

KDX175

KDX250

KDX450



Kawasaki
Let the good times roll.



1982 ENDURO WINNERS.

Used to be, when you wanted a winning enduro machine, you'd have to start with a motocrosser. Yank the tank and go big. Change the gearing and install a muffler/spark arrestor. Add lights, if you could, then go for it. When you hit the right combination, you went fast and finished high.

Now there's an easier way: a brand new 1982 Kawasaki KDX.

From the gold-winning 175 to the supercross-country 250 to the master-blaster 450, the new KDX earth-movers run like motocrossers—only quieter. Kawasaki's already built in the go-power, so you won't have to. Out of the crate, they're ready to race. And ready to win.

The 1982 Kawasaki KDX enduro bikes:

KDX175

In its first year out, the KDX175 turned green to gold. Box stock, it had an almost perfect combination of low-speed torque, high-revving power, quick, agile handling and rock-solid reliability.

For '82, it's the same story—only better.

This year's KDX175 gets refinements to make its winning character even stronger. The engine's been redesigned,

and now has a tri-port intake configuration that passes gases from a new oval-venturi carb. The new high-flow silencer makes it quicker, and quieter besides.

Point the fine-tuned front end toward the finish line, and Uni-Trak™ puts the power down to drive you ahead, in constant control and with winning speed.

The new Kawasaki KDX175. It's 1982's gold winner.

KDX250

For 1982, the Kawasaki KDX250 is still green. But just about everything else is brand new.

Gone is the old single-downtube frame, and with it a few important pounds. The '82 KDX250 has a semi-double cradle layout, with completely revised Uni-Trak™ suspension. The responsive rising-rate geometry now controls a box-section swingarm that's nearly twice as

strong as last year's, but with the same low weight.

The new frame makes room for a new center-port exhaust layout, which tops off a power-boosted engine design. It's fed through a massive 8-petal reed assembly with space-age, graphite reinforced plastic reeds.

Tight woods to wide-open desert, the best way to cover ground is to super-cross it—on the 1982 KDX250.



KDX250

SPECIFICATIONS

Engine	2-stroke Single
Displacement	249 cc
Bore x stroke	70 mm x 64.9 mm
Carburetor	36 mm Mikuni
Induction	8-petal reed valve
Ignition	CDI
Starting	Primary kick
Transmission	6-speed

Suspension, front	Air-adjustable forks
Suspension, rear	Uni-Trak
Travel, F/R	10.2 in./10.6 in.
Tire, front	3.00-21
Tire, rear	5.10-18
Seat height	36.8 in.
Fuel capacity	3.2 gal.
Weight, dry	234 lbs.



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The 1982 Kawasaki KDX enduro bikes:

KDX175

SPECIFICATIONS

Engine	2-stroke Single	Suspension, front	Air-adjustable forks
Displacement	173 cc	Suspension, rear	Uni-Trak
Bore x stroke	66 mm x 50.6 mm	Travel, F/R	9.8 in./9.8 in.
Carburetor	34 mm Mikuni OV	Tire, front	3.00-21
Induction	6-petal reed valve	Tire, rear	4.00-18
Ignition	CDI	Seat height	36.2 in.
Starting	Primary kick	Fuel capacity	2.8 gal.
Transmission	6-speed	Weight, dry	218 lbs.

KDX450

To get to the head of the Open Class, you need a bike with bottom-end torque and tree-blurring power. A bike that steers as quick as your reflexes, with suspension that'll absorb the nastiest terrain so your body doesn't have to. A bike that'll take you out and get you back, without taking you to the cleaners when it comes to maintenance.

You need the new Kawasaki KDX450.

For '82, it's not just bigger, it's better. From the new carb through the 6-petal reed valve to the revised porting, pipe and muffler, the 450 puts out big power. It puts it to the ground through new transmission ratios, a revised, rising-rate Uni-Trak™ suspension and a new super-strong, super-light box-section swingarm. And it'll put it to the competition like nothing else in its class.

The 1982 KDX450 — it's the Open Class master-blaster.



KDX450

SPECIFICATIONS

Engine	2-stroke Single	Suspension, front	Air-adjustable forks
Displacement	443 cc	Suspension, rear	Uni-Trak
Bore x stroke	83 mm x 82 mm	Travel, F/R	10.2 in./9.4 in.
Carburetor	36 mm Mikuni	Tire, front	3.00-21
Induction	6-petal reed valve	Tire, rear	5.10-18
Ignition	CDI	Seat height	37.2 in.
Starting	Primary kick	Fuel capacity	3.2 gal.
Transmission	5-speed	Weight, dry	260 lbs.