

Kawasaki

— ENGINES —

OWNER'S MANUAL

4-STROKE AIR-COOLED V-TWIN GASOLINE ENGINE

FH601V

FH641V

FH661V

FH680V

FH721V

P/N 99920-2229-06

SAFETY AWARENESS

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

DANGER

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

WARNING

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

NOTICE

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

NOTE

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

READ THIS FIRST

For your safety, read this Owner's Manual and understand it thoroughly before operating this ENGINE.

DANGER

Exhaust gas contains carbon monoxide, a colorless, odorless poisonous gas. Inhaling carbon monoxide can cause serious brain injury or death. **DO NOT** run the engine in enclosed areas. Operate only in a well-ventilated area. Gasoline is extremely flammable and can be explosive under certain conditions, creating the potential for serious burns. When refueling, servicing fuel system, draining gasoline and/or adjusting the carburetor: Stop engine and allow it to cool before refueling. **DO NOT** smoke. Make sure the area is well-ventilated and free from any source of flame or sparks, including the pilot light of any appliance. **DO NOT** fill the tank so the fuel level rises into the filler neck or level surface of level gauge. If the tank is overfilled, heat may cause the fuel to expand and overflow through the vents in the tank cap. Wipe off any spilled gasoline immediately. Engines can become extremely hot during normal operation. To prevent fire hazard: Keep the engine at least 1 m (3.3 ft) away from buildings, obstructions and other flammable objects. **DO NOT** place flammable objects close to the engine. **DO NOT** expose combustible materials to the engine exhaust. **DO NOT** use the engine on any forest covered, brush covered or grass covered unimproved land unless spark arrester is installed on the muffler. To avoid getting an electric shock, **DO NOT** touch spark plugs, plug caps or spark plug leads during engine running. To avoid a serious burn, **DO NOT** touch a hot engine or muffler. The engine becomes hot during operation. Before you service or remove parts, stop engine and allow the engine to cool. **DO NOT** place hands or feet near moving or rotating parts. Place a protective cover over pulley, V belt or coupling. **DO NOT** run engine at excessive speeds. This may result in injury. Always remove the spark plug caps from spark plugs when servicing the engine to prevent accidental starting.

Read warning labels which are on the engine and understand them. If any label is missing, damaged, or worn get a replacement from an authorized Kawasaki engine dealer and install it in the correct position.

EMISSION CONTROL INFORMATION

Fuel Information

THIS ENGINE IS CERTIFIED TO OPERATE ON UNLEADED REGULAR GRADE GASOLINE ONLY. A minimum of 87 octane of the antiknock index is recommended. The antiknock index is posted on service station pumps in the U.S.A.

Emission Control Information

To protect the environment in which we all live, Kawasaki has incorporated an exhaust emission control system in compliance with applicable regulations of the United States Environmental Protection Agency and the California Air Resources Board. Also, depending on when your engine was produced, it may have an assigned emissions durability period.

* See below for the engine emissions durability period that may apply to your engine.

Exhaust Emission Control System

The exhaust emission control system applied to this engine consists of a carburetor and an ignition system having optimum ignition timing characteristics. The carburetor has been calibrated to provide specific air/fuel mixture characteristics and optimum fuel economy with a suitable air cleaner and exhaust system.

A sealed-type crankcase emission control system is also used to eliminate blow-by gasses. The blow-by gasses are led to a breather chamber through the crankcase and from there to the air cleaner.

Engine Emission Compliance Period

California

Engines Greater Than or Equal To 225 cc

Durability period - 1000 hours

All Other States

Engines Greater Than or Equal To 225 cc

Durability Period - 1 000 hours (Category A)

*** If your engine has an assigned emissions durability period it will be located on the certification label attached to the engine (IMPORTANT ENGINE INFORMATION).**

High Altitude Performance Adjustment Information

To improve the EMISSIONS CONTROL PERFORMANCE of engines operated above 1,000 meters (3 300 feet) , Kawasaki requires the following Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) approved modifications. High altitude adjustment requires replacement of carburetor main jets. Installation of these optional parts may be performed by an authorized Kawasaki engine dealer or equally qualified service facility, following repair recommendations specified in the appropriate Kawasaki Service document or parts catalog.

Operating the engine with the wrong engine configuration at a given altitude may increase its emissions and decrease fuel efficiency and performance.

NOTE

○ *When properly performed, these specified modifications only are not considered to be emissions system “tampering” and engine performance is generally unchanged as a result.*

Maintenance and Warranty

Proper maintenance is necessary to ensure that your engine will continue to have low emission levels. This Owner’s Manual contains those maintenance recommendations for your engine. Those items identified by the Periodic Maintenance Chart are necessary to ensure compliance with the applicable standards.

As the owner of the engine, you have the responsibility to make sure that the recommended maintenance is carried out according to the instructions in this Owner’s Manual at your own expense.

The Kawasaki Limited Emission Control System Warranty requires that you return your engine to an authorized Kawasaki engine dealer for remedy under warranty. Please read the warranty carefully, and keep it valid by complying with the owner’s obligations it contains.

Tampering with Emission Control System Prohibited

Federal law and California State law prohibit 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 engine for the purposes of emission control prior to its sale or delivery to the ultimate purchaser or while it is in use, or (2) the use of the engine after such device or element of design has been removed or rendered inoperative by any person.

Among those acts presumed to constitute tampering, do not tamper with the original emission related parts below:

- Carburetor and their internal parts
- Spark Plug
- Magneto ignition system
- Fuel filter element
- Air cleaner element
- Crankcase
- Cylinder head
- Breather chamber and internal parts
- Intake pipe and tube
- Muffler or any internal portion of the muffler

FOREWORD

We wish to thank you for purchasing this Kawasaki engine.

Please read this Owner's Manual carefully before starting your new engine so that you will be thoroughly familiar with the proper operation of your engine's control, its features, capabilities and limitations.

Also read the manual of the equipment to which this engine is attached.

To ensure a long, trouble-free life for your engine, give it the proper care and maintenance described in this manual. Always keep this manual at your fingertip so that you can refer to it whenever you need information. This manual should be considered a permanent part of the engine and should remain with the engine when it is sold.

All rights reserved. No part of this publication may be reproduced without our prior written permission.

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

All products are subject to change without prior notice or obligation.

KAWASAKI HEAVY INDUSTRIES, LTD.
Motorcycle & Engine Company

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Mar. 2017 (1) (M)

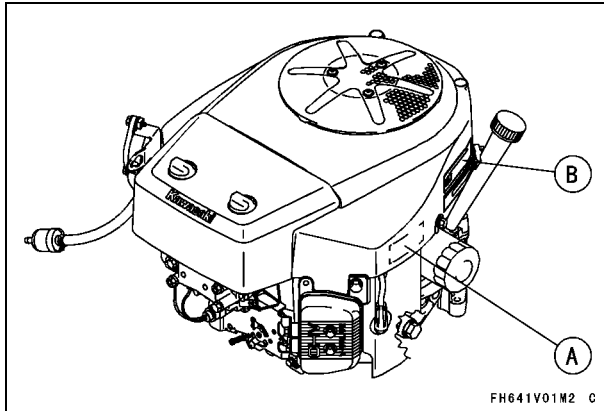
Please note that the photographs and illustrations shown in this manual are made based on Model FH601V as a typical example among other similar models.

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GENERAL INFORMATION

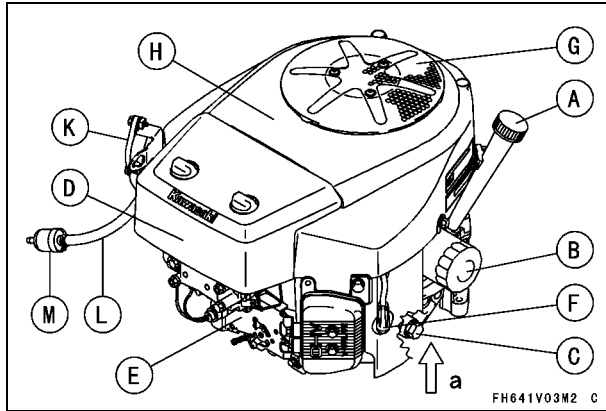
Location of Safety Related Labels



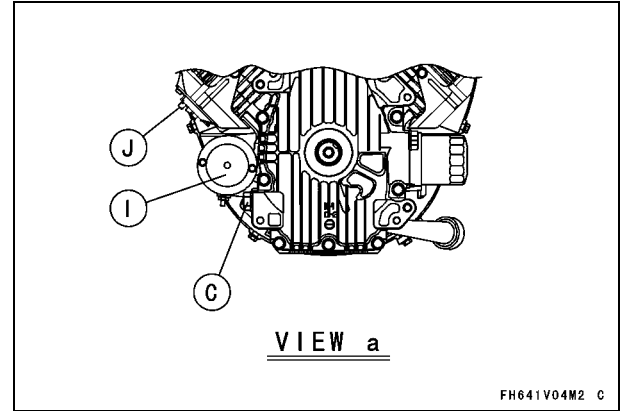
- A. Warning Label
- B. Engine Maintenance



Location of Parts



- A. Oil Gauge/Filler
- B. Oil Filter
- C. Oil Drain Plugs
- D. Air Cleaner/Carburetor
- E. Control Panel
- F. Spark Plug Caps/Spark Plugs
- G. Air Inlet Screen
- H. Fan Housing
- K. Fuel Pump
- L. Fuel Tube
- M. Fuel Filter



- I. Electric Starter
- J. Voltage Regulator

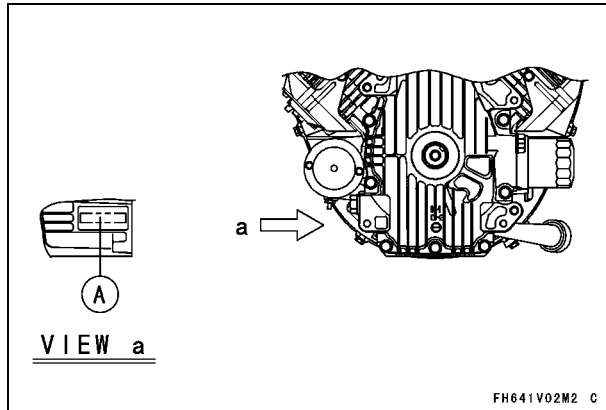
FH641V04M2 C

10 GENERAL INFORMATION

Engine Serial Number

The engine serial number is your only means of identifying your particular engine from others of the same model type.

This engine serial number is needed by an authorized Kawasaki engine dealer or equally qualified service facility when ordering parts.



A. Engine Serial Number

Tune-up Specifications

ITEM	Specifications
Ignition Timing	Unadjustable
Spark Plugs: Gap	NGK BPR4ES 0.75 mm (0.030 in)
Low Idle Speed	1 550 r/min (rpm)
High Idle Speed	3 600 r/min (rpm)
Valve Clearance	IN 0.10 ~ 0.15 mm (0.004 ~ 0.006 in) EX 0.10 ~ 0.15 mm (0.004 ~ 0.006 in)
Other Specifications	No other adjustment needed

NOTE

○ *High and low idle speeds may vary depending on the equipment on which the engine is used. Refer to the equipment specification.*

Engine Oil Capacity

Engine Oil Capacity

FH601V	1.5 L (1.6 US·qt)
FH641V	[when oil filter is not removed]
FH661V	1.7 L (1.8 US·qt)
FH680V	[when oil filter is removed]
FH721V	1.5 L (1.6 US·qt)
	[when oil filter is not removed]
FH721V	1.8 L (1.9 US·qt)
	[when oil filter is removed]

FUEL AND OIL RECOMMENDATIONS

Fuel

Use only clean, fresh, unleaded regular grade gasoline.

NOTICE

Do not mix oil with gasoline.

Octane Rating

The octane rating of a gasoline is a measure of its resistance to “knocking”. Using a minimum of 87 octane by the antiknock index is recommended. The antiknock index is posted on service station pumps in the U.S.A.

Antiknock Index: $(RON + MON)/2$

RON = Research Octane Number

MON = Motor Octane Number

NOTE

○ If “knocking” or “pinging” occurs, use a different brand of gasoline or higher octane rating.

Oxygenated Fuel

Oxygenates (either ethanol or MTBE) are added to the gasoline. If you use the oxygenated fuel be sure it is unleaded and meets the minimum octane rating requirement.

The following are the EPA approved percentages of fuel oxygenates.

ETHANOL: (Ethyl or Grain Alcohol)

You may use gasoline containing up to 10% ethanol by volume.

MTBE: (Methyl Tertiary Butyl Ether)

You may use gasoline containing up to 15% MTBE by volume.

METHANOL: (Methyl or Wood Alcohol)

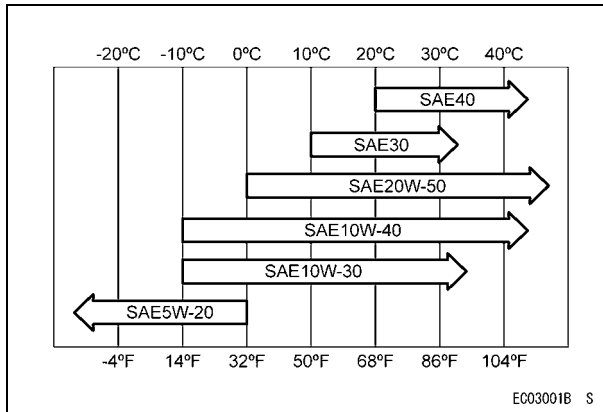
You may use gasoline containing up to 5% methanol by volume, as long as it also contains cosolvents and corrosion inhibitors to protect the fuel system. Gasoline containing more than 5% methanol by volume may cause starting and/or performance problems. It may also damage metal, rubber, and plastic parts of your fuel system.

Engine Oil

The following engine oils are recommended.
 API Service Classification : SJ or SL class

Oil Viscosity

Choose the viscosity according to the temperature as follows:



NOTE

- Although 10W-40 engine oil is the recommended oil for most conditions, the oil viscosity may need to be changed to accommodate atmospheric conditions. Using 20W-50 oil in higher ambient temperatures may reduce oil consumption.

PREPARATION

Fuel



WARNING

Gasoline is extremely flammable and can be explosive under certain conditions, creating the potential for serious burns. Turn the ignition switch off. Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light. Never fill the tank completely to the top. If the tank is filled completely to the top, heat may cause the fuel to expand and overflow through the vents in the tank cap. After refueling, make sure the tank cap is closed securely. If gasoline is spilled on the fuel tank, wipe it off immediately.

- Level the engine before fueling.
- Remove the fuel tank cap.
- Slowly pour fuel into the tank through the fuel strainer.
- Close the tank cap securely.

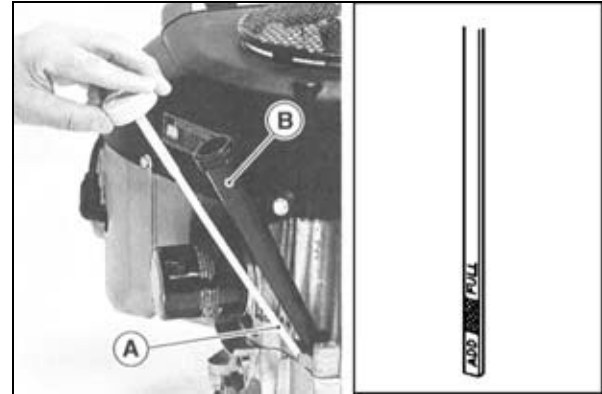
Engine Oil

Check the engine oil daily before starting the engine otherwise shortage of the engine oil may cause serious damage to the engine such as seizure.

- Place the engine on level surface. Clean area around the oil gauge before removing it.
- Remove the oil gauge (A) and wipe it with a clean cloth.
- Pour the oil slowly to “FULL” mark on the oil gauge.
- Insert the oil gauge into tube (B) WITHOUT SCREWING IT IN.
- Remove the oil gauge (A) to check the oil level. The level should be between “ADD” and “FULL” marks. Do not overfill.
- Install and tighten the oil gauge (A).

Engine Oil Capacity

FH601V	1.5 L (1.6 US·qt)
FH641V	[when oil filter is not removed]
FH661V	1.7 L (1.8 US·qt)
FH680V	[when oil filter is removed]
FH721V	1.5 L (1.6 US·qt)
	[when oil filter is not removed]
	1.8 L (1.9 US·qt)
	[when oil filter is removed]



A. Oil Gauge
B. Tube

NOTICE

The engine is shipped without engine oil.

STARTING

Start Engine

⚠ DANGER

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

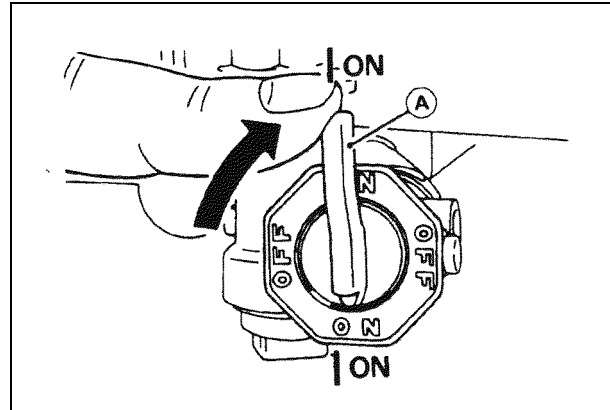
⚠ WARNING

Engine exhaust may ignite combustible materials and cause a fire. Keep the area around the exhaust outlet clear. Locate the unit so that the exhaust outlet points toward an open area and is located at least one meter (3.3 feet) from any obstructions.

NOTE

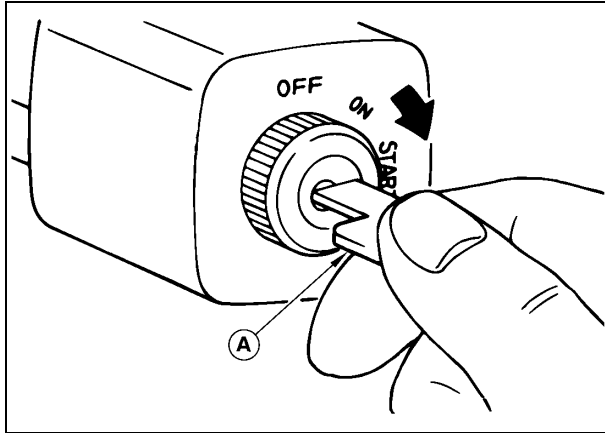
- Be aware of the following in order to start the engine easily in cold weather.
- Use proper oil for expected temperature (See FUEL AND OIL RECOMMENDATIONS chapter).
- Use fresh gasoline.
- Protect the engine or the equipment from direct exposure to weather when not in operation.

- Before starting the engine, disconnect all possible external loads.
- Open the fuel valve (A) on the equipment.
- Put the key into the ignition switch. For Control Panel Switch Type, move the throttle lever on the equipment to its halfway position. Moving the lever away from its low speed end turns ignition on.
- Move the throttle lever to its halfway position between “SLOW” speed and “FAST” speed.



A. Fuel Valve

- Put the key (A) into the ignition switch.
- Turn the key to the START position on the equipment. Normally the engine will start within 3 seconds.

***NOTICE***

Do not run the electric starter continuously for more than 5 seconds, otherwise the battery may discharge quickly. If the engine does not start right away, wait 15 seconds and try again.

NOTICE

Whenever you start engine, make sure warning light is not illuminated after engine starts. If warning light comes on, stop engine immediately and check oil level (if equipped).

OPERATING

Warming Up

After the engine starts, move the throttle lever on the equipment to halfway between “FAST” and “SLOW”.

To warm up the engine, run it for 3 to 5 minutes with the throttle lever in the same load position (halfway) before putting the equipment under load. Then, move the throttle lever on the equipment to its “FAST” position.

NOTICE

Allow engine to warm up sufficiently (3 to 5 minutes at idle) before applying a load. This will allow oil to reach all engine parts, and allow piston clearance to reach design specifications.

NOTICE

While warming up the engine, make sure the warning light (oil pressure) on dash is not on. The warning light must not be illuminated during engine operation (if equipped).

Engine Inclination

This engine will operate continuously at angles up to 25° in any direction.

Refer to the operating instructions of the equipment this engine powers. Because of equipment design or application, there may be more stringent restrictions regarding the angle of operation.

NOTICE

Do not operate this engine continuously at angles exceeding 25° in any direction. Engine damage could result from insufficient lubrication.

STOPPING

Stopping the Engine

Ordinary Stop

- Move throttle lever to SLOW position.
- Keep running at the “SLOW” speed for about one minute.

<i>NOTICE</i>
Engine damage can occur from run-on or after-burning if engine is stopped suddenly from high speed loaded operation. Reduce engine speed to idle for one minute before shutting engine off.

- Turn the ignition switch to the “OFF” position.

Emergency Stop

- Immediately turn the ignition switch to the “OFF” position.
- Close the fuel valve on the equipment.

 WARNING
Leaving the equipment with the key hanging in the ignition can allow operation by someone who does not know how to operate it. It may cause serious accident with injury. Always remove the key from unattended equipment.

ADJUSTMENT

Two types of choke control are used for FH601V, FH641V, FH661V, FH661V, FH680V, FH721V Model Engines.

Associated Choke Type

Throttle Cable Installation, Adjustment

Make sure that the throttle lever on the equipment links to the engine with the throttle cable.

- Leave the cable clamp bolt (A) loose.
- Align the hole (B) in the speed control lever (C) with the hole (D) in the base plate (E) moving the lever (C); insert 6 mm dia. pin (or 6 mm bolt) through two holes.
- Pull up the outer housing (F) of the throttle cable until the inner wire (G) has almost no slack, and tighten the cable clamp bolt (A). Remove the 6 mm dia. pin.

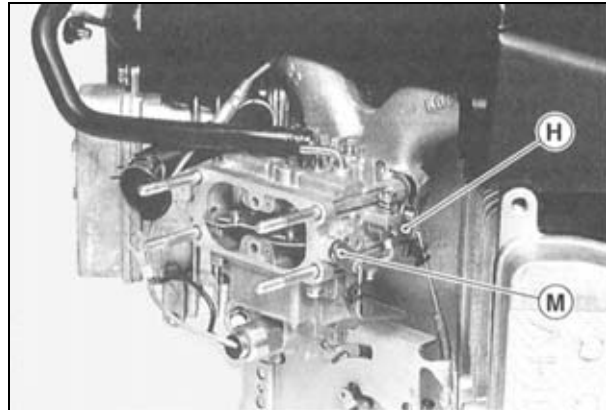
Make sure that the carburetor choke valve (M) is closed completely when the throttle lever on the equipment is moved to “CHOKE” position. If not, perform “CHOKE ADJUSTMENT”.

Choke Adjustment Associated Choke Type

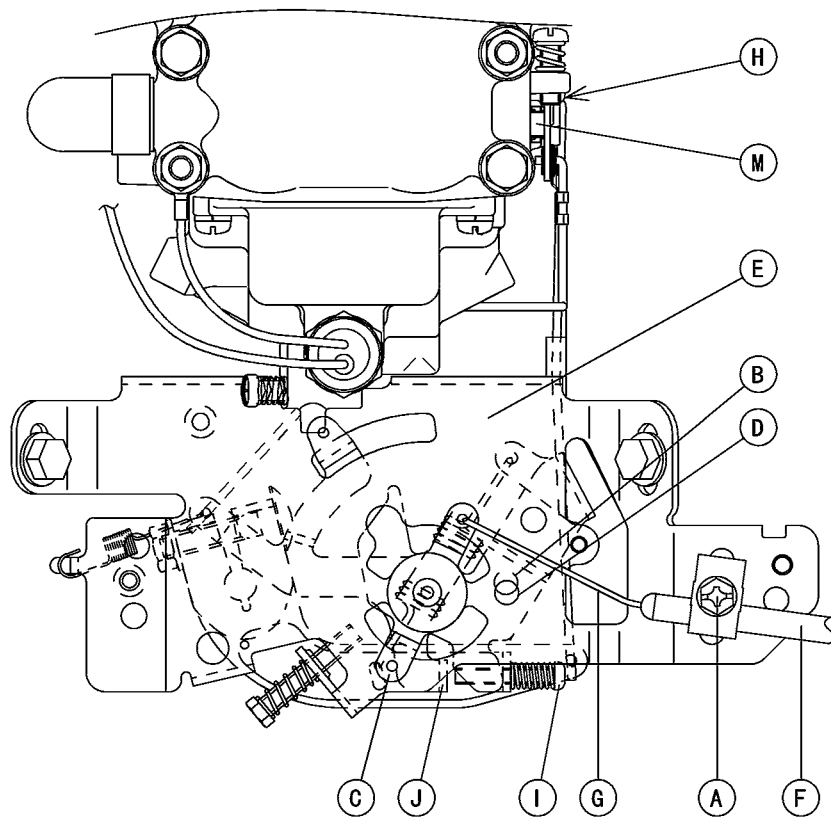
- Stop the engine.
- Align the hole (B) in the speed control lever (C) with the hole (D) in the base plate (E) by moving

the lever (C); insert 6 mm dia. pin (or 6 mm bolt) through two holes.

- Turn the choke setting screw (I) so that the clearance between the screw end and the tongue of the lever (J) is zero. Remove the 6 mm dia. pin or bolt.
- Make sure that the choke valve can move to full open position and full close position by turning the lever.



H. Throttle Valve
M. Choke Valve



22 ADJUSTMENT

Separate Choke Type

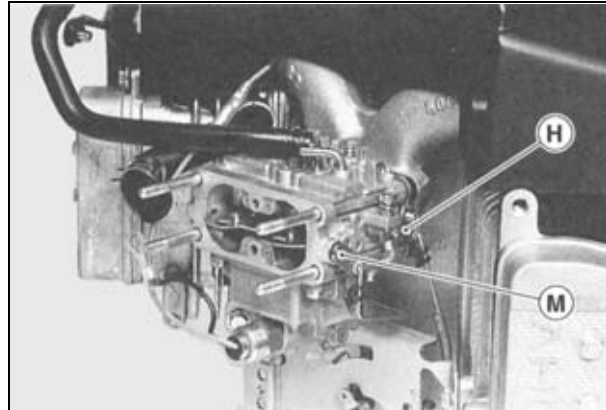
Throttle Cable Installation, Adjustment

- Link the throttle cable (G) to the speed control lever (C) and loosely clamp the throttle cable outer housing (F) with the cable clamp bolt (A).
- Move the throttle lever to “FAST” position.
- Pull up the outer housing (F) of the throttle cable until the inner wire (G) has almost no slack, and tighten the cable clamp bolt (A).
- Move the throttle lever to “slow” position. Make sure that the carburetor throttle valve (H) is moved smoothly.

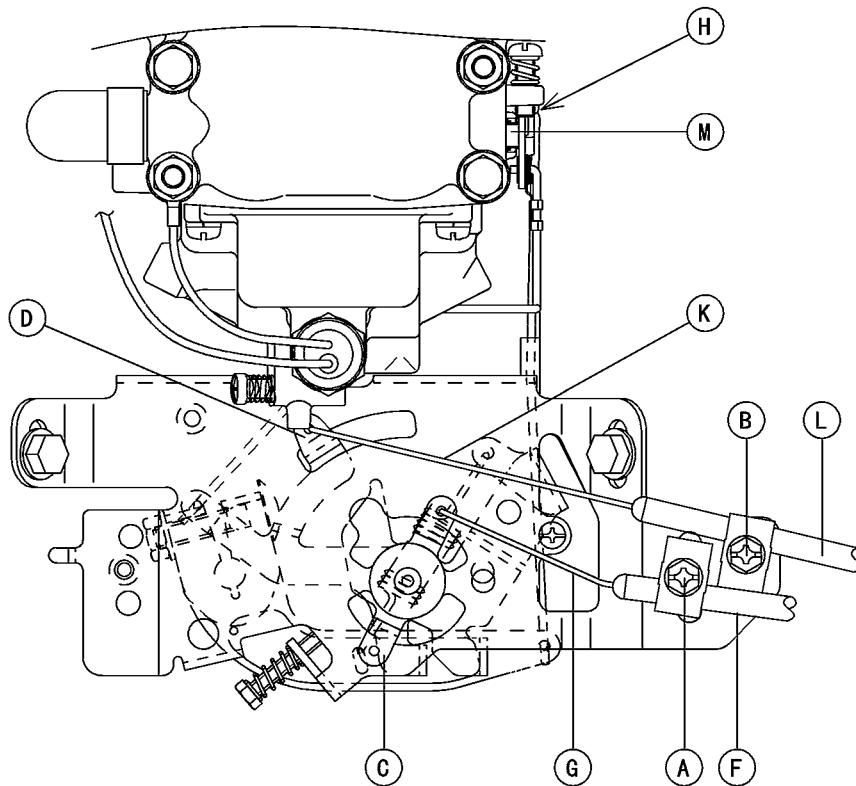
Choke Cable Installation, Adjustment

- Link the choke cable (K) to the choke control lever (D), and loosely clamp the choke cable outer housing (L) with the cable clamp bolt (B).
- Move the equipment choke control to “OPEN” position. Make sure that the carburetor choke valve (M) is fully opened.
- Pull up the outer housing (L) of the choke cable until the inner wire (K) has almost no slack, and tighten the cable clamp bolt (B).

- Move the equipment choke control to “CHOKE” position. Make sure that the carburetor choke valve (M) is completely closed.
- Make sure that the choke valve turns from fully close position to fully open position when actuating the equipment choke control.



H. Throttle Valve
M. Choke Valve



24 ADJUSTMENT

Engine Speed Adjustment

NOTE

- *Do not tamper with the governor setting or the carburetor setting to increase the engine speed. Every carburetor is adjusted at the factory and a cap or a stop plate is installed on each mixture screw.*
- *If any adjustment is necessary, it must be performed by an authorized Kawasaki engine dealer or equally qualified service facility.*

MAINTENANCE

Maintenance, replacement, or repair of the emission control devices and systems may be performed by any non-road engine repair establishment or individual.

Periodic Maintenance Chart

 **WARNING**

Prevent accidental starting during engine service by removing the spark plug caps.

NOTE

○ *The service intervals can be used as a guide. Service more frequently as necessary by operating conditions.*

◆ : Service more frequently under dusty conditions.

◇ : Service to be performed by an authorized Kawasaki dealer or equally qualified service facility.

MAINTENANCE	INTERVAL						
	Daily	Every 25 hr.	Every 100 hr.	Every 200 hr.	Every 250 hr.	Every 300 hr.	Every 500 hr.
Check and add engine oil.	●						
Check for loose or lost nuts and screws.	●						
Check for fuel and oil leakage.	●						
Check battery electrolyte level.	●						
◆ Clean air cleaner foam element		●					
◇ Clean air cleaner paper element			●				

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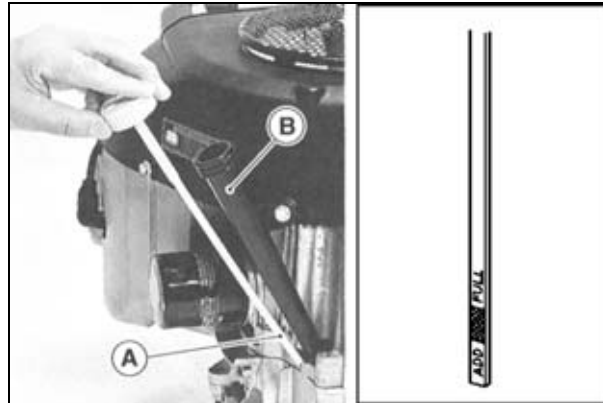
MAINTENANCE	INTERVAL						
	Daily	Every 25 hr.	Every 100 hr.	Every 200 hr.	Every 250 hr.	Every 300 hr.	Every 500 hr.
♦ Check or clean air inlet screen.	•						
♦ Clean dust and dirt from cylinder and ◇ cylinder head fins.			•				
Tighten nuts and screws.			•				
Change engine oil.	Every 100 hours or 1 year whichever comes first						
♦ Check and clean oil cooler fins (FH721V model).			•				
Clean and regap spark plugs.			•				
Change oil filter.				•			
♦ Replace air cleaner paper element				•			
♦ Replace air cleaner primary element (Heavy Duty Air Cleaner).					•		
♦ Check air cleaner secondary element (Heavy Duty Air Cleaner).					•		
◇ Clean combustion chamber.						•	
◇ Check and adjust valve clearance.						•	
◇ Clean and lap valve seating surface.						•	
♦ Replace air cleaner secondary element (Heavy Duty Air Cleaner).							•

Oil Level Check

Check the oil level daily and before each time of operation. Be sure the oil level is maintained. See PREPARATION chapter.

Engine Oil Capacity

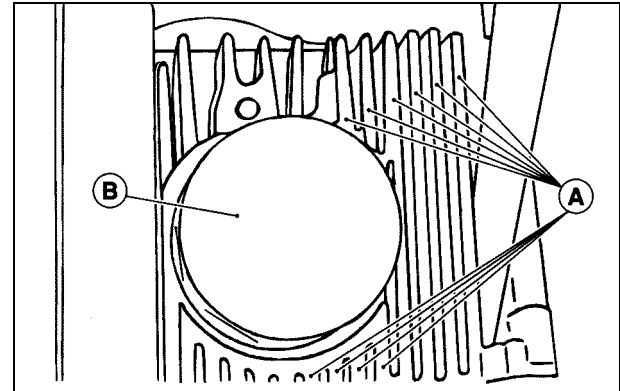
FH601V FH641V	1.5 L (1.6 US-qt) [when oil filter is not removed]
FH661V FH680V	1.7 L (1.8 US-qt) [when oil filter is removed]
FH721V	1.5 L (1.6 US-qt) [when oil filter is not removed]
	1.8 L (1.9 US-qt) [when oil filter is removed]



Oil Cooler Service (FH721V Model)

Check and clean oil cooler fins every 100 hours.

- Clean dirt off the outside fins with a brush or compressed air.



- A. Oil Cooler Fins
- B. Oil Filter

28 MAINTENANCE

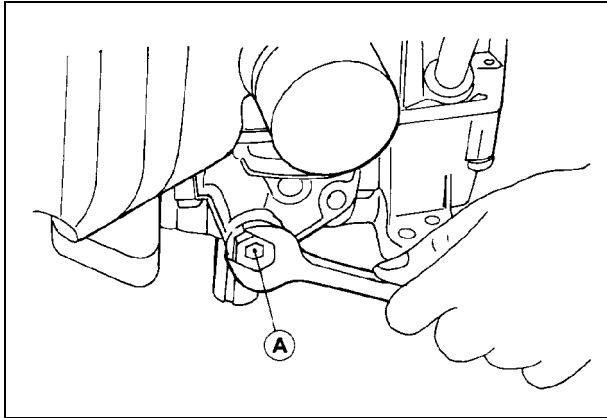
Oil Change

Change oil every 100 hours or 1 year whichever comes first.

- Run the engine to warm oil.
- Be sure the engine (equipment) is on level surface.
- Stop the engine.
- Remove the oil drain plug and drain the oil into a suitable container while engine is warm.

 **WARNING**

Hot engine oil can cause severe burns. Allow engine temperature to drop from hot to warm before draining and handling oil.



A. Oil Drain Plug

- Install the oil drain plug.
- Remove the oil gauge and refill with fresh oil (See FUEL AND OIL RECOMMENDATIONS chapter).
- Check the oil level (see PREPARATION chapter).

 **WARNING**

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

Oil Filter Change

- Change the oil filter every 200 hours of operation.

WARNING

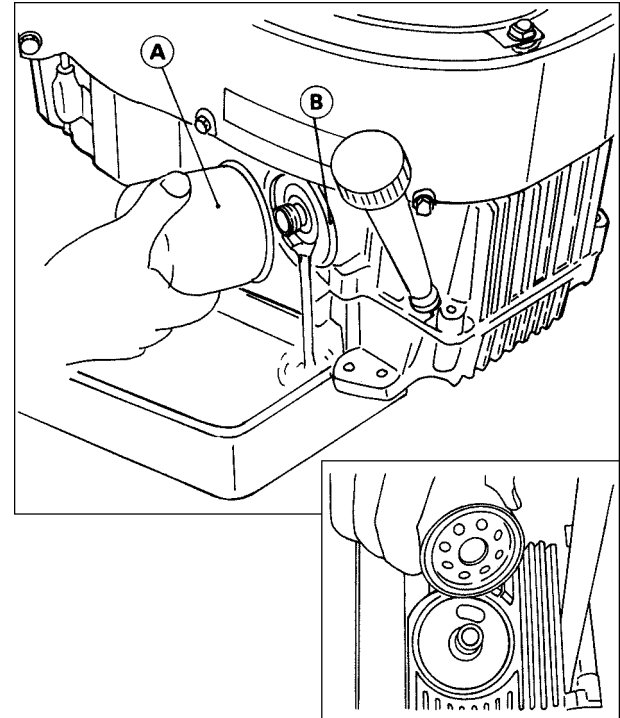
Hot engine oil can cause severe burns. Allow engine temperature to drop from hot to warm before attempting to remove oil filter.

- Drain the engine oil into a suitable container.

NOTICE

Before removing the oil filter, place suitable pan under filter connection.

- Rotate the oil filter (A) counterclockwise to remove it.
- Coat a film of clean engine oil on the seal of new filter.
- Install new filter rotating it clockwise until the seal contacts the mounting surface (B). Then rotate the filter 3/4 turn more by hand.
- Supply engine oil as specified.
- Run the engine for about 3 minutes, stop the engine, and check for any oil leakage around the filter.
- Add oil to compensate for oil level drop due to oil filter capacity (see PREPARATION chapter).



A. Oil Filter
B. Mounting Surface

30 MAINTENANCE

WARNING

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

Air Cleaner Service

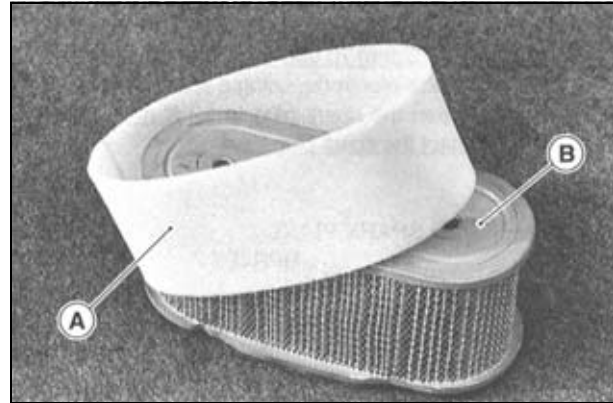
NOTICE

Do not run the engine with the air cleaner removed.

Foam Element

Clean the foam element (A) every 25 hours.

- Wash the element in detergent and water, and dry it thoroughly.



- A. Foam Element
B. Paper Element

Paper Element

Clean the paper element (B) every 100 hours.

- Clean the element by tapping gently to remove dust. If very dirty, replace the element with a new one.
- Replace with a new paper element yearly or 200 hours, whichever comes first.

NOTE

- *Operating in a dusty condition may require more frequent maintenance than above.*

NOTICE
<p>Do not wash paper element. Do not oil paper or foam element. Do not use pressurized air to clean paper element.</p>

Heavy Duty Air Cleaner (Option)

These air cleaner elements are not recommended to be cleaned. Replace each air cleaner element with a new one at the maintenance time as shown in the maintenance chart.

NOTICE
<p>To prevent excessive engine wear, do not run the engine with the air cleaner removed.</p>

NOTICE

Do not wash air cleaner elements.
Do not oil air cleaner elements.
Do not use pressurized air to clean air cleaner elements.

NOTE

- *Operating in dusty condition may require more frequent maintenance.*

Primary Element

Replace the primary element every 250 hrs.

Secondary Element

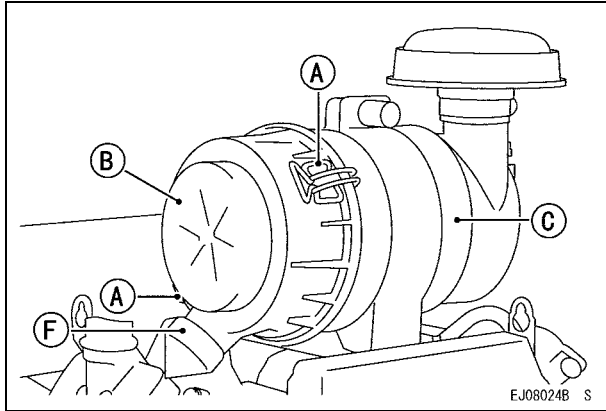
- Replace the secondary element with a new one, if the secondary element is dirty when the primary element is checked.
- Replace the secondary element with a new one every 500 hrs.

Cap (Dust Ejector Valve)

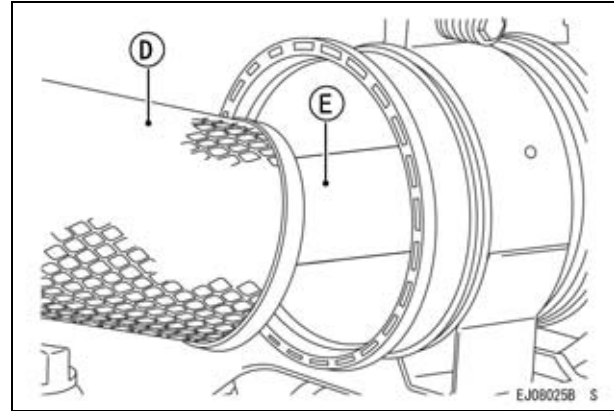
Push and open the cap on the case of the air cleaner body to expel dust and/or water accumulated inside.

- Unfasten the two retaining clamps (A) and remove the case (B) from the air cleaner body (C).
- Remove the primary element (D) and the secondary element (E) from the air cleaner body by pulling out them.

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- A. Retaining Clamps**
- B. Case**
- C. Air Cleaner Body**
- F. Cap (Dust Ejector Valve)**



- D. Primary Element**
- E. Secondary Element**

- Install the new air cleaner elements into the air cleaner body.
- Reinstall the case and the cap (F) then securely fasten the two retaining clamps.

Fuel Filter and Fuel Pump Service

 **WARNING**

Many solvents are highly flammable and may cause serious burns. Improper use of solvents can result in fire or an explosion. Do not use gasoline or low flash-point solvents to clean the fuel filter and/or the fuel pump. Clean only in a well-ventilated area away from sources of sparks or flame, including any appliances with a pilot light.

- The fuel filter can not be disassembled. If the fuel filter gets clogged, replace it with a new one.
- The fuel pump can not be disassembled. If the fuel pump fails, replace it with a new one.

Spark Plug Service

 **WARNING**

Engines can become extremely hot during normal operation. Hot engine components can cause severe burns. Stop the engine and allow it to cool before checking spark plugs.

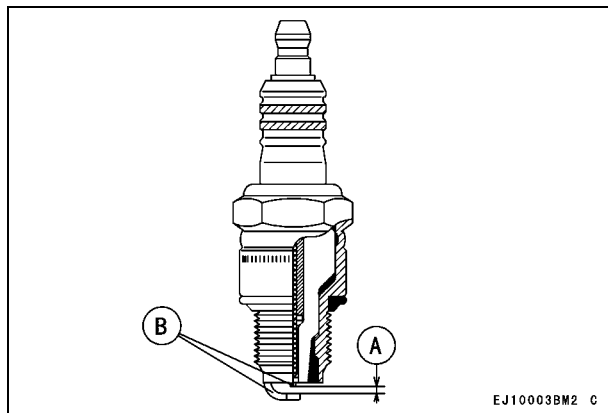
Clean or replace the spark plugs and reset the gap (A) every 100 hours of operation.

- Disconnect the spark plug caps from the spark plugs and remove the spark plugs.
- Clean the electrodes (B) by scraping or using a wire brush to remove carbon deposits.
- Inspect for cracked porcelain, other wear or damage. Replace the spark plug with a new one if necessary.
- Check the spark plug gap and reset it if necessary. The gap must be 0.75 mm (0.030 in). To change the gap, bend only the side electrode, using a spark plug tool.
- Install and tighten the spark plugs to 22 N·m (2.2 kgf·m, 16 ft·lb).
- Fit the spark plug caps on the spark plugs securely.
- Pull up the spark plug caps lightly to make sure of the installation of the spark plug caps.

RECOMMENDED SPARK PLUG

NGKBPR4ES

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- A. Spark Plug Gap
- B. Electrodes

Cooling System Cleaning

Before each operation, check that the air inlet (rotary) screen (A) is free from grass and debris. Clean the screen if necessary. Every 100 hours of operation, check and clean the cooling fins and the inside of engine shrouds to remove grass, chaff or dirt clogging the cooling system and causing overheating. When cleaning, remove the air inlet screen (A), the air cleaner cap (C) and the fan housing (B).

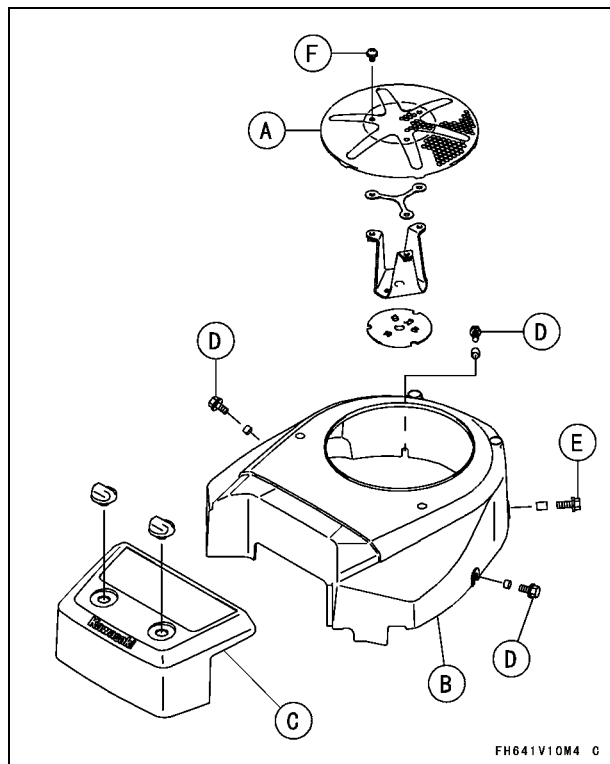
NOTICE

Do not run engine before all cooling system parts are reinstalled to keep cooling and carburetion as intended.

[Bolts Size, Tightening Torque]

Bolts	Size	Length	Tightening torque
D	M6	12 mm	5.9 N·m (0.6 kgf·m, 4.3 ft·lb)
E	M6	20 mm	5.9 N·m (0.6 kgf·m, 4.3 ft·lb)
★F	M6	12 mm	5.9 N·m (0.6 kgf·m, 4.3 ft·lb)

★F: Screws



STORAGE

Engine Storage Procedure

When not operating your Kawasaki engine more than 30 days, add fuel stabilizer to fuel tank and run engine for 5 minutes then drain the fuel tank.

After drain the fuel tank, run the engine at low idle until engine stalled.

 **WARNING**

Gasoline is extremely flammable and can be explosive under certain conditions. Drain fuel before storing the equipment for extended periods. Drain gasoline in a well-ventilated area away from any source of flame or sparks, including any appliances with a pilot light. Store gasoline in an approved container in safe location.

 **WARNING**

Gasoline is a toxic substance. Dispose of gasoline properly. Contact your local authorities for approved disposal methods.

- Remove the spark plugs and pour approx 1 ~ 2 mL (1/2 teaspoon) of engine oil through the spark plug holes then screw the spark plugs in after turning the engine a few times. Slowly turn the engine until you feel the compression then leave it there. This traps the air inside the cylinders and prevents rust inside the engine.
- Wipe the body with oily cloth.
- Wrap the engine with plastic sheeting and store it in a dry place.
- Change engine oil for next use after period of storage. Refer to MAINTENANCE chapter for Oil Change section).

TROUBLESHOOTING GUIDE

If the engine malfunctions, carefully examine the symptoms and the operating conditions, and use the table below as a guide to troubleshooting.

Symptom		Probably Cause	Remedy
Engine won't start or output is low	Insufficient compression	Loose spark plugs	Tighten properly
		Loose cylinder head bolts	◇
		Faulty pistons, cylinders, piston rings, or head gaskets	
		Faulty valves	
	No fuel to combustion chamber	No fuel in fuel tank	Fill fuel tank
		Fuel valve not in "ON" position	Open fuel valve lever.
		Blocked fuel filter or tube	Change fuel filter or fuel tube
		Blocked air vent in tank cap	Clean fuel tank cap
		Faulty carburetor	◇
	Spark plugs fouled by fuel	Clogged air cleaner	Clean
		Incorrect grade/type of fuel	Change fuel
		Water in fuel	
		Over rich fuel/air mixture	Open choke. ◇
		Faulty carburetor	◇

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Symptom		Probable Cause	Remedy
	No spark or weak spark	Faulty spark plugs	Replace spark plugs
		Faulty ignition coils	◇
		Engine switch is in "OFF" position	Turn engine switch to "START" position
Low output	Engine overheats	Clogged air cleaner	Clean
		Air inlet screen or cooling air path clogged with dirt	
		Insufficient engine oil	Replenish or change oil
		Carbon build-up in combustion chamber	◇
	Poor ventilation around engine	Select a better location	
	Engine speed won't increase	Faulty governor	◇

◇ : Service to be performed by an authorized Kawasaki engine dealer or equally qualified service facility.

ENVIRONMENTAL PROTECTION

To protect our environment, properly dispose of used batteries, engine oil, gasoline, coolant, or other components that you might discard.

Consult an authorized Kawasaki engine dealer or equally qualified service facility or local environmental waste agency for the proper disposal procedures.

SPECIFICATIONS

	FH601V, FH641V, FH661V, FH680V	FH721V
Type	Air- cooled, 4-stroke OHV, V-twin cylinder, gasoline engine	
Bore x Stroke	75.2 x 76 mm (2.96 x 2.99 in.)	
Displacement	675 mL (41.19 cu.in)	
Ignition System	Solid-state ignition	
Direction of rotation	Counterclockwise facing the PTO Shaft	
Starting system	Electric starter	

NOTE

○ *Specifications are subject to change without notice.*

WIRING DIAGRAM

Wiring Diagram (With 12 V - 13 A Charging Coil)

⚠ WARNING
 Prevent sparks and/or electrical system damage by removing the negative (-) cable from the battery before attempting any repair or maintenance.

Battery Capacity Recommended

Model	Battery Capacity
Lawn Mower	12 V 200 CCA Class
Snow Thrower	12 V 280 CCA Class

NOTE

○ Portion surrounded by hatching shows Kawasaki procurement parts.

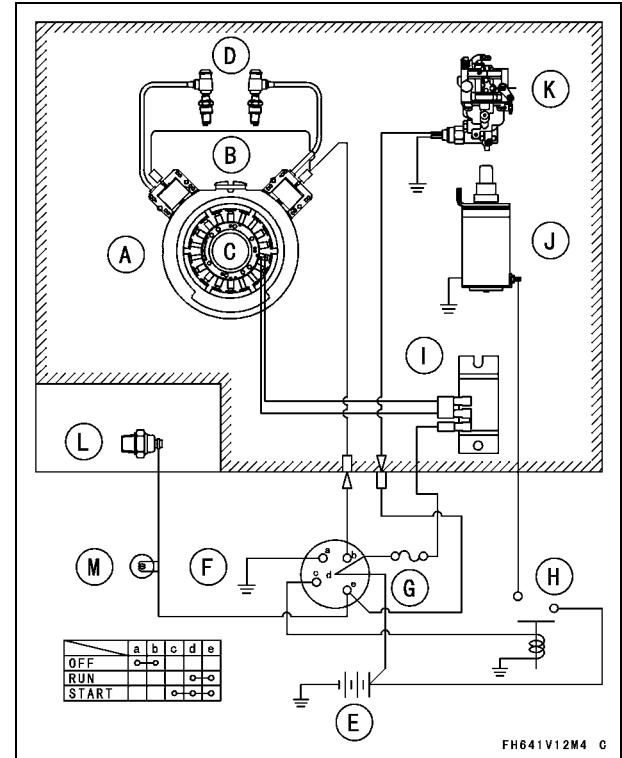
- | | |
|------------------|------------------------|
| A. Flywheel | H. Solenoid Switch |
| B. Ignition Coil | I. Voltage Regulator |
| C. Charging Coil | J. Electric Starter |
| D. Spark Plugs | K. Carburetor |
| E. Battery | L. Oil Pressure Switch |

F. Key Switch

G. Fuse

(Option)

M. Oil Warning Light



 **WARNING**

The engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects or other reproductive harm.

For repair or maintenance assistance contact an authorized Kawasaki engine dealer or equally qualified service facility.

For warranty assistance please contact an authorized Kawasaki engine dealer.

Kawasaki engine dealer locator can be found on our website: www.kawasakenginesusa.com

For further assistance email:

kawasakenginesupport@kmc-usa.com

or call 877-364-6404



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