



2004 Model Information

MODEL CODE: **KLX400-B2**

MODEL NAME: **KLX400R**



MODEL CONCEPT

Race or play, this high-performance 4-stroke Single has the engine and chassis performance to get the job done. The KLX400B is an off-road only machine. It is powered by gutsy, liquid-cooled DOHC 4-valve, 398 cc engine pumping out heaps of torque across a wide powerband. High-tech engine features include plated aluminium cylinder, digital ignition system and lightweight forged aluminium piston for high-rpm durability.

The chassis is just as advanced, and its small, compact dimensions give the bikes the feel and handling characteristics of a 250 machine. A narrow, lightweight chrome-moly frame doubles as an oil tank to save space and mounts an aluminium sub-frame for low weight. The long-travel fork with massive 49 mm stanchion tubes is adjustable for spring preload and damping, and the long-travel rear suspension connects to a lightweight aluminium swingarm via progressive linkage. Front and rear disc brakes deliver impressive stopping performance, and lightweight alloy rims reduce unsprung weight.

Narrow, motocross-derived styling make the KLXs as fun to ride as they are to look at. Rider manoeuvrability is excellent. The KLX400Rs high-performance engine and rugged chassis make it an instant winners.

MAIN FEATURES

Engine

- Liquid-cooled, DOHC 4-valve, 398 cm³, 4-stroke Single produces broad, tractable power and torque and also features a compact, streamlined design for the double merits of low engine positioning and an extra-slim, off-road rider-friendly chassis.
- Engine features include a bore and stroke of 90 x 62.6 mm; two 36 mm intake valves and two 29 mm exhaust valves; narrow, 28° included valve angle and a compact, high-compression combustion chamber.
- High-lift cams operate directly on bucket tappets and feature shim-under-bucket lash adjustment.
- The forged aluminium piston is 10% lighter than a conventional cast piston, and its underside is cooled by a crankcase oil jet.
- Durable, lightweight aluminium cylinder is plated with a nickel-phosphorus-siliconcarbide coating for increased heat transfer. Lack of cast steel liners and the use of internal oil passageways instead of external oil hoses contribute to weight reduction.
- Dry-sump lubrication system helps make the engine more compact, and allows the engine to be placed lower in the frame. The lower centre of gravity reduces the effort required to turn.
- Digitally mapped DC-CDI system monitors throttle position and engine rpm, and adjusts ignition timing to maintain efficient combustion.
- The KLX400B breathes through a Keihin FCR39 flatslide carburettor.
- Compact electric starter makes starting the engine simple when you get stuck in a difficult place.
- For easy starting, a compression release system automatically lifts one of the exhaust valves at cranking rpm.
- Transmission is a compact five-speed. The outer clutch cover can be removed without draining the engine coolant, simplifying maintenance.
- Magnesium-alloy clutch, magneto and cam covers reduce weight.

Frame/Suspension

- Narrow frame combines thin-wall, round- and rectangular-section chrome-moly steel tubes for exceptional torsional rigidity and minimum weight. The front and rear downtubes are rectangular; the main backbone and engine cradle have round sections. The bolt-on rear sub-frame is made of rectangular-section aluminium-alloy tubing.
- The front downtube, main backbone tube and steering head gussets are sealed to form the engine oil reservoir, holding 1.7 litres. The oil filler cap is built into the steering head, gusset on the right side.
- Long-travel front fork with massive 49 mm stanchion tubes has adjustable spring preload and damping. Rubber boots help protect the fork tubes and seals from rock nicks and dirt.
- Long-travel rear shock is connected to the aluminium-alloy swingarm by a progressive linkage and has adjustable damping and spring preload.
- Grease nipples make it easy to maintain the swingarm pivot and suspension link bearings, and a stain-resistant coating reduces the chance of rear axle and chain adjuster corrosion.
- In the retracted position, the sidestand rides above and close-in to the swingarm, minimising the chance of it contacting the terrain.
- Footpegs are durable, cast chrome-moly steel. Forged aluminium-alloy rear brake pedal has folding tip.

Brakes/Wheels/Tyres

- Large, 250 mm front disc gripped by dual-piston caliper.
- A 220 mm disc and single-piston caliper slow the rear wheel.
- Wheels feature aluminium-alloy rims and hubs.
- The KLX400B has lightweight, necked-down spokes and aluminium-alloy nipples.
- Front axle has an internal hex head to minimise protrusion and chance of terrain contact.

Bodywork/Styling

- The KLX400 was designed to be as narrow as possible to maximise the rider's ability to move freely and shift weight back and forth, making it easier to manoeuvre across uneven terrain. Smooth transitions between the specially shaped 10 litre fuel tank and seat, the fuel tank and dual radiator covers, the seat and side panels and the side panels and rear fender reduce hindrance to rider mobility. Even the bottom edges of the bodywork are shaped to avoid snagging on the rider's boots. Viewed from overhead the KLX400 is especially narrow at the footpegs.

Electrical Equipment

- The KLX400B features a 12 V, 55 W headlamp and lightweight LED tail lamp. The tail lamp features bright-red LEDs implanted in a flexible housing made of translucent and opaque elastomers mounted on a flexible epoxy base. The LED tail lamp is very compact, water resistant and durable and does not generate heat.
- The KLX400B comes equipped with a compact mechanical trip meter.

Other Practical Features

- Large-capacity (6 litre) airbox carries and oiled-foam air filter which can be easily accessed for maintenance without tools. The left side panel doubles as the airbox cover, and is secured by three quick-release D-ring fasteners. Elastic bands secure the air filter itself.

COLOUR

- Lime Green

SPECIFICATIONS

ENGINE

| | |
|-------------------|------------------|
| Type | 4-stroke Single |
| Displacement | 398 cc |
| Bore and Stroke | 90.0 x 62.6 mm |
| Compression ratio | 12.2:1 |
| Valve system | DOHC, 4 valves |
| Carburettor | Keihin FCR39 x 1 |
| Ignition | DC-CDI |
| Starting | Electric |
| Cooling | Liquid |
| Lubrication | Dry sump |

KLX400-B1

DRIVETRAIN

| | |
|---------------|-----------------|
| Transmission | 5-speed |
| Primary drive | Gear |
| Final drive | Chain |
| Clutch | Wet, multi-disc |

FRAME

| | |
|-----------------------------|---|
| Type | Double cradle, chrome-moly steel |
| Suspension: front | 49 mm telescopic cartridge fork, coil spring, oil damped, with 14-way compression and 18-way rebound plus adjustable spring preload |
| rear | Link-type, coil spring, oil damped, with fully-adjustable spring preload and 26-way compression damping and 21-way rebound damping |
| Wheel travel: front | 288 mm |
| rear | 295 mm |
| Tyre: front | 80/100-21 51M |
| rear | 110/100-18 64M |
| ICaster (rake) | 27.6° |
| Trail | 114 mm |
| Steering angle (left/right) | 45° / 45° |

BRAKES

| | |
|---------------|-----------------------|
| Front brake | 250 mm disc |
| Front caliper | Dual-piston caliper |
| Rear brake | 220 mm disc |
| Rear caliper | Single-piston caliper |

ELECTRICAL EQUIPMENT

| | |
|----------------------|---------------|
| Battery | 12 V, 6 Ah |
| Headlight (high/low) | 12 V, 55 W |
| Taillight | LED tail lamp |

DIMENSIONS

| | |
|------------------|-------------|
| Overall length | 2,235 mm |
| Overall width | 825 mm |
| Overall height | 1,235 mm |
| Wheelbase | 1,475 mm |
| Ground clearance | 325 mm |
| Seat height | 945 mm |
| Dry weight | 119 kg |
| Fuel capacity | 10.0 litres |

PERFORMANCE

| | |
|----------------|------------------------------|
| Maximum power | 31.2 kW {41.8 PS}/ 8,000 rpm |
| Maximum torque | N/A |

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Let the good times roll.