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FOR IMMEDIATE RELEASE

Green Monsters

IRVINE, Calif. (June 24, 2016) – Motocross was a firestorm in the early 1970s, with numerous Japanese, European and even American motorcycle companies all scrambling to develop the right technological combination to win professional races, in the hands of weekend warriors, and on the showroom floor. The challenges were many, including quickly evolving engine, chassis and suspension designs that would all work well together. Piston-port and rotary-valve two strokes, and pushrod and overhead-cam four strokes, from 100cc to over 500cc all battled for the winning edge, with more than a dozen manufacturers competing for customers' attention in a fast-growing sport. Motocross truly was a melting pot of technology at the time.

Thanks to the excellent groundwork established by Kawasaki's 1972 championship-winning prototype F12MX program, in 1974 Kawasaki launched an industry-changing lineup of KX™ 125, KX™ 250, and KX™ 450 motocross motorcycles – a complete range of race-ready machines all finished in Kawasaki's characteristic Lime Green paint. It was the broadest, meanest and most technologically advanced range of machines of any Japanese manufacturer in the day.

- The KX125 used a new rotary-valve two-stroke engine evolved from the engineering lessons learned from the high-output 1970 100 Centurion G31M dirt racer. Weighing 199 lbs., with its electrofusion-coated cylinder and six-speed gearbox, the 1974 KX125 immediately became a threat to win any 125 motocross race.



- The KX250 anchored Kawasaki's new MX lineup with explosive two-stroke power, – along with such innovations as fade-resistant Hammerhead shocks. Dent-resistant plastic fenders kept weight to 214 lbs.



- The range-topping KX450 delivered heroic power that only top riders could fully utilize – among them, 1974 AMA 500 Motocross champion Jimmy Weinert. A plastic fuel tank and fenders helped pare weight to just 220 lbs., making the KX450 a motocross missile.



At their launch 42 years ago, the first KX motocross motorcycles made Kawasaki a powerful force in the most important racing classes. Every year since, the engineering and performance of the KX line has steadily improved, culminating today in the championship-winning KX™65, KX™85 and KX™100 two-strokes, as well as the AMA Motocross and Supercross title-winning KX™250F and KX™450F four-strokes. Although faster and stronger in every way, each KX model shares the same competitive spirit as the three original 1974 green monsters. Roost on!

ABOUT KAWASAKI

Kawasaki Heavy Industries, Ltd. (KHI) started full-scale production of motorcycles over a half century ago. The first Kawasaki motorcycle engine was designed based on technical know-how garnered from the development and production of aircraft engines, and Kawasaki's entry into the motorcycle industry was driven by the company's constant effort to develop new technologies. Numerous new Kawasaki models introduced over the years have helped shape the market, and in the process have created enduring legends based on their unique engineering, power, design and riding pleasure. In the future, Kawasaki's commitment to maintaining and furthering these strengths will surely give birth to new legends.

Kawasaki Motors Corp., U.S.A. (KMC) markets and distributes Kawasaki motorcycles, ATVs, side x sides, and Jet Ski® watercraft through a network of approximately 1,100 independent retailers, with close to an additional 7,700 retailers specializing in general purpose engines. KMC and its affiliates employ nearly 3,100 people in the United States, with approximately 300 of them located at KMC's Irvine, California headquarters.

Kawasaki's tagline, "Let the good times roll.®", is recognized worldwide. The Kawasaki brand is synonymous with powerful, stylish and category-leading vehicles. Information about Kawasaki's complete line of powersports products and Kawasaki affiliates can be found on the Internet at www.kawasaki.com.