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# OWNER'S MANUAL

4-STROKE LIQUID-COOLED V-TWIN GASOLINE ENGINE

**FD750D**  
**FD791D DFI**

P/N 99920-2239-06



# 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**

- *This note symbol indicates points of particular interest for more efficient and convenient operation.*

# 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 fuel system.

**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, brush covered or grass covered unimproved land unless spark arrester is installed on the muffler.

**To avoid getting an electric shock, DO NOT touch spark plugs, plug caps or spark plug leads 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 caps from spark plugs 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 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 fuel system and an ignition system having optimum ignition timing characteristics. The fuel system 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	All Other States
<b>Engines Greater Than or Equal To 225 cc</b>	<b>Engines Greater Than or Equal To 225 cc</b>
Model Year – 2008 and later	Model Year – 2011 and later
Durability Period – 1 000 hours	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 1,000 meters (3,300 feet) , Kawasaki recommends the following Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) approved modifications.

However, the models with DFI (Digital Fuel Injection system) does not require high altitude performance adjustment.

### **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.*

## **Maintenance and Warranty**

Proper maintenance is necessary to ensure that your engine will continue to have low emission levels. This Owner's 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 Owner's 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 or DFI system, and their internal parts
- Spark Plugs
- Magneto or electronic ignition system
- Fuel filter element
- Air cleaner elements
- Crankcase
- Cylinder heads
- Breather chamber and internal parts
- Intake pipe and tube
- Muffler or any internal portion of the muffler

# FOREWORD

This Owner's Manual provided to aid you in the safe and reliable operation of your Engine. READ AND UNDERSTAND IT THOROUGHLY BEFORE OPERATING YOUR ENGINE.

READ THE OPERATING INSTRUCTIONS OF THE EQUIPMENT THIS ENGINE POWERS.

To ensure a long, trouble-free life for your Engine, give it proper care and maintenance in accordance with this Owner's Manual.

Please note that the photographs and illustrations shown in this manual are made based on Model FD750D or FD791D as a typical example among other similar models.

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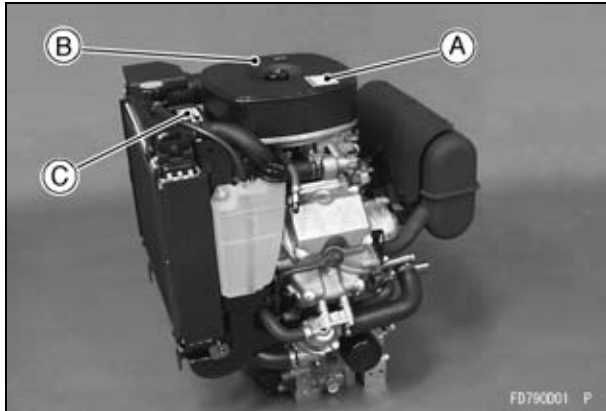
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# GENERAL INFORMATION

## Location of Safety Related Labels



- A. Warning
- B. Engine Maintenance
- C. Engine Serial Number

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

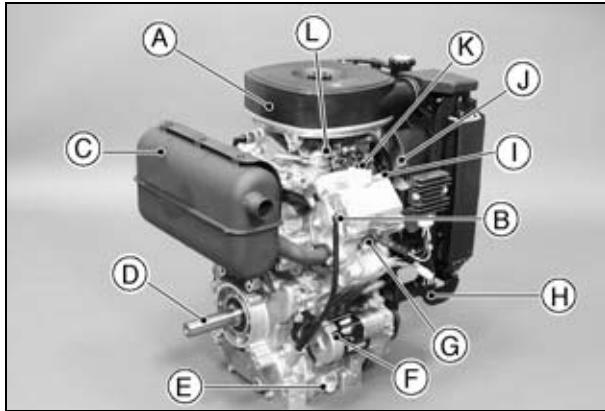
This engine serial number is needed by your dealer when ordering parts.



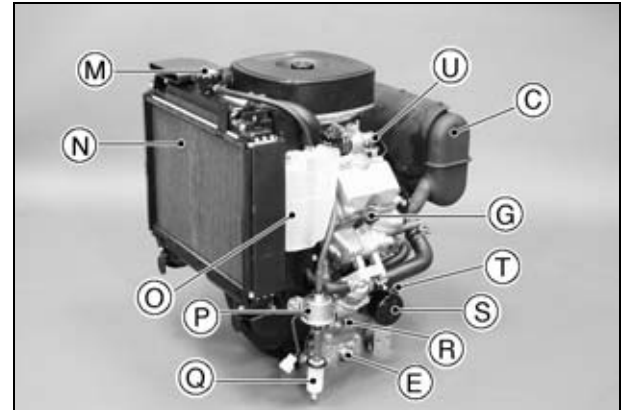
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**Parts Location (FD750D Models)**


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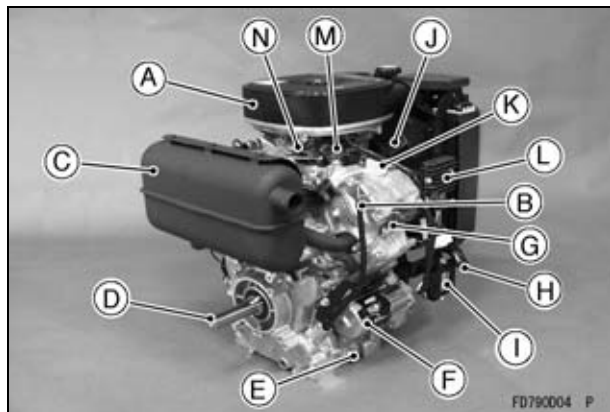
- A. Air Cleaner
- B. Oil Gauge/Tube
- C. Muffler
- D. P.T.O. Shaft
- E. Oil Drain Plugs
- F. Electric Starter
- G. Spark Plugs/Spark Plug Caps
- H. Packard Connector
- I. Fan Belt
- J. Cooling Fan
- K. Oil Filler Cap
- L. Carburetor



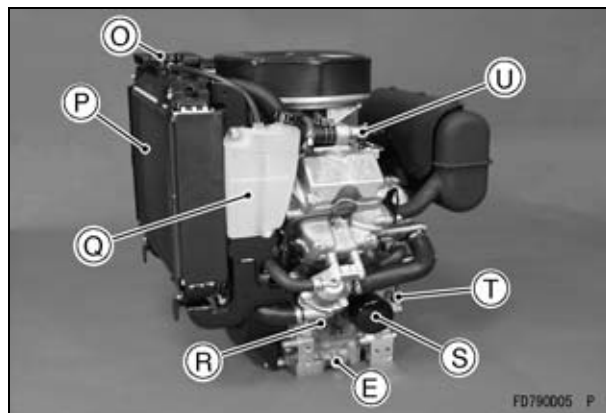
- M. Radiator Cap
- N. Radiator Screen
- O. Overflow Reservoir
- P. Fuel Pump
- Q. Fuel Filter
- R. Coolant Drain Plug
- S. Oil Filter
- T. Oil Pressure Switch
- U. Coolant Temperature Switch

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### Parts Location (FD791D Model)



- A. Air Cleaner
- B. Oil Gauge/Tube
- C. Muffler
- D. P.T.O. Shaft
- E. Oil Drain Plugs
- F. Electric Starter
- G. Spark Plugs/Spark Plug Caps
- H. Packard Connector
- I. E.C.U. (Electronic Control Unit)
- J. Cooling Fan
- K. Oil Filler Cap
- L. Voltage Regulator
- M. Throttle Assembly
- N. Control Panel



- O. Radiator Cap
- P. Radiator Screen
- Q. Overflow Reservoir
- R. Coolant Drain Plug
- S. Oil Filter
- T. Oil Pressure Switch
- U. Coolant Temperature Switch

## Tune-up Specifications

ITEM	Specifications
Ignition Timing	Unadjustable
Spark Plugs: Gap	FD750D NGK BPR2ES FD791D NGK BPR4ES
Low Idle Speed	1 550 r/min (rpm)
High Idle Speed	3 600 r/min (rpm)
Valve Clearance	In 0.15 mm (0.006 in) Ex 0.15 mm (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.*

## Coolant and Engine Oil Capacity

### Coolant Capacity

FD750D FD791D	2.7 L (2.9 US.qt)
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Type: Permanent Type of Antifreeze.  
Green Colored

Mixed Ratio: Water 50%: Antifreeze 50% (1 : 1)

Freezing Point: -35°C (-31°F)

### Engine Oil Capacity

FD750D	1.8 L (1.9 US-qt) [when oil filter is not removed]
FD791D	2.0 L (2.1 US-qt) [when oil filter is removed]

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# FUEL AND OIL RECOMMENDATIONS

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## Fuel

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Use only clean, fresh, unleaded regular grade gasoline.

<b>CAUTION</b>
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<b>Do not mix oil with gasoline.</b>
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### 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.

**Antiknock Index:  $(RON + MON)/2$**

**RON = Research Octane Number**

**MON = Motor Octane Number**

### NOTE

○ If “knocking or singing” 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)

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.

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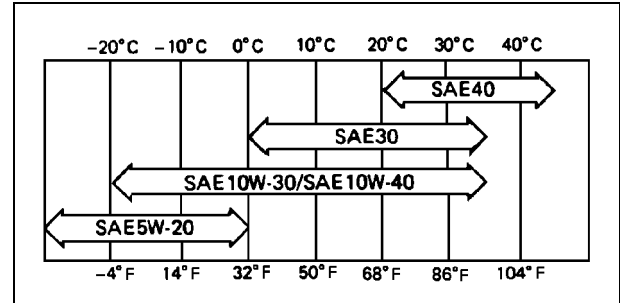
## Engine Oil

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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 to the OFF position. 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.**

## 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.

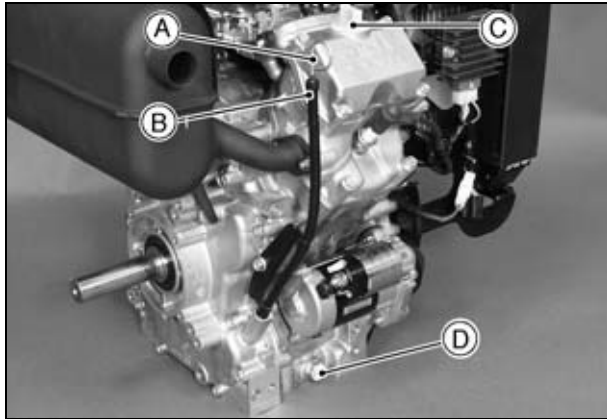
- Place the engine on level surface. Clean area around the oil gauge before removing it.
- Remove the oil gauge (A) and wipe it with clean cloth.
- Insert the oil gauge into tube (B) and let its plug firmly fit into the tube, then remove the oil gauge and check the oil level.
- The oil level should be between the “H” (H) and “L” (L) marks on the oil gauge.
- ★ If the oil level is near or below the “L” mark, remove the oil filler cap (C) and pour the engine oil slowly to bring oil level to the “H” mark.
- Insert firmly the oil gauge into the tube and tighten the oil filler cap.

### Engine Oil Capacity

FD750D	1.8 L (1.9 US·qt) [when oil filter is not removed]
FD791D	2.0 L (2.1 US·qt) [when oil filter is removed]

- ★ If the oil level is too high, remove the excess oil by loosening the drain plug (D).



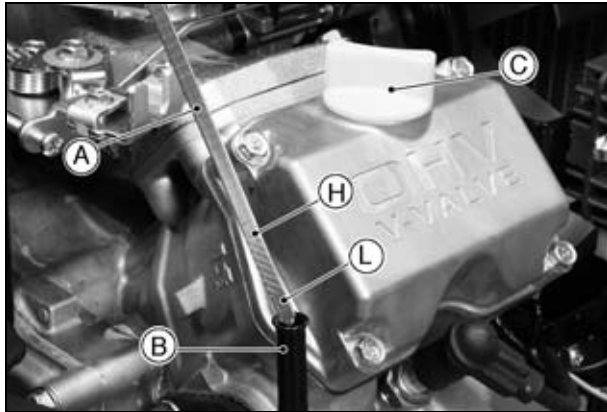


**CAUTION**

Do not fill above the "H" mark. Excess oil will cause a smoking condition, and may cause the engine to overheat.

**CAUTION**

The engine is shipped without fuel, engine oil and coolant.



## 16 PREPARATION

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### Coolant

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#### NOTE

- *Have the first original permanent type of antifreeze replenished by your authorized KAWASAKI Dealer.*

Check Coolant daily before starting the engine.

- Be sure the engine is level.
- Check the coolant level only at the overflow reservoir (A). The cooling system is a closed type. Never open the radiator cap. Doing so may induce air into the cooling system and may cause overheating.
- The coolant level should be between the “H”(H) and “L”(L) marks.

#### NOTE

- *Check the level when the engine is cold (room or atmospheric temperature).*
- If the amount of coolant is insufficient, remove the cap (B) from the reservoir and add coolant to the “H” mark. Install the cap.

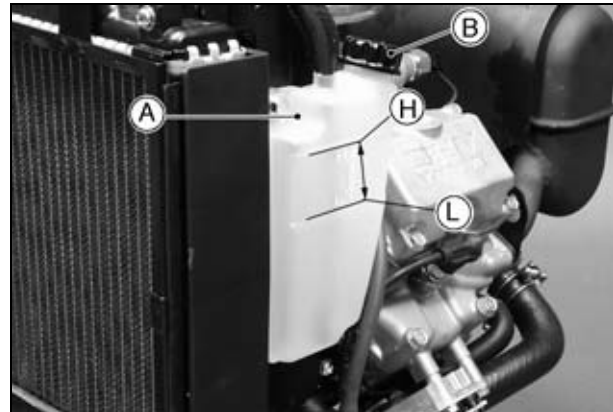
### Recommended Coolant Solution

Coolant Mixture Ratio:

Water 50% : Antifreeze 50%(1 : 1)

Recommended Antifreeze:

Permanent type antifreeze (ethylene glycol plus corrosion and rust inhibitor chemicals for cast-iron engines and aluminum radiators)



# 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 the following in order to start the engine easily in cold weather.*
- *Use proper oil for temperature expected (See “FUEL AND OIL RECOMMENDATIONS” chapter).*
- *Use fresh gasoline.*
- *Protect the engine or the equipment from direct exposure to weather when not in operation.*

### NOTE

- *Follow the operating instructions of the equipment this engine powers.*

### For FD750D Models

- Before starting the engine, insure all possible external loads are disconnected.
- Open the fuel valve (A) on the equipment.
- Move throttle lever on the equipment to half throttle position.
- Use full choke when the engine is cold, but in hot weather or when the engine is already warm, use half-choke or leave the choke fully open.
- 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 electric 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.**

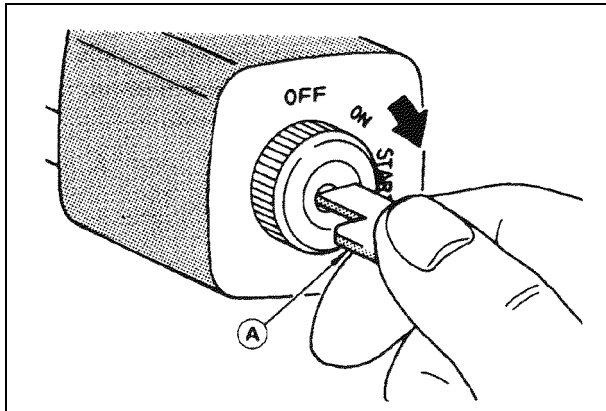
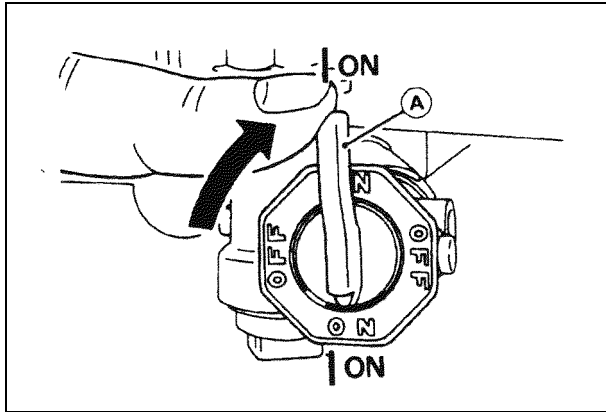
### NOTE

- *When the engine is very warm, or when the engine does not start immediately, DO NOT keep trying*

## 18 STARTING

to start it with the choke closed as this will cause flooding and make starting more difficult.

○ Instead, fully open the choke and start the engine.



### CAUTION

Whenever you start engine, make sure warning light is not illuminated. If warning light comes on, stop engine immediately and check oil level (If equipped the warning light on the dash).

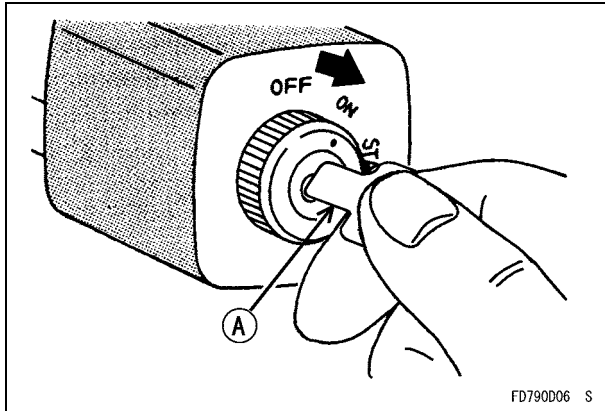
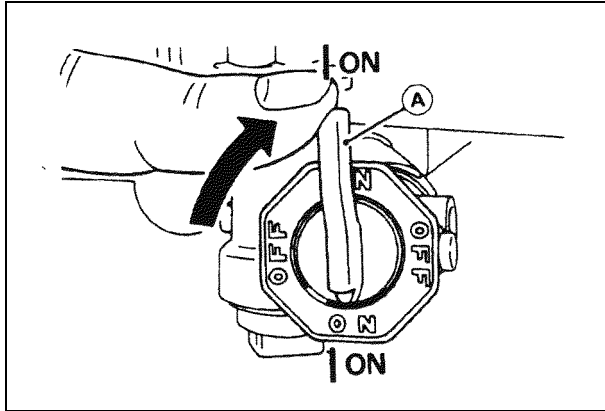
- After starting the engine, gradually return the choke lever to the full open position.

#### For FD791D Model

- Before starting the engine, insure all possible external loads are disconnected.
- Open the fuel valve (A) on the equipment.
- Move throttle lever on the equipment to half throttle position.
- Put the switch key into the engine switch.
- Turn the switch key to the ON position and then move the switch key to the START position. Usually engine will start within 3 seconds.

### CAUTION

Do not run the electric 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.



FD790D06 S

## CAUTION

Whenever you start engine, make sure warning light is not illuminated. If warning light comes on, stop engine immediately and check oil level (If equipped the warning light on the dash).

## CAUTION

Make sure that the self-diagnosis light on the dash comes on, when the switch key is turned to "ON" position, and comes off soon after ensuring that its circuit functions properly.

If this light comes on, stop engine immediately and contact your Kawasaki dealer. (If equipped the self-diagnosis light on the dash.)

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# OPERATING

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## Warming Up

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After the engine starts, move the throttle lever (A) on the equipment to halfway between “FAST” and “SLOW”.

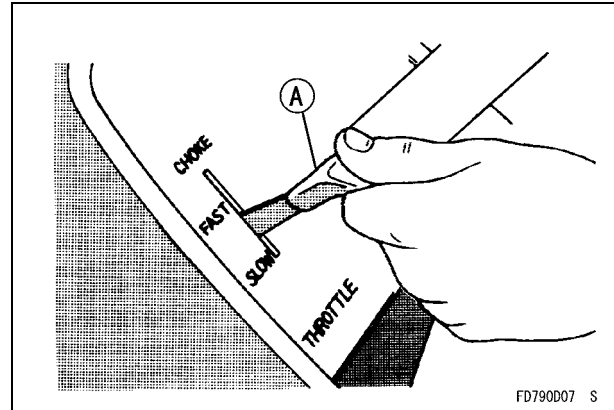
To warm up the engine, run it for 3 to 5 minutes with the throttle lever in the same position (halfway) before putting the equipment under load. Then, move the throttle lever to its “FAST” position.

### 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 lights (oil pressure, charging monitor, and coolant temperature and/or self-diagnosis light) on the dash are not on. These lights must not be illuminated during engine operation.**



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## Engine Inclination

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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

**Do not operate this engine continuously at angles exceeding 25° in any direction. Engine damage could result from insufficient lubrication.**

# STOPPING

## Ordinary Stop

- Move throttle lever (A) to SLOW position.
- 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 switch key to “OFF” position.  
For Control Panel Switch Type, move the throttle lever on the equipment against its low speed end to turn ignition off.

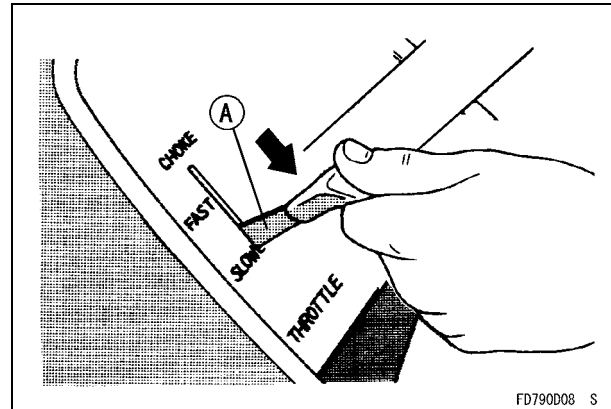
## Emergency Stop

- Immediately turn the engine switch or the switch key to “OFF” position.
- Close the fuel valve on the equipment.

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

### ⚠ WARNING

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





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# ADJUSTMENT

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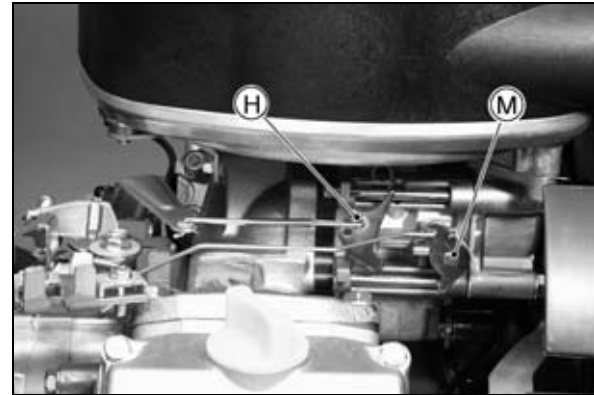
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## Throttle Cable Installation, Adjustment

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### For FD750D Models

- 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 on the equipment 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.



**H. Throttle Valve**  
**M. Choke Valve**

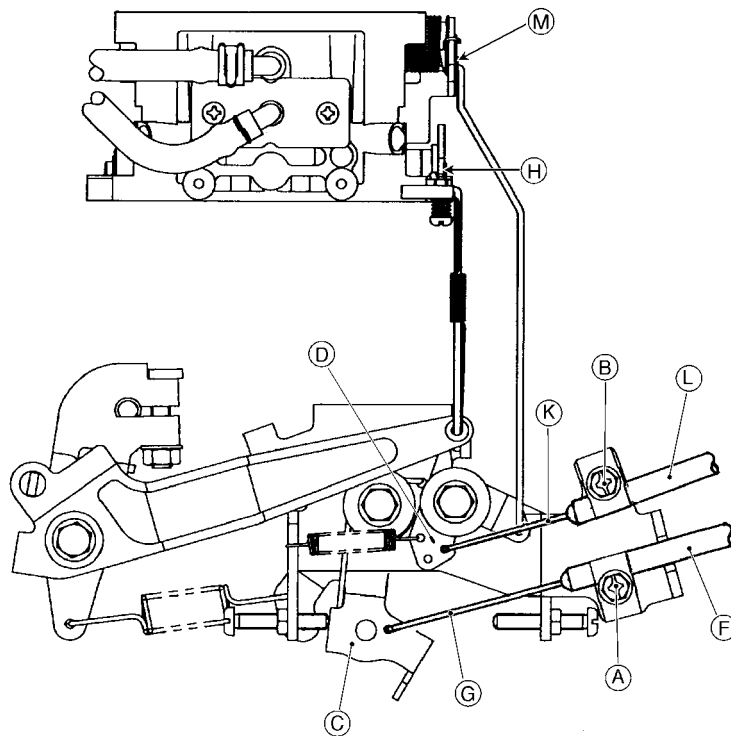
## 24 ADJUSTMENT

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### Choke Cable Installation, Adjustment

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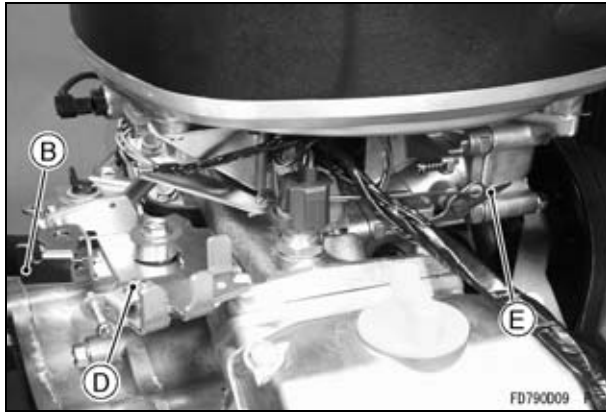
- Link the choke cable (K) to the choke control lever (D), and loosely clamp the choke cable outer housing (L) with the cable clamp bolt (B).
- Move the equipment choke control to “OPEN” position. Make sure that the carburetor choke valve (M) is fully opened.
- Pull up the outer housing (L) of the choke 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.



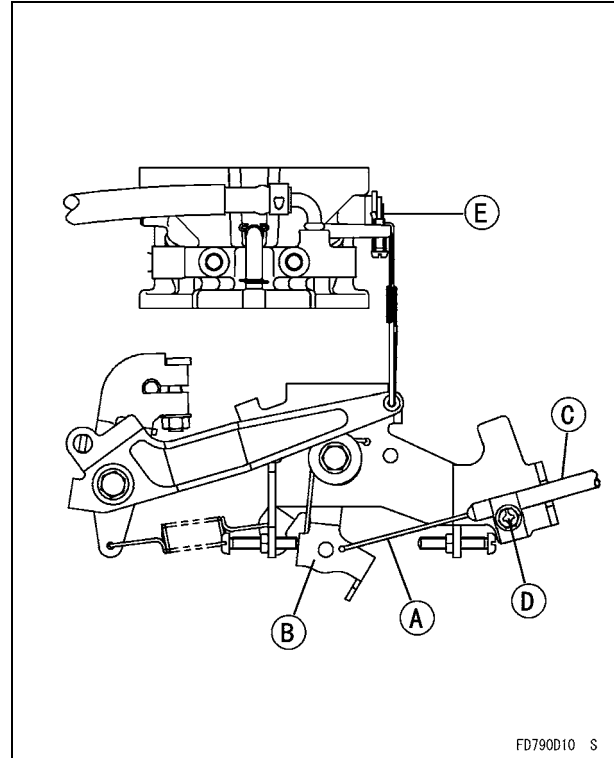
## 26 ADJUSTMENT

### For FD791 Model

- Link the throttle cable (A) to the speed control lever (B) and loosely clamp the throttle cable outer housing (C) with the cable clamp bolt (D).
- Move the throttle lever on the equipment to “FAST” position.
- Pull up the outer housing (C) of the throttle cable until the inner wire (A) has almost no slack, and tighten the cable clamp bolt (D).
- Move the throttle lever to “SLOW” position. Make sure that the throttle shaft Assembly (E) is moved smoothly.



- B. Speed Control Lever**
- D. Cable Clamp Bolt**
- E. Throttle Shaft Assembly**



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**Engine Speed Adjustment**

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**NOTE**

○ *Do not tamper with the governor setting, the carburetor setting and/or DFI system to increase the*

*engine speed. Every carburetor and/or DFI system is adjusted at the factory and a cap or stop plate is installed on each mixture screw.*

○ *If adjustment is needed, it must be performed by your authorized Kawasaki dealer.*

# MAINTENANCE

## Periodic Maintenance Chart

Maintenance, replacement, or repair of the emission control devices and systems may be performed by any nonroad engine repair establishment or individual.

### WARNING

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

### NOTE

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

MAINTENANCE	INTERVAL						
	Daily	Every 25 hr.	Every 50 hr.	Every 100 hr.	Every 200 hr.	Every 300 hr.	Every 400 hr.
Check and add engine oil	●						
Check for loose or lost bolts, nuts and screws	●						
Check for fuel and oil leakage	●						
Check battery electrolyte level	●						
Check and clean radiator screen	●						
Tighten bolts, nuts and screws		●					

MAINTENANCE	INTERVAL						
	Daily	Every 25 hr.	Every 50 hr.	Every 100 hr.	Every 200 hr.	Every 300 hr.	Every 400 hr.
★ Clean air cleaner foam element		•					
★ Clean air cleaner paper element				•			
Change engine oil	Every 100 hours or 1 year whichever comes first						
Clean and regap spark plugs				•			
Change oil filter					•		
★ Replace air cleaner paper element						•	
<b>K</b> Clean combustion chambers						•	
<b>K</b> Check and adjust valve clearance						•	
<b>K</b> Clean and lap valve seating surface						•	
<b>K</b> Inspect radiator and hoses					•		
<b>K</b> Check fan belt conditions and tension					•		
<b>K</b> Change coolant							•

★: Service more frequently under dusty conditions.

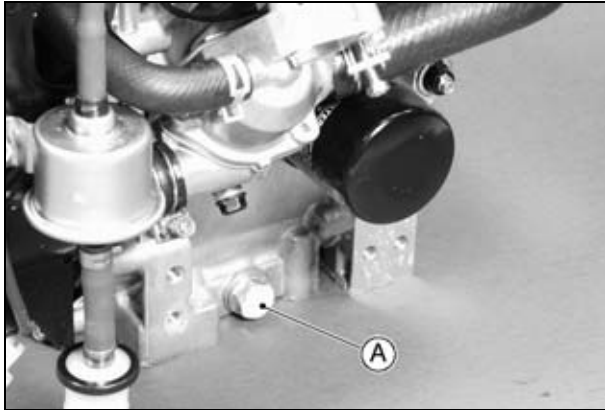
**K**: Have an authorized Kawasaki dealer perform these service.

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### Oil Level Check

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Check oil level daily and before each time of operation. Be sure oil level is maintained. (See “PREPARATION” chapter.)



A. Oil Drain Plug

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### Oil Change

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Change oil every 100 hours or 1 year whichever comes first.

- Run the engine to warm oil.
- Be sure the engine (equipment) is level.
- Stop the engine.
- Remove the oil drain plug (A) and drain the oil into 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.**

- Install the oil drain plug.
- Remove oil gauge and refill with fresh oil (See “FUEL AND OIL RECOMMENDATIONS” chapter.)
- Check the oil level (see “PREPARATION” chapter 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.**



## Oil Filter Change

- Change the oil filter every 200 hours of operation.

### **⚠ WARNING**

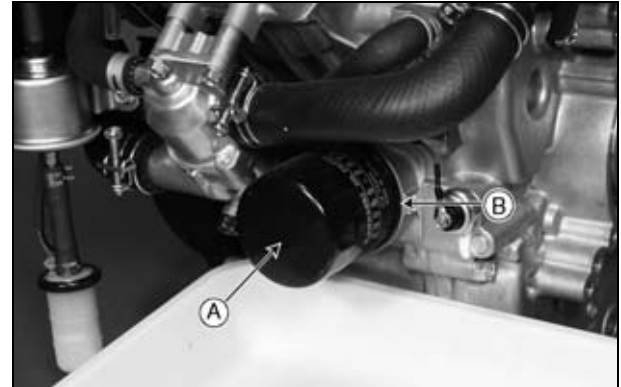
**Hot engine oil can cause severe burns. Allow engine temperature to drop from hot to warm level before attempting to remove oil filter.**

- Drain engine oil into a 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 for oil level drop due to oil filter capacity (See “PREPARATION” chapter 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.**

## 32 MAINTENANCE

### Cooling System Inspection

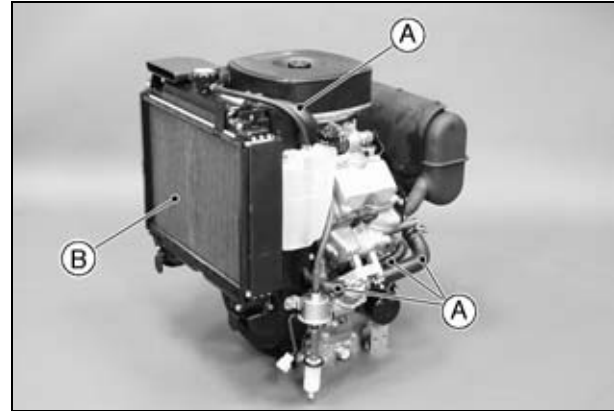
Inspect the radiator and the hoses every 200 hours of operation.

- Inspect the inlet and outlet hoses (A) for cracks or deterioration, and connections for looseness. Replace any damaged hose.
- Check for dirt and insects that may be lodged in the radiator (B). Clean them out by using compressed air or a low-pressure washer.

#### CAUTION

Using high-pressure water, as from a car wash facility, could damage the radiator fins and impair the radiator's effectiveness.

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



- A. Inlet and Outlet Hoses
- B. Radiator and Radiator Screen

#### WARNING

Coolant is a toxic substance. Dispose of used coolant properly. Contact your local authorities for approved disposal methods.

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**Air Cleaner Service**

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**CAUTION**

**Improper installing the air cleaner parts can result in engine damage.**

**CAUTION**

**To prevent excessive engine wear, do not run the engine with the air cleaner parts removed.**

- Remove the nut (A), the washer (B) and the air cleaner cap (C) from the air cleaner case (D) by unscrewing the nut counterclockwise.
- Remove the wing nut (E), the foam element (F) and the paper element (G) from the air cleaner case by unscrewing the wing nut counterclockwise.
- Confirm that the seal (H) is on the air cleaner case when the paper element is removed from the air cleaner case. If the seal adheres to the paper element bottom, remove and reinstall the seal onto the air cleaner case immediately.

- Reinstall the cleaned or new air cleaner parts in the reverse of removal.

**Foam Element**

Clean the foam element (F) every 25 hours.

- Wash the element in detergent and water, and dry it thoroughly.

**Paper Element**

Clean the paper element (G) every 100 hours.

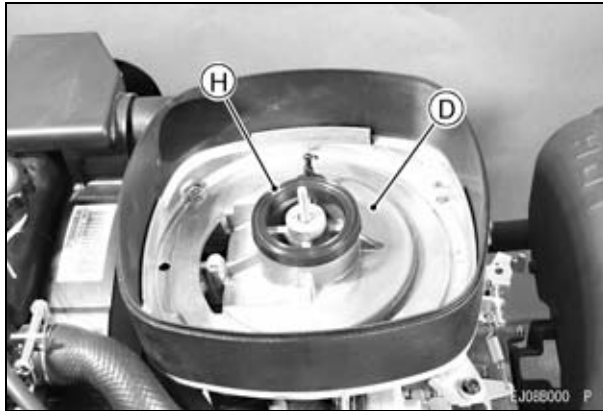
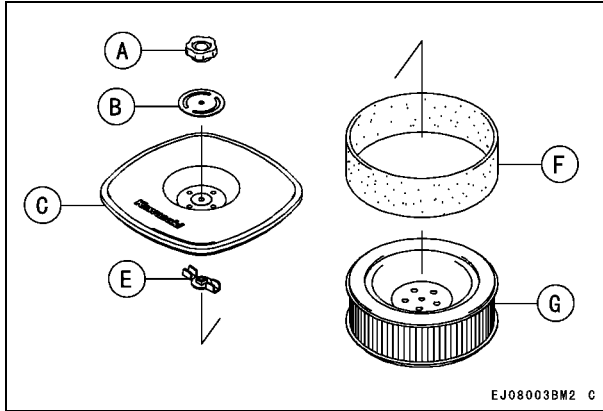
- Clean the paper element by tapping it gently on a flat surface to remove dust. If the element is very dirty, replace the paper element with a new one. Replace with a new paper - element yearly or 300 hours. Whichever comes first.

**NOTE**

- *Operating in dusty condition may require more frequent maintenance than above.*

**CAUTION**

**Do not use petroleum solvent to clean paper-element.**  
**Do not oil foam or paper element.**  
**Do not use pressurized air to clean or dry paper-element.**



### 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 and the fuel pump can not be disassembled.  
If these parts failed contact Kawasaki dealer.

## Spark Plug Service

### **⚠ WARNING**

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

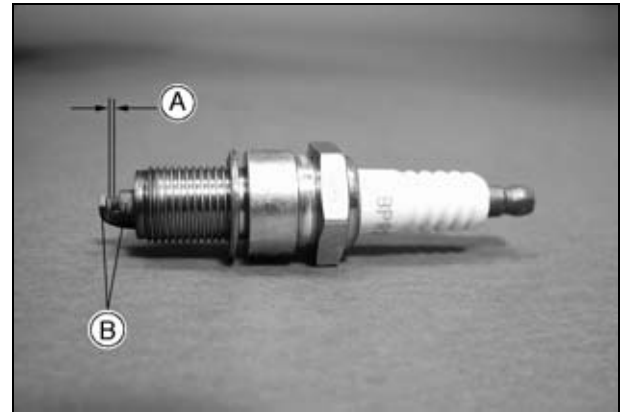
Clean or replace the spark plugs and reset gap (A) every 100 hours of operation.

- Disconnect the spark plug caps and remove the spark plugs.
- Clean the electrodes (B) by scraping with a wire brush to remove carbon deposits.
- Inspect for cracked porcelain or other wear and damage. Replace the spark plugs 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 the side-electrode, using a spark plug tool.
- Install and tighten the spark plug to 25 N·m (2.5 kgf·m, 18 ft·lb).

- Fit the spark plug caps on the spark plug securely.
- Pull up the spark plug caps lightly to make sure of the installation of the spark plug caps.

### RECOMMENDED SPARK PLUG

FD750D Models  
NGK BPR2ES  
FD791D Model  
NGK BPR4ES



## STORAGE

### Fuel System Draining

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

#### **⚠ WARNING**

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

**Drain fuel before storing the unit for extended periods.**

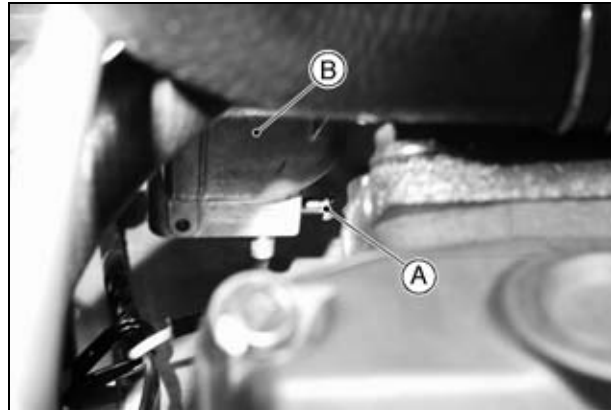
**Drain fuel in a well-ventilated area away from any source of flame or sparks, including any appliances with a pilot light. Store fuel in an approved container in safe location.**

- Clean every part of the engine.
- Be sure that the engine switch or switch key is positioned at "OFF".

#### **For FD750D Models**

- 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.

- Put a suitable pan under the carburetor (B) and loosen the drain screw (A) of the carburetor to drain the fuel completely.



**A. Fuel Drain Screw**

**B. Carburetor**

- Tighten the drain screw.

#### **For FD791D Model**

- 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.

**⚠ WARNING**

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

- Remove the spark plugs and pour approx 1 ~ 2 mL (0.06 ~ 0.1 cu. in.) of engine oil through the spark plug holes and then screw the spark plugs in after turning the engine a few times. Slowly turn the engine until you feel compression and then leave it there. This traps the air inside the cylinders and prevents rust inside the engine.
- Fit the spark plug caps on the spark plugs securely.
- Pull up the spark plug caps lightly to make sure of the installation of the spark plug caps.
- 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” section in “MAINTENANCE” chapter).

# 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		Probable Cause	Remedy
Engine won't start or output is low	Insufficient compression	Faulty pistons, cylinders, piston rings, and head gaskets	<b>K</b>
		Faulty valves	
		Loose spark plugs	Tighten properly
		Loose cylinder head bolts	
	No fuel to combustion chambers	No fuel in fuel tank	Fill fuel tank
		Fuel valve not in "ON" position	Open fuel valve.
		Blocked fuel filter or tube	Clean
		Blocked air vent in tank cap	
	Faulty carburetor and/or DFI system	<b>K</b>	
	Spark plugs fouled by fuel	Over-rich fuel/air mixture	Open choke.
			Rotate engine with spark plugs removed to discharge excess fuel.
			Clean spark plugs.
		Clogged air cleaner	Clean
		Faulty carburetor and/or DFI system	<b>K</b>
Incorrect grade/type of fuel	Change fuel		



Symptom	Probable Cause	Remedy	
	Water in fuel		
	No spark or weak spark	Faulty spark plugs	Replace spark plugs
	Faulty ignition coils	<b>K</b>	
Low output	Engine overheats	Clogged air cleaner	Clean
		Lodged dirt and insects in radiator	
		Lack of coolant	Add coolant to correct level
		Insufficient engine oil	Replenish or change oil
		Loose or slipping fan belt	<b>K</b>
		Carbon build-up in combustion chamber	
		Poor ventilation around engine	Select a better location
	Engine speed won't increase	Faulty governor	<b>K</b>

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

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# **ENVIRONMENTAL PROTECTION**

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

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

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# SPECIFICATIONS

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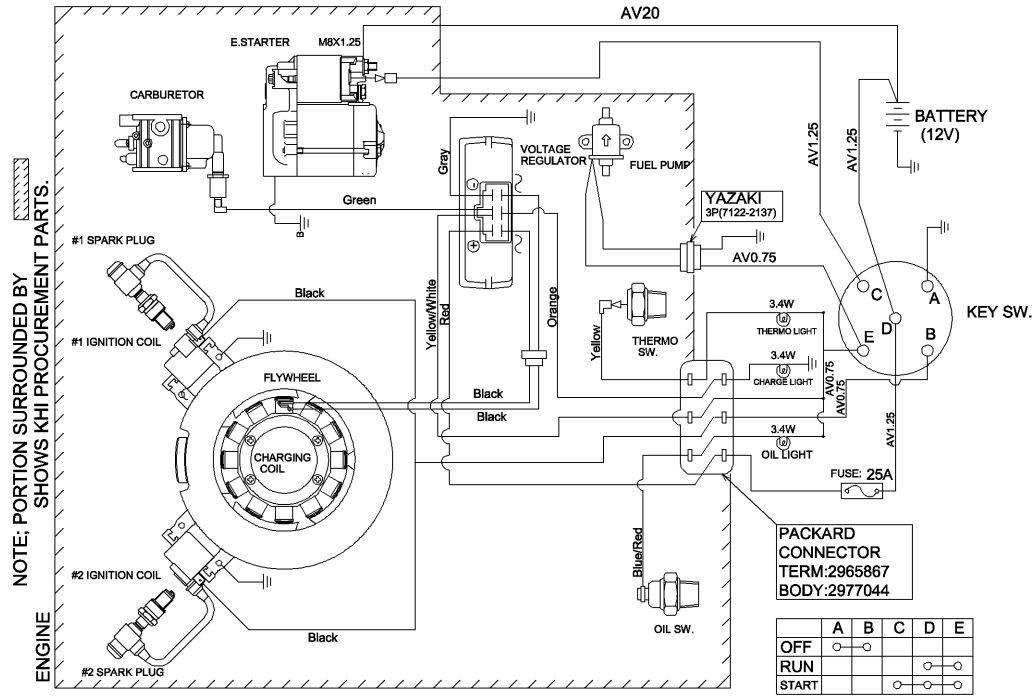
	FD750D	FD791D
Type of engine	Liquid– cooled, 4–stroke OHV, V-twin cylinder, gasoline engine	
Bore x Stroke	78 × 78 mm (3.07 × 3.07 in.)	
Displacement	745 mL (45.5 cu.in)	
Ignition System	Solid–state ignition	
Direction of rotation	Counterclockwise facing the PTO Shaft	
Starting system	Electric starter	

## NOTE

○ *Specifications subject to change without notice.*

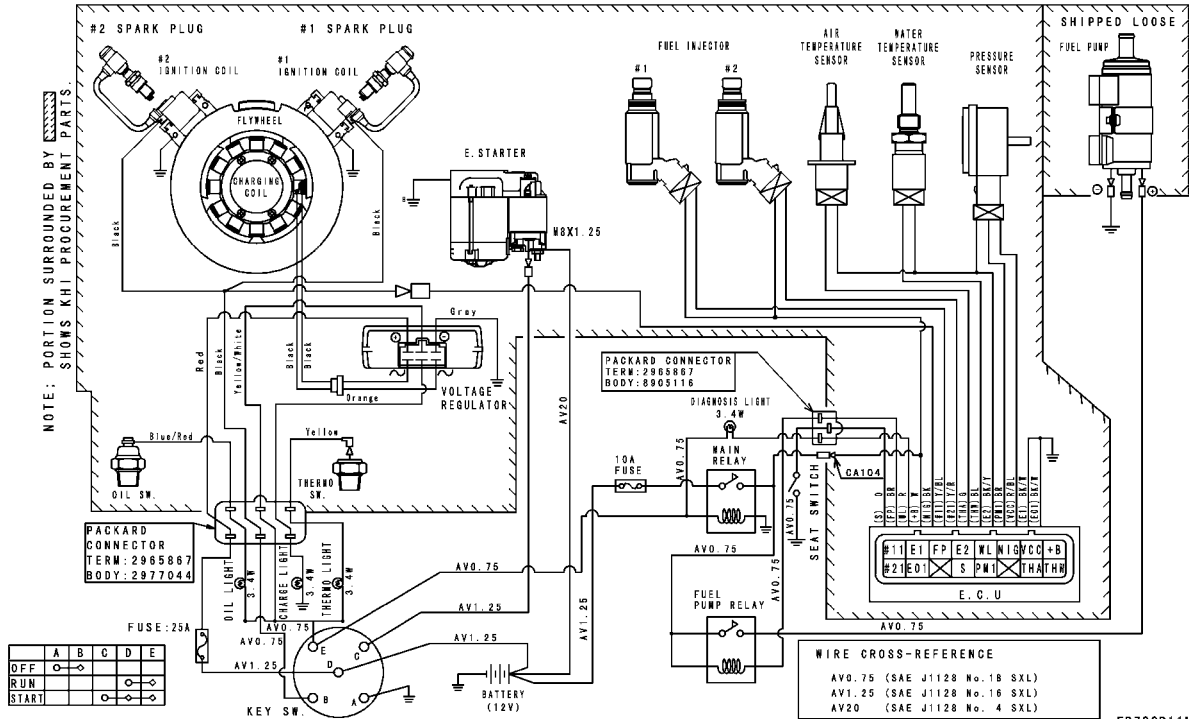
# WIRING DIAGRAM

## Wiring Diagram (For FD750D Models)



	A	B	C	D	E
OFF	○	○			
RUN				○	○
START			○	○	○

Wiring Diagram (For FD791D Model)



 **WARNING**

The engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects or other reproductive harm.

For repair or maintenance assistance contact an authorized Kawasaki engine dealer or equally qualified service facility.

For warranty assistance please contact an authorized Kawasaki engine dealer.

Kawasaki engine dealer locator can be found on our website: [www.kawasakenginesusa.com](http://www.kawasakenginesusa.com)

For further assistance email:

[kawasakenginesupport@kmc-usa.com](mailto:kawasakenginesupport@kmc-usa.com)

or call 877-364-6404



**Kawasaki**  
— ENGINES —