

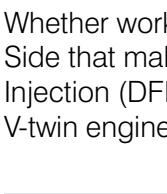


SIDE x SIDE  
2015

DARK ROYAL RED



TIMBERLINE GREEN



Whether working hard on the construction site or tackling the trail, the reliable Mule™ 4010 4x4 is the Side x Side that makes work seem like play. It is loaded with features like electric power steering (EPS), Digital Fuel Injection (DFI®), convenient selectable four-wheel drive, a fully automatic transmission and reliable 617cc V-twin engine mounted in a heavy-duty chassis.

**KEY FEATURES:** [Click for Details](#)

- **ELECTRIC POWER STEERING SYSTEM**
- **CAB FRAME STRUCTURE MEETS ROPS REQUIREMENTS FOR WHEELED TRACTORS UNDER SAE J1194, 7.1.1, 7.1.2, 7.4 AND 7.5, AND ALSO MEETS FMVSS 216 ROOF CRUSH RESISTANCE REQUIREMENT.**
- **DEPENDABLE INDUSTRIAL-QUALITY, FUEL-INJECTED V-TWIN ENGINE**
- **FULLY AUTOMATIC TRANSMISSION WITH SELECTABLE 2- OR 4-WHEEL DRIVE**
- **THE INDUSTRY STANDARD FOR 4-WHEEL DRIVE UTILITY VEHICLES**
- **LEGENDARY KAWASAKI MULE DURABILITY AND DEPENDABILITY**

**SPECIFICATIONS**

KAF620MFF

Engine Type	4-Stroke, Fuel Injected V-Twin, Liquid-Cooled, OHV
Displacement	617cc
Bore & Stroke	76.0 x 68.0 mm
Maximum Torque	34.7 lb-ft @ 2,500 RPM
Starting	Electric
Transmission	Kawasaki Automatic Power-Drive System (KAPS), with Reverse, Dual Range, 2WD/4WD
Top Speed	25 mph (Governed)
Front Tire Size	Tubeless 23 x 11-10
Rear Tire Size	Tubeless 23 x 11-10
Wheelbase	73.6 in.
Turning Radius (Differential Unlocked)	11.2 ft.
Brakes, Front and Rear	Hydraulic Drums
Front Suspension Type	Independent MacPherson Struts
Rear Suspension Type	DeDion Axle, Leaf Springs, Shocks
Ground Clearance	6.9 in.
Fuel Tank Capacity	6.2 gal.
Track Front/Rear	45.7 in. / 46.5 in.
Towing Capacity	1,200 lb.
Vehicle Load Capacity	1,330 lb.
Overall Length x Width x Height	118.3 x 62.0 x 75.8 in.
Bed Length x Width x Height	46.3 x 51.6 x 11.3 in.
Bed Load Capacity	800 lb.
Seating Capacity	2
Curb Weight†	1,408 lb.
Warranty	36 months
Kawasaki Protection Plus	12 or 24 months

(Specifications subject to change without notice.)  
 (KP) = See Kaw-Pedia section for more details. \* = Changes from previous model year.  
 † = includes all necessary materials and fluids to operate correctly, full tank of fuel (more than 90% of capacity) and tool kit (if supplied).

**ENGINE**

**Digital Fuel Injection**

- The throttle bodies feature sub-throttle valves (KP) for optimum performance and drivability. The sub-throttles, located behind the operator-controlled main throttle valves, are controlled by the ECU so that the DFI system has smooth throttle response.
- Precise fuel injection reduces fuel consumption.
- Easy engine starting whether hot or cold since the ECU receives atmospheric pressure, air and engine temperature data and controls the fuel injection accordingly. No more pulling a choke knob since the automatic fast idle speed control is activated when the engine is cold.
- Steady idle provided by DFI® allows smoother, succinct shifting.
- ECU controls maximum engine speed and eliminates the mechanical governor used on previous models for smoother operation at maximum speed..

**TRANSMISSION**

**Kawasaki Automatic Power-Drive System (KAPS)<sup>(KP)</sup>**

- Continuously variable transmission (CVT) is fully automatic.
- The CVT is light and compact.
- The CVT yields a wide drive ratio spread for ample pulling power and quick acceleration.
- An open sided drive pulley cools better for longer belt life.
- Belt deflection can be adjusted.
- Keeps engine rpm in most efficient range for any selected vehicle speed, load, or terrain.

**4-Wheel Drive with 2-Speed Transfer Case**

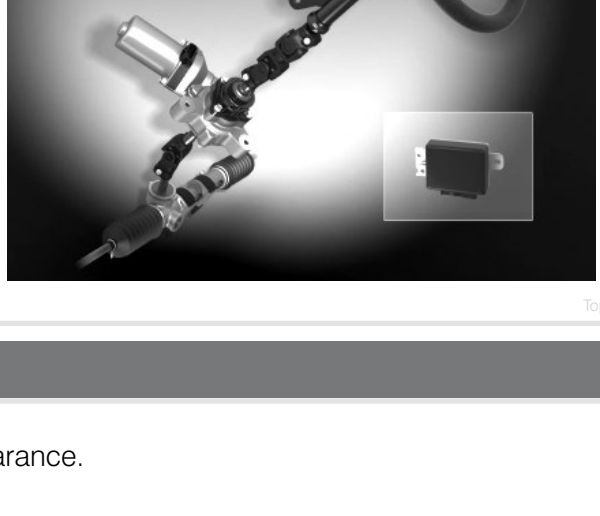
- Shift to four-wheel drive and low range for maximum traction under adverse conditions.
- Shift to two-wheel drive and high range to cut running gear wear and increase fuel economy.

**Dual Mode Differential<sup>(KP)</sup>**

- Locked mode for maximum traction. Unlocked mode to minimize ground disturbance.
- Independent Strut-Type Front Suspension
- Stiff springs prevent bottoming and increase ground clearance.

**High Grade Electric Power Steering**

- The electric power steering system (EPS) reduces steering effort, especially at low speeds. Input from a vehicle speed sensor and torque sensor determine the amount of steering assistance required from the system's electric motor, so at low speeds or when stopped assistance is greatest, then reduced as vehicle speed increases for superior handling.



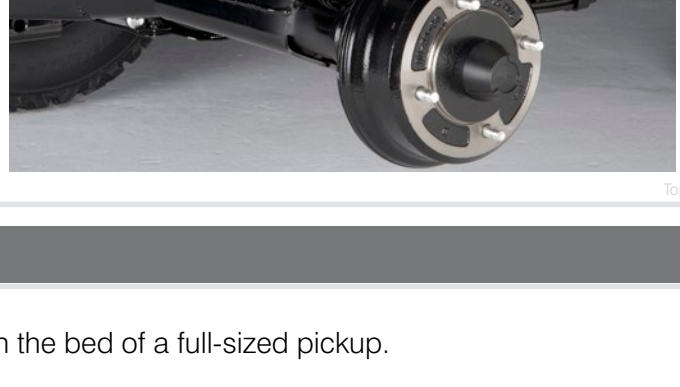
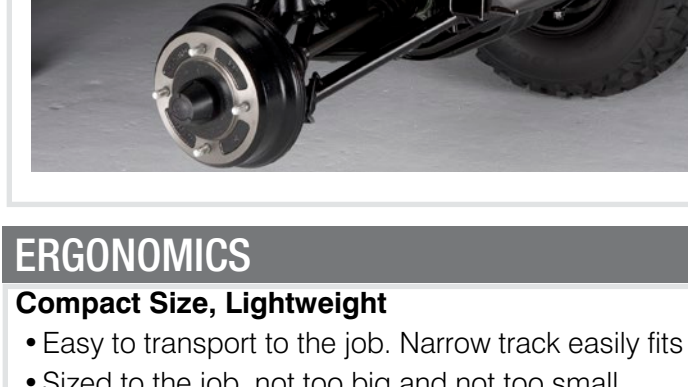
**SUSPENSION**

**Independent Strut-Type Front Suspension**

- Stiffer springs prevent bottoming and increase ground clearance.
- Comfortable ride and excellent load-carrying capability.

**DeDion Rear Suspension<sup>(KP)</sup>**

- Overload-style leaf springs allow a good ride and is durable under maximum loads.



**ERGONOMICS**

**Compact Size, Lightweight**

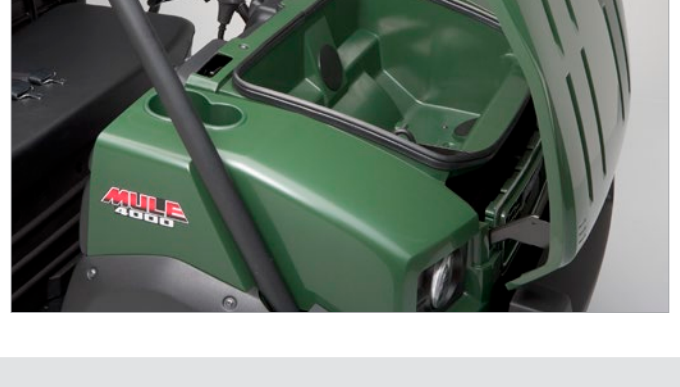
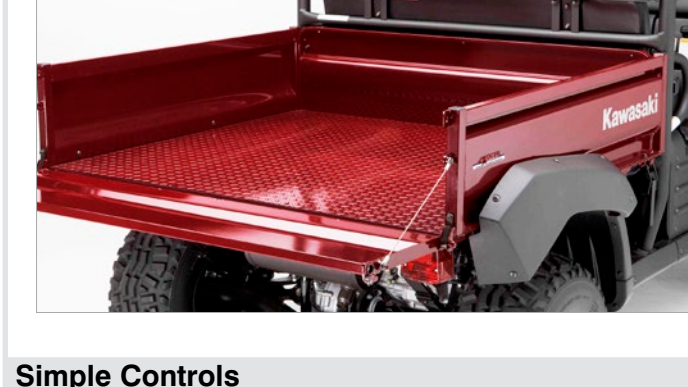
- Easy to transport to the job. Narrow track easily fits in the bed of a full-sized pickup.
- Sized to the job, not too big and not too small.

**Ample Storage**

- Large storage tub under the hood with four D-rings to secure the load.
- Passenger side glove box.
- Cup holders located at each side of the front hood.

**Cargo Bed**

- Thick tailgate panel reduces vibration and noise, adds durability.
- Tailgate locking pins reduce vibration and noise, providing a secure latch.
- Adjustable bed latches.



**Simple Controls**

- Fitted with a Teryx®-style steering wheel for a sportier ride and appearance.
- Fuel gauge/hour meter mounted in the center of the dash is highly visible and adds to operator convenience.
- Standard equipment hour meter makes maintenance intervals easy to track.
- Fuel gauge, oil temperature warning light, gear selector for Hi, Lo, Neutral, and Reverse, differential locking lever, convenient parking brake, headlight switch.

**COLORS**



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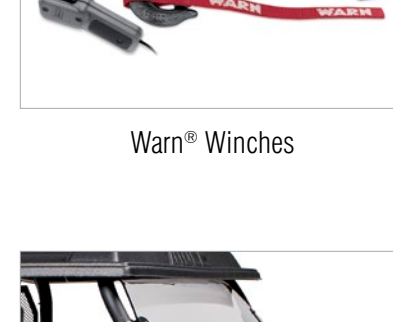
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**KAWASAKI GENUINE ACCESSORIES**

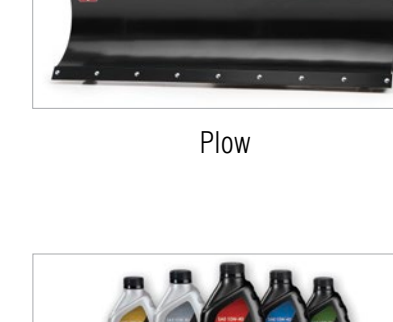
See the current applicable Kawasaki accessory catalog, click on links below or visit [www.kawasaki.com](http://www.kawasaki.com) for all of the latest Kawasaki Genuine Accessories available for this model.



Cabs & Interior



Warn® Winches



Plow



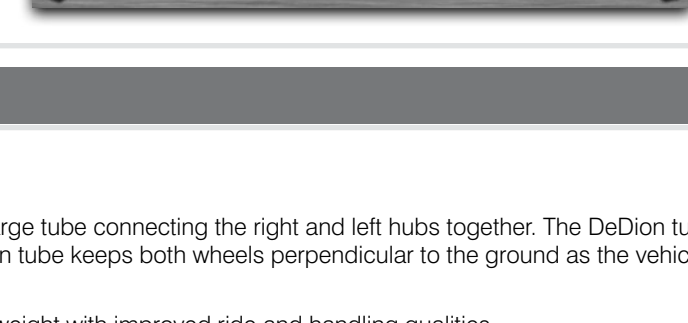
Soft Top



Windshields



Kawasaki Performance Oils



**KAW-PEDIA**

**DEDION REAR AXLE**

**Features:**  
 DeDion suspensions have a large tube connecting the right and left hubs together. The DeDion tube carries more weight than most other suspensions. The DeDion tube keeps both wheels perpendicular to the ground as the vehicle corners.

**Benefits:**  
 The suspension carries more weight with improved ride and handling qualities.

**DIGITAL FUEL INJECTION**

**Features:**  
 An on-board, digital microprocessor reads various inputs from the engine, like ignition timing, rpm, and throttle position, and from the environment, like air temperature and pressure. It uses the information to decide the precise amount of fuel that the engine needs at that moment, and injects it into the intake tract.

**Benefits:**  
 The fuel injection system feeds the engine just the amount of fuel it needs, when it needs it. No extra fuel is wasted, nor is the engine forced to run too lean. The result is excellent fuel economy and, combined with power and torque when the rider demands it. The engine runs smoothly and powerfully from idle to top speed.

**DUAL-MODE DIFFERENTIAL**

**Features:**  
 Dual-mode differentials in the unlocked mode allow the drive wheels to revolve at different speeds. This allows the vehicle to round corners without wheel slippage just like a car. Locking dogs are machined into the outside of the differential gear. Shifting a coupling into engagement with the locking dogs causes the differential to lock and work like a solid axle. In the locked mode, the left and right drive wheels now turn at the same speed, increasing traction.

**Benefits:**  
 The unlocked differential lets the operator choose the mode of operation: unlocked so the soil or grass is not disturbed preserving the environment, or locked for increased traction for rough terrain or pulling a trailer.

**KAWASAKI AUTOMATIC POWER-DRIVE SYSTEM (KAPS)/ CONTINUOUSLY VARIABLE TRANSMISSION (CVT)**

**Features:**  
 An automatic transmission system featuring a torque converter that has two variable-diameter pulleys. A large V-belt transmits power from the crankshaft mounted pulley to the pulley on the transmission input shaft. The crankshaft pulley increases in diameter as engine RPM increases applying more load to the engine. The input shaft pulley decreases in diameter as the torque required to turn the drive wheels decreases.

**Benefits:**  
 The KAPS eliminates shifting and automatically keeps the engine in the most efficient range for any selected vehicle speed, load or terrain, making the vehicle easy to operate.



**RACK AND PINION STEERING**

**Features:**  
 The rack and pinion steering utilizes a pair of the bottom of the steering shaft that acts on a toothed bar, or rack. The rack is connected to the front wheels through a pair of tie rods.

**Benefits:**  
 Because of its simple design and fewer linkage components, the rack and pinion system provides more responsive steering and handling.

**SUB THROTTLE VALVES**

**Features:**  
 Large bore throttle bodies increase power output. However, sudden changes in throttle opening can cause hesitation and jerky throttle response with a single butterfly valve in a large bore. Therefore two throttle valves are placed in each intake tract, the main valve located closest to the cylinder and a sub valve placed further up the intake tract. The main valve is operated by the rider when the throttle grip is turned, while the sub valve is opened by a servomotor controlled by the ECU. The sub valve automatically adjusts air intake to more precisely match engine demand, so that when the main throttle is opened quickly there is no hesitation or jerky response.

**Benefits:**  
 The throttle sub valves allow the fuel injection system to provide smooth throttle response, similar to that of a constant velocity carburetor, no matter how quickly the throttle is opened.

