/18 x 21/11)  Shaft, 2WD/4WD 4.375 (35/8)  48.474 ~ 9.859 75.619 ~ 15.380 63.016 ~ 12.817 API SF or SG API SH or SJ with JASO MA SAE 10W-40 0.43 L (0.45 US qt) MOBIL Fluid 424 or Kawa Chem Gear & Wet Brake Oil (CITGO TRANSGARD TRACTOR HYDRAULIC FLUID) 900 mL (0.95 US qt)
<b>Frame:</b> Type Caster (rake angle) Camber King pin angle Trail Tread: Front Rear Front tire: Type Size Rear tire: Type Size Suspension: Front:      Type Wheel travel Rear:      Type Wheel travel Brake: Front Rear	Double cradle, tubular steel 2.5° 0.5° 14.5° 15 mm (0.59 in.) 890 mm (35.04 in.) 895 mm (35.24 in.) Tubeless AT25 x 8 – 12 Tubeless AT25 x 10 – 12 MacPherson strut 170 mm (6.69 in.) Swingarm 180 mm (7.09 in.) Disc x 2 Enclosed wet multi-plate
<b>Electrical Equipment:</b> Battery Headlight:      Type Bulb Tail/brake light      Bulb Alternator:      Type Rated output	12 V 14 Ah Semi-sealed beam 12 V 30/30 W x 2 12 V 5/18 W Three - phase AC 25 A, 14 V @8000 r/min (rpm)

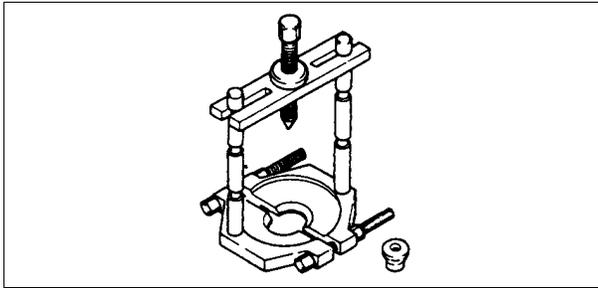
Specifications are subject to change without notice, and may not apply to every country.

US: U.S.A. Model

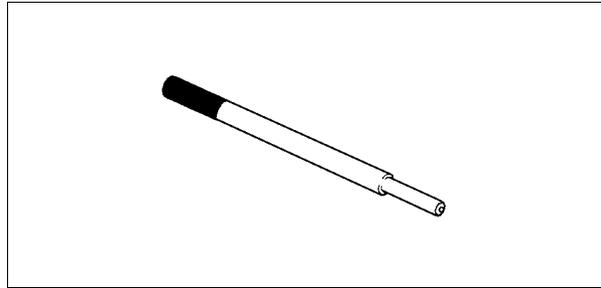
# 1-8 GENERAL INFORMATION

## Special Tools and Sealant

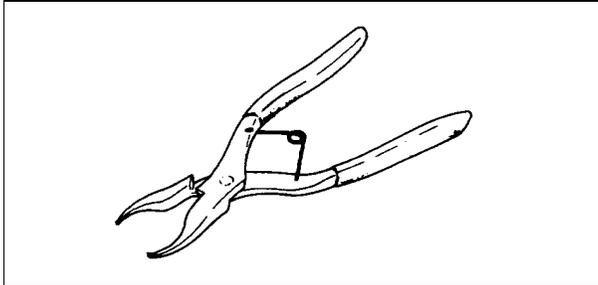
Bearing Puller : 57001-135



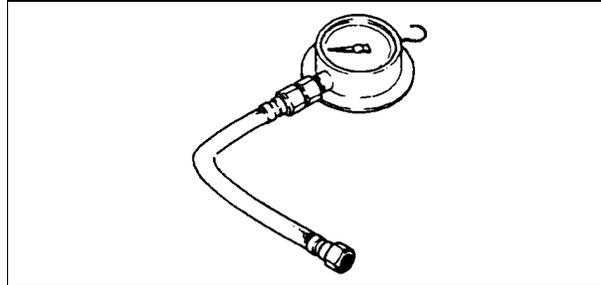
Valve Guide Arbor,  $\phi 7$  : 57001-163



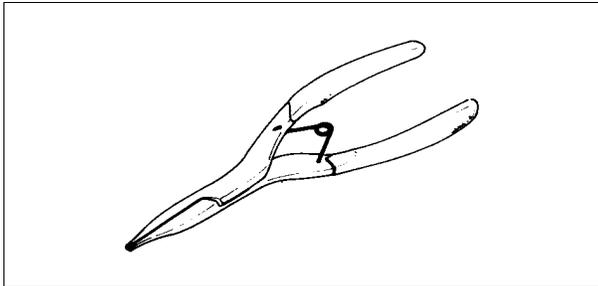
Inside Circlip Pliers : 57001-143



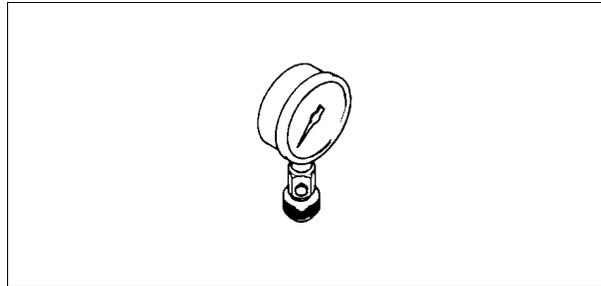
Oil Pressure Gauge, 10 kg/cm<sup>2</sup> : 57001-164



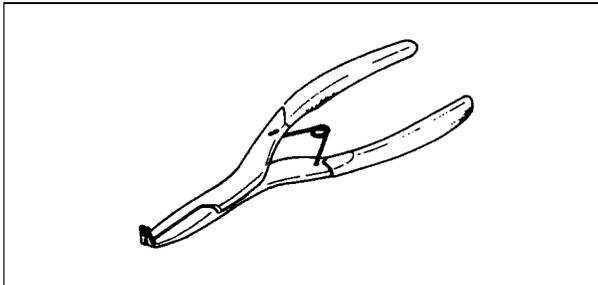
Outside Circlip Pliers : 57001-144



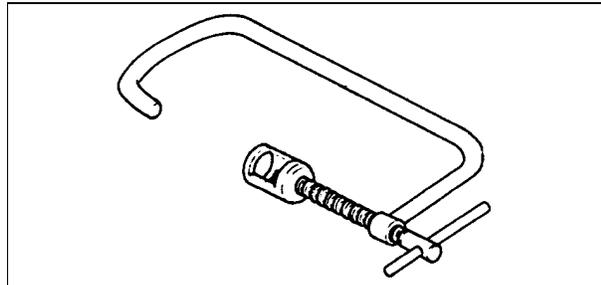
Compression Gauge : 57001-221



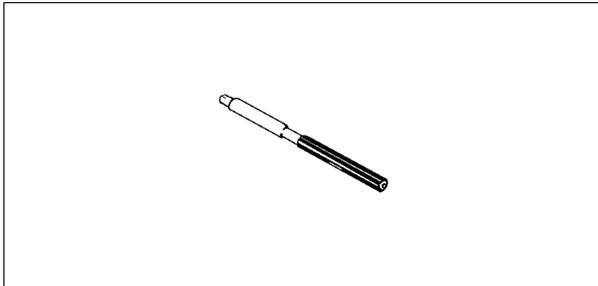
Circlip Pliers : 57001-154



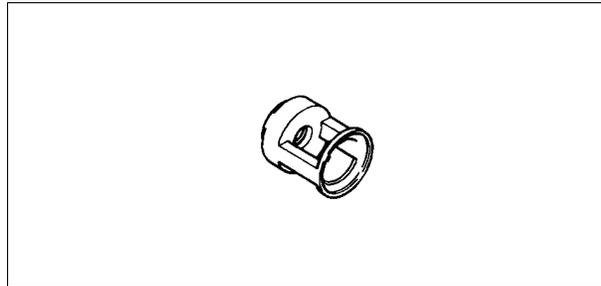
Valve Spring Compressor Assembly : 57001-241



Valve Guide Reamer,  $\phi 7$  : 57001-162

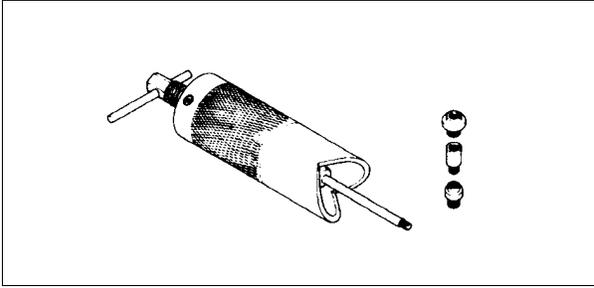


Valve Spring Compressor Adapter,  $\phi 28.2$  : 57001-243

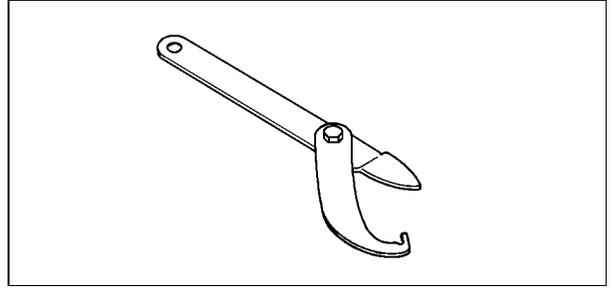


**Special Tools and Sealant**

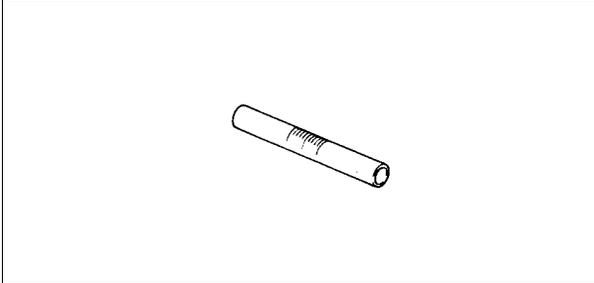
**Piston Pin Puller Assembly : 57001-910**



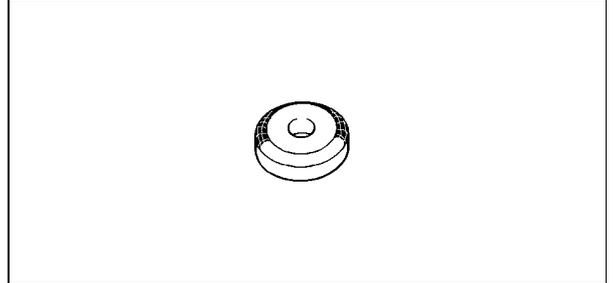
**Steering Stem Nut Wrench : 57001-1100**



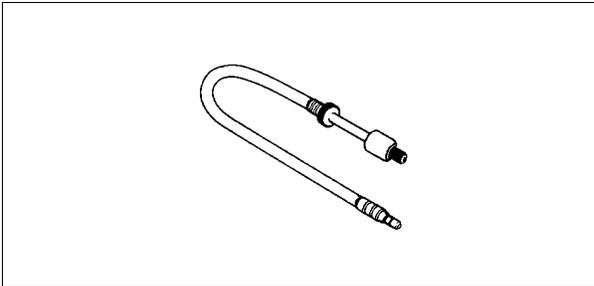
**Fuel Level Gauge : 57001-1017**



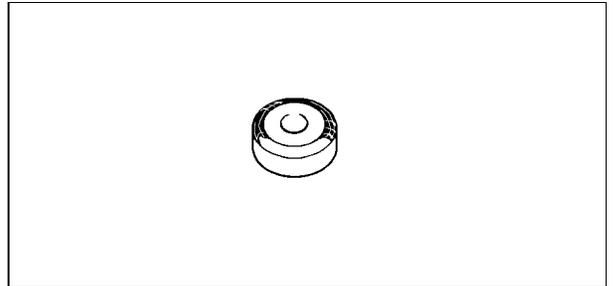
**Valve Seat Cutter, 45° -  $\phi$ 41.5 : 57001-1117**



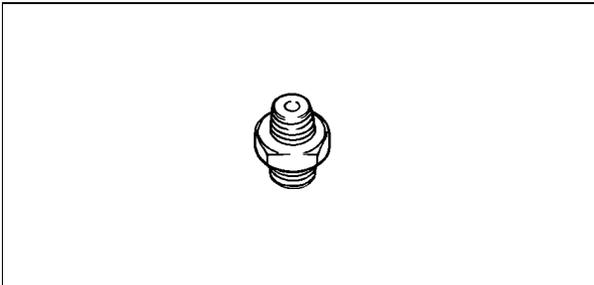
**Compression Gauge Adapter, M12 x 1.25 : 57001-1018**



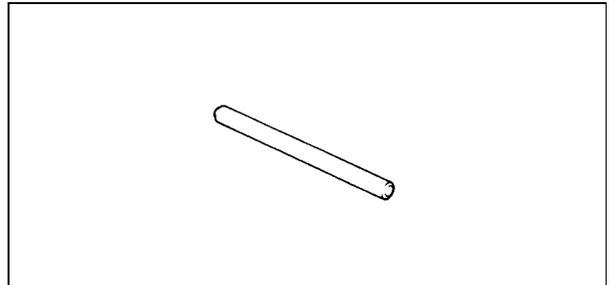
**Valve Seat Cutter, 32° -  $\phi$ 38.5 : 57001-1122**



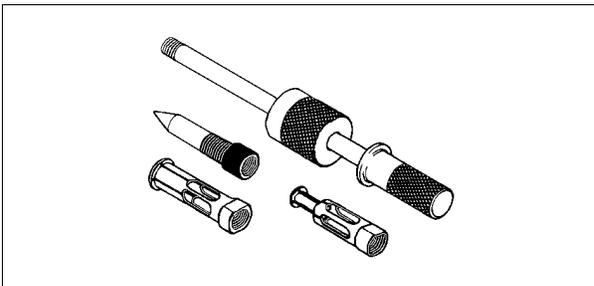
**Oil Pressure Gauge Adapter, PT 1/8 : 57001-1033**



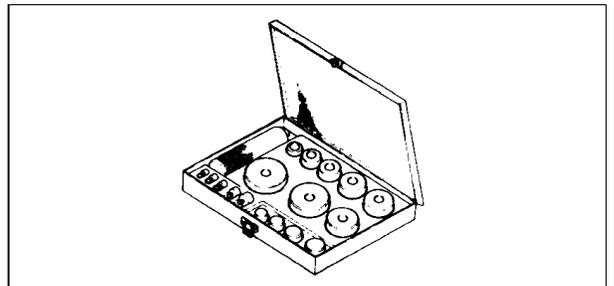
**Valve Seat Cutter Holder Bar : 57001-1128**



**Oil Seal & Bearing Remover : 57001-1058**



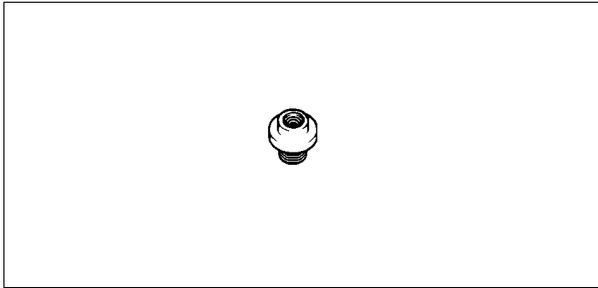
**Bearing Driver Set : 57001-1129**



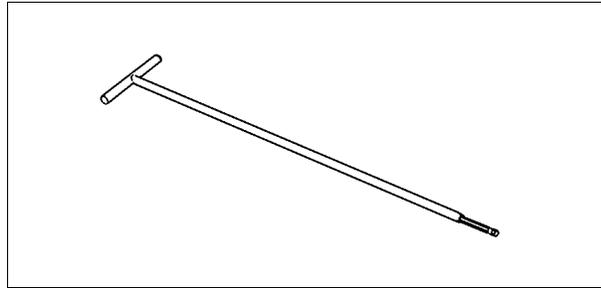
# 1-10 GENERAL INFORMATION

## Special Tools and Sealant

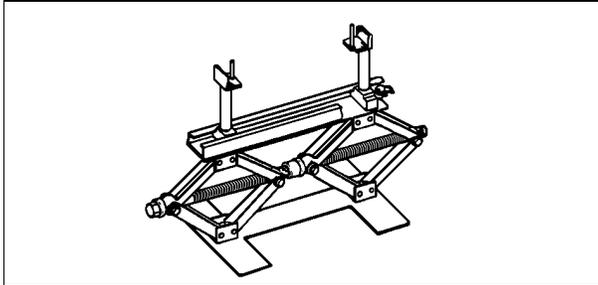
Piston Pin Puller Adapter : 57001-1211



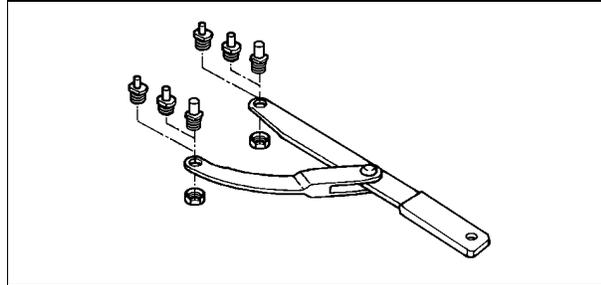
Carburetor Drain Plug Wrench, Hex 3 : 57001-1269



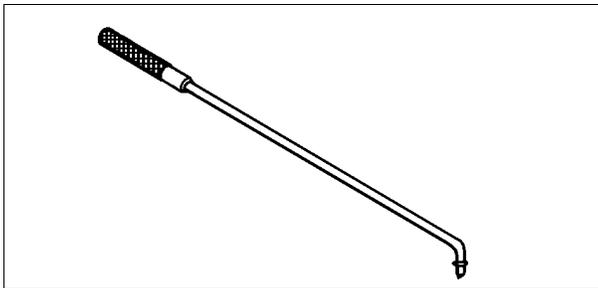
Jack : 57001-1238



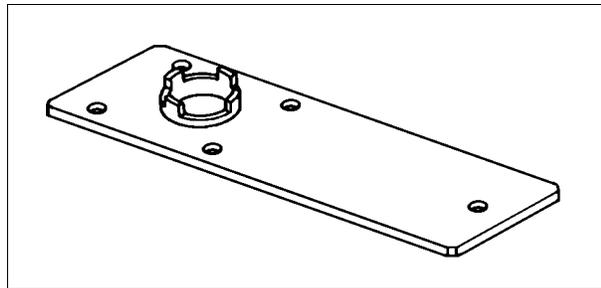
Flywheel & Pulley Holder : 57001-1343



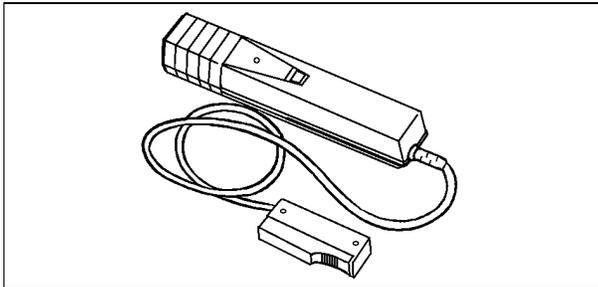
Pilot Screw Adjuster, A : 57001-1239



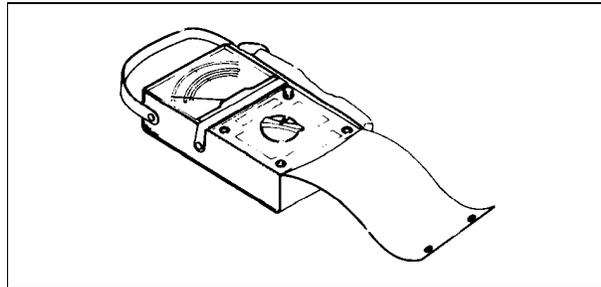
Socket Wrench : 57001-1363



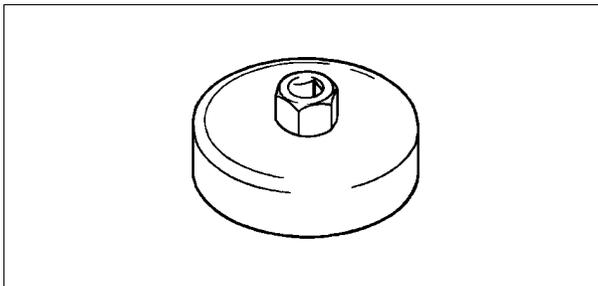
Timing Light : 57001-1241



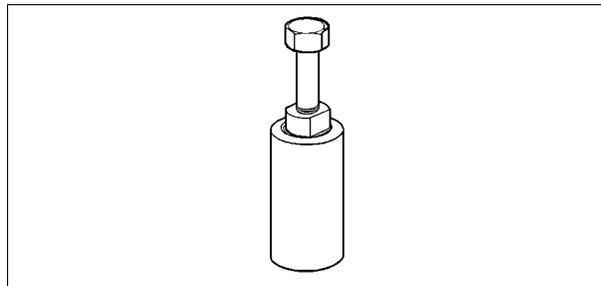
Hand Tester : 57001-1394



Oil Filter Wrench : 57001-1249

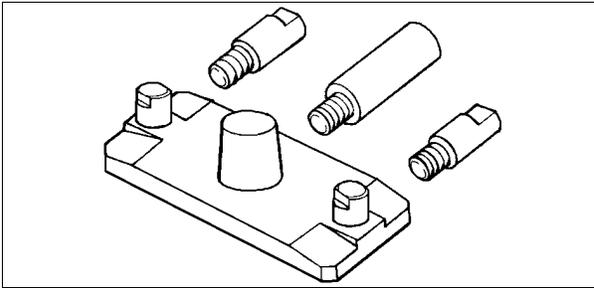


Flywheel Puller Assembly : 57001-1405

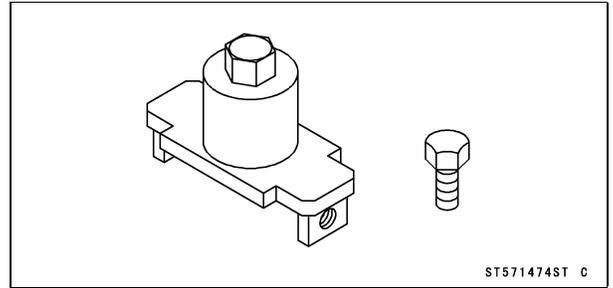


**Special Tools and Sealant**

**Drive & Driven Pulley Holder : 57001-1412**

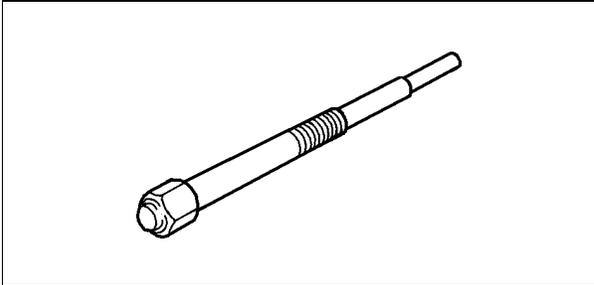


**Drive Pulley Wrench : 57001-1474**

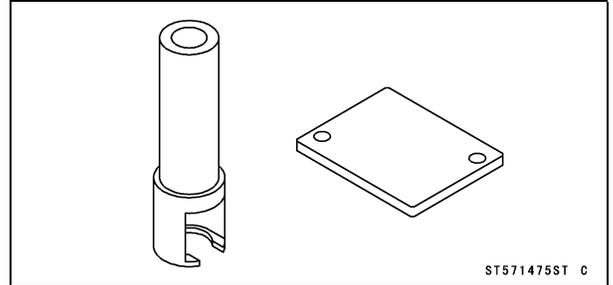


ST571474ST C

**Drive Pulley Puller Bolt : 57001-1429**

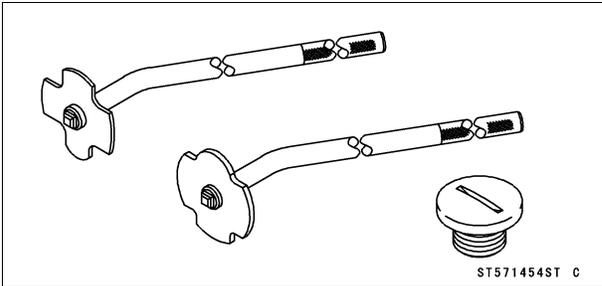


**Damper Spring Compressor Set : 57001-1475**



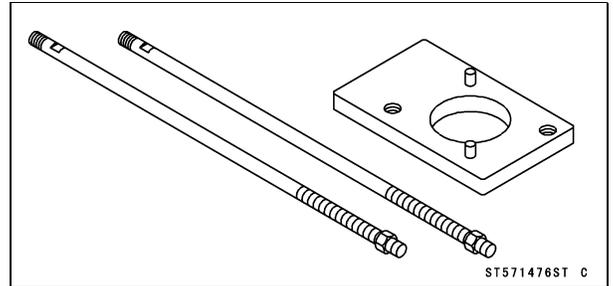
ST571475ST C

**Filler Cap Driver : 57001-1454**



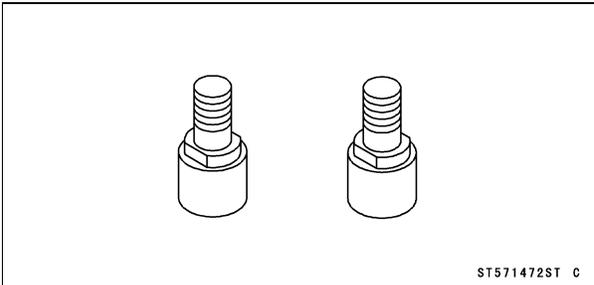
ST571454ST C

**Holder & Guide Arbor : 57001-1476**



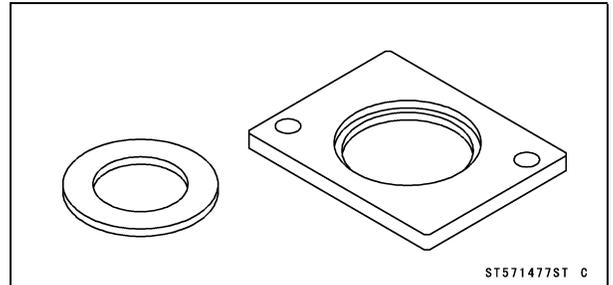
ST571476ST C

**Pulley Holder Attachment : 57001-1472**



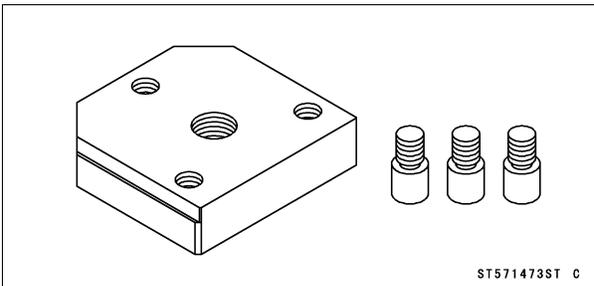
ST571472ST C

**Spacer & Holder : 57001-1477**



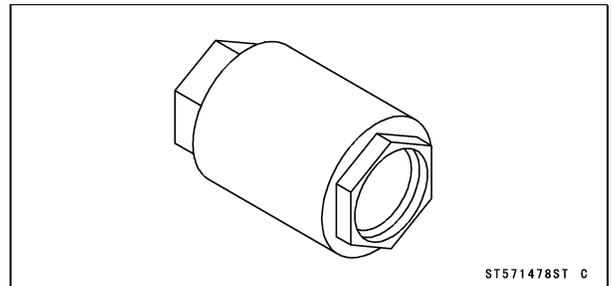
ST571477ST C

**Drive & Driven Pulley Holder : 57001-1473**



ST571473ST C

**Socket Wrench, Hex 50 : 57001-1478**

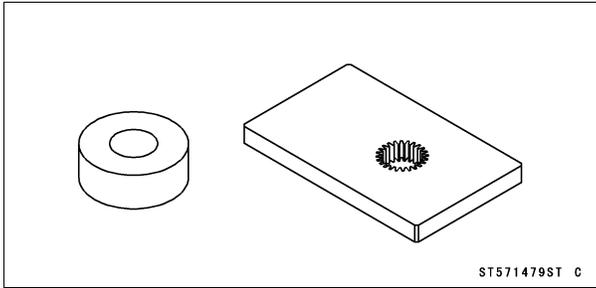


ST571478ST C

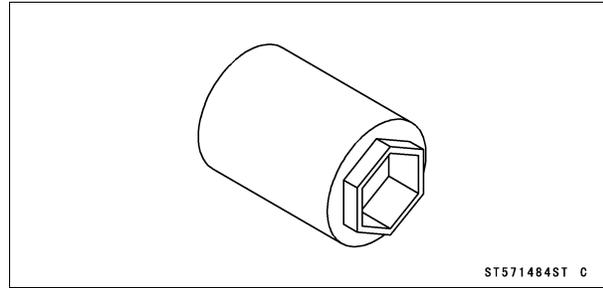
# 1-12 GENERAL INFORMATION

## Special Tools and Sealant

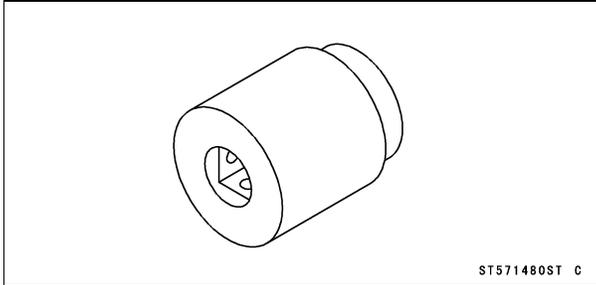
**Output Shaft Holder & Spacer : 57001-1479**



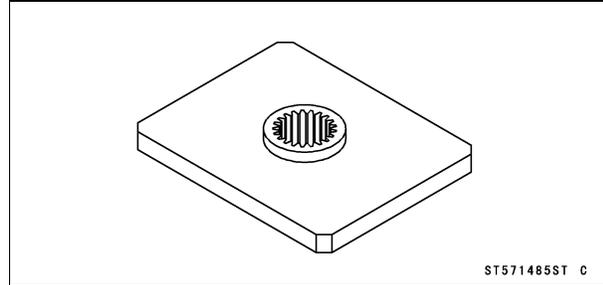
**Socket Wrench, Hex 41 : 57001-1484**



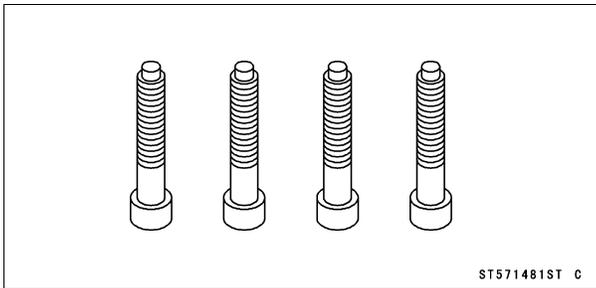
**Pinion Gear Holder : 57001-1480**



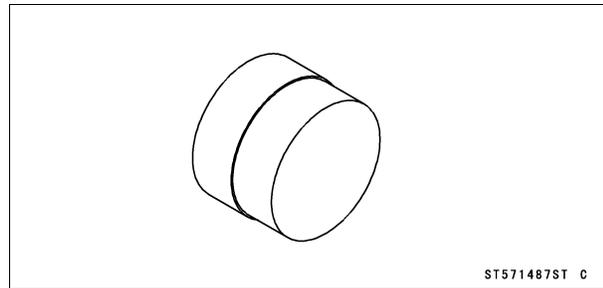
**Pinion Gear Holder : 57001-1485**



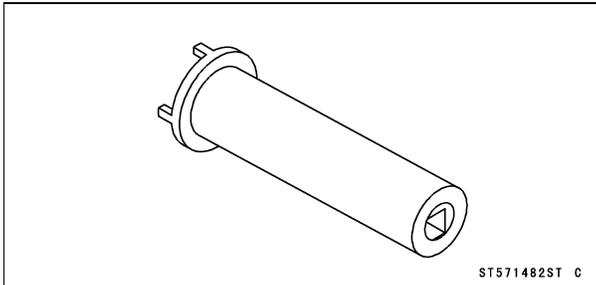
**Nut Holding Bolts : 57001-1481**



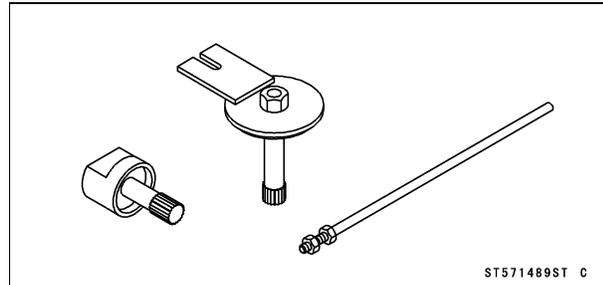
**Oil Seal Driver: 57001-1487**



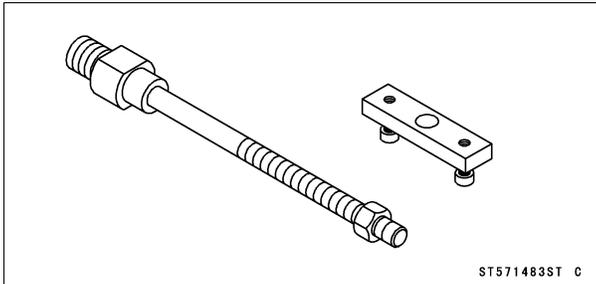
**Socket Wench : 57001-1482**



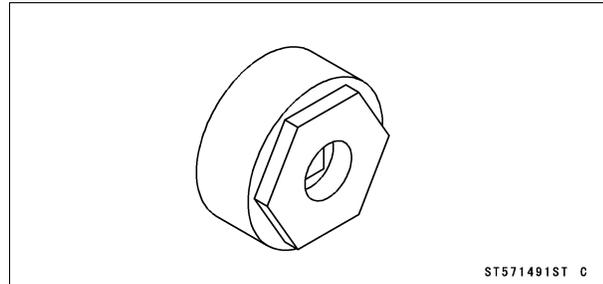
**Gear Holder & Socket Wrench, Hex 24 : 57001-1489**



**Spring Holder Set : 57001-1483**

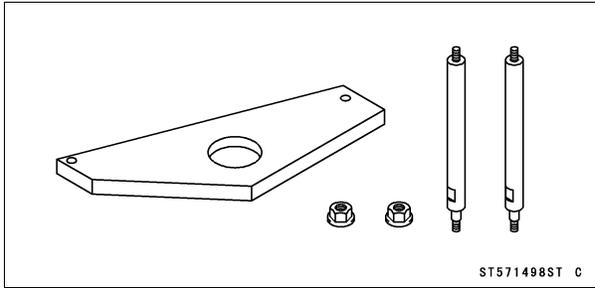


**Hexagon Wench, Hex 41 : 57001-1491**

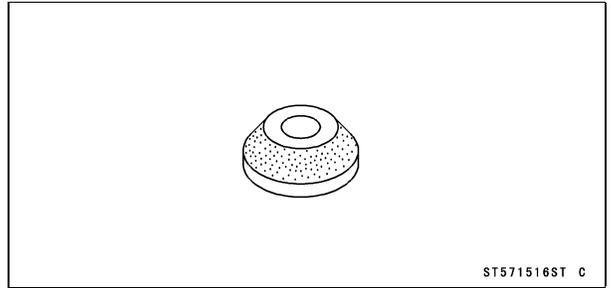


Special Tools and Sealant

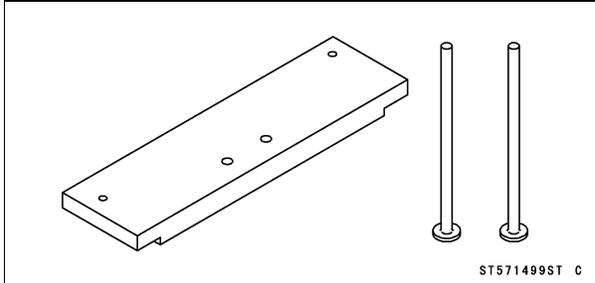
Drive Pulley Measurement Tool : 57001-1498



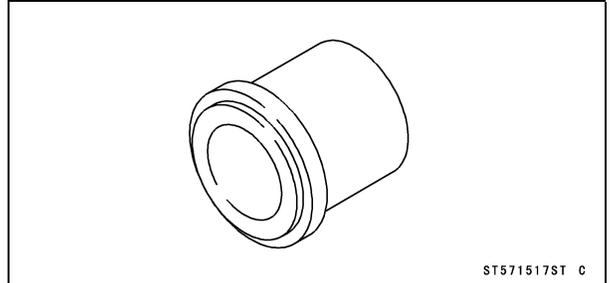
Valve Seat Cutter, 50°-φ44: 57001-1516



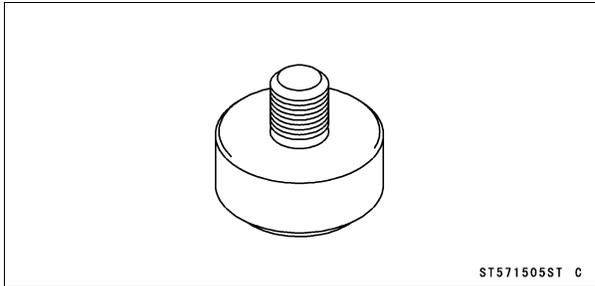
Actuator Lever Measurement Tool : 57001-1499



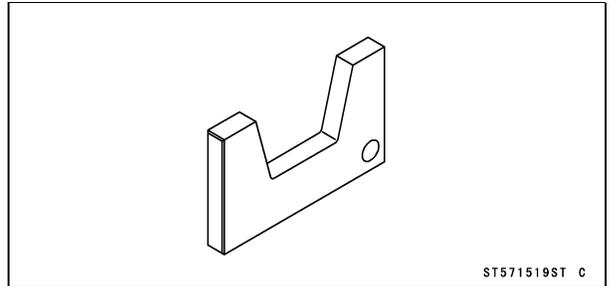
Oil Seal Driver: 57001-1517



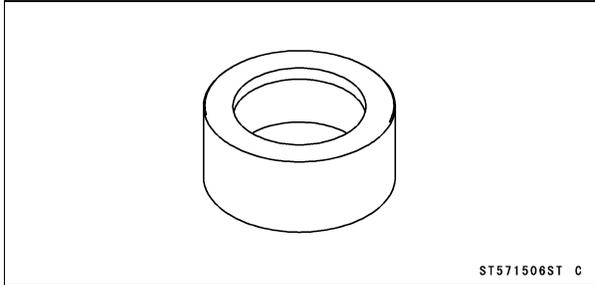
Oil Seal Driver, φ18: 57001-1505



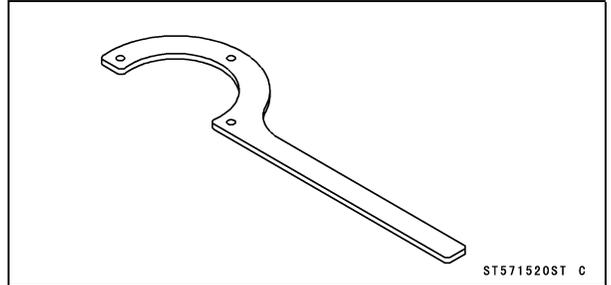
Belt Measuring Gauge: 57001-1519



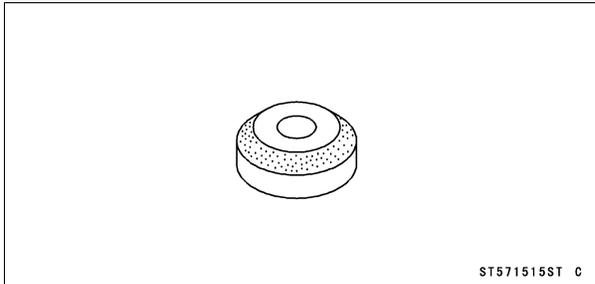
Oil Seal Driver, φ48: 57001-1506



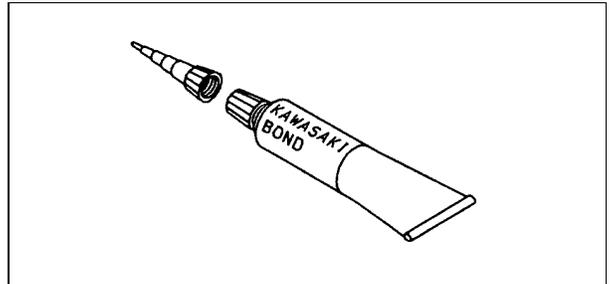
Drive Pulley Holder: 57001-1520



Valve Seat Cutter, 32°-φ44: 57001-1515



Kawasaki Bond (Silicone Sealant) : 56019-120



# 1-14 GENERAL INFORMATION

## Unit Conversion Table

### Prefixes for Units:

Prefix	Symbol	Power
mega	M	× 1 000 000
kilo	k	× 1 000
centi	c	× 0.01
milli	m	× 0.001
micro	μ	× 0.000001

### Units of Mass:

kg	×	2.205	=	lb
g	×	0.03527	=	oz

### Units of Volume:

L	×	0.2642	=	gal (US)
L	×	0.2200	=	gal (imp)
L	×	1.057	=	qt (US)
L	×	0.8799	=	qt (imp)
L	×	2.113	=	pint (US)
L	×	1.816	=	pint (imp)
mL	×	0.03381	=	oz (US)
mL	×	0.02816	=	oz (imp)
mL	×	0.06102	=	cu in

### Units of Force:

N	×	0.1020	=	kg
N	×	0.2248	=	lb
kg	×	9.807	=	N
kg	×	2.205	=	lb

### Units of Length:

km	×	0.6214	=	mile
m	×	3.281	=	ft
mm	×	0.03937	=	in

### Units of Torque:

N·m	×	0.1020	=	kg·m
N·m	×	0.7376	=	ft·lb
N·m	×	8.851	=	in·lb
kg·m	×	9.807	=	N·m
kg·m	×	7.233	=	ft·lb
kg·m	×	86.80	=	in·lb

### Units of Pressure:

kPa	×	0.01020	=	kg/cm <sup>2</sup>
kPa	×	0.1450	=	psi
kPa	×	0.7501	=	cmHg
kg/cm <sup>2</sup>	×	98.07	=	kPa
kg/cm <sup>2</sup>	×	14.22	=	psi
cm Hg	×	1.333	=	kPa

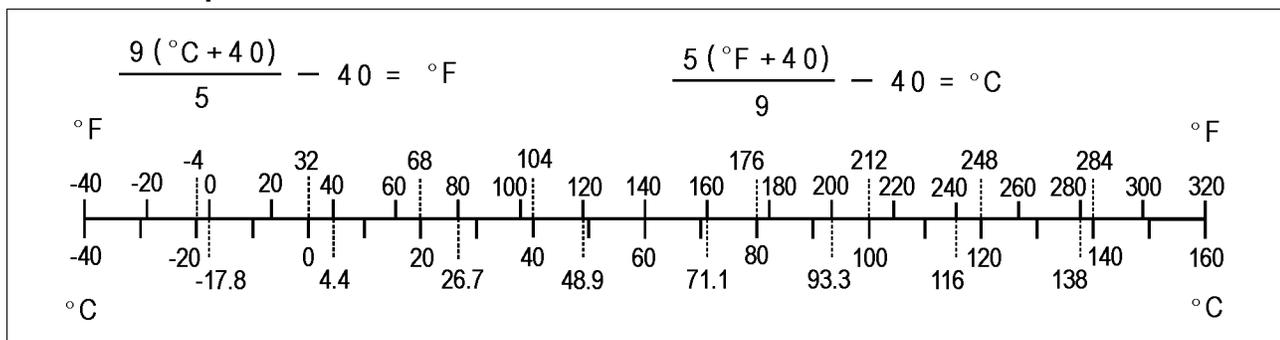
### Units of Speed:

km/h	×	0.6214	=	mph
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### Units of Power:

kW	×	1.360	=	PS
kW	×	1.341	=	HP
PS	×	0.7355	=	kW
PS	×	0.9863	=	HP

### Units of Temperature:



# Periodic Maintenance

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## 2-2 PERIODIC MAINTENANCE

### Periodic Maintenance Chart

The scheduled maintenance must be done in accordance with this chart to keep the vehicle in good running condition. **The initial maintenance is vitally important and must not be neglected.**

FREQUENCY	First Service	Regular Service			
	After 10 hrs. or 100 km (60 mi.) of use	Every 10 days or 200 km (120 mi.) of use	Every 30 days or 600 km (360 mi.) of use	Every 90 days or 1700 km (1100 mi.) of use, or when BELT indicator light comes on (100 hrs.) whichever comes first	Every year of use
<b>OPERATION</b>					
<b>ENGINE</b>					
Converter drive belt wear – inspect *				●	
Converter drive belt deflection - inspect *				●	
Drive belt failure detection system function – inspect*				● (NOTE)	
Engine brake control lever – inspect*				●	
Air cleaner – service*	●	●			
Throttle lever play – inspect	●	●			
Valve clearance – inspect					●
Fuel system cleanliness – inspect*	●			●	
Engine oil – change *	●			●	
Oil filter – replace*	●			●	
Spark plug – clean and gap	●			●	
Spark arrester – clean					●
Oil cooler– clean*	●	●			
Oil hoses and connections – inspect*					●
Fuel hoses and connections – inspect				●	
Fuel hose – replace	4 years				
<b>CHASSIS</b>					
Joint boots – inspect*	●	●			
Rear brake pedal and lever adjustment – inspect*	●	●			
Rear brake plates – change*	every 10 000 km (6 000 mi.)				
Cables adjustment*	●	●			
Bolts and nuts – tighten	●	●			
Front brake pad wear – inspect*	●		●		
Brake light switch – inspect*	●		●		
Battery – inspect	●		●		
Steering – inspect	●			●	
Differential control lever play– inspect	●	●			
Tire wear – inspect*			●		
Front and rear final gear case oil – change	●				●
General lubrication*			●		
Front brake fluid level – inspect	●		●		
Front brake fluid – change					●
Brake master cylinder piston assembly and dust seal – replace	2 years				
Caliper piston seal and dust seal – replace	2 years				
Brake hoses and connections– inspect				●	
Brake hose – replace	4 years				

\*: Service more frequently when operated in mud, dust, or other harsh riding conditions, or when carrying heavy loads or pulling a trailer.

●: Clean, adjust, lubricate, torque, or replace parts as necessary.

#### NOTE

- When the drive belt failure detection system is activated, inspect the drive belt.

**Torque and Locking Agent**

The following tables list the tightening torque for the major fasteners, and the parts requiring use of a non-permanent locking agent or liquid gasket.

Letters used in the "Remarks" column mean:

- L: Apply a non-permanent locking agent.
- LB: Apply a non-permanent locking agent (Three Bond TB2471, Blue).
- MO: Apply molybdenum disulfide oil solution (mixture of the engine oil and molybdenum disulfide grease in a weight ratio 10:1).
- EO: Apply engine oil.
- M: Apply molybdenum disulfide grease.
- SS: Apply silicone sealant (Kawasaki Bond: 56019-120).
- Lh: Left-hand Threads
- R: Replacement Parts
- S: Follow the specific tightening sequence.
- St: Stake the fasteners to prevent loosening.

Fastener	Torque			Remarks
	N·m	kgf·m	ft·lb	
<b>Fuel System:</b>				
Throttle Cable Locknut	1.3	0.13	11 in·lb	
Air Cleaner Duct Front Clamp Screw	1.4	0.14	12 in·lb	
Air Cleaner Duct Rear Clamp Screw	4	0.41	36 in·lb	
Air Cleaner Housing Mounting Bolts	6.9	0.7	61 in·lb	
Air Cleaner Intake Duct Clamp Screws	1.4	0.14	12 in·lb	
<b>Engine Top End:</b>				
Camshaft Chain Tensioner Mounting Bolts	8.8	0.9	78 in·lb	
Camshaft Sprocket Bolts	14	1.4	10	L
Camshaft Cover Bolts	8.8	0.9	78 in·lb	
Bearing Retainer Bolts	12	1.2	104 in·lb	
Camshaft Chain Guard Bolts	8.8	0.9	78 in·lb	
Rear Camshaft Chain Guide Bolt	9.8	1.0	87 in·lb	
Cylinder Head Bolts (M11), first torque	25	2.5	18	MO, S
Cylinder Head Bolts (M11), final torque	44	4.5	33	S
Cylinder Head Bolts (M6)	12	1.2	104 in·lb	S
Valve Adjusting Screw Locknuts	12	1.2	104 in·lb	
Valve Adjusting Cap Bolts	8.8	0.9	78 in·lb	
Muffler Mounting Bolts	26	2.7	20	
<b>Converter System:</b>				
Converter Cover Bolts	8.8	0.9	78 in·lb	S
Driven Pulley Nut	93	9.5	69	
Ramp Weight Nuts	6.9	0.7	61 in·lb	
Spider	275	28	203	Lh
Drive Pulley Cover Bolts	13	1.3	113 in·lb	
Drive Pulley Bolt	93	9.5	69	R, Lh
Converter Air Duct Bolts	8.8	0.9	78 in·lb	
<b>Recoil Starter:</b>				
Recoil Starter Mounting Bolts	5.9	0.6	52 in·lb	L
<b>Engine Lubrication System:</b>				
Engine Drain Plug	20	2.0	14	
Oil Filter	18	1.8	13	R
Oil Pressure Switch	15	1.5	11	SS
Oil Pressure Relief Valve	15	1.5	11	L
Oil Pump Cover Bolt	20	2.0	14	
Oil Pump Cover Screws	5.4	0.55	48 in·lb	
Oil Pipe Bolts	8.8	0.9	78 in·lb	

## 2-4 PERIODIC MAINTENANCE

### Torque and Locking Agent

Fastener	Torque			Remarks
	N·m	kgf·m	ft·lb	
Oil Pipe Joint Nuts	29	3.0	22	
Oil Cooler Mounting Bolts	8.8	0.9	78 in·lb	
Oil Cooler Fan Switch	16	1.6	12	
Oil Temperature Warning Light Switch	16	1.6	12	
Oil Filter Mounting Bolt	25	2.5	18	L
Oil Hose Banjo Bolts	29	3.0	22	
Oil Pressure Switch Terminal Bolt	1.5	0.15	13 in·lb	
<b>Engine Removal/Installation</b>				
Engine Mounting Bracket Bolts	25	2.5	18	
Engine Mounting Nuts	42	4.3	31	
Engine Mounting Upper Bolt	25	2.5	18	
<b>Crankshaft/Transmission:</b>				
Crankcase Bolts (M8)	20	2.0	14	S, L (1)
Crankcase Bolts (M6)	8.8	0.9	78 in·lb	
Shift Shaft Positioning Bolt	25	2.5	18	
Tie-Rod End Locknut	20	2.0	14	
Tie-Rod End Bolt	9.8	1.0	87 in·lb	
Shift Lever Assembly Nut	20	2.0	14	
Tie-Rod End Nut	20	2.0	14	
Shift Lever Assembly Bracket Bolts	20	2.0	14	
Tie-Rod End Rear Locknut	9.8	1.0	87 in·lb	
Tie-Rod End Front Locknut	9.8	1.0	87 in·lb	Lh
Grip Hold Nut	9.8	1.0	87 in·lb	
Shift Shaft Spring Bolt	25	2.5	18	L
Shift Shaft Cover Bolts	8.8	0.9	78 in·lb	
Oil Line Plugs	23	2.3	17	L
<b>Wheels/Tires:</b>				
Tie-Rod Adjusting Sleeve Locknuts	37	3.8	27	
Wheel Nuts	52	5.3	38	
Front Axle Nuts	196	20	145	
Rear Axle Nuts	265	27	195	
<b>Final Drive:</b>				
<b>(Output Bevel Gears)</b>				
Output Drive Bevel Gear Housing Bolts	26	2.7	20	
Rotor Mounting Bolts	12	1.2	104 in·lb	
Output Drive Bevel Gear Cover Bolts	8.8	0.9	78 in·lb	
Forward/Reverse Detecting Sensor Mounting Bolts	15	1.5	11	
Bearing Holder	118	12	87	L
Bevel Gear Holder Nut	157	16	116	L
Output Drive Bevel Gear Housing Bolts	26	2.7	20	
Bearing Holder	137	14	101	L
Output Shaft Holder Nut	157	16	116	L
<b>(Front Final Gear Case)</b>				
Oil Filler Cap	29	3.0	22	
Oil Drain Plug	24	2.4	17	
Variable Differential Control Cable Locknut	17	1.7	12	
Front Final Gear Case Bolts and Nuts	42	4.3	31	
Front Final Gear Case Center Cover Bolts (M8)	24	2.4	17	L, S
Front Final Gear Case Center Cover Bolts (M6)	9.8	1.0	87 in·lb	L, S
Pinion Gear Bearing Holder	137	14	101	L
Front Final Gear Case Left Cover Bolts (M6)	9.8	1.0	87 in·lb	S, L (4)

## PERIODIC MAINTENANCE 2-5

### Torque and Locking Agent

Fastener	Torque			Remarks
	N·m	kgf·m	ft·lb	
Front Final Gear Case Coupling Nut	20	2.0	14	
Variable Front Differential Control Shift Shaft Lever	8.8	0.9	78 in·lb	
Ring Gear Bolts	57	5.8	42	LB
Pinion Gear Bearing Holder Nut	127	13	94	St
<b>(Rear Axle)</b>				
Bearing Holder	255	26	188	M
Bearing Holder Screws	16	1.6	12	L
<b>(Rear Final Gear Case)</b>				
Oil Filler Cap	29	3.0	22	
Oil Drain Plug	20	2.0	14	
Rear Final Gear Case Bolts	42	4.3	31	S
Pinion Gear Bearing Holder	137	14	101	L
Rear Final Gear Case Right Cover Bolts (M10)	49	5.0	36	L
Rear Final Gear Case Right Cover Bolts (M8)	24	2.4	17	L
Pinion Gear Bearing Holder Nut	157	16	116	L
<b>Brakes:</b>				
Reservoir Cap Screws	1.5	0.15	13 in·lb	
Bleed Valves	5.9	0.6	52 in·lb	
Master Cylinder Clamp Bolts	8.8	0.9	78 in·lb	
Brake Hose Banjo Bolts	25	2.5	18	
Brake Lever Pivot Bolt	5.9	0.6	52 in·lb	
Brake Lever Pivot Bolt Locknut	5.9	0.6	52 in·lb	
Caliper Mounting Bolts	25	2.5	18	
Caliper Holder Shaft	18	1.8	13	
Caliper Holder Shaft (Allen Bolt)	23	2.3	17	
Pad Mounting Bolts	18	1.8	13	
Disc Mounting Bolts	37	3.8	27	L
<b>Suspension:</b>				
Front Shock Absorber Clamp Bolts and Nuts	47	4.8	35	
Front Shock Absorber Mounting Nuts	74	7.5	54	
Rear Shock Absorber Mounting Nuts	62	6.3	46	
Piston Rod Nut	49	5.0	36	
Suspension Arm Pivot Bolts	88	9.0	65	
Swingarm Pivot Right Shaft	152	15.5	112	L
Swingarm Pivot Left Shaft	20	2.0	14	
Swingarm Pivot Left Nut	152	15.5	112	
<b>Steering:</b>				
Steering Stem Bottom End Nut	62	6.3	46	
Steering Stem Clamp Bolts	25	2.5	18	
Tie-Rod End Nuts	42	4.3	31	
Steering Knuckle Joint Nuts	47	4.8	35	
Front Shock Absorber Clamp Bolts and Nuts	47	4.8	35	
Tie-Rod Adjusting Sleeve Locknuts	37	3.8	27	
Handlebar Lower Holder Nuts	37	3.8	27	L
Handlebar Holder Bolts	27	2.8	20	S
<b>Frame:</b>				
Rear Carrier Bolts and Nuts	25	2.5	18	
Front Carrier Bolts	–	–	–	L
Front Guard Bolts	20	2.0	14	
Trailer Hitch Bracket Bolts (M10)	49	5.0	36	L
Trailer Hitch Bracket Bolts (M8)	24	2.4	17	L

## 2-6 PERIODIC MAINTENANCE

### Torque and Locking Agent

Fastener	Torque			Remarks
	N·m	kgf·m	ft·lb	
Footboard Mounting Nuts	–	–	–	L
<b>Electrical System:</b>				
Alternator Cover Bolts	8.8	0.9	78 in·lb	
Alternator Rotor Bolts	127	13	94	
Alternator Stator Bolts	14	1.4	10	
Spark Plug	14	1.4	10	
Ignition Coil Mounting Bolt	8.8	0.9	78 in·lb	
Pickup Coil Mounting Bolts	5.9	0.6	52 in·lb	
Starter Motor Mounting Bolts	8.8	0.9	78 in·lb	
Starter Motor Terminal Nut	4.9	0.5	43 in·lb	
Starter Motor Terminal Locknut	6.9	0.7	61 in·lb	
Starter Motor Bolts	3.4	0.3	30 in·lb	
Starter Motor Clutch Bolts	34	3.5	25	L
2WD/4WD Actuator Mounting Bolts	9.8	1.0	87 in·lb	L, S
Engine Brake Actuator Mounting Bolts	8.8	0.9	78 in·lb	
Reverse Position Switch	15	1.5	11	
Neutral Switch	15	1.5	11	
Starter Relay Terminal Nuts	4.9	0.5	43 in·lb	
Igniter Mounting Bolts	2.3	0.23	20 in·lb	
Ignition Switch Nut	2.7	0.28	24 in·lb	
Oil Pressure Switch Terminal Bolt	1.5	0.15	13 in·lb	
Regulator/Rectifier Mounting Bolts	8.8	0.9	78 in·lb	

**Torque and Locking Agent**

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

**Basic Torque for General Fasteners of Engine Parts**

Threads dia. mm (in.)	Mark of bolt head	Torque		
		N·m	kgf·m	ft·lb
6 (0.24)	9T	12 ~ 15	1.2 ~ 1.5	104 ~ 130 in·lb
6 (0.24)	7T	7.8 ~ 9.8	0.8 ~ 1.0	69 ~ 87 in·lb
6 (0.24)	4T	3.9 ~ 4.9	0.4 ~ 0.5	35 ~ 43 in·lb
8 (0.31)	7T	18 ~ 22	1.8 ~ 2.2	13 ~ 16
8 (0.31)	4T	10 ~ 14	1.0 ~ 1.4	87 ~ 122 in·lb
10 (0.39)	7T	39 ~ 44	4.0 ~ 4.5	29 ~ 33
10 (0.39)	4T	20 ~ 24	2.0 ~ 2.4	14 ~ 17
5 (0.20)	4T	2.2 ~ 2.6	0.22 ~ 0.27	19 ~ 23 in·lb

**Basic Torque for General Fasteners of Frame Parts**

Threads dia. mm (in.)	Torque		
	N·m	kgf·m	ft·lb
5 (0.20)	3.4 ~ 4.9	0.35 ~ 0.5	30 ~ 43 in·lb
6 (0.24)	5.9 ~ 7.8	0.6 ~ 0.8	52 ~ 69 in·lb
8 (0.31)	14 ~ 19	1.4 ~ 1.9	10.0 ~ 13.5
10 (0.39)	25 ~ 34	2.6 ~ 3.5	19.0 ~ 25
12 (0.47)	44 ~ 61	4.5 ~ 6.2	33 ~ 45
14 (0.55)	73 ~ 98	7.4 ~ 10.0	54 ~ 72
16 (0.63)	115 ~ 155	11.5 ~ 16.0	83 ~ 115
18 (0.71)	165 ~ 225	17.0 ~ 23.0	125 ~ 165
20 (0.79)	225 ~ 325	23 ~ 33	165 ~ 240

## 2-8 PERIODIC MAINTENANCE

### Specifications

Item	Standard	Service Limit
<b>Fuel System:</b> Throttle lever free play Air cleaner element oil	2 ~ 3 mm (0.08 ~ 0.12 in.) High-quality foam air filter oil	--- ---
<b>Engine Top End:</b> Valve clearance: Exhaust Inlet	0.15 ~ 0.20 mm (0.0059 ~ 0.0079 in.) 0.08 ~ 0.13 mm (0.0032 ~ 0.0051 in.)	--- ---
<b>Converter System:</b> Actuator lever guide shoe wear Belt width Belt deflection	--- 29.8 ~ 31.0 mm (1.17 ~ 1.22 in.) 20 ~ 27 mm (0.79 ~ 1.06 in.)	6 mm (0.24 in.) 29.4 mm (1.16 in.) ---
<b>Engine Lubrication System:</b> Engine oil: Type Viscosity Capacity	API SF or SG API SH or SJ with JASO MA SAE10W40 1.50 L (1.59 US qt) (When filter is not removed) 1.74 L (1.84 US qt) (When filter is removed) 2.3 L (2.43 US qt) (When engine is completely dry)	--- --- --- --- ---
<b>Wheels/Tires</b> Tire tread depth: Front Rear Standard tire: Front Rear	--- --- AT 25 X 8-12 Dunlop, KT121, Tubeless AT 25 x 10-12 Dunlop, KT405C/KT127A, Tubeless	3 mm (0.12 in.) 4 mm (0.16 in.) --- --- ---
<b>Final Drive:</b> Front Final Gear Case: Gear Case Oil: Type Viscosity Oil level Capacity Rear Final Gear Case: Gear Case Oil: Type Oil level Capacity	API SF or SG API SH or SJ of JASO MA SAE 10W-40 Filler opening bottom 430 mL (0.45 US qt) MOBIL Fluid 424 or Kawa Chem Gear & Wet Brake Oil (CITGO TRANSGARD TRACTOR HYDRAULIC FLUID) Filler opening bottom 900 mL (0.95 US qt)	--- --- --- --- --- --- --- ---
<b>Brakes:</b> Front Brake Fluid: Type Front Disc Brake: Pad lining thickness Rear Brake Lever, Pedal and Cables: Rear brake lever free play Brake pedal free play	DOT 3 or DOT 4 4.5 mm (0.18 in.) 1 ~ 2 mm (0.04 ~ 0.08 in.) 15 ~ 25 mm (0.6 ~ 1.0 in.)	--- 1 mm (0.04 in.) --- ---
<b>Electrical System:</b> Spark plug gap Rear brake light switch timing	0.8 ~ 0.9 mm (0.031 ~ 0.035 in.) On after 10 mm (0.4 in.) of pedal travel	--- ---

### Specifications

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**Special Tools - Carburetor Drain Plug Wrench, Hex 3: 57001-1269**

**Belt Measuring Gauge: 57001-1519**

**Flywheel & Pulley Holder: 57001-1343**

**Pulley Holder Attachment: 57001-1472**

**Oil Filter Wrench: 57001-1249**

## 2-10 PERIODIC MAINTENANCE

Product: 2003 Kawasaki PRAIRIE 360KVF 360 ATV Service Repair Workshop Manual

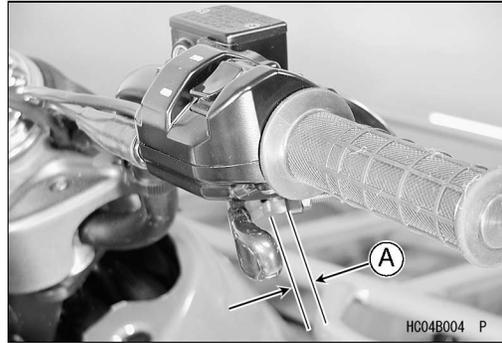
Periodic Maintenance Procedures [www.aresairmanual.com/downloads/2003-kawasaki-prairie](http://www.aresairmanual.com/downloads/2003-kawasaki-prairie)

[e-360kvf-360-atv-service-repair-workshop-manual/](http://www.aresairmanual.com/downloads/2003-kawasaki-prairie-360kvf-360-atv-service-repair-workshop-manual/)

### Fuel System

#### Throttle Lever Free Play Inspection

- Check that the throttle lever moves smoothly from full open to close, and the throttle closes quickly and completely in all steering positions by the return spring.
- ★ If the throttle lever does not return properly, check the throttle cable routing, lever free play, and for possible cable damage. Then lubricate the throttle cable.
- Run the engine at the idle speed, and turn the handlebar all the way to the right and left to ensure that the idle speed does not change.
- ★ If the idle speed increases, check the throttle lever free play and the cable routing.
- Stop the engine and check the throttle lever free play [A].
- ★ If the free play is not within the specified range, adjust the cable.



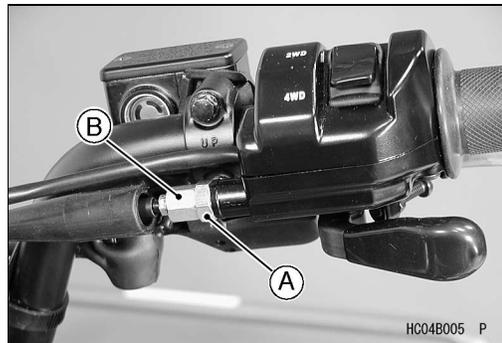
#### Throttle Lever Free Play

**Standard:** 2 ~ 3 mm (0.08 ~ 0.12 in.)

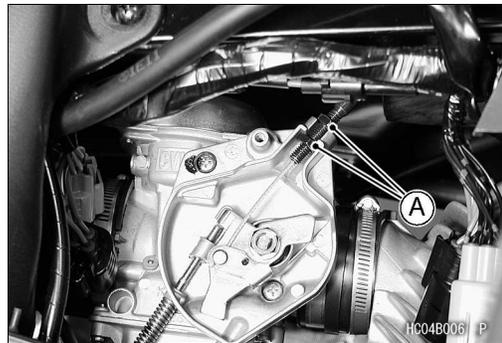
#### Throttle Lever Free Play Adjustment

- Slide the rubber cover off the adjuster at the throttle case.
- Loosen the locknut [A] and turn the throttle cable upper adjuster [B] until the cable has proper amount of play.
- Tighten the locknut and reinstall the rubber cover.

**Torque - Throttle Cable Locknut:** 13 N·m (0.13 kgf·m, 11 in·lb)



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



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