

2005



KX250



SPECIFICATIONS

KX250-R

Engine Type	2-Stroke, Liquid-Cooled, Reed Valve, Single with KIPS
Displacement	249 cc
Bore & Stroke	66.4 x 72.0 mm
Compression Ratio	Variable 9.1-10.5:1
Carburetor	Keihin Power Jet PWK38 "Shorty"
Ignition	Digital CDI with Throttle Position Sensor (K-TRIC)
Transmission	5-Speed
Rake/Trail	26°/4.1 in.
Front Wheel Travel	11.8 in.
Rear Wheel Travel	12.2 in.
Front Tire Size	80/100-21
Rear Tire Size	110/90-19
Front Suspension	48mm Inverted, Twin Chamber, Cartridge Fork with Fully-Adjustable Compression and Rebound Damping
Rear Suspension	Uni-Trak® with Adjustable Preload, Fully-Adjustable Compression & Rebound Damping Temperature Compensating Rebound Damping
Wheelbase	58.3 in.
Front Brake Type	Disc
Rear Brake Type	Disc
Fuel Tank Capacity	2.2 gal.
Ground Clearance	13.4 gal.
Seat Height	38.0 in.
Dry Weight	213.8 lb.

(Specifications subject to change without notice.)

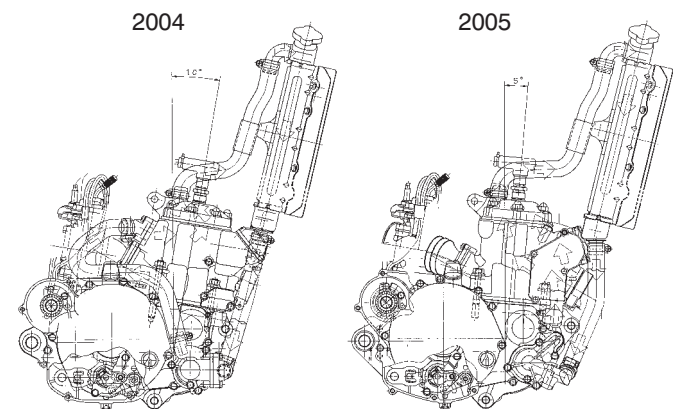
Ask about Kawasaki's Team Green™ amateur rider support program.

(KP) = See Kaw-Pedia section for more details.

Features and Advantages:

All-New High Performance 2-Stroke Engine

- All-new engine is approximately 1.5 pounds lighter with improved power across the rev range.
- Cylinder angle reduced from 10 to 5 degrees in order to lengthen exhaust port for more power across the rev range.

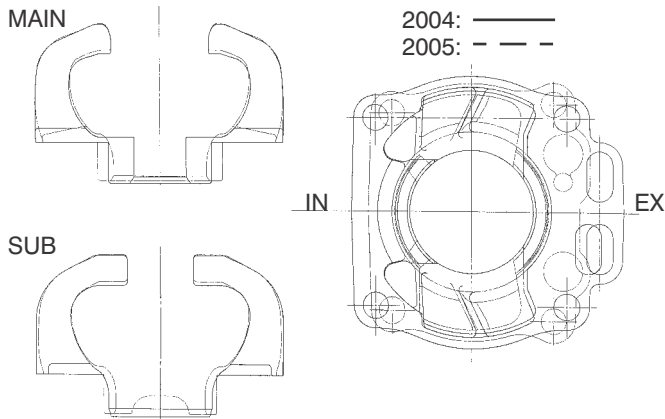


The Leading Edge of Power / Performance / Exhilaration

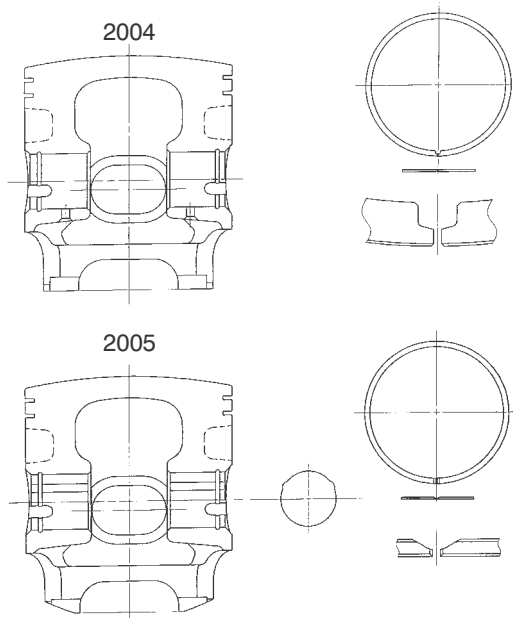
Kawasaki
Let the good times roll.™

KX250

- New porting features an enlarged exhaust port, redesigned single intake port and altered scavenge ports for improved efficiency.

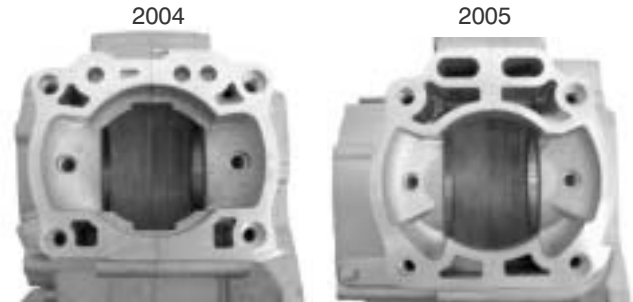


- The exhaust port is now surrounded by the water jacket for improved cooling, preventing heat-induced power loss. The hollow channels also helped remove nearly one-half pound of cylinder weight.
- New piston rings with reshaped ends and new piston sealing grooves prevent rings from snagging. A new piston pin boss is thicker at the bottom for increased rigidity.



- The cylinder head now uses an O-ring instead of a gasket for increased compression. O-ring head gasket helps create a more stable combustion chamber shape and reduces the possibility of detonation. One less mounting stud helps reduce weight.
- Crank web diameter increased 2mm for higher primary compression.
- All-new crankcases eliminate cast-in main bearing bushings for a nearly one-half pound weight savings. A larger cylinder mating area around the scavenge and intake ports complement the

porting changes for increased efficiency, while revised coolant passages improve cooling around the exhaust port.



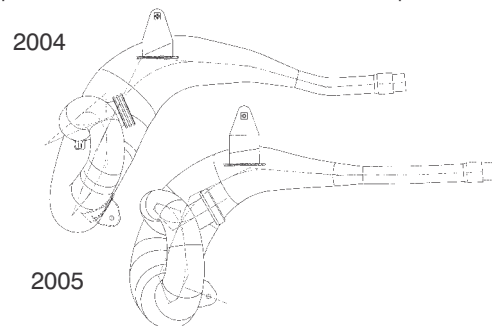
- Aluminum cylinder with chrome composite plating^(KP) provides rapid heat transfer, superb wear resistance and optimum lubrication retention for increased performance and durability.

Two-Stage Kawasaki Integrated PowerValve System (KIPS)^(KP)

- The one-piece coated aluminum KIPS valve now works independently of the sub-exhaust valves. Previously the main and sub valves operated simultaneously, resulting in a power surge in the 6-7,000 rpm range. Now that the sub valves aren't activated until the main valve has fully opened and the KIPS governor operating range has been increased by 500 rpm, power comes on more smoothly.
- The sub-exhaust valves were moved closer to the cylinder for more efficient exhaust flow.
- Breather tube on the KIPS cover helps provide smooth KIPS valve operation.

Exhaust Pipe

- New expansion chamber dimensions and new 3-piece construction for increased performance.

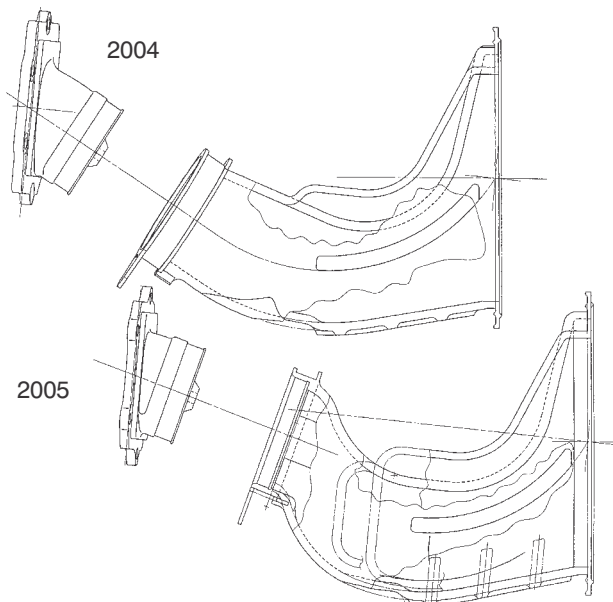


Intake Tract

- Revised reed valve^(KP) and air guide help improve throttle response.



- Revised intake manifold provides a straighter path to the engine for improved throttle response.



Keihin PWK38S Carburetor

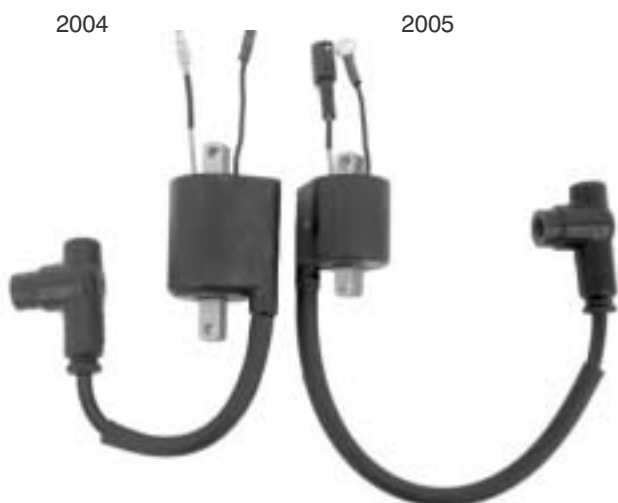
- Revised jetting helps improve throttle response.
- Power jet^(KP) system is activated according to engine rpm and throttle position for excellent throttle response across the powerband.

Kawasaki Throttle Responsive Ignition Control (K-TRIC)^(KP)

- A throttle position sensor provides data to the ignitor, which adjusts ignition timing and activates power jet for quick throttle response and maximum power throughout the rev range.

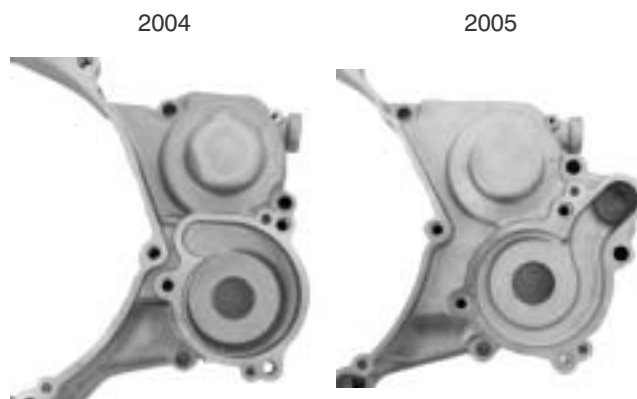
Digital Capacitor Discharge Ignition^(KP)

- New timing matches new engine for superb power delivery.
- New, more compact ignition coil with built-in regulator helps reduce weight.



Liquid Cooling System^(KP)

- All-new cooling system now routes coolant directly from the water pump to the front of the cylinder through the crankcase, eliminating the cooling hose that formerly led to the rear of the cylinder.



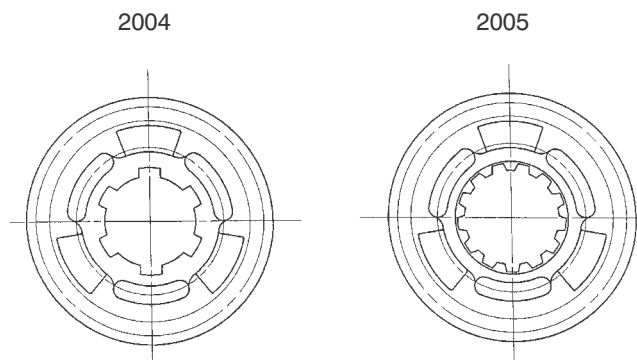
- New impeller and water pump gear ratio increases circulation in the new coolant passages throughout the engine.



- 20mm longer radiators with new core and fin pitch make the radiators more compact while increasing cooling efficiency.

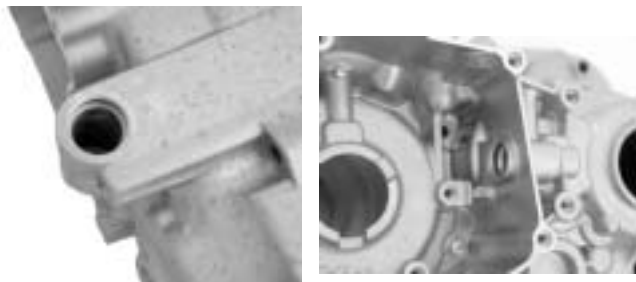
5-Speed Transmission

- New involute splines^(KP) on the output shaft and fifth gear, plus needle bearing-supported shift shaft improve shift action.



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- New clutch actuator is located next to the generator, within the cover.



- Ratchet-type shift mechanism provides smooth shifting.

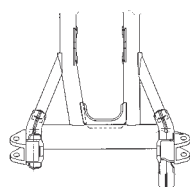
All New High Tensile Steel Perimeter Frame^(KP)

- One degree steeper rake for quicker handling.
- Revised stiffness balance for enhanced stability and handling.
- Narrower at the footpegs for better rider feel.

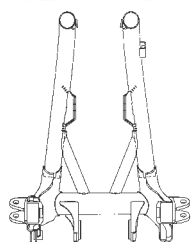
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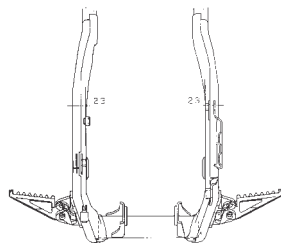
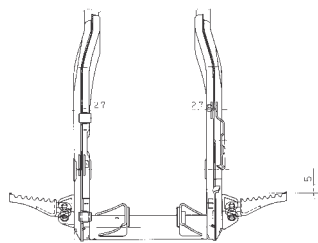
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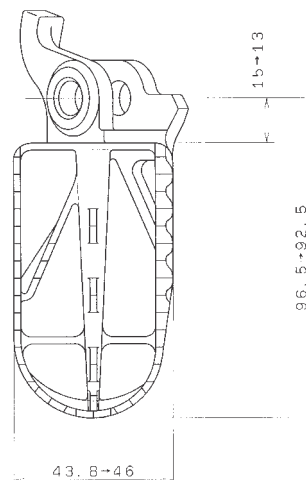
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- New footpegs are wider and shorter, and repositioned on the frame for more ground clearance in the corners.



Uni-Trak[®] Rear Suspension^(KP)

- Revised Uni-Trak linkage ratios match the new frame and provide 5mm higher ride height.
- All-aluminum swingarm features hydroformed extruded spars mated to a cast pivot bracket and forged axle brackets. The spars are more than one millimeter thicker to enhance stability and handling.
- A larger damper in the shock seal assembly improves feel when the shock returns to full extension.
- The Uni-Trak link is anchored on the swingarm and utilizes a single, forged aluminum wishbone-style pull rod. There is minimal front-to-back shock movement as the suspension is compressed for better traction and shock action when landing from jumps. Suspension loads are mainly absorbed by the swingarm, allowing a lighter frame construction.

Inverted, Dual Chamber Cartridge Fork

- New Kayaba sealed cartridge inverted fork separates oil and air by using an internal damping cartridge similar to a shock absorber within the fork. The cartridge resides in the upper portion of the fork with the fork spring underneath. As the fork compresses, a free-floating piston takes up the additional volume within the cartridge as fluid is displaced by the piston rod. A large hydraulic bottoming stop is located at the bottom of the cartridge and engages as the fork nears the end of its travel. Compression damping adjustment is located on top of the fork and rebound damping adjustment on the bottom. The sealed cartridge prevents the mixing of air and oil and provides consistent damping and improved adjustability.
- Low-friction seals contribute to smooth fork action.
- Fully adjustable damping allows the suspension to be tuned for specific conditions.

- 8mm wider handlebar mount location helps prevent handlebar bending. The bolt-on handlebar mounts have rubber dampers to reduce vibration and can be rotated to change handlebar position.

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Front and Rear Disc Brakes

- New front brake pad material improves brake performance and feel.
- Revised front brake lever is thicker at the index finger for better feel and operability.
- The rear brake pedal is nearly 16mm higher for more ground clearance and is mounted with a larger bolt to improve reliability.
- Large rear rotor for more braking power.
- Integrated rear brake fluid reservoir/master cylinder for reliability.

Detail Features

- Revised right front fork guard provides better fender clearance.
- New seat is taller in the middle, has firmer, more durable foam and a dual-texture cover that is rough on top for more grip when the rider is seated and smooth on the sides to allow easy leg movement when standing. Revised seat to footpeg distance provides more rider freedom when standing.



- New handlebar bend improves rider mobility.

- Quick-adjust clutch adjuster makes it easy to adjust cable tension while riding. The clutch cable also has a teflon liner to reduce friction.

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KX250F Clutch Perch Shown



- Double-bearing chain roller increases durability.
- Large-diameter fuel filler opening provides easy fueling.
- Optional parts available through Kawasaki dealers include lighter/heavier flywheels, front and rear sprockets, 20-inch front wheel, solid brake discs, steel spoke nipples, and stiffer or softer fork and shock springs.

Authentic Kawasaki Accessories

- See the current applicable Kawasaki accessory catalog or www.buykawasaki.com for all of the latest Authentic Kawasaki Accessories available for this model.