

# 2024 MODEL INFORMATION

**Kawasaki**  
Let the good times roll



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MODEL NAME **KX112**

MARKETING CODE **KX112ARFNN**

Version: 26 JUNE 2023

**INTERNAL USE ONLY**

Intended as a general reference for the preparation of sales promotion and marketing material, some of the material contained herein may not apply to your market.

Photos used in this Model Information generally depict the USA model.



## CONCEPT

# MOTOCROSS RACE BIKE FOR FUTURE CHAMPIONS

Kawasaki has long realised the importance of fostering young talent, and providing up-and-coming racers with the guidance and tools they need to win.

Young riders competing in the Supermini class will welcome the arrival of the new KX112. Powered by a large-displacement 112 cc two-stroke single, the KX112 offers increased competitiveness in this fiercely contested class.

The noticeably stronger engine performance is complemented by new shrouds designed to better accommodate the height of the younger riders racing in this class.

Engine and transmission updates for increased durability, new Dunlop tyres, and striking new styling inspired by Kawasaki's KX factory race machines complete the package.

Fitting ambassadors for the KX brand, this trio of motocross machines stands ready to propel the champions of tomorrow to the top of the podium.

## POINTS TO PUSH

### ADVANTAGE 01 MORE POWER, GREATER USEABILITY

The all-new KX112 offers more race-winning potential in a highly competitive class. The ower is instantly noticeable, making the KX112 feel faster everywhere on the track, especially where riders can take advantage of its stronger low-end torque.

#### 6-Position Handlebar – P.8

A choice of six positions allows riders to tailor their riding position.

#### Slim Ergonomics – P.8

Minimalist bodywork, flat tank and slim, flat seat were designed to facilitate moving around on the bike.

#### Factory-Inspired Styling – P.9

**NEW** Like Kawasaki's top motocross models, bold, functional looks reflect these models' race-winning potential. The new shrouds contribute both to ergonomics and the aggressive styling. Factory-inspired touches like black alumite rims and green alumite suspension adjusters strengthen the KX family resemblance.

### ADVANTAGE 02 THE RIGHT FIT

Feeling at one with your machine is extremely important for speed and control – especially for aspiring racers learning how to get the most from themselves and their bike. With multiple models to choose from, riders can select the model that best suits their size and ability.

### ADVANTAGE 03 AGGRESSIVE KX LOOKS

In terms of both ergonomic fit that facilitates control, and bold, functional looks, the styling of this trio of KX machines moves a step closer to Kawasaki's full-size motocrossers.



#### Revised Shroud Design – P.8 **NEW**

Shrouds designed to accommodate a wider range of riders make it easier for riders to find a good fit on the bike.

#### Increased Cooling Performance – P.5 **NEW**

The new shroud design more efficiently directs air to the radiator, contributing to cooling performance.

#### Wheel Size – P.7

KX112A feature 19" front and 16" rear wheels.

#### **NEW** Stronger Transmission – P.5

Complementing the increased power of the KX112 engine is an all-new six-speed transmission.

#### **NEW** Larger-Displacement 2-Stroke Single (KX112A) – P.4

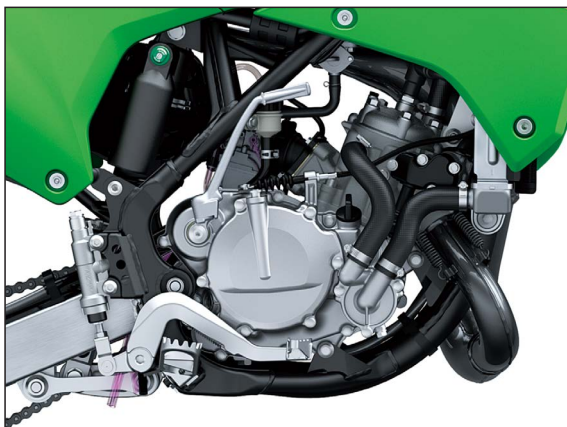
The KX112's greater displacement comes care of a longer stroke. With a bore and stroke of 52.5 x 51.6 mm, the new 112 cc engine delivers stronger low-end torque that translates to increased holeshot performance and stronger drive out of corners.

## TECHNICAL DETAILS

# ENGINE

## Larger-Displacement 2-Stroke Single (KX112A only)

Building on the strengths of its predecessor, the all-new KX112 offers more race-winning potential in a highly competitive class. The increased power is instantly noticeable, making the KX112 feel faster everywhere on the track, especially where riders can take advantage of its stronger low-end torque.

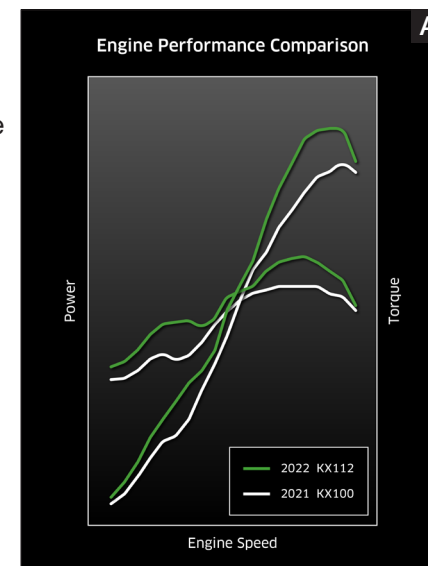


### NEW

\* The KX112's greater displacement comes care of a 5.8 mm longer stroke. With a bore and stroke of 52.5 x 51.6 mm (previously 52.5 x 45.8 mm), the new 112 cc engine delivers stronger low-end torque that translates to increased holeshot performance and stronger drive out of corners.

### NEW

\* Power and torque are improved across the rev-range, with peak power approximately 5% greater. Special care was taken to increase low-end torque – key in achieving a racer-friendly engine character. (Illustration A)



### NEW

\* Revised IN/EX port timing contributes to stronger low-rpm torque.

### NEW

\* Revised piston profile helps reduce the chance of seizure.

### NEW

\* Redesigned contact surface for the piston ring (where it contacts the cylinder bore) contributes to improved initial bedding-in performance.

- NEW** \* Increasing the length of the connecting rod (92 mm >> 99 mm) reduces the lateral force on the piston for more efficient power generation.  
(Photo 1)



- NEW** \* Crankshaft web diameter is 4 mm greater, offering increased strength and reliability to match the greater offset of the crank pin with the longer-stroke engine.

- NEW** \* Carburettor settings were optimised to match the new engine.

## Common Engine Performance and Durability Features

A number of the engine and transmission improvements with the new KX112.

- \* Liquid-cooled, two-stroke single engine with piston reed valve induction.
- \* PWK 28 semi-flat slide carburettor contributes to sharp response across the rev range.
- \* KIPS (Kawasaki Integrated Power Valve System) offers excellent sealing, contributing to engine performance.

- NEW** \* Stronger bearing retainers for the small-end needle bearings, and big-end needle bearings with greater load capacity help in harnessing the greater output of the KX112 engine.

- NEW** \* The new shroud design more efficiently directs air to the radiator, contributing to cooling performance.

- NEW** \* Complementing the increased power of the KX112 engine is an all-new 6-speed transmission.  
(Photo 2)



# CHASSIS

## Perimeter Frame

- \* Sturdy perimeter frame, designed to harness the engine's power, offers the advantages of strength and torsional rigidity, allowing riders to push hard on the track.

## Sturdy Suspension

- \*  $\varnothing 36$  mm inverted front fork offers excellent damping and bottoming resistance, enabling high-paced riding while contributing to ride comfort. Adjustable compression damping allows riders to fine-tune their settings. (Photo 3)



- \* Uni Trak rear suspension is adjustable for compression and rebound damping, as well as spring preload.

## Brakes

- \* Petal disc brakes front and rear, just like the larger KX models, contribute to strong braking performance.

- \* Large-diameter  $\varnothing 220$  mm front brake gripped by a dual-piston caliper is complemented by a  $\varnothing 184$  mm disc and single-piston caliper at the rear. (Photos 4-5)



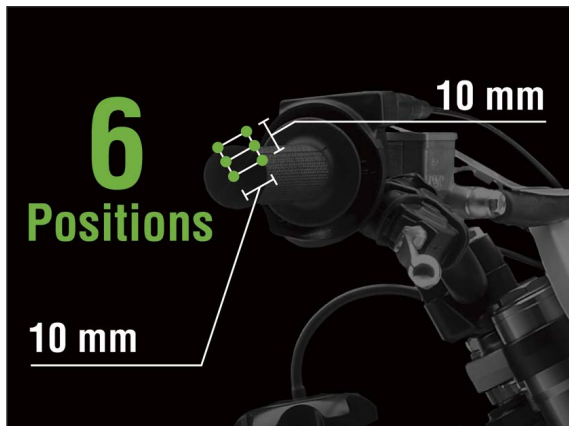
## Tyres

**NEW** \* Dunlop MX33 tyres are fit standard, offering excellent grip, slide control, bump absorption and durability. (Photos 6-7)



## Adjustable Handlebar: 6 Positions

An adjustable handlebar allows riders to custom-fit their riding position.

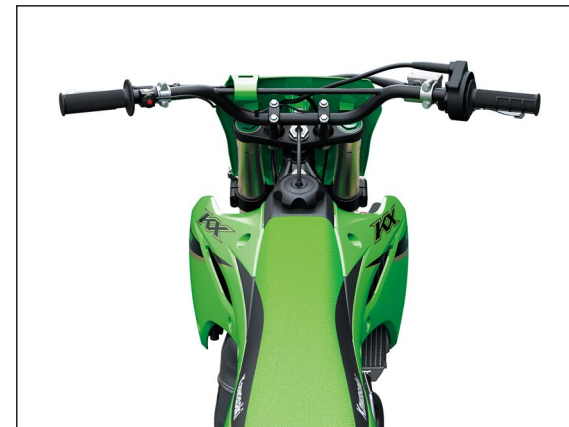


- \* Riders are able to choose from six possible handlebar positions. Collars offer a choice of three heights (STD, +5 mm, +10 mm), while reversible handlebar clamps allow two forward/rearward positions (STD, +10 mm FWD).

## Slim Ergonomics

Similar to Kawasaki's full-size motocrossers, the bodywork of the KX112 forms a slim ergonomics package that facilitates rider movement, while contributing to strong factory looks.

\*PREVIOUS MODEL SHOWN



- \* Flat top of the fuel tank facilitates sitting forward to weight the front wheel when cornering.
- \* Slim, flat-style seat makes it easier for riders to slide forward and back to adjust their riding position.

**NEW**

- \* Shrouds designed to accommodate a wider range of riders make it easier for taller riders to find a good fit on the bike. (Photo 8)



\*PREVIOUS MODEL SHOWN



- \* Minimalist side covers were made as small as possible.
- \* Seams between the shrouds, seat and side covers are very flush, which facilitates control as well as moving around on the bike.

## Aggressive KX Looks

In terms of both ergonomic fit that facilitates control, and bold, functional looks, the styling of this trio of KX machines moves a step closer to Kawasaki's full-size motocrossers.

- NEW** \* Like Kawasaki's top motocross models, bold, functional looks reflect these models' race-winning potential and allow aspiring racers to look just like their Kawasaki heroes when leading the pack.
- NEW** \* The new shrouds contribute both to ergonomics and the aggressive styling.
  - \* Rims are coated in black alumite – just like our factory racers.
  - \* Fork and rear shock adjusters have a green alumite finish – another factory-inspired touch that strengthens the KX family resemblance.
  - \* Brushed aluminium finish on the swingarm contributes to the high-quality image.

## COLOUR(S)

### KX112A:

\* Lime Green



## SPECIFICATIONS

### KX112A

#### DIMENSIONS

Overall length	1,920 mm
Overall width	765 mm
Overall height	1,150 mm
Wheelbase	1,310 mm
Road clearance	330 mm
Seat height	870 mm
Curb mass	77.0 kg
Weight without fuel	73.3 kg
Fuel tank capacity	5.0 litres

#### ENGINE

Type	Liquid-cooled, 2-stroke Single with KIPS	
Valve system	Piston reed valve	
Bore x Stroke	KX112A	52.5 x 51.6 mm
Displacement	KX112A	112 cc
Compression ratio	KX112A	Low Speed: 10.9:1; High speed: 9.0:1
Fuel supply	Carburettor: Keihin PWK28	
Lubrication system	Pre-mix (32:1)	
Starting system	Primary kick	
Ignition system	Digital CDI	

#### DRIVETRAIN

Driving system	Chain	
Transmission	6-speed, return	
Gear ratios:	1st	2.538 (33/13)
	2nd	1.875 (30/16)
	3rd	1.500 (27/18)
	4th	1.250 (25/20)
	5th	1.090 (24/22)
	6th	0.956 (22/23)
Primary reduction ratio	3.400 (68/20)	
Final reduction ratio	KX112A	3.923 (51/13)
Clutch type (Primary)	Wet multi-disc, manual	

**FRAME**

Type	Perimeter, high-tensile steel
Suspension: Front	ø36 mm inverted telescopic fork with adjustable compression damping
Rear	Uni Trak, single shock with adjustable compression and rebound damping and adjustable spring preload
Wheel travel: Front	275 mm
Rear	275 mm
Caster (Rake angle)	29.0°
Trail KX112A	108 mm
Steering angle (left/right)	45° / 45°
Tyre: Front KX112A	70/100-19 42M
Rear KX112A	90/100-16 51M
Brakes: Front Type	Single ø220 mm petal disc (Effective diameter: ø202 mm)
Caliper	Dual-piston
Rear Type	Single ø184 mm petal disc (Effective diameter: ø150 mm)
Caliper	Single-piston

**KAWASAKI TECHNOLOGY**

The specifications 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 vehicle and its 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. Equipment illustrated and specifications may vary to meet individual markets. Available colours may vary by market.