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KAWASAKI
400


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# Specifications

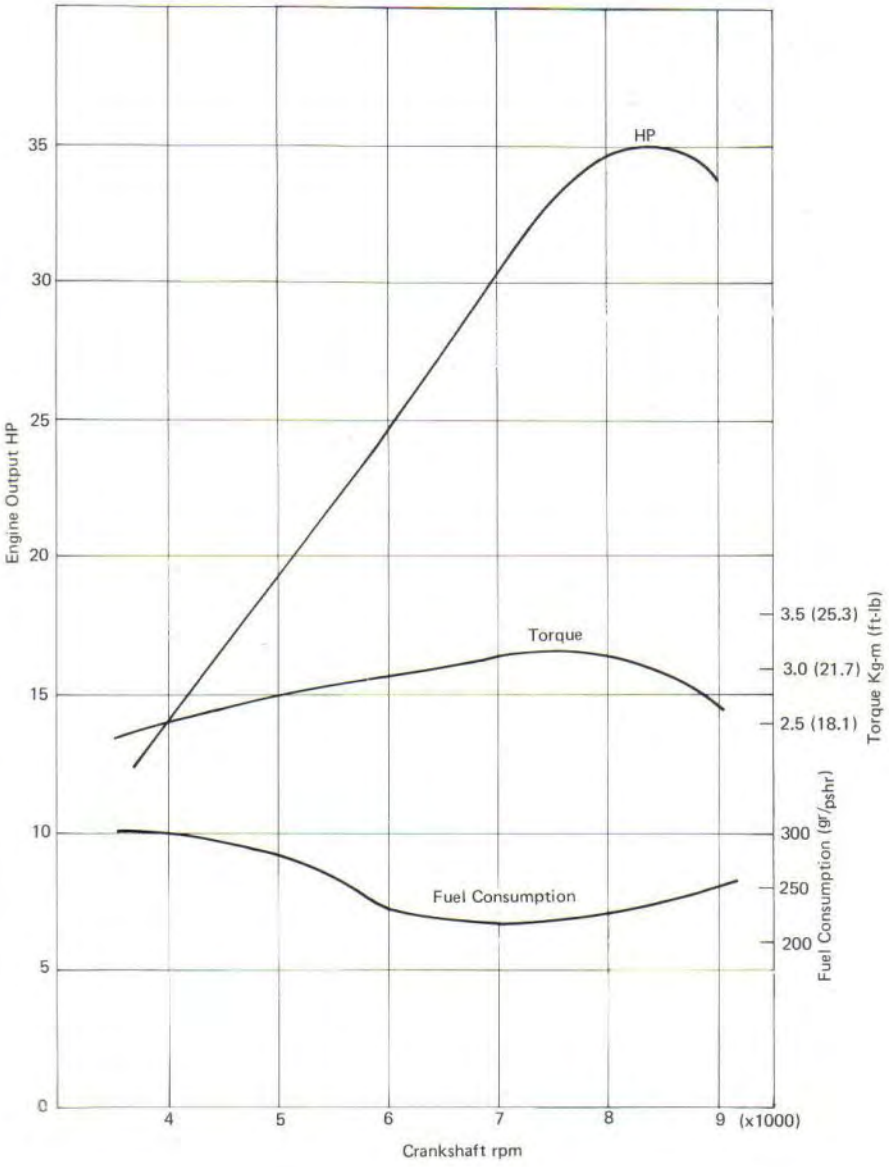
| | | |
|---|---|---|
| **Dimension** | | |
| Overall length | | 2,080 mm |
| Overall width | | 810 mm |
| Overall height | | 1,120 mm |
| Wheelbase | | 1,360 mm |
| Road clearance | | 125 mm |
| Dry weight | | 170 kg |
| Fuel tank capacity | | 14 ℓ |
| **Performance** | | |
| SS ¼ mile | | 14.8 sec |
| Climbing ability | | 24° |
| Braking distance | | 15 m @50kph |
| Minimum turning radius | | 2.3 m |
| **Engine** | | |
| Type | | SOHC 2 cylinder, 4 stroke, air-cooled |
| Bore and stroke | | 64 x 62 mm |
| Displacement | | 398 cc |
| Compression ratio | | 9.0 : 1 |
| Maximum horsepower | | 35 HP @8,500 rpm |
| Maximum torque | | 3.17 kg-m @7,500 rpm |
| Valve timing | | |
| Inlet | Open | 26° BTDC |
| | Close | 74° ABDC |
| | Duration | 280° Total |
| Exhaust | Open | 68.5° BBDC |
| | Close | 31.5° ATDC |
| | Duration | 280° Total |
| Carburetors | | Keihin CVB 36 x 2 |
| Lubrication system | | Forced lubrication (wet sump) |
| Engine oil | | SE class SAE 10W40 |
| Engine oil capacity | Less filter | 2.6 ℓ |
| | Total incl. filter | 3.0 ℓ |
| Starting system | | Electric & kick |
| Ignition system | | Battery & coil |
| Ignition timing | | From 15° BTDC @1,500 rpm to 40° BTDC @2,670 rpm |
| Spark plugs | | ND W-24ES or NGK B-8ES |
| **Transmission** | | |
| Type | | 5-speed, constant mesh, return shift |
| Clutch | | Wet, multi disc |
| Gear ratio: 1st | | 2.571 (36/14) |
| 2nd | | 1.684 (32/19) |
| 3rd | | 1.273 (28/22) |
| 4th | | 1.040 (26/25) |
| 5th | | 0.889 (24/27) |
| Primary reduction ratio | | 2.435 (56/23) |
| Final reduction ratio | | 3.000 (45/15) |
| Overall drive ratio | | 6.493 (5th) |

## 6 SPECIFICATIONS

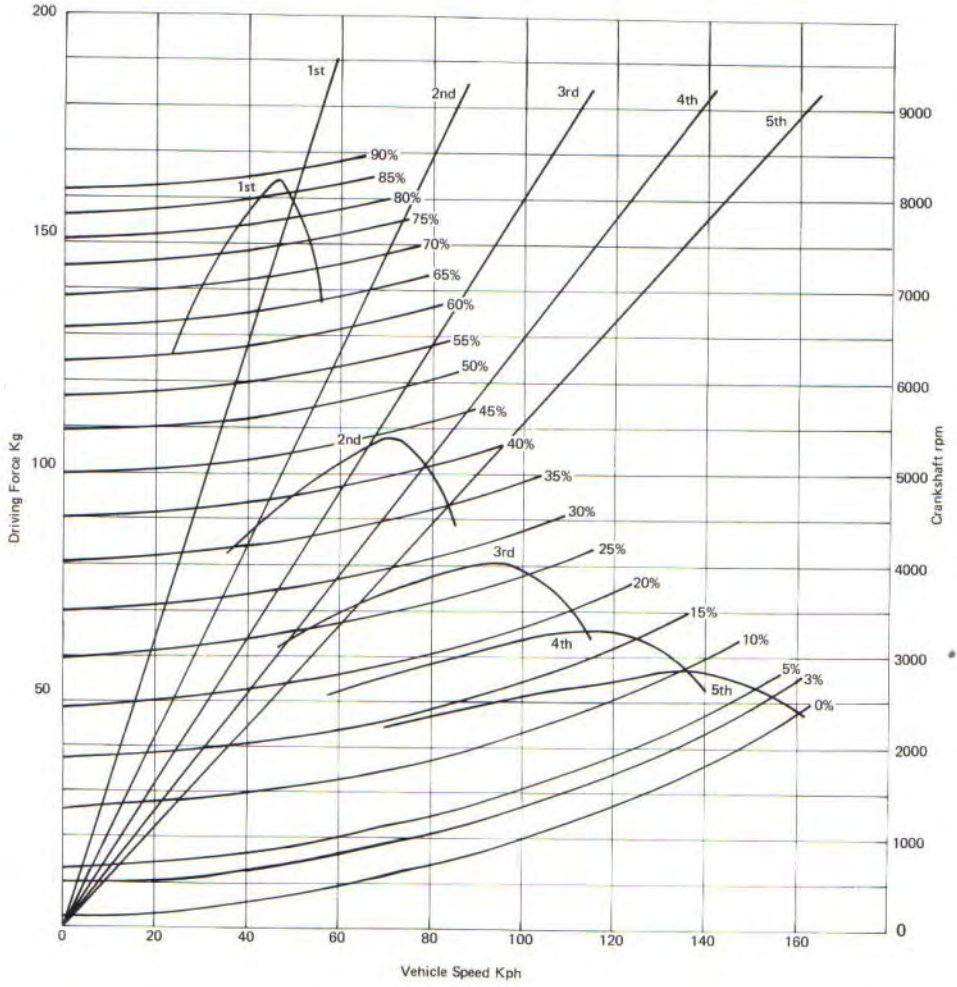
| | | |
|---|---|---|
| **Electrical Equipment** | | |
| Generator (Dynamo) | | Nippon Denso 021000-3560 |
| Regulator | | Nippon Denso 026000-2490 |
| Ignition coil | | Nippon Denso 029700-3430 |
| Battery | | Yuasa 12N12A-4A-1 12V 12AH |
| Starter | | Mitsuba SM242 |
| Headlight type | | Sealed Beam |
| Headlight | | 12V 50/35W |
| Tail/Brake light | | 12V 8/27W |
| Speedometer light | | 12V 3.4W x 2 |
| Tachometer light | | 12V 3.4W x 2 |
| Neutral indicator light | | 12V 3.4W |
| High beam indicator light | | 12V 1.7W |
| Turn signal lights | | 12V 23W x 4 |
| Turn signal indicator light | | 12V 3.4W |
| Oil pressure indicator light | | 12V 3.4W |
| Brake light failure indicator light | | 12V 3.4W |
| Horn | | 12V 2.5A |
| **Frame** | | |
| Type | | Tubular, double-cradle |
| Steering angle | | 41° to either side |
| Castor | | 63° |
| Trail | | 102 mm |
| Tire size | Front | 3.25S-18 4PR, ribbed tread |
| | Rear | 3.50S-18 4PR, universal tread |
| Suspension | Front | Telescopic fork |
| | Rear | Swing arm |
| Suspension stroke | Front | 135 mm |
| | Rear | 80 mm |
| Front fork oil capacity (each fork) | | 150 ~ 170 cc |
| Front fork oil type | | SAE 5W20 |
| Brakes | | |
| Type | Front | Disc brake |
| | Rear | Internal expansion, leading-trailing |
| Rear brake drum inside dia. and width | | 180 x 30 mm |
| Disc diameter | | 277 mm |

Specifications subject to change without notice.

# Engine Performance Curves



# Running Performance Curves

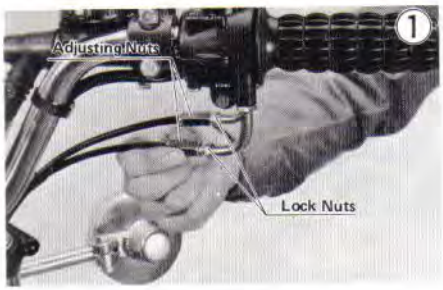


# Adjustment

## THROTTLE CABLES

There are two throttle cables, the accelerator throttle cable for opening the butterfly valve and the decelerator throttle cable for closing them. If the cable adjustment is too loose from either cable stretch or maladjustment, the excessive play in the throttle grip will mean a delay in throttle response, especially at low rpm. Also, the butterfly valves may not open fully at full throttle. On the other hand, if the cable adjustment is too tight, the throttle will be too sensitive and hard to control, and the idling speed will be too high.

•Screw in fully the lock nuts and adjusting nuts at the upper end of the throttle cables so as to give the throttle grip plenty of play.




•Turn back the decelerator throttle cable adjusting nut 3 turns. There must still be play in the throttle grip; if there is not, loosen the lock nut at the lower end of the decelerator throttle cable, turn the adjuster to create a small amount of play, and retighten the lock nut.


•Turn back the accelerator throttle cable adjusting nut until just where the throttle grip play is virtually gone, and tighten the lock nut.

•Turn in the decelerator throttle cable adjusting nut until the desired amount of throttle grip play is obtained. Tighten the lock nut.


## CARBURETORS

Although some internal carburetor parts can be adjusted by replacement, repositioning, etc., these adjustments are covered in the Maintenance Section of this manual. The following procedure covers the idling adjustment, which is the adjustment necessary in periodic maintenance and whenever the idling setting has been disturbed. This procedure also includes the necessary steps for obtaining proper carburetor synchronization.

When the idling speed is too low, the engine may stall, and when the idling speed is too high, the fuel consumption becomes excessive, and a resulting lack of engine brake may make the motorcycle difficult to control. Poor carburetor synchronization will cause unstable idling, sluggish throttle response, and reduced engine power and performance.

The following procedure consists of four parts: preliminary checks, preliminary adjustment (sometimes necessary), idling adjustment, and carburetor synchronization.

### Preliminary Checks

•In order to obtain correct idling adjustment, first check and then correct, if necessary, the following:

Valve clearance (Pg. 14 )
Engine oil (Pg. 173)
Spark plugs (Pg. 12 )
Ignition timing (Pg. 12 )
Cylinder compression (Pg. 109)

### Preliminary Adjustment

If the engine idling is especially rough, it may be necessary to make the following adjustment before making the idling adjustment: