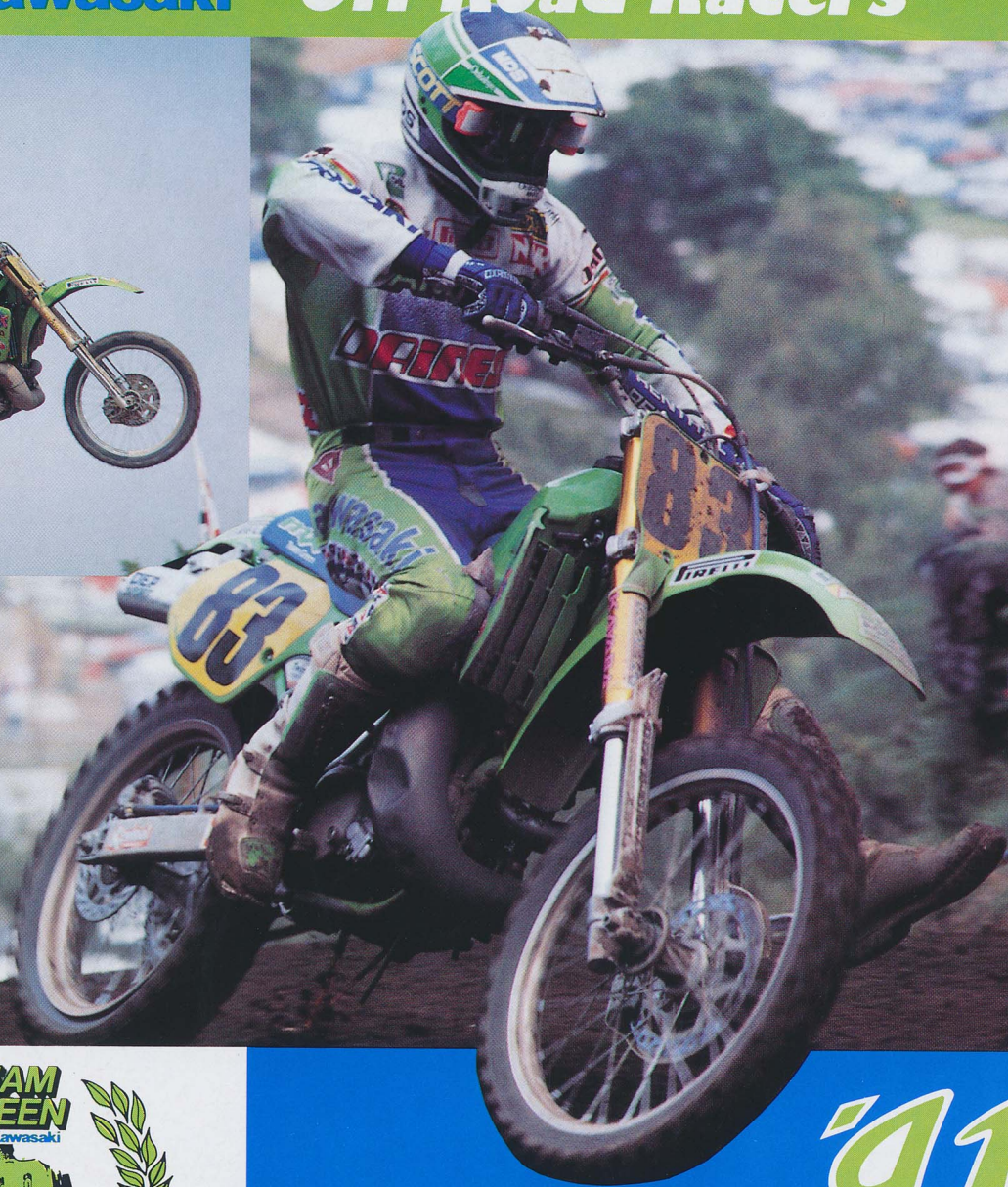


 **Kawasaki**

Off Road Racers



'91

SETTING THE PACE

Being No. 1 in the UK off-road industry is not a matter of luck, nor a question of having the flashiest stickers. It is our customers - motocross riders of all ages and abilities - who have put us in that position, and we appreciate that.

Of course riders want the most competitive bikes, and we can certainly provide that. In 1990 we introduced a production first in the world of motocross with the introduction of perimeter frames for the KX125 and 250. Now we have expanded the very same concept to our KX80 and 100.

Clearly, we are not afraid to innovate, but at the same time we don't make changes just for the sake of it. Development and refinement is the secret to our success, and that can be seen in virtually every area of our race bikes, with most models benefiting from wider power bands, improved chassis, uprated suspension and better brakes. Our 1991 range can be ridden harder, for longer, thanks to their increased user-friendliness.

Kawasaki is also the ONLY manufacturer to provide a COMPLETE range in the UK, with six motocross racers from 60 to 500cc plus the all-new KDX250 enduro racer.

But it's not just in the area of machine development that Kawasaki lead. Our Team Green Club concept provides probably the highest level of after-sales care of any manufacturer worldwide. Indeed, the Engine Aftercare scheme is unique to Kawasaki UK!

We have always said that when you buy a Kawasaki you buy more than just a bike, and that has never been more true. Check out the centre pages of this brochure NOW to see what's in store for '91.



Three times 500cc World Champion, David Thorpe will again be campaigning the Works SR500 during 1991.

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.

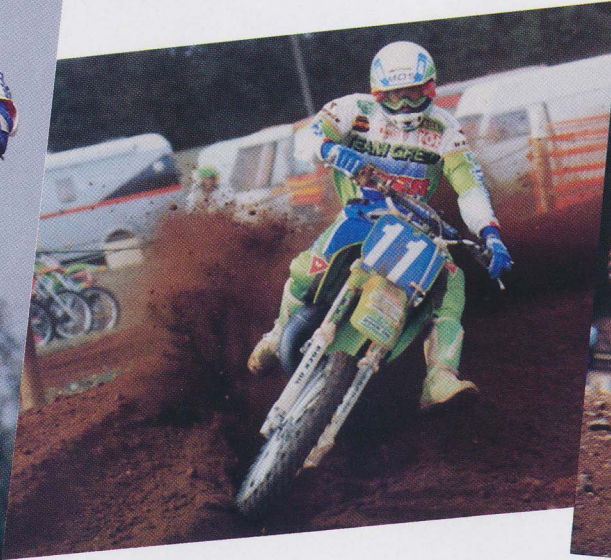
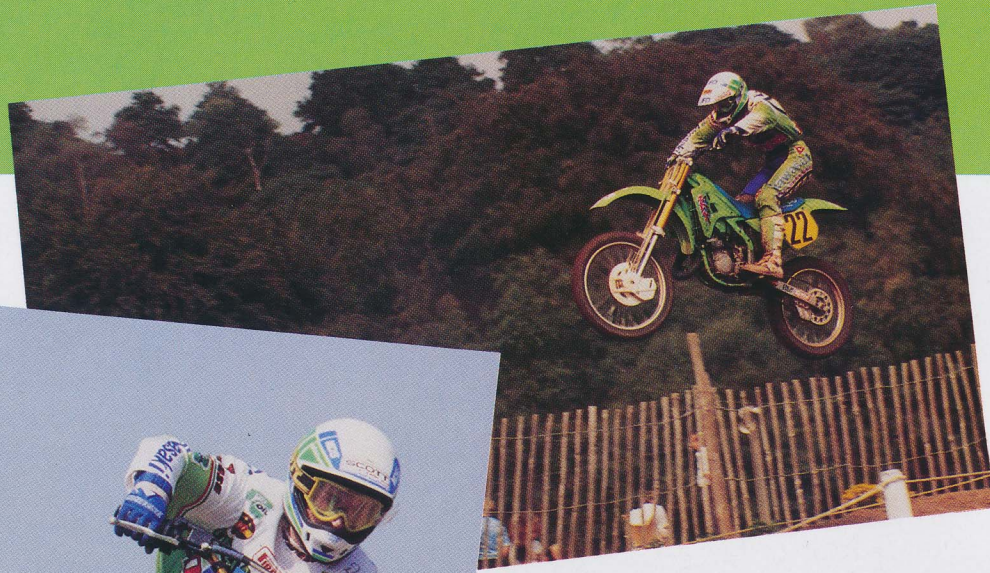
ALWAYS...

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.

While every care has been taken in the compilation of this publication, neither Kawasaki Motors (UK) Ltd, nor their Agents, can accept responsibility for errors or omissions contained therein.



Schoolboys in action!

KX60

IF YOU ARE in the 7-9 year age group and want to race in the Schoolboy Junior Class, then this is definitely the machine for you - nothing else comes close!

Perfect for the first time competitor, or a graduate from the ranks of 'automatic' class racing, the KX60 is very much a real racer, scaled down in size to suit youngsters. Yet the rider will always be in control, thanks to the capability of the handling/suspension package and the responsive nature of the engine.

The well proven liquid cooled engine is reliable and fuss free. Leading axle tele-forks provide 200mm of travel, which is matched at the rear by the rising rate Uni-Trak system. The gas/oil shock absorber has a 5-step spring preload adjustment, and controls the tapered, deep box section swing arm.

Rider protection is provided in the form of both a safety saddle and bodywork that practically covers the entire exhaust system.

Finished in full 'Mean Green' livery and with the latest style graphics, this machine has the looks and performance to produce a champion of the future.



MODEL: KX60-B7. 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.

KX

KX80

THE KAWASAKI KX80 has long reigned supreme, having proven to be THE machine to ride if you want to win - or even be competitive - though last season the opposition began to catch up.

Now while rival concerns spend most of their priority in choosing new stickers, Kawasaki have produced the most radical 80 ever, with chassis, engine and suspension improvements to put the Green rider right out front!

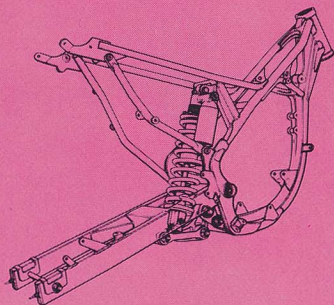
Most obvious change is the frame - it is now a perimeter design, just like those pioneered so successfully on the KX125/250.

Such a design gives superb rigidity, especially at the vital headstock and swing arm pivot areas, while allowing the fuel tank to carry its load low down. Result is a low centre of gravity and superb mass centralisation - both aiding all aspects of handling.

Made from round section high tensile steel tubing, the frame has also been modified to give sharper steering - 10 less rake, 6mm less trail.

The 36mm diameter Travel Control Valve (TCV) front forks used so successfully in '90 now have higher compression and rebound damping rates, while the nitrogen charged shock absorber for the rear suspension now has 16-way rebound damping and 4-way compression damping adjustment.

Main objective of the revised engine porting has been to increase bottom end torque to make riding easier for the rider, without sacrificing the impressive top end power. Vibration has been reduced by using a cylinder head stay and a new balance factor for the crankshaft.



NEW
FOR

'91

- All-new perimeter frame
- Improved front suspension
- Sharper handling
- Improved rear suspension
- Superb mass centralisation
- Slim-line styling
- More power



Lots of rigidity from the new perimeter frame

MODEL KX80-R1 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, perimeter type. Castor: 27° Trail: 89mm. **SUSPENSION** Front: tele-forks with TCV, 275mm wheel travel. Rear: bottom link Uni-Trak with 4-way compression and 16-way 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 345mm, dry weight 63kg, fuel capacity 5.5 litres.

KX

KX100

STILL THE ONLY 100cc machine available as a factory-made, straight-from-the-crate racer, the KX100 leaps still further ahead of the opposition with its new hi-tech perimeter frame, plus its equally unique wheel sizes of 19in. diameter front, with a 16in. diameter rear.

Compared with the conventional 21/18in combination, this results in a reduced seat height and superior handling, giving the young riders the extra confidence they need -especially when added to the extra advantages provided by the perimeter frame design.

The same sharper steering as featured on the KX80 has been employed, and the KX100 also features the same suspension updates with the additional benefit of an extra 25mm (275mm total) rear wheel travel. Incidentally, on both these machines the swing arm has been given greater torsional rigidity to cope with the extra stiffness of the chassis.

The new frame also means new styling, the almost flat area from the top of the tank to the back of the rear mudguard means nearly unlimited freedom of movement. The fuel tank is narrower, but capacity is actually one litre greater at 5.5 litres.

The silencer is now a two-piece re-buildable type with a larger diameter baffle to reduce noise output. Unbolting the right rear portion of the frame's rear section provides easy access to it.

Vibration has been reduced by using a cylinder head stay and a new balance factor for the crankshaft, and this plus the extra bottom end performance means a machine that is easier for the young rider to handle.

NEW
FOR

'91

- Rigid perimeter frame
- Superb mass centralisation
- Revised steering geometry
- Bottom end power boost

- Upgraded TCV (Travel Control Valve) front suspension
- 16-way rebound, 4-way compression damping adjustment for rear shock
- Extra 25mm rear wheel travel



Only Kawasaki provide a race-ready 100cc class machine

MODEL: KX100-B1. 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, perimeter type. Castor: 27° Trail: 103mm. **SUSPENSION** Front: tele-forks with TCV, 275mm wheel travel. Rear: bottom link Uni-Trak with 4-way compression and 16-way rebound damping adjustment. 275mm 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 1280mm, seat height 870mm, ground clearance 375mm, dry weight 66kg, fuel capacity 5.5 litres.

KX

KX125

RATED as having probably the best top-end performance of any 125 during 1990, the KX125's powerplant now has a broader spread of power (plus an extra 1 hp).

A six-petal carbon fibre reed valve directs the fuel charge straight into the crankcase for efficiency, while the Kawasaki Integrated Power-valve System (KIPS) uses two valves on the main and two sub exhaust ports to alter port timing according to engine speed.

Redesigned crankcase transfer ports boost bottom end response, new cylinder port timing broadens mid and top end torque and a new flat-crown piston and cylinder head create a semi-spherical combustion chamber. Working with these changes are a new pipe and revised ignition timing.

A heavier flywheel means smoother power delivery and improved traction. Reliability has been increased by an uprated big end bearing and thicker piston ring. The water pump impeller is now an aluminium casting.

Development hasn't ended at the engine though. New gusseting at the perimeter frame's headstock gives more rigidity, as does the improved bracing for the swing arm. The latest style brakes as fitted to the KX250/500 are utilised.

Suspension is up-rated too. The front upside-down forks are up from 41 to 43mm stanchion diameter for still more stiffness, though weight is reduced as wall thickness is less. There are 16 compression and rebound damping settings, the cartridge design giving more constant damping force regardless of stroke speed, with very smooth initial compliance. Travel is 310mm.

New Uni-Trak linkages on the rear suspension deliver plush initial movement with an excellent progression curve. An unstepped preload adjuster is provided plus 16-way compression and rebound damping.

NEW
FOR

'91

- More powerful case reed valve engine
- Increased rideability
- New gusseting for perimeter frame
- Stiffer swing arm

- 43mm USD cartridge forks
- Strengthened engine
- Extra braking power



A broader spread of power and uprated suspension will make the perimeter-framed KX125 even easier to ride in '91

MODEL: KX125-H2. ENGINE Liquid cooled, single cylinder two stroke with crankcase reed valve induction and two-stage Kawasaki Integrated Power-valve System (KIPS). Bore/stroke 56 x 50.6mm, capacity 124cc. Six speed gearbox. **FRAME** Type: Tubular, perimeter type. Castor: 25.5° Trail: 108mm. **SUSPENSION** Front: 43mm dia. upside-down cartridge tele-forks, with 16-way compression and rebound 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 1450mm, seat height 950mm, ground clearance 395mm, dry weight 86.5kg, fuel capacity 8.5 litres.

KX

**exclusive
and free club!**



Team Green Club '91

This is a very exclusive club, with very real benefits for all of its members - yet it is FREE to join. So how do you become a member? Simple! Just buy a 1991 specification Kawasaki off-road racer and you will be given an application form by your dealer. Complete this and you can enjoy the following:

High flyin' Paul Malin - watch out for him on the winner's rostrum!

Engine Protection Plan

The initial set-up period is the most important time in the life of a new engine and gearbox. This is when any manufacturing fault can come to light, yet with any race bike of any brand, if there is a problem you are usually on your own.

However, with Kawasaki's unique Engine Protection Plan you are not left with a problem. Return the suspected faulty part to your dealer, and following inspection, a replacement may be supplied, free of charge.

The Engine Protection Plan scheme runs for three months from the date of purchase and is exclusive to 1991 Team Green Club Members.

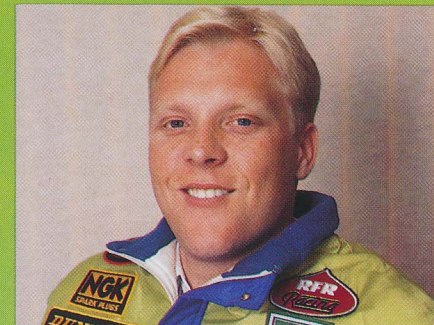


'King David' will be looking to re-capture his crown in '91.

Parts Kit

All members will be sent a Parts Kit for their machine before serious racing begins, direct to their home address. Comprising many 'consumeable' items such as jets, rings, pistons and sprockets (depending on model) these kits will save you money and with new parts, race ready.

A Parts Kit is not available to suit the KDX250.



MEET YOUR TEAM GREEN EDITOR - RUSSELL FOX

The man pounding the typewriter keys for the Team Green Club newsletter is 23 year old Russell Fox.

A 100% motocross fan who attends as many events as he can - including some International and GP rounds - Russell was just 12 when he first became involved in the sport, riding in Schoolboy events throughout the Eastern Centre. "I was only semi-successful" he modestly admits, "I was a bit too big for the bikes - but it was OK when I moved up to the Adults."

Ironically, an accident in his first year of riding in the Adult classes resulted in a broken neck, leaving him paralysed from the chest

down - but with his enthusiasm for the sport undiminished.

Employed as a buyer by Standard Telephones and Cables, Russell also spends a great deal of energy raising funds for the International Spinal Research Trust, the only charity in the UK seeking a cure for spinal injuries.

Now Russell is going to be busier still producing the Team Green Club newsletter. But as this is a NEWS letter, he'll be waiting by his 'phone to hear from Club Members - he wants to hear their news and views and put them into print!

Suspension Set-up

There is no universal 'correct' setting for modern suspension systems. To take full advantage of the technology you have available, both front and rear suspension must be set to your specific requirements.

Club members can have their suspension set up for them, on a one-to-one basis, by the leading professional in this field - Colin Thomas of Off Road Services. And the charge? None, its a Team Green Club service.

Newsletter (Team Green Club News)

Want to learn practical hints and tips from Team Green's own race mechanics? Or how our GP riders get the holeshot? Maybe you'd like to know about an exclusive clothing offer? Or just the gossip about how your friends are succeeding in their sport?

Team Green Club News will keep you informed, and it will be sent free to all members bi-monthly.

Certificate of Ownership

Theft of motocross and enduro machines is a growing problem, and as Kawasaki machinery is the best around, then the Green Machines are very vulnerable.

Register as a Club Member, and you will be sent a certificate detailing your machine's engine and chassis numbers, together with your name and address as the legal purchaser. This certificate is designed to stay with the machine throughout its life: when you sell it (to move up to the latest Kawasaki racer!), you will pass the certificate to the new owner. Anyone selling a 1991 model Kawasaki secondhand in the future without this certificate will have some explaining to do...

KX250

THE PERIMETER frames that Kawasaki have pioneered in motocross - they are now featured on the KX80, KX100, KX125 and KX250 - have provided very real benefits: lowered centre of gravity, excellent mass centralisation, increased rigidity, stronger steering heads and swing arm pivots.

Revised gusseting at the steering head gives even greater strength and rigidity, as does the new one-piece cross brace casting for the aluminium swing arm. The castor angle has been reduced one degree to give sharper handling.

In 1990, the KX250 was tested by the US Dirt Rider magazine, and their dyno showed that the Kawasaki was the top-end King - and this they proved at the track too.

Now Kawasaki have concentrated on boosting low end torque and mid-range power without sacrificing top end.

To achieve this the triple stage KIPS (Kawasaki Integrated Power-valve System) engine has been drastically revised. Last year's main and sub intake ports have been replaced by a large, single window port, and this plus a new pipe, revised digital ignition and the Keihin 38mm crescent slide carb all add up to a much more manageable power delivery. The crankshaft has been re-balanced to reduce vibration.

Handling the extra power is a revised clutch using steel 'driven' plates for better durability and fade resistance.

The latest suspension updates as featured on the '91 KX125 (43mm dia. upside-down forks, revised Uni-Trak linkages) are also featured, though the valving and springing are unique to each model.

Stopping is taken care of by disc brakes front and rear - both now being slotted to give greater stopping power in really muddy conditions. The front caliper houses dual pistons, while the rear has a single piston, increased in diameter for '91. Low expansion hydraulic brake hoses give excellent feel, and new sintered metal pads for the rear brake give extra efficiency.

A stepped pin type drive chain is now fitted, giving greater durability.

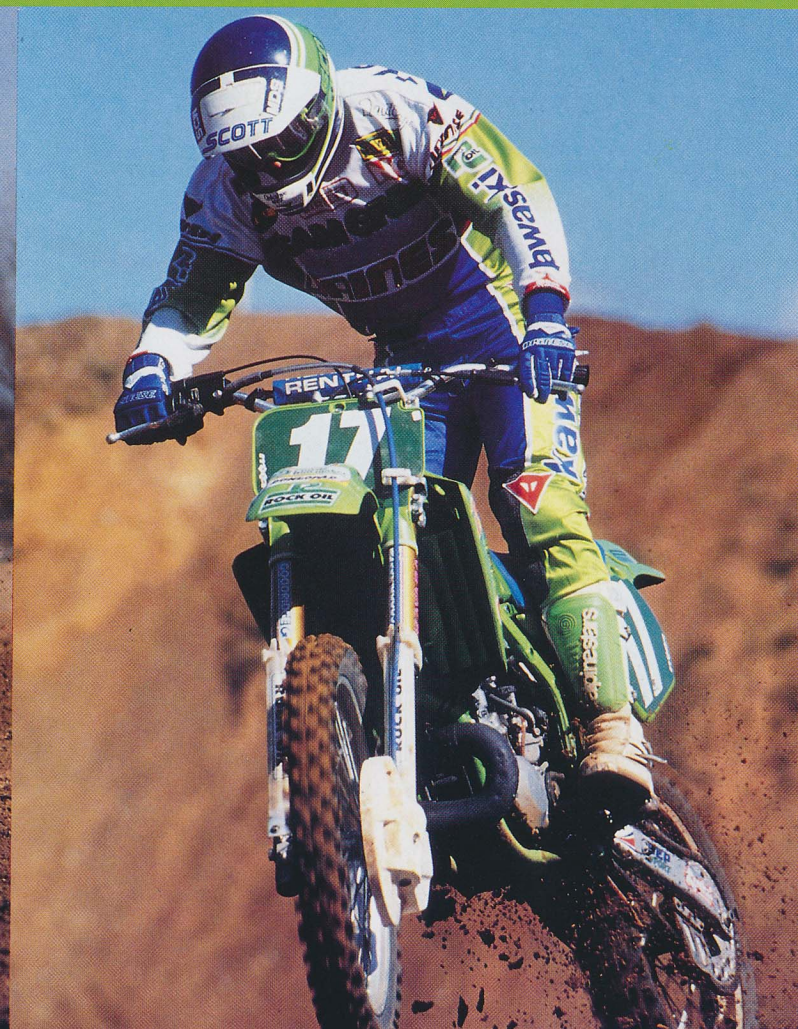


MODEL: KX250-H2. ENGINE Liquid cooled, single cylinder two stroke with piston reed valve induction and triple-stage Kawasaki Integrated Power-valve System (KIPS). Bore/stroke 67.4 x 70mm, capacity 249cc. Five speed gearbox. **FRAME** Type: Tubular, perimeter type. Castor: 25.5° Trail: 108mm. **SUSPENSION** Front: 43mm dia. upside-down cartridge tele-forks, with 16-way compression and rebound 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 955mm, ground clearance 385mm, dry weight 96.5kg, fuel capacity 8.5 litres.

91

- Stronger perimeter box-section frame
- Extra swing arm rigidity
- More power
- Upgraded clutch

- 43mm USD cartridge forks
- Sharper handling
- Improved braking



Dyno testing proved the KX250 outperformed its rivals last year, now there's more bottom and mid-range power

KX

KX500

WE SAID that the production KX500 was competitive at Grand Prix level, and what more proof can there be than 18 year old Paul Malin's results in 1990, his first season of riding in this class. He led the world's best riders on many occasions and ended the season with 104 GP points.

No wonder Dirt Rider, the world's top selling off-road magazine, judged the 1990 KX500 as the best Open-class motocrosser on the market. One of their test riders summed it up with "Any 500 is plenty fast, but the KX is fast and easy to ride.....the bike turns and jumps easily and feels light for a 500. The suspension is excellent."

With such an excellent, proven package as a starting point, Kawasaki's engineers have restricted themselves to detail improvements for the '91 season.

The engine remains unchanged, except for barrel-polishing the con-rod in the interests of reducing the possibility of fatigue failure. It uses a 3-way KIPS (Kawasaki Integrated Power-valve System) to give extra power throughout the entire rev range, and also has an (automatic) decompression function at low rpm. This not only means easier starting, but also lessens the chances of stalling at slow turns.

The upside-down cartridge forks that helped give the previous model such excellent suspension have been upgraded so that the stanchions are a full 43mm diameter for even greater rigidity - the use of thinner wall material offsetting the extra weight. There are sixteen settings for both compression and rebound damping, and 310mm of travel.

The same amount of adjustability and wheel travel are provided by the rear Uni-Trak suspension that now has new compression damping settings to give improved response during initial rear wheel travel.

Brake 'feel' has now been improved by use of low-expansion brake hoses and the rear brake now has both a larger piston and sintered-metal pads for better initial brake response. The front brake retains its dual-piston caliper, but the discs front and rear are now slotted to give better performance under extremely muddy conditions.



MODEL: KX500-E3. 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: 43mm dia. upside-down cartridge tele-forks, with 16-way compression and rebound 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: 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.

NEW
FOR

'91

- 43mm USD cartridge forks
- Upgraded brakes
- Improved rear suspension
- Barrel-polished con rod



KX

Riding a production KX500, Paul Malin consistently hit the headlines with his giant-killing performances throughout 1990.

KDX250

OVER the years, Kawasaki's enduro racers have become accepted as the Clubman's favourite. Often described as 'bulletproof', the engines have produced a good spread of power and proved very competitive while being easy to handle and reliable.

Now Kawasaki has raised the stakes with the latest KDX: it has got a full 250cc engine in a hi-tech chassis. Those tempted to convert KX series motocrossers in the past will find that the factory has done the work for them...

The engine is closely based on the latest version of the triple-stage KIPS (Kawasaki Integrated Power-valve System) equipped KX250-H2. This itself has been tuned for a greater spread of power - but in enduro form it gains a different reed valve, lowered compression ratio and flywheel effect has been increased by the use of a larger alternator needed to power the head and tail lamps. Nett result is a softened, broader and smoother power delivery than the motocrosser, better suited to this type of racing.

Noise reduction has been an important consideration. While the liquid cooling system reduces mechanical noise, the new low-boy exhaust has been designed to boost bottom end torque while significantly reducing exhaust noise. It is topped off by an aluminium silencer packed with glass fibre.

Though the frame is a perimeter type as pioneered on the KX125/250, it is a different design using round section rather than box section tubing. With the extra rigidity, lowered centre of gravity and improved mass centralisation offered by this advanced chassis, this KDX is going to out-handle even its famed predecessors.

Of course, there's no point in having such a stiff chassis if the fork legs are going to flex - but as these are now upside-down cartridge

type with 43mm diameter stanchions, that's pretty unlikely! There's 300mm of wheel travel, and 16-way compression and rebound damping adjustment.

The piggyback style rear shock absorber is nitrogen charged, and the pressure of this gas can be varied for different circuits. There is screw-type preload adjustment, plus 16-way compression damping adjustment, while wheel travel is 310mm.

Maintaining the stiffness theme, the aluminium swing arm uses dual box section construction with the ends designed to make rear wheel changes quicker and easier. Wheel adjustment is by snail cams.

Incidentally, an 18in. diameter rear wheel is used to give maximum choice of tyres.

All the considerable performance available is kept in check by the latest slotted style discs from the '91 motocross range, though the twin piston caliper is from its KDX200 predecessor. The rear disc and its caliper are lifted straight from the KX250.

Rider comfort has been catered for by a handlebar mount that allows 10mm adjustment front/rear, extra broad footrests that give more confidence when landing from jumps, and knuckle fenders as standard equipment.

Disc covers front and rear help keep the mud from where its not wanted, and a steel engine guard protects your investment. The fuel tank is 13.5 litres - little excuse for running out of fuel with this winner!

IMPORTANT: The Kawasaki KDX250 has been designed as an off-road machine, and is intended solely for competition use.



Winner of a Gold medal at the 1990 ISDE on his enduro-ised KX250, moving up to the new KDX250

MODEL: KDX250-D1. 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 type. **SUSPENSION** Front: 43mm dia. upside-down cartridge tele-forks, with 16-way compression damping adjustment, 300mm wheel travel. Rear: bottom link Uni-Trak with 16-way compression and rebound damping adjustment, 310mm wheel travel **WHEELS/TYRES** Front: 80/100-21 Dunlop. Rear: 110/100-18 Dunlop. **BRAKES** Front: 220mm dia. disc. Rear: 190mm dia. disc. **FUEL TANK** capacity: 13.5 litres.

NEW
FOR

'91

- Full 250cc MX based engine
- Quiet exhaust system
- Perimeter style chassis
- Upside-down cartridge forks
- 3-stage KIPS
- Latest style slotted disc brakes



Carl Tidey is now



KDX

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Specialist
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