

Kawasaki

2001 KX SERIES
MOTOCROSS



THE BURLY KX250.





WINNING. PROFESSIONAL. SUPERCROSS.

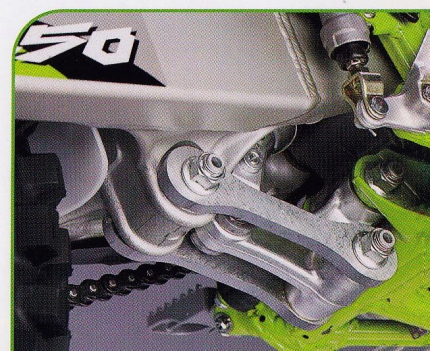
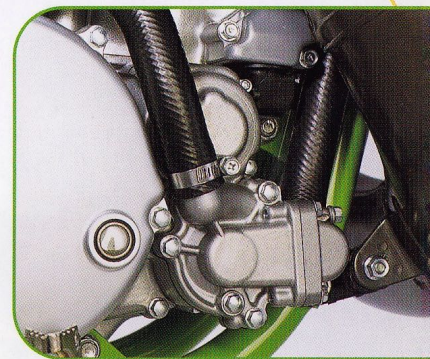
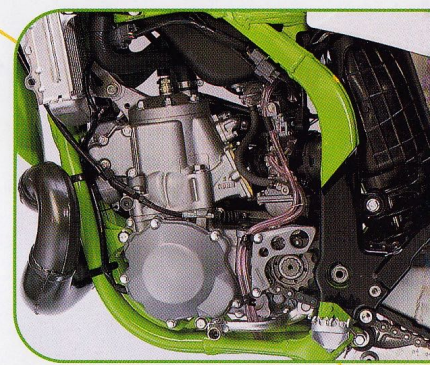
KX250

If you don't want to win, you might as well stay home. That's because 250 motocross takes the toughest mental attitude, the strongest body and the best performing racebike you can find. Enter the reengineered 2001 KX250. We went through it piece by precious piece, analyzing, strengthening and improving, applying everything we know from building the team bikes ridden by AMA National and Supercross winner Ricky Carmichael. When you're blasting out of the gate with 39 other guys, you'll be glad we burned down the dyno room to extract maximum power. All-new intake and exhaust porting and a new pipe make for even crisper throttle response and a stronger top-end with one more horsepower, while a redesigned KIPS power valve now has superior 2-stage operation. Pounding over the whoops, you'll praise the refined 46mm inverted cartridge fork and straight-rate spring on the Bottom-Link UNI-TRAK® rear suspension that's fine-tunable for any track. And in the middle of airing out a victory jump, you'll love the KX250's ultra-narrow dimensions, feather-light 214-pound dry weight, and – of course – significantly stronger front brakes. So you see, on a KX250 staying home isn't an option. Winning is.

KX250

- Big news: New stiffer front brake caliper features bigger twin 27mm pistons plus a bigger master cylinder piston for phenomenal braking performance.
- New engine cylinder features smaller intake ports and carbon-fiber reed valves to boost intake charge velocity for snappier throttle response, especially off idle.
- With a larger exhaust port window, plus larger KIPS valves and sub-ports, the engine produces one more horsepower at high rpms with the added punch of stronger over-rev.
- Updates to the KIPS Powervalue system include a center valve with a shorter stroke to open faster for an improved transition of power between open and closed that helps boost mid-range power.
- The expansion chamber is lighter and boosts top-end power. New lighter muffler is 2 inches shorter for stronger mid-range.

- Improvements to the gear shift mechanism, narrower engagement dogs with wider slots for 2nd through 5th gears, and more durable materials add up to more positive and easier shifting.
- Revisions to the clutch include additional ribbing to the pressure plate and a new thrust bearing for more positive engagement and feel.
- Matching the improvements to the engine is a newer, more compact igniter. The acclaimed K-TRIC electronic ignition system now feeds the PowerJet system on the carburetor exact engine rpm and throttle position for even better response with strong over-rev power.
- The ultra rigid, high-tensile steel perimeter frame keeps the bike narrow and stiff. Improvements to the steering mechanism include a tapered steering stem plus smaller, lighter pinch bolts and handlebar bolts.



FAST. AGILE. FLYING. ROCKET.

KX125

The quick rule. The slow get left behind. That's life in the jungle – and in 125 motocross.

Whether you're a pro racer or a serious amateur, you've got to be fast. You need holeshot

horsepower, the strength of a perimeter chassis and enough suspension travel to land

the space shuttle. Enter the Kawasaki KX125. For 2001, we beefed up the bike that Ricky

Carmichael took to his third consecutive National championship. And Shae Bentley won the

AMA 125cc West Region Supercross title. With factory-team derived upgrades like new

crankcases and a new cylinder with revised ports for increased charge velocity and flow.

Plus a new totally trick flat-slide Mikuni carb and a smoother-operating KIPS power valve

for better power characteristics. We also improved handling with reduced steering inertia,

revised suspension damping rates and a new single-rate rear

spring for the UNI-TRAK® rear suspension. When you're charging

to the front, new brake pads and improved front brake action

let you just about stand the KX125 on its nose. Yep – 10 laps

on your favorite track and you'll agree – the KX125 delivers you

a winning edge. And the competition a helmet full of dirt.

KX125

- New cylinder head with raised piston dome and new piston boosts the compression ratio and helps the KX125 produce a harder hitting mid-range punch.

- New crankcases alter the transfer shape and create higher primary compression and improved port efficiency.

- New reed valve cage comes with an added stabilizer wing. A new boot positions the new carb closer to the crankshaft for snappier throttle response.

- All new intake, transfer and exhaust port shapes and heights match new crankcases for stronger performance, especially off idle.

- The big news for 2001 is the all-new flat-slide Mikuni TMX36 carburetor.

Advantages include crisper acceleration and a strong boost to low-end power.

- Enhancing engine response is a lighter flywheel and a newly programmed, and smaller igniter.

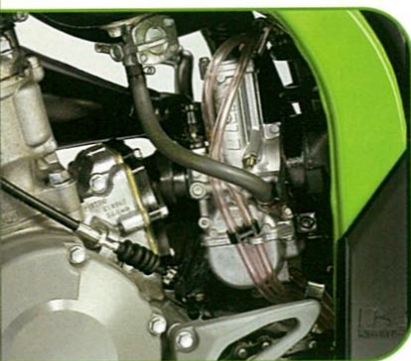
- New muffler is nearly 2 inches shorter for improved mid-range performance.

- Hold on tight: Like the KX250, the new stiffer front brake caliper features bigger twin 27mm pistons plus a larger master cylinder piston for exceptionally strong braking performance.

- New tapered steering stem plus smaller, lighter pinch bolts and handlebar clamp bolts shave 1/3 pound from the steering head.

- The front inverted fork features a rubber bladder that acts to raise and lower the oil level for speed sensitive damping, that results in plush fork action. With the smooth, progressive action from the hydraulics, the cartridge fork features straight-rate springs.

- The Bottom-Link UNI-TRAK® rear suspension features high and low-speed compression adjusters and a new straight-rate shock spring with a stiffer initial rate for quicker cornering and higher ride height.



THE KX125



KX100 & KX85

KX100



KX85

FACTORY. RACER. GO. FAST.

KX100

There are only two known matches for adolescent energy – the KX100 and KX85 from Kawasaki. Sign big kids or small adults up for racing on the KX100.

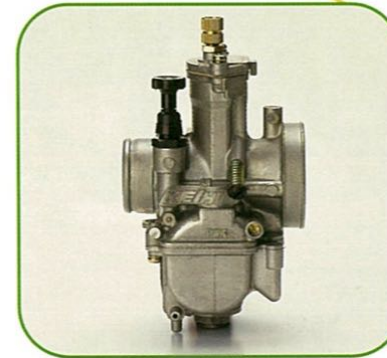
With its 19-inch front and 16-inch rear wheels, and a 34.3-inch seat height, it provides the logical step up from the 80cc class. This year the KX100 gets extensive engine and suspension upgrades that boost performance and improve handling, while the new ergonomic left and right fuel tank shrouds put the KX100 right up there with the pro bikes. Just call it the new 100cc class standard. • You didn't figure Kawasaki was gonna stand still in the 80cc class, did you? Aggressive young racers should proceed directly to the new KX85. It's incredibly quick on starts thanks to a bigger bore, revised compression ratio, reshaped ports, a new carb and pipe plus a trick carbon-fiber reed valve. Couple its wider powerband, improved braking response, and better gearbox, swingarm and seat durability plus all new tank and shrouds and the physics become clear -- the KX85 rules the junior roost.

KX85



KX100

- Just like our larger displacement race bikes, the KX100 and KX85 feature a new fuel tank that helps lower the center of gravity for improved handling. New left & right tank shrouds enhance ergonomics.
- Refinements to the exhaust port and crankshaft shapes enhance port velocity and reduce turbulence in the crankcase for stronger mid-range and top-end power.



- All-new 28mm Keihin PWK carburetor features new crescent-shaped slide and a 2mm larger bore for a significant boost to engine performance.
- New more flexible carbon fiber reed valve improves throttle response.
- The Kawasaki KIPS powervalue system delivers faster starts, stronger low-speed acceleration plus a kick-butt top-end.
- With its advanced perimeter style high-tensile steel frame, the KX100 tracks straight, jumps easier and hooks up better to help you win.

KX85

- With a boost in cylinder bore to 48.5mm the new KX85 jumps in displacement to 84.9cc and produces 10% more power.
- All-new cylinder head reshapes the combustion chamber for a narrower squish band with reduced volume for improved top-end performance.
- All-new piston features 2 additional lubrication holes for the wrist pin, new rings and less overall weight.



- Handling the improved performance is a large 6-plate clutch, large diameter input shaft and a needle bearing to weather the storm of racing conditions.
- Big news is the new fuel tank sits lower in the frame with new ergonomic left and right tank shrouds. A new airbox improves intake breathing.
- The updated 36mm inverted cartridge front fork comes with stiffer springs, 18-way adjustable compression damping and super-strong aluminum triple clamps.

KX85



KIDS. RIDE. GREAT. MOTOCROSS.

KX65

- Race-bred performance from the 64.7cc liquid-cooled 2-stroke powerplant includes piston reed valve, high compression piston and cylinder, power-enhancing low-boy expansion chamber, large airbox and air cleaner, and 6-speed transmission.
- The engine cooling system includes a large aluminum radiator and powerful mechanical water pump.
- Revisions to the Bottom-Link UNI-TRAK® rear suspension system with taller remote reservoir rear shock include a stiffer spring and 2mm shorter tie rods to effectively raise ride height a total 15mm for less bottoming and more control.
- Longer inner tubes for the 33mm front fork delivers 8.3 inches of plush front wheel travel. Stiffer springs, revised damping plus a new position in the triple clamps raise the ride height 15mm for more stability and control.
- Powerful, hydraulic disc brakes, front and rear, make sure the KX65 has the braking performance to satisfy the most aggressive riders.



KX60

- The KX60 is ready to race straight out of the crate with its 4-petal reed valve, hot-spark CD ignition, 8.4:1 compression ratio, 24mm Mikuni carburetor and efficient expansion chamber.



- With Kawasaki's proven liquid-cooling system, the KX60 has an appetite for hour-after-hour riding without complaint. The Electrofusion cylinder efficiently transfers heat from the piston for improved durability.
- The efficient 6-speed transmission, manual clutch and primary kick start is a step up for riders learning hand and foot coordination.
- Specially designed for smaller riders who race in the 60cc class, the high-tensile steel frame is strong yet light while keeping the seat to a manageable 28 inches.
- With its adjustable top-link UNI-TRAK® rear suspension system with nitrogen-gas charged single rear shock, the KX60 delivers progressive rear wheel travel for smoothness and control.

KX65

Don't raise a couch potato. Raise a future champion with the KX65 or KX60 mini-motocrossers from Kawasaki. The KX65 gives aggressive young lions

the tools they need to win. With significant chassis and suspension upgrades for 2001, the KX65 is the bike for serious riders. We started by strengthening the frame downtube and engine cradle for improved durability, then increased the spring and damping rates for the 33mm fork and Bottom-Link UNI-TRAK® rear suspension, and built in 15mm more ride height. Results? A stronger, tougher KX65 that wins. • Now, don't discount the KX60, the machine that's been the benchmark for more than 17 years. It's just a click behind the KX65 with an honor roll of big-bike features all its own. Including semi-double cradle high-tensile steel frame, a liquid-cooled 2-stroke engine with 4-pedal reed valve, a 6-speed transmission, and a cushy long-travel fork and UNI-TRAK rear suspension. The Kawasaki KX60. It's the perfect start for the champions of the future.

KX60



KX60



KX65

RACE THE KX65. OR KX60.



BIG. MEAN. GREEN. MACHINE.



KX500

Before any open-class race, you can almost see the competition turn green. That's because

they're about to be pulverized by the legendary KX500. It's immensely powerful liquid-cooled engine boasts a cannon-sized PWK39 carb, a giant 8-pedal reed valve, a 3-way KIPS power valve, and a Montana-wide power-band. There's a Capacitor Discharge

Ignition for a super hot spark and easy starts. Plus a beefy 5-speed gearbox to maximize the fun factor. Add a massive

46mm fully adjustable inverted cartridge fork and ground soaking Bottom-Link

UNI-TRAK® rear suspension, huge aluminum swingarm, a monster-sized 120/90 19-inch rear tire and everything else just runs for

cover. • Besides winning the Baja 1000 more times than any other motorcycle, a specially prepared KX500 virtually ran away with the '99 Hare & Hound national

championship with Destry Abbott and Brian Brown aboard. • This same winning spirit lives at Team Chevy Trucks Kawasaki, the factory team that races supercross and outdoors and helps the factory build better production bikes.

KX500

• In the Open Class, the KX500 outshines the competition with its power taming, advanced 3-way KIPS power valve—a Kawasaki exclusive. The result is a smoother power delivery so you can get on the gas harder, sooner and leave the competition behind quicker.



- Larger riders will appreciate the roomy ergonomics of the big KX500: An extremely tough, high-tensile steel frame for a 58.7 wheelbase. Great footpeg-to-handlebar relationship. Plus a narrow seat and rear fender.
- A huge 46mm inverted front fork with 18-way compression and rebound damping delivers plush open-class action over a variety of terrain. For added durability, the steering stem is constructed of steel.
- For the Bottom-Link UNI-TRAK rear, the remote-reservoir shock features 20-way adjustable compression and 18-way rebound circuits to help you dial in the KX500 for your race conditions.



- The extra-strong aluminum swingarm enhances rider control and precision due to its excellent torsional rigidity.
- The rear wheel features a triple-bearing rear hub to improve durability.
- With the KX500's appetite for speed, there's a full-floating front disc rotor with powerful twin-piston caliper and a progressive front brake master cylinder. Add a powerful rear caliper and you have the performance to brake later into every turn.

TEAM GREEN™

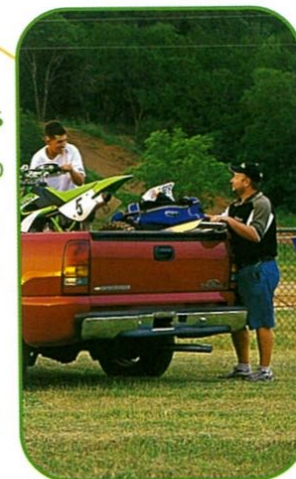
No factory sponsored race support or contingency program has fostered more successful champions

than Kawasaki's Team Green.™

From Supercross stars to National Motocross Champions, more riders have had their start on a lime green Kawasaki KX race bike than any other make.

- With over 800 Team Green centers

nationwide offering support to help you succeed in your racing career, from cash to Green Bucks, to parts or just helpful tips on setting up your race bike, Kawasaki and Team Green are behind you every step of the way.



2001 KX SERIES

SPECIFICATIONS	KX500	KX250	KX125	KX100	KX85	KX65	KX60
Engine type	2-stroke, liquid-cooled Single with 3-way KIPS	2-stroke, liquid-cooled Single with 3-way KIPS	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
Displacement	499cc	249cc	124cc	99cc	85cc	65cc	60cc
Bore x stroke	86 x 86mm	66.4 x 72mm	54 x 54.5mm	52.5 x 45.8mm	48.5 x 45.8mm	44.5 x 41.6mm	43 x 41.6mm
Compression ratio	8.3:1 (low speed); 7.4:1 (high speed)	10.8:1 (low speed); 9.0:1 (high speed)	9.7:1 (low speed); 8.0:1 (high speed)	9.6:1 (low speed); 8.8:1 (high speed)	10.1:1 (low speed); 9.2:1 (high speed)	8.4:1	8.4:1
Induction	8-petal reed	4-petal carbon-fiber reed	4-petal carbon-fiber reed	2-petal carbon-fiber reed	2-petal carbon-fiber reed	4-petal reed	4-petal reed
Carburetion	Keihin PWK39	Keihin PWK38 "shorty" PowerJet	Mikuni TMX36	Keihin PWK28	Keihin PWK28	Mikuni VM24	Mikuni VM24SS
Ignition	Electronic CDI	Digital CDI with K-TRIC	Digital CDI	Digital CDI	Digital CDI	Electronic CDI	Electronic CDI
Starting	Primary kick	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	6-speed
Frame type	Semi-double cradle, high-tensile steel with bolt-on aluminum rear section	Perimeter, high-tensile steel with bolt-on aluminum rear section	Perimeter, high-tensile steel with bolt-on aluminum rear section	Perimeter, high- tensile steel with bolt-on rear section	Perimeter, high- tensile steel with bolt-on rear section	Semi-double cradle, high-tensile steel	Semi-double cradle, high-tensile steel
Rake/trail	27°/4.6 inches	26°/4.3 inches	26°/4.3 inches	27°/4.1 inches	27°/3.5 inches	26.5°/2.4 inches	28°/2.6 inches
Wheelbase	58.7 inches	58.3 inches	56.3 inches	50.8 inches	49.4 inches	43.7 inches	42.5 inches
Suspension, front	46mm inverted cartridge fork with 18-way compression and 18-way rebound damping	46mm inverted cartridge fork with 18-way compression and 18-way rebound damping	46mm inverted cartridge fork with 18-way compression and 18-way rebound damping	36mm inverted cartridge fork with 18-way compression damping	36mm inverted cartridge fork with 18-way compression damping	33mm leading- axle fork	30mm leading- axle air adjustable fork
Suspension, rear	Bottom-Link UNI-TRAK® with adjustable preload and 20-way compression and 18-way rebound damping	Bottom-Link UNI-TRAK® with adjustable preload, hi and low speed compression and 18-way rebound damping	Bottom-Link UNI-TRAK® with adjustable preload, hi and low speed compression and 18-way rebound damping	Bottom-Link UNI-TRAK® with adjustable preload and 4-way compression and 18-way rebound damping	Bottom-Link UNI-TRAK® with adjustable preload and 4-way compression and 18-way rebound damping	Bottom-Link UNI-TRAK® with adjustable preload	UNI-TRAK® with gas-charged shock and adjustable preload
Wheel travel, front/rear	12.2/13.0 inches	12.0/13.0 inches	12.0/13.0 inches	10.8/10.8 inches	10.8/10.8 inches	8.3/8.9 inches	7.9/7.9 inches
Tire, front	80/100-21 51M	80/100-21 51M	80/100-21 51M	70/100-19 42M	70/100-17 40M	60/100-14	60/100-14
Tire, rear	120/90-19 66M	110/90-19 62M	100/90-19 57M	90/100-16 52M	90/100-14 49M	80/100-12	80/100-12
Seat height	37.4 inches	37.4 inches	37.2 inches	34.3 inches	33.1 inches	28.7 inches	28 inches
Fuel capacity	2.6 gallons	2.25 gallons	2.25 gallons	1.45 gallons	1.45 gallons	1.0 gallons	0.92 gallons
Dry weight	220 pounds	214 pounds	192 pounds	150 pounds	143 pounds	117 pounds	111 pounds
Color	Lime Green	Lime Green	Lime Green	Lime Green	Lime Green	Lime Green	Lime Green

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.

For the nearest Kawasaki dealer, call:
1-800-661-RIDE

For more information visit our web site at:
www.kawasaki.com

To purchase accessories, see your dealer or visit our web site at:
www.buykawasaki.com

Kawasaki

Let the good times roll.™

©2000 Kawasaki Motors Corp., U.S.A. P/N 99969-2820
Printed in U.S.A. For closed-course competition only. Specifications subject to change without notice. Availability may be limited. Protect the environment. Always wear a helmet and appropriate apparel.