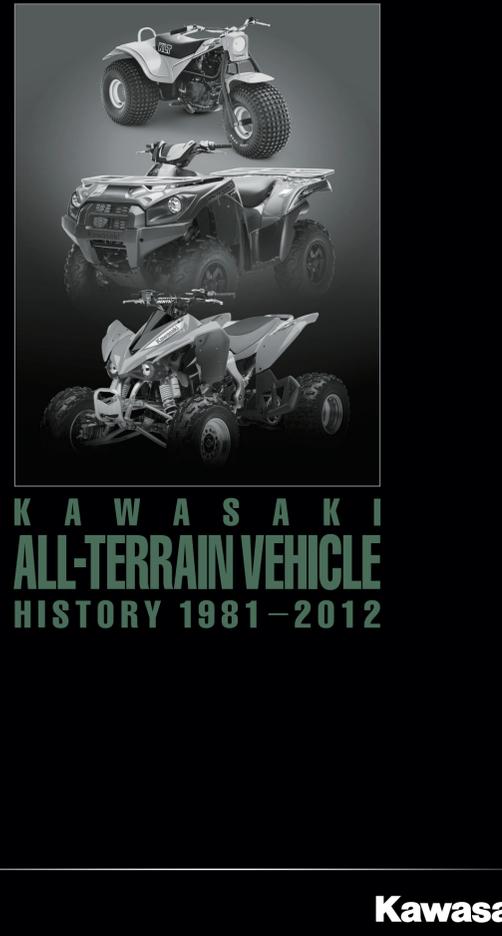


KAWASAKI ALL-TERRAIN VEHICLE HISTORY 1981-2012



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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



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 tires 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



This performance-oriented 3-wheeler was powered by a responsive 245 cm³ 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



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



Hard Working & Hard Playing
Based on the KLT250, this was the first Kawasaki ATV to bear the new stamp: Prairie name. This hard-working hard-playing ATV featured a displacement of 248 cm³, 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



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



The 4-wheeled dirt bike
The first ATV in the now famous Bayou series, the Bayou 185 featured a fun-rail design, highly reliable shaft drive, a convenient reverse gear and smooth-riding independent front suspension. Powered by a single-cylinder SOHC engine, it had plenty of low-rpm torque for exploring out-of-the-way places.

1985



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

1986



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

1987



Named after the rugged desert in Southern California, this sport model ATV was powered by a high-performance, DOHC, 4-valve engine with liquid cooling. Long-travel swingarm front suspension, double wishbone independent rear suspension and triple disc brakes give it the highest performing chassis in its category.

1987



4-Wheeled MX Racer
This high-performance sport ATV was powered by a liquid-cooled 249 cm³ 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



Hard Working & Long Selling
Offering advanced features like shaft 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



As tough as the terrain it was designed for, Kawasaki's first 4WD ATV, the Bayou 300 4x4, featured a 200 cm³ engine that led its gutsy power through a Hi-Lo range, 4-speed transmission to a 4WD system with a limited-slip front differential. Front and rear shaft drive, reverse gear, sturdy rack and an accessory electrical lead made this rugged ATV perfect for farms, docks and other hard-working applications.

1990



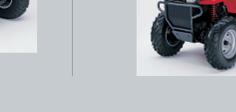
Bigger is better
"Tomorrow's worker today" was the catch phrase for this hard-working and hard-playing ATV. Widely used for both work and recreation, the Bayou 400 4x4, with its liquid-cooled 391 cm³ engine, was the largest displacement ATV on the market. Other advanced features included a 4-valve cylinder head and full-time 4WD.

1991



Utility & Recreation
Gutsy power from a 290 cm³ 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 workdays or recreational gear.

1992



The first adult-sized, fully automatic ATV offered by a Japanese manufacturer, the 391 cm³ 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.

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1994



Another world's first for Kawasaki!
Another breakthrough machine for Kawasaki, the Prairie 400 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.

1995



Patterned after the Top 10 industry best-selling KVF400-A, the Prairie 300 4x4 offered all the same great features as its larger sibling, but with a more economical air-cooled engine. Produced at Kawasaki's Lincoln facility in the U.S.A., this do-it-all ATV became an instant best seller.

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1998



Sales of the new Bayou 300 ATV started. This upgraded version of the popular Bayou 300 was the hardest working ATV in its category.

1999



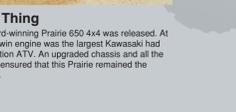
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2005



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 cm³ 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.

2006



Brute Force 650 4x4i (KVF650-F)
With the release of the Brute Force 650 4x4i, Kawasaki completed its line-up of large-displacement sport-utility ATVs and offered customers looking for the comfort that comes with independent rear suspension an economical alternative to the flagship Brute Force 750 4x4i.

2007



KFX300 (KSF300-A) and KFX50 (KSF50-B)
Two new 4-stroke kid's ATV models offered young riders an introduction to 4-wheeled fun. Sporty graphics like Kawasaki's larger KFX models let the whole family share the same look.

2008

KFX450R (KSF450-B)
Two new 4-stroke kid's ATV models offered young riders an introduction to 4-wheeled fun. Sporty graphics like Kawasaki's larger KFX models let the whole family share the same look.

2010



Even Sportier ATV Flagship
Adding to the already potent combination of its 749 cm³ 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.



Brute Force 750 4x4i EPS (KVF750-I) and Brute Force 750 4x4i (KVF750-L)
Kawasaki entered the fray of 450cc class racing with the KFX450R. Designed to get riders to the track and winning races as quickly as possible, the KFX450R featured an engine based on the highly acclaimed KX450F motocrosser mounted in the class's first all-aluminum chassis. Long arm and long-stroke front suspension complemented the highly rigid frame, offering superb rough-road handling. Fuel injection and a reverse gear (another class first) added to competitiveness on the track.



Brute Force 300 (KVF300-C)
Designed not only to meet strict company standards for safety and reliability, but also to ensure an easy-to-control package with the "Highest Riding Excitement" in its class and a high level of "Everyday Versatility," the Brute Force 300 exemplified the adage: "Good things come in small packages." The 300 featured a number of new features including suspension and seat revisions to ensure that it continued to offer the high level of sport riding performance and ride comfort expected of a Kawasaki flagship ATV.

KAWASAKI HEAVY INDUSTRIES, LTD.
MOTORCYCLE & ENGINE COMPANY

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