

# What to look for in a trials bike and what the Kawasaki KT 250 features:

## Engine

The KT 250's piston valve engine is a new design, it's not a revised off-road unit. It was specially developed for trials use.

The engine pulls strongly from plonking (at near idle) speeds to the red line and delivers a very flat torque curve.

The large flywheel ensures the engine won't stall at very low rpm and won't hesitate when the throttle is suddenly opened for instant power.

Kawasaki's original CDI ignition system helps avoid plug troubles because it always provides a hot spark. And no timing adjustment is ever necessary.



## Transmission/brakes

The KT 250's 5-speed gearbox has ratios perfectly matched to the engine's power and for trials. The first three gears are close ratio while fourth and fifth are more widely spaced. Gear changing is crisp, clean and positive at all times.

Both front and rear brakes are designed to resist flooding when fording streams and be dependable at all speeds.

The chain tensioner keeps a constant tension on the chain to help avoid chain snatch and unnecessary wear.



## Frame/suspension

The KT 250 double loop frame is made from small calibre chrome molybdenum alloy tubing. It's light and strong.

The short wheelbase enables easy low-speed manoeuvrability.



Rear suspension units are adjustable and double-acting to provide excellent damping and control even over the most difficult terrain.



The long-stroke front forks provide excellent shock-absorbing and steering qualities. They have air spaces to help reduce oil heat build-up and any resulting loss of effectiveness.



## Comfort/convenience

The entire machine is carefully balanced to reduce rider fatigue. It provides a low centre of gravity with ample ground clearance.

The folding pegs are positioned high and handlebar controls are convenient for trials-style stand-up riding techniques.

Slim engine and fuel tank give an overall skinny profile which allows the KT 250 to slip between rocks and trees on narrow trails with ease.



Light front and rear plastic mudguards and side covers help save weight while being very functional. The side cover can be removed at a touch to reveal the air cleaner for easy access and maintenance.

Overall finish is excellent and the style in the trials tradition. It all adds up to making the Kawasaki KT 250 a machine of which experts and beginners can be equally proud.



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# Serious trial competit

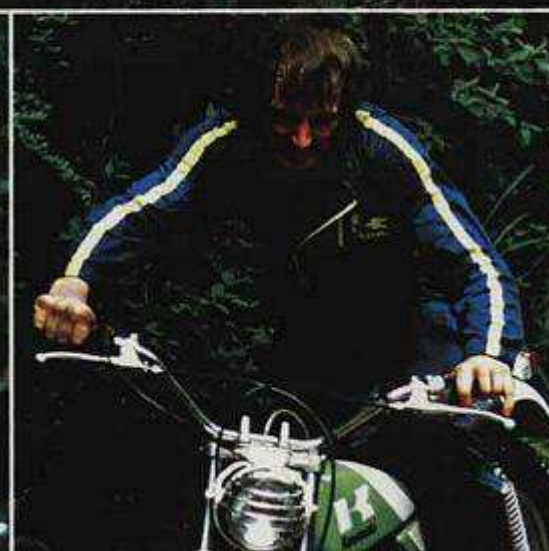
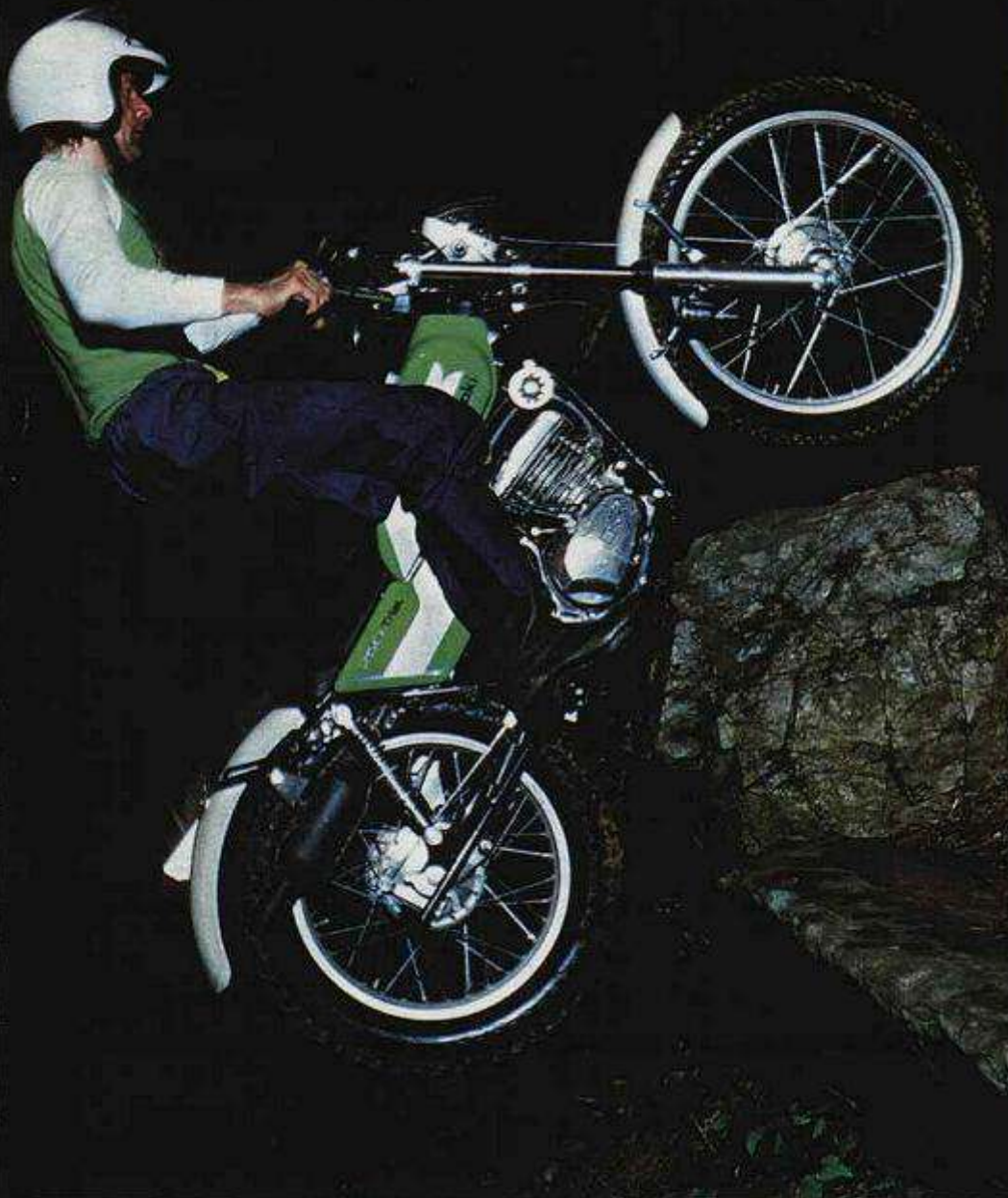


## What's trials riding?

Observed trials is a motorcycle sport for everyone. It's a sport the family can enjoy. It's simple, challenging, you don't have to be an expert rider to compete, and a trials course can be set up almost anywhere. That's why trials is becoming more popular around the world. And now Kawasaki has a special trials machine for you to test your riding skill safely.



# Kawasaki KT250 TRIAL



 Kawasaki

# or and fun family bike



## SPECIFICATIONS

### PERFORMANCE

Maximum horsepower	16 hp/6,500 rpm
Maximum torque	1.9 kg-m/4,000 rpm (13.7 ft-lb/4,000 rpm)

### ENGINE

Type	2-stroke, single cylinder, piston valve
Displacement	246 cc (15.01 cu. in.)
Bore and stroke	69.5 x 64.9 mm (2.74 x 2.56 in.)
Compression ratio	6.5 : 1
Ignition system	CDI
Ignition timing	23°/4,000 rpm
Starting system	Primary kick
Lubrication	Superlube
Engine oil	2-stroke oil

### FRAME

Type	Tubular, double cradle
Suspension:	Front: Telescopic fork
	Rear: Swing arm
Tyre size:	Front: 2.75-21 4PR
	Rear: 4.00-18 4 PR
Castor	63.5
Trail	79 mm (3.1 in.)

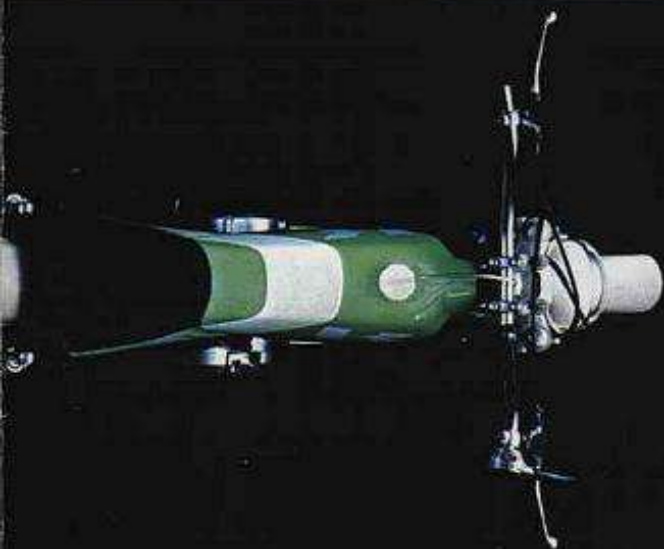
### TRANSMISSION

Type	5-speed, constant-mesh, return shift
Shift pattern	1-N-2-3-4-5
Clutch	Wet, multi disc
Primary reduction ratio	3.263
Gear ratios:	1st: 3.250
	2nd: 2.466
	3rd: 1.833
	4th: 1.217
	5th: 0.786
Final reduction ratio	3.466
Overall drive ratio	8.888
Transmission oil	1.2 litres (1.1 imp. qt.)

### DIMENSIONS

Length, overall	2,015 mm (79.3 in.)
Width, overall	835 mm (32.9 in.)
Height, overall	1,155 mm (45.5 in.)
Wheelbase	1,305 mm (51.4 in.)
Ground clearance	310 mm (12.2 in.)
Dry weight	96 kg (212 lbs.)
Fuel tank capacity	5.5 litres (1.21 imp. gal.)

*The specifications and performance figures 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 motorcycles and their 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.*



## Trials Champion Don Smith

The Kawasaki KT 250 trials machine is all new. It was developed by Don Smith from England who won the European Trials Championship three times and it meets his most demanding specifications in every way.

Don Smith's many years experience in international trials competition, and Kawasaki's engineering capability assure you the KT 250 represents the highest standard of trials machine development.