



into the

90s
Kawasaki

No 1 IN EVERY RESPECT

Kawasaki will make the 1990 season really special for spectators and competitors alike, promises Alec Wright.

ALREADY established as the No. 1 brand in the UK motocross scene – and winners of the 500cc British Championships for two consecutive years – Kawasaki are poised for even greater success. Firstly we have launched the latest KX125 and 250 racers with their trend-setting perimeter frames, and then there's the sensational signing of the current 500cc World Champion! Yes Dave Thorpe has re-joined the company that first launched his dazzling career which has netted him three World Champion titles. So far...

'The bike is good enough to win, Kawasaki has the will to win, and I want to be the one who gives them their first ever World Championship' he quoted on signing his contract.

In 1990, Dave Thorpe will contest the 500cc Grands Prix as well as the 250 and 500cc British Championships under the Team Kawasaki banner, riding Works prepared machinery, while I wear my European Team Kawasaki Manager's hat.

Meanwhile, Paul Malin will ride for Kawasaki Motors (UK) Ltd's Team Green in all 500cc World Championships, plus both 250 and 500cc classes of the British Championships. Just 17 years old, Paul is the longest serving Kawasaki rider in Europe (and the World?), having joined Team Green in 1981. He has won virtually everything worth winning in the Schoolboy classes, though a broken leg sidelined him for the entire '87 season.

In '89 he moved up to the Adult classes, quickly qualifying for the Top 40. Studying for GCSEs took precedence over riding throughout the summer, but since leaving school his abilities have become very clear. Six weeks after his first 500 ride he won the Ken Hall event, then finished 5th and 4th overall at the last British Championship rounds, harrasing Thorpe and Nicoll right to the chequered flag on many occasions.

Looking after Dave's bikes will be the man who has performed the task for the past 22 years – his father, Keith! His unblemished record after all this time speaks volumes for his capabilities. Hoping to achieve similar success is Kevin Morris, who will again be Paul Malin's race technician. It's not just mechanical items that need careful, skilled, work throughout a punishing season – riders suffer wear and tear too. That's why Richard 'Dickie' Dye, acknowledged as the UK's best MX trainer/mentor, has undergone a very thorough physiotherapy course and joins the team. Completing the line-up is Johnny Stribos who continues his lap scoring/timekeeping services that give us an accurate record of progress.

Manager of the overall Team Green programme – MX and Road Racing plus the Team Green Club – is Colin Wright, well known within motor cycle sport, having been a rider, mechanic and manager for Team Green since 1975!

Reporting directly to Colin will be four co-ordinators, looking after the day-to-day operation of their specialist areas. That means Richard Metcalfe for Road Racing, Kevin Ruddock for AMCA Motocross, Stuart Nunn for Schoolboy Motocross... and Tim Stiles for the British Motocross Championships.

Incidentally, Tim – who has many years' experience of running motocross teams – has also joined the Team Green race office. He has a hard act to follow, as he replaces Kevin Ruddock, who has set up his own business outside the industry. Over the past six years, Kevin's technical knowledge has proved of enormous value to customers and dealers alike – and he will continue to practice what he preaches on the race track by riding a KX500 in AMCA Championships, while also looking after his AMCA Team Green charges.

As always, Kawasaki is keen to encourage all levels of the sport. In '89 Adrian Bradley won the 125cc AMCA Championship, and at the time of printing Tim Price leads the 250cc class by 45 points after five of the six rounds. Both of these riders will be striving to repeat this success in 1990. Joining them is Phil Small contesting the 500cc category. If our new Schoolboy squad only achieve half the results of their predecessors, it is still going to be a tremendous year... for our KX60 rider won 96 out of the 99 races contested (lowest place a 3rd!) while a similar level of dominance was achieved by our KX100 rider.

The 1990 team will be Carl Nunn (Inter 80), Tony Marshall and Austin Kemp (125 Senior) plus Chris McMillan and Kelly Swanson (125 Expert).

Racing costs a great deal of money – and without our valued sponsors Kawasaki Motors (UK) Ltd would not be competing at the level it does. Therefore I would like to express my gratitude to the following concerns who help us to be such a major force in the sport we all enjoy.

Team Green's major financial sponsors will again be Rizla, Rock Oil and RFR. As the world's largest manufacturer of cigarette papers, **Rizla** needs no introduction – nor do **Rock Oil** who's top quality lubricants, many developed specifically for motor cycles, are used exclusively by Team Green's MX and road race machinery. KMUK's own workshops use Rock Oil lubricants, as do the company's fleet of lorries.

Leaders in the telecommunications business, **RFR** (Rider, Fenn and Ridgeway) have enjoyed considerable recent expansion, and now in addition to the main business of making telephone exchange hardware, have branched out into manufacturing printed circuit boards and related electronic equipment. This also complements their precision metalwork and metal coatings operations. Two RFR partners are actively involved in our sport: Alan Rider's son Stuart is now enjoying

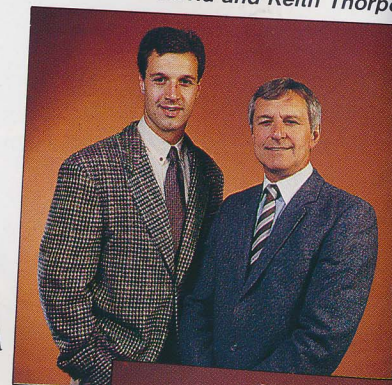
his first year in Adult motocross, while Richard Goss races a works 500 powered Kawasaki quad racer.

Increasing their past levels of sponsorship are four companies that are household names in the off-road scene. **Renthal** manufacture an extensive range of top quality handlebars and chainwheels in a wide variety of colours, while many top riders in all branches of motorcycle sport rely on **DID** chain: their wheel rims are light and strong too. **MXA (International)** not only manufacture personalised seat and tank covers, but also wet weather clothing, decals, gear bags and related items. **Dunlop** produce disc brake pads for off road and street bike use, and we use them in our road race bikes as well as motocross.

Additional product sponsors for 1990 will be **NGK** (spark plugs), **Twin-Air** (air filters), **Goodridge** (brake hoses), **DEP** (mufflers), **Scott** (eye protection) and **Lloyds Bowmaker** (finance).

An essential part of a winning team, every one.

David and Keith Thorpe



Colin Wright



Kevin Ruddock



Tim Stiles



Stuart Nunn

KX60-B6

MOST SUCCESSFUL 60cc RACER

LIQUID COOLED

RIISING RATE UNI-TRAK SUSPENSION

200mm WHEEL TRAVEL

'FULL SIZE' FEATURES AND STYLING

SHARING many of the race-winning features of the larger Kawasaki racers, the KX60 is scaled down in size to give youngsters the confidence they need, while the safety saddle and bodywork that practically covers the exhaust provides extra rider protection.

The ACU Junior Class (7-9 year olds) is, has been and will continue to be dominated by these machines, because quite simply nothing else comes close!

Powerful and well proven, the liquid cooled engine has Kawasaki's unique Electro Fusion bore finish, just like all their motocrossers - production and Works - have employed for many years, giving benefits of long service life and seizure resistance.

Leading axle tele-forks provide 200mm of wheel travel, as does the rising-rate Uni-Trak rear suspension that uses a gas/oil shock absorber with 5-step spring preload adjustment to control the tapered, deep box section swing arm.

First introduced in '85 (to replace it's air cooled predecessor), the KX60 has been changed only in minor detail since: proof of the reliability and practicality of this design.

Ride a KX60 now, and you too could be a future British champion!



KX60-B6

ENGINE

Liquid cooled, single cylinder two stroke with piston reed valve induction. Bore/stroke 43 x 41.6mm, capacity 60cc. Six speed gearbox.

FRAME

Type: tubular, single cradle. Castor: 28° Trail: 65mm.

SUSPENSION

Front: air adjustable tele forks, 200mm wheel travel. Rear: Uni-Trak with 200mm wheel travel.

WHEELS/TYRES

Front: 60/100-14 Dunlop. Rear: 80/100-12 Dunlop.

BRAKES

Front: drum, 90 x 20mm. Rear: drum, 90 x 20mm.

DIMENSIONS

Wheelbase 1080mm, seat height 710mm, ground clearance 250mm, dry weight 50.5kg, fuel capacity 3.5 litres.



KX80-L3

MORE POWER - PEAK AND MID-RANGE

DISC BRAKES FRONT AND REAR

275mm WHEEL TRAVEL

DIGITAL IGNITION

'PIGGY-BACK' STYLE REAR SHOCK

WILD GRAPHICS!



HOW do you make the best 80cc racer even more desirable for the new season? More power, increased torque, still greater durability and improved suspension is Kawasaki's answer – and it is bound to be a winning formula!

A new digital ignition system – similar to that used on the 'full size' KX racers – combined with a re-designed combustion chamber shape means greater efficiency (power up more than 6% at same peak rpm) while the adoption of a Keihin PE26 carburettor boosts mid-range punch.

Renowned for its reliability, the engine now boasts an even larger big end bearing (16mm) and an Alumite treated boss in the piston for the gudgeon pin.

Such a refined and powerful engine needs a top class chassis to enable the rider to reap the benefits. The KX80 has just such a chassis... especially now that progressive action *Travel Control Valve* (TCV) front forks with 275mm travel complement the rising rate Uni-Trak rear suspension. The latter uses a 'piggyback' style remote reservoir shock absorber with 4-way compression and rebound adjustment plus variable spring preload. For '90 this shock absorber has been updated with increased damping characteristics.

If you want to ride in the ACU *Inter 80* Class of Schoolboy Motocross (riders aged 10/11 years), this is the machine you'll need.

KX80-L3

ENGINE

Liquid cooled, single cylinder two stroke with piston reed valve induction. Bore/stroke 48 x 45.8mm, capacity 82cc. Six speed gearbox.

FRAME

Type: Tubular, single cradle. Castor: 28° Trail: 95mm.

SUSPENSION

Front: tele forks, 275mm wheel travel. Rear: bottom link Uni-Trak with 4-way compression and rebound damping adjustment. 275mm wheel travel.

WHEELS/TYRES

Front: 70/100-17 Dunlop. Rear: 90/100-14 Dunlop.

BRAKES

Front: 170mm dia. disc. Rear: 150mm dia. disc.

DIMENSIONS

Wheelbase 1250mm, seat height 840mm, ground clearance 335mm, dry weight 61kg, fuel capacity 4.5 litres.



KX100-A2

ONLY RACE-READY 100cc AVAILABLE

EXTRA POWER

UNIQUE WHEEL SIZE COMBINATION

DIGITAL IGNITION

ALUMINIUM BOX SECTION SWING ARM

ELECTRO FUSION BORE

BASED very closely on the latest 1990-spec KX80, this is the **ONLY 100cc RACER** available as a straight-from-the-crate production bike! Rival machines have bore-up kits fitted, which may not have been produced by the original manufacturers.

Another feature which sets the Kawasaki apart from other 100cc racers is the unique wheel size combination: 19in. front with a 16in. rear – both rims being alloy with straight pull spokes. Reason for this unusual size is simple: young riders find the reduced seat height confidence-inspiring compared to that



provided with 'adult' sized wheels (21/18in.), while testing has proved superior handling.

As for the frame, this is of the conventional semi-double cradle type, made of high tensile steel for high strength with low weight. Front forks (35mm diameter stanchions) now feature *Travel Control Valves* (TCV), which automatically varies damping according to fork position, so delivering relatively soft action through the easy sections, and a true rising rate performance over whoops and jumps.

The combination of these refined forks with the bottom link Uni-Trak rear suspension that also delivers a progressive action together with a wide range of adjustability, means that the machine can be 'dialed-in' to suit most tracks and rider preference. Maintaining the frame's theme of rigidity with light weight, the swing arm is made of aluminium with a box section, and the Uni-Trak's link arm is now in forged aluminium.

Kawasaki's unique Electro Fusion bore is featured on this and all Kawasaki racers. With this process, special wires are explosively vaporised within a bare aluminium cylinder, so that the alloys contained in the wires fuse to the cylinder wall and form a super-tough lining that cuts weight, dissipates heat efficiently and increases service life.

It's an ultra-neat package, with a wild new look!

KX100-A2

ENGINE

Liquid cooled, single cylinder two stroke with piston reed valve induction. Bore/stroke 52.5 x 45.8mm, capacity 99cc. Six speed gearbox.

FRAME

Type: Tubular, single cradle. Castor: 28° Trail: 109mm.

SUSPENSION

Front: tele forks, 275mm wheel travel. Rear: bottom link Uni-Trak with 4-way compression and rebound damping adjustment. 250mm wheel travel.

WHEELS/TYRES

Front: 70/100-19 Dunlop. Rear: 90/100-16 Dunlop.

BRAKES

Front: 170mm dia. disc. Rear: 150mm dia. disc.

DIMENSIONS

Wheelbase 1290mm, seat height 870mm, ground clearance 365mm, dry weight 64kg, fuel capacity 4.5 litres.

KX125-H1

TREND SETTING PERIMETER FRAME

LOW MASS CENTRALISATION

TWIN, PARALLEL FLOW, RADIATORS

DIGITAL IGNITION

ALL-NEW CASE-REED ENGINE

WORKS STYLE 'FLOATING' CLUTCH

IMPROVED 3-STAGE KIPS



Brilliant debut! In its first ever race in the UK, a 1990 KX125 produced a win for Danny Wilkinson.

RADICAL. That's the only word to describe the latest KX125 – for not only is the chassis the most innovative to be found on a production MX machine today, but virtually every other aspect has been substantially improved since its predecessor. And that machine has been acknowledged by many as the best in its class – witness the many wins recorded throughout 1989 in Schoolboy *Senior* and *Expert* classes, as well as in the Adults!

Biggest talking point in motocross is the box section perimeter frame featured on the KX125 (and KX250) – a first in production MX bike history. Made from high tensile steel, these chassis provide many advantages, including a stronger steering head, stronger swing arm pivots and greater overall rigidity for best handling integrity. Further, the twin box section top rails permit the fuel tank to slot deeply between them to achieve our (and everyone else's?) best ever mass-centralisation.

Actual frame geometry has been revised slightly to sharpen the steering: at 25.5° there is one degree less rake, and the wheelbase has been shortened by 15mm. There is also 15mm more ground clearance; the seat height is unaffected.

The frame's rear section is made of square section aluminium and bolts to the main unit. To complement the super-stiff frame, the swing arm now has increased rigidity without incurring a weight penalty. It is made of thin wall dual box section aluminium, and has new, recessed, one-piece chain adjusters that locate the rear axle securely.

The inverted 41mm Kayaba cartridge forks first featured in '89 which provide exceptional front-end rigidity and compliance now have an extra 10mm of travel (310mm total) with 16-way compression damping.

To call the powerplant 'up-rated' is doing it an injustice, as the cylinder, piston, pipe, silencer, carb holder, reed valve air guide, crankcase scavenge ports and ignition have all been modified – with the result that there is an extra 2ps available.

The KX125 feeds the air-fuel mix into the crankcase via a six petal carbon fibre reed valve. Crankcase induction allows shorter and straighter intake pathways and better response from the reeds because they are positioned closer to the crankcase compression chamber. In addition, the cylinder walls are not weakened, and more efficient scavenging ports can be used.

A new KIPS (*Kawasaki Integrated Power-valve System*) is used but with a different configuration for the main port than before. The net result is the same though – more power where the rider needs it. Everywhere! To keep the power consistent throughout the race, a new twin-radiator layout (with parallel flow) is now adopted.

Still better throttle response has been achieved by the use of a larger airbox and filter, while a Works style 'floating clutch' gives superb engagement feel to help faster gating.

As with the 250 and 500, both wheels use aluminium rims with lightweight hubs and straight-pull spokes for strength with lightness, and the rear wheel is now 19in. diameter to give a better feel over hard, rough, terrain. All three machines use lightweight disc brakes front and rear, the front being operated by a twin piston caliper for greater stopping power – the pads themselves being of sintered metal composition for fast, hard braking under all conditions. To further reduce unsprung weight, the caliper pistons are made of resin, and the rear brake disc is now from stainless steel.

Quite simply, if you want the most advanced 125 on the market, then its got to be a Kawasaki.



KX125-H1

ENGINE

Liquid cooled, single cylinder two stroke with crankcase reed valve induction and triple-stage Kawasaki Integrated Power-valve System (KIPS). Bore/stroke 56 x 50.6mm, capacity 124cc. Six speed gearbox.

FRAME

Type: Tubular, perimeter style. Castor: 25.5° Trail: 108mm.

SUSPENSION

Front: Upside-down cartridge tele forks, with 16-way compression damping adjustment. 310mm wheel travel. Rear: bottom link Uni-Trak with 16-way compression and rebound damping adjustment. 330mm wheel travel.

WHEELS/TYRES

Front: 80/100-21 Dunlop. Rear: 100/90-19 Dunlop.

BRAKES

Front: 220mm dia. disc. Rear: 190mm dia. disc.

DIMENSIONS

Wheelbase 1445mm, seat height 935mm, ground clearance 395mm, dry weight 86.5kg, fuel capacity 8.5 litres.

A motocross rider in a green and yellow suit is leaning into a turn on a dirt track. The rider is wearing a green helmet with 'KTM' branding and goggles. The motorcycle is green and white. The background shows a dirt track with a crowd of spectators behind a yellow caution tape.

KX250-H1

REVOLUTIONARY PERIMETER FRAME

LOW-BOY EXHAUST

IMPROVED UPSIDE-DOWN FORKS

EXTRA POWER

SLIM-LINE MID-POINT BODYWORK

19in. DIAMETER REAR WHEEL

CRESCENT-SLIDE CARBURETTOR

Winner first time out! Paul Malin in action on the all-new KX250 at the Crawley round of the 1989 250 British Championships.

ENJOYING an equally revolutionary perimeter box-section frame as the latest Kawasaki 125 racer, this quarter-litre mount naturally provides the very same advantages, such as super-rigid chassis, lower centre of gravity and the best mass-centralisation that Kawasaki have ever achieved on this class of machine. The two chassis are not identical though: the 250 having a degree more rake and an extra 5mm trail.

An added bonus of the new chassis is that the fuel tanks are slimmer and the new side covers/number plates mount flush, making both machines even narrower in mid-section, allowing the riders unprecedented freedom of movement.

Incidentally, interchangeable components between the 125 and 250 include the saddles, fuel tanks, rear mudguards, side covers, radiator shrouds, swing arms, forks (except springs), grips, levers and footrests – all of which means increased off-the-shelf availability should replacement parts be required.

To take advantage of the extra handling potential of the new chassis, the KX250 has more power. With modified cylinder porting, carburettor and pipe, larger airbox plus a new digital ignition system that uses a micro computer to give precise ignition timing throughout the rpm band, peak power has been boosted 1.5ps, while torque is up too.

A three-way KIPS system is employed, like that on the KX500, altering the engine's tuning characteristics midway through the powerband, allowing increased power throughout the entire rev range.

Helping extract maximum benefit of the KIPS system is the smooth power delivery offered by the Keihin PWK carburettor which is exclusive to Kawasaki. It's round venturi and unique crescent slide which includes a 'tunnel' at its centre – increases intake velocity at all throttle settings for more efficient fuel atomisation, which improves combustion efficiency. In addition the curved back of the slide is treated with a slick material to reduce stiction.

A new parallel-flow cooling system keeps temperatures under control: now heated coolant flows from the cylinder head to both radiators simultaneously, effectively increasing cooling capacity.

Delivering the power to the rear wheel is made smoother by a cooler running clutch, achieved by re-

designing its cover to allow a better flow of oil around it, while to increase overall gearbox strength, all gears have been widened.

A modern motocross machine – and they don't come any more modern than this! – needs the facility for the rider to adjust the suspension to best suit his style and the track. Like its 125 and 500cc stablemates, the KX250 has new upside-down cartridge forks with 16 different compression damping settings, while the Uni-Trak rear suspension system's shock absorber has the same 16-way adjustability of this function, plus variable preload. The damping now has special valving to suit European style circuits and riding styles.

A super-rigid chassis with exceptionally low centre of gravity and superb mass-centralisation, state-of-art suspension, extra slim lines and a truly quick engine with a broad spread of power all adds up to the hottest 250 on the tracks today.



KX250-H1

ENGINE

Liquid cooled, single cylinder two stroke with piston reed valve induction and triple-stage Kawasaki Integrated Power-valve System (KIPS). Bore/stroke 67.4 x 70mm, capacity 249cc. Five speed gearbox.

FRAME

Type: Tubular, perimeter style. Castor: 26.5° Trail: 113mm.

SUSPENSION

Front: Upside-down cartridge tele forks, with 16-way compression damping adjustment. 310mm wheel travel. Rear: bottom link Uni-Trak with 16-way compression and rebound damping adjustment. 330mm wheel travel.

WHEELS/TYRES

Front: 80/100-21 Dunlop. Rear: 110/90-19 Dunlop.

BRAKES

Front: 220mm dia. disc. Rear: 190mm dia. disc.

DIMENSIONS

Wheelbase 1480mm, seat height 940mm, ground clearance 385mm, dry weight 96.5kg, fuel capacity 8.5 litres.

KX500-E2

**'WORKS' STYLE RIDE
FOR CLUBMAN COMPETITOR**

EXTRA POWER AND TORQUE

SMOOTHER POWER DELIVERY

EXTRA RIGID CHASSIS

41mm KAYABA UPSIDE-DOWN FORKS

UPDATED UNI-TRAK REAR SUSPENSION

**3-STAGE KIPS
WITH DE-COMPRESSION RELEASE**



Kurt Nicoll has ridden a KX500 to win the British Championships in both 1988 and 1989

THE Team Kawasaki 500 that Kurt Nicoll rode with the prestigious No.1 plate throughout the '89 season in the British Championships (and with a No.2 plate in the World Championships) was not so much a Works special as a pre-production prototype of the machine you can now buy! The only real concession made with the very latest KX500 is that the engine has its power delivery softened so that lesser mortals than the elite few can actually RACE rather than merely hold-on. . .

Usable power is the key to success in the 500 class – and that is where the KX500 excels. Voted the *Best Open Class MX of the Year 1989* by the American publication *Super Moto Cross*, the '90 version has more of everything.

More power, more torque, more chassis stiffness, more suspension adjustment and more stability.

The only area where there is less concerns noise: a new silencer is employed (as on the KX125/250) that both reduces the decibels and prolongs its service life.

A new cylinder head raises compression and helps boost peak power by 3ps. More important, power is up throughout the rpm range, and to smooth out the power delivery and to keep the engine from stalling, crankshaft inertia has been increased by enlarging the flywheel from 89 to 111mm diameter. Further complimenting the smooth power delivery is the Keihin 39mm PWK carburettor – the same design as featured on the 125/250 – plus a slightly higher second gear in the (strengthened) 5-speed 'box. Of course, credit for the exceptionally broad power band is due to the three-way *Kawasaki Integrated Power-valve System* (KIPS), like that featured on the KX250, although on this machine there is also a decompression function at low rpm to ensure easier starts and to reduce further the risk of stalling. Major KIPS components include a main exhaust port, twin exhaust resonators, twin exhaust sub-ports, three valves, a simple two-piece actuator linkage and a crankcase driven ball-ramp governor. The simplicity of the system combined with the well-protected nature of the linkage has proven extremely trouble-free in usage.

Chassis rigidity is vital for best handling, and the 500 now has new gussetting around the steering head and a new, stronger aluminium swing arm that carries one-piece axle holders that further increase

the torsional rigidity of this component. Geometry has been changed too: an extra 4mm of trail adds high speed stability.

Extra rigidity is also the reasoning behind all three 'full size' KX models featuring 41mm Kayaba upside-down cartridge forks – each with appropriate valving/springs. By inverting the fork, the fork tube mounting surface area at the triple clamp is substantially increased, giving the clamps a bigger 'bite' on the fork. Also, because the slider end is now at the 'top' of the fork, the long overhang below the axle is gone, and in addition weight is reduced.

Advantage of the cartridge design is that it delivers a more constant damping force regardless of stroke speed, with an exceptionally smooth initial compliance. There are now two damper valves in each cartridge: the rebound valve is at the bottom of the rod, and the compression valve is on the bottom of the cartridge. The latest 125/250/500 models offer 16-way compression damping, while travel is up 10mm to 310mm.

Rear suspension is also shared with the 125/250, though valving differs. For the '90 models, compression and rebound valves are on either side of the piston assembly, and each damper valve is

KX500-E2

ENGINE

Liquid cooled, single cylinder two stroke with piston reed valve induction and triple-stage Kawasaki Integrated Power-valve System (KIPS). Bore/stroke 86 x 86mm, capacity 499cc. Five speed gearbox.

FRAME

Type: Tubular, semi-double cradle. Castor: 27° Trail: 116mm.

SUSPENSION

Front: Upside-down cartridge tele forks, with 16-way compression damping adjustment. 310mm wheel travel. Rear: bottom link Uni-Trak with 20-way compression and rebound damping adjustment. 330mm wheel travel.

WHEELS/TYRES

Front: 80/100-21 Dunlop. Rear: 120/90-19 Dunlop.

BRAKES

Front: 220mm dia. disc. Rear: 190mm dia. disc.

DIMENSIONS

Wheelbase 1490mm, seat height 950mm, ground clearance 370mm, dry weight 100kg, fuel capacity 9.9 litres.

made up of different diameter plate springs. These plate springs warp in direct proportion to the level of the oil pressure, thus providing oil flow adjustment. Result is more precise response compared to conventional valves.

The Uni-Trak's linkage ratio delivers very compliant initial travel, with an excellent progression curve. Spring preload is variable via a threaded ring, and the KX500 now has 20-way compression and rebound damping adjustment.



KDX200-E2

**SUITED TO
CLUBMAN AND ISDE HOPEFULS ALIKE**

36ps LIQUID COOLED ENGINE

MX STYLE CHASSIS

**3-STAGE KIPS
FOR BROAD POWER SPREAD**

QD WHEELS

DISC BRAKES FRONT AND REAR

43mm CARTRIDGE FORKS



HOTBED of enduro racing is the USA, and when **Dirt Rider** (July '89) put no less than eight different enduro racers – modified and stock – under the most detailed scrutiny yet accomplished by probably any magazine anywhere, you have to take notice of their views.

This is how they summed up the KDX200, after assessing every area of performance with a wide range of riders:

'What can we say about the stock KDX? It is simply the best enduro value going. The suspension offers excellent initial plushness with adequate control in other situations, and this bike has the only quiet engine that is raceable with all the sound-squelching stuff left intact. We can't applaud that enough.'

So how did it compare against all the hot-shot Japanese and European competition of 250cc and above, including several models not then available in the UK?

Under their final ratings, the magazine ran three separate sections:

EPA-LEGAL MACHINES – winner *Kawasaki KDX200*
STOCK MACHINES – winner *Kawasaki KDX200*
MODIFIED MACHINES – winner *Larry Roeseler Kawasaki KDX200*

Overall winner proved to be Larry Roeseler's modified KDX200, with the stock Kawasaki KDX200 in third place beaten only by another modified (250cc) racer!

Not bad for what was then an all-new design, where the only major area of criticism was that the saddle was too soft. You've guessed it, for 1990, the saddle has an extra 10mm of padding, and a harder grade of urethane foam has been used!

Indeed that, a new piston design to reduce noise and the addition of a voltage regulator to the electrical system are the sum total of changes incorporated for this latest model: the first liquid cooled KDX200 was a hard act to follow!

Look hard at the design and you can quickly appreciate why this is the UK's top selling enduro, which even had its own Championship series in '89. It is a very easy machine to ride at Clubman level, while also being competitive at ISDE level, thanks to both the torquey, powerful engine and the refined moto-cross based chassis.

Based on the hugely successful and extremely reliable air cooled KDX engine but with a twin radiator liquid cooling system to allow a higher state of tune, the engine produces an impressive 36ps – and uses the triple-stage *Kawasaki Integrated Power-valve System* to give a broad, very usable, range of power. Ask the experts at **Dirt Rider** who said: *'Of all the bikes in the shootout, the KDX's power delivery best matches the gear ratios, and that smooth power makes the bike very easy to ride. It carburates cleanly throughout the powerband, the clutch is easy, the grips are superb and the levers are excellent.'*

The moto-cross based chassis permits the rider to take full advantage of the power available, with 43mm diameter cartridge forks up front offering 16-way compression damping and 290mm travel. Complementing these is the bottom link Uni-Trak rear suspension with 300mm of progressive wheel travel available from the aluminium bodied piggy-back gas/oil shock absorber that has 16 settings for both compression and rebound damping. Helping keep weight to a very manageable 102kg (dry) is the aluminium rear sub frame which bolts to the high tensile main unit.



KDX200-E2

ENGINE

Liquid cooled, single cylinder two stroke with piston reed valve induction and triple-stage Kawasaki Integrated Power-valve System (KIPS). Bore/stroke 66 x 58mm, capacity 198cc. Six speed gearbox.

FRAME

Type: Tubular, semi-double cradle. Castor: 27° Trail: 112mm.

SUSPENSION

Front: Upside-down cartridge tele forks, with 16-way compression damping adjustment. 290mm wheel travel. Rear: bottom link Uni-Trak with 16-way compression and rebound damping adjustment. 300mm wheel travel.

WHEELS/TYRES

Front: 80/100-21 Dunlop. Rear: 100/100-18 Dunlop.

BRAKES

Front: 220mm dia. disc. Rear: 190mm dia. disc.

DIMENSIONS

Wheelbase 1450mm, seat height 915mm, ground clearance 340mm, dry weight 102kg, fuel capacity 12 litres.

Of course Enduro racers have different needs to the MX riders – hence the special Quickly Detachable front and rear wheel fittings, the provision of knuckle-fenders and a handy tool bag, plus a useful 12 litre fuel tank. Behind the neat headlamp unit is an easy-read tripmeter/odometer.

THE TEAM GREEN CLUB

BUY a new 1990 Kawasaki off road competition machine and you will be given a year's membership of an exclusive club: the **Team Green Club**.

Of course anyone who rides a Kawasaki enjoys a lot of advantages over those on lesser machinery already, and in addition no other manufacturer has established an equivalent of our **TEAM GREEN STAR DEALERS** (see opposite), where there is an nominated person available to answer your machine preparation, maintenance and tuning queries over the **DEALER TECH-LINE** telephone.

Each of these people are not only thoroughly familiar with every aspect of Kawasaki motocross and enduro machinery, but they are also **SUSPENSION SPECIALISTS**. This means they have attended Kawasaki's training courses and been provided with the necessary specialist tools and skills to enable them to undertake every aspect of setting up, repairing and overhauling the suspension on all models, including those with the very latest upside-down front forks.

The 1990 Club members will be able to take advantage of **FREE PRACTICE** sessions at FOUR motocross circuits spread around the country. That's a great money saver for the keen competitor and fun rider alike, as proven by the literally thousands of free test days we gave away in '89. The tracks that will be available to 1990 Team Green Club members are: **Team Green Moto Parc**, Chippenham, Cambridgeshire; **Trentham Team Green Moto Parc**, Staffordshire; **Thrupton Team Green Moto Parc**, Hampshire; **Shildon Team Green Moto Parc**, Co. Durham.

Details of the dates on which these venues will be available for free practice, and a contact name so that you can check prevailing weather conditions, will be provided by the Team Green Dealer who supplies your 1990 racer.

Finally, we have re-introduced our pioneering **TEAM GREEN TRAINING SCHOOLS** that have done so much in the past to raise riding standards and to allow riders to extract the full performance potential from their machines. Better results mean more enjoyment - and that is good for the sport as a whole, as well as individual riders.

But in typical Team Green fashion, we are not just continuing with the same scheme as before - instead we have elevated the whole operation to a new 'high' that will make attending one of these schools the ambition of every motocross rider - and it is **exclusive** to Team Green Club members. Chief instructor will be Richard 'Dickie' Dye, the man who put the word *professional* into motocross training. An accomplished rider AND a first class teacher, Richard acted as Dave Thorpe's personal trainer throughout 1989, and if he's good enough to train a treble World Champion, then he needs no further endorsement!

As the icing on the cake, all the School dates (see table) have been arranged to fall on days when **Dave Thorpe** and **Paul Malin** will be available to attend, so you can learn direct from the man who has proven himself to be the world's best, plus the most exciting rider to have emerged from the ranks of the Schoolboy riders in recent years! However, other - unforeseen - commitments may prevent either of these riders from attending some dates.

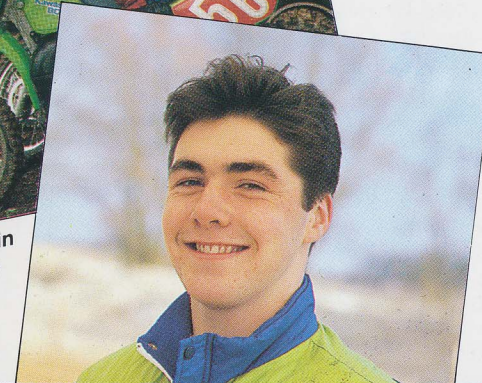
The Schools will be restricted to just 15 riders, of any standard, at each session, on any capacity bike, the small number of riders guaranteeing individual attention. The cost is just £25, and because the number of places is limited, no club member can attend more than one School.

All the Schools will be held at the Team Green Moto Parc, Chippenham - both because it is an all-weather circuit, and because Richard has the freedom there to create special sections as needed for his classes. See what we mean about professional?

So if you want to ride with the stars (and have proof in the form of a signed certificate) while giving your bike the best 'go-faster' goodie possible - a quicker rider - book now, by calling the Team Green race office, quoting your 1990 Club Membership number.



Richard 'Dickie' Dye in typical training mode



Paul Malin

Team Green Training Schools dates:

'Saturday Schools':
 November 18th 1989
 December 9th 1989
 January 6th 1990
 January 27th
 February 17th

'Wednesday Schools':
 November 29th 1989
 December 20th 1989
 January 17th 1990
 February 28th
 March 14th
 April 11th
 May 23rd
 June 27th
 July 18th
 August 15th
 September 26th
 October 3rd

KAWASAKI 1989 MOTOCROSS SUCCESSES

500cc British Championships	:1st (Kurt Nicoll)
500cc World Championships	:4th (Kurt Nicoll)
125cc AMCA Championships	:1st (Adrian Bradley)
500cc AMCA Championships	:2nd (Richard Peaster)

At the time of printing, the 250cc AMCA Championship had not been decided, but after six rounds Tim Price and his Kawasaki led by 45 points.

Scottish Senior Championship	:1st (Mark Fulton)
Ken Hall National	:1st (Paul Malin)

In addition, Kawasaki riders have dominated the 60 and 100cc Schoolboy Classes, and won many 125 Senior and Expert Schoolboy National events. At the BSMA Finals, Kawasaki riders won the Junior, Inter 80s, Inter 100s, and Expert categories, while at the *Great British Challenge* where the top riders from the BSMA, ACU and YMSA were invited to attend, the Junior, Inter 80s, Inter 100s and 125 Experts were all won on Kawasaki machinery. A similar situation existed at the ACU/Rock Oil Youth MX Championship with the Junior, Inter 80s and Inter 100s all being won by Kawasakis.

TEAM GREEN DEALERS

AVON

*FOWLERS OF BRISTOL
2/12 Bath Road
Pyke Road
Bristol B53 3DR
Tel: Barry Maunders
0272 770466

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*CALLINGTON KAWASAKI
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Corby
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0536 401010

NOTTINGHAMSHIRE

*FOX MOTORCYCLES
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Bobbars Mill
Nottingham
Tel: Chris Walker
0602 601462

SOMERSET

*No. 1 GEAR
The Moto Cross House
Mill Lane
Chard
Tel: Mike Chubb
0460 65976

STAFFORDSHIRE

*SPORTBIKE MOTOCROSS
Station Road
Shelton
Stoke-on-Trent
Tel: Russell Unwin
0782 415768

TYNE & WEAR

*BIKESPORT
208/212 Westgate Road
Newcastle
Tel: Dave McVittie
091 232 8970

WEST MIDLANDS

*ELBE MOTO CROSS
524-530 Stoney Stanton Rd
Coventry
Tel: Ron Hackett
0203 687083

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St Anne's Road
Cradley Heath
Warley
Tel: John Lord
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*CUSWORTH'S KAWASAKI
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Doncaster
Tel: Andy Tebbatt
0302 368221 ext 129

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0443 227903

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151 Saint Field Road
Temple Cross Roads
Boardmills
Lisburn
Tel: Norman Watt
0846 638766

EIRE

KAWASAKI (IRISH) DISTRIBUTORS LTD
3-4 Wexford Street
Dublin

CCM RACING

52 Crookstown Industrial Estate
Tallaght
Dublin

*STAR DEALERS

denotes Suspension Specialist and Team
Green Dealer Tech Line, for professional
technical advice.

KDX SPECIALIST DEALERS

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Redcastle Garage
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Newport
Gwent

TOWN & COUNTY M'CYCLES

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Aston-under-Lyne
Cheshire

The specifications detailed in this publication 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. Kawasaki Motors (UK) Ltd reserve the right to alter specifications without prior notice. The Team Green dealer list was correct at time of publication and is liable to change without prior notice.

ALWAYS...

Ride your Kawasaki competition motorcycle responsibly, and only where legally permitted. Ride within the limits of your skills, your experience and your machine. Wear an approved helmet and correct protective clothing. Adhere to the instructions and maintenance schedule in your Owners Manual. Never drink and ride.

CAUTION

The action pictures were taken under controlled conditions with highly skilled and experienced professional riders. Never attempt any action which is potentially dangerous or beyond your level of skill.

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Team Green uses the services of Stan
Stephens Engineering for engine tuning

RACE CALENDAR FOR DAVE THORPE & PAUL MALIN

DATE	RND	EVENT	VENUE
Mar 4	1	250 Championship UK	West of England
Mar 11	1	500 Championship UK	Sidcup
Mar 18	2	250 Championship UK	Woodbridge
Mar 25	3	250 Championship UK	Cornwall
Apr 1	1	500 GP	Holland
Apr 8	2	500 Championship UK	Norwich
Apr 15	3	500 Championship UK	Halstead
Apr 16	4	250 Championship UK	Elsworth
Apr 29	2	500 GP	Switzerland
May 6	3	500 GP	Austria
May 13	4	500 GP	France
May 20	5	500 GP	Italy
Jun 3	4	500 Championship UK	Kinross
Jun 24	6	500 GP	USA
July 8	7	500 GP	Hawkstone Park UK
July 15	8	500 GP	West Germany
July 29	9	500 GP	San Marino
Aug 5	10	500 GP	Belgium
Aug 12	11	500 GP	Luxembourg
Aug 19	5	500 Championship UK	Thirsk
Aug 26	12	500 GP	Finland
Sept 2	6	500 Championship UK	Torridge
Sept 9	7	500 Championship UK	Crawley
Sept 16		Moto-X des Nations	Sweden
Sept 23	5	250 Championship UK	TBA
Sept 30	8	500 Championship UK	Foxhills
Oct 14	6	250 Championship UK	East Cumbria

Subject to final ACU/FIM confirmation

Team Kawasaki Transporters designed exclusively by



CREATORS OF LUXURY MOTORHOMES



ERRATA: KDX200-E2

This machine uses conventional tele-forks – not as stated in the specification panel

Team Green, racing with:



Your local Team Green dealer:

Kawasaki

Kawasaki Motors (UK) Ltd
No 1 Dukes Meadow
Millboard Lane
Bourne End
Bucks SL8 5XF

The products and services supplied by Team Green sponsors are used by Team Green Racing during competition. Kawasaki Motors (UK) Ltd. can make no warranty as to their suitability or safety.

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