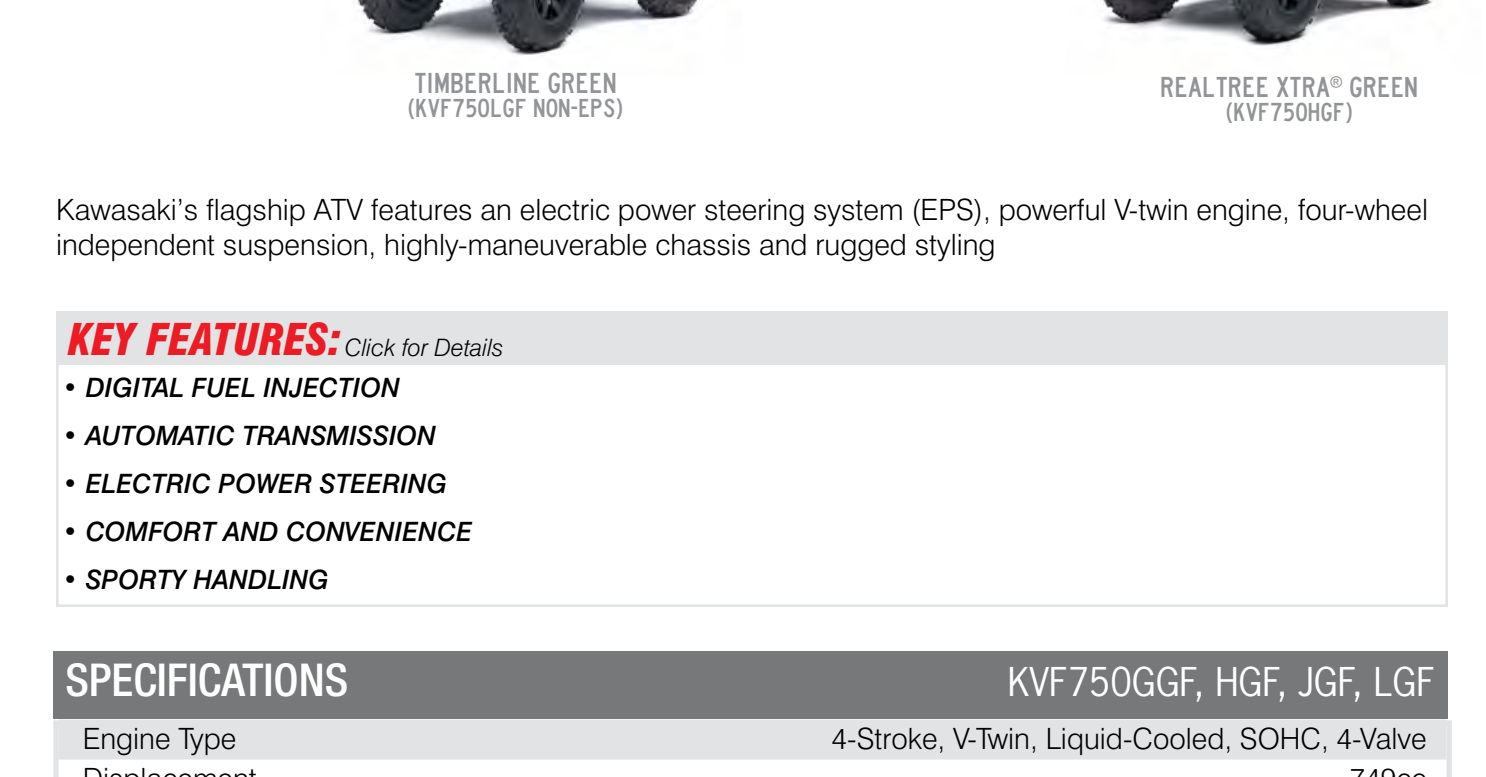




CANDY LIME GREEN
(KVF750JGF)



BRIGHT WHITE
(KVF750GGF)

SUPER BLACK
(KVF750GGF)

TIMBERLINE GREEN
(KVF750LGF NON-EPS)

REALTREE XTRA® GREEN
(KVF750HGF)

Kawasaki's flagship ATV features an electric power steering system (EPS), powerful V-twin engine, four-wheel independent suspension, highly-maneuverable chassis and rugged styling

KEY FEATURES: [Click for Details](#)

- **DIGITAL FUEL INJECTION**
- **AUTOMATIC TRANSMISSION**
- **ELECTRIC POWER STEERING**
- **COMFORT AND CONVENIENCE**
- **SPORTY HANDLING**

SPECIFICATIONS KVF750GGF, HGF, JGF, LGF

Engine Type	4-Stroke, V-Twin, Liquid-Cooled, SOHC, 4-Valve
Displacement	749cc
Bore & Stroke	85.0 x 66.0 mm
Maximum Torque	42.7 lb-ft @ 4,750 rpm
Compression Ratio	9.3:1
Fuel System	DFI* with 36mm Mikuni Throttle Bodies (2)
Transmission/Drive System	KAPS, Dual Range w/Reverse, 2WD/4WD, Shaft
Front Tire Size	AT25 x 8-12
Rear Tire Size	AT25 x 10-12
Wheelbase	50.6 in.
Minimum Turning Radius	10.5 ft.
Front Brake Type	Hydraulic Discs
Rear Brake Type	Sealed Multi-Disc
Front Suspension Type	Dual A-Arms, Two Shocks w/ 5-Way Preload Adjustment
Rear Suspension Type	Dual A-Arms, Two Shocks w/ 5-Way Preload Adjustment
Front Wheel Travel	6.7 in.
Rear Wheel Travel	7.5 in.
Ground Clearance (at center of chassis)	9.4 in.
Fuel Tank Capacity	5.0 gal.
Track Front/Rear	36.4/35.0 in.
Length x Width x Height	86.4 x 46.5 x 48.0 in.
Front/Rear Rack Capacity	88 lb. / 176 lb.
Towing Capacity	1,250 lb.
Tongue Weight Capacity	88 lb.
Curb Weight†	699 lb (G/H/J); 688 lb. (L)
Warranty	12 months
Kawasaki Protection Plus™	12, 24, 36 or 48 month

Specifications subject to change without notice. Ask about the Good Times™ Credit Plan.
*DFI = 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

749cc 4-Stroke, Liquid-Cooled V-Twin Engine

- All-aluminum cylinders with Electrofusion[®] coating are durable and help the engine produce more power. The aluminum bores eliminate cast iron cylinder liners to reduce weight.
- High-compression cylinder heads help boost ultra-low rpm torque for great response when accelerating from a standstill without sacrificing mid to high rpm performance.
- V-twin design and oversquare bore and stroke help produce high torque with a broad, user friendly curve.
- 90° cylinder offset produces perfect primary balance to minimize vibration for rider comfort. Idealized exhaust pipe lengths and internal muffler construction contribute to the robust engine performance.
- The exhaust pipes are formed from stainless steel for durability and rust resistance. Rubber-mounted muffler also helps alleviate stress to the exhaust system.
- 33.5-amp generator ensures sufficient current to operate the EPS and electrical accessories.
- Large radiator, radiator fan and large-diameter cooling hoses and pipes for optimum cooling efficiency. A self-repairing breaker and a dedicated fuse for the fan plus easy-to-reach coolant reservoir near the right front wheel add convenience.

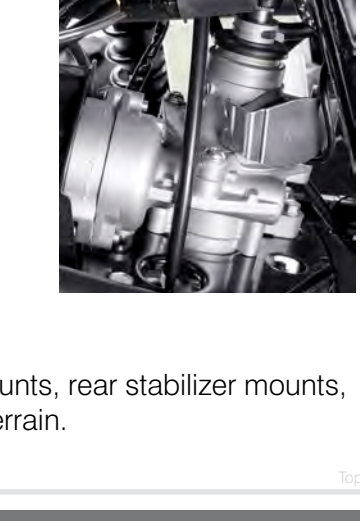
Digital Fuel Injection (DFI)*

- Fuel injection settings contribute to off-idle performance.
- Digital fuel injection system with 32-bit CPU delivers quick throttle response and automatically adjusts the fuel mixture at altitude.
- A butterfly valve that rotates on ball bearings combined with a light return spring provides quick response and a light touch to operate.
- Precise fuel metering for easy starting, quick response, outstanding power, and better fuel mileage.

TRANSMISSION

Kawasaki Automatic Power-Drive System[®](KAPS)

- Continuously Variable Transmission (CVT) is fully automatic. CVT settings (belt converter weights and drive spring) provide optimum speed transition characteristics for increased control during low-speed operation.
- Idealized high gear ratio and thick belt made of strong material contribute to long belt life and longer maintenance cycle.
- The drive converter shaft is hard chrome finished for durability.
- Shifting timed in higher rpm range for snappy throttle response and class-leading acceleration.
- Belt Check indicator lamp is easy to see.



Kawasaki Engine Brake Control[®](KBC)

- Automatically compensates for CVT belt wear to maintain consistent engagement.
- Engine brake actuator controller maintains proper adjustment during servicing and maintains reliability of engine brake activation.
- Automatically applied under certain conditions to provide engine braking for additional slowing power when descending hills.
- Exclusive Kawasaki design adds no additional weight to drive converter for faster engine spoolup and throttle response.

Exclusive Variable Limited-Slip Front Differential[®](VLF)

- Allows riders to control the amount of torque to the front wheels in the limited-slip front differential.



Electrically "Selectable" 2WD/4WD[®](E2W)

- Choose between 2WD and 4WD for changing terrain and applications with the flip of a switch.

Electric Power Steering (EPS) System (KVF750G/H/J)

- Kawasaki's high-grade EPS offers both enhanced handling and increased ride comfort. Turning the handlebar causes a signal to be sent to the EPS ECU, initiating assistance. The ECU uses input from a vehicle speed sensor and torque sensor to determine the amount of steering assistance required from the system's electric motor. At slow speeds or when stopped, assistance is greatest; assistance is reduced as vehicle speed increases.
- The EPS system also enhances ride comfort and control by acting as a damping system. When steering input is neutral, the inertia of the electric motor acts as a stabilizer. It also significantly reduces bump steer and kickback to the handlebar caused by shocks to the wheels.
- The bottom of the steering shaft fits into a slot in the top of the differential. Movement of the differential due to changes in throttle application do not affect the steering actuator, resulting in significantly smoother handling – even without EPS (KVF750L).



Reinforced Chassis

- Double-cradle frame is reinforced at critical points such as the front A-arm mounts, rear stabilizer mounts, front/rear engine mounts and footrest mounts for superior handling in rough terrain.
- Rear stabilizer rods use thick-walled tubing for increased lateral stability.

SUSPENSION

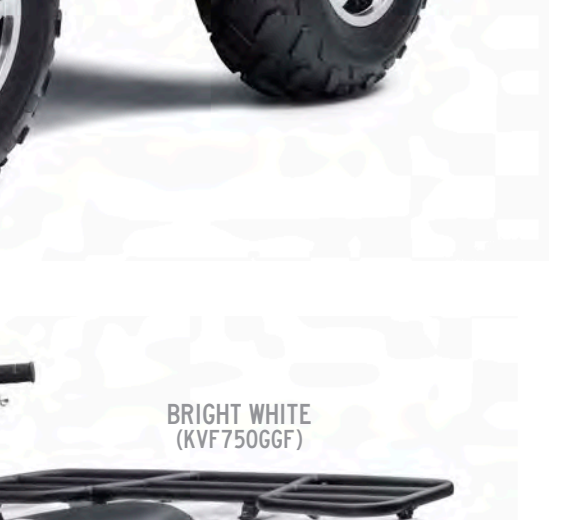
Independent Front and Rear Suspension

- Front A-arm (upper and lower) pivot joints use rubber bushings for reduced maintenance.
- Front and rear A-arm/shock absorber layout and shock settings help maintain a high ground clearance with the rider on board.
- Single-rate shock springs work with chassis geometry to offer the best performance.



Comfort and Convenience

- Strong, large-diameter tubing contributes to the tough styling, and hook loops on the cargo rack tubes facilitate securing a load.
- Covered storage built into the front rack is large enough to hold two 16-ounce bottles.
- Seat material has superb elasticity, offering superb comfort and holding performance. The material is also resistant to cold, allowing it to maintain its suppleness when temperatures drop and reducing the chance of tearing/ripping when exposed to cold temperatures.
- Covers for the rear exhaust pipe and muffler and heat-resistant padding added to the inside of the side covers prevent engine heat from being transmitted to the rider, adding to enhanced comfort.



Water and Mud Protection

- Overlapping airbox intake tube and snorkel extension make it difficult for water and/or mud to reach the air cleaner.
- Protective shielding under the front bodywork helps prevent mud from reaching the air intake and helps protect the electrical equipment from the elements.
- Large wheel-well flaps help prevent water/mud from reaching the engine compartment.
- CVT duct (between the air cleaner and CVT case) placement and layout prevents water/mud from entering the CVT case.



Sealed Rear Brake System[®](SRBS)

- Multi-disc rear brake system is totally enclosed within a frame-mounted rear gear case.
- Operates in a sealed oil bath so that brake is unaffected by water, mud, dust and debris.
- Compact design provides more ground clearance at the rear end.



Spacious Cockpit

- Dual-density seat foam for a more comfortable ride.
- Comfortable, upright seating position combines with the independent rear suspension for a luxurious ride.
- Wide seat for increased rider comfort.
- Handgrips contribute to both the sporty design and rider control, as well as offering reduced vibration.
- Highly visible instrumentation with automotive-style design complements the quality image. Multipurpose, digital instrumentation includes speedometer, odometer, tripmeter, fuel gauge, engine temperature indicator, clock, and hour meter. Indicator lamps for EPS, neutral, reverse gear, 2WD/4WD, belt indicator, and oil warning are also included.



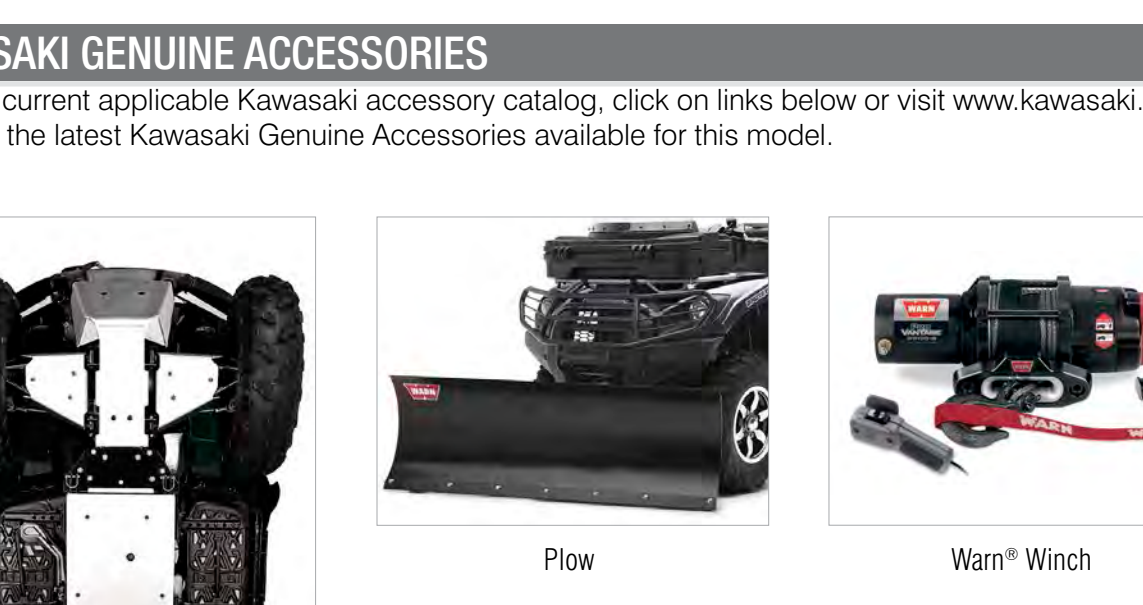
Flagship Styling

- Frontal area features a wide, rugged sporty design.
- Twin round headlights are placed as far apart as possible, contributing to the wide-looking stance.
- Front and rear fenders complement the tough-looking design.
- Specially designed taillight enhances the appearance from the rear.

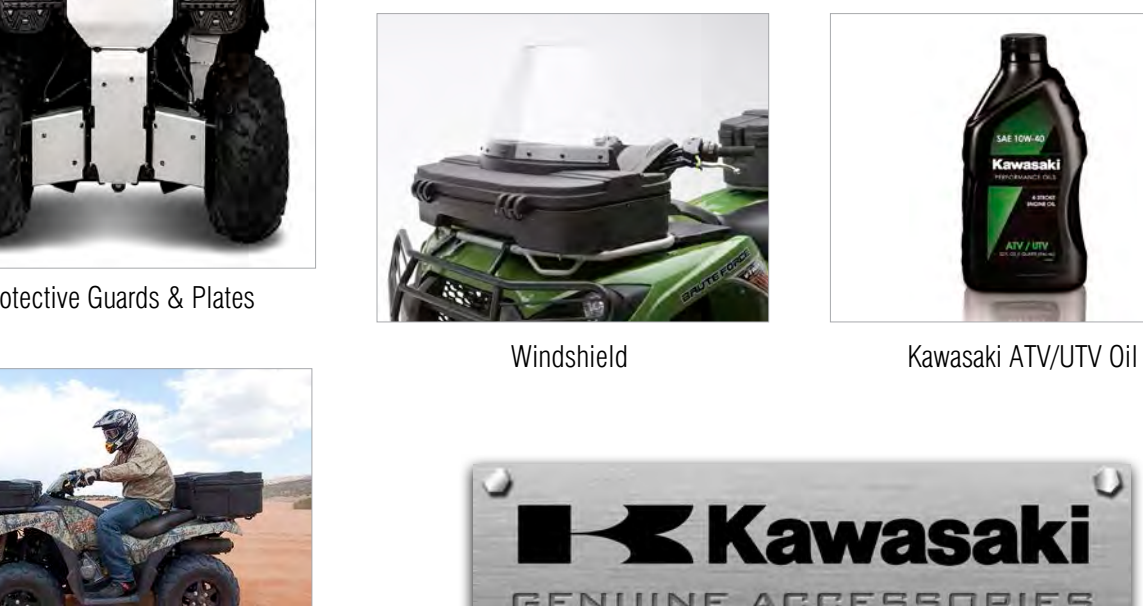
Cast aluminum wheels are standard equipment and contribute to the sharp looks and special image.

See Kawasaki website for more information.

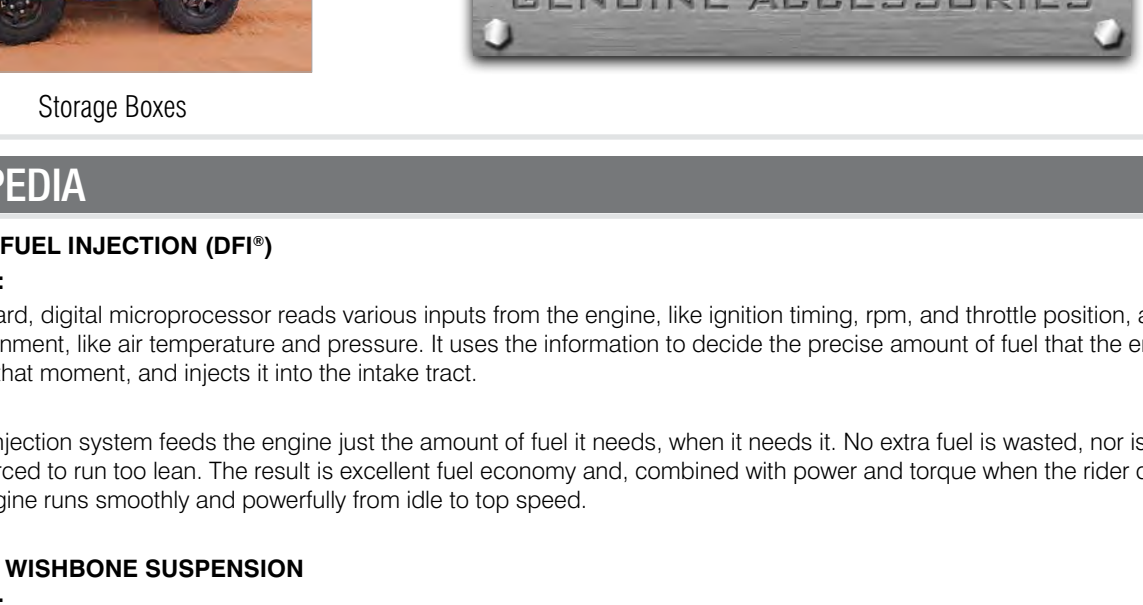
COLORS



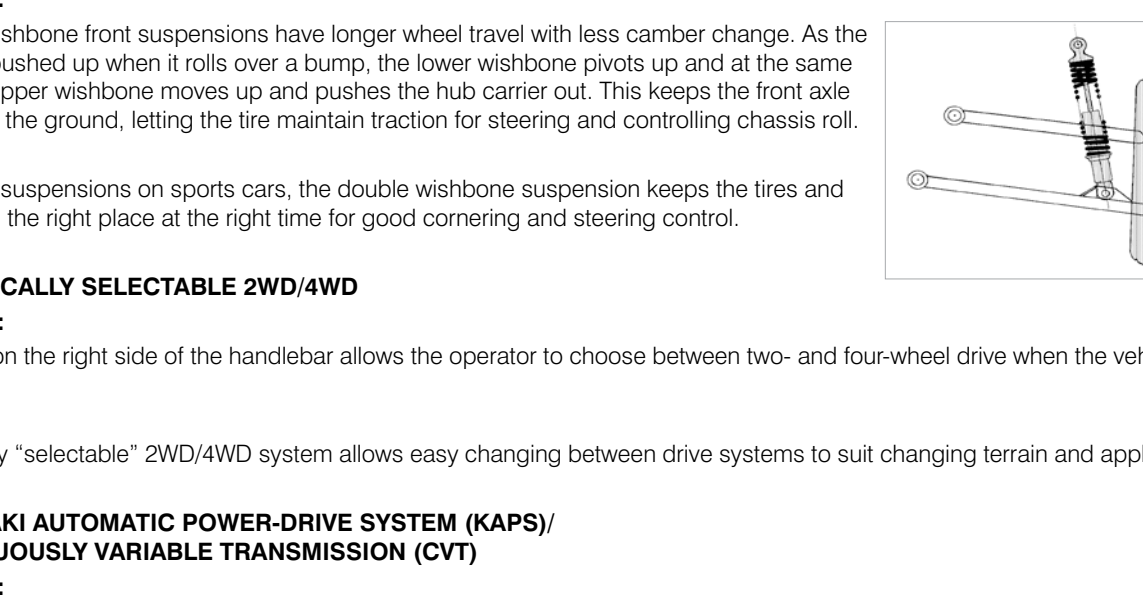
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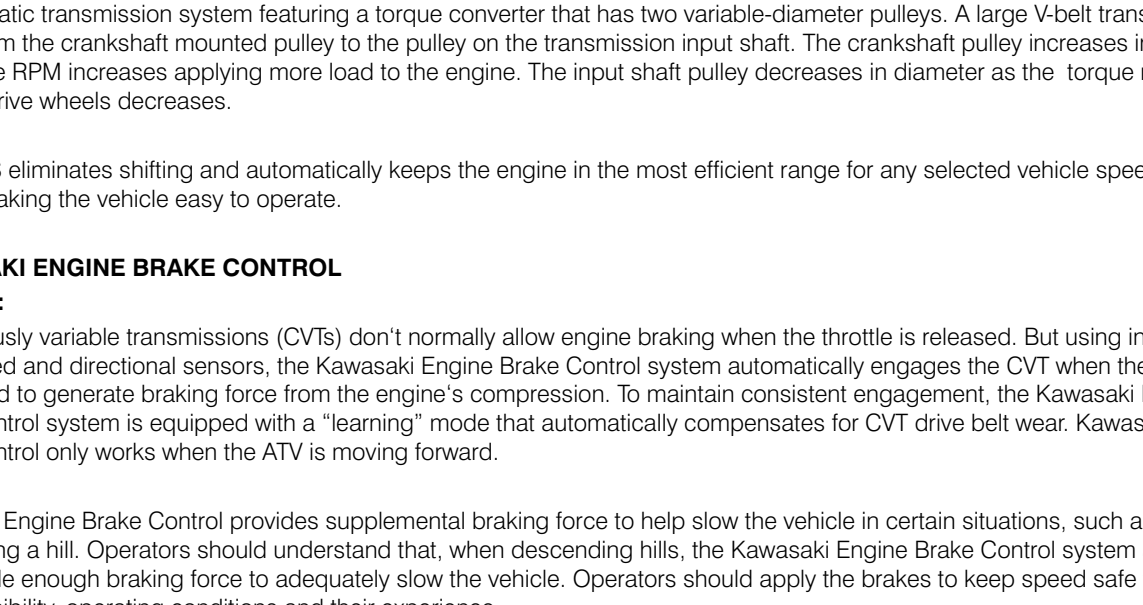
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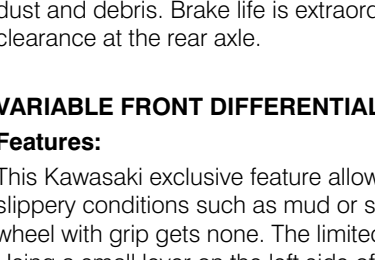
TIMBERLINE GREEN
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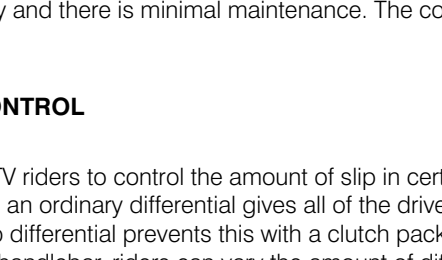
REALTREE XTRA® GREEN CAMO
(KVF750HGF)

KAWASAKI GENUINE ACCESSORIES

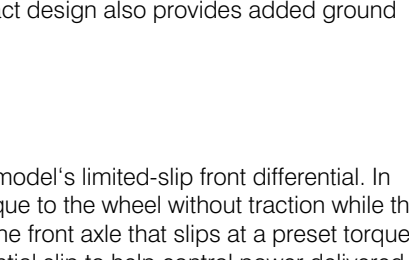
See the current applicable Kawasaki accessory catalog, click on links below or visit www.kawasaki.com for all of the latest Kawasaki Genuine Accessories available for this model.



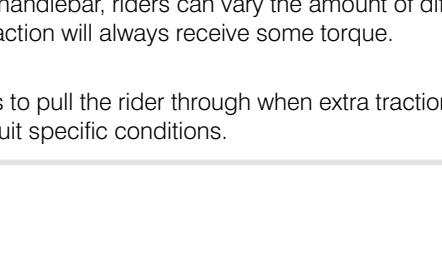
Protective Guards & Plates



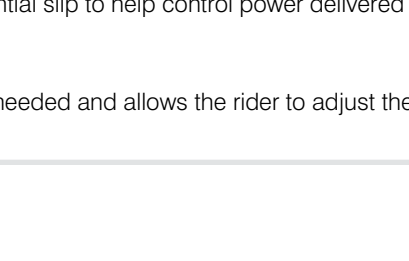
Plow



Warn® Winch

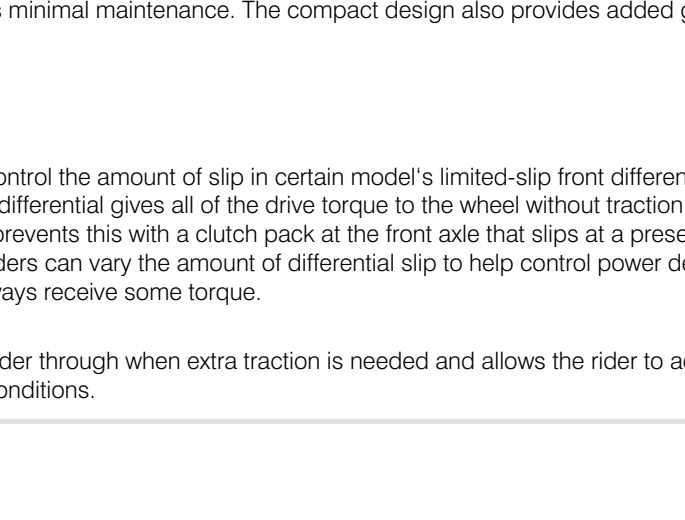


Windshield



Kawasaki ATV/UTV Oil

Storage Boxes



KAW-PEDIA

DIGITAL FUEL INJECTION (DFI)*

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.

DOUBLE WISHBONE SUSPENSION

Features:
Double wishbone front suspensions have longer wheel travel with less camber change. As the wheel is pushed up when it rolls over a bump, the lower wishbone pivots up and at the same time the upper wishbone moves up and pushes the hub carrier out. This keeps the front axle parallel to the ground, letting the tire maintain traction for steering and controlling chassis roll.

Benefits:
Similar to suspensions on sports cars, the double wishbone suspension keeps the tires and chassis in the right place at the right time for a good cornering and steering control.

ELECTRICALLY SELECTABLE 2WD/4WD

Features:
A switch on the right side of the handlebar allows the operator to choose between two- and four-wheel drive when the vehicle is stopped.

Benefits:
Electrically "selectable" 2WD/4WD system allows easy changing between drive systems to suit changing terrain and applications.

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.

KAWASAKI ENGINE BRAKE CONTROL

Features:
Continuously variable transmissions (CVTs) don't normally allow engine braking when the throttle is released. But using information from speed and directional sensors, the Kawasaki Engine Brake Control system automatically engages the CVT when the throttle is released to generate braking force from the engine's compression. To maintain consistent engagement, the Kawasaki Engine Brake Control system is equipped with a "learning" mode that automatically compensates for CVT drive belt wear. Kawasaki Engine Brake Control only works when the ATV is moving forward.

Benefits:
Kawasaki Engine Brake Control provides supplemental braking force to help slow the vehicle in certain situations, such as when descending a hill. Operators should understand that, when descending hills, the Kawasaki Engine Brake Control system alone may not provide enough braking force to adequately slow the vehicle. Operators should apply the brakes to keep speed safe for the terrain, visibility, operating conditions and their experience.

SEALED REAR BRAKE SYSTEM

Features:
The rear wet brake is a feature commonly found in heavy equipment design. The sealed, multi-disc system has long-life discs and is sealed in the differential housing where it operates in an oil bath.

Benefits:
Not only does the wet brake provide exceptional stopping power, but because it is a sealed system it is protected from water, mud, dust and debris. Brake life is extraordinary and there is minimal maintenance. The compact design also provides added ground clearance at the rear axle.

VARIABLE FRONT DIFFERENTIAL CONTROL

Features:
This Kawasaki exclusive feature allows ATV riders to control the amount of slip in certain model's limited-slip front differential. In slippery conditions such as mud or snow, an ordinary differential gives all of the drive torque to the wheel without traction while the wheel with grip gets none. The limited slip differential prevents this with a clutch pack at the front axle that slips at a preset torque. Using a small lever on the left side of the handlebar, riders can vary the amount of differential slip to help control power delivered to each front wheel so that the wheel with traction will always receive some torque.

Benefits:
The variable front differential control helps to pull the rider through when extra traction is needed and allows the rider to adjust the amount of torque to each front wheel to suit specific conditions.