

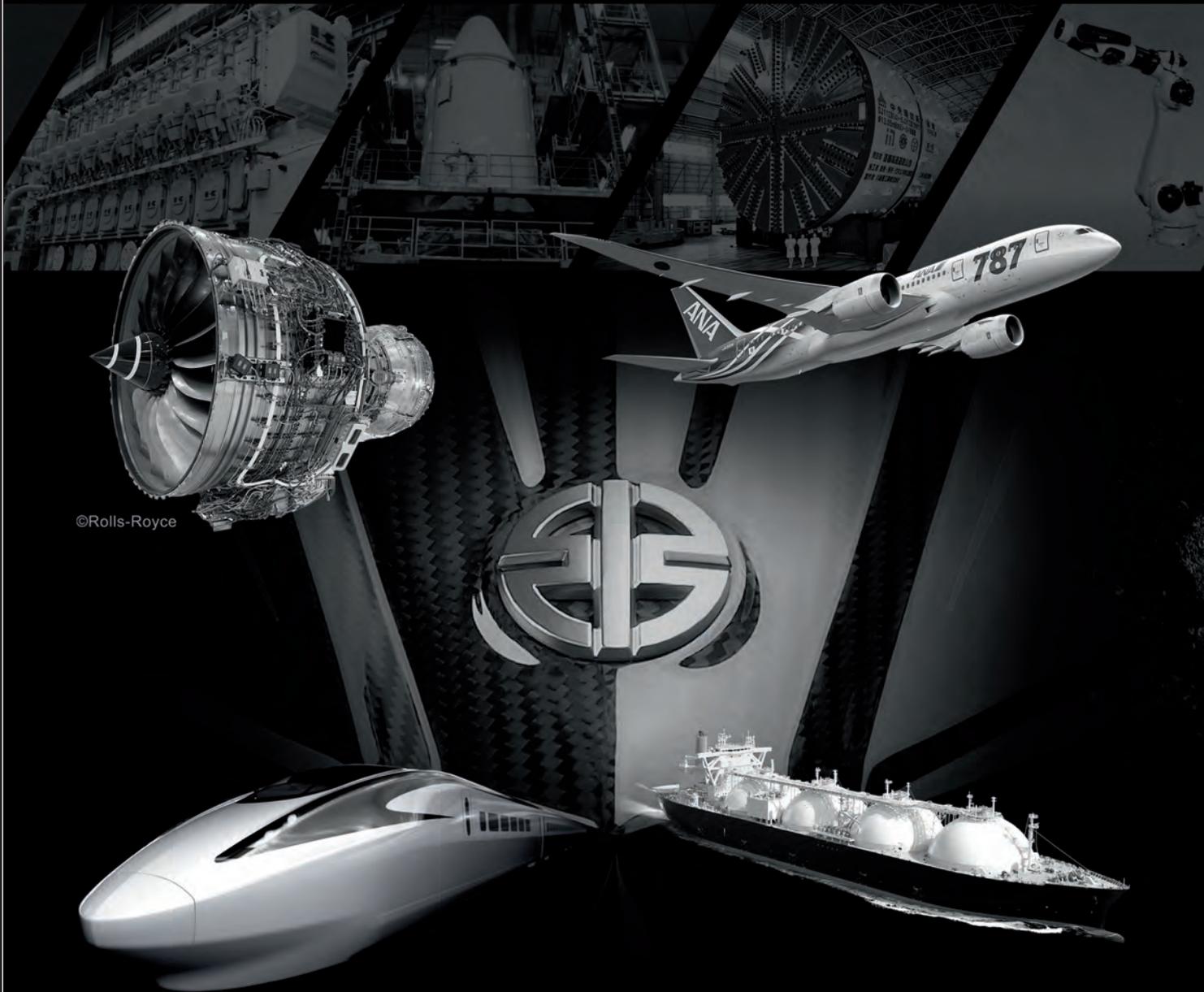
KX & KRX MOTOCROSS 2022



Kawasaki
Let the good times roll

**Kawasaki motorcycles
are a distillation of
the most advanced
technology the world
has to offer.**

Representing a unique engineering heritage and a wealth of technological expertise combined with passion, performance and individuality, Kawasaki motorcycles are not just about high performance. They are a crystallisation of advanced technology arising from the collective efforts of the Kawasaki Heavy Industries Group, whose activities span a wide range of business domains including Land, Sea and Air Transportation Systems, Energy & Environmental Engineering and Industrial Equipment.



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Kawasaki



RIDEOLOGY

Kawasaki motorcycles possess both power and grace so are often recognised as being different to other bikes. This results from certain guiding principles adopted at the design stage. Rideology is Kawasaki's rider-centric development philosophy focused on how the riding experience offered by a Kawasaki is crafted, ensuring that our machines are fun to ride and rewarding to control. This approach has been the force behind many of our legendary machines, and in our pursuit of all possibilities it will continue to guide the future creation of Kawasaki motorcycles.

KX - THE BIKE THAT BUILDS CHAMPIONS

To compete, to race, to win - that is the ambition of every motocross rider, right up to those talented individuals who dominate their chosen racing class to reach the pinnacle of success.

Across AMA and World MXGP Championships the competition is intense, the commitment without question and the self-expectation beyond imagination. For riders like Clément Desalle and Eli Tomac, what others regard as exceptional becomes the norm and the podium their expected destination. Their machine of choice? KX from Kawasaki. Four-stroke technology at the cutting edge of off-road sport combined with chassis development experience that is a direct result of multiple AMA Championships and numerous wins in MX2, MXGP and WMX.







FINGER FOLLOWERS

The engine with finger-follower valve actuation boasts an increase in peak power of approximately 2.5 kW (3.4 PS) from the previous generation, while a flatter torque curve makes it easier to get on the gas.



ELECTRIC START

Kawasaki's first electric start on a motocrosser makes restarting the engine as easy as pushing a button. The lightweight Li-ion battery helps keep the weight to a minimum.



FI CALIBRATION KIT

KX FI Calibration Kit features the handheld FI Calibration Controller, which enables expert riders to adjust engine characteristics to suit their preferences. This tool can be used without a PC, simply by plugging it into the engine's ECU.

KX450

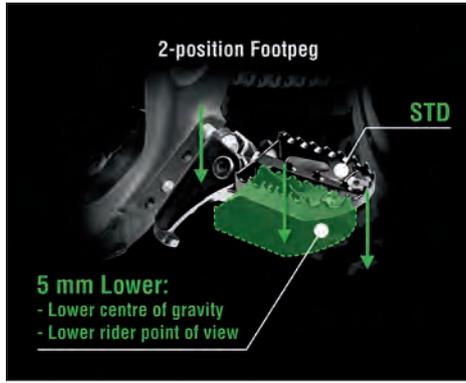
1. LIGHTWEIGHT ALUMINIUM PERIMETER FRAME. AN EVOLUTION OF THE CURRENT DESIGN, THE FRAME FEATURES REVISED RIGIDITY AND INCLUDES THE ENGINE AS A STRESSED MEMBER. THE SWINGARM ALSO CONTRIBUTES TO RIGIDITY BALANCE AND INCREASED REAR TRACTION.
2. SLIM, ERGONOMIC BODYWORK. LONG, SMOOTH SURFACES MAKE IT EASY TO SLIDE BACK AND FORTH. THE TANK IS LOW AND FLAT, MAKING IT EASIER TO SIT FURTHER FORWARD. SLIM SHROUDS ARE EASIER TO HOLD ON TO. EVEN THE ENGINE COVERS ARE SMOOTH SO THAT THEY DO NOT IMPEDE RIDER MOVEMENT.
3. FACTORY-INSPIRED TUNING. WORKS-BASE BRIDGED-BOX BOTTOM PISTON IS JUST ONE OF MANY FEATURES INSPIRED BY OUR FACTORY RACERS.
4. HOLESHOT ADVANTAGE: LAUNCH CONTROL MODE. FACTORY-STYLE LAUNCH CONTROL SYSTEM INCREASES THE CHANCE OF GETTING A GOOD START BY HELPING RIDERS MAXIMISE TRACTION WHEN STARTING ON A SLIPPERY SURFACE.
5. EASY ENGINE TUNING: DFI SETTING DATA SELECTION. USING THE PROVIDED DFI COUPLERS, RIDERS CAN QUICKLY AND EASILY ACCESS THEIR CHOICE OF THREE MAPS (STANDARD, HARD, SOFT) PROVIDED IN THE ECU.
6. THE REAR SHOCK FEATURES DUAL COMPRESSION ADJUSTABILITY, ALLOWING HIGH-SPEED AND LOW-SPEED DAMPING TO BE TUNED SEPARATELY.
7. 4-POSITION HANDLEBAR. A CHOICE OF FOUR POSITIONS ALLOWS RIDERS TO TAILOR THEIR RIDING POSITION WITHIN A RANGE OF 35 MM. FACTORY-STYLE RENTAL HANDLEBAR AND PAD COME AS STANDARD.





FRONT BRAKES

A large-diameter Ø 250 mm rear disc complements the oversized Ø 270 mm front disc, delivering strong stopping power. An advanced front brake master cylinder offers better initial control, while contributing to overall braking performance.



ADJUSTABLE FOOTPEGS

Adjustable footpeg mountings enable riders to lower their footpeg position by 5 mm. In the bottom position, the centre of gravity is lowered as is the rider's eyeline, providing both physical and psychological advantages.



COIL-SPRING FORK

Handling suspension duties up front is a Kashima coated high-performance Ø 49 mm inverted coil-spring fork by SHOWA. The large-diameter inner tubes (the same size as on our factory racers) enables the use of large damping pistons, delivering smooth action and firm damping.





WINNING ENGINE

Powerful, high-revving 249 cm³ liquid-cooled, 4-stroke Single with factory-racer engine tuning. Boasting an increase in peak power of approximately 2.4 kW (3.3 PS) and stronger high RPM performance.



FINGERS FOLLOWERS

Finger-follower valve actuation enables a higher rev limit, and more aggressive cams for harder-hitting power.



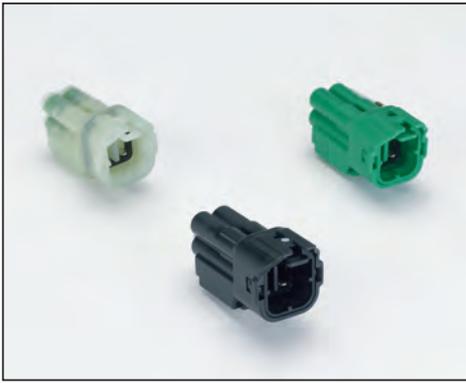
ELECTRIC START

Kawasaki's electric start makes restarting the engine as easy as pushing a button. The lightweight Li-ion battery helps keep the weight to a minimum.

KX250

1. DESIGNED TO CONTINUE ITS HISTORY OF WINNING IN THE EXTREMELY COMPETITIVE 4-STROKE 250CC CLASS, KAWASAKI RACE MACHINES HAVE THE MOST AMA SUPERCROSS AND MOTOCROSS TITLES – THE 2021 MODEL KX250 FEATURES AN UPDATED ENGINE WITH INCREASED POWER, AN EVEN MORE POTENT HIGH-RPM RANGE, AND A HIGHER REV LIMIT.
2. THE ENGINE FEATURES A SHORT-STROKE CONFIGURATION, WITH BORE AND STROKE MEASURING 78.0 X 52.2 MM. THANKS TO THE WIDER BORE, LARGER INTAKE AND EXHAUST VALVES CAN BE USED, ENABLING GREATER FLOW FOR INCREASED HIGH-RPM PERFORMANCE. LIKEWISE, THE SHORTER STROKE LENDS ITSELF TO THE HIGH-RPM FOCUSED ENGINE CHARACTER.
3. COMPLEMENTING THE KX250'S SLEEK, MINIMALISTIC BODYWORK, FACTORY-STYLE GRAPHICS ENSURE IT IS THE SHARPEST LOOKING BIKE IN THE PADDOCK AND FURTHER REFLECT ITS HIGHLY-TUNED PERFORMANCE. GREEN HIGHLIGHTS ON THE SUSPENSION ADJUSTERS, ENGINE OIL CAP AND GENERATOR COVER PLUGS CONTRIBUTE TO A DISTINCTIVE KAWASAKI LOOK.
4. SLIM ALUMINIUM PERIMETER FRAME IS A LIGHTWEIGHT CONSTRUCTION COMPOSED OF FORGED, EXTRUDED AND CAST PARTS. CHASSIS BALANCE AND SETTINGS WERE ALL SET TO SUIT RACE-EXPERIENCED RIDERS. THE CENTRE OF GRAVITY AND KEY DIMENSIONS (SWINGARM PIVOT, OUTPUT SPROCKET AND REAR AXLE LOCATIONS) WERE CHOSEN SO THAT THE REAR TYRE WOULD DRIVE THE BIKE FORWARD (INSTEAD OF CAUSING IT TO SQUAT).
5. LIKE THE KX450, THE KX250 FEATURES A VALVE TRAIN DESIGNED BY KAWASAKI'S WORLD SUPERBIKE ENGINEERS. FINGER-FOLLOWER VALVE ACTUATION ENABLES A HIGHER REV LIMIT (+500 MIN-1), AND MORE AGGRESSIVE CAM PROFILES – BOTH CONTRIBUTING TO HIGH-RPM PERFORMANCE.
6. HIGH-PERFORMANCE Ø48 MM INVERTED COIL-SPRING FORK HANDLES SUSPENSION DUTIES UP FRONT. THE NEW FORK OFFERS IMPROVED ACTION AT THE INITIAL PART OF THE FORK STROKE. THE LARGE-DIAMETER INNER TUBES ENABLE THE USE OF LARGE Ø25 MM DAMPING PISTONS, DELIVERING SMOOTH ACTION AND FIRM DAMPING.
7. A LARGER-DIAMETER Ø240 MM REAR DISC COMPLEMENTS THE OVERSIZED Ø270 MM FRONT DISC, DELIVERING STRONGER STOPPING POWER. NEW FRONT BRAKE PAD MATERIAL OFFERS INCREASED CONTROLLABILITY. THE OVERSIZED SEMI-FLOATING Ø270 MM FRONT DISC CONTRIBUTES TO STRONG FRONT BRAKE FORCE, AS WELL AS SUPERB CONTROLLABILITY.
8. LARGER-BORE HIGH-PERFORMANCE PISTON, FEATURING THE SAME DESIGN USED ON OUR FACTORY RACERS, CONTRIBUTES TO STRONG PERFORMANCE AT ALL RPM.





EASY ENGINE TUNING

Using the provided DFI couplers, riders can quickly and easily access their choice of three maps (standard, hard, soft) provided in the ECU.



STRONGER BRAKES

Petal disc brakes are among the KX250's numerous factory-style components. A larger diameter 240mm rear disc compliments the oversized front brake disc, both with a high-quality appearance.



LARGE-DIAMETER COIL-SPRING FORK

Handling suspension duties up front is a new KYB high-performance \varnothing 48 mm inverted coil-spring fork. Kashima coating helps prevent wear abrasion and reduces friction for smoother action.





POWERFUL 2-STROKE

A low-friction piston, KIPS valve and numerous other updates give the KX85's liquid-cooled, two-stroke racing engine ample power and torque across the rev range.



36 MM INVERTED FORK

The fork offers superior damping and bottoming resistance, enabling higher-paced riding and contributing to increased ride comfort.



FACTORY STYLING

Racy bodywork and graphics ensure your KX will look good in the winners' circle. Black alumite rims, black fork guards and a green alumite finish on the suspension deliver that essential factory look.

KX85-I

KX85-II

1. STURDY PERIMETER FRAME IS DESIGNED TO HARNESS THE ENGINE'S POWER AND OFFERS STRENGTH AND TORSIONAL RIGIDITY, ALLOWING YOUNG RIDERS TO PUSH HARD ON THE TRACK.
2. UNI-TRAK REAR SUSPENSION IS ADJUSTABLE FOR COMPRESSION AND REBOUND DAMPING PLUS PRELOAD. THE COMPRESSION MECHANISM FOR THE REAR SHOCK ALLOWS DAMPING FORCE TO BE GENERATED AT SLOWER STROKE SPEEDS, CONTRIBUTING TO A MORE STABLE RIDE FEEL. THE MECHANISM IS 24-WAY ADJUSTABLE FOR COMPRESSION DAMPING AND 21-WAY ADJUSTABLE FOR REBOUND DAMPING.
3. MINIMALIST BODYWORK, A FLAT TANK AND SLIM SEAT ARE DESIGNED TO MAKE IT EASIER FOR RACERS TO GO FAST FOR LONGER.
4. BRUSHED ALUMINIUM FINISH ON THE

SWINGARM CONTRIBUTES TO A HIGH-QUALITY IMAGE.

5. FORK AND REAR SHOCK ADJUSTERS HAVE A GREEN ALUMITE FINISH LIKE KAWASAKI FACTORY RACERS.
6. AVAILABLE IN TWO SIZES TO SUIT RIDER GROWTH, BOTH SMALL AND BIG WHEEL KX85 MACHINES FEATURE EXACTLY THE SAME PERFORMANCE AND STYLING.

	KX85-I (small wheel)	KX85-II (big wheel)
Front wheel	17"	19"
Rear wheel	14"	16"
L x W x H	1,830 x 765 x 1,100 mm	1,920 x 765 x 1,150 mm
Seat height	830 mm	870 mm
Curb mass	75 kg	77 kg





FRONT BRAKE

Large diameter 220 mm petal disc brake gripped by a dual-piston caliper contribute to strong braking performance. Just like the larger KX models.



ADJUSTABLE HANDLEBARS

KX85 riders grow taller and change size quickly. By rotating the clamps, or adding the supplied aluminium spacing shims, the handlebars can move up and down by 10 mm in three possible heights plus stay in standard position or move back and forwards by 10 mm.





KX250X



1. BASED ON THE HIGHLY ADVANCED KAWASAKI KX250, THIS CROSS-COUNTRY MOTORCYCLE HAS RECEIVED SPECIFIC CROSS-COUNTRY TUNING
2. RACE READY SUSPENSION DIRECTLY FROM THE KX250 WITH SPRING RATES AND DAMPING SETTINGS OPTIMISED FOR CROSS-COUNTRY RIDING
3. CROSS-COUNTRY-SPECIFIC WHEELS (F21"/R18") AND DUNLOP AT81 ENDURO-TYPE TYRES ARE WELL-SUITED TO THE SITUATIONS ENCOUNTERED IN CROSS-COUNTRY RIDING
4. 51/13 FINAL GEARING (SHORTER THAN THE 50/13 OF THE KX250) FACILITATES REAR WHEEL TRACTION CONTROL IN CROSS-COUNTRY RIDING SITUATIONS
5. KX FACTORY-STYLE SKID PLATE AND SIDE STAND ARE BOTH STANDARD EQUIPMENT



KX450X



1. BASED ON THE HIGHLY ADVANCED KAWASAKI KX450, THIS CROSS-COUNTRY MOTORCYCLE HAS RECEIVED SPECIFIC CROSS-COUNTRY TUNING
2. RACE READY SUSPENSION DIRECTLY FROM THE KX450 WITH SPRING RATES AND DAMPING SETTINGS OPTIMISED FOR CROSS-COUNTRY RIDING
3. CROSS-COUNTRY-SPECIFIC WHEELS (F21"/R18") AND DUNLOP AT81 ENDURO-TYPE TYRES ARE WELL-SUITED TO THE SITUATIONS ENCOUNTERED IN CROSS-COUNTRY RIDING
4. 51/13 FINAL GEARING (SHORTER THAN THE 50/13 OF THE KX450) FACILITATES REAR WHEEL TRACTION CONTROL IN CROSS-COUNTRY RIDING SITUATIONS
5. KX FACTORY-STYLE SKID PLATE AND SIDE STAND ARE BOTH STANDARD EQUIPMENT



KLX110



1. AIR-COOLED 112 CM³ SOHC ENGINE PUMPS OUT PLENTY OF RESPONSIVE LOW-RPM TORQUE.
2. STURDY BACKBONE FRAME AND BRACED SWINGARM CONTRIBUTE TO EXCELLENT HANDLING CHARACTERISTICS.
3. 4-SPEED TRANSMISSION WITH AN AUTOMATIC CLUTCH ALLOWS NEWER RIDERS TO CONCENTRATE ON RIDING AND NOT ON CLUTCH CONTROL.
4. ADJUSTABLE THROTTLE ALLOWS PERFORMANCE TO BE LIMITED AND HELP NEW RIDERS GAIN EXPERIENCE AT SLOWER SPEEDS.
5. THE ELECTRIC STARTER IN COMBINATION WITH KAWASAKI'S AUTOMATIC COMPRESSION RELEASE ENABLES HASSLE-FREE STARTING.

SPECIFICATIONS

MODEL	KX450	KX250	KX85 I & II	KX450X	KX250X	KLX110
Colours	Lime green	Lime Green	Lime green	Lime green	Lime green	Lime green
Engine type	Liquid-cooled, 4-stroke Single	Liquid-cooled, 4-stroke Single	Liquid-cooled, 2-stroke Single with KIPS	Liquid-cooled, 4-stroke Single	Liquid-cooled, 4-stroke Single	Air-cooled, 4-stroke Single
Displacement	449 cm ³	249 cm ³	84 cm ³	449 cm ³	249 cm ³	112 cm ³
Bore x stroke	96.0 mm x 62.1 mm	78.0 mm x 52.2 mm	48.5 mm x 45.8 mm	96.0 mm x 62.1 mm	78.0 mm x 52.2 mm	53.0 mm x 50.6 mm
Compression ratio	12.5:1	14.1:1	10.9:1 (low speed); 9.0:1 (high speed)	12.5:1	14.1:1	9.5:1
Valve system	DOHC, 4 valves	DOHC, 4 valves	Piston reed valve	DOHC, 4 valves	DOHC, 4 valves	SOHC, 2 valves
Fuel system	Fuel injection: Ø 44 mm x 1	Fuel injection: Ø 44 mm x 1	Carburettor: Keihin PWK 28	Carburettor: Keihin FCR-MX40	Fuel injection Ø 43 mm x 1 (Keihin) with dual injection	Carburettor: PB18 (Keihin)
Starting system	Electric	Electric	Primary kick	Electric	Electric	Electric & Kick
Lubrication	Forced lubrication, semi-dry sump	Forced lubrication, semi-dry sump	Petrol mix	Forced lubrication, semi-dry sump	Forced lubrication, semi-dry sump	Forced lubrication, wet sump
Transmission	5-speed, return	5-speed, return	6-speed, return	5-speed, return	5-speed, return	4-speed, return
Final drive	Chain	Chain	Chain	Chain	Chain	Chain
Clutch	Wet multi-disc, manual	Wet multi-disc, manual	Wet multi-disc	Wet multi-disc, manual	Wet multi-disc, manual	Centrifugal, wet multi-disc
Frame type	Perimeter, aluminium	Perimeter, aluminium	Perimeter, high-tensile steel	Perimeter, aluminium	Perimeter, aluminium	Backbone, Steel
Tyre, front	80/100-21 51M	80/100-21 51M	70/100-17 40M / 70/100-19 42M (II)	80/100-21 51M	80/100-21 51M	2.50-14 4PR
Tyre, rear	120/80-19 63M	100/90-19 57M	90/100-14 49M / 90/100-16 52M (II)	120/90-18 65M	110/100-18 64M	3.00-12 4PR
Suspension, front	49 mm inverted telescopic fork with adjustable compression and rebound damping	48 mm inverted telescopic fork with adjustable compression and rebound damping	36 mm inverted telescopic fork with 20-way compression damping	49 mm inverted telescopic fork with adjustable compression and rebound damping	48 mm inverted telescopic fork with adjustable compression and rebound damping	30 mm telescopic fork
Suspension, rear	New Uni-Trak with adjustable dual-range (high/low speed) compression damping, adjustable rebound damping and adjustable preload.	New Uni-Trak with adjustable dual-range (high/low speed) compression damping, adjustable rebound damping and adjustable preload	Bottom-Link Uni-Trak with adjustable preload, 24-way compression and 21-way rebound damping	New Uni-Trak with adjustable dual-range (high/low speed) compression damping, adjustable rebound damping and adjustable preload	New Uni-Trak with adjustable dual-range (high/low speed) compression damping, adjustable rebound damping and adjustable preload	Single shock
Brakes, front	Single semi-floating 270 mm petal disc. Caliper: Dual-piston	Single semi-floating 270 mm petal disc. Caliper: Dual-piston	Single 220 mm disc. Caliper: Dual-piston	Single semi-floating 270 mm petal disc. Caliper: Dual piston	Single semi-floating 270 mm petal disc. Caliper: Dual-piston	Drum (Ø 90 mm)
Brakes, rear	Single 250 mm petal disc. Caliper: Single-piston	Single 240 mm petal disc Caliper: Single-piston	Single 184 mm disc. Caliper: Single-piston	Single 240 mm petal disc. Caliper: Single piston	Single 240 mm petal disc Caliper: Single-piston	Drum (Ø 110 mm)
L x W x H	2,185 x 820 x 1,265 mm	2,180 x 820 x 1,265 mm	1,830 x 765 x 1,100 mm & 1,920 x 765 x 1,150 mm (II)	2,185 x 820 x 1,265 mm	2,170 x 820 x 1,260 mm	1,560 x 650 x 955 mm
Wheelbase	1,485 mm	1,485 mm	1,265 mm / 1,310 mm (II)	1,485 mm	1,480 mm	1,075 mm
Ground clearance	340 mm	335 mm	290 mm / 330 mm (II)	335 mm	330 mm	215 mm
Seat height	955 mm	950 mm	830 mm / 870 mm (II)	950 mm	945 mm	680 mm
Curb mass**	110.2 kg	107.5 Kg	75 kg / 77 kg (II)	111.6 kg	109.2 Kg	76 kg
Fuel capacity	6.2 litres	6.2 litres	5 litres	6.2 litres	6.2 litres	3.6 litres



GENUINE PARTS

THE 2021 OFF-ROAD COMPETITION RANGE IS OUR MOST REFINED YET. ENSURE YOU RETAIN FACTORY FRESH PERFORMANCE BY USING ONLY COMPETITION-PROVEN GENUINE KAWASAKI PARTS, PRECISION MANUFACTURED FOR YOUR RACING MACHINE.

KAWASAKI DEALERS

ALL KX AND KLX MACHINES ARE SUPPORTED BY A NETWORK OF FACTORY TRAINED AND ENTHUSIASTIC KAWASAKI DEALERS EQUIPPED TO SUPPLY GENUINE PARTS, SERVICING AND EXPERT ADVICE. AS A "PERFORMANCE PARTNER" YOUR KAWASAKI DEALER IS READY TO HELP YOU WIN.



Always ride responsibly. Respect the law and the environment. Always ride within the limits of your skills, your experience, and your machine. Wear an approved helmet, eye protection and relevant protective apparel. Increase your ability by taking relevant approved training. Adhere to the instructions and maintenance schedule in your owner's manual. Never drink and ride. 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, products and illustrated equipment may vary by market. The actions depicted here took place under controlled conditions with professional riders. Never attempt any action which is potentially dangerous.

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Kawasaki Motors U.K.

1 Dukes Meadow
Millboard Road
Bourne End
Buckinghamshire
SL8 5XF

www.kawasaki.co.uk

01628 856750

For more information, please visit www.kawasaki.co.uk

