

Kawasaki

Let the Good Times Roll

**LIFE'S A RALLY.
RIDE IT.**

**KLE
500**



MODENAS
Motosikal Dan Enjin Nasional

KAWASAKI INVITATION TO GENUINE ADVENTURE

Looking like it came across a highway, down a dirt road, and into the garage, Kawasaki's new KLE500 adventure model is ready to discover new horizons. Its rally-style design is a prime example of functional beauty, with every part carefully selected and every line painstakingly drawn.

The eye is first drawn to the tall windshield, which, together with the raised, short fuel tank, lends the bike a purpose-built look inspired by Paris-Dakar race machines. Sweeping across the bike, smooth side covers integrated with the seat contribute to a sleek style and suggest freedom of rider movement. Lower on the bike, a 21-inch spoke front wheel and skid plate are visual cues of the KLE500's ability to traverse many kinds of terrain.

When the trip starts with a jaunt through town or a highway journey, the KLE offers smooth comfort. The upright riding position presents a good view of the road, while the high windshield provides excellent wind protection. The KLE's specially designed trellis-style frame is optimised for multi-purpose use, providing high rigidity and low weight, and contributes to a composed, confidenceinspiring ride even when fully loaded with panniers and a top case. The engine is a compact, torquey Parallel Twin with Kawasaki's trusted engineering. It provides just the right amount of power for a wide range of riding situations, from running errands in the city to highway cruising. On a bike with touring comfort like the KLE500's, getting to the dirt is part of the fun.

Transitioning off the pavement, the KLE500 gets into its element and continues to shine. The first thing the rider will notice on the dirt is the bike's light, nimble handling. Class-leading long travel suspension with ample stroke soaks up bumps on challenging surfaces, while the slim fuel tank and sleek side covers make a standing riding position feel natural. Good ground clearance and linear power delivery allow the KLE500 to tackle varied terrain. All together, these features let the rider enjoy outdoor exploration with confidence.



16-Litre Fuel Tank with Good Fuel Economy

The rally-style fuel tank was designed to sit high in consideration of ground clearance. It holds 16 litres, which paired with good fuel economy, delivers ample single-tank range.

Premium Suspension

Specially designed for excellent performance across a wide range of riding situations, a KYB cartridge-type inverted front fork works with the New Uni-Trak rear suspension to deliver top-in-class wheel travel (210 mm front, 196 mm rear) and damping settings for good manners on the pavement and superb absorption off-road.

21"/17" Spoke Wheels

21" front and 17" rear spoke wheels deliver true rally looks and tough off-road performance. They carry on the lineage of the original KLE series that has featured a 21"/17" combination since the beginning.

Multi-Purpose Trellis Frame

The KLE500's original high-tensile steel trellis frame is the foundation for this high-performance adventure machine. Engineers focused on real-world versatility and enjoyment over a range of conditions—from unpaved roads to forest trails—positioning the KLE500 as a true bridge between day-to-day and adventure riding. Repeated tests in the actual offroad environments riders are likely to encounter helped optimise the chassis' rigidity balance and weight.

Adjustable Windshield

Riders can select windshield height from three positions. The lowest setting allows maximum view, helpful for seated off-road riding, while the highest setting blocks the most wind to keep the rider comfortable at higher speeds.

Relaxed, Upright Riding Position

The KLE500's riding position offers the best balance of comfort and control in a wide range of riding situations. A wide, forward-positioned handlebar, comfortable seat, and ideally placed footpegs work together to enable ample freedom of movement to control the bike, whether seated or standing.

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Tall, Compact Front Cowl

Key to the KLE500's rally-inspired styling, the tall front cowl rises prominently at the front. The instrument panel's angle presents a clear view to the rider even when standing, in the style of rally machines. Clear plastic panels surround the front cowl to enhance wind protection and give the front end a highly compact and functional appearance.

451 cc Parallel Twin Engine Enjoyable from Highway to Dirt

A smooth-accelerating engine provides power on demand to explore dirt roads or comfortably travel down the highway. The responsive engine and rider-friendly character facilitate control and add to confidence in a wide range of riding situations.





ENGINE

Fuel-Injected 451 cc Parallel Twin Engine

The KLE500's engine delivers useable output when the rider asks for it, whether it be passing power on the highway or a blast of torque to get over a crest on a dirt road. It offers ample response through the rev range; from low-end pull to brisk acceleration at higher rpm. With well-balanced, predictable power transmitted directly with each twist of the throttle, the KLE500's confidence-inspiring nature is the ideal gateway to enjoying dirt road riding.

- Ample power is available in a lightweight package, making the KLE500 highly accessible for riders. The engine's compact size, thanks to numerous design considerations, keeps the overall machine narrow, which contributes to highly manoeuvrable handling and a comfortable reach to the ground. This suits the KLE500 well for both on- and offroad use.
- Downdraft intake provides a short, direct path for intake air to enter the cylinder, for strong cylinder-filling efficiency and contributes to engine power, especially at high rpm. (The downdraft intake also contributes to chassis layout by freeing up space under the seat, facilitating a design that offers a comfortable reach to the ground.)
- Large 5.6 L airbox was made as tall as possible to ensure sufficient clearance for the intake funnels. The design contributes to increased intake efficiency. The rigidity of the top of the airbox eliminates unwanted noise, enabling riders to more clearly hear the engine's intake note when accelerating. ECU settings contribute to the KLE500's smooth power delivery on the road as well as plenty of low-end pull on the dirt.
- Oil jets cool the underside of the pistons, enabling a lightweight piston design.
- Aluminium die-cast cylinder has an open-deck design, offering excellent heat dissipation, and contributing to low engine weight.
- The cylinder is sleeveless and features plated bores.

- The position and angle of the silencer were designed to contribute to off-road ground clearance while allowing sufficient space for a pannier, adding to the KLE500's adventure touring capabilities. This allows the left and right panniers to be mounted symmetrically, close to the bike's centreline. Maximum lean angle is also possible thanks to this arrangement.



CHASSIS

Lightweight Trellis Frame

The KLE500's original high-tensile steel trellis frame is the foundation for this high-performance adventure machine. Engineers focused on real-world versatility and enjoyment over a range of conditions—from unpaved roads to forest trails—positioning the KLE500 as a true bridge between day-to-day and adventure riding. Repeated tests in the actual off-road environments riders are likely to encounter helped optimise the chassis' rigidity balance, and weight.



- With a 16-litre capacity, the fuel tank balances weight with riding range.
- Fork lower triple clamp is made of aluminium for weight reduction.
- The handlebar holder is a single piece mounted to the upper triple clamp via rubber mount, contributing to reducing vibrations.
- Swingarm Mounting 4 Plate, an aluminium die-cast piece, bolts to the back of the engine. The swingarm pivot shaft goes through this plate, essentially allowing the swingarm to be mounted directly to the engine, contributing to stability.

Suspension

Exploring dirt roads requires a suspension capable of predictable handling, balancing ride comfort with excellent absorption performance on rough surfaces. A specially designed front fork offering a balance of on- and off-road prowess, paired with New Uni Trak rear suspension, gives the rider ample wheel travel, inspiring confidence no matter what road they choose to explore.

- A specially designed $\varnothing 43$ mm cartridge-type inverted front fork, of the kind typically seen on larger machines, is highly rigid and offers 210 mm of wheel travel.
- Featuring an inverted fork helps to reduce unsprung weight for excellent suspension action. Compared to a conventional fork, this offers higher rigidity, resulting in light handling on unpaved roads.
- The front fork settings offer ample absorption of bumps, contributing to the KLE500's reassuring handling.
- The New Uni Trak rear suspension offers 196 mm of wheel travel to deliver smooth suspension action in the initial part of the stroke and a firm bottoming resistance. This ensures comfort during on-road riding and a planted, reassuring feel when traversing challenging terrain.

Brakes/Wheels/Tyres

Large 300 mm steel front disc (effective diameter: 272 mm) is gripped by a balanced actuation dual-piston (27 mm x2) caliper. Using a single disc reduces unsprung weight, contributing to ground-following performance as well as light handling.

At the rear, a 230 mm disc (effective diameter: 203 mm) is slowed by a dual-piston caliper with large 27 mm pistons.

A Nissin ABS control unit delivers precise control and is extremely compact and lightweight. The ABS is disabled using a switch at the left handle. After the bike is turned off and restarted, ABS returns to its default setting (front and rear ABS enabled).



Wind Protection

The rally-style, tall windshield is adjustable into three positions: standard height, 27 mm higher, and finally 55 mm higher at its highest point. In each of its three positions, the contour of the screen remains unchanged, keeping a consistent look across all positions.

Surrounding the front cowling are clear panels reminiscent of authentic rally machines. They present the rider with a clear view of the terrain and block wind at the same time, while also adding to rally-inspired, small-front-cowling looks.

Ergonomics

The KLE500's relaxed rider triangle is defined by an elevated handlebar position, slightly foot-forward footpeg location, and seat designed with reach to the ground in mind. The fit will feel natural for a wide variety of rider sizes and riding situations. Not only is the riding position comfortable, it lends itself well to off-road riding whether seated or standing.

Styling

Distinctive rally-inspired styling sets Kawasaki's new adventure machine apart. The KLE500 looks just as ready to get dirty on the trails as it is to cover a long highway journey in comfort. A blend of three stylistic aspects creates Kawasaki's new adventure style. An authentic rally-raid image is strengthened by a tall, compact front cowl and windshield, and a 21-inch front wheel. Familiar street bike elements include a stepped seat design, a front fender positioned close to the wheel, and a headlight design sharing a strong Kawasaki family image. KX motocrosser-inspired design touches can be seen in the long, smooth side covers and slim fuel tank which create a seamless rider interface that facilitates mobility.



- The inner cowling around the instrument panel has a closed design similar to street motorcycles, contributing to the KLE500's riderfriendly character.
- The instrument panel is set at an angle that is highly visible whether standing or sitting. Its elevated positioning adds to the KLE500's rallyraid appearance.
- A multi-purpose bar is conveniently located above the instrument panel.

MODEL SPECIFICATIONS

Kawasaki
Let the Good Times Roll

ENGINE

Type	Liquid-cooled, 4-stroke Parallel Twin
Valve system	DOHC, 8 valves
Bore x Stroke	70.0 x 58.6 mm
Displacement	451 cc
Compression ratio	11.3:1
Fuel supply	Fuel injection: 32 mm x 2
Lubrication system	Forced lubrication, wet sump
Starting system	Electric
Ignition system	Digital

FRAME

Type	Trellis, high-tensile steel
Suspension:	Front 43 mm inverted fork
	Rear New Uni Trak
Wheel Travel:	Front 210 mm
	Rear 196 mm
Caster (Rake Angle)	28.0°
Trail	104 mm
Steering Angle (left/right)	40° / 40°
Tyre	Front 90/90-21M/C 54S
	Rear 140/70-17M/C 66S
Brakes	Front 300 mm disc
	(Effective diameter: 272 mm)
	Rear Dual-piston
	230 mm disc
	(Effective diameter: 203 mm)
	Dual-piston

DIMENSIONS

Overall length	2,300 mm
Overall width	940 mm
Overall height	
(High/Low position)	1,405 mm / 1,355 mm
Wheelbase	1,555 mm
Road clearance	185 mm
Seat height	870 mm
Curb mass	194 kg
Estimated Dry mass	175 kg
Fuel tank capacity	16 litres

DRIVETRAIN

Driving system	Chain
Transmission	6-speed, return
Primary reduction ratio	2.029 (69/34)
Final reduction ratio	3.067 (46/15)
Clutch type (Primary)	Wet multi-disc, manual

PERFORMANCE

Max. Power	33.4 kW / 9,000 rpm
Max. Torque	42.6 N·m / 6,000 rpm



Met. Carbon Gray / Ebony / Frame Flat Black



KLE 500

Meet the KLE®500 ABS adventure motorcycle designed to help you discover new horizons.

The purposeful rally-style design is a prime example of functional beauty that not only looks the part but delivers versatile performance both on- and off-pavement.



Kawasaki
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