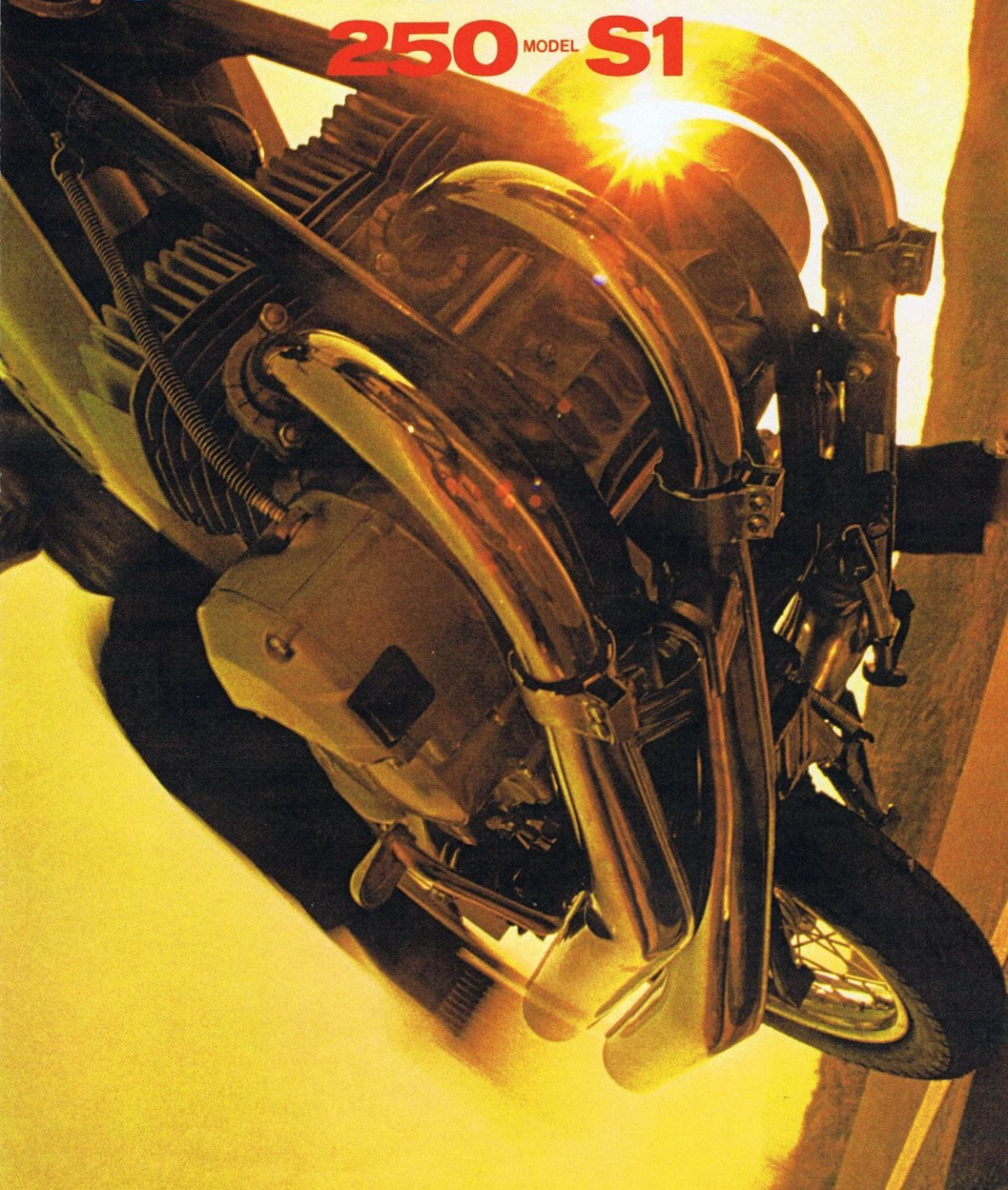


Kawasaki

250 MODEL **S1**

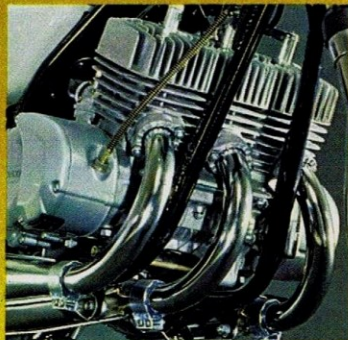


**You've never known a 250 like this before.
There's never been a 2-cycle, 3-cylinder 250 before.**

Here it is: the first production triple in the 250 cc class.
It is so smooth and easy to ride it opens up
a whole new world of performance and pleasure.



250 MODEL S1



Why three are better than two or one

Who needs three cylinders when one or two will do? Not everyone, it's true. But then not everyone wants a turbine-smooth streeater that can be hurled around corners like a lightweight but comes on strong like a heavy. It takes an individualist to love it. Kawasaki believes there are enough of these individualists around the world to appreciate the SI. Only Kawasaki has the experience and technology in making a series of 2-cycle, 3-cylinder powerhouses. They run from 250 cc through 750 cc. They all have the same remarkably smooth power surge characteristics, handling and reliability that have made Kawasaki famous. With

three cylinders there's always one taking in the mixture, one firing, and one on the exhaust stroke. An even balance. It's what gives smoothness. And with smoothness comes comfort. Singles and twins can produce vibrations which shake you up and tire you. In the long run the SI triple is a better bet.

32 hp/8,000rpm.
105 mph (168 kph)

It's no flatfoot. Maximum torque comes in at 7,000 rpm. The 32 hp zaps it from a standing start up the quarter mile strip in only 14.7 seconds. And when you're alone you can hit a high of 105 mph. If this kind of performance is not good enough, you don't want a 250. Try our 350. Or 500. Or 750.



The look of a champion

Look at the three cylinders, three carburetors, three tuned mufflers and high-flying racing-style tail. Examine the high-powered lighting system, the white-on-black instruments, the slender front fender, the long black banana seat. Put it all together and it looks like it's racing standing still!

Maneuverability, comfort and safety

Suspension is firm but absorbs road shocks so you won't fatigue. You'll get to appreciate it best at speed because that's when it comes into its own. The side-by-side 3-cylinder layout won't stop you leaning the SI just as far as you have the nerve to — without bumping, grinding or scraping things. It really corners. And you can slalom through traffic with ease.

Safety. Well, that's up to you. The SI is probably one of the most forgiving bikes built. At only 325 lbs. (148 kgs.) you'll find the big brakes more than equal to the task of stopping you from any speed. We've done all we can to make the SI safe. The rest is up to you.

SPECIFICATIONS

PERFORMANCE

Maximum speed	105 mph (168 kph)
Acceleration	SS 1/4 mile: 14.7 sec.
Climbing ability	40 degrees
Braking distance	39 ft/31 mph (12 m/50 kph)
Min. turning radius	82.5 in. (2.1 meters)
Fuel consumption	108 miles/imp. gal @30 mph (38 km/liter @48 kph)

ENGINE

Type	2-cycle, 3-cylinder, piston valve
Displacement	15.2 cu. in. (249 cc)
Bore & stroke	1.77 x 2.06 in. (45 x 52.3 mm)
Compression ratio	7.5 : 1
Max. horsepower	32 hp/8,000 rpm
Max. torque	21.7 ft-lb (3.0 kg-m)/7,000 rpm
Ignition system	Battery and coil
Starting system	Kick
Lubrication	SUPERLUBE (automatic oil injection)

TRANSMISSION

Type	5-speed, constant mesh, return shift
Clutch	Wet, multi-disc

DIMENSIONS

Length, overall	79 in. (2,010 mm)
Width, overall	31.5 in. (800 mm)
Height, overall	43 in. (1,095 mm)
Wheelbase	52.5 in. (1,330 mm)
Weight	325 lbs (148 kg)
Tire size, front	3.00 - 18 4PR
rear	3.25 - 18 4PR
Fuel tank capacity	3.1 imp. gal (14 liters)
Oil tank capacity	1.3 imp. qt (1.5 liters)

FRAME

Type	Tubular, double cradle
Suspension, front	Telescopic fork
rear	Swing arm



KAWASAKI
HEAVY INDUSTRIES, LTD.
MOTORCYCLE DIVISION