

2012 MODEL INFORMATION



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MODEL NAME

Brute Force 750 4x4i EPS

MARKETING CODE

KVF750G/H/J

Version: 7 Feb 2011

Intended as a general reference for the preparation of marketing materials, some of the material contained herein may not apply to all markets.

Kawasaki
Let the good times roll.™



KAWASAKI'S NEWEST FLAGSHIP ATV WITH SERIOUS SPORT PERFORMANCE

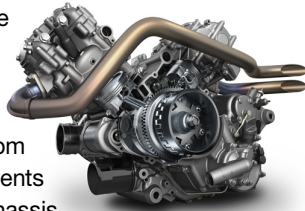
Designed for sporty off-road riding, Kawasaki's flagship ATV offers the potent combination of a high-performance 750 cc V-Twin engine and a compact, lightweight body. Significantly improved handling and a new EPS system offer a serious boost in sport riding potential. Superb control features further contribute to rider confidence, this precise control enabling riders to take full advantage of the engine and chassis' potential.

SPORT PERFORMANCE

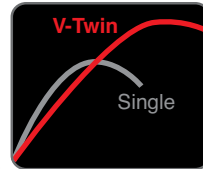
POWERFUL ENGINE

■ **High performance 749 cc V-Twin**

- High peak torque and power
- Superb acceleration
- Increased low-rpm torque complements the reinforced chassis to ensure character remains unchanged **NEW**



■ **High-revving character**



SUPERIOR SPORT HANDLING

■ **Significantly improved handling** **NEW**

- Revision to the steering column assembly contributes to improved handling even without EPS
- Thicker-walled piping for the rear stabilisers offers increased lateral stability

■ **Stronger frame** **NEW**

- Frame reinforcements contribute to improved rough road handling

■ **EPS (Electric Power Steering)** **NEW**

- Reduced kickback and bump steer during high-speed sport riding and in rough conditions makes it easier to enjoy this model's sporty performance.



COMPACT & LIGHTWEIGHT BODY

■ **Compact engine**

- Size on par with 360 cc (KVF360)

■ **Slim riding position ideal for sport riding**

- V-Twin engine arranged longitudinally

■ **Compact CVT uses belt clutch, enabling smaller, lighter design than rivals with centrifugal clutch**

■ **Light weight with high durability**

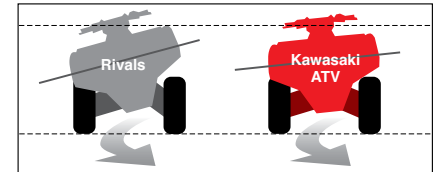


PRECISE CONTROL

■ **Sturdy suspension ensures stable turning characteristics (with minimal body roll) and superb road-holding performance**

- Double-wishbone (A-arm) suspension (F/R)

■ **CVT offers very direct feel**



■ **Front disc brakes**

- Excellent feel, performance for sport riding

■ **Dual hand controls offer maximum rider control**

- Foot pedal activation of rear brake also possible

■ **On-demand Variable Front Differential Control**

- Can be engaged on the fly
- No need to remove hand from the bar
- Both timing and amount of torque can be controlled

■ **Electrically Selectable 2WD/4WD**

- 2WD: light steering
- 4WD: enhanced traction & light steering
- 4WD with diff-lock: maximum traction

MUD RESISTANCE

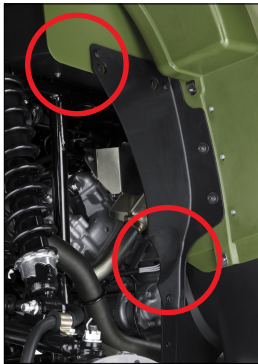
LAYOUT ENSURES UNCOMPROMISED PERFORMANCE

■ **Protective shielding added** **NEW**

- Helps prevent mud from getting into the air intake and protect electrical equipment located up front

■ **Larger wheel-well flaps**

- Minimises ingress of mud/water into the engine compartment



■ **Air-cleaner and intake positioned higher than rivals**

■ **Highly acclaimed sealed internal wet rear brake**

- Ensures uncompromised brake performance even in wet, muddy conditions



UTILITY PERFORMANCE

CONVENIENCE & COMFORT

■ **Carriers**

- Front: 40 kg; Rear: 80 kg capacity
- Larger-diameter tubing **NEW**
- Hook loops added **NEW**

■ **Handy fender pockets**

- LS: Sealed; RS: Easy-access

■ **Front bonnet storage** **NEW**

- Holds 2 water bottles

■ **1,250 lb towing capacity**



FLAGSHIP STYLING

WIDE, RUGGED, SPORTY DESIGN **NEW**

■ **Revised front area**

(bonnet, bumper, lights, fenders) and rear fenders

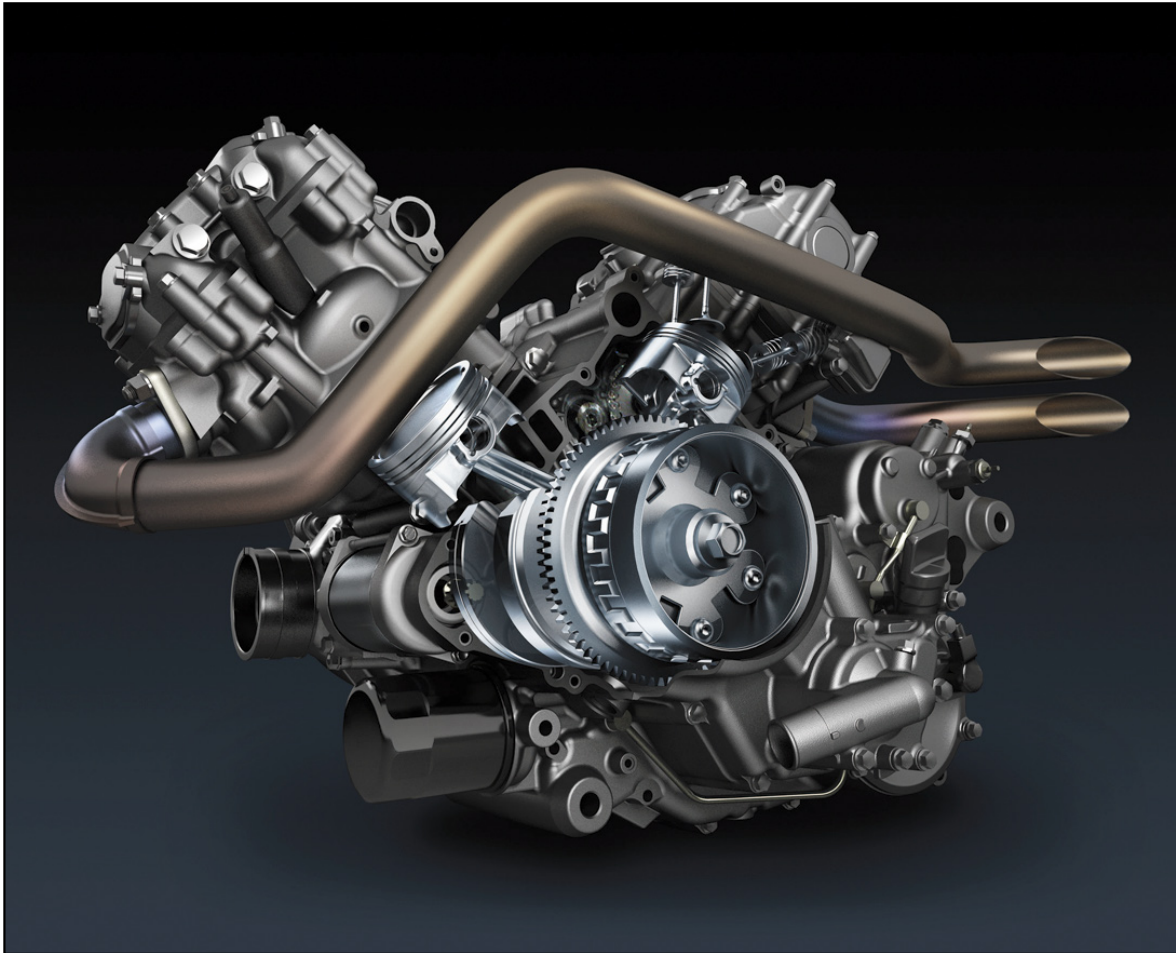
■ **Widely spaced headlights contribute to wide-looking stance**

■ **Cast aluminium wheels**



POWERFUL ENGINE

Modifications to the KVF750G/H/J's powerful V-Twin engine had two goals. Already recognised for its impressive power and torque, and superb acceleration, increased performance complements the reinforced chassis, ensuring the engine character and feeling of its predecessor are maintained. Other setting changes offer improved off-idle characteristics, increasing control when riding at slow speeds.



High performance 749 cc V-Twin

- * Powerful, liquid-cooled, 749 cc SOHC, 4-valve V-twin engine churns out a substantial 37 kW {50 PS} at 6,750 rpm.
- * Ample torque output (59 N m {6.0 kgfm}) at 5,250 rpm) lets the KVF750G/H/J accelerate with ease.
- * Oversquare bore and stroke measure 85 x 66 mm.
- * Offsetting the cylinders by 90° results in perfect primary balance, for low vibration levels and comfortable riding

SPORT PERFORMANCE

* All-aluminium cylinders feature electrofusion-coated bores for light weight, long wear and excellent heat dispersion.

NEW * Higher compression ratio (8.8:1 → 9.3:1) care of new cylinder heads contributes to increased ultra-low rpm torque. Mid-high performance is maintained, but the increased low-end performance helps when starting from a stop.

NEW * New camshaft profiles with revised timing (IN/EX 244°/244° → 264°/254°) and increase valve lift (IN/EX 7.1/6.8 mm → 7.5/6.8 mm) also contribute to the increased performance.

NEW * Revised top ring and oil ring for the pistons (piston grooves modified accordingly) help reduce oil consumption and blow-by gases.

NEW * Idealised exhaust pipe lengths and revised internal muffler construction (two connecting holes added to partition) contribute to improved engine performance.

NEW * The exhaust pipes are now formed from stainless steel (previously steel) to better handle stress and offer increased rust resistance. Mounting the muffler using rubber mounts (instead of rigid) also helps alleviate stress to the exhaust system.

NEW * Improved starting comes care of a thinner ACR (Auto Compression Release) shaft (that reduces friction between itself and the camshaft) and a stronger ACR return spring.

NEW * Generator offers increased output (25.2 A / 5,000 rpm → 33.5 A / 5,000 rpm) to ensure sufficient current to operate the EPS. Regulator capacity increased accordingly. (These changes apply to both the EPS- and non-EPS models.)

NEW * Larger radiator (24.2 kW → 26 kW), larger radiator fan (ø210 mm → ø230 mm) and larger-diameter cooling hoses and pipes (ø19 mm → ø24 mm) increase cooling performance. Using a self-repairing breaker (relocated near the steering shaft) and a dedicated fuse for the fan contributes to added convenience. The coolant reservoir is now located near the right front wheel (previously in front of the rider's left foot).

NEW * Starter gear is made of stronger material and uses deeper (5 mm → 7 mm) teeth for increased durability.

Fuel injection

* Taking into account coolant temperature, air intake temperature, throttle position, air intake pressure, vehicle speed and crankshaft angle, the fuel injection system (which uses 36 mm throttle bodies and a 32-bit CPU) automatically meters out the ideal amount of fuel for extremely stable power delivery – no matter what the conditions. And of course, setting adjustments are not necessary when changing altitude, idling adjustments are unnecessary, and starting is hassle-free.

* With fuel injection fuel delivery is instantaneous, ensuring response is sharper than ever – ideal for sport riding.

* A light spring rate for the throttle return springs and ball bearings in the throttle bodies (to reduce friction) give a light feel at the throttle lever, which contributes to reduced rider fatigue.

* A high-pressure fuel pump is located inside the tank. A unique reservoir chamber at the bottom of the fuel pump ensures air does not get into the fuel system.

NEW * New settings match the revised engine characteristics and contribute to improved off-idle character.

High-revving character

* Featuring a powerful V-Twin engine, the KVF750G/H/J offers a high-revving character.

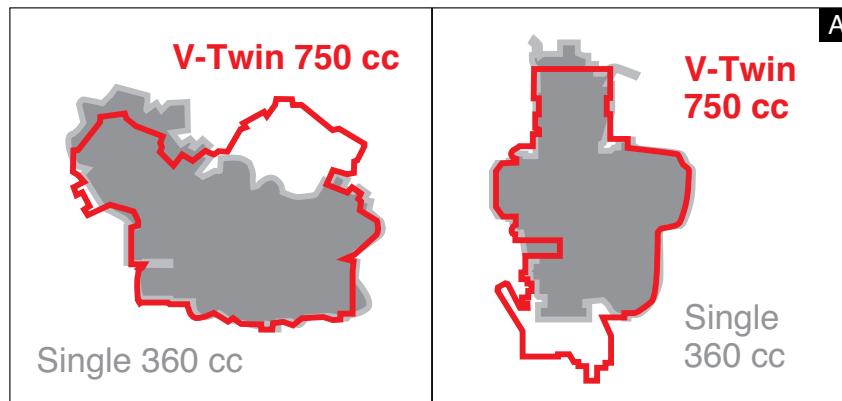
* Engine performance increases were designed to ensure the KVF750G/H/J's character remains the same despite an increase in weight.

COMPACT & LIGHTWEIGHT BODY

Thanks to its compact engine and chassis, the KVF750G/H/J offers very nimble handling, facilitating sport riding and adding to rider confidence.

Compact engine

* A compact design was one of the goals when developing the 749 cc V-Twin engine. As a result, its size is on par with the 360 cc Single used in the KVF360. (Illustration A)



Compact CVT transmission

* The compact CVT uses a belt clutch enabling a smaller, lighter design than rivals with a centrifugal clutch.

NEW

* Changing one of the High gear ratios (30/26 → 29/27) and using a thicker (14.6 mm → 15.3 mm) belt made of stronger material contribute to longer belt life, enabling a longer maintenance cycle.

Light weight

* Despite the slight increase in weight (due frame reinforcement, cast aluminium wheels, EPS, etc) the KVF750G/H/J is still a comparatively lightweight machine, weighing less than many smaller-displacement rivals.

Slim riding position ideal for sport riding

* The V-Twin engine is arranged longitudinally, enabling a slim package between the rider's legs. This enables a slim riding position, ideal for sport riding.

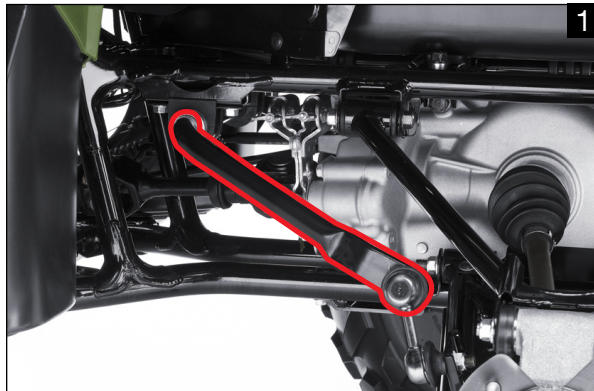
SUPERIOR SPORT HANDLING

Changes for improved handling take the KVF750G/H/J's sport riding potential to a whole new level: shocks from kickback and bump steer have been significantly reduced, resulting in light, easy handling. The increased chassis stability is further complemented by electric power steering, which offers additional comfort and control.

Significantly improved handling

NEW * Steering assembly revision sees the steering shaft no longer directly connected to the front differential. (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 no longer affects the steering actuator, resulting in significantly smoother handling (even without EPS).

NEW * Rear stabiliser rods use thicker-walled (3.2 mm → 4.0 mm) tubing (outer diameter unchanged at 22.2 mm) for increased lateral stability. (Photo 1)



Stronger frame

NEW * Double-cradle frame is reinforced at critical points (front A-arm mounts, rear stabiliser mounts, front/rear engine mounts, and footrest mounts, etc), resulting in improved rough road handling. The frame's improved ability to absorb shocks when sport riding on rough roads and the increased ride comfort enable a higher average pace to be kept.

EPS (Electric Power Steering)

NEW * Kawasaki's high-grade electric power steering (EPS) offers both enhanced handling and increased ride comfort. Turning the handle 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 to ensure stable handling. (Photo 2)

NEW * 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 stabiliser. Likewise, it significantly reduces bump steer and kickback to the handle caused by shocks to the wheels.



PRECISE CONTROL

With its emphasis decidedly on sport, this sport-utility ATV ensures maximum rider confidence through numerous features that facilitate rider control.

Sturdy suspension

* The KVF750G/H/J's sturdy suspension ensures very stable turning characteristics (with minimal body roll), and superb road-holding performance.

* Double wishbone suspension used front and rear ensures high degree of traction and ride comfort, especially in the low and medium speed ranges. Suspension settings contribute to a planted feeling in corners, ensuring high sport riding potential. (Photo 3)



* Lower rear A-arms use a combination of needle bearings and pillow balls for high stability, smooth suspension action and superb ride comfort.

NEW

* Front A-arm (upper and lower) pivot joints use rubber bushings, reducing necessary maintenance.

NEW

* Revised front and rear A-arm/shock absorber layout (shock absorbers are mounted between the upper and lower A-arms at more of a splayed angle) and shock settings enable a higher ground clearance to be maintained once a rider sits on the ATV.

NEW

* With the revised geometry, single-rate springs were found to offer the best performance.

CVT offers very direct feel

* The CVT transmission offers very direct control of the V-Twin's engine response, enabling riders to dial in just the right amount of power.

(Photo 4)

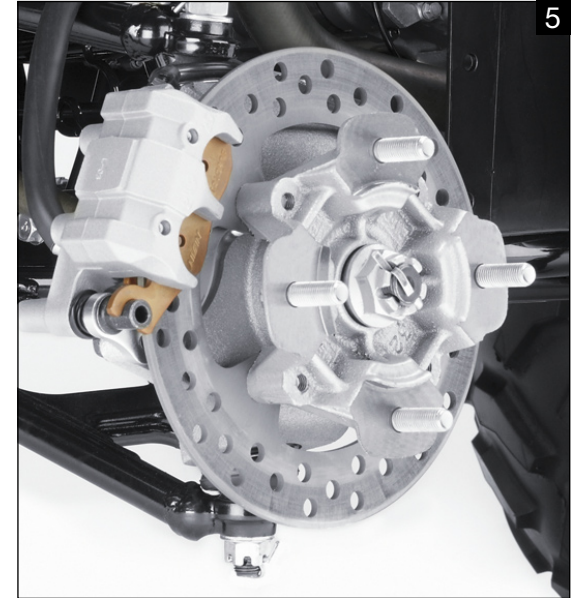
NEW

* Revised settings (belt converter weight and drive springs) offer improved speed transition characteristics, increasing control during low-speed operation.



Front disc brakes

* Twin 200 mm discs with dual-piston brake calipers deliver powerful, progressive braking, offering excellent feel and performance for sport riding. (Photo 5)



Dual hand controls offer maximum control

* Both the front and rear brakes can be engaged by hand levers, enabling precise rider control.

* Riders also have the option of using a foot pedal (on the right) to activate the rear brake.

On-demand Variable Front Differential Control

- * Variable Front Differential Control makes it much easier to get the ATV moving when it gets stuck. Lever operation lets the rider adjust the amount of torque to suit conditions. Without rider intervention, the system functions as a limited slip differential. Applying force to the lever increases the torque (thereby reducing slip) to a maximum level equivalent to that of a mechanical differential lock (i.e. no slip). This wide range of fine-tuning ability is a technological feature unseen in other industries, let alone on competitors' ATVs.
- * Because the system is on-demand, even with the differential lock off, enhanced traction is but a lever pull away. It can be engaged on the fly, without having to remove one's hand from the handlebar, so when faced with an upcoming obstacle there is no need to stop the ATV to change settings – just dial in the necessary amount of torque and ride right over it.



Electrically Selectable 2WD/4WD

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

2WD: offers light steering

4WD: offers enhanced traction while keeping steering light

4WD + differential lock: offers maximum traction



LAYOUT ENSURES UNCOMPROMISED PERFORMANCE

Already happy in adverse conditions, revisions for increased mud resistance make it possible to take the KVF750G/H/J deeper into the muck than before as splashing water/mud is even less likely to affect performance.

Minimum effect from adverse conditions

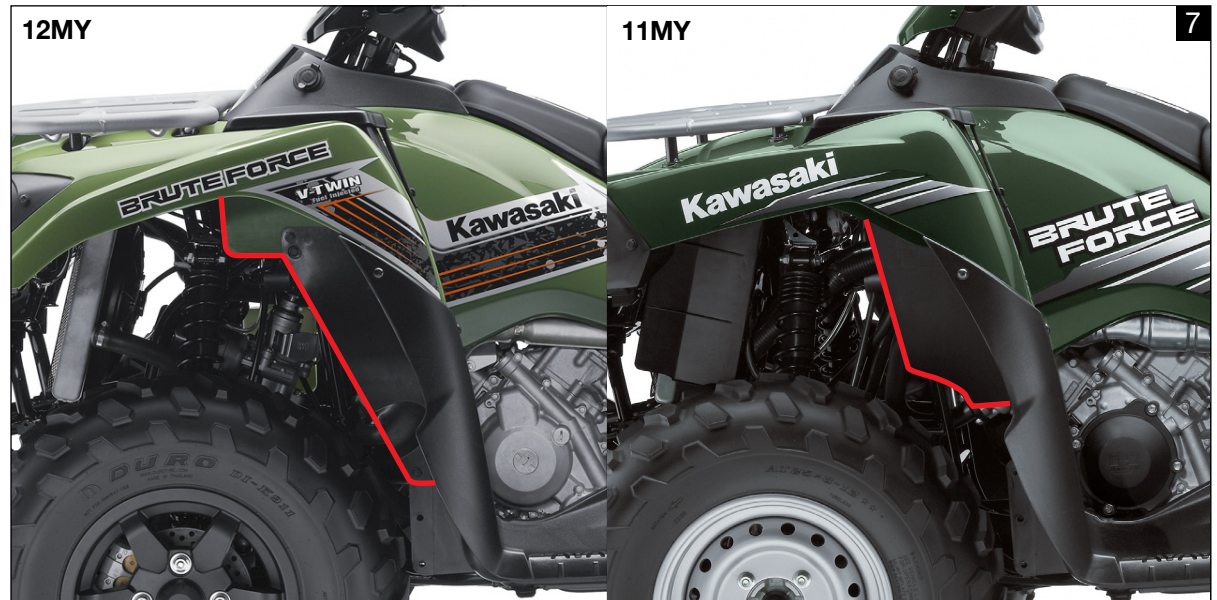
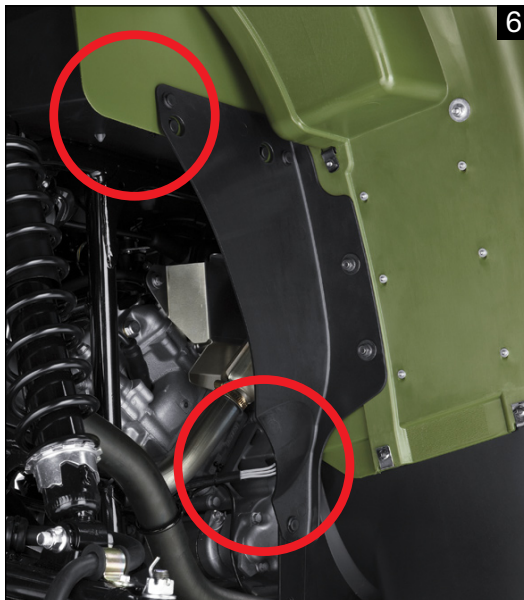
* Air routed to the air cleaner and CVT unit enters a cavity located in front of the air cleaner box via a rear-facing snorkel intake under the handlebars to help prevent the ingress of water, mud, etc.

NEW * Greater overlap between the air cleaner box's intake tube and snorkel extension make it even more difficult for water and/or mud to get into the air cleaner.

NEW * CVT duct (between the air cleaner and CVT case) placement and layout was revised to further prevent water/mud ingress into the CVT case.

NEW * Protective shielding added under the front bonnet helps prevent mud from reaching the air intake, and helps protect the relocated electrical equipment from the elements.

NEW * Larger wheel-well flaps minimise the ingress of water/mud into the engine compartment. (Photos 6-7)



Sealed internal wet rear brake

* This highly acclaimed feature completely seals the internal brake components from mud and dust, etc, ensuring brake performance is not compromised in wet, muddy conditions. (Photo 8)



* Its compact size contributes to a ground clearance greater than that of competing models, allowing the KVF750G/H/J to go where others fear to tread.

COMFORT & CONVENIENCE

Strong carrying and towing capacity and convenient storage spaces ensure the KVF750G/H/J is able work as hard as it can play. This is complemented by all-day comfort so that, whether loaded up with tools or toys, the KVF750G/H/J makes an ideal outdoor partner.

Carrying and towing capacity

* Convenient carriers hold 40 kg up front and 80 kg in the rear, and are ideal for work, camping and many other tasks.

- NEW** * Stronger, larger-diameter tubing (19.1 mm → 25.4 mm) contributes to the tougher styling, and hook loops added to the tubes facilitate securing a load. (Photo 9)



- * The KVF750G/H/J offers a 1,250 lb towing capacity and is fitted standard with a trailer hitch bracket.
- * Space to fit a winch is available inside the front guard. The sturdy frame can handle a 3,000 lb class winch.
- * In addition to accessory mounting brackets available for either a Super Winch or Warn-brand winch, models come standard with pre-routed tubing that facilitates routing winch wiring.

Convenient storage

- NEW** * Handy new covered bonnet storage is large enough to hold two 500 mL bottles. (Photo 10)



- * A sealed waterproof glove box is located on the front left fender. The convenient storage compartment complements the easy-access storage pocket (located on the right).

Increased comfort

* Seat urethane was selected for good ride comfort. The seat feels soft initially, but offers firm support for comfort after long hours in the saddle.

NEW

* New seat material has superb elasticity, offering increased 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. (Photo 11)



NEW

* Thicker covers for the rear exhaust pipe and muffler, and heat-resistant padding added to the inside of the side covers significantly reduces engine heat transmitted to the rider, contributing to enhanced rider comfort.

Accessory outlets

* 12 V DC socket (10 A) for powering accessories is conveniently located at the front left, just below the handle cover. (Photo 12)



* At the rear, an Auxiliary Electrical Accessory Connector is located next to the taillight, providing easy-access power for lights on a trailer or other accessory.

WIDE, RUGGED, SPORTY DESIGN

A new styling package, including revised bodywork and high-quality cast aluminium wheels ensure the KVF750G/H/J looks every bit the head of Kawasaki's ATV line-up.

Bodywork

NEW * Revised front area (bonnet, bumper, headlight covers) is the key feature of the KVF750G/H/J's new wide, rugged, sporty design. (Photo 13)



NEW * Twin, round headlights (previously a 4-bulb design) were placed as far apart as possible, contributing to the wide-looking stance of the KVF750G/H/J.

NEW * New front and rear fenders complement the tougher-looking design. (Photo 14)



FLAGSHIP STYLING

- NEW** * A redesigned taillight adorns the rear.
- * Fenders and body parts have a scratch-resistant finish for long-wearing good looks. Fit and finish is excellent.
- NEW** * Handlebar grips contribute to both the sporty design and rider control, as well as offering reduced vibration. (Photo 15)



Wheels

- NEW** * Cast aluminium wheels – standard equipment (a first for a Japanese ATV) – contribute to the sharp looks and quality image. (Photo 16)



Instrumentation

- NEW** * New instrumentation offers improved legibility. Automotive-style design complements the quality image. Multi-purpose, 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 fitted. (Photo 17)



COLOURS

KVF750G:

* Scout Green



* Super Black



COLOURS

KVF750H:

* Camouflage Realtree APG



KVF750J (Special Edition):

* Metallic Tungsten Gray



SPECIFICATIONS

KVF750GCF/HCF/JCF

ENGINE	
Type	Liquid-cooled, 4-stroke 90° V-twin
Displacement	749 cc
Bore and Stroke	85 x 66 mm
Compression ratio	9.3:1
Valve system	SOHC, 4 valves per cylinder
Fuel system	Fuel injection: ø36 mm x 2
Ignition	Battery & Coil (Transistorised ignition)
Starting	Electric
Lubrication	Forced lubrication, wet sump
DRIVETRAIN	
Transmission	Dual range CVT with reverse
Final drive	2WD / 4WD, shaft
Primary reduction ratio	3.122 ~ 0.635 (belt converter)
Gear ratios:	
Forward (High)	2.884 (29/27 x 29/18 x 20/12)
Forward (Low)	4.833 (36/20 x 29/18 x 20/12)
Reverse	4.028 (16/12 x 18/16 x 29/18 x 20/12)
Final reduction ratio	4.375 (35/8)

FRAME	
Type	Double cradle, high-tensile tubular steel
Wheel travel: front	169 mm
rear	190 mm
Tire: front	AT 25 x 8-12
rear	AT 25 x 10-12
Caster (rake)	2°
Trail	12 mm
Tread (front/rear)	925 mm / 890 mm
Steering angle (left/right)	47° / 47°
SUSPENSION	
Front: Type	Double wishbone with 5-way adjustable spring preload
Rear: Type	Double wishbone with 5-way adjustable spring preload

SPECIFICATIONS

BRAKES	
Front brakes	Dual 200 mm discs with 2-piston calipers
Rear brake	Enclosed wet multi-plate
Parking brake	Enclosed wet multi-plate
DIMENSIONS	
Overall length	2,195 mm
Overall width	1,180 mm
Overall height	1,220 mm
Wheelbase	1,285 mm
Ground clearance:	
At centre of chassis	240 mm
Seat height	910 mm
Curb mass*	315 kg
Fuel capacity	19 litres
Warranty	12 months

* Includes all necessary materials and fluids to operate correctly, full tank of fuel (more than 90% of capacity) and tool kit (if supplied)

PERFORMANCE	
Maximum power	37 kW {50 PS} @ 6,750 rpm
Maximum torque	59 N.m {6.0 kgf.m} @ 5,250 rpm
Minimum turning radius	3.2 m
Towing capacity	567 kgs (1,250 lbs.)

**UP TO 3 YEARS
ADDITIONAL
COVERAGE**
with the Good Times™
Protection Plan*

* Depending on the program purchased.



The specifications mentioned here apply to and have been achieved by production models under standard operating conditions. We intend only to give a fair description of the vehicle and its performance capabilities but these specifications may not apply to every machine supplied for sale. Kawasaki Heavy Industries, Ltd. and Canadian Kawasaki Motors Inc. reserves the right to alter specifications without prior notice. Equipment illustrated and specifications may vary to meet individual markets.