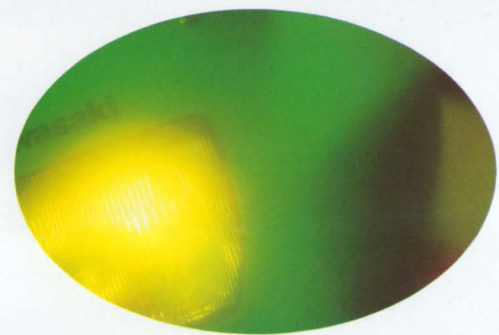


# KR-1

# Kawasaki







# HIDE THIS BROCHURE

Because if you let it slip that a few hundred of these awesome performers will be exported worldwide, soon there might not be one left for you.

So keep it under wraps that the all-new KR-1 is basically a Kawasaki factory racebike with lights.

And if anyone asks, just explain that you're buying a nice, sensible 250 Twin—a reliable investment that will keep you challenged for years to come.

But don't mention the fact that the all-new crankcase-reed-valve Parallel Twin delivers a stunning 55 PS maximum horsepower.

Or that the KR-1 clears 400 metres in the low 12 seconds.

Or that maximum speed is over 200 kph.

Not even your best friends can be trusted. Because once they find out about all the high-tech wizardry, everyone will want one.

There's the exclusive Kawasaki Integrated Power-valve System (KIPS)—a dual-stage power booster that automatically modifies exhaust timing for extra low- and top-end might.

And like the CD ignition, KIPS is controlled by microcomputer for superior response at any throttle setting.

There's also a huge 5.5-litre airbox, two exclusive 28mm Crescent-Slide carbs, and straight-shot porting for even more power.

Honestly, it's in your best interest not to let it out that the new ultra-rigid aluminium diamond frame helps slash dryweight to an ultra-light 123 kg.

Nobody needs to know that the new full fairing makes the KR-1 the most aerodynamically efficient quarter-litre Kawasaki ever built.

And don't tell anyone about these race-bred extras: semi-floating front and rear disc brakes, a track-taming 41 mm air-assisted fork,

championship-winning Uni-Trak rear suspension, and low-profile radial tyres.

There's even a cassette-type gearbox and cast alloy rims wide enough to fit slicks. So the KR-1 is ready to race with minimal modification, and minimal investment.

So you can see why this information should be for your eyes only.

After all, when you ride your new KR-1, everyone will find out fast enough.

• CD ignition chooses the ideal advance curve for lightning-quick throttle response at any speed.

• NCC-galvanized piston crowns and Electro-Fusion cylinders outperform and outlast conventional components.

• Chrome-moly con rods and tapered piston pins cut reciprocating weight to help boost redline to 11,500 rpm.

• Cassette-type gearbox and separate crankcase cover make racing modifications quick and easy.

• Exclusive compact counterbalancer eliminates engine vibration for a smoother ride.

• A sharp 24° rake angle and 93 mm of trail make for super-agile handling.

• Semi-floating disc brakes front and rear ensure tremendous stopping power and superior suspension response.

• The extra-rigid 41 mm fork features air assist, unstepped preload adjustment, and dual-rate springs.

• Uni-Trak rear suspension may be precisely dialed in with preload and rebound damping adjusters.









## SPECIFICATIONS

KR250-BI

Engine type	2-stroke Parallel Twin with KIPS	Brakes, front	Dual semi-floating discs with dual-piston calipers
Displacement	249 cc	Brakes, rear	Disc with floating dual-piston caliper
Bore × stroke	56 × 50.6 mm	Wheelbase	1,365 mm
Compression ratio	7.4:1	Rake/trail	24°/93 mm
Induction system	6-petal carbon-fibre reed	Seat height	750 mm
Cooling system	Liquid	Fuel capacity	16 litres
Carburetion	Keihin PWK 28 × 2	Dry weight	123 kg
Ignition	Maintenance-free CD	Max. power	55 PS @10,500 rpm
Transmission	6-speed	Max. torque	3.75 kg-m @10,500 rpm
Frame type	Box-section aluminium diamond frame		
Suspension, front	41 mm air-assisted fork with unstepped preload adjustment		
Suspension, rear	Bottom-Link Uni-Trak with gas shock, unstepped preload, and four-way rebound damping	Firecracker Red/Polar White	Polar White/Lime Green
Tyre, front	100/70-17 tubeless radial		
Tyre, rear	130/60-18 tubeless radial		

Wear a helmet. Enjoy safe riding.

These specifications have been achieved by production models under standard operating conditions. Data are intended to fairly describe motorcycles and their performance capabilities but may not apply to every machine. Specifications subject to change without notice. Illustrated equipment may vary by market.

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