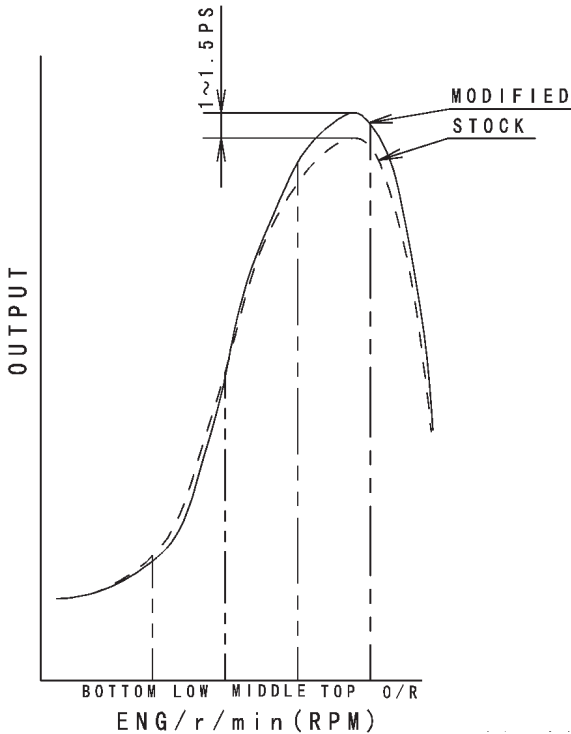


RACE TUNING INFORMATION

Subject

The following modifications increase midrange and high speed power, 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

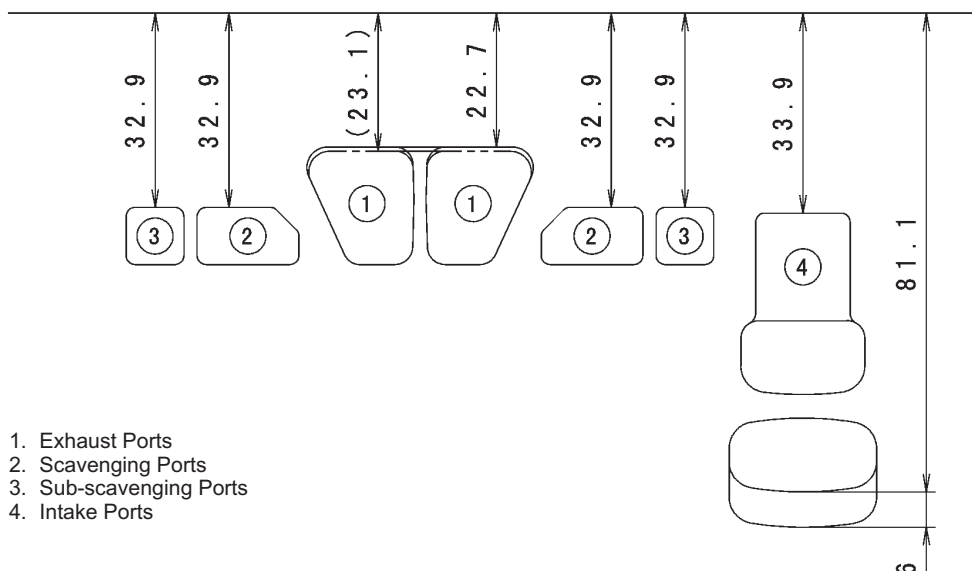
Cylinder:

Grind and smooth the dotted areas in the intake, exhaust and scavenging passages.

Each scavenging port height should be within 32.8 – 32.9 mm.

Raise the exhaust port timing 0.4 mm from 23.1 mm to 22.7 mm.

Cylinder Head Side



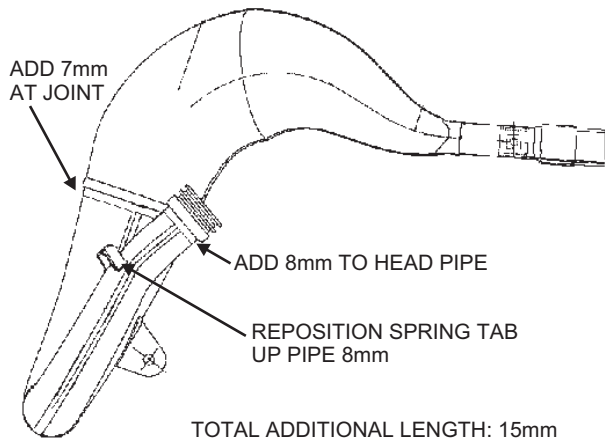
- 1. Exhaust Ports
- 2. Scavenging Ports
- 3. Sub-scavenging Ports
- 4. Intake Ports

S
E
R
V
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C
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Exhaust Pipe

This modification improves low speed power.

Lengthen the exhaust pipe by 8 mm at the head pipe and 7mm at the joint at the middle of the pipe as shown. The spring tab must be repositioned after the additional section is added to the head pipe. An optional pipe with this modification is available through the spare parts department (P/N 18120-1119).

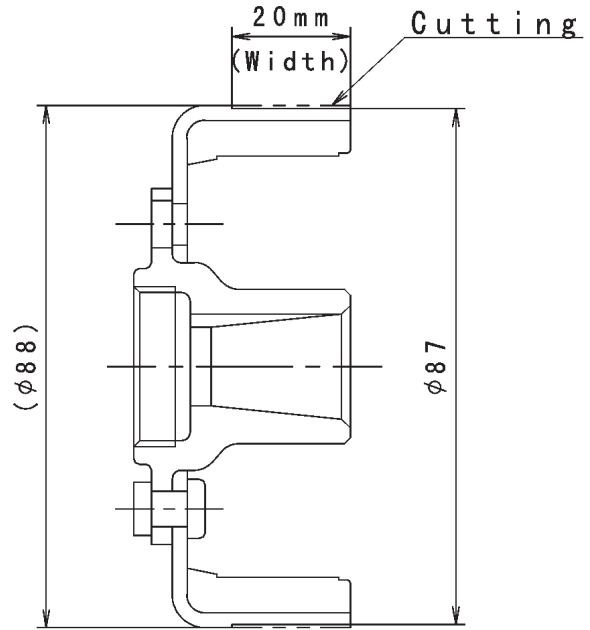


CAUTION
Maintain the original shape of the ports and chamfer the sharp edges to prevent ring damage. Removing more material than specified may result in a loss of power.

Rotor Inertia Mass Cutting:

This modification improves throttle response.

Cut the external diameter of the rotor by 1mm from 88mm to 87mm. Cutting the rotor lightens the rotor inertia mass by 0.4 kgf-cm²



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 Jets

The optional carburetor jets for the '02 KX65-A3 are listed on page 3 of this bulletin.

Warranty Information

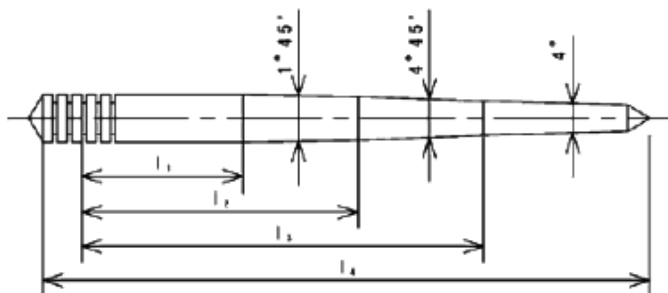
This bulletin is racing support information only, not warranty authorization.

Carburetor Setting and Optional Parts

1) Base Setting

Carb Body Type	MJ	PJ	JN	CA	AS	NJ					BPP	BP	PO	ID Mark	
						AB									
						1	2	3	4	5					
Vm24	#19 0	#25	5GSP 68-3	1.5	1 ½	0-0	•0.7 x4	•0.7 x1	•0.7 x1	•0.7 x2	•0.7 x2	3.75	•1.1	•0.6	G669 A

2) JN Optional Parts



P/NO	MIKUNI NO	MARK	l ₁	l ₂	l ₃	l ₄	Remark
16187-1226	J8-5GSP68	5GSP68	18.5	27.5	37.5	51.0	STD (Clip position 3rd)
↓ -1227	J8-5GSP69	5GSP69	18.0	27.0	37.0	50.5	OP

5GSP69 is richer than 5GSP68 (0.5 Clip Position).

3) NJ Optional Parts

KHI NO	MIKUNI NO	MARK	Remark
16017-1418	784-111421-N-6	N-6	OP
↓ -1412	↓ -N-8	N-8	OP
↓ -1413	↓ -O-0	O-0	STD
↓ -1414	↓ -O-2	O-2	OP
↓ -1415	↓ -O-4	O-4	OP

4) MJ Optional Parts

KHI NO	MIKUNI NO	MARK	Remark
92063-019	4/042-170	#170	OP
↓ -020	↓ -180	#180	OP
↓ -021	↓ -190	#190	STD
↓ -022	↓ -200	#200	OP
↓ -023	↓ -210	#210	OP
↓ -025	↓ -230	#230	OP

5) PJ Optional Parts

KHI NO	MIKUNI NO	MARK	Remark
92064-021	VM22/210-20	#20	OP
↓ -040	↓ -22.5	#22.5	OP
↓ -032	↓ -25	#25	STD
↓ -1033	↓ -27.5	#27.5	OP
↓ -022	↓ -30	#30	OP

NOTE :

AB is the Air Bleed : the size of the hole in mm. The position is counted from the upper to the lower.

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 of the hole into the carburetor throat in mm.