

# KX250

2003 Sales Guide

**MODEL NAME:** KX250  
**MODEL CODE:** KX250-M1

## KEY FEATURES

- ▶ Race ready, right out of the crate.
- ▶ Up-rated engine has more power & a wider powerband.
- ▶ New ratchet-type shift mechanism for sharper shifting.
- ▶ New perimeter frame is stiffer for brilliant cornering.
- ▶ Up-rated suspension performance.
- ▶ New hydroformed tapered swingarm.
- ▶ New styling and bodywork.



Colour: Lime Green

**Kawasaki**  
Let the good times roll.

## FEATURES AND ADVANTAGES:

### Engine

- ▶ 249 cm<sup>3</sup> liquid-cooled, two-stroke Single with carbon-fibre piston reed valve induction.
- ▶ The new crankcases have an oil groove in the left case added to improve lubrication of the clutch release mechanism. The right case has been modified to accept the new ratchet-type shift mechanism. And both cases mount new crank bearings with thicker inner races for improved durability.
- ▶ In a first for the KX models, the KX250 cylinder features a special chrome composite plating. This high quality plating process results in improved surface quality of the bore surface, particularly at the all-important port chamfers.
- ▶ The combustion chamber shape has been modified for more power at high rpm and an improved over-rev.
- ▶ The upper engine mount has been moved from the front of the head to the rear of the head for more compactness, reduced vibration and improved chassis rigidity.
- ▶ The 2-stage 3-way KIPS has changes to the governor to allow a greater range of KIPS valve motion, improving low and mid-range power characteristics and smoothing out the powerband.
- ▶ New expansion chamber dimensions contribute to improved power in the mid-range and at high rpm.
- ▶ For improved reed durability, new horizontal and vertical air guide plates deliver more equalised air flow.
- ▶ Relocating the igniter unit from inside the airbox to the front of the steering head results in increased airbox capacity, a more idealised airbox shape and improved intake flow, all of which contribute to improved power characteristics.
- ▶ For better starts, and to let riders make the most of the improved power characteristics, 2nd and 3rd gear ratios have been changed.
- ▶ Improvements to the 5-speed transmission include a new ratchet-type shift mechanism for more direct operation and greatly improved shift quality. Clearance between the gears and splines has also been reduced for smoother shifting.
- ▶ A new clutch basket, pressure plate and other components complement the new shift mechanism and give improved clutch action and better feel.
- ▶ New settings for the carburettor's pilot circuit and powerjet improve response in the very low to low-rpm range. Input from the TPS sensor to the power jet carb ensures accurate fuel metering across the rev range for sharp throttle response.
- ▶ Radiator capacity has been increased for more cooling.

### Chassis

- ▶ An all new steel perimeter frame with larger backbone tubes (from 30 x 20 to 40 x 25 mm) significantly increases frame rigidity. The head pipe is 6 mm longer and its rake angle has been increased by 1°. The increased rigidity gives enhanced cornering performance with no detriment to the KX's excellent straight-line stability.
- ▶ Complementing the new frame is a new tapered aluminium swingarm made by hydroforming. The new swingarm is lighter by 100 g and has an improved stiffness balance. Additionally, the smaller ends of the swingarm allow use of lighter axle holders. Axle diameter is increased from 20 to 25 mm and wall thickness reduced from 3.5 to 2.5 mm, for reduced axle weight and high strength. The new chain guide is also lighter.
- ▶ Revised linkage ratios for the rear suspension reduce ride height by 10 mm for a lower centre of gravity and improved suspension action. (The fork tubes are also pushed up 10 mm in the triple clamps.) Rear wheel travel is slightly reduced. For increased load capacity, tapered roller bearings are used at the upper and lower shock mounts in place of the earlier needle bearings.
- ▶ New handlebars with slightly higher, more pulled-back bend match the improved ergonomics of the new bike and improve the riding position. New handlebar grips give longer wear and a more solid feel.

### Front Fork, Wheels & Brakes

- ▶ Fork offset increased from 22 to 25 mm for sharper cornering performance.
- ▶ The bladders have been removed from the 48 mm inverted fork and a new damping mechanism has been fitted. Additionally, bump rubbers replace the oil-lock method for improved bottoming characteristics. Thinner wall thickness for the triple clamps reduces weight and steering inertia.
- ▶ Front hub has revised brake disc mounting to suit the new brake disc mounting bolts. Dual-piston front brake caliper uses 27 mm pistons and is operated by a master cylinder with 11 mm piston. The front brake rotor cover is no longer fitted but is available as an option. A cover is fitted to the rear brake rotor as standard.
- ▶ The rear brake disc now uses 4 disc mounting bolts instead of 6, for reduced weight and fewer parts. New one-piece rear brake master cylinder is more compact and lighter. For more braking action and reduced weight, the rear brake disc size has been changed from 220 to 240 mm. New pad material for the front and rear brakes gives improved action and a better feel.
- ▶ New front tyre enhances cornering performance, and a new rear tyre gives improved traction and lighter cornering characteristics. New front and rear rims are fitted.

### Styling & Bodywork

- ▶ All-new styling and bodywork includes new front and rear fenders, tank, seat, side covers and front number plate.
- ▶ The new exterior design is smoother and reshaped radiator shrouds make it easier for the rider to move about on the bike.
- ▶ Fuel tank capacity reduced from 8.6 to 8.2 litres to give a flatter tank and easier rider mobility. The new petcock is lighter.
- ▶ The seat features a new shape for improved seating, thicker padding and the seat mounting bracket has been improved for more durability. Optional 20" front wheel available.

## SPECIFICATIONS:

Engine type .....	2-stroke, single cylinder
Displacement:.....	249cc
Bore & Stroke: .....	66.4 x 72.0mm
Compression Ratio: ...	10.1:1 low speed, 8.6:1 high speed
Cooling .....	Liquid
Carburettor(s): .....	Keihin PWK 38S
Ignition:.....	Digital CDI
Starting:.....	Primary kick
Transmission:.....	5-Speed
Rake Angle: .....	27°
Wheel Travel (front/rear): .....	300 / 310mm
Front Tyre Size: .....	80/100-21 51M
Rear Tyre Size: .....	110/90-19 62M
Ground Clearance: .....	355mm
Wheelbase: .....	1,480mm
Front Susp: 48 mm USD dual air-chamber telescopic fork	
Rear Susp: .....	Bottom-Link UNI-TRAK
Brakes (front).....	250mm disc, 2-PC
Brakes (rear).....	240mm disc
Fuel Tank Capacity:.....	8.2 litres
Seat Height: .....	945mm
Dry Weight: .....	97kg
Warranty: .....	N/A
Team Green:.....	12 months

Note: Specifications subject to change without notice.  
Ask about Kawasaki Finance.

**Kawasaki**  
Let the good times roll.