

**What made Tom Keeton feed
his friends a steady diet of
dirt, rocks and second place?
The Kawasaki KDX400.**



The KDX400.

Tapered-roller steering bearings for durability and long-service life.

Brilliant 35-watt headlight.

Leading-axle forks with combined air/spring suspension. 10.2 inches of travel.

Durable, lightweight Electrofusion cylinder offers superior cooling.

Capacitor Discharge Ignition (CDI). C
reliable

Lightweight aluminum alloy rims, reduce unsprung weight.

396cc Boyesen Reed-valve engine



Speedometer-odometer.

Tough plastic fuel tank,
3.3 gallon capacity.

High-mounted air intake with
shielded K&N air filter.



Lay-down gas-oil shocks with
remote reservoirs. 9.1 inches of
travel.

Full floating rear brake,
offers maximum control.

Discharge Ignition
kick starts and strong,
work.

Extremely rigid I-section
aluminum alloy swing-arm.

The KDX400.



The new KDX400 is a winner. Look at the chassis. An I-section aluminum swing-arm, chrome-moly steel frame, cast magnesium components. That's lighter than the closest competitor. Then there's the special 2-stroke reed-valve engine. The KDX400 is a torquey mother. It'll suck your eyeballs down your throat. And it comes with a wide ratio 5-speed transmission and CDI ignition.

Even the suspension has more travel than the closest competitor. 10.2" in the front air-oil forks with large diameter tubes (38mm) for minimum flex and maximum strength. In the rear, 9.1" with Kayaba gas-oil lay-down shocks with remote reservoirs.

There's a 21" front wheel and 11.7" of ground clearance. A powerful headlight. Narrow, but big fuel tank. Wide plastic fenders. Quick detach wheels. Engine and chain protection. A high level air intake for water crossings. It's all there in the KDX400.

This bike is designed for big bore endurance riders who want to win and not be beaten to death in the process. The KDX400 may not win you friends, but it can win races.

Specifications

ENGINE TYPE:	1-Cylinder, Reed-Valve, 2-Stroke
DISPLACEMENT:	392cc
BORE AND STROKE:	80 x 78 mm
COMPRESSION RATIO:	6.8:1
TRANSMISSION SPEEDS:	5
IGNITION:	CDI
CARBURETION:	1 Mikuni, 36 mm
TIRES:	Front: 300-21 Knobby Rear: 450-18 Knobby
FRONT WHEEL TRAVEL:	10.2 in.
SUSPENSION TYPE:	Air-Spring Fork
REAR WHEEL TRAVEL:	9.1 in.
SUSPENSION TYPE:	Gas-oil, Lay-down
WHEELBASE:	57.1 in.
FUEL TANK CAPACITY:	3.3 gal.
DRY WEIGHT:	240 lbs.
COLOR:	Lime Green

For off-road use in certain areas the optional silencing kit must be installed. Check local requirements before riding. Use your motorcycle legally, respect the environment and the rights of other people. Member of AMA, MIC and MSF.
P/N99969-0152, Kawasaki Motors Corp., USA 1979. Printed in USA.

Kawasaki
Don't let the good times pass you by.