

Kawasaki SERVICE INFORMATION

Category Factory Directed Modification	
Model KVF750-A1/B1	
Serial No. DC8971A/2A	Date Dec. 13, 2005

Subject

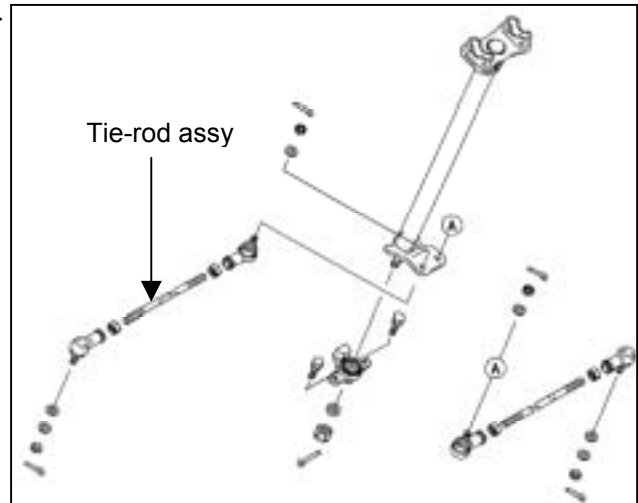
Tie-rod End Ball Separation (RECALL)

REVISED

Discard the previous one
Dated Dec.8, 2005

Subject

Tie rod separation caused by either wear or impact can occur during operation. This can disconnect the front wheel from the steering control, and could result in an accident with risk of injury or death to the ATV operator.



Eligibility

Units within the V.I.N. ranges listed below are eligible for repair.

Eligible units

Model	V.I.N.	Market	Serial Number Range
KVF750-A1	JKAVFDA1√5BXXXXXX	All other than Europe	500001 thru 518688
	JKAVF750AABXXXXXX	Europe	600008 thru 600969
KVF750-B1	JKAVFDB1√5BXXXXXX	All other than Europe	500001 thru 506051

√: Check digit, XXXXXX: Serial Number

Kawasaki Action

Kawasaki has initiated a Factory Directed Modification (RECALL) campaign to repair all eligible units according to the "Required Action in Field" section of this Service Information.

Distributor and Dealer Action

Repair all eligible units, including sold units in field and unsold units in Dealer. Also, repair all Tie-rod Ends and Tie-rod sold as spare parts in fields and unsold parts in Dealer and Distributor.

FACTORY DIRECTED MODIFICATION

(1) Notify Registered Owners:

Notify all owners of eligible units of modifying the designated all terrain vehicle by means of sending letters or any other else.

Kawasaki strongly recommends customer;

added

- (1) Do **not** ride the vehicle until it has been repaired
- (2) Perform the “Tie-rod End Free Play Inspection”, as instructed on the separate sheets, prior to each ride, if customer must ride the vehicle prior to repair.

(2) Modify the vehicles:

By following the repair procedure, repair all eligible units, including sold units in the field and unsold units in your inventory.

Parts Information

The following parts are required for this repair V.I.N. serial number range.

Description	P/N	Qty	Remark V.I.N. serial number range
Kit, Rod-Assy-Tie	99999-0084	1	KVF750-A1 500001 thru 517987 600008 thru 600860
			KVF750-B1 500001 thru 505537
Kit, Rod-Assy-Tie	99999-0086	1	KVF750-A1 517988 thru 518688 600861 thru 600969
			KVF750-B1 505538 thru 506051

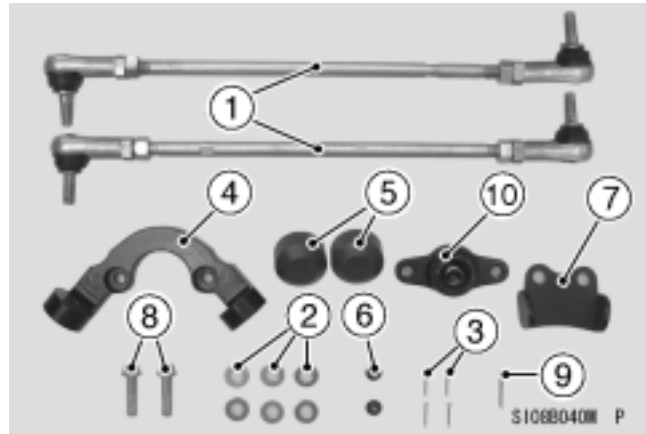
Kit, Rod-Assy-Tie contents: 99999-0084

Description	P/N	Qty	Remark
(1) Rod-Assy, Tie	39110-0024	2	
(2) Washer, 10.2×20×1.5	92022-3742	6	TIE-ROD-END
(3) Pin-Cotter, 2.0×15	550D2015	4	TIE-ROD-END
(4) Holder-Damper	13280-0200	1	DAMPER
(5) Damper	92161-0385	2	FIT HOLER
(6) Nut, Lock, 6mm	92015-1603	2	FOR DAMPER
(7) Bracket, Steering	11054-0589	1	STRG SHAFT
(8) Bolt, 8×35	92151-3763	2	STRG LOWER BJ
(9) Pin-Cotter, 3.0×25	550D3025	1	STRG LOWER END
(10) Joint-Ball	59266-0016	1	STRG LOWER END

Kit, Rod-Assy-Tie contents: 99999-0086

Description	P/N	Qty	Remark
(1) Rod-Assy, Tie	39110-0024	2	
(2) Washer, 10.2×20×1.5	92022-3742	6	TIE-ROD-END
(3) Pin-Cotter, 2.0×15	550D2015	4	TIE-ROD-END

- (1) Rod-Assy, Tie
- (2) Washer, 10.2×20×1.5
- (3) Pin-Cotter, 2.0×15
- (4) Holder-Damper
- (5) Damper
- (6) Nut, Lock, 6mm
- (7) Bracket, Steering
- (8) Bolt, 8×35
- (9) Pin-Cotter, 3.0×25
- (10) Joint-Ball



Repair Procedures (in case the vehicle is out of the crate.)

Refer to the appropriate sections of the Service Manual (P/No. 99924-1334-01, -02, -03) for information and procedures related to parts removal and installation.

(for All Kit, Rod-Assy-Tie)

< Preparation >

- If necessary, clean the area around the knuckle and suspension arm so that the work area is clean.
- Place the vehicle on a flat surface.
- Loosen the wheel nuts [A] at both sides.



- Lift up the front wheels and remove the wheel nuts and wheels.



< Remove Tie-rod >

- Remove cotter pins, tie-rod end nuts, washers and tie-rod assy [A].



(for Kit, Rod-Assy-Tie P/N 99999-0084)

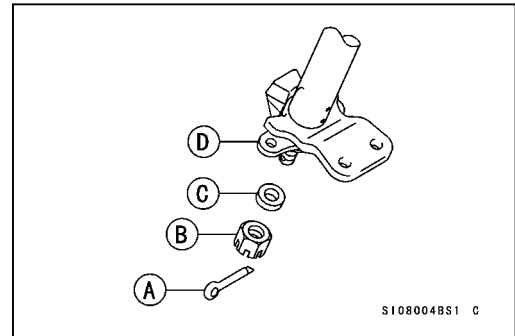
< Remove Steering Stem Bearing >

- Remove steering stem bearing joint bolts [A].
- Lift the steering stem.
- Remove cotter pin [A], steering stem bottom end nut [B] and collar [C].
- Remove steering stem bearing [D].



< Install Steering Stem Bearing >

- Fill grease up the seal grooves in new steering stem bearing.
- Lift the steering stem and install the steering stem bearing.
- Install the collar.
- Tighten steering stem bottom end nut.



Steering Stem Bottom End Nut:

62 N·m (6.3 kgf·m, 46 ft·lb)

- Install new holder (damper) [A] on the steering stem bearing.
- Tighten new steering stem bearing and new holder with new joint bolts [B] (both sides).



Steering Stem Bearing Joint Bolts:

23 N·m (2.3 kgf·m, 17 ft·lb)

< Install Damper >

- Install new dampers [A] to the holder.
- Tighten dampers with new damper nuts [B] (both sides).

Damper Nuts:

8 N·m (0.8 kgf·m, 6 ft·lb)



< Install New Bracket >

- Install new bracket [A] on the old bracket of the steering stem.



(for All Kit, Rod-Assy-Tie)

< Install Tie-rod Assy >

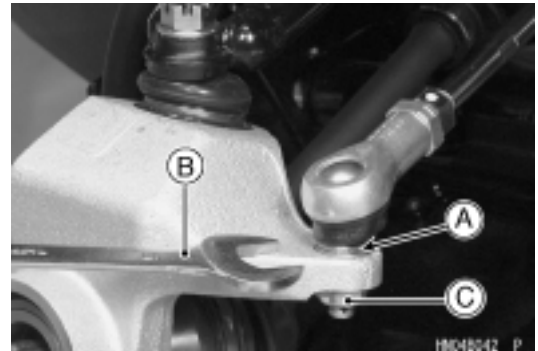
CAUTION

Do not loosen the tie rod end locknuts on the new tie-rod assy before installing tie-rod assy. Tie rod ends and tie rods are pre-assembled at the proper length and angle.

- Install new tie-rod assy and washers (refer to first illustration).
- Hold the flat surface [A] of the tie-rod end with a thin wrench [B], and tighten the tie-rod end nut [C].

Tie-rod End Nuts:

42 N·m (4.3 kgf·m, 31 ft·lb)



⚠WARNING

Be careful not to damage the rubber seal during installation. Hold the tie rod end shaft with a 17mm wrench while tightening the tie rod end nuts.

Damage could occur to the tie rod end if the tie rod assembly is allowed to hang by one end. Support the tie rod assembly during installation.

- Install new cotter pins.
- Install front wheels.
- Tighten the wheel nuts in a criss-cross pattern.

Wheel Nuts:

57 N·m (5.8 kgf·m, 42 ft·lb)

< Check Toe-in >

- Check toe-in of front wheels.
If the toe-in is not in the specified range, the vehicle needs to be adjusted.

Toe-in of Front Wheels:

-10 ~ 10 mm (-0.39 ~ 0.39 in.) at 1G

⚠WARNING

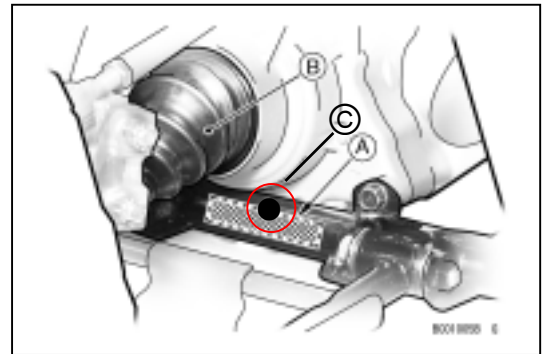
Allowing the tie rod end body to contact the shaft while loosening or tightening the tie rod locknuts can cause damage to the tie rod end and result in failure of steering components. Hold the tie rod end with a wrench when loosening or tightening the tie rod locknuts and make sure the tie rod ends are aligned 180° opposed.

Handlebar misalignment or unequal tie rod adjustment can cause the vehicle to drift left or right, or mishandle which could lead to an accident. Operate the vehicle slowly after handlebar alignment and toe-in adjustment to check that the steering responds correctly and the handlebar is straight when the vehicle is traveling in a straight line. If not, re-check the handlebar alignment and toe-in adjustment.

Repair Verification

Make a small punch mark up the V.I.N. as a verification mark.

- A. V.I.N.
- B. Front Axis (left side)
- C. Punch Mark



Warranty Information

The labor cost will be reimbursed upon your warranty request.

All other than Europe market

Model	KVF750A1	KVF750B1	KVF750A1	KVF750B1
Serial Number Range	500001 thru 517987	500001 thru 505537	517988 thru 518688	505538 thru 506051
Flat Rate	1.2 hour		0.7 hour	
Trouble code	62		62	
Causal Part	Kit, Rod-Assy-Tie		Kit, Rod-Assy-Tie	
Causal Part No.	99999-0084		99999-0086	
Quantity	1		1	
Special Claim ID No.	DC8971A		DC8972A	
Claim Type	3		3	

Europe market

Model	KVF750A1	KVF750A1
Serial Number Range	600008 thru 600860	600861 thru 600969
Flat Rate	1.2 hour	0.7 hour
Trouble code	62	62
Causal Part	Kit, Rod-Assy-Tie	Kit, Rod-Assy-Tie
Causal Part No.	99999-0084	99999-0086
Quantity	0	0
Special Claim ID No.	DC8971A	DC8972A
Claim Type	3	3

Please issue invoice of total cost incurred for repair in case distributor carries out rework their inventory before shipping.