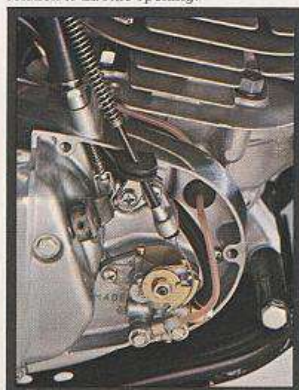


The KT-250 engine was specifically designed for the unique demands of trials riding. Wide torque range produces pull at low rpm and accelerates very smoothly to a useful top end speed. Exhaust system is well tucked in to keep machine exceptionally narrow.



The KT-250 is equipped with an oil injection system which does away with the bother of pre-mixing, automatically meters the exact proportion of oil in relation to throttle opening.



SPECIFICATIONS* KT-250

Engine type.....	Single-cylinder, 2 stroke, piston valve
Displacement.....	246 cc
Bore and stroke.....	69.5 x 64.9mm
Ignition system.....	Magneto CDI
Lubrication system.....	Superlube
Transmission.....	5 speed
Front suspension.....	Telescopic fork
Rear suspension.....	Swing arm
Tire type.....	Trials
Fuel tank capacity.....	1.5 gal.
Brake type.....	Drum
Overall length.....	78.1 in.
Overall width.....	32.9 in.
Overall height.....	44.9 in.
Wheelbase.....	51.0 in.
Ground clearance.....	11.8 in.
Weight.....	212 lbs.
Color.....	Lime green

*Specifications subject to change without notice.

This vehicle is an off-road vehicle only and was not manufactured for, nor should it be used on public streets, roads or highways.

Kawasaki
lets the good times roll.

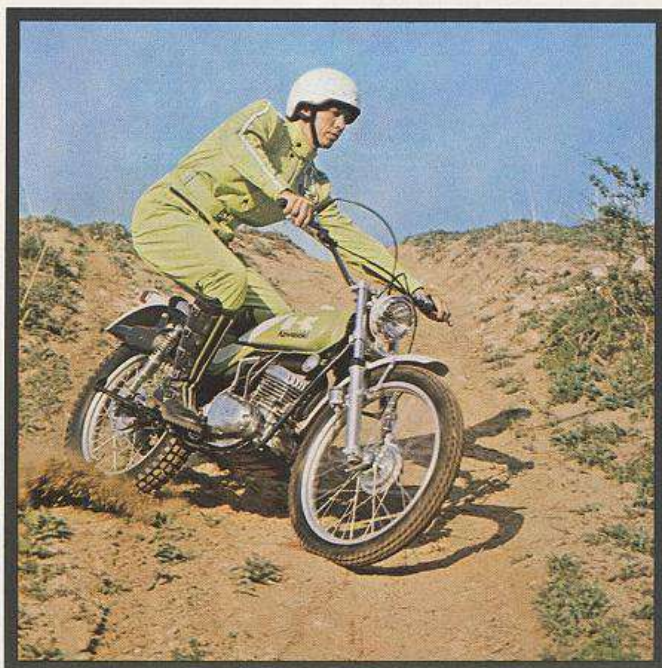


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Kawasaki KT-250

Trials...
my kind
of challenge.



Now I've got
something
to brag about.

I've got friends that road race, pound themselves silly in motocross and one guy tells me he has to rest for days after an enduro. They're crazy. But they insist they're having fun. Me? I like to have fun too. But I don't like to work that hard. Trials is my kind of challenge. I think it's a true test of riding ability. It's been a sport in Europe for years and getting big here and believe me it takes the skill of a tightrope walker to slowly pilot a bike through around and sometimes right up and over all the obstacles of a good trials course. This is the bike that got me started. The KT-250. Don Smith, 3-time European Trials Champion, helped design it and it has everything a winner needs. Lightweight design, easy handling, a short wheelbase to execute those tight turns with split second precision. A lot of bottom power to pull you up and over obstacles and a throttle response tuned to every move. Like trials itself, the KT-250 is for everyone. Which means it's conceivable that your kid brother could beat you at it, or your wife or your old man. In fact maybe you'd better quit reading and start practicing.





KT250

Agile Doesn't Mean Fragile

Not when it comes to a trials machine. This special breed of motorcycle has got to be light and sensitive. But still capable of handling the tough stuff. Like water, boulders and logs. It's not easy to make this kind of bike.

So we got together with an expert to make ours. Observed Trials Champion Don Smith was the man. And the Kawasaki KT250 is the machine. Both are winners.

The KT250 is a perfectionist's delight. Jewel-like in nature. Narrow and nimble. Yet able to hold up over the most demanding courses. A rare combination for a bike that doesn't cost six months' pay and one of your kids.

The power is typically Kawasaki. Just right, and plenty of it. Whenever and wherever needed



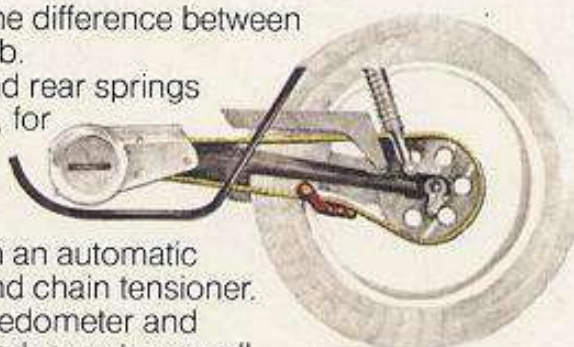
Neat, narrow and nimble

that makes the difference between clean and dab.

Both front and rear springs are dual-rate, for progressive action on both ends.

There is even an automatic chain oiler and chain tensioner. Lighting, speedometer and approved spark arrestor are all standard, too.

The KT250 has been carefully thought out. Every detail has been considered to make this a competitive machine. At a competitive price. The result is a first-rate trialer... a heavy-weight lightweight in a field where a little means a lot.



Automatic, spring-loaded chain tensioner



Now I've got
something
to brag about.

I've got friends that road race, pound themselves silly in motocross and one guy tells me he has to rest for days after an enduro. They're crazy. But they insist they're having fun. Me? I like to have fun too. But I don't like to work that hard. Trials is my kind of challenge. I think it's a true test of riding ability. It's been a sport in Europe for years and getting big here and believe me it takes the skill of a tightrope walker to slowly pilot a bike through around and sometimes right up and over all the obstacles of a good trials course.

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Kawasaki 1976





*L'image même de la performance Kawasaki!
C'est définitivement la machine de ville
du coureur de routes.*



*Une Reine demeure une Reine! Doubles disques à l'avant,
du nouveau! La plus excitante des super-sports de
grand-tourisme, à la fois pour ses fulgurantes aptitudes
à sprinter, et pour son étonnante capacité de croisière
aux grandes vitesses, et ceci, sans effort!*

Z900



KH500

*Moto de sport 2 temps, 3 cylindres,
pouvant être mise dans toutes les mains;
confiance et sécurité priment!*



KH400



KE125

*Jamais une boîte à six vitesses n'a
procuré autant de plaisirs!
125 cc de pure joie!*

*On déguste, mais on s'accroche, et on vole,
c'est le seul moyen.*



KX400

*La moto "midi" passe-partout, construite
comme ses grandes sœurs.*



KM90



La fille de la Z900. Une 4 temps, bicylindres très perfectionnée, avec ses équilibres dynamiques jumelés qui la rendent aussi "feutrée" qu'une quatre cylindres. Système de contrôle d'échappement incorporé permettant de recycler les gaz: vous roulez plus proprement.



Z400



La seule 250 3 cylindres, 2 temps au monde. Niveau frein à disque, pour des freinages sûrs. Bicyclette de l'homme qui descend sur la ville.



KH250

Légère, sobre, un rêve pour les citadins.



KH100

Profil d'une athlète de haute compétition! Une MX qui conduira à la victoire.



KX250

Super-légère! Super-incroyable! Il ne tient qu'à vous d'en faire une gagnante!



KX125



Conçue par le champion Don Smith! Avec toute la science et la technique Kawasaki! Une super-machine de trial.



KT250

SPECIFICATIONS

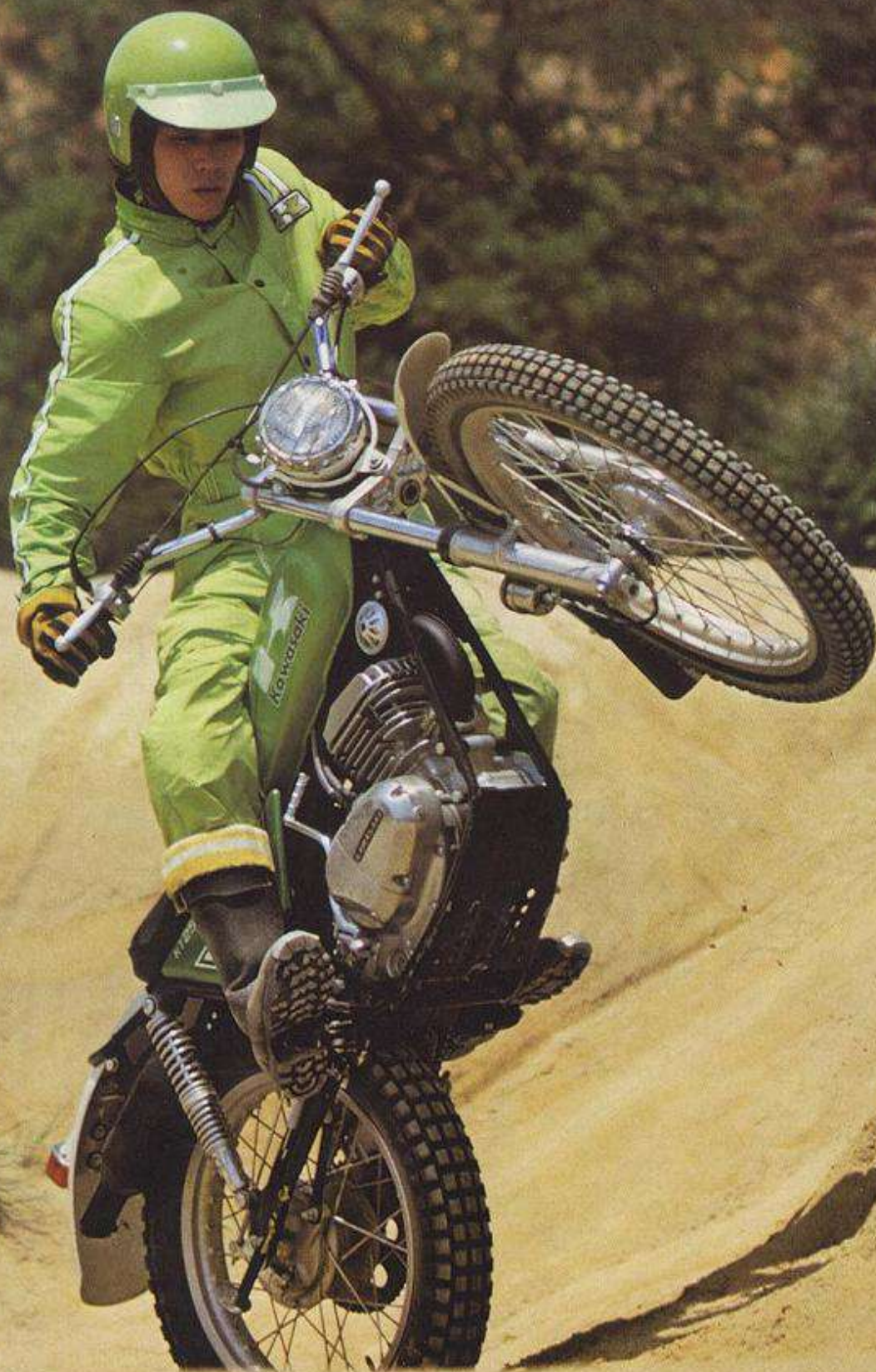
		Z900-A4	Z400-D3	KH500-A8	KH400-A3	KH250-B1	KH100-A2	KE125-A3	KM90-A4	KX400-A2	KX250-A3	KX125-A3	KT250-A2
Puissance maximale	(CV/tr/m)	81/8.500	36/8.500	52/7.000	38/7.000	26/7.000	11,5/8.000	11,5/6.000	6,6/6.500	42/7.000	34/8.000	22/9.750	16/6.500
Couple maximum	(kg-m/tr/m)	7,3/7.500	3,3/7.500	5,4/6.500	3,9/6.500	2,7/6.500	1,07/7.000	1,4/5.500	0,81/5.500	4,5/6.000	3,2/7.500	1,8/9.000	1,9/4.000
Moteur		4-temps		2-temps				2-temps	2-temps		2-temps		2-temps
		4-cylindres	2-cylindres	3-cylindres			1-cylindre	1-cylindre	1-cylindre		1-cylindre		1-cylindre
		DOHC	SOHC	admission par la jupe du piston			distribu- teur rotatif	distribu- teur rotatif	distribu- teur rotatif	admission par la jupe du piston		distribu- teur rotatif	admission par la jupe du piston
Cylindrée		903	398	498	400	249	99	124	89	401	249	124	246
Système de démarrage		Electrique et par kick		kick			kick primaire	kick primaire	kick primaire	kick primaire		kick primaire	
Transmission		5-vitesses		5-vitesses				6-vitesses	5-vitesses	5-vitesses		6-vitesses	5-vitesses
Pneus	Avant	3,25-H19	3,25-S18	3,25-H19	3,25-S18	3,25-S18	2,50-18	2,75-21	2,50-16	3,00-21	3,00-21	3,00-21	2,75-21
	Arrière	4,00-H18	3,50-S18	4,00-H18	3,50-S18	3,50-S18	2,75-18	3,50-18	3,00-14	4,60-18	4,60-18	4,10-18	4,00-18
Longueur hors-tout	(mm)	2.245	2.080	2.125	2.055	2.055	1.900	2.160	1.745	2.110	2.110	2.020	2.015
Largeur hors-tout	(mm)	865	775	825	760	760	800	870	765	940	940	875	835
Hauteur hors-tout	(mm)	1.170	1.050	1.100	1.045	1.045	1.030	1.075	945	1.165	1.165	1.120	1.155
Empattement	(mm)	1.505	1.370	1.410	1.365	1.375	1.225	1.350	1.100	1.415	1.415	1.340	1.305
Poids net	(kg)	241	175	194	165	160	89	99	76	106	96	81	96
Capacité du réservoir d'huile	(litres)	17	14	16	14	14	10	6,7	6,0	9,0	9,0	6,5	5,5

Les présentes caractéristiques sont celles des modèles de série dans des conditions normales. Il ne s'agit toutefois ici que d'une tentative objective de description des motocyclettes et de leurs performances, qui peuvent toutefois ne pas être applicables à toutes les machines mises en vente. La firme Kawasaki Heavy Industries Ltd. se réserve le droit d'apporter des modifications à ces caractéristiques, et ce, sans avis préalable.



Sidemm S.A.
12-14 rue de l'Eglise 75015 Paris
578 01 69

Kawasaki KT250





Serious competitor or great playbike

The Kawasaki KT250 will open up a whole new world of riding to you—no matter how little or how much riding skill you have. This is why: the KT250 trials machine is more an extension of a rider than any other bike you've experienced. It will amaze you. It performs tasks you wouldn't ask of other machines, like climbing slippery desk-high rock ledges in a single bound or running down precipitous slopes in full control. Other machines don't have the same agility.

And here's another good thing: you can use the KT250 as your everyday motorcycle. It's street legal with a lighting system and fork-mounted speedometer with built-in odometer. Ride it to work and it makes a great playbike. Or if you're serious about the great sport of observed trials, the KT250 will run with the best of them.

What makes a good trials machine? A special blend of smooth power, outstanding maneuverability, balance and reliability. The KT250 delivers on all counts. It pulls strongly from plonking (at near idle) speeds smoothly in every one of its five speeds. The CDI ignition system helps generate hot sparks and keep the plug clean. The frame is the conventional double cradle but made of small calibre chrome molybdenum alloy tubes and has special geometry which makes the KT250 handle so well.

All these are good reasons to choose the green KT250.



KT250-A2 SPECIFICATIONS

PERFORMANCE

Maximum horsepower	16 hp/6,500 rpm
Maximum torque	1.9 kg-m/4,000 rpm (13.7 ft-lb/4,000 rpm)

ENGINE

Type	2-stroke, single cylinder, piston valve
Displacement	246 cc (15.01 cu.in.)
Bore and stroke	69.5 x 64.9 mm (2.74 x 2.56 in.)
Compression ratio	6.5 : 1
Ignition system	Magneto CDI
Ignition timing	23°/4,000 rpm before T.D.C.
Starting system	Primary kick
Lubrication	Superlube (Oil injection)

FRAME

Type	Tubular, double cradle
Suspension: Front/Rear	Telescopic fork/Swing arm
Tyre size: Front/Rear	2.75—21 4PR/4.00—18 4PR

TRANSMISSION

Type	5-speed, constantmesh, return shift
Shift pattern	1-N-2-3-4-5
Clutch	Wet, multi disc
Primary reduction ratio	3.263
Gear ratios	1st 3.250 2nd 2.466 3rd 1.833 4th 1.217 5th 0.785
Final reduction ratio	3.466
Overall drive ratio	8.888

DIMENSIONS

Length, overall	2,015 mm (79.3 in.)
Width, overall	835 mm (32.9 in.)
Height, overall	1,155 mm (45.5 in.)
Wheelbase	1,305 mm (51.4 in.)
Ground clearance	310 mm (12.2 in.)
Dry weight	96 kg (212 lbs.)
Fuel tank capacity	5.5 litres (1.21 imp. gal.)

The specifications and performance figures 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.

KAWASAKI
HEAVY INDUSTRIES, LTD.
ENGINE AND MOTORCYCLE GROUP

