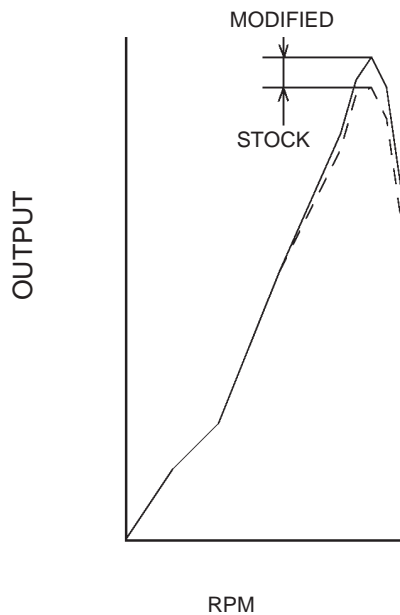


RACE TUNING INFORMATION

Subject

The following modifications increase and extend the power range, making the vehicle more competitive for the experienced racer.



CAUTION

Kawasaki cannot accept any responsibility for the results of the modifications described in this bulletin.

Whenever the power output of an engine is increased, the reliability and durability of the engine decrease. This is especially true of competition engines, which are highly stressed even in stock form.

For best results, engine modifications should be made by an experienced engine tuner.

Modification Procedures

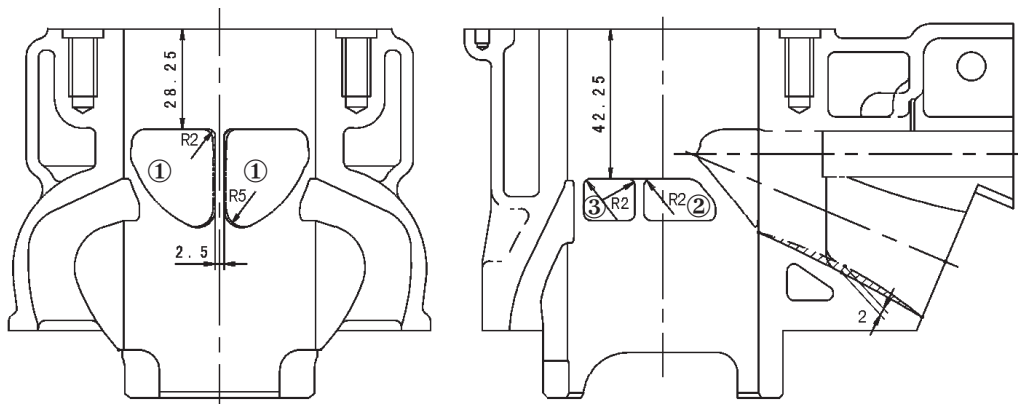
Cylinder:

The following modification increases midrange and high speed power while retaining low speed power.

- Grind and smooth the shaded areas in the intake, exhaust and scavenging ports as shown.
- Polish the surfaces of the exhaust and scavenging passages with emery cloth, especially near the ports into the cylinder, to allow smoother gas flow.
- Measure the levels of the ports and grind the tops of the ports to match the measurements in the figure.

Cylinder Ports

All dimensions in mm



1. Exhaust Ports
2. Scavenging Port
3. Sub-scavenging Ports

S
E
R
V
I
C
E

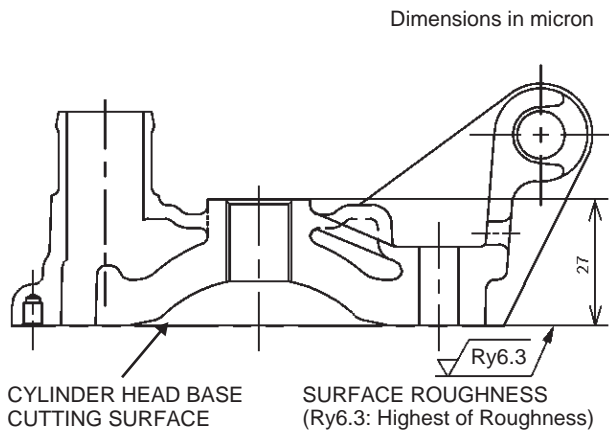
CAUTION

Maintain the original shape of the ports, and chamfer the sharp edges to prevent ring damage.

Removing more material than specified may result in a loss of power.

Cylinder Head:

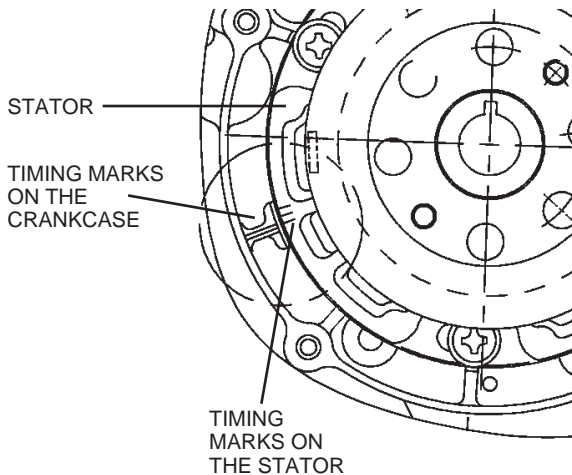
- Cut the cylinder head base by 0.2 mm to increase the compression ratios.



Ignition Timing

Stock	BTDC 10.3° / 11000 (rpm)
Modified	BTDC 12.3° / 11000 (rpm)

- Modify the ignition timing by turning the stator 2 degrees clockwise.
- o There are three timing marks on the stator in 2 degree intervals; the stock machine uses the center of the marks. Shifting one mark changes the ignition timing by 2 degrees.



Flywheel Magneto Rotor (Optional Parts):

- Four (4) types of rotors are available. These can be installed to change the inertia moment. Select one according to the race conditions.

Table of Inertia Moment

Part Number	Inertia Moment (kg-cm ²)	Riding Conditions
21007-1387	4.5	Increase throttle response
21007-1388	4.9	↑
21007-1389	5.5	↓
21007-1390	5.9	Increase rear wheel traction
21007-1386	4.0	STD

Spark Plug:

- Use the recommended racing spark plug.

Spark Plug	Part Number
R6385-9P (NGK)	92070-1236

CAUTION

Use a racing fuel with Research Octane Number (RON) 105 or higher, to help prevent abnormal combustion caused by the increased compression pressure from this modification.

Optional Carburetor Jet Needle and Throttle Valve Cutaway

The optional carburetor jets for the '01 KX125-L3 are listed on the last page of this bulletin.

Warranty Information

This bulletin is racing support information only, not warranty authorization.

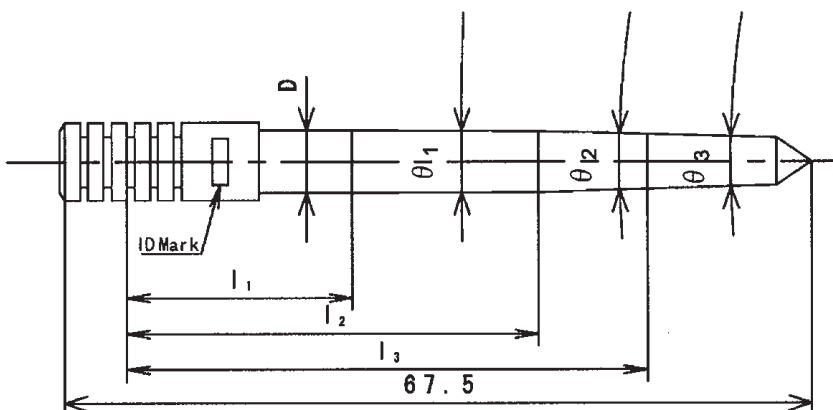
Carburetor Jetting and Optional Parts

'01 KX125-L3

1) Base Jetting

Markets	Carb Body Type	MJ	PWJ	JN	CA	AS	NJ	BPP	BP	PO	ID Mark
All	TMX36	#360	#50	6BEF16-69-4	5.5	2.0	S-4	2.5	$\phi 0.9$	$\phi 0.6$	G598A

2) JN Optional Parts



P/No.	ID Mark	D	l_1	l_2	l_3	θ_1	θ_2	θ_3	A/F Condition
16187-1164	6BEF16-67	$\phi 2.67$	25.89	29.00	38.50	0°30'	1°15'	1°30'	Richer
16187-1170	68	$\phi 2.68$	24.75	29.00	38.50	0°30'	1°15'	1°30'	STD (Clip position 4 th)
16187-1166	69	$\phi 2.69$	23.60	29.00	38.50	0°30'	1°15'	1°30'	
16187-1167	70	$\phi 2.70$	22.45	29.00	38.50	0°30'	1°15'	1°30'	
16187-1168	71	$\phi 2.71$	21.31	29.00	38.50	0°30'	1°15'	1°30'	
16187-1169	6BEF17-67	$\phi 2.67$	25.39	28.50	38.00	0°30'	1°15'	1°30'	Richer
16187-1165	68	$\phi 2.68$	24.25	28.50	38.00	0°30'	1°15'	1°30'	Leaner
16187-1171	69	$\phi 2.69$	23.10	28.50	38.00	0°30'	1°15'	1°30'	
16187-1172	70	$\phi 2.70$	21.95	28.50	38.00	0°30'	1°15'	1°30'	
16187-1173	71	$\phi 2.71$	20.81	28.50	38.00	0°30'	1°15'	1°30'	

6BEF17 is richer than 6BEF16 (0.5 Clip Position).

3) CA Optional Parts

P/No.	Number	Remark
16025-1221	# 5.0	OP
16025-1222	# 5.5	STD
16025-1223	# 6.0	OP

4) PJ Optional Parts

P/No.	Number	Remark
92064-1218	# 45	OP
92064-1227	# 47.5	OP
92064-1220	# 50	STD
92064-1228	# 52.5	OP
92064-1222	# 55	OP

5) MJ Optional Parts

P/No.	Number	Remark
92063-049	# 340	OP
92063-050	# 350	OP
92063-032	# 360	STD
92063-033	# 370	OP
92063-034	# 380	OP
92063-1472	# 410	OP

NOTES

BPP is the Bypass Pitch : the distance in mm from the center of the main nozzle to the center of the Bypass hole.

BP is the Bypass : the size of the hole in mm.

PO is the Pilot Outlet : the size is in mm. The upper number is the size of the hole into the carburetor throat in mm. The lower number is the size of the hole into the fuel passage.