



'96 KXs Oh My!

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All That Glitters

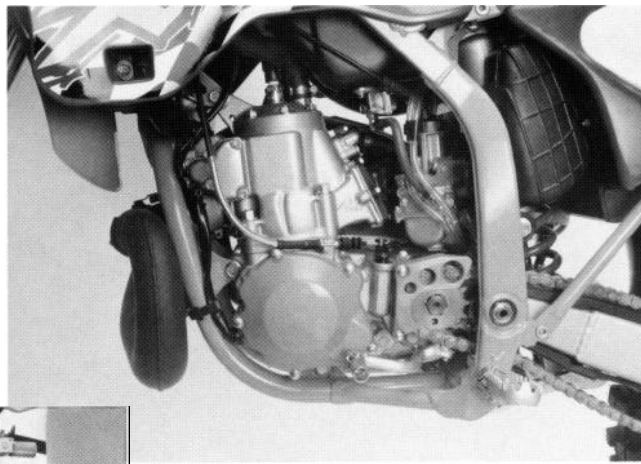
◆ Looking for gold in the '96 KX motocrossers line.

By Patrick Kelly
Instructional Designer/Instructor

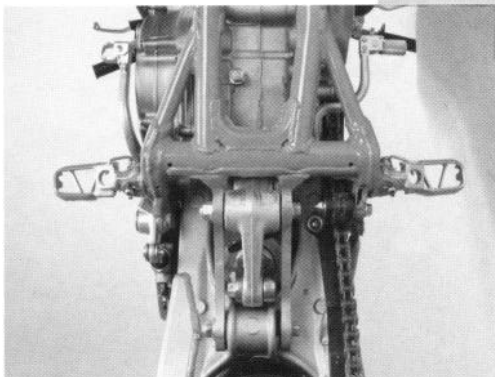
The KX125 and 250 (KX125-K3 and KX250-K3) motocrossers for 1996 continue down the path of engineering refinement. How can these high-tech, off-road weapons possibly be made any better? What could be done to make them even more sophisticated? Well, let's take a look!

Engines

As always, the engines in the KX125 and 250 received numerous developments and improvements. The focus of this year's refinement was the width of their powerbands. Both engines received changes to make them "stay on the



(ABOVE) Engine in the '96 KX250 features numerous refinements; (LEFT) A stronger rear frame cross pipe.



pipe longer," especially after peak horsepower is reached, without necessarily increasing their already potent amount of maximum power.

The KX125 engine gets new porting: The main exhaust, sub exhaust and transfer ports are all raised slightly to improve top-end, "overrun" power.

Also contributing to improved overrun power are new carbon fiber reed valves, replacing the epoxy-resin valves used last year.

To retain the KX125's excellent low-end and mid-range power, a new cylinder head is used to raise the compression ratio. The compression ratio goes from 8.1:1 on

the '95 model to 8.4:1 on the '96 during high-speed operation (sub exhaust ports open); and from 9.3:1 to 9.7:1 during low-speed operation (sub exhaust ports closed).

To improve throttle response, the carburetor has a unique new feature. Two special "wings" are placed in the carburetor inlet to direct the airflow. These wings

reduce turbulence in the air funnel for improved throttle response at low and mid-range engine speeds.

Both the KX125 and 250 carburetors receive this unique feature for '96.

The changes to the KX250 engine are much the same as the 125's. The port timing was revised slightly to prevent the power from falling off rapidly after the power peak.

Although the main exhaust port on the KX250 remains unchanged, both the sub exhaust ports and the transfer ports were raised slightly. Both engines also get new timing data maps to complement their new power curves.

Chassis

The KX125 and 250 share an almost identical chassis, and the most obvious difference for '96 is the size of the front fork. Both bikes get a massive 46mm inverted front fork.

Continued on page 12

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Micro-K

◆ New Microfiche Readers

By David Pyle
Parts Publications Specialist

There has been a change in the types of microfiche readers that are available. The MR1 is no longer in production, and we have had to find a replacement.

The replacement we have chosen is the Micron 350. Its dimensions are identical and it is very similar in appearance. However, its quality is much higher than the MR1 it replaces.

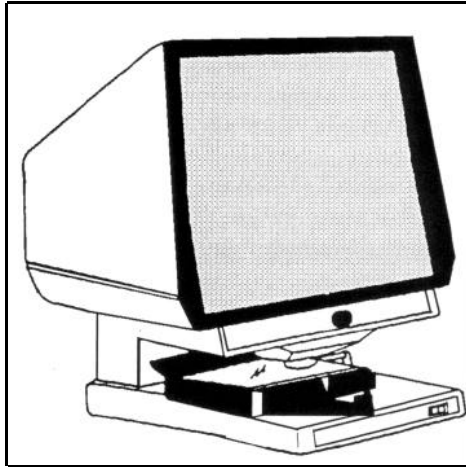
The part number for this new reader is M150350 and the dealer cost \$220.

Index: Finding '95 Models

Each Micro-K mailing includes an index that has an abundance of information. This index is more than just a list of microfiche.

A very important piece of information on the index is the "star" after the issue date of

new microfiche. This star signifies that a particular microfiche contains a model that is a '94 or '95. This makes it easy to pick



out the newer models.

Please note that as the '96 models begin to be released, the star will be for '95-'96 models.

The index also includes other important information such as a quick reference for microfiche reader lamps and current Micro-K deck prices.

If you happen to misplace your Micro-K index, additional copies are available through K-FAX: Call (714) 458-5663, follow the easy directions and request document number 2010. The system will automatically fax a copy of the index to your dealership. ◆

K-FAX

◆ Instant Availability!

How K-FAX Works

K-FAX is an automated document retrieval system. Copies of important service bulletins and related materials are made available to your dealership when you need them, 24 hours a day, seven days a week.

If you are a Kawasaki dealer with

a touch-tone phone and your fax number is on file with Kawasaki Motors Corp., U.S.A., you're ready to use K-FAX. There is no club to join and you don't need to sign up for anything.

(If we do not have your FAX number on file and you would like to use this system, please call Darlene Luitjens at [714] 770-0400, ext. 2343. She'll add your number and have you set up immediately.

To help prevent unauthorized use

of your dealer number, your fax number is linked to your four-digit Kawasaki dealer number in your K-FAX file. So even if someone enters your dealer number in error, K-FAX will send the documents to your dealership location.

How to Use K-FAX

Using your touch-tone phone, call (714) 458-5663 and follow the easy voice prompts. After you've chosen the

documents you want to receive, disconnect and the documents will be sent to you automatically via your fax machine. It's that easy!

To receive an updated index of available documents when you need one, order Document 5000 through the K-FAX system. —Pat Shibata



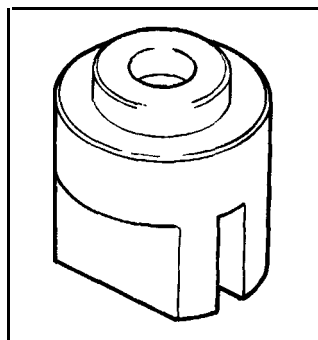
K-FAX
(714) 458-5663

Some New Special Tools

Here's a quick rundown on all of the latest special tools available from KMC:

▲ New for the JH750C and JH900A is P/N 57001-1393SP, an "Impeller Shaft Holder."

This tool fits into the counterbore of the removed end cap on the jet pump and holds the impeller shaft while the impeller is turned with the impeller wrench P/N 57001-1228.



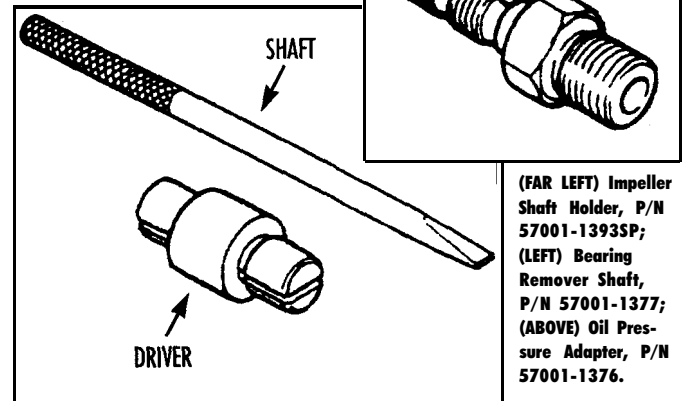
▲ A new oil pressure adapter, P/N 57001-1376, fits the Lakota 300, and connects to the oil pressure gauge, P/N 57001-164.

▲ The Bearing Remover Shaft, P/N 57001-1265, has

been updated and lengthened to fit longer steering heads.

The new part number is 57001-1377 and it works with bearing drivers 57001-

1266,10/12M; 57001-1267, 15/17M; and 57001-1293, 20/22M. — Jerry Heil



(FAR LEFT) Impeller Shaft Holder, P/N 57001-1393SP; (LEFT) Bearing Remover Shaft, P/N 57001-1377; (ABOVE) Oil Pressure Adapter, P/N 57001-1376.

EAST & NORTH Summer: the season when the service business gets hectic and all the departments at your store are going full bore!

Take a deep breath, and be sure you have one of your most important tools: information. There have been quite a few service bulletins released for '95, so be sure you take the time to review them!

If you think you may be missing some, or you want

additional copies of any, use the K-FAX system. Ordering Document 5000 (see the K-FAX article on page 3 of this issue. -Ed.) will get you a list of all available documents, including a list of all '95 service bulletins.

Service training classes will resume in November. The training schedules will be posted in *K-Tech News*, available through K-FAX, and sent directly to your dealership.

I will be spending a lot of my time assisting dealers on the Kawasaki Hot Line this summer season. I look forward to talking with you there, or if you have questions on service related business, I can be reached at Kawasaki's East region Office at (908) 469-1221. ♦

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

SOUTH & CENTRAL With this being your busy season, you are probably taking a break to read this.

I would like you to take a little extra time to evaluate your service department while it is busy.

Is your service department running smoothly? Do the technicians know which vehicle is to be repaired next? Is the work being scheduled so it can be finished when promised? Is your service department making a profit?

If the answer to any of these questions is "no" or "I don't know," Kawasaki training can help your

service department. We have classes and information to help you answer "yes" to all these questions.

Are your technicians taking too long to diagnose and finish a job? The "new" technician with no training almost always takes too much time on a job.

Are there repeat repairs because the job was not done correctly the first time? These are usually done at the service department's expense, not the customers.

If your answer to any of these questions is "yes," Kawasaki training can also help your technicians. We

have classes and information to help you to answer "no" to these questions.

With your evaluation, you should know which areas of training (motorcycles, watercraft, etc.) will best help your service department and personnel.

The next issue of *K-Tech News* will have a complete schedule of the training that begins again in the fall.

I will look forward to talking to you about the classes of your choice. ♦

Walter Rainwater
6110 Boat Rock Blvd. S.W.
Atlanta, GA 30378
(404) 349-2000

WEST It's summer and things are really hopping in Kawasaki service departments all across the country. It's really busy here at KMC as well. All of us here are working on new service tools and techniques as you read this.

The updated Special Tool Catalog will be appearing in a microfiche reader near you soon with several new tools that you can read about in this issue of *K-Tech News*. I will soon have the pleasure of speaking with many of you

over the Hot Line this summer as all the regional instructors fill in for the Hot Line regulars going on vacation.

I will also be in Kansas City at the Vocational Industrial Clubs of America (VICA) Skills USA Championships. The Motorcycle Technology Contest is a real eye opener when it comes to the level of mechanical ability of some of the graduates from technical high schools and colleges from around the country.

If your store is near Kansas City, please take an hour to check out the contest to be held on June 29 at the Bartle Hall Convention Center.

Be sure to stop at the Kawasaki area of the Motorcycle Technology Contest and say hi. ♦

Jerry Heil
9950 Jeronimo Road
Irvine, CA 92718
(714) 770-0400

Back to the Basics Video Training

The first video training tape in the new "Back to the Basics" series from Kawasaki is now available. The series is called "Back to the Basics" because we feel that every competent technician needs a solid foundation of basic mechanical knowledge.



The first tape is called "Four-Stroke Engine Diagnostics/Mechanical Condition," and it covers some basic engine diagnostics including compression testing, four-stroke leakdown testing and oil pressure testing.

Future tapes in the series may cover such subjects as two-stroke leakdown testing, valve seat reconditioning and precision measuring.

The "Four-Stroke Engine Diagnostics" tape is accompanied by a video reference manual which contains a quiz. Successfully completing this quiz and returning it to Kawasaki qualifies you for a certificate of completion.

If your dealership is a member of our Tech Training Video Club, you probably have already received the tape. If your shop is not a member and you would like to order the tape, simply call us at (714) 770-0400, ext. 2472.

Of course, your dealership can join our Tech Training Video Club at the same time and save money on all future videos, as well as having them mailed to the store automatically as soon as they are available!

Oh, and one more thing: Be sure to fill out the questionnaire that accompanies the tape as we plan on using your feedback to guide us in future video productions. ♦

Cool Deal

◆ What's New in Kawasaki's '96 ATV lineup

By Patrick Kelly, Instructional Designer/Instructor

Kawasaki's commitment to the ever-growing ATV market is demonstrated by the continuous development of our ATV line. The 1996 model year will be no exception as most of our ATVs will receive improvements to keep them competitive.

Here's a rundown on what's new on our ATV line this year ...



Bayou 400 4x4 The big news for the 400 this year is a new snorkel air intake system. The snorkel air intake helps keep dust and dirt from entering the air intake system, so engine longevity is increased and maintenance reduced -especially in very dusty conditions.

The carburetor jetting is also changed (jet needle and main jet are leaner) to work with the new air inlet system.

The 400 also has its crankcases and cylinder liner, as well as most gaskets, made in the U.S. for '96.

Bayou 300

4x4 The carburetor jetting is changed (larger starter jet and revised pilot screw setting) to aid starting, particularly in cold weather. Also to improve starting, the generator cover is changed to tighten the air gap between the pick-up coil and retractor. The 300 4x4 also gets many of its gaskets made in the U.S. for '96.



Continued on page 7

Time-Sert Thread Repair

Just a few days after the new Kawasaki Special Tools catalog was published, there was a packaging change on 14mm Time-Serts. P/N 99990-411, which contained five 1/2in. inserts and five 3/4in. inserts, was cancelled in favor of separate P/Ns for each reach size. The new P/N for the 1/2in. reach is T57001-144. The new P/N for the 3/4in. reach is T57001-145.

For a complete listing of all the thread repair kits and inserts, refer to the chart below. —Jerry Heil

Part Number	Description	
T57001-138	Spark Plug Hole Repair Kit	10mm x 1.0mm
T57001-139	Spark Plug Hole Insert	10mm x 1.0mm x 15mm
T57001-140	KX/KDX Oil Drain Plug Hole Repair Kit	10mm x 1.5mm
T57001-141	KX/KDX Oil Drain Plug Hole Insert	10mm x 1.5mm x 9.4mm
T57001-142	Oil Drain Plug Hole Repair Kit	12mm x 1.5mm
T57001-143	Oil Drain Plug Hole Insert	12mm x 1.5mm x 9.2mm
T57001-144	Spark Plug Hole Insert	14mm x 1.25mm x 16.8mm
T57001-145	Spark Plug Hole Insert	14mm x 1.25mm x 11mm
W56019-006	Thread Repair Kit	6mm x 1.0mm
W56019-007A	Insert	6mm x 1.0mm x 12mm
W56019-008	Thread Repair Kit	8mm x 1.25mm
W56019-009A	Insert	8mm x 1.25mm x 16mm
W56019-112	Spark Plug Hole Repair Kit	12mm x 1.25mm
W56019-113	Spark Plug Hole Insert	12mm x 1.25mm x 15mm
W56019-1125	Thread Repair Kit	10mm x 1.25mm
W56019-1126	Insert	10mm x 1.25mm x 14mm
W56019-1150	Thread Repair Kit	10mm x 1.5mm
W56019-1151	Insert	10mm x 1.5mm x 14mm
99990-410	Spark Plug Hole Repair Kit	14mm x 1.25mm

Service Contest Award

Attention marine technicians: What is inevitable on boats that have been used for a season or more? Corrosion.

And you know how that affects fasteners. Oh, they still fasten all right; they just won't let go anymore!

Well, after the head twists off, this handy Snap-On screw extractor set-the prize awarded to the winners of Service Contest #3 (see the list of names on page 6 - Ed.) is just the ticket.

This set features five

left-hand, cobalt drill bits with five tapered screw extractors in a nice metal index etched with "Kawasaki" in gold lettering.

Congratulations to all of the award winners of the third and final quiz in the '94/'95 Kawasaki Service Contest.

Meanwhile, look in the next issue of *K-Tech News* to find out who this year's Grand Award winner is. ◆



Service Contest No. 3 Winners

Craig Faith	Smith's Cycle	Russellville, Ark.
Michael Noschese	Kelly's Kawasaki	Mesa, Ariz.
Kurt Ruge	Kelly's Kawaski	Mesa, Ariz.
Bruce Jackson	Kelly's Kawasaki	Mesa, Ariz.
Colin Krefft	Kelly's Kawasaki	Mesa, Ariz.
George Lescallett	Kelly's Kawasaki	Mesa, Ariz.
Mike Nixon	Kelly's Kawaski	Mesa, Ariz.
Gregory Martin	Kawasaki of Santa Barbara	Goleta, Calif.
John Meador	Sport Center of Grand Junction	Grand Junction, Colo.
Gary Hunt	Sport Center of Grand Junction	Grand Junction, Colo.
Steve Walker	Larimer Kawasaki	Fort Collins, Colo.
Doug Stone	Larimer Kawasaki	Fort Collins, Colo.
Marc Newman	Larimer Kawasaki	Fort Collins, Colo.
Mike Hultgren	Larimer Kawasaki	Fort Collins, Colo.
Glenn McCarthy	Vickery Motorsports	Denver, Colo.
Daniel Harrington	Kawasaki of Ocala	Ocala, Fla.
Larry Kimbrell	Cycle Works	Carrollton, Ga.
David Moon	Leer's Cycle Center	Waterloo, Iowa
J. Dohnal	Illinois Kawasaki	Aurora, Ill.
Ken Gay	Shawnee Cycle Plaza	Shawnee, Kan.
Sean Kent	Shawnee Cycle Plaza	Shawnee, Kan.
Jim Stuhr	Shawnee Cycle Plaza	Shawnee, Kan.
Jacl Scott	Shawnee Cycle Plaza	Shawnee, Kan.
Curtis Hillman	Shawnee Cycle Plaza	Shawnee, Kan.
Michael Hurley	Shawnee Cycle Plaza	Shawnee, Kan.
Dixon Beeson	Dixon's Cycle Center	Scott City, Kan.
Doug Engie	Northern Kawasaki	Cloquet, Minn.
Vince Rupnow	Sports City Cyclery	Great Falls, Mont.
Kevin Lake	Sports City Cyclery	Great Falls, Mont.
Anthony Basham	Sports City Cyclery	Great Falls, Mont.
Scott Dailey	Sports City Cyclery	Great Falls, Mont.
Dwight landreth	Sports City Cyclery	Great Falls, Mont.
Sean Cox	Sports City Cyclery	Great Falls, Mont.
Rayburn Sumner	Forsyth Kawasaki	Winston-Salem, N.C.
Gilbert Gaona	Maxwell's Kawasaki	North Platte, Neb.
Greg Becker	Big 4 Kawasaki	Marietta, Ohio
Jamie White	Rehmert Cycle	Versailles, Ohio
David Bjork	Capitol Kawasaki	Columbia, S.C.
Jim Tribou	Wayne Cycle Shop	Waynesboro, Va.
Arlo Irby	Kawasaki of Yakima	Yakima, Wash.

Cool Deal

Continued from page 5

Bayou 300 The Bayou 300 also gets new carburetor jetting, both to aid starting and to improve performance. It also receives a new generator cover to tighten the pick up coil air gap for improved starting.



Bayou 220 The littlest Bayou in our line also gets some changes for '96. The biggest news is a new DC-CDI ignition system. This system is identical to the one proven on our Bayou 400 4x4.

The DC-CDI system provides a strong ignition spark, even at low engine speeds. And, because the DC-CDI system does not have an exciter coil, the AC generator's output is higher. This gives more power for charging the battery and powering the headlight, again, even at low speeds.

The voltage regulator is also new to go with the new AC generator output.

The gear change mechanism is induction-hardened to improve durability. ♦



Pinpointing an Oil Leak

By David Behlings
& Gregg Thompson

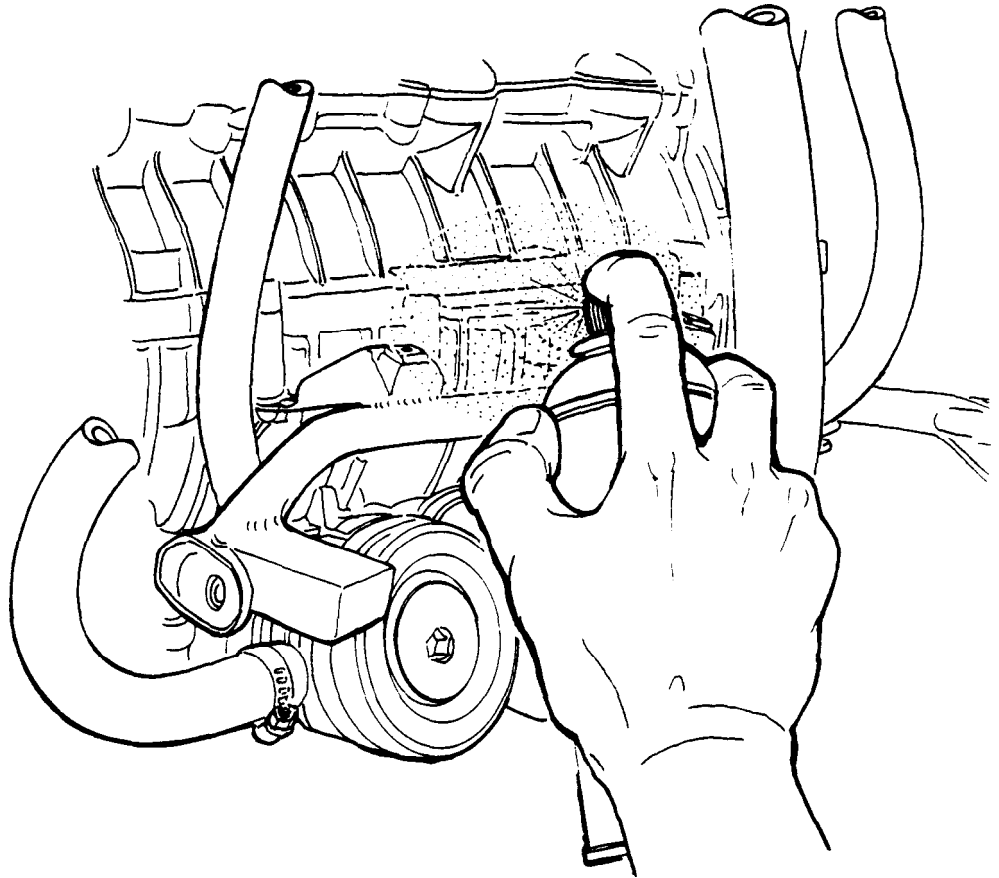
Every now and then we get a call from someone who is having trouble finding the exact source of an oil leak. Or worse: has already done some major tear down to replace a gasket and the vehicle has come back still leaking.

really looks like the oil is leaking through the gasket since that's where most of the oil is collecting.

Finding an oil leak in a casting is really not very hard. You just have to use the right technique. The first thing you want to do is buy some **spray (aerosol) foot powder** from the local drug store. You should

it should have dry white powder on it now.

Pinch off the crankcase breather and set up a fan to blow on the front of the engine. Now, position yourself with good lighting so you can clearly see the whole area in question. Sometimes a mirror may be needed to see everything. Run the engine at a high



You can be fooled when looking for an oil leak because the oil spreads rather rapidly and collects along any edge it finds, especially gasket edges.

Oil that is pooling and dripping from a gasket may actually be coming from a porosity or crack some distance away. But it

keep a can of this in your shop with your contact cleaner and chain lube.

Now get all the oil off the leaking engine. The whole engine should be clean and dry; no oil residue anywhere. Spray the foot powder on the engine anywhere there was oil. Any area that had oil on

idle and watch. Oil will very quickly stain the white powder brown at the point where it is leaking.

Using this method you can easily detect a porosity that is just a fraction of an inch away from a gasket. Without it, you'll end up replacing the gasket at least once for free. ♦

Keys Please

by David Pyle
Parts Publications Specialist

It is that "key" time of year again. Your customers are dusting off their vehicles after a long winter, and are looking for an extra key.

Let me try to help make your job of getting the correct key blank a little easier. Remember that, for security reasons, Kawasaki does not supply (from 1977 models on) "Pre-Cut" keys or keys cut to the number on the ignition switch.

New Vehicles

It is a good idea to either

supply an additional key or suggest that the customer purchase one himself.

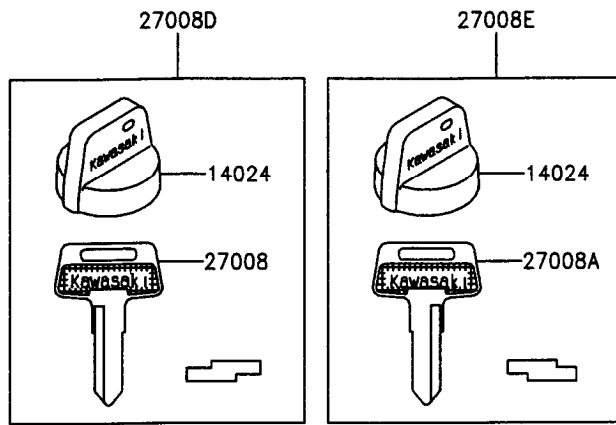
"An ounce of prevention is worth a pound of cure."

Key Replacement

If the customer has one key remaining, you are in luck. Simply go to the parts microfiche for the customer's model and look on the "Ignition Switch" grid.

If there is only one key blank shown, then order that number. When the key arrives, the customer can take the blank to a locksmith and have the key cut to match his or her key.

If there is more than one blank shown, the microfiche will show the cross section of the key. Look at the point or tip of the key to determine the blank needed.



If the customer does not have the key, find a locksmith who can cut a key to match your ignition switch/locks; this is usually the least expensive. The second option is to replace the ignition switch and or the complete lock set.

Key Blank Inventory

The total number of different key blanks is

small. This makes it easy to stock blanks for models that your shop sells most.

Keys for Generators

Generator keys are not "cut" keys. All of the keys for a model are the same. For example, if your customer has a GE5000-AS, order P/N 27008-2054, a key which fits all GE5000s and does not need to be cut. ♦

By Jerry Heil
& Gregg Thompson

There are quite a few differences between the new style ZXi (900 and 750) jet pump and the older style pumps. From a service viewpoint, one important difference is in the impeller shaft and bearings. In the ZXi

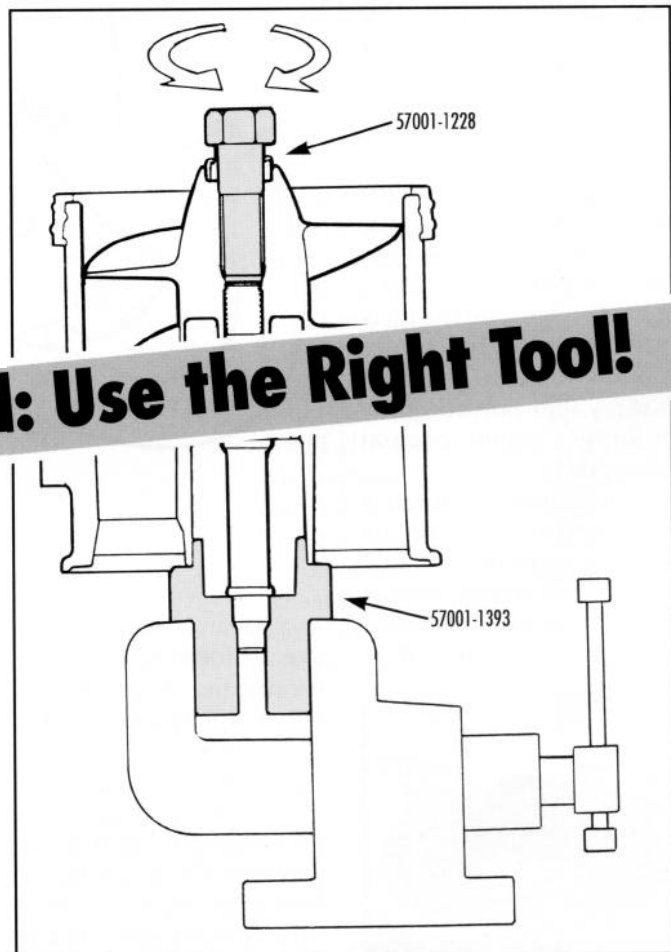
remove the impeller can cause damage to the shaft. You could round off the end of the shaft or bend it while trying to loosen the impeller.

We offer a special tool (P/N 57001-1393) that can be mounted in a vise and holds and supports the shaft, preventing any

damage to it while changing the impeller. We recommend that you order one of these tools for your shop (it costs about the same as one impeller shaft) and use it every time you replace a ZXi impeller.

The tool holds and supports the impeller shaft for easy impeller removal.

The impeller wrench (Special Tool 57001-1228) is the same one that fits previous models. ♦



ZXi Impeller Removal: Use the Right Tool!

pump, the rear bearing is mounted in the cap rather than in the pump housing.

To remove an impeller, you must remove the cap so you can hold the impeller shaft. But this leaves the end of the shaft unsupported (no bearing). Also, the end of the shaft and the flats on it are very small. Putting that small, unsupported shaft in a vise to

Finding Exhaust Leaks in Sit-Down Watercraft

by Gregg Thompson
Product Support Supervisor

It used to be (in our older style stand-up watercraft) that exhaust leaks were pretty easy to diagnose. They had their own unique signature: The boat would take off and run normally for a minute or so and then suddenly start running so rich that it would barely idle. After lifting the hood once, it would run normally again ... and then do the exact same thing. The cycle would repeat indefinitely.

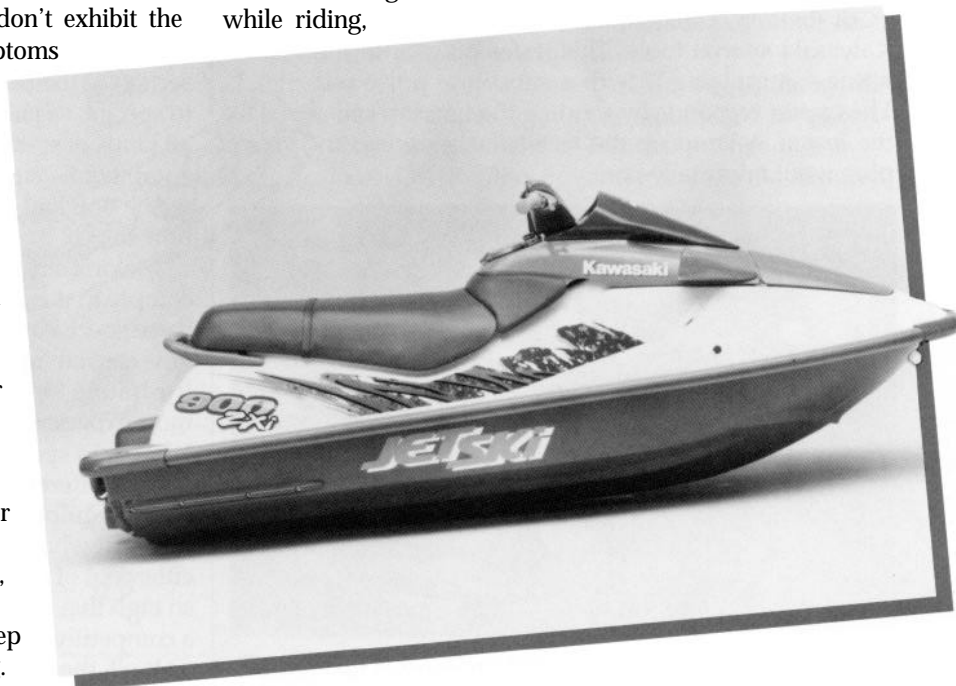
If the customer described his problem that way, most Jet Ski® mechanics would start looking for an exhaust leak first thing.

But that was then; this is now. Most of our sit-down watercraft don't exhibit the same symptoms when they have an exhaust leak. The customer complaints range from nothing more than extra water in the bilge to a constant but fairly minor loss of power. But, the boats seem to keep on running.

Often they don't have any severe symptoms until something practically falls off.

so, if your customer is complaining of water collecting in the boat while riding,

or a minor power loss throughout the rev range, don't forget to check for leaks in the exhaust system. ♦



ZXi Flywheel Puller (again)

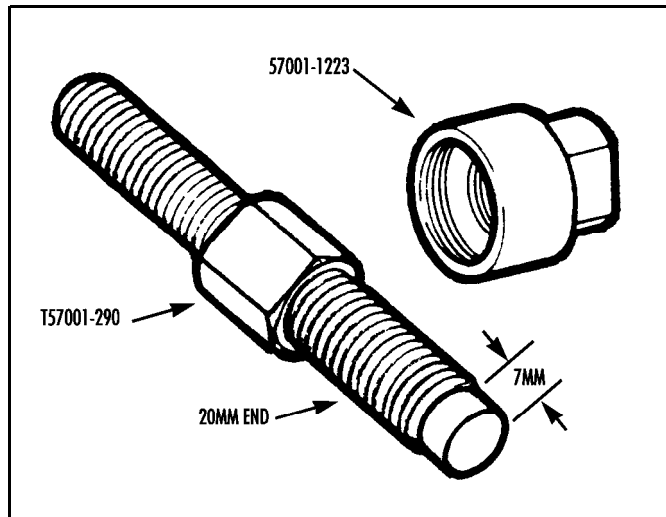
Oops! In the Spring '95 Issue of *K-Tech News*, we listed the part numbers for flywheel puller tools for the 900 ZXi watercraft.

However, it has since come to our attention that you may have trouble using the puller P/N T57001-290 on the ZXi. Apparently, the puller threads contact the inside of the flywheel before the end of the puller contacts the crankshaft. Tightening it down mashes threads on the end of the tool, but doesn't pull the flywheel off.

To make this tool work on the ZXi, you must grind about 3mm of threads off the (20mm) end. This will

make the total length of the unthreaded portion of the tool 7mm, as shown in this drawing.

By the way, this tool (once modified) fits both 900 and 750 ZXi flywheels. - Jerry Heil



It's the Real Thing ...

You've been asking for it and now it's finally here: The brownish hull adhesive used in the Lincoln (Neb.) manufacturing facility to glue Jet Ski® watercraft hulls and decks together (as well as to attach numerous other parts) is now available.

This is the ideal substance to use whenever you are replating anything that was originally attached by this glue. Be aware, though, that this is a two-part adhesive and that the entire container must be mixed and used at one time.

The part number is 99996-5501 and a large tube of the Jet Ski Hull Adhesive has a dealer cost of \$24.95. ♦

IC Igniter Tester

◆ An Electronic Tester At last!

by Jerry Heil, Training Program Coordinator

An Electronic Tester (P/N 57001-1378) for checking TCBI (battery/coil) igniters has finally joined the list of Kawasaki special tools. This tester plugs into the igniter harness, supplying it with a substitute pulse coil signal. The igniter responds by sending the ignition coil signal to the tester. A lamp on the tester flashes when the spark plug would normally fire.



The Igniter Tester comes with 11 harnesses for connecting to nearly all current street motorcycles. It also comes with an operator's manual which tells you how to connect and set the tester for the motorcycle you are working on.

The tester's power comes from the motorcycle's battery. It has an rpm adjustment which allows you to check high and low rpm operation (including rev limiter function and low-rpm cutoff). It even has a feature for checking the ignition lockout (sidestand) function.

No more testing igniters with a multimeter (which doesn't work anyway)! This very useful new tool is in stock, so order yours today. ◆

Police Motorcycle Special Equipment

Have you ever received a bid from a local police agency for Kawasaki Police Motorcycles with an entire section of the bid devoted to specific requirements for all kinds of special equipment—equipment which you had no idea how to get?

Making sure that you comply to the letter with these specifications can be time consuming and frustrating for even the most experienced dealer. You could spend hours calling different outlets for special equipment only to find that what you need is either out of stock or priced so high that you can't make a competitive bid.

Well, there is no need to pull your hair out trying to find special equipment for Police Motorcycles anymore. In 1993, Bill Weisiger formed a company called Squad Fitters to give dealers a one-stop shopping center for all of their Police Motorcycle accessory needs. Squad Fitters has the largest

inventory of Whelan emergency lighting and siren systems in the Continental United States.

In addition, the firm stocks Tomar light systems, Unitrol sirens, custom rear radio/light boxes (made to order), Motorola radio systems, helmets, boots, jackets and uniforms. Virtually everything for the police motor officer is available from this one source.

If you have any installation questions or technical problems with any equipment ordered from Squad Fitters, they do provide technical assistance over their own toll free (800) number. And, Squad Fitters has very competitive prices and offers same day shipping.

So, the next time you are completing a purchase bid for Kawasaki Police Motorcycles, give Squad Fitters a call at (800) 491-1267. I think you'll be glad you did.

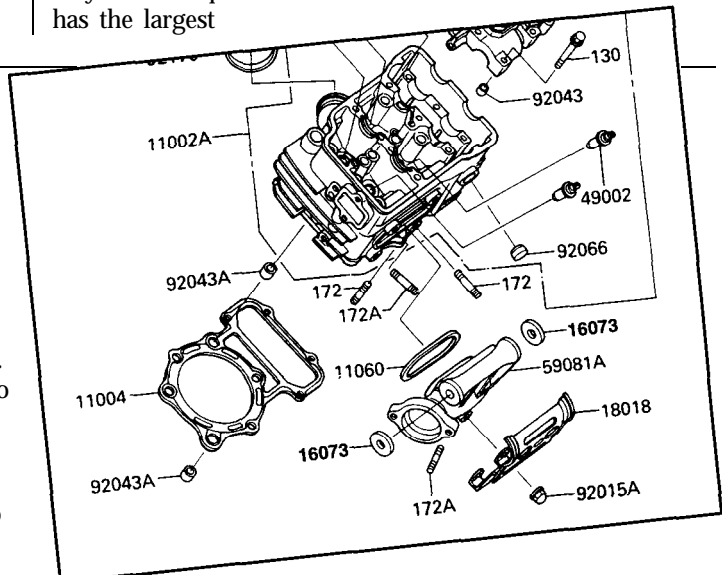
- Bill Zito

VN750-A Insulator: Where Is It?

There is a part on the VN750-A (all years) that is sometimes hard to locate on the microfiche. The reason it is hard to find is its purpose.

The part number is 16073-1058. It is a small piece located between the rear exhaust manifold and the frame. The part's official name is "insulator" and its purpose is to insulate the frame mount from the rear exhaust manifold's heat.

To find the part on the microfiche, look at the "Cylinder Head" grid. You will find the insulator shown next to the exhaust manifold. - David Pyle



KX Handlebar Mount Replacement

by David Pyle
Parts Publications Specialist

On KX250s, KX500s and a few KLX and KDX models, the handlebar mounts are rubber-mounted through the top triple clamp. These mounts help reduce rider fatigue by damping the amount of vibration that makes its way to the rider's hands.

The handlebar mounts have posts that go through rubber dampers on the top and bottom of the triple clamp. In a hard crash, the bar mount post can be bent, and are easily replaced.

What many customers overlook is that the rubber dampers get squashed

when the posts get bent and they take a set to the bent position. If these are not replaced, the bars may be slightly crooked when re-installed.

Here are a few tips when replacing these bar mounts:

1) After a crash, if the handlebar mounts appear bent,

replace them (they are your connection to the motorcycle).

2) Always replace the mounts in pairs. If one is bent, it is very likely that they both are, even if it looks OK. Replace the rubbers at the same time.

3) Radius the clamp edges from the new mounts, especially if using aluminum aftermarket handlebars.

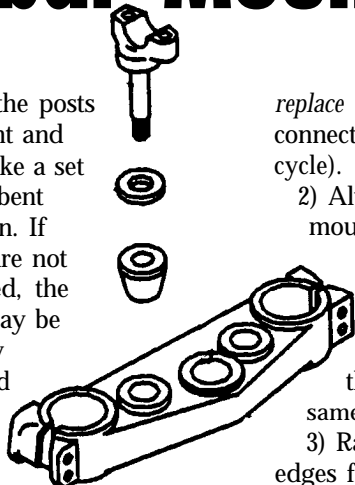
4) Place the new handlebar mounts, rubbers and washers in the top triple clamps, and thread the nuts on finger tight.

Place the new handlebars in the mounts and

attach the top handlebar clamp slightly tight. The handlebar mounts should be neutral and under no stress.

Now, torque the handlebar mount stud to spec. Position the handlebars and torque to the required spec.

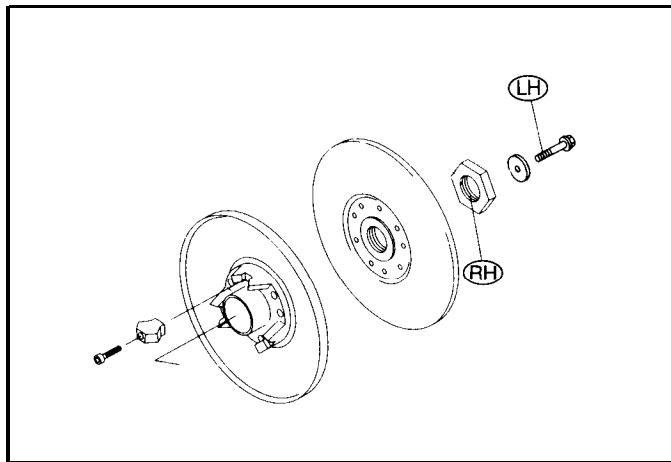
Remember to tighten the forward bolts first, and then the rear. ♦



Turn Right, Not Left

There is an important change on the latest model MULE™ 500 (KAF300-B2) of which you should be aware: The locknut on the drive converter no longer has left-hand threads. These threads are now right-hand threads to help prevent the nut from loosening.

So, the next time you go to service a MULE 500 torque converter, make sure you take note of whether it is a B1 or a B2 model and therefore know what type threads there are on the converter locknut before breaking out the impact wrench! ♦



Fork and Shock Oil: It's the Real Thing!

Kawasaki now offers Kayaba OEM fork and shock oils in quart bottles. This is the good stuff—the real thing! This is the exact oil recommended in our owner and service manuals, as well as by the suspension manufacturer. Our KMC technicians use these oils exclusively in all tortridge-type front forks and all rebuildable gas shocks.

If you want the best, this is it!—Gregg Thompson

K61082-200 Kayaba O-I Cartridge Fork Oil

K61082-201 Kayaba K2-C Gas Shock Oil



Refined ...

How appropriate that the cover story in this special Summer 1995 issue of K-Tech News should be the '96 KX lineup. As you will read, the secret of the new KXs' success is no awesome engineering breakthrough or radical design departure. Instead, it is refinement of the tried and true.

Which is precisely the case with K-Tech News itself, changed since the last issue arrived in your store's mail room three months ago.

Many people in the "technical services" area of Kawasaki Motors Corp., U.S.A., contributed to giving the venerable old K-Tech News its polished "new look" this month, chief among them **Don Church** (manager of the Service Training Department); **Patrick Kelly** (tech training instructional designer); and **Gregg Thompson** (Product Support supervisor).

With help from their respective support staffs and co-workers, Church, Kelly and Thompson have transformed the late-'80s original, informally produced K-Tech News newsletter into one of the industry's most well-respected, mid-'90s quarterly service publications.

Finally, we get to celebrate with a facelift—a significant refinement of the tried and true.

It's a bolder, brighter and more colorful K-Tech News, but as you will see, it remains faithful to its original objectives: sharing the most valuable parts and service tips and techniques our writers and tech specialists can find with the best technicians in the business-tips and tricks that you can use.

Hope you like the changes!

▲ While we're on the subject of "kudos," may we direct a few toward our printer, the Orange, Calif.-based K&D Graphics? Much of K-Tech's quality improvement and growth can be attributed to K&D's obsession with quality, deadlines, attention to detail and ... well, frankly, to their corporate understanding of budget constraints!

Our heartfelt thanks to the Chew family and their staff.—Ed.

All That Glitters ...

Continued from page 2

The most obvious benefit to the huge fork is increased rigidity, but it

The linkage ratio of the Uni-Trak is changed to more linear, less progressive curve, to complement the increased frame rigidity. The swingarm is upgraded by a new thrust bearing, reducing lateral play for improved handling, and a

increase durability. The upper throttle case is reinforced with ribs to increase rigidity and thus durability. A new fuel tank cap helps reduce fuel leakage. The KX125 gets stronger, more durable rims front and rear too.

Not stone was left untouched in the quest for continued refinement. All the small refinements add up to even more sophisticated and potent Kawasaki motocross weapons for '96. ♦



also has benefits that are not as obvious. The larger fork diameter allows a large cartridge inside the fork. The larger cartridge moves a larger volume of oil as the forks rebound and compress, and this provides better damping control. The larger fork also holds a larger amount of oil which increases resistance to fade.

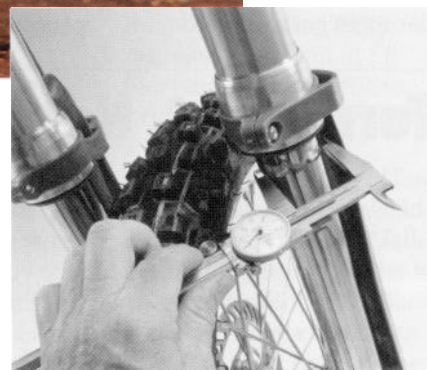
Out back, the shock receives upgrades as well, with a new stock piston for more effective damping control.

Rear suspension performance is also improved by a new, stronger, rear frame cross pipe. This change helps put more of the engine's power to the ground for improved traction, particularly off the line and on harsh "washboard"-type conditions.

flanged swingarm sleeve for greatly improved durability.

Stopping abilities are improved by a new, flex-resistant rear brake pedal and a shorter brake hose up front. The front master cylinder gets a sight glass.

A lot of other small changes round out the KX125's and 250's refinement. A new foam material for the seat offers softer initial cushioning and also increased resistance to compression for a more comfortable ride. Rear sprocket and sprocket bolts are changed to



(TOP) KX250 is refined for '96; (ABOVE) Massive 46mm inner tubes; (BELOW) The KX125 flies ...

