

Kawasaki 72





year of the **tri-stars**



Kawasaki tri-stars presents the

750



Mach IV

Here it is — a shooting star! The most incredibly powerful, highest-performance production motorcycle ever built. 74 hp at 6000 rpm. Top speed in excess of 126 mph. Can do the quarter mile in 12.0 sec. flat. You'll practically break the sound barrier when you ride this 3-cylinder, two-cycle missile — the absolute ultimate in touring motorcycles, now and for years to come. Features "Retrorocket" disc brake. Upswept Mosport mufflers. The most advanced Capacitor Discharge Ignition (CDI) system. New cradle type seat and air foil spoiler tail section that encloses the tool box, in keeping with its years-ahead engineering. Kawasaki's Tri-Star Mach IV, most exciting motorcycle in this or any world!



500



Mach III

The machine that made motorcycle history the past two years when it consistently flashed through the quarter mile in 12.4 sec. It's back, but now it's infinitely better than before thanks to such improvements as positive battery coil ignition using 3 sets of points. Each cylinder has its own set in this superior magneto ignition. All new hydraulic front "Retrorocket" disc brake. Beautifully designed aircraft styled instrument cluster — instant-readout, speedometer and tach, slim profile headlamp. Mosport mufflers vastly improved for lower sound levels without sacrifice of performance. This Tri-Star is a proven winner, a worthy forerunner of the fabulous '72 Tri-Stars!



350



Mach II

You'll go into orbit when you test ride this fantastically smooth riding, beautifully-controllable 3-cylinder speedster. Mach II outperforms any other 350 cc motorcycle made, and most 500's! Great acceleration, 45 hp, top speed over 100 mph! The styling is unique, with the same striking spoiler air-foil design of seat and rear section as Mach IV. Turn signals are standard equipment. Dependable magneto ignition. Gleaming upswept Mosport mufflers. Mach II is out of this world, but the price is down to earth! Join the jet set!



...all with features of the future!



"Supersonic" speed. Speeds well over 100 mph are no strain when you unleash the tremendous power of any of the thrilling Tri-Stars, and the torque of the 350 F9 or the amazing 250 F8 provides lift-off thrust you can't imagine. You can expect '72 Kawasaki's to set more new competition records than ever before.



CDI: Space age electrical system. The new Tri-Star Mach IV has the latest 3 point CDI ignition system and the 175 cc F7, and 350 cc F9 are equipped with Kawasaki's exclusive magneto Capacitor Discharge Ignition. This super-efficient solid-state system virtually eliminates friction-producing components. No more plug fouling, cleaning and gapping. Adds many miles of extra use to plugs.



Double loop alloy steel tube frame. Kawasaki's long experience in building aircraft has contributed much to the development of the cradle type, double loop, alloy steel tube frames used on all Kawasaki motorcycles. They're rugged, lightweight and reinforced at all stress points. The same kind of frame is used on most factory racing machines, but at two or three times the cost!

Motocross handling with any of Kawasaki's moto-enduros. No other manufacturer has gone to such lengths to build superior handling qualities into its motorcycles as has Kawasaki. No matter what the riding conditions or speeds, your Kawasaki is easier to control, thanks to years-ahead advancements in fully-adjustable forks and suspension systems. Shocks have improved still more. And you get silken smooth shifting through all gears, instantaneous throttle response and an even surge of acceleration across the entire power band.



Multi-adjustable Hatta fork. There is no practical limit to the variety of adjustments you can make to Kawasaki's exclusive Hatta fork to make your motorcycle exactly the way you want it for street, motocross or trail riding. With only a screwdriver and one wrench, you can change tension, height, wheelbase, rake and trail in a matter of a minute or two.



On the trail, track or highway. Whether you select one of the moto-enduros or trail machines, you'll get the same easy handling in the boonies or on the track as on the highway. Whatever use you put your Kawasaki to, whatever the situation, the power is there when you want it. Supplied by the most dependable engines that can be built.



Kawasaki's power-to-weight ratios 17% better. Fantastic, but true. An average 17³/₁₆ better than other make machines. One reason why Kawasakis are the fastest production motorcycles in the world.



New sonic striping for '72. Of course. Kawasaki had to create a new look of the future to go with its fantastic 1972 galaxy of superstars. Kawasaki's sonic striping of three artistically blended colors is sharp, it's beautiful, it's now!

...plus a galaxy of superstars for '72

350 F9



250 F8



175 F7



125 F6



100 G5



100 G4



90 G3



350 cc F9

Another brilliant superstar is this all new moto-enduro. A dream to handle in street traffic or running cross country. Features improved frame geometry, Hatta look for an almost infinite range of adjustments to exactly suit your preferences and 5-position double-dampening rear suspension. Front and rear fenders and fuel tank are dampened to reduce vibration. New design engine delivers exceptionally high torque. And it's painted flat black, with highly polished fins, for outstanding looks. Rotary disc valve, U.S. Forestry Service-approved spark arretor is standard equipment. A peak performer!

250 cc F8

This highly versatile moto-enduro motorcycle is perfect for students and anyone else wanting dependable, inexpensive transportation combined with rugged and responsive performance for fun week-ends in the country. Rotary disc valve engine develops 24.5 hp at 6000 rpm, with extremely high torque from the first turn of the throttle. Magneto ignition. Super-adjustable Hatta fork and rear suspension. Handsome sonic striped on tank and side covers. Available also in competition version.

175 cc F7

A lightweight in pounds, but a real heavyweight champ in performance, for enduro riding to moto-

cross. The 21.5 hp rotary valve engine gives this cycle 15.4 lbs/hp power-to-weight ratio. Compare with any other 175 cc! Has improved rear shocks and air cleaner. Stronger pedal chains are out of the way. Scaled size, multi-adjustable Hatta fork. Kawasaki's exclusive Capacitor Discharge Ignition system (CDI). Ignition switch is located in the center of the instrument cluster for better accessibility. New design headlight is more compact, better looking.

125 cc F6

One of the most successful stars in Kawasaki's brilliant '72 constellation, this tough lightweight has never been surpassed in its class. 17.5 hp and exceptionally high torque launches the F6 like a rocket, powers it all the way through the 5-speed gear box. Sealed magneto ignition, waterfree brakes. Rear shocks are 5-way adjustable to fit you perfectly. Tuck and roll seat as standard equipment. Striking sonic striped finish adds the final eye-filling touch.

100 cc G5

Here's another bright new star from Kawasaki: a tough, high speed moto-enduro you can count on for consistently higher performance than other 100 cc machines. Its superior handling characteristics will be fully appreciated by the knowledgeable rider. Rotary valve engine. Convenient ignition location. Distinctive new Metisse-type styling. Ideal for both com-

petition and trail riding. Test ride this one and it will spoil you for any other 100 cc machine! Priced right, too.

100 cc G4

For the hunter, fisherman, back pocker, the lightweight G4 is the finest 100 cc trail machine money can buy. No other trail bike can come close to its 5-speed transmission with quick-change lever which converts it effectively to 10-speed gearing. And now the lever is on the handlebar so you can change while running in any gear! Has new, improved, more rigid front fork ... stronger front and rear suspension for greatly improved action, longer travel. Improved dampening on rear shocks. U.S. Forestry Service-approved spark arretor. Luggage rack included.

90 cc G3

This universal favorite is light years ahead of other 90 cc's in performance, looks and value. Built with the beginning motorcyclist in mind, it's ideal for short distant commuting or sheer riding enjoyment, with only a minimum investment. Dependable rotary valve engine. Hits 70 mph like a breeze. 5-speed transmission. Pressurized sealed-in nitrogen rear shocks. Folding foot pegs. Distinctive sonic striped tank with three blended colors.



Kawasaki Model	80 cc 83	100 cc 84	100 cc 85	125 cc 86	175 cc 87	250 cc 88	350 cc 89	350 cc Match II	500 cc Match III	750 cc Match IV
Engine	2 cycle 1 cylinder, rotary disc valve	2 cycle 1 cylinder, rotary disc valve	2 cycle 1 cylinder, rotary disc valve	2 cycle 1 cylinder, rotary disc valve	2 cycle, 1 cylinder, rotary disc valve	2 cycle, 1 cylinder, rotary disc valve	2 cycle, 1 cylinder, rotary disc valve	2 cycle, 3 cylinder, piston valve	2 cycle, 3 cylinder, piston valve	2 cycle, 3 cylinder, piston valve
Bore/stroke, in.	1.85 x 2.04	1.85 x 2.04	1.85 x 2.04	2.15 x 2.32	2.42 x 2.52	2.88 x 2.88	3.11 x 2.68	2.09 x 2.06	2.36 x 2.31	2.60 x 2.48
Displacement, cc (cu. in.)	82 (5.03)	95 (5.81)	95 (5.81)	124 (7.58)	174 (10.67)	247 (15.1)	346 (21.1)	346.2 (21.19)	498 (30.4)	748 (45.69)
Compression ratio	7.0:1	7.0:1	7.0:1	7.5:1	7.1:1	8.8:1	8.8:1	7.3:1	6.8:1	7.0:1
Transmission	5-speed, return shift	5-speed, with quick change, return shift	5-speed, return shift	5-speed, return shift	5-speed, return shift	5-speed, return shift	5-speed, return shift	5-speed, return shift	5-speed, return shift	5-speed, return shift
Gear Ratios										
1st	1:2.92	1:2.92	1:2.92	1:2.67	1:2.67	1:2.45	1:2.45	1:2.96	1:2.20	1:2.17
2nd	1:1.77	1:1.77	1:1.77	1:1.75	1:1.75	1:1.71	1:1.71	1:2.29	1:1.40	1:1.47
3rd	1:1.30	1:1.30	1:1.30	1:1.20	1:1.20	1:1.17	1:1.17	1:1.35	1:1.09	1:1.11
4th	1:1.09	1:1.09	1:1.09	1:0.91	1:0.91	1:0.90	1:0.90	1:1.12	1:0.92	1:0.92
5th	1:0.96	1:0.96	1:0.96	1:0.77	1:0.77	1:0.71	1:0.71	1:0.96	1:0.81	1:0.81
Horsepower	—	—	—	17.5/ 7500 rpm	21.5/ 7500 rpm	24.5/ 6000 rpm	33.0/ 6500 rpm	45/ 3000 rpm	60/ 7500 rpm	74/ 8000 rpm
Torque	—	—	—	12.6 ft-lb/ 7000 rpm	15.4 ft-lb/ 7000 rpm	18.1 ft-lb/ 6000 rpm	20 ft-lb/ 5500 rpm	30.74 ft-lb/ 7000 rpm	42.3 ft-lb/ 7000 rpm	57.1 ft-lb/ 8500 rpm
Max. speed, mph	70	85	88	95	100	95	94	112	124	120
Acceleration, 1/4 mile 11.5 sec.	11.5 sec.	11.5 sec.	11.5 sec.	12.8 sec.	14.0 sec.	15.9 sec.	14.8 sec.	13.8 sec.	12.8 sec.	12.8 sec.
Braking distance ft./mph	21/70	21/70	21/70	19.5/70	18/70	19/70	19/70	19/70	16/70	16/70
Weight, lbs.	170	185	181	211	210	270	265	329	382	472
Length, in.	22.0	26.2	26.5	26.5	33.5	32.0	32.0	79	32.5	32
Wheelbase, in.	45.3	50.0	48	51.3	52	58.0	58.0	52.5	55.0	55.0
Front suspension	Telescopic fork	Telescopic fork	Telescopic fork	Telescopic fork	Hatta fork	Hatta fork	Hatta fork	Telescopic fork	Telescopic fork	Telescopic fork
Tire size Front Rear	2.75-18 2.75-18	3.00-18 2.60-18	2.75-18 3.00-18	3.00-18 3.25-18	3.00-19 3.00-18	3.25-19 4.00-18	3.00-21 4.00-20	3.00-18 3.50-18	3.25-19 4.00-18	3.25-19 4.00-18
Lubrication	Superlube	Superlube	Superlube	Superlube	Superlube	Injectolube	Injectolube	Superlube	Injectolube	Injectolube
Ignition System	Magneto	Magneto	Magneto	Magneto	Magneto CDI	Magneto	Magneto CDI	Battery and coil	CDI/ Battery and Coil	CDI


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