

KX SERIES



Kawasaki
Let the good times roll.

Make Tracks

Want to dominate?
Want to rip the start, hook
the holeshot and never
look back?
Want to carve the tracks
the others follow?
Then make tracks to your
Kawasaki dealer.
The '96 KX motocross
bikes won't wait forever.



THE FOLLOWING SENSATIONAL IMPROVEMENTS ARE COMMON TO BOTH KX125 AND KX250:

CARBURETTOR WITH VANES

WITH VANES

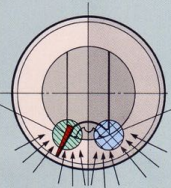
Air is directed to either side of the vane which helps to reduce turbulence around the needle jet.

Since less turbulence is created by the narrow incoming air stream moving past the needle, air speed remains high next to the needle. High-speed air drops in pressure faster so it can pick up more fuel. More fuel equals more power.

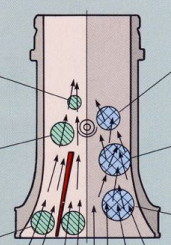
Air on the inside of the vane is directed straight towards the needle at high speed.

Air flowing to the outside of the vane heads straight into the engine without turbulence.

(cross-sectional view)



(overhead view)



WITHOUT VANES

Intake particles crash into each other causing turbulence which slows down air speed.

Turbulence reduces air speed. Slow-speed air stays at a higher pressure, which in turn hinders the flow of fuel through the needle.

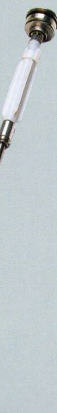
Colliding air particles create swirling and turbulence.

Incoming air particles collide with each other.



NEW 46 MM FORK WITH TRENCH-TYPE COMPRESSION PISTON

The all-new, 46 mm upside-down cartridge front fork features a mid-stroke compression leaf valve for a plusher fork action, a large oil-lock chamber to increase resistance against bottoming, and full-range compression and rebound damping adjustability.

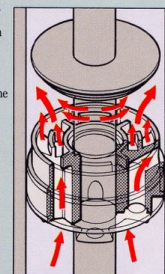


46 MM FORK INNER TUBE

Another Kawasaki first: 46 mm inner fork tubes. Larger diameter tubes with thinner walls offer greater resistance to flexing to deliver more front-end control.

TRENCH-TYPE PISTON

Special trenches on the compression side of the new, larger piston retain more surface oil. As oil is forced towards the piston on the compression stroke, the reaction time of the valve is reduced, resulting in smoother, more responsive compression damping.





Race-Ready

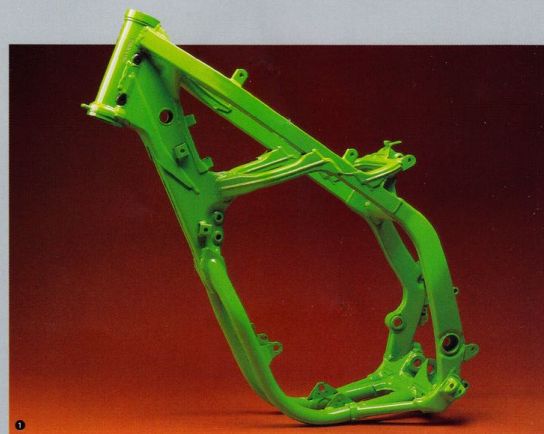
These days, most motocross machines require extensive tricking out to raise their performance to a competitive level.

Not so the '96 KX125 and KX250. These two are willing and able to dominate their classes straight out of the box.

For more roost across the rev range, there are power-enhancing vanes inside the carb throat, new transfer and exhaust ports, new ignition map and more compression.

And massive, new 46 mm inner fork-tubes mean less flex for even greater rider control.

Ready to race? How about ready to win? The new KX125 and KX250 are. See them at your Kawasaki dealer.



Assuring 1996 KX125 and 250 riders of continued supremacy in their classes are engine improvements that have been concentrated in boosting high-rpm power, while maintaining excellent low- and mid-range performance.

1 The already stiff perimeter frame has been strengthened in the rear lower section and, together with the new fork, provide the control you need to spend more time on the winner's podium.

2 Full-floating front brake rotor, with its superior pad/disc alignment, offers consistent braking performance and excellent feel.

3 New thrust bearing and flanged sleeve for the swingarm pivot shaft reduce lateral movement and improve durability in this critical area.

- New 4-petal carbon-fibre reed valve controls air intake flow for precise full-throttle engine response and quicker, more efficient transfer of engine power to the rear wheel.
- Gear-change mechanism improvements plus new shift lever have resulted in smoother gear changes and better shift 'feel'.

- With the new fork, we added a smoother, more aerodynamic number plate that doubles as a snag-free guide for the new shorter brake hose.

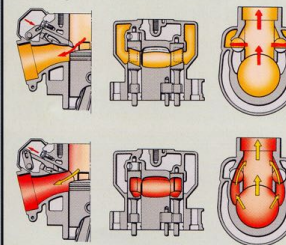
- For engine response that comes on stronger, and lasts longer, we redesigned the sub-exhaust and transfer ports, upped compression and modified the ignition curve.

- New rear sprocket constructed of super-duralmin increases durability for longer sprocket life.

- Front brake master cylinder features new user-friendly inspection window for easier fluid level checks.

- New, longer-wearing, dual-density seat foam better resists compression for a more comfortable ride during longer races.

KAWASAKI'S INTEGRATED POWER-VALVE SYSTEM (KIPS)



Kawasaki's Integrated Power-valve System (KIPS) was first introduced in the 1985 KX125 and 250 motocrossers. Although originally comprising rotary valves controlling sub-exhaust ports and resonator chamber, the system was improved in the '88 KX125 to include a rotary-valved main exhaust port. From 1992, the rotary valves were replaced by sliding, "guillotine-type" valves, thereby greatly increasing low- to mid-rpm power.

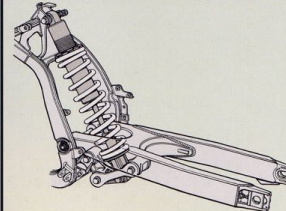
LOW SPEED

At low- to mid-range engine speeds, the exhaust port area is reduced, which results in higher compression and higher combustion efficiency for more low-end power and torque.

HIGH SPEED

As the engine revs climb, the KIPS valves increase exhaust port area, in effect advancing exhaust valve timing. Exhaust timing is more efficient for producing a higher power output.

BOTTOM-LINK UNI-TRAK



The first-generation KX motocross bikes used a twin-shock rear suspension. Following rider complaints of a "too harsh" ride and a "too tall" seat height, the system was abandoned in favour of the first Uni-Trak system with progressive damping plus mass centralisation, as applied in the 1981 KX125 and 250. The system was further improved in the '86 KX125 with the addition of the Bottom-Link shock linkage. The latest system uses revised linkage ratios to produce a more controlled stroke that translates into state-of-the-art rear-tyre hook-up.

As the rear wheel moves upwards, the Bottom-Link Uni-Trak arms exert more leverage on the single, centrally located shock absorber. With lighter initial action for handling smaller bumps and increasingly stiffer action over larger bumps, the rear suspension offers more progressive wheel travel, better traction and control, improved power transfer and a plusher ride.

Big Time

Used to be, mini-motocross was where you paid your dues before moving up to the 'big-league' 125 and 250cc classes. Not anymore. Now these guys have big-name sponsors and race for big-time money.

Well, Kawasaki's ultra-hot KX100s and KX80s are built with the same technology as their big-brother KX125s and 250s. So don't hesitate. Go for the Big Time!

KX 100 is shown.



KX100/80-II

KX80

1 An upside-down 36-mm front fork* and a progressive-action Bottom-Link Uni-Trak rear suspension make molehills out of mountains on your way to the chequered flag.

2 New-for-'96 front brake master cylinder inspection window makes you a better-informed mini-motocrosser; new longer exhaust silencer makes you a quieter one, too.

- Both front and rear suspensions are fully adjustable for differing rider weights, riding styles or course conditions.
- 19-inch front and 16-inch rear wheels give the KX100 and KX80-II** extra traction, plus extra legroom for taller riders.

- Super-stiff perimeter frame readily handles even the toughest sections.

- The KX100 has a bit more grunt for an extra edge on the competition.

* KX100 and KX80-II
** KX100 for U.S., U.K. and Australian markets only; KX80-II for all other markets.



Jump Start

Jump start your motocross racing career with Kawasaki's mighty mini KX60.

Maxi-array of features: liquid-cooled power; six-speed transmission; light weight and low seat height. Plus over 200 mm of wheel travel from the 30 mm fork and adjustable Uni-Trak rear suspension.

So if you're ready, Kawasaki is, too. Jump on the KX60. And go!



KX60

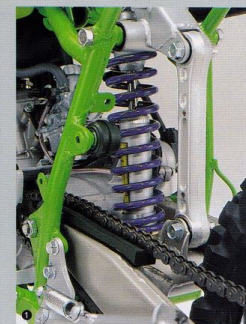
1 From the advanced high-tensile steel frame to the 30 mm fork and adjustable Uni-Trak rear suspension, the chassis is specially calibrated for riders in the 60cc class.

- The engine features 4-petal reed valves, CDI ignition, 8.4:1 compression, efficient expansion chamber and rebuildable silencer.

- Another class exclusive: Liquid cooling for more consistent operating temperatures, from playing around to all-out racing.

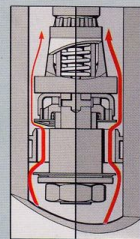
- 6-speed gearbox with light-pull clutch action help the little rider learn the control to win.

- We copied the ergonomics on our full-race bikes: long, narrow seat, flush side-covers and a wide handlebar.



Formula 500

At the heart of the biggest KX is the same basic powerplant that has powered Big Green to every Baja 1000 win since 1987. Why mess with success?*



1996 model 1995 model

Changes for '96 include increased adjustability and new spring rates for the forks. Front and rear brake mods for better brake 'feel'. And new seat material improves rider comfort.

NEW COMPRESSION MID-STROKE LEAF VALVE

By adding a leaf valve, oil moving through the nonreturn passages meets greater resistance for stiffer initial and low speed movement; more compression means improved landings, later braking.

The 'formula' works.

It can work for you, too, with the KX500 — from Kawasaki.



KX500

1 Open-class bikes need open-class brakes: Full-floating front disc with ultra-rigid caliper are joined by a new master cylinder with sight glass, new rear caliper and other mods for improved stopping power and better brake 'feel'.

2 KX500 riders get all the grip they need with extra-large footpegs.

- The KX500 engine makes enormous power; an incredibly rigid, high-tensile steel frame contains all that power and makes sure it gets to the ground where you can use it.

- New-for-'96: the 43 mm upside-down cartridge fork features increased compression and rebound damping, a new mid-speed compression valve and new spring rates; rear shock gets new spring rates, too, for even better handling in a wide variety of tough riding conditions.

- New, lower handlebar offers a more versatile riding position for better control.

- Kawasaki's Automatic Engine Decompression system eases the task of spinning over the 8.3:1-compression piston.



SPECIFICATIONS	KX500-E	KX250-K	KX125-K	KX100-B / KX80-T/V	KX80-R/S	KX60-B
Engine type	2-stroke, liquid-cooled Single with KIPS	2-stroke, liquid-cooled Single with KIPS	2-stroke, liquid-cooled Single with KIPS	2-stroke, liquid-cooled Single	2-stroke, liquid-cooled Single	2-stroke, liquid-cooled Single
Displacement	499 cm ³	249 cm ³	124 cm ³	99 cm ³ / 82 cm ³ * / 79 cm ³ **	82 cm ³ / 79 cm ³ *	60 cm ³
Bore × stroke	86.0 × 86.0 mm	66.4 × 72.0 mm	54.0 × 54.5 mm	52.5 × 45.8 mm / 48.0 × 45.8 mm* / 47.0 × 45.8 mm**	48.0 × 45.8 mm / 47.0 × 45.8 mm*	43.0 × 41.6 mm
Compression ratio	8.3:1 (low speed); 7.4:1 (high speed)	10.4:1 (low speed); 8.7:1 (high speed)	9.2:1 (low speed); 8.0:1 (high speed)	9.3:1 / 9.4:1* / 9.1:1**	9.4:1 / 9.1:1*	8.4:1
Induction	8-petal piston reed valve	Carbon-fibre reed valve	Carbon-fibre reed valve	2-petal piston reed valve	2-petal piston reed valve	4-petal piston reed valve
Carburation	Keihin PWK39	Keihin PWK38	Keihin PWK35	Keihin PE26	Keihin PE26	Mikuni VM24SS
Ignition	Electronic CDI	Digital CDI	Digital CDI	Digital CDI	Digital CDI	Electronic CDI
Starting	Primary kick	Primary kick	Primary kick	Primary kick	Primary kick	Primary kick
Transmission	5-speed	5-speed	6-speed	6-speed	6-speed	6-speed
Frame type	Semi-double cradle, high-tensile steel with bolt-on aluminium rear section	Perimeter, high-tensile steel with bolt-on high-tensile steel rear section	Perimeter, high-tensile steel with bolt-on high-tensile steel rear section	Perimeter, high-tensile steel	Perimeter, high-tensile steel	Semi-double cradle, high-tensile steel
Rake/trail	27°/116 mm	26°/109 mm	26°/109 mm	27°/103 mm	27°/89 mm	28°/65 mm
L × W × H	2,190 × 815 × 1,205 mm	2,155 × 815 × 1,215 mm	2,150 × 815 × 1,215 mm	1,895 × 745 × 1,080 mm	1,810 × 745 × 1,050 mm	1,560 × 705 × 915 mm
Wheelbase	1,490 mm	1,460 mm	1,455 mm	1,280 mm	1,250 mm	1,080 mm
Suspension, front	43 mm upside-down cartridge fork with more than 18-way compression and more than 18-way rebound damping	46 mm upside-down cartridge fork with more than 18-way compression and more than 18-way rebound damping	46 mm upside-down cartridge fork with more than 18-way compression and more than 18-way rebound damping	36 mm upside-down fork	38 mm leading-axle Travel Control Valve fork	30 mm leading-axle hydraulic fork
Suspension, rear	Bottom-Link Uni-Trak with adjustable preload and 20-way compression and 20-way rebound damping	Bottom-Link Uni-Trak with adjustable pre-load and more than 20-way compression and more than 20-way rebound damping	Bottom-Link Uni-Trak with adjustable preload and more than 20-way compression and more than 20-way rebound damping	Bottom-Link Uni-Trak with adjustable preload and 4-way compression and 16-way rebound damping	Bottom-Link Uni-Trak with adjustable preload and 4-way compression and 16-way rebound damping	Uni-Trak with gas-charged shock and adjustable preload
Wheel travel, front/rear	310/330 mm	310/330 mm	310/330 mm	275/275 mm	275/275 mm	200/200 mm
Tyre, front/rear	80/100-21 51M; 120/90-19 66M	80/100-21 51M; 110/90-19 62M	80/100-21 51M; 100/90-19 57M	70/100-19 42M; 90/100-16 52M	70/100-17 40M; 90/100-14 49M	60/100-14; 80/100-12
Brake, front/rear	Floating disc/disc	Floating disc/disc	Floating disc/disc	Disc/disc	Disc/disc	Drum /drum
Seat height	950 mm	955 mm	950 mm	870 mm	840 mm	710 mm
Fuel capacity	9.9 litres	8.5 litres	8.5 litres	5.5 litres	5.5 litres	3.5 litres
Dry weight	100 kg	96.5 kg	86.5 kg	66.5 kg	63.5 kg	50.5 kg
Maximum power	64.5 PS @ 7,000 rpm	53.6 PS @ 8,000 rpm	39.5 PS @ 11,500 rpm	27.2 PS @ 12,000 rpm 26.2 PS @ 12,000 rpm* 26.0 PS @ 12,000 rpm**	26.2 PS @ 12,000 rpm 26.0 PS @ 12,000 rpm*	15.0 PS @ 12,000 rpm
Maximum torque	6.8 kg-m @ 6,000 rpm	5.0 kg-m @ 7,000 rpm	2.54 kg-m @ 11,000 rpm	1.8 kg-m @ 10,000 rpm 1.62 kg-m @ 11,000 rpm* 1.57 kg-m @ 11,000 rpm**	1.62 kg-m @ 11,000 rpm 1.57 kg-m @ 11,000 rpm*	0.92 kg-m @ 10,500 rpm
Colour	Lime Green	Lime Green	Lime Green	Lime Green	Lime Green	Lime Green

*KX80-T **KX80-V

*KX80-S

Always ride responsibly. Respect the law and the environment. Always ride within the limits of your skill, your experience, and your machine. Wear an approved helmet and protective clothing. Adhere to the instructions and maintenance schedule in your owner's manual. Never drink and ride. Remember you are an ambassador for motorcycling and act accordingly. Specifications have been achieved by production models under standard operating conditions. Data are intended to describe motorcycles and their performance capabilities fairly but may not apply to every machine. Specifications likely to change without notice. Specifications and illustrated equipment may vary by market. The actions pictured here took place under controlled conditions with professional riders. Never attempt any action which is potentially dangerous. Clothing illustrated in this brochure not available in all markets.