



1998 Kawasaki Suspension Specs

| [1997](#) | **1998** | [1999](#) | [2000](#) | [2001](#) | [2002](#) | [2003](#) | [2004](#) | [2005](#) | [2006](#) | [2007](#) | [2008](#) | [2009](#) | [2010](#) | [2011](#) | [2012](#) | [2013](#)
| [2014](#) | [2015](#) |

Model	Fork Size	Manufacturer	Fork Rate	Oil Level	Rear Spring	Race Sag	Weight	Suggestions
KX 60	30mm	KYB	0.25	125mm	3.3kg	75mm	80lbs ±10	suspension suitable for 75lbs, over 75 pounds go stiffer
KX 80	36mm	KYB	0.29	110	4.8kg	3mm	120lbs ±10	bike was balanced well, lighter or heavier racers suggest valving in springs
KX 125	46mm	KYB	0.39	90mm	4.6kg	100mm	160lbs ±10	Tech-Care recommends KX 250 springs or straight rate
KX 250	46mm	KYB	0.41	90mm	4.8kg	97mm	160lbs ±10	Forks a little soft for rear, suggest .42
KX 500	46mm	KYB	0.40	90mm	5.5kg	100mm	175lbs ±10	replace fork springs for stiffer forks

1998 Kawasaki Suspension Tips

Model	Tips
KX 125	the 125 is slow, rear shock can be helped by using a large nitrogen container cap. A valving modification and straight rate spring for the more aggressive racer. Fork springs are a must in both 125 & 250's. The progressive spring causes packing and bottoming problems. For a 160 pound 125 racer we suggest a .41 or .42 fork spring and 5.0 or 5.1 rear fork spring a must. For a 160 pound KX250 racer a .42 or .43 fork spring with a Tech-Care valving modification and rear shock spring of a 5.2 or 5.4
KX 250	the 125 is slow, rear shock can be helped by using a large nitrogen container cap. A valving modification and straight rate spring for the more aggressive racer. Fork springs are a must in both 125 & 250's. The progressive spring causes packing and bottoming problems. For a 160 pound 125 racer we suggest a .41 or .42 fork spring and 5.0 or 5.1 rear fork spring a must. For a 160 pound KX250 racer a .42 or .43 fork spring with a Tech-Care valving modification and rear shock spring of a 5.2 or 5.4
KX 500	this suspension is set-up for a 160 pound Intermediate racer. If your like most 500 racers you are over 200 pounds, 6' tall, and aggressive trail rider, hill climber or wheelie King. Call for springs and valving modifications today!