



## RACE TUNING INFORMATION

The information contained in the following charts is compiled from information obtained from Team Green's experiences working with riders throughout the country. This information is intended as a starting point only - individuals should test all changes in order to obtain maximum performance.

### 2003 Team Green KX & Enduro Suspension Chart

Rider Weight	FRONT FORKS							REAR SHOCK					
	Fork Position (height)*	Spring Rate		Oil Level	Oil Weight	Rebound Out	Comp Out	Spring Rate		Preload/Sag Level	Rebound Out	Comp Out	Nitrogen Pressure
<b>KX60-B19</b>													
50-70	Std	0.23	Light	130mm	10	fila	fila	3.0	Light	#4	n/a	n/a	n/a
70-90	Std	0.25	Stock	130mm	10	n/a	n/a	3.3	Stock	#3	n/a	n/a	n/a
90+	Std	0.27	Heavy	130mm	10	n/a	n/a	3.7	Heavy	#2	n/a	n/a	n/a
<b>KX65-A4</b>													
55-65	15mm	0.26	Light	130mm	10	2****	n/a	4.7	Light	70mm	2****	**Stk	140psi
65-75	10mm	0.27	Stock	130mm	10	2****	n/a	4.9	Stock	70mm	1.5****	**Stk	140psi
75-85	Flush	0.28	Heavy	125mm	10	3****	n/a	4.9	Stock	70mm	1****	85.3mm	140psi
<b>KX85-A3</b>													
Up to 75	Std	0.27	Ex Light	90mm	5	n/a	8	4.4	Ex Light	80-85mm	9	1	150psi
75-100	Std	0.28	Light	90mm	5	n/a	8	4.6	Light	80-85mm	9	1	150psi
100-115	Std	0.29	Stock	90mm	5	n/a	8	4.8	Stock	80-85mm	8	1	150psi
115-125	Std	0.30	Heavy	80mm	5	n/a	8	5.0	Heavy	80-85mm	8	2	150psi
<b>KX100-D3</b>													
70-85	Std	0.27	Ex Light	90mm	5	n/a	8	4.4	Ex Light	80-85mm	9	2	150psi
85-100	Std	0.28	Light	90mm	5	n/a	8	4.6	Light	80-85mm	9	2	150psi
100-115	Std	0.29	Stock	90mm	5	n/a	8	4.8	Stock	80-85mm	8	2	150psi
115-125	Std	0.30	Heavy	80mm	5	n/a	8	5.0	Heavy	80-85mm	8	2-3	150psi
<b>KX125-M1</b>													
120-140	10mm	0.41	Light	130mm	5	12	9	***4.5	Ex Light	100-103mm	13	14-16	150psi
140-165	10mm	0.42	Stock	120mm	5	10	6	4.7	Light	100-103mm	13	14-16	150psi
165	10mm	0.43	Heavy	120mm	5	8	5	4.9	Stock	100-103mm	12	14-16	150psi
<b>KX250-M1</b>													
130-145	10mm	0.43	Light	130mm	5	10	8	4.7	Ex Light	100-103mm	13	14-16	150psi
145-165	10mm	0.44	Stock	120mm	5	8	6	4.9	Light	100-103mm	12	14-16	150psi
165-180	10mm	0.45	Heavy	120mm	5	8	5	5.1	Stock	100-103mm	11	14-16	150psi
<b>KX500-E15</b>													
145-160	Std	0.39	Light	100mm	5	10	6-8	5.3	Light	100mm	8	12	150psi
160-175	Std	0.40	Stock	100mm	5	10	6-8	5.5	Stock	100mm	8	12	150psi
175+	Std	0.41	Heavy	100mm	5	10	6-8	5.7	Heavy	100mm	8	12	150psi
<b>KDX220-A10</b>													
135-150	Std	0.34	Light	95mm	5	n/a	8-10	4.8	Light	100mm	9	10	150psi
150-170	Std	0.35	Stock	95mm	5	n/a	8-10	5.0	Stock	100mm	9	10	150psi
170-200	Std	0.36	Heavy	95mm	5	n/a	8-10	5.2	Heavy	100mm	9	10	150psi
200+	Std	0.37	Ex Heavy	95mm	5	n/a	8-10	5.4	Ex Heavy	100mm	9	10	150psi
<b>KLX300-A8</b>													
All weights	Std	0.38	n/a	95mm	5	n/a	14	5.8	Stock	100mm	9	12	150psi

\* Fork Height is measured from top of fork tube to top of fork clamp.

\*\* Stock 86.3mm pull rods on the 2002 KX65 can be exchanged for optional 85.3mm or 87.3mm to raise or lower the seat height by 4.5mm respectively.

\*\*\* Optional spring from a previous year KX125. P/N: 92144-1501-45.

\*\*\*\* Refer to the 2003 KX65 owners' manual for position information.

FOOTNOTES - Rebound and compression adjustments are the number of clicks out from full seated (all the way in). Front fork oil level is measured in millimeters (mm). Rear shock sag level is measured in millimeters (mm). All optional spring part numbers can be found at your local Kawasaki dealership.

SPECIAL NOTE - Team Green recommends that any suspension setting changes be done at normal riding temperatures. Always test new settings before racing. \*Team Green Specifications subject to change.

RACING

## 2003 Team Green KX Carburetor Tuning Chart

	KX60 -B19		KX65 -A4		KX85 -A3		KXI00 -D3		KX125 -M1		KX250 -M1		KX500 -E15	
	STOCK	T.G.	STOCK	T.G.	STOCK	T.G.	STOCK	T.G.	STOCK	T.G.	STOCK	T.G.	STOCK	T.G.
<b>MAIN JET</b> P/N: 92063-	200 -022	SAME	190 -021	SAME	140 -1360	SAME	138 -1359	SAME	420 -1473	400 -035	165 -1370	SAME	168 -1371	170 -1372
<b>NEEDLE CLIP POSITION</b> P/N:	5114 #3 16009-1220	SAME	5GSP-68 #3 16187-1226	SAME	NAPE #3 16187-1178	SAME	NAPF #4 16187-1179	SAME	6CHJ11-82 #3 16187-0008	SAME #2 SAME	NAFH #2 16187-1163	SAME	N82M #3 16009-1580	SAME #2 SAME
<b>NEEDLE JET</b> P/N: 16017-	N-8 -1215	N-6 -1259	0-0 -1413	SAME	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>POWER JET</b> P/N: 16159-	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	50 -1053	SAME	N/A	N/A
<b>PILOT JET</b> P/N: 92064-	30 -1030	35 -1023	25 -032	SAME	45 -1142	48 -1143	45 -1142	SAME	40 -1216	37.5 -1215	52 -1130	SAME	58 -1146	55 -1145
<b>SLIDE</b> P/N: 16025-	2.0 -1107	SAME	1.5 -1040	SAME	3.5 -1220	SAME	3.5 -1220	SAME	5.75 -0003	SAME	8.0 -1217	SAME	7.0 -1163	SAME
<b>AIR SCREW TURNS OUT</b>	N/A	N/A	1-1/2	SAME	1-1/2	SAME	1-1/2	SAME	1-1/2	SAME	1-1/2	SAME	1-1/2	2
<b>NGK SPARK PLUG</b>	B9EG	B9EVX	B10EG	B10EVX	105NGK	BR9EVX	105NGK	B10EVX	BR9EIX	SAME	BR8EIX	SAME	BR8EG	B9EVX
<b>FRONT SPROCKET</b>	13	SAME	13	14	14	14	13	SAME	13	SAME	13	SAME	14	SAME
<b>REAR SPROCKET</b>	44	SAME	47	46	50	52	51	SAME	51	SAME	49	SAME	47	SAME

**CAUTION:** Team Green specifications are obtained using fuel mixed at a 40:1 mix ratio. Your results will vary with the use of different fuels, oils, temperatures, altitudes or mix ratios. Team Green does not recommend the use of pump gas, aviation fuels or octane boosters. Use of these products may cause engine damage or failure.

Recommended for sea level to 3,000 feet above sea level.

N/A: Non-applicable

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### Warranty

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Normal warranty procedures apply. Consult the Kawasaki Procedures Manual for complete warranty information.