

1: Kawasaki KXF - Motorcycle USA

The KX forks are designed to function without added air. This adjustment affects how quickly the fork rebounds. Depending on the model, the fork rebound damping adjuster has at least 20 positions.

Basically, there are six adjustments you can make to the front fork. Air pressure acts as a progressive spring over the entire fork travel range. Since the air pressure in the fork legs increases with normal use, the fork action on your KX will get stiffer as the race progresses. Therefore, it is not recommended to increase the air pressure for additional springing. The KX forks are designed to function without added air. This adjustment affects how quickly the fork rebounds. Depending on the model, the fork rebound damping adjuster has at least 20 positions. The fully seated position adjuster turned fully clockwise is the hardest setting. Turning the adjuster 11 clicks counterclockwise from the fully seated position is the standard setting, turning it counterclockwise 20 or more clicks depending on the model is the softest setting. This adjustment affects how quickly the fork compresses. Depending on the model, the fork compression damping adjuster has at least 22 positions. Turning the adjuster 8 clicks counterclockwise from the fully seated position is the standard setting, turning it counterclockwise 22 or more clicks depending on the model is the softest setting. The fork oil level affects only the final mm 4 in. A higher oil level will make the fork rebound more quickly. A lower oil level will make the fork rebound more slowly. Steering is greatly affected by the fork clamp position how much the outer fork tubes protrude above the upper fork clamp. The less the fork tube protrudes, the lighter the front end becomes and the greater the tendency for understeering and washout due to weight biasing. Increasing the amount of fork tube protrusion has opposite effects. Be sure that the front tire does not touch the fender when the fork is fully compressed. Make this adjustment in 7 mm 0.

2: Service Manual Kawasaki KXF KX F Repair Manual | Service and Repair Manuals

KXF Motorcycle Service Manual. This quick reference guide will assist you in locating a desired topic or procedure. Service Manual.

Refer to the service manual and follow the instructions to remove the seat and disconnect the battery cables, negative - cable first. Retain all seat mounting hardware. Gasoline can drain from the carburetor fuel line when disconnected from fuel valve fitting. Gasoline is extremely flammable and highly explosive, which could result in death or serious injury. Wipe up spilled fuel immediately and dispose of rags in a suitable manner. Refer to the service manual for instructions with the following exception pertaining to cam compartment components: The crank and primary cam sprocket flange bolts are specially hardened, and the flat washers are of a special diameter and have ground surfaces. Refer to the service manual to remove and discard the crank sprocket flange bolts and primary cam sprocket flange bolts and washers. For models only: Refer to the service manual to remove and discard the currently installed cam drive sprocket. Refer to the service manual to remove and disassemble the cams from the support plate and oil pump. Discard the support plate and oil pump. Inspect the cams, chain, sprockets and chain tensioners for wear, and replace as needed. Refer to the service manual for inspection and replacement procedures. For "Dyna, "Softail, "Touring, and carbureted Touring models only: Inspect the cams and secondary cam chain for wear, and replace as needed. The primary cam chain, primary sprockets and both tensioners will be replaced by new components from the kit. For ALL models and years: Discard the guide, as it will not be used. If not enough of the splined shaft is exposed to install the sprocket, omit the spacer 4 and proceed to Step 2e. When the bearing inner race is started onto the machined area, remove the flange bolt 5 , flat washer 6 and sprocket, then assemble using the spacer 4. Repeat Step 2e to fully install bearing inner race. To center thrust washer, be sure o-ring is installed in relief groove. Damage to bearing cage and engine can occur if thrust washer is not centered. Install the O-ring 5 , thrust washer 4 and bearing inner race 3 onto the rear camshaft as follows: To properly locate the thrust washer 2 , install the O-ring 3 in the grinding relief groove on the splined end of the rear camshaft between the machined area and the secondary cam sprocket.

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