

 **Kawasaki**

250 MACH I MODEL **SI**



Luxurious 250. The only 250 in the world that gives you 3-cylinder smoothness.



250 MACH I model S1

SPECIFICATIONS

PERFORMANCE

Maximum horsepower	29 hp (7,900 rpm)
Maximum torque	2.7 kg-m/7,000 rpm (19.5 ft-lb/7,000 rpm)
Acceleration	55.4 km/h (34.3 mi/h) @ 1/4 mi; 15.5 sec.
Minimum turning radius	2.1 m (6.9 ft.)
Fuel consumption	30 km/h @ 40 km/h (1100 ml/hp gal. @ 25 mph)
Braking distance	12 m @ 90 kph (39 ft @ 21 mph)

ENGINE

Type	2-stroke, 3-cylinder, piston valve
Displacement	249 cc (15.2 cu in.)
Bore and stroke	46 x 52.3 mm (1.77 x 2.06 in.)

Compression ratio	7.5 : 1
Ignition system	Battery and coil
Starting system	Kick
Lubrication	Superlub (oil injection)
Engine oil	2-stroke oil

TRANSMISSION

Type	5-speed, constant mesh, return shift
Shift pattern	1-N-2-3-4-5
Clutch	Wet, multi-disc

FRAME

Type	Tubular, double cradle
Suspension	Front: Telescopic fork, Rear: Swing arm
Type size	Front: 3.00 - 18 4PR, Rear: 3.25 - 18 4PR

DIMENSIONS

Length, overall	2,055 mm (80.9 in.)
Width, overall	750 mm (29.5 in.)
Height, overall	1,035 mm (40.7 in.)
Wheelbase	1,270 mm (50.1 in.)
Ground clearance	150 mm (5.9 in.)
Dry weight	155 kg (339 lbs.)
Fuel tank capacity	14 liters (3.68 imp gal.)
Oil tank capacity	1.5 liters (1.32 imp qt.)

Specifications subject to change without notice.





Helmet and spare plug holders.



Rear brake lining wear indicator.



Top-of-the-line 250

Kawasaki's aircraft engineers designed our first 3-cylinder, 2-stroke engine as a 500 cc unit, we called it the MACH III and it zapped everything on the road with its blinding acceleration. It was a big hit in the performance bike market and we decided to use the same successful engine layout and make it in 350, 400, 750 and 250 cc capacities. Out of all these versions the 250 is the silkier. It spins smoother than any 2-stroke twin and makes an ideal power plant for our middleweight streetster.

This is the bike for the man who wants a well-mannered, luxurious machine that can handle any kind of traffic or road condition quickly, calmly and easily. You can cruise on the highway at any speed you like and with a couple of snicks into lower gears, with the throttle wide open, you can transform this leisurely looper into a real charger. Keep the 5-speed gearbox busy and the S1 is as frisky and playful as any lightweight you can think of. It's fun.

Responsive engine, precise handling, luxurious ride, trendy styling and full equipment make this machine into a roadster you'll keep for years. It starts with the slightest kick and when you slip silently through the gears you'll get the real feeling of what smooth, luxurious motorcycling is about. Snap down a cog or two in corners and hang in your line, clean and safe as the bike takes you through in one easy swoop. You know the steady sensation of total control. This is a sophisticated machine. And you're cool.

Decisively detailed

Just like its bigger brothers, the S1 wears its triple, high-rising exhaust pipes/mufflers with pride. It's the same breed and it has a lot of good things in store for a new owner. All useful ideas and detailing that makes riding decisions easy.

Examine the controls, they're set just right for convenient use. The black-faced speedometer and tachometer are huge and you can read them clearly. The two drum brakes are more securi-

ty than you need for normal riding. And the lighting, with turn signals, do more for your safety than you'll ever know.

Lift the seat and find the surprises like a holder for spare spark plugs, a tool kit, clip for the rider's handbook, and a neat little "glovebox" tucked away in the tail where you can keep small articles protected from dust and rain. And note how the two helmet holders snap-lock automatically when you lower the seat. You'll appreciate the single-key operation of all locks for its convenience. You can see how all these little things add up to a well-thought-out package.

The S1 gives you the essence of Kawasaki's special kind of performance from its successful triple cylinder series of machines. Everything about it is civilized and sophisticated. It is a unique 250 and if this is the class you want to get into, the S1 is the smoothest 250 you can buy. It's a luxury you deserve.

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HEAVY INDUSTRIES, LTD.
MOTORCYCLE DIVISION