PRODUCT SUPPORT.....SERVICE NEWS

BULLETIN NO.: 2004-002	**DATE: Oct. 8, 2004**	**PAGE: 1 of 1**
TITLE: Air to Air Cooler Clean When Turbo Fails		**RELEASE: Dealer/Customer**
SECTION: Power; Charge Air Cooler (CAC)	**MODEL: 65~135ZV & Others Equipped With CAC**	

GENERAL:

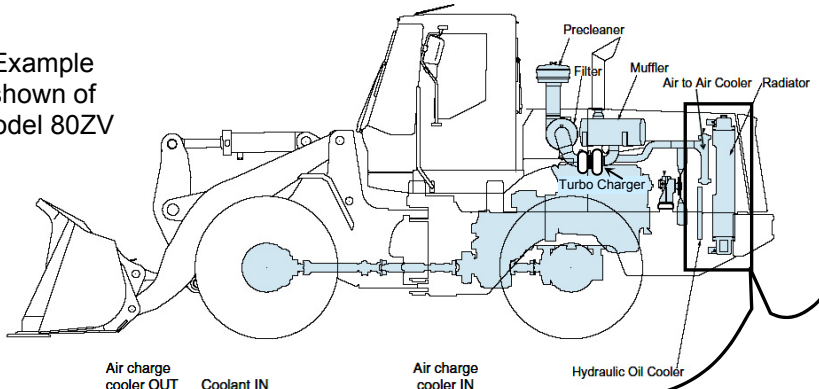
The purpose of this document is to alert all Service Repair Personnel of the need to check the Charge Air Cooler (or CAC) (also known as the air-to-air cooler) for oil residue if the turbo-charger fails. See below for more details.

DETAIL:

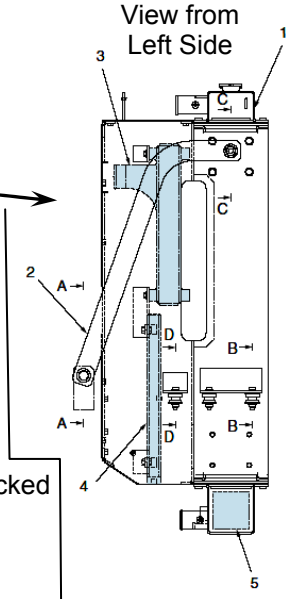
Checking the intake side of the Air-to-Air Cooler (or Charge Air Cooler (CAC)) is of great importance. If there is residual oil between the turbocharger and the engine air intake due to a turbocharger failure and this procedure is overlooked, the engine will ingest the oil into the intake side of the air intake manifold, and will act as if it were receiving fuel at the intake and will run at very high revolutions (RPM's) due to ingesting this oil. Remove and clean the CAC.

High engine RPM's expose engine to a risk of severe mechanical damage. (See below.) Be certain that CAC is clean inside before starting an engine that has had the turbocharger replaced. Kawasaki will not cover engine failures due to high RPM's from oil in the CAC.

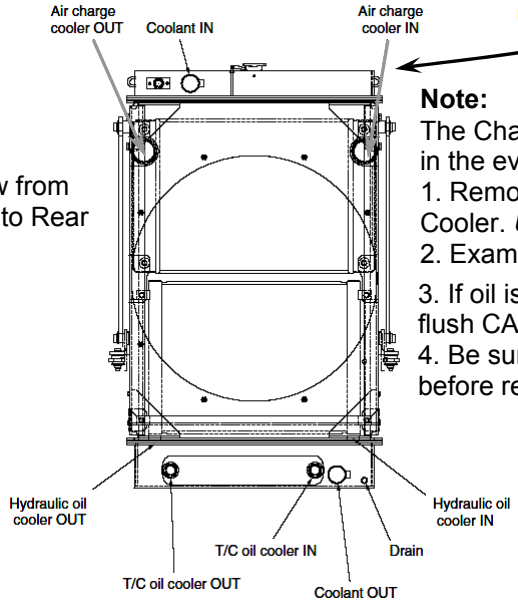
Example shown of Model 80ZV



View from Left Side



View from Front to Rear



Note:

The Charge Air Cooler (CAC) **must** be checked in the event of a turbocharger failure.

1. Remove hose at inlet of the Charge Air Cooler. *USE NON CAUSTIC CLEANERS!*
2. Examine for oil inside of hose.
3. If oil is present, remove & cleanly flush CAC.
4. Be sure the inside is dry and clean before reinstallation.

1. Radiator assembly
2. Stay (Bracket)
3. **Charge Air Cooler**
4. Hydraulic oil cooler
5. T/C oil cooler
6. Bushing-Rubber
7. Washer

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