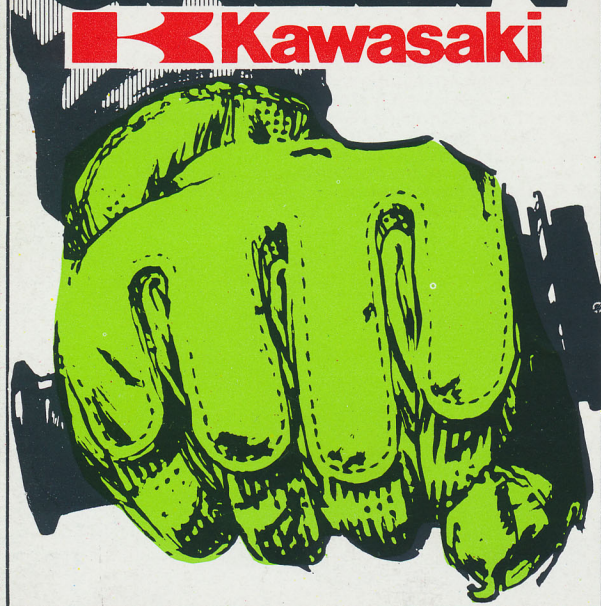


TEAM GREEN

 Kawasaki

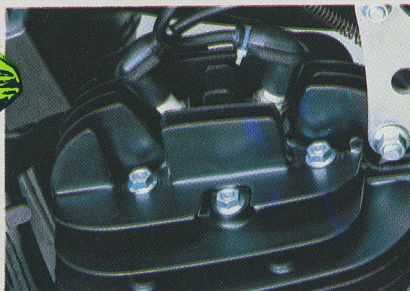


1984 ENDURO & MOTOCROSS PRO-RACERS

Jobé Moves Up



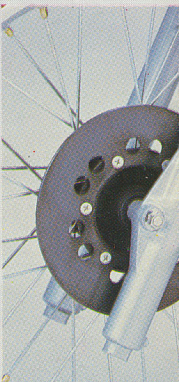
Special Features for 1984



TWIN PLUG IGNITION - Standard for 1984 KX500 model, gives extra spark for better combustion and smoother running.

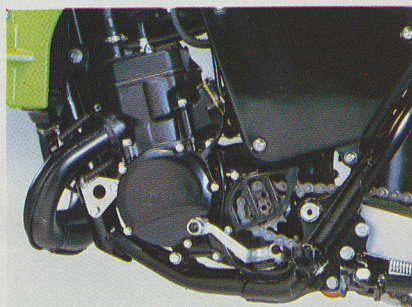
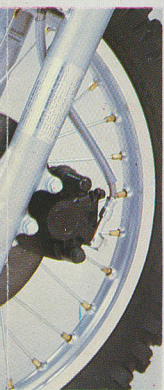


NEW DAMPING ADJUSTMENT - Standard on all 1984 motocross machines, gives extra adjustment to the Uni-Trak suspension.



FRONT DISC BRAKE - powerful stopping - '84 motocross machine - the KX80 as illustrated.

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3 STAGE AIR FILTER - Shown here fitted to the KX125 and common to all 1984 models - is larger and gives more clean air to the engine.

Georges Jobé, 250cc World Champion, has moved over to Kawasaki and moved up to contest the 500cc Grand Prix in the coming season.

He's chosen Kawasaki because he's confident it's the bike to win the Class. And with Jobé's achievements to date who would doubt his choice? He's just 22 years old, twice winner of the 250cc World Championship (1980, 1983), twice runner up, and holder of the Belgian 250cc Championship for the past four years.

Supporting Jobé in the 500cc Grand Prix is Laurence Spence, six times 250cc and 500cc Irish Champion. Laurence caused quite a stir in 1983 GP events after he switched to Kawasaki.

Andy Nicholls rides for Team Green in the ACU 125cc, 250cc and 500cc Championship events, along with Geoff Mayes, Rob Hooper, Mike Pearce and Jonathan Wright.

Adding to the all-round strength of Team Green are the stars of the AMCA Championship - Richard Main, Julian Dobb, Pip Small and Kevin Reed.

And let's not forget the schoolboy starlets, Team Green Champions of the future: Jason Higgs (Junior 80cc), Paul Malin (Intermediate 80cc), Darren Malin (Senior 125cc) and Darren Sealey (Expert 125cc).

But, Team Manager Alec Wright, veteran of motocross, is not satisfied with a winning team and championship machines alone.

This year, he insisted that Kawasaki back ALL Team Green motocross riders with professional support services. Thus, the Team Green Training School, the Team Green Tech-Line and technical expertise at major motocross championships are available to all Team Green riders.

Team Green Training School

Our Training School will teach you the skills that make a Team Green Champion. Everything, from basic handling to sophisticated techniques; from elementary training for beginners to advanced skills for schoolboys. And there's expert advice on preparation and maintenance for race mechanics.

Team Green Technical Support

If you're stuck with a problem you can't solve, or simply need advice, motocross race-rider Kevin Ruddock will give you professional advice on the Team Green Tech-Line.

And, to give you face-to-face support, John McMillan, one of our many highly-skilled technicians, will attend major UK motocross events. Call and see him, he'll be glad to help.

But, the last word belongs to Jobé: *"Team Green is more than race-winning machines. It's about people who ride those machines. You, me, everybody. Kawasaki know that, and that's why they're keen to help every Team Green rider. Believe me, I'm as proud as you are to ride for Team Green."*



Championship Successes

- 1983/82/81/80/79/78 Schoolboy Championships
- 1983 International Schoolboy Championship
- 1983/81/80/79 AMCA Championships
- 1981/79 IMBA Championships
- 1981 125cc National Championship
- 1982/81 250cc National Championships
- 1982/80 500cc British Support Championships

1984 Team Green Sponsors



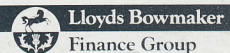
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Kawasaki Motors (UK) Ltd reserve the right to alter specifications without prior notice. Prices quoted are inclusive of all taxes but exclude delivery charges, and are subject to change without prior notice.



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TEAM GREEN

 Kawasaki



ENDURO PR

KDX250 B3



In racing circles, the Welsh Two Day Enduro is acknowledged as being the toughest event in the British calendar. To obtain a Class win is a very real achievement – but the KDX250's success record is better than that! For on such a machine, Andy Robertson won his Class and the event outright in '82, and came close to repeating this in '83 when he again won the 250cc class, and placed third overall. Clearly, this is more than just a competitive bike.

Reason for its success is clear – the engine is ultra reliable with a broad spread of power which is smoothly delivered. This

is matched to a chassis that has excellent handling characteristics – aided by the well proven Uni-Trak rear suspension (with variable damping) and the result is a machine that is very hard to beat.

Naturally, this machine has all the features expected of a modern, purpose designed, race bike – with the added extra of an electrically operated digital odometer that keeps the rider fully informed of the distance travelled and the time taken in seconds via a large, clearly visible display.

KX500 A2



1984 DUAL SPORT & MOTOCROSS DUALLY-USE RACERS

KDX200A2



The enduro rider's requirements are clearly defined. His mount must be very agile, able to cope equally well with either high speed curves or low speed turns. Further, the suspension must be capable of handling any type of terrain without losing traction or stability.

The engine has to be reliable and with a broad spread of power throughout the rpm range, while the whole machine must be sufficiently light and manageable to enable the rider to concentrate on his racing.

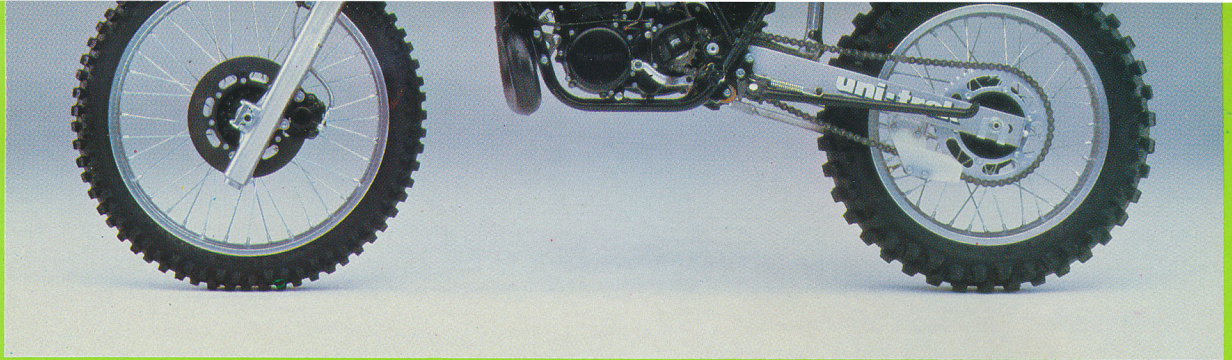
Such a machine is the KDX200. There is a very healthy 30 hp

on tap, and plenty of torque, from the motor long respected as 'bullet-proof'. The acclaimed Uni-Trak rear suspension now has variable damping and extra travel providing 11 in. of rear wheel movement.

Other new features include a larger fuel tank, more effective silencer and a lighter front brake. Unchanged, however, are the QD wheels, provision of a tool bag, smart styling incorporating race number plates, and of course that great asset for the special stages – a digital odometer that accurately measures both time and distance with instant re-set capability.

KX250C2





In the 500cc class, peak power is not a problem – it is the width of the power band and the smoothness of delivery that most concerns the rider. And that is where the latest KX500 excels.

This machine has long benefited from a very broad power band, giving a smooth flow of power without vicious power surges – but now both aspects have been further improved. A twin plug head with dual ignition coils gives the best possible combustion, while at the same time, a flat-slide carburettor has been utilised for the most efficient gas flow. That such

modifications work is well proven – for that is how the factory 500cc bikes were equipped for the '83 season.

The new safety seat and revised tank shape (which now holds an extra 2 pints) allow the rider to shift body weight more easily, while the latest suspension not only incorporates full adjustability, but provides an extra 1 in. travel for the rear wheel.

An extra stay for the front mudguard reduces the chance of breakage, while straight-pull spokes reduce maintenance requirements in that area.

KX125 C1



The smart new styling of this machine makes it a Works look-alike racer – and the similarities do not end there, for it shares the same fully adjustable suspension, extruded aluminium box section swing arm, straight pull spokes and disc brake.

While a top Pro rider needs an 'ultimate' rocket ship, lesser mortals cannot handle the ultra narrow power band and knife edge handling.

Consequently, Kawasaki have concentrated on producing a winning machine that is relatively easy to ride. Firstly the engine, already proven to produce the necessary horsepower (and to do so consistently thanks to liquid cooling) has had its

mid-range performance boosted. It now has as much torque as before, but this occurs 1,000 rpm lower down the power band.

The new suspension allows the rider to quickly and accurately set-up his machine to suit any track and his riding style, while weight has been further trimmed. Revised steering geometry of the new frame permits quicker directional changes.

With the production prototype taking first place each time out in the ACU/AMCA Schoolboy Championships, the net result of all these changes is simple – to make winning easier!

SPECIFICATIONS

MODEL	KX80-E2	KX125-C1	KX250-C2	KX500-A2	KDX200-A2	KDX250-B3
Displacement	82cc	124.6cc	249.2cc	499cc	198cc	249cc
Bore x Stroke	47x45.8mm	56x50.6mm	70x64.9mm	86x86mm	66x58mm	70x64.9mm
Max. Power	22.5 hp	33 hp	46 hp	59 hp	30 hp	33 hp
Cooling	Liquid	Liquid	Liquid	Air	Air	Air
No. of gears	6	6	5	5	6	6
Fork travel	255mm	300mm	300mm	210mm	260mm	260mm
Uni-Trak Wheel Travel	255mm	310mm	315mm	315mm	280mm	260mm
Front brake dia/type	170mm/disc	210mm/disc	210mm/disc	210mm/disc	120mm/drum	140mm/drum
Ground clearance	310mm	360mm	350mm	340mm	340mm	340mm
Wheelbase	1225mm	1450mm	1465mm	1480mm	1430mm	1475mm
Dry Weight	61 kg.	86.5 kg.	96.5 kg.	101 kg.	95.5 kg.	105 kg.
Fuel capacity	4.7 litres	8 litres	8 litres	10.2 litres	12 litres	12.5 litres
Price (including taxes but not delivery charges)	£799	£1469	£1719	£1849	£1249	£1439



Liquid cooled engine with twin radiators. Front forks featuring 43mm diameter stanchions, nearly 12 inches of travel and with adjustable compression damping. Disc front brake. Extra stay for front mudguard to reduce whipping. Extruded aluminium box section swing arm. Rising rate Uni-Trak rear suspension with 12 in. wheel travel – the gas shock absorber having provision for both compression and rebound damping. Adjustable aluminium torque arm. Straight pull spokes. Safety seat/tank.

If that sounds like the specification of a factory special racer,

then you are not far wrong – for Kawasaki's production motocrossers are probably as close to a Works ride as you can get without a contract in your pocket!

The KX250 racers have proved more than competitive in the past, but this latest version represents the current state of the art.

Apart from that impressive list of features now incorporated, an alloy brake pedal and nylon chain guide have further reduced weight, the frame is strengthened, and power upped 3 hp to an impressive 46 hp maximum.

KX80 E2



The 1983 results sheets tell the story – Kawasaki's liquid cooled mini GP racer dominated Junior and Intermediate class racing.

The reason for Kawasaki's continued success in this class is clear when you study the machine closely – virtually all the technical advancements tested on their Works racers have been incorporated.

Proof of this ranges from the exclusive Electro Fusion bore to the liquid cooled powerplant, the box section swing arm and the Uni-Trak rear suspension with its remote reservoir gas shock absorber.

For the '84 season, the KX80 has been further improved – and it now features a Works-style disc front brake. That's a feature that no rival machine can boast. Other refinements include a new barrel and con-rod to give even greater reliability, while the new exhaust contributes towards increased power.

Despite its Championship winning potential, the KX80 remains easy to handle. There is nearly 9 in. of suspension travel yet seat height remains modest, weight has been pared to the minimum, and the safety saddle, plus tucked away exhaust, give extra rider protection.

KX100 BIG BORE KIT



100

To enable 11-13 year-olds to compete in the 100cc Intermediate classes of Schoolboy racing on machines that are not over-tall or unwieldy, Kawasaki are marketing their own factory-developed 'Big Bore' kit for the KX80.

That means a machine that is fully competitive on power with rival machines, yet which is not a daunting prospect due to the machine being physically too large for the rider.

Naturally, those who race a KX80 this year, but who will be moving up the capacity classes next year, will only need to purchase this 100cc conversion, rather than a new bike. And that is an aspect that all parents will be grateful for...

The kit consists of a new liquid cooled barrel, piston complete with rings and gudgeon pin, plus all necessary gaskets. Fitting is a simple operation that can be carried out by any Kawasaki competition dealer, or by the individual.

Please note that this kit is not compatible with the 1983 KX80 E1.