

How to Carry Out Your First Oil & Filter Change

By: BikelessAnt

I was planning to just let the dealer do the first oil change but after talking with Gary (BRP) it seemed getting the lower fairing off would be the most difficult part. It was but only because I made it that way.

Required Parts:

- * 2 quarts your oil of choice
- * Oil filter Kawasaki Part# 16097-1072

Required Tools:

- * 17mm wrench/socket for oil plug
- * "Cup" type filter or strap wrench for oil filter
- * 4mm Hex Allen Wrench
- * Flat head screw driver
- * Funnel
- * Shop/paper towels
- * Oil catch pan
- * Small piece of cardboard, keeps oil off headers while changing oil filter

Access:



You can see the 3 tabs as 3 black circles. There is one right behind the front wheel, and 2 at the bottom.

First Tip: Removing the right side lower (non kickstand side) should give you enough room for the oil draining and filter removal/installation. I took the 3 hex bolts out first, then popped off the push-tabs on the bottom (2) and 1 on the front that hold the lowers together. The lower will stay in place because of the tab that goes into the upper fairing. Once you have removed all hex bolts & push-tabs it's just a matter of swinging the fairing out as if it were a cabinet door.



To take off the tabs, just grab a flathead. There will be 2 circles on one tab, a little and a big one. Just put the flathead under the small circle and pop it out, then the big one and it'll come right out.

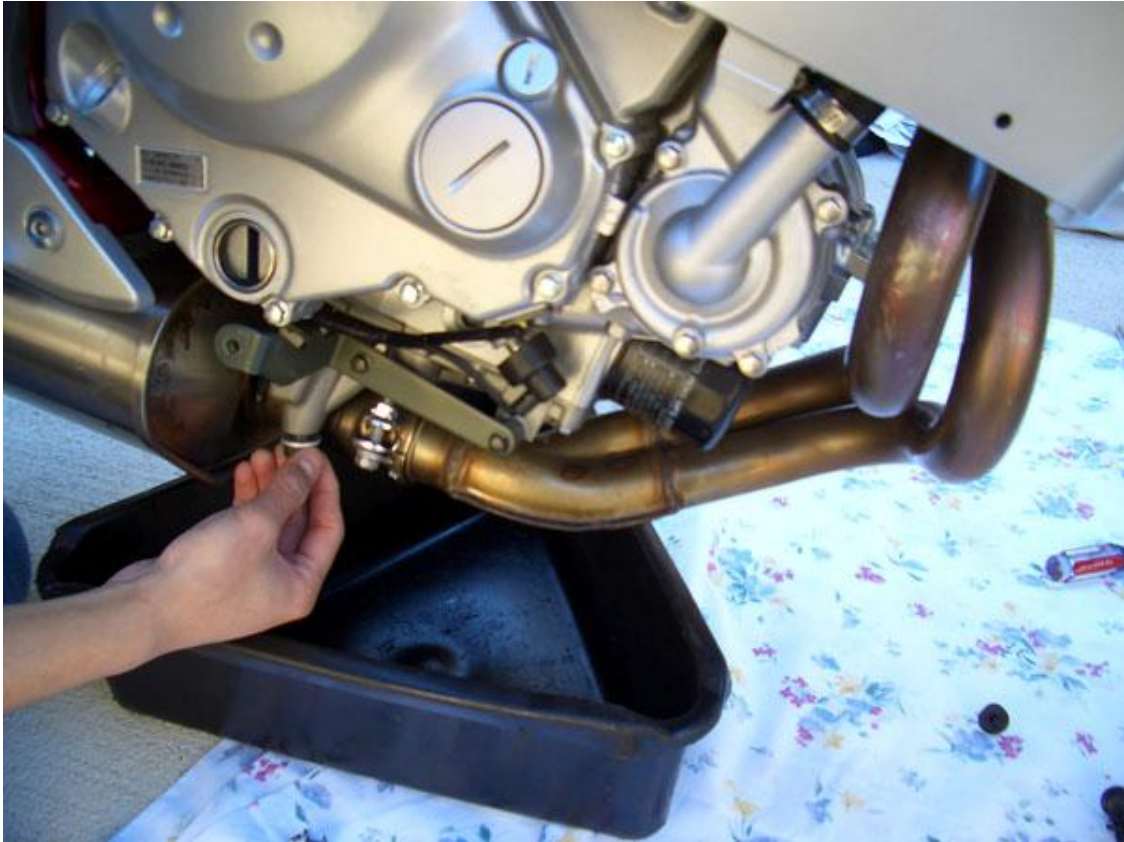


After you take off the 3 tabs and the 3 hex bolts on each side, it's simply a matter of fiddling with the panel lifting the bottom upwards. This is an inside shot of the panel. As you can see, it is kind of hooked onto the upper fairing, so just lift the bottom of the panel towards you and keep the top connected, then just lower it out.

Changing Oil:

Draining Oil:

The drain plug is quite easy to get to, it's located just in front of the muffler on the right side of the bike (muffler outlet side). It actually protrudes and comes to a point which makes things very easy. Great design and no oil is left to drip on any parts. Allow the oil to drain.



There is the drain nut on the left and the oil filter on the right. Just take a 17mm and open it up and whatever you want to use for the filter.



Let the oil drain. Make sure you take off the oil cap for an easier flow. If you don't have the rear stand, then make sure you level the bike so the oil will drain completely.

Oil Filter Removal:

Also very easy to access, the headers curve around it in a way to allow easy access with enough room to use a "cup" type filter wrench with a ratchet. Since I was using the side stand there can be quite a bit of dripping onto the headers, use the small piece of cardboard to help keep the oil diverted (see picture below). Make sure the O-ring remains on the oil filter and double check the mounting surface where the filter attaches is clean.



Here's what I used to direct the oil from the filter so it wouldn't hit the headers.

New Oil Filter Installation:

Use your finger to dip in the new oil and apply a nice coat around the NEW O-ring on the new oil filter. Then spin the new filter and seat it against the mounting area on the motor, give it another 3/4 turn or so until it's snug.

Note: Don't forget to reinstall the OIL DRAIN PLUG once you are done. I prefer to wait and put it back in last as it seems to allow the oil to drain from the Oil Filter area better.

Torque Specs: Tighten oil filter to 17.2 Nm; 13 ft-lbs; or 1.75 kgf-m

Torque Specs: Tighten drain plug to 30 Nm; 22 ft-lbs; or 3.0 kgf-m

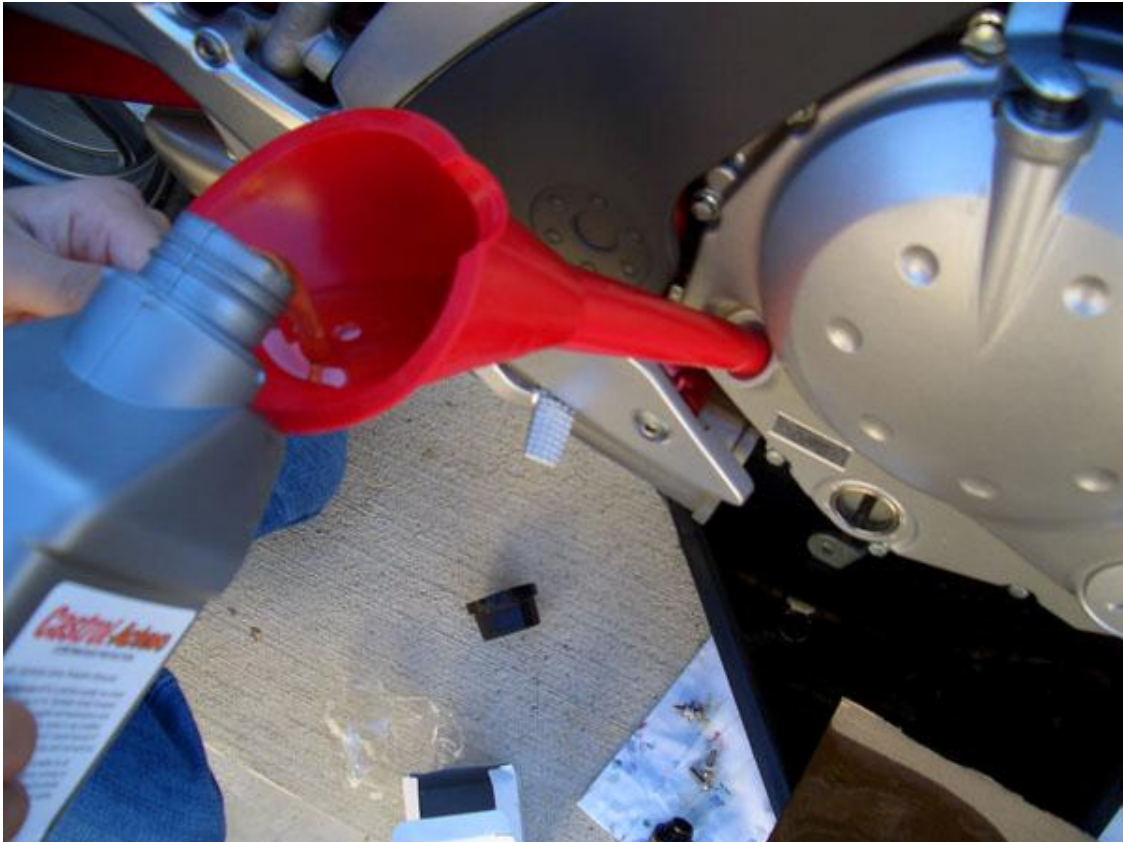
Adding Oil:

Once you have everything fitted (new oil filter & oil drain plug snug) it's time to get the funnel and add 2 quarts of oil into the oil fill opening (right side). The owner's manual calls for 2.0 quarts but your amount may vary. Next replace the cap on the oil fill opening, then run the bike for a few minutes while checking for leaks.

Note: Don't be alarmed if you see and smell a bit of smoke/oil burning some may have dripped onto the headers during the filter draining. Try using the cardboard trick Sileighty showed in the pictures above. Then check everything is snug one last time and then reinstall

the lower fairing(s). I elected to put the hex bolts in first but didn't tighten them fully. Then once lined up, clip in the 3 push tabs that connect the lowers, finally tighten the hex bolts.

Note: Don't go crazy on tightening the hex bolts fairings are just plastic after all.



Clean up the area where you took off the filter and put some oil on the new filter's O ring, and some inside the filter itself and screw it back on. Once it makes contact, screw it 3/4 of a circle more and you're set. Make sure you put the drain nut back on and add oil. Turn on the bike and let it run to circulate the oil. Once the oil light goes off, you can turn it off again and check the level. Make sure you check it with the bike level and not on the stand.

Final Note: Check the oil view window after reinstalling the lower fairings. This would have given the oil enough time to cycle thru the oil filter and motor, then back down and give a good indication of the oil level. The oil should be between the two oil level fill marks on the oil view window.

Now you're ready to ride again!!!

Hope this helps others that haven't done an oil change or haven't had to deal with a full fairing bike. Let me know if anything seems out of place or any other input you may have.

Good luck.

(Pictures & Captions provided by Sileighty. Much thanks!)

Additional Posts:

Other post on the Ninja 650R & ER-6N Forum (www.ninja650.com) post regarding oil and filter changes which may assist owners carrying out this task follow.

Falcn: Check the oil level again after running it - the oil filter will fill up and hold some of the oil.

BikelessAnt: I usually even pour a bit of oil in the filter for piece of mind since there would be that second of oil pump being "dry".

TeddyT73: Some specs from the service manual for those that want this type of info.

If you have a Torque wrench.

Engine oil drain bolt - tighten to 30 Nm; 22 ft-lbs; or 3.0 kgf-m
Oil filter - tighten to 17.2 Nm; 13 ft-lbs; or 1.75 kgf-m

The official Kawasaki Oil Filter Wrench is part number 57001-1249. A 1-step 65mm 14 flutes cup type oil filter wrench will fit just fine and is available at most any auto parts store.

I have a question about the replaceable gasket (Part# 92065-097) that goes on the engine oil drain bolt before it is replaced and tightened. Did you reuse the original part? If not, what do they cost? If so, any pointers on preserving it's viability for multiple uses?

I don't recall seeing any mention in the Owner's Manual about the gasket, but it is clearly referenced in the Service Manual page 2-49 Periodic Maintenance - Oil Change procedures. "Replace the drain bolt gasket with a new one." It is also shown in the Exploded view of the engine lubrication system page 7-2 of the Service Manual.

BikelessAnt: Checked www.ronayers.com on the drain plug gasket/washer, it's listed at 28 cents. So maybe 60 cents or so at the dealer, at that price it's worth the piece of mind to replace it every change. If you had to you could reuse the old one, I did since I forgot to get one while picking up my oil and filter.

Slieghty: [quote: "The Swamp" Does anyone else's owner's manual indicate oil capacity is 2.5 quarts? Is that a typo?]

I went through some old pictures of the oil changes today and look at what I found.

No typo sir, its only when the engine is completely dry.

