

 **Kawasaki**

500 MACH III MODEL **H1**



This is the machine that made Kawasaki famous——



500 MACH III model H1

Improving on a good thing

When the first Kawasaki 500 MACH III came out in 1968 it was a wild and wonderful machine. It turned on the high performance crowd like no other motorcycle had ever done before. And it set the standard for superbikes. It was a huge success.



Another new safety feature is the adoption of brighter flashers, and easier-to-read-at-a-glance speedometer and tachometer.

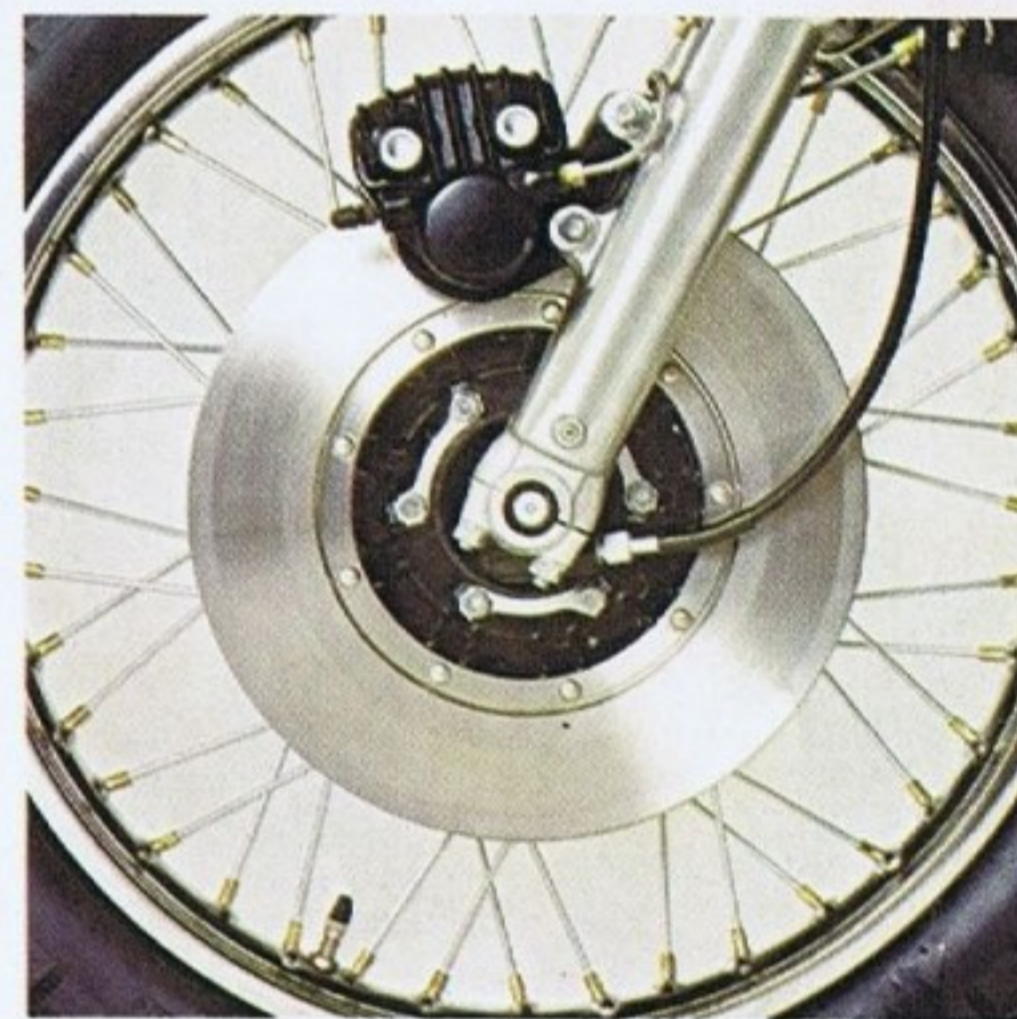


What else is new? The wild paint job, slim, chrome fenders, re-styled seat and quick-action fuel tank cap. And now you can lock the seat in place with a key. Under the seat there's space for maps and valuables, and a holder for spare spark plugs.

The good old good things

Don't get the idea that the 500 MACH III has changed its character. No way. It just has a sophisticated new image. It still zaps through the quarter in 12.4 seconds and winds all the way up to 124 mph (200 kph). The only change is that it does it better! Now, from 3,500 rpm it pulls like you won't believe all the way to 7,800!

Time marches on and Kawasaki learned from experience. Kawasaki has been improving the MACH III every year through a process of engineering evolution. Kawasaki's powerplant — a 2-cycle, 3-cylinder piston valve engine now turns out 59 hp at 8,000 rpm. And its exhaust noise level has been appreciably reduced.



Like last year, the Mach III has a disc up front to bring you down again and again from high speeds without fade. The rear brake is a drum set up.

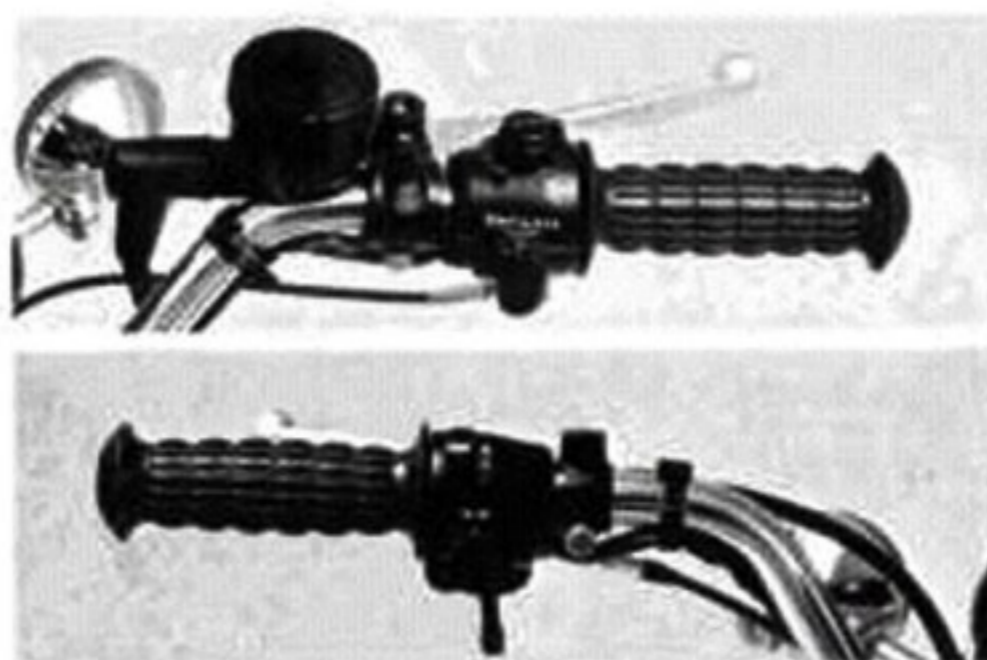


There have been other changes, too. The MACH III looks better with its slim new-style fuel tank, up-swept mufflers and neat instrument panel. The advanced-thinking solid state CDI (capacitor discharge ignition) system is adopted on the new model. It provides 24,000 sparks a minute to give all the fire the MACH III needs, and since there are no moving parts, no maintenance is necessary.

More work in the handling department has resulted in the new model tracking true-to-line in corners, and it has great stability at high speed. It means MACH III is a safer machine than ever, too.



The frame is the same high tensile steel tube double cradle design that has been proven in racing over many years. And the suspension, with double acting telescopic forks and rear shocks, is co-ordinated to match the machine's performance.



Kawasaki has come a long way in a very short time with the 500 Mach III showing the way. Development of a machine is a never ending thing. And Kawasaki has proved that even when you start off with a brilliant concept, you can refine it to make it better. Meet the new Kawasaki MACH III: it's a little older — and a little wiser.

SPECIFICATIONS

PERFORMANCE

Maximum speed	124 mph (200 kph)
Acceleration	SS 1/4 mile (400 m): 12.4 sec.
Climbing ability	40°
Braking distance	35 ft/31 mph (10.5 m/50 kph)
Minimum turning radius	90 in. (2.3 m)
Fuel consumption	95 mile/Imp. gal. @ 30 mph (33 km/l @ 48 kph)

ENGINE

Type	2-cycle, 3-cylinder, piston valve
Displacement	498 cc (30.4 cu.in.)
Bore and stroke	2.36 x 2.31 in. (60 x 58.8 mm)
Compression ratio	6.8 : 1
Maximum horsepower	59 hp/8,000 rpm
Maximum torque	41.2 ft-lb/7,000 rpm (5.7 kg-m/7,000 rpm)
Ignition system	Electronic CDI
Starting system	Kick
Lubrication	INJECTOLUBE (automatic pressurized injection)

TRANSMISSION

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

DIMENSIONS

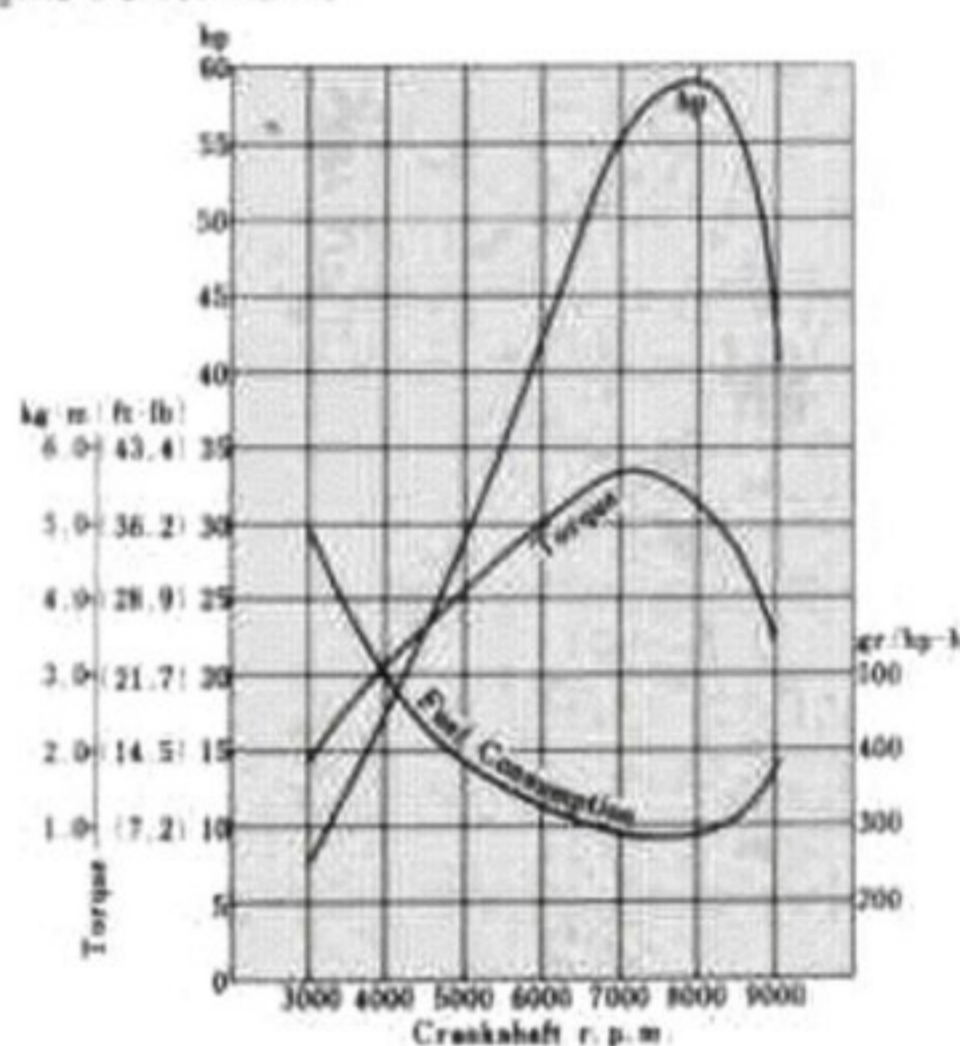
Length, overall	82 in. (2,085 mm)
Width, overall	33 in. (835 mm)
Height, overall	45 in. (1,140 mm)
Wheelbase	55.5 in. (1,410 mm)
Ground clearance	5.7 in. (145 mm)
Dry weight	407 lbs (185 kg)
Fuel tank capacity	3.5 Imp. gal. (16 liters)
Oil tank capacity	2.0 Imp. qt. (2.3 liters)

FRAME

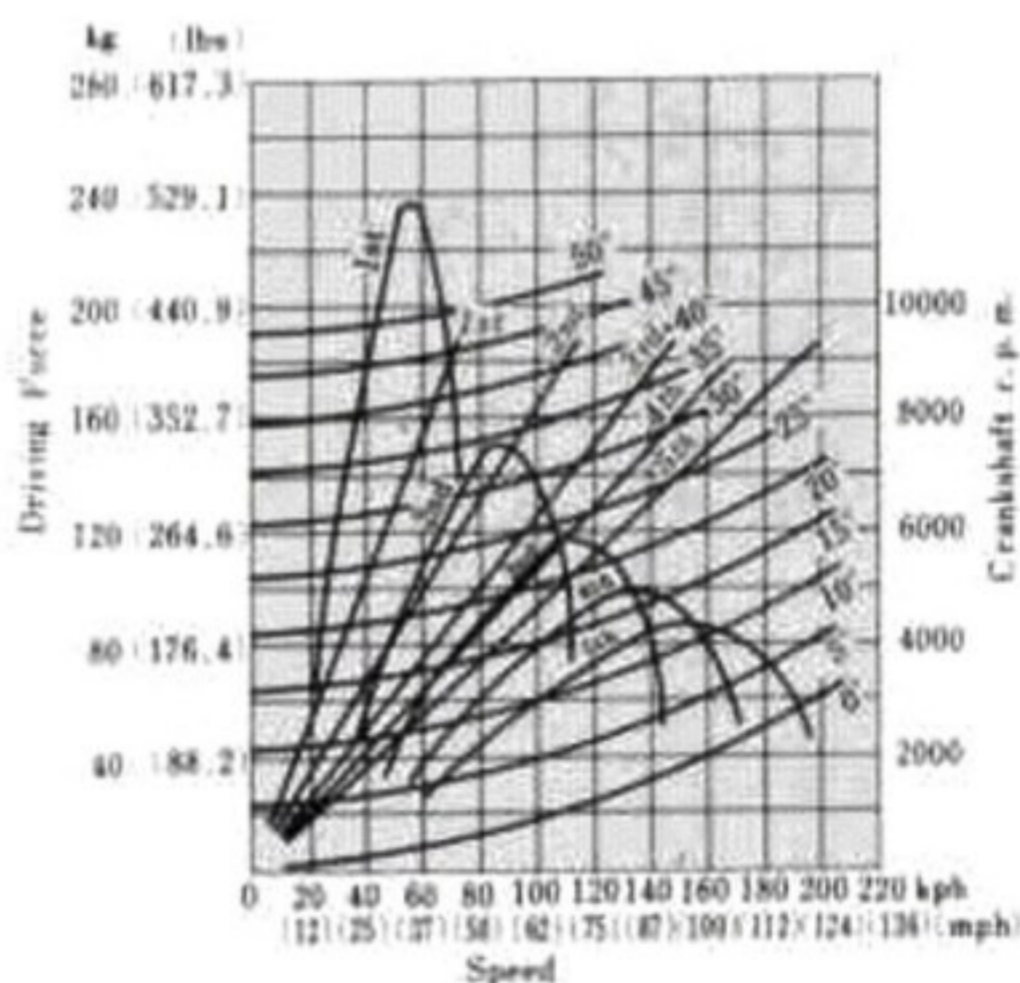
Type	Tubular, double cradle
Suspension: Front	Telescopic fork
Rear	Swing arm
Tyres: Front	3.25 - 19 4PR
Rear	4.00 - 18 4PR

PERFORMANCE CURVES

Engine Performance



Running Performance



Specifications subject to change without notice.

Kawasaki puts it all in your hands.

KAWASAKI
HEAVY INDUSTRIES, LTD.
MOTORCYCLE DIVISION