



2001 Street Motorcycles New Models

Eliminator® 125
This new air-cooled, single-cylinder cruiser offers great style with a great price. A low seat height, light weight, and agile handling to help inexperienced riders feel right at home. Standard features include an electric starter, disc front brake, and chrome spoke wheels. This model is not available in California.

- Available in Twilight Red
- An electric starter makes starts easy.
- A large single front disc with a two-piston caliper stop this light, 282 pound bike in a hurry.
- A stepped seat and pull back handlebars provide a comfortable riding position.
- The lowest seat height of any Kawasaki street motorcycle.

ZR-7S
The ZR-7 becomes the ZR-7S with the addition of a new upper fairing with windscreen. The fairing, along with the new instrument cluster, mirrors, and headlight are frame mounted which lightens steering and improves handling.

- Available in Candy Persimmon Red
- **New** fairing and windscreen provide protection from the elements.
- The **new** white-faced instrumentation comes from the ZX-7R. A fuel gauge is used in place of the water temperature gauge of the ZX-7R.
- A **new** bright and well focused reflector headlight comes from the '98-'99 ZX-9R.
- The front forks use stiffer springs and damping to carry the added weight of the fairing.
- A **new** muffler is quieter.

ZRX1200R
The ZRX1200R is everything the ZRX1100 was and more. California riders can rejoice, because this model is now available to them. There is more horsepower, torque, better handling, and a wider rear rim and tire to get the 13% more power to the ground.

- Available in Candy Lime Green with Vivid Purple Mica or Black Pearl with Metallic Blue Violet
- Displacement increased from 1052cc to 1164cc for more power and torque throughout the powerband.
- Bore is 3mm bigger and stroke is increased 1.4mm.
- New engine cases, cylinder, cylinder head, and cams are used.
- Electroplated aluminum cylinders transfer heat quicker than steel allowing tighter piston-to-cylinder clearances for more power.
- The all-aluminum cylinder is 3.3 pounds lighter.
- New stainless steel outer head pipe is lighter and more durable than the steel pipe used before.
- California models feature a pipe-type catalyzer in the exhaust for maximum power with less emissions.
- A new shift drum with new profiles improves shifting.
- A diaphragm spring is added between the primary gear and clutch housing to cut engine vibration.
- New clutch plates improve the clutch release action.
- Wider rear rim (5.5 in.) and tire (180/55 x ZR17) get the added power to the ground.
- Hard plastic cush drive from the ZX-12R cuts gear lash for instant acceleration.
- The water pump mechanical seal now has a special carbon coating for durability.
- The valve cover gasket is now more durable to prevent oil leaks.
- Taller final gearing is used because the larger displacement motor easily pulls the gearing and lowers operating rpm at highway speeds for a smoother ride.

- The swingarm pivot is 5mm lower minimize chain torque reaction to substantially improve suspension response.
- The lower shock mount is moved 12mm further forward to work with the new swingarm pivot position.
- The frame has an added gusset near the steering stem to increase rigidity for improved steering precision.
- Steering offset changes from 30mm to 28mm for more road holding ability with the wider rear rim and tire.
- The front of the seat is raised slightly to ensure the desired profile with the lower swingarm pivot position.
- Slightly stiffer fork springs and new damping settings work in harmony with the revised rear suspension.
- The top shock mount bolts now have extensions to use as bungee hooks.
- New fork protectors extend above the fork seals to help keep rocks and debris from nicking the fork tubes.
- The gas cap uses two spring retainers instead of one to help seal the fuel in.
- **New** mirrors reduce vibration to improve rearward vision.
- A higher capacity 14-amp-hour battery fits in the same size space as last year.

Continuing Products

Ninja® 250R
• Available in **new** Firecracker Red with Ebony or Lime Green with Metallic Blue Violet

Ninja® 500R
• **New** color for 2000: Metallic Violet Royal

Vulcan™ 500 LTD
• Available in **new** Candy Cardinal Red with Pearl Gentry Gray

Ninja® ZX-6
• **New** Pearl Purplish Black Mica with Pearl Cosmic Gray.

Ninja® ZX-6R
• Now available in three **new** colors for 2001: Candy Lightning Blue or Lime Green with Pearl Purplish Black Mica or Pearl Chrome Yellow with Pearl Purplish Black Mica

W650
• New color for 2001, Pearl Boulogne (a Dark Green) with Pearl Ivory
• The steering angle is changed from 26.5° to 27° and trail increased 5mm for more road holding ability.
• A new 2mm larger front axle as well as larger front hub and bearing add rigidity to the front end for more precise handling.
• New knee pads on the fuel tank are thinner and have smooth edges for added comfort.
• New seat foam adds comfort where it counts.
• Softer fork springs and revised damping improve the ride.
• Softer compound Bridgestone tires stick to the pavement for even more fun.
• The instrumentation is angle further to the rider so it is easier to see.

Vulcan™ 750
• Available in **new** Metallic Dark Bronze with Metallic Gray Stone

Ninja® ZX-7R
• Available in **new** Pearl Chrome Yellow with Ebony or Lime Green with Ebony.

Vulcan™ 800
• New color for 2001: Candy Persimmon Red with Metallic Dark Bronze

Vulcan™ 800 Classic
• Available in Metallic Nocturne Blue or Candy Wine Red

QUICK REFERENCE GUIDE

Product Features and Specifications

This publication is intended for the use of authorized Kawasaki personnel only and is provided to assist you in answering the most often asked product questions. This pamphlet does not provide complete features lists; only the most significant product improvements and features are included. When you require more complete information refer to one of the following publications:

- **Product Sales Guide**
- **Owner's Manual**
- **Product Brochure**
- **How We Stack Up**

All information contained in this publication is based on the latest product information available at the time of publication. All prices and release date information tentative as of September 1, 2000.

Vulcan™ 800 Drifter™

- Available in **new** Candy Cardinal Red
- A **new** specially contoured solo seat is now standard.
- Last year's comfortable two-person seat is available as an accessory.
- The steering lock is easier to use because it was relocated from the steering stem to the lower triple clamp.
- Chrome components are now used throughout. The engine covers, headlight shell, fork covers, handlebar and holder, shock covers, rear fender rail, and license brackets are now chrome instead of black.
- The handlebar switches and master cylinders are now silver instead of black.

Ninja® ZX-9R

- **New** colors for 2001: Candy Lime Green or Firecracker Red with Pearl Purplish Black Mica

Concours

- Available in **new** Metallic Sonic Blue with Pearl Cosmic Gray

Ninja® ZX-11

- Available in **new** Luminous Vintage Red

Ninja® ZX-12R

- Available in new Metallic Phantom Silver or Metallic Lime Green with Ebony
- The clutch is more durable with more load on the clutch springs.
- The throttle is now easier to turn with a new return spring.
- The oil level is easier to see and adjust with a revised engine cover.

Voyager® XII

- **New** color for 2001: Luminous Vintage Red with Pearl Luster Beige

Vulcan™ 1500 Classic

- Available in **new** Metallic Dark Bronze with Metallic Champagne Gold or Luminous Vintage Red with Pearl Luster Beige.

Vulcan™ 1500 Classic F.i.

- Available in **new** Black Pearl or Luminous Vintage Red with Metallic Cremona Olive
- The steering lock is easier to use because it was relocated from the steering stem to the lower triple clamp.

Vulcan™ 1500 Drifter™

- **New** colors for 2001: Ebony or Oxblood Red with Pearl Ivory
- A **new** specially contoured solo seat is now standard.
- Last year's comfortable two-person seat is available as an accessory.
- A new flangeless 5.0 gallon fuel tank is stylish and carries .8 gallon more than last year.
- A new electric speedometer reduces weight and eliminates the front wheel speedometer drive unit and cable for added style.
- The speedometer features a digital odometer, trip meter, and clock.
- Chrome components are now used throughout. The engine covers, headlight shell, fork covers, handlebar and holder, shock covers, rear fender rail, and license brackets are now chrome instead of black.
- The handlebar switches and master cylinders are now silver instead of black.
- The steering lock is easier to use because it was relocated from the steering stem to the lower triple clamp.

Vulcan™ 1500 Nomad™

- **New** color for 2001: Luminous Vintage Red.

Vulcan™ 1500 Nomad™ F.i.

- Available in **new** Pearl Chateau Gray with Galaxy Silver or Luminous Vintage Red with Metallic Canyon Silver
- The steering lock is easier to use because it was relocated from the steering stem to the lower triple clamp.
- A new flangeless 5.0 gallon fuel tank is stylish and carries .8 gallon more than last year.
- A new electric speedometer reduces weight and eliminates the front wheel speedometer drive unit and cable for added style.
- The speedometer features a digital odometer, trip meter, and clock.

2001 Dual Purpose Motorcycles Continuing Products

KE100

- Available in Lime Green.

Super Sherpa™

- Available in Olive Green with Galaxy Silver

KLR250

- **New** color for 2001: Olive Green with Galaxy Silver.

KLR650

- Now available in Olive Green with Galaxy Silver.

2001 Off-Road Motorcycles New Products

KX85

The new KX85 was inspired by its bigger KX brothers with new bodywork, styling, and power. The engineers increased horsepower more than 10% while retaining the KX80's reputation for being easy to ride for novices and experts alike.

- The engine is based on the KX80, but displacement is 2cc larger (now 84.9cc) for more power and torque.
- The cylinder head features a narrower squish band and more volume to reduce the compression ratio from 9.4:1 to 9.2:1 to enhance top-end power.
- The new piston is 3 grams lighter even though it is larger. It also has four lubricating holes at the wrist pin instead of two.
- The crankshaft is reshaped to reduce turbulence in the crankcase and increase primary compression.
- The thrust washers sit flat against the crank webs, instead of raised bosses for more durability.
- A smaller exhaust port window boosts port velocity while the opening at the outlet is 2mm larger to increase flow for more mid-range and top-end power.
- The new 28mm Keihin PWK carburetor features a crescent shaped slide with a needle that sits 3mm closer to the intake ports for quicker response.
- Larger bores in the front and back of the carburetor and a smoother shape add flow for more mid-range and top-end power.
- The KX80 featured a 26mm Keihin PE carburetor with a round slide.
- New carbon fiber reeds aid throttle response.
- The KIPS governor has a longer stroke to open the cylinder valves more fully.
- A new KIPS governor spring and 8mm bearing boss (from 7mm) add durability.
- The exhaust pipe has new dimensions to complement the engine changes and has added mounts for the new left side shroud.
- Sixth gear on the input shaft now rides on a bushing for added durability.
- A lighter muffler uses a 20mm shorter body and the core has more perforations to maintain low sound levels. A KX250 style end cap looks great.
- The igniter is 30% smaller, has a new multi-pin connector at the body instead of protruding wires, and has new ignition timing.
- The new gas tank carries its load much lower in the frame to lower the center of gravity for better handling.
- The right side of the airbox is cut back to add airflow from behind the number plate.
- A larger diameter boot from the airbox to the carburetor improves airflow and fits the new carburetor.

- Stiffer front fork springs and damping handle the increased engine output and faster race pace.
- Stiffer rear suspension keeps the rear wheel tracking and reduces bottoming.
- New stylish brake rotors use shouldered hex bolts instead of countersunk screws to ease maintenance.
- The fuel petcock lever is extended to make it easier to use.
- A left side shroud looks like the big KX's and helps cool the igniter and engine. A single radiator still resides on the right side.

Continuing Products

KX60

- New graphics for 2001.

KX65

- The frame down tube and engine cradle use new thicker tubing for added strength and durability. The main down tube changed from 1.4mm thick to 1.8mm. The engine cradle now uses 1.6mm tubing from 1.4mm.
- **New** frame engine mount plates are made of stronger steel for added durability.
- The inner front fork tubes are 5mm longer and fork tube height is now set at 5mm, instead of 10mm on the '00 model, to raise the front end 10mm.
- **New** stiffer front fork springs (from 0.24 to 0.26 kgf/mm) and stiffer damping reduce bottoming and fit larger or more aggressive riders.
- The Uni-Trak linkage pull rods are 2mm shorter to raise the rear ride height 10mm.
- The rear shock has stiffer damping and a much stiffer spring (from 3.3 to 3.9 kgf/mm) to reduce bottoming.

KX100

The KX100 features all of the changes of the KX85 except it retains the same cylinder, head, and piston as the '00 model.

KX125

- The cylinder head features a new squish band to work with a raised piston dome and higher compression ratio (7.9:1 to 8:0:1) to add solid bottom and mid-range power.
- The cylinder port heights were raised 0.5mm and the exhaust ports have a new shape to boost top-end and over-rev performance.
- Transfer ports have new port windows, lengths, and shapes that match new crankcases for a quicker transition from off-idle response to low-end power.
- The cylinder exhaust bridge is now relieved by a machine for more consistent tolerances. A new piston profile works with this change for more power.
- The engine case transfer area leading to the cylinder base is shallower with a new shape to increase primary compression, port efficiency, and improve low-end response. A new base gasket is used.
- The reed cage mating surface is machined 4mm further to bring the reed cage and carburetor closer to the crankshaft for better throttle response.
- The intake tract was altered to better direct airflow with the closer reed cage, new transfer area, and the new reed cage stabilizer wing.
- The KIPS mechanism uses a new governor ball bearing cup and stiffer, double KIPS governor springs to open quicker and eliminate valve flutter which robs power.
- An **all-new** air guide wing in the reed block improves mid-range response.
- **New** gear change mechanism with separate polished pins instead of cast-in-place pins make shifting easier and more positive.
- A new Mikuni TMX36 carburetor boosts low-end power and response since the needle sits closer to the intake.
- A longer airbox boot is used in conjunction with the shorter carburetor.
- The igniter is 22% smaller and uses one multi-pin connector instead of two. Ignition timing is slightly retarded from the 2000 model.

- The flywheel is 4¼ ounces lighter (same as '99 KX125) to quicken engine response. Three other flywheels are available to tailor performance.
- The muffler is nearly two inches shorter to cut weight and enhance response. The end cap is held in place with 6mm screws (from 5mm).
- New exhaust pipe O-rings improve sealing performance.

Chassis

- **New** front brake caliper uses larger pistons (from 22.65mm to 27mm), a new master cylinder with larger piston (9.5mm to 11mm), and new pads for more power and bite.
- Nearly 1/3 of a pound was cut from the steering mechanism to lighten steering.
- A **new** tapered steering stem is used and the bolting surfaces of the fork pinch bolts and axle clamps were further machined to allow 5mm shorter bolts that now use 10mm heads (12 bolts in total). The handle bar clamp bolts use 10mm heads also.
- The front forks use a thicker walled bladder (from 1.2 to 1.7mm) to reduce volume inside the bladder from 82cc to 61cc, more damping, and higher fork oil level for more controlled action with great bottoming control.
- A straight rate 4.9 kg/mm rear shock spring is stiffer so the rear end rides higher for quicker cornering and less wallowing.
- A 20-Inch front rim kit will be made available.
- Hollow Uni-Trak linkage bolts are lighter and use larger threads (12mm to 14mm).
- New compound rear brake pads offer more braking with less effort.
- The footpeg spring preload tension is increased to avoid peg rattling.
- The rear rim lock now has a foam pad between it and the rim to help keep the spokes from coming loose.

KX250

- To keep the power delivery smooth, the sub-port KIPS valves now open slightly after the main center valve.
- The power jet now ties into the K-TRIC throttle sensor system. Operation is dictated by rpm and now throttle position for better carburetion and power.
- Narrower engagement dogs on input 3rd gear allow quicker shifting.
- The new cylinder features smaller intake ports to boost intake velocity for better engine response from off-idle through the low-end.
- The center exhaust port is slightly larger for more peak and over-rev power.
- The KIPS valves and the sub exhaust port passages are enlarged 2mm on the top and bottom edges (4mm total) to improve exhaust flow at high rpm adding top-end and over-rev power. Bottom-end power is not affected since these passages are closed below 6,000 rpm.
- The stroke of the center KIPS valve is shorter so that it will open quicker to create a better transition of power. The KIPS governor opens all valves at 6,000 rpm. The center valve completely opens first, then 250 rpm later the sub-valves become fully open to smooth the flow of power and retain more mid-range.
- **New** KIPS governor springs use more durable 4-stroke valve spring material. The governor shaft preload increased slightly.
- A new exhaust pipe enhances top-end power and is nearly 1/3 pound lighter. The wall thickness remains the same.
- The connecting rod big end bearing is plated with 70% more silver and the crowning on the crank pin is larger to add durability.
- Carbon fiber reeds improve low- to mid-range engine response.
- Shifting has been improved by narrowing the engagement dogs on the 2nd and 5th gears and making larger engagement slots for the 3rd and 4th gear to engage. The gears slide more easily into place for a gear shift.
- The 3rd and 4th gears use a higher grade steel to deal with the increased load.
- A **new** shift detent lever uses a 1mm larger roller (from 16mm to 17mm) to roll over the points of the shift "star" more easily. A 16% stiffer positioning spring pulls the roller into place to complete the shift.

- A new clutch pressure plate is more rigid and rides on a thrust bearing instead of a ball bearing to improve clutch engagement and feel.
- The clutch activating arm uses a 0.5mm wider pad at the base to change its stroke for better feel and action.
- **New** main seals and countershaft seal cut friction 10% to unleash more power.
- The igniter is 22% smaller and uses one multi-pin connector instead of two.
- The water pump gear was lightened by adding holes to it.
- The muffler is two inches shorter to cut weight and enhance engine response. The end cap is held in place with 6mm screws (from 5mm).

Chassis changes are the same as the 2001 KX125 except:

- Straight rate, 5.1 kg/mm rear shock spring is stiffer initially than last year's progressive spring to help the rear end ride higher for improved cornering.

KX500

- New graphics for 2001.
- An unbelievable power to weight ratio with a great price.

KDX200

- A serious bike with a play bike price.

KDX220R

- New graphics for 2001.

KLX300R

- New graphics.
- A lightweight high performance 4-Stroke that does it all.

2001 JET SKI® Watercraft New Models

900 STX

The new 900 STX uses the highly touted hull and deck from the 1100 STX D.I. for a smoother ride, more aggressive cornering, better acceleration, and higher top speed. The other new features include almost twice the storage space, a new instrument package, and separate front and rear seats for easy access.

- Now available with Jet White deck with Royal Red hatch. Pearl Burnish Beige main seat with Royal Red rear seat. Black trim around the Jet White hull.
- The new hull has a keel line that goes deeper and the strakes nearest the keel are relocated and lengthened for a smoother ride, and more speed.
- The pump from the 1100 STX D.I. is used with a new impeller for more hookup and less cavitation with great acceleration.
- A new deck and hood offer luxurious styling.
- A hydraulic damper lifts and holds the hood open.
- More aggressive sponsons add cornering grip and help the boat to plane quicker.
- The two piece seat is sculpted for more rider comfort.
- The rear seat is removable separately to allow access to the rear storage tub.
- A cavernous 19 gallon storage space lies underneath the front hood. It is more than twice as large as last year's 7.9 gallon storage tub.
- Total storage space is now 23 gallons.
- The new LCD multi-function meter is the same as the 1100 STX D.I.. It incorporates a speedometer, tachometer, clock, hour meter, elapsed time readout, trip meter, fuel level gauge with low fuel warning light, oil level gauge with low oil warning light, and cooling water high temperature warning symbol and light.
- A bolt-on retractable re-boarding step is available as an accessory. The mounting points are already in the hull.

Ultra 130 D.I.

The new Ultra 130 D.I. combines the dynamic Ultra 150 hull with the direct injected, 130 horsepower engine package from the 2001 1100 STX D.I. The engine uses 30% less fuel and 50% less oil than a normal carbureted PWC to save money and stretch riding time between refills. The Ficht direct injection also cuts emissions dramatically to meet the rigid 2006 EPA and 2002 CARB standards. There is virtually no exhaust smoke behind this boat.

- **New** exhaust port timing improves midrange and reduces emissions without cutting top-end power.
- New cylinder head volume is used with the new port timing to keep the compression ratio at 6.6:1.
- **New** injector and ignition timing further refine the performance of the direct injection.
- **New** Kawasaki smart steering uses a steering sensor linked to the EMM to aid in boat handling when the throttle is quickly release from high speed.
- A new impeller matches the engine performance to the mixed-flow pump.

Continuing Products

SXi Pro

- Available in Jet White and Black with Jet White hull.

900 STS

Last year's 900 STX becomes this year's 900 STS. Offering an unmatched bang for the buck in a three-person watercraft. Great power for pulling skiers and sport riding as well as most of the features of the flagship models.

- Available with Jet White deck with Pearl Bolougne hatch. Pearl Burnish Beige/Pearl Bolougne seat. The hull is Jet White with Black trim.
- The deep-V hull offers great turning prowess and smooth cruising even in rough water.
- Constant velocity (CV) carburetors provide good throttle response and fuel economy and reduced emissions.
- A DC-CD ignition offers strong battery charging and durability.
- Large 1.3 gallon oil tank means less frequent refills.
- The LCD instrumentation includes a speedometer, tachometer, hour meter, clock, fuel level gauge, and an oil level indicator. Two warning lamps alert the rider to low oil, low fuel, or high engine temperature.
- Dual mirrors are painted instead of just colored plastic for a luxurious look, especially for a boat at this price point.
- A bolt-on retractable re-boarding step is available as an accessory. The mounting points are already in the hull.
- A tool container under the seat frees up space in the front tub.

1100 STX D.I.

- Available with new Pale Beige deck with Metallic Nocturne Blue hatch. Pearl Burnish Beige main seat with Metallic Nocturne Blue rear seat. Black trim is used around the Jet White Hull.
- **New** exhaust port timing improves midrange and reduces emissions without cutting top-end power.
- New cylinder head volume is used with the new port timing to keep the compression ratio at 6.6:1.
- **New** injector and ignition timing further refine the performance of the direct injection.
- **New** Kawasaki smart steering uses a steering sensor linked to the EMM to aid in boat handling when the throttle is quickly release from high speed.

1100 ZXI

- Sunburst Yellow deck with Black accents and new graphics.

Ultra 150

- **New** Omega Blue deck with Galaxy Silver hatch. Black seat and trim with the Jet White hull.
- Relocated air intake vents help prevent water from entering the hull.
- New starter motor is more powerful for quicker starting and more durability.
- A plastic collar on the throttle shaft prevents corrosion.

2001 All Terrain Vehicles New Models

Lakota™ Sport

The Lakota™ Sport replaces the Lakota™ and brings a new fresh look. A sporty single headlight, revised front end geometry, new front bumper, no racks, the new Cobalt blue color, and a cheaper price tag combine for an attractive offer.

- New wider track front end with revised camber and king pin angle increases stability to help in sporty and aggressive use.
- The ride of the suspension is improved because 11 pounds were cut from the chassis, mostly from the front of the ATV.
- **New** single headlight from the Mojave™ is sporty and mounted higher to help light the way at night.

Continuing Products

Bayou 220

- Available in Hunter Green or Firecracker Red.
- **New** spring rates and damping settings for the rear suspension add comfort and control.

Mojave™

- The sporty Mojave™ is offered in Kawasaki Lime Green.

Bayou 300

- Available in Hunter Green or Firecracker Red.
- The shoes of the centrifugal clutch use a new material for improved engagement and durability.

Bayou 300 4x4

- Available in Hunter Green or Firecracker Red.

Prairie® 300

- Available in Hunter Green or Firecracker Red.
- **New** aluminum steering knuckles are extra tough.
- New A-arms work with the new steering knuckles.
- The steering stops are now forged instead of stamped for added durability.
- New footpegs mounted on the floorboard offer more traction for the rider's boots.
- The 12V DC outlet is now 7mm deeper to accept a greater variety of accessories.

Prairie® 300 (4x4)

- Available in Hunter Green or Firecracker Red.
- New aluminum steering knuckles are extra tough and provide added protection for the CV boots.
- New A-arms work with the new steering knuckles.
- The steering stops are now forged instead of stamped for added durability.
- New footpegs mounted on the floorboard offer more traction for the rider's boots.
- The 12V DC outlet is now 7mm deeper to accept a greater variety of accessories.

Prairie® 400

- Available in Hunter Green or Firecracker Red.
- **New** aluminum steering knuckles are extra tough.
- New A-arms work with the new steering knuckles.
- The steering stops are now forged instead of stamped for added durability.
- New footpegs mounted on the floorboard offer more traction for the rider's boots.
- The 12V DC outlet is now 7mm deeper to accept a greater variety of accessories.

Prairie® 400 4x4

- Available in Hunter Green or Firecracker Red.
- **New** aluminum steering knuckles are extra tough and provide added protection for the CV boots.
- The steering stops are now forged instead of stamped for added durability.
- New footpegs mounted on the floorboard offer more traction for the rider's boots.
- The 12V DC outlet is now 7mm deeper to accept a greater variety of accessories.

Utility Vehicles for 2001 New Products

MULE™ 3000

Based on the venerable MULE™ 2500, the new MULE™ 3000 features exciting changes to make it more attractive, user friendly, and durable.

- Available in Firecracker Red or Hunter Green
- An **all-new** CVT is based on the current Prairie® models. It is lighter and more compact and yields a wider drive ratio spread for more pulling power and quicker acceleration. *The open sided drive pulley cools better for longer belt wear.
- Belt deflection is now adjustable by altering shims in the Driven converter.
- A **new** CVT cover and backing plate seal out dust and water better for longer belt and converter life.
- A **new** double barrel carburetor and separate intake tracts allow direct control of the air/ fuel mixture to each cylinder. This improves engine response, keeps the idle smooth, and helps prevent spark plug fouling.
- A larger radiator increases coolant capacity from 3 to 5 quarts to help keep the engine cooler even in tough conditions.
- A larger diameter 250mm cooling fan (from 210mm) helps the engine stay cooler.
- New cooling system routing eases servicing.
- A digital igniter replaces the analog unit to improve the idle, engine response, and help prevent spark plug fouling.
- The oil dipstick and filler tube are now located under the seat to ease maintenance.
- A **new** automotive-style fuse box with blade-type fuses eases maintenance.
- A maintenance free battery is now used.
- A **new** dashboard is more attractive and the controls are easier to use.
- A new push button switch activates two new 35-watt cat-eye headlights.
- A horn is now standard.
- **New** front hood opens to reveal a good sized, sealed storage tub. Four D-rings in the tub help secure a load.
- A 12VDC outlet on the dashboard is ready to energize accessories.
- The engine temperature and parking brake warning lights are relocated to improve visibility.
- The parking brake lever is lowered to avoid interference with the driver.

- A **new** glovebox in the dashboard adds storage.
- A cyclone-type air cleaner has a visible air-flow gauge showing when to replace the filter element.
- **New** 23-inch tubeless tires are one inch larger and have a stiffer sidewall for more ground clearance and a better ride.
- A new seat is formed with edges on each side for added comfort.
- The seat belt is easier to use because the release button is on the tip of the receiver instead of the side.
- A new passenger grab handle helps while riding or getting in and out.
- The frame is winch-ready with mounts already on the frame. There are also brackets for a roller fairlead to help protect the winch cable.
- The MacPherson struts use more spring preload to improve the ride.
- The bed has 40mm taller sides with new oval tubing for a more secure load and improved looks.
- The bed has **new** heat shields underneath to protect the payload.
- **New** preformed rubber rear fenders hold their shape and increase coverage.
- A new dual spring loaded tailgate latch mechanism allows the operator to unlatch the tailgate in one motion. It replaces the two individual locking pins.
- **New** rear brake drums have a new flange and seal to help keep mud and water out of the brake drums.
- A large two-roller rear wheel bearing replaces the two separate bearings per wheel for added durability.
- Wheel bearing life is also improved due to new rubber seals at all four wheels that feature 3 lips and seal in a new location.
- The MULE™ 3000 models are part of the "roll out" crate process. Setup time is reduced and units are shipped with oil in the engine.

MULE™ 3010 4x4

- Features all of the changes of the MULE™ 3000, but has four wheel drive with Hi and Lo range like the previous MULE™ 2510 4x4.
- Available in Firecracker Red or Hunter Green
- **New** shift lever with Y-gate pattern for Hi, Lo, Neutral, and Reverse.
- The 2wd / 4wd lever is now mounted on the dash, not under the seat.

MULE™ 3020

- Available in Hunter Green
- Features all of the changes of the MULE™ 3000, but uses smaller smooth tires.
- The MULE™ 3020 is extra quiet with sound reducing material in the engine area and a special muffler.
- Top speed is limited to 16 mph on this model.

Continuing Products

MULE™ 520

- Available in Firecracker Red

MULE™ 550

- Available in Hunter Green or Firecracker Red

MULE™ 2510 Diesel

- Available in Hunter Green

To order additional copies of the
Quick Reference Guide
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MOTORCYCLE—Street 2001

(continued on next page)

Model, Name	Eliminator 125 BN125-A4**	NINJA® 250R EX250-F15	VULCAN™ 500 LTD EN500-C6	NINJA® 500R EX500-D8	NINJA® ZX-6 ZX600-E9	NINJA® ZX-6R ZX600-J2	W650 EJ650-A3	VULCAN™ 750 VN750-A17	ZR-7S ZR750-H1	NINJA® ZX-7R ZX750-P6	VULCAN™ 800 VN800-A7	VULCAN™ 800 CLASSIC VN800-B6	VULCAN™ 800 DRIFTER™ VN800-E1
Engine Type	4-Stroke, Air-Cooled, SOHC, 2 Valves per Cylinder, Single	4-Stroke, Liquid-Cooled, DOHC, 4 Valves per Cylinder, Parallel Twin	4-Stroke, Liquid-Cooled, DOHC, 4 Valves per Cylinder, Parallel Twin	4-Stroke, Liquid-Cooled, DOHC, 4 Valves per Cylinder, Parallel Twin	4-Stroke, Liquid-Cooled, DOHC, 4 Valves per Cylinder, Transverse In-Line 4-Cylinder	4-Stroke, Liquid-Cooled, DOHC, 4 Valves per Cylinder, Transverse In-Line 4-Cylinder	4-Stroke, Liquid-Cooled, SOHC, 4 Valves per Cylinder, Parallel Twin	4-Stroke, Liquid-Cooled, DOHC, 4 Valves per Cylinder, 55° V-Twin	4-Stroke, Air-Cooled, DOHC, 2 Valves per Cylinder, Transverse In-Line 4-Cylinder	4-Stroke, Liquid-Cooled, DOHC, 2 Valves per Cylinder, Transverse In-Line 4-Cylinder	4-Stroke, Liquid-Cooled, SOHC, 4 Valves per Cylinder, 55° V-Twin	4-Stroke, Liquid-Cooled, SOHC, 4 Valves per Cylinder, 55° V-Twin	4-Stroke, Liquid-Cooled, SOHC, 4 Valves per Cylinder, 55° V-Twin
Displacement	124 cc	248 cc	498 cc	498 cc	599 cc	599 cc	676 cc	749 cc	738 cc	748 cc	805 cc	805 cc	805 cc
Bore & Stroke	55.0 x 52.4 mm	62.0 x 41.2 mm	74.0 x 58.0 mm	74.0 x 58.0 mm	64.0 x 46.6 mm	66.0 x 43.8 mm	72.0 x 83.0 mm	84.9 x 66.2 mm	66.0 x 54.0 mm	73.0 x 44.7 mm	88.0 x 66.2 mm	88.0 x 66.2 mm	88.0 x 66.2 mm
Compression Ratio	9.6:1	12.4:1	10.2:1	10.8:1	12.0:1	12.8:1	8.6:1	10.3:1	9.5:1	11.5:1	9.5:1	9.5:1	9.5:1
Carburetion	Mikuni BS28	Keihin CVK 30 x 2	Keihin CVK 32 x 2	Keihin CVK 34 x 2	Keihin CVKD 36 x 4	Mikuni BDSR36R x 4	Keihin CVK 34 x 2	Keihin CVK 34 x 2	Keihin CVK 32 x 4	Keihin CVKD 38 x 4	Keihin CVK 36 x 1	Keihin CVK 36 x 1	Keihin CVK 36 x 1
Ignition	CDI	TCBI with Digital Advance	TCBI with Digital Advance	TCBI with Digital Advance	TCBI with Digital Advance	TCBI with Digital Advance and Throttle Position Sensor (K-TRIC)	TCBI with Digital Advance and Throttle Position Sensor (K-TRIC)	TCBI with Electronic Advance	TCBI with Digital Advance and Throttle Position Sensor (K-TRIC)	TCBI with Digital Advance	TCBI with Digital Advance	TCBI with Digital Advance	TCBI with Digital Advance and Throttle Position Sensor (K-TRIC)
Transmission	5-Speed	6-Speed	6-Speed	6-Speed	6-Speed	6-Speed	5-Speed	5-Speed	5-Speed	6-Speed	5-Speed	5-Speed	5-Speed
Final Drive	O-Ring Chain	O-Ring Chain	O-Ring Chain	O-Ring Chain	X-Ring Chain	X-Ring Chain	O-Ring Chain	Shaft	X-Ring Chain	X-Ring Chain	O-Ring Chain	O-Ring Chain	O-Ring Chain
Brake Type, Front	Single Disc	Single Disc with 2-Piston Caliper	Single Disc	Single Disc with 2-Piston Caliper	Dual Floating Disc w/Opposed 4-Piston Calipers	Dual Floating Disc w/Opposed 6-Piston Calipers	Single Disc with 2-piston caliper	Dual Disc	Dual Floating Disc with 2-Piston Calipers	Dual Floating Disc with Opposed 6-Piston Calipers	Single Disc	Single Disc with 2-Piston Caliper	Single Disc with 2-Piston Caliper
Brake Type, Rear	Drum	Single Disc with 2-Piston Caliper	Drum	Single Disc	Single Disc	Single Disc	Drum	Drum	Single Disc with 2-Piston Caliper	Single Disc with 2-Piston Caliper	Drum	Drum	Single Disc w/ 2-Piston Caliper
Tire Size, Front	90/90-17	100/80-16	100/90-19	110/70-17	120/60-ZR17	120/65-ZR17	100/90-19	100/90-19	120/70-ZR17	120/70 ZR17	80/90-21	130/90-16	130/90-16
Tire Size, Rear	130/90-15	130/80-16	140/90-15	130/70-17	160/60-ZR17	180/55-ZR17	130/80-18	150/90-15	160/60-ZR17	190/50 ZR17	140/90-16	140/90-16	140/90-16
Suspension Type, Front	33 mm Hydraulic Telescopic Fork	36 mm Hydraulic Telescopic Fork	41 mm Hydraulic Telescopic Fork	37 mm Hydraulic Telescopic Fork	41 mm, Hydraulic Telescopic Fork w/Adjustable Preload and 4-Way Rebound Damping	46 mm Cartridge-Type Fork w/Adjustable Preload, 12-Way Rebound and Compression Damping	39 mm Hydraulic Telescopic Fork	38 mm Hydraulic Telescopic Fork	41 mm Hydraulic Telescopic Fork	43 mm Inverted, Cartridge-Type Fork w/Adjustable Preload, 12-Way Rebound Damping & 8-Way Compression Damping	41 mm Hydraulic Telescopic Fork	41 mm Hydraulic Telescopic Fork	41 mm Hydraulic Telescopic Fork
Suspension Type, Rear	Twin Shocks with 5-way Adjustable Preload	Uni-Trak® with Aluminum Linkage	Twin Shocks with 5-way Adjustable Preload	Uni-Trak® with Threaded Preload Adjuster	Uni-Trak® with Adjustable Preload & 3-Way Rebound Damping	Uni-Trak® with Adjustable Preload, 20-Way Rebound and Compression Damping	Twin Shocks with 5-way Adjustable Preload	Twin Air-Adjustable Shocks, 4-Way Rebound Damping	Uni-Trak® with 7-way Preload and 4-Way Rebound Damping	Uni-Trak® with Adjustable Preload, 4-Way Rebound and 20-Way Compression Damping	Uni-Trak® with 7-Way Adjustable Preload	Uni-Trak® with 7-Way Adjustable Preload	Uni-Trak® with 7-Way Adjustable Preload
Fuel Capacity	3.4 gal.	4.8 gal.	4.0 gal.	4.8 gal.	4.8 gal.	4.8 gal.	4.0 gal.	3.6 gal.	5.8 gal.	4.8 gal.	4.0 gal.	4.0 gal.	4.0 gal.
Wheelbase	57.9 in.	55.1 in.	62.8 in.	56.5 in.	56.3 in.	55.1 in.	57.1 in.	62.2 in.	57.3 in.	56.5 in.	64.0 in.	63.0 in.	63.6 in.
Seat Height	26.8 in.	29.3 in.	28.1 in.	30.5 in.	30.7 in.	32.3 in.	31.5 in.	28.9 in.	31.5 in.	31.1 in.	28.0 in.	27.8 in.	29.9 in.
Dry Weight	282 lb.	304 lb.	439 lb.	388 lb.	430 lb.	377 lb.	434 lb.	483 lb.	463 lb.	448 lb.	496 lb.	516 lb.	547 lb.
Colors	Twilight Red	Lime Green/Metallic Blue Violet or Firecracker Red/Ebony	Candy Cardinal Red/Pearl Gentry Gray	Metallic Violet Royal	Pearl Purplish Black Mica / Pearl Cosmic Gray	Lime Green/Pearl Puplish Black Mica or Candy Lightning Blue or Pearl Chrome Yellow/Pearl Purplish Black Mica	Pearl Boulogne/Pearl Ivory	Metallic Dark Bronze/Metallic Gray Stone	Candy Persimmon Red	Lime Green/Ebony or Pearl Chrome Yellow/Ebony	Candy Persimmon Red/Metallic Dark Bronze	Candy Wine Red or Metallic Nocturne Blue	Candy Cardinal Red
Warranty/Extension	12 mo./ 24 or 36 mo.	12 mo./ 24 or 36 mo.	12 mo./ 24 or 36 mo.	12 mo./ 24 or 36 mo.	12 mo./ 24 or 36 mo.	12 mo./ 24 or 36 mo.	12 mo./ 24 or 36 mo.	12 mo./ 24 or 36 mo.	12 mo./ 24 or 36 mo.	12 mo./ 24 or 36 mo.	12 mo./ 24 or 36 mo.	12 mo./ 24 or 36 mo.	12 mo./ 24 or 36 mo.
Model Release Date	11/00	6/00	7/00	7/00	9/00	9/00	1/01	6/00	2/01	9/00	6/00	9/00	11/00
Suggested Retail*	2,499	\$3,299	\$4,699	\$5,099	\$7,199	\$8,099	\$6,599	\$6,099	\$5,999	\$9,299	\$6,299	\$6,999	\$7,499

Latest Prices

*Pricing as of September 1, 2000

**The Eliminator 125 is not available in California.,

MOTORCYCLE—Street 2001 (continued)

Model, Name	NINJA® ZX-9R ZX900-E2	CONCOURS™ ZG1000-A16	NINJA® ZX-11 ZX1100-D9	ZRX1200R ZR1200-A1	NINJA® ZX-12R ZX1200-A2	VOYAGER® XII ZG1200-B15	VULCAN™ 1500 CLASSIC VN1500-E4	VULCAN™ 1500 CLASSIC Fi VN1500-N2	VULCAN™ 1500 NOMAD™ VN1500-G3	VULCAN™ 1500 NOMAD™ Fi VN1500-L2	VULCAN™ 1500 DRIFTER™ VN1500-R1
Engine Type	4-Stroke, Liquid-Cooled, DOHC, 4 Valves per Cylinder, Transverse In-Line 4-Cylinder	4-Stroke, Liquid-Cooled, DOHC, 4 Valves per Cylinder, Transverse In-Line 4-Cylinder	4-Stroke, Liquid-Cooled, DOHC, 4 Valves per Cylinder, Transverse In-Line 4-Cylinder	4-Stroke, Liquid-Cooled, DOHC, 4 Valves per Cylinder, Transverse In-Line 4-Cylinder	4-Stroke, Liquid-Cooled, DOHC, 4 Valves per Cylinder, Transverse In-Line 4-Cylinder	4-Stroke, Liquid-Cooled, DOHC, 4-Valves per Cylinder, Transverse In-Line 4-Cylinder	4-Stroke, Liquid-Cooled, SOHC, 4 Valves per Cylinder, 50° V-Twin	4-Stroke, Liquid-Cooled, SOHC, 4 Valves per Cylinder, 50° V-Twin	4-Stroke, Liquid-Cooled, SOHC, 4 Valves per Cylinder, 50° V-Twin	4-Stroke, Liquid-Cooled, SOHC, 4 Valves per Cylinder, 50° V-Twin	4-Stroke, Liquid-Cooled, SOHC, 4 Valves per Cylinder, 50° V-Twin
Displacement	899 cc	997 cc	1,052 cc	1,164 cc	1,199 cc	1,196 cc	1,470 cc	1,470 cc	1,470 cc	1,470 cc	1,470 cc
Bore & Stroke	75.0 x 50.9 mm	74.0 x 58.0 mm	76.0 x 58.0 mm	79.0 x 59.4 mm	83.0 x 55.4 mm	78.0 x 62.6 mm	102.0 x 90.0 mm	102.0 x 90.0 mm	102.0 x 90.0 mm	102.0 x 90.0 mm	102.0 x 90.0 mm
Compression Ratio	12.2:1	10.2:1	11.0:1	N/A	12.2:1	10.0:1	8.6:1	9.0:1	8.6:1	9.0:1	9.0:1
Carburetion	Keihin CVRD 40 x 4	Keihin CVK 32 x 4	Keihin CVKD 40 x 4	Keihin CVK 36 x 4	Denso Digital Fuel Injection 46 x 4	Keihin CVK 30 x 4	Keihin CVK 40 x 1	Mitsubishi Digital Fuel Injection 36 x 2	Keihin CVK 40 x 1	Mitsubishi Digital Fuel Injection 36 x 2	Mitsubishi Digital Fuel Injection 36 x 2
Ignition	TCBI with Digital Advance and Throttle Position Sensor (K-TRIC)	TCBI with Electronic Advance	TCBI with Digital Advance	TCBI with Digital Advance and Throttle Position Sensor (K-TRIC)	TCBI with Digital Advance and Throttle Position Sensor (K-TRIC)	TCBI with Vacuum Advance	TCBI Dual Plug Digital Advance and Throttle Position Sensor (K-TRIC)	TCBI Dual Plug Digital Advance and Throttle Position Sensor (K-TRIC)	TCBI Dual Plug Digital Advance and Throttle Position Sensor (K-TRIC)	TCBI Dual Plug Digital Advance and Throttle Position Sensor (K-TRIC)	TCBI Dual Plug Digital Advance and Throttle Position Sensor (K-TRIC)
Transmission	6-Speed	6-Speed	6-Speed	5-Speed	6-Speed	5-Speed	5-Speed	5-Speed	5-Speed	5-Speed	5-Speed
Final Drive	X-Ring Chain	Shaft	X-Ring Chain	X-Ring Chain	X-Ring Chain	Shaft	Shaft	Shaft	Shaft	Shaft	Shaft
Brake Type, Front	Dual Floating Disc w/ Opposed 6-Piston Calipers	Dual Disc with 2-Piston Calipers	Dual Floating Disc w/Opposed 4-Piston Calipers	Dual Floating Disc w/Opposed 6-Piston Calipers	Dual Floating Disc w/Opposed 6-Piston Calipers	Dual Disc	Single Disc with 2-Piston Caliper	Single Disc with 2-Piston Caliper	Dual Disc with 2-Piston Caliper	Dual Disc with 2-Piston Caliper	Single Disc with 2-Piston Caliper
Rear	Single Disc	Single Disc	Single Disc with Opposed 2-Piston Caliper	Single Disc with Opposed 2-Piston Caliper	Single Disc with Opposed 2-Piston Caliper	Single Disc	Single Disc	Single Disc with 2-Piston Caliper	Single Disc	Single Disc with 2-Piston Caliper	Single Disc with 2-Piston Caliper
Tire Size, Front	120/70 ZR17	120/70-VR18	120/70-ZR17	120/70-ZR17	120/70-ZR17	130/90-16	130/90-16	130/90-16	150/80-16	150/80-16	130/90-16
Rear	190/50 ZR17	150/80-VR16	180/55-ZR17	180/55-ZR17	200/50-ZR17	150/90-15	150/80-16	150/80-16	150/80-16	150/80-16	150/80-16
Suspension Type, Front	46 mm Cartridge-Type Fork with Adjustable Preload, 12-Way Rebound and Compression Damping	41 mm Hydraulic Telescopic Fork w/Adjustable Preload	43 mm Hydraulic Telescopic Fork w/ Adjustable Preload and 4-Way Rebound Damping	43 mm Cartridge-Type Fork with Adjustable Preload, 12-Way Rebound and Compression Damping	43 mm Inverted Cartridge-Type Fork w/Adjustable Preload, 12-Way Rebound and Compression Damping	41 mm Equalized, Air-Adjustable, Hydraulic Telescopic Fork	41 mm Hydraulic Telescopic Fork	41 mm Hydraulic Telescopic Fork	41 mm Hydraulic Telescopic Fork	41 mm Cartridge-Type Telescopic Fork	41 mm Hydraulic Telescopic Fork
Rear	Uni-Trak® with Adjustable Preload, 20-Way Rebound and Compression Damping	Uni-Trak® with Adjustable Air Pressure, 4-Way Rebound Damping	Uni-Trak® with Adjustable Preload and 4-Way Rebound Damping	Twin Shocks with 5-Way Preload, 4-Way Rebound and Compression Damping	Uni-Trak® with Adjustable Preload and 20-Way Rebound and Compression Damping	Equalized, Air Adjustable, Hydraulic Shocks, 4-Way Rebound Damping	Twin Shocks, 5-Way Adjustable Preload	Twin Air-Adjustable Shocks, 4-Way Rebound Damping	Twin Air-Adjustable Shocks, 4-Way Rebound Damping	Twin Air-Adjustable Shocks, 4-Way Rebound Damping	Twin Air-Adjustable Shocks, 4-Way Rebound Damping
Fuel Capacity	5.0 gal.	7.5 gal.	6.3 gal.	5.3 gal.	5.3 gal.	6.1 gal.	4.2 gal.	5.0 gal.	4.2 gal.	5.0 gal.	5.0 gal.
Wheelbase	55.7 in.	61.2 in.	58.9 in.	57.6 in.	56.7 in.	63.8 in.	65.4 in.	65.6 in.	65.6 in.	65.6 in.	65.2 in.
Seat Height	31.9 in.	31.1 in.	30.7 in.	31.1 in.	31.9 in.	29.7 in.	27.6 in.	27.6 in.	28.3 in.	28.3 in.	28.7 in.
Dry Weight	403.5 lb.	595 lb.	514 lb.	N/A	463 lb.	728 lb.	644 lb.	659 lb.	732 lb.	739 lb.	670 lb.
Colors	Candy Lime Green or Firecracker Red/ Pearl Purplish Black Mica	Metallic Sonic Blue/ Pearl Cosmic Gray	Luminous Vintage Red	Candy Lime Green/ Vivid Purple Mica or Black Pearl/Metallic Blue Violet	Metallic Lime Green/ Ebony or Metallic Phantom Silver	Luminous Vintage Red/ Pearl Luster Beige	Metallic Dark Bronze/ Metallic Champagne Gold or Luminous Vintage Red/ Pearl Luster Beige	Black Pearl or Luminous Vintage Red/ Metallic Cremona Olive	Luminous Vintage Red	Pearl Chateau Gray/ Galaxy Silver or Luminous Vintage Red/ Metallic Canyon Silver	Ebony or Oxblood Red/ Pearl Ivory
Warranty/Extension	12 mo./ 24 or 36 mo.	36 mo./ 12 or 24 mo.	12 mo./ 24 or 36 mo.	12 mo./ 24 or 36 mo.	12 mo./ 24 or 36 mo.	36 mo./ 12 or 24 mo.	12 mo./ 24 or 36 mo.	12 mo./ 24 or 36 mo.	24 mo./ 24 or 36 mo.	24 mo./ 24 or 36 mo.	12 mo./ 24 or 36 mo.
Model Release Date	11/00	6/00	10/00	3/01	12/00	6/00	9/00	9/00	9/00	9/00	9/00
Suggested Retail*	\$10,199	\$8,199	\$10,199	\$7,899	\$11,999	\$12,299	\$9,999	\$10,799	\$12,299	\$12,999	\$11,799

Latest Prices

*Pricing as of September 1, 2000

MOTORCYCLE—Dual Purpose 2001

Model, Name	KE100 KE100-B20**	KLR250 KL250-D18	Super Sherpa KL250-G5**	KLR650 KL650-A15
Engine Type	2-Stroke, Air-Cooled, Rotary Valve, Single	4-Stroke, Liquid-Cooled, DOHC, 4-Valve, Single	4-Stroke, Air-Cooled, DOHC, 4-Valve, Single	4-Stroke, Liquid-Cooled, DOHC, 4-Valve, Single
Displacement	99 cc	249 cc	249 cc	651 cc
Bore & Stroke	49.5 x 51.8 mm	74.0 x 58.0 mm	72.0 x 61.2 mm	100.0 x 83.0 mm
Compression Ratio	6.9:1	11.0:1	9.3:1	9.5:1
Carburetion	Mikuni VM19	Keihin CVK34	Mikuni BST 34	Keihin CVK40
Ignition	CDI	CDI	CDI	CDI
Transmission	5-Speed	6-Speed	6-Speed	5-Speed
Brake Type, Front	Drum	Disc	Disc	Disc
 Rear	Drum	Drum	Disc	Disc
Tire Size, Front	2.75 x 19	3.00 x 21	2.75-21	90/90-21
 Rear	3.00 x 17	4.60 x 17	4.10-18	130/80-17
Suspension Type, Front	30 mm Hydraulic Telescopic Fork	36 mm, Air-Adjustable, Leading Axle, Hydraulic Telescopic Fork	36 mm, Leading Axle, Hydraulic Telescopic Fork	38 mm Air-Adjustable, Leading Axle, Hydraulic Telescopic Fork
 Rear	Dual Hydraulic Shocks with 5-Way Adjustable Preload	Uni-Trak® with Adjustable Preload and 4-Way Rebound Damping	Uni-Trak® with Adjustable Preload and 20-Way Rebound Damping	Uni-Trak® with 5-Way Adjustable Preload and 4-Way Rebound Damping
Suspension Travel, Front	5.7 in.	9.1 in.	9.1 in.	9.1 in.
 Rear	4.3 in.	9.1 in.	7.3 in.	9.1 in.
Fuel Capacity	2.4 gal.	2.9 gal.	2.4 gal.	6.1 gal.
Wheelbase	50.6 in.	55.7 in.	54.1 in.	58.9 in.
Ground Clearance	9.4 in.	10.6 in.	10.6 in.	9.4 in.
Seat Height	31.7 in.	33.7 in.	32.7 in.	35.0 in.
Dry Weight	187 lb.	258 lb.	249 lb.	337 lb.
Colors	Lime Green	Olive Green / Galaxy Silver	Olive Green / Galaxy Silver	Olive Green / Galaxy Silver
Warranty/Extension	12 mo./24 or 36 mo.	12 mo./24 or 36 mo.	12 mo./24 or 36 mo.	12 mo./24 or 36 mo.
Model Release Date	6/00	7/00	6/00	7/00
Suggested Retail*	\$1,999	\$4,149	\$3,999	\$4,999

Latest Prices

*Pricing as of September 1, 2000

**These models are not available in California

MOTORCYCLE—Off-Road 2001

Model, Name	KX60 KX60-B17	KX65 KX65-A2	KX85 KX80-A1	KX100 KX100-D1	KX125 KX125-L3	KX250 KX250-L3	KX500 KX500-E13	KDX200** KDX200-H7	KDX220R** KDX220-A8	KLX300R*** KLX300-A6
Engine Type	2-Stroke, Liquid-Cooled, Reed Valve, Single	2-Stroke, Liquid-Cooled, Reed Valve, Single	2-Stroke, Liquid-Cooled, Reed Valve, Single w/KIPS	2-Stroke, Liquid-Cooled, Reed Valve, Single w/KIPS	2-Stroke, Liquid-Cooled, Reed Valve, Single w/KIPS	2-Stroke, Liquid-Cooled, Reed Valve, Single w/KIPS	2-Stroke, Liquid-Cooled, Reed Valve, Single w/KIPS	2-Stroke, Liquid-Cooled, Reed Valve, Single w/KIPS	2-Stroke, Liquid-Cooled, Reed Valve, Single w/KIPS	4-Stroke, Liquid-Cooled, DOHC, 4-Valve, Single
Displacement	60 cc	64.7 cc	84.9 cc	99 cc	124.8 cc	249 cc	499 cc	198 cc	216 cc	292 cc
Bore & Stroke	43.0 x 41.6 mm	44.5 x 41.6 mm	48.5 x 45.8 mm	52.5 x 45.8 mm	54.0 x 54.5 mm	66.4 x 72.0 mm	86.0 x 86.0 mm	66.0 x 58.0 mm	69.0 x 58.0 mm	78.0 x 61.2 mm
Carburetion	Mikuni VM24SS	Mikuni VM24SS	Keihin PWK28	Keihin PWK28	Mikuni TMX36	Keihin Power Jet PWK38	Keihin PWK39	Keihin PWK35	Keihin PWK33	Keihin CVK34
Ignition	CDI	CDI	Digital CDI	Digital CDI	Digital CDI	Digital CDI with Throttle Position Sensor (K-TRIC)	CDI	CDI	CDI	Digital CDI
Transmission	6-Speed	6-Speed	6-Speed	6-Speed	6-Speed	5-Speed	5-Speed	6-Speed	6-Speed	6-Speed
Brake Type, Front	Drum	Disc	Disc	Disc	Disc	Disc	Disc	Disc	Disc	Disc
Brake Type, Rear	Drum	Disc	Disc	Disc	Disc	Disc	Disc	Disc	Disc	Disc
Tire Size, Front	60/100-14	60/100-14	70/100-17	70/100-19	80/100-21	80/100-21	80/100-21	80/100-21	80/100-21	80/100-21
Tire Size, Rear	80/100-12	80/100-12	90/100-14	90/100-16	100/90-19	110/90-19	120/90-19	100/100-18	100/100-18	100/100-18
Suspension Type, Front	30 mm Air Adjustable, Hydraulic Telescopic Fork	33 mm Hydraulic Telescopic Fork	36 mm Inverted Cartridge Fork w/ 18-Way Compression Damping Adjustment	36 mm Inverted, Cartridge Fork w/ 18-Way Compression Damping Adjustment	46 mm Inverted, Cartridge Fork w/ 18-Way Compression and Rebound Damping Adjustment	46 mm Inverted, Cartridge Fork w/ 18-Way Compression and Rebound Damping Adjustment	46 mm Inverted, Cartridge Fork w/ 18-Way Compression and Rebound Damping Adjustment	43 mm Conventional, Cartridge Fork w/ 20-Way Compression Damping Adjustment	43 mm Conventional, Cartridge Fork w/ 20-Way Compression Damping Adjustment	43 mm Inverted, Cartridge Fork w/ 20-Way Compression Damping Adjustment
Suspension Type, Rear	Uni-Trak® w/Gas-Charged Shock and Adjustable Preload	Uni-Trak® w/Piggy-back Gas-Charged Shock and Adjustable Preload	Uni-Trak® w/Adjustable Preload, 4-Way Compression & 18-Way Rebound Damping Adjustment, Temperature Compensating Rebound Damping	Uni-Trak® w/Adjustable Preload, 4-Way Compression & 18-Way Rebound Damping Adjustment, Temperature Compensating Rebound Damping	Uni-Trak® w/Adjustable Preload, 3-Turn High and 20-Way Low Speed Compression & 18-Way Rebound Damping Adjustment, Temperature Compensating Rebound Damping	Uni-Trak® w/Adjustable Preload, 3-Turn High and 20-Way Low Speed Compression & 18-Way Rebound Damping Adjustment, Temperature Compensating Rebound Damping	Uni-Trak® w/Adjustable Preload, 20-Way Compression & 18-Way Rebound Damping Adjustment, Temperature Compensating Rebound Damping	Uni-Trak® w/Adjustable Preload, 20-Way Compression & 18-Way Rebound Damping Adjustment, Temperature Compensating Rebound Damping	Uni-Trak® w/Adjustable Preload, 20-Way Compression & 18-Way Rebound Damping Adjustment, Temperature Compensating Rebound Damping	Uni-Trak® w/Adjustable Preload, 20-Way Compression & 18-Way Rebound Damping Adjustment, Temperature Compensating Rebound Damping
Suspension Travel, Front	7.9 in.	8.3 in.	10.8 in.	10.8 in.	12.0 in.	12.0 in.	12.2 in.	11.4 in.	11.4 in.	11.2 in.
Suspension Travel, Rear	7.9 in.	8.9 in.	10.8 in.	10.8 in.	13.0 in.	13.0 in.	13.0 in.	11.8 in.	11.8 in.	11.0 in.
Fuel Capacity	0.9 gal.	1.0 gal.	1.5 gal.	1.5 gal.	2.2 gal.	2.2 gal.	2.6 gal.	2.9 gal.	2.9 gal.	2.6 gal.
Wheelbase	42.5 in.	43.7 in.	49.4 in.	50.8 in.	56.3 in.	58.3 in.	58.7 in.	56.5 in.	56.5 in.	56.5 in.
Ground Clearance	9.8 in.	11.0 in.	13.4 in.	15.0 in.	15.4 in.	15.0 in.	14.6 in.	13.4 in.	13.4 in.	12.6 in.
Seat Height	28 in.	28.7 in.	33.1 in.	34.3 in.	37.2 in.	37.4 in.	37.4 in.	36.2 in.	36.2 in.	36.4 in.
Dry Weight	111 lb.	117 lb.	143 lb.	150 lb.	192 lb.	214 lb.	220 lb.	223 lb.	223 lb.	231.5 lb.
Suggested Retail*	\$2,299	\$2,799	\$3,199	\$3,449	\$4,949	\$5,799	\$5,199	\$3,999	\$4,399	\$4,699

Latest Prices

* Pricing as of September 1, 2000

** These models have a 3-month basic warranty with available 24 or 36 mo. extension.

*** The KLX300R features a 6-month basic warranty.

JET SKI® WATERCRAFT 2001

Model, Name	SXi Pro JS750-C4	900 STS JT900-B3	900 STX JT900-C1	1100 ZXi JH1100-A6	1100 STX D.I. JT1100-F1	ULTRA 130 D.I. JH1100-B1	ULTRA 150 JH1200-A3
Engine Type	2-Stroke, Twin, Water-Cooled, Crankcase Reed Valve	2-Stroke, Triple, Water-Cooled, Crankcase Reed Valve	2-Stroke, Triple, Water-Cooled, Crankcase Reed Valve	2-Stroke, Triple, Water-Cooled, Crankcase Reed Valve	2-Stroke, Triple, Water-Cooled, Crankcase Reed Valve	2-Stroke, Triple, Water-Cooled, Crankcase Reed Valve	2-Stroke, Triple, Water-Cooled, Crankcase Reed Valve
Maximum Horsepower	75 @ 6,500 rpm	100 @ 6,750 rpm	100 @ 6,750 rpm	120 @ 6,750 rpm	130 @ 7,000 rpm	130 @ 7,000 rpm	145 @ 7,000 rpm
Displacement	743 cc	891 cc	891 cc	1071 cc	1071 cc	1071 cc	1176 cc
Bore & Stroke	80.0 x 74.0 mm	73.0 x 71.0 mm	73.0 x 71.0 mm	80.0 x 71.0 mm	80.0 x 71.0 mm	80.0 x 71.0 mm	80.0 x 78.0 mm
Compression Ratio	7.0:1	5.5:1	5.5:1	5.8:1	6.6:1	6.6:1	5.8:1
Carburetion	Mikuni BN40 x 2	Keihin CDCV 38 x 3	Keihin CDCV 38 x 3	Keihin CDCV 38 x 3	Ficht™ Direct Injection	Ficht™ Direct Injection	Keihin CDCV 40 x 3
Ignition	Digital CDI	Digital DC-CDI	Digital DC-CDI	Digital CDI	Digital DC-CDI	Digital DC-CDI	Digital DC-CDI with Throttle Position Sensor
Lubrication	Pre-Mix	Superlube Oil Injection	Superlube Oil Injection	Superlube Oil Injection	Variable Superlube Oil Injection	Variable Superlube Oil Injection	Variable Superlube Oil Injection
Fuel Tank Capacity	4.0 gal.	14.0 gal.	14.0 gal.	13.7 gal.	14.3 gal.	15.3 gal.	15.3 gal.
Reserve Fuel Capacity	0.6 gal.	1.8 gal.	1.8 gal.	1.8 gal.	N/A	N/A	1.8 gal.
Oil Tank Capacity	—	1.3 gal.	1.3 gal.	1.0 gal.	1.3 gal.	1.2 gal.	1.2 gal.
Propulsion System Type	Fully-Shielded, Axial-Flow Jet Pump	Fully-Shielded, Axial-Flow Jet Pump	Fully-Shielded, Axial-Flow Jet Pump	Fully-Shielded, Axial-Flow Jet Pump	Fully-Shielded, Axial-Flow Jet Pump	Fully-Shielded, Mixed-Flow Jet Pump	Fully-Shielded, Mixed-Flow Jet Pump
Impeller	3-Blade Stainless Steel	3-Blade Oval Edge Stainless Steel	3-Blade Oval Edge Stainless Steel	3-Blade Stainless Steel	3-Blade Oval Edge Stainless Steel	3-Blade Oval Edge Stainless Steel	3-Blade Oval Edge Stainless Steel
Maximum Thrust	628 lb.	732 lb.	732 lb.	803 lb.	851 lb.	N/A	904 lb.
Reverse	No	Yes	Yes	No	Yes	No	No
Adjustable Nozzle Trim	No	No	No	Yes	No	Yes	Yes
Drive	Direct with Torsion Damper	Direct with Torsion Damper	Direct with Torsion Damper	Direct with Torsion Damper	Direct with Torsion Damper	Direct with Torsion Damper	Direct with Torsion Damper
Overall Length x Width x Height	87.0 x 27.6 x 26.8 in.	122.0 x 46.1 x 41.3 in.	122.8 x 46.5 x 40.2 in.	108.7 x 42.1 x 39.3 in.	122.8 x 46.5 x 40.2 in.	113.8 x 44.4 x 40.5 in.	113.8 x 44.4 x 40.5 in.
Dry Weight	342 lb.	613 lb.	N/A	589 lb.	692 lb.	N/A	613 lb.
Seating Capacity	1	3	3	2	3	2	2
Load Capacity (riders & cargo)	—	496 lb.	496 lb.	330 lb.	496 lb.	330 lb.	330 lb.
Storage Capacity	0.5 gal.	13.0 gal.	23.0 gal.	5.4 gal.	23.5 gal.	6.5 gal.	6.5 gal.
Colors All Hulls are Jet White	Jet White/Black	Jet White/ Pearl Boulogne	Jet White/ Royal Red	Sunburst Yellow/ Black	Pale Beige/ Metallic Nocturne Blue	Jet White/ Omega Blue	Omega Blue/ Galaxy Silver
Warranty/Extension Available	12 mo./24 or 36 mo.	12 mo./24 or 36 mo.	12 mo./24 or 36 mo.	12 mo./24 or 36 mo.	12 mo./24 or 36 mo.	12 mo./24 or 36 mo.	12 mo./24 or 36 mo.
Model Release Date	10/00	9/00	11/00	9/00	1/01	2/01	11/00
Suggested Retail*	\$5,999	\$6,799	\$7,699	\$6,699	\$8,699	\$8,399	\$8,599

Latest Prices

*Pricing as of September 1, 2000

ALL TERRAIN VEHICLES 2001

Model, Name	BAYOU® 220 KLF220-A14	MOJAVE™ KSF250-A15	LAKOTA™ SPORT KEF300-B1	BAYOU® 300 KLF300-B14	BAYOU® 300 4x4 KLF300-C13	PRAIRIE® 300 KVF300-B3	PRAIRIE® 300 4x4 KVF300-A3	PRAIRIE® 400 KVF400-D3	PRAIRIE® 400 4x4 KVF400-C3
Engine Type	4-Stroke, Single, Air-Cooled, SOHC, 2-Valve	4-Stroke, Single, Liquid-Cooled, DOHC, 4-Valve	4-Stroke, Single, Air-Cooled, SOHC, 2-Valve	4-Stroke, Single, Air-Cooled, SOHC, 2-Valve	4-Stroke, Single, Air-Cooled, SOHC, 2-Valve	4-Stroke, Single, Air-Cooled, SOHC, 2-Valve	4-Stroke, Single, Air-Cooled, SOHC, 2-Valve	4-Stroke, Single, Liquid-Cooled, SOHC, 4-Valve	4-Stroke, Single, Liquid-Cooled, SOHC, 4-Valve
Displacement	215 cc	249 cc	290 cc	290 cc	290 cc	290 cc	290 cc	391 cc	391 cc
Maximum Torque	13 lb.-ft. @ 6,000 rpm	16.6 lb.-ft. @ 7,500 rpm	16.6 lb.-ft. @ 6,000 rpm	16.6 lb.-ft. @ 6,000 rpm	17.4 lb.-ft. @ 5,500 rpm	16.6 lb.-ft. @ 6,000 rpm	16.6 lb.-ft. @ 6,000 rpm	24.6 lb.-ft. @ 5,500 rpm	24.6 lb.-ft. @ 5,500 rpm
Transmission/Drive System	5-Speed, Reverse, Auto Clutch, Shaft	5-Speed, Reverse, Manual Clutch, Chain	5-Speed, Reverse, Auto Clutch, Chain	5-Speed, Dual-Mode Differential, Reverse, Auto Clutch, Shaft	5-Speed, 2-Range, Reverse, 4WD, Auto Clutch, Shaft	Belt Torque Converter, Dual Range w/Reverse, Shaft	Belt Torque Converter, Dual Range w/Reverse, 4WD, Shaft	Belt Torque Converter, Dual Range w/Reverse, Shaft	Belt Torque Converter, Dual Range w/Reverse, 4WD, Shaft
Brake Type, Front	Sealed Drums	Hydraulic Discs	Hydraulic Discs	Hydraulic Discs	Hydraulic Discs	Hydraulic Discs	Hydraulic Discs	Hydraulic Discs	Hydraulic Discs
 Rear	Sealed Drum	Hydraulic Disc	Hydraulic Disc	Sealed Drums	Sealed Drum	Sealed Drum	Sealed Drum	Sealed Drum	Sealed Drum
Tire Size, Front	21 x 8-9	21 x 7-10	22x8-10	22 x 9-10	24 x 8-11	25 x 8-12	25 x 8-12	25 x 8-12	25 x 8-12
 Rear	22 x 10-10	22 x 10-10	22x11-10	24 x 11-10	24 x 10-11	25 x 11-10	25 x 11-10	25 x 11-10	25 x 11-10
Suspension Type, Front	Single A-Arms, Two Shocks	Dual A-Arms, Two Shocks w/ 5-Way Preload	Dual A-Arms, Two Shocks w/ 5-Way Preload	Dual A-Arms, Two Shocks w/ 5-Way Preload	Dual A-Arms, Two Shocks w/ 3-Way Preload	Independent MacPherson Struts	Independent MacPherson Struts	Independent MacPherson Struts	Independent MacPherson Struts
 Rear	Quad-Link, Single Shock, Two Shocks	Swingarm, Single Shock, Adj. Preload	Swingarm, Single Shock, 5-Way Preload	Quad-Link, Two Shocks, 5-Way Preload	Quad-Link, Two Shocks, 3-Way Preload	Swingarm, Single Shock, 5-Way Preload	Swingarm, Single Shock, 5-Way Preload	Swingarm, Single Shock, 5-Way Preload	Swingarm, Single Shock, 5-Way Preload
Suspension Travel, Front	4.5 in.	6.9 in.	6.9 in.	4.9 in.	4.3 in.	6.7 in.	6.7 in.	6.7 in.	6.7 in.
 Rear	4.9 in.	8.5 in.	8.5 in.	4.7 in.	4.7 in.	7.1 in.	7.1 in.	7.1 in.	7.1 in.
Fuel Capacity	2.6 gal.	2.2 gal.	2.2 gal.	2.4 gal.	2.9 gal.	3.2 gal.	3.2 gal.	3.7 gal.	3.7 gal.
Length x Width x Height	68.7 x 40.2 x 40.9 in.	68.3 x 42.9 x 40.7 in.	68.5 x 42.9 x 42.9 in.	75.2 x 43.9 x 41.9 in.	73.2 x 44.1 x 43.5 in.	81.3 x 47.4 x 45.1 in.	81.3 x 47.4 x 45.1 in.	81.3 x 47.4 x 45.1 in.	81.3 x 47.4 x 45.3 in.
Wheelbase	43.9 in.	44.3 in.	44.7 in.	47.6 in.	47.2 in.	49.2 in.	49.2 in.	49.4 in.	49.4 in.
Turning Radius	8.9 ft.	9.2 ft.	10.2 ft.	8.5 ft. (Diff. Unlocked)	9.5 ft.	11.2 ft.	11.5 ft.	11.5 ft.	11.5 ft.
Ground Clearance	6.1 in.	8.5 in.	8.1 in.	7.7 in.	8.9 in.	6.4 in.	6.4 in.	6.4 in.	6.4 in.
Seat Height	28.7 in.	29.7 in.	31.1 in.	29.5 in.	31.7 in.	33.9 in.	33.5 in.	33.5 in.	33.5 in.
Dry Weight	404 lb.	379 lb.	448 lb.	498 lb.	573 lb.	565 lb.	604 lb.	584 lb.	606 lb.
Front Rack Capacity	44 lb.	N/A	N/A	70 lb.	70 lb.	88 lb.	88 lb.	88 lb.	88 lb.
Rear Rack Capacity	66 lb.	N/A	N/A	140 lb.	140 lb.	154 lb.	154 lb.	154 lb.	154 lb.
Towing Capacity	450 lb.	N/A	650 lb.	700 lb.	700 lb.	1103 lb.	1103 lb.	1103 lb.	1103 lb.
Tongue Weight Capacity	30 lb.	N/A	30 lb.	30 lb.	30 lb.	88 lb.	88 lb.	88 lb.	88 lb.
Colors	Hunter Green or Firecracker Red	Lime Green	Cobalt Blue	Hunter Green or Firecracker Red	Hunter Green or Firecracker Red	Hunter Green or Firecracker Red	Hunter Green or Firecracker Red	Hunter Green or Firecracker Red	Hunter Green or Firecracker Red
Warranty/Extension	6 mo./24 or 36 mo.	6 mo./24 or 36 mo.	6 mo./24 or 36 mo.	6 mo./24 or 36 mo.	6 mo./24 or 36 mo.	6 mo./24 or 36 mo.	6 mo./24 or 36 mo.	6 mo./24 or 36 mo.	6 mo./24 or 36 mo.
Suggested Retail*	\$3,299	\$4,099	\$4,099	\$4,299	\$4,999	\$4,599	\$5,399	\$5,199	\$6,099
Latest Prices									

*Pricing as of September 1, 2000

UTILITY VEHICLES for 2001

Model, Name	MULE™ 520 KAF300-D2	MULE™ 550 KAF300-C5	MULE™ 3000 KAF620-G1	MULE™ 3010 4x4 KAF620-E1	MULE™ 3020 KAF620-F1	MULE™ 2510 Diesel KAF950-A2
Engine Type	4-Stroke, Single, Fan-Cooled, OHV	4-Stroke, Single, Fan-Cooled, OHV	4-Stroke, V-Twin, Liquid-Cooled, OHV	4-Stroke, V-Twin, Liquid-Cooled, OHV	4-Stroke, V-Twin, Liquid-Cooled, OHV	4-Stroke, 3-Cylinder, Liquid-Cooled, OHV, Diesel
Displacement	286 cc	286 cc	617 cc	617 cc	617 cc	953 cc
Maximum Horsepower	8.7 @ 3,000 rpm	10 @ 3,600 rpm	20 @ 3,600 rpm	20 @ 3,600 rpm	20 @ 3,600 rpm	24 @ 3,600 rpm
Transmission	Belt Torque Converter, with Reverse	Belt Torque Converter, with Reverse	Belt Torque Converter, with Reverse	Belt Torque Converter, Dual-Range, Reverse, 4WD	Belt Torque Converter, with Reverse	Belt Torque Converter, with Reverse, 4WD
Dual-Mode Differential	Yes	Yes	Yes	Yes	Yes	Yes
Top Speed	15 mph (Governed)	20 mph (Governed)	25 mph (Governed)	25 mph (Governed)	16 mph (Governed)	25 mph (Governed)
Dry Weight	789 lb.	785 lb.	1,200 lb.	1,278 lb.	1,193 lb.	1,397 lb.
Overall Length x Width x Height	103.0 x 50.9 x 69.5 in.	103.0 x 50.9 x 70.5 in.	112.6 x 57.5 x 76.2 in.	112.6 x 57.5 x 76.2 in.	112.6 x 57.5 x 74.8 in.	112.0 x 57.5 x 75.6 in.
Wheelbase	66.2 in.	66.2 in.	73.6 in.	73.6 in.	73.6 in.	73.6 in.
Track (Front/Rear)	42.4 / 39.4 in.	42.4 / 39.4 in.	45.7/46.5 in.	45.7/46.5 in.	45.7/46.5 in.	45.7/46.5 in.
Ground Clearance	6.3 in.	6.3 in.	7.2 in.	7.2 in.	5.9 in.	6.7 in.
Bed Length x Width x Height	36.8 x 43.3 x 9.8 in.	36.8 x 43.3 x 9.8 in.	46.3 x 51.6 x 11.3 in.	46.3 x 51.6 x 11.3 in.	46.3 x 51.6 x 11.3 in.	46.3 x 51.6 x 9.8 in.
Load Lift Height	26.0 in.	27.0 in.	29.5 in.	29.5 in.	28.2 in.	31.0 in.
Total Vehicle Load Capacity	882 lb.	882 lb.	1,330 lb.	1,330 lb.	1,330 lb.	1,632 lb.
Bed Load Capacity	353 lb.	353 lb.	800 lb.	800 lb.	800 lb.	1,100 lb.
Towing Capacity	900 lb.	900 lb.	1,200 lb.	1,200 lb.	1,200 lb.	1,200 lb.
Turning Radius (Diff. Unlocked)	10.5 ft.	10.5 ft.	11.2 ft.	11.2 ft.	11.2 ft.	11.2 ft.
Tire Size (Front/Rear)	20.5 x 8-10/20 x 10-10	22 x 9-10/22 x 11-10	23 x 11-10	23 x 11-10	20 x 10-10	23 x 11-10
Suspension Type, Front	Single A-Arms, Dual Shocks with 5-Way Preload	Single A-Arms, Dual Shocks with 5-Way Preload	Independent, MacPherson Struts	Independent, MacPherson Struts	Independent, MacPherson Struts	Independent, MacPherson Struts
Rear	Unit Swing Axle, Adjustable Shocks	Unit Swing Axle, Adjustable Shocks	DeDion Axle, Leaf Springs, Shocks	DeDion Axle, Leaf Springs, Shocks	DeDion Axle, Leaf Springs, Shocks	DeDion Axle, Leaf Springs, Shocks
Brakes, Front	Hydraulic Drums	Hydraulic Drums	Hydraulic Drums	Hydraulic Drums	Hydraulic Drums	Hydraulic Drums
Rear	Hydraulic Drums	Hydraulic Drums	Hydraulic Drums	Hydraulic Drums	Hydraulic Drums	Hydraulic Drums
Steering	Wheel/Rack & Pinion	Wheel/Rack & Pinion	Wheel/Rack & Pinion	Wheel/Rack & Pinion	Wheel/Rack & Pinion	Wheel/Rack & Pinion
Seating Capacity	2	2	2	2	2	2
Fuel Tank Capacity	4.2 gal.	4.2 gal.	5.3 gal.	5.3 gal.	5.3 gal.	5.3 gal.
Colors	Firecracker Red	Hunter Green or Firecracker Red	Hunter Green or Firecracker Red	Hunter Green or Firecracker Red	Hunter Green	Hunter Green
Warranty/Extension	12 mo./12 or 24 mo.	12 mo./12 or 24 mo.	12 mo./12 or 24 mo.	12 mo./12 or 24 mo.	12 mo./12 or 24 mo.	12 mo./12 or 24 mo.
Suggested Retail*	\$5,699	\$5,699	\$7,499	\$8,799	\$7,499	\$9,799

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