

# VULCAN 2000 OIL LEVEL CHECK PROCEDURE

## FACTORY AUTHORIZED REPAIR NOTICE

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.**

## Engine Oil Level Inspection

After you have verified that the engine contains oil, start the engine and allow it to idle for several minutes to thoroughly warm the oil in the transmission room to 52 c° (125 F°) according to the following chart:

Air temperature C° (F°)	Idle Time (min)
4,5° (40°)	15
29,5° (85°)	10
37,5° (100°)	5

\*NOTE: During this time the auxiliary cooling fan may be activated several times.

After allowing the engine to idle for the specified time, shut it off. **DO NOT REV THE ENGINE AND SHUT IT OFF AT HIGHER-THAN-IDLE RPM.** Doing so can leave a significant amount of oil in the crank room and clutch area, leading to a false low oil level reading.

Allow the oil to settle for several minutes. With the motorcycle level from front to back and side to side, remove the oil filler cap/dipstick and wipe the dipstick clean. Continue holding the motorcycle upright and reinstall the dipstick, threading the cap completely in. Remove the dipstick and check the engine oil level. The engine oil level should be between the high and low level lines on the dipstick.

If the oil level is too high, remove the excess oil through the filter opening using a syringe or other suitable device. If the oil level is too low, add oil to reach the correct level. Use the same type of oil that is already in the engine.

Replace the cap, making sure the O-ring is in place and tighten.

Following this procedure should provide an accurate oil level reading. If you feel you are not obtaining accurate readings using this method, please see your local Kawasaki dealer for further assistance.

Sincerely,

KAWASAKI MOTORS CORP., U.S.A.