

Kawasaki 1976





The King is still the King! New double discs up front. The most exciting supersports tourer known for both its dramatic sprinting and effortless high-speed cruising ability.

Z900

STREET MACHINES: 4-STROKE

It built Kawasaki's performance image. It's still the road racer's street machine.



KH500

STREET MACHINES: 2-STROKE

A 3-cylinder 2-stroke sports bike anyone can handle with confidence and safety.



KH400

You've never had so much fun and a 6-speed gearbox before! 125 cc's of pure joy!



KE125

ROAD/TRAIL MOTORCYCLE

Supergutsy. If you have the will, this is the only way to fly!



KX400

COMPETITION MACHINES: MOTOCROSS

A go-anywhere mid-bike built like a big bike. For smaller riders.



KM90

FUN BIKE



Son of Z900. An advanced 4-stroke twin with dynamic balancers which make it as smooth as a four! Built-in emission control system recycles blow-by gasses for cleaner running.



Z400

The world's only 3-cylinder 2-stroke 250 roadster. New disc brake for easier stopping. The machine for the Young Man About Town.



KH250

A lightweight streeater that's a commuter's dream and easy on fuel.



KH100

Replica factory racer. A mean green MXer to take you to victory.



KX250

Superlight. Supertough. Your MX skill can make it a winner.



KX125

Champion Don Smith's design. Kawasaki's engineering. A super trials machine.



KT250

TRIALS



SPECIFICATIONS

		Z900-A4	Z400-D3	KH500-A8	KH400-A3	KH250-B1	KH100-A2	KE125-A3	KM90-A4	KX400-A2	KX250-A3	KX125-A3	KT250-A2
Maximum horsepower	(hp/rpm)	81/8,500	36/8,500	52/7,000	38/7,000	26/7,000	11.5/8,000	11.5/8,000	6.6/8,500	42/7,000	34/8,000	22/9,750	16/8,500
Maximum torque	(kg-m/rpm)	7.3/7,500	3.3/7,500	5.4/6,500	3.9/6,500	2.7/6,500	1.07/7,000	1.4/5,500	0.81/5,500	4.5/6,000	3.2/7,500	1.8/9,000	1.9/4,000
Engine type		4-stroke		2-stroke			2-stroke	2-stroke	2-stroke			2-stroke	
		4-cylinder	2-cylinder	3-cylinder			1-cylinder	1-cylinder	1-cylinder	1-cylinder			1-cylinder
		DOHC	SOHC	piston valve			rotary disc valve	rotary disc valve	rotary disc valve	piston valve		rotary disc valve	piston valve
Engine displacement	(cc)	903	398	498	400	249	99	124	89	401	249	124	248
Starting system		electric starter & kick		kick			primary kick	primary kick	primary kick	primary kick			primary kick
Transmission		5-speed		5-speed			6-speed	5-speed	5-speed		6-speed	5-speed	
Tyre size	Front	3.25-H19	3.25-S18	3.25-H19	3.25-S18	3.25-S18	2.50-18	2.75-21	2.50-16	3.00-21	3.00-21	3.00-21	2.75-21
	Rear	4.00-H18	3.50-S18	4.00-H18	3.50-S18	3.50-S18	2.75-18	3.50-18	3.00-14	4.60-18	4.60-18	4.10-18	4.00-18
Length, overall	(mm)	2,245	2,080	2,125	2,055	2,065	1,900	2,160	1,745	2,110	2,110	2,020	2,015
Width, overall	(mm)	865	775	825	760	760	800	870	765	940	940	875	835
Height, overall	(mm)	1,170	1,050	1,100	1,045	1,045	1,030	1,075	945	1,165	1,165	1,120	1,155
Wheelbase	(mm)	1,505	1,370	1,410	1,365	1,375	1,225	1,350	1,100	1,415	1,415	1,340	1,305
Dry weight	(kg)	241	175	194	165	160	89	99	76	106	96	81	96
Fuel tank capacity	(litres)	17	14	16	14	14	10	6.7	6.0	9.0	9.0	6.5	5.5

The specifications mentioned here apply to and have been achieved by production models under standard operating conditions. We intend only to give a fair description of the motorcycles and their performance capabilities but these specifications may not apply to every machine supplied for sale. Kawasaki Heavy Industries, Ltd. reserves the right to alter specifications without prior notice.



KAWASAKI
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