

# **Kawasaki Competition Off-Road Bikes**





# KD175

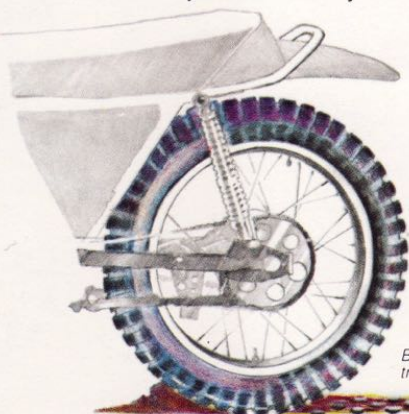
## More of a Good Thing

The KD175 is the big brother of the KD125. A larger version of the no-compromise playbike from Kawasaki. A little more size. A little more power. And a lot of fun.

Just like the 125, the KD175 is set up to give you the best boonie bike you can get it on, on. Full knobbies, self-cleaning alloy rims, narrow engine and frame design, U.S. Forest Service approved spark arrestor, washable air cleaner element, no-bust fenders. Everything you need.

Of course the rotary disc valve engine puts out more than enough beans to knock down just about any grade you can find.

And the rugged five-speed transmission keeps you on top of the situation all the time. Light, strong and fast. A nice combination to play around with. The KD175 from Kawasaki.



Big rear knobby gives sure traction



Approved spark arrestor





## KD125

### The Player's Player

Having a good time is serious business to some folks. They approach their play with as much intent as their work. They want the most from their fun. They figure they've earned it.

Sound like somebody you know? Good news. Kawasaki has your bike. The KD125.

A serious playbike. Made just for fooling around. Not a stripped enduro. Or a neutered MX'er. The KD125 is a right-on off-road motorcycle. For jamming across the desert. Blasting up hills. Sliding through a dogleg. You name it...it'll tame it.

At 196 lbs. it's light and maneuverable. And its rotary disc valve engine gives you smooth, strong power.

At the bottom end, and the top.

With a tough six-speed trans to deal it out perfectly.

And get a load of these dirty features: Self-cleaning D.I.D. alloy rims. Full knobbies. Plastic fenders.

Washable air cleaner element.

Cleated footpegs.

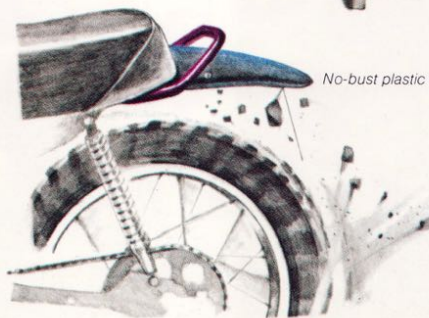
The works.

The KD125. A very serious approach to having a very good time.

Cleated, spring-loaded footpegs



No-bust plastic fenders



Self-cleaning alloy D.I.D. rims







## KT250

### Agile Doesn't Mean Fragile

Not when it comes to a trials machine. This special breed of motorcycle has got to be light and sensitive. But still capable of handling the tough stuff. Like water, boulders and logs. It's not easy to make this kind of bike.

So we got together with an expert to make ours. Observed Trials Champion Don Smith was the man. And the Kawasaki KT250 is the machine. Both are winners.

The KT250 is a perfectionist's delight. Jewel-like in nature. Narrow and nimble. Yet able to hold up over the most demanding courses. A rare combination for a bike that doesn't cost six months' pay and one of your kids.

The power is typically Kawasaki. Just right, and plenty of it. Whenever and wherever needed. Smooth, quick and precise. With the kind of instant throttle response



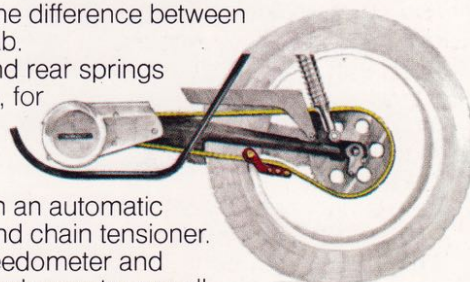
*Neat, narrow and nimble*

that makes the difference between clean and dab.

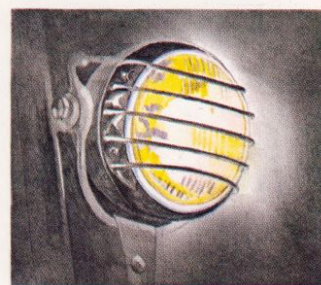
Both front and rear springs are dual-rate, for progressive action on both ends.

There is even an automatic chain oiler and chain tensioner. Lighting, speedometer and approved spark arrestor are all standard, too.

The KT250 has been carefully thought out. Every detail has been considered to make this a competitive machine. At a competitive price. The result is a first-rate trialer... a heavy-weight lightweight in a field where a little means a lot.



*Automatic, spring-loaded chain tensioner*



*Protected headlight shines on*





## KX400

### Big, Bad and Better

Here's the open class entry from the big K. 401cc's of go-like-hell motocross machine. Born and bred to race. And win.

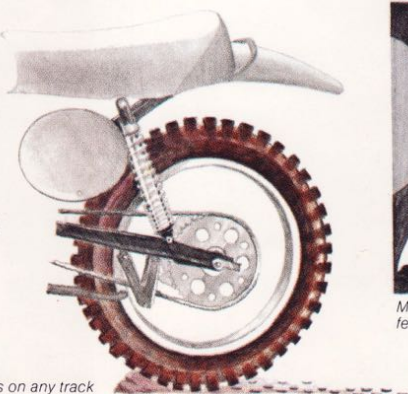
Its two-stroke piston valve single delivers the steam as you like it. Hot and heavy, in a nice broad band.

And the close-ratio five speed motocross transmission gets all that torque to the big knobby in just the right amounts. CDI firepower keeps it all happening.

All the time.

Kawasaki Kayaba Custom Gas Shocks are slant-mounted for consistent dampening action and surer handling. The forks are long on travel to make short work out of the toughest tracks.

A new frame design lets this powerhouse tip in at only 233 lbs. without sacrificing strength and endurance. Like the rest of the Kawasaki motocrossers, this bike is made to take it. And dish it out.

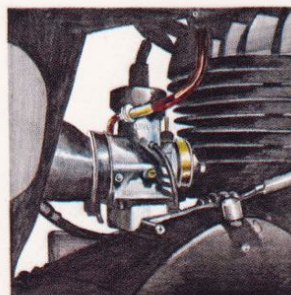


Beefy knobby bites on any track

If you're going to race with the big boys, this is the bike to do it with. The KX400. It's so good, it's bad. And that's good.



Cleated, spring-loaded footpegs



Mikuni 36mm carb feeds on the go-juice





## KX250

### Out of Sight, Out of the Crate

The MX'ers we race are the MX'ers we sell. That's Kawasaki's motocross motto. Outside of a few rider preference changes, what you see in world competition is what you get in local showrooms. That's the way we like it. Because that's the way you like it. The new KX250 is no exception. This machine is ready to race. Right out of the box. All you add is the mix.

It's powered by an alloy 249cc piston-port single. Magneto CDI is standard. So's Kawasaki's exclusive Electro-Fuse® cylinder coat. And a beefed five-speed motocross trans. It's all there, for sure.

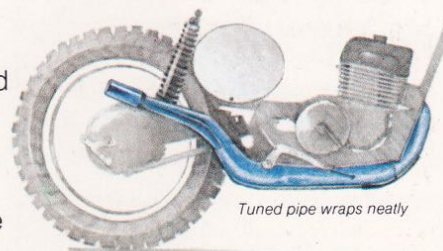
The suspenders are slant-mounted Kabaya Gas Customs. Made just for Kawasaki. Travel galore. The forks go 7.68 inches already. Naturally the rims and rubber are the best, too.

With a dry weight of just 212, this 250 handles with

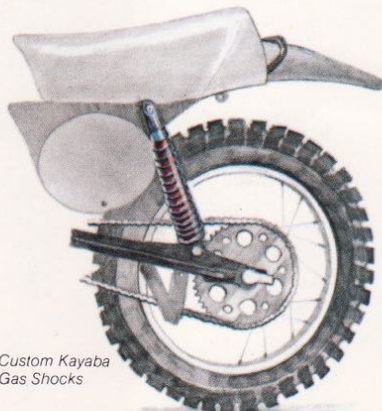
the best exotics. It's newly designed frame does the trick.

When you add it all up, the bottom line is a top MX'er.

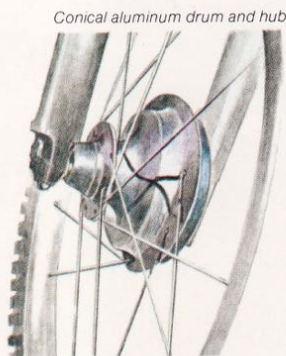
The new KX250. Instant racer.



*Tuned pipe wraps neatly*



*Custom Kayaba Gas Shocks*



*Conical aluminum drum and hub*





## KX125

### The Good 125

Kawasaki is only going to make three kinds of motocrossers for 1976. One for each major competition category. And each one has got to be as good as it can be. We can't afford to do it any other way. Neither can you.

The KX125 is good.

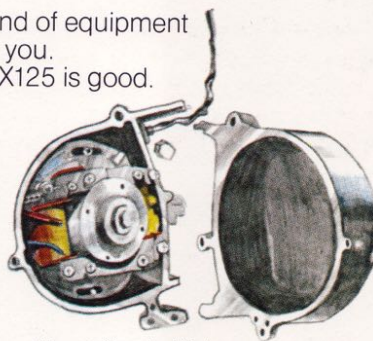
It starts with the famous Kaw engine. 124cc's. Rotary disc valve style. Plenty of pull at the bottom end. With top speed to burn. And a long way in between. The special constant-mesh six-speed keeps it all under control.

The suspension is superb. Firm, responsive and predictable. Custom-tuned to the frame geometry and weight distribution. Just the right combination of give and take. Berm after berm. Jump after jump. Win after win.

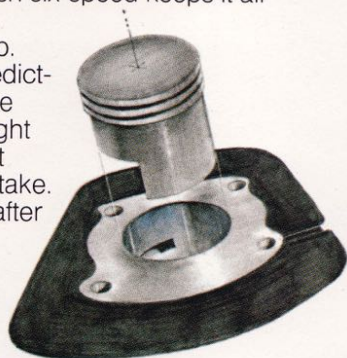
And this machine is put together to stay together. It's a competitor.

It hangs in there. Always has. Always will. It's not an experiment. It's a proven winner. And when that flag drops, it's nice to know you've got

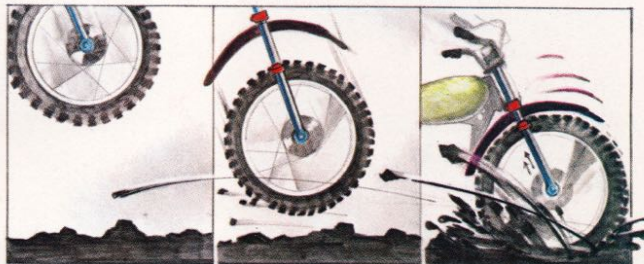
that kind of equipment under you. The KX125 is good.



Magneto Capacitor Discharge Ignition



Exclusive Electro-Fuse® cylinder coating



Long-travel forks soak up the tough stuff



# Kawasaki Competition Off-Road Bikes

Tall tales and wild stories are an integral part of motorcycling. Incredible feats. Near misses. Strange happenings. All add to the color and warmth of the crazy and wonderful world of two-wheeled adventure. And at Kawasaki we're proud to be a part of this world. Of course there is a fine line between truth and fiction when it

comes to bikes. But the truth of the matter is, either the machine is right... or it isn't. You win... or you lose. And so, we make our motorcycles with realistic ends in mind. That's why you can count on Kawasaki for *real* performance, reliability and value. Good time after good time. Everytime.

## Specifications

	KX125	KX250	KX400	KT250	KD125	KD175
<b>Engine Type</b>	2-stroke, 1 cylinder, rotary disc valve	2-stroke, 1 cylinder, piston valve	2-stroke, 1 cylinder, piston valve	2-stroke, 1 cylinder, piston valve	2-stroke, 1 cylinder, rotary disc valve	2-stroke, 1 cylinder, rotary disc valve
<b>Displacement</b>	124 cc	249cc	401cc	246cc	124cc	174cc
<b>Horsepower</b>	22 bhp @9,750 rpm	34 bhp @8,000 rpm	42 bhp @7,000 rpm	16 bhp @6,500 rpm	13 bhp @6,500 rpm	16 hp @7,000 rpm
<b>Bore and Stroke</b>	56.0 x 50.6mm	70.0 x 64.9mm	82 x 76mm	69.5 x 64.9mm	56.0 x 50.6mm	61.5 x 58.8mm
<b>Ignition System</b>	Magneto CDI	Magneto CDI	Magneto CDI	Magneto CDI	Magneto CDI	Magneto CDI
<b>Lubrication System</b>	Pre-mix	Pre-mix	Pre-mix	Superlube oil injection	Superlube oil injection	Superlube oil injection
<b>Transmission</b>	6-speed, constant mesh, return shift	5-speed, constant mesh, return shift	5-speed, constant mesh, return shift	5-speed, constant mesh, return shift	6-speed, constant mesh, return shift	5-speed, constant mesh, return shift
<b>Tire Sizes front rear</b>	3.00—21 4PR 4.10—18 4PR	3.00—21 4PR 4.60—18 4PR	3.00—21 4PR 4.60—18 4PR	2.75—21 4PR 4.00—18 4PR	2.75—21 4PR 3.50—18 4PR	2.75—21 4PR 3.50—18 4PR
<b>Fuel Tank Capacity</b>	1.72 U.S. gal.	2.38 U.S. gal.	2.38 U.S. gal.	1.5 U.S. gal.	1.8 U.S. gal.	1.8 U.S. gal.
<b>Brake Type front rear</b>	Drum Drum	Drum Drum	Drum Drum	Drum Drum	Drum Drum	Drum Drum
<b>Overall Length</b>	79.53 in.	83.1 in.	83.1 in.	79.3 in.	79.5 in.	80.5 in.
<b>Overall Width</b>	34.45 in.	37.01 in.	37.0 in.	32.9 in.	36.2 in.	36.8 in.
<b>Overall Height</b>	44.09 in.	45.87 in.	45.9 in.	45.5 in.	42.9 in.	43.7 in.
<b>Wheelbase</b>	52.76 in.	55.71 in.	55.71 in.	51.4 in.	53.1 in.	53.9 in.
<b>Ground Clearance</b>	7.28 in.	8.86 in.	9.0 in.	12.2 in.	9.8 in.	9.3 in.
<b>Weight</b>	178.57 lb.	211.64 lb.	233.7 lb.	212 lb.	196 lb.	214 lb.

Specifications subject to change without notice.

The KT250, KD125 and KD175 are for off-road use only, and should not be used on public streets, roads or highways.

The KX125, KX250 and KX400 are for competition use only, and should not be used on public streets, roads or highways; or for general off-road recreational riding. They should be used only in sanctioned, closed-course events.

## Colors

KX125



Candy Lime

KX250



Candy Lime

KX400



Candy Lime

KT250



Pearl Lime

KD125



Quick Silver

KD175



Quick Silver

**Kawasaki**  
lets the good times roll.

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