
2005 Model Information

MARKETING CODE: **KX250N**

MODEL NAME: **KX250F**



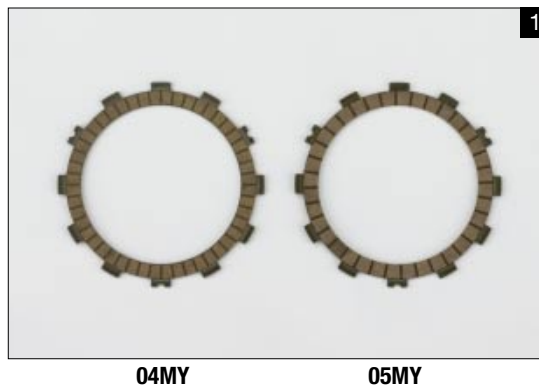
Note: While material contained herein may be used in the preparation of press releases, technical service material and other SP and marketing material, please keep in mind that this information is intended for internal use only.
All data reflect factory tests. All data subject to change without notice.

MAJOR / MINOR CHANGES FROM '04 MODEL

Engine Improvements



- * Improved low and mid-range response comes care of a straighter exhaust port and extended centre ribs in the intake and exhaust ports.
- * Revised ignition timing improves top-end and over-rev performance.
- * Rev-limiter changed to spark drop out control for smooth power drop-off and excellent over-rev characteristics.
- * Clutch has a fewer number (reduced from 48 to 36) of new friction elements for more direct action/feel. (Photo 1)



- * Left and right radiators are 40 mm longer. The improved cooling efficiency yields more stable performance. (Photos 2,3)



04MY 05MY
Right-side radiator shown

Chassis Improvements

- * Head pipe wall thickness increased from 2.6 to 3.2 mm for improved handling.
- * Front fork benefits from new, low-friction seals for smoother action throughout the stroke range.
- * On-the-fly clutch adjuster added to clutch lever perch. (Photo 4)



Other Updates

- * Water pump cover and oil filter cap are now separate for improved maintenance. (Photo 5)



- * New footpegs are wider and offer better grip. Shorter transverse length means greater cornering clearance.
- * New front brake lever has better feel.
- * New seat cover uses a high-grip top and smooth sides for good grip when sitting and high mobility when riding on the pegs. More durable urethane foam improves comfort and wear.
- * Wider handlebar mounts (increased from 90 to 98 mm) help prevent handlebar bending.

- * Fork mounting bolt locations changed on the top triple clamp for easier maintenance and stronger mounting (front/back > left/right). (Photo 6)



- * Clutch cable outer liner changed from polyethylene to Teflon for reduced friction.
- * Stainless throttle cable wire with a greater number of thinner strands delivers superb, low-friction throttle operation.
- * Low-friction throttle barrel also reduces throttle operating friction.
- * New front brake pad material offers better feel and performance.
- * Lighter fork and rear shock mounting bolts contribute to reduced weight.
- * Chain guide roller now uses two bearings for greater durability.
- * A number of engine parts were revised for improved reliability/durability. These include: shotpeening for 3rd-4th input gear, a reinforced air cleaner box, new clutch spring material, new muffler packing and construction, redesigned perforated pipe and a more rigid water pump cover.
- * Optional engine parts include: 40 mm shorter (lighter) radiators for shorter motos, ignition rotors with different inertial weights, a manual decompression lever and a smaller 12T front sprocket. Optional chassis parts are unchanged.

COLOUR(S)

- * Lime green with aggressive new graphics.



SPECIFICATIONS

ENGINE	KX250-N2
Type	Liquid-cooled, 4-stroke Single
Displacement	249 cm ³
Bore and Stroke	77.0 x 53.6 mm
Compression ratio	12.6:1
Valve system	DOHC, 4 valves
Fuel system	Carburettor: Keihin FCR37
Ignition	Digital AC-CDI
Starting	Primary kick
Lubrication	Forced lubrication, semi-dry sump
DRIVETRAIN	
Transmission	5-speed, return
Final drive	Chain
Primary reduction ratio	3.350 (67/20)
Gear ratios: 1st	2.142 (30/14)
2nd	1.785 (25/14)
3rd	1.444 (26/18)
4th	1.200 (24/20)
5th	1.052 (20/19)
Final reduction ratio	3.692 (48/13)
Clutch	Wet multi-disc, manual
FRAME	
Type	Perimeter, high-tensile steel (D-section tubes for upper frame rails)
Wheel travel: front	300 mm
rear	310 mm
Tyre: front	80/100-21 51M
rear	100/90-19 57M
Caster (rake)	26.5°
Trail	110 mm
Steering angle (left/right)	42° / 42°

SUSPENSION	KX250-N2
Front: Type Compression damping Rebound damping	48 mm upside-down cartridge-type telescopic fork 16-way 16-way
Rear: Type Compression damping Rebound damping Spring preload	New Uni-Trak 16-way 16-way Fully adjustable
BRAKES	
Front: Type Caliper	Single semi-floating 250 mm disc Dual-piston
Rear: Type Caliper	Single 240 mm disc Single-piston
DIMENSIONS	
Overall length	2,170 mm
Overall width	840 mm
Overall height	1,270 mm
Wheelbase	1,475 mm
Ground clearance	340 mm
Seat height	960 mm
Dry weight	92.5 kg
Fuel capacity	7.5 litres
PERFORMANCE	
Maximum power	31.7 kW {43.1 PS}/ 11,000 rpm*
Maximum torque	28.7 N·m {2.93 kgf·m}/ 8,500 rpm

*Change as of 05MY

The specifications mentioned here apply to and have been achieved by production models under standard operating conditions. We intend only to give a fair description of the vehicle and its performance capabilities but these specifications may not apply to every machine supplied for sale. Kawasaki Heavy Industries, Ltd. reserves the right to alter specifications without prior notice. Equipment illustrated and specifications may vary to meet individual markets.