

KAWASAKI

13hp FH381V

15hp FH430V

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.

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Second Edition (2): Dec. 2001 (M)

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, 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 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 1,000 meters (3,300 feet), Kawasaki recommends the following Environmental Protection Agency (EPA) and the 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 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 and 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

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 FH430V as a typical example among other similar models.

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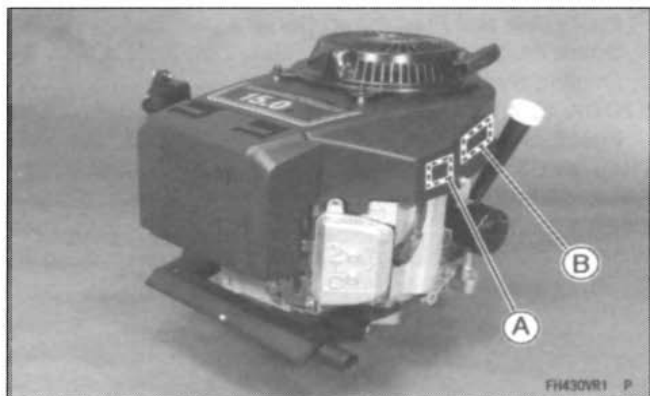
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8 GENERAL INFORMATION

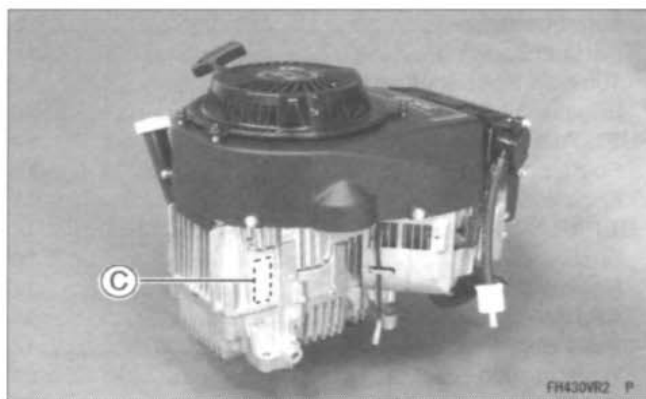
GENERAL INFORMATION

Label Location

[Recoil Starter Model]



A. Warning
B. Engine Maintenance

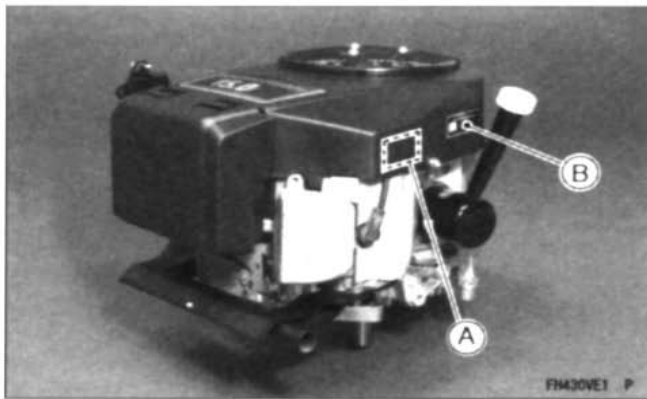


C. Engine Serial Number

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

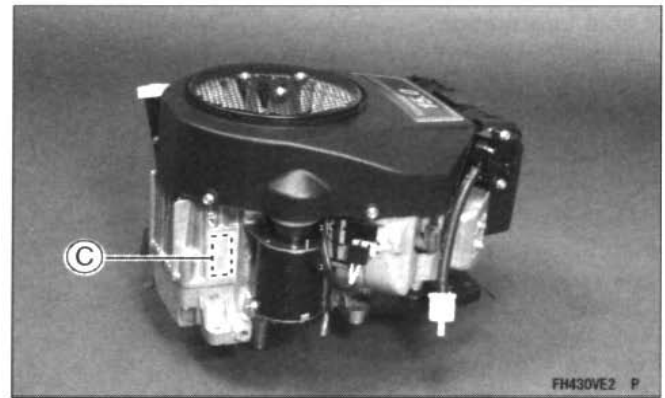
This engine serial number is needed by your dealer when ordering parts.

[Electric Starter Model]



A. Warning

B. Engine Maintenance



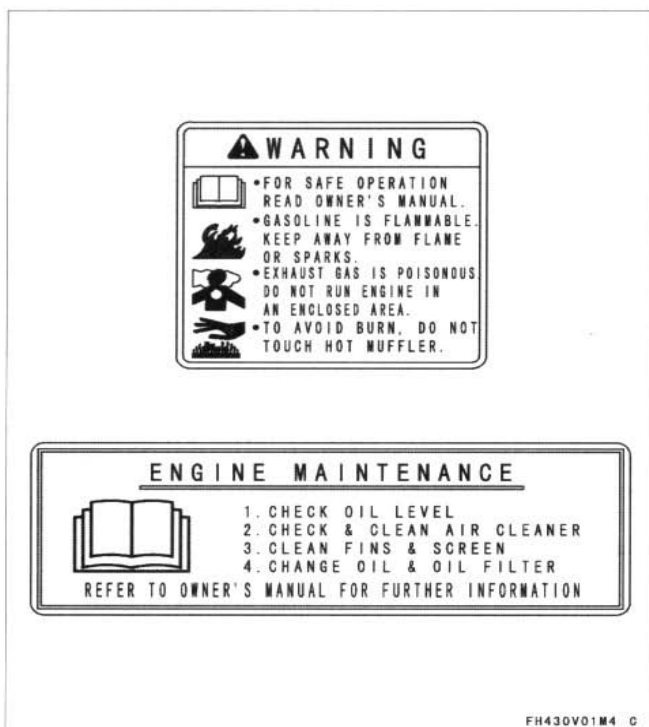
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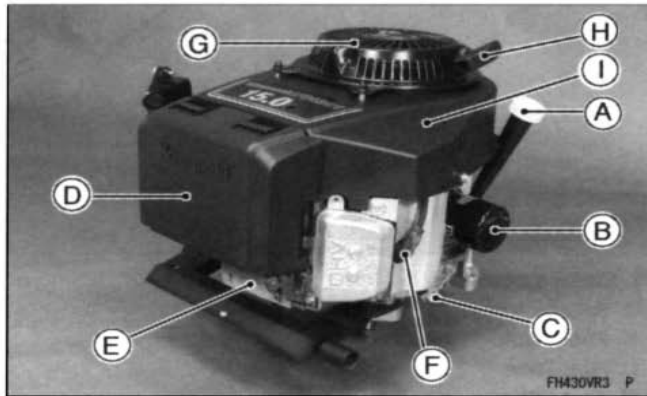
10 GENERAL INFORMATION

[Label Information]

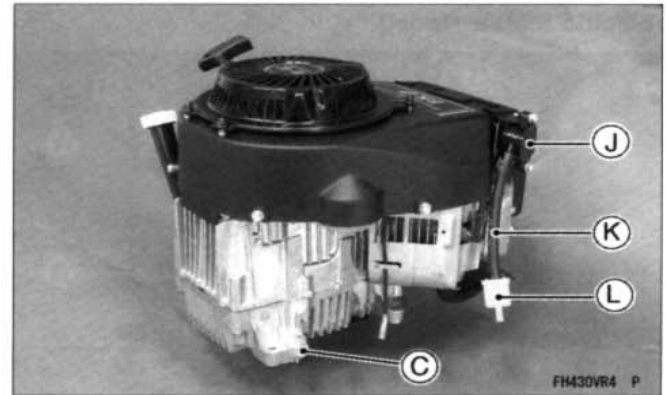


Parts Location

[Recoil Starter Model]



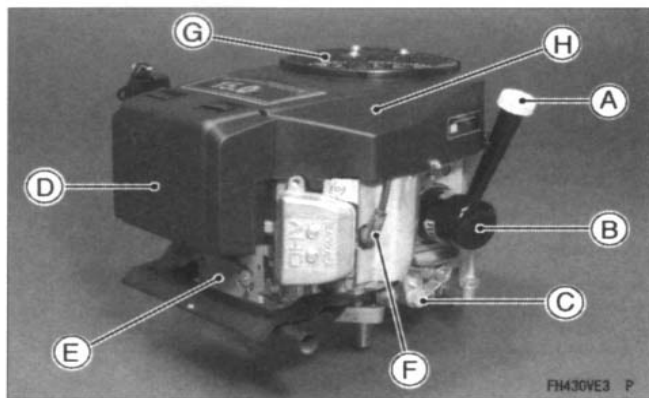
- A. Oil Gauge/Filler
- B. Oil Filter
- C. Oil Drain Plugs
- D. Air Cleaner/Carburetor
- E. Control Panel
- F. Spark Plug Caps/Spark Plugs
- G. Recoil Starter with Screen
- H. Recoil Starter Grip
- I. Fan Housing



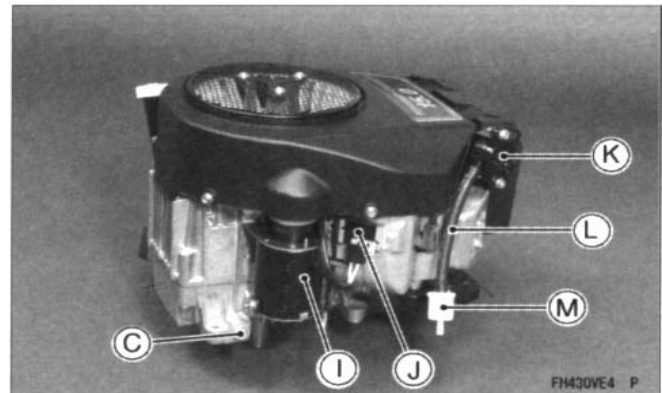
- J. Fuel Pump
- K. Fuel Tube
- L. Fuel Filter

12 GENERAL INFORMATION

[Electric Starter Model]



- A. Oil Gauge/Filler
- B. Oil Filter
- C. Oil Drain Plugs
- D. Air Cleaner/Carburetor
- E. Control Panel
- F. Spark Plug Caps/Spark Plugs
- G. Air-intake Screen
- H. Fan Housing



- I. Electric Starter
- J. Voltage Regulator
- K. Fuel Pump
- L. Fuel Tube
- M. Fuel Filter

Tune-up Specifications

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

Engine Oil Capacity

FH381V FH430V	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]

14 FUEL AND OIL RECOMMENDATIONS**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.

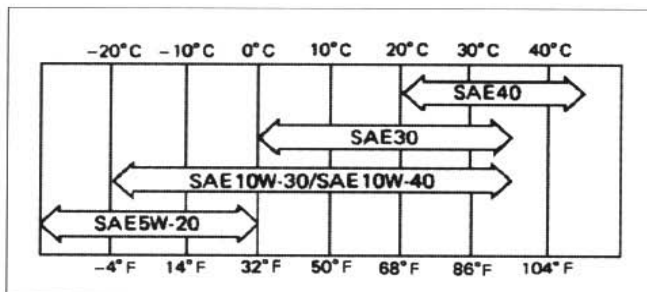
Engine Oil

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.

16 PREPARATION

PREPARATION

Fuel

⚠ WARNING

Gasoline is extremely flammable and can be explosive under certain conditions

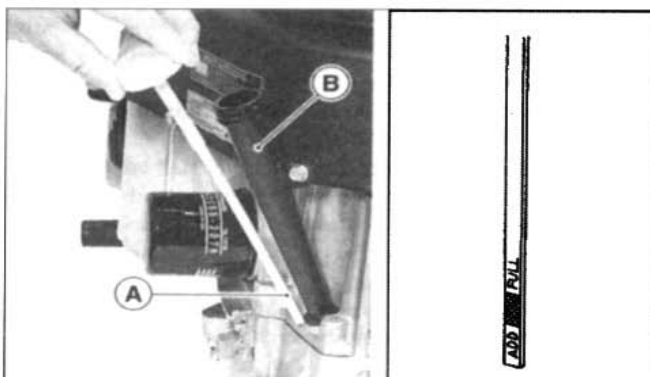
Before refueling, turn the engine switch OFF. Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks, including any appliances with a pilot light.

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.

Engine Oil Capacity

FH381V FH430V	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]



A. Oil Gauge
B. Tube

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).

CAUTION

The engine is shipped without engine oil.

18 STARTING

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" 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.

- Before starting the engine, insure all possible external loads are disconnected.
- Open the fuel valve (A) 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.

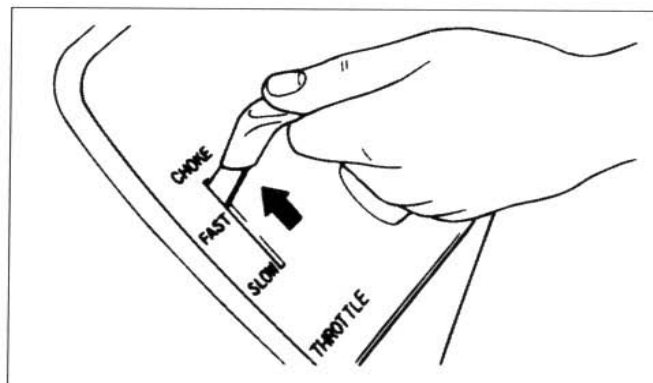
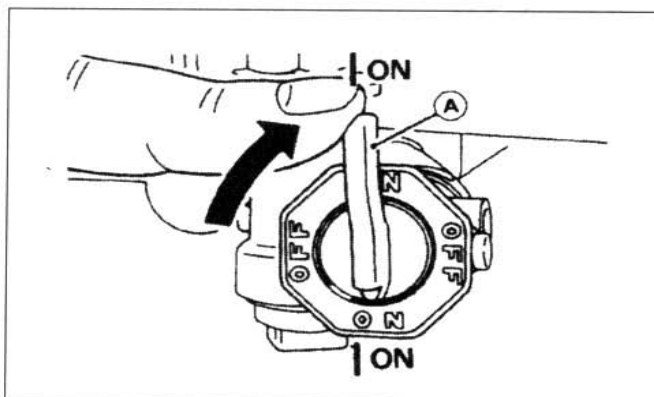
For A Warm Engine (normal operating temperatures) - Place the throttle lever midway between "SLOW" and "FAST" positions.

[Separate choke type]

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

NOTE

- When the engine is very warm, or when the engine does not start immediately, **DO NOT** keep trying 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 after engine starts. If warning light comes on, stop engine immediately and check oil level (if equipped).

20 STARTING**[Recoil Starter Model]**

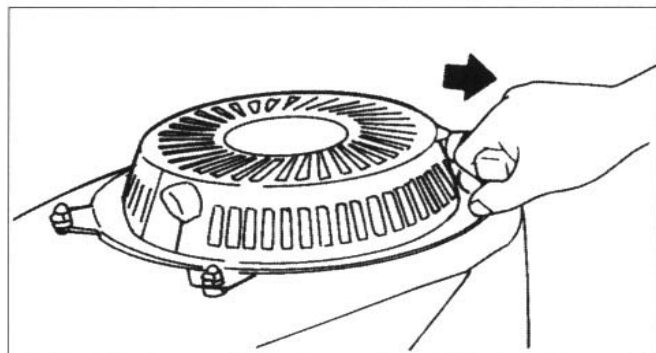
- Pull the recoil starter grip slowly until you feel compression, then pull it briskly.

CAUTION

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

NOTE

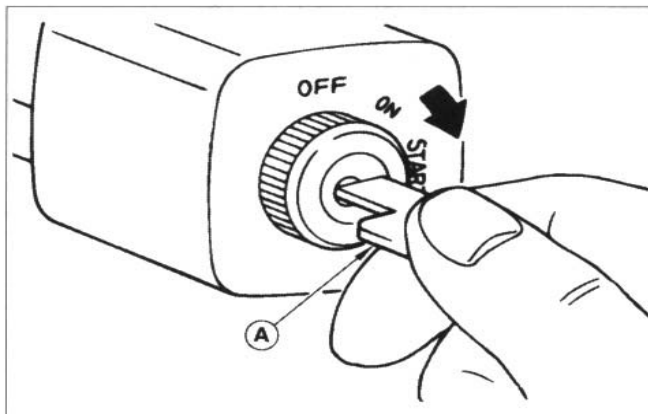
- If the engine won't start in three pulls, open the choke and try again.

**[Electric Starter Model]**

- 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

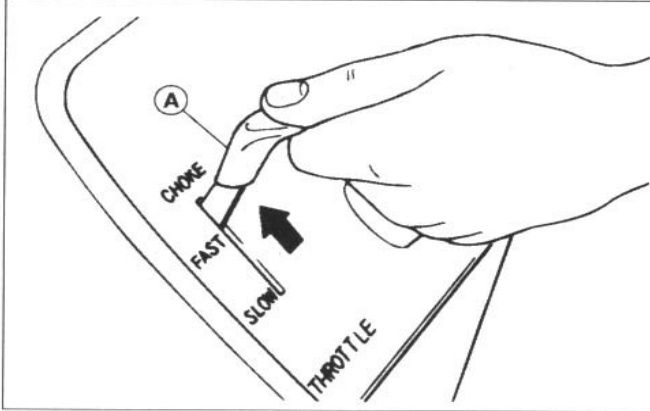
Do not run the electric starter continuously for more than 5 seconds, otherwise the battery may discharge quickly. If the engine does not start right away, wait 15 seconds and try again.



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

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

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.

22 OPERATING

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

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

STOPPING

Stopping the Engine

⚠ WARNING

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

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.

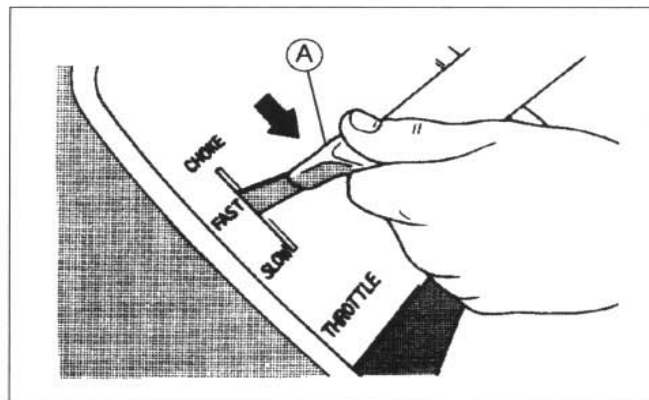
- Turn the engine switch or the switch key to "OFF" position.

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



24 ADJUSTMENT

ADJUSTMENT

Two types of choke control are used for FH430V and FH381V Model Engines.

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.

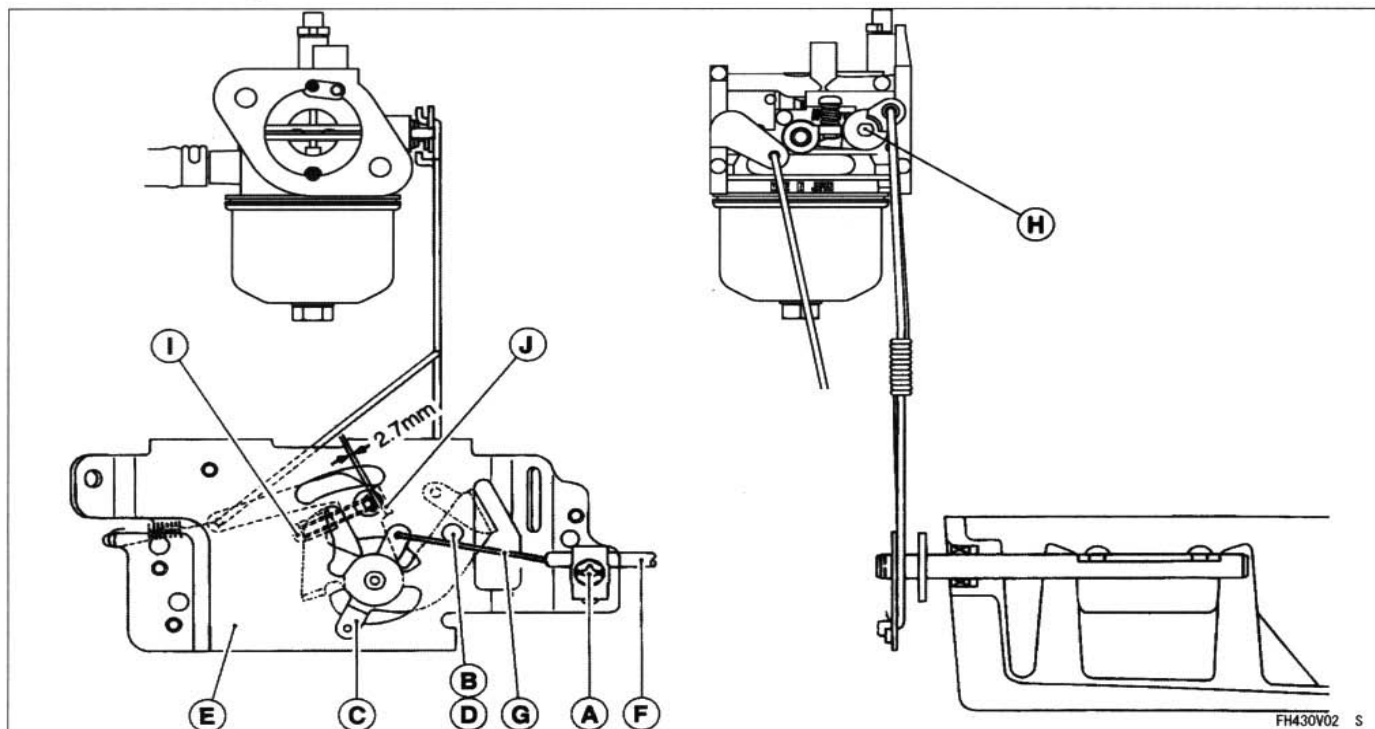
Make sure that the carburetor choke valve (H) is closed completely when the throttle lever on the equipment is moved to "CHOKE" position. If not, perform "CHOKE ADJUSTMENT" chapter.

Choke Adjustment Associated Choke Type

- Stop 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.

Associated choke type



FH430V02 S

26 ADJUSTMENT

Separate Choke Type

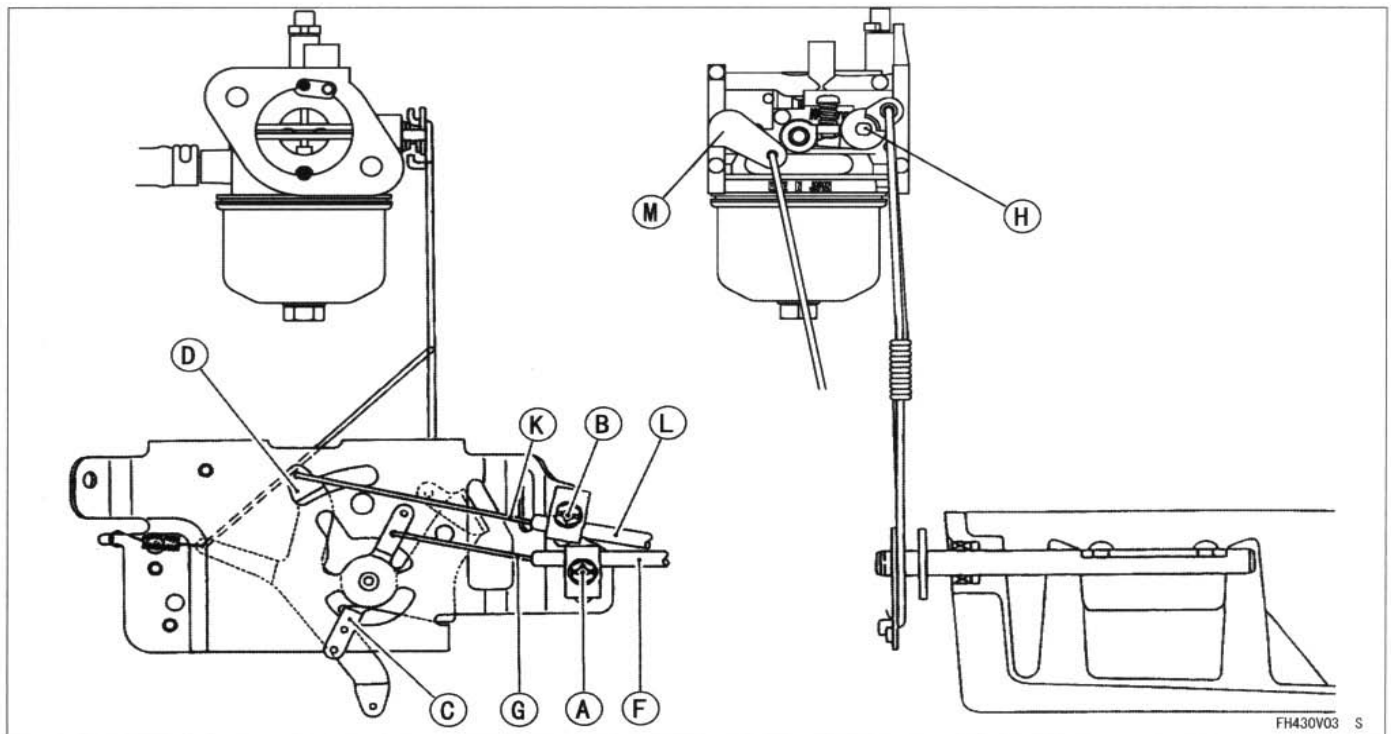
Throttle Cable Installation, Adjustment

- 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.

Separate choke type



28 ADJUSTMENT

Engine Speed Adjustment

NOTE

- Do not tamper with the governor 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 must be performed by your authorized Kawasaki dealer.

MAINTENANCE

Periodic Maintenance Chart

⚠ 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.

30 MAINTENANCE

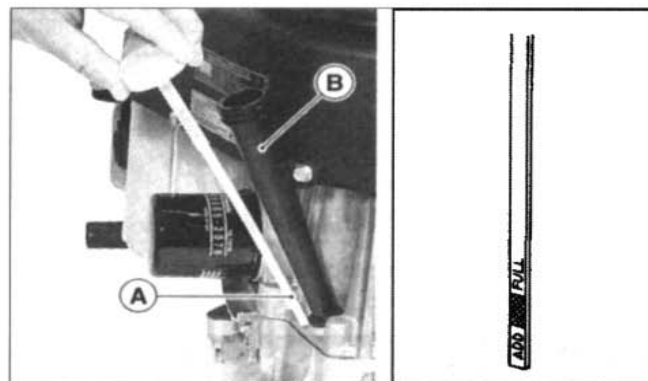
MAINTENANCE	INTERVAL						
	Daily	First 8 hr.	Every 25 hr.	Every 50 hr.	Every 100 hr.	Every 200 hr.	Every 300 hr.
Check and add engine oil.	●						
Check for loose or lost nuts and screws.	●						
Check for fuel and oil leakage.	●						
Check battery electrolyte level.	●						
Check or clean air intake 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.					●		
Change engine oil.		●			●		
Clean and regap spark plugs.					●		
Change oil filter.						●	
◆ Replace air cleaner paper element.						●	
K Clean combustion chambers.							●
K Check and adjust valve clearance.							●
K Clean and lap valve seating surface.							●

◆ : Service more frequently under dusty conditions.

K : Have an authorized Kawasaki dealer perform these service.

Oil Level Check

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



A. Oil Gauge

B. Tube

32 MAINTENANCE

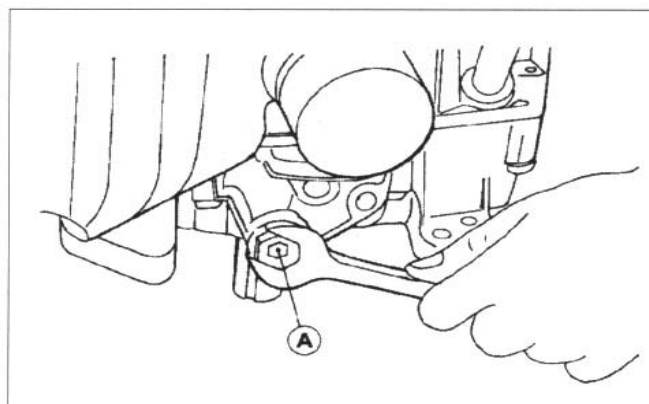
Oil Change

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 plugs (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.



A. Oil Drain Plug

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

Oil Filter Change

- Change the oil filter every 200 hours of operation.

⚠ WARNING

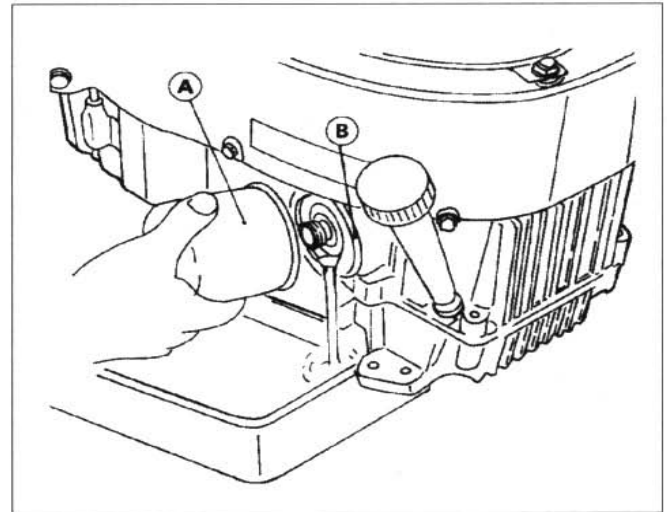
Hot engine oil can cause severe burns. Allow engine temperature to drop from hot to warm level before attempting to remove oil filter.

- Drain engine oil 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 "Oil Level Check" section in "PREPARATION" chapter).



⚠ WARNING

Engine oil is a toxic substance. Dispose of used oil properly. Contact your local authorities for approved disposal methods or possible recycling.

34 MAINTENANCE

Air Cleaner Service

CAUTION

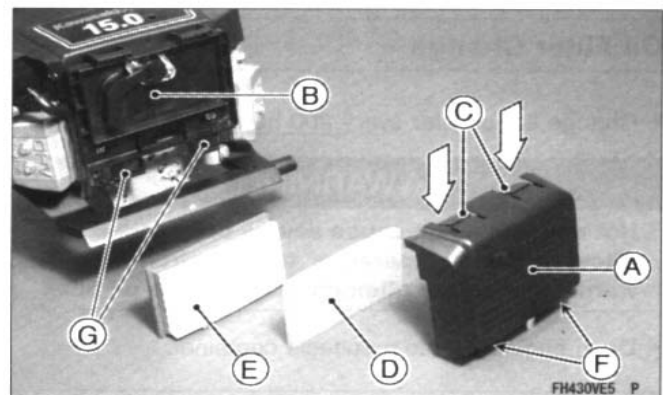
Do not run the engine with the air cleaner removed.

- Remove the air cleaner case (A) from the air cleaner body (B) by pushing down the latches (C) with fingers.

Foam Element

Clean the foam element (D) every 25 hours.

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



- A. Air cleaner case
- B. Air cleaner body
- C. Latches of Air cleaner case
- D. Foam element
- E. Paper element
- F. Air cleaner case bottom
- G. Air cleaner body bottom

Paper Element

Clean the paper element (E) every 50 hours.

- Clean the paper element by tapping gently to remove dust. If very dirty, replace the paper element with a new one.
- Replace with a new paper element yearly or 200 hours. Whichever comes first.
- Reinstall the foam element and the paper element into the air cleaner case.
- Reinstall the air cleaner case into the air cleaner body by putting the hooks on the bottom of the air cleaner case (F) into the air cleaner body bottom (G).

NOTE

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

CAUTION

Do not wash paper element.
Do not oil foam or paper element.
Do not use pressurized air to clean paper element.

36 MAINTENANCE

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

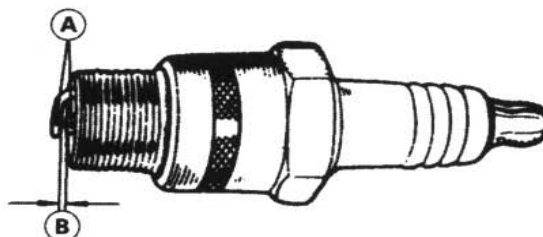
Hot engine components can cause severe burns. Stop engine and allow it to cool before checking spark plugs.

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

- Disconnect the spark plug caps from the spark plugs 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 plug with a new one if necessary.
- Check the spark plug gap and reset 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 plugs to 22 N·m (2.2 kgf·m, 16 ft·lb). Connect the spark plug caps.

RECOMMENDED SPARK PLUG

CHAMPIONRCJ8Y



38 MAINTENANCE

Cooling System Cleaning

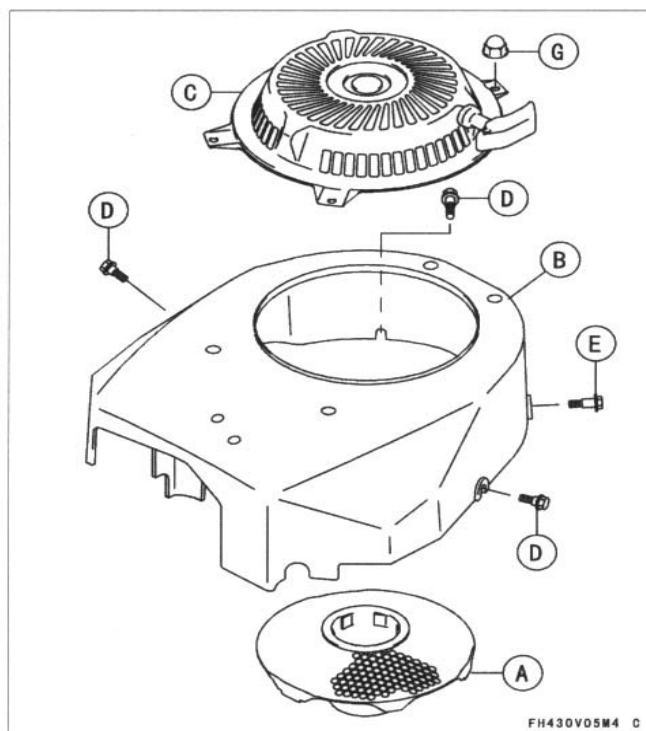
Before each use, check that the air-intake (rotary) screen (A) is free from grass and debris and clean if necessary. Every 100 hours of operation, check and clean the cooling fins and inside of engine shrouds to remove grass, chaff or dirt clogging the cooling system and causing overheating. When cleaning,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

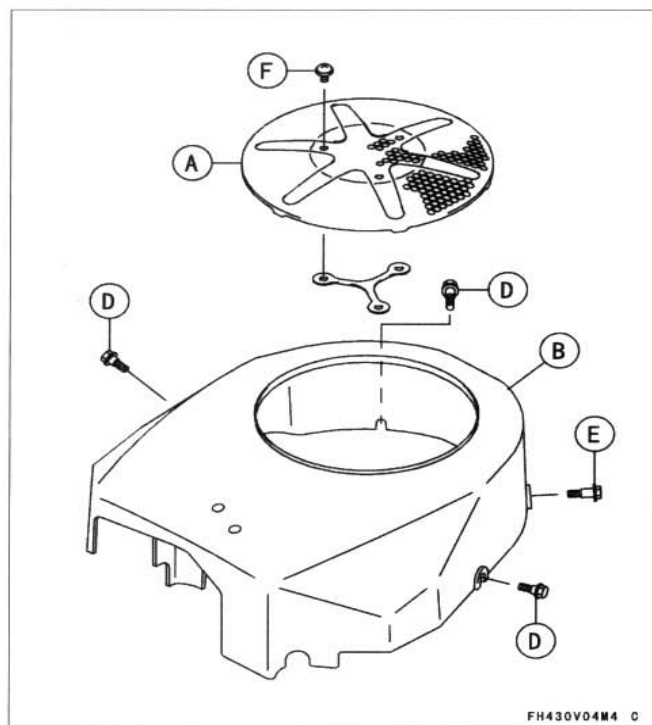
[Bolts and Nut Size, Tightening torque]

Bolts and Nut	Size	Length	Tightening-torque
D	M6	16 mm	5.9 N·m (0.6 kgf·m, 4.3 ft·lb)
E	M6	22 mm	5.9 N·m (0.6 kgf·m, 4.3 ft·lb)
F	M6	12 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)



FH430V05M4 0

Electric Starter Model



40 STORAGE

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 equipment 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 switch key 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.
- To remove the fuel from the carburetor, run the engine to use up the fuel in the carburetor.

- 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 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" section in "MAINTENANCE" chapter).

⚠ WARNING

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

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 pistons, cylinders, piston rings, and head gaskets	K Tighten properly
		Faulty valves	
		Loose spark plugs	
		Loose cylinder head bolts	
	No fuel to combustion chamber	No fuel in fuel tank	Fill fuel tank
		Fuel valve not in "ON" position	Open fuel valve lever.
		Blocked fuel filter or tube	Change fuel filter or fuel tube
		Blocked air vent in tank cap	Clean fuel tank cap
		Faulty carburetor	K
	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	K
		Incorrect grade/type of fuel	Change fuel
		Water in fuel	
	No spark or weak spark	Faulty spark plugs	Replace spark plugs
		Faulty ignition coil	K
		Engine switch left in "OFF" position	Turn engine switch to "START" position (See M)

42 TROUBLESHOOTING GUIDE

Symptom		Probably Cause	Remedy
Low output	Engine overheats	Clogged air cleaner	Clean
		Air-intake screen 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 "START" position.

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

44 SPECIFICATIONS

SPECIFICATIONS

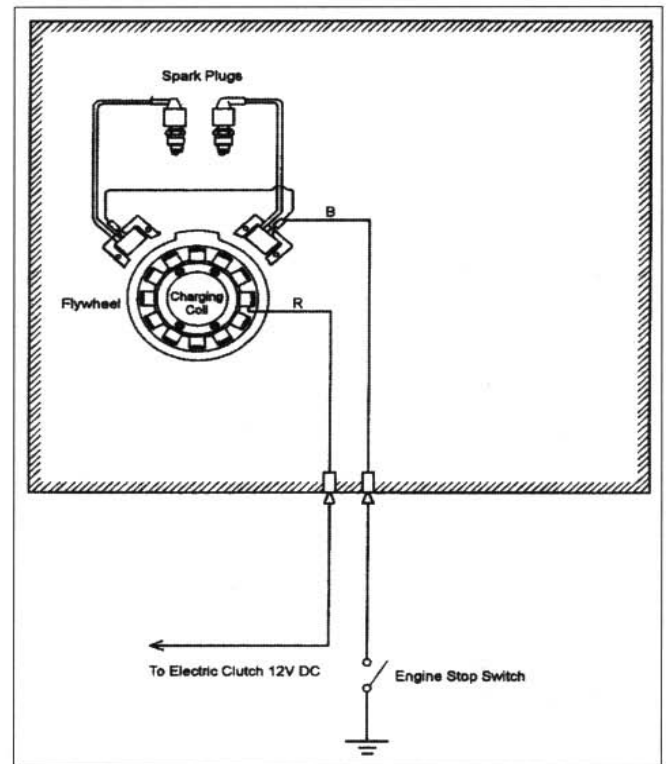
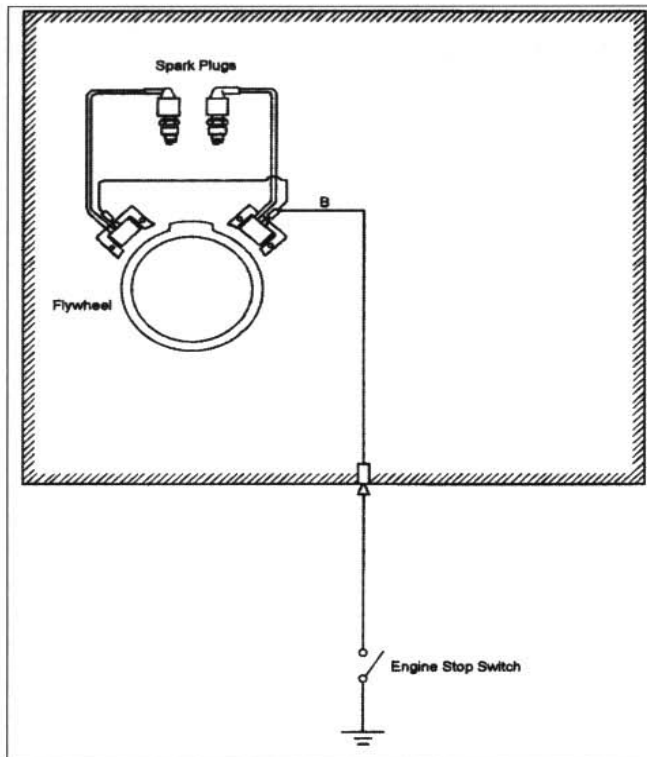
	FH381V, FH430V	
Type of engine	Air-cooled, 4-stroke OHV, V-twin cylinder, gasoline engine	
Bore x Stroke	65 x 65 mm (2.56 x 2.56 in.)	
Displacement	431 mL (26.3 cu.in)	
Ignition System	Solid-state ignition	
Direction of rotation	Counterclockwise facing the PTO Shaft	
Starting system	Recoil starter	Electric starter
Dry weight	30.5 kg (67.3 lbs)	31.7 kg (69.9 lbs)

NOTE

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

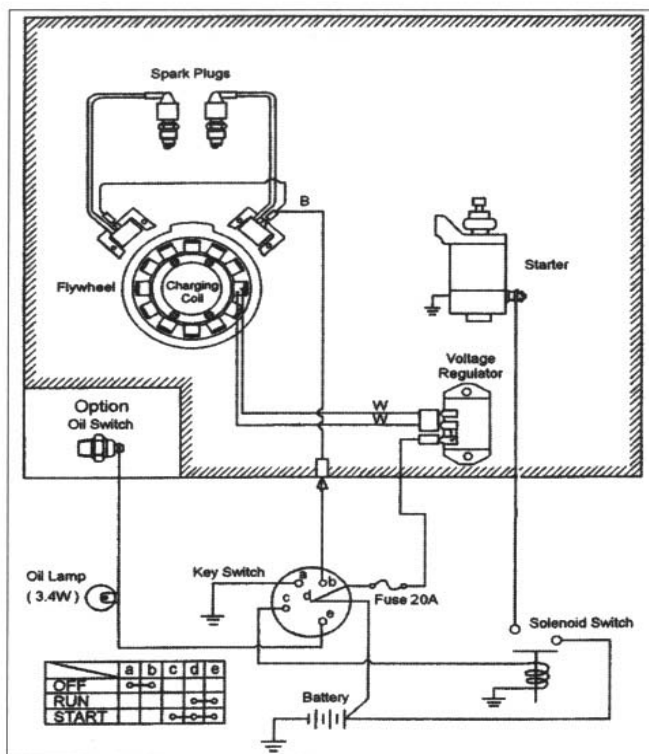
WIRING DIAGRAM

(Recoil Starter Model)



46 WIRING DIAGRAM

With 12 - 13 V Charging Coil



NOTE

○ Portion Surrounded by hatching Shows Kawasaki Procurement Parts.

⚠ WARNING

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

Battery Capacity Recommended

Model	FH381V, FH430V
Lawn Mower	12 V 200 CCA Class
Snow Thrower	12 V 280 CCA Class