

SAFETY AWARENESS

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

WARNING

This warning symbol identifies special instructions or procedures which, if not correctly followed, could result in personal injury, or loss of life.

CAUTION

This caution symbol identifies special instructions or procedures which, if not strictly observed, could result in damage to, or destruction of equipment.

NOTE

○ Indicates points of particular interest for more efficient and convenient operation.

READ THE OPERATING INSTRUCTIONS OF THE EQUIPMENT THIS ENGINE POWERS.

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READ THIS FIRST

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

WARNING

DO NOT run the engine in a closed area. Exhaust gas contains carbon monoxide, an odorless and deadly poison.

Gasoline is extremely flammable and can be explosive under certain condition.

Stop engine and allow the engine to cool before refueling.

DO NOT smoke. Make sure area is well ventilated and free from any source of flame or sparks including the pilot light of any appliance while refueling, servicing fuel system, draining gasoline and/or adjusting carburetor.

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.

To prevent fire hazard:

Keep the engine at least 1 m (3.3 ft) away from buildings, obstructions and other burnable 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, bush covered or glass covered unimproved land unless spark arrester is installed on the muffler.

To avoid getting an electric shock, DO NOT touch spark plug, plug cap or spark plug lead 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 cap from spark plug 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 your 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 lean 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 Emissions Compliance Period

California

Engines 66 cc – 225 cc

Model Year – 2002 and later Horizontal Crankshaft
Durability Period – 500 hours

Model Year – 2006 and later Vertical Crankshaft
Durability Period – 500 hours

All Other States

Engines less than 66 cc

Model Year – 2001 and later
Durability Period – 300 hours (Category A)

Engines 66 cc – 99 cc

Model Year 2001 and later
Durability Period – 500 hours (Category A)

Engines 100 cc – 225 cc

Model Year – 2003 and later (new)
2007 and later (carry over)
Durability Period - 500 hours (Category A)

California
Engines Greater Than 225 cc
Model Year – 2002 and later
Durability Period – 500 hours

All Other States
Engines Greater Than 225 cc
Model Year – 2001 and later
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 3,300 feet (1,000 meters) , Kawasaki recommends the following Environmental Protection Agency (EPA) and California Air Resources Board (CARB) approved modifications.

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.*

Installation Instructions:

High altitude adjustment requires replacement of carburetor main jets. Installation of these optional parts may be performed by an authorized Kawasaki dealer, or the consumer, following repair recommendations specified in the appropriate Kawasaki Service Bulletin.

Maintenance and Warranty

Proper maintenance is necessary to ensure that your engine will continue to have low emission levels. This Owners 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 Owners Manual at your own expense.

The Kawasaki Limited Emission Control System Warranty requires that you return your engine to an authorized Kawasaki 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 are the acts listed below:

Do not tamper with the original emission related parts:

- Carburetor and internal parts
- Spark Plugs
- Magneto or electronic ignition system
- Fuel filter element
- Air cleaner element
- Crankcase
- Cylinder head
- Breather chamber and internal parts
- Intake pipe and tube

FOREWORD

We wish to thank you for choosing this Kawasaki Engine. Please read this Owner's Manual and understand thoroughly before operating, as it contains information which will be of value in obtaining maximum service from your Kawasaki Engine.

To ensure a long, trouble-free life for your engine, give it the proper care and maintenance described in this manual.

- Due to improvements in design and performance during production, in some cases there may be minor discrepancies between the actual engine and the illustrations or text in this manual.

The right is reserved to make changes at anytime without notice.

KAWASAKI HEAVY INDUSTRIES, LTD.
Motorcycle & Engine Company

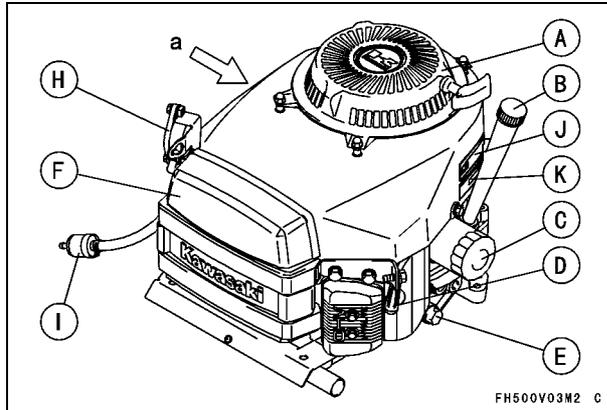
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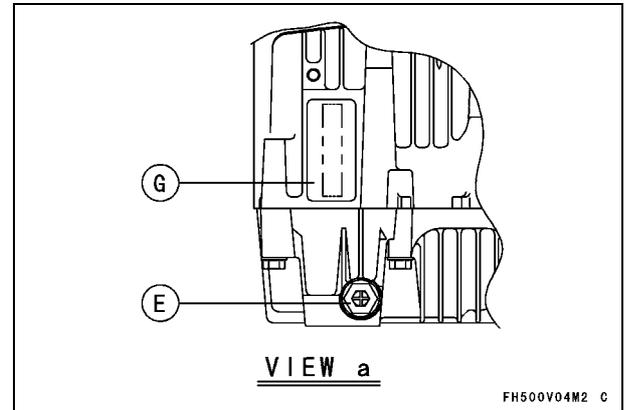
GENERAL INFORMATION

Location of Parts

[Recoil Starter Model]



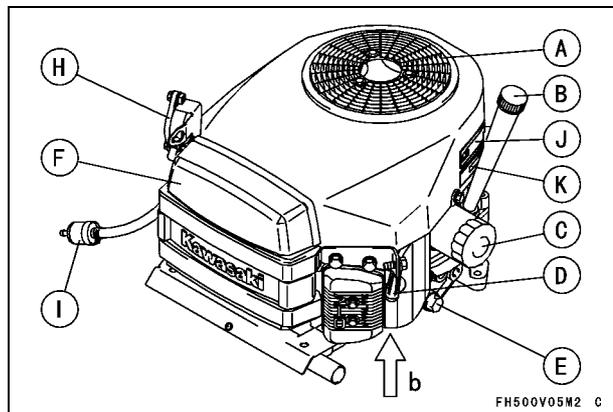
- | | |
|---------------------|------------------------|
| A. Recoil Starter | F. Air Cleaner |
| B. Oil Gauge/Filler | H. Fuel Pump |
| C. Oil Filter | I. Fuel Filter |
| D. Spark Plug | J. Label-Manual |
| E. Oil Drain | K. Label-Certification |



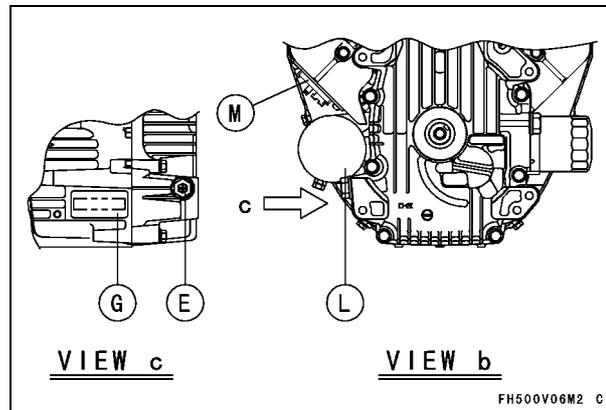
G. Engine Serial Number

10 GENERAL INFORMATION

[Electric Starter Model]



- | | |
|-----------------------------|-------------------------------|
| A. Air-intake Screen | F. Air Cleaner |
| B. Oil Gauge/Filler | H. Fuel Pump |
| C. Oil Filter | I. Fuel Filter |
| D. Spark Plug | J. Label-Manual |
| E. Oil Drain | K. Label-Certification |



- | |
|--------------------------------|
| G. Engine Serial Number |
| L. Electric Starter |
| M. Voltage Regulator |

Engine Serial Number

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

This engine serial number is needed by your dealer when ordering parts.

Tune-up Specifications

ITEM	Specifications
Ignition Timing	Unadjustable
Spark Plugs: Gap	CHAMPION...RCJ8Y 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.*

12 GENERAL INFORMATION

Engine Oil Capacity

FH451V FH500V FH531V	1.5 L (1.6 US·qt) [when oil filter is not removed]
	1.7 L (1.8 US·qt) [when oil filter is removed]

FUEL AND OIL RECOMMENDATIONS

Fuel

Use only clean, fresh, unleaded regular grade gasoline.

CAUTION

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..

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) 5% by volume

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.

14 FUEL AND OIL RECOMMENDATIONS

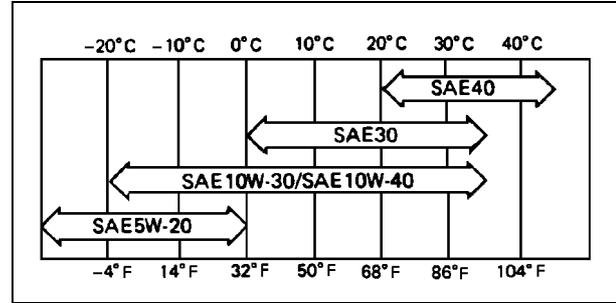
Engine Oil

The following engine oils are recommended.

API Service Classification : SF, SG, SH, or SJ.

Oil Viscosity

Choose the viscosity according to the temperature as follows:



NOTE

- Using multi grade oils (5W-20, 10W-30, and 10W-40) will increase oil consumption. Check oil level more frequently when using them.

PREPARATION

Fuel

 **WARNING**

Gasoline is extremely flammable and can be explosive under certain conditions

Before refueling, turn the engine switch OFF. Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks, including any appliances with a pilot light.

Never fill tank so that fuel level rises into the filler neck. If tank is overfilled, heat may cause fuel to expand and overflow through vents in tank cap.

After refueling make sure tank cap is securely closed.

If gasoline is spilled, wipe it up 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

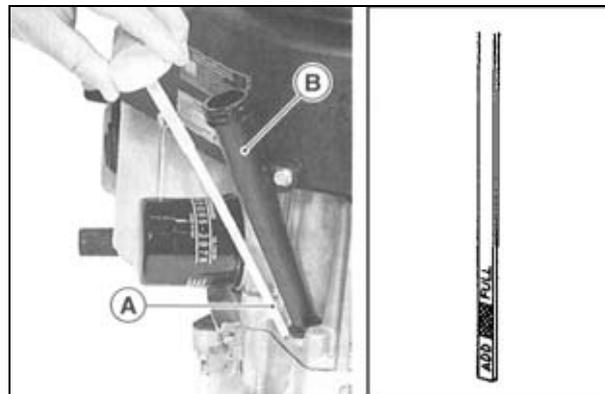
Check the engine oil daily before starting the engine otherwise shortage of the engine oil may cause serious damage to the engine such as seizure.

- Place the engine on level surface. Clean area around the oil gauge before removing it.
- Remove the oil gauge (A) and wipe it with 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. Level should be between “ADD” and “FULL” marks. Do not overfill.
- Install and tighten the oil gauge (A).

16 PREPARATION

Engine Oil Capacity

FH451V	1.5 L (1.6 US-qt)
FH500V	[when oil filter is not removed]
FH531V	1.7 L (1.8 US-qt)
	[when oil filter is removed]



CAUTION

The engine is shipped without engine oil.

STARTING

Start Engine

 **WARNING**

Exhaust gases contain carbon monoxide, a colorless, odorless, poisonous gas. Do not operate the unit in enclosed areas. Provide adequate ventilation at all times.

 **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 following in order to start the engine easily in cold weather:*
- *Use proper oil for temperature expected (See FUEL AND OIL RECOMMENDATIONS).*

- *Use fresh gasoline.*
- *Protect the engine or the equipment from direct exposure to weather when not in operation.*
- *Before starting the engine, insure all possible external loads are disconnected.*
- *Open the fuel valve on the equipment.*
- *Turn the engine switch key to its "ON" or "START" position. 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 low speed and high speed.*

[Associated choke type]

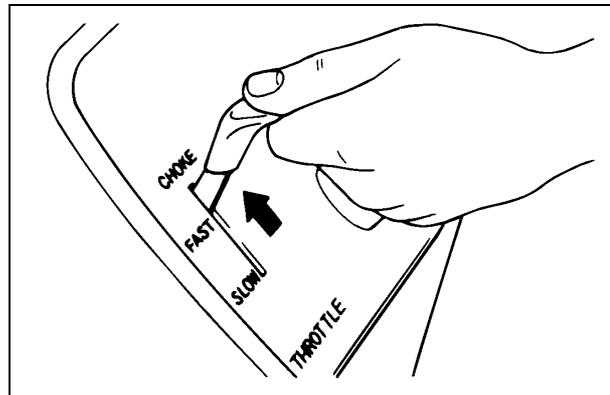
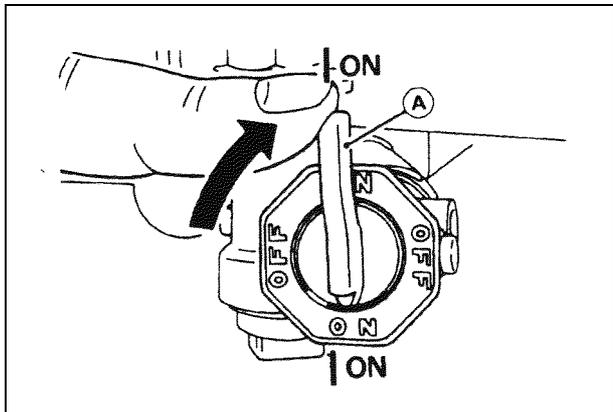
For A Cold Engine - Place the throttle lever into "CHOKE" position.

For A Warm Engine (normal operating temperatures) - Place the throttle lever **midway** between "SLOW" and "FAST" positions.

[Separate choke type]

For A Cold Engine - Place the choke control into "CHOKE" position.

18 STARTING



CAUTION

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).

[Starting by Recoil Starter]

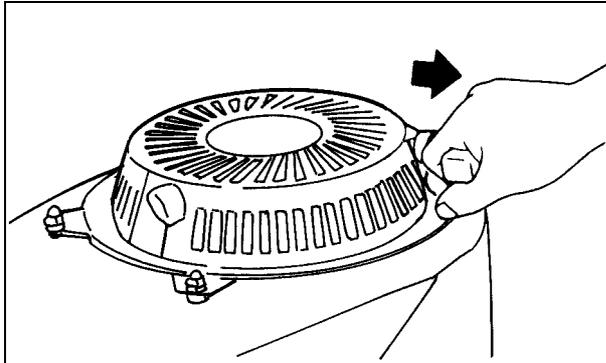
- Pull the starter cord slowly until you feel compression, then pull it briskly.

CAUTION

Do not let recoil cord snap back by itself. This may damage the cord or recoil starter assembly.

NOTE

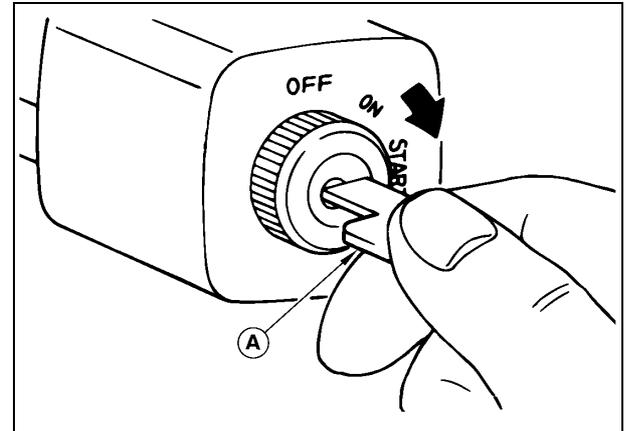
- If the engine won't start in three pulls, open the choke and try again.

**[Starting by Electric Starter]**

- Put the switch key into the engine switch.
- Turn the switch key to the START position on the equipment. Usually engine will start within 3 seconds.

CAUTION

Do not run the 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.

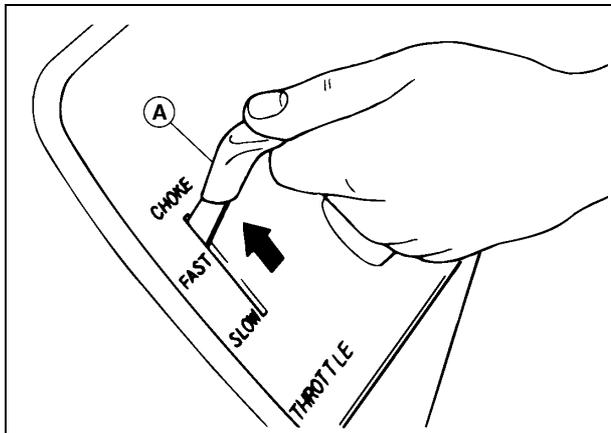


20 STARTING

Warming Up

After the engine starts, move the throttle lever (A) 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 position (halfway) before putting the equipment under load. Then, move the throttle lever (A) on the equipment to its “FAST” position.



CAUTION

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.

CAUTION

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

OPERATING

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.

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

STOPPING

Ordinary Stop

- Lower the engine speed to an idle. Keep running at idle for about one minute.

CAUTION

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 engine switch or the key switch to “OFF” position.

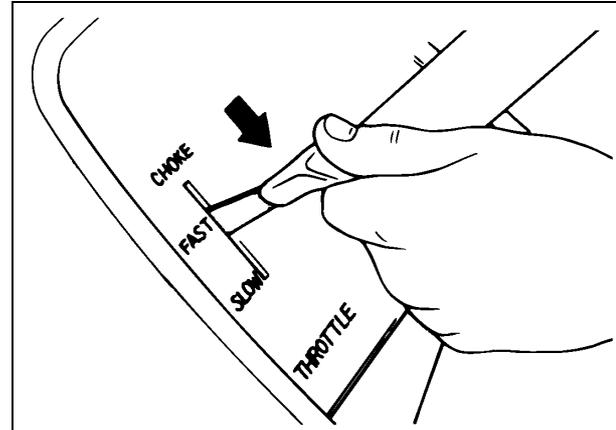
For Control Panel Switch Type, move the throttle lever against its low speed end to turn ignition off.

WARNING

Always remove Engine Key from switch when leaving equipment unattended or when equipment is not in use.

Emergency Stop

- Immediately turn the engine switch or the key switch to “OFF” position.
- Close the fuel valve on the equipment.
For Control Panel Switch Type, move the throttle lever on the equipment against its low speed end. Moving the lever against its low speed end turns ignition off.



ADJUSTMENT

Two types of choke control are used for FH451V, FH500V, FH531V Model Engine.

Associated choke type

Throttle Cable Installation, Adjustment

Make sure that the throttle lever on the equipment has been linked 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.

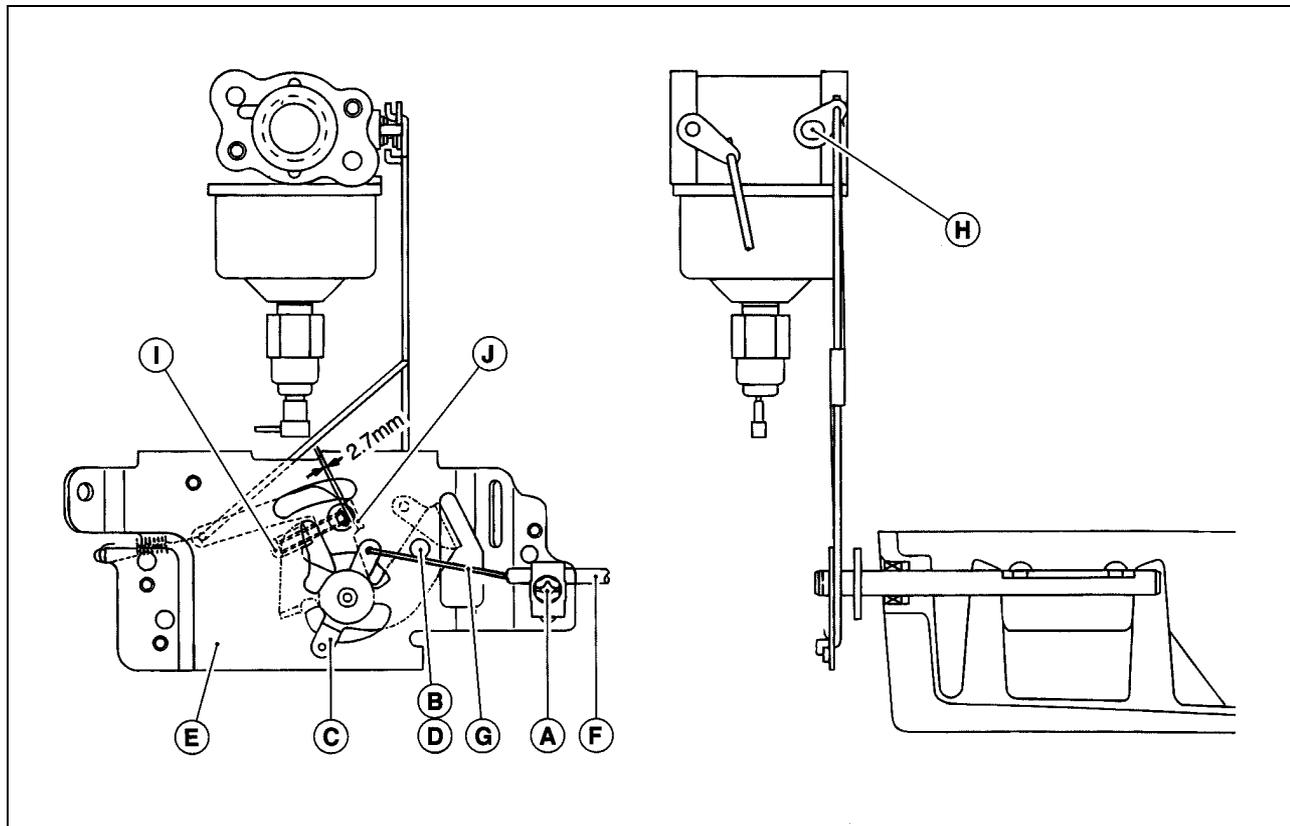
Make sure that the carburetor choke valve (H) is closed completely when the throttle lever on the equipment is moved to “CHOKE” position. If not, perform “CHOKE ADJUSTMENT”.

Choke Adjustment Associated Choke Type

- Stoop 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 2.7 mm (Turn the screw back 3 - 7/8 turns). Remove the 6 mm dia. pin or bolt.
- Make sure that the choke valve turns from fully closed position to fully opened position when actuating the choke lever.

24 ADJUSTMENT

Associated choke type



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 closed position to fully opened position when actuating the equipment choke control.

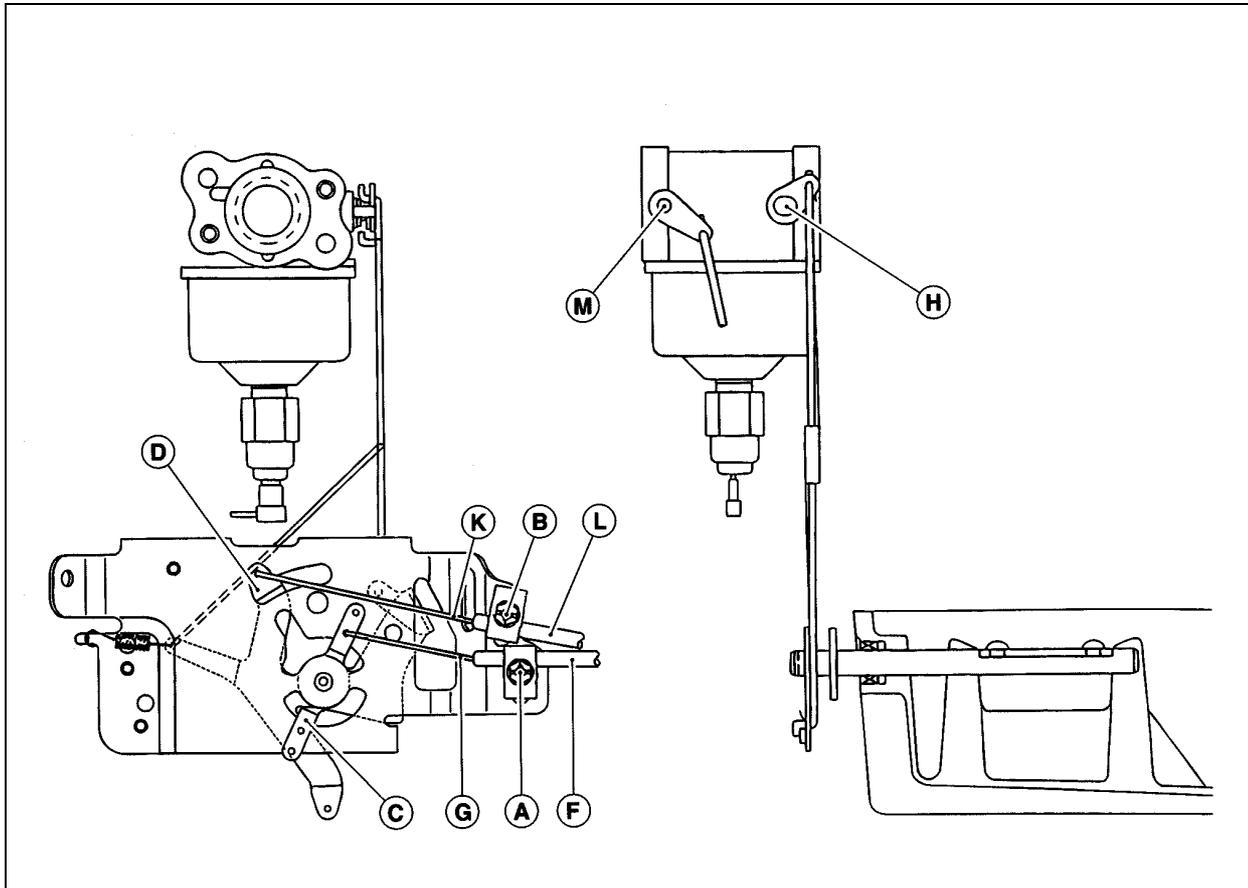
Engine Speed Adjustment

NOTE

- *Do not tamper with the governor setting or the carburetor setting or the carburetor setting to increase the engine speed. Every carburetor is adjusted at the factory and a cap or a stop plate was installed on each mixture screw.*
- *If adjustment is needed, it performed by your authorized Kawasaki Engine dealer.*

26 ADJUSTMENT

Separate choke type



MAINTENANCE

Periodic Maintenance Chart

⚠ WARNING

Always remove the spark plug cap from spark plug when servicing the engine to prevent accidental starting.

MAINTENANCE	INTERVAL						
	Daily	First 8 hr.	Every 25 hr.	Every 50 hr.	Every 100 hr.	Every 200 hr.	Every 300 hr.
Check and add engine oil	•						
Check for loose or lost nuts and screws	•						
Check for fuel and oil leakage	•						
Check battery electrolyte level	•						
Check or clean air intake screen	•						
* Clean air cleaner foam element			•				
* Clean air cleaner paper element				•			
* Clean dust and dirt from cylinder and cylinder head fins.					•		
Tighten nuts and screws					•		

28 MAINTENANCE

MAINTENANCE	INTERVAL						
	Daily	First 8 hr.	Every 25 hr.	Every 50 hr.	Every 100 hr.	Every 200 hr.	Every 300 hr.
Change engine oil		•			•		
Clean and regap spark plug					•		
Change oil filter						•	
* Replace air cleaner paper element						•	
K Clean combustion chamber							•
K Check and adjust valve clearance							•
K Clean and lap valve seating surface							•

NOTE

○ *The service intervals indicated are to be used as a guide. Service should be performed more frequently as determined by operating condition.*

*: Service more frequently under dusty conditions.

K: Have an authorized Kawasaki Engine dealer perform these services.

Oil Level Check

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

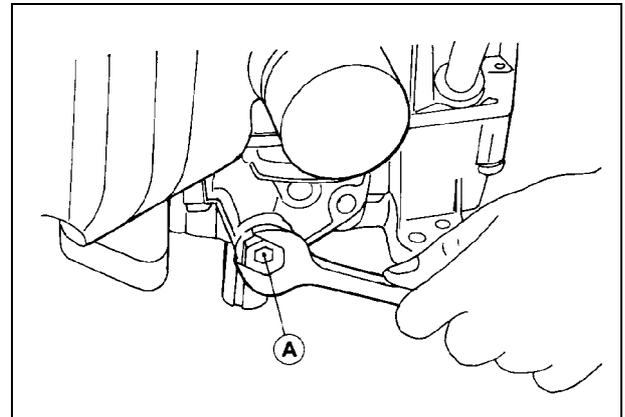
Oil Change

Change oil after first 8 hours of operation. Thereafter change oil every 100 hours.

- Run the engine to warm oil.
- Be sure the engine (equipment) is level.
- Stop the engine.
- Remove the oil drain screw and drain the oil to suitable container while engine is warm.

⚠ WARNING

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



A. Oil Drain Screw

30 MAINTENANCE

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

Oil Filter Change

- Change the oil filter every 200 hours of operation.

WARNING

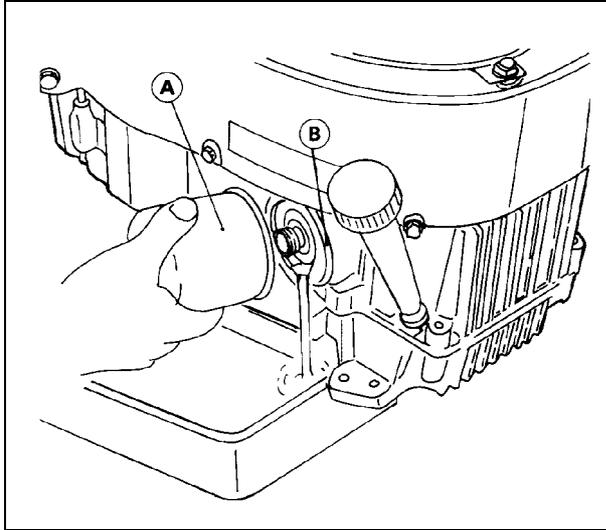
Hot engine oil can cause severe burns. Allow engine temperature to drop from hot to warm level before attempting to remove oil filter.

- Drain engine oil to suitable container.

CAUTION

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 seal of new filter.
- Install new filter rotating it clockwise until seal contacts mounting surface (B). Then rotate filter 3/4 turn more by hand.
- Supply engine oil as specified.
- Run the engine for about 3 minutes, stop engine, and check oil leakage around the filter.
- Add oil to compensate oil level down due to oil filter capacity (see PREPARATION for oil level check).



⚠ 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

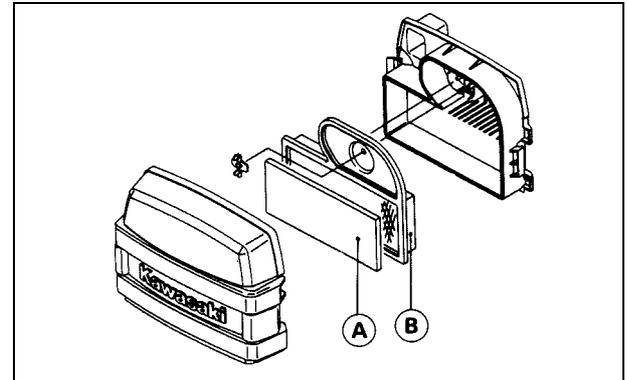
CAUTION

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.



32 MAINTENANCE

Paper Element

Clean the paper element (B) every 50 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.*

CAUTION

**Do not wash paper–element.
Do not oil paper or foam element.
Do not use pressurized air to clean paper–el-
ement.**

Fuel Filter and Fuel Pump Service

WARNING

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

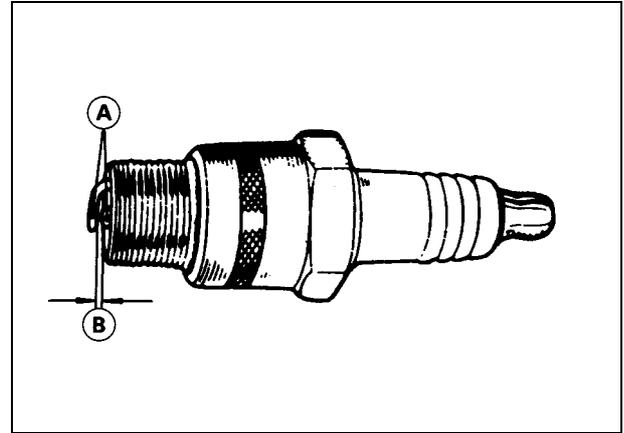
Hot engine components can cause severe burns.
Stop engine and allow it to cool before checking spark plug.

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

- Disconnect the spark plug cap from spark plug and remove the spark plug.
- Clean the electrodes (A) by scraping with a wire brush to remove carbon deposits.
- Inspect for cracked porcelain or other wear and 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 side-electrode, using a spark plug tool.
- Install and tighten the spark plug to 22 N·m (2.2 kgf·m, 16 ft·lb). Connect the spark plug cap.

RECOMMENDED SPARK PLUG

CHAMPIONRCJ8Y



34 MAINTENANCE

Cooling System Cleaning

Before each use, check that the air-intake (rotary) screen (A) is free from grass and debris and clean if necessary. Every 100 hours of operation, check and clean the cooling fins and inside of engine shrouds to remove grass, chaff or dirt clogging the cooling system and causing overheating. When cleaning, remove the recoil starter (C) for Recoil Starter Model or the air-intake screen (A) for Electric Starter Model, and the fan housing (B).

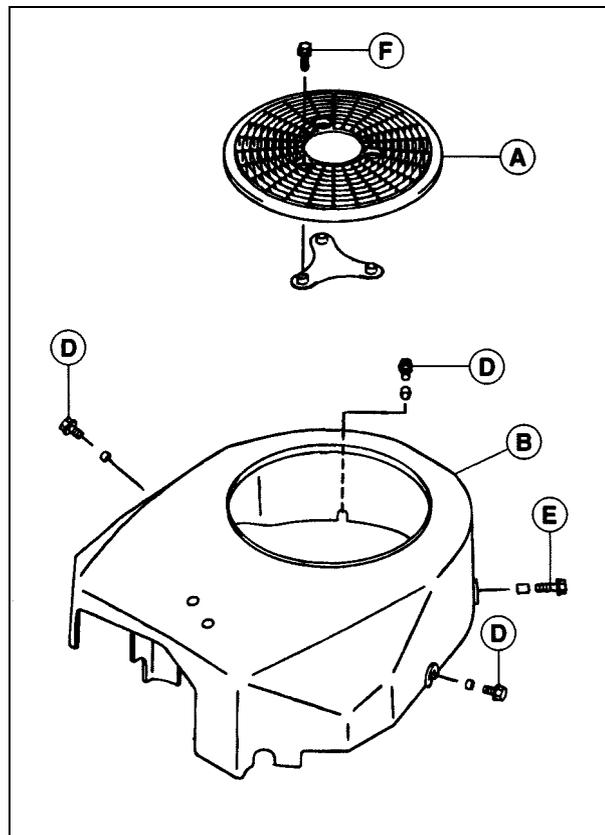
CAUTION

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

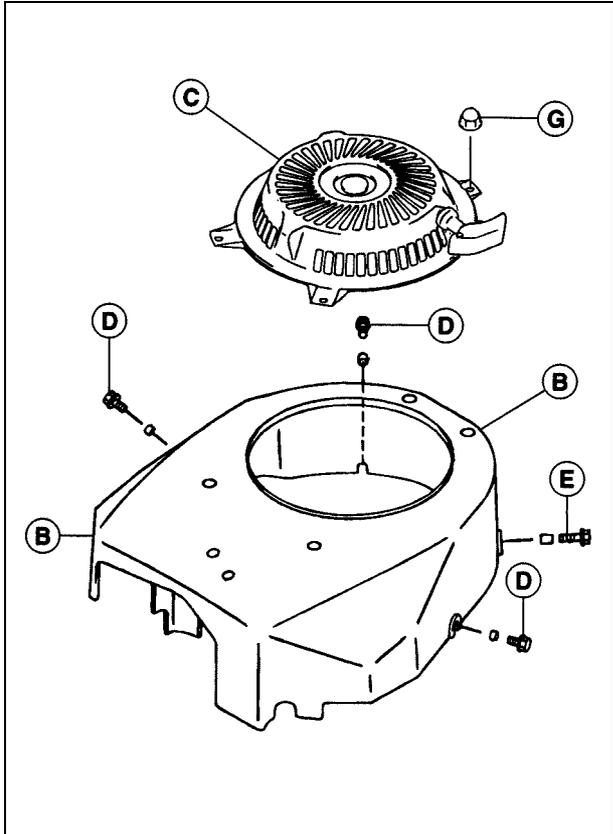
[Bolts and Nut Size, Tightening torque]

Bolts and Nut	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	16 mm	5.9 N·m (0.6 kgf·m, 4.3 ft·lb)
G	M6		5.9 N·m (0.6 kgf·m, 4.3 ft·lb)

★F : Hexagon socket button head bolt
Electric Starter Model



Recoil Starter Model



STORAGE

Fuel System Draining

Engines to be stored over 30 days should be completely drained of fuel to prevent gum deposits forming on essential carburetor parts, fuel filter and tank.

⚠ WARNING

Gasoline is extremely flammable and can be explosive under certain conditions.

Drain fuel before storing the unit for extended periods.

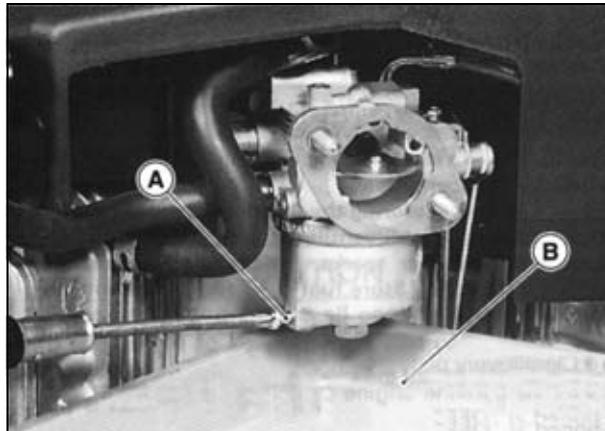
Drain fuel in a well-ventilated area away from any source of flame or sparks, including any appliances with a pilot light. Store fuel in an approved container in safe location.

- Clean the every part of the engine.
- Be sure that the engine switch or key switch is positioned at "OFF".
- Close the fuel valve and remove the sediment bowl.
- Put a pan under the fuel valve to receive the drained fuel, and open the fuel valve to drain the fuel from fuel tank completely.
- Install the sediment bowl.

⚠ WARNING

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

- Put a pan under the carburetor and loosen the drain screw of the carburetor to drain the fuel completely.

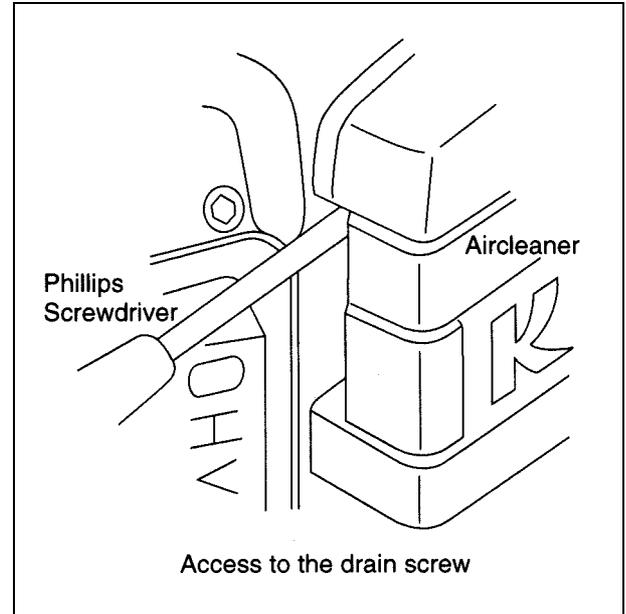


A. Fuel Drain Screw B. Pan

- Tighten the drain screw.
- Remove the spark plug and pour approx 1 ~ 2 mL (0.06 ~ 0.1 cu. in.) of engine oil through the spark plug hole and then screw the spark plug in after turning the engine a few times. Slowly turning the

engine until you feel compression and then leave it there. This blocks the air inside the cylinder 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 oil change).



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	Faulty piston, cylinder, piston ring, and head gasket	K
		Faulty valves	
		Loose spark plug	Tighten properly
		Loose cylinder head bolts	
	No fuel to combustion chamber	No fuel in fuel tank	Fill fuel tank
		Fuel filter not in "ON" position	Open fuel valve lever.
		Blocked fuel filter or tube	Clean
		Blocked air vent in tank cap	
		Faulty carburetor	K
	Spark plug fouled by fuel	Over-rich fuel/air mixture	Open choke. Rotate engine with spark plug removed to discharge excess fuel. Clean spark plug.
		Clogged air cleaner	Clean
		Faulty carburetor	K
		Incorrect grade/type of fuel	Change gasoline
		Water in fuel	
No spark or weak spark	Faulty spark plug	Replace spark plug	
	Faulty ignition coil igniter	K	
	Engine switch left in "OFF" position	Turn engine switch on (See M)	

Symptom		Probably Cause	Remedy
Low output	Engine overheats	Clogged air cleaner	Clean
		Recoil starter or cooling air path clogged with dirt	
		Insufficient engine oil	Replenish or change oil
		Carbon build-up in combustion chamber	K
		Poor ventilation around engine	Select a better location
	Engine speed won't increase	Faulty governor	K

K : Have an authorized Kawasaki engine dealer perform these service.

M : For Control Panel Switch Type, move the throttle lever on the equipment away from its low speed end to turn the engine switch to "ON".

ENVIRONMENTAL PROTECTION

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

Consult you authorized Kawasaki dealer or local environmental waste agency for their proper disposal procedure.

SPECIFICATIONS

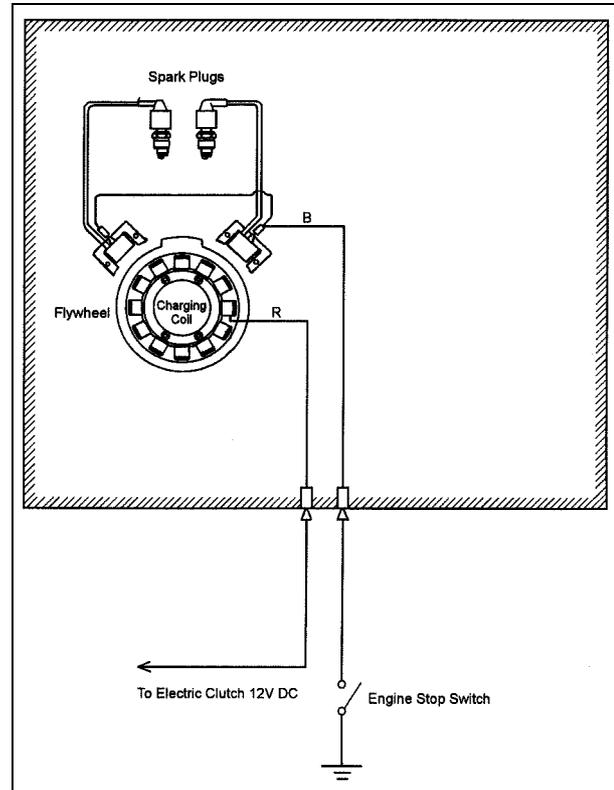
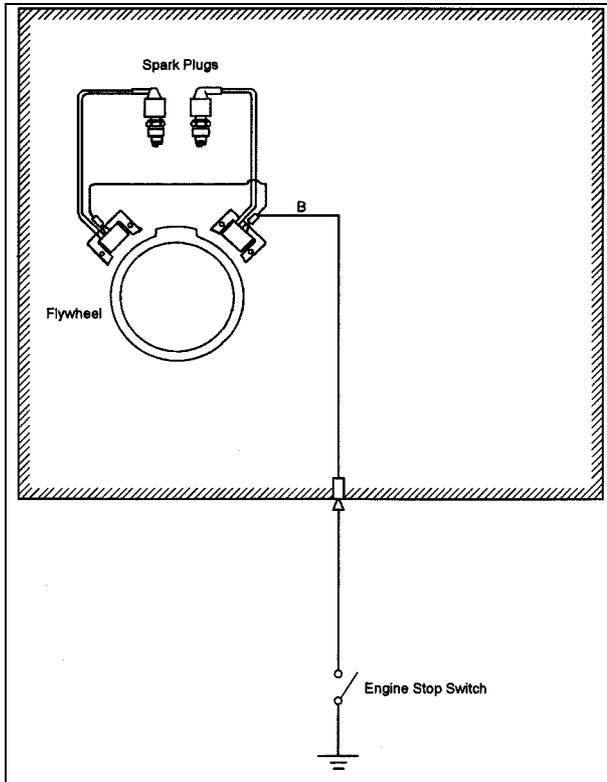
	FH451V, FH500V, FH531V	
Type of engine	Air-cooled, 4-stroke OHV, V-twin cylinder, gasoline engine	
Bore x Stroke	68 x 68 mm (2.68 x 2.68 in.)	
Displacement	494 mL (30.15 cu.in)	
Ignition System	Solid-state ignition	
Direction of rotation	Counterclockwise facing the PTO Shaft	
Starting system	Recoil starter	Electric starter
Dry weight	32 kg (71 lbs)	34 kg (75 lbs)

NOTE

- *Specifications subject to change without notice.*
- *Dry weight excludes that of fuel tank and muffler.*

WIRING DIAGRAM

(Recoil Starter Model)

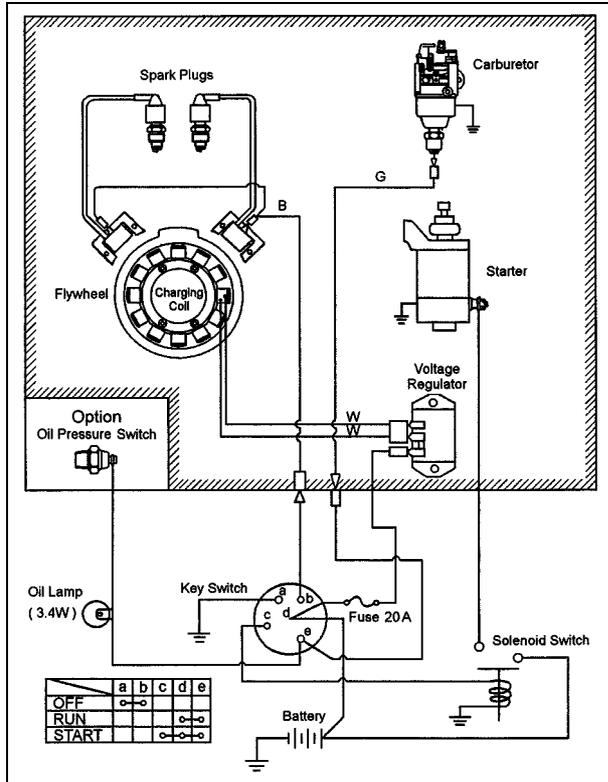


NOTE

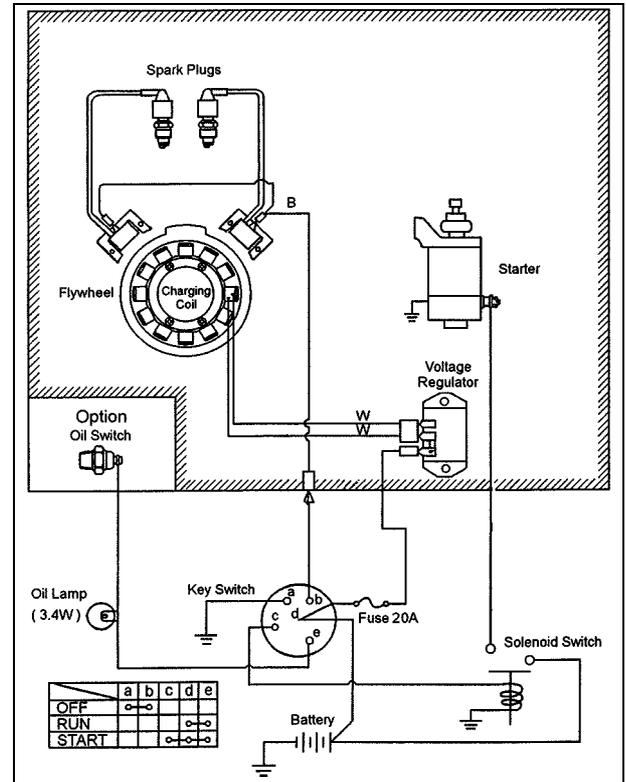
○ Portion Surrounded by hatching Shows Kawasaki Procurement Parts.

(Electric Starter Model)

With 12 - 13 V Charging Coil



With 12 - 13 V Charging Coil



NOTE

○Portion Surrounded by hatching Shows Kawasaki Procurement Parts.

44 WIRING DIAGRAM

WARNING

For electrical safety, always remove cable from negative (-) side of battery before attempting any repair or maintenance.

Battery Capacity Recommended

Model	FH451V, FH500V, FH531V
Lawn Mower	12 V 200 CCA Class
Snow Thrower	12 V 280 CCA Class