



# KAWASAKI 350

model A7 <INJECTOLUBE>

## AVENGER



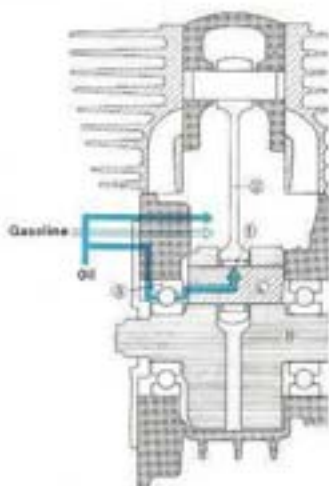
- \* TOP HP, TOP SPEED 350 CC
- \* SPORTY, LIGHT IN WEIGHT
- \* BASED ON HOT 250 SAMURAI

The Kawasaki A7 Avenger is the hottest entry in the 350cc class. More horsepower, more speed, more acceleration than any other brand. Less weight, easier handling, sportier styling, safer than all competitors. Outperforms bigger machines, too. The secret is on performance—40% horses, speeds in the 105–115 mph range through a 5-gear box, standing start quarter in just 13.8 seconds stock. Weighs only 329 pounds, just 10 lb more than the hot Kawasaki 250 Samurai on which it is based. Double cradle pipe frame and smooth suspension for easy handling. Aluminum alloy 2-stroke twin

with dual rotary disc valves for instant power. Sportier styling. Brilliant, deep candy tone paint, chrome tank side panels, stainless steel front chrome rear fenders, tack-and-roll dual seat. With a hot machine like this, the emphasis is safety. Kawasaki's aircraft-tolerance engine is settled on a double leading shoe front brake, big 16 inch tires to put more rubber on the road, as good lights as ever seen on a bike, a non-tiring riding position designed for American riders and a new pressurized lubrication system.

### PRESSURIZED LUBRICATION SYSTEM

<INJECTOLUBE SYSTEM>



- ⊗ Crankshaft Bearing
- ⊗ Crankshaft
- ⊙ Crank Pin
- ⊗ Needle Bearing
- ⊗ Connecting Rod

Two-stroke overheating worries are banished by the new Kawasaki Injectolube system, which pumps clean oil directly to the crankshaft bearings and connecting rod big ends, as well as making an automatic fuel/oil mixture to lubricate the small ends and cylinder walls. This road racer-developed pressurized lubricating system is controlled by both the engine RPM and throttle opening, so the engine gets exactly the amount of oil it needs where it needs it at all times.

Gasoline and oil are contained in separate tanks. No more messy stirring of a gas/oil mixture. No more worries about whether the fuel mixture is correct.

This new system also saves on oil consumption. As economical as a 4-stroke, and you never use dirty oil, either. Practically eliminates exhaust smoke.

This is the best lubrication system ever devised for a 2-stroke engine. It's the same as used on Grand Prix racing circuits around the world.

### 350 A7 / SPECIFICATIONS

#### ENGINE

Type .....Twin-cylinder, dual rotary disc valves, air-cooled, 2-stroke  
 Displacement .....20.63 cu in (338 cc)  
 Bore x Stroke .....2.44 x 2.21 in (62 x 56 mm)  
 Compression Ratio .....7:1  
 Max. Horsepower .....40.5 hp/7,500 rpm  
 Max. Torque .....28.9 ft-lb (3.99 kg-m) /7,000 rpm  
 Starting .....Kick  
 Lubrication .....Injectolube pressurized injection

#### PERFORMANCE

Max. Speed .....105–115 mph (168–184 kph)  
 Climbing Ability .....40"  
 Fuel Consumption .....80 mil/gal @ 30 mph  
 (34 km/liter @ 48 kph)  
 Acceleration .....55 1/4 mile 13.8 sec.

#### TRANSMISSION

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

#### DIMENSIONS

Overall Length .....78.9 in (2,005 mm)  
 Overall Width .....31.9 in (810 mm)  
 Overall Height .....42.7 in (1,085 mm)  
 Wheelbase .....51.0 in (1,295 mm)  
 Road Clearance .....6.5 in (165 mm)  
 Dry Weight .....329 lbs (149 kg)  
 Tire Size, Front .....3.25-18 4PR  
 Rear .....3.50-18 4PR

Gasoline Tank Capacity .....3.5 us gal (13.5 liters)  
 Oil Tank Capacity .....2.4 us qt (2.2 liters)

#### FRAME

Type .....Tubular, double cradle  
 Suspension, Front .....Oil damped telescopic fork  
 Rear .....Oil damped swinging arm

<Specifications subject to change without notice.>



**KAWASAKI**  
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