



## POWER TO THE YOUTH

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# The '98 KXs: Power to the Youth

by John Griffin  
Instructional  
Designer/Instructor

The 1998 Kawasaki KX lineup features dramatic improvements nearly across the board. The KX80 and KX100 sport drastic engine and chassis changes that improve performance in all aspects. The KX125 and KX250 feature engine and chassis changes that Emig and Carmichael used to win the 1997 125cc, 250cc,



**The KX100 and KX80 are basically new from the ground up.**

National and 250cc SX championships. The KX60 and KX500 feature factory graphics so they look as fast as they really are.

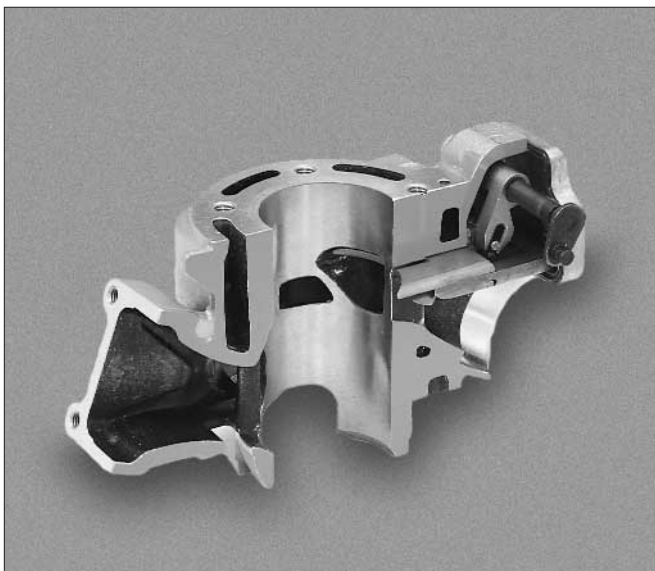
## '98 KX80 and KX100 Engine

For the first time, KIPS valves control the exhaust port height. The KX80 compression ratio varies from 10.3:1 low speed, to

9.4:1 high speed, instead of last year's fixed ratio of 9.4:1. The KX100 varies from 9.6:1 to 8.8:1, where last year's was fixed at 9.3:1. New cylinder heads offer different volume, shape, and a more polished finish for more efficient combustion and less carbon build-up.

These changes give both bikes more horsepower and torque with a much broader power-band. The bikes are easier to ride for all levels of riders with more low-end and mid-range power to match last year's potent top-end power. Riders can concentrate on attacking berms and doubles instead of worrying about falling off the pipe.

The clutch features larger plates to handle the extra power, a new leverage ratio for lighter clutch pull, and a new design for quick servicing. The clutch plates are 9mm



**KIPS valves on the KX80 and KX100 provide a wider spread of power to help riders of all skill levels.**

## K-TECH News

Vol. 10, No. 2  
Summer 1997

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larger in diameter (110mm to 119mm), and the hub rides on roller bearings instead of a bushing for better action and durability. A separate clutch cover allows access to the plates without removing the water pump. The clutch is now a pull-type releasing design like the bigger KXs, so you can remove the plates without removing the basket.

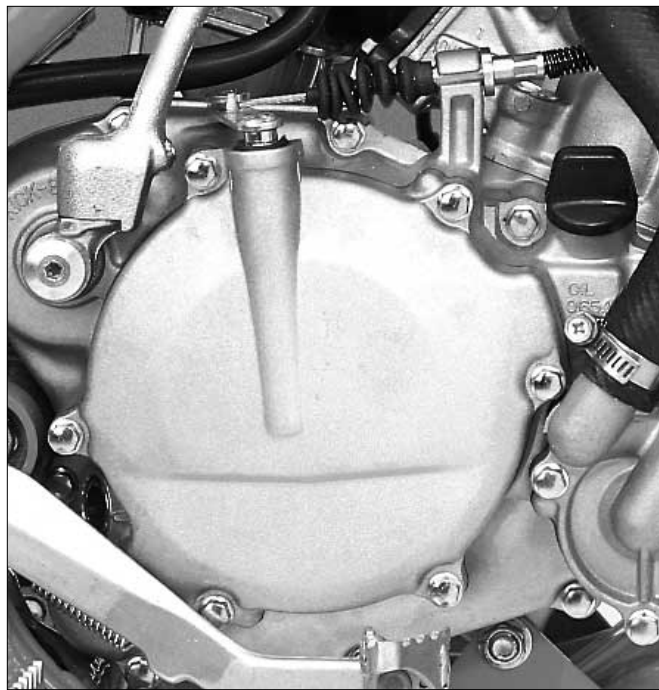
The clutch lever and perch come directly from the KX125/250.

### Chassis

Kawasaki worked from the wheels up, creating a more rigid and functional chassis. New 36mm KYB upside-down cartridge forks have large 49.5mm aluminum upper tubes and 18-way compression

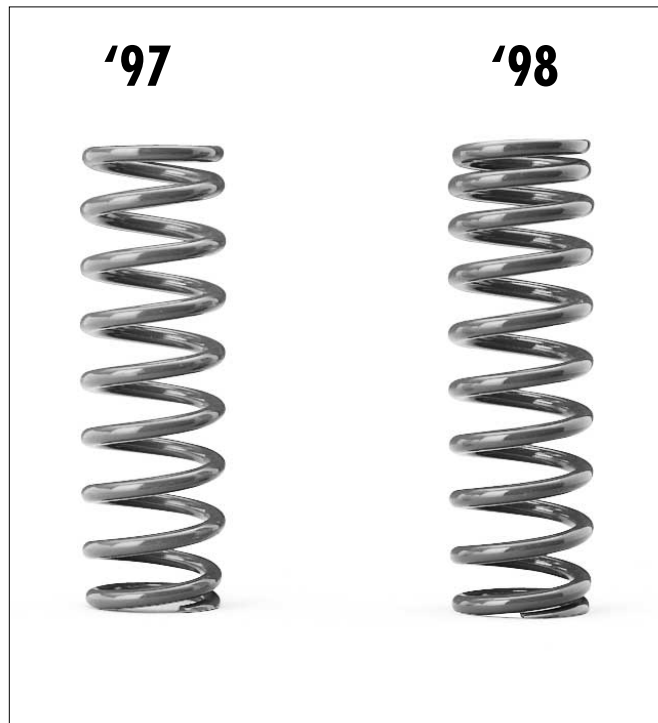
damping. The swingarms have bigger beams (50x22mm to 60x24mm) and incorporate cast aluminum drive chain adjuster sections just like the bigger KXs. The rear shock damping rates are revised to work with these changes.

The new chassis rigidity keeps the rider on course through the roughest terrain. Rigidity enables the bike to go where you point it and get the power to the ground by forcing all impacts to the suspension for absorption. Even the footpegs and wheels are beefed up. The footpegs are now cast steel and have larger frame brackets and pivots. Both wheels feature heavier gauge spokes, the rear axle is larger in diam-



**A separate clutch cover provides instant access to a larger clutch for '98. The clutch is now a pull-type like the bigger KXs.**

# New for '98



**Kawasaki puts progressive fork and shock springs back into the mainstream.**

eter, and the rear hub even has two bearings on the drive side.

The rear brakes are improved with a forged aluminum pedal (instead of steel) with two seals at the pivot for smooth, controlled action. A new rear brake disc and pads offer great stopping power with less rusting. A new front brake hose gives the brake a solid, precise feel.

Kawasaki finished off the bikes with detail changes to make daily life easier. The airbox has more room for your hands. A new base plate and retaining bolt make installing the air filter a breeze. The airbox cover is

now fastened with machine screws instead of self-tapping screws. The front number plate is held on with one bolt instead of three. A KX125/250 fuel petcock is easier to turn on and off. New seals and collars in the Uni-Trak help keep the dirt out.

The KX80 and KX100 are about as close to miniature works bikes as they come.

### '98 KX125 Engine

Kawasaki went all out on this motor. The cylinder features two exhaust ports instead of four and a new one-valve

*Continued on page 12*

# Power Jet Carburetor System

by John Griffin  
Instructional Designer/  
Instructor

The 1998 KX125 and KX250 use a new Keihin Power Jet system. The digital igniter activates an electric solenoid, closing a new fuel passageway in the carburetor above 9600rpm (KX125) and

8100rpm (KX250). The solenoid reopens the passageway as the revs drop below 9400rpm and 7900rpm, respectively. Approximately 10% less fuel gets to the engine above the prescribed RPMs compared to a normal carburetor. Peak power is slightly

increased but the big benefit is pushing the power curve an extra 750- to 1000rpm before tapering off.

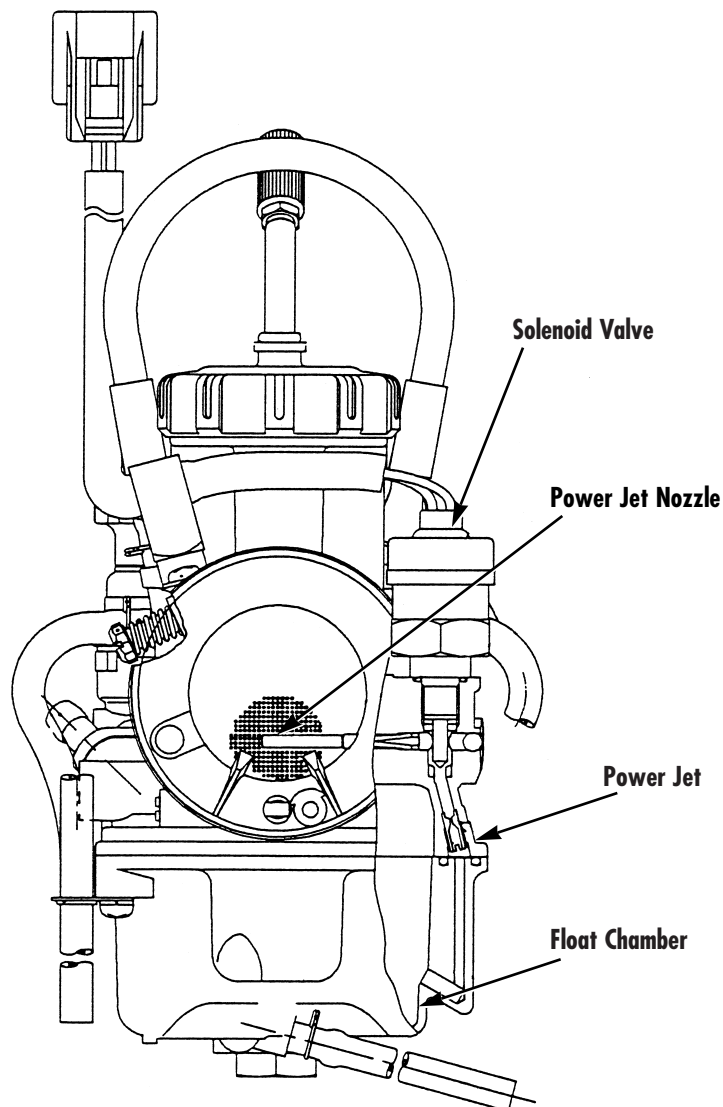
A coil on the stator (similar to a lighting coil) sends power through a voltage regulator to the solenoid. The igniter provides a ground for the

solenoid at the proper rpm. The igniter is now located in the airbox to further separate it from the ignition coil. Shifter cart dealers take note to separate these two components by at least a foot or more. Resistor spark plugs are mandatory.

**Tuning:** At rpms below the activation point, the fuel flow of the power jet and main jet combined is about equal to the flow of just the main jet in normal carburetors. For example, the '98 KX250 uses a #158 main jet and #55 power jet, where the '97 KX250 used a #165 main jet. Only #50 and #55 power jets are available from Kawasaki, but other sources have optional size jets.

I believe a desert racer could install a larger main jet and smaller power jet to retain crisp low speed response while keeping it rich enough on top to keep the engine cool. Since the power jet nozzle flow is not affected by the needle, it may prevent engine seizures that occur with the dramatic fuel drop from the needle re-entering the nozzle as the rider closes the throttle.

Attend our **Team Green '98** training class for more instructions on this intricate system. ♦



# New Kawasaki Training Center in Latin America

by Rob Taylor  
Instructional  
Designer/Instructor, Special  
Tool Coordinator

June 1997 was an important month for Kawasaki Motors Corp., U.S.A. It marked the opening of the first KMC training center outside the United States. The training center is located in San Jose, Costa Rica, and is a first for the motorcycle industry in Latin America. We held a two-week training class covering Kawasaki motorcycles, ATVs, Jet Ski watercraft and Mules.

Twenty-two students from Panama, Mexico, Columbia, Costa Rica, El Salvador, Paraguay, Puerto Rico, Argentina, Chile, Guatemala and Nicaragua attended.

From the beginning, it was clear that friendships were forming between the students. They continuously helped each other, went to meals together,



and supported each other when needed. They took great pride in representing their countries at the new training center.

Special thanks to the following organizations who helped make this vital program possible: Purdy Motor S.A., the Kawasaki distributor in Costa Rica; Motorcycle Mechanics Institute in Orlando, Fla.; and the Ken Cook Company in Mil-

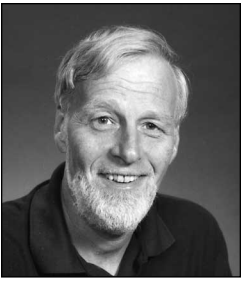
*Trained technicians play an important part in the success of a dealership. All departments rely on the ability of technicians to service new product or sell parts by selling service to customers. When the service department is not up to par, the whole dealership is off the mark. Fortunately, many technicians can stay up-to-date by attending factory training schools with dealership support. Imagine if a technician had to travel thousands of miles to receive factory training, or any training at all.*

waukee, Wis. Purdy Motor generously provided a building, work benches, desks, and everything necessary to set up a classroom and shop. MMI provided an

experienced Spanish-speaking instructor, and the Ken Cook Company translated lesson plans and handouts into Spanish.

KMC is dedicated to service training in Latin America, as well as many other support systems now in development. I look forward to the next training class and hope all the original students will attend, as well as new technicians. ♦





### PISCATAWAY/ GRAND RAPIDS

#### Electronic Specialties Inc.

Dealers often ask me, where can I get my electrical test equipment repaired? The cost of new equipment is continuously rising, and many dealers have broken multimeters and CDI test equipment. In some cases, repairs are cheaper than replacement.

If you have a bad load coil unit in your Kawasaki CDI tester, which is needed to check CDI box output to the ignition coil, there is a way to replace it. You can make one yourself by using a one ohm, eight watt resistor with an alligator clip attached to the end of the resistor. You should be able to buy the parts at an electronics store.

The other source for repairs of all types of electronic equipment is Electronic Specialties Inc. They repair all brands of multimeters, emission testers, gauges, and CDI test equipment. They have also developed a hand-held tachometer for two- and four-stroke engines. It can be used wireless, with an inductive pickup, or with a capacitive clip lead.

So, dust off your test equipment and have a busy and profitable summer. I look forward to talking with you either on the Hotline or at one of our training classes, which resume in the fall. ♦

#### Contact Electronic Specialties at:

2449 Pierce Drive  
Spring Grove, IL 60081

Phone: 815-675-1812

Fax: 815-675-2905

*Fred DeHart*  
201 Circle Drive N. #107  
Piscataway, NJ 08854  
(908) 469-1221



### ATLANTA/DALLAS

#### Very Special Tools

I would like to share my version of two very special watercraft tools. I define very special tools as those that are not available anywhere, the ones we fabricate.

The first tool is used to remove and install the 27mm nut on steering cables. If you have ever tried to remove this nut, you will appreciate this tool. A similar tool was shown in K-Tech about 3 years ago, but there is not enough clearance to use that on the newer watercraft.

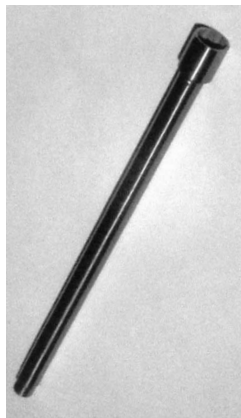
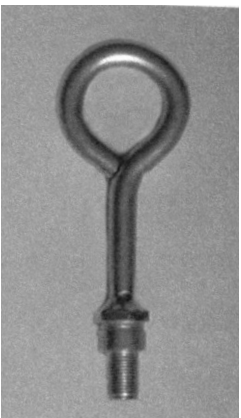
I weld a new 27mm socket to an 18" length of 1" OD steel tubing (18" is more than needed, but was convenient since the home improvement store sold the tubing in 36" lengths). Next, I weld an old 3/8 drive socket on the other end. To use the tool, remove the cable end, then slide the 27mm socket over the cable up to the nut. You can use a ratchet to quickly remove the cable nut and a torque wrench to properly install the nut.

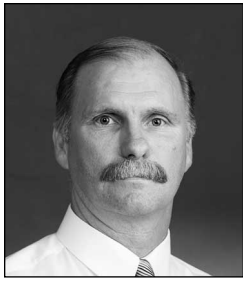
The second very special tool is used with a hoist or lift to remove an engine from the hull. I learned removing my first JH900 engine, that it was too heavy, with too little clearance exiting the engine compartment for one person.

I make a lift ring using an eye bolt and a spark plug. I cut off the threaded part of a 1/2" shank eye bolt and grind off the plating where it will be welded. I chip out the porcelain from an old 3/4" reach spark plug and weld the eye bolt as shown. To use this tool, I install the lift ring in the center cylinder and use a hoist to lift the engine easily, by myself. Some technicians combine lift rings in the #1 and #3 cylinders to help keep the engine flat.

Lifting the engine by one spark plug hole will not damage the cylinder head as long as all the threads of the tool are used and only the engine is lifted. **Do not** lift the entire watercraft with this lift ring. The engine weighs less than 200 lb., while the pressure against the spark plug when running varies between 400 and 600 lb. So there is a good margin of safety. ♦

*Walter Rainwater*  
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IRVINE/SEATTLE

### Special Tools Part Numbers

With the training season over, I would like to thank all of you who attended the training classes in the West region. I met many new technicians as well as the regulars. The first season for the new training classes was quite successful, especially the Master level courses. We are busy adding new information and materials to the curriculum for next year's training season as well as some new specialty courses at a new training location. I will let you know more on this later in the season in a training bulletin. Be sure to sign up early as many classes were full last year.

Now some current news on special tools. As many of you found out, the part number for the flywheel holder on the 900 and 1100 Jet Ski® watercraft has changed. The old part number T57001-1223 has changed to 57001-1403. Unfortunately, the name and purpose of the tool has changed from flywheel holder for the JH and JT 900/1100 to flywheel puller for the KVF400 Prairie without any notice. Yes, this tool is still the same and works on both the Jet Ski and Prairie's flywheel. The tools required to assemble the Prairie's cases came from several models. One of them, P/N 57001-1092 (steering stem bearing driver adapter) was used on late 1970's KZ-style motorcycles and was dropped when these models were discontinued. We reactivated the tool to include it as part of the crankcase assembly tool for the Prairie. This took some time but is now available.◆

Robert Taylor  
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Irvine, CA 92618  
(714) 770-0400

## Keeping Current

### 1998 Product Sales Guides Available

By Ray St. John  
Supervisor, Technical Writing

By now, you have received the first of the 1998 Product Sales Guides. If you carry motorcycles as one of your Kawasaki product lines, you've probably noticed the Street Motorcycle Product Sales Guide has a "black-and-white" cover (with a little yellow title box). The All-Terrain Vehicle, Off-Road Motorcycle, and Portable Generator books have

color covers.

So, why isn't there a color cover on the Street Motorcycle Sales Guide? The "black-and-white" cover means there is more to come in the street motorcycle line-up. You'll see those models in a new Product Sales Guide at the Dealer Meeting in October.

The new book will have a full-color cover and will include all the new products for 1998. The 1998 Watercraft and Utility Vehicle Product Sales Guides will also be presented at the Dealer Meeting

If you'd like to order more copies of any 1998

Product Sales Guide, just give Kawasaki Tech Services a call at 714/770-0400, extension 2463 and ask for Kiki. She'll sell you the available books for a nominal charge, based on KMC's printing costs. No shipping. No handling. But there is sales tax for most states.◆



## Kawasaki Warranty Flat Rate Manuals Now Available on Paper

by Dave Corey  
Writer/Producer

Here is some good news for those of you who can't always carry a microfiche viewer around in your pocket: Warranty Flat Rate Manuals are now available on paper for all Kawasaki product lines. The new manuals are printed as 8 1/2" x 11" paper booklets and are available from parts inventory.

With the new print-on-demand technologies available today, it is cost-effective for us to print in small quantities. This means that we will be reprinting these manuals

several times a year and the flat rate information will be updated each time. Because of this, when you order a manual, it may not be as current as the microfiche but it will not be really out of date either. Just remember that the flat rate microfiches are updated four times a year and they will have the most current flat rate information on them. ♦



| <u>Part Number</u> | <u>Description</u>  | <u>Dlr. Cost*</u> | <u>Pkg. Qty.</u> |
|--------------------|---|-------------------|------------------|
| 99960-0077-01      | Motorcycle Warranty Flat Rate Manual                            | \$20.00           | 1                |
| 99960-0078-01      | Jet Ski Watercraft and Marine Product Warranty Flat Rate Manual | \$10.00           | 1                |
| 99960-0079-01      | ATV Warranty Flat Rate Manual                                   | \$5.00            | 1                |
| 99960-0034-04      | Utility Vehicle Warranty Flat Rate Manual                       | \$6.57            | 1                |
| 99960-0056-01      | Portable Generator Warranty Flat Rate Manual                    | \$2.99            | 1                |

\* See the Parts Retail Price Guide for latest prices.

## MULE™ Engine and Gear Case Assemblies

by Jeff Hoepfner  
Parts Data Coordinator



Due to the unique demands of utility vehicle customers, we now offer major engine and drive train assemblies for MULEs. Although MULE utility vehicles have proven extremely durable, in an abusive commercial environment where they are used for long hours,

year round, failures are inevitable. In these cases, it is far more efficient simply to have a spare engine or gear case handy to replace rather than having the vehicle down while internal repairs are made. The assembly needing repair can then be checked and repaired thoroughly while still having the ability to use the MULE. ♦

|                      | <u>KAF300-B/C</u> | <u>KAF620-A/B</u> | <u>KAF620-C</u> |
|----------------------|-------------------|-------------------|-----------------|
| <b>ENGINE ASSY.</b>  | 70290-2176-LF     | 70620-2007-EG     | 70620-2007-EG   |
| <b>RR. GEAR CASE</b> | N/A               | 13101-1196        | 13101-1194      |
| <b>FR. GEAR CASE</b> | N/A               | N/A               | 13101-1220      |



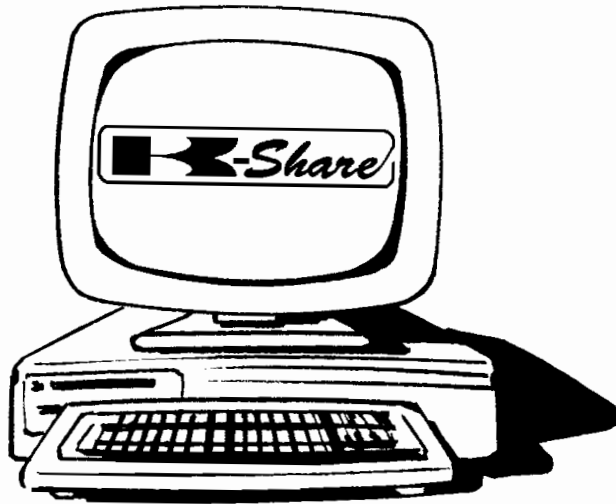
# Making Warranty Registration a Priority

by Don Church  
Manager, Service Training  
and Communications

During the busy season, it is easy to let "paperwork" slide. But please, don't put off warranty registrations. Entering accurate customer information through K-Share is easy. It's important to register each Kawasaki within three days of retail sale for several reasons:

- \* Eligible customers get Kawasaki rebate checks ASAP (so they can buy accessories).
- \* You get credit for any salesperson incentives or sales promotions.
- \* If Kawasaki initiates a repair campaign, we must notify customers immediately.
- \* You may not be able to process warranty requests because the unit is not registered.

Accuracy of the customer information you provide is critical. Here are tips based on the most common errors:



- \* Use the customer's primary residence where they receive mail. Some have a few residences.
- \* If the customer is not the addressee at the address, use "C/O" (in care of) after the addressee's name.
- \* If the customer has a P.O. Box, it's likely their mail is not deliverable to their physical address. Register them using the P.O. Box number. Note: If it's a P.O. Box enter P.O. Box not just Box. There is a difference; Box is sometimes used with a Route.
- \* If the customer gives you a P.O. Box number and street address, put the P.O. Box before the street address.
- \* Rt., CR, or General Delivery are often not good enough by themselves; get an address number or P.O. Box number if possible. Here are a few more details to watch out for:
  - \* Verify the city and zip code match. Use the five-digit zip and four-digit extension if possible.
  - \* Don't forget suite or apartment numbers.
  - \* Add street address directions—E., S.W., etc.
  - \* Spell names and addresses accurately.
  - \* Split words that are hyphenated.
  - \* Ask your customer if they are in the process of moving.
  - \* Ask your customer if the address they provided is their mailing address.

By following these tips, the customer information you provide Kawasaki will be processed quickly for everyone's benefit. Thanks for "lending us an ear." ♦

## How Do California Emissions Affect Me?

by John Griffin  
Instructional Designer/  
Instructor

You may not live anywhere close to California, but you need to know about the emission equipment Kawasaki uses there. Why? California (CA) models can be sold in the other 49 states, but 49 state models cannot be sold there. This means that Kawasaki, like most manufacturers, build more CA models than we plan to sell. It is common for dealers in New York or Florida to be selling CA model motorcycles.

For 1998, Kawasaki now offers CA model ATVs and KLX300Rs. The only changes to these models is the routing of crankcase and valve cover vapors into the airbox. The carburetion is also slightly altered and now uses emission standard jets. These jets are precision manufactured and anodized for long wear.

Kawasaki sells all KX models as closed course competition units in California. The '98 KDX200 and KDX220R, like the KE100, will not be sold in California. All 1998 MULEs™ sold in the U.S. meet California emission standards. ♦

# Bent/Broken Connecting Rods

by Gregg Thompson  
Product Support Supervisor

On the Hotline, all of us have gotten calls from dealers who had disassembled an engine because of poor running or abnormal vibration and found a bent connecting rod. Often the dealer technician has no idea what caused the rod to bend. In the case of two-stroke engines, the technician will sometimes take a guess that a ring caught a port and bent the rod. I don't think so.

For the rod to bend, the piston has to be stopped just before it reaches TDC. There the crankshaft has way more leverage pushing on the rod than at any other place in the stroke. The ratio of crankshaft rotation to piston travel is very high (lots of crankshaft rotation, very little piston travel).

If you run across a bent connecting rod in an engine you are working on, the chances are it was caused by a hydraulic lock—liquid in the combustion chamber. Theoretically if some large object (such as a valve head in the case of a four-stroke engine) got into the combustion chamber, it could cause a rod to bend. But in fact, even a valve head

can be smashed and jammed into the top of a piston, but a liquid cannot. A liquid (gasoline or water/ coolant) cannot be compressed and it distributes the pressure so evenly across the piston crown that there is no mark of any kind left on the piston. The volume of liquid only needs to be slightly more than the total volume of the combustion chamber. Usually the cause of the event exits the cylinder the first time the exhaust port is

open, leaving no trace of itself.

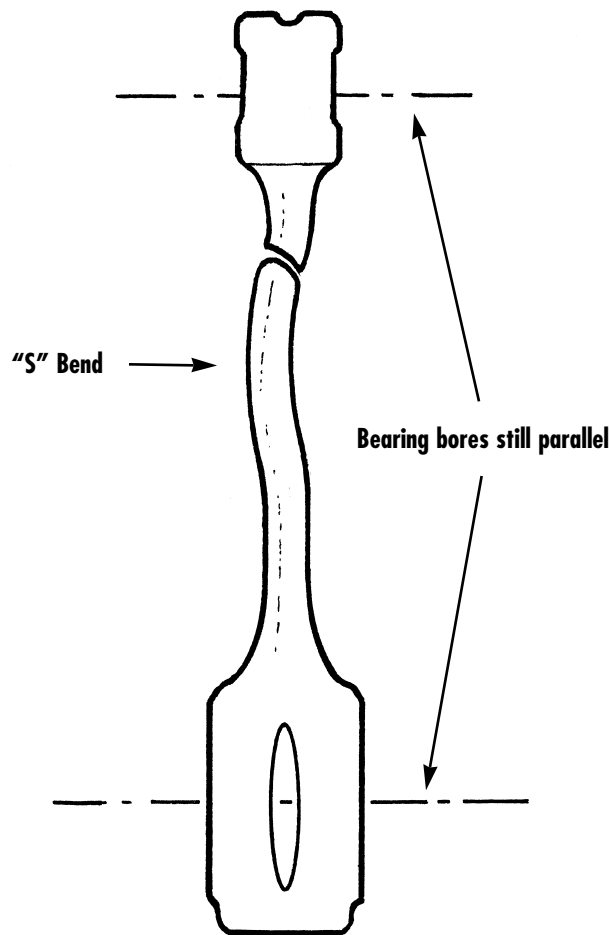
In the case of our two-stroke watercraft engines, the liquid is always water. Water gets in the engine through the intake when the engine compartment gets too full of water. Water can also enter from the exhaust; but in our current watercraft exhaust pipes, cooling water enters the exhaust stream so far from the engine that it is very unlikely any significant volume of water would ever make its way

back to the engine.

Sometimes customers manage to ignore the rod-bending event and subsequent vibration and poor running. They continue to ride the watercraft until the rod finally breaks. A bent rod will always break if run long enough. But you can still usually tell if the rod was bent before it broke.

A connecting rod that was bent from a hydraulic lock always ends up with the wrist pin bore still nearly parallel with the axis of the crankshaft. This is because when the rod bends, the piston holds the small end of the rod in its proper position. The resulting "S" bend in the rod is usually still detectable even after the rod has broken. If you hold the two pieces of the broken rod together and the rod is bent but the wrist pin bore is still nearly parallel with the crankshaft, it's a pretty good bet the engine was "hydraulic" some time prior to the rod breakage.

Damage caused by a hydraulic lock is generally not covered by warranty (no defect); so if you run into one with this problem within its warranty period, you'd better call us and discuss it before making any commitments to the customer. ♦



## 1100 STX Speedometer Errors

by Rob Taylor  
Instructional Designer/Instructor  
Special Tool Coordinator

The Hot Line has received calls reporting inaccurate speedometers on the JT1100-A1. Speedometer fluctuations, inaccurate speed indications, and the speedometer dropping back to zero above a particular speed are all indications of this problem. Adding to the confusion is the new digital meter and how to troubleshoot it. Fortunately, the problem is usually the setup of the hull sensor, not the meter.

As with any component attached to the hull, alignment is critical. If the speedometer sensor is mounted so it protrudes below the hull line, or is

too high, the speedometer will not operate correctly. The left bottom corner of the sensor body must be even with the bottom surface of the hull. To align the sensor, loosen the bolts attaching the sensor body to the mounting bracket, move the sensor until it is flush with the hull. Be sure to use a non-permanent locking agent on the mounting bolts. Also, remove any debris or iron buildup on the paddle wheel. ♦

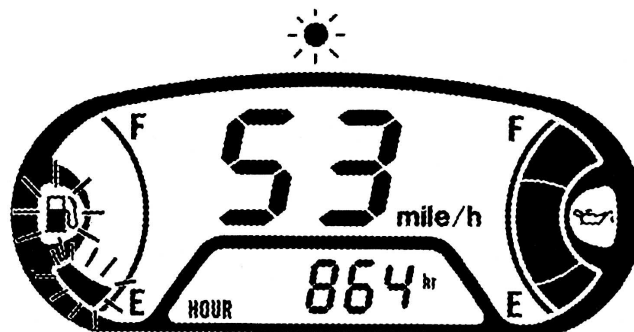
## Where's the Battery?

Rob Taylor  
Instructional Designer/Instructor  
Special Tool Coordinator

Have you ever gone searching for the hour meter's backup battery on the 1100 STX Jet Ski watercraft? Apparently, some technicians have done just that. After hunting for a while (especially in the meter assembly), the battery was

never found. This prompted quite a few calls to the Hot Line. So where is the battery? There is no battery!

The system uses a read-write memory chip that is located in the meter assembly. The memory chip is continuously updated as the watercraft is operated. If the battery ever goes dead or is disconnected, the chip stores the latest information before power is lost. If the hour meter does not retain the information when the battery is disconnected and then reconnected, it can only be one thing: the memory chip. Unfortunately, the complete meter assembly must be replaced. ♦



## Gasket Kits Are Back

by Jeff Hoepfner  
Parts Data Coordinator

Back by popular demand, complete gasket sets are available for selected current models. They're not only convenient, but economical and profitable. A list of applicable models is listed below and we will be adding the illustra-

tions and part numbers to the microfiche as the information becomes available. If the information is not on your microfiche yet, don't panic. Parts lists, illustrations, and applications are available on Parts Bulletin "MC 97-01." ♦

### Gasket Kits for Select Models

| MODEL    | YEAR      | KIT PART NO. |
|----------|-----------|--------------|
| VN1500-D | 1996 & UP | 99995-1393   |
| VN800-A  | 1995 & UP | 99995-1394   |
| VN800-B  | 1996 & UP | 99995-1394   |
| ZX1100-D | 1993 & UP | 99995-1396   |
| ZX1100-E | 1995 & UP | 99995-1396   |
| ZX1100-F | 1996 & UP | 99995-1396   |
| ZX600-F  | 1995 & UP | 99995-1397   |
| KX250-K  | 1994 & UP | 99995-1399   |

## Power to the Youth

Continued from page 3

KIPS that works like a KX250 center valve. The new KIPS alters port height 6mm, compared to 5mm in '97. The connecting rod is 2mm shorter for better primary compression. The piston is 7 grams lighter (130g to 123g) for quicker response and it has an intake window for more top-end.

Other big news is the addition of the Power Jet Carburetor (see sidebar). The carburetor bore is also 1mm larger (35mm to 36mm) for more top-end power. New ignition and magneto increase output for the power jet system.

### '98 KX250 Engine

The designers extracted one more horsepower out of the motor this year by

revising the exhaust port layout and adding a Power Jet Carburetor. The center exhaust port and KIPS valve are now wider (41mm to 43mm), and the sub-exhaust ports and rotary KIPS valves are smaller (21mm to 17mm). Since the center KIPS valve is the most effective port-altering device, a larger center valve improves power across the board.

A more powerful ignition uses a much smaller (and lighter) rotor to energize the power jet. A heavier crank nearly offsets the loss, for a slight reduction in overall flywheel effect versus the '97. This change results in quicker engine response, less vibration, and longer main bearing life. The connecting rod offers improved lubrication through a larger oil groove on the big end and an additional oil hole on the small end. The piston-



**The KX250 motor is massaged with revised exhaust ports, KIPS system, more powerful ignition, new crankshaft, different reed valve, and stronger engine cases.**

to-ring tolerances are tighter for improved ring seal and more power.

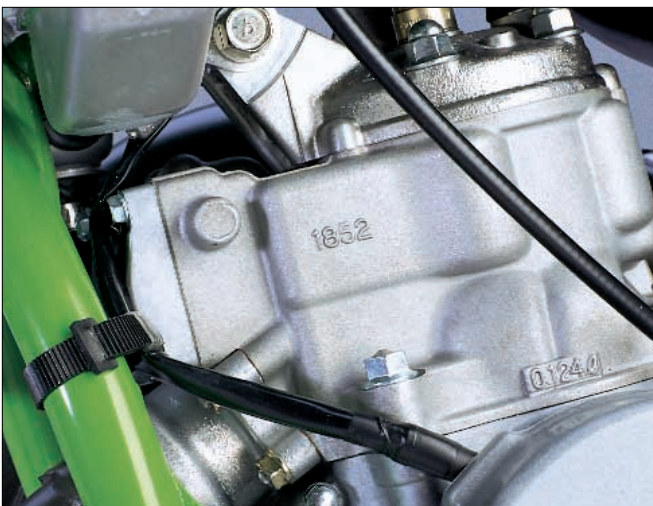
### '98 KX 125/250 Chassis

The chassis (and center of gravity) is 5mm lower for improved cornering and traction. This change was accomplished by raising the forks 5mm in the triple clamps and shortening the lower shock clevis 1.5mm. Suspension travel has not been affected.

It has been over a decade since anyone has used progressive springs on modern motocrossers, but Kawasaki re-introduces them for '98. The rear shock spring is triple rate, while the fork

springs offer a steady progressive winding. New damping rates work with the springs to provide plush action with much more resistance to bottoming.

The 1998 Kawasaki KX models feature an infusion of technology learned from winning the toughest championships. Our reputation stands for: great bikes right out of the box; balanced bikes that turn great and are stable; plush suspension, and outright performance. It doesn't matter what class you race, Kawasaki is the bike to own in '98. ♦



**The KX125 cylinder features only two exhaust ports regulated by one center KIPS valve.**

# Special Thanks

We want to officially thank all of the dealers who participated in Kawasaki's '97 Service Training Program. We appreciate your commitment to excellent service and

the sacrifices you made to send technicians to our classes. We are confident your customers benefit from the knowledge your technicians gain through factory training.

Look for our '98 Training Schedule at the Dealer Meeting in Orlando (Oct. 9-12). The 1998 models offer new technology, which means important new training material. Lastly, prepare for a '98 Service Update Seminar coming to a location near you.

|  |   |   |  |   |  |
|--|---|---|--|---|--|
| 44 KAWASAKI<br>EATONTON, GA                            | ARIZONA JET SKI<br>PHOENIX, AZ                | CAPITOL KAWASAKI<br>COLUMBIA, SC                | CRAIG'S JET SKI<br>SANTA FE SPRINGS, CA              | F & R SPORTS CENTER<br>DODGE CITY, KS         | HILLSBORO KAWASAKI<br>HILLSBORO, OR                |
| A ACTION MOTOR SPORTS<br>GREELEY, CO                   | ART'S KAWASAKI<br>ZEPHYR HILLS, FL            | CARL'S CYCLE SALES<br>BOISE, ID                 | CUNNINGHAM CYCLE WORLD<br>FAYETTEVILLE, NC           | FAIRFIELD KAWASAKI<br>FAIRFIELD, CA           | HILLSIDE MOTORSPORTS KAWASAKI<br>ENFIELD, NH       |
| A.J. FOYT KAWASAKI<br>HOUSTON, TX                      | B & B CYCLE, INC.<br>NORFOLK, NE              | CASINO BEACH MARINA KAWASAKI<br>STORM LAKE, IA  | CUNNINGHAM GOLF CAR CO.<br>LOUISVILLE, KY            | FAY MYERS KAWASAKI<br>DENVER, CO              | HILTON HEAD KAWASAKI<br>BLUFFTON, SC               |
| ACTION SPORTS KAWASAKI<br>COLLEGE STATION, TX          | BABBITT'S SPORT CENTER<br>MUSKEGON, MI        | CASTAIC SKI & SPORT KAWASAKI<br>CASTAIC, CA     | CYCLE SPORTS KAWASAKI<br>SALEM, OR                   | FORSYTH KAWASAKI<br>WINSTON-SALEM, NC         | HONDA SUZUKI KAWASAKI WEST<br>TAMPA, FL            |
| ACTION JET SKI WEST<br>VENICE, FL                      | BAY AREA KAWASAKI<br>HAYWARD, CA              | CENTRAL NEW YORK KAWASAKI<br>ELBRIDGE, NY       | CYCLE SPORT CENTER<br>ORLANDO, FL                    | FREEWHEELING CYCLE<br>KENMORE, NY             | HOOKSETT KAWASAKI<br>HOOKSETT, NH                  |
| ACTION KAWASAKI<br>SHAWNEE, OK                         | BEAUMONT KAWASAKI<br>BEAUMONT, CA             | CENTRAL VERMONT KAWASAKI<br>RUTLAND, VT         | CYCLE CENTER OF FREMONT<br>FREMONT, CA               | FUN BIKE CENTER<br>SAN DIEGO, CA              | HOUSE OF KAWASAKI<br>SAN DIEGO, CA                 |
| ADAMS MOTORSPORTS KAWASAKI<br>MONTGOMERY, AL           | BENTLEY YAMAHA SUZUKI<br>CANONSBURG, PA       | CHAMPION KAWASAKI<br>COSTA MESA, CA             | CYCLE CITY KAWASAKI<br>HEYBURN, ID                   | G.N. GONZALES KAWASAKI<br>GONZALES, LA        | HUDSON KAWASAKI<br>HUDSON, NH                      |
| AINSWORTH KAWASAKI<br>AINSWORTH, NE                    | BERT'S KAWASAKI<br>AZUSA, CA                  | CHARLOTTE KAWASAKI<br>MATTHEWS, NC              | CYCLE SPORTS & SERVICE<br>MT. PLEASANT, PA           | G.N. GONZALES KAWASAKI<br>BATON ROUGE, LA     | INDUSTRIAL VEHICLE SALES<br>PONTIAC, MI            |
| AL GASKILL KAWASAKI<br>EAST POINTE, MI                 | BIG RED KAWASAKI<br>EATONTOWN, NJ             | CHEYENNE SPORT CENTER<br>CHEYENNE, WY           | CYCLE CENTER<br>GLOBE, AZ                            | GARBER KAWASAKI<br>HESSTON, KS                | ITHACA REC. SPORTS KAWASAKI<br>NEWFIELD, NY        |
| ALAMO CYCLE-PLEX KAWASAKI<br>SAN ANTONIO, TX           | BIKE WORLD KAWASAKI<br>SUNNYVALE, CA          | CHICO JET SKI<br>CHICO, CA                      | CYCLE MOTION KAWASAKI<br>MIDDLETOWN, NY              | GARBERS HONDA<br>FAIRBURY, NE                 | JENKINS MACHINERY CO.<br>CONCORD, CA               |
| ALCOA GOOD TIMES KAWASAKI<br>ALCOA, TN                 | BLOCKER KAWASAKI<br>PARRYVILLE, PA            | CLEAR LAKE KAWASAKI<br>FREMONT, IN              | CYCLE WORLD KAWASAKI<br>SAVANNAH, GA                 | GARTON TRACTOR & KAWASAKI<br>TURLOCK, CA      | JIM BENNETT KAWASAKI<br>IUKA, MS                   |
| ALEX CYCLE SHOP<br>WARREN, OH                          | BOB THOMAS' KAWASAKI<br>NORTH HUNTINGDON, PA  | CLIFF'S CYCLE CENTER<br>BREMERTON, WA           | CYCLES OF PALM BEACH KAWASAKI<br>WEST PALM BEACH, FL | GATTO KAWASAKI<br>TARENTUM, PA                | JIM MURRAY'S KAWASAKI SALES<br>SCRANTON, PA        |
| ALFORDS SPORT CENTER<br>MCCOMB, MS                     | BOB'S MARINE & JET SKI<br>BELLEVUE, IA        | COAST CYCLES<br>GULFPORT, MS                    | CYCLES OF BOULDER, INC.<br>BOULDER, CO               | GOLD COUNTRY KAWASAKI<br>AUBURN, CA           | JIM'S MARINE & CYCLE, INC.<br>SHERIDAN, WY         |
| ALL AMERICAN KAWASAKI<br>SANTA CRUZ, CA                | BOONE ACTION KAWASAKI<br>BOONE, NC            | COLBOCH HARLEY-DAVIDSON SALES<br>MORRISTOWN, TN | DAL-KAWA CYCLE SALES<br>HENDERSONVILLE, NC           | GOODTIMES KAWASAKI<br>SACRAMENTO, CA          | JOHNSON'S CYCLE & AUTO<br>FREMONT, NE              |
| ALL SEASONS SPORTS<br>ROCK SPRINGS, WY                 | BREWER KAWASAKI<br>HENDERSON, NC              | COLUMBIA TRACTOR, INC.<br>CLAVERACK, NY         | DAVIS CYCLE SALES<br>BUTLER, PA                      | GRAND HAVEN KAWASAKI<br>GRAND HAVEN, MI       | JONES KAWASAKI SALES & SERVICE<br>LAUREL, MS       |
| ALLSPORT KAWASAKI<br>DECATUR, AL                       | BURBANK KAWASAKI<br>BURBANK, CA               | COMMONWEALTH CYCLES<br>ARLINGTON, MA            | DOUG'S CYCLE SHOP<br>SALISBURY, MO                   | GRAND LAKE MOTOR SPORTS<br>GRAND LAKE, CO     | JORGY'S KAWASAKI REC CENTER<br>STOCKTON, CA        |
| ANAHEIM KAWASAKI<br>ANAHEIM, CA                        | BUTCH'S JET SKI SHOP<br>GRAND RAPIDS, MI      | CONCORD KAWASAKI<br>CONCORD, CA                 | DUFF SHELLEY KAWASAKI<br>AMERICAN FORK, UT           | GRANDVIEW TRACTOR & KAWASAKI<br>GRANDVIEW, WA | K & H KAWASAKI<br>LITTLE YORK, NY                  |
| ANDERSON SALES & SERVICE, INC.<br>BLOOMFIELD HILLS, MI | CAL COAST MOTORSPORTS KAWASAKI<br>VENTURA, CA | CORVALLIS FORD NEW HOLLAND<br>CORVALLIS, OR     | EAST END JET SKI<br>HAMPTON BAYS, NY                 | GREAT BEND HONDA<br>GREAT BEND, KS            | K & N KAWASAKI<br>WICHITA, KS                      |
| APEX SPORTS, INC.<br>COLORADO SPRINGS, CO              | CAMROD<br>NEW YORK, NY                        | CRAIG'S KAWASAKI<br>BOUNTIFUL, UT               | EDDIE HILL'S KAWASAKI<br>WICHITA FALLS, TX           | GULFSIDE KAWASAKI<br>ORANGE BEACH, AL         | KAWASAKI OF HOLLYWOOD<br>HOLLYWOOD, CA             |
|  |   |   | ELK CITY KAWASAKI<br>ELK CITY, OK                    | HACIENDA MOTORCYCLES<br>SAFFORD, AZ           | KAWASAKI BIG BOYS TOYS, INC.<br>OGDEN, UT          |
|  |   |   | ELLIOTT KAWASAKI<br>MANDEVILLE, LA                   | HAMME KAWASAKI<br>GASTONIA, NC                | KAWASAKI OF DURHAM<br>DURHAM, NC                   |
|  |   |   | ELYS KAWASAKI<br>HUTCHINSON, KS                      | HARRISON'S MARINE & KAWASAKI<br>WAYLAND, MI   | KAWASAKI OF OCALA<br>OCALA, FL                     |
|  |   |   | ENUMCLAW KAWASAKI<br>ENUMCLAW, WA                    | HEBELER SALES & SERVICE<br>PENDLETON, NY      | KAWASAKI OF PHILLIPSBURG/EASTN<br>PHILLIPSBURG, NJ |
|  |   |   | EXCEL MOTORCYCLES & WATERCRAFT<br>DENVER, CO         | HIGH COUNTRY CONNECTION<br>SALIDA, CO         | KAWASAKI OF JONESVILLE<br>JONESVILLE, LA           |

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| KAWASAKI SPORTS CENTER<br>LAKE FOREST, CA        | KAWASAKI OF MONTEREY<br>MONTEREY, CA              | MAC'S CYCLE<br>CLARKSTON, WA                  | PIONEER MOTORSPORT KAWASAKI<br>SARDINIA, NY          | SIGMUND'S KAWASAKI<br>CENTRAL CITY, PA               | TEXAS CITY KAWASAKI<br>TEXAS CITY, TX        |
| KAWASAKI OF NEW BERN<br>NEW BERN, NC             | KAWASAKI OF ROCKY MOUNT<br>ROCKY MOUNT, NC        | MARK'S OUTDOOR SPORTS<br>ALAMOSA, CO          | PLANO KAWASAKI<br>PLANO, TX                          | SISTER LAKES KAWASAKI<br>SISTER LAKES, MI            | THE FIRST TURN<br>CROWLEY, LA                |
| KAWASAKI OF ST. GEORGE<br>ST. GEORGE, UT         | KAWASAKI SPORT CENTER<br>POMPTON PLAINS, NJ       | MATTOON KAWASAKI<br>MATTOON, IL               | POINT CYCLE KAWASAKI<br>PITTSBURGH, PA               | SKAGIT VALLEY KAWASAKI<br>BURLINGTON, WA             | TIME RENTAL SALES & SERVICE<br>NO. LOGAN, UT |
| KAWASAKI OF TWIN FALLS<br>TWIN FALLS, ID         | KAWASAKI TERRITORY<br>STUART, FL                  | MICHAEL'S KAWASAKI<br>CARSON CITY, NV         | POMONA VALLEY KAWASAKI<br>ONTARIO, CA                | SMITH POWER EQUIP. & KAWASAKI<br>HAYESVILLE, NC      | TOMS RIVER JET SKI<br>TOMS RIVER, NJ         |
| KAWASAKI OF YAKIMA<br>YAKIMA, WA                 | KAWASAKI OF BOUND BROOK<br>BOUND BROOK, NJ        | MID CITIES KAWASAKI<br>PARAMOUNT, CA          | PORT ANGELES KAWASAKI<br>PORT ANGELES, WA            | SMITTY'S KAWASAKI CYCLE<br>IMPERIAL BEACH, CA        | TREASURE COAST KAWASAKI<br>FT. PIERCE, FL    |
| KAWASAKI OF OCEANSIDE<br>OCEANSIDE, CA           | KELLY'S KAWASAKI<br>MESA, AZ                      | MILLENNIUM CYCLEWORKS KAWASAKI<br>LILBURN, GA | POWAY KAWASAKI<br>POWAY, CA                          | SONOMA KAWASAKI<br>WINNEMUCCA, NV                    | TRI-COUNTY EQUIPMENT CO.<br>POSEVILLE, IN    |
| KAWASAKI OF CARROLLTON<br>CARROLLTON, TX         | KENT KAWASAKI<br>KENT, WA                         | MOSES LAKE KAWASAKI<br>MOSES LAKE, WA         | QUINSEY KAWASAKI<br>EL CAJON, CA                     | SOUTH BAY KAWASAKI<br>NATIONAL CITY, CA              | TUCSON CYCLE & SKI KAWASAKI<br>MARANA, AZ    |
| KAWASAKI OF ROANOKE RAPIDS<br>ROANOKE RAPIDS, NC | KEYSTONE KAWASAKI<br>DUNCANVILLE, PA              | MOTION KAWASAKI<br>HAMMONTON, NJ              | R & R JET SKI<br>HOLLYWOOD, FL                       | SOUTH VALLEY KAWASAKI<br>DRAPER, UT                  | TUCSON KAWASAKI<br>TUCSON, AZ                |
| KAWASAKI OF RAMSEY<br>RAMSEY, NJ                 | KLAMATH MOTORSPORTS KAWASAKI<br>KLAMATH FALLS, OR | MOTIONS KAWASAKI<br>MARIETTA, GA              | R & R JET SKI SOUTH<br>NORTH MIAMI BEACH, FL         | SOUTHERN CYCLE KAWASAKI<br>KENNER, LA                | TWIGG CYCLES<br>HAGERSTOWN, MD               |
| KAWASAKI EAST<br>INDIANAPOLIS, IN                | KREHBIELS COUNTRY STORE<br>ABERDEEN, ID           | MOTOSPORTS OF UKIAH<br>UKIAH, CA              | RAY C'S<br>LAPEER, MI                                | SPORT CENTER OF GRAND JUNCTION<br>GRAND JUNCTION, CO | TWO WHEEL WORLD<br>WOODBURY HEIGHTS, NJ      |
| KAWASAKI OF RALEIGH<br>RALEIGH, NC               | LAKE CHARLES KAWASAKI<br>LAKE CHARLES, LA         | NEWGATE KAWASAKI<br>OGDEN, UT                 | REDWOOD CITY KAWASAKI<br>REDWOOD CITY, CA            | SPRUILL KAWASAKI<br>MT. PLEASANT, TX                 | VALLEY KAWASAKI<br>PHOENIX, AZ               |
| KAWASAKI OF WEST SWANZEY<br>KEENE, NH            | LAKE POWELL KAWASAKI<br>PAGE, AZ                  | NORTH WASHINGTON IMPLEMENT CO.<br>LYNDEN, WA  | RIVERFRONT KAWASAKI<br>YUBA CITY, CA                 | ST. AUGUSTINE CYCLE CENTER<br>ST. AUGUSTINE, FL      | VESCO'S KAWASAKI<br>BRIGHAM CITY, UT         |
| KAWASAKI HOUSE OF CYCLES<br>NATCHEZ, MS          | LAKEVIEW MARINA JET SKIS<br>NOBLESVILLE, IN       | NORTH COUNTY JET SKI<br>ENCINITAS, CA         | RIVERHEAD KAWASAKI<br>RIVERHEAD, NY                  | ST. CHARLES JET SKI<br>ST. CHARLES, MO               | VICKERY MOTORSPORTS INC.<br>DENVER, CO       |
| KAWASAKI OF POMPANO BEACH<br>POMPANO BEACH, FL   | LAKEWAY POWER SPORTS<br>GILLETTE, WY              | NORTH BAY KAWASAKI<br>SANTA ROSA, CA          | ROCKFORD KAWASAKI<br>ROCKFORD, MI                    | STAR CITY MOTOR SPORTS, INC.<br>LINCOLN, NE          | WATERTOWN KAWASAKI<br>WATERTOWN, NY          |
| KAWASAKI OF SENECA<br>SENECA, SC                 | LANTZ RENTAL & OUTDOOR EQUIP.<br>CODY, WY         | NORTHLAND KAWASAKI<br>FLAGSTAFF, AZ           | ROMERO'S LAWN MOWER SALES<br>NEW IBERIA, LA          | STEVENS MOTOR SPORTS, INC.<br>OMAHA, NE              | WENATCHEE CYCLE CENTER<br>WENATCHEE, WA      |
| KAWASAKI POWERSPORTS<br>VALLEJO, CA              | LARRY'S KAWASAKI<br>PARKERSBURG, WV               | ONEKAMA JET SKI<br>ONEKAMA, MI                | RON GREENE KAWASAKI<br>MT. PLEASANT, UT              | STOCKTON FORD NEW HOLLAND<br>STOCKTON, CA            | WEST COAST KAWASAKI<br>PASO ROBLES, CA       |
| KAWASAKI OF YUMA<br>YUMA, AZ                     | LAUREL HIGHLANDS KAWASAKI<br>LEMONT FURNACE, PA   | ORANGE COAST FORD TRACTOR, INC.<br>ORANGE, CA | ROSENAU POWERSPORTS KAWASAKI<br>DEARBORN HEIGHTS, MI | STORR TRACTOR CO.<br>SOMERVILLE, NJ                  | WHITTIER KAWASAKI<br>WHITTIER, CA            |
| KAWASAKI SPORT MOTORS<br>POCATELLO, ID           | LEBANON KAWASAKI<br>LEBANON, MO                   | ORLANDO KAWASAKI<br>ORLANDO, FL               | SAN JUAN JET SKI & MARINE<br>FLORA VISTA, NM         | STREIT'S KAWASAKI<br>GAINESVILLE, FL                 | WILD RIDE SPORTS KAWASAKI<br>GRENADA, MS     |
| KAWASAKI OF STATESVILLE<br>STATESVILLE, NC       | LINTON KAWASAKI<br>LINTON, IN                     | OUTDOOR SPORT, INC.<br>GRAND ISLAND, NE       | SAN DIEGO TURF<br>SAN DIEGO, CA                      | SUBURBAN JET SKI<br>WARRINGTON, PA                   | WILDCAT KAWASAKI<br>COLORADO SPRINGS, CO     |
| KAWASAKI OF OAKLAND<br>OAKLAND, CA               | LIVERPOOL KAWASAKI<br>LIVERPOOL, NY               | PALMETTO KAWASAKI<br>HIALEAH, FL              | SANDERS KAWASAKI<br>NEW CASTLE, PA                   | SUN ENTERPRISES<br>THORNTON, CO                      | WINDHAM KAWASAKI<br>WINDHAM, NH              |
| KAWASAKI OF SANTA BARBARA<br>GOLETA, CA          | LONG BEACH KAWASAKI<br>LONG BEACH, CA             | PASCO CYCLE<br>PORT RICHEY, FL                | SATCH SALES<br>MENANDS, NY                           | SUN SPORTS UNLIMITED, INC.<br>GUNNISON, CO           | WOLFE CYCLE SPORTS, INC<br>HASTINGS, NE      |
| KAWASAKI OF HICKORY<br>HICKORY, NC               | LYNNWOOD KAWASAKI<br>LYNNWOOD, WA                 | PAW PAW KAWASAKI<br>PAW PAW, MI               | SCOTT'S KAWASAKI<br>LAS CRUCES, NM                   | SURBURBAN SALES & RENTAL CNTR<br>COCKEYSVILLE, MD    | WOODBRIIDGE KAWASAKI<br>LINDEN, NJ           |
| KAWASAKI OF RENO<br>RENO, NV                     | M & M CYCLE<br>KALAMAZOO, MI                      | PEMBINE KAWASAKI<br>PEMBINE, WI               | SECORD LAKE MARINA JET SKI<br>GLADWIN, MI            | TEAM SAVAGE KAWASAKI<br>CLEARWATER, FL               | WOODS KAWASAKI FUN CENTER<br>AUSTIN, TX      |
| KAWASAKI EXPRESS<br>WARNER ROBBINS, GA           | M & R KAWASAKI<br>ROOSEVELT, UT                   | PIEDMONT KAWASAKI<br>SALISBURY, NC            | SIERRA CYCLES<br>SIERRA VISTA, AZ                    | TEAM BOZEMAN<br>BOZEMAN, MT                          | Z'S MOTOR SPORTS<br>CRAIG, CO                |