

## GROUND-LEVEL MACHINERY

# KAWASAKI KD80 AND KE100

### Low-buck playbikes

**Y**ou want to start riding. Your friends have bikes, and playing little league on the weekends just doesn't cut it anymore. What kind of bike do you need to get in on the ground level? Certainly *Dirt Bike* tests the extravagant, mega-buck racers, but if you're a few years away from those, Kawasaki has two entry-level trail bikes worth considering: the KD80 and the KE100.

Gobs of unuseable horsepower and yards of suspension aren't the hot ticket. Off-road goodies are a must. Tires, some suspension travel, but the most important thing is *dependability*. The bike must be stone reliable. Along with the reliability factor, price is next on the list.

Both the KD80 and the KE100 are

pounds, this makes it an ideal playbike for the beginner.

As for the tires, suspension and other bits and pieces, some were good,

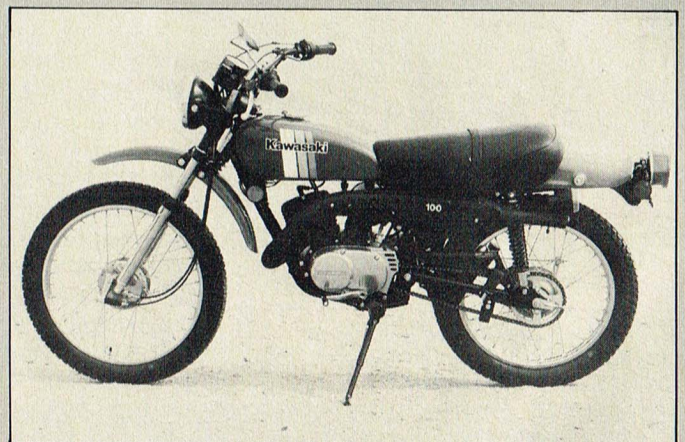
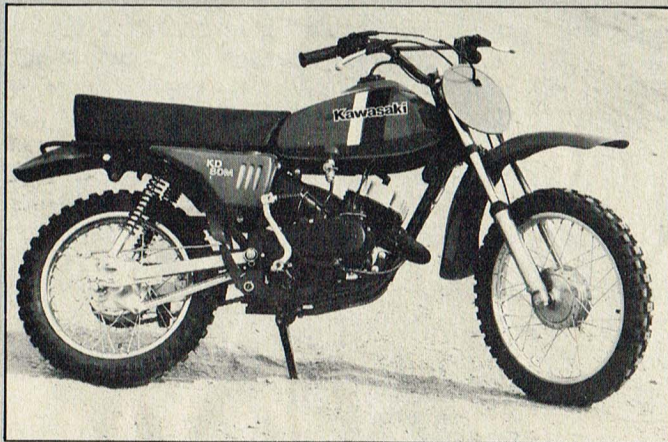


*The KD80 is sized just right for the beginner.*

For long-term maintenance, the only drawback we could see was that the ignition wasn't pointless.

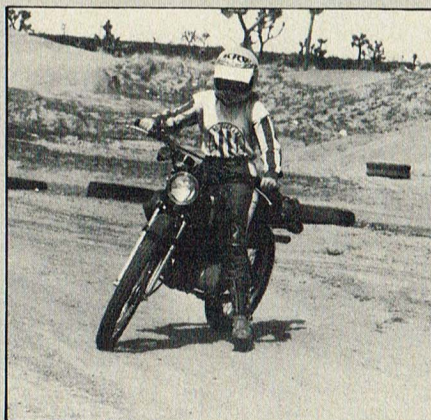
The KE100, is very similar to the KD80, except for the larger motor and the fact that it's street-legal. The 100cc engine again is a rotary-valve, oil-injected unit. It's also a five-speed that has just about enough beans to do 55 mph—definitely not a blown fuel dragster. But there's enough torque for moderate hill climbing and trail use. Around town, cruising proved the KE to be stingy with gas. Saves dinero.

Both the KD80 and the KE100 are decent, entry-level bikes. At a price of \$599 for the 80, and \$799 for the 100, the little Kawas are priced right for the low-cost, small playbike market.



trail bikes. The KD is made strictly for off-road use, while the KE100 is a street/trail machine. These junior-sized bikes have been in Kawasaki's lineup for years...with very few changes. While major improvements haven't come in leaps and bounds, both bikes have been proven, over the years, as rugged and stone-axe dependable.

The KD80 is a two-stroke, 80cc, rotary-valved, oil-injected machine. With the oil injection, the guesswork is taken out of the beginner's hands as to how much oil goes with how much gas. Simply fill the oil tank and ride. With a five-speed transmission and the rotary-valved motor, the little Kawa is strong enough to pull a full-sized adult around. Seat height is low and, combined with the light weight of 152



*Although the KE100 is street-legal, it's just as much fun to cruise around the local play area.*

some grim. Knobby tires are stock; nice. Forks and shocks are too harsh for small riders, and very outdated.

## KAWASAKI KD80 AND KE100

|                     |   |
|---------------------|---|
| Engine type         | Two-stroke  |
| Bore and stroke     | 47.0mm x 46.0mm/<br>49.5mm x 51.8mm                     |
| Displacement        | 79cc/99cc   |
| Horsepower          | N/A   |
| Carburetion         | Rotary-valve/Mikuni VM195C/<br>Rotary-valve/Mikuni 19SC |
| Fuel tank capacity  | 1.7 gallon/2.1 gallon                                   |
| Gas/Oil ratio       | Oil injection   |
| Transmission        | Five-speed  |
| Gearing, front/rear | 14/39 and 15/42   |
| Ignition            | Points/Magneto  |
| Wheelbase           | 1100mm/43.3 inches<br>and 1260mm/49.6 inches            |
| Ground clearance    | 180mm/7.1 inches and<br>240mm/9.4 inches                |
| Steering head angle | N/A   |
| Weight (claimed)    | 69Kg/152 pounds and<br>92Kg/203 pounds                  |
| Intended use, mfr.  | Off-road and<br>Trail/street-legal                      |
| Country of origin   | Japan   |
| Price               | \$599 and \$799   |
| Distributor:        |   |
|                     | Kawasaki Motors   |
|                     | 2009 E. Edinger Avenue                                  |
|                     | Santa Ana, California 92705 <input type="checkbox"/>    |