Kawasaki
Let the good times roll.™

SIDE x SIDE
2015

MULE™ 4010 TRANS4X4®

SUPER BLACK
(KAF620RFFA)

TIMBERLINE GREEN
(KAF620RFF)

DARK ROYAL RED
(KAF620RFF)

REALTREE® XTRA GREEN
(KAF620SFF)

When the work environment requires flexibility, the durable Mule™ 4010 Trans4x4® carries the load. When large amounts of cargo need to be moved, the Mule 4010 Trans4x4 has the strength to make the haul while also carrying two passengers. But when the necessity for carrying cargo shifts to ferrying people, this rugged Mule quickly transforms into a four-seat Side x Side. The ability to change without using additional tools or removing parts is what makes the Trans4x4 one of the most versatile vehicles in its class.

KEY FEATURES: Click for Details

- *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.*
- *REVOLUTIONARY TRANSFORMABLE DESIGN*
- *DEPENDABLE INDUSTRIAL-QUALITY, FUEL-INJECTED V-TWIN ENGINE*
- *FULLY AUTOMATIC TRANSMISSION WITH SELECTABLE 2- OR 4-WHEEL DRIVE*
- *ELECTRIC POWER STEERING SYSTEM*
- *LEGENDARY KAWASAKI MULE DURABILITY AND DEPENDABILITY*

SPECIFICATIONS — KAF620RFF, RFFA, SFF

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
Top Speed	25 mph (Governed)
Front Tire Size	Tubeless 23 x 11-10
Rear Tire Size	Tubeless 23 x 11-10
Wheelbase	85.2 in.
Turning Radius (Differential Unlocked)	12.5 ft.
Brakes, Front and Rear	Hydraulic Drums
Front Suspension Type	Independent MacPherson Struts
Rear Suspension Type	DeDion Axle, Leaf Springs, Shocks
Ground Clearance	7.1 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	130.1 x 58.5 x 75.8 in.
Bed Length x Width x Height	50.4 x 47.7 x 11.3 in. (2-Passenger) 30.3 x 47.7 x 11.3 in. (4-Passenger)
Bed Load Capacity	800 lb. (2 Passenger) 400 lb. (4 Passenger)
Seating Capacity	2/4
Curb Weight†	1,565 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).

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VERSATILITY

The First 4-Passenger, Off-Road, 4-Wheel Drive Utility Vehicle with Transformable Cargo Bed

- Two rows of seats easily accommodate up to 4 persons.
- Rear seat can be folded down and the cargo bed expanded to carry larger payload (800 lbs. with 2 passengers, 400 lbs. with 4 passengers).
- Retractable lap-belts.

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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.

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TRANSMISSION

Kawasaki Automatic Power-Drive System (KAPS)(KP)

- Continuously variable transmission (CVT) is fully automatic.
- Keeps engine rpm in most efficient range for any selected vehicle speed, load, or terrain.
- Large drive and driven torque converters maximize belt engagement area to improve heat dissipation and add durability.
- Drive belt is thick and strong.
- High-flow cover helps cool the CVT while providing superb splash protection and water proofing.
- Sheaves with high silicon type material for increased durability.
- Tuned to accommodate higher loads.
- 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.

Torque Converter Air Filter

- Efficient intake cooling fan draws plenty of air into the CVT.
- Special air cleaner with easily replaceable filter element cuts torque converter wear by cooling it with filtered air.

Dual-Mode Differential(KP)

- Strong bevel gear set and rear axle for increased durability.
- Locked mode for maximum traction, unlocked mode to minimize ground disturbance.

Limited-Slip Front Differential(KP)

- Allows great traction with low steering effort.

Four-Wheel Drive with Two-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.

Rack and Pinion Steering

- Fitted with a Teryx®-style steering wheel for a sportier ride and appearance.
- Provides responsive steering.
- Tight turning radius for great maneuverability.

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 slow speeds or when stopped assistance is greatest, then reduced as vehicle speed increases for superior handling.

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SUSPENSION

Independent Strut-Type Front Suspension

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

DeDion Rear Suspension(KP)

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

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.

Rugged Bodywork

- Body style provides a rugged, modern truck-like look.
- Made of tough thermoplastic olefin (TPO) that has a high gloss finish for great looks yet is more scratch resistant than polyethylene plastic, so it stays looking good longer.
- Front hood design helps provide a deep storage area.

Simple Maintenance

- Cyclone-type engine air cleaner has meter to indicate when to replace the filter.
- An automotive-style fuse box is convenient and uses blade-type fuses.

Convenient Dashboard

- Meters, gauges and buttons are easy to see and use.
- Dual glove boxes and dual cupholders for both the driver and passenger.
- Steering wheel angle designed for added comfort and ease of movement in and out of the vehicle.
- Fuel gauge/hour meter mounted in the center of the dash is highly visible and adds to operator convenience.

Simple Controls

- Horn and 12V DC outlet with 10-amp capacity.
- Parking brake and coolant temperature warning lights are easier to see.
- Push button headlight switch activates new 35-watt, non-reflective, focused headlights.
- Winch-ready with mounts on the frame.
- Standard equipment hour meter and fuel gauge.

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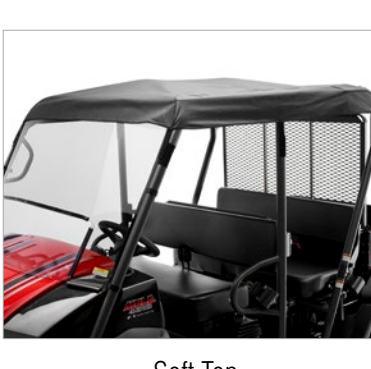
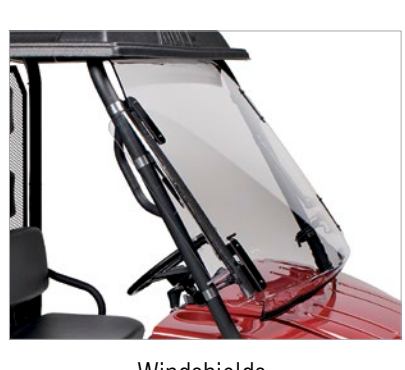
KAWASAKI GENUINE ACCESSORIES

See the current applicable Kawasaki accessory catalog, or visit www.kawasaki.com for all of the latest Kawasaki Genuine Accessories available for this model.

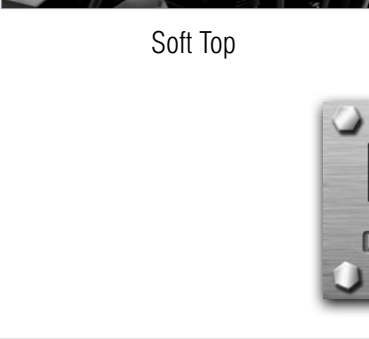


Cabs & Interior

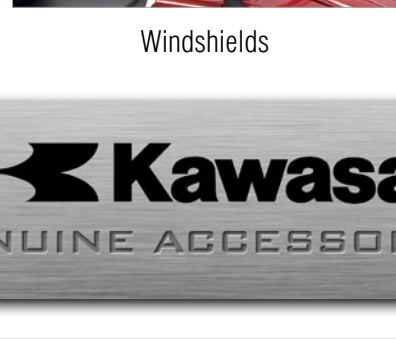


Warn® Winches

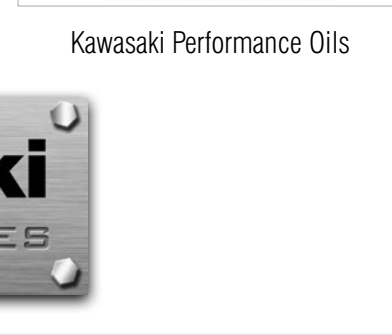
Plow



Soft Top



Windshields



Kawasaki Performance Oils

Kawasaki GENUINE ACCESSORIES

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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 locking 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.

ELECTRIC POWER STEERING (EPS)

Features:

There are three basic components of the EPS system; a power assist unit on the steering shaft assembly, an ECU and speed sensor.

Vehicle speed is calculated by the ECU using signals from the speed sensor. Once the ECU makes its calculations, it controls the amount and direction of current supplied to the power assist unit's reversible motor. The motor runs a worm gear that turns a larger drive gear, which is made of a plastic composite to reduce mechanical shock and operational noise in the actuator.

Within the actuator the input shaft from the steering wheel and output shaft to the steering gear assembly are connected by a torsion bar that allows the shafts to rotate at different rates, depending on the amount of torque applied to the input shaft or rotational force on the output shaft generated by the steering assembly. The input shaft passes through the torque sensor and as the input/output shafts rotate, the torsional twist between the shafts move the sensor's rotor up or down. This changes the magnetic field acting on the right and left turn coils. The ECU senses this change of voltage on the coils and adjusts the amount of current to the motor.

Benefits:

The power assisted steering reduces steering effort to ease driver fatigue, especially when the four-wheel drive mode is engaged. Since the EPS is a variable-assist system it provides increased assistance at low speeds, where it's needed most, while reducing the assistance at higher vehicle speeds. The electric motor's inertia also significantly reduces bump steer and kickback to the steering wheel caused by shocks to the wheels for a more comfortable and controlled ride.

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 system utilizes a small gear at 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.

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