2026

# KLX®300

Kawasaki
Let the Good Times Roll®



- LIME GREEN
- BRIGHT WHITE
- CYPHER CAMO BEIGE/EBONY



## POWER

| | |
|---|---|
| **Engine** | 4-stroke, single-cylinder, DOHC, liquid-cooled |
| **Displacement** | 292cc |
| **Bore x Stroke** | 78.0 x 61.2mm |
| **Compression Ratio** | 11.1:1 |
| **Maximum Horsepower** | 25.0 hp[1] @ 8,000 rpm |
| **Maximum Torque** | 17.7 lb-ft @ 7,000 rpm |
| **Fuel System** | DFI® with 34mm Keihin throttle body |
| **Ignition** | CDI |
| **Transmission** | 6-speed, return shift with wet multi-disc manual clutch |
| **Final Drive** | Chain |

## PERFORMANCE

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|---|---|
| **Front Suspension / Wheel Travel** | 43mm inverted telescopic fork with adjustable compression damping/10.0 in |
| **Rear Suspension / Wheel Travel** | Uni-Trak® gas charged shock with piggyback reservoir with adjustable compression, rebound damping and spring preload/9.1 in |
| **Front Tire** | 3.0 x 21 |
| **Rear Tire** | 4.6 x 18 |
| **Front Brakes** | Single 250mm petal disc with a dual-piston caliper |
| **Rear Brakes** | Single 240mm petal disc with single-piston caliper |

## DETAILS

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|---|---|
| **Frame Type** | Tubular, semi-double cradle |
| **Rake/Trail** | 26.7°/4.2 in |
| **Overall Length** | 85.6 in |
| **Overall Width** | 32.3 in |
| **Overall Height** | 46.7 in |
| **Ground Clearance** | 10.8 in |
| **Seat Height** | 35.2 in |
| **Estimated Dry Weight** | 282.2 lb** |
| **Curb Weight** | 302.1 lb* |
| **Fuel Capacity** | 2.0 gal |
| **Wheelbase** | 56.7 in |
| **Color Choices** | Lime Green, Bright White, Cypher Camo Beige/ Ebony |
| **Warranty** | 12 Month Limited Warranty |

Scan with camera to view videos, key features and more.

*Curb weight includes all necessary materials and fluids to operate correctly, full tank of fuel (more than 90 percent capacity) and tool kit (if supplied).
**Dry weight does not include all necessary materials and fluids to operate correctly, full tank of fuel (more than 90 percent capacity) and tool kit (if supplied).
[1]This vehicle's HP was measured according to ISO standard 4106. This ISO standard measures HP differently than the SAE standards by which the horsepower of many cars is measured, and as a result the referenced HP measurement may be higher than if it were measured by an SAE standard.
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