

2019 SIDE x SIDE

MULE 4000 Trans™



The MULE 4000 TRANS™ Side x Side builds upon the MULE 4000 by adopting Kawasaki's unique Trans Cab™ system along with electric power steering to expand Kawasaki's two-wheel drive MULE Side x Side line-up.

BRIGHT WHITE
(KAF620WKF)



COLORS



KEY FEATURES

- REVOLUTIONARY KAWASAKI TRANS CAB™ SYSTEM
- CAB FRAME STRUCTURE MEETS ROPS REQUIREMENTS FOR WHEELED TRACTORS UNDER SAE J1194, 7.1.1, 7.1.2, 7.4 AND 7.5, AND ALSO MEETS FMVSS 216 ROOF CRUSH RESISTANCE REQUIREMENT.
- DEPENDABLE INDUSTRIAL-QUALITY, FUEL-INJECTED V-TWIN ENGINE
- FULLY AUTOMATIC TRANSMISSION
- LEGENDARY KAWASAKI MULE DURABILITY AND DEPENDABILITY

Kawasaki

EFTA00794108

SPECIFICATIONS

KAF620WKF

Engine Type	4-Stroke, Fuel Injected V-Twin, Liquid-Cooled, OHV	
Displacement	617cc	
Bore & Stroke	76.0 x 68.0 mm	
Maximum Torque	34.7 lb-ft @ 2,500 rpm	
Starting	Electric	
Transmission	Continuously Variable Transmission (CVT) with forward, and reverse	
Top Speed	25 mph (Governed)	
Front Tire Size	Tubeless 23 x 11-10	
Rear Tire Size	Tubeless 23 x 11-10	
Wheelbase	85.2 in.	
Turning Radius (Differential Unlocked)	12.8 ft.	
Brakes, Front and Rear	4-wheel hydraulic drums, sealed	
Front Suspension Type	Independent MacPherson Struts	
Rear Suspension Type	DeDion Axle, Leaf Springs, Shocks	
Ground Clearance	7.7 in.	
Fuel Tank Capacity	6.3 gal.	
Track Front/Rear	45.7 / 46.5 in.	
Towing Capacity	1,200 lb.	
Vehicle Load Capacity	1,330 lb.	
Bed Length x Width x Height	50.4 x 47.6 x 11.2 in. (2 passenger), 30.3 x 47.6 x 11.2 (4 passenger)	
Bed Load Capacity	800 lb. (2 passenger), 400 lb. (4 passenger)	
Seating Capacity	2 or 4	
Curb Weight†	1,514 lb.	
Warranty	36 months	
Kawasaki Protection Plus™	12, 24, or 36 months	

Specifications subject to change without notice.

^{†††} = See Kaw-Pedia section for more details.

* = Changes from previous model year.

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



VERSATILE TRANS CAB™ SYSTEM

- Two rows of seats accommodates up to 4 persons.
- Rear seat can be folded down and the cargo bed expanded to carry larger payload (800 lbs. with 2 passengers, 400 lbs. with 4 passengers).
- Retractable lap-belts.

High Grade Electric Power Steering

- Normally found only on Kawasaki's four-wheel drive MULE™ models, the new MULE 4000 TRANS gets the same electric power steering system (EPS) that reduces steering effort, especially at low speeds. Input from a vehicle speed sensor and torque sensor determine the amount of steering assistance required from the system's electric motor, so at slow speeds or when stopped assistance is greatest, then reduced as vehicle speed increases for superior handling.

ENGINE

KAWASAKI DFI® SYSTEM

- The throttle bodies feature sub-throttle valves ^(KP) for optimum performance and drivability. The sub throttles, located behind the operator-controlled main throttle valves, are controlled by the ECU so that the DFI system has smooth throttle response.
- Precise fuel injection reduces fuel consumption.
- Easy engine starting whether hot or cold since the ECU receives atmospheric pressure, air and engine temperature data and controls the fuel injection accordingly. No more pulling a choke knob since the automatic fast idle speed control is activated when the engine is cold.

Cab Frame Air Intake

- Draws engine air and converter cooling air from the top of the cab frame where there's less dust, so the air filter lasts longer.

TRANSMISSION

Kawasaki Automatic Power-Drive System (KAPS) ^(KP)

- Continuously Variable Transmission (CVT) is fully automatic.
- The CVT yields a wide drive ratio spread for ample pulling power and quick acceleration.
- An open sided drive pulley cools better for longer belt life.
- Belt deflection can be adjusted.
- Keeps engine rpm in most efficient range for selected vehicle speed, load, or terrain.

Dual Mode Differential ^(KP)

- Locked mode for maximum traction. Unlocked mode to minimize ground disturbance.



SUSPENSION

Independent Strut-Type Front Suspension

- Stiff springs reduce bottoming and increase ground clearance.
- Comfortable ride and excellent load-carrying capability.

DeDion Rear Suspension^(KP)

- Overload-style leaf springs provide a good ride and are durable under maximum loads.

Cargo Bed

- Thick, durable tailgate panel reduces vibration and noise, adds durability.
- Tailgate locking pins reduce vibration and noise, providing a secure latch.
- Adjustable bed latches.

Rugged Bodywork

- Body style provides a rugged, modern truck-like look.
- Made of tough thermoplastic olefin (TPO) that has a high gloss finish for great looks.
- Front hood design helps provide a deep storage area.

Simple Maintenance

- The oil dipstick and filler tube are accessed under the seat.
- Cyclone-type engine air cleaner has meter to indicate when to replace the filter.
- An automotive-style fuse box is convenient and uses blade-type fuses.

Convenient Dashboard

- Fuel gauge/hour meter mounted in the center of the dash is highly visible and adds to operator convenience.
- Meters, gauges and buttons are easy to see and use.
- Dual glove boxes and dual cupholders for both the driver and passenger.
- Steering wheel angle designed for added comfort and ease of movement in and out of the vehicle.

Simple Controls

- Fitted with a TERYX®-style steering wheel for a sportier ride and appearance.
- Horn and 12V DC outlet with 10 amp capacity.
- Parking brake and coolant temperature warning lights are easier to see.
- Push button headlight switch activates 35-watt, non-reflective headlights.
- Standard equipment hour meter and fuel gauge.



KAWASAKI GENUINE ACCESSORIES

See the current applicable Kawasaki accessory catalog, visit [\[REDACTED\]](#) for all of the latest Kawasaki Genuine Accessories available for this model.



Cabs & Interior



Warn® Winches*



Plow



Soft Top



Windshields



Kawasaki
PERFORMANCE OILS

Kawasaki Performance Oils

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KAW-PEDIA

DEDION REAR AXLE

Features:

DeDion suspensions have a large tube connecting the right and left hubs together. The DeDion tube carries more weight than most other suspensions. The DeDion tube keeps both wheels perpendicular to the ground as the vehicle corners.

Benefits:

The suspension carries more weight with improved ride and handling qualities.

KAWASAKI DFI® SYSTEM

Features:

An on-board, digital microprocessor reads various inputs from the engine, like ignition timing, rpm, and throttle position, and from the environment, like air temperature and pressure. It uses the information to decide the precise amount of fuel that the engine needs at that moment, and injects it into the intake tract.

Benefits:

The fuel injection system feeds the engine just the amount of fuel it needs, when it needs it. No extra fuel is wasted, nor is the engine forced to run too lean. The result is excellent fuel economy and, combined with power and torque when the rider demands it. The engine runs smoothly and powerfully from idle to top speed.

DUAL-MODE DIFFERENTIAL

Features:

Dual-mode differentials in the unlocked mode allow the drive wheels to revolve at different speeds. This allows the vehicle to round corners without wheel slippage just like a car. Locking dogs are machined into the outside of the differential gear. Shifting a coupling into engagement with the locking dogs causes the differential to lock and work like a solid axle. In the locked mode, the left and right drive wheels now turn at the same speed, increasing traction.

Benefits:

The locking differential lets the operator choose the mode of operation: unlocked so the soil or grass is not disturbed preserving the environment, or locked for increased traction for rough terrain or pulling a trailer.

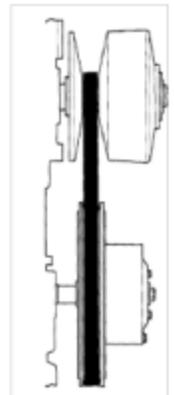
KAWASAKI AUTOMATIC POWER-DRIVE SYSTEM (KAPS)/ CONTINUOUSLY VARIABLE TRANSMISSION (CVT)

Features:

An automatic transmission system featuring a torque converter that has two variable-diameter pulleys. A large V-belt transmits power from the crankshaft mounted pulley to the pulley on the transmission input shaft. The crankshaft pulley increases in diameter as engine RPM increases applying more load to the engine. The input shaft pulley decreases in diameter as the torque required to turn the drive wheels decreases.

Benefits

The KAPS eliminates shifting and automatically keeps the engine in the most efficient range for selected vehicle speed, load or terrain, making the vehicle easy to operate.



RACK AND PINION STEERING

Features:

The rack and pinion steering system utilizes a small gear at the bottom of the steering shaft that acts on a toothed bar, or rack. The rack is connected to the front wheels through a pair of tie rods.

Benefits:

Because of its simple design and fewer linkage components, the rack and pinion system provides more responsive steering and handling.

SUB THROTTLE VALVES

Features

Large bore throttle bodies increase power output. However, sudden changes in throttle opening can cause hesitation and jerky throttle response with a single butterfly valve in a large bore. Therefore two throttle valves are placed in each intake tract, the main valve located closest to the cylinder and a sub valve placed further up the intake tract. The main valve is operated by the rider when the throttle grip is turned, while the sub valve is opened by a servomotor controlled by the ECU. The sub valve automatically adjusts air intake to more precisely match engine demand, so that when the main throttle is opened quickly there is no hesitation or jerky response.

Benefits

The throttle sub valves allow the fuel injection system to provide smooth throttle response, similar to that of a constant velocity carburetor, no matter how quickly the throttle is opened.

