

Z125 PRO

Motorcycle Assembly & Preparation Manual



Kawasaki

Foreword

In order to ship Kawasaki vehicles as efficiently as possible, they are partially disassembled before crating. Since some of the most commonly removed parts have a direct bearing on a vehicle's reliability and safety, conscientious pre-sale assembly and preparation becomes extremely important. Good setup procedures can prevent needless warranty claims and give customers a greater sense of confidence in Kawasaki and their Kawasaki Dealers.

This Assembly and Preparation Manual explains step by step procedures of the following items for all Kawasaki Z125 PRO.

1. Uncrating
2. Assembly
3. Preparation

The selling dealer assumes sole responsibility for any unauthorized modifications prior to sale. Refer to your Service Binder for any Service Bulletins specifying Factory Directed Modifications (Special Claims) which must be performed before the vehicle is ready for sale.

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

DANGER

DANGER indicates a hazardous situation which, if not avoided, will result in death or serious injury.

WARNING

WARNING indicates a hazardous situation which, if not avoided, could result in death or serious injury.

NOTICE

NOTICE is used to address practices not related to personal injury.

NOTE

○*NOTE* indicates information that may help or guide you in the operation or service of the vehicle.

Kawasaki Heavy Industries, Ltd. accepts no liability for any inaccuracies or omissions in this publication, although every possible measure has been taken to make it as complete and accurate as possible. All procedures and specifications subject to change without notice.

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Uncrating

Opening Crate

⚠ WARNING

Crates have sharp edges and may have nails or screws that can cause cuts and injury. Always wear protective gloves, boots and eye protection when uncrating to prevent injury.



MC03003B S

⚠ WARNING

The steel crate panel plates and fasteners have sharp edges. Always wear protective gloves, boots and eye protection when uncrating to prevent injury.



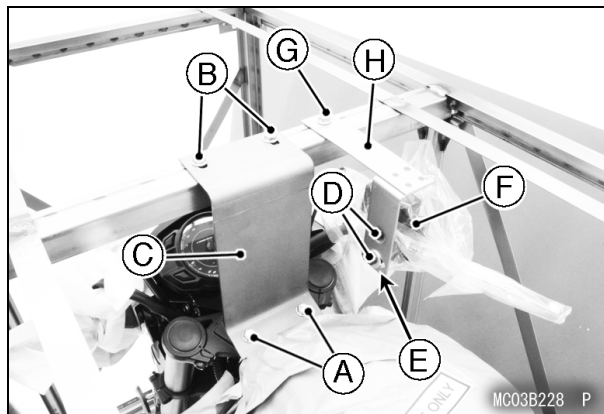
MC03004B S

- Clear a space about 6 m (20 ft) square to give yourself plenty of space to work.
- Place the crate upright on its base.
- Remove the cardboard cover.
- Remove the parts box.

NOTICE

When removing the crate bracket from the motorcycle, be careful not to drop any parts or the bracket onto the fuel tank and other components, and not to scratch the fuel tank or other components with the crate bracket.

- First, remove the lower bolts (D = 8, L = 16) at the steering stem and discard them.
- Remove the upper bolts (D = 8, L = 16) to take off the crate bracket and discard them.
- Remove the lower bolts (D = 6, L = 12) to take off the front master cylinder.
- Remove the upper bolt (D = 8, L = 16) to take off the crate bracket and discard it.



A. Lower Bolts (D = 8, L = 16)

B. Upper Bolts (D = 8, L = 16)

C. Crate Bracket

D. Lower Bolts (D = 6, L = 12)

E. Washer

F. Front Master Cylinder

G. Upper Bolt (D = 8, L = 16)

H. Crate Bracket

- Take out all the bolts and screws and remove the top and sides of the crate.

NOTE

- Roll the vehicle off the crate base after installing the handlebar, front master cylinder, and front wheel.

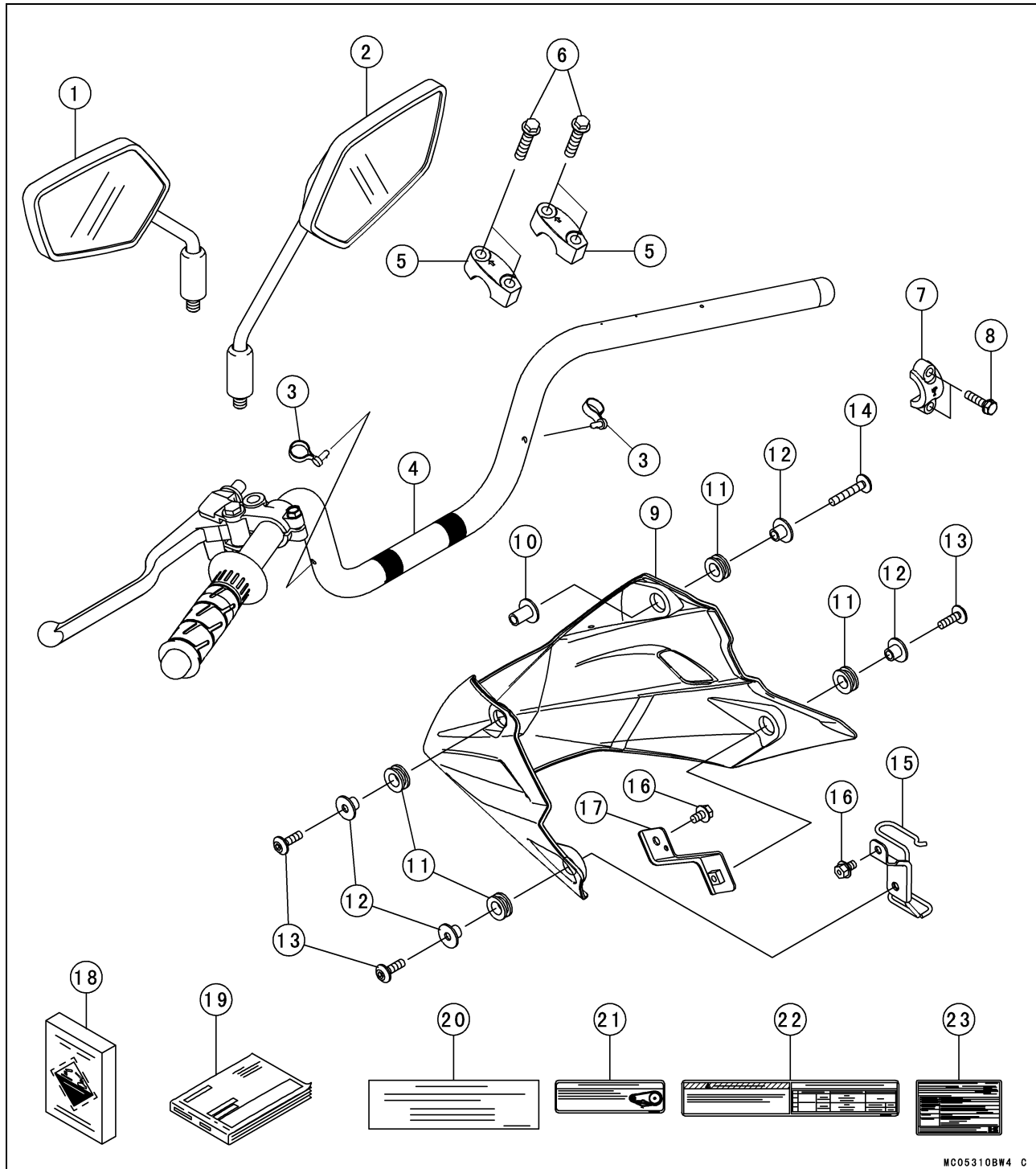
NOTICE

When rolling the vehicle off the crate base, sharp edges on the crate can cut or damage tires. Cover sharp edges with waste cloth for tire protection as necessary.

4 UNCRATING

Parts Check

- Open the parts box, and check the parts against the illustrations. There may be minor differences between these illustrations and the actual vehicle parts. In the following charts under Remarks, D = diameter in millimeters, and L = length in millimeters.



MC05310BW4 C

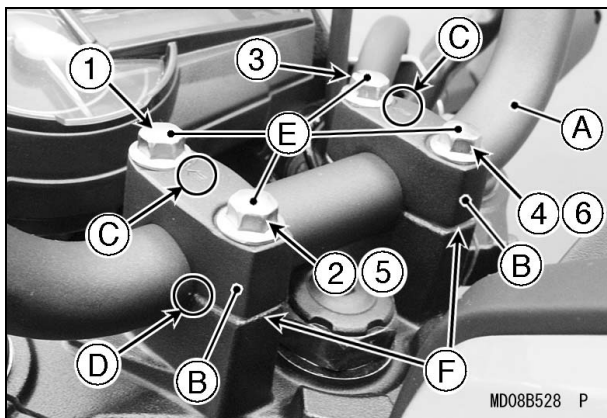
No.	Part Name	Qty	Remarks
1	Left Rear View Mirror	1	L = 58
2	Right Rear View Mirror	1	
3	Clamp	2	
4	Handlebar Assembly	1	
5	Upper Handlebar Clamp	2	
6	Handlebar Clamp Bolt	4	D = 8, L = 35
7	Clamp, Front Brake Master Cylinder	1	D = 6, L = 25
8	Clamp Bolt, Front Brake Master Cylinder	2	
9	Lower Fairing	1	D = 6.5
10	Collar	1	
11	Damper	4	D = 10
12	Collar	4	D = 6.5
13	Socket Bolt	3	D = 6, L = 20
14	Socket Bolt	1	D = 6, L = 35
15	Lower Faring Bracket, LH	1	D = 6, L = 10
16	Lower Faring Bracket Bolt	2	
17	Lower Faring Bracket, RH	1	
18	Battery Electrolyte, FTH4L-BS	1	
19	Owner's Manual	1	
	(French Label for Canada Model only)		
20	French Table	1	
21	Important Drive Chain Information	1	
22	Tire and Load Data	1	
23	Vehicle Emission Control Information	1	

Assembly

Handlebars

- Install the handlebars and the upper handlebar clamps so that the arrow marks on the clamps point at the front.
- Align the punch mark on the handlebars with the mating surface at rear of the handlebar clamp.
- Tighten the handlebar clamp bolts (D = 8, L = 35) in the indicated sequence (1 to 6) to the specified torque. There will be a gap at the rear of the handlebar clamp after tightening.

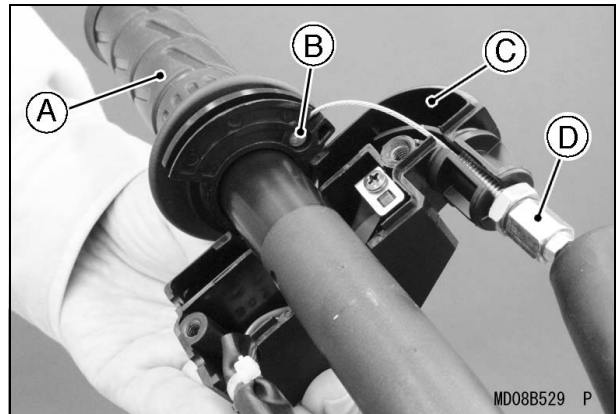
Torque: 25 N·m (2.5 kgf·m, 18 ft·lb)



- A. Handlebars
- B. Upper Handlebar Clamps
- C. Arrow Marks
- D. Punched Mark
- E. Handlebar Clamp Bolts (D = 8, L = 35)
- F. Gaps

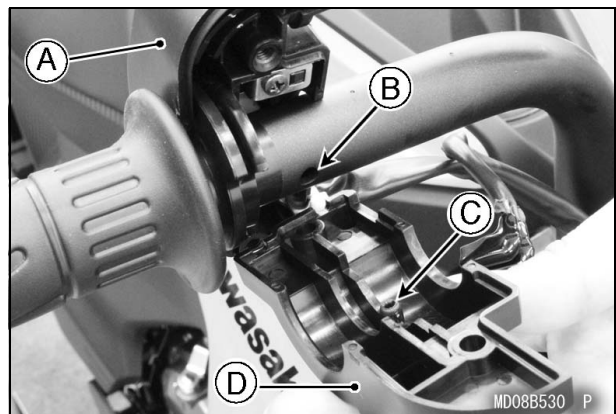
Throttle Grip and Right Switch Housing

- Apply grease to the tips of the cable and connect it to the throttle grip.



- A. Throttle Grip
- B. Cable Tips
- C. Rear Half
- D. Throttle Cable Upper Adjuster

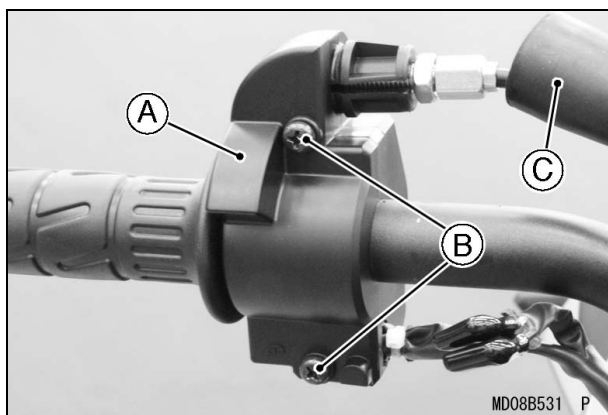
- Fit the two halves of the right switch housing so that the projection on the front half fits into the hole in the handlebars.



- A. Rear Half
- B. Hole
- C. Projection
- D. Front Half

- Insert the two screws (D = 5, L = 25) and tighten them to the specified torque.
- Slide the dust cover.

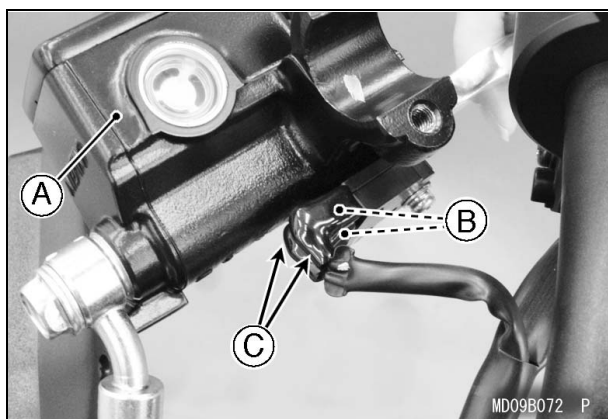
Torque: 3.5 N·m (0.36 kgf·m, 31 in·lb)



- A. Right Switch Housing
- B. Screws (D = 5, L = 25)
- C. Dust Cover

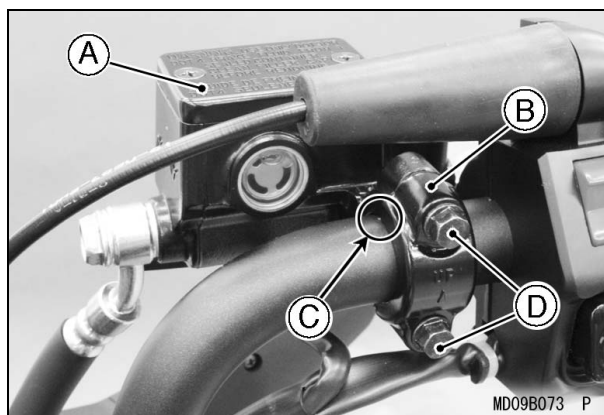
Front Brake Master Cylinder

- Connect the right switch housing lead connectors to the front brake light switch terminals on the front brake master cylinder.



- A. Front Master Cylinder
- B. Brake Light Switch Terminals
- C. Connectors and Dust Covers

- Install the front master cylinder with its clamp and the two bolts (D = 6, L = 25).
- Position the master cylinder so that the mating surface of the front and rear master cylinder clamps align with the punched mark on the handlebars.



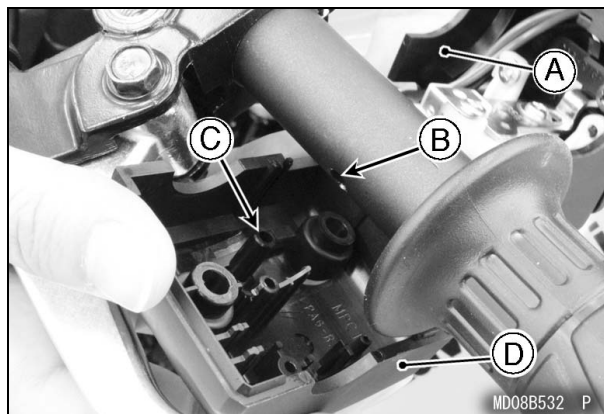
- A. Front Master Cylinder
- B. Clamp
- C. Punched Mark
- D. Clamp Bolts (D = 6, L = 25)

- Tighten the upper clamp bolt first and then the lower clamp bolt to the specified torque.

Torque: 8.8 N·m (0.90 kgf·m, 78 in·lb)

Left Switch Housing

- Fit the two halves of the left switch housing together so that the small projection on the front half fits into the hole in the handlebars.

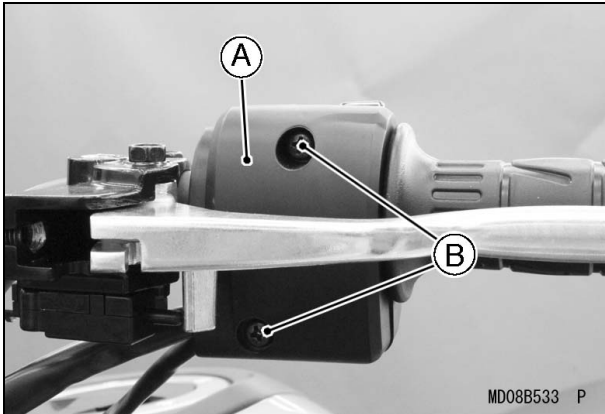


- A. Rear Half
- B. Hole
- C. Projection
- D. Front Half

- Insert the two screws (D = 5, L = 25) and tighten them to the specified torque.

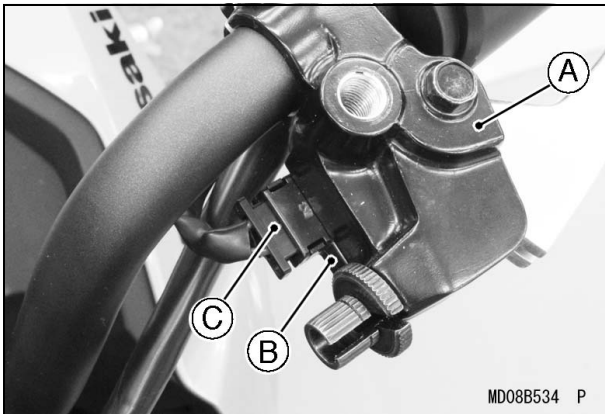
Torque: 3.5 N·m (0.36 kgf·m, 31 in·lb)

8 ASSEMBLY



A. Left Switch Housing
B. Screws (D = 5, L = 25)

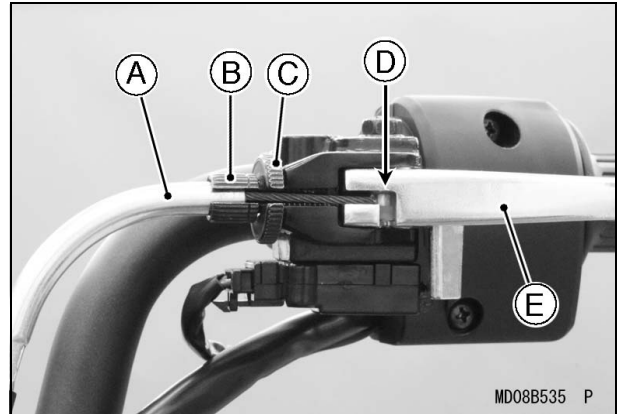
- Connect the left switch housing connector to the starter lockout switch on the clutch lever assembly.



A. Clutch Lever Assy
B. Starter Lockout Switch
C. Connector

Clutch Cable

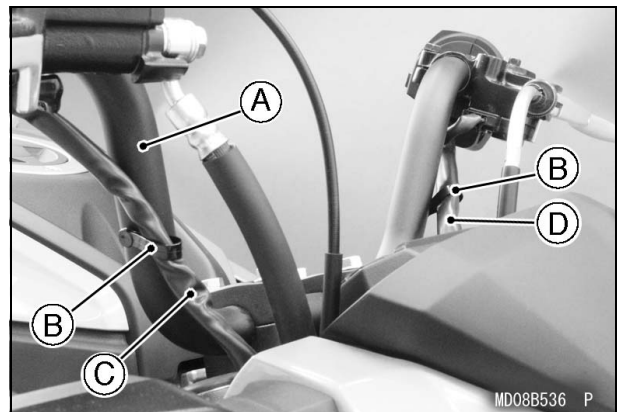
- Apply grease to the clutch inner cable.
- Line up the slots on the clutch lever, locknut, and adjuster.
- Fit the tip of the clutch inner cable into the lever socket, slide the inner cable through the slots, and release the outer cable into the adjuster.



A. Clutch Cable
B. Adjuster
C. Locknut
D. Cable Tip
E. Clutch Lever

Wiring Clamps

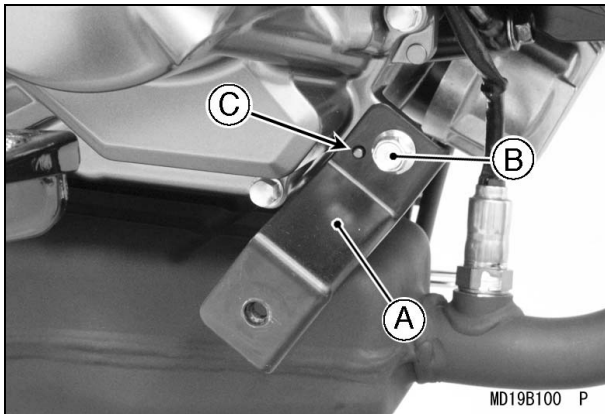
- Fasten the left and right switch harness to the handlebars with clamps (L = 58).



A. Handlebars
B. Clamps (L = 58)
C. Right Switch Housing Harness
D. Left Switch Housing Harness

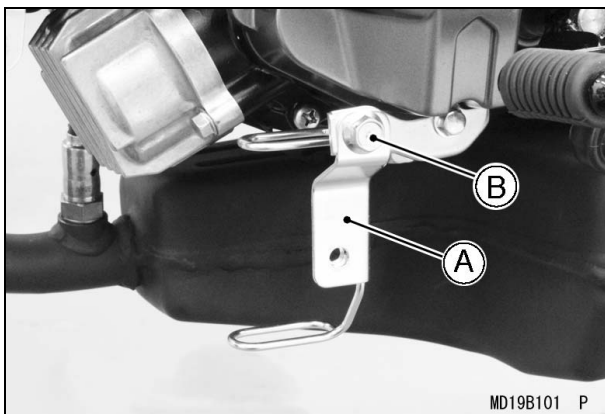
Lower Fairing

- Install the right side lower fairing bracket and bolt (D = 6, L = 10).
- Fit the projection into a hole in the bracket.



- A. Right Lower Fairing Bracket**
- B. Lower Fairing Bracket Bolt (D = 6, L = 10)**
- C. Projection**

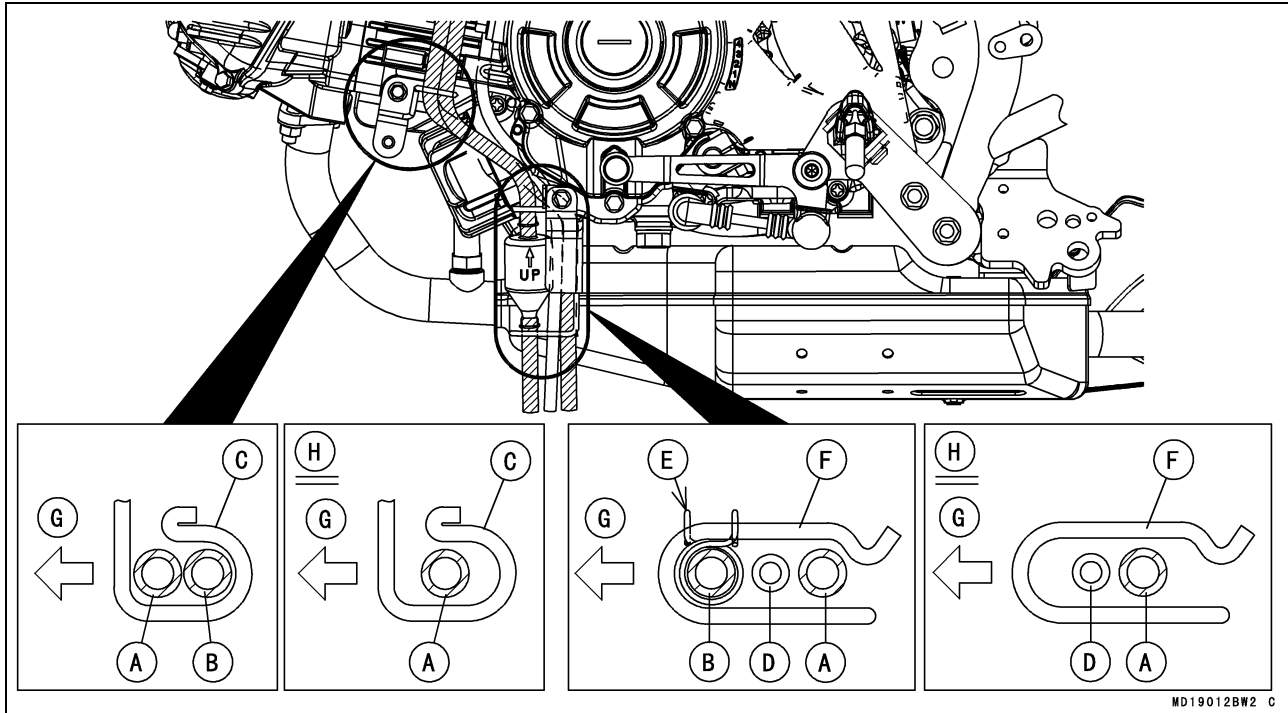
- Install the left side lower fairing bracket and bolt (D = 6, L = 10).



- A. Left Lower Fairing Bracket**
- B. Lower Fairing Bracket Bolt (D = 6, L = 10)**

- Check that the hoses are routed correctly.

10 ASSEMBLY



A. Fuel Tank Drain Hose

B. Fuel Tank Breather Hose

C. Clamp

D. Air Cleaner Housing Breather Hose

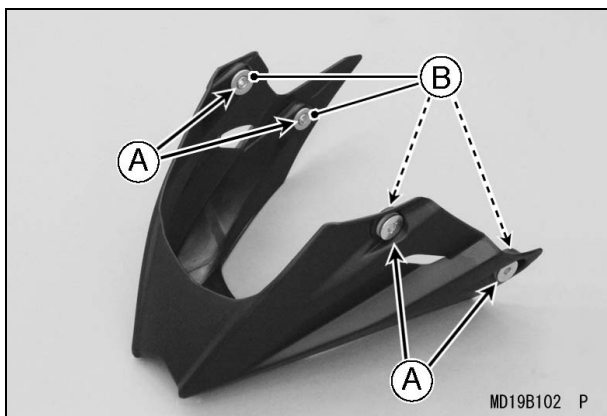
E. Face the knob of the clamp inward.

F. Clamp

G. Front

H. California Model only

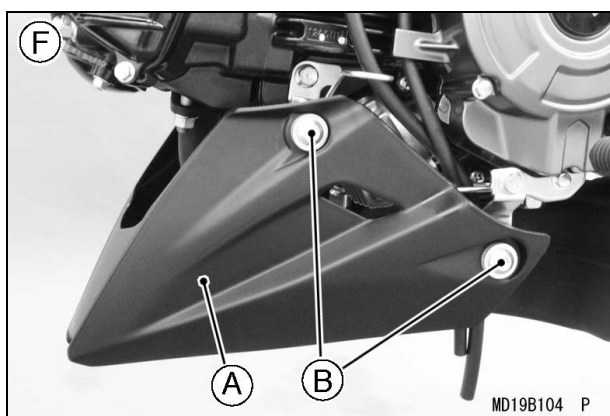
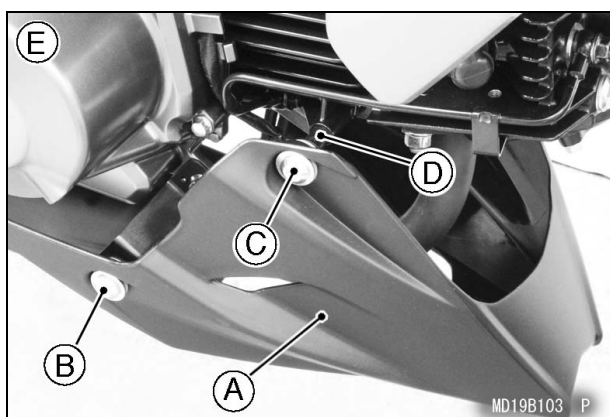
- Install the collars (D = 6.5) and dampers (D = 10) in place on the lower fairing.



A. Collars (D = 6.5)

B. Dampers (D = 6.5)

- Install the lower fairing with socket bolts (D = 5, L = 25) (3), (D = 5, L = 35) (1) and collar (D = 6.5).



- A. Lower Fairing
- B. Socket Bolts (D = 5, L = 25)
- C. Socket Bolt (D = 5, L = 35)
- D. Collar (D = 6.5) (Right Side Only)
- E. Right Side
- F. Left Side

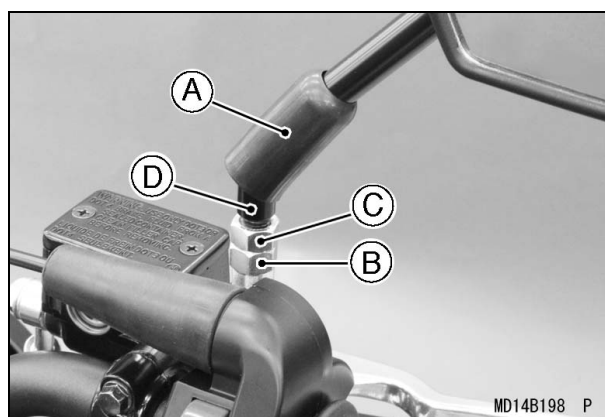
Rear View Mirrors (Left and Right)

- Slide up the rubber boots.
- Screw the lower end of the right rear view mirror into the holder all the way, and tighten the rear view mirror nut (lower) to the specified torque.

Torque: 30 N·m (3.1 kgf·m, 22 ft·lb)

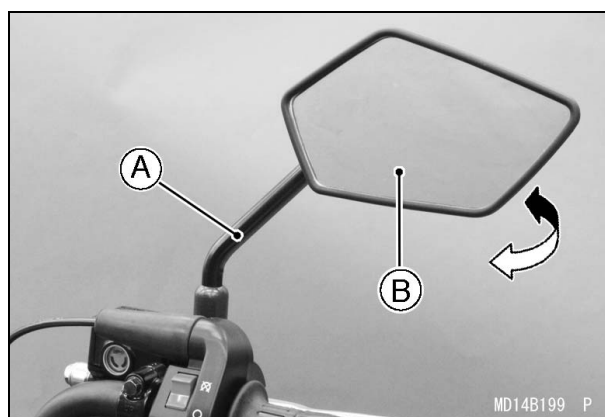
- Turn the stay to assure visibility to the rear with the operator sitting on the motorcycle by loosening the rear view mirror locknut (upper) (left-hand thread) clockwise.
- Hold the nut (lower) and tighten the locknut (upper) to the specified torque.

Torque: 18 N·m (1.8 kgf·m, 13 ft·lb)



- A. Rubber Boot
- B. Nut (Lower)
- C. Locknut (Upper)
- D. Stay

- Slide the rubber boot to the original position.
- Adjust the rear view mirror by slightly moving only the mirror portion of the assembly.



- A. Stay
- B. Mirror

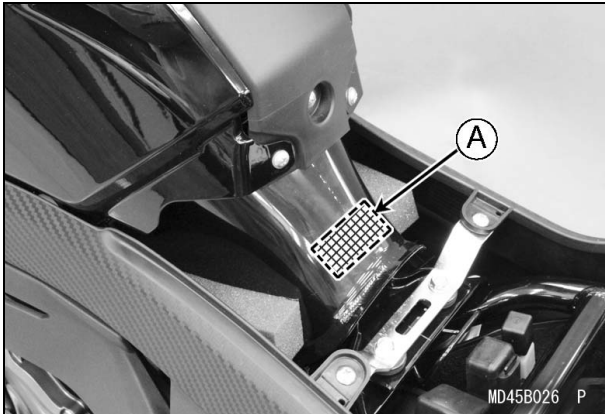
- Installation and adjustment of the left side mirror is common with the right side mirror. Follow the procedure specified for the right side mirror.

French Labels (For Canada Model)

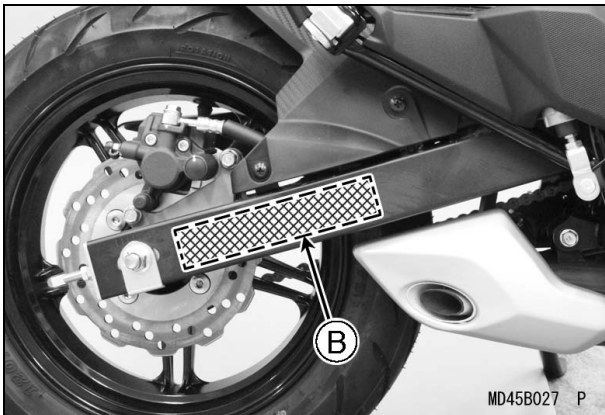
NOTE

- Remove the seat (see Battery Service section in the Preparation chapter).
- Apply the French label over the English label on the tank when required.
- Wipe off any oil or grease from the English label. Refer to the following photograph in the label location.
- Peel the French label off the backing sheet and apply it over the English label.

12 PREPARATION



A. Vehicle Emission Control Information



B. Tire and Load Data



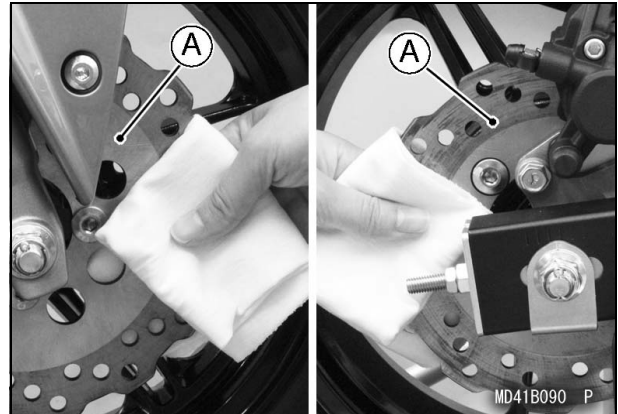
C. Important Drive Chain Information

Brake Disc Cleaning

- Clean the front and rear brake discs using oilless solvent.

⚠ WARNING

An anticorrosive treatment applied to the brake discs will increase braking distance and can cause an accident resulting in serious injury or death. Remove the anticorrosive treatment using an oilless solvent.



A. Brake Disc

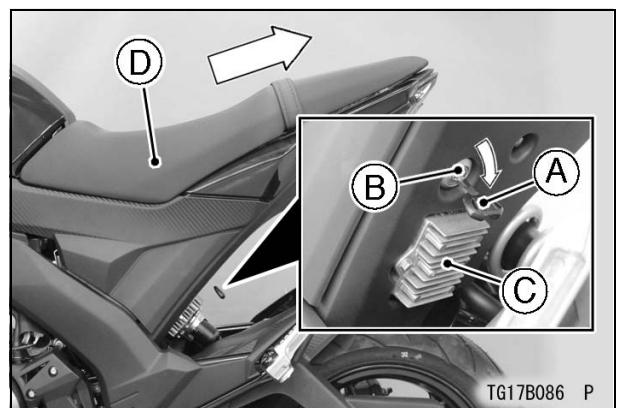
Preparation

Battery Service

The battery used in this motorcycle is a sealed type and never needs to be refilled. Follow the procedure for activating a new battery to ensure the best possible battery performance.

Seat Removal

- Make sure the ignition switch is turned off.
- Insert the ignition key into the seat lock.
- Lift the rear of seat while turning the key clockwise.
- Remove the seat backward.
- Remove the ignition key.



A. Ignition Key

B. Seat Lock

C. Regulator/Rectifier

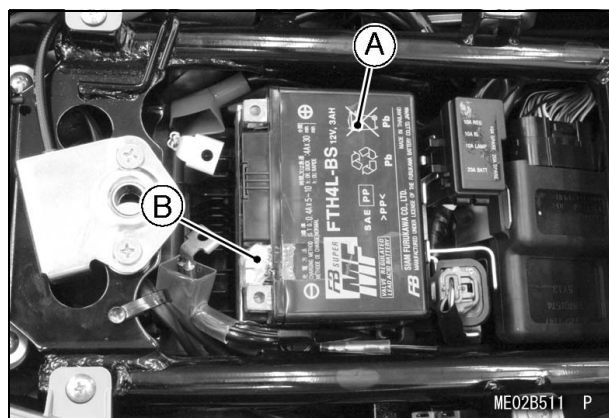
D. Seat

NOTE

- The regulator/rectifier could become hot while the engine is running or shortly after it has been stopped. Do not touch the regulator/rectifier in such situations.

Battery Removal

- Take the battery out of the rear fender.
- Remove terminal bolts.
- Clean the battery terminals.



A. Battery

B. Terminal Bolts

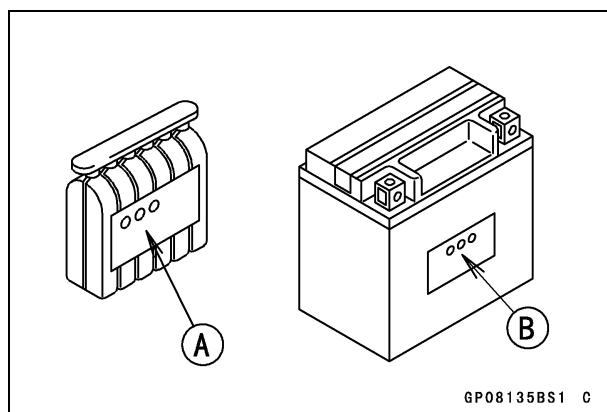
Battery Activation

Electrolyte Filling

- Make sure that the model name of the electrolyte container matches the model name of the battery. These names must be the same.

Battery Model Name

BR125J: FTH4L-BS



A. Model Name of the Electrolyte

B. Model Name of the Battery

NOTICE

Each battery comes with its own specific electrolyte container; using the wrong container may overfill the battery with incorrect electrolyte, which can shorten battery life and deteriorate battery performance. Be sure to use the electrolyte container with the same model name as the battery since the electrolyte volume and specific gravity vary with the battery type.

NOTICE

Do not remove the aluminum sealing sheet from the filler ports until just prior to use. Be sure to use the dedicated electrolyte container for correct electrolyte volume.

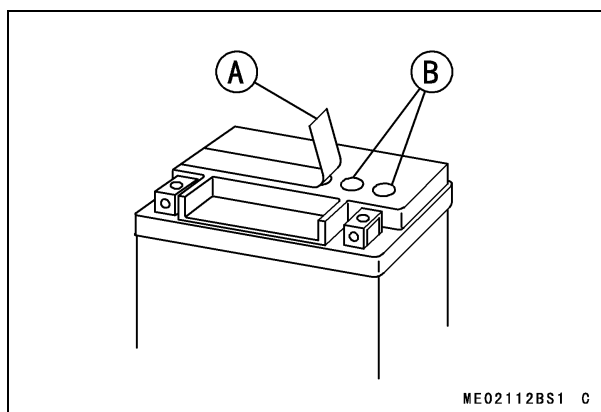
⚠ DANGER

Sulfuric acid in battery electrolyte can cause severe burns. To prevent burns, wear protective clothing and safety glasses when handling electrolyte. If the electrolyte comes in contact with your skin or eyes, wash the area with liberal amounts of water and seek medical attention for more severe burns.

- Place the battery on a level surface.
- Check to see that the sealing sheet has no peeling, tears, or holes in it.
- Remove the sealing sheet.

NOTE

- The battery is vacuum sealed. If the sealing sheet has leaked air into the battery, it may require a longer initial charge.



A. Sealing Sheet

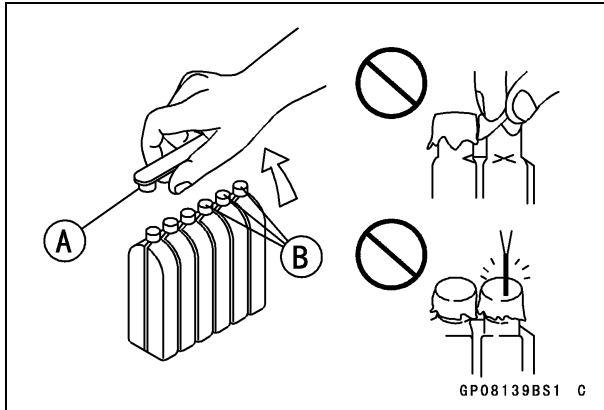
B. Filler Ports

- Remove the electrolyte container from the vinyl bag.
- Detach the strip of caps from the container and set aside, these will be used later to seal the battery.

NOTE

- Do not pierce or otherwise open the sealed cells of the electrolyte container. Do not attempt to separate individual cells.

14 PREPARATION



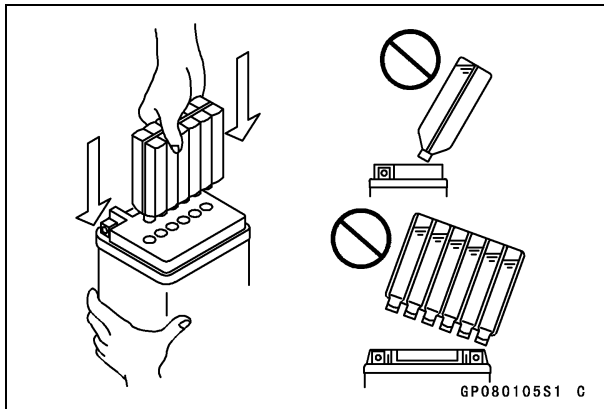
A. Strip of Caps

B. Sealed Cells

- Place the electrolyte container upside down with the six sealed cells into the filler ports of the battery. Hold the container level, push down to break the seals of all six cells. You will see air bubbles rising into each cell as the ports fill.

NOTE

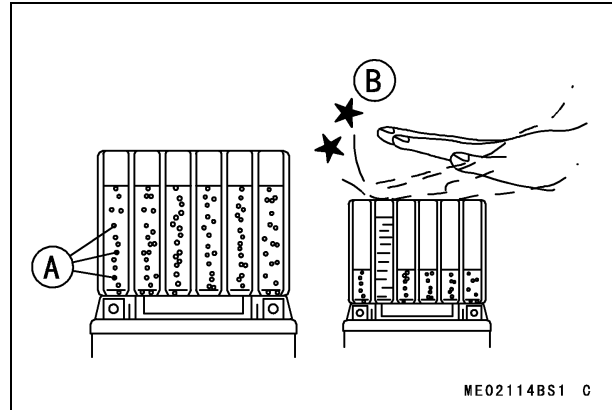
- Do not tilt the electrolyte container.



- Check the electrolyte flow.
- If no air bubbles are coming up from the filler ports, or if the container cells have not emptied completely, tap the container a few times.

NOTE

- Be careful not to have the battery fall down.



A. Air Bubbles

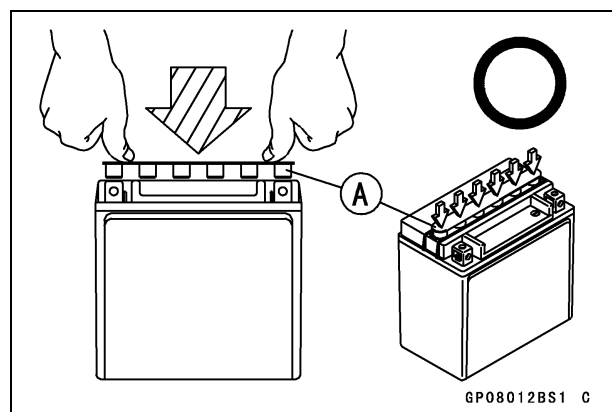
B. Tap the Container

- Keep the container in place. Don't remove the container from the battery, the battery requires all the electrolyte from the container for proper operation.

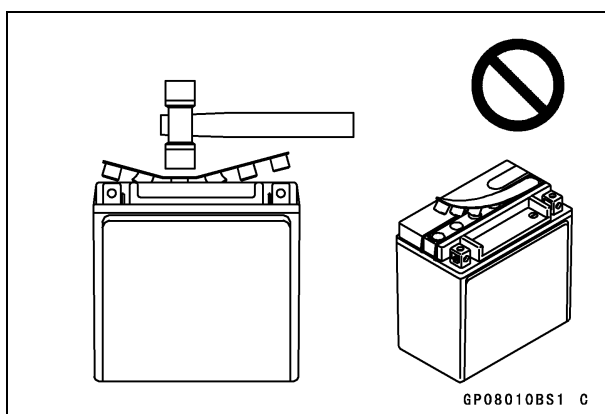
NOTICE

Removal of the container before it is completely empty can shorten the service life of the battery. Do not remove the container until it is completely empty.

- After filling, let the battery sit for 20 ~ 60 minutes with the electrolyte container kept in place, which is required for the electrolyte to fully permeate into the plates.
- Make sure that the container cells have emptied completely, and remove the container from the battery.
- Place the strip of caps loosely over the filler ports, press down firmly with both hands to seat the strip of caps into the battery (don't pound or hammer). When properly installed, the strip of caps will be level with the top of the battery.



A. Strip of Caps



NOTICE

Once the strip of caps is installed onto the battery, never remove the caps, nor add water or electrolyte to the battery.

NOTE

- Charging the battery immediately after filling can shorten service life.

Initial Charge

- Newly activated sealed batteries require an initial charge.

Standard Charge: 0.4 A × 5 ~ 10 hours

- If using a recommended battery charger, follow the charger's instructions for newly activated sealed battery.

Kawasaki-recommended chargers:

Battery Mate 150-9

OptiMate PRO 4-S/PRO S/PRO 2

Yuasa MB-2040/2060

Christie C10122S

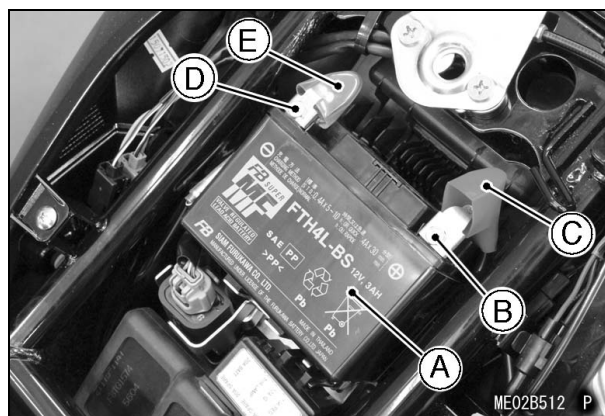
- If the above chargers are not available, use equivalent one.
- Let battery sit 30 minutes after initial charge, then check voltage using a voltmeter. (Voltage immediately after charging becomes temporarily high. For accurate measuring, let the battery sit for given time.)

NOTE

- Charging rates will vary depending on how long the battery has been stored, temperature, and the type of charger used. If voltage is not at least 12.6 volts, repeat charging cycle.
- To ensure maximum battery life and customer satisfaction, it is recommended the battery be load tested at three times its amp-hour rating for 15 seconds. Re-check voltage and if less than 12.6 volts repeat the charging cycle and load test. If still below 12.6 volts the battery is defective.

Battery Installation

- Place the battery on the rear fender.
- Connect the positive (+) cable to the positive (+) terminal, and then connect the negative (-) cable to the negative (-) terminal.



A. Battery

B. Positive (+) Terminal

C. Red Cap

D. Negative (-) Terminal

E. Transparent Cap

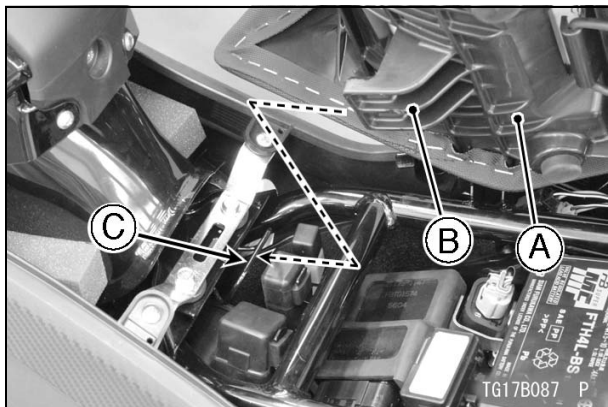
NOTICE

Installing the negative (-) cable to the positive (+) terminal of the battery or the positive (+) cable to the negative (-) terminal of the battery can seriously damage the electrical system.

- Put a light coat of grease on the terminals to prevent corrosion.
- Cover each terminal with each cap.

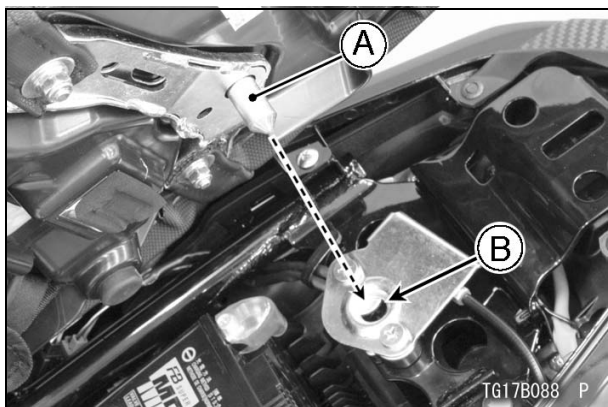
Seat Installation

- Insert the hook on the front of the seat to the bracket.



- A. Seat
- B. Hook
- C. Bracket

- Insert the projection on the rear of the seat into the hole of the seat lock.



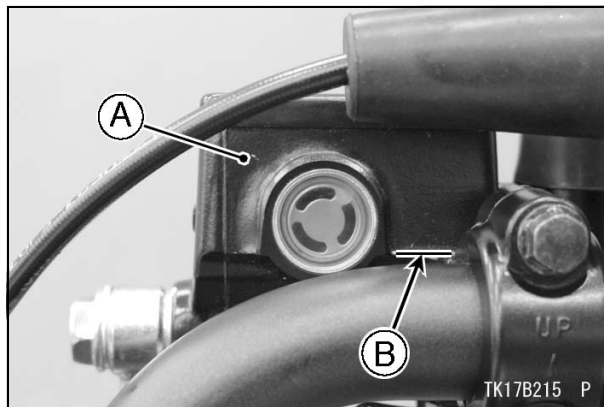
- A. Projection
- B. Hole

- Push down the rear part of the seat until the lock clicks.
- Pull up the front and rear ends of the seat to make sure they are securely locked.

Front Brake

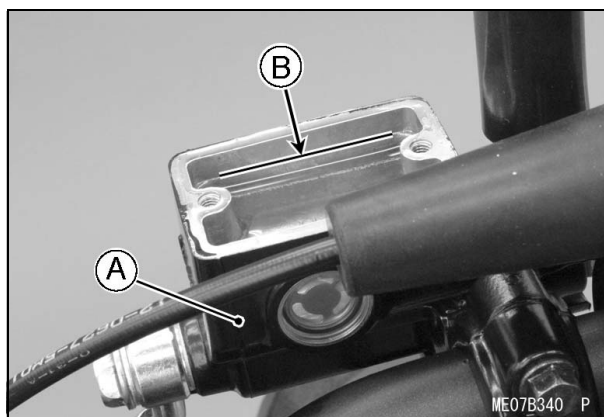
Front Brake Fluid Level Inspection

- With the front brake fluid reservoir held horizontal, check that the fluid level is above the lower level line.



- A. Front Brake Fluid Reservoir
- B. Lower Level Line

- If the fluid level in the front brake reservoir is lower than the lower level line, check for fluid leaks in the front brake lines and fill the reservoir.
- Loosen the reservoir cap screws to remove the front brake fluid reservoir cap and diaphragm.
- Fill the reservoir to the upper level line with DOT3 or DOT4 brake fluid. Inside the front brake reservoir is a stepped line showing the upper level line.



- A. Front Brake Fluid Reservoir
- B. Upper Level Line

NOTICE

Brake fluid quickly damages painted surfaces. Wipe up any spilled fluid immediately.

- Reinstall the diaphragm and reservoir cap.
- Tighten the reservoir cap screws to the specified torque.

Torque: 1.5 N·m (0.15 kgf·m, 13 in·lb)

⚠ WARNING

When working with the disc brake, observe the precautions listed below.

- Never reuse old brake fluid.
- Do not use fluid from a container that has been left unsealed or that has been open for a long time.
- Do not mix two types and brands of fluid for use in the brake. This lowers the brake fluid boiling point and could cause the brake to be ineffective. It may also cause the rubber brake parts to deteriorate.
- Do not leave the reservoir cap off for any length of time to avoid moisture contamination of the fluid.
- Do not change the fluid in the rain or when a strong wind is blowing. Brake fluid quickly damages painted surfaces; any spilled fluid should be completely wiped up immediately.
- If any of the brake line fittings or the bleed valve is opened at any time, the **AIR MUST BE BLED FROM THE BRAKE LINE.**

- Operate the brake lever several times.
- If it feels spongy, there might be air in the brake line.
- If necessary, bleed the air in the front brake line.
- Also check for fluid leakage around the fittings.

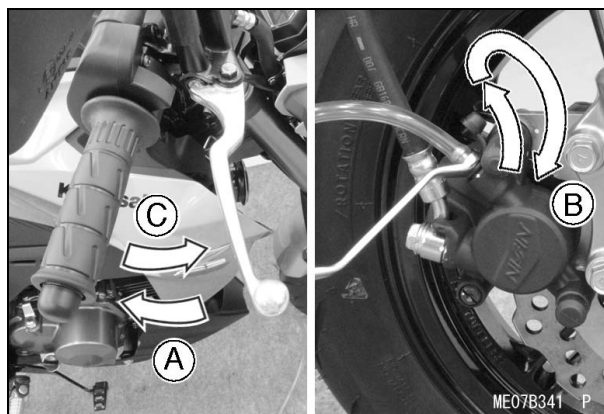
Brake Line Air Bleeding

- Loosen the reservoir cap screws to remove the front brake fluid reservoir cap and diaphragm, and check that there is plenty of fluid in the reservoir.

NOTE

- *The fluid level must be checked several times, during the bleeding operation and replenished as necessary. If the fluid in the reservoir runs completely out any time during bleeding, the bleeding operation must be repeated from the beginning since air will have entered the line.*

- Attach a clear plastic hose to the bleed valve on the front brake caliper and run the other end of the hose into a container.
- With the reservoir cap off, slowly pump the brake lever several times until no air bubbles can be seen rising up through the fluid from the holes at the bottom of the reservoir. This bleeds the air from the front brake master cylinder end of the line.
- Pump the brake lever a few times until it becomes hard and then, holding the lever squeezed, quickly open (turn counterclockwise) and close the bleed valve. Then release the lever. Repeat this operation until no more air can be seen coming out into the plastic hose.



- A. Hold the brake lever applied.**
- B. Quickly open and close the bleed valve.**
- C. Release the brake lever.**

- When air bleeding is finished, check that the fluid level is between the upper and lower level lines.
- Tighten the bleed valve to the specified torque.

Torque: 7.8 N·m (0.80 kgf·m, 69 in·lb)

- Reinstall the diaphragm and reservoir cap.
- Tighten the reservoir cap screws to the specified torque.

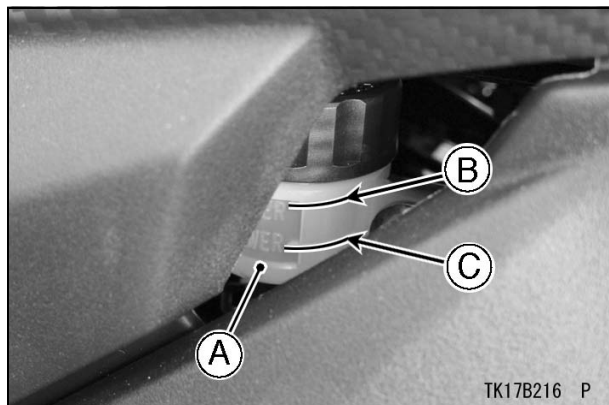
Torque: 1.5 N·m (0.15 kgf·m, 13 in·lb)

- Apply the brake forcefully for a few seconds, and check for fluid leakage around the fittings.

Rear Brake

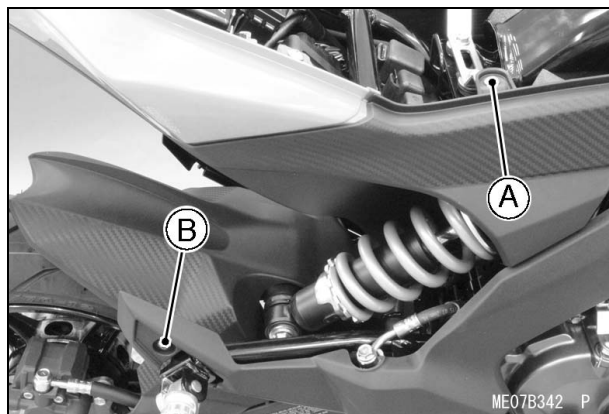
Rear Brake Fluid Level Inspection

- With the rear brake fluid reservoir held horizontal, check that the fluid level is between the upper and lower level lines.



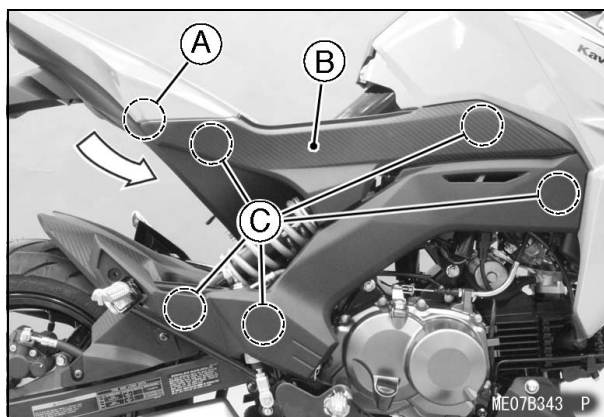
- A. Rear Brake Fluid Reservoir**
- B. Upper Level Line**
- C. Lower Level Line**

- If the fluid level in the reservoir is lower than the lower level line, check for fluid leaks in the brake line, and fill the reservoir.
- Remove the seat (see Battery Service section in the Preparation chapter).
- Remove the right side/frame cover bolt and screw.



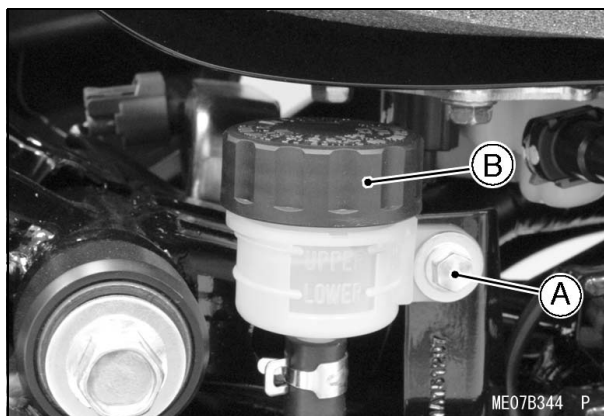
- A. Bolt**
- B. Screw**

- Clear the hook of the right side/frame cover outward.
- Pull the right side/frame cover outward to clear the projections.



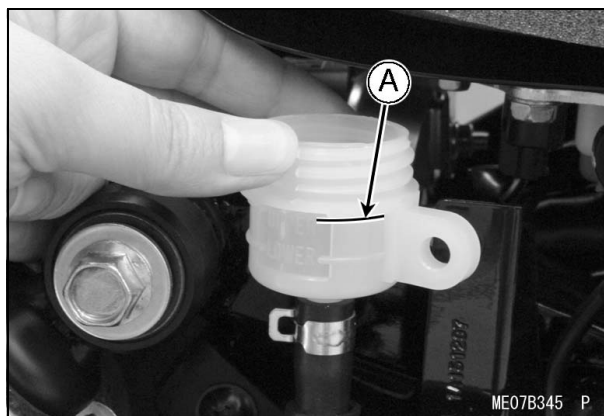
- A. Hook**
- B. Right Side/Frame Cover**
- C. Projections**

- Remove the rear brake fluid reservoir mounting bolt.
- Take the reservoir off the frame.
- Remove the reservoir cap and diaphragm.



- A. Rear Brake Fluid Reservoir Mounting Bolt**
- B. Reservoir Cap**

- Fill the reservoir to the upper level line with DOT4 brake fluid.



- A. Upper Level Line**

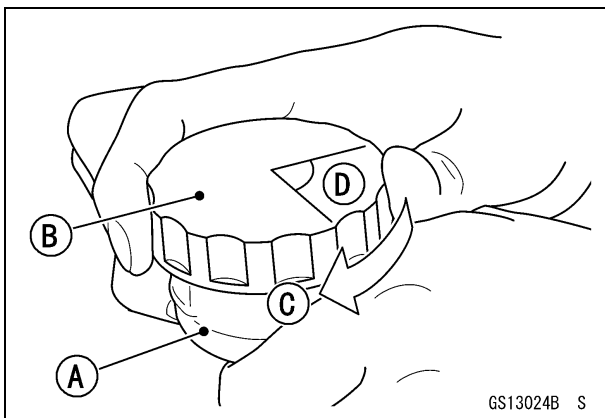
NOTICE

Brake fluid quickly damages painted surfaces. Wipe up any spilled fluid immediately.

- Reinstall the diaphragm and reservoir cap.

NOTE

○ *First, tighten the rear brake fluid reservoir cap clockwise by hand until slight resistance is felt indicating that the cap is seated on the reservoir body, then tighten the cap an additional 1/6 turn while holding the brake fluid reservoir body.*



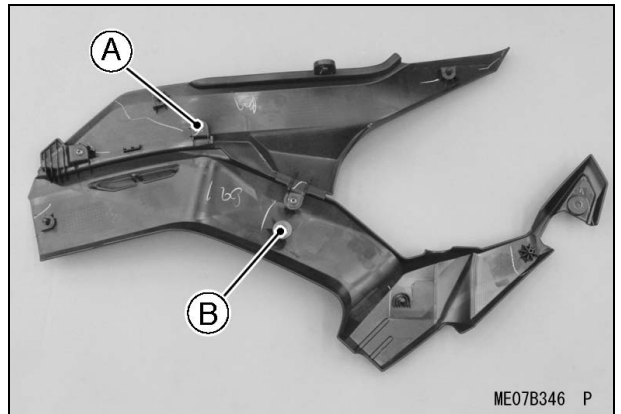
A. Rear Brake Fluid Reservoir

B. Reservoir Cap

C. Clockwise

D. 1/6 turn

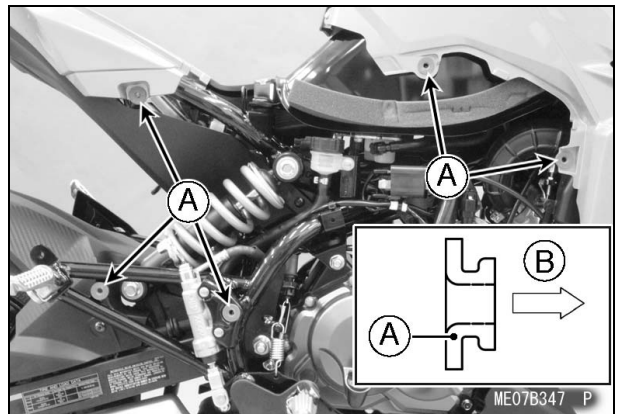
- Install the rear brake fluid reservoir and stopper.
- Tighten the rear brake fluid reservoir mounting bolt.
- Operate the brake pedal several times.
- If it feels spongy, there might be air in the brake line.
- If necessary, bleed the air in the rear brake line.
- Also check for fluid leakage around the fittings.
- Check that the damper is in place on the right side/frame cover.



A. Right Side/Frame Cover

B. Damper

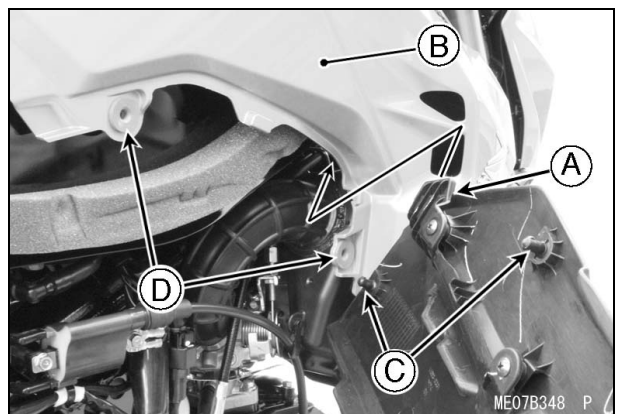
- Check that the grommets are in place on the frame, middle fairing and side seat cover.



A. Grommets

B. Outside

- Insert the tab inside the middle fairing.
- Insert the projections into the grommets.



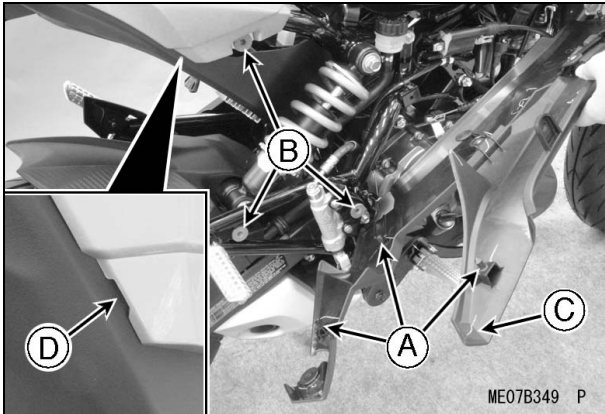
A. Tab

B. Middle Fairing

C. Projections

D. Grommets

- Insert the projections into the grommets.
- Insert the hook into the slot of the side seat cover.



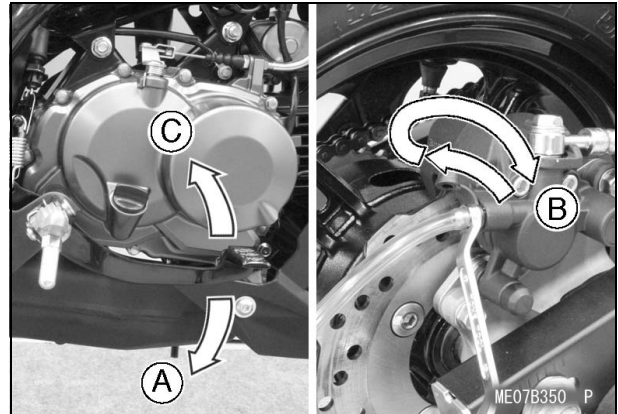
- A. Projections
- B. Grommets
- C. Hook
- D. Slot

Brake Line Air Bleeding

- Remove the rear brake fluid reservoir mounting bolt.
- Take the reservoir off the frame.
- Remove the rear brake fluid reservoir cap and diaphragm, and check that there is plenty of fluid in the reservoir.

NOTE

- *The fluid level must be checked several times, during the bleeding operation and replenished as necessary. If the fluid in the reservoir runs completely out any time during bleeding, the bleeding operation must be repeated from the beginning since air will have entered the line.*
- Attach a clear plastic hose to the bleed valve on the rear brake caliper and run the other end of the hose into a container.
- With the reservoir cap off, slowly pump the brake pedal several times until no air bubbles can be seen rising up through the fluid from the holes at the bottom of the reservoir. This bleeds the air from the rear brake master cylinder end of the line.
- Pump the brake pedal a few times until it becomes hard and then, holding the pedal pushed down, quickly open (turn counter-clockwise) and close the bleed valve. Then release the pedal. Repeat this operation until no more air can be seen coming out into the plastic hose.



- A. Hold the brake pedal applied.
- B. Quickly open and close the bleed valve.
- C. Release the brake pedal.

- When air bleeding is finished, check that the fluid level is between the upper and lower level lines.
- Tighten the bleed valve to the specified torque.

Torque: 7.8 N·m (0.80 kgf·m, 69 in·lb)

- Reinstall the diaphragm and reservoir cap.

NOTE

- *First, tighten the rear brake fluid reservoir cap clockwise by hand until slight resistance is felt indicating that the cap is seated on the reservoir body, then tighten the cap an additional 1/6 turn while holding the brake fluid reservoir body.*
- Install the rear brake fluid reservoir and stopper.
- Tighten the rear brake fluid reservoir mounting bolt.
- Apply the brake forcefully for a few seconds, and check for fluid leakage around the fittings.

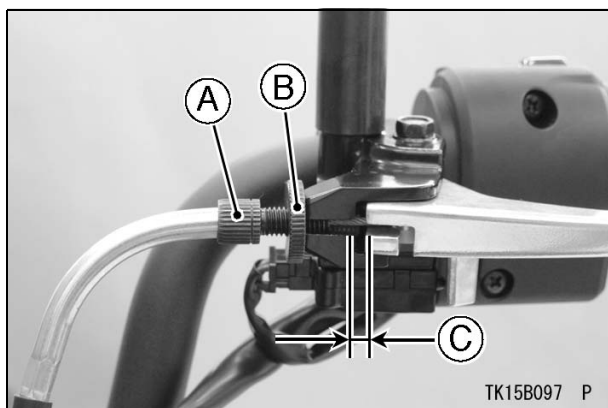
Clutch Lever and Cable

Clutch Lever Free Play Inspection

- Check that the clutch lever has the specified amount of free play as shown.

Clutch Lever Free Play:

2 ~ 3 mm (0.08 ~ 0.12 in.)



A. Adjuster

B. Locknut

C. Free Play: 2 ~ 3 mm (0.08 ~ 0.12 in.)

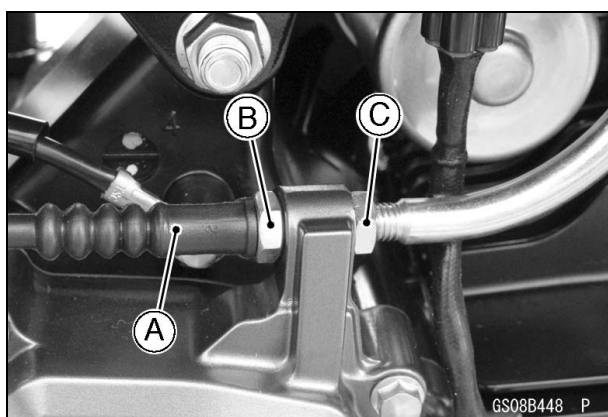
- If the free play is incorrect, adjust the lever free play.

Clutch Lever Free Play Adjustment

- Turn the adjuster so that the clutch lever will have 2 ~ 3 mm (0.08 ~ 0.12 in.) of free play.
- If it cannot be done at the clutch lever, use the adjusting nuts on the lower end of the clutch cable.
- Slide the dust cover, and loosen the adjusting nuts on the lower end of the clutch cable.
- Adjust the free play.

⚠ WARNING

Operation with incorrectly routed or improperly adjusted cable could result in an unsafe riding condition. Be sure the cable is routed correctly and properly adjusted.



A. Dust Cover

B. Adjuster

C. Locknut

- Tighten the adjusting nuts, and slide the dust cover back into place.

NOTE

- After the adjustment is made, start the engine and check that the clutch does not slip and that it releases properly.
- For minor corrections, use the adjuster at the clutch lever.

Drive Chain

Drive Chain Slack and Wheel Alignment Inspection

- Set the motorcycle up on its side stand.
- Make sure that the drive chain has the specified amount of play, and that the left and right notches are on the same marks or points on the left and right of the swingarm.

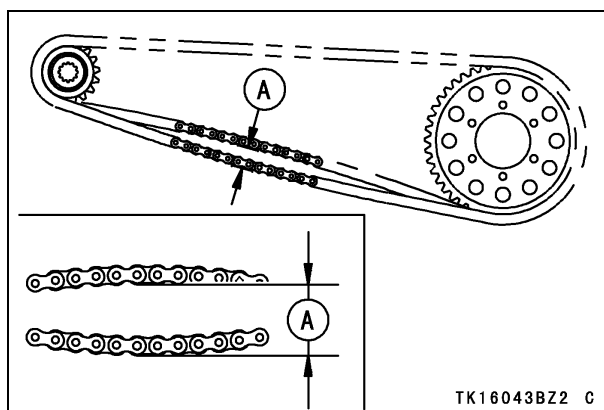
⚠ WARNING

Misalignment of the wheel will result in abnormal tire wear and can cause an unsafe riding condition. Be sure the wheel is properly aligned.

- Rotate the rear wheel to find the position where the chain is tightest, and measure the maximum chain slack by pulling up and pushing down the chain midway between the engine sprocket and rear wheel sprocket.

Drive Chain Slack:

20 ~ 35 mm (0.8 ~ 1.4 in.)



A. 20 ~ 35 mm (0.8 ~ 1.4 in.)

- If the drive chain is too tight or too loose, adjust it so that the chain slack will be within the standard value.

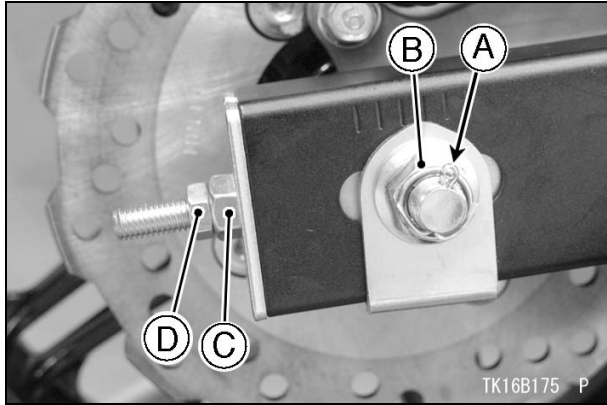
⚠ WARNING

A chain that breaks or jumps off the sprockets could snag on the engine sprocket or lock the rear wheel, severely damaging the motorcycle and causing it to go out of control. Inspect the chain for damage and proper adjustment.

22 PREPARATION

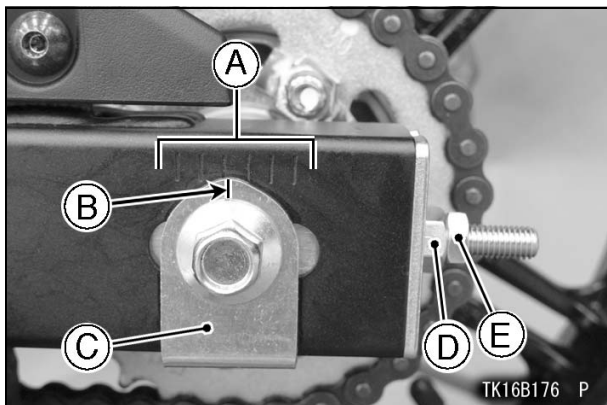
Drive Chain Slack Adjustment

- Remove the cotter pin, and loosen the rear axle nut.
- Loosen the left and right chain adjuster locknuts.



- A. Cotter Pin
- B. Rear Axle Nut
- C. Chain Adjuster
- D. Chain Adjuster Locknut

- If the chain is too loose, turn in the left and right chain adjusters evenly.
- If the chain is too tight, turn out the left and right chain adjusters evenly.
- Turn both chain adjusters evenly until the drive chain has the correct amount of slack. To keep the chain and wheel properly aligned, the notch on the left wheel alignment indicator should align with the same swingarm mark that the right indicator notch aligns with.



- A. Marks
- B. Notch
- C. Indicator
- D. Chain Adjuster
- E. Chain Adjuster Locknut

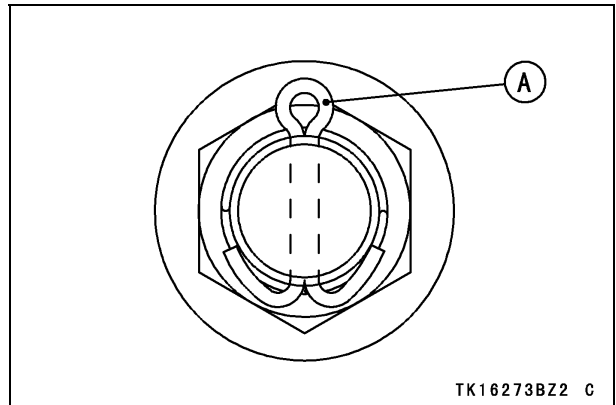
NOTE

- Wheel alignment can also be checked using the straightedge or string method.

- Tighten both chain adjuster locknuts.
- Tighten the rear axle nut to the specified torque.

Torque: 64 N·m (6.5 kgf·m, 47 ft·lb)

- Rotate the wheel, measure the chain slack again at the tightest position, and readjust if necessary.
- Install a new cotter pin.



- A. Cotter Pin

⚠ WARNING

A loose axle nut can lead to an accident resulting in serious injury or death. Tighten the axle nut to the proper torque and be sure the cotter pin is installed correctly.

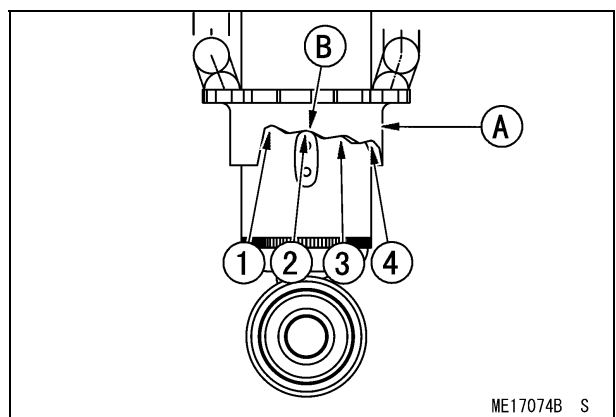
- Check the rear brake effectiveness.

Rear Shock Absorber

Spring Preload Inspection

- Check the position of the spring preload adjuster on the rear shock absorber.

STD Spring Preload: 2nd position



- A. Spring Preload Adjuster
- B. Stopper

- Turn the preload adjuster to the 2nd position.

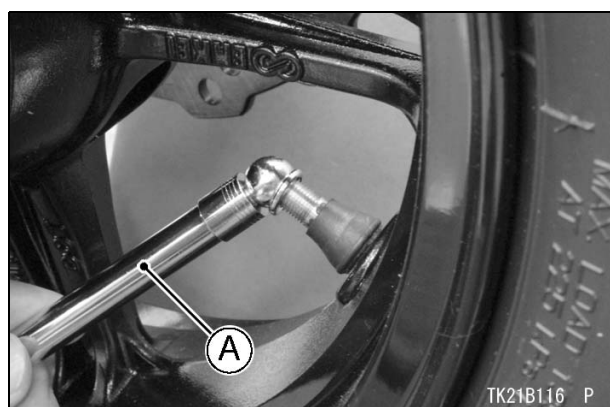
Tire Air Pressures

- To prevent flat-spotting during shipment, the tires are over-inflated before crating. Adjust the pressures to the specified values in the front and rear, and make sure to tighten the caps securely.

Tire Air Pressure [when cold]:

Front: 150 kPa (1.50 kgf/cm², 22 psi)

Rear: 200 kPa (2.00 kgf/cm², 29 psi)



A. Tire Air Pressure Gauge

Fuel

⚠ WARNING

Gasoline is extremely flammable and can be explosive under certain conditions, creating the potential for serious burns. When filling the tank, turn the ignition switch off. Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.

- Open the fuel tank cap, and check for debris in the fuel tank.
- Fill the fuel tank with one gallon or four liters of unleaded gasoline. Use a gasoline with a minimum octane rating shown below.

For Other than Australia Specifications

Fuel Type	Unleaded Gasoline	
Minimum Octane Rating	Antiknock Index	(RON + MON) 87 2

For Australia Specifications

Use clean, fresh unleaded gasoline with an octane rating equal to or higher than that shown in the table.

Fuel Type	Unleaded Gasoline
Minimum Octane Rating	Research Octane Number (RON) 91

- Close the fuel tank cap. Check for any leaks.

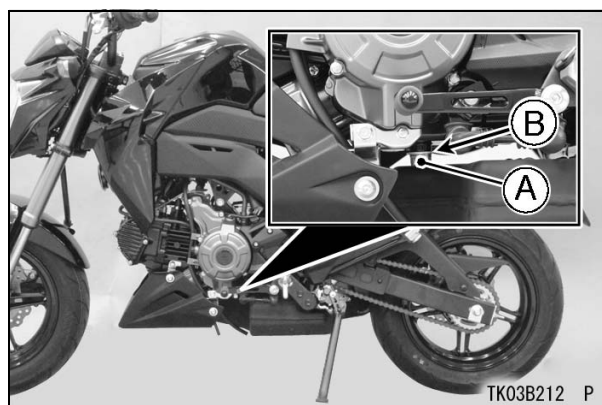
Engine Oil (4-stroke)

Engine Oil Level Inspection

NOTE

○ This vehicle's engine is filled with 10W-40 oil from the factory. DO NOT DRAIN and refill the crankcase before use. Check oil level and drain bolt tightness.

Torque: 29 N·m (3.0 kgf·m, 21 ft·lb)



A. Engine Oil Drain Bolt

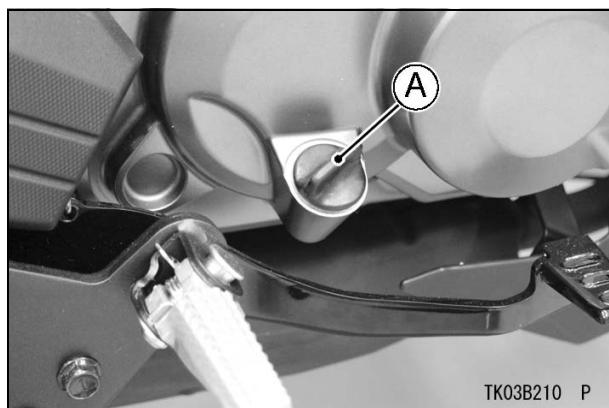
B. Gasket

- Park the vehicle on level ground.
- Before starting the engine, check that the engine has oil.
- If the engine is cold, start the engine and run it for several minutes at idle speed.
- Stop the engine, then wait several minutes until the oil settles.

NOTICE

Racing the engine before the oil reaches every part can cause engine seizure.

- With the motorcycle perpendicular to the ground, unscrew the oil filler cap/dipstick, wipe the dipstick on the cap dry, and reinsert it by screwing.

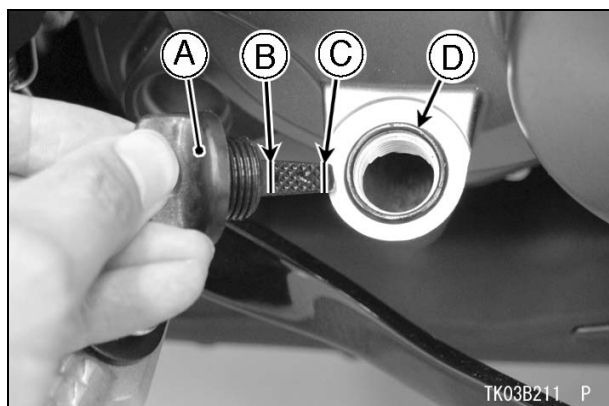


A. Oil Filler Cap/Dipstick

NOTICE

Be careful not to allow any dirt or foreign materials to enter the engine.

- Unscrew the oil filler cap/dipstick and check the engine oil level by the dipstick on the cap. The oil level should be between upper and lower level lines on the dipstick.



- A. Oil Filler Cap/Dipstick
- B. Upper Level Line
- C. Lower Level Line
- D. O-ring

- If the oil level is too high, remove the excess oil through the oil filler opening, using a syringe or some other suitable device.
- If the oil level is too low, add oil to reach the correct level. Use the same type of oil that is already in the engine.
- When replacing the cap, be sure the O-ring is in place, and tighten the cap in finger tight.

Recommended Engine Oil

Type: API SG, SH, SJ, SL or SM with JASO MA, MA1 or MA2

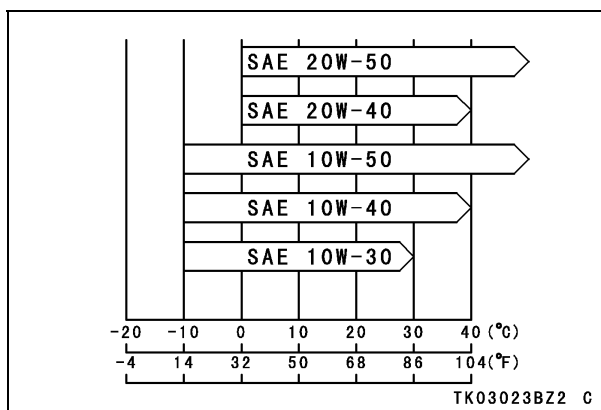
Viscosity: SAE 10W-40

Capacity: 0.8 L (0.8 US qt)
[when filter is not removed]
0.9 L (1.0 US qt)
[when filter is removed]

NOTE

- Do not add any chemical additive to the oil. Oils fulfilling the above requirements are fully formulated and provide adequate lubrication for both the engine and the clutch.

Although 10W-40 engine oil is the recommended oil for most conditions, the oil viscosity may need to be changed to accommodate atmospheric conditions in your riding area.

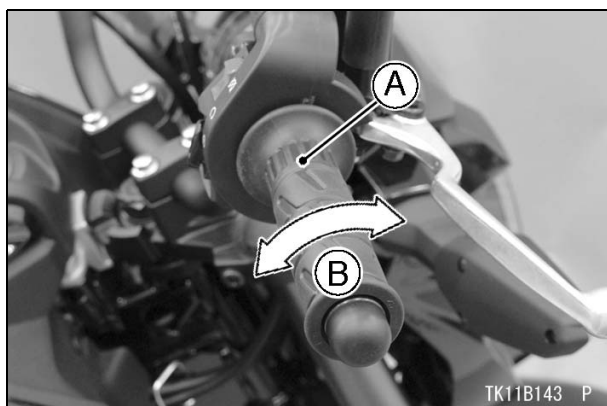
**Throttle Grip and Cable****Throttle Grip Free Play Inspection**

- Inspect the throttle grip free play. If the free play is incorrect, adjust the throttle cables.

Throttle Grip Free Play:

2 ~ 3 mm (0.08 ~ 0.12 in.)

- Check that the throttle grip moves smoothly from full open to close, and the throttle closes quickly and completely in all steering positions by the return spring. If the throttle grip does not return properly, check the throttle cable routing, grip free play, and for possible cable damage. Then lubricate the throttle cables.



A. Throttle Grip

B. 2 ~ 3 mm (0.08 ~ 0.12 in.)

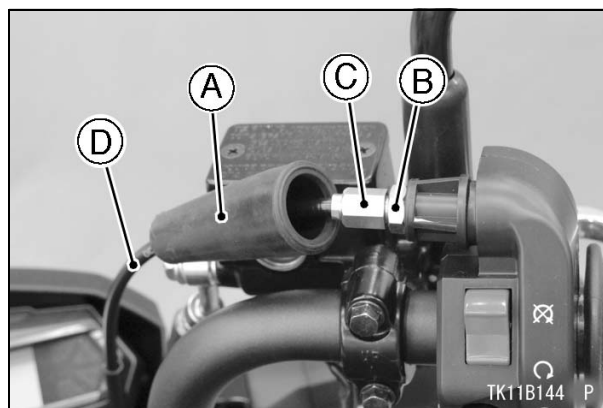
- Run the engine at idle speed, and turn the handlebars all the way to the right and left to ensure that the idle speed does not change. If the idle speed increases, check the throttle grip free play.

⚠ WARNING

Operation with incorrectly routed, improperly adjusted or damaged cables could result in an unsafe riding condition. Be sure the cables are routed correctly, properly adjusted and are not damaged in any way.

Throttle Grip Free Play Adjustment

- Slide the dust cover.
- Loosen the locknut at the upper end of the throttle cable.
- Turn the adjuster until 2 ~ 3 mm (0.08 ~ 0.12 in.) of throttle grip free play is obtained.
- Tighten the locknut.



A. Dust Cover

B. Locknut

C. Adjuster

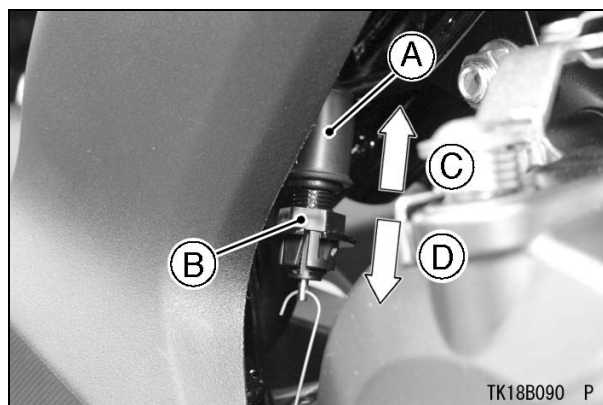
D. Throttle Cable

- Slide the dust cover to the original position.

Rear Brake Light Switch

Rear Brake Light Switch Adjustment

- Turn the ignition switch on. The brake light should illuminate when the brake pedal is depressed about 10 mm (0.39 in.).
- If it does not, turn the adjusting nut at the rear brake light switch as required.
- To adjust the rear brake light switch, move the switch up or down by turning the adjusting nut.



A. Rear Brake Light Switch

B. Adjusting Nut

C. Lights sooner.

D. Lights later.

NOTICE

To avoid damaging the electrical connections inside the switch, be sure that the switch body does not turn during adjustment.

Headlight Aim

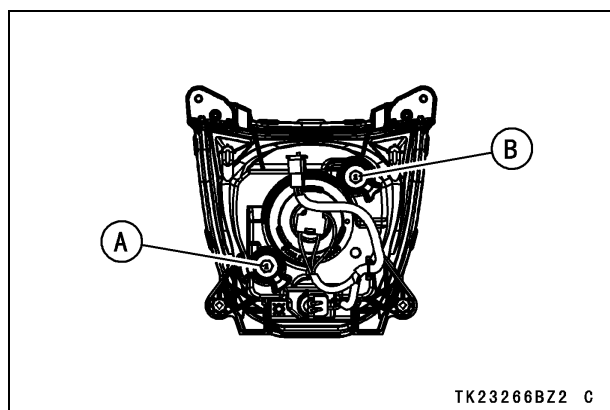
The headlight beam is adjustable both horizontally and vertically. Headlight aim must be correctly adjusted for safe riding as well as on-coming drivers. In most areas it is illegal to ride with an improperly adjusted headlights.

Horizontal Adjustment

- Using the phillips tip screwdriver from the tool kit, turn the horizontal adjuster in or out until the beam points straight ahead.

Vertical Adjustment

- Using the phillips tip screwdriver from the tool kit, turn the vertical adjuster in or out to adjust the headlight vertically.



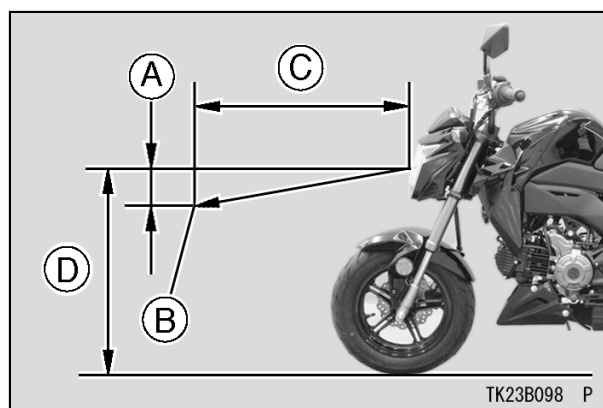
A. Horizontal Adjuster

B. Vertical Adjuster

For US and Canada Models

NOTE

- On high beam, the brightest point should be slightly below horizontal. The proper angle is 0.4 degrees below horizontal. This is a 50 mm (2.0 in.) drop at 7.6 m (25 ft) measured from the center of the headlight, with the motorcycle on its wheels and the rider seated.



A. 50 mm (2.0 in.)

B. Center of Brightest Spot

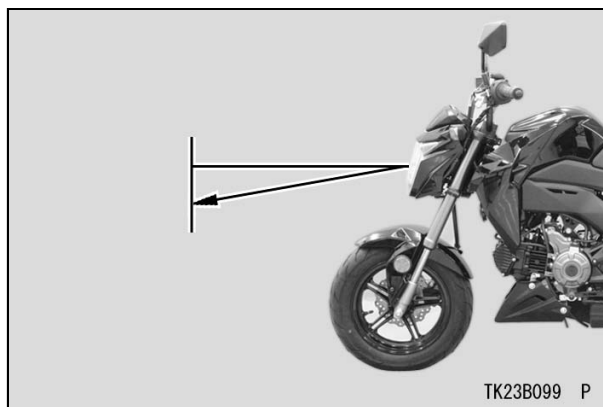
C. 7.6 m (25 ft)

D. Height of Headlight Center

For other than US and Canada Models

NOTE

- On high beam, the brightest point should be slightly below horizontal with the motorcycle on its wheels and the rider seated. Adjust the headlight to the proper angle according to local regulation.



Digital Meter

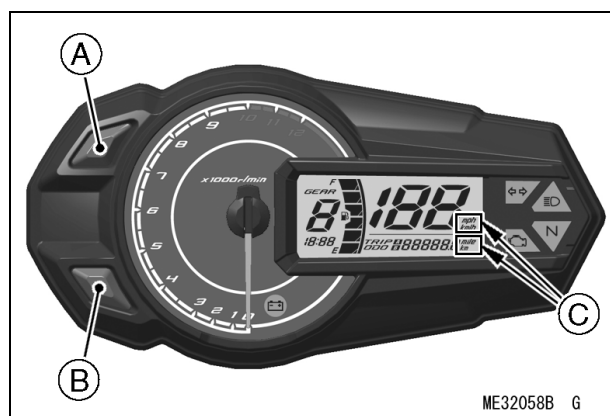
Check the Unit Setting: km/h, mph

Mph·km/h Display can alternate between English and metric modes (mph and km/h) on the digital meter. Make sure that mph or km/h is correctly displayed according to local regulations before sale.

NOTE

○ Do not operate the vehicle with the digital meter displaying the wrong unit (mph or km/h) of the digital meter. Shift the mph km/h display on the digital meter as follows.

- Turn the ignition switch on.
- Push the upper meter button to display the odometer.
- Push the lower meter button while pushing the upper meter button to select the meter display units.

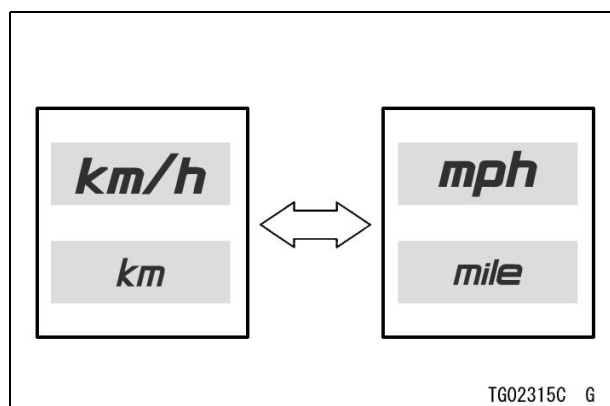


A. Upper Button

B. Lower Button

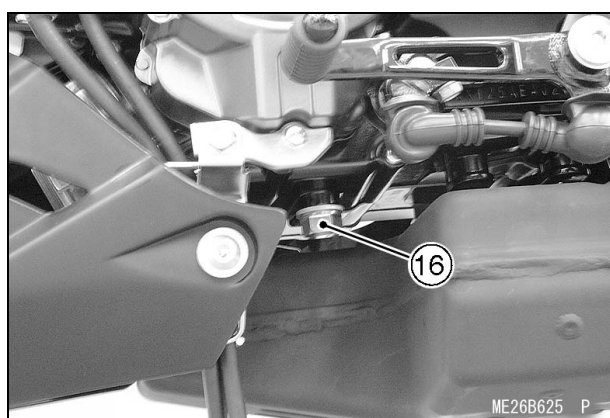
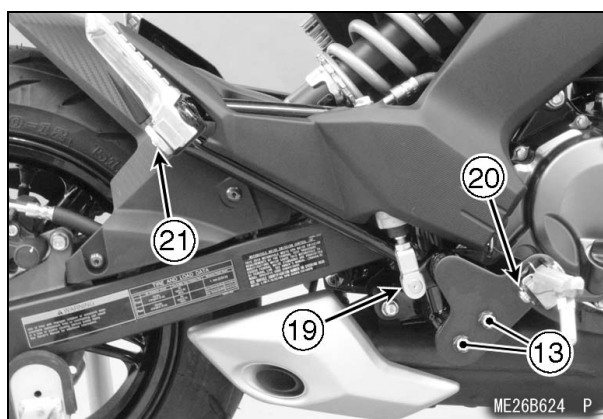
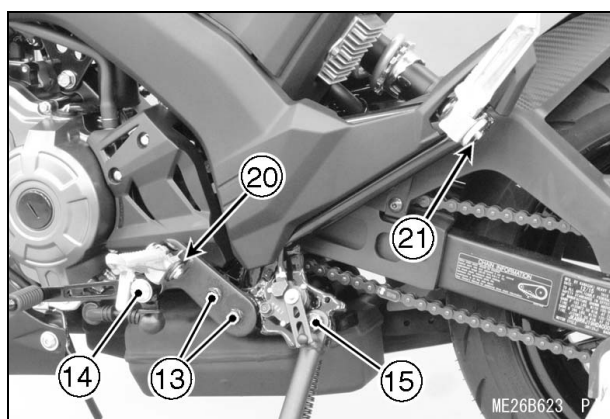
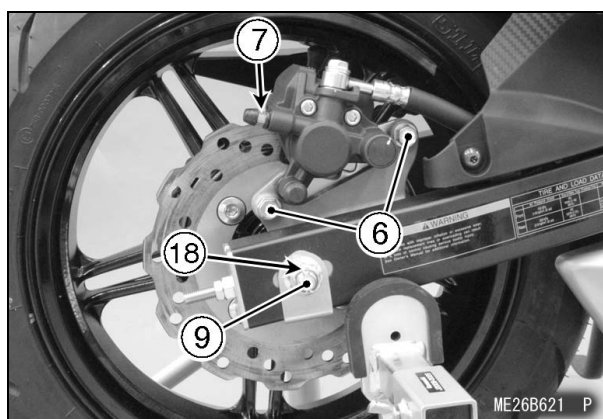
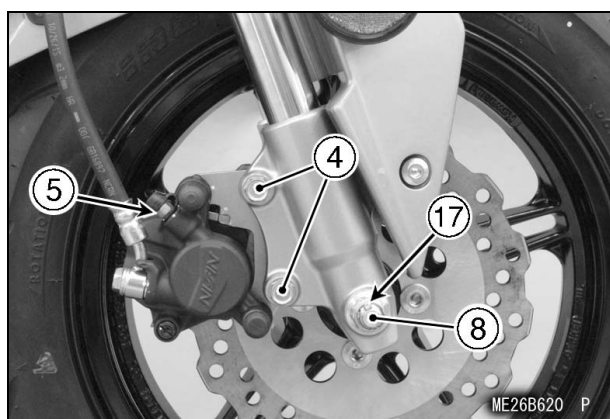
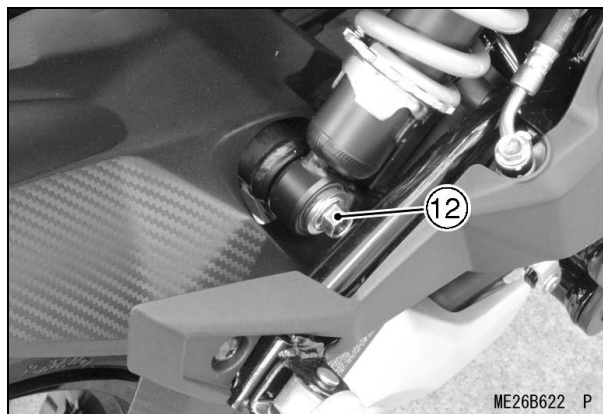
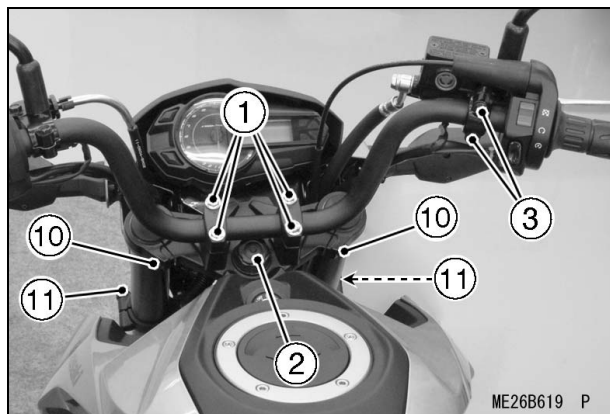
C. Display Units

- The display units can be shifted in the following order.



Fastener Check

- The torque values listed are for assembly and preparation items only, see the appropriate Service Manual for a more comprehensive list. Check tightness of all fasteners that are in the table before retail delivery. Also check to see that each cotter pin or circlip is in place.



No.	Fastener	Torque			Remarks
		N·m	kgf·m	ft·lb	
Steering					
1	Handlebar clamp bolts	25	2.5	18	S
2	Steering stem head nut	44	4.5	32	
Brakes					
3	Front master cylinder clamp bolts	8.8	0.90	78 in·lb	S
4	Front caliper mounting bolts	25	2.5	18	
5	Front caliper bleed valve	7.8	0.80	69 in·lb	
6	Rear caliper mounting bolts	25	2.5	18	
7	Rear caliper bleed valve	7.8	0.80	69 in·lb	
Wheel					
8	Front axle nut	64	6.5	47	
9	Rear axle nut	64	6.5	47	
Suspension					
10	Front fork clamp bolts (Upper)	20	2.0	15	
11	Front fork clamp bolts (Lower)	20	2.0	15	
12	Rear shock absorber bolt (Lower)	59	6.0	44	
Others					
13	Front footpeg bracket bolts	25	2.5	18	
14	Shift pedal mounting lever bolt	22	2.2	16	
15	Side stand bolt	29	3.0	21	
Engine Oil Drain					
16	Engine oil drain bolt	29	3.0	21	
Cotter Pin or Circlip					
17	Front axle nut cotter pin	—	—	—	
18	Rear axle nut cotter pin	—	—	—	
19	Rear master cylinder push rod cotter pin	—	—	—	
20	Front footpeg circlip	—	—	—	
21	Rear footpeg circlip	—	—	—	

S: Tighten the upper/front clamp bolt first, and then the lower/rear clamp bolt.

Standard Torque Table

This table relating tightening torque to thread diameter, lists the basic torque for bolts and nuts. Use this table for only the bolts and nuts which do not require a specific torque value. All of the values are for use with dry solvent-cleaned threads.

General Fasteners

Threads dia. (mm)	Torque		
	N·m	kgf·m	ft·lb
5	3.4 ~ 4.9	0.35 ~ 0.50	30 ~ 43 in·lb
6	5.9 ~ 7.8	0.60 ~ 0.80	52 ~ 69 in·lb
8	14 ~ 19	1.4 ~ 1.9	10.0 ~ 13.5
10	25 ~ 34	2.6 ~ 3.5	19.0 ~ 25
12	44 ~ 61	4.5 ~ 6.2	33 ~ 45
14	73 ~ 98	7.4 ~ 10.0	54 ~ 72
16	115 ~ 155	11.5 ~ 16.0	83 ~ 115
18	165 ~ 225	17.0 ~ 23.0	125 ~ 165
20	225 ~ 325	23.0 ~ 33.0	165 ~ 240

Test Ride the Motorcycle

- Complete the test ride checklist.

Control Cables:

Throttle cable must work without binding in any steering position.

Steering:

Action is free from lock-to-lock.

Suspension:

Check operation front and rear.

Engine:

Electric starter works properly and engine starts promptly. Good throttle response and return.

Transmission and Clutch:

Smooth operation.

Brakes:

Adequate, smooth stopping power, No drag.

Digital Meter:

Check operation.

Electrical System:

Headlight - Check high and low beams.

Taillight - Check operation.

Brake Light - Check operation.

Turn Signal Lights - Check operation.

Horn - Check operation.

Instrument Lights and Indicator Lights - Check operation.

Engine Stop Switch Works:

Starter Lockout Switch Works:

No Unusual Noises:

No Fuel, Oil, Brake Fluid, or Coolant Leaks:

PREPARATION COMPLETE.

WARNING

New tires are slippery and may cause loss of control and serious injury or death. A break-in period of 160 km (100 miles) is necessary to establish normal tire traction. During break-in, avoid sudden and maximum braking, acceleration, and hard cornering.

A & P Check List

- Complete the A & P Check List.

MODEL APPLICATION

Year	Model	Name
2017	BR125JH	Z125 PRO