



Installation Instructions for KPMI Part No: 40-40350

Kawasaki KX 250F • 2003-'12

Stainless Steel Conversion Intake Spring Kit

For applications with low hours and/or apparent intake face recession, and exhaust components that meet factory specifications, you may consider KPMI's Intake Only Systems when performing necessary service. Bear in mind that KPMI does not advise partial conversions on race bikes and/or engines that have reached factory advertised service limits. Always consult with qualified professionals suited to inspect your machine.

KPMI also offers an **Extreme Duty Valve Spring Kit (40-40110)** for this application that includes coated Retainers, and increased spring force. This kit allows for a greater duration between maintenance periods.

A) 40-40350 Kit Includes

<u>KPMI Part No.</u>	<u>Qty</u>	<u>Application</u>	<u>Description</u>
40-40351	2 - Pcs	Intake	Titanium Retainers
40-40353	2 - Prs	Intake	Chrome Silicon Springs
40-40355	2 - Pcs	Intake	H.T. Steel Basewashers
40-40140	2 - Pcs	Intake	Black Diamond Valves

B) Recommended Installed Height - Intake

1. Installed Height	1.315"-1.325"
2. Seat Pressure	46 lbs
3. Open Pressure at .445" lift	160 lbs
4. Max Valve Lift	0.445"

C) Notes

1. The difference between the installed height and the coil bind height is considered "Free-Travel"

The coil bind height is determined by compressing the spring or springs with the retainer and basewasher in place, a vice can be used for this operation, once springs are compressed measure the distance between the retainer and basewasher where the outer spring contacts them.

2. Free-travel should always be gross valve lift +.060" for safe operation.
3. Retainer to seal and retainer to guide clearance should also be gross valve lift +.060" for safe operation.
4. Failure to check valve train clearances can result in serious damage to an engine

Packaged By: _____

Date: _____

TECH TIPS

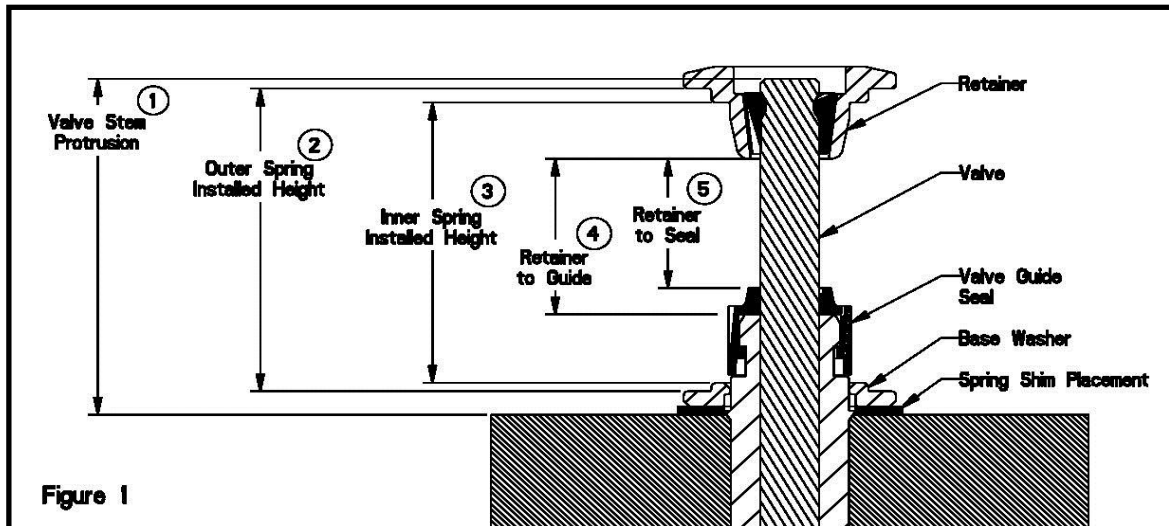


Figure 1

Valve Train Terminology

1. Stem Protrusion is measured from the tip of the valve stem to the cylinder head. See Figure 1.
2. Outer spring installed height is measured where the outer spring contacts the retainer and lower component when assembled. See Figure 1.
3. Inner spring installed height is measured where the inner spring contacts the retainer and lower component when assembled. See Figure 1.
4. Retainer to guide clearance is the distance between the valve guide (w/o the seal) and the bottom of the retainer, with the valve in the closed position. See Figure 1 and Notes 3 & 4.
5. Retainer to seal clearance is the distance between the valve stem seal and the bottom of the retainer, with the valve in the closed position. See Figure 1 and Notes 3 & 4.

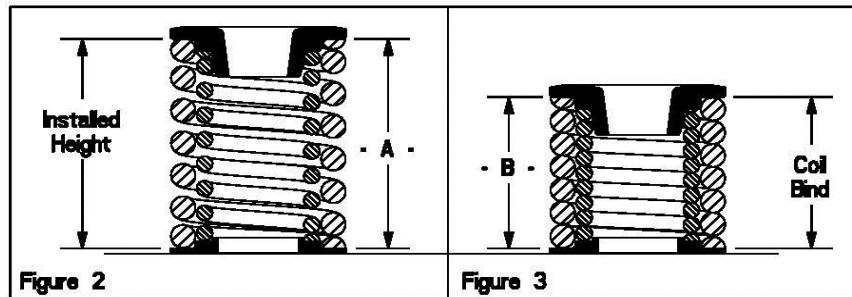


Figure 2

Figure 3

Installed Height

1. In Figure 2 the installed height is measured from where the outer spring contacts the retainer and the basewasher. This measurement is taken when the valve, basewasher, retainer, and keepers are assembled in the cylinder head.

Coil Bind / Solid Height:

1. In Figure 3 the coil bind height is determined by compressing the spring or springs with the retainer and basewasher in place, a vice can be used for this operation, once springs are compressed measure the distance between the retainer and basewasher where the outer spring contacts them.

Notes:

1. The difference between the installed height and the coil bind height is considered "Free-Travel"
2. Free-travel should always be gross valve lift +.060" for safe operation.
3. Retainer to seal and retainer to guide clearance should also be gross valve lift +.060" for safe operation.
4. Failure to check valve train clearances can result in serious damage to an engine.