

 **Kawasaki**

OFF ROAD 1982

Kawasaki UK Championships

- 1978/9/80/81 School Boy Champions
- 1979/80/81 AMCA Champions
- 1979/81 IMBA Champions
- 1981 125 National Champion
- 1981 250 National Champion



TEAM GREEN PRO RACERS

KX80-D2

This well proved front runner in under-80cc motocrossing — the Junior Champion of Champions' Winner — now comes with increased power, longer travel



suspension, larger diameter fork tubes, improved Uni-Trak rear suspension and revised transmission. Kawasaki engineers have 'beefed-up' the engine internals for improved durability. Not only that, they have also applied 'works treatment' by fitting needle roller bearings to both hubs. Low in weight yet exceptionally rugged, high peak power — if there were an 80cc Grand Prix — surely this would be the winner.

KX80-D2 SPECIFICATION

Displacement.....	79cc
Bore x stroke.....	47.0 x 45.8mm
Max. horsepower.....	19.5
Ignition system.....	CDI
Transmission.....	6 speed
Chain size.....	420H
Wheel size Fr/R.....	17/14 inch
Brakes Fr/R.....	Drum/drum
Wheelbase.....	1215mm
Ground clearance.....	280mm
Seat height.....	800mm
Dry weight.....	65kg

KX100-D

For years the Intermediate Class has waited for a machine that truly matches the age group. Now, with this exciting new model, the waiting is over. Styled on the successful KX125 and KX80, the all-new KX100-D has been specially developed for the UK Intermediate Class. With many design features that made its stablemates the mounts for motocross champions, the KX100-D offers ample power, easy handling and full suspension movement. Yet it weighs only 67kg. Now parents can stop worrying about oversize and overweight machinery for Intermediates.



KX100-D SPECIFICATION

Displacement.....	99cc
Bore x stroke.....	52.0 x 45.8mm
Max. horsepower.....	22.5
Ignition system.....	CDI
Transmission.....	6 speed
Chain size.....	428H
Wheel size Fr/R.....	19/16 inch
Brakes Fr/R.....	Drum/drum
Wheelbase.....	1240mm
Ground clearance.....	305mm
Seat height.....	835mm
Dry weight.....	67kg

KX125-B1

Built and styled on the Kawasaki Grand Prix factory bikes. Developed and tested over two years, including an extensive UK programme, the new KX125-B1 is the machine that



has it all. Unique Uni-Trak suspension, now fully progressive, with full 300mm suspension travel front and rear, making it the best handling machine available. 32 bhp liquid cooled engine with unique oval venturi carburettor. Hydraulically operated front disc brake. Reduced weight. Gold surface treatment. A machine built to continue Kawasaki's achievements in winning all the major 125cc championships.

KX125-B1 SPECIFICATION

Displacement.....	124.6cc
Bore x stroke.....	56.0 x 50.6mm
Max. horsepower.....	32
Ignition system.....	CDI
Transmission.....	6 speed
Chain size.....	520H
Wheel size Fr/R.....	21/18 inch
Brakes Fr/R.....	Disc/drum
Wheelbase.....	1440mm
Ground clearance.....	360mm
Seat height.....	955mm
Dry weight.....	88kg

KX250-B1

There's a totally new design for the 1982 KX250, based on a frame originally developed for the Kawasaki factory racers. Its got the unique fully progressive Uni-Trak suspension with 300mm of movement front and rear and 43mm fork legs. 42.5 bhp engine — and it doesn't lack liquid cooling — it does not need it! Hydraulic front disc brake. With everything for the discerning rider — side pull throttle, soft handgrips, dog leg levers, fully adjustable suspension, floating rear brake and Grand Prix lookalike treatment. A winner at all levels of competition.



KX250-B1 SPECIFICATION

Displacement.....	249cc
Bore x stroke.....	70.0 x 64.9mm
Max. horsepower.....	42.5
Ignition system.....	CDI
Transmission.....	5 speed
Chain size.....	520H
Wheel size Fr/R.....	21/18 inch
Brakes Fr/R.....	Disc/drum
Wheelbase.....	1475mm
Ground clearance.....	368mm
Seat height.....	970mm
Dry weight.....	98kg

TEAM GREEN ENDURO WINNERS

KDX175-A3

Billed in America in 1981 as the Bike of the Year, many people will be surprised if the 1982 model KDX175A does not retain its title. Subtle improvements make it even



KDX175-B

Fully street legal for the UK market, the KDX175-B enjoys the specification of the full blooded Enduro model. Fitted with on/off road tyres and steel petrol tank — the rider can enjoy his off-road activities to the full and still retain the benefits of highway transport. Although street legal — when used in competitive events it's well capable of a performance matching the specialist KDX175-A3 Enduro model. And it features the same 1982 improvements, together with the full six months parts and labour warranty for Kawasaki street legal models.



KDX250-B

Only the true Enduro rider will appreciate the qualities of this all-new model which, like the KX250-B, is bristling with innovations. Not only its new centre port engine and



semi-duplex chassis but also full moto cross suspension — front and rear (250mm movement). Fully adjustable damping, box section alloy swing arm, quickly detachable wheels, rock guards, larger fuel tank, dog leg levers, side pull twist grip, new pattern tyres and reduced weight. This surely must be the ultimate in quarter-litre Enduro racers.

KLX250-B

The diehard clubman enthusiast will readily understand the sheer delight in riding the KLX250-B and, built with this elite band of riders in mind, it has already won acclaim in four stroke competition. Improvements for 1982 include more tractable power, stronger engine and improved transmission. Simple and robust design cuts maintenance to a minimum. Plus, of course, it now carries Kawasaki's six month parts and labour warranty for street legal models. Equally at home in Enduro, green lane, or highway use, the KLX250-B comes with full street-legal gear.



more desirable than its predecessor and it's now been adapted for UK style Enduro racing. Improved engine torque gives even better performance, yet it remains nimble and very forgiving — in fact, the Enduro rider's dream machine. 1982 features include oval venturi carburettor, large big end and small end bearings, reduced noise level, dog leg levers, side pull throttle and 250mm suspension travel.

KDX175-A3 SPECIFICATION

Displacement.....	173cc
Bore x stroke	66.0 x 50.6mm
Max. horsepower	27
Ignition system	CDI
Transmission	6 speed
Chain size.....	520H
Wheel size Fr/R	21/18 inch
Brakes Fr/R.....	Drum/drum
Wheelbase.....	1460mm
Ground clearance.....	330mm
Seat height.....	910mm
Dry weight.....	99kg

KDX175-B SPECIFICATION

Displacement.....	173cc
Bore x stroke	66.0 x 50.6mm
Max. horsepower	27
Ignition system	CDI
Transmission	6 speed
Chain size.....	520H
Wheel size Fr/R	21/18 inch
Brakes Fr/R.....	Drum/drum
Wheelbase.....	1460mm
Ground clearance.....	330mm
Seat height.....	940mm
Dry weight.....	103kg

KDX250-B SPECIFICATION

Displacement.....	249cc
Bore x stroke	70.0 x 64.9mm
Max. horsepower	42.5
Ignition system	CDI
Transmission	6 speed
Chain size.....	520H
Wheel size Fr/R	21/18 inch
Brakes Fr/R.....	Drum/drum
Wheelbase.....	1460mm
Ground clearance.....	320mm
Seat height.....	920mm
Dry weight.....	107kg

KLX250-B SPECIFICATION

Displacement.....	246cc
Bore x stroke	70.0 x 64.0mm
Max. horsepower	23.5
Ignition system	CDI
Transmission	5 speed
Chain size.....	520H
Wheel size Fr/R	21/18 inch
Brakes Fr/R.....	Drum/drum
Wheelbase.....	1435mm
Ground clearance.....	310mm
Seat height.....	935mm
Dry weight.....	110kg

KAWASAKI DEALER TEAM

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The specifications mentioned apply to and have been achieved by production models under standard operating conditions. We intend only to give a fair description of the motorcycles and their performance capabilities but these specifications may not apply to every machine supplied for sale. Kawasaki Motors (UK) Ltd reserves the right to alter specifications without prior notice.

Designed and produced by Ray Murray and Partners Ltd. Reading

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