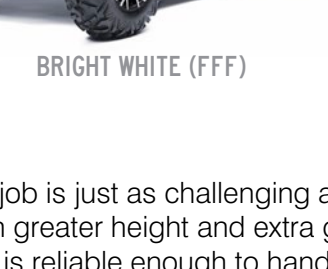




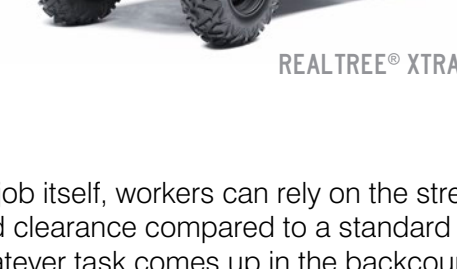
SIDE x SIDE
2015

MULE™ 610 4x4 XC

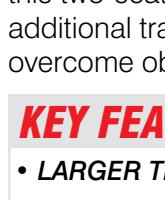
SUPER BLACK (DFF)



BRIGHT WHITE (FFF)



REALTREE® XTRA GREEN (EFF)



When the terrain on the job is just as challenging as the job itself, workers can rely on the strength of the Mule™ 610 4x4 XC. With greater height and extra ground clearance compared to a standard Mule 610 4x4, this two-seat workhorse is reliable enough to handle whatever task comes up in the backcountry. Pair the additional traction of the large radial tires with sturdy standard skid plates and you get a vehicle built to overcome obstacles and outperform the competition when the going gets rough.

KEY FEATURES:

Click for Details

- **LARGER TIRES ON BIGGER RIMS, LONGER SUSPENSION, REVISED GEARING AND STRONGER BRAKES ALL COMBINE AND TO GIVE THE XC INCREASED OFF-ROAD CAPABILITIES OVER THE MULE™ 610 4x4**
- **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.**
- **SIMPLE, CONVENIENT DASH-MOUNTED CONTROLS**
- **FULLY AUTOMATIC TRANSMISSION WITH SELECTABLE 2- OR 4-WHEEL DRIVE**
- **MODERN STYLING WITH OFF-ROAD CAPABILITY**

SPECIFICATIONS

KAF400DFF, EFF, FFF

Engine Type	4-Stroke, Single, Fan-Cooled, OHV
Displacement	401cc
Bore & Stroke	82 x 76mm
Maximum Torque	21.7 lb-ft @ 2,400 rpm
Starting	Electric
Transmission	Kawasaki Automatic Power-Drive System (KAPS) Dual Range, 2wd/4wd, with Reverse
Top Speed	25 mph (Governed)
Front Tire Size	Tubeless 26 x 9-12
Rear Tire Size	Tubeless 26 x 9-12
Wheelbase	70.1 in.
Turning Radius (Differential Unlocked)	11.8 ft.
Brakes, Front and Rear	Sealed Hydraulic Drums
Front Suspension Type	Independent MacPherson Struts
Rear Suspension Type	Unit Swing Axle, Adjustable Shocks
Ground Clearance	8.1 in.
Fuel Tank Capacity	4.1 gal.
Track Front/Rear	42.7/41.3 in.
Towing Capacity	1,100 lb.
Vehicle Load Capacity	926 lb.
Overall Length x Width x Height	108.5 x 52.0 x 73.8 in.
Bed Length x Width x Height	41.1 x 35.4 x 9.6 in.
Bed Load Capacity	400 lb.
Seating Capacity	2
Curb Weight†	1,056 (DEF), 1069 (EEF), 1078 (FEF) lbs.
Warranty	36 months
Kawasaki Protection Plus	12 or 24 months

(Specifications subject to change without notice.)
(KPF) = 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).

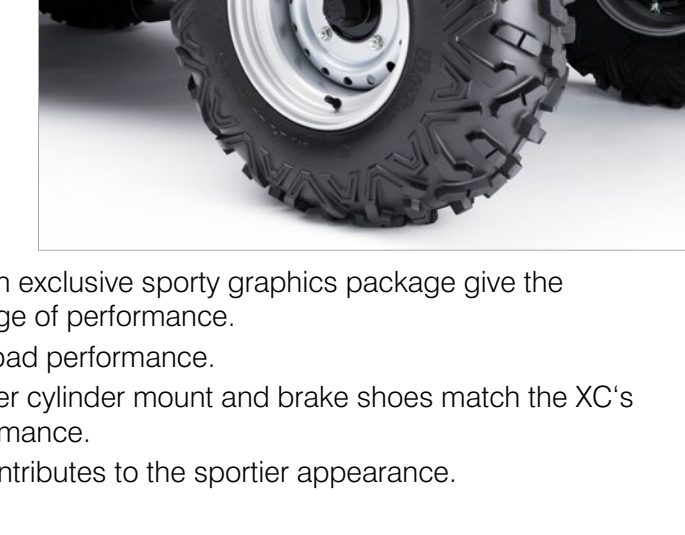
XC FEATURES

Special Edition model adds:

- * Aluminum wheels and graphics package provide a sporty appearance.
- * Teryx®-style steering wheel for a sportier ride and appearance.
- * Standard sun top helps shade occupants for added comfort.

INCREASED ROUGH-ROAD PERFORMANCE

- With larger wheels and tires than the Mule 610 4x4, the XC can better overcome obstacles and traverse rough terrain, such as rock sections. The larger wheels and tires also result in a wider track, enhancing ride stability. While the track is larger, the body size remains unchanged so it can still be transported in the back of a full-sized pick-up truck.
- Higher Ground Clearance – As another by-product of the larger 26-inch Maxxis Bighorn II radial tires, ground clearance is also increased, further contributing to off-road potential.
- More than just a Mule 610 4x4 with big wheels and longer suspension, the XC also features model-specific gearing and CVT changes designed to enhance the XC's off-road capabilities.
- The larger tires, a repositioned front bumper and an exclusive sporty graphics package give the MULE 610 4x4 XC the looks to match its wider range of performance.
- Longer front and rear suspension adds to the off-road performance.
- Belt deflection can easily be adjusted by changing shim thickness of the adjuster bolt located on the outside of the driven converter.
- Cooling air flows in from a vent in the cab frame to keep out water and dust for longer wear.
- Long wearing double cog CVT belt.
- Special air filter for cooling air increases belt life.



- 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^(KPF)

- Locked mode for maximum traction in difficult conditions.
- Unlocked mode tightens turning radius and minimizes ground disturbance.
- Great for use on grass.

ENGINE

Gear Driven Engine Balancer^(KPF)

- Rotating balancer weight cuts vibration dramatically.
- Low vibration levels minimize noise and wear, maximizes operator comfort, and diminishes fatigue.

Easy Starting

- Choke opens throttle during starting so accelerator pedal does not need to be depressed.
- Can be started in gear by stepping on brake pedal.

Kawasaki Automatic Power-Drive System (KAPS)^(KPF)

- Continuously variable transmission (CVT) is fully automatic.
- Keeps engine speed in most efficient range for any selected vehicle speed, load, or terrain.
- Simple and lightweight.
- An open-sided drive pulley cools better for longer belt life.
- Belt deflection can easily be adjusted by changing shim thickness of the adjuster bolt located on the outside of the driven converter.
- Cooling air flows in from a vent in the cab frame to keep out water and dust for longer wear.
- Long wearing double cog CVT belt.
- Special air filter for cooling air increases belt life.

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^(KPF)

- Locked mode for maximum traction in difficult conditions.
- Unlocked mode tightens turning radius and minimizes ground disturbance.
- Great for use on grass.

STORAGE

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.



ERGONOMICS

Simple Controls

- Standard operation 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.



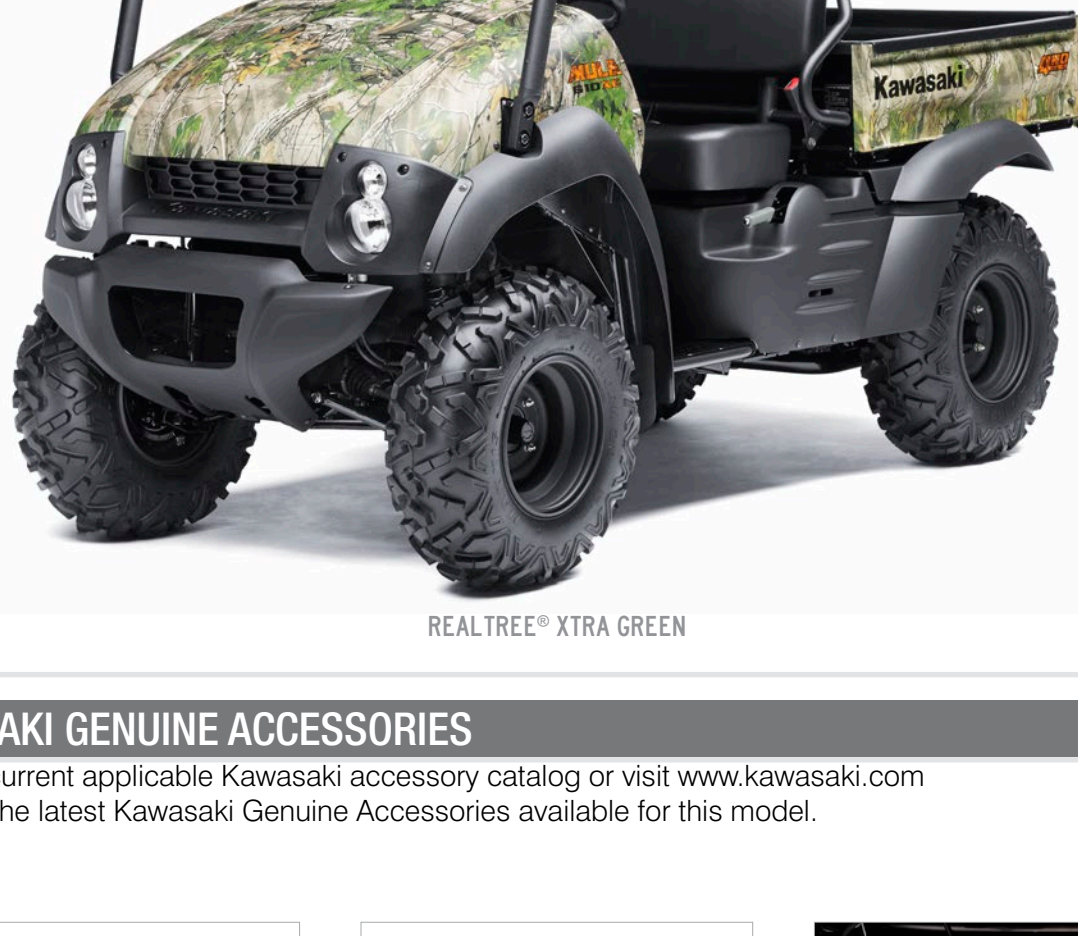
COLORS



SUPER BLACK



BRIGHT WHITE



REALTREE® XTRA GREEN

KAWASAKI GENUINE ACCESSORIES

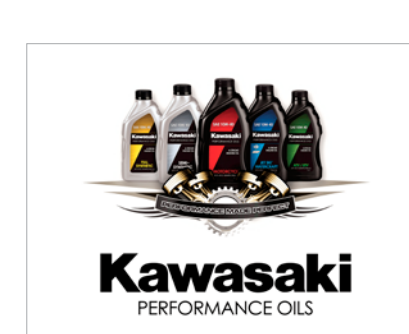
See the current applicable Kawasaki accessory catalog or visit www.kawasaki.com for all of the latest Kawasaki Genuine Accessories available for this model.



Cabs & Interior



Plows



Winches



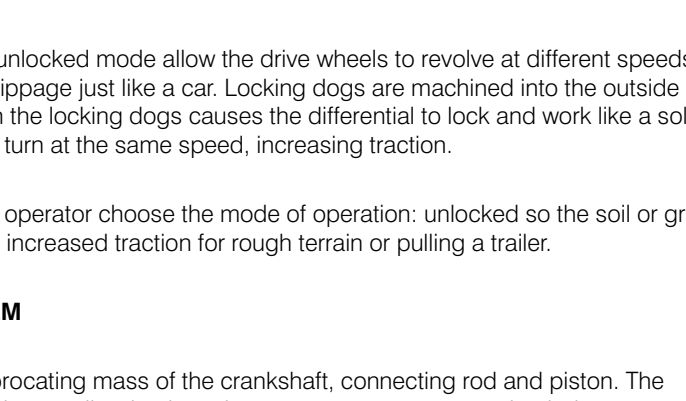
Protective Guards & Plates



Windshields



Kawasaki Performance Oils



KAW-PEDIA

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.

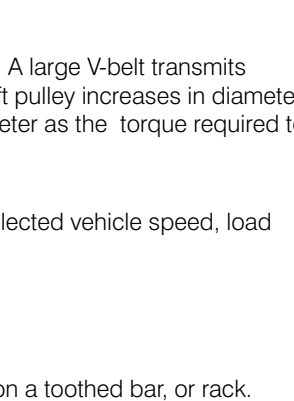
ENGINE BALANCER SYSTEM

Features:

Vibration occurs from the reciprocating mass of the crankshaft, connecting rod and piston. The engine balancer system smooths out vibration by using one or two counter rotating balancer weight(s) driven by a chain or gears off the crankshaft. The weight(s) work with the crankshaft counterweights to smooth reciprocating vibration caused by the piston. The weight(s) work against the crankshaft counterweight to smooth torsional vibration caused by crankshaft rotation.

Benefits:

Reduced vibration offers more rider comfort and less rider fatigue on long rides.



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:

Due to its simple design and fewer linkage components, the rack and pinion system provides more responsive steering and handling.