



1987 KAWASAKI MOJAVE

Shredding the Dunes on the first of the '87s

By the DIRT BIKE Staff

Kawasaki's Mojave four-wheeler is a first on several counts: The machine is the first of the 1987 models to be released for testing; it's Kawasaki's first serious effort at building a four-wheeler for the sport/recreation market, and it marks the first attempt by any manufacturer at liquid-cooling a four-stroke, four-wheeled sport machine. It's apparent even to casual observers that a lot of careful planning has gone into the development of this machine. And the result of this extra effort is a machine that offers surprisingly good performance and exceptional versatility. The white quad hits the performance mark squarely, and while it's not in the same high-powered league as the top two-stroke guns, it will be an effective weapon against the likes of the potent Yamaha 350 Warrior and Suzuki's

proven winner, the QuadSport 230.

ON THE BEACH

We spent a day on the dunes at Pismo Beach with the folks from Kawasaki's PR department. There we had a chance to evaluate the Mojave's performance potential. The new machine is powered by a liquid-cooled dual-overhead-cam thumper—the same engine found in Kawasaki's dual-purpose KL250 motorcycle. The main difference between the two is the transmissions: The KL250 has a regular six-speed box, while the quad features a five-speed with reverse. Final drive is handled by a chain, and the brakes (two in front, one in the rear) are discs.

Suspension chores are handled by a double-wishbone arrangement up front, and the rear is a Uni-Trak-type single-shock swing-

arm that delivers 8.5 inches of movement. The front-wheel travel is just under seven inches.

GETTING ON TOP OF IT

Basically, Kawasaki has a good wagon. It's a lot like a four-wheel version of Honda's XR250—not as blazingly fast or lightweight as a comparably displaced two-stroke, but still capable of delivering a surprisingly high level of performance. The Mojave's engine is a spinner. Getting good power out of a four-stroke means building an engine that likes turning revs. And that's exactly what the water-cooler does. The motor won't rip stumps like a diesel; there isn't huge gobs of thump on the bottom-end, but once the mill starts singing, the roosting begins. There's a healthy amount of juice on tap through the middle of the range—enough to keep the Mojave fighting competitively with any of the other manufacturer's sport machines. It doesn't have the lightning burst of a Quadracer or FourTrax 250R, but there's enough voltage to keep the excitement level in the lower reaches of the stratosphere. The mill *will* rev out, but the meaty mid-range thrust is still the pilot's most effective weapon.

FIT AND FEEL

For average-sized riders the Kawasaki's ergonomics rate a "good." For larger pilots the machine feels a bit cramped, especially when hanging out during controlled power slides. The rear fender is too high, forcing the rider to shoehorn himself between the plastic and the edge of the seat. The seat/bar/peg relationship is still quite good, even though the overall feel of the quad is short.

How does the suspension rate? Better
(continued on page 70)



1987 KAWASAKI KSF250-A1 MOJAVE

Engine type	Single-cylinder, liquid-cooled, DOHC 4-stroke
Displacement	249cc
Bore and stroke	74mm x 58mm
Transmission	5-speed
Reverse	Yes
Starter	Manual
Fuel tank capacity	8.3 L (2.2 gals.)
Wheelbase	44.3 in.
Overall length	68.3 in.
Ground clearance	8.5 in.
Weight claimed, dry	363.8 lbs.
Suspension:	
Front	Double wishbone, 6.9 in. travel
Rear	Swingarm, single shock, 8.5 in. travel
Brakes:	
Front	Disc (left and right)
Rear	Single disc
Intended use	Off-road/recreation
Country of origin	Japan
Suggested retail price	\$2599
Distributor/Manufacturer:	
Kawasaki Motor Corp. USA	
9950 Geronimo Rd.	
Irvine, CA 92718	



MR. KNOW-IT-ALL
(continued from page 12)

TRY IT AND FIND OUT

Dear Mr. Know-It-All,

What is the difference between raising and lowering the fork tubes in the triple clamps, and what effect will lengthening or shortening the dog-bone strut have on a Kawasaki KX?

Mike Zobrest
Warren, PA

There are a number of important changes that take place when you alter the position of the fork tubes in the triple clamps. Raising the tubes (increasing the amount of the tube projecting above the top triple clamp) will result in quicker handling and steering but less stability at higher speeds. It will also alter the overall weight bias, making the front of the machine "heavier"—proper adjustment can prevent the bike from "understeering," or washing-out in the turns. The opposite occurs when the tubes are lowered—the steering slows, but high-speed stability increases. Lengthening the strut on Kawasaki's Uni-Trak-equipped machines will also affect steering and stability of the machine. I recommend that you adjust the strut to the standard eye-to-eye measurement listed in your owner's manual—about 201mm. Any other setting will most likely prove unsatisfactory, unless you have the intelligence and riding ability of a filing cabinet. Have a nice day. □

RIDERS WRITE
(continued from page 14)

carries over into a well-staffed R&D program. But, with Cagiva and KTM winning MX World Championships, hopefully the tide will start to even out.

MOSQUITO MIX UP

Dear *Dirt Bike*,

First of all, Mr. Rondo Talbot was wrong about the mosquito being New Jersey's state bird. The mosquito is Minnesota's state bird, and we're awfully proud of it. Could you guys cover this year's Grand National 125/500cc Pro Motocross race here in Minnesota? All the factory teams will be at the race and so should you. I hear that leaded gasoline will soon be outlawed. What are we supposed to put in bikes that require leaded gas? Thank you for all the help.

Bob Wentink
Minnesota

Bob, we're sorry about the mistake concerning your state warbler. We always thought Minnesota's prize fowl was a feathered, double-beaked yak. As for covering the National, we try to make as many National events as possible—whenever our schedule and budget permit. Concerning the leaded-gas situation, the use of leaded gas is not required in today's bikes. Neither two-stroke nor four-stroke motors have problems with unleaded, as long as the octane level is above 90. □

KAWASAKI MOJAVE
(continued from page 56)

than expected. In fact, the Mojave has the best all-around thumper sport machine boingers we've ridden to date. Both ends are plush enough for all-day trail rides, and they firm up nicely when tackling the biggest hits and heaviest landings. We spent the better part of the morning double-jumping the machine, and both quad and rider emerged from the session without a complaint. Kawasaki gets an "A" in this category.

The Mojave's input devices are likewise first-rate—the clutch is a two-finger puller that engages over a broad and predictable range. We absolutely roasted the thing, running the machine unmercifully through the worm turns for 30 minutes, slipping the clutch the whole time. It simply wouldn't fade or falter. Remarkably, the engine endured the abuse without a whimper or hint of overheating. . . it looks to be fairly bullet-proof, though only long-term testing will bear this out. The Kawa's thumb throttle is the best we've ever found on an ATV—it has a light feel, and the lever is perfectly positioned, allowing the rider to use it without thinking twice.

THE VERDICT

Kawasaki is guilty on all counts. The Mojave is, without a doubt, an incorrigible high-performance addict. Our next goal is to do a long-term evaluation of the machine and then thrust it into the ring with Yamaha's Warrior and Suzuki's QuadSport. Stay tuned. □

CHAIN LETTERS

30,000 Mile Club Letters

"It was installed at 450 miles and has now gone to a reading of 32,271; an excellent chain, and excellent value. My new bike will have one."

Robert Deluca Mt. Gilead, Ohio

"As soon as it's time to replace my chain again, I'll be sure to purchase another D.I.D."

Dan Powell Lapeer, MI

"The thing I like best about D.I.D. chains is the infrequency of adjustment needed."

Thomas Dunn Mattoon, IL

"...as of July 1985 the bike had 54,000 miles on the odometer, the bike performed flawlessly and so did the chain."

Bill D. Ahstedt Lincoln, NE

"Two years and 36,000 miles later...the chain has and still is performing great..."

Aldolfo Reyes, Jr. Coral Gables, FL

"I will continue to use your chains on any motorcycle I ever purchase in the future, as I also recommend it to my riding companions."

Clayton L. Peck Detroit, MI

For over 50 years, we've been telling you we make the best chain. This time, we thought we'd let our customers do it for us.

All D.I.D. chain is available by direct mail. 520 Turbo chain 100 links \$46.46 plus \$10.00 shipping and handling. Send to: DAIDO Corporation, 885 Centennial Avenue, Piscataway, NJ 08854

D.I.D.
MOTORCYCLE
CHAIN & RIM