

**Kawasaki**  
Let the good times roll.™

OFF-ROAD 2004





KAWASAKI OFF-ROAD FAMILY. FUN FOR ALL AGES.



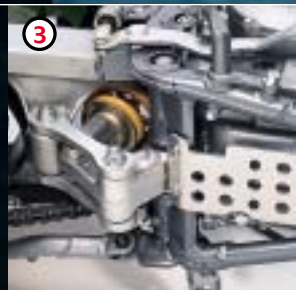
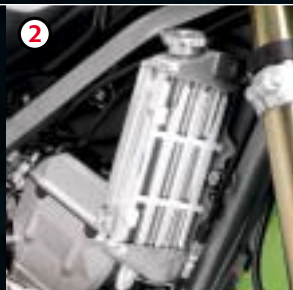


From school-kids to ISDE champions, and everybody in between, Kawasaki has the off-road world covered. Our lineup of 2004 off-road motorcycles is the broadest – and best – it's ever been. That means more choices of machines built for your kind of riding, whether you're just learning, in to play-riding on the weekend or serious about off-road competition. We design all of our off-road bikes to excel in performance, as well as durability and reliability. The result is more fun, and far less maintenance. A product of the 4-stroke off-road revolution, the KLX300R takes thumper power to a higher level with its liquid-cooled high performance. Check out the dynamic duo, the KDX220R and KDX200, for world-class 2-stroke performance that's earned its stripes in international competition. The KLX125L and KLX125 are perfect 4-stroke play-bikes for growing riders – or adults who want lightweight fun. And the kid-sized KLX110 and KDX50 bring new riding buddies responsibly into the sport of off-road riding. The Kawasaki off-road bike family. The most fun your family can have on two wheels.



KAWASAKI HAS THE OFF-ROAD WORLD COVERED.





### KLX300R

**1** Ride with the technological advantage of Kawasaki Ninja® sportbike high-performance engineering: A lightweight 4-valve alloy cylinder head with huge 34mm intake valves and 32mm exhaust valves feed the 78mm-wide high compression piston.

- A narrow 38.5-degree included valve angle, hollow cam shafts and lightweight shim-under-tappet adjusters help the KLX300R develop quick-responding 4-stroke torque and power.
- A high-performance 34mm CVK semi-flat slide carburetor precisely feeds the high-compression combustion chamber while the digital CD ignition affords a precise, high-voltage spark for the narrow 10mm spark plug.
- With Kawasaki's advanced Electrofusion sleeveless alloy cylinder, the KLX300R's engine is lighter and more durable. Lightweight alloy piston reduces reciprocating weight.
- Kick starting the KLX300R is aided by the Kawasaki Automatic Compression Release (KACR) system that bleeds compression just before the power stroke. A gear-driven engine balancer smoothes out the power pulses for enhanced rider comfort.

**2** Advanced lightweight liquid cooling system employs twin radiators for more stable operating temperatures and more consistent power output at all riding speeds.

- The radiators are constructed of lightweight alloy and protected behind narrow shrouds.
- With the exclusive Kawasaki Perimeter Frame delivering 26.5 degrees of rake, the KLX300R is light and nimble for threading between tight trees or running hard out in the open.
- The front suspension features a 43mm inverted cartridge fork that adjusts 20 ways for compression damping to soak up rutted, washed out trails.

**3** Kawasaki's exclusive Bottom-Link UNI-TRAK® employs linkages and rocker arm to provide a linear movement of the rear wheel through its stroke.

- The remote-reservoir rear shock is fully adjustable for spring preload, compression and rebound damping, making the KLX300R able to take the worst punishment off-road riding has to offer.

**4** The front disc brake delivers exceptional braking performance from its twin piston caliper and slotted disc rotor.

- Two sets of twin pinch bolts grip the front axle tightly for improved rigidity and control.
- The KLX300R is built tough to challenge the rigors of off-highway riding: Tough guards protect the cases, the handlebar and lower sections of the front fork tubes.
- The rear axle releases quickly, the cam-type rear axle holders offer fast, foolproof wheel alignment.



IT JUST DOESN'T GET ANY BETTER THAN THIS.



# RUGGED OFF-ROAD PERFORMANCE. **KLX300R.**



Spend a weekend riding the Kawasaki KLX300R, and what will happen? You'll not only improve your riding skills, you'll have a grin that just won't quit. It's all because there's so much performance packed into Kawasaki's popular middleweight off-road thumper. The performance-tuned 292cc DOHC liquid-cooled Single boasts an efficient Keihin CVK34 carb, linerless aluminum cylinder, alloy piston, steep valve angle, and digitally mapped ignition for maximum power across the rev range. Add lightweight alloy covers for the clutch, magneto and camshaft and the diminutive KLX300R tips the scales at a mere 232 pounds for a bike that's quick revving and quick handling. What makes the KLX300R so easy to flick around and embarrass larger bikes is its compact, high-tensile steel Kawasaki Perimeter Frame, the huge 43mm inverted cartridge fork with adjustable compression damping and its superior Bottom-Link UNI-TRAK® rear suspension with fully adjustable rear shock. Add it all up and you've got a compact, nimble package that's loaded with 4-stroke performance. But what else did you expect from Kawasaki?

\* KLX300R is available for off-highway use under certain restrictions in California. See your dealer for details.

KLX300R





# KDX220R & KDX200. MIDDLEWEIGHT DIRT BIKE CHAMPS.

They're known as giant killers. And for good reason. The Kawasaki KDX220R and KDX200 dirt bikes offer the aggressive power of a race-tuned liquid-cooled 2-stroke engine, coupled with a slim, lightweight steel perimeter frame and professional-caliber long-travel suspension. Result? The KDX220R can run with and beat larger displacement competitors. Its engine produces amazing low-end torque thanks to a 6-pedal reed valve, specially-tuned semi-flat slide Keihin PWK33 carb, and a 3-way KIPS® powervalve that broadens the powerband significantly. The result is a ravenously quick and sharp-handling 250-class competitor. • The KDX200 is a proven ISDE gold medalist. The original KDX200 practically invented the high-performance lightweight enduro class, and the 2004 model carries on that tradition spectacularly. Functionally similar to the KDX220R, it features a 3mm smaller bore to sneak into the 200 class. How great is the KDX200? It launched the career of 21-time ISDE medalist Jeff Fredette. No wonder *Dirt Rider*\* named it "Best Deal in Dirt Bikes."

\**Dirt Rider*, March 2003

KDX220R and KDX200 are available for off-highway use under certain restrictions in California. See your dealer for details.

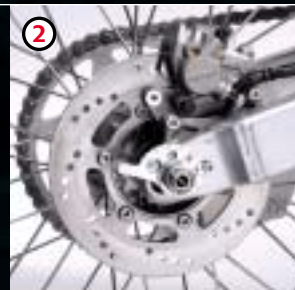


KDX220R

KDX200







### KDX220R

- 1 The KDX220R is tuned for stronger low-speed engine torque. Exclusive 3-way KIPS® power valve system helps the engine develop strong torque from very low revs.
- Covers on the hollows in the fly-wheel boost primary compression ratio for stronger low-speed power and sharper throttle response.
  - Large 33mm semi-flat slide PWK carburetor, a precise electronic CD-ignition and a torque-enhancing expansion chamber.
  - 6-speed transmission delivers smooth shifting and a gear for every riding situation.
  - With a nimble 4.3 inches of trail and 26.5 degrees of rake, the KDX220R is suited to tight woods riding.
  - Advanced high-tensile steel perimeter frame and narrow seat allow riders to shift their weight around for better control.
  - Advanced 43mm cartridge fork adjusts 20 ways for compression damping. Spring rate tuned for

soaking up the harshness of rough terrain.

- Bottom-Link UNI-TRAK® rear suspension lowers the center of gravity. Nitrogen-filled remote-reservoir shock features 20-way compression, 18-rebound and stepless spring preload adjustments.
- 2 The super-strong alloy swingarm features quick alignment rear axle adjusters, a sturdy chain guide and durable O-Ring final drive chain.

### KDX200

- Special tuning for higher rpm engine performance includes the 3-way KIPS power valve.
- 3 Lightweight alloy radiators keep the liquid-cooled engine running smooth and strong.
- Guillotine slide of the KIPS power valve exhaust system increases piston sealing and engine compression.
  - Large 35mm PWK semi-flat slide Keihin carburetor and mapped ignition curve from the

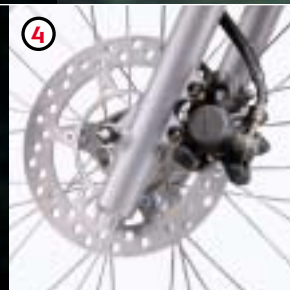
electronic CDI control unit offer quick throttle response.

- Dual frame mounts for the cylinder head help reduce vibration.
  - 6-speed transmission offers a gear for every riding situation.
  - Exclusive Kawasaki high-tensile steel perimeter frame. The frame construction is compact and rigid with low center of gravity.
  - Lightweight remote reservoir rear shock adjusts 18 ways for rebound and 20 ways for compression damping.
  - Advanced 43mm conventional cartridge fork features 20-way compression adjustment. Cast aluminum upper and forged aluminum lower triple clamps keep the forks in alignment.
- 4 Tripmeter records your progress.
- Slotted stainless disc brake rotors front and rear work consistently in wet or dry conditions. Twin-piston front brake caliper offers strong braking power with excellent feel at the brake lever.



PERFECTLY SUITED FOR OFF-ROAD CONDITIONS.





### KLX125 / KLX125L

1 What makes the pair of KLX125 off-road bikes so great for beginners is their smooth 4-stroke engine and how it delivers its power. The engine's power curve is very linear which means the power comes on smoothly in response to the throttle position.

- The 124cc Single cylinder engine is compact, lightweight and features air-cooling, a Single Overhead Cam and a 2-valve cylinder head.

- For smooth throttle response and great fuel economy there's a tuned Mikuni 20mm carburetor.

- Spark is provided by an advanced digital capacitor discharge ignition DC-CDI that uses a microcomputer to quickly adjust ignition timing for changes in engine rpm.

- The DC-CDI system makes for easy, reliable kick starting that generates a hot spark.

- Transferring the power from the engine to the ground is a 5-speed transmission with manual clutch. Gear shift lever operates through a linkage that is adjustable for height to suit a wide range of rider sizes.

- The primary kick starter system allows a rider to pull in the clutch lever and kick start the bike in gear. Saves time putting the transmission back into neutral.

- The high-tensile steel diamond frame offers compact dimensions, stable steering and lightweight handling.

2 The major difference between the two KLX125 machines is the front and rear wheel sizes: The KLX125 features a 14-inch rear and 17-inch front with large drum brake. This keeps the center of gravity low and also lowers the seat height to 30.5 inches.

- Soaking up the rough trails is a long-travel leading-axle hydraulic telescopic front fork that delivers 7.1 inches of smooth wheel travel.

3 Complementing the front suspension is a linkage-type rear suspension that provides 6.3 inches of progressive wheel travel. The single rear shock comes with adjustable spring preload so you can dial the suspension in to suit a variety of rider weights.

- The KLX125L features larger wheels: 16-inch for the rear and 19-inch for the front for a smoother ride over rough terrain and a higher seat height for taller riders.

4 The KLX125L also features a powerful 220mm hydraulic front disc brake with single-piston caliper.

- Rubber boots help keep the fork seals clean and long lasting.



WEEKEND FUN STARTS HERE.



# PLAY TOGETHER, STAY TOGETHER. KLX125L & KLX125.



If there ever was a motorcycle for the whole family that's fit for big kids and small adults, it's the Kawasaki KLX125L. Its mission in life is to provide rugged, reliable off-road fun, and it delivers 110%. The KLX125L has a gutsy air-cooled SOHC 4-stroke engine, a 5-speed gearbox, 19-inch front and 16-inch rear wheels, a front disc brake and long-travel suspension tuned to soak up rough ground. Its feathery 179-pound dry weight and low 31.7-inch seat height makes it easy to handle and a great partner in off-road adventure.

- Check out the KLX125 for the same great features with smaller 17-inch front and 14-inch rear wheels, and a drum front brake. This makes the KLX125 perfect for younger riders on their way up the off-road ladder. Because the KLX125 weighs even less and has a one-inch lower seat height than the KLX125L, it's easier for them to handle too. So if you want to try off-road riding or are a rider growing into the sport, get on a KLX125L or KLX125. Your family will love you for it.

KLX125L

KLX125





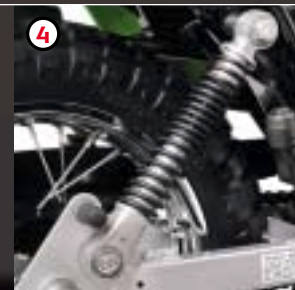
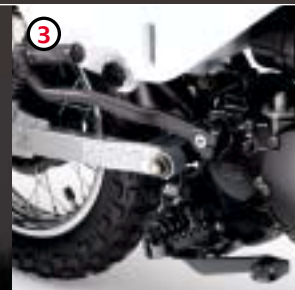
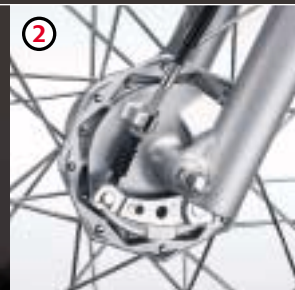
# KLX110 & KDX50. START THEM OUT RIGHT.

They grow up fast. Way too fast. If you're into off-road riding, now's the time to make it a family affair with the kid-sized KLX110 and KDX50. They're purpose-built play-bikes with specifications and features just right for new riders. The KLX110 has a torquey SOHC 4-stroke air-cooled engine with a horizontal layout that provides a lower center of gravity for easier handling. Add an easy-to-manage automatic clutch and 3-speed gearbox, specially calibrated telescopic fork and single-shock suspension to soak up the bumps, and KX motocross-style graphics, and you've got a winner for your new riding partner. • The KDX50 is for the smallest riding buddies. With a low 18.9-inch seat height, a dry weight of just 84 pounds, and such smart features as an engine oil-injection system, a single-speed transmission and 2-way height-adjustable fork and shocks, it's a great tool for building riding skills and confidence. Kids love to ride. And after one turn on the KDX50, you can be sure they'll be telling the whole world about it.



KLX110





#### KLX110

- ① Single cylinder 4-stroke engine with automatic clutch suits riders moving up the learning curve.
  - Low emissions mean the KLX110 can be ridden in all 50 States.
  - An 18mm Keihin carburetor helps the engine deliver smooth power and smooth throttle response.
  - Parents can adjust the screw-type throttle limiter for added control when training a young rider.
  - A capacitor discharge ignition (CDI) requires little maintenance and produces a strong consistent spark for easier starts.
  - Heat shields cover the exhaust system for added rider protection.
- ② Drum front brake offers smooth progressive braking action.
  - Convenient kick start. Large engine stop switch mounted on the handlebar.
  - Shifting the KLX110 is easy with the three-speed transmission.
  - Centrifugal clutch works automatically so a young rider can focus

- on riding and not coordinating a manual clutch.
  - Long-travel 30mm front hydraulic fork soaks up rough terrain.
  - Rear suspension features a cantilever linkage and single rear shock absorber.
  - High-tensile steel backbone frame with supple hydraulic front fork and single rear shock.
  - Full coverage chain guard offers added protection.
  - A robust rear drum brake for sure braking.
  - KLX110 features race-bred KX motocross looks with slim seat, front fender, side covers, shrouds and front number plate.

#### KDX50

- ③ The compact 49cc 2-stroke single cylinder engine is a proven performer with dependable kick start.
  - As a beginner machine, the automatic clutch and single-speed

- transmission with neutral position let the rider focus on riding not shifting.
  - Oil-injection system with separate oil and gas tanks make fueling the KDX50 easy.
  - Parental supervision with 2-stage speed control with screw-type throttle limiter.
  - CDI delivers a hot spark at the right time for excellent performance and little maintenance.
- ④ Adjustable seat height by relocating the bottom mount on the twin rear shocks.
  - Added control with suspension that features telescopic front forks and twin rear shocks.
  - Drum brakes front and rear. Large 10-inch off-road tires.
  - Tough serrated footpegs and rear brake pedal provide sure footing for beginner riders.
  - Styled like a larger motocross machine with front and side number plates.



OFF-ROAD FUN FOR YOUR LITTLE ONES.





## KAWASAKI CONSUMER PRODUCTS

Kawasaki offers some of the best consumer products on the planet that include the exciting Ninja<sup>®</sup> sportbikes, championship-winning KX motocross bikes, eye-catching Vulcan<sup>®</sup> street cruisers and exhilarating JET SKI<sup>®</sup> personal watercraft. Or our innovative All-Terrain Vehicles and versatile, industry-leading MULE<sup>™</sup> utility vehicles. Every segment of our recreational vehicle business is guided by our passion to build superior products for your enjoyment. That's why our slogan is Let the good times roll.<sup>™</sup>

SPECIFICATIONS	KLX300R	KDX220R	KDX200	KLX125L	KLX125	KLX110	KDX50
Engine type	4-stroke, liquid-cooled Single	2-stroke, liquid-cooled Single with 3-way KIPS <sup>®</sup>	2-stroke, liquid-cooled Single with 3-way KIPS <sup>®</sup>	4-stroke, air-cooled Single	4-stroke, air-cooled Single	4-stroke, air-cooled Single	2-stroke, air-cooled Single
Displacement	292cc	216cc	198cc	124cc	124cc	111cc	49cc
Bore x stroke	78 x 61.2mm	69 x 58mm	66 x 58mm	57 x 48.8mm	57 x 48.8mm	53 x 50.6mm	41 x 37.9mm
Compression ratio	11.0:1	9.3:1 (low speed); 7.2:1 (high speed)	9.4:1 (low speed); 7.9:1 (high speed)	9.5:1	9.5:1	9.3:1	5.6:1
Valve system	DOHC, 4 valves	6-petal reed valve	6-petal reed valve	SOHC, 2 valves	SOHC, 2 valves	SOHC, 2 valves	Piston port
Carburetion	Keihin CVK34	Keihin PWK33	Keihin PWK35	Mikuni VM20	Mikuni VM20	Keihin PB18	Mikuni VM12SC
Ignition	Digital CDI	Electronic CDI	Electronic CDI	CDI	CDI	CDI	Electronic CDI
Starting	Primary kick	Primary kick	Primary kick	Primary kick	Primary kick	Kick	Kick
Transmission	6-speed	6-speed	6-speed	5-speed	5-speed	3-speed with automatic clutch	Single-speed with automatic clutch
Frame type	Perimeter, high-tensile steel	Perimeter, high-tensile steel	Perimeter, high-tensile steel	Diamond, high-tensile steel	Diamond, high-tensile steel	High-tensile steel backbone	High-tensile steel backbone
Rake/trail	26.5°/4.2 inches	26.5°/4.3 inches	26.5°/4.3 inches	27.0°/3.9 inches	28.0°/3.5 inches	25.5°/2.1 inches	25.0°/1.5 inches
Suspension, front	43mm inverted cartridge fork with 20-way compression damping	43mm telescopic cartridge fork with 20-way compression damping	43mm telescopic cartridge fork with 20-way compression damping	30mm telescopic conventional fork	30mm telescopic conventional fork	30mm hydraulic telescopic fork	Telescopic fork, 2-way height adjustable
Suspension, rear	Bottom-Link UNI-TRAK <sup>®</sup> with piggy-back reservoir gas-charged shock, adjustable preload and 20-way compression and 18-way rebound damping	Bottom-Link UNI-TRAK <sup>®</sup> with piggy-back reservoir gas-charged shock, adjustable preload and 20-way compression and 18-way rebound damping	Bottom-Link UNI-TRAK <sup>®</sup> with piggy-back reservoir gas-charged shock, adjustable preload and 20-way compression and 18-way rebound damping	Bottom-Link UNI-TRAK <sup>®</sup> with adjustable spring preload	Bottom-Link UNI-TRAK <sup>®</sup> with adjustable spring preload	Single hydraulic shock	Twin shock, 2-way height adjustable
Wheel travel, front/rear	11.2/11.0 inches	11.4/11.8 inches	11.4/11.8 inches	7.1/6.7 inches	7.1/6.3 inches	4.3/4.2 inches	N/A
Tires, front	80/100-21	80/100-21	80/100-21	70/100-19	70/100-17	2.50-14	2.50-10
Tires, rear	100/100-18	100/100-18	100/100-18	90/100-16	90/100-14	3.00-12	2.50-10
Brakes, front/rear	Semi-floating disc with dual-piston caliper/disc with single-piston caliper	Semi-floating disc with dual-piston caliper/disc with single-piston caliper	Semi-floating disc with dual-piston caliper/disc with single-piston caliper	Disc/drum	Drum/drum	Drum/drum	Drum/drum
Wheelbase	56.5 inches	56.5 inches	56.5 inches	50.0 inches	49.0 inches	41.9 inches	33.9 inches
Seat height	36.4 inches	36.2 inches	36.2 inches	31.7 inches	30.5 inches	25.6 inches	18.9 inches
Fuel capacity	2.6 gallons	2.9 gallons	2.9 gallons	1.7 gallons	1.7 gallons	1.0 gallon	0.5 gallons
Dry weight	232 pounds	223 pounds	223 pounds	179 pounds	176 pounds	141 pounds	84 pounds
Color	Lime Green	Lime Green	Lime Green	Lime Green	Lime Green	Lime Green	Lime Green

### Warranty

Your new KLX or KDX comes with a 6-month limited warranty. Read the next paragraph to find out how you can extend your coverage inexpensively, or ask your dealer for details about the factory warranties and available extended coverage.

### Up to Four Years Additional Coverage\*

Let Kawasaki protect your new motorcycle for years to come\* with the exclusive Good Times<sup>™</sup> Protection Plan<sup>†</sup>. This plan repairs or replaces most components free of charge if found defective in material or workmanship. Everything about the plan is easy: There's no deductible. It's honored at every authorized Kawasaki motorcycle dealer nationwide. It's transferable to another owner with no fee. Just ask your dealer how you can buy additional coverage of 24, 36 or 48 months. Imagine, for just pennies a day, you can ride with no worry and no hassle. Just tell your dealer you want the Good Times Protection Plan.

\*Depending on the program purchased.

†Good Times Protection Plan not available in Canada.

### 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 off-highway areas only. Riding is more fun on a well-maintained motorcycle...follow the instructions in your owner's manual. Remember, riding safe is smart.

tread lightly!<sup>®</sup>

LEAVING A GOOD IMPRESSION



Kawasaki subscribes to the guidelines of Tread Lightly!<sup>®</sup>, a program dedicated to protecting the great outdoors through education and fostering responsible enjoyment of public lands.

For the nearest Kawasaki dealer, call:

**1-800-661-RIDE**

For more information visit our web site at:

**kawasaki.com**

To purchase accessories, see your dealer or visit our web site at:

**buykawasaki.com**

For off-highway use only. Specifications subject to change without notice. Availability may be limited. Protect the environment. Always wear a helmet and appropriate apparel.

**Action Photography:** Professional riders on a closed course.

**Kawasaki**

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