

Kawasaki KH500/400/250





Triple treat: high-spirited sprinters with smooth, sophisticated 3-cylinder 2-stroke engines and disc brakes

KH500

New gears for the road racer's street machine

You're looking at the latest edition of the original superbike we introduced in 1988. We've improved it every year. None it's well-mannered and easier to ride with a wider performance range in every gear because we've given it more torque. But it's still the quickest 500 off the line and safer with its new gear shift pattern 1-N-2-3-4-5, just like our other machines.

This year we also added a brighter headlamp



(12V 45/40W), a locking fuel cap, new fuse set-up, a more comfortable seat, improved rear suspension units, positive engine stop switch and larger mirrors.

Kawasaki built a reputation for performance and reliability on this machine. The KH500 has come of age. It delivers 52 hp at 7,000 rpm and can get your adrenalin going even if you're a road racer. The more you know about motorcycles and if a sprinter is your style, this is the only machine for you.

KH400. More horses for your money and a new CDI system

You can do a lot with 38 hp at 7,000 rpm at the twist of the wrist. You can streak ahead of the traffic and into the country for a weekend with your girl riding with you. All the power you need is there. So are the comforts.

The KH400 is better than ever. We gave the 3-cylinder 2-stroke engine a whole new set of sparkers from a space-age Capacitive Discharge Ignition (CDI) system that lights the fires and is more reliable. And the new locking fuel



tank, separate fuse system, larger mirrors, improved shocks, re-designed seat, and engine stop switch make this machine a lot easier to live with. You'll like the way the power comes on, the extra reserve of power in every gear and the way the machine handles. The frame is the same race-proven double cradle that's hard to beat. The disc in front and the drum rear brake are a combination to keep you confident. All the equipment is there: big speedometer and matching tachometer, hooks for two helmets, 5-speeds and a style that stays fresh.

The world's only 250 cc triple gets a disc

One of a kind? Ride the only 250 3-cylinder 2-stroke because it delivers the smoothest power. It's a sophisticated lightweight with all the advantages of a multi. It's made for the kind of rider who knows and loves a beautifully engineered machine but doesn't have to prove anything. He only wants the best in the class.

This is Kawasaki's smallest triple but it's built just like its bigger brothers. What's new this year?

KH250



It has a new disc brake in front, seat styling, a new fuel tank lock, separate fuse system, larger rear vision mirrors, a more comfortable seat, better rear shocks and positive-action engine kill switch.

This is the bike for the Young Man About Town who likes nothing better than to take to the hills when he has a chance and feel the thrill of motorcycling in a burst of speed and safe handling that clears the cobwebs and sharpens the reflexes. It's a luxury you can afford.



SPECIFICATIONS	KH500-A8	KH400-A3	KH250-B1
ENGINE			
Type	2-stroke, 3-cylinder, piston valve	2-stroke, 3-cylinder, piston valve	2-stroke, 3-cylinder, piston valve
Displacement	498cc	400cc	249cc
Bore and stroke	60.0x58.8mm (2.36x2.31 in.)	57.0x52.3mm (2.24x2.06 in.)	45.0x52.3mm (1.77x2.06 in.)
Compression ratio	6.6 : 1	6.5 : 1	7.5 : 1
Ignition system	Electronic CDI	Magneto CDI	Battery and coil
Starting system	Kick	Kick	Kick
Lubrication	Injectalube (Oil injection)	Superlube (Oil injection)	Superlube (Oil injection)
Transmission oil	2-stroke oil	2-stroke oil	2-stroke oil
TRANSMISSION			
Type	5-speed, constant mesh, return shift	5-speed, constant mesh, return shift	5-speed, constant mesh, return shift
Shift pattern	1-N-2-3-4-5	1-N-2-3-4-5	1-N-2-3-4-5
Clutch	Wet, multi disc	Wet, multi disc	Wet, multi disc
FRAME			
Type	Tublar, double cradle	Tublar, double cradle	Tublar, double cradle
Suspension: Front	Telescopic fork	Telescopic fork	Telescopic fork
Rear	Swing arm	Swing arm	Swing arm
Tyre size: Front	3.25—H19 4PR	3.25—S18 4PR	3.25—S18 4PR
Rear	4.00—H18 4PR	3.50—S18 4PR	3.50—S18 4PR
BRAKES			
Front	Single disc brake, disc dia 245mm (9.6 in.)	Single disc brake, disc dia 226mm (8.9 in.)	Single disc brake, disc dia 226mm (8.9 in.)
Rear	180x35mm (7.09x1.38 in.), drum	180x30mm (7.09x1.18 in.), drum	180x30mm (7.09x1.18 in.), drum
DIMENSIONS			
Length, overall	2,125mm (83.7 in.)	2,055mm (80.9 in.)	2,085mm (82.1 in.)
Width, overall	825mm (32.5 in.)	790mm (29.9 in.)	760mm (29.9 in.)
Height, overall	1,100mm (43.3 in.)	1,045mm (41.1 in.)	1,045mm (41.1 in.)
Wheelbase	1,410mm (55.5 in.)	1,365mm (53.7 in.)	1,375mm (54.1 in.)
Ground clearance	145mm (5.7 in.)	150mm (5.9 in.)	155mm (6.1 in.)
Dry weight	194kg (428 lbs)	165kg (364 lbs)	160kg (353 lbs)
Fuel tank capacity	16 litres (3.5 imp. gal.)	14 litres (3.1 imp. gal.)	14 litres (3.1 imp. gal.)
Oil tank capacity	2.3 litres (2.0 imp. qt.)	1.5 litres (1.3 imp. qt.)	1.5 litres (1.3 imp. qt.)

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.



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