

A photograph of a person riding a motorcycle, likely a Kawasaki, against a dark background. The rider is wearing a blue jacket, blue jeans, and a white helmet. The motorcycle is shown from a low angle, highlighting the engine and front wheel. The text "70's the year" is overlaid in orange at the top, and "Kawasaki's the bike" is overlaid in orange at the bottom.

70's the year

Kawasaki's the bike

Precision Power Twelve out to beat the world

Kawasaki Lightweight



90 BUSHMASTER G3SS

90 BUSHMASTER G3TR

100 TRAIL BOSS G4TR

250 SAMURAI A1SS



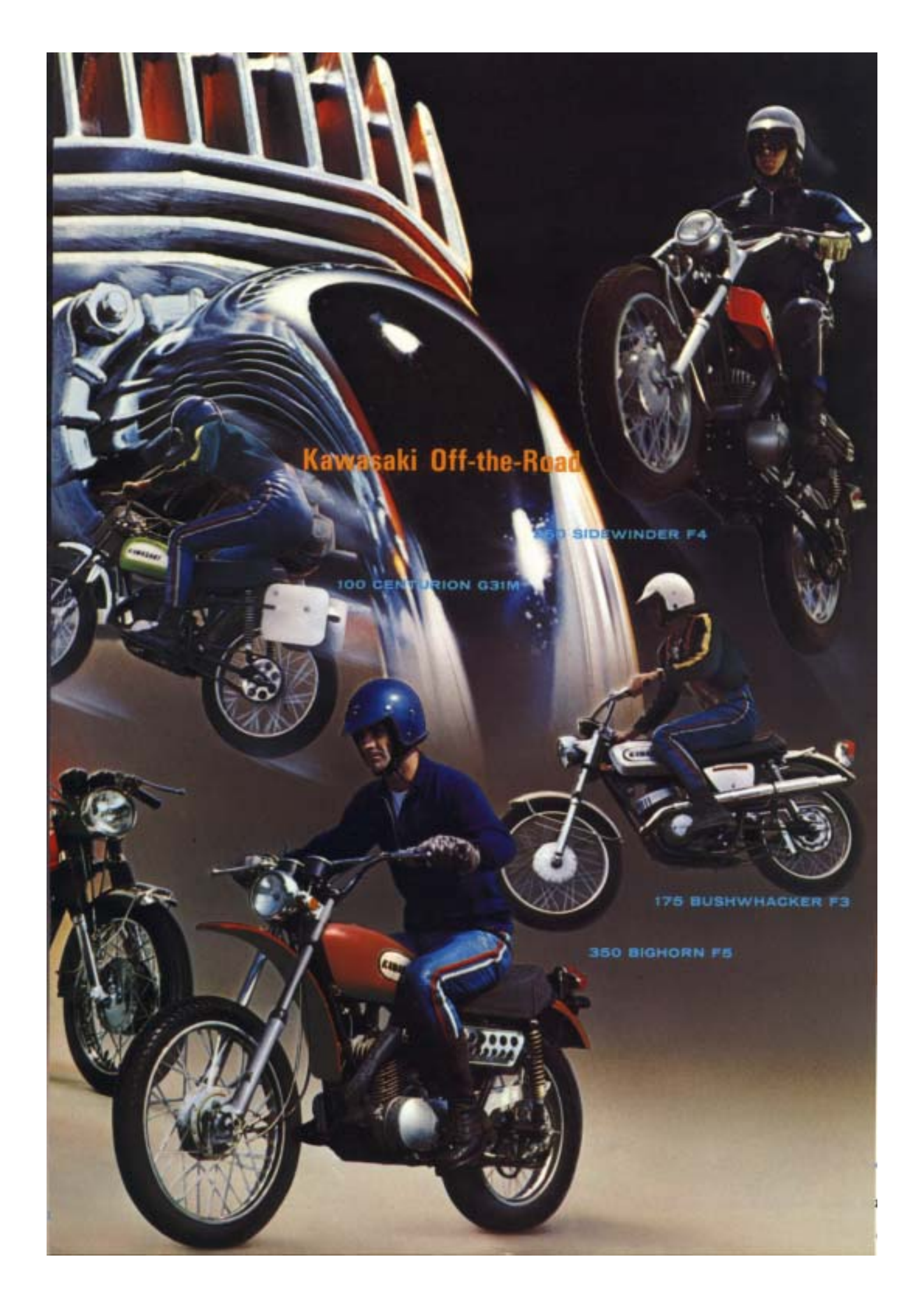
Kawasaki Street

350 AVENGER A75S

500 MACH III H-1

350 AVENGER A7

250 SAMURAI A



Kawasaki Off-the-Road

250 SIDEWINDER F4

100 CENTURION G31M

175 BUSHWHACKER F3

350 BIGHORN F5

Step up to precision power

70's the year. Kawasaki's the bike. On city street, highway, or Enduro trail. Highway cruising or hiking on wheels. A full line engineered and crafted by a leading aircraft manufacturer.

Precision power means:



Double loop alloy steel tube frame: All Kawasaki machines feature double loop alloy steel tube frames. Rugged and light. Fully reinforced at stress points and secured by expertly beaded welds. The same frame used on expensive racing machines.

Rotary valve: For one and two cylinder engines, the rotary valve is the most efficient and maintenance-free way to control fuel and exhaust flow. That's why it's used on racing machines. And on Kawasakis.



Transmission: Five-speed gearbox. Constant mesh. Offers a wider selection of gearing for every purpose. Gearing ready to be used for maximum action, anytime, anywhere.



CDI: Developed by Kawasaki for more efficient ignition, longer life. Works electronically. There are no breaker points or mechanical contacts to wear or adjust. Factory set for life.

Capacitor Discharge Ignition is used with newly designed surface gap, antifouling spark plugs. Developed by Champion especially for Kawasaki's CDI. Firing is hotter and faster at any rpm. There's no carbon to cause fouling. No heat range worries. Longer plug life, more horsepower, and up to 20% better gas mileage because of more efficient fuel combustion.



Power-to-weight ratio: Leave it to aircraft engineers to develop machines with power-to-weight ratios that let you fly. On the average, 17% better than any competitive makes.

Automatic lubrication: Kawasaki machines are equipped with automatic oil injection for convenience and reliability. Injectolube on the Mach III and Avenger, Superlube on other models.

Flip-up seats, folding pegs: Flip-up saddle permits easy access to oil and battery. Made for long life, rough riding. Folding pegs offer safety and convenience.

Looks: Check out the new tanks for '70. Designed to give a new piquancy to the long lean Kawasaki look. Bikes that look good, because they are good.

Ruggedness: Kawasaki machines are built to take it and built to last. In every detail. Take the oil tanks, for example. They're injection molded for strength and durability. Ready to take years of action. Withstand off-the-road stress without cracking or breaking.

Special off-the-road features

Competition enclosed carbs: Another of a million detailed extras. On Kawasaki off-the-road machines the carbs are enclosed. Can't clog with dirt or dust. Require fewer adjustments.

Motocross handlebars: Just what you need for off-the-road action. Cross-braced for safety and strength.

Spark arrestors: Upswept and protected. Approved by the United States Forestry Service.

Suspension: The rear shocks are "pressurized." With sealed-in nitrogen. Double dampening, three way adjustables. Never need servicing, and not affected by hard use or normal overloading.



The forks are trouble-free. Leak-proof. Featuring long travel. Forks for every purpose. From the multi-adjustable Hatta for Bighorn to the Ceriani-types on other off-the-road and street machines.

The Kawasaki warranty: Yes, that's precision power. And it's all backed by Kawasaki's 12 month / 12,000 mile factory warranty.

| Kawasaki Model | 90 G3SS | 90 G3TR | 100 G4TR | 100 G31M | 175 F3 | 250 F4 | 250 A1 & A1SS | 350 A7 & A7SS | 350 F5 | 500 H-1 |
|----------------------------|---|---|--|---|---|---|--|--|---|------------------------------------|
| Engine | 2 stroke, 1 cylinder, rotary disc valve | 2 stroke, 1 cylinder, rotary disc valve | 2 stroke, 1 cylinder, rotary disc valve | 2 stroke, 1 cylinder, rotary disc valve | 2 stroke, 1 cylinder, rotary disc valve | 2 stroke, 1 cylinder, rotary disc valve | 2 stroke, 2 cylinder, dual rotary disc valve | 2 stroke, 2 cylinder, dual rotary disc valve | 2 stroke, 1 cylinder, rotary disc valve | 2 stroke, 3 cylinder, piston valve |
| Bore/stroke, in. | 1.85 x 2.04 | 1.85 x 2.04 | 1.95 x 2.04 | 1.95 x 2.04 | 2.44 x 2.21 | 2.76 x 2.44 | 2.09 x 2.21 | 2.44 x 2.21 | 3.17 x 2.68 | 2.36 x 2.31 |
| Displacement, cu. in. (cc) | 5.43 (89) | 5.43 (89) | 6.04 (99) | 6.04 (99) | 10.32 (169) | 14.52 (238) | 15.07 (247) | 20.63 (338) | 21.1 (346) | 30.4 (498) |
| Compression ratio | 7.0 : 1 | 7.0 : 1 | 7.0 : 1 | 7.8 : 1 | 7.0 : 1 | 7.3 : 1 | 7.0 : 1 | 7.0 : 1 | 6.8 : 1 | 6.8 : 1 |
| Transmission | 5-speed, return shift | 5-speed, return shift | 5-speed, with quick change, return shift | 5-speed, return shift | 4-speed, return shift | 4-speed, return shift | 5-speed, return shift | 5-speed, return shift | 5-speed, return shift | 5-speed, return shift |
| Gear ratios | | | | | | | | | | |
| Low | 1 : 2.92 | 1 : 2.92 | 1 : 2.92 | 1 : 2.36 | 1 : 2.67 | 1 : 2.62 | 1 : 2.50 | 1 : 2.50 | 1 : 2.45 | 1 : 2.20 |
| 2nd | 1 : 1.77 | 1 : 1.77 | 1 : 1.77 | 1 : 1.61 | 1 : 1.62 | 1 : 1.67 | 1 : 1.53 | 1 : 1.53 | 1 : 1.71 | 1 : 1.40 |
| 3rd | 1 : 1.30 | 1 : 1.30 | 1 : 1.30 | 1 : 1.30 | 1 : 1.20 | 1 : 1.24 | 1 : 1.13 | 1 : 1.13 | 1 : 1.17 | 1 : 1.09 |
| 4th | 1 : 1.09 | 1 : 1.09 | 1 : 1.09 | 1 : 1.09 | 1 : 1.00 | 1 : 1.00 | 1 : 0.92 | 1 : 0.92 | 1 : 0.90 | 1 : 0.92 |
| 5th | 1 : 0.96 | 1 : 0.96 | 1 : 0.96 | 1 : 0.96 | | | 1 : 0.78 | 1 : 0.78 | 1 : 0.71 | 1 : 0.81 |
| Max speed, mph | Up to 70 | Up to 65 | 66 | ———— | Up to 75 | Up to 78 | 105 | 115 | 84 | 124 |
| Acceleration | 1/8 mile 11.5 sec. | 1/8 mile 11.5 sec. | 1/8 mile 11.5 sec. | ———— | 1/4 mile 17.3 sec. | 1/4 mile 16.0 sec. | 1/4 mile 15.0 sec. | 1/4 mile 13.8 sec. | 1/4 mile 14.8 sec. | 1/4 mile 12.4 sec. |
| Braking distance, ft/mph | 21/22 | 21/22 | 21.2/22 | 21.2/22 | 39/31 | 39/31 | 39/31 | 39/31 | 39/31 | 34.5/31 |
| Weight, lbs | 170 | 175 | 185 | 178 | 245 | 248 | 319 | 329 | 265 | 382 |
| Length, in. | 72.0 | 72.0 | 76.7 | 75.4 | 78.0 | 80.3 | 78.5 | 78.9 | 82.0 | 82.5 |
| Wheelbase, in. | 45.3 | 45.3 | 50.0 | 50.4 | 50.5 | 51.6 | 51.0 | 51.0 | 55.0 | 55.0 |
| Front suspension | Telescopic fork | Telescopic fork | Telescopic fork | Telescopic fork | Telescopic fork | Telescopic fork | Telescopic fork | Telescopic fork | Telescopic fork | Telescopic fork |
| Tire size | | | | | | | | | | |
| Front | 2.75-18 | 2.75-18 | 3.00-18 | 3.25-18 | 3.00-19 | 3.25-19 | 3.00-18 | 3.25-18 | 3.00-21 | 3.25-19 |
| Rear | 2.75-18 | 2.75-18 | 3.00-18 | 3.25-18 | 3.50-18 | 4.00-18 | 3.25-18 SS-3.50-18 | 3.50-18 | 4.00-18 | 4.00-18 |
| Lubrication | Superlube | Superlube | Superlube | Gasoline-oil mixing | Superlube | Superlube | Superlube | Injectolube | Injectolube | Injectolube |
| Ignition system | Magneto | Magneto | Magneto | Magneto | Battery | Battery | CDI | CDI | CDI | CDI |

Specifications subject to change without notice



Kawasaki Motors Corp.

1062 McGAW AVE. • SANTA ANA, CALIFORNIA 92705

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