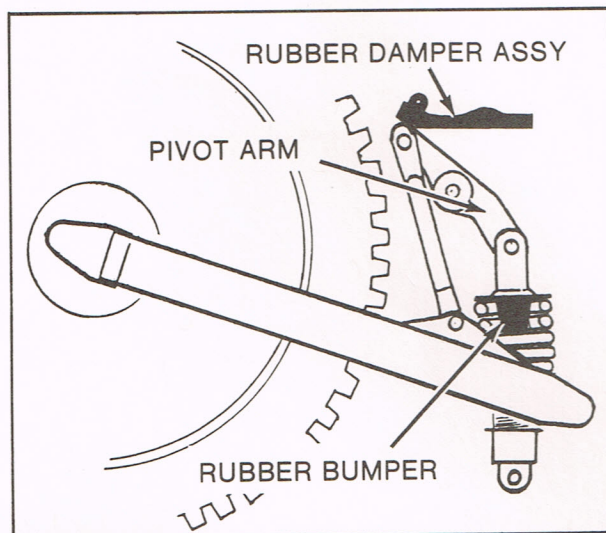


FACTORY DIRECTED MODIFICATION

BACKGROUND:

Occasional bottoming of the Uni-Trak suspension under the harshest conditions is a good sign, since it indicates that a rider is using the full travel available. The Uni-Trak suspension bottoming is controlled by a combination of two components: (1) the shock absorber rubber bumper, and (2) the frame-mounted rubber damper.

The installation of these components on early KX250 and KX420 units may allow unbalanced bottoming, and possible damage to the pivot arm assembly, damper assembly, and the damper bracket. The factory has modified the damping components. Dealers are directed to modify affected new machines prior to delivery, as well as those already in use. These modifications balance the bottoming load between the cushioning components and provide smoother, more progressive bottoming. The changes will not decrease rear wheel travel.



AFFECTED MACHINES:

The following units must be modified:
KX250-A6: before frame number KX250-501493
KX420-A1 before frame number KX420-500825

Units following these have been modified by the factory.

FACTORY ACTION:

Factory modification includes:

- (1) A repositioned damper rubber bracket, with reshaped rubber.

- (2) Two added cushion spacers above the shock absorber rubber bumper.

DEALER ACTION:

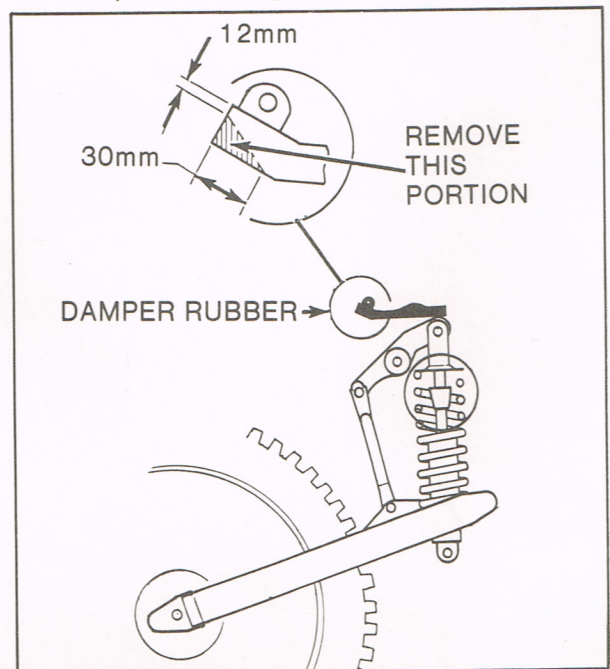
The following modifications must be made to all affected KX250 and KX420 units before delivery. For affected machines already in use, dealers should contact owners and arrange for the modifications as soon as possible.

1. Dealer inventory: Dealers will automatically receive one set of suspension cushion spacers for each KX250 and KX420 sold or in dealer stock.
2. Warehouse stock: Each affected unit received from a warehouse will contain a set of suspension cushion spacers.
3. Other units: Owners of affected machines may take them to a dealership other than where they were sold to receive the modification. In such cases, modifying dealers should call the Kawasaki HOTLINE to request extra spacers.

MODIFICATION PROCEDURE:

1. Remove the seat and both plastic side covers (number plates).
2. Remove the damper rubber. Cut or grind the end of the rubber as shown.

NOTE: To remove the damper, compress the suspension slightly.

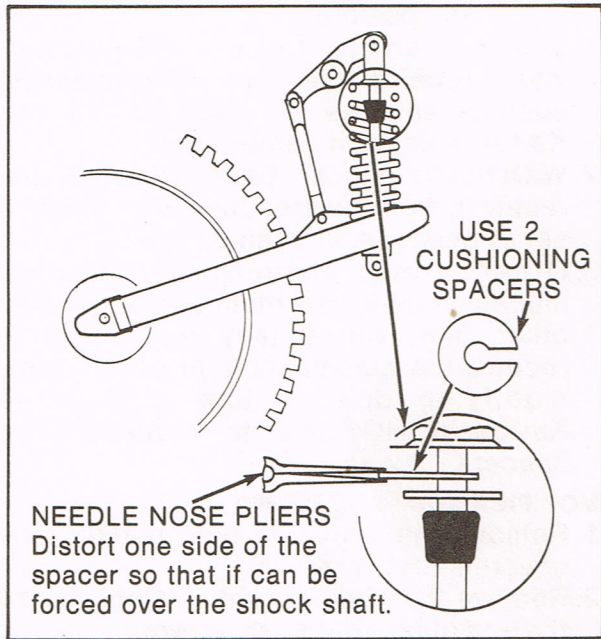


3. Reinstall the damper.

4. Pull down the shock absorber rubber bumper. Use needlenose pliers to insert two (2) of the flexible cushion spacers supplied by Kawasaki.

NOTE: There are two spacer sizes. One has a 16.5 mm hole for the KX250 shock absorber shaft. The other has a 20.5 mm hole for the KX420.

NOTE: If the unit has been raced, inspect the pivot arm bearings. The bearings should move freely, without binding. If the bearings are binding, call the Kawasaki HOTLINE (800-854-3800; 800-432-7093 in California).



PART NO.	DESCRIPTION	MODEL APPLICATION AND QTY
92026-4006	● Cushion Spacer	KX420-A1 (2)
92026-4005	● Cushion Spacer	KX250-A6 (2)

WARRANTY INFORMATION:

This is a Factory Directed Modification only for the units before the frame numbers indicated above. Use Job Code 21061 (0.3 hours).

NOTE: If additional time is required to repair the damper bracket of an affected machine that has been in use, call the HOTLINE.