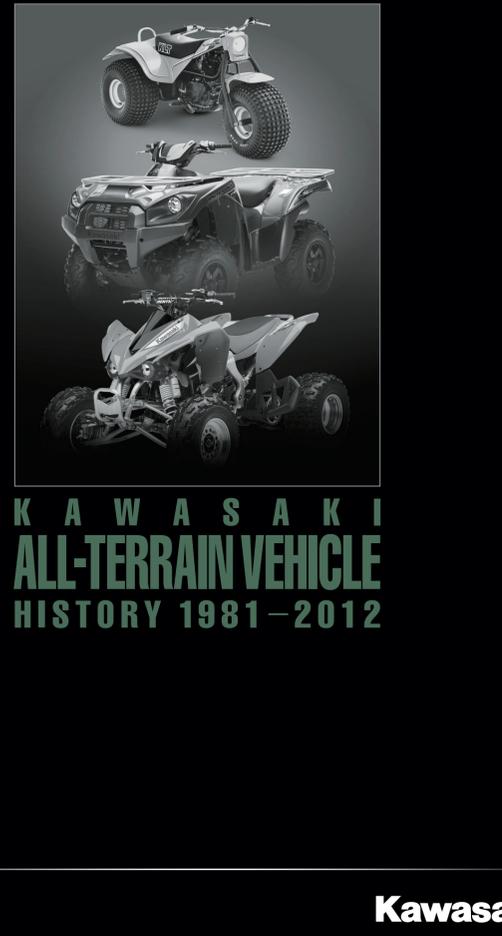


**KAWASAKI ALL-TERRAIN VEHICLE HISTORY 1981-2012**



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Hard working and hard playing, Kawasaki ATVs 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 Brute Force 750 4x4i EPS to high-performance sport machines like the KFX450R. Whether flagship models or smaller, more economical models, you can be sure that the industry-leading performance and innovation of Kawasaki ATVs will continue to be driving forces in this competitive market.



**1980**

**1981**



KLT200 (KLT200-A)

**More than just another 3-wheeler**  
Kawasaki released its first ATV into a market predominantly filled with 70cc and 90cc models. Compared to the lightweight recreational models of competitive manufacturers, the KLT200's increased features allowed it to be used for light utility purposes as well as off-road fun. At 168 cm 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 wheeling: dual-mode differential. The combination of the torquey 4-stroke engine with 5-speed transmission, a lightweight chassis and big balloon tyres allowed the 3-wheeler to go places other vehicles couldn't. 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 245 cm<sup>3</sup> SOHC engine. The sturdy leading bottom-link front suspension gave a natural anti-dive effect, 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**



KLT200 (KLT200-B/C)

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

**1983**



Prairie 250 (KLT250-C)

**Hard Working & Hard Playing**  
Based on the KLT250, this was the first Kawasaki ATV to bear the new stamp: the Prairie name. This hard-working hard-playing ATV featured a displacement of 248 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.

**1984**



KLT110 (KLT110-A)

**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.

**1985**



Bayou 185 (KLF185-A)

**Ahead of its Time**  
Hunters were among the first to exploit the great versatility 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.

**1985**



KLT160 (KLT160-A)

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

**1986**



KLT185 (KLT185-A)

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

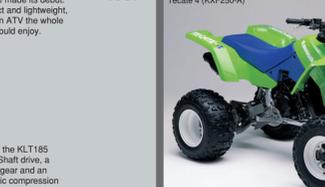
**1987**



Mojave 110i10E (KLF110A-B)

**Hard Working & Long Selling**  
As tough as the terrain it was designed for, Kawasaki's first 4WD ATV, the Bayou 300 4x4, featured a 200 cm<sup>3</sup> engine that led its gutsy power through a Hi-Lo range 4-speed transmission to a 4WD system with a limited-slip front differential. Long-travel swingarm rear suspension, double wishbone independent front suspension and triple disc brakes give it the highest performing chassis in its category.

**1987**



Tecate 4 (KXF250-A)

**4-Wheeled MX Racer**  
This high-performance sport ATV was powered by a liquid-cooled 242 cm<sup>3</sup> 2-stroke engine equipped with KIPS. Mounted in a lightweight, sturdy chassis featuring long-travel front and rear suspension, triple disc brakes and an aluminum swingarm, the Tecate 4 performed like a 4-wheeled motocross bike.

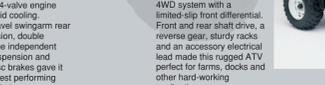
**1988**



Bayou 220 (KLF220-A)

**Hard Working & Long Selling**  
Offering advanced features like shift 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.

**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 200 cm<sup>3</sup> engine that led its gutsy power through a Hi-Lo range 4-speed transmission to a 4WD system with a limited-slip front differential. Long-travel swingarm rear suspension, double wishbone independent front suspension and triple disc brakes give it the highest performing chassis in its category.

**1987**



Bayou 400 4x4 (KLF400-B)

**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.

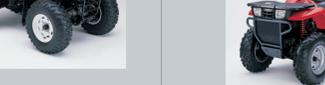
**1988**



Prairie 400 (KVF400-B)

**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 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.

**1989**



Prairie 360 4x4 (KVF360-A)

**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 new Kawasaki Automatic Power-Drive System (APDS), limited-slip front differential, MacPherson strut front suspension, and dual front disc brakes were only some of its many advanced features.

**1990**



Prairie 650 (KVF650-A)

**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.

**1991**



Prairie 400 4x4i (KVF400-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.

**1992**



Prairie 700 4x4 Team Green Special Edition (KVF700-D)

**Revolutions in the Sport ATV**  
They said it couldn't be done, but Kawasaki proved them wrong with another world's first: a high performing 2WD sport ATV equipped with shift drive and an automatic transmission. The combination of a mighty 697 cm<sup>3</sup> V-Twin engine, a lightweight chassis and stunning Ninja styling made the KFX700 the most exciting sport ATV of the decade. Colour variations (KSV700-B) with radical immersion graphics were released the same year.

**1990**



Lakota Sport (KEF300-B)

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**1991**



KFX400 (KSF400-A)

**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 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.

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**1995**



Brute Force 750 4x4i (KVF750-B)

**The King of All ATVs**  
When Kawasaki released the Brute Force 750 4x4i, they raised the bar yet again. In addition to a number of features from the highly acclaimed Prairie 650 4x4 and 700 4x4, the Brute Force was powered by a 749 cm<sup>3</sup> V-Twin, the industry's largest displacement engine. Independent rear suspension offered a luxurious ride quality and all-new rugged styling gave the Brute Force a tough image suitable for Kawasaki's sport-utility ATV flagship.

**1996**



Brute Force 650 4x4 (KVF650-D)

**Revolutions in the Sport ATV**  
They said it couldn't be done, but Kawasaki proved them wrong with another world's first: a high performing 2WD sport ATV equipped with shift drive and an automatic transmission. The combination of a mighty 697 cm<sup>3</sup> V-Twin engine, a lightweight chassis and stunning Ninja styling made the KFX700 the most exciting sport ATV of the decade. Colour variations (KSV700-B) with radical immersion graphics were released the same year.

**1997**



Brute Force 750 4x4i (KVF750-D)

**Revolutions in the Sport ATV**  
They said it couldn't be done, but Kawasaki proved them wrong with another world's first: a high performing 2WD sport ATV equipped with shift drive and an automatic transmission. The combination of a mighty 697 cm<sup>3</sup> V-Twin engine, a lightweight chassis and stunning Ninja styling made the KFX700 the most exciting sport ATV of the decade. Colour variations (KSV700-B) with radical immersion graphics were released the same year.

**1996**



Brute Force 650 4x4 (KVF650-F)

**The King of All ATVs**  
When Kawasaki released the Brute Force 750 4x4i, they raised the bar yet again. In addition to a number of features from the highly acclaimed Prairie 650 4x4 and 700 4x4, the Brute Force was powered by a 749 cm<sup>3</sup> V-Twin, the industry's largest displacement engine. Independent rear suspension offered a luxurious ride quality and all-new rugged styling gave the Brute Force a tough image suitable for Kawasaki's sport-utility ATV flagship.

**1997**



KFX300 (KSF300-A)

**Utility & Recreation**  
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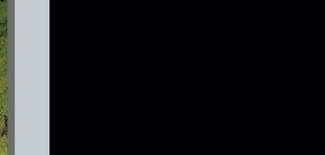
**1998**



Prairie 400 4x4i (KVF400-A)

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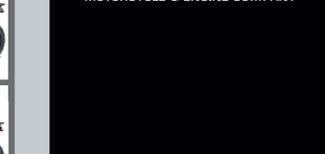
**1999**



Brute Force 750 4x4i EPS (KVF750-G)

**Even Sportier ATV Flagship**  
Adding to the already potent combination of its 749 cm<sup>3</sup> V-Twin engine and compact, lightweight body, Kawasaki's newest sport-utility flagship offered significantly improved handling and a new EPS system for a serious boost in sport riding potential. Revised engine tuning offered increased low-end torque, while a stronger frame contributed to improved rough-road handling. Superb control features added to rider confidence, helping them to capitalise on the engine and chassis' increased potential. In addition to the standard EPS model, camouflage, special colour and non-EPS models were also available.

**2000**



Brute Force 750 4x4i EPS (KVF750-L)

**Revolutions in the Sport ATV**  
They said it couldn't be done, but Kawasaki proved them wrong with another world's first: a high performing 2WD sport ATV equipped with shift drive and an automatic transmission. The combination of a mighty 697 cm<sup>3</sup> V-Twin engine, a lightweight chassis and stunning Ninja styling made the KFX700 the most exciting sport ATV of the decade. Colour variations (KSV700-B) with radical immersion graphics were released the same year.

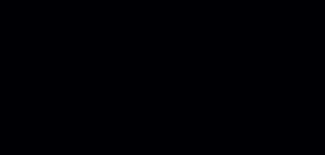
**2001**



Brute Force 300 (KVF300-C)

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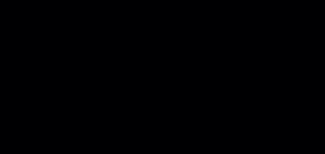
**2001**



Brute Force 650 4x4 (KVF650-D)

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**2002**



Brute Force 750 4x4i EPS (KVF750-L)

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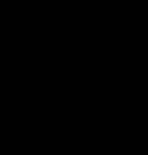
**2003**



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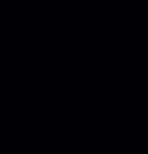
**2004**



Brute Force 750 4x4i EPS (KVF750-L)

**Revolutions in the Sport ATV**  
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**2005**



Brute Force 750 4x4i EPS (KVF7