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2010 kawasaki ninja 250r wiring diagram

For Kawasaki Ninja models, proper cable and wire routing is crucial for optimal performance. To achieve this, follow these steps: 1. Begin by securing the regulator/rectifier lead with a clamp, ensuring it's tucked safely within its designated hole. 2. Next, clamps are used to secure the main harness and vacuum hose (for equipped models) in place. 3. For models with an air intake solenoid valve lead, bend down the clamp to hold both components together. 4. Run the vacuum hose beneath the intake solenoid valve lead for a tidy installation. 5. Ensure proper routing of the clutch cable is achieved by keeping it intact without twisting its connections. 6. Securely attach the immobilizer amplifier lead (for equipped models) using a clamp. 7. Hold the meter unit lead in place with a clamp, taking care not to obstruct surrounding components. 8. Throttle cables should be routed carefully to avoid damage or interference with other parts. 9. Run the city light lead adjacent to the meter bracket for an efficient setup. 10. Securely fasten the main harness and front wheel rotation sensor lead using a clamp, ensuring only the connector is positioned behind it. 11. Hold the damper of the front wheel rotation sensor lead in place with a clamp. 12. Route the right switch housing lead above the front brake light switch connector for optimal accessibility. 13. Run the throttle cable (decelerator) alongside the accelerator, taking care not to twist the cables together. 14. Securely attach the right switch housing lead using a clamp. 15. Run the meter unit lead outside of its bracket for easy access and maintenance. 1. Route the right switch housing lead alongside the primary harness. 2. Guide the clutch cable along the frame's edge. 3. Secure Coil #4 in place. 4. Cross the clutch cable with the primary harness near the cylinder head cover, then route it between the cylinder head and the frame, ensuring it doesn't pass above the cylinder head. 5. Attach Coil #3 securely. 6. Install the Air Switching Valve according to its specifications. 7. Secure the main harness in place by clamping it firmly to the heat insulation plate through a rubber plate. 8. Keep the left switch housing lead and radiator fan lead grouped together as indicated in the diagram. 9. Route the vacuum hose beneath the air switching valve hose and primary harness, then continue between the frame and heat insulation plate (applicable for equipped models). 10. Run the ignition switch lead underneath the air switching valve hose, positioning it above the main harness. 11. Securely clamp the vacuum hose (equipped models), ignition switch lead, and immobilizer amplifier lead (equipped models). 1. Run main harness to left side of rear fender rib. 2. Clamp main harness, negative battery cable, and starter motor cable together. 3. Clamp starter motor cable with turn signal relay lead without holding battery negative cable. 4. Connect turn signal relay and starter motor cables. 5. Connect fuse box 2 lead in front of fuse box 2. 6. Remove seat lock cable. 7. Hook licence plate light and left turn signal light leads to projection area. 8. Use Special Tools: - Outside Circlip Pliers (57001-144) - Piston Pin Puller Assembly (57001-910) - Piston Ring Compressor Grip (57001-1095) - Piston Ring Compressor Belt, 67/79 (57001-1097) - Bearing Driver Set (57001-1129) - Liquid Gasket, TB1216B (92104-1064) - Liquid Gasket, TB1207B (92104-2068) 9. Install new bearing with high-temperature grease. 10. Replace circlip with new one and pack with grease. 11. Remove front master cylinder: a. Unscrew reservoir mounting bolt and nut [A]. b. Unscrew banjo bolt [A] and disconnect brake hose from master cylinder (see Brake Hose and Pipe Replacement in Periodic Maintenance chapter). c. Screw clamp bolts [B] and take off master cylinder as assembled unit.