

# TAKING IT TO THE LIMIT.

## SIX REASONS WHY YOU SHOULD BUY THE KLR250 IF YOU WANT THE BEST 250cc TRAILBIKE.

**W**hen the KLR250 was designed it was clear that we had a difficult job ahead of us. There were clear cut sales trends in this category and it was obvious there was only one way to capture the attention of buyers.

Build a better motorcycle.

Here are six reasons why you can't go past the KLR250.

### 1. The engine is longer lasting and more reliable.

The main problem with modern four-stroke singles is temperature. To produce the power demanded by riders, the engine must be made to work harder. To keep it as light as possible and as low in the frame as possible, it must be made smaller. This reduces the oil volume. Less oil means greater oil temperatures. The hotter the oil, the faster it breaks down and the faster your engine wears out – it's a simple equation.

We gave the KLR250 liquid-cooling to keep engine temperatures down to where they won't overheat the oil, so a KLR engine will outlast an air-cooled version. Our radiators are well tucked in and weigh next to nothing and in nearly 12 months of use they have proven themselves bulletproof.

### 2. The engine is easier to start than other 250cc four-strokes.

Instead of using the easiest way out and fitting a valve lifting mechanism, we approached the problem from a new angle. Kawasaki's Automatic Compression Release (KACR) is activated as soon as you use the kickstart lever, and it relies on spring-loaded centrifugal action to relieve the compression. There's no way you'll ever come up against a sudden stop or a kick back that leaves your leg in orbit. As soon as the engine fires, the system returns to normal – until next time you need it.

On the street, on the trail, hot engine or cold – you'll appreciate Kawasaki's starting system every time.

### 3. Kawasaki's single throat carburettor.

That's right – single throat. No fuss. No complexity. No tuning hassles. No maintenance hassles. One carburettor that works better than the two commonly found on our opposition's engines.

We know that a trail bike owner will count on his machine for years of troublefree service as well as good performance. The KLR's single carburettor delivers exactly that.

You're not going to spend hours in the garage trying to get it to run right. Nor will you spend hours trailside after you drop

it in a creek, trying to dry out two carburettors that are almost impossible to get at.

As well, the 34mm Mikuni we use features a semi-flat slide that gives crisper engine response right throughout the powerband.

### 4. The smoothness of dual counter-rotating engine balancers.

A smoother running engine gives you two important advantages. First, it reduces rider fatigue because you get an armchair ride – and that means you can ride safer, for longer.

Second, it extends the life of your whole bike because vibration causes bolt loosening, cracking and metal fatigue.

Who needs a bike that is going to fall apart around you?

### 5. Fine attention to detail.

We gave the KLR250 a six-speed gearbox because riders said that's what worked best in a 250cc four-stroke – either on the street or on the tar. We gave it a DOHC and four valves because they give the maximum engine performance.

We gave the liquid-cooling system a remote water reservoir that is easily topped up and eliminates the chance of you getting scalded by trying to open a radiator cap.

Then we protected the package in a true cradle frame wrap-

ped right around, with the added touch of a sturdy alloy bashplate.

Air enters through a free-breathing completely waterproof airbox while fuel is supplied from a slim shaped steel fuel tank that doesn't hinder your movement on the bike.

### 6. The most competitive price in its class.

The KLR250 is the best value for dollar in the competitively priced 250cc street/trail class, because you get far more features for your money and a quality of finish you can't get elsewhere.

Not only is it competitively priced, it obviously offers you the best performance package.

What else is there apart from engine?

Plenty. But we didn't think you could cope with a heading that said, "One hundred and thirty six reasons you should buy a KLR250."

Reasons, for example, like large diameter forks that offer a full 230mm of wheel travel with damping rates closely matched to your needs, either on or off road. Kawasaki's legendary Uni-Trak rear suspension system that centres the shock near the bike's centre of gravity for the optimum handling, and which delivers 230mm of well controlled wheel

travel to cope with whatever you may throw in its path.

A sturdy aluminium swingarm that won't flex, lightweight alloy rims and hubs to keep weight down. A lightweight aluminium rear frame loop that unbolts in minutes to give you access to everything.

A strong front disc brake mated to a large drum rear brake specially engineered to keep water and mud out. An O-ring drive chain to eliminate maintenance and increase reliability. A 12-volt quartz-halogen headlight that will light up the Nullabor, and full street legal lighting throughout for city riding. A well shaped safety seat that carries two in comfort. Handy tool pouch. Rubber mounted blinkers. Plastic mudguards that flex instead of break.

The list goes on. But you get the point.

There are six MAIN reasons why you should go for the KLR250 engine, and hundreds of other good reasons to wrap up the deal.

We know what you need – and you're looking at it.

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