

VULCAN 2000 OIL LEVEL CHECK PROCEDURE

FACTORY AUTHORIZED REPAIR NOTICE

NOVEMBER 2004

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Dear Vulcan 2000 Owner:

Thank you for purchasing the Vulcan 2000, Kawasaki's newest flagship cruiser.

Because the Vulcan 2000 has a unique semi-dry sump lubrication system with separate oil chambers in the crank room, clutch side cover and transmission room, the engine oil level indicated on the dipstick is very sensitive to oil temperature, the motorcycle's position and engine rpm at time of shut down.

Under certain conditions, oil can accumulate in the crank and clutch areas and give a false low reading on the dipstick in the transmission room. This can result in false low readings and oil overfilling, which often leads to oil being pushed out of the crankcase vent and into the airbox.

Use the following procedure, which is also outlined in the Owner's Manual, for checking oil level:

Verify Engine Oil Presence

Before starting the engine, verify that the engine contains oil by removing the oil filler cap/dipstick in the lower right side of the engine. If the dipstick is dry, tip the motorcycle slightly to the right and look through the filler hole until oil appears. If no oil appears even when the machine is tipped at an extreme angle, remove the oil drain plugs to empty any oil that may be in the transmission, crankcase and clutch cover. Reinstall the drain plugs and refill with the specified amount of oil. Continue with the Engine Oil Level Inspection.

CAUTION: If the engine is run without oil, it will be severely damaged.

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