

1997 KX SERIES

Kawasaki



LIFE IS TOO SHORT  
TO PLAY CATCH UP.  
BE A WINNER AND ATTACK  
BERMS HARDER. HANDLE WITH  
MORE CONFIDENCE. AND MAKE  
WASHBOARDS SMOOTHER ON A NEW, IMPROVED  
KX250. FOR 1997, WE'VE TWEAKED THE ENGINE IN  
TWO MAJOR WHIP-THE-COMPETITION AREAS:

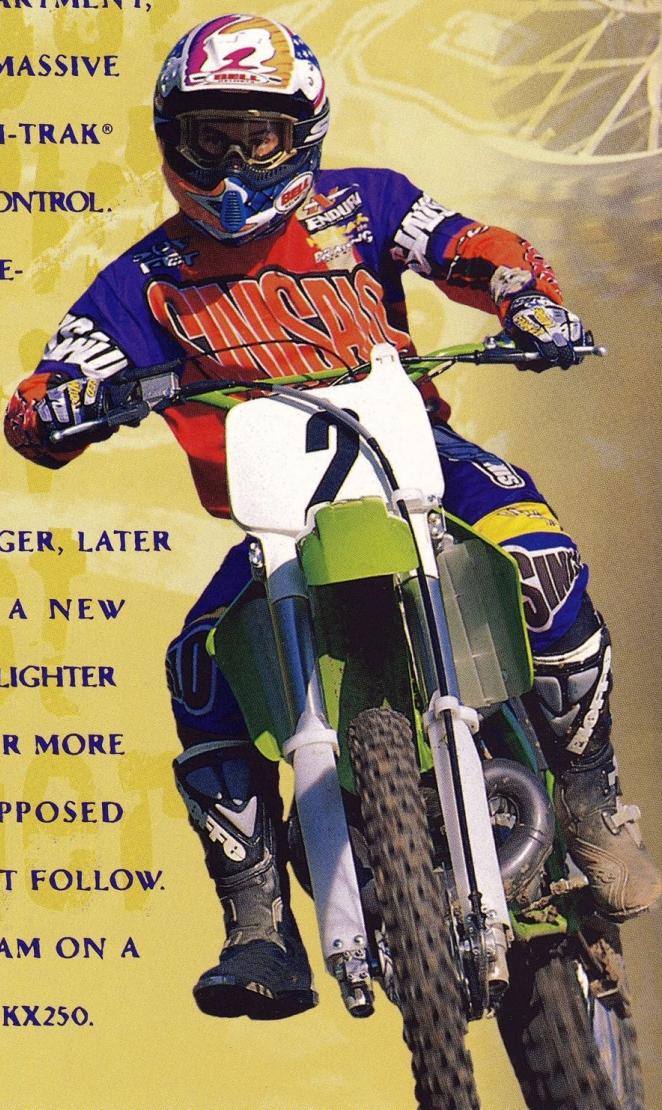
FIRST, THERE'S MORE POWER FROM THE GET GO  
THAT COMES ON FASTER AND STRONGER FOR  
QUICKER STARTS AND SNAPPIER THROTTLE  
RESPONSE. SECOND, THERE'S A WIDER REV  
RANGE SO YOU'LL CHANGE GEARS EVEN LESS  
AND STAY IN THE POWERBAND LONGER. PLUS  
IN THE CHASSIS DEPARTMENT,

WE REWORKED THE MASSIVE  
46 MM FORK AND UNI-TRAK®  
SETUP FOR SMOOTHER CONTROL.

THERE'S A TOTALLY AWE-  
SOME, 18 MM LONGER  
SWINGARM FOR  
BETTER TRACTION.

FINALLY, FOR STRONGER, LATER  
BRAKING THERE'S A NEW  
FRONT BRAKE WITH A LIGHTER  
CALIPER AND SMALLER MORE  
POWERFUL TWIN-OPOSED  
PISTONS. LEAD, DON'T FOLLOW.

JOIN THE GREEN TEAM ON A  
CHAMPIONSHIP-BRED KX250.





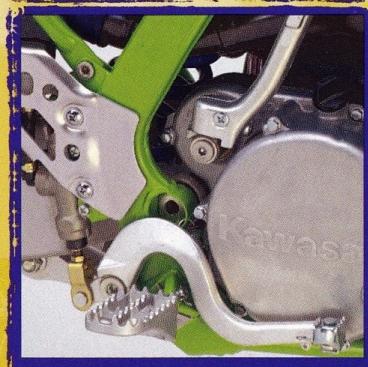
## KX250 DETAILS



► All-new aluminum swingarm now measures a massive 80 x 36.5 mm for the box-section arms and 18 mm longer for incredibly stiff torsional rigidity and less flex through the gnarliest washboards. The result? Faster acceleration. Straighter tracking. Improved traction. Quicker starts.

► All-new 4-petal epoxy resin reed valve, refined intake-air boosting carburetor holder, new more progressive jet needle, and remapped digital ignition add up to significantly more low-end punch and smoother, quicker throttle response. Everywhere.

► Reshaped exhaust port and a

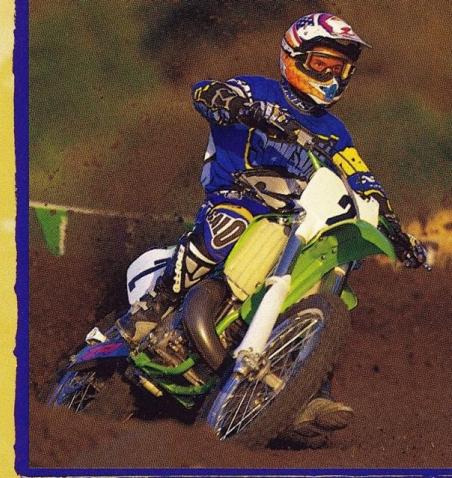


shorter expansion chamber that tucks in tighter let the engine come on the pipe sooner and over rev longer.

► New, smoother slide for the 3-way KIPS powervalve mates with the new exhaust port for more instantaneous throttle response to get on, and stay on the pipe longer.

► Revisions to the clutch release, push rod and cables mean less effort and more precise shifting. To take advantage of the engine's new power characteristics, we revised the gearing for even better traction.

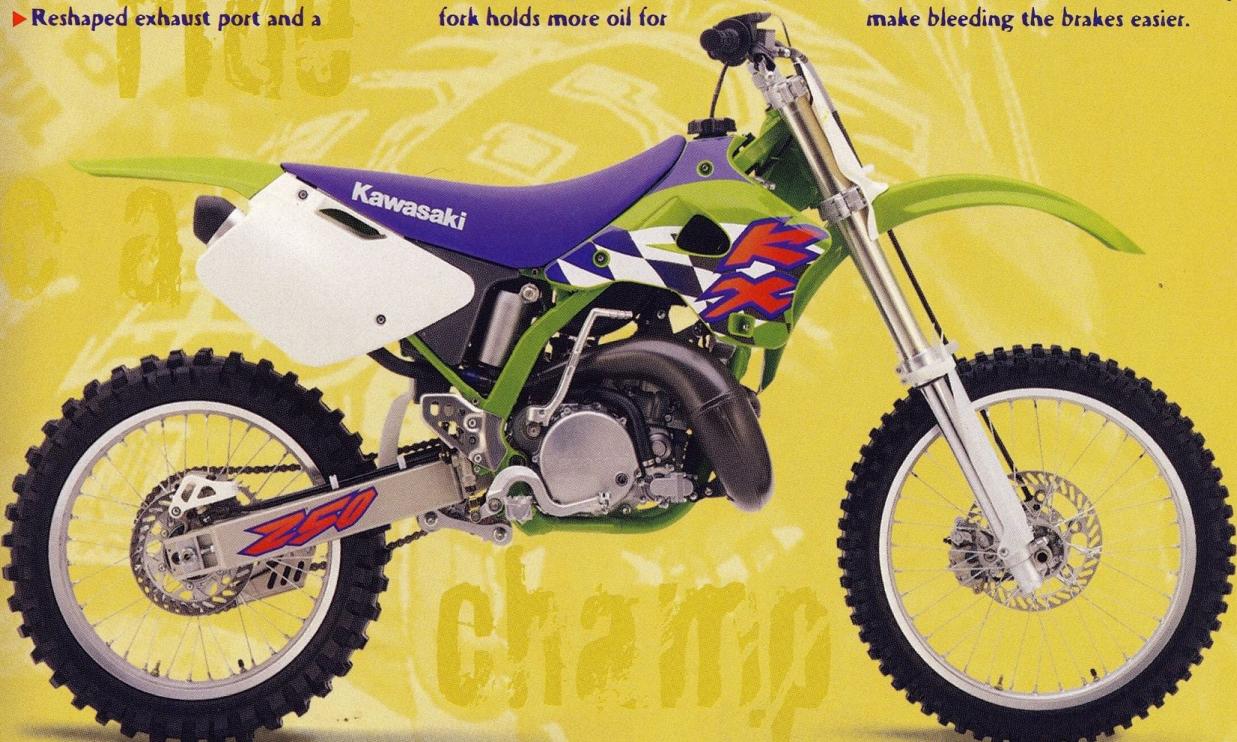
► 14% larger internal cylinder in the 46 mm upside-down cartridge fork holds more oil for



improved damping, better wheel control and a smoother compression and rebound mid-stroke.

► New, more progressive linkages for the UNI-TRAK® rear suspension, coupled with the new swingarm, keep the rear wheel biting harder under acceleration.

► All-new twin-piston front brake caliper is tremendously rigid for less flex and features more powerful 16% smaller twin 22.5 mm steel pistons. New smaller master cylinder and new smoother pivot offer greater leverage for even more braking power. New brake hose and routing make bleeding the brakes easier.



## KX250 SPECIFICATIONS

ENGINE TYPE	2-STROKE, LIQUID-COOLED SINGLE WITH KIPS
DISPLACEMENT	249 CC
BORE X STROKE	66.4 x 72 MM
COMPRESSION RATIO	10.8:1 (LOW SPEED); 9.0:1 (HIGH SPEED)
INDUCTION	4-PETAL EPOXY RESIN REED VALVE
CARBURETION	KEIHIN PWK38
IGNITION	DIGITAL CDI
STARTING	PRIMARY KICK
TRANSMISSION	5-SPEED
FRAME TYPE	PERIMETER, HIGH-TENSILE STEEL WITH BOLT-ON REAR SECTION
RAKE/TRAIL	26°/4.3 INCHES
WHEELBASE	58.1 INCHES

SUSPENSION, FRONT	.46 MM UPSIDE-DOWN CARTRIDGE FORK WITH 16-WAY COMPRESSION AND 16-WAY REBOUND DAMPING
SUSPENSION, REAR	BOTTOM-LINK UNI-TRAK WITH ADJUSTABLE PRELOAD AND 16-WAY COMPRESSION AND 16-WAY REBOUND DAMPING
WHEEL TRAVEL, FRONT/REAR	12.2/13.0 INCHES
TIRE, FRONT	80/100-21 51M
TIRE, REAR	110/90-19 62M
SEAT HEIGHT	37.6 INCHES
FUEL CAPACITY	2.25 GALLONS
DRY WEIGHT	212.7 POUNDS

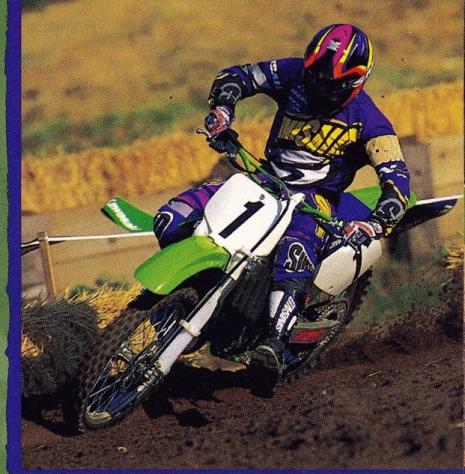
GRAB THE POINTS  
AND THE CASH ON A  
CHAMPIONSHIP-WINNING  
KX125. MICKAEL PICHON DID WHEN  
HE WON HIS SECOND STRAIGHT EAST  
COAST AMA 125 CC TITLE ON A KAWASAKI.  
AND IN '97, YOU'LL INCREASE YOUR CHANCES OF  
WINNING ON A NEW IMPROVED KX125. AFTER  
BUILDING SUCH A STRONG CLASS-LEADING COM-  
BINATION LAST YEAR, WE MADE A WINNER EVEN  
BETTER. LONGER REED VALVES AND NEW AIR  
GUIDE THAT ACCELERATES INTAKE AIR, BIGGER  
CAPACITY CRANKCASE BEARINGS, A HIGHER  
COMPRESSION RATIO AND REVISED EXHAUST  
PORT TIMING ADD UP TO QUICKER  
RESPONSE AND SMOOTHER

POWER. POWER THAT'LL  
ROOST THE COM-  
PETITION. THERE'S A  
SMALLER, MORE POWERFUL  
FRONT BRAKE. RACE-TUNED  
46 MM FRONT FORK  
AND REAR UNI-TRAK  
SET-UP. PLUS A LONGER  
SWINGARM THAT'S  
STIFFER AND BEEFIER  
THAN EVER. RIDE A  
WINNER IN '97.





## KX125 DETAILS



► Smaller lighter twin piston caliper, stronger master cylinder, new pivot and hoses add up to more powerful, more progressive braking to give you an extra winning edge.

► With the revisions to the winning 54 x 54.5 mm KIPS engine, the power kicks in earlier, harder, over a wider range thanks to a higher compression, new main and transfer ports, new longer carbon-fiber reed valve, new smaller air guide in the carb holder and

a revised digital ignition curve.

► Bottom-Link UNI-TRAK comes with new tie rods for a more progressive ratio that helps the rear wheel hookup quicker and longer.

► Two "wings" on the intake throat of the PWK35 carb help smooth the air flow over the needle jet and keep air intake speed up for quicker cylinder charging and better engine response.

► Revised 46 mm front fork features a 4 mm bigger 32 mm inner cartridge chamber for increased oil

volume, better control and less fade over the roughest of tracks.

► Ground-breaking improvements to the new massively built, longer aluminum swingarm herald an era of incredible stiffness for better tracking, more traction and fantastic starts. Check the size of the 80 mm box-section arms.

► New cast mounts and footpegs mean an end to droopy pegs. Wide cleats get a better grip on your boots, too.



## KX125 SPECIFICATIONS

ENGINE TYPE . . . . . 2-STROKE, LIQUID-COOLED SINGLE WITH KIPS

DISPLACEMENT . . . . . 124 CC

BORE X STROKE . . . . . 54 X 54.5 MM

COMPRESSION RATIO . . . . . 9.9:1 (LOW SPEED);

8.6:1 (HIGH SPEED)

INDUCTION . . . . . 4-PETAL CARBON-FIBER REED VALVE

CARBURETION . . . . . KEIHIN PWK35

IGNITION . . . . . DIGITAL CDI

STARTING . . . . . PRIMARY KICK

TRANSMISSION . . . . . 6-SPEED

FRAME TYPE . . . . . PERIMETER, HIGH-TENSILE STEEL WITH BOLT-ON REAR SECTION

RAKE/TRAIL . . . . . 26°/4.3 INCHES

WHEELBASE . . . . . 57.3

SUSPENSION, FRONT . . . . . 46 MM UPSIDE-DOWN CARTRIDGE FORK WITH

16-WAY COMPRESSION AND

16-WAY REBOUND DAMPING

SUSPENSION, REAR . . . . . BOTTOM-LINK UNI-TRAK

WITH ADJUSTABLE PRELOAD

AND 16-WAY COMPRESSION AND

16-WAY REBOUND DAMPING

WHEEL TRAVEL, FRONT/REAR . . . . . 12.2/13.0 INCHES

TIRE, FRONT . . . . . 80/100-21 51M

TIRE, REAR . . . . . 100/90-19 57M

SEAT HEIGHT . . . . . 37.4 INCHES

FUEL CAPACITY . . . . . 2.25 GALLONS

DRY WEIGHT . . . . . 191 POUNDS



### KX100 DETAILS

- The KX100's 17 extra cc's translate into more of everything: More power. More torque. More holeshots. And more trophies. And a whole bunch more fun.
- And it doesn't stop there. More means bigger wheels, better bite, better control and a fantastic platform to train for the bigger leagues.



A berm biting 19-inch front wheel, and terrain gripping 16-inch rear put the KX100 in a class of its own.

- The KX100 comes race-prepped with all the right stuff to do the business: A class-exclusive perimeter frame improves tracking and offers more cornering precision.
- Continuing with the trick stuff is the race-ready, adjustable suspension: Stiffer upside-down type 36 mm front fork delivers 10.8 inches of smooth wheel travel. Plus Kawasaki's exclusive Bottom-Link UNI-TRAK rear suspension with gas-charged and temperature-compensating rear shock.
- New for '97 is a powerful, twin-piston front brake caliper, more

responsive master cylinder and a straighter bottom brake hose that add up to championship winning braking performance.

### KX80 DETAILS

- Ready to do battle in the 80 cc class? Want to be sure you're riding a winning combination? Just ask 10-time National champ Ricky Carmichael if his KX80 has the goods to win championships. Again, and again and again.

► From the expert class down to novices, the KX's race-ready to trounce the enemy with its competition-tuned 82 cc, reed valve 2-stroke engine. Hang on tight though, cause that top end is going to propel you to the front of the pack real quick.

- Helping the Dunlop front tire stay planted on the ground is Kawasaki's exclusive 38-mm TCV fork that features speed sensitive internal valving that automatically stiffens fork compression the faster you go.



► Just like its big brother KX100, the KX80 comes with a new powerful, twin-piston front brake caliper,



new more responsive master cylinder and a straighter bottom hose for unexcelled braking performance.

- Just like the pro bikes, this one's got first-class ergonomics for an excellent riding position.

### KX60 DETAILS

- If your family's future star is ready to go racing, there's nothing more exciting than riding Kawasaki's class-of-its-own KX60.

► The 60 cc two-stroke engine produces super-reliable power thanks to its 4-petal reed valve, CD ignition, 8.4:1 compression, efficient expansion chamber and rebuildable silencer.

- Every Kawasaki KX comes with advanced liquid-cooling systems that help keep the power coming on strong all day long.

► Specially designed for riders in the 60 cc class, the advanced high-tensile steel frame, low seat height, ground soaking 30 mm fork and adjustable UNI-TRAK rear suspension deliver full-size smoothness and control.

- Team Green™ has all the tips to make you a champion. See your participating dealer.



dominate

WHEN IT'S TIME  
TO GO RACING, THERE'S  
NOTHING LIKE HAVING THE  
ADVANTAGE OF RIDING A KAWASAKI.  
BACKED BY YEARS OF PRO RACING EXPERIENCE  
AND PLENTY OF TROPHIES TO PROVE IT, THERE'S A  
CHAMPION IN THE MAKING IN EVERY KX WE BUILD.  
TAKE THE **KX100**. IT'S THE PERFECT STEP UP TO THE  
PRO-LEVEL BIKES WITH BIGGER FRONT AND REAR  
WHEELS. PERIMETER FRAME. FOR FIGHTING THE 80CC  
CLASS, THE **KX80** DELIVERS EXCEPTIONALLY STRONG  
POWER FROM ITS REED VALVE 2-STROKE ENGINE. AND

SPECIFICATIONS		KX100	KX80	KX60
ENGINE TYPE	2-STROKE, LIQUID COOLED SINGLE	2-STROKE LIQUID COOLED SINGLE	2-STROKE LIQUID COOLED SINGLE	2-STROKE LIQUID COOLED SINGLE
DISPLACEMENT	99 CC	82 CC	82 CC	60 CC
BORE X STROKE	52.5 X 45.8 MM	48 X 45.8 MM	43 X 41.6 MM	43 X 41.6 MM
COMPRESSION RATIO	9.3:1	9.4:1	9.4:1	8.4:1
INDUCTION	2-PETAL REED	2-PETAL REED	2-PETAL REED	4-PETAL REED
CARBURETION	KEIHIN PE26	KEIHIN PE26	KEIHIN PE26	MIKUNI VM24SS
IGNITION	DIGITAL CDI	DIGITAL CDI	DIGITAL CDI	ELECTRONIC CDI
STARTING	PRIMARY KICK	PRIMARY KICK	PRIMARY KICK	PRIMARY KICK
TRANSMISSION	6-SPEED	6-SPEED	6-SPEED	6-SPEED
FRAME TYPE	PERIMETER, HIGH-TENSILE STEEL	PERIMETER, HIGH TENSILE STEEL	PERIMETER, HIGH TENSILE STEEL	SEMI-DOUBLE CRADLE, HIGH TENSILE STEEL
RAKE/TRAIL	27°/4.1 INCHES	27°/3.5 INCHES	27°/3.5 INCHES	28°/2.6 INCHES
WHEELBASE	50.4 INCHES	49.2 INCHES	49.2 INCHES	42.5 INCHES
SUSPENSION, FRONT	36 MM UPSIDE-DOWN FORK	38 MM LEADING-AXLE TCV FORK	38 MM LEADING-AXLE TCV FORK	30 MM LEADING-AXLE
SUSPENSION, REAR	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	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	10.8/10.8 INCHES	10.8/10.8 INCHES	10.8/10.8 INCHES	7.9/7.9 INCHES
TIRE, FRONT	70/100-19 42M	70/100-17 40M	70/100-17 40M	60/100-14
TIRE, REAR	90/100-16 52M	90/100-14 49M	90/100-14 49M	80/100-12
SEAT HEIGHT	34.3 INCHES	33.1 INCHES	33.1 INCHES	28 INCHES
FUEL CAPACITY	1.45 GALLONS	1.45 GALLONS	1.45 GALLONS	0.92 GALLONS
DRY WEIGHT	147 POUNDS	140 POUNDS	140 POUNDS	111 POUNDS

THE KX60 IS SO SPECIAL, IT'S IN A CLASS OF ITS OWN.

LIQUID COOLING. MANUAL CLUTCH AND GEAR SHIFT.

**NO MATTER WHICH CLASS YOU CHOOSE, BE SURE YOU**

GO RACING WITH THE GREEN TEAM FROM KAWASAKI.



READY FOR THE AWESOME POWER OF THE OPEN CLASS? YOU'D BETTER BE, BECAUSE WITH THE KX500, ONE TWIST OF THE THROTTLE WILL SEND YOU DOWN THE STRAIGHT FASTER THAN YOU CAN READ THIS. AND YOU'LL BE IN FULL CONTROL THANKS TO THE NEW, MORE PLUSH 46 MM FORK, STRAIGHT-TRACKING HIGH-TENSILE STEEL FRAME AND FULLY ADJUSTABLE UNI-TRAK® REAR SUSPENSION. REWARD YOURSELF THE EXPERIENCE.



#### KX500 DETAILS

► What's new for the '97 KX500? An all-new, bigger-than-ever 46 mm upside-down cartridge fork, for a start: the 20% bigger volume means more oil to soak up the bumps and stay consistent. An advanced cartridge design means separate compression and rebound circuit control damping more precisely for 500cc class conditions. An additional mid-speed compression valve adds further control and a tapered hydraulic anti-lock system completes the update. What does it mean? More confidence to

charge through the gnarliest stuff and enjoy more limelight in the winner's circle. ► When it's time to leave the seduction of the power and get on the brakes, you know the KX500's got all it takes: Full floating front disc rotor with powerful twin-piston caliper, new more robust, more progressive front brake lever pivot and a handy sight glass for the master cylinder. Add a powerful rear caliper and you've got all the open-class braking performance

you'd expect from the people who know how to win championships: Kawasaki. ► Kicking over the berm-busting 34 inch wide, alloy piston is easy with the Kawasaki Automatic Engine Decompression valve system. When kicking the bike over the power valves are positioned to release a small amount of compression to make your day a lot more fun. The kickstart is on the right side, too, so no bruised shins or twisted ankles.

#### Safe Riding's More Fun

Ride responsibly. Kawasaki believes safety begins with us and continues with you. Always wear a helmet, eye protection, and proper apparel. Never ride under the influence of drugs or alcohol. Ride in authorized closed-course areas only. Riding is more fun on a well-maintained motorcycle...follow the instructions in your owner's manual. Remember, riding safe is smart.



#### KX500 SPECIFICATIONS

ENGINE TYPE	2-STROKE, LIQUID-COOLED
SINGLE WITH KIPS	
DISPLACEMENT	499 CC
BORE X STROKE	.86 X 86 MM
COMPRESSION RATIO	.8.3:1 (LOW SPEED); 7.4:1 (HIGH SPEED)
INDUCTION	.8-PETAL REED VALVE
CARBURETION	KEIHIN PWK39
IGNITION	ELECTRONIC CDI
STARTING	PRIMARY KICK
TRANSMISSION	5-SPEED
FRAME TYPE	SEMI-DOUBLE CRADLE, HIGH-TENSILE STEEL WITH BOLT-ON ALUMINUM REAR SECTION
RAKE/TRAIL	.27°/4.6 INCHES
WHEELBASE	58.7 INCHES
SUSPENSION, FRONT	.46 MM UPSIDE-DOWN CARTRIDGE FORK WITH 16-WAY COMPRESSION AND 16-WAY REBOUND DAMPING
SUSPENSION, REAR	BOTTOM-LINK UNI-TRAK WITH ADJUSTABLE PRELOAD AND 16-WAY COMPRESSION AND 16-WAY REBOUND DAMPING
WHEEL TRAVEL, FRONT/REAR	.12.2/.13.0 INCHES
TIRE, FRONT	.80/100-21 51M
TIRE, REAR	.120/90-19 66M
SEAT HEIGHT	37.4 INCHES
FUEL CAPACITY	.2.6 GALLONS
DRY WEIGHT	.220.5 POUNDS

**Kawasaki**

Let the good times roll.