

Product: 2000-2001 Kawasaki VULCAN VN750 TWIN Motorcycle Service Repair Workshop Manual  
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# Kawasaki

# Vulcan VN750 TWIN



# Motorcycle Service Manual

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# Quick Reference Guide

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This quick reference guide will assist you in locating a desired topic or procedure.

- Bend the pages back to match the black tab of the desired chapter number with the black tab on the edge at each table of contents page.
- Refer to the sectional table of contents for the exact pages to locate the specific topic required.



# Motorcycle Service Manual

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No liability can be accepted for any inaccuracies or omissions in this publication, although every possible care has been taken to make it as complete and accurate as possible.

The right is reserved to make changes at any time without prior notice and without incurring an obligation to make such changes to products manufactured previously. See your Motorcycle dealer for the latest information on product improvements incorporated after this publication.

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.



This warning may apply to any of the following components or any assembly containing one or more of these components:—

Brake Shoes or Pads  
Clutch Friction Material  
Gaskets  
Insulators

#### SAFETY INSTRUCTIONS

- Operate if possible out of doors or in a well ventilated place.
- Preferably use hand tools or low speed tools equipped, if necessary, with an appropriate dust extraction facility. If high speed tools are used, they should always be so equipped.
- If possible, dampen before cutting or drilling.
- Dampen dust and place it in properly closed receptacle and dispose of it safely.

#### LIST OF ABBREVIATIONS

A	ampere(s)	lb	pound(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) Celsius	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 United States Environmental Protection Agency and California Air Resources Board. Additionally, Kawasaki has incorporated an evaporative emission control system (3) in compliance with applicable regulations of the California Air Resources Board on vehicles sold in California only.

### 1. Crankcase Emission Control System

This system eliminates the release of crankcase vapors into the atmosphere. Instead, the vapors are routed through an oil separator to the intake side of the engine. While the engine is operating, the vapors are drawn into combustion chamber, where they are burned along with the fuel and air supplied by the carburetion system.

### 2. Exhaust Emission Control System

This system reduces the amount of pollutants discharged into the atmosphere by the exhaust of this motorcycle. The fuel and ignition systems of this motorcycle have been carefully designed and constructed to ensure an efficient engine with low exhaust pollutant levels.

### 3. Evaporative Emission Control System

Vapors caused by fuel evaporation in the fuel system are not vented into the atmosphere. Instead, fuel vapors are routed into the running engine to be burned, or stored in a canister when the engine is stopped. Liquid fuel is caught by a vapor separator and returned to the fuel tank.

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..."

(Continued on next page.)

## 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 motorcycle.*
    - 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.**

## TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED

Federal law prohibits the following acts or the causing thereof: (1) The removal or rendering inoperative by any person other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use, or (2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Among those acts presumed to constitute tampering are the acts listed below:

- Replacement of the original exhaust system or muffler with a component not in compliance with Federal regulations.
- Removal of the muffler(s) or any internal portion of the muffler(s).
- Removal of the air box or air box cover.
- Modifications to the muffler(s) or air intake system by cutting, drilling, or other means if such modifications result in increased noise levels.

# 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 your warranty period,** especially, 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 Motorcycle:

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

## How to Use this Manual

In preparing this manual, we divided the product into its major systems. These systems became the manual's chapters. All information for a particular system from adjustment through disassembly and inspection is located in a single chapter.

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.

The Periodic Maintenance Chart is located in the General Information chapter. The chart gives a time schedule for required maintenance operations.

If you want spark plug information, for example, go to the Periodic Maintenance Chart first. The chart tells you how frequently to clean and gap the plug. Next, 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 Spark Plug 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 five 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 WARNING, CAUTION, or 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.
- ☆ Indicates a conditional sub-step or what action to take based upon the results of the conditional 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

<b>Before Servicing</b> .....	1-2
<b>Model Identification</b> .....	1-4
<b>General Specification</b> .....	1-6
<b>Periodic Maintenance Chart</b> .....	1-8

## 1-2 GENERAL INFORMATION

### Before Servicing

Before starting to perform an inspection service or carry out a disassembly and reassembly operation on a motorcycle, 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 motorcycle. Any dirt entering the engine will shorten the life of the motorcycle. 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 motorcycle. 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.

(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 motorcycle 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

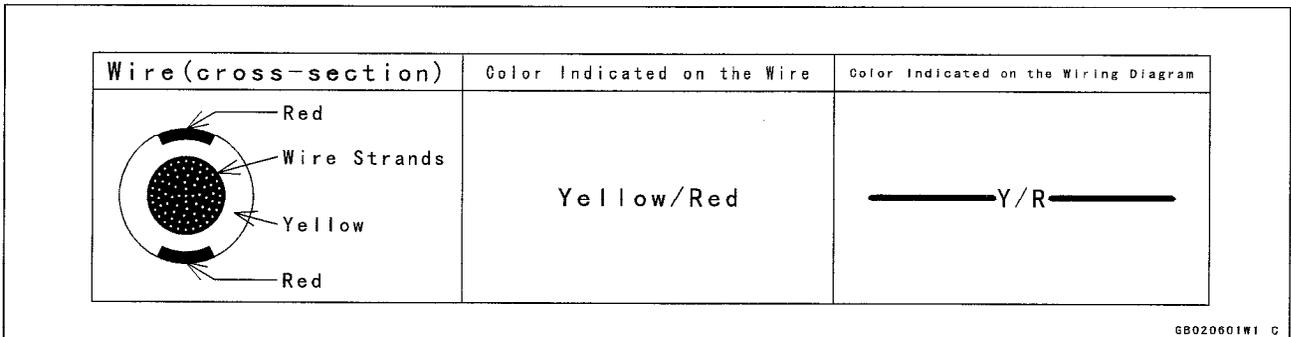
When there is a replacement instruction, replace these parts with new ones every time they are removed.

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**



(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

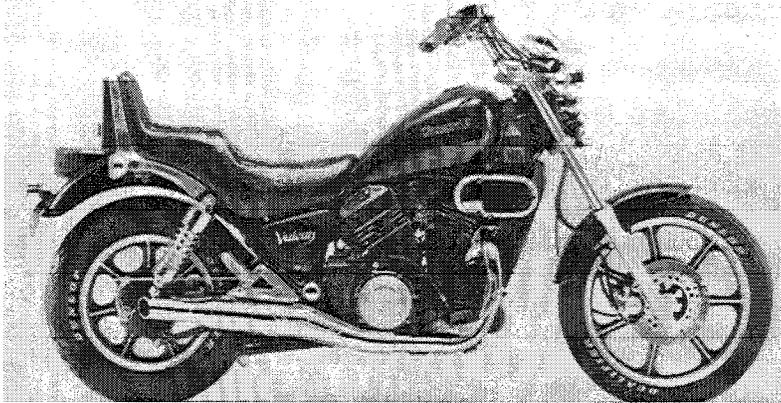
Specification terms are defined as follows:

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

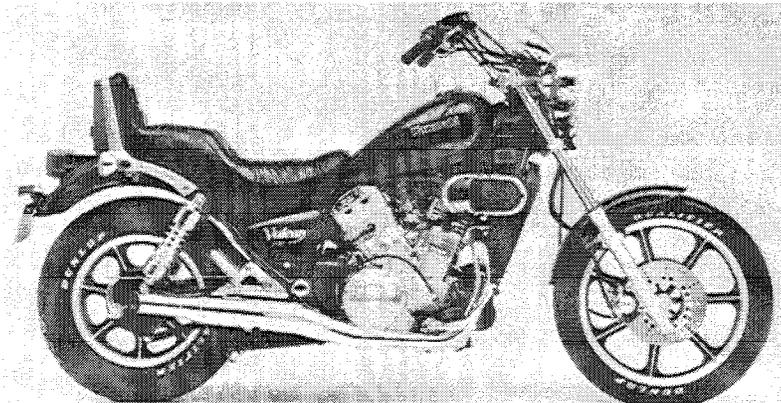
"Service Limits" indicate the usable limits. If the measurement shows excessive wear or deteriorated performance, replace the damaged parts.

## 1-4 GENERAL INFORMATION

.....  
**Model Identification**  
.....



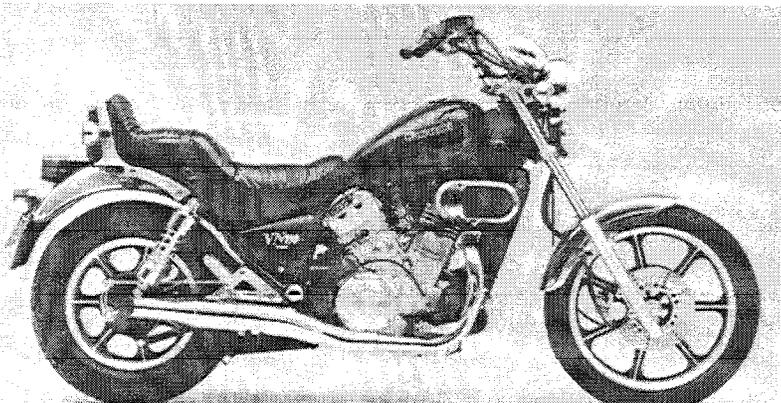
**VN700-A1 (US Model)  
or VN750-A1 (Canada Model)**



**VN750-A2  
(US, Canada Model)**

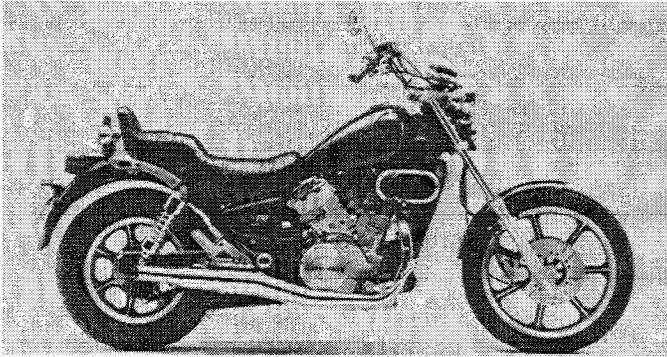


**VN750-A3 (US, Canada Model)**



**VN750-A2, A3  
(European or General Model)**

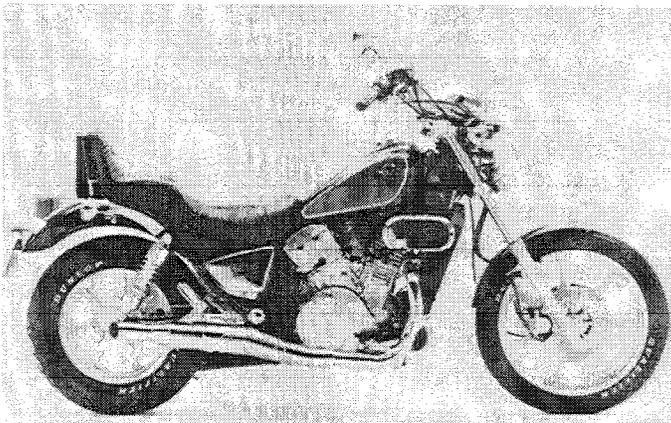
## GENERAL INFORMATION 1-5



**VN750-A4, A5  
(European Model)**



**VN750-A6, A7  
(US, Canada Model)**



**VN750-A8 ~ A12  
(US, Canada Model)**



**VN750-A13  
(US Model)**

# 1-6 GENERAL INFORMATION

## General Specifications

Items	VN700-A1, VN750-A1 ~		
<b>Dimensions:</b>			
Overall length	2,310 mm, (A) (C) (S) (U) 2,295 mm, ** (E) 2,300 mm, ** (G) 2,310 mm		
Overall width	860 mm, (C) (U) 850 mm		
Overall height	1,235 mm, (C) (U) 1,225 mm		
Wheelbase	1,585 mm, (C) (U) 1,580 mm		
Road clearance	135 mm, (C) (U) 150 mm		
Seat height	750 mm, (C) (U) 735 mm		
Dry weight	223 kg, (Ca) 219.5 kg, (C) (U) 219 kg		
Curb weight	Front	110 kg, (Ca) 108.5 kg, (C) (U) 108 kg	
	Rear	131 kg, (C) (Ca) (U) 128 kg	
Fuel tank capacity	13.5 L		
<b>Performance:</b>			
Climbing ability	20°		
Braking distance	12.5 m from 50 km/h		
Minimum turning radius	2.9 m		
<b>Engine:</b>			
Type	4-stroke, DOHC, V 2-cylinder		
Cooling system	Liquid-cooled		
Bore and stroke	*82.0 x 66.2 mm, 84.9 x 66.2 mm		
Displacement	*699 mL, 749 mL		
Compression ratio	10.3		
Maximum horsepower	48.5 kW (66 PS), (C) (S) 50.0 kW (68 PS), (G) 36.8 kW (50 PS), (F) 45.9 kW (62.4 PS), @7,500 r/min (rpm), (U) -, (W) 27.2 kW (37 PS) @5,200 r/min (rpm)		
Maximum torque	** (E) 44.0kW (60PS), (F) 43.0kW (58.5PS) @7,500r/min (rpm) 64.7 N-m (6.6 kg-m, 47.7 ft-lb) @6,000 r/min (rpm), (C) (S) 64.7 N-m (6.6 kg-m, 47.7 ft-lb) @6,500 r/min (rpm), (F) -, (G) 55.9 N-m (5.7 kg-m, 41.2 ft-lb) @3,000 r/min (rpm), (U) -, (W) 53.9 N-m (5.5 kg-m, 39.8 ft-lb) @3,000 r/min (rpm) ** (E) 61.0 N-m (6.2 kg-m, 44.8ft-lb) @5,500r/min (rpm), (F) -		
Carburetion system	Carburetors, keihin CVK34 x 2		
Starting System	Electric starter		
Ignition system	Battery and coil (transistorized)		
Timing advance	Electronically advanced		
Ignition timing	From 5° BTDC @1,100 r/min (rpm) to 25° BTDC @3,500 r/min (rpm) ***From 5° BTDC @1,300 r/min (rpm) to 25° BTDC @3,500 r/min (rpm)		
Spark plug	Standard	NGK DPR7EA-9 or ND X22EPR-U9, (A) (Ca) (I) (S) (U) NGK DP7EA-9 or ND X22EP-U9	
	Option	NGK DPR8EA-9 or ND X24EPR-U9, (A) (Ca) (I) (S) (U) NGK DP8EA-9 or ND X24EP-U9	
Cylinder numbering method	Front to rear, 1-2		
Firing order	1-2		
Valve timing:	Inlet	Open	30° BTDC
		Close	74° ABDC
	Exhaust	Duration	284°
		Open	66° BBDC
Close	40° ATDC		
Duration	286°		
Lubrication system	Forced lubrication (wet sump)		
Engine oil:	Grade	SE, SF, or SG class	
	Viscosity	SAE10W-40, 10W-50, 20W-40, or 20W-50	
	Capacity	4.0 L	

Items	VN700-A1, VN750-A1 ~
<b>Drive Train:</b>	
Primary reduction system:	
Type	Gear
Reduction ratio	2.428 (85/35)
Clutch type	Wet multi disc
Transmission: Type	5-speed, constant mesh, return shift
Gear ratios: 1st	2.250 (36/16)
2nd	1.600 (32/20)
3rd	1.230 (32/26)
4th	1.000 (26/26)
5th	0.857 (24/28)
Final drive system:	Shaft drive
Reduction ratio	2.454 (15/22 x 36/10), Ⓚ Ⓞ 2.522 (15/22 x 37/10)
Overall drive ratio	5.109, Ⓚ Ⓞ 5.251 @Top gear
Final gear case oil: Type	API GL-5 Hypoid gear oil SAE90 (above 5°C) SAE80 (below 5°C)
Capacity	150 mL
<b>Frame:</b>	
Type	Tubular, double cradle
Caster (rake angle)	32°
Trail	127 mm
Front Tire: Type	Tubeless
Size	100/90-19 57H
Rear Tire: Type	Tubeless
Size	150/90-15 74H, 150/90 B15 M/C 74H, 150/90-15 M/C 74H
Front suspension: Type	Telescopic fork (VN700-A1 and VN750-A1 ~ A4 : pneumatic)
Wheel travel	150 mm
Rear suspension: Type	Swing arm
Wheel travel	90 mm
Brake type: Front	Dual disc
Rear	Drum
<b>Electrical Equipment:</b>	
Battery	12 V 14 Ah
Headlight: Type	Semi-sealed beam
Bulb	12 V 60/55 W (quartz-halogen)
Tail/brake light	12 V 5/21 W x 2, Ⓞ Ⓚ Ⓞ 8/27 W x 2
Alternator: Type	Three-phase AC
Rated output	24 A @8,000 r/min (rpm), 14 V
Voltage regulator: Type	Short-circuit

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

\* : VN700

Ⓐ : Australia Model    Ⓔ : Europe Model

Ⓒ : Canada Model

Ⓒ<sub>a</sub> : California Model

Ⓕ : France Model

\*\*\* : VN750-A4, A5 Switzerland Model

\*\* : VN750-A9~

Ⓖ : West Germany Model

Ⓘ : Italy Model

Ⓢ : South Africa Model

Ⓤ : US Model

Ⓦ : Switzerland Model

# 1-8 GENERAL INFORMATION

## Periodic Maintenance Chart

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

OPERATION	FREQUENCY	Which ever comes first ↓ →	* ODOMETER READING							
			1 000 km (600 mile)	6 000 km (4 000 mile)	12 000 km (7 500 mile)	18 000 km (12 000 mile)	24 000 km (15 000 mile)	30 000 km (20 000 mile)	36 000 km (24 000 mile)	See Page
Spark plug-clean	Every		●	●	●	●	●	●	15-21	
Spark plug-check †			●	●	●	●	●	●	15-21	
Air suction valve (U)(W)-check †			●	●	●	●	●	●	4-10	
Air cleaner element-clean		●	●		●		●		2-23	
Air cleaner element-replace	5 cleanings				●				2-23	
Throttle grip play-check †		●	●		●		●		2-5	
Idle speed-check †		●	●	●	●	●	●	●	2-9	
Engine vacuum synchronization-check †		●	●	●	●	●	●	●	2-10	
Fuel system-check †				●		●		●	2-13	
Fuel hoses, connections-check †			●	●	●	●	●	●		
Coolant-change	2 years							●	3-4	
Evaporative emission control system (CA)- check †		●	●	●	●	●	●	●	2-27	
Engine oil-change	year	●	●	●	●	●	●	●	6-5	
Oil filter-replace		●	●		●		●		6-6	
Oil screen-clean		●	●		●		●		6-5	
Radiator hoses, connections-check †	year	●	●		●		●		3-9	
Final gear case oil level-check †				●		●		●	10-6	
Final gear case oil-change		●						●	10-6	
Propeller shaft joint-lubricate			●					●	10-6	
Fuel hose-replace	4 years								-	
Clutch-adjust		●	●	●	●	●	●	●	5-4	
Brake hoses, connections-check †			●	●	●	●	●	●		
Brake lining or pad wear-check †			●	●	●	●	●	●	11-4,7	
Brake fluid level-check †	month	●	●	●	●	●	●	●	11-10	
Brake fluid-change	2 years					●			11-11	
Brake hose-replace	4 years								11-13	
Brake master cylinder cup and dust seal-replace	2 years								11-9	
Caliper piston seal and dust seal-replace	2 years								11-6	
Brake play-check †		●	●	●	●	●	●	●	11-4	
Brake light switch-check †		●	●	●	●	●	●	●	15-46	
Brake camshaft-lubricate	2 years					●			11-15	
Brake cable-replace	2 years								11-13	
Steering-check †		●	●	●	●	●	●	●	13-4	
Steering stem bearing-lubricate	2 years					●			13-8	
Front fork oil-change								●	12-5	
Tire wear-check †			●	●	●	●	●	●	9-10	
Swingarm pivot-lubricate				●				●	12-15	
Battery electrolyte level-check †	month	●	●	●	●	●	●	●	15-10	
General lubrication-perform			●	●	●	●	●	●	2-8,16-8	
Nut, bolt, and fastener tightness-check †		●	●	●	●	●	●	●	16-8	

\* : For higher odometer readings, repeat at the frequency interval established here.

† : Replace, add, adjust, clean, or torque if necessary.

(Ca): California vehicle only

(U): US vehicle only

(W): Switzerland Model

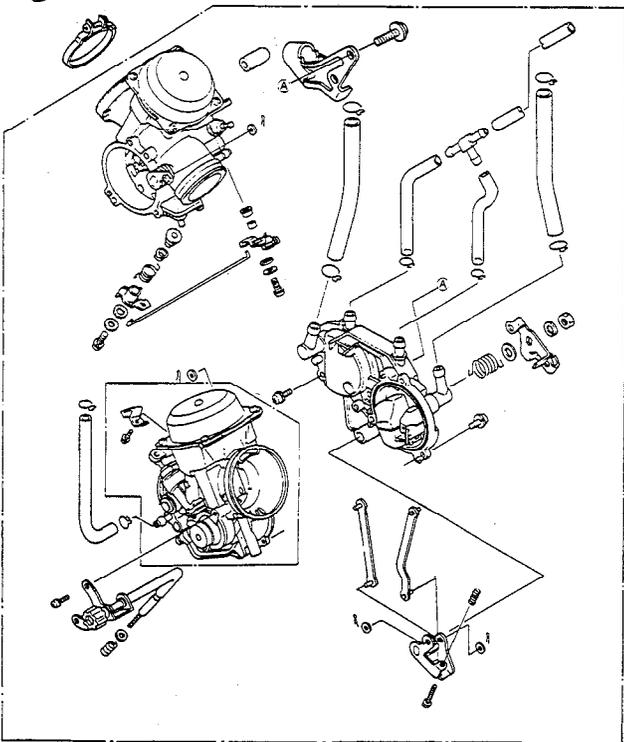
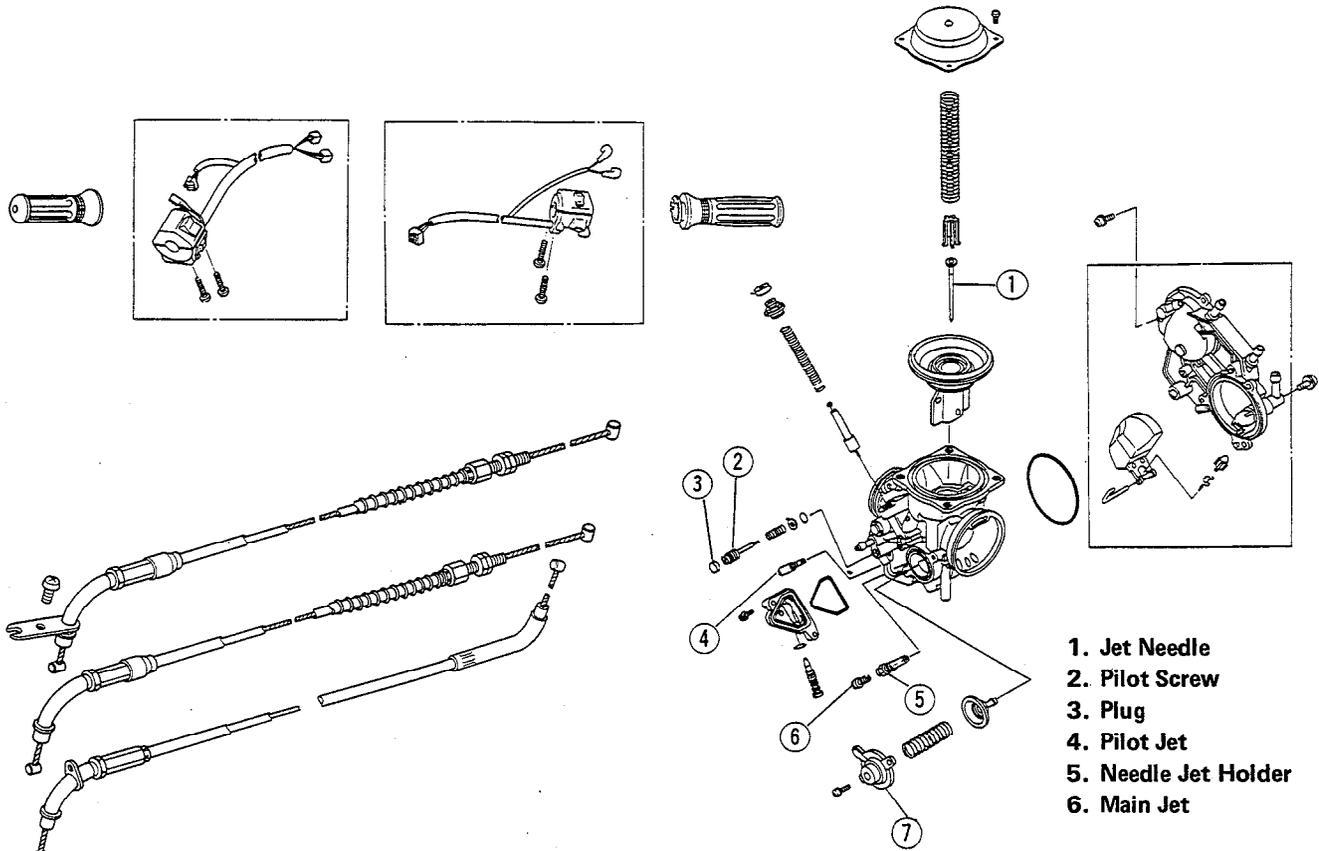
# Fuel System

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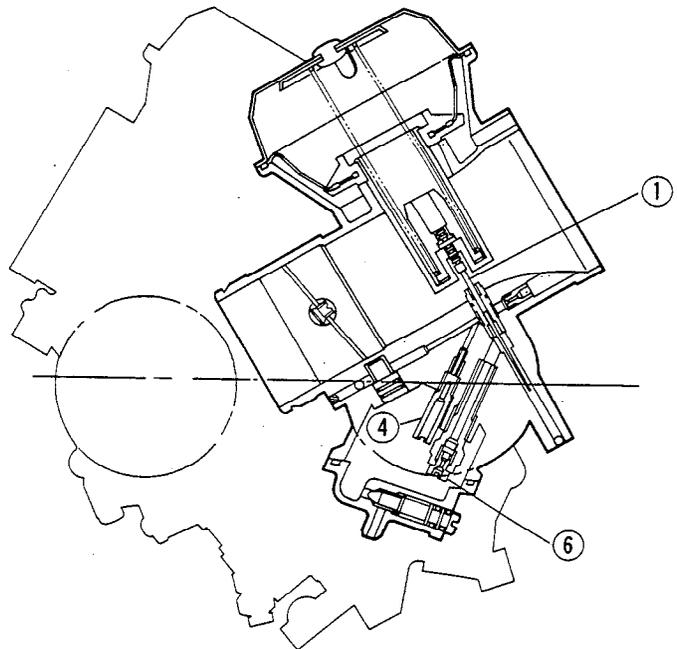
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## 2-2 FUEL SYSTEM

### Exploded View

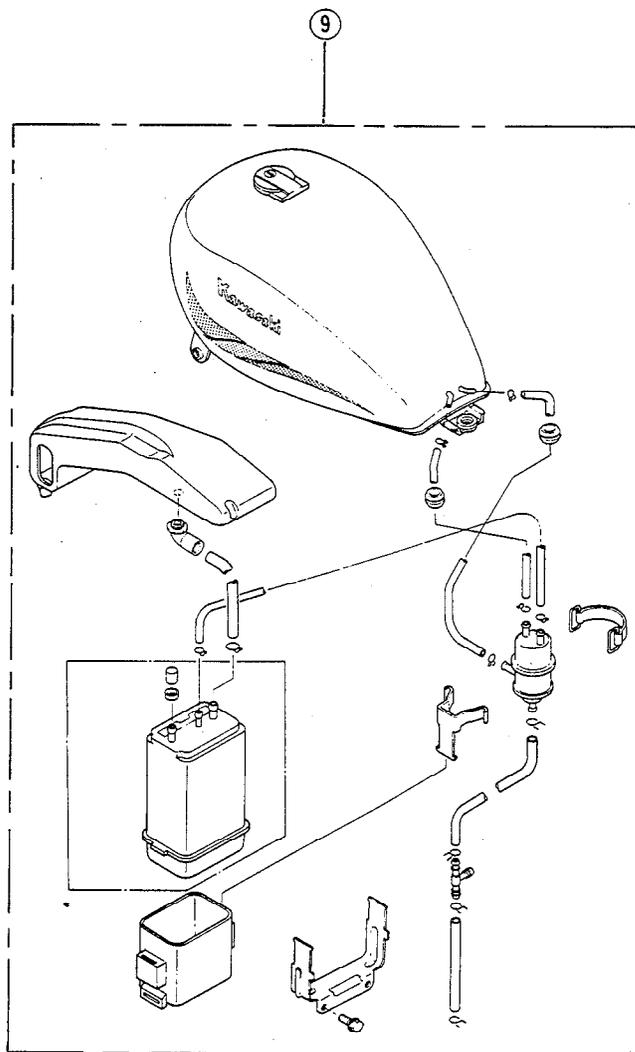
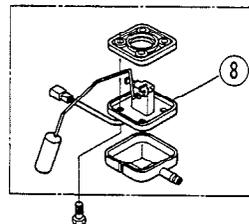
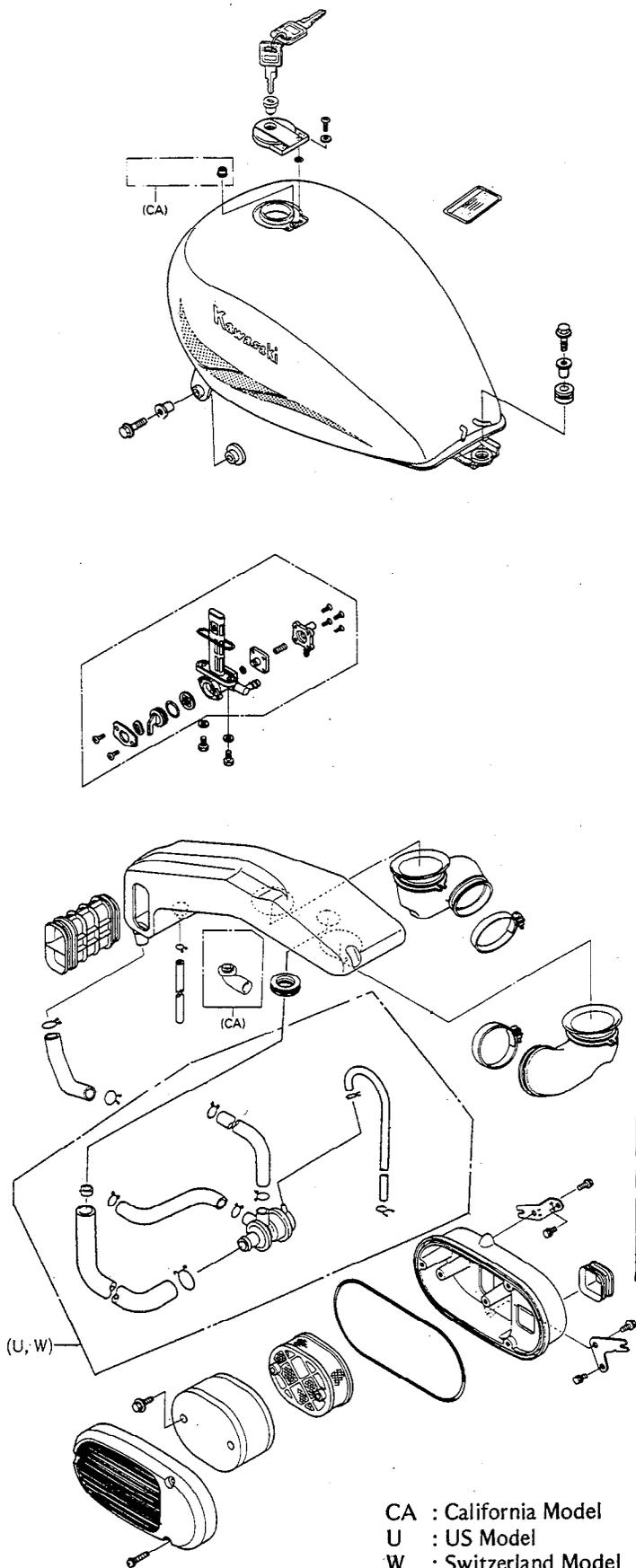


### Slanted Carburetor



### 7. Coasting Enricher

The system prevents back firing during engine braking by supplying a rich fuel mixture to the engine.



8. Fuel Level Sensor  
 9. Evaporative Emission Control System  
 (US California Vehicle only)

## 2.4 FUEL SYSTEM

### Specifications

#### Throttle Grip Play

Standard: 2 – 3 mm

#### Choke Cable Free Play

Standard: 2 – 3 mm

### Carburetor Specifications for VN700A

Make/Type	Keihin CVK34
Main Jet	135
Main Air Jet	(100)
Jet Needle	Front: N27H, Rear: N27M
Pilot Jet	38
Pilot Air Jet	(95)
Pilot Screw (turns out)	—
Starter Jet	(52)
Service Fuel Level	see P. 2-12
Float Height	see P. 2-12
Optional Main Jet	125, 128, 130, 132, 138, 140

### Carburetor Specifications for VN750A

Models	A1	A2	A3	A4	A5 ~ A8	A9 ~
Make/Type	Keihin CVK34					
Main Jet	© 132	110 © U ← © 108 W 108	← ← ← W 105	← ← ← ←	← ← ← ←	110 © U 132 ← * W 108
Main Air Jet	(100)	←	←	←	←	←
Jet Needle Front	© N27J	← N31F U N27U	← © U N53A	← ← ← W N60D	← ← ← ←	N31F © U N53A * W N96E
Jet Needle Rear	© N27K	← N31F U N27V	← © U N53B	← ← ← W N60D	← ← ← ←	N31F © U N53B * W N96E
Pilot Jet	38	←	←	←	←	←
Pilot Air Jet	(95)	←	←	←	←	←
Pilot Screw (turns out)	1 <sup>5</sup> / <sub>8</sub>	←	← © 2	← ← ← W —	← ← ← ←	1 <sup>1</sup> / <sub>2</sub> © 2 ←
Starter Jet	(52)					
Fuel Level (for reference)	1.5 mm above float chamber					
Service Fuel Level	see P. 2-12					
Float Height	see P. 2-12					

© : Canada Model      U : US Model  
 © : West Germany Model      W : Switzerland Model  
 \* W : VN750-A10~ Austria and Switzerland Models

#### Idle Speed

Standard: 1,100 ±50 r/min (rpm)  
 \*\*\*1,300 ±50 r/min (rpm)

#### Air Cleaner Element Oil

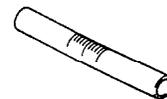
Grade: SE class  
 Viscosity: SAE 30

\*\*\* : VN750-A4, A5 Switzerland Model

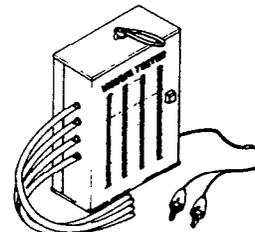
### Special Tools

Along with common hand tools, the following more specialized tools are required for complete fuel system servicing.

Fuel Level Gauge: 57001-1017



Vacuum Gauge Set: 57001-1198



**Throttle Grip and Cables**

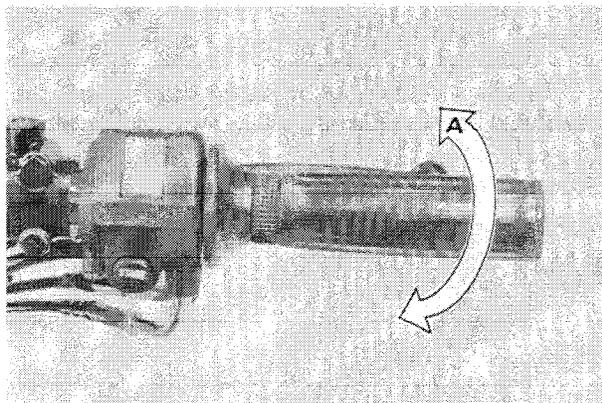
If the throttle grip has excessive free play due to cable stretch or misadjustment, there will be a delay in throttle response. Also, the throttle valves may not open fully at full throttle.

On the other hand, if the throttle grip has no play, the throttle will be hard to control, and the idle speed will be erratic. Check the throttle grip play periodically in accordance with the Periodic Maintenance Chart, and adjust the play if necessary.

**Throttle Grip Play Inspection**

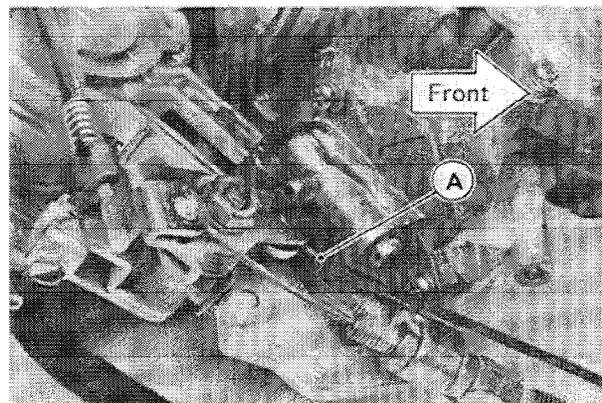
- Check that there is 2 – 3 mm throttle grip free play by lightly turning the throttle grip back and forth.

**Throttle Grip Free Play  
2 – 3 mm**



A. Throttle Grip Free Play

- With the throttle grip closed, check that the decelerator inner cable is tight by touching it at the lower end with a thin-bladed screwdriver. (In the photo, the carburetors have been removed for clarity)



A. Decelerator Inner Cable

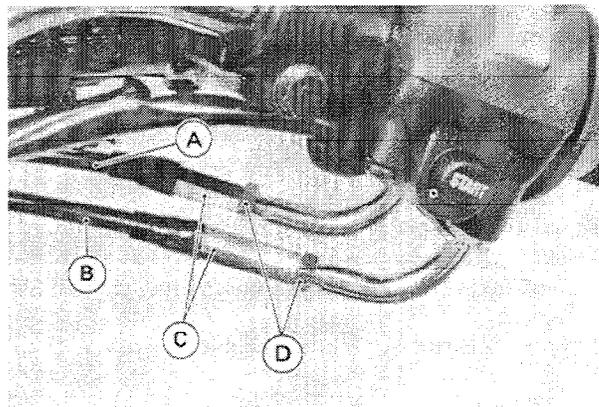
- ★ If the throttle grip free play is not correct or the decelerator inner cable is loose with the throttle closed, adjust the throttle cables.
- ★ If the free play is correct, make the following test:
  - Start the engine.
  - Turn the handlebar from side to side while idling the engine.
- ★ If idle speed varies, the throttle cables may be poorly routed or one may be damaged.
- Correct any problem before operating the motorcycle.

**WARNING**

- Operation with an improperly adjusted, incorrectly routed, or damaged cable could result in an unsafe riding condition.

**Throttle Cable Play Adjustment**

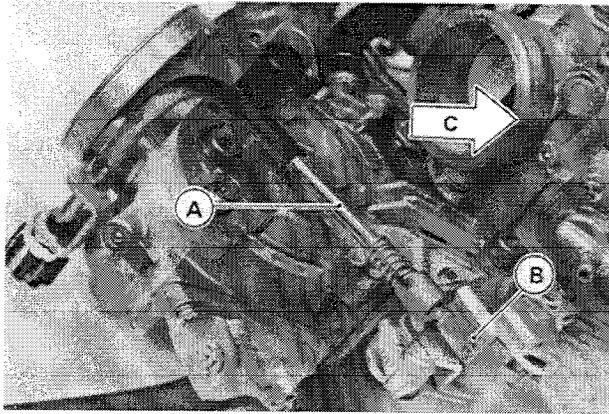
- Loosen the locknuts, and screw both throttle cable adjuster nuts in fully at the upper end of the throttle cables to give the throttle grip plenty of play.
- With the throttle grip completely closed, turn out the deceleration cable adjuster nut until the inner cable just becomes tight.
- Tighten the locknut.



A. Accelerator Cable      C. Adjusters  
B. Decelerator Cable      D. Locknuts

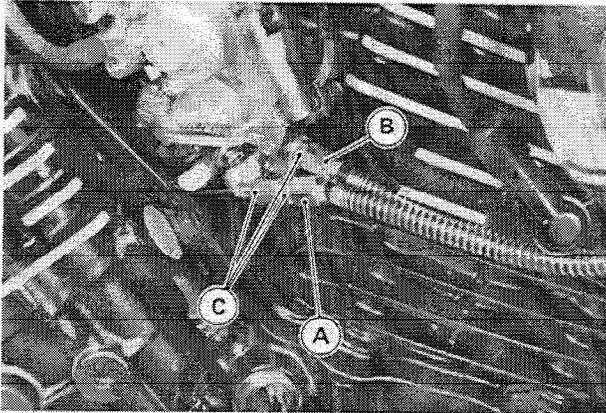
- Turn the accelerator cable adjuster nut until the correct throttle grip free play is obtained.
- Tighten the locknut.
- Check that the throttle linkage lever stops against the idle adjusting screw with the throttle grip closed.

## 2-6 FUEL SYSTEM



A. Idle Adjusting Screw    C. Front  
B. Lever

★If the throttle cables cannot be adjusted by using the cable adjuster nuts at the upper ends of the throttle cables, use the cable adjusters at the lower ends of the throttle cables as follows.



A. Accelerator Cable Adjuster  
B. Decelerator Cable Adjuster  
C. Locknuts

- Remove the accelerator cable adjuster and locknut.
- Adjust the decelerator cable.
- Reinstall the accelerator cable adjuster, and then adjust it.
- Be sure to tighten the adjuster locknuts.

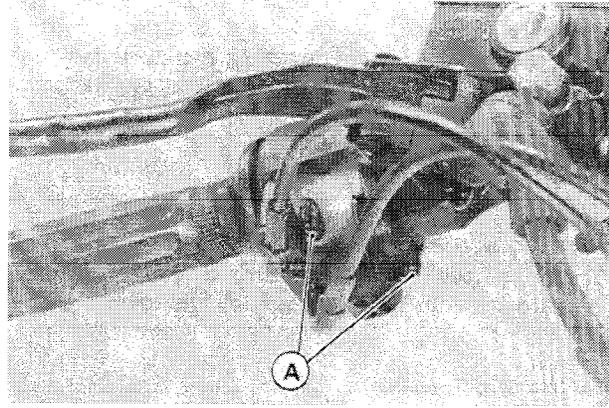
- Start the engine.
- Turn the handlebar from side to side while idling the engine.
- ★If idle speed varies, the throttle cable may be poorly routed or it may be damaged.
- Correct any problem before operating the motorcycle.

### WARNING

○Operation with an improperly adjusted, incorrectly routed, or damaged cable could result in an unsafe riding condition.

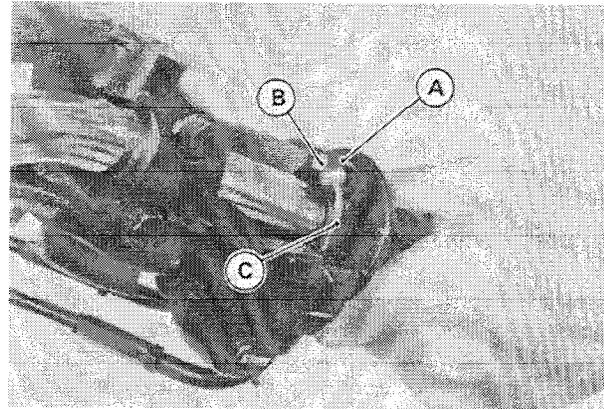
### Throttle Cable Removal

- Loosen the locknuts at the throttle grip and turn in the adjusters fully to give the cables plenty of play.
- Take out the two screws holding the right switch case halves together.



A. Remove the screws.

- Slip the inner cable tips from the catches on the throttle pulley, and free the cables from the handlebar.

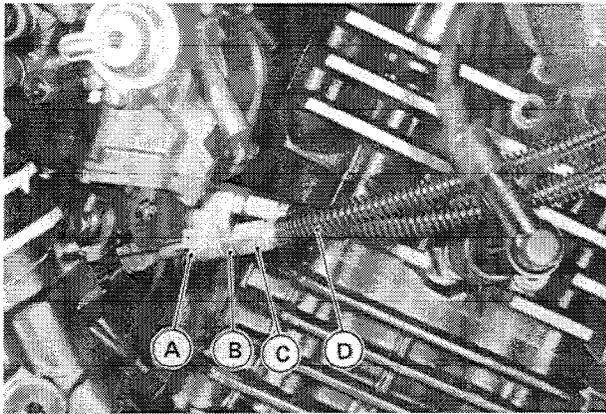


A. Pulley                      C. Decelerator Cable  
B. Accelerator Cable

### NOTE

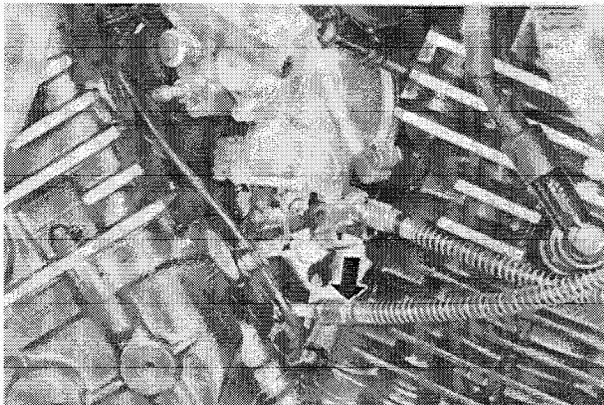
○If the carburetors are to be removed, separate the throttle cable lower ends after removing the carburetors.

- ★If the throttle cables are to be removed with the carburetors installed, work as follows.
- Loosen the locknuts at the lower end of the accelerator cable.
- Remove one of the locknuts and then the adjuster from the bracket.

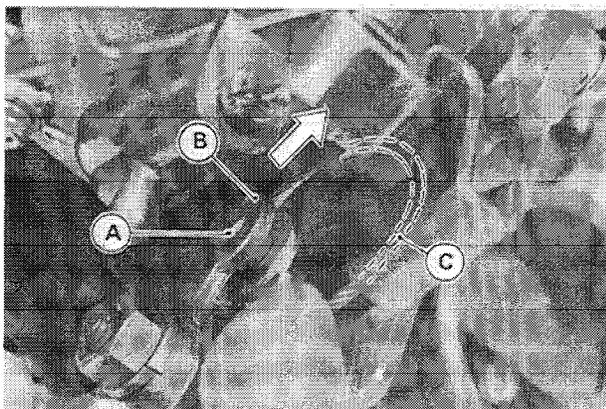


A. Remove the Locknut      C. Adjuster  
 B. Locknut                      D. Accelerator Cable

- Slip the tip of the inner cable out of the lever.



- Remove the inner cable tip of the decelerator cable in the same manner, noting the slit position.

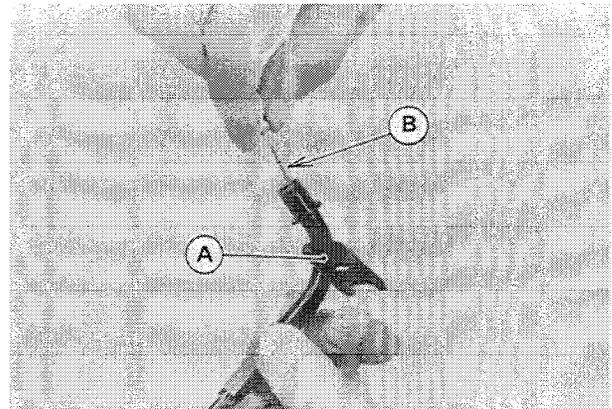


A. Cable Tip                              C. Decelerator Cable  
 B. Slit of the Lever

- Free the right fuel tank cover by removing the mounting screws.
- Pull out the throttle cables.

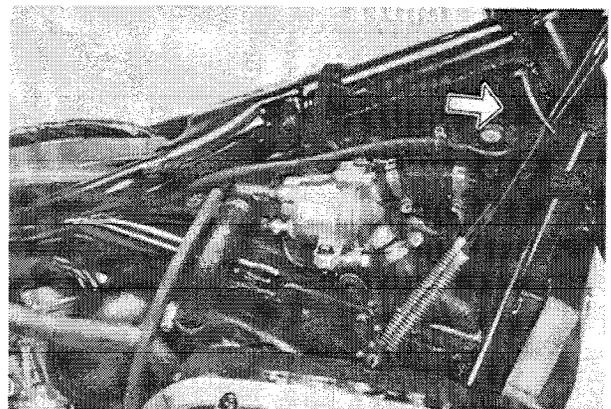
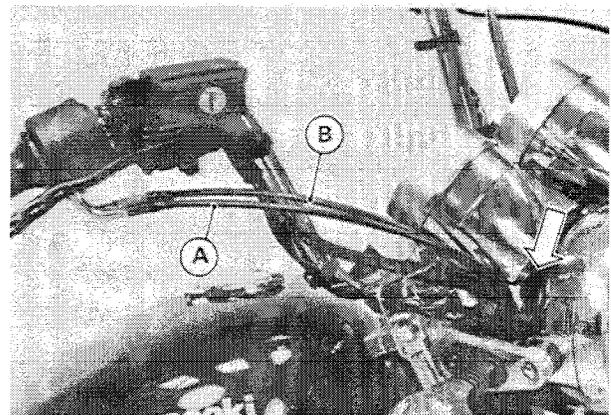
*Throttle Cable Installation Notes*

- Before installing the throttle cables, lubricate them (see Throttle Cable Lubrication).
- The accelerator inner cable is shorter than the decelerator inner cable. Besides, the accelerator cable has a cable guide. Be careful not to confuse them when installing.



A. Cable Guide                      B. Accelerator Cable

- Route the throttle cables as shown.
- Adjust the cables.



A. Accelerator Cable              B. Decelerator Cable

## 2-8 FUEL SYSTEM

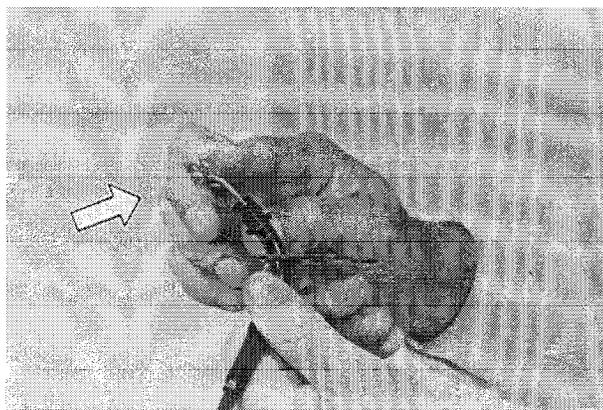
### WARNING

- Operation with an improperly adjusted, incorrectly routed, or damaged cable could result in an unsafe riding condition.

### Throttle Cable Lubrication

Whenever the throttle cable is removed, and in accordance with the Periodic Maintenance Chart (see General Information chapter), perform the following.

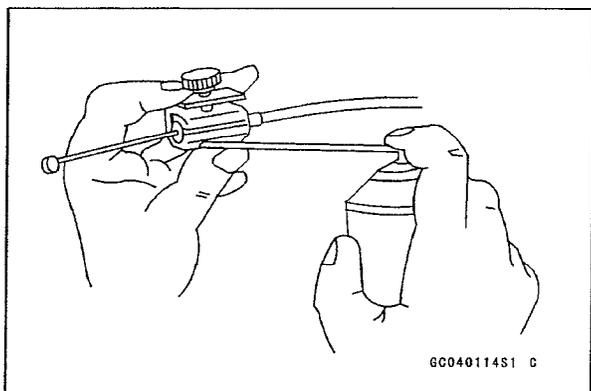
- Apply a thin coating of grease to the throttle cable lower end.



A. Apply grease.

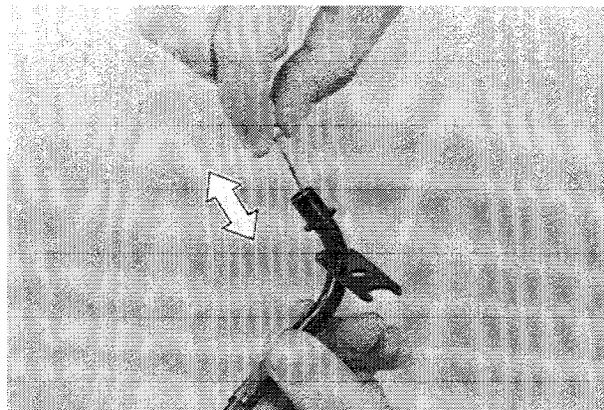
- Lubricate the cable by seeping oil between the cable and cable housing.
  - The cable may be lubricated by using a pressure cable luber with an aerosol cable lubricant.

### Cable Lubrication



### Throttle Cable Inspection

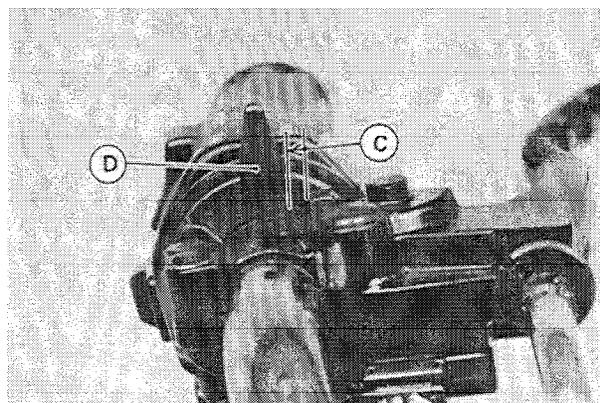
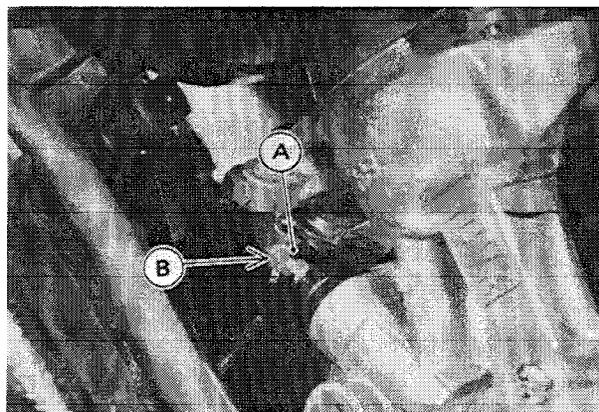
- With the throttle cable disconnected at both ends, the cable should move freely within the cable housing.



### Choke Cable

#### Choke Cable Free Play Inspection

- Check that the choke lever returns properly and that the inner cable slides smoothly.
- ★ If there is any irregularity, check the choke cable as follows.
- Check to see that the plunger lever fork makes contact with the plunger top when the choke lever travel is 2 – 3 mm from the rest position.



A. Lever Fork  
B. Plunger Top

C. Travel  
D. Choke Lever

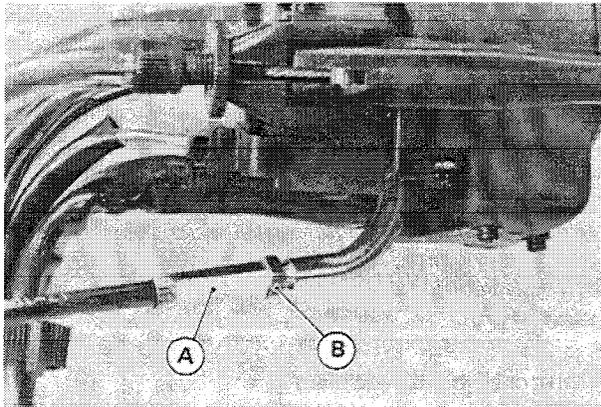
★If free play is not correct, adjust the choke cable.

**Choke Cable Free Play**

2 – 3 mm

**Choke Cable Adjustment**

- Loosen the locknut at the adjuster nut of the choke cable, and turn the adjuster nut until the cable has the proper amount of play.
- Tighten the locknut after adjustment.

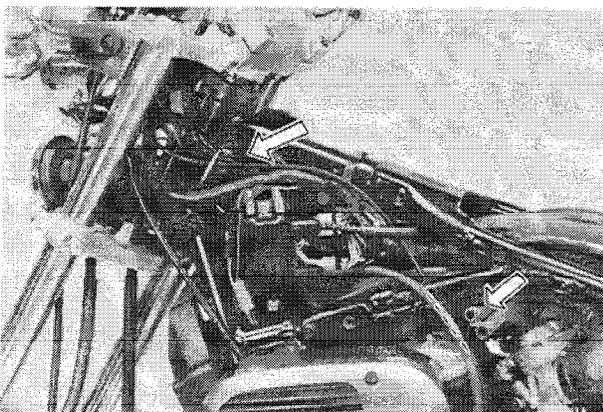
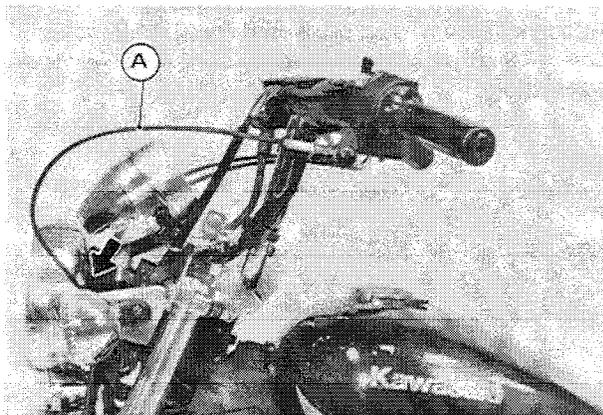


A. Adjuster Nut

B. Locknut

**Choke Cable Installation**

- Run the choke cable as shown.



A. Choke Cable

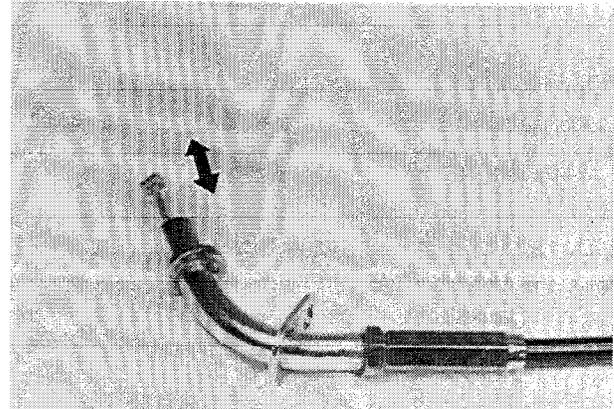
**Choke Cable Lubrication**

Whenever the choke cable is removed, lubricate the choke cable as follows.

- Lubricate the choke cable by seeping oil between the cable and cable housing in the same manner as the throttle cable.

**Choke Cable Inspection**

- With the choke cable disconnected at the both ends, the cable should move freely within the cable housing.



- ★If cable movement is not free after lubricating (see Choke Cable Lubrication), if the cable is frayed, or if the housing is kinked, replace the cable.

.....  
**Carburetors**  
.....

**Idle Speed Inspection**

- Start the engine and warm it up thoroughly.
- With the engine idling, turn the handlebar to both sides.
- ★If handlebar movement changes the idle speed; the throttle cable may be improperly adjusted or incorrectly routed, or it may be damaged. Be sure to correct any of these conditions before riding.

**WARNING**

- Operation with improperly adjusted incorrectly routed, or a damaged cable could result in an unsafe riding condition.

- Check idle speed.

- ★If the idle speed is out of the specified range, adjust it.

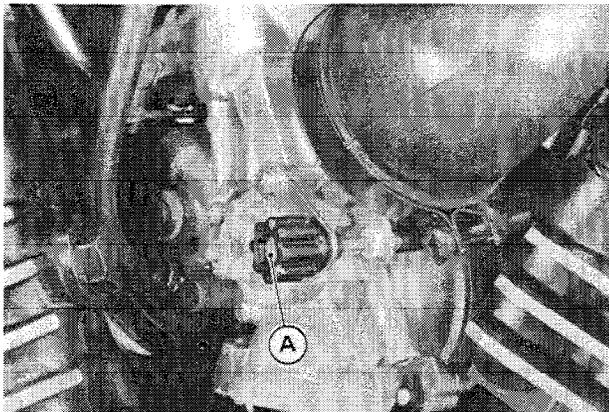
**Idle Speed**

1,100 ±50 r/min (rpm)

## 2-10 FUEL SYSTEM

### Idle Speed Adjustment

- Turn the adjusting screw until idle speed is correct.
- The throttle linkage lever must stop against the idle adjusting screw with the throttle grip closed.



A. Adjusting Screw

- Open and close the throttle a few times to make sure that the idle speed is within the specified range. Re-adjust if necessary.

### High Altitude Performance Adjustment (U.S. model)

#### For '85 model

- High altitude adjustment is not necessary since this vehicle meets emission requirements at high altitudes.

#### NOTE

- For those instances when the standard main jet (No. 135) does not produce satisfactory high altitude performance, Kawasaki provides additional alternate main jets for high altitude adjustment.

#### Alternate High Altitude Main Jets

No. 132, No. 130, No. 128, No. 125

#### For '86 model

- To improve the Emission Control Performance of vehicles operated above **4,000 feet (1,219 meters)**, Kawasaki recommends the following Environmental Protection Agency (EPA) approved modification. High altitude adjustment requires installation of the following carburetor components:

#### High Altitude Carburetor Specifications

Main Jet	No. 130
Pilot Jet	No. 35

- When properly performed, these specified adjustments are not considered to be emission control system "tampering."

- After high altitude carburetor adjustments are performed, provide the customer with the Vehicle Emission Control Information Update Label and label installation instructions (KMC part number 99969-0614).
- Advise the customer that by law the Vehicle Emission Control Information Update Label must be affixed to any vehicle modified with the high altitude carburetor adjustments.
- ★ If a vehicle with the high altitude adjustments is used below 4,000 feet (1,219 meters), the update label must be removed and the original carburetor parts must be reinstalled.

#### NOTE

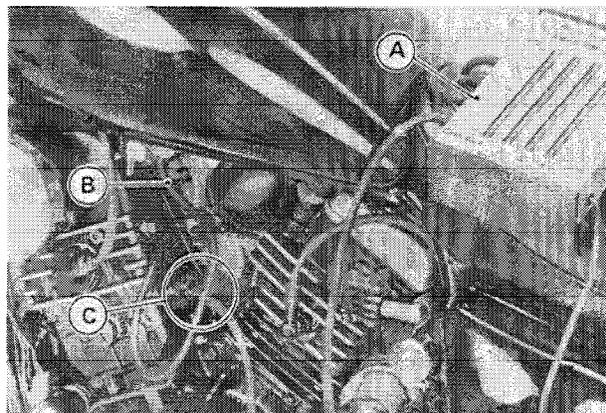
- For those instances when the recommended high altitude main jet (No. 130) does not produce satisfactory high altitude performance, Kawasaki provides additional alternate main jets for high altitude adjustment.

#### Alternate High Altitude Main Jets

No. 128, No. 125, No. 122

### Carburetor Synchronization Inspection

- Warm up the engine.
- Check idle speed and adjust if necessary.
- Attach a vacuum gauge set (special tool) to the vacuum hose fittings on the carburetors, using suitable three-way fittings.



- A. Vacuum Gauge: 57001-1198
- B. Vacuum Hose
- C. Three-Way Fitting (e.g. 92005-1017)

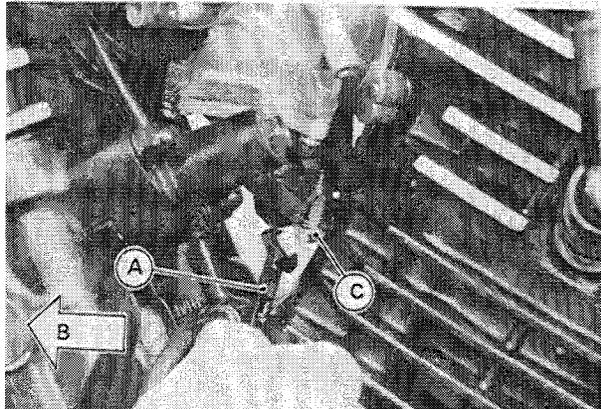
- Start the engine and let it idle to measure the engine intake vacuum.
- ★ If the intake vacuum difference between two cylinders exceeds the limit, synchronize the carburetor butterfly valves.

**Carburetor Synchronization Vacuum**

Less than 2.7 kPa (2 cmHg) difference between two cylinders

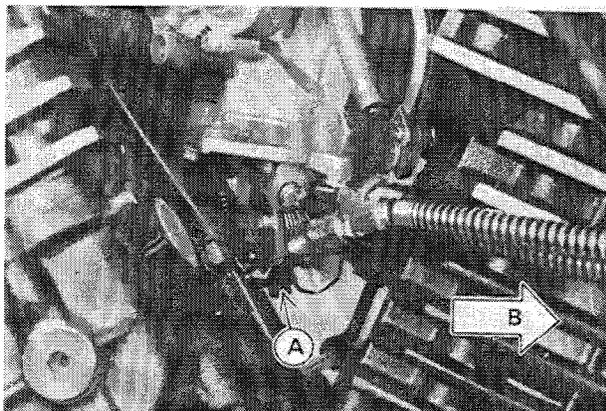
**Carburetor Synchronization**

- With the engine idling, turn the adjuster bolt with a 7 mm wrench to synchronize the butterfly valves.
- When the adjuster bolt is **turned in**, the vacuum increases on rear cylinder. When the bolt is **backed out**, the vacuum decreases on rear cylinder.



A. 7 mm Wrench                      C. Adjuster Bolt  
B. Front

- ★When the adjuster bolt head is out of position to insert a wrench or a screwdriver, work as follows.
- Stop the engine.
- Turn the throttle lever a little to adjust the bolt adequately with a wrench or a screwdriver.



A. Adjuster Bolt                      B. Front

○Check idle speed and synchronization, and adjust them if necessary.

**Fuel Level Inspection**

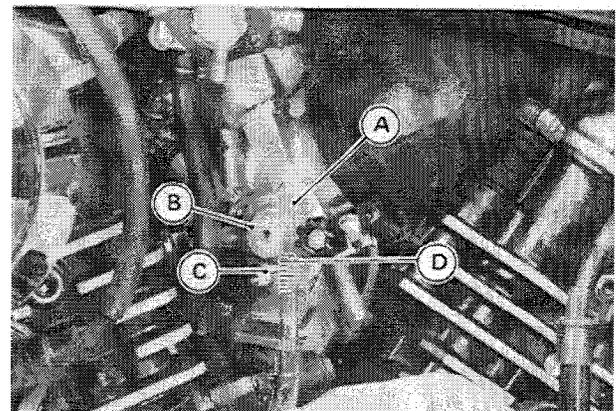
**NOTE**

○Carburetor fuel level cannot be checked with the carburetors removed. If there is any doubt, check the fuel level before removing the carburetors.

**WARNING**

○Gasoline is extremely flammable and can be explosive under certain conditions. 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.

- Secure the motorcycle in a true vertical position.
- When the engine has been removed, set it on a flat surface with the carburetors installed. Put the fuel tank on a bench, and connect the fuel tap to the carburetors using a suitable hose.
- Prepare a rubber or plastic hose.
- Connect fuel level gauge 57001-1017 to the carburetor bottom cover with the hose.
- Hold the gauge vertically against the side of the carburetor body so that the “zero” line is several millimeters higher than the upper edge of the coasting enricher mounting screw.



A. Fuel Level Gauge: 57001-1017  
B. Coasting Enricher  
C. Upper Edge of the Screw  
D. “Zero” Line

- Turn the fuel tap to the PRI position to feed fuel to the carburetor, then turn out the carburetor drain plug a few turns.
- Wait until the fuel level in the gauge settles.
- Keeping the gauge vertical, slowly lower the gauge until the “zero” line is even with the upper edge of the coasting enricher mounting screw.

**NOTE**

○Do not lower the “zero” line below the upper edge of the coasting enricher mounting screw. If the gauge is lowered and then raised again, the fuel level measured shows somewhat higher than the actual fuel level. If the gauge is lowered too far, dump the fuel out of it into a suitable container and start the procedure over again.

## 2-12 FUEL SYSTEM

- Read the fuel level in the gauge and compare it to the specification. Screw in the carburetor drain plug.

### Fuel Level

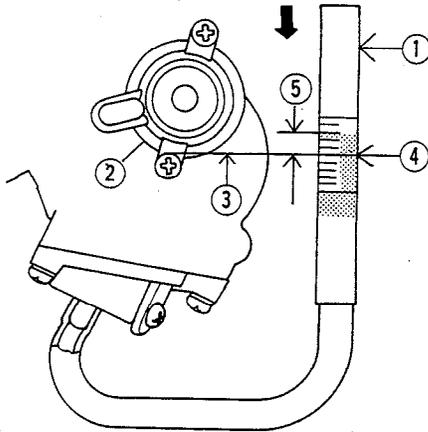
#### Front Carburetor:

0.8 mm below to 1.2 mm above the upper edge of the coasting enricher mounting screw.

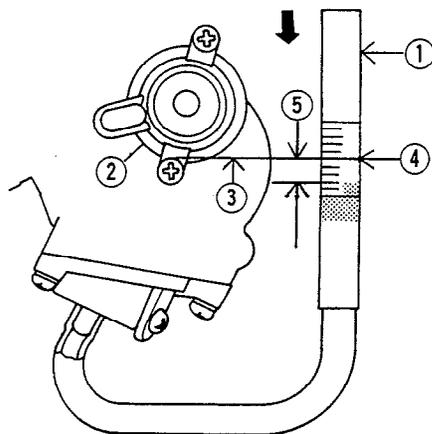
#### Rear Carburetor:

1.2 mm below to 0.8 mm above the upper edge of the coasting enricher mounting screw.

#### Fuel Level (above level)



#### Fuel Level (below level)



1. Fuel Level Gauge: 57001-1017
2. Coasting Enricher
3. Upper Edge of the Screw
4. "Zero" Line
5. Fuel Level

### NOTE

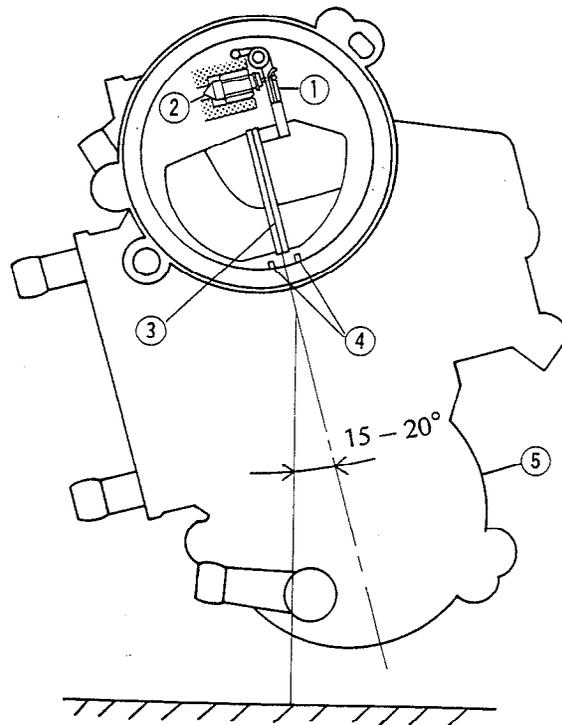
○Repeat the measurement until the fuel level reaches the constant value.

- Turn the fuel tap to the ON position and remove the fuel level gauge.
- Inspect the fuel level in the other carburetor in the same manner.
- ★If the fuel level is incorrect, adjust it (see Fuel Level Adjustment).

### Fuel Level Adjustment

- Read the WARNING in the Fuel Level Inspection.
- Remove the float chamber by taking out the screws (see Carburetor Separation).
- Hold the float chamber body almost vertical so that the spring loaded rod in the float valve needle makes contact with the tang on the float but is not pushed down.
- Check that the float mating edge is between the chamber ribs as shown.

### Fuel Level Adjustment



1. Float Tang
2. Float Valve
3. Float Mating Edge
4. Chamber Ribs
5. Float Chamber Body

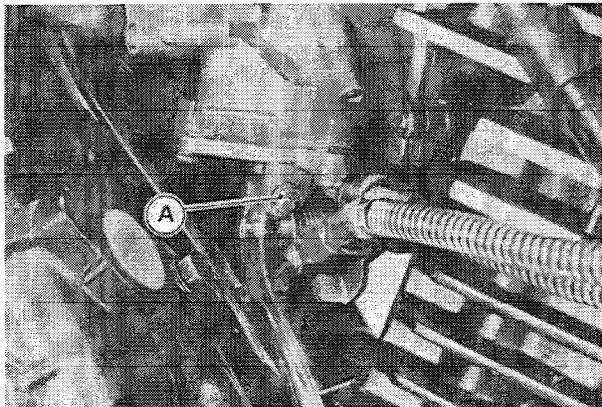
- ★If the float height is maladjusted, bend the tang on the float a very slight amount so that the float edge is between the chamber ribs.
- Repeat the adjustment for the other float as necessary.
- Assemble the carburetors, and recheck the fuel level respectively.
- ★If the fuel level cannot be adjusted by this method, the float or the float valve is damaged.

*Fuel System Cleanliness Inspection*

**WARNING**

○Gasoline is extremely flammable and can be explosive under certain conditions. 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.

- Connect a suitable hose to the fitting at each carburetor bottom cover.
- Run the lower ends of the hoses into a suitable container.
- Turn the fuel tap to the PRI position to drain the fuel.
- Turn out each drain plug a few turns and drain the float chambers.



A. Drain Plug

- Check to see if water or dirt comes out.
- Tighten the drain plugs and turn the fuel tap to ON position to stop fuel flow.
- ★If any water or dirt appeared during the above inspection, clean the fuel system (see Carburetor Cleaning, Fuel Tank and Tap Cleaning).

*Carburetor Removal*

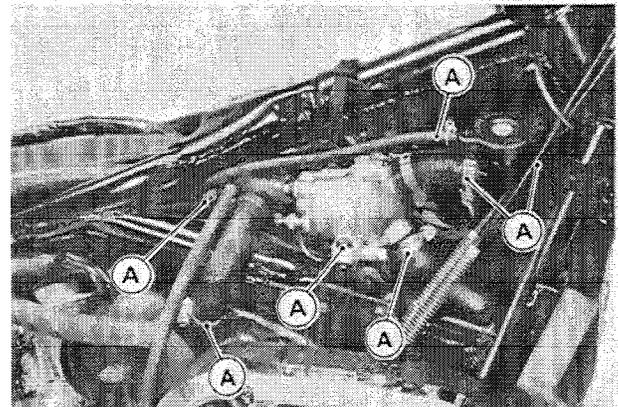
**NOTE**

○Carburetor fuel level cannot be checked with the carburetors removed. If there is any doubt, check the fuel level before removing the carburetors.

**WARNING**

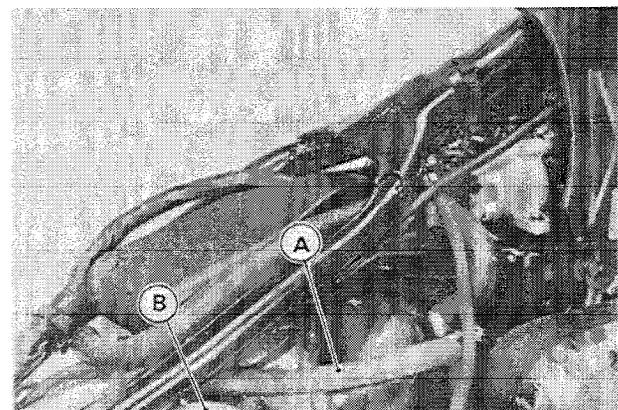
○Gasoline is extremely flammable and can be explosive under certain conditions. Turn the ignition switch OFF. Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.

- Remove the following parts to allow raising the rear of the surge tank. This makes surge tank duct removal and installation much easier.
- On California models, remove the charcoal canister purge hose from the surge tank and pull it out of the way.
- Seat
- Fuel Tank and Fuel Tank Covers
- Air Cleaner Housings
- Throttle Cable Upper Ends
- Thermostat Housing and Radiator Cap Assemblies
- Main Wire Harness Sheath



A. Remove here and take out the assemblies.

Clean Air System Hoses



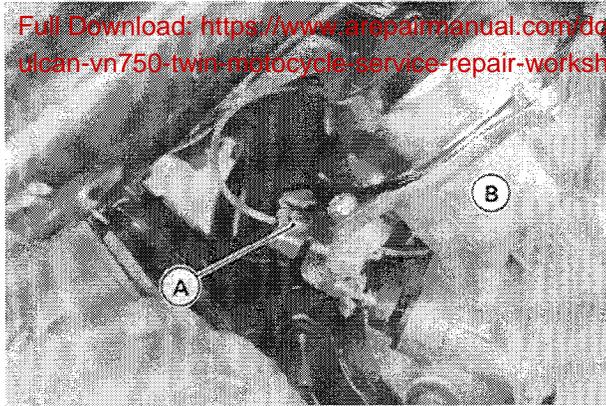
A. Right Hand Air Hose      B. Vacuum Hose

- Remove the choke cable lower end as follows.
- Loosen the locknut at the cable upper end and turn in the adjuster nut fully to give the cable plenty of play.
- Slip the outer cable out of the cable bracket at the front carburetor.
- Slip the inner cable tip from the plunger lever at the rear carburetor, and pull off the cable.

## 2-14 FUEL SYSTEM

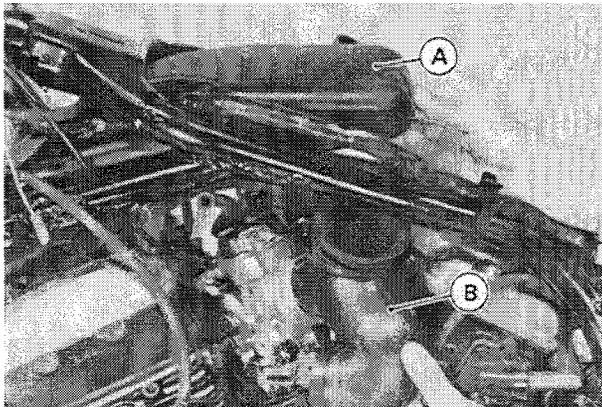
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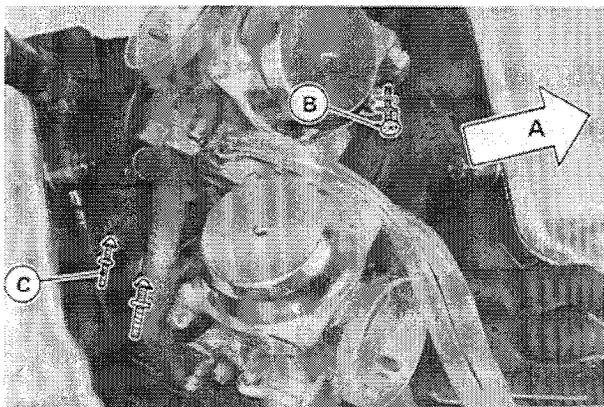
A. Choke Cable Tip      B. Rear Carburetor

- Unscrew the clamp screws of the surge tank ducts.
- While tilting up the surge tank as far as it will go, pull the ducts out of the tank and the carburetors.



A. Surge Tank      B. Surge Tank Ducts

- Loosen the carburetor holder clamp screws shown.



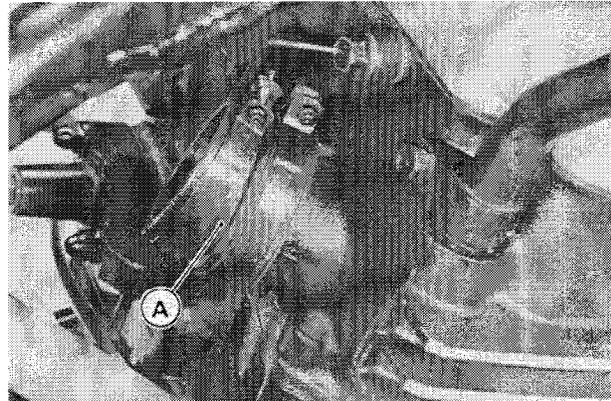
A. Front

B. Loosen this clamp screw only.

C. Loosen this clamp screw only.

- While pulling the carburetor assembly up, remove it from the motorcycle right side.

○ The front carburetor holder may be left on the cylinder.



A. Front Carburetor Holder

- Remove the throttle cable lower ends.
- After removing the carburetors, stuff pieces of lint-free, clean cloths into the carburetor and the engine inlets to keep the dirt out of the engine and carburetors.

### WARNING

- If dirt or dust is allowed to pass through into the carburetors, the throttle may become stuck, possibly causing an accident.

### CAUTION

- If dirt gets through into the engine, excessive engine wear and possibly engine damage will occur.

### Carburetor Installation Notes

- Carburetor installation is the reverse of removal. Note the following.

○ The front carburetor holder has an **F** mark and the rear carburetor holder has a **R** mark. Be careful not to mix up these holders.

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