



Normally located right about here, our front disc brake has been lightened and features a new slot pattern to better dissipate mud & water.



High-impact plastic parts help to fend off foreign debris like rocks, dirt and tomatoes chucked by envious onlookers.

New aluminum alloy rims have been lightened, resulting in less unsprung weight. So you'll experience less riding stress. Same goes for the suspension.



Fuel tank tucks down within the perimeter frame for lower CG. So the KX feels lighter and handles better.

New parallel flow radiators keep the KX cool, heat after heat.



43mm upside-down cartridge forks deliver over 12" of travel, and the triple crown utilizes tapered roller bearings. No cheap stuff here, folks.

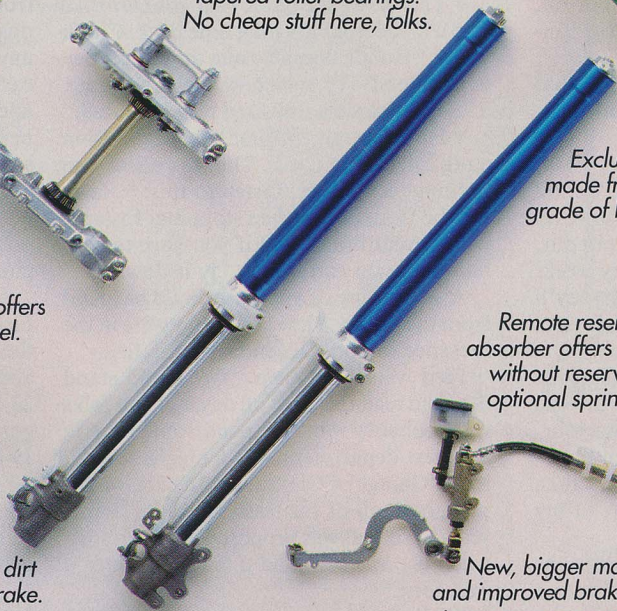


Exclusive anti-flex perimeter frame is made from a virtually indestructible grade of high-tensile steel.

Beefy front brake offers superb brake feel.



This space-age hunk of plastic keeps dirt and mud from landing on the front brake.



Remote reservoir rear shock absorber offers up to 13" of travel, without reservations. And yes, optional springs are available.

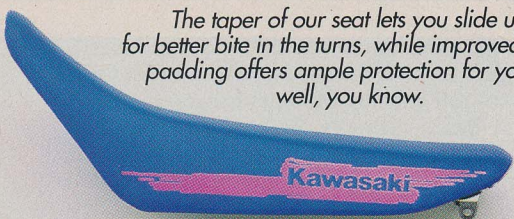
New, bigger master cylinder and improved brake hose make for stronger, more progressive braking.

# It All Comes Together

For use in closed-course competition only. Not for general off-road recreational riding. Specifications and price subject to change without notice. Availability may be limited.



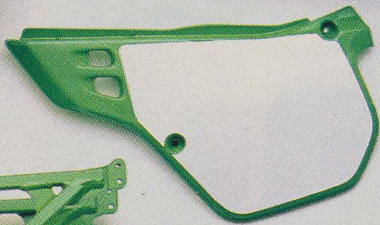
The taper of our seat lets you slide up for better bite in the turns, while improved foam padding offers ample protection for your... well, you know.



Carbon fiber reed petals lessen back pressure and provide better crankcase filling for more low-end power.



Aluminum square tube rear frame can be easily unbolted for quick access to airbox and Unitrak.



Rebuildable silencer keeps maintenance costs as low as a joke about your mother.



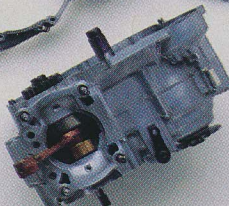
The Kawasaki Integrated Power Valve System (aka KIPS) changes the size and shape of ports as revs increase resulting in more low-end torque and high-end power.



Aluminum swing arm is part of our adjustable rising-rate Unitrak® Suspension. This lets you swallow humongous bumps and enjoy gobs of wheel bite.

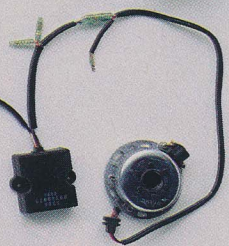


Tough, close-ratio tranny lets you bang shifts all day long without going south on you.

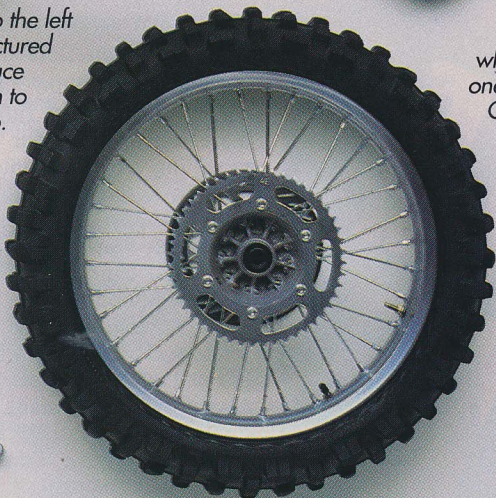


Thrash-proof clutch allows second gear holeshots and fanning out of the corners. Which is more than you can say for other wimpy clutches.

Microcomputer-controlled digital ignition fires a perfectly timed spark. We're talking Africa hot.



The parts below and to the left make the knobby pictured on the right produce the kind of traction to keep you on top.



Here's how a KX looks when assembled. Purchase one and you'll get free Team Green technical support. Pester your dealer for details.



# At The Finish Line.

**Kawasaki**  
Let the good times roll.

Always wear a helmet and appropriate protective apparel. Featured bike is the 1991 KX250. Some features shown may not apply to other '91 KX models.