



**K A W A S A K I**  
**ALL-TERRAIN VEHICLE**  
**HISTORY 1981-2004**  
**UTILITY VEHICLE**  
**HISTORY 1988-2003**

**Kawasaki**  
Let the good times roll.

**KAWASAKI**  
**ALL-TERRAIN VEHICLE HISTORY 1981–2004**  
**UTILITY VEHICLE HISTORY 1988–2003**

Hard working and hard playing, the Kawasaki ATV and MULE™ utility vehicle are so widely used for so many different tasks that it is hard to imagine a world without them. Our first ATV was the three-wheeled KLT200, which debuted in 1981.

It was an instant success and paved the way for a wide range of recreational and utility ATVs.

Today, Kawasaki's ATV line-up has a machine for every use, from rugged workhorses like the Prairie® 650 4x4 model to high-performance sports machines like the new KFX700 V Force™ ATV.

With a pick-up truck type design, the first MULE (Multi-Use Light Equipment) hit the market in 1988 and, like its namesake, proved so amazingly versatile that the MULE utility vehicle is now a ubiquitous sight at farms, docks, sports facilities and anyplace else where lightweight and sturdy utility vehicles are needed.

As all these dependable machines prove, Kawasaki keeps the good times rolling on four wheels as well as two.



# KAWASAKI ALL-TERRAIN VEHICLE HISTORY 1981-2004

## 1980

### 1981



KLT200 (KLT200-A)

#### More than just another 3-wheeler

Kawasaki released its first ATV into a market predominately filled with 70cc and 90cc models. Compared to the lightweight recreational models of competitive manufacturers, the KLT200's advanced features allowed it to be used for light utility purposes as well as off-road fun.

At 198 cm<sup>3</sup> the KLT200 was the largest displacement ATV on the market and the first to feature the convenience of electric starting, the superior control of a rugged manual clutch, and the latest innovation in 3-wheelers: dual-mode differential. The combination of the torquey 4-stroke engine with 5-speed transmission, a lightweight chassis and big balloon tyres allowed this 3-wheeler to go places few other vehicles could. Low-maintenance features included an enclosed drive chain and an automatic cam-chain tensioner.

### 1982



KLT250 (KLT250-A)

This performance-oriented 3-wheeler was powered by a responsive 246 cm<sup>3</sup> SOHC engine. The sturdy leading bottom link front suspension gave a natural anti-dive effect during braking, contributing to a stable, comfortable ride. Other features included electric starting, a standard trailer hitch and a 12-volt electrical system with auxiliary accessory terminals.

### 1983 Ahead of its Time

Hunters were among the first to exploit the go-anywhere capability of the ATV. The Duckster, with its camouflage graphics, blended in with the surrounding environment and proved a reliable companion to backwoods sportsmen. The quiet 4-stroke engine and special high-traction balloon tyres perfectly suited the rugged terrain in which the Duckster often operated.



Duckster 200 (KLT200-A)



KLT200 (KLT200-B/C)

Sales of the upgraded KLT200 commenced. An electric fuel pump, a new carburettor and a complete re-styling were just some of the improvements featured.

#### Hard Working & Hard Playing

Based on the KLT250, this was the first Kawasaki ATV to bear the now famous Prairie<sup>®</sup> name. This hard-working hard-playing ATV featured a displacement of 249 cm<sup>3</sup>, higher compression and a wide-ratio 5-speed transmission mated to a dual-mode quick-change differential. Convenient features included theft-resistant key ignition, fused accessory terminals, radial tyres, and front and rear cargo racks.



Prairie 250 (KLT250-C)

### 1984 Right-sized for family fun

It wasn't long before older teen riders were demanding an ATV of their own, and the lightweight KLT110 was the result. Easy heel-and-toe shifting and a convenient neutral indicator made it the perfect ATV for beginning riders. An especially welcome feature for new riders was the dual-control rear brake, which could be operated from either the brake pedal or the left-hand lever.

KLT110 (KLT110-A)



#### Off-Road High Performance!

The Tecate<sup>®</sup> name recalled the rugged terrain of Baja, and this machine had the performance to match. High-tech features included a liquid-cooled 249 cm<sup>3</sup> 2-stroke engine, a large-capacity fuel tank, powerful front and rear disc brakes, and lightweight aluminium wheels mounting computer-designed tyres.

Tecate (KXT250-A)



Parks and beaches were safer after the Police 250 (KLT250-P) debuted. The special police model was based on the popular Prairie 250 ATV.

### 1985

KLT160 (KLT160-A)



The KLT160 off-road fun machine made its debut. Compact and lightweight, it was an ATV the family could enjoy.

Bayou 185 (KLF185-A)



#### The 4-wheeled dirt bike

The first ATV in the now famous Bayou<sup>®</sup> series, the Bayou 185 featured a four-wheel design, highly reliable shaft drive, a convenient reverse gear and smooth-riding independent front suspension. Powered by a single-cylinder SOHC engine, it had plenty of low-rpm torque for exploring out-of-the-way places.

### 1986

KLT185 (KLT185-A)



Sales of the KLT185 began. Shaft drive, a reverse gear and an automatic compression release were only some of its advanced features.

Tecate (KXT250-B)



An upgraded version of the Tecate ATV arrived. It was loaded with technology from KX motocrossers.

1986

Bayou 300 (KLF300-A)



Called "the strongest 4-wheeler in the field," the Bayou 300's torquey 290 cm<sup>3</sup> engine, the largest displacement on the market at the time, had plenty of power for hauling loads. A dual-mode differential let riders choose between maximum traction and increased manoeuvrability. Other features included a reverse gear, independent front suspension, hydraulic front brakes and a handy storage compartment.

1987

Mojave 110/110E (KLF110-A/B)



Sales of the 4-wheeled Mojave<sup>®</sup> 110/110E ATV commenced. Light weight, responsive power and a smooth ride made them big hits with riders of all ages.

Tecate 4 (KXF250-A)



### 4-Wheeled MX Racer

This high-performance sports ATV was powered by a liquid-cooled 249 cm<sup>3</sup> 2-stroke engine equipped with KIPS<sup>®</sup>. Mounted in a lightweight, sturdy chassis running long-travel front and rear suspension, triple disc brakes and an aluminium swingarm, the Tecate 4 performed like a 4-wheeled motocross bike.

Mojave 250 (KSF250-A)



Named after the rugged desert in Southern California, this sport model ATV was powered by a high-performance, DOHC, 4-valve engine with liquid cooling. Long-travel swingarm rear suspension, double wishbone independent front suspension and triple disc brakes gave it the highest performing chassis in its category.

## 1988 Hard Working & Long Selling

Offering advanced features like shaft drive, an automatic clutch, a reverse gear and independent front suspension, the Bayou 220 was the hardest working utility ATV in its category and one of Kawasaki's longest and best sellers.

Bayou 220 (KLF220-A)



Bayou 300 (KLF300-B)



Sales of the new Bayou 300 ATV started. This upgraded version of the popular Bayou 300 was the hardest working ATV in its category.

1989

Bayou 300 4x4 (KLF300-C)



As tough as the terrain it was designed for, Kawasaki's first 4WD ATV, the Bayou 300 4x4, featured a 290 cm<sup>3</sup> engine that fed its gutsy power through a Hi/Lo range 5-speed transmission to a 4WD system with a limited-slip front differential. Front and rear shaft drive, a reverse gear, sturdy racks and an accessory electrical lead made this rugged ATV perfect for farms, docks and other hard-working applications.

# 1990

## 1993 Bigger is better

"Tomorrow's worker today" was the catch phrase for this hard-working and hard-playing ATV. Widely used for both work and recreation, the Bayou 400 4x4, with its liquid-cooled 391 cm<sup>3</sup> engine, was the largest displacement ATV on the market. Other advanced features included a 4-valve cylinder head and full-time 4WD.

Bayou 400 4x4 (KLF400-B)



## 1995 Utility & Recreation

Gutsy power from a 290 cm<sup>3</sup> single-cylinder engine, a 5-speed transmission with dual automatic clutches and triple disc brakes made the Lakota<sup>™</sup> 300 the most agile sport-utility ATV on the market. Sturdy front and rear cargo racks had plenty of carrying capacity for workloads or recreational gear.

Lakota 300 (KEF300-A)



## 1997 The First Automatic ATV

The first adult-sized, fully automatic ATV offered by a Japanese manufacturer, the 391 cm<sup>3</sup> Prairie featured many U.S.-sourced components. The all-new Kawasaki Automatic Power-Drive System (KAPS), limited-slip front differential, MacPherson strut front suspension, and dual front disc brakes were only some of its many advanced features.

Prairie 400 4x4 (KVF400-A)



1998

Prairie 400 (KVF400-B)



Sales of the 2WD Prairie 400 ATV commenced.

1999

Prairie 300 4x4 (KVF300-A)



Patterned after the Top 10 industry-best-selling KVF400-A, the Prairie 300 4x4 offered all the same great features as its larger sibling, but with a more economical air-cooled engine. Produced at Kawasaki's Lincoln facility in the U.S.A., this do-it-all ATV became an instant best seller.

Prairie 300 (KVF300-B)



Sales of the Prairie 300 ATV began. Built on the same chassis and engine design as the Prairie 300 4x4, this easy-steering 2-wheel drive version was powered by an air-cooled 290 cm<sup>3</sup> Single.

Prairie 400 4x4 (KVF400-C)



The upgraded Prairie 400 4x4 hit the market. Improved KAPS, composite racks, aluminium wheels, cigarette lighter-type accessory socket and digital instrumentation were some of its new features. In the same year the Prairie 400 (KVF400-D) was re-released with a number of upgrades.

## 2000

2001

Lakota Sport (KEF300-B)



A derivative of the sport-utility KEF300-A, the Lakota Sport ATV put the emphasis decidedly on "sport". All-new cobalt blue body-work, a 5-speed semi-automatic transmission with reverse, powerful triple disc brakes, and swingarm rear suspension with chain drive made the Lakota Sport a serious off-road fun machine.

2002

Prairie 650 (KVF650-A)



### Another world's first for Kawasaki!

Another breakthrough machine for Kawasaki, the Prairie 650 was the world's first mass-production ATV powered by a V-Twin engine. This powerful engine was complemented by a rugged space frame chassis equipped with an oil-bathed, sealed rear disc brake (an ATV world first), a unique electronically controlled engine braking system, electrically selectable 2WD/4WD, and a variable limited-slip front differential (another ATV world first). Highly regarded, this ATV won the "Design and Engineering Award" in *Popular Mechanics*, as well as numerous other accolades from major ATV publications.

Prairie 650 (KVF650-B)



2003

Bayou 250 (KLF250-A)



The Bayou 250 ATV, a larger displacement version of the long-time best selling Bayou 220, hit the market. A low-maintenance air-cooled engine and 5-speed semi-automatic transmission with reverse make this sturdy ATV ideal for work or play.

Prairie 360 4x4 (KVF360-A)



Like the cutting-edge Prairie 650 ATV, the Prairie 360 4x4 broke new ground in the ATV world by offering big-bore class features on a mid-sized (and mid-priced) 4x4. Features include an all-new 362 cm<sup>3</sup> engine, and the innovative sealed rear disc brake, engine brake control, selectable 2WD/4WD and variable front differential control from the Prairie 650. A 2WD version, the Prairie 360 (KVF360-B), was released the same year.

## 2004 Revolutionising the Sports ATV

They said it couldn't be done, but Kawasaki proved them wrong with another world's first: a high performing 2WD sports ATV equipped with shaft drive and an automatic transmission. The combination of a mighty 697 cm<sup>3</sup> V-Twin engine, a lightweight chassis and stunning Ninja<sup>®</sup> styling make the V Force™ the most exciting sports ATV of the decade.

KFX700 V Force (KSV700-A)



## 1980

1988

MULE 1000 (KAF450-B)



### Unmatched Utility

Featuring a pick-up truck type design, the Kawasaki MULE™ concept revolutionised the lightweight utility vehicle. Powered by a liquid-cooled 454 cm<sup>3</sup> twin-cylinder engine mounted in an open-cab utility chassis with independent front and rear suspension, and rolling on four all-terrain tyres with rear differential lock feature, the MULE 1000 utility vehicle was an immediate success.

1989 Jack of all trades

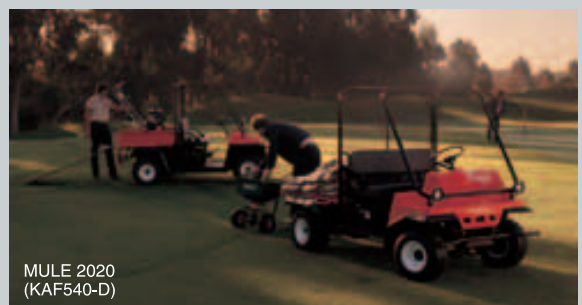
The combination of selectable 2WD or 4WD with a Hi/Lo transmission made the MULE 2010 the most versatile utility vehicle on the market. Independent front and semi-independent rear suspension, plenty of load-carrying capacity and a reliable 535 cm<sup>3</sup> engine made this MULE model suitable for almost any work environment.

MULE 2010 (KAF540-C)



## 1990

1990



MULE 2020 (KAF540-D)

### Treading Lightly

Nicknamed the Tenderfoot MULE, this medium-class "turf" MULE utility vehicle was specially designed for use on golf courses, sporting fields and other places where a soft "footprint" is important. Powered by a fan-cooled single-cylinder engine the MULE 2020 featured a dual-mode differential that could be locked for maximum traction or unlocked to minimise ground disturbance. Turf-type tyres and easy-to-operate controls made this hard-working MULE an instant hit.

### Industrial Strength

Sales of the MULE 2030 utility vehicle commenced. Offering many of the features of the MULE 2020, this 2WD model was designed especially for industrial work. It had special fuel and electrical systems to meet strict industrial standards, a flat bed and hard-surface tyres that offered long life on paved in-plant surfaces commonly found in manufacturing companies and warehouses.

MULE 2030 (KAF540-E)



# STORY 1988–2003

## 1990

### 1990 Personal Sized

The MULE 500 utility vehicle was introduced. This personal-sized utility vehicle was compact in size, easy to use and could easily fit in the back of a pick-up truck to be transported to work sites.

MULE 500 (KAF300-A)



## 1992

MULE 2510 (KAF620-A)



### V-Twin Performance!

A larger, more-powerful liquid-cooled 617 cm<sup>3</sup> V-Twin engine, 4-wheel drive, heavy-duty carrying capacity and a tilting cargo bed made the 2510 a top-of-the-line MULE model. Other advanced features included dual-mode differential, a high-mounted cab-frame air intake, a fan-cooled belt converter and all-wheel self-adjusting hydraulic brakes.

MULE 2520 (KAF620-B)



Sales of the MULE 2520 utility vehicle, the second in the MULE 2500 series, began. The combination of a quiet-running liquid-cooled V-Twin engine with a sound-insulated engine box and turf tyres made it possible to handle the toughest jobs with a quiet and light "footprint".

## 1993

MULE 2500 (KAF620-C)



With the MULE 2500 series setting industry standards, Kawasaki introduced the MULE 2500 utility vehicle. With most of the same features as the MULE 2510, this 2WD fully automatic version was a class leader.

### 1996 Compact with Seating for Two

Sales of the MULE 550 utility vehicle began. Newly designed, its fan-cooled engine with internal engine balancer and proven 4-wheel suspension gave the MULE 550 a relaxing ride quality. A bench seat for two made this the first 2-person compact MULE model.

MULE 550 (KAF300-C)



## 1999

Sales of the MULE 520 utility vehicle (KAF300-D), a turf version of the MULE 550, commenced. Compact size, turf tyres and popular features that included low emissions, simple controls and dual-mode differential made the MULE 520 a convenient and versatile MULE model for the turf world.

### Diesel Power

Powered by a liquid-cooled, 3-cylinder, 953 cm<sup>3</sup> diesel engine, the MULE 2510 Diesel offered outstanding fuel economy and increased load capacity. Dual-mode differential, independent strut-type front suspension and 4WD made this heavy-duty MULE utility vehicle a popular choice on work sites around the world where diesel is the primary fuel, such as in agriculture and underground mining.



MULE 2510 Diesel (KAF950-A)

## 2000

### 2000 Looks like a truck. Works like MULE.



MULE 3010 (KAF620-E)

The release of these three models marked the latest evolution in Kawasaki's MULE history. Powered by gutsy, liquid-cooled, 617 cm<sup>3</sup>, V-Twin engines coupled to all-new CVTs, they are some of the hardest working and most durable machines Kawasaki has ever produced. Radical new pick-up truck styling, improved ergonomics and other automotive design features made this new generation of stylish, hardworking utility vehicles an instant hit.



MULE 3020 (KAF620-F)



MULE 3000 (KAF620-G)

### 2003 Truck durability. MULE versatility.

The latest machine in the MULE 3000 series, the 3010 Diesel features the proven, liquid-cooled, 3-cylinder, 953 cm<sup>3</sup> diesel engine of the 2510 Diesel dressed in the other 3000 Series models. Upgrades include a stronger CVT belt, improvements to the exhaust system and a new cylinder block. Hard working and highly versatile, the 3010 Diesel's fashionable new styling package clearly positions it at the top of the MULE line.

MULE 3010 Diesel (KAF950-B)



MULE 3010 (KAF620-H)



Sales of the first camouflage MULE utility vehicle commenced. Based on the successful MULE 3010, the latest addition to the MULE 3000 Series provides woodsmen a rugged companion with ample load-carrying capability.

## ALL-TERRAIN VEHICLES



### 1981 KLT200

KLT200-A  
4-stroke  
Air-cooled Single  
SOHC  
198 cm<sup>3</sup>  
5-speed, manual



### 1985 Bayou 185

KLF185-A  
4-stroke  
Air-cooled Single  
SOHC  
182 cm<sup>3</sup>  
5-speed with reverse, auto clutch



### 1987 Tecate 4

KXF250-A  
2-stroke  
Liquid-cooled Single  
249 cm<sup>3</sup>  
6-speed, manual



### 1988 Bayou 220

KLF220-A  
4-stroke  
Air-cooled Single  
SOHC  
215 cm<sup>3</sup>  
5-speed with reverse, auto clutch



### 2002 Prairie 650

KVF650-A  
4-stroke  
Liquid-cooled V-Twin  
SOHC, 4 valves per cylinder  
633 cm<sup>3</sup>  
Dual range CVT with reverse  
Selectable 2WD/4WD



### 2004 KFX 700 V Force

KSV700-A  
4-stroke  
Liquid-cooled V-Twin  
SOHC, 4 valves per cylinder  
697 cm<sup>3</sup>  
CVT with reverse

## UTILITY VEHICLES



### 1988 MULE 1000

KAF450-B  
4-stroke  
Liquid-cooled Twin  
DOHC  
454 cm<sup>3</sup>  
CVT with reverse



### 1990 MULE 500

KAF300-A  
4-stroke  
Air-cooled Single  
OHV  
286 cm<sup>3</sup>  
CVT with reverse



### 1999 MULE 2510 Diesel

KAF950-A  
4-stroke  
Liquid-cooled 3-cylinder Diesel  
OHV  
953 cm<sup>3</sup>  
Dual range CVT with reverse  
Selectable 2WD/4WD



### 2000 MULE 3010

KAF620-E  
4-stroke  
Liquid-cooled V-Twin  
OHV  
617 cm<sup>3</sup>  
Dual range CVT with reverse  
Selectable 2WD/4WD

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