

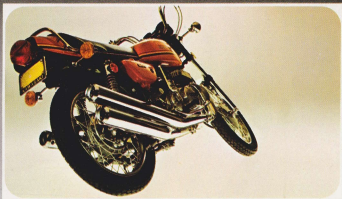
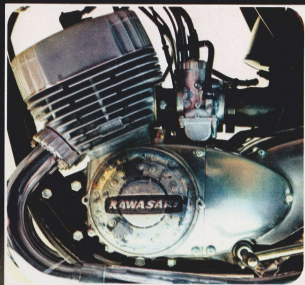
A close-up photograph of a motorcycle engine cover. The cover is highly reflective, showing highlights and shadows. In the center, there is a black oval with the word "KAWASAKI" written in white, bold, italicized capital letters. Several screws are visible around the perimeter of the cover.

***KAWASAKI***

**How to come out ahead in 1973**

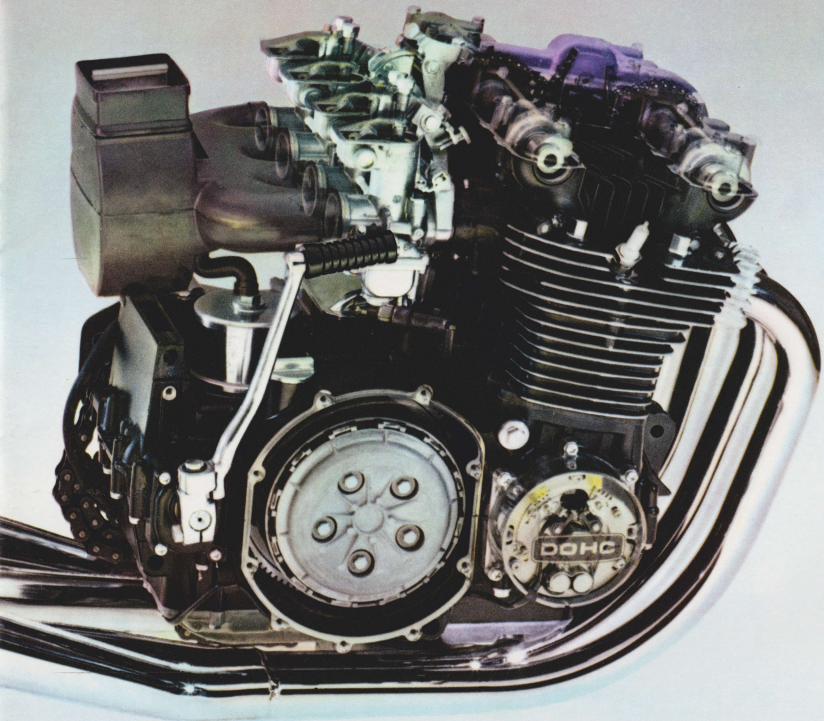
This year Kawasaki has thirteen different motorcycles. Each and every one comes out ahead of anything else on two wheels. As you turn the pages, we think you will agree.



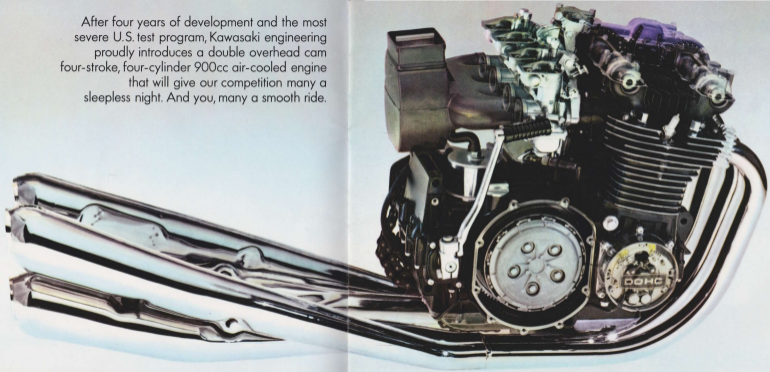


After four years of development and the most severe U.S. test program, Kawasaki engineering proudly introduces a double overhead cam four-stroke, four-cylinder 900cc air-cooled engine that will give our competition many a sleepless night. And you, many a smooth ride.

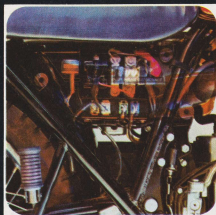




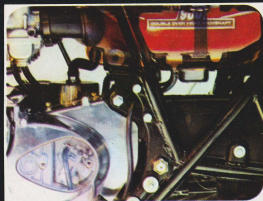
After four years of development and the most severe U.S. test program, Kawasaki engineering proudly introduces a double overhead cam four-stroke, four-cylinder 900cc air-cooled engine that will give our competition many a sleepless night. And you, many a smooth ride.



No matter how you look at the Z-1, it's in a class by itself. And has been given the most severe U.S. test program of any motorcycle on the market.



All the fuses are in one easy-to-get-to place.



The chain oiler pump automatically meters the precise amount of oil needed to the largest, toughest chain on the market.



With the gas tank removed, all parts are serviceable with engine still in frame (except crankshaft and transmission).

Introducing a double overhead cam 4-stroke that displaces over 900cc of smooth power! With 82 horses it can hit top speeds of up to 130 mph. Yet even at these speeds, you feel totally safe and comfortable. This machine was simply designed to reach maximum speeds with minimum stress to engine and rider. With power to spare for passing trucks, climbing mountain roads or catching up to anything on wheels. It's all there waiting for you in your right hand.

This double overhead cam four-stroke, four-cylinder, air-cooled engine does more than just make it go fast. The engine will have longer life and the machine, obviously, looks dazzling. Not to mention it provides all the performance needed to carry two people and their gear in high style. And thanks to PCV (positive crankcase ventilation), offensive air pollutants are re-burned within the combustion chamber rather than ventilated into the outside atmosphere. So hydrocarbon smog emissions are dramatically reduced.

What, no rocker arms? That's right. Which means direct cam to valve drive, which means more weight and less friction, which means more rpm and quicker throttle response.

Inside the Z-1 900 is a lot to boast about. A lot! Start with an electric starter. Then an ignition system so simple and straight-forward you couldn't find anything more reliable. The throttle control doesn't have just one cable. It has two! One to open the carburetors. And the other to close them. The air cleaner is large and can be removed easily for cleaning or replacement.

The Z-1 is a potent machine. The chassis design is such that you can throw the Z-1 into a 90° corner, yet never lose the sure-footed feeling. A front tire designed to Kawasaki specifications also contributes to the outstanding traction, cornering, and straight-line stability. The transition of power from engine to rear wheel is extremely smooth and positive. And since it takes power to stop power, the Z-1 uses a hydraulic front disc brake. If you know anything about brakes, you'll know disc brakes never fade, no matter how many quick, hard stops you make.

But don't forget, the Z-1 was designed to be the ultimate in touring machines. The saddle is super-soft and super-sized. A handy storage compartment is in the tail section. And let's face it, when it comes to high speed stability, easy handling, power in reserve and a striking appearance; no other bike in the world is quite like the Z-1.

Engine type: DOHC, 4-cylinder, transverse inline 4-stroke, air-cooled

Displacement: 903cc

Bore & stroke: 66 x 66mm

Ignition system: Electric start — battery & coil

Max. horsepower (SAE J245): 82 @ 8500 rpm

Max. torque: 54.3 ft. lbs./7500 rpm

Top speed: 130 mph

Climbing ability: 30°

Transmission: 5 speed/1-N-2-3-4-5

Gear ratios: 1st-3.17; 2nd-2.19; 3rd-1.67; 4th-1.38; 5th-1.22

Final reduction ratio: 2.33 (35/15)

Overall drive ratio: 4.92

Front suspension: Telescopic fork

Rear suspension: Adjustable shocks

Tire type: Universal

Rake/trail: 64°/3.54 in.

Braking distance: 36 ft. at 31 mph

Overall length: 86.8 in.

Overall width: 31.5 in.

Overall height: 45.3 in.

Wheelbase: 58.7 in.

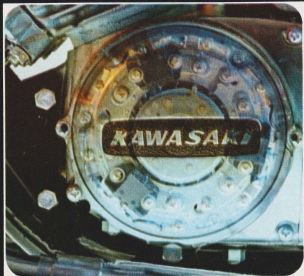
Ground clearance: 6.3 in.

Weight: 506 lbs.

# Come out ahead on a Kawasaki



Z-1 900



Capacitor Discharge Ignition (CDI) gives you hotter, more constant spark, keeps plugs burning cleaner, and makes points pointless.



This is how most people see the world's fastest accelerating bike.



Choice of colors on the H-2 include Candy Purple, along with Candy Gold. Note new locking gas tank cap.

**There are fast machines. Then again, there are faster.**

**Meet the fastest!** Only one bike in production can do a quarter mile in 12 seconds flat. Reach speeds of 126 mph. Give you more torque and horsepower than any superbike in its class. The Kawasaki H-2 750. The fastest of the fast.

**A machine this powerful needs brakes to match.** Hydraulic front disc brake stops the H-2 quickly with little effort. And brake fading is officially a thing of the past.

**If it wasn't for the street equipment, you'd swear you were straddling a road racer.** The handling is that good.

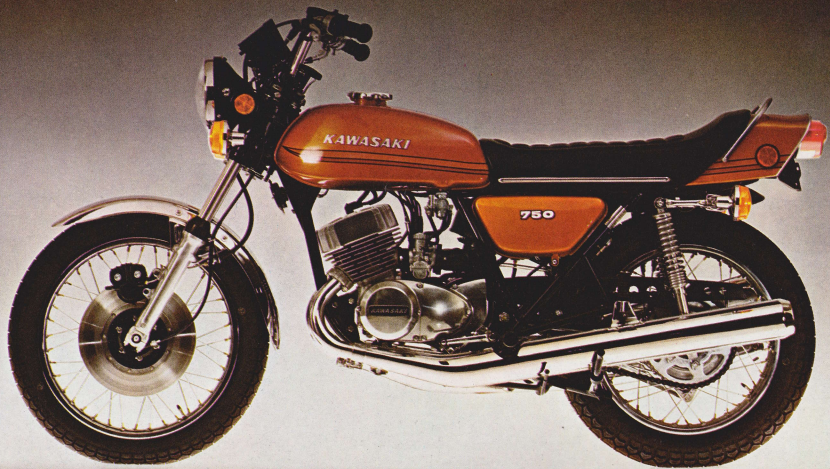
A well-designed five speed transmission makes acceleration and high speed cruising a breeze. You have plenty of power on tap for passing, catching up or taking off. We've also hit a new low in compression with a ratio of only 7:1, for more smoothness and a lot less noise. And all the obvious advantages of a smooth suspension system and low center of gravity. Like threading traffic or holding rock steady at high cruising speeds. Plus specially designed Universal tires are standard equipment.

**In a big touring bike, it's those little touches that make a big difference.** Like CDI. An ignition with no points. Once timing is set, it's set. No tinkering ever needed. Under the long, wide and well-padded saddle is an easy-to-get-to electrical system, a helmet lock, a special holder for your spark plugs. The tachometer, speedometer and main switch are at a good angle for easy-viewing and easy-starting. Fancy-looking upswept mufflers not only look dazzling, but allows your banking angle to be even greater. And many other features, such as a gas tank that appears sleek but holds 4.5 gallons, make this superbike the perfect touring bike.

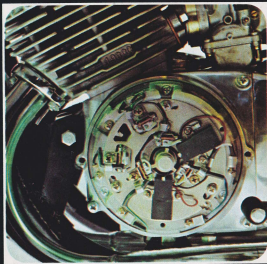
**Engine type:** 2-cycle, 3-cylinder, piston port  
**Displacement:** 748cc  
**Bore & stroke:** 71 x 63mm  
**Ignition system:** electronic CDI  
**Max. horsepower (SAE J245):** 71 / 6800 rpm  
**Max. torque:** 57.1 ft. lbs. / 6500 rpm  
**Top speed:** 126 mph  
**S. 1/4 mile:** 12.0 sec.  
**Climbing ability:** 40°  
**Transmission:** 5 speed / N-1-2-3-4-5  
**Gear ratios:** 1st-2.17; 2nd-1.47; 3rd-1.11; 4th-0.92; 5th-0.81

**Final reduction ratio:** 3.13 (15/47)  
**Overall drive ratio:** 4.76  
**Front suspension:** telescopic fork  
**Rear suspension:** adjustable shocks  
**Tire type:** Universal  
**Rake/trail:** 62° / 4.5 in.  
**Braking distance:** 40 ft. at 31 mph  
**Overall length:** 82 in.  
**Overall width:** 33.5 in.  
**Overall height:** 45 in.  
**Wheelbase:** 55.5 in.  
**Ground clearance:** 7 in.  
**Weight:** 422 lbs.

# Come out ahead on a Kawasaki



**H-2 750**



Capacitor Discharge Ignition (CDI) gives you hotter, more constant spark, keeps plugs burning cleaner, and makes points pointless.

Tachometer, speedometer and main switch are integrated for easy-viewing, easy-starting.



Hydraulic front disc brakes stop you quick, without fading.

**The 500 that's faster than anybody else's 750.** It streaks through the quarter mile in 12.4 seconds. Top speed is 124 mph. It's hard to believe you can get this kind of speed and acceleration from a machine with much more displacement, let alone a 500cc motorcycle.

**At 70 mph, the engine is just about loafing.** You have power to spare for passing, flying away from a stop light or catching up to just about anything on wheels. That's because the combustion cycle in the two-stroke engine fires every time the piston comes up, so every down stroke is a power stroke.

**Unlike most big twins, the H-1 isn't a "vibrating machine."** It has suspension as good as any production touring machine ever made. Plus a low center of gravity and a rather long wheelbase. It threads traffic beautifully, holds rock steady at high cruising speeds and sticks like glue in corners.

**Imagine getting so much motorcycle for so little.** Like foot pegs in the rear for passengers. A long, wide and well-padded touring saddle. A spacious storage area and a place to keep your spark plugs right under the seat.

Lots of safety features, too. Like a large tail light and turn signals. And swift-looking upswept mufflers that not only look great, but also allow for much sharper banking angles. The Kawasaki H-1. In a class by itself.

**Engine type:** 2-cycle, 3-cylinder, piston port  
**Displacement:** 498cc  
**Bore & stroke:** 60 x 58.8mm  
**Ignition system:** Electronic CDI  
**Max. Horsepower (SAE J245):** 59/8000 rpm  
**Max. torque:** 41.2 ft. lbs./7000 rpm  
**Top speed:** 124 mph  
**S. S. 1/4 mile:** 12.4 sec.  
**Climbing ability:** 40°  
**Transmission:** 5 speed/N-1-2-3-4-5  
**Gear ratios:** 1st-2.20; 2nd-1.40; 3rd-1.09; 4th-0.92; 5th-0.81

**Final reduction ratio:** 3.00 (45/15)  
**Overall drive ratio:** 5.84  
**Front suspension:** Telescopic fork  
**Rear suspension:** Adjustable shocks  
**Tire type:** Universal  
**Rake/trail:** 63°/4.3 in.  
**Braking distance:** 35 ft. at 31 mph  
**Overall length:** 82 in.  
**Overall width:** 33 in.  
**Overall height:** 45 in.  
**Wheelbase:** 55.5 in.  
**Ground clearance:** 5.7 in.  
**Weight:** 407 lbs.

# Come out ahead on a Kawasaki



**H-1 500**

Here's something you don't too often see.  
A spacious storage area, helmet lock  
and a place for your spare spark plugs.



Tachometer, speedometer  
and main switch are integrated for  
easy-viewing, easy-starting.



Hydraulic front disc brakes are  
a new feature. They stop right when you want  
to stop, without fading.

You have a choice of  
colors, Candy Blue or  
this Candy Orange.



It's fast, handles well, stops well and has all the little extras  
you'd expect in a larger, more expensive machine. This 350  
street bike has more horsepower than any other motorcycle in its class,  
a lot more. 44 hp! It also has more torque, faster acceleration, a  
longer wheelbase and goes faster. 106 mph! No wonder why the  
S-2 350 is the perfect medium-sized bike for commuting and  
week-end touring.

The new brakes are so effortless, all you need are just two  
fingers on the lever. Hydraulic front disc brake takes the  
fading out of braking. Which takes a load off your mind, we're sure.  
And because of a two-stroke engine, every down stroke is a power  
stroke. Which explains the incredible speed and acceleration.  
The transmission gears are large and strong. The power band  
is broader than most bikes which accounts for the smoother, more  
comfortable ride.

But the true beauty is the way the S-2 takes corners. It actually  
allows more than average cornering speeds. In fact you might say  
that sharp cornering, along with smooth constant power,  
is what the S-2 is all about.

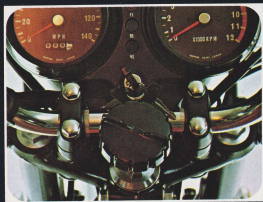
**Engine type:** 2-cycle, 3-cylinder,  
piston valve  
**Displacement:** 346.2cc  
**Bore & stroke:** 53.0 x 52.3mm  
**Ignition system:** Battery & coil  
**Max. horsepower (SAE J245):**  
44/8000 rpm  
**Max. torque:** 28.9 ft. lbs./7500 rpm  
**Top speed:** 106 mph  
**S.S. 1/4 mile:** 13.6 sec.  
**Climbing ability:** 40°  
**Transmission:** 5 speed/N-1-2-3-4-5  
**Gear ratios:** 1st-2.86; 2nd-1.79;  
3rd-1.35; 4th-1.12; 5th-0.96

**Final reduction ratio:** 3.07 (14/43)  
**Overall drive ratio:** 6.56  
**Front suspension:** Telescopic fork  
**Rear suspension:** Adjustable shocks  
**Tire type:** Universal  
**Rake/trail:** 62°/4.3 in.  
**Braking distance:** 39 ft. at 31 mph  
**Overall length:** 77.5 in.  
**Overall width:** 32.3 in.  
**Overall height:** 44.5 in.  
**Wheelbase:** 52.5 in.  
**Ground clearance:** 6.5 in.  
**Weight:** 335 lbs.

# Come out ahead on a Kawasaki



**S-2 350**



This steering dampener on the S-1 enhances control at high speeds.



As you can see, the upswept muffler design not only looks great, it also increases bank angle quite a bit.

If you're looking for a street bike with the economy of a small displacement machine without sacrificing performance and styling, look no further than the S-1. Though it doesn't have the displacement of the other Kawasaki superbikes, it can still do the quarter mile in only 14.7 seconds. And can hit a scorching speed of 100 mph. Yet only weighs 330 pounds. So you can corner, thread traffic and climb hills with the utmost ease.

When it came to designing our smallest three-cylinder, we thought mighty big. Because of a two-stroke engine, every down stroke is a power stroke. Which neatly explains the incredible speed and acceleration. The transmission gears are large and strong. And the power band is broader than most bigger bikes, which accounts for the smoother, more comfortable ride.

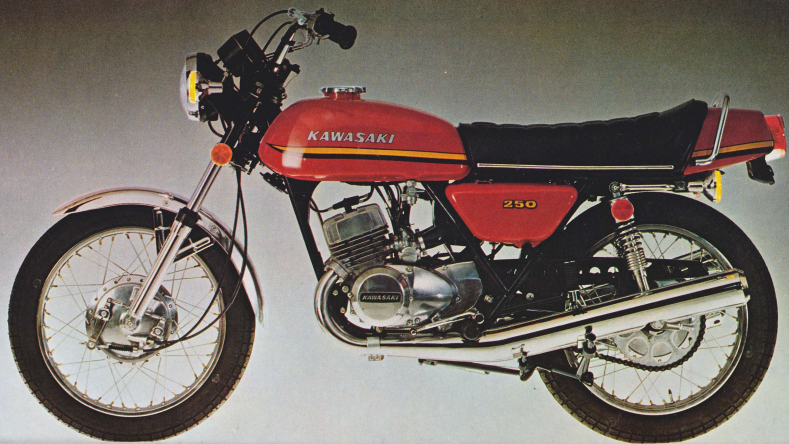
Little things mean a lot. Note some of these beautiful details. Like an oil level sight gauge. No more hide and seek guess work. New style fork lock. Not to mention gas cap lock and helmet lock. All you do to lock your helmet is to insert the helmet's D-ring on the hook and when the seat is latched, the helmet is locked to the motorcycle. And the seat latch also has an easy-to-operate lock. Under this seat is a handy place to store your spark plugs so they never get lost or damaged. Tachometer and speedometer are nicely integrated for easy-viewing. And the brakes are beauties. Heavy-duty double leading shoe brakes stop you in your tracks.

The S-1 250 is just the bike to take on the road, without taking on a lot of expensive payments.

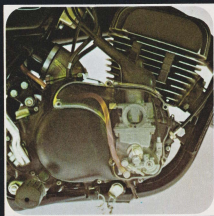
**Engine type:** 2-cycle, 3-cylinder, piston port  
**Displacement:** 249cc  
**Bore & stroke:** 45.0 x 52.3mm  
**Ignition system:** Battery & coil  
**Max. horsepower:** 28/7500 rpm  
**Max. torque:** 19.5 ft. lbs./7000 rpm  
**Top speed:** 100 mph  
**S.S. 1/4 mile:** 14.7 sec.  
**Climbing ability:** 40°  
**Transmission:** 5 speed/N-1-2-3-4-5  
**Gear ratios:** 1st-2.84; 2nd-1.79; 3rd-1.35; 4th-1.12; 5th-0.96

**Final reduction ratio:** 3.43 (14/48)  
**Overall drive ratio:** 7.34  
**Front suspension:** Telescopic fork  
**Rear suspension:** Adjustable shocks  
**Tire type:** Universal  
**Rake/trail:** 63°/4.3 in.  
**Braking distance:** 39 ft. at 31 mph  
**Overall length:** 77.5 in.  
**Overall width:** 32.3 in.  
**Overall height:** 43 in.  
**Wheelbase:** 52.5 in.  
**Ground clearance:** 6 in.  
**Weight:** 330 lbs.

# Come out ahead on a Kawasaki



**S-1 250**



The rotary valve engine gives maximum power without sacrificing performance at medium and low speeds.

Hatta forks let you adjust the tension, the height, the wheelbase, the rake and trail, for any kind of rider and any kind of riding.



Neither rain or snow, mud or rock, dirt or swamp can stop this mighty 350. Meet the biggest of our off-road machines. It boasts 28 horses at 6500 rpms. Displaces 346cc's. Yet weighs only 279 pounds. And when the going gets dirty, the F-9 gets going!

**A truly improved off-road powerhouse.** It has a quieter muffler and quieter cylinder for a much more quieter ride. It has a Forestry Service approved spark arrestor. It smokes a lot less thanks to an oil pump that prevents oil accumulation in the crankcase. Plus an improved carburetor jetting for cleaner, smoother running. And unlike most off-road bikes, fuel mixture won't get trapped in the crankcase cavity causing loading up and erratic running conditions. The F-9 has a unique crankcase scavenging valve which returns this accumulation back to the carburetor intake area. Almost like re-cycling.

**Its ignition system makes points pointless.** It has a capacitor discharge system, known affectionately as CDI. It squeezes more life out of spark plugs, gives you a better, more constant spark and keeps plugs burning cleaner. So who needs points to wear out or to be tinkered with?!

**Even the biggest enduro needs a few tiny touches.** Like a thing called Injectolube. It automatically meters the oil where it counts, in the right amount. The F-9 350 has turn signals as standard equipment. A larger, vibration-resistant battery. An elastic fuel tank retaining strap for easy tank removal. And control levers made out of forged aluminum, which makes them almost impossible to break. When you add them all up, it makes the competition's dirt bikes look like mud.

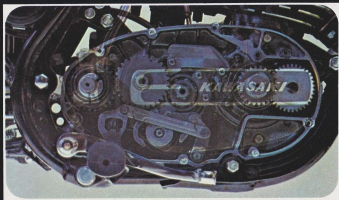
**Engine type:** 2-cycle, single cylinder, rotary disc valve  
**Displacement:** 346cc  
**Bore & stroke:** 80.5 x 68mm  
**Ignition system:** Magneto CDI  
**Max. horsepower (SAE J245):** 28/6500 rpm  
**Max. torque:** 23.9 ft. lbs./5500 rpm  
**Top speed:** 84 mph  
**S. S. 1/4 mile:** 14.8 sec.  
**Climbing ability:** 40°  
**Transmission:** 5 speed/N-1-2-3-4-5  
**Gear ratios:** 1st-2.45; 2nd-1.71; 3rd-1.17; 4th-0.90; 5th-0.71  
**Final reduction ratio:** 2.93 (14/41)

**Overall drive ratio:** 7.00  
**Front suspension:** Adjustable Hatta fork  
**Rear suspension:** 5-way adjustable shocks  
**Tire type:** Trials  
**Rake/trail:** 61.5°/4.8 in.  
**Braking distance:** 39 ft. at 31 mph  
**Overall length:** 82 in.  
**Overall width:** 33.5 in.  
**Overall height:** 44.5 in.  
**Wheelbase:** 55 in.  
**Ground clearance:** 9 in.  
**Weight:** 279 lbs.

# Come out ahead on a Kawasaki



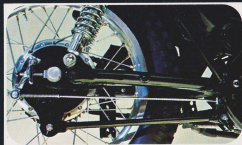
**F-9 350**



Because of a new gear linkage and shift mechanism, the F-11 250 eliminates any chance of overshifting.



The unique tongue and groove front brake, with self-cleaning alloy rim, makes a strong, light front wheel assembly.



A full-floating rear brake allows for smooth braking without grabbing—even in the roughest situations.



Filter is easy to remove, easy to clean. Just remove cover and lift out.

You asked for a good-looking 250cc lightweight piston port racing machine, and here it is! Introducing a totally new Kawasaki motorcycle. The F-11 has everything you ever asked for in a 250cc off-road competition bike. It's light. Only 264 pounds. And the lighter the bike, the easier it is to handle. Yet the F-11 is mighty strong and very flexible.

The new F-11 is a quick, tight machine. The new piston port engine design gives you more rpm and more torque. Just what you need for serious competition. The engine is also much lighter and narrower which means there's less chance of ever banging a side case when the getting gets rough.

**Downshift to your heart's content and never worry about overshifting.** All new gear linkage and shift mechanism enables you to make fast, effortless shifts every time with the fear of overshifting being the furthest thing from your mind. Plus a spark arrester which has been approved by the Forestry Service.

**Once you've raced the F-11 you'll be spoiled for life.** Everything about it is convenient. The oil pump is tucked neatly away where the carburetor usually is. The cylinder head has an extra topped hole for a spare plug or a compression release. The left-hand engine covers are not only good-looking but can be separately removed for timing the flywheel magneto ignition system without removing the chain case cover. The air cleaner is also easy to remove. And don't ever worry about being caught stranded without a spare spark plug. The F-11 has an extra spark plug holder right under the seat.

**Any way you look at it, the F-11 is a fast, safe, lightweight, and sturdy machine on or off the road.** A rear chain guard does a great job of keeping the chain on the sprocket under the dirtiest conditions. The extra-strength stepped spokes are laced to a unique hub design that combines, once again, light weight and durability. Even the front and rear rims are greatly improved. Unlike other alloy rims, they won't catch mud.

The brakes are outstanding. The front brake is strong but light, because of the unique torque tongue and groove design. A full-floating rear brake allows for smooth braking action in the roughest situations. And because the torque rod is fastened to the frame, it reduces rear wheel hop. You'll agree, the F-11 250 is in a class by itself.

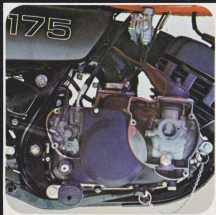
**Engine type:** 2-cycle, single cylinder, piston port  
**Displacement:** 246.8cc  
**Bore & stroke:** 68 x 68mm  
**Ignition system:** Magneto  
**Max. horsepower (SAE J245):** 22/6500 rpm  
**Max. torque:** 18.8 ft. lbs./6000 rpm  
**Top speed:** 78 mph  
**S.S. ¼ mile:** 16 sec.  
**Climbing ability:** 36°  
**Transmission:** 5 speed/1-N-2-3-4-5  
**Gear ratios:** 1st-2.50; 2nd-1.63; 3rd-1.15; 4th-0.91; 5th-0.75

**Final reduction ratio:** 3.31 (13/43)  
**Overall drive ratio:** 7.44  
**Front suspension:** Telescopic fork  
**Rear suspension:** 5-way adjustable shocks  
**Tire type:** Trials  
**Take/trail:** 6.05°/5.5 in.  
**Braking distance:** 50 ft. at 31 mph  
**Overall length:** 84 in.  
**Overall width:** 32.7 in.  
**Overall height:** 43.7 in.  
**Wheelbase:** 55 in.  
**Ground clearance:** 10.2 in.  
**Weight:** 264 lbs.

# Come out ahead on a Kawasaki



**F-11 250**



Rotary disc valve air-cooled engine gives you more bottom end pulling power without sacrificing top speed.

Hatta fork allows angle of rake and trail to be changed to suit the terrain.

Stand up riding is a cinch with this new, slimmer contour seat.



If you're looking for an enduro that's just the right size for freeway and freedom, take a good look at the F-7 175. It's fast enough for the open highway, 75 mph. And packs a lot of torque from the bottom of its broad power band to the very top. Something every enduro needs, but not every enduro has. This 175cc enduro has it, thanks to a rotary valve engine. It gives the machine maximum bottom end power and good top speed, without sacrificing vital pulling power.

The F-7 also has CDI. An ignition system that makes points utterly pointless. This capacitor discharge system squeezes more life out of spark plugs, gives you a hotter, more constant spark and keeps plugs burning cleaner. So who needs points?!

You might call the F-7 175 the world's most adjustable enduro. It not only has five-way adjustable shocks to keep the rear end well under control, you can even adjust the height. Plus the F-7 proudly features Hatta forks. Keep axle in original position and you have reasonably quick steering and splendid stability for both street and trail. Move axle into rear position and you get high speed stability for touring. When you reposition it all the way up in the forward position, you get a quicker steering ratio for flogging around the countryside.

Never before has a 175cc dual-purpose motorcycle offered so much for so little. The list of features seems to go on and on and on. Like an automatic vacuum fuel valve which means when the engine stops, fuel stops automatically. It'll never drip fuel! The cylinder head has been drilled and tapped if you want to add a compression release. A new lock mounts directly to the steering stem for further resistance to tampering. Rubber cylinder fin dampers reduce engine noise. New carburetor jetting gives F-7 cleaner, smoother performance.

The air cleaner is a breeze to clean or change. Just remove cover and lift out. The bike has good ground clearance with chain guard to keep brush out.

The exhaust system is finished in a black matte heat resistant paint job and keeps db's down while conforming to Forestry Code regulations with an approved spark arrester. Other safety features are a kill button, standard equipped turn signals and side reflectors. As you can see there's hardly anything that the F-7 175 enduro lacks, except you.

**Engine type:** 2-stroke, single cylinder, rotary disc valve, air-cooled

**Displacement:** 174cc

**Bore & stroke:** 61.5 x 58.8mm

**Ignition system:** Magneto CDI

**Max. horsepower (SAE J245):** 16.5/7000 rpm

**Max. torque:** 13.0 ft. lbs./7000 rpm

**Top speed:** 75 mph

**S.S. 1/4 mile:** 16.2 sec.

**Climbing ability:** 36°

**Transmission:** 5 speed/1-N-2-3-4-5

**Gear ratios:** 1st-2.667; 2nd-1.750; 3rd-1.200; 4th-0.913; 5th-0.720

**Final reduction ratio:** 3.571 (14/50)

**Overall drive ratio:** 8.035

**Front suspension:** Adjustable Hatta fork

**Rear suspension:** 5-way adjustable shocks

**Tire type:** Trials

**Rake/trail:** 61°/4.37 in.

**Braking distance:** 33 ft. at 31 mph

**Overall length:** 80.5 in.

**Overall width:** 33.5 in.

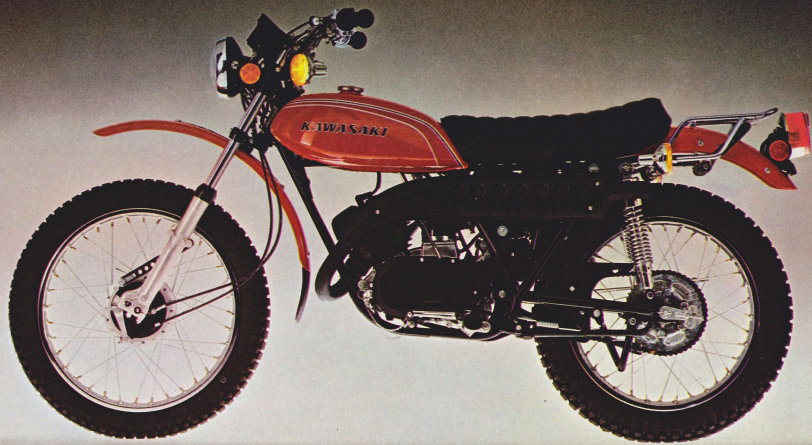
**Overall height:** 43 in.

**Wheelbase:** 52 in.

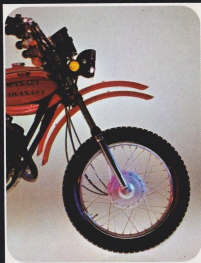
**Ground clearance:** 10 in.

**Weight:** 233 lbs.

# Come out ahead on a Kawasaki



**F-7 175**

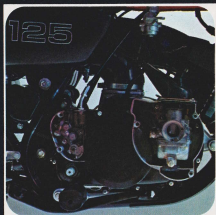


Adjustable front suspension lets you raise or lower bike, change tension.

Stand up riding is a cinch with this new, slimmer contour seat.



The F-6 now features a positive anti-theft feature. A new lock mounted directly to the steering stem.



Rotary disc valve air-cooled engine gives you maximum power, top and bottom.

The only thing small about this 125 air-cooled enduro is its price. The F-6 can match some of the bigger enduros in torque and horsepower. And can go fast enough to hold its own in traffic. Its rotary valve engine delivers maximum bottom end power along with good top speed, yet doesn't sacrifice a vital drop of pulling power. If an enduro can't give you all this, then it's not an enduro.

This machine can adjust to the rough roads of life. Thanks to an adjustable front suspension, you can raise or lower your bike to adapt to street or dirt. And the tension can be changed just as simply.

To protect your engine, the F-6 125 has good ground clearance and a chain guard to keep out the brush and debris.

A new lock mounted directly to the steering stem assists in the never-ending fight against crime.

The air cleaner is a simple thing to get to, just lift the seat and pull out. Another thoughtful bit of designing is the tapped cylinder head so you can easily install a compression release or a second spark plug.

The exhaust system is painted a black matte. This not only looks sporty, it resists heat. And the exhaust system also keeps the db's down while conforming to Forestry Code regulations with a spark arrester. Other safety features include a kill button, standard equipped turn signals and side reflectors; all within a very equitable price, which helps keep your budget out of danger. The F-6 125 is an agile, fun machine you can take anywhere, proudly.

**Engine type:** 2-stroke, single cylinder, rotary disc valve, air-cooled

**Displacement:** 124cc

**Bore & stroke:** 52.0 x 58.8mm

**Ignition system:** Magneto

**Max. horsepower (SAE J245):** 14.3/7500 rpm

**Max. torque:** 10.1 ft. lbs./7000 rpm

**Top speed:** 69 mph

**S. S. 1/4 mile:** 17.8 sec.

**Climbing ability:** 34°

**Transmission:** 5 speed/1-N-2-3-4-5

**Gear ratios:** 1st-2.667; 2nd-1.750; 3rd-1.200; 4th-0.913; 5th-0.720

**Final reduction ratio:** 3.929 (14/55)

**Overall drive ratio:** 8.839

**Front suspension:** Oil dampened telescopic fork

**Rear suspension:** 5-way adjustable shocks

**Tire type:** Trials

**Rake/trail:** 62°/3.8 in.

**Braking distance:** 19.5 ft. at 22 mph

**Overall length:** 80.5 in.

**Overall width:** 33.5 in.

**Overall height:** 42.5 in.

**Wheelbase:** 51.5 in.

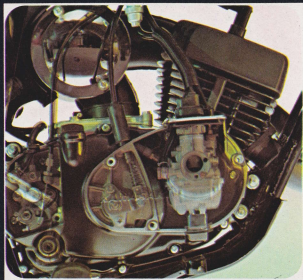
**Ground clearance:** 9.5 in.

**Weight:** 231 lbs.

# Come out ahead on a Kawasaki

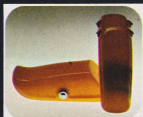


**F-6 125**



Rotary disc valve air-cooled engine gives you more bottom end pulling power without sacrificing good top speed.

The G-5 comes not only in Candy Blue, but Candy Orange, as well.



A strong, lightweight, flexible plastic fender will save you the trouble of having to replace a bashed-in fender.

Just by looking at the G-5 100 you'd never know it was a good beginner's bike. It looks like a big enduro, but weighs only 195 pounds. And while it's docile enough for beginners, it packs enough wallop to make things interesting after you've mastered the machine.

The 99cc rotary valve engine is a real dynamo of power. It can hit a highway speed of 66 mph and climb a hill on a 33° angle. This is because the engine design delivers you maximum low end power along with good top speed, without sacrificing vital pulling power. On-the-road or off-the-road, the G-5 100 responds quickly. And stops quickly! In fact, the braking distance is an impressive 21 feet at 22 mph. You can even make a complete turn-around in a short radius of just 77 inches.

One of the few features of the G-5 that isn't like a bigger enduro is its small price. The double-loop frame is a lot like that of a full-size motocross machine. The five-speed wide ratio transmission is smooth and positive. The big 19 inch front tire sticks like glue in the dirt and along with a new, beefier swing arm, the G-5 is unmatched in its class for off-road handling. Another real blessing over rocks and dirt are five-way adjustable rear shocks.

A wider connecting rod bearing makes the new crankshaft assembly stronger, wear longer. A new rear brake system prevents brush or stones from catching in the brake lever.

Comfort is unexcelled thanks to heavily-rubbered, springloaded foot pegs and a super-padded seat. One kick on the magneto start brings the G-5 roaring to life. And you'll never have to worry about burning your hand reaching for the ignition switch, it's conveniently located on the tachometer-speedometer console. Convenience seems to be everywhere on this enduro, even the oil level can be easily checked just by a quick glance at a bubble.

And when you leave it outside you can walk away with a little more peace of mind. A new fork lock is mounted directly to the steering stem to prevent tampering. After all, you won't be the only enthusiast who thinks the G-5 is a gem for week-day transportation and weekend trailing!

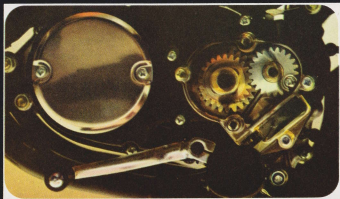
**Engine type:** 2-cycle, single cylinder, rotary disc valve  
**Displacement:** 99cc  
**Bore & stroke:** 49.5 x 51.8mm  
**Ignition system:** Magneto  
**Top speed:** 66 mph  
**Climbing ability:** 33°  
**Transmission:** 5 speed/N-1-2-3-4-5  
**Gear ratios:** 1st-2.92; 2nd-1.77; 3rd-1.30; 4th-1.09; 5th-0.96  
**Final reduction ratio:** 2.80 (15.42)  
**Overall drive ratio:** 9.46

**Front suspension:** Telescopic fork  
**Rear suspension:** 5-way adjustable shocks  
**Tire type:** Trials  
**Rake/trail:** 60.5°/4.7 in.  
**Braking distance:** 21 ft. at 22 mph  
**Overall length:** 78 in.  
**Overall width:** 33.8 in.  
**Overall height:** 42.1 in.  
**Wheelbase:** 52 in.  
**Ground clearance:** 9.5 in.  
**Weight:** 195 lbs.

# Come out ahead on a Kawasaki



**G-5 100**



The G-4 has a five-speed transmission with a quick-change high and low range. A total of ten possible gears.



The amperage of the battery has been doubled to carry the extra electrical load of this bigger, safer tail light.



Switching from high range to low range is as simple as a flick of this lever. In low range, it can climb a 40° hill.

29° high range  
**Climbing ability:** 40° low range  
**Transmission:** 5 speed/hl-lo range  
 N-1-2-3-4-5  
**Gear ratios:** 1st-2.92; 2nd-1.77;  
 3rd-1.30; 4th-1.09; 5th-0.96  
**Final reduction ratio:** 2.80 (15/42)

**Engine type:** 2-cycle, single  
 cylinder, rotary disc valve  
**Displacement:** 99cc  
**Bore & stroke:** 49.5 x 51.8mm  
**Ignition system:** Magneto  
**Top speed:** 66 mph

**Overall drive ratio:** 9.46  
**Front suspension:** Telescopic fork  
**Rear suspension:** 5-way adjustable  
 shocks  
**Tire type:** Knobby  
**Rake/trail:** 61°/4.3 in.  
**Braking distance:** 21 ft. at 22 mph  
**Overall length:** 77.5 in.  
**Overall width:** 33.0 in.  
**Overall height:** 41.8 in.  
**Wheelbase:** 50.0 in.  
**Ground clearance:** 10 in.  
**Weight:** 198 lbs.

The G-4 100 might have street equipment but that wasn't what it was designed for. Meet the most reliable 100cc trail bike ever made. It has a rotary valve engine for maximum bottom end power and good top speed, without losing a bit of pulling power. But the G-4's claim to fame is a quick change five speed transmission which is considered by most off-road enthusiasts to be a ten-speeder. Actually it has five-speeds in both high and low ranges. What this means to you is even greater bottom end power when you need it. And if you like to follow those little roads which are less traveled upon, this is the machine for you.

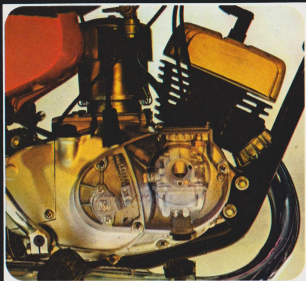
You can search high and low, you won't find a better 100cc trailing bike for love or money. The G-4 has just the perfect combination of balance and pulling power, plus knobby studded tires, to make it the king of the off-road. The rear shocks are so fine the bike won't see-saw at high speeds when you go cruising across rough and rocky terrain. The fuel tank holds 2½ gallons and the oil tank holds 1.3 quarts, so you can go exploring for a good hundred miles in back country without ever worrying about re-fueling.

If you're looking for a good, reliable training machine; trust a specialist. It was designed to give you everything you want in a 100cc dirt bike. A wider connecting rod bearing has been added to make the crankshaft assembly stronger, wear longer. The carburetor doesn't look new on the outside, but on the inside it has been improved to give even better performance at all altitudes. The muffler is quieter and a spark arrestor has the approval and blessing of the Forestry Code. The hand grips are more comfortable and won't blacken hands. A kill-switch is conveniently located on the right-hand grip. A new rear brake system prevents brush or stones from catching in the brake lever. And a fork lock mounted directly to the steering stem plays a diligent role in foiling theft. The G-4 100. Happy trails to you!

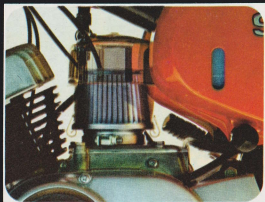
# Come out ahead on a Kawasaki



**G-4 100**



Rotary valve engine gives you good top speed with maximum bottom end power, without sacrificing pulling power.



This chrome air cleaner looks dazzling on the outside, but on the inside it has a dirty job of giving the engine cleaner air to breathe.

**The G-3 is a perfect first-time motorcycle, but don't expect it to baby you.** It can streak to a highway speed of 70 mph. Break traffic like a whiz. And leave some bigger bikes still sitting back at the stop light, utterly amazed.

It has a powerhouse 2-stroke rotary valve engine that lets you feel the wind on your face on the open road or pull you through the muddiest conditions. Even take a 27" hill at a pretty nice clip.

**You can't judge a motorcycle by looking at its displacement.** Sure, the G-3 is a 90cc machine. But it packs the wallop and features you might find only in a high performance racing machine with loads more displacement and costing a good deal more money!

For instance, the transfer ports on the G-3 are considerably larger than many motorcycles with a 125cc displacement. And any bike enthusiast will tell you, the larger the transfer ports, the greater the power output!

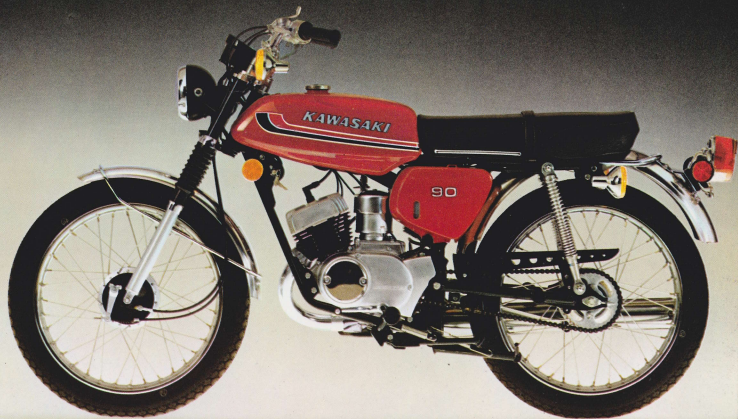
Also, the crankshaft assembly this year is stronger. The gear ratios are wide enough to let the rider pick a gear for any situation, yet close enough so the engine doesn't drop off the boil like so many other smaller bikes do. Especially when going into a higher gear. The brakes stop you in 21 feet at 22mph. And unlike most bikes in its class, the G-3 has a big 2 1/2 gallon fuel tank. It not only gives you about a week on the average between re-fueling, it also makes the bike look bigger than a 90cc.

**An adjustment here, a trial tire here and there, and lo and behold! The G-3 becomes a first-class trail bike.** After all, the G-3 not only has good bottom end power but also a wide power range and excellent low speed torque. The new exhaust system keeps the engine fairly silent, the superlube meters just the right amount of oil to virtually eliminate smoking. And the battery is now vibration-proof. The tail light is big enough to be seen from afar. The rubber fork boots give the front end a very sporty look. And a new fork lock stops a lot of tampering. We can go on and on, but it's up to you to find out what all the fun is about. And the G-3 90 is the best way to find out.

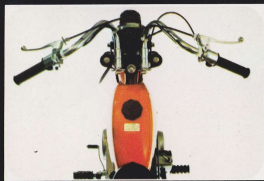
**Engine type:** 2-cycle, single cylinder, rotary disc valve  
**Displacement:** 89cc  
**Bore & stroke:** 47.0 x 51.8mm  
**Ignition system:** Magneto  
**Top speed:** 70 mph  
**Climbing ability:** 27"  
**Transmission:** 5 speed/N-1-2-3-4-5  
**Gear ratios:** 1st-2.92; 2nd-1.77; 3rd-1.30; 4th-1.09; 5th-0.96  
**Final reduction ratio:** 2.64 (14/37)  
**Overall drive ratio:** 8.92

**Front suspension:** Telescopic fork  
**Rear suspension:** Swing arm  
**Tire type:** Universal  
**Rake/trail:** 64°/3.5 in.  
**Braking distance:** 21 ft. at 22 mph  
**Overall length:** 72 in.  
**Overall width:** 33.1 in.  
**Overall height:** 40.7 in.  
**Wheelbase:** 45.3 in.  
**Ground clearance:** 6.5 in.  
**Weight:** 178 lbs.

# Come out ahead on a Kawasaki



G-3 90



Handlebars fold all the way down for easy transporting in car, boat or plane.



It's nice to know that a special gas and oil tank shut off valve is included to eliminate chances of messy leakage during transporting.

**The MT-1. Proof positive that nice things come in small packages.** Whether you're eight or eighty, this mini bike is maxi fun. It has a lot inside a little. It displaces 73cc's which is nothing to sneeze at. Plus lots and lots of torque in the low-end department. So you not only get a good amount of power in the dirt, you also get a quick start on the way to a top speed of 40 mph. Which is a lot of zip on any trail.

**Think of it as a big bike in a little body.** The MT-1 has big bike styling, just take a look at the muffler and gas tank. And might we add, both the muffler and gas tank have safety features. The muffler is quieter and has a Forestry Code approved spark arrestor, so a forest ranger can hop on one and have absolutely no guilt feelings. And the attractive steel gas tank has a closeable vent in the gas cap so the bike can be laid over on its side for lugging to and from campsite without any fear of leakage.

Stopping is effortless thanks to an internal expansion system on both the front and rear wheels, controlled by levers on both sides of the folding handlebars. And just below each lever is a brake adjustment.

New forks up front not only look better than the old-fashioned exposed forks, they work much better, too. The 3-speed manual transmission has an automatic centrifugal clutch for added convenience. The seat is far superior than those on bikes costing more money. Both lights and ignition are provided for by a flywheel magneto which precludes the use of a battery. Light switch and kill button are just inches away from your left thumb. The features just seem to keep on going and going. We suggest you take the MT-1 for a test spin. You'll find out for yourself that 73cc's of power, a climbing ability of 39° and a top speed of 40 mph is a tough act for any other mini to follow.


**Engine type:** 2-stroke, single cylinder, piston port  
**Displacement:** 73cc  
**Bore & stroke:** 46 x 44mm  
**Ignition system:** Magneto  
**Top speed:** 40 mph  
**Climbing ability:** 39°  
**Transmission:** 3 speed/automatic clutch  
**Gear ratios:** 1st-2.91; 2nd-1.53; 3rd-1.05

**Final reduction ratio:** 2.53 (33/13)  
**Overall drive ratio:** 8.92  
**Front suspension:** Telescopic fork  
**Rear suspension:** Swing arm  
**Tire type:** Universal  
**Rake/trail:** 63°/2.5 in.  
**Overall length:** 53 in.  
**Overall width:** 24 in.  
**Overall height:** 34 in.  
**Wheelbase:** 38 in.  
**Ground clearance:** 6 in.  
**Weight:** 121 lbs.

# Come out ahead on a Kawasaki



**MT-1**

A detailed close-up photograph of a motorcycle engine, showing various mechanical components like the cylinder head, valves, and timing chain. The lighting is dramatic, highlighting the metallic surfaces. A white rectangular box with rounded corners is centered over the image, containing text.

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